

**APPENDIX B
RESPONSE TO COMMENTS ON THE DRAFT EIS**

ORGANIZATION OF APPENDIX B

- B1. Agency Comment Letters**
- B2. Local Government Comment Letters**
- B3. Interest Group Letters**
- B4. Public Comment Letters**
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- B6. Public Comment Forms**
- B7. Bonterra Village Subdivision Comment Forms**
- B8. Public Hearing Transcripts**

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ORGANIZATION OF APPENDIX B

During the public review period for the Draft EIS numerous comment were received from agencies, local governments, interest groups, and the public via letters, emails, comment forms, and the Public Hearing transcripts (a total of 506 documents and 26 Public Hearing speakers). For tracking purposes, each document and Public Hearing speaker was assigned a unique document number and then grouped into seven categories for inclusion in **Appendix B**, as listed below:

- B1. Agencies (Document Numbers a001 – a011)
- B2. Local Governments (Document Numbers g001 – g006)
- B3. Interest Groups (Document Numbers i001 – i002)
- B4. Public Letters (Document Numbers l001 – l012)
- B5. Public E-mails (Document Numbers e001 – e075)
- B6. Public Comment Forms (Document Numbers c001 – c091)
- B7. Bonterra Village Subdivision Comment Forms (Document Numbers b001 – b309)
- B8. Public Hearing Transcripts (Document Numbers t001 – t026)

Scanned copies of the original documents received are included in this appendix, with the assigned document number placed in the upper right corner of the letters, emails, and comment forms. For the Public Hearing transcripts, the speaker numbers (t001 – t026) are labeled next to each speaker's name. A table of contents is provided at the beginning of each sub-appendix that list the documents included in that sub-appendix.

Each document was reviewed, and comments responded to are bracketed and numbered in the scanned documents. Not all statements made in the documents require a response.

For documents in **Appendices B1, B2, and B3**, which are comprised of letters and resolutions, a table of responses to bracketed comments immediately follows each individual document.

For the letters from the public, e-mails and comment forms in **Appendices B4, B5 and B6**, many of these comments did not require individual responses and many simply expressed either support or opposition to the proposed project. For **Appendix B5**, all the e-mails are provided first (ordered by document number), followed by one table containing all the responses to bracketed comments. The same organization applies to **Appendix B6**.

The Bonterra Village Homeowners Association distributed comment forms that were pre-filled and only required the resident to include their name and address. A total of 309 identical comment forms were returned with some providing additional emphasis on various points. An example of the public comment form and letter are included in **Appendix B7**.

Two public hearings were held; one on May 19, 2009, and one on May 21, 2009. Each Public Hearing's transcript is reproduced in its entirety in **Appendix B8**, with comments bracketed. Each Public Hearing transcript is followed by a table containing the responses to bracketed comments.

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APPENDIX B1

AGENCY COMMENTS AND RESPONSES

Document Number	Agency	Date	Page Number
a001	NC Department of Environment and Natural Resources (NCDENR)	06/03/09	B1-1
a002	NCDENR Division of Natural Resources Planning and Conservation – Natural Heritage Program	05/26/09	B1-3
a003	NC Wildlife Resources Commission	05/26/09	B1-6
a004	NCDENR Division of Water Quality	05/12/09	B1-12
a005	NCDENR Division of Air Quality	05/13/09	B1-19
a006	NCDENR Division of Environmental Health	05/13/09	B1-21
a007	NCDENR Division of Environmental Health Public Water Supply Section	05/06/09	B1-23
a008	NC Department of Cultural Resources State Historic Preservation Office	05/08/09	B1-24
a009	NC Department of Agriculture and Consumer Services Agricultural Services	05/11/09	B1-27
a010	US Department of the Interior Fish and Wildlife Service	06/12/09	B1-30
a011	US EPA Region 4 Atlanta Federal Center	06/15/09	B1-37

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North Carolina
Department of Administration

Beverly Eaves Perdue, Governor

June 5, 2009

Britt Cobb, Secretary

Ms. Jennifer Harris
State of N.C. Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578

Re: SCH File # 09-E-4220-0292; DEIS; Improvements in the Monroe Connector/Bypass from I-485 to US 74 in the vicinity of the Town of Marshville in Union Co. TIP Nos. R-3329 & R-2559

Dear Ms. Harris:

The above referenced environmental impact information has been submitted to the State Clearinghouse under the provisions of the National Environmental Policy Act. According to G.S. 113A-10, when a state agency is required to prepare an environmental document under the provisions of federal law, the environmental document meets the provisions of the State Environmental Policy Act. Attached to this letter for your consideration are the comments made by agencies in the course of this review.

If any further environmental review documents are prepared for this project, they should be forwarded to this office for intergovernmental review.

Should you have any questions, please do not hesitate to call.

Sincerely,

Valerie W. McMillan
Valerie W. McMillan, Director
State Environmental Review Clearinghouse

Attachments

cc: Region F

Mailing Address:
1301 Mail Service Center
Raleigh, NC 27699-1301

Telephone: (919)807-2425
Fax: (919)733-9571
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e-mail: valerie.w.mcmillan@doa.nc.gov

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116 West Jones Street
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a001



North Carolina Department of Environment and Natural Resources

Beverly Eaves Perdue
Governor

Dee Freeman
Secretary

MEMORANDUM

TO: Valerie McMillan
State Clearinghouse

FROM: Melba McGee *MC*
Environmental Review

RE: 09-0292 Monroe Connector/Bypass, Mecklenburg and Union Counties

DATE: June 3, 2009

The Department of Environment and Natural Resources has reviewed the subject proposal. The attached comments from our divisions identify several items that need to be expanded upon or clarified. Additional efforts should also be made in assessing and mitigating secondary and cumulative impacts.

At this point, the applicant is encouraged to work directly with our resources agencies in addressing their concerns prior to finalizing project plans. Addressing these comments during the review process and/or during the NEPA Merger Process will avoid delays during the permit phase.

Thanks you for the opportunity to respond.

Attachments

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Appendix B1 – Agency Comments

Table B1-1: North Carolina Department of Environment and Natural Resources (NCDENR)

Document: a001 letter dated June 3, 2009

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
1	Indirect and Cumulative Effects	Additional efforts should also be made in assessing and mitigating secondary and cumulative impacts. At this point, the applicant is encouraged to work directly with our resource agencies in addressing their concerns prior to finalizing project plans. Addressing these comments during the review process and/or during the NEPA Merger Process will avoid delays during the permit phase.	<p>A qualitative Indirect and Cumulative Effects Assessment (HNTB, February 2009) was prepared for the DSAs, as summarized in Section 7 of the Draft EIS. The qualitative assessment identified areas of potential growth or land use change under the No-Build and New Location scenarios. There would be no substantial differences between new location Detailed Study Alternatives. The report also summarized local land use plans, stream buffer ordinances, and regulations.</p> <p>An <i>Indirect and Cumulative Effects Quantitative Assessment</i> (Michael Baker Engineering, April 2010) was prepared for the Preferred Alternative, and is summarized in Section 2.5.5 of the Final EIS. The scope of this study was developed in coordination with the environmental resource and regulatory agencies.</p>



North Carolina Department of Environment and Natural Resources
Division of Natural Resources Planning and Conservation

Beverly Eaves Perdue
Governor

Linda Peersall
Director

Dee Freeman
Secretary

May 26, 2009

MEMORANDUM

TO: Melba McGee, DENR Environmental Coordinator
FROM: Katie Armstrong, Natural Heritage Program *K.A.*
SUBJECT: Monroe Connector/Bypass, Mecklenburg and Union Counties
REFERENCE: Project No. 07-0235

The proposed project includes improvements in the Monroe Connector/Bypass from I-485 to US-74 in the vicinity of the Town of Marshville in Union County. There are 16 Detailed Study Alternatives (DSAs) under consideration with DSA D being the preferred alternative.

Previous Natural Heritage Program (NHP) comments (dated February 7, 2007) expressed concern about the impacts of this project on sensitive and rare aquatic species. Within the project area, Goose Creek contains one of only six populations in the world of the Carolina heelsplitter (*Lasmigona decorata*). Each of these populations is considered critical to the survival of this federally and state listed endangered species. Since the issue of impacts to this species is "Unresolved" in the Draft EIS, the NHP still has concerns about impacts of this project on this and other sensitive and rare aquatic species in the project area. Protection of good water quality is essential to the protection of this and other rare freshwater mussels in the Goose and Duck creek watersheds.

NHP is also concerned about secondary and cumulative impacts of this project which have the potential to be more significant than the direct impacts. Guidance for evaluating secondary and cumulative impacts can be found in the North Carolina Department of Environment and Natural Resources (DENR) "Guidance for Preparing SEPA Documents and Addressing Secondary and Cumulative Impacts" located on the Internet at: http://www.enr.state.nc.us/html/laws_regulations.html and in the North Carolina Wildlife Resources Commission (WRC) Guidance Memorandum to Address and Mitigate Secondary and Cumulative Impacts to Aquatic and Terrestrial Wildlife Resources and Water Quality (August 2002) which is located on the web at: http://www.ncwildlife.org/pg07_WildlifeSpeciesCon/pg7c3_impacts.pdf.

Page 2 of 2
Project #07-0235
Monroe Connector/Bypass
May 26, 2009

2 The Indirect and Cumulative Effects Assessment considered a Future Land Use Study Area (FLUSA) divided into five zones. Zone 2 contains habitat for the federally-endangered Carolina heelsplitter mussel. This document states that the project would "improve accessibility between this area and the Charlotte/Mecklenburg area by adding access to a high-speed freeway" (p. 54). The draft EIS contradicts this by stating "The DSAs would not be expected to induce substantial land use changes or growth north and west of the DSAs, which is the area that includes habitat for the federally-endangered Carolina heelsplitter mussel" (p. 5-18).

3 Furthermore, we are concerned that the draft EIS suggests that the primary mechanism for minimizing the secondary and cumulative impacts of this project is local land use plans and development ordinances. For example, the Indirect and Cumulative Effects Assessment suggests that "development regulations, lack of water/sewer service, unsuitable soils for development, and a strong local interest in preserving the area's rural character" will minimize the potential for indirect impacts to sensitive resources (p. 54). In many localities, we do not feel that relying on local ordinances is sufficient. For example, the Indirect and Cumulative Effects Assessment states that the Union County Stormwater Discharge and Quality Control Ordinance includes 30-foot buffers on intermittent streams and 50-foot buffers on perennial streams (p. 38). However, the WRC Guidance document mentioned above recommends 200-foot buffers on perennial streams that contain federally listed species. We strongly encourage local governments to adopt regulations and land use plans that would help protect the significant natural resources in their jurisdiction. At a minimum, these plans should require appropriate vegetated buffers (200 feet for perennial and 100 feet for intermittent streams), stormwater management measures, and impervious surface limits.

4 Lastly, stringent erosion and sediment control measures should be used for all construction at the project area, particularly due to the sensitive nature of aquatic species in the project area. More detailed guidance can be found within the WRC's Guidance document referenced above. Site stabilization should be conducted as soon as possible after ground disturbance and only native seed mixtures should be used to prevent the unintentional spread of non-native invasive species.

Please do not hesitate to contact me at 919-715-7808 if you have questions or need further information.

cc: Marla Chambers, NC WRC



Appendix B1 – Agency Comments

Table B1-2: Division of Planning and Conservation, Natural Heritage Program

Document: a002 letter dated May 26, 2009

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
1	Protected Species	<p>Previous Natural Heritage Program (NHP) comments (dated February 7, 2007) expressed concern about the impacts of this project on sensitive and rare aquatic species. Within the project area, Goose Creek contains one of only six populations in the world of the Carolina heelsplitter (<i>Lasmigona decorata</i>). Each of these populations is considered critical to the survival of this federally and state listed endangered species. Since the issue of impacts to the species is "Unresolved" in the Draft EIS, the NHP still has concerns about impacts of this project on this and other sensitive and rare aquatic species in the project area. Protection of good water quality is essential to the protection of this and other rare freshwater mussels in the Goose and Duck creek watersheds.</p>	<p>The Biological Conclusion in the Draft EIS for the Carolina heelsplitter is 'Unresolved'. The FHWA and NCTA are coordinating with the USFWS in accordance with Section 7 of the Endangered Species Act, and have prepared a Biological Assessment for this species, which is summarized in Section 2.5.4.5 of the Final EIS. Appropriate coordination will be completed prior to issuing the ROD. This is a project commitment listed in Section PC of the Final EIS.</p> <p>Potential indirect and cumulative land use and impervious surface changes associated with the Preferred Alternative were evaluated quantitatively in the <i>Indirect and Cumulative Effects Quantitative Assessment</i> (Michael Baker Engineering, April 2010), summarized in Section 2.5.5 of the Final EIS. With regard to percent impervious surface cover, the report findings show no measurable differences in percent impervious surface (less than one percent) between the Preferred Alternative and No Build Alternative for the FLUSA as a whole, and no change in the Goose Creek watershed.</p>
2	Indirect & Cumulative Effects	<p>NHP is also concerned about secondary and cumulative impacts of this project which have the potential to be more significant than the direct impacts. Guidance for evaluating secondary and cumulative impacts can be found in the North Carolina Department of Environment and Natural Resources (DENR) "Guidance for Preparing SEPA Documents and Addressing Secondary and Cumulative Impacts" located on the Internet at: http://www.enr.state.nc.us/html/lawsregulations.html and in the North Carolina Wildlife Resources Commission (WRC) Guidance Memorandum to Address and Mitigate Secondary and Cumulative Impacts to Aquatic and Terrestrial Wildlife Resources and Water Quality (August 2002) which is located on the web at: http://www.ncwildlife.org/pg07WildlifeSpeciesCon/pg7c3impacts.pdf. The Indirect and Cumulative Effects Assessment considered a Future Land Use Study Area (FLUSA) divided into five zones. Zone 2 contains habitat for the federally-endangered Carolina heelsplitter mussel. This document states that the project would "improve accessibility between this area and the Charlotte/Mecklenburg area by adding access to a high-speed freeway" (p. 54). The draft EIS contradicts this by stating "The DSAs would not be expected to induce substantial land use changes or growth north and west of the DSAs, which is the area that includes habitat for the federally endangered Carolina heelsplitter mussel" (p. S-18).</p>	<p>The DSAs would not be located directly in Zone 2 and therefore there would be no direct impacts of the DSAs in the Goose Creek or Duck Creek watersheds that would contribute to cumulative effects in these watersheds.</p> <p>Potential indirect and cumulative land use and impervious surface changes associated with the Preferred Alternative were evaluated quantitatively in the <i>Indirect and Cumulative Effects Quantitative Assessment</i> (Michael Baker Engineering, April 2010), summarized in Section 2.5.5 of the Final EIS. With regard to percent impervious surface cover, the report findings show no measurable differences in percent impervious surface (less than one percent) between the Preferred Alternative and No Build Alternative for the FLUSA as a whole, and no change in the Goose Creek watershed.</p>

Appendix B1 – Agency Comments

Table B1-2: Division of Planning and Conservation, Natural Heritage Program

Document: a002 letter dated May 26, 2009

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
3	Indirect & Cumulative Effects	Furthermore, we are convinced that the draft EIS suggests that the primary mechanism for minimizing the secondary and cumulative impacts of this project is local land use plans and development ordinances. For example, the Indirect and Cumulative Effects assessment suggests that "development regulations, lack of water/sewer service, unsuitable soils for development, and a strong local interest in preserving the area's rural character" will minimize the potential for indirect impacts to sensitive resources (p. 54). In many localities, we do not feel that relying on local ordinances is sufficient. For example, the Indirect and Cumulative Effects Assessment states that the Union County Stormwater Discharge and Quality Control Ordinance includes 30-foot buffers on intermittent streams and 50-foot buffers on perennial streams (pg. 38). However, the WRC Guidance document mentioned above recommends 200-foot buffers on perennial streams that contain federally listed species. We strongly encourage local governments to adopt regulations and land use plans that would help protect the significant natural resources in their jurisdiction. At a minimum, these plans should require appropriate vegetated buffers (200 feet for perennial and 100 feet for intermittent streams), stormwater management measures, and impervious surface limits.	<p>An <i>Indirect and Cumulative Effects Quantitative Assessment</i> (Michael Baker Engineering, April 2010) was prepared for the Preferred Alternative, and summarized in Section 2.5.5 of the Final EIS. NCTA and FHWA agree that any protective ordinances adopted by local jurisdictions can be of benefit in protecting resources. Provisions regarding FHWA's responsibility and authority for mitigating project impacts are found in their environmental regulations Section 771.105(d). NCTA can encourage local governments to adopt regulations and land use plans that would help protect significant natural resources, but NCTA lacks any enforcement authority to ensure their adoption or adherence. New rules and regulations protecting the Goose Creek became effective February 1, 2009, in the <i>Goose Creek Watershed Water Quality Management Plan</i> (NCDENR-DWQ Web site: http://h2o.enr.state.nc.us/csu/documents/GooseCreek_Facts_Sheet_june09.pdf)</p> <p>These rules and regulations will augment local ordinances already in place to protect the Goose Creek.</p>
4	Water Resources	Lastly, stringent erosion and sediment control measures should be used for all constructions at the project area, particularly due to the sensitive nature of aquatic species in the project area. More detailed guidance can be found within the WRC's Guidance document reference above. Site stabilization should be conducted as soon as possible after ground disturbance and only native seed mixtures should be used to prevent the unintentional spread of non-native species.	NCTA and FHWA will implement sediment and erosion control Best Management Practices in accordance with <i>Design Standards in Sensitive Watersheds</i> . This is listed as a special project commitment in Section PC of the Final EIS.



North Carolina Wildlife Resources Commission

TO: Melba McGee, Environmental Coordinator
Department of Environment and Natural Resources

FROM: Marla Chambers, Western NCDOT Permit Coordinator *Marla Chambers*
Habitat Conservation Program, NCWRC

DATE: May 26, 2009

SUBJECT: Review of the Draft Environmental Impact Statement for proposed improvements to the US 74 corridor between I-485 in Mecklenburg County and US 74 in the vicinity of the Town of Marshville in Union County (Monroe Connector/Bypass). TIP Nos. R-2559 and R-3329. DENR Project No.: 09-0292, originally due 05/13/2009, extended to 05/26/2009.

The North Carolina Turnpike Authority (NCTA) has submitted a Draft Environmental Impact Statement (DEIS) for the proposed Monroe Connector/Bypass project, which had previously been analyzed by the North Carolina Department of Transportation (NCDOT) as two separate projects (Monroe Bypass and Monroe Connector). Staff biologists with the North Carolina Wildlife Resources Commission (NCWRC) have reviewed the information provided and represent the agency at Turnpike Environmental Agency Coordination (TEAC) meetings. These comments are provided in accordance with the provisions of the National Environmental Policy Act (42 U.S.C. 4332(2)(c)) and the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661-667d).

Our scoping comments for the Monroe Connector/Bypass, dated 02/05/2007, were included in the DEIS and referenced our previous comments on the Monroe Bypass and Monroe Connector projects. Additional comments have been provided to NCTA throughout the planning process for this project, both formally and informally, regarding topics such as purpose and need, project screening, and alternatives. The environmental concerns expressed in previous correspondence remain valid.

NCTA proposes to construct a new location toll facility between I-485 in Mecklenburg County and US 74 in the vicinity of the Town of Marshville in Union County, approximately 20 miles in length. The document examined 16 end-to-end Detailed Study Alternatives (DSAs) that are essentially minor variations of one alternative corridor (not two parallel corridors as referred to in Section 7.1.2), differing only by four similar parallel segments. Alternatives that included existing roadway sections were eliminated in the screening process. The document indicated that DSA D has been identified as the Recommended Alternative. A Preferred Alternative will be selected after the comment period for the DEIS.

Justification for identifying DSA D as the Recommended Alternative is found in Section 2.8; however the impact numbers listed do not correspond to the table in Section 2 that compares the alternatives' impacts, Table 2-4: Quantitative Screening of Preliminary Study Alternatives. The numbers apparently refer to Table 6-4: Impacts to Waters of the US (or Table S-2: Summary of Impacts) which was derived from the functional engineering designs' construction limits, with an additional 40-foot buffer. Section 2.8 should make reference to the appropriate table. This section should also explain how the numbers for jurisdictional resource impacts changed substantially from Table 2-4 to Table 6-4 (or Table S-2). Pond, wetland, and intermittent stream impacts decreased considerably and perennial stream impacts increased approximately three-fold. Also explain how the Preferred Alternative went from having the second highest perennial and intermittent impacts in Table 2-4 to having the lowest perennial and second lowest total stream impacts (with middle-range intermittent impacts) in the other tables.

A large portion of the project study area is experiencing very rapid growth; Union County is the fastest growing county in the state. The Mecklenburg County portion of the study area, the existing US 74 corridor west of Monroe, and the City of Monroe are highly developed, possibly at or approaching build-out. Numerous residential developments, including 20 named neighborhoods, are within the DSAs corridor and many more developments are planned within the study area. Negative impacts to the water quality of area streams are evident. A number of prominent streams in the project area are on the 303(d) list of impaired waters: Richardson Creek, North Fork Crooked Creek, South Fork Crooked Creek, and Stewarts Creek. Lake Twitty, a water supply resource with part of its protected area within the project study area, has also been rated as impaired. Water quality data show a trend of generally poor water quality throughout the area.

Protection and improvement of water quality is vital, as several of these impaired streams are inhabited by federal and state listed species. The Carolina darter (*Etheostoma collis*), a Federal Species of Concern (FSC) and state Special Concern (SC) fish, and the following listed mussel species are present in both the South Fork and North Fork of Crooked Creek: Savannah lilliput (*Toxolasma pullus*), FSC and state Endangered (E); Atlantic pigtoe (*Fusconotia masoni*), FSC and state E; and Carolina creekshell (*Villosa vaughaniana*), FSC and state E. The populations of the Savannah lilliput and Atlantic pigtoe are among the few remaining populations of these species within the Yadkin-Pee Dee River basin and all appear to be in decline. Richardson Creek is also inhabited by the Savannah lilliput, as well as the eastern creekshell (*V. delumbis*), state Significantly Rare. The Natural Heritage program has designated portions of these streams as Significant Aquatic Habitats.

Mailing Address: Division of Inland Fisheries • 1721 Mail Service Center • Raleigh, NC 27699-1721
Telephone: (919) 707-0220 • **Fax:** (919) 707-0028

We disagree with the last statement in the North Carolina Endangered Species Act paragraph in Section 6.5.2: "the level of protection given to state-listed species does not apply to NCDOT/NCTA projects". We believe it is NCDOT's and NCTA's responsibility as state agencies to protect state-listed species in the construction of transportation facilities throughout the state and we request their assistance in protecting these animals. We see nothing in the Article (NCGS Chapter 113, Article 25) that would exempt transportation projects from the Act. Sediment and erosion control measures should adhere to the design standards for sensitive watersheds. Mitigation efforts should focus on watersheds in the project vicinity that are inhabited by listed species, as well as other impaired waters.

Negative impacts to terrestrial resources and wildlife are another significant concern, as the road construction and additional development will reduce wildlife habitat and increase habitat fragmentation in the project area. Collisions with wildlife are a serious safety concern for the traveling public, as well. Where significant floodplain fills are proposed, we recommend installing floodplain culverts in the road fill to provide wildlife crossings, reduce flooding and flood damage, restore some hydrological functions of the floodplain, and reduce flood velocities at the stream crossings.

Indirect and cumulative impacts remain our greatest concern and have the potential to be much more significant than the direct impacts. Goose Creek is within the Future Land Use Study Area (FLUSA) for the project and is inhabited by the Carolina heelsplitter (*Lasmigona decorata*), a federal and state Endangered freshwater mussel. Goose Creek, also on the 303(d) list of impaired waters, supports one of only six populations of this species in the world. Each of these populations is considered essential to the continued existence of the species. Additional listed species observed in Goose Creek and its tributary, Duck Creek, include Atlantic pigtoe; Carolina creekshell; creeper (*Strophitus undulatus*), state Threatened; notched rainbow (*V. constricta*), state SC; and eastern creekshell.

The DEIS concluded there would be a 'Low' potential for indirect effects on sensitive resources in Zone 2 of the FLUSA, which contains portions of Goose, North Fork Crooked, and South Fork Crooked Creeks. This conclusion was based largely upon development regulations, lack of sewer and water service, and local interest in preserving the area's rural character. We are concerned, as these factors have the potential to change, especially in this rapidly developing region. We are encouraged that some of the municipalities have adopted recommended protective stream buffers; however others fall short of significant protection. Additional measures, including stormwater management and limits on impervious surfaces, are also needed to protect water quality and sensitive aquatic resources. Zone 5, at the eastern end of the FLUSA and more rural in character, has a 'High' potential for accelerated growth and 'Moderate' potential for indirect impacts to sensitive resources.

Numerous studies have shown that when 10-15% of a watershed is converted to impervious surfaces, there is a serious decline in the health of receiving waters (Schueler 1994) and the quality of fish habitat and wetlands are negatively impacted (Booth 1991, Taylor 1993). Measures to mitigate secondary and cumulative impacts can be found in the Guidance Memorandum to Address and Mitigate Secondary and Cumulative Impacts to Aquatic and Terrestrial Wildlife Resources and Water Quality (NCWRC 2002). We also strongly encourage

the use of Low Impact Development (LID) practices. Information on these measures can be found at www.lowimpactdevelopment.org, <http://www.epa.gov/owow/wps/lid/lidna1.pdf> and <http://www.stormwatercenter.net/>.

One apparent discrepancy in Section 7.7.3 we would like to point out, the first sentence of this section indicated "an almost 64 percent increase in urban area"; however the table immediately below (Table 7-3) indicated a 175.1 percent change. In addition, when the numbers in the table are calculated, it would show a 275.1 percent change.

Thank you for the opportunity to review and comment on this project. If you have any questions regarding these comments, please contact me at (704) 485-8291. We look forward to continuing our participation in the planning process for this project.

Literature Cited:

Booth, D. 1991. Urbanization and the natural drainage system-impacts, solutions, and prognoses. Northwest Environmental Journal. 7(1):93-118.

NCWRC (North Carolina Wildlife Resources Commission). 2002. Guidance Memorandum to Address and Mitigate Secondary and Cumulative Impacts to Aquatic and Terrestrial Wildlife Resources and Water Quality. NCWRC, Raleigh. Available: http://www.ncwildlife.org/pg07_WildlifeSpeciesCom/pg7c3_impacts.pdf. (February 2003).

Schueler, Tom. 1994. The Importance of Imperviousness. Watershed Protection Techniques. 1:3 (pp100-111).

Taylor, B.L. 1993. The influences of wetland and watershed morphological characteristics and relationships to wetland vegetation communities. Masters thesis. Dept. of Civil Engineering. University of Washington. Seattle, WA.

cc: Marella Buncick, USFWS
Polly Lespinasse, NCDWQ
Christopher Militscher, USEPA
Katie Armstrong, NCNHP

Appendix B1 – Agency Comments

Table B1-3: North Carolina Wildlife Resources Commission (NCWRC)

Document: a003 letter dated May 26, 2009

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
1	Indirect & Cumulative Effects	Our scoping comments for the Monroe Connector/Bypass, dated 02/05/2007, were included in the DEIS and referenced our previous comments on the Monroe Bypass and Monroe Connector projects. Additional comments have been provided to NCTA throughout the planning process for this project, both formally and informally, regarding topics such as purpose and need, project screening, and alternatives. The environmental concerns expressed in previous correspondence remain valid.	Comments provided during the scoping process were considered in the development of the Statement of Purpose and Need, range of alternatives considered, and the determination of the Detailed Study Alternatives. Comments provided by NCWRC throughout the planning process for the Monroe Connector and the Monroe Bypass, including comments dated August 16, 2002 for sections B and C of the Monroe Bypass (R-2559) and January 14, 2004 for the Monroe Connector (R-3329), have been considered in project development.
2	Alternatives Considered	Justification for identifying DSA D as the Recommended Alternative is found in Section 2.8; however the impact numbers listed do not correspond to the table in Section 2 that compares the alternatives' impacts, Table 2-4: Quantitative Screening of Preliminary Study Alternatives. The numbers apparently refer to Table 6-4: Impacts to Waters of the US (or Table S-2: Summary of Impacts) which was derived from the functional engineering designs' construction limits, with an additional 40-foot buffer. Section 2.8 should make reference to the appropriate table. This section should also explain how the numbers for jurisdictional resource impacts changed substantially from Table 2-4 to Table 6-4 (or Table S-2). Pond, wetland and intermittent stream impacts decreased considerably and perennial stream impacts increased approximately three-fold. Also explain how the Preferred Alternative went from having the second highest perennial and intermittent impacts in Table 2-4 to having the lowest perennial and second lowest total stream impacts (with middle-range intermittent impacts) in the other tables.	Impacts identified in Table 2-4 were those of the Preliminary Study Alternatives (PSAs) utilizing GIS data and conceptual right of way data. Impact data described in Section 2.8 and in Tables S-2 and 6-4 utilized surveyed Waters of the US and functional design level right of way for the Detailed Study Alternatives (DSAs), which also identified intersection layouts, improvements to intersecting streets and buffers for construction easements. A direct comparison of the data in Table 2-4 and Table S-2 is not valid, since the designs changed and the resource data changed. For example, streams identified in the GIS data as intermittent either were reclassified during field surveys as perennial or were reclassified as drainage ditches. Thereby increasing the perennial streams and decreasing the intermittent streams in the area.

Appendix B1 – Agency Comments

Table B1-3: North Carolina Wildlife Resources Commission (NCWRC)

Document: a003 letter dated May 26, 2009

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
3	Protected Species	A number of prominent streams in the project area are on the 303(d) list of impaired waters: Richardson Creek, North Fork Crooked Creek, South Fork Crooked Creek, and Stewarts Creek. Lake Twitty, a water supply resource with part of its protected area within the project study area, has also been rated as impaired. Water quality data show a trend of generally poor water quality throughout the area. Protection and improvement of water quality is vital, as several of these impaired streams are inhabited by federal and state listed species. The Carolina darter (<i>Etheostoma collis</i>), a Federal Species of Concern (FSC) and state Special Concern (SC) fish, and the following listed mussel species are present in both the South Fork and North Fork of Crooked Creek: Savannah Lilliput (<i>Toxolasma pullus</i>), FSC and state Endangered (E); Atlantic pigtoe (<i>Fusconaia masoni</i>), FSC and state E; and Carolina creekshell (<i>Villosa vaughaniana</i>), FSC and state E. The populations of the Savannah lilliput and Atlantic pigtoe are among the few remaining populations of these species within the Yadkin-Pee Dee River basin and all appear to be in decline. Richardson Creek is also inhabited by the Savannah lilliput, as well as the eastern creekshell (<i>V. delumbis</i>), state Significantly Rare. The Natural Heritage program has designated portions of these streams as Significant Aquatic Habitats.	<p>A <i>Freshwater Mussel Survey Report</i> was completed by The Catena Group in June 2009. This survey identified mussels in North Fork Crooked Creek, Un-named Tributary (S028) North Fork Crooked Creek, South Fork Crooked Creek, Stewarts Creek, Richardson Creek, and rays Fork with only the South Fork Crooked Creek containing a viable and relatively diverse mussel assemblage including state and Federal Species of Concern listed species.</p> <p>Direct impacts to these species will be minimized through the use of bridge crossings, development of Sediment and Erosion Control plans and Best Management Practices using <i>Design Standards in Sensitive Watersheds</i>. This is a special project commitments listed in Section PC of the Final EIS.</p> <p>Potential indirect and cumulative land use and impervious surface changes associated with the Preferred Alternative were evaluated quantitatively in the <i>Indirect and Cumulative Effects Quantitative Assessment</i> (Michael Baker Engineering, April 2010), summarized in Section 2.5.5 of the Final EIS. With regard to percent impervious surface cover, the report findings show no measurable differences in percent impervious surface (less than one percent) between the Preferred Alternative and No Build Alternative for the FLUSA as a whole.</p> <p>A water quality model also was prepared using the results of the <i>Indirect and Cumulative Effects Quantitative Assessment</i>. This report, <i>Indirect And Cumulative Effects Water Quality Analysis</i> (PBS&J, April 2010), is summarized in Section 2.5.5 of the Final EIS. F or the Future Land Use Study Area as a whole, increases in stream flow and pollutant loadings are confined to the six catchments intersected by the Preferred Alternative: Crooked Creek, Richardson (Middle) Creek, Rays Fork, Stewarts Creek, Richardson (Lower) Creek, and Salem Creek. Water quality in these catchments was found to be unaffected by the Project, as the estimated stream flow and pollutant loadings for the catchment remained unchanged between the 2030 No Build and 2030 Preferred Alternative scenarios.</p>
4	Protected Species	We disagree with the last statement in the North Carolina Endangered Species Act paragraph in Section 6.5.2: "the level of protection given to state-listed species does not apply to NCDOT/NCTA projects". We believe it is NCDOT's and NCTA's responsibility as state agencies to protect state-listed species in the construction of transportation facilities throughout the state and we request their assistance in protecting these animals. We see nothing in the Article (NCGS Chapter 113, Article 25) that would exempt transportation projects from the Act. Sediment and erosion control measures should adhere to the design standards for sensitive watersheds. Mitigation efforts should focus on watersheds in the project vicinity that are inhabited by listed species, as well as other impaired waters.	<p>This statement was further explained in Section 6.5.3.3 of the Draft EIS: "The state protection regulates the taking, collection, or sale of state-listed species, but does not apply to the management of lands for agriculture, forestry, or development (including transportation projects)." This language came from NCGS §113-332, which states that ..."nothing in this Article shall be construed to limit the rights of a landowner in the management of his lands for agriculture, forestry, development or any other lawful purpose without his consent."</p> <p>The NCTA will work with the NC WRC to protect state-listed species where feasible and practicable. Direct impacts to wildlife species will be minimized through the use of bridge crossings, development of Sediment and Erosion Control plans and Best</p>

Appendix B1 – Agency Comments

Table B1-3: North Carolina Wildlife Resources Commission (NCWRC)

Document: a003 letter dated May 26, 2009

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
			Management Practices using <i>Design Standards in Sensitive Watersheds</i> . This is a special project commitments listed in Section PC of the Final EIS.
5	Design	Where significant floodplain fills are proposed, we recommend installing floodplain culverts in the road fill to provide wildlife crossings, reduce flooding and flood damage, restore some hydrological functions of the floodplain, and reduce flood velocities at the stream crossings.	Proposed drainage structures were discussed at the TEAC meeting on October 7, 2008 and a subsequent field review on October 21, 2008. The issue of floodplain pipes was also discussed, and NCTA agreed to consider them during the final drainage design for this project. If there are specific areas that might require wildlife crossings, these can be investigated as part of the final design upon agency request.
6	Protected Species	Indirect and cumulative impacts remain our greatest concern and have the potential to be much more significant than the direct impacts. Goose Creek is within the Future Land Use Study Area (FLUSA) for the project and is inhabited by the Carolina heelsplitter (<i>Lasmigona decorata</i>), a federal and state Endangered freshwater mussel. Goose Creek, also on the 303(d) list of impaired waters, supports one of only six populations of this species in the world. Each of these populations is considered essential to the continued existence of the species.	<p>The Biological Conclusion in the Draft EIS for the Carolina heelsplitter is 'Unresolved'. The FHWA and NCTA are coordinating with the USFWS in accordance with Section 7 of the Endangered Species Act, and have prepared a Biological Assessment for this species, which is summarized in Section 2.5.4.5 of the Final EIS. Appropriate coordination will be completed prior to issuing the ROD. This is a project commitment listed in Section PC of the Final EIS.</p> <p>Potential indirect and cumulative land use and impervious surface changes associated with the Preferred Alternative were evaluated quantitatively in the <i>Indirect and Cumulative Effects Quantitative Assessment</i> (Michael Baker Engineering, April 2010), summarized in Section 2.5.5 of the Final EIS. With regard to percent impervious surface cover, the report findings show no measurable differences in percent impervious surface (less than one percent) between the Preferred Alternative and No Build Alternative for the FLUSA as a whole, and no change in the Goose Creek watershed.</p>
7	Protected Species	The DEIS concluded there would be a 'Low' potential for indirect effects on sensitive resources in Zone 2 of the FLUSA, which contains portions of Goose, North Fork Crooked, and South Fork Crooked Creeks. This conclusion was based largely upon development regulations, lack of sewer and water service, and local interest in preserving the area's rural character. We are concerned, as these factors have the potential to change, especially in this rapidly developing region. We are encouraged that some of the municipalities have adopted recommended protective stream buffers; however others fall short of significant protection. Additional measures, including stormwater management and limits on impervious surfaces, are also needed to protect water quality and sensitive aquatic resources. Zone 5, at the eastern end of the FLUSA and more rural in character, has a 'High' potential for accelerated growth and 'Moderate' potential for indirect impacts to sensitive resources.	<p>See response to Comment 3 in the NC Wildlife Resources Commission letter (a003).</p> <p>The NCTA and FHWA lack any authority regarding local jurisdictions' regulations, ordinances, or land use planning. NCTA can encourage local governments to adopt regulations and land use plans that would help protect significant natural resources, but NCTA lacks any enforcement authority to ensure their adoption or adherence.</p>

Appendix B1 – Agency Comments

Table B1-3: North Carolina Wildlife Resources Commission (NCWRC)

Document: a003 letter dated May 26, 2009

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
8	Protected Species	Numerous studies have shown that when 10-15% of a watershed is converted to impervious surfaces, there is a serious decline in the health of receiving waters (Schueler 1994) and the quality of fish habitat and wetlands are negatively impacted (Booth 1991, Taylor 1993). Measures to mitigate secondary and cumulative impacts can be found in the Guidance Memorandum to Address and Mitigate Secondary and Cumulative Impacts to Aquatic and Terrestrial Wildlife Resources and Water Quality (NCWRC 2002). We also strongly encourage the use of Low Impact Development (LID) practices. Information on these measures can be found at www.lowimpactdevelopment.org , www.epa.gov/owow/nps/lid/lidnatl.pdf and www.stormwatercenter.net .	See response to Comment 3 in the NC Wildlife Resources Commission letter (a003).
9	Indirect & Cumulative Effects	One apparent discrepancy in Section 7.7.3 we would like to point out. The first sentence of this section indicated "an almost 64 percent increase in urban area"; however the table immediately below (Table 7-3) indicated a 175.1 percent change. In addition, when the numbers in the table are calculated, it would show a 275.1 percent change.	The correction is noted in Appendix A - Errata .



North Carolina Department of Environment and Natural Resources
Division of Water Quality

Beverly Eaves Perdue
Governor

Coleen H. Sullins
Director

Dee Freeman
Secretary

May 12, 2009

MEMORANDUM

To: Melba McGee, Environmental Coordinator, Office of Legislative and Intergovernmental Affairs
From: Polly Lespinasse, Division of Water Quality, Mooresville Regional Office
Subject: **Comments on the Draft Environmental Impact Statement (EIS) Related to the Proposed Monroe Connector/Bypass Extending from US 74 near I-485 in Mecklenburg County to US 74 Between the Towns of Wingate and Marshville in Union County, Mecklenburg and Union Counties, Federal Aid Project No. STP-NHF-74(90), WBS Element 34533.1TA1, TIP No.s R-3329/R-2559, DENR Project No. 09-0292, Due Date 05/13/2009.**

This office has reviewed the referenced document dated March 2009. The NC Division of Water Quality (NCDWQ) is responsible for the issuance of the Section 401 Water Quality Certification for activities that impact Waters of the U.S., including wetlands. It is our understanding that the project as presented will result in impacts to jurisdictional wetlands, streams, and other surface waters. NCDWQ offers the following comments based on review of the aforementioned document:

Project Specific Comments:

1. North Fork Crooked Creek, South Fork Crooked Creek and Richardson Creek are Class C, 303(d) Waters of the State. North Fork Crooked Creek, South Fork Crooked Creek and Richardson Creek are on the 303(d) list for impaired use for aquatic life due to impaired biological integrity. North Fork Crooked Creek is on the 303(d) list for impaired use for aquatic life due to turbidity. NCDWQ is very concerned with sediment and erosion impacts that could result from this project. NCDWQ recommends that the most protective sediment and erosion control BMPs be implemented in accordance with *Design Standards in Sensitive Watersheds* to reduce the risk of nutrient runoff to North Fork Crooked Creek, South Fork Crooked Creek and Richardson Creek. NCDWQ requests that road design plans provide treatment of the storm water runoff through best management practices as detailed in the most recent version of NCDWQ *Stormwater Best Management Practices*.
2. The draft EIS identifies a recommended Detailed Study Alternative (DSA) for this project. DSA "D" has been identified in the document as the recommended alternative. While DSA "D" provides for the least amount of linear feet of stream impact requiring mitigation, NCDWQ staff is not prepared to recommend the selection of an alternative at this time. However, we will continue to be involved in the development of this project as a participating agency.

General Comments:

3. The environmental document should provide a detailed and itemized presentation of the proposed impacts to wetlands and streams with corresponding mapping. If mitigation is necessary as required by 15A NCAC 2H.0506(h), it is preferable to present a conceptual (if not finalized) mitigation plan with the environmental documentation. Appropriate mitigation plans will be required prior to issuance of a 401 Water Quality Certification.

Mooresville Regional Office
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4. Environmental impact statement alternatives shall consider design criteria that reduce the impacts to streams and wetlands from storm water runoff. These alternatives shall include road designs that allow for treatment of the storm water runoff through best management practices as detailed in the most recent version of NCDWQ's *Stormwater Best Management Practices Manual*, July 2007, such as grassed swales, buffer areas, preformed scour holes, retention basins, etc.
5. After the selection of the preferred alternative and prior to an issuance of the 401 Water Quality Certification, the North Carolina Turnpike Authority (NCTA) is respectfully reminded that they will need to demonstrate the avoidance and minimization of impacts to wetlands (and streams) to the maximum extent practical. In accordance with the Environmental Management Commission's Rules (15A NCAC 2H.0506(h)), mitigation will be required for impacts of greater than 1 acre to wetlands. In the event that mitigation is required, the mitigation plan shall be designed to replace appropriate lost functions and values. The NC Ecosystem Enhancement Program may be available for use as wetland mitigation.
6. In accordance with the Environmental Management Commission's Rules (15A NCAC 2H.0506(h)), mitigation will be required for impacts of greater than 150 linear feet to any single perennial stream. In the event that mitigation is required, the mitigation plan shall be designed to replace appropriate lost functions and values. The NC Ecosystem Enhancement Program may be available for use as stream mitigation.
7. Future documentation, including the 401 Water Quality Certification Application, shall continue to include an itemized listing of the proposed wetland and stream impacts with corresponding mapping.
8. NCDWQ is very concerned with sediment and erosion impacts that could result from this project. The NCTA shall address these concerns by describing the potential impacts that may occur to the aquatic environments and any mitigating factors that would reduce the impacts.
9. An analysis of cumulative and secondary impacts anticipated as a result of this project is required. The type and detail of analysis shall conform to the NC Division of Water Quality Policy on the assessment of secondary and cumulative impacts dated April 10, 2004.
10. The NCTA is respectfully reminded that all impacts, including but not limited to, bridging, fill, excavation and clearing, and rip rap to jurisdictional wetlands, streams, and riparian buffers need to be included in the final impact calculations. These impacts, in addition to any construction impacts, temporary or otherwise, also need to be included as part of the 401 Water Quality Certification Application.
11. Where streams must be crossed, NCDWQ prefers bridges be used in lieu of culverts. However, we realize that economic considerations often require the use of culverts. Please be advised that culverts should be countersunk to allow unimpeded passage by fish and other aquatic organisms. Moreover, in areas where high quality wetlands or streams are impacted, a bridge may prove preferable. When applicable, the NCTA should not install the bridge bents in the creek, to the maximum extent practicable.
12. Whenever possible, NCDWQ prefers spanning structures. Spanning structures usually do not require work within the stream or grubbing of the streambanks and do not require stream channel realignment. The horizontal and vertical clearances provided by bridges shall allow for human and wildlife passage beneath the structure. Fish passage and navigation by canoeists and boaters shall not be blocked. Bridge supports (bents) should not be placed in the stream when possible.
13. Bridge deck drains shall not discharge directly into the stream. Stormwater shall be directed across the bridge and pre-treated through site-appropriate means (grassed swales, pre-formed scour holes, vegetated buffers, etc.) before entering the stream. Please refer to the most current version of NCDWQ's *Stormwater Best Management Practices*.
14. Sediment and erosion control measures should not be placed in wetlands or streams.

- 15 15. Borrow/waste areas should avoid wetlands to the maximum extent practical. Impacts to wetlands in borrow/waste areas will need to be presented in the 401 Water Quality Certification and could precipitate compensatory mitigation.
- 16 16. The 401 Water Quality Certification application will need to specifically address the proposed methods for stormwater management. More specifically, stormwater shall not be permitted to discharge directly into streams or surface waters.
- 17 17. Based on the information presented in the document, the magnitude of impacts to wetlands and streams may require an Individual Permit (IP) application to the Corps of Engineers and corresponding 401 Water Quality Certification. Please be advised that a 401 Water Quality Certification requires satisfactory protection of water quality to ensure that water quality standards are met and no wetland or stream uses are lost. Final permit authorization will require the submittal of a formal application by the NCTA and written concurrence from NCDWQ. Please be aware that any approval will be contingent on appropriate avoidance and minimization of wetland and stream impacts to the maximum extent practical, the development of an acceptable stormwater management plan, and the inclusion of appropriate mitigation plans where appropriate.
- 18 18. If concrete is used during construction, a dry work area shall be maintained to prevent direct contact between curing concrete and stream water. Water that inadvertently contacts uncured concrete shall not be discharged to surface waters due to the potential for elevated pH and possible aquatic life and fish kills.
- 19 19. If temporary access roads or detours are constructed, the site shall be graded to its preconstruction contours and elevations. Disturbed areas shall be seeded or mulched to stabilize the soil and appropriate native woody species shall be planted. When using temporary structures the area shall be cleared but not grubbed. Clearing the area with chain saws, mowers, bush-hogs, or other mechanized equipment and leaving the stumps and root mat intact allows the area to re-vegetate naturally and minimizes soil disturbance.
- 20 20. Placement of culverts and other structures in waters, streams, and wetlands shall be placed below the elevation of the streambed by one foot for all culverts with a diameter greater than 48 inches, and 20 percent of the culvert diameter for culverts having a diameter less than 48 inches, to allow low flow passage of water and aquatic life. Design and placement of culverts and other structures including temporary erosion control measures shall not be conducted in a manner that may result in dis-equilibrium of wetlands or streambeds or banks, adjacent to or upstream and down stream of the above structures. The applicant is required to provide evidence that the equilibrium is being maintained if requested in writing by NCDWQ. If this condition is unable to be met due to bedrock or other limiting features encountered during construction, please contact NCDWQ for guidance on how to proceed and to determine whether or not a permit modification will be required.
- 21 21. If multiple pipes or barrels are required, they shall be designed to mimic natural stream cross section as closely as possible including pipes or barrels at flood plain elevation, floodplain benches, and/or sills may be required where appropriate. Widening the stream channel should be avoided. Stream channel widening at the inlet or outlet end of structures typically decreases water velocity causing sediment deposition that requires increased maintenance and disrupts aquatic life passage.
- 22 22. If foundation test borings are necessary, it shall be noted in the document. Geotechnical work is approved under General 401 Certification Number 3687/Nationwide Permit No. 6 for Survey Activities.
- 23 23. Sediment and erosion control measures sufficient to protect water resources must be implemented and maintained in accordance with the most recent version of North Carolina Sediment and Erosion Control Planning and Design Manual and the most recent version of NCS000523.
- 24 24. All work in or adjacent to stream waters shall be conducted in a dry work area. Approved BMP measures from the most current version of NCDOT Construction and Maintenance Activities manual such as sandbags, rock berms, cofferdams and other diversion structures shall be used to prevent excavation in flowing water.

- 25 25. While the use of National Wetland Inventory (NWI) maps, NC Coastal Region Evaluation of Wetland Significance (NC-CREWS) maps and soil survey maps are useful tools, their inherent inaccuracies require that qualified personnel perform onsite wetland delineations prior to permit approval.
- 26 26. Heavy equipment should be operated from the bank rather than in stream channels in order to minimize sedimentation and reduce the likelihood of introducing other pollutants into streams. This equipment shall be inspected daily and maintained to prevent contamination of surface waters from leaking fuels, lubricants, hydraulic fluids, or other toxic materials.
- 27 27. Riprap shall not be placed in the active thalweg channel or placed in the streambed in a manner that precludes aquatic life passage. Bioengineering boulders or structures should be properly designed, sized and installed.
- 28 28. Riparian vegetation (native trees and shrubs) shall be preserved to the maximum extent possible. Riparian vegetation must be reestablished within the construction limits of the project by the end of the growing season following completion of construction.

NCDWQ appreciates the opportunity to provide comments on your project. Should you have any questions or require any additional information, please contact Polly Lespinasse at (704) 663-1699.

- cc: Steve Lund, US Army Corps of Engineers, Asheville Field Office (electronic copy)
 Clarence Coleman, Federal Highway Administration
 Kathy Matthews, Environmental Protection Agency (electronic copy)
 Maria Chambers, NC Wildlife Resources Commission (electronic copy)
 Marella Buncick, US Fish and Wildlife Service (electronic copy)
 Sonia Gregory, NCDWQ Central Office (electronic copy)
 File Copy

Appendix B1 – Agency Comments

Table B1-4: NCDENR – Division of Water Quality

Document: a004 letter dated May 12, 2009

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
1	Water Resources	NCDWQ recommends that the most protective sediment and erosion control BMPs be implemented in accordance with Design Standards in Sensitive Watersheds to reduce the risk of nutrient runoff to North Fork Crooked Creek, South Fork Crooked Creek and Richardson Creek. NCDWQ requests that road design plans provide treatment of the storm water runoff through best management practices as detailed in the most recent version of NCDWQ Stormwater Best Management Practices.	NCTA and FHWA will implement sediment and erosion control Best Management Practices in accordance with <i>Design Standards in Sensitive Watersheds</i> . This is listed as a special project commitment in Section PC of the Final EIS.
2	Water Resources	While DSA "D" provides for the least amount of linear feet of stream impact requiring mitigation, NCDWQ staff is not prepared to recommend the selection of an alternative at this time. However, we will continue to be involved in the development of this project as a participating agency.	The NCTA and FHWA continued working with the regulatory resource and environmental agencies to reach agreement on the Preferred Alternative/LEDPA described in Section 3.2.2 of the Final EIS (DSA D).
3	Water Resources	The environmental document should provide a detailed and itemized presentation of the proposed impacts to wetlands and streams with corresponding mapping. If mitigation is necessary as required by 15A NCAC 2H.0506(h), it is preferable to present a conceptual (if not finalized) mitigation plan with the environmental documentation. Appropriate mitigation plans will be required prior to issuance of a 401 Water Quality Certification.	All required mitigation to satisfy compensatory mitigation requirements for this project will be provided through the NC EEP in-lieu fee program. Itemized impacts to wetlands and streams by individual resource are included in Appendix F of the Final EIS.
4	Water Resources	Environmental impact statement alternatives shall consider design criteria that reduce the impacts to streams and wetlands from storm water runoff. These alternatives shall include road designs that allow for treatment of the storm water runoff through best management practices as detailed in the most recent version of NCDWQ's Stormwater Best Management Practices Manual, July 2007, such as grassed swales, buffer areas, preformed scour holes, retention basins, etc.	NCTA and FHWA will implement sediment and erosion control Best Management Practices in accordance with <i>Design Standards in Sensitive Watersheds</i> . This is listed as a special project commitment in Section PC of the Final EIS.
5	Water Resources	After the selection of the preferred alternative and prior to an issuance of the 401 Water Quality Certification, the North Carolina Turnpike Authority (NCTA) is respectfully reminded that they will need to demonstrate the avoidance and minimization of impacts to wetlands (and streams) to the maximum extent practical. In accordance with the Environmental Management Commission's Rules {15A NCAC 2H.0506(h)}, mitigation will be required for impacts of greater than 1 acre to wetlands. In the event that mitigation is required, the mitigation plan shall be designed to replace appropriate lost functions and values. The NC Ecosystem Enhancement Program may be available for use as wetland mitigation.	Avoidance and minimization measures for the Preferred Alternative were discussed with agencies throughout the NEPA process, including after publication of the Draft EIS. The coordination occurring after the Draft EIS publication is summarized in Sections 3.2.1 and 3.2.2 of the Final EIS. A conceptual mitigation plan for impacts to Waters of the US is summarized in Section 2.5.4.4 .

Appendix B1 – Agency Comments

Table B1-4: NCDENR – Division of Water Quality

Document: a004 letter dated May 12, 2009

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
6	Water Resources	In accordance with the Environmental Management Commission's Rules (15A NCAC 2H.0506(h)), mitigation will be required for impacts of greater than 150 linear feet to any single perennial stream. In the event that mitigation is required, the mitigation plan shall be designed to replace appropriate lost functions and values. The NC Ecosystem Enhancement Program may be available for use as stream mitigation.	All required mitigation to satisfy compensatory mitigation requirements for this project will be provided through the NC EEP in-lieu fee program.
7	Water Resources	Future documentation, including the 401 Water Quality Certification Application, shall continue to include an itemized listing of the proposed wetland and stream impacts with corresponding mapping.	Comment noted. Itemized impacts to wetlands and streams by individual resource are included in Appendix F of the Final EIS.
8	Water Resources	NCDWQ is very concerned with sediment and erosion impacts that could result from this project. The NCTA shall address these concerns by describing the potential impacts that may occur to the aquatic environments and any mitigating factors that would reduce the impacts.	The NCTA must obtain a 401 Water Quality Certification from the NCDENR-DWQ prior to project construction and will meet all requirements for this permit. NCTA and FHWA will implement sediment and erosion control Best Management Practices in accordance with <i>Design Standards in Sensitive Watersheds</i> . This is listed as a special project commitment in Section PC of the Final EIS.
9	Water Resources	An analysis of cumulative and secondary impacts anticipated as a result of this project is required. The type and detail of analysis shall conform to the NC Division of Water Quality Policy on the assessment of secondary and cumulative impacts dated April 10, 2004.	Potential indirect and cumulative land use and impervious surface changes associated with the Preferred Alternative were evaluated quantitatively in the <i>Indirect and Cumulative Effects Quantitative Assessment</i> (Michael Baker Engineering, April 2010), summarized in Section 2.5.5 of the Final EIS. Environmental resource and regulatory agencies participated in developing the scope of this study, as stated in Section 3.2.1 of the Final EIS. A water quality model also was prepared using the results of the <i>Indirect and Cumulative Effects Quantitative Assessment</i> . This report, <i>Indirect And Cumulative Effects Water Quality Analysis</i> (PBS&J, April 2010), is summarized in Section 2.5.5 of the Final EIS.
10	Water Resources	The NCTA is respectfully reminded that all impacts, including but not limited to, bridging, fill, excavation and clearing, and rip rap to jurisdictional wetlands, streams, and riparian buffers need to be included in the final impact calculations. These impacts, in addition to any construction impacts, temporary or otherwise, also need to be included as part of the 401 Water Quality Certification Application.	The NCTA and FHWA will submit all data required as part of the 401 Water Quality Certification.
11	Water Resources	Where streams must be crossed, NCDWQ prefers bridges be used in lieu of culverts. However, we realize that economic considerations often require the use of culverts. Please be advised that culverts should be countersunk to allow unimpeded passage by fish and other aquatic organisms. Moreover, in areas where high quality wetlands or streams are impacted, a bridge may prove preferable. When applicable, the NCTA should not install the bridge bents in the creek, to the maximum extent practicable.	Culverts will be buried in accordance with NCDOT Hydraulic Unit's March 18, 2004 reference entitled "Pipe Burial Depths."

Appendix B1 – Agency Comments

Table B1-4: NCDENR – Division of Water Quality

Document: a004 letter dated May 12, 2009

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
12	Water Resources	Whenever possible, NCDWQ prefers spanning structures. Spanning structures usually do not require work within the stream or grubbing of the streambanks and do not require stream channel realignment. The horizontal and vertical clearances provided by bridges shall allow for human and wildlife passage beneath the structure. Fish passage and navigation by canoeists and boaters shall not be blocked. Bridge supports (bents) should not be placed in the stream when possible.	NCTA acknowledges this comment and this request will be taken into account during final design.
13	Water Resources	Bridge deck drains shall not discharge directly into the stream. Stormwater shall be directed across the bridge and pre-treated through site appropriate means (grassed swales, preformed scour holes, vegetated buffers, etc.) before entering the stream. Please refer to the most current version of NCDWQ's Stormwater Best Management Practices.	NCTA acknowledges this comment. The Design-Build team will be required to provide bridge drainage features that prevent direct discharge into surface waters.
14	Water Resources	Sediment and erosion control measures should not be placed in wetlands or streams.	NCTA and FHWA will implement sediment and erosion control Best Management Practices in accordance with <i>Design Standards in Sensitive Watersheds</i> . This is listed as a special project commitment in Section PC of the Final EIS.
15	Water Resources	Borrow/waste areas should avoid wetlands to the maximum extent practical. Impacts to wetlands in borrow/waste areas will need to be presented in the 401 Water Quality Certification and could precipitate compensatory mitigation.	Comment acknowledged. The Design-Build team will be required to acquire applicable permits relative to borrow pits and comply with requirements for borrow pits, dewatering, and any temporary work conducted in jurisdictional areas.
16	Water Resources	The 401 Water Quality Certification application will need to specifically address the proposed methods for stormwater management. More specifically, stormwater shall not be permitted to discharge directly into streams or surface waters.	Comment acknowledged. The 401 application will propose methods for stormwater management.
17	Water Resources	Based on the information presented in the document, the magnitude of impacts to wetlands and streams may require an Individual Permit (IP) application to the Corps of Engineers and corresponding 401 Water Quality Certification. Please be advised that a 401 Water Quality Certification requires satisfactory protection of water quality to ensure that water quality standards are met and no wetland or stream uses are lost. Final permit authorization will require the submittal of a formal application by the NCTA and written concurrence from NCDWQ. Please be aware that any approval will be contingent on appropriate avoidance and minimization of wetland and stream impacts to the maximum extent practical, the development of an acceptable stormwater management plan, and the inclusion of appropriate mitigation plans where appropriate.	NCTA will obtain all applicable permits, including a Section 404 Individual Permit and associated 401 Water Quality Certification. Avoidance and minimization measures incorporated into the Preferred Alternative are discussed in Section 2.5.4.4 of the Final EIS.
18	Water Resources	If concrete is used during construction, a dry work area shall be maintained to prevent direct contact between curing concrete and stream water. Water that inadvertently contacts uncured concrete shall not be discharged to surface waters due to the potential for elevated pH and possible aquatic life	All currently approved NCDOT BMPs for the Protection of Surface Waters will be implemented during project construction.

Appendix B1 – Agency Comments

Table B1-4: NCDENR – Division of Water Quality

Document: a004 letter dated May 12, 2009

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
		and fish kills.	
19	Water Resources	If temporary access roads or detours are constructed, the site shall be graded to its preconstruction contours and elevations. Disturbed areas shall be seeded or mulched to stabilize the soil and appropriate native woody species shall be planted. When using temporary structures the area shall be cleared but not grubbed. Clearing the area with chain saws, mowers, bush-hogs, or other mechanized equipment and leaving the stumps and root mat intact allows the area to re-vegetate naturally and minimizes soil disturbance.	Temporary access and haul roads other than public roads, constructed or used in connection with the project shall be considered a part of the project and addressed in the Erosion and Sedimentation Control Plans. This commitment will be included in contracts of the Design-Build team.
20	Water Resources	Placement of culverts and other structures in waters, streams, and wetlands shall be placed below the elevation of the streambed by one foot for all culverts with a diameter greater than 48 inches, and 20 percent of the culvert diameter for culverts having a diameter less than 48 inches, to allow low flow passage of water and aquatic life. Design and placement of culverts and other structures including temporary erosion control measures shall not be conducted in a manner that may result in dis-equilibrium of wetlands or streambeds or banks, adjacent to or upstream and downstream of the above structures. The applicant is required to provide evidence that the equilibrium is being maintained if requested in writing by NCDWQ. If this condition is unable to be met due to bedrock or other limiting features encountered during construction, please contact NCDWQ for guidance on how-to proceed and to determine whether or not a permit modification will be required.	Culverts will be buried in accordance with NCDOT Hydraulic Unit's March 18, 2004 reference entitled "Pipe Burial Depths."
21	Water Resources	If multiple pipes or barrels are required, they shall be designed to mimic natural stream cross section as closely as possible including pipes or barrels at flood plain elevation, floodplain benches, and/or sills may be required where appropriate. Widening the stream channel should be avoided. Stream channel widening at the inlet or outlet end of structures typically decreases water velocity causing sediment deposition that requires increased maintenance and disrupts aquatic life passage.	The final design for the Preferred Alternative will be completed in accordance with the NCDOT <i>Guidelines for Drainage Studies and Hydraulic Design</i> .
22	Water Resource	If foundation test borings are necessary; it shall be noted in the document. Geotechnical work is approved under General 401 Certification Number 3687/Nationwide Permit NO.6 for Survey Activities.	If additional geotechnical investigations are needed, subsurface investigations, including borings, will be conducted in accordance with the current NCDOT Geotechnical Unit Guidelines and Procedures Manual. This commitment will be included in the contracts of the Design-Build team.
23	Water Resources	Sediment and erosion control measures sufficient to protect water resources must be implemented and maintained in accordance with the most recent version of North Carolina Sediment and Erosion Control Planning and Design Manual and the most recent version of NCS000523.	The final Design Build Request for Proposal will require the development of an erosion control plan. The Erosion and Sediment Control/Stormwater Pollution Prevention Plan will be implemented and maintained during the construction of the project. This plan will incorporate the requirements of the National Pollutant Discharge Elimination System (NPDES) General Permit to Discharge Stormwater. NCDOT's Best Management Practices in accordance with <i>Design Standards in</i>

Appendix B1 – Agency Comments

Table B1-4: NCDENR – Division of Water Quality

Document: a004 letter dated May 12, 2009

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
			<i>Sensitive Watersheds</i> will be implemented. This is listed as a special project commitment in Section PC of the Final EIS.
24	Water Resources	All work in or adjacent to stream waters shall be conducted in a dry work area. Approved BMP measures from the most current version of NCDOT Construction and Maintenance Activities manual such as sandbags, rock berms, cofferdams and other diversion structures shall be used to prevent excavation in flowing water.	NCTA will implement approved BMP measures from the most current version of NCDOT Construction and Maintenance Activities Manual.
25	Water Resources	While the use of National Wetland Inventory (NWI) maps, NC Coastal Region Evaluation of Wetland Significance (NC-CREWS) maps and soil survey maps are useful tools, their inherent inaccuracies require that qualified personnel perform onsite wetland delineations prior to permit approval.	As discussed in Section 6.4.3.1 of the Draft EIS, stream surveys and wetland delineations were performed within the project corridors from February 20 through April 24, 2008. These surveyed wetlands and streams were used in the calculations of impacts to jurisdictional resources discussed in the Draft EIS and Final EIS.
26	Water Resources	Heavy equipment should be operated from the bank rather than in stream channels in order to minimize sedimentation and reduce the likelihood of introducing other pollutants into streams. This equipment shall be inspected daily and maintained to prevent contamination of surface waters from leaking fuels, lubricants, hydraulic fluids, or other toxic materials.	NCTA will implement approved BMP measures from the most current version of NCDOT Construction and Maintenance Activities Manual.
27	Water Resources	Riprap shall not be placed in the active channel or placed in the streambed in a manner that precludes aquatic life passage. Bioengineering boulders or structures should be properly designed, sized and installed.	All appropriate measures will be taken to protect streams and aquatic life based on NCDOT standard practices. Rip rap is removed from streams where stream velocities are not erosive.
28	Water Resources	Riparian vegetation (native trees and shrubs) shall be preserved to the maximum extent possible. Riparian vegetation must be reestablished within the construction limits of the project by the end of the growing season following completion of construction.	Appropriate measures will be taken to preserve and reestablish riparian vegetation to the maximum extent possible. NCTA will require the Design Build team to preserve trees along the project.

INTERGOVERNMENTAL REVIEW - PROJECT COMMENTS

Project Number: 09-0292 Due Date: 5/3/09

After review of this project it has been determined that the ENR permit(s) and/or approvals indicated may need to be obtained in order for this project to comply with North Carolina Law. Questions regarding these permits should be addressed to the Regional Office indicated on the reverse of the form. All applications, information and guidelines relative to these plans and permits are available from the same Regional Office.

PERMITS	SPECIAL APPLICATION PROCEDURES or REQUIREMENTS	Normal Process Time (statutory time limit)
<input type="checkbox"/> Permit to construct & operate wastewater treatment facilities, sewer system extensions & sewer systems not discharging into state surface waters.	Application 90 days before begin construction or award of construction contract. On-site inspection. Post-application technical conference usual.	30 days (90 days)
<input type="checkbox"/> NPDES - permit to discharge into surface water and/or permit to operate and construct wastewater facilities discharging into state surface waters.	Application 180 days before begin activity. On-site inspection. Pre-application conference usual. Additionally, obtain permit to construct wastewater treatment facility granted after NPDES. Reply time, 30 days after receipt of plans or issue of NPDES permit whichever is later.	90-120 days (N/A)
<input type="checkbox"/> Water Use Permit	Pre-application technical conference usually necessary	30 days (N/A)
<input type="checkbox"/> Well Construction Permit	Complete application must be received and permit issued prior to the installation of a well.	7 days (15 days)
<input type="checkbox"/> Dredge and Fill Permit	Application copy must be served on each adjacent riparian property owner. On-site inspection. Pre-application conference usual. Filling may require Easement to Fill from N.C. Department of Administration and Federal Dredge and Fill Permit.	55 days (90 days)
<input type="checkbox"/> Permit to construct & operate Air Pollution Abatement facilities and/or Emission Sources as per 15 A NCAC (2Q.0100 thru 2Q.0300)	Application must be submitted and permit received prior to construction and operation of the source. If a permit is required in an area without local zoning, then there are additional requirements and timelines (2Q.0113).	90 days
<input type="checkbox"/> Permit to construct & operate Transportation Facility as per 15 A NCAC (2D.0800, 2Q.0601)	Application must be submitted at least 90 days prior to construction or modification of the source.	90 days
<input type="checkbox"/> Any open burning associated with subject proposal must be in compliance with 15 A NCAC 2D.1900		
<input type="checkbox"/> Demolition or renovations of structures containing asbestos material must be in compliance with 15 A NCAC 20.1110 (a) (1) which requires notification and removal prior to demolition. Contact Asbestos Control Group 919-707-5950	N/A	60 days (90 days)
<input type="checkbox"/> Complex Source Permit required under 15 A NCAC 2D.0800		
<input checked="" type="checkbox"/> The Sedimentation Pollution Control Act of 1973 must be properly addressed for any land disturbing activity. An erosion & sedimentation control plan will be required if one or more acres to be disturbed. Plan filed with proper Regional Office (Land Quality Section) At least 30 days before beginning activity. A fee of \$65 for the first acre or any part of an acre. An express review option is available with additional fees.		20 days (30 days)
<input type="checkbox"/> Sedimentation and erosion control must be addressed in accordance with NCDOT's approved program. Particular attention should be given to design and installation of appropriate perimeter sediment trapping devices as well as stable stormwater conveyances and outlets.		(30 days)
<input type="checkbox"/> Mining Permit	On-site inspection usual. Surety bond filed with ENR Bond amount varies with type mine and number of acres of affected land. Any acre mined greater than one acre must be permitted. The appropriate bond must be received before the permit can be issued.	30 days (60 days)
<input type="checkbox"/> North Carolina Burning permit	On-site inspection by N.C. Division Forest Resources if permit exceeds 4 days	1 day (N/A)
<input type="checkbox"/> Special Ground Clearance Burning Permit - 22 counties in coastal N.C. with organic soils	On-site inspection by N.C. Division Forest Resources required "if more than five acres of ground clearing activities are involved. Inspections should be requested at least ten days before actual burn is planned."	1 day (N/A)
<input type="checkbox"/> Oil Refining Facilities	N/A	90-120 days (N/A)
<input type="checkbox"/> Dam Safety Permit	If permit required, application 60 days before begin construction. Applicant must hire N.C. qualified engineer to prepare plans, inspect construction certify construction is according to ENR approved plans. May also require permit under mosquito control program. And a 404 permit from Corps of Engineers. An inspection of site is necessary to verify Hazard Classification. A minimum fee of \$200.00 must accompany the application. An additional processing fee based on a percentage of the total project cost will be required.	30 days (60 days)

PERMITS	SPECIAL APPLICATION PROCEDURES or REQUIREMENTS	Normal Process Time (statutory time limit)
<input type="checkbox"/> Permit to drill exploratory oil or gas well	File surety bond of \$5,000 with ENR running to State of NC conditional that any well opened by drill operator shall, upon abandonment, be plugged according to ENR rules and regulations	10 days (N/A)
<input type="checkbox"/> Geophysical Exploration Permit	Application filed with ENR at least 10 days prior to issue of permit. Application by letter. No standard application form	10 days (N/A)
<input type="checkbox"/> State Lakes Construction Permit	Application fees based on structure size is charged. Must include description & drawings of structure & proof of ownership of riparian property	15-20 days (N/A)
<input type="checkbox"/> 401 Water Quality Certification	N/A	60 days (130 days)
<input type="checkbox"/> CAMA Permit for MAJOR development	\$250.00 fee must accompany application	55 days (150 days)
<input type="checkbox"/> CAMA Permit for MINOR development	\$50.00 fee must accompany application	22 days (25 days)
<input type="checkbox"/> Several geologic monuments are located in or near the project area. If any monument needs to be moved or destroyed, please notify: N.C. Geologic Survey, Box 27687 Raleigh, NC 27611		
<input type="checkbox"/> Abandonment of any wells, if required must be in accordance with Title 15A Subchapter 2C.0100		
<input type="checkbox"/> Notification of the proper regional office is requested if "orphan" underground storage tanks (USTS) are discovered during any excavation operation		
<input type="checkbox"/> Compliance with 15A NCAC 2H 1000 (Coastal Stormwater Rules) is required.		45 days (N/A)
<input type="checkbox"/> Tar Patches or Neuse Riparian Buffer Rules required		
* Other comments (attach additional pages as necessary, being certain to cite comment authority)		
2	Lo - ERS could be regional before land Disturbance July 5, 2009 4/22/09	
3	PAQ - Make sure open burning is legal. Also by the time this project starts were the Charlotte region may be in serious non-attainment and federal highway funds might not be available for April 5/12/2009	

REGIONAL OFFICES

Questions regarding these permits should be addressed to the Regional Office marked below.

- Asheville Regional Office
2090 US Highway 70
Swannanoa, NC 28778
(828) 296-4500
- Mooreville Regional Office
610 East Center Avenue, Suite 301
Mooreville, NC 28115
(704) 663-1699
- Wilmington Regional Office
127 Cardinal Drive Extension
Wilmington, NC 28405
(910) 796-7215
- Fayetteville Regional Office
225 North Green Street, Suite 714
Fayetteville, NC 28301-5043
(910) 433-3300
- Raleigh Regional Office
3800 Barrett Drive, Suite 101
Raleigh, NC 27609
(919) 791-4200
- Winston-Salem Regional Office
585 Woughtown Street
Winston-Salem, NC 27107
(336) 771-5000
- Washington Regional Office
943 Washington Square Mall
Washington, NC 27889
(252) 946-6481

Appendix B1 – Agency Comments

Table B1-5: NCDENR – Division of Air Quality
Document: a005 letter dated May 13, 2009

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
1	Water Resources	The Sedimentation Pollution Control Act of 1973 must be properly addressed for any land disturbing activity. An erosion & sedimentation control plan will be required if one or more acres to be disturbed. Plan filed with proper Regional Office (Land Quality Section) at least 30 days before beginning activity. A fee of \$65 for the first acre or any part of an acre. An express review option is available with additional fees.	NCTA and FHWA will implement sediment and erosion control Best Management Practices in accordance with <i>Design Standards in Sensitive Watersheds</i> . This is listed as a special project commitment in Section PC of the Final EIS.
2		Erosion & Sedimentation Control Plan required before Land Disturbing	NCTA and FHWA will implement sediment and erosion control Best Management Practices in accordance with <i>Design Standards in Sensitive Watersheds</i> . This is listed as a special project commitment in Section PC of the Final EIS.
3	Air Quality	Make sure open burning is legal. Also, by the time this project starts, the Charlotte region may be in serious non-attainment and federal highway funds might not be available.	Project construction will comply with all applicable regulations and ordinances related to open burning and fugitive dust control in force at the time of construction.

DEPARTMENT OF ENVIRONMENT AND
NATURAL RESOURCES
DIVISION OF ENVIRONMENTAL HEALTH

Project Number 09-0292
County Mecklenburg/ Union

Inter-Agency Project Review Response

Project Name	<u>USDOT/NC DOT/Federal Hwy Administration/NC Turnpike Authority</u>	Type of Project	<u>Draft Environmental Impact Statement - Improvements Monroe Connector/ Bypass from I-485 to US74, TIP R- 3329/R-2559, Ref. 07-0235.</u>
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- 1 The applicant should be advised that plans and specifications for all water system improvements must be approved by the Division of Environmental Health prior to the award of a contract or the initiation of construction (as required by 15A NCAC 18C .0300et. seq.). For information, contact the Public Water Supply Section, (919) 733-2321.
- This project will be classified as a non-community public water supply and must comply with state and federal drinking water monitoring requirements. For more information the applicant should contact the Public Water Supply Section, (919) 733-2321.
- If this project is constructed as proposed, we will recommend closure of _____ feet of adjacent waters to the harvest of shellfish. For information regarding the shellfish sanitation program, the applicant should contact the Shellfish Sanitation Section at (252) 726-6827.
- The soil disposal area(s) proposed for this project may produce a mosquito breeding problem. For information concerning appropriate mosquito control measures, the applicant should contact the Public Health Pest Management Section at (919) 733-6407.
- The applicant should be advised that prior to the removal or demolition of dilapidated structures, an extensive rodent control program may be necessary in order to prevent the migration of the rodents to adjacent areas. For information concerning rodent control, contact the local health department or the Public Health Pest Management Section at (919) 733-6407.
- The applicant should be advised to contact the local health department regarding their requirements for septic tank installations (as required under 15A NCAC 18A. 1900 et. seq.). For information concerning septic tank and other on-site waste disposal methods, contact the On-Site Wastewater Section at (919) 733-2885.
- The applicant should be advised to contact the local health department regarding the sanitary facilities required for this project.
- 2 If existing water lines will be relocated during the construction, plans for the water line relocation must be submitted to the Division of Environmental Health, Public Water Supply Section, Technical Services Branch, 1634 Mail Service Center, Raleigh, North Carolina 27699-1634, (919) 733-2321.
- For Regional and Central Office comments, see the reverse side of this form.

Jim McRight

PWSS

04/22/2009

Reviewer

Section/Branch

Date

Appendix B1 – Agency Comments

Table B1-6: NCDENR Division of Environmental Health

Document: a006 letter dated May 13, 2009

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
1	Utilities	The applicant should be advised that plans and specifications for all water system improvements must be approved by the Division of Environmental Health prior to the award of a contract or the initiation of construction as required by 15A NCAC 18C.300et.seq. For information contact the Public Water Supply Section.	NCTA acknowledges this comment and will comply with all applicable regulations.
2	Utilities	If existing water lines will be relocated during the construction, plans for the water line relocation must be submitted to the Division of Environmental Health, Public Water Supply Section, Technical Services Branch, 1634 Mail Service Center, Raleigh, NC 27699-1634	NCTA acknowledges this comment and will comply with all applicable regulations.

DEPARTMENT OF ENVIRONMENT AND
NATURAL RESOURCES
DIVISION OF ENVIRONMENTAL HEALTH

Inter-Agency Project Review Response

Project Number
09-0292
County
**Mecklenburg/
Union**

Project Name USDOT/NC DOT/Federal Hwy Administration/NC Turnpike Authority Type of Project Draft Environmental Impact Statement - Improvements Monroe Connector/ Bypass from I-485 to US74. TIP R-3329/R-2559. Ref. 07-0235.

Comments provided by:

- Regional Program Person
- Regional Supervisor for Public Water Supply Section
- Central Office program person

Name Britt Setzer-Mooresville RO Date 04/22/2009

Telephone number: 704 235 2127

Program within Division of Environmental Health:

- Public Water Supply
- Other, Name of Program: _____

Response (check all applicable):

- No objection to project as proposed
- No comment
- Insufficient information to complete review
- Comments attached
- See comments below

Return to:
Public Water Supply Section
Environmental Review Coordinator
for the
Division of Environmental Health

MAY 05 2009

a007

NORTH CAROLINA STATE CLEARINGHOUSE
DEPARTMENT OF ADMINISTRATION
INTERGOVERNMENTAL REVIEW

a008

COUNTY: UNION
MECKLENBURG

F05: RAILROADS

STATE NUMBER: 09-E-4220-0292
DATE RECEIVED: 04/17/2009
AGENCY RESPONSE: 05/13/2009
REVIEW CLOSED: 05/19/2009



ER02-9791
CH 03-3581

MS RENEE GLEDHILL-EARLEY
CLEARINGHOUSE COORDINATOR
DEPT OF CULTURAL RESOURCES
STATE HISTORIC PRESERVATION OFFICE
MSC 4617 - ARCHIVES BUILDING
RALEIGH NC

REVIEW DISTRIBUTION

CC&PS - DIV OF EMERGENCY MANAGEMENT
CENTRALINA COG
DENR LEGISLATIVE AFFAIRS
DEPT OF AGRICULTURE
DEPT OF CULTURAL RESOURCES
DEPT OF TRANSPORTATION

PROJECT INFORMATION

APPLICANT: State of N.C. Turnpike Authority
TYPE: National Environmental Policy Act
Draft Environmental Impact Statement

DESC: Improvements in the Monroe Connector/Bypass from I-485 to US 74 in the vicinity of the Town of Marshville in Union Co. TIP Nos. R-3329 & R-2559

CROSS-REFERENCE NUMBER: 02-E-4220-0309 04-E-4220-0332 07-E-4220-0235

The attached project has been submitted to the N. C. State Clearinghouse for intergovernmental review. Please review and submit your response by the above indicated date to 1301 Mail Service Center, Raleigh NC 27699-1301.

If additional review time is needed, please contact this office at (919)807-2425.

AS A RESULT OF THIS REVIEW THE FOLLOWING IS SUBMITTED: NO COMMENT COMMENTS ATTACHED

SIGNED BY: Renee Gledhill-Earley

DATE: 5-8-09



APR 22 2009



North Carolina Department of Cultural Resources
State Historic Preservation Office

Peter B. Sandbeck, Administrator

Beverly Eaves Perdue, Governor
Linda A. Cahill, Secretary
Jeffrey J. Crow, Deputy Secretary

Office of Archives and History
Division of Historical Resources
David Brook, Director

May 8, 2009

MEMORANDUM

TO: Steven DeWitt,
NC Turnpike Authority

FROM: Peter Sandbeck *PS for Peter Sandbeck*

SUBJECT: Monroe Connector/Bypass, Draft Environmental Impact Statement, R-3329/R-2259,
Union and Mecklenburg Counties, ER 02-9791



We have reviewed the above referenced document and offer the following comments.

For purposes of compliance with Section 106 of the National Historic Preservation Act, we agree with the statement on page 5-9 stating that ... " a final decision regarding archaeological survey for the western portion of the project study area would be made following the selection of the Preferred Alternative."

1 Based on the topographic and hydrological situation, we have determined that there is a very high probability that archaeological sites exists in the project area. We therefore recommend that if any earth moving activities are scheduled to take place, that a comprehensive archaeological survey be conducted by an experienced archaeologist to identify and evaluate the significance of any archaeological remains that may be damaged or destroyed by the proposed project. *Please note that our office now requests consultation with the Office of State Archaeology to discuss appropriate field methodology prior to the archaeological field investigation.*

2 If an archaeological field investigation is conducted, two copies of the resulting archaeological survey report, as well as one copy of the appropriate site forms should be forwarded to us for review and comment as soon as they are available and well in advance of any earth moving activities.

3 The effects determinations for historic architectural resources are correctly shown in the document. We will look forward to reviewing the final designs when they are available to ensure that the effects remain the same.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, please contact Renee Gledhill-Earley, environmental review coordinator, at 919-807-6579. In all future communication concerning this project, please cite the above-referenced tracking number.

cc: Mary Pope Furr, NCDOT
Matt Wilkerson, NCDOT
State Clearinghouse
Steve Lund, USACE, Asheville

Appendix B1 – Agency Comments

Table B1-7: NCDENR Division of Environmental Health/Public Water Supply Section

Document: a007 letter dated May 06, 2009

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
1	Utilities	No comments	No response necessary.

Appendix B1 – Agency Comments

Table B1-8: North Carolina Department of Cultural Resources/State Historic Preservation Office (SHPO)

Document: a008 letter dated May 20, 2009

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
1	Cultural Resources	<p>For purposes of compliance with Section 106 of the National Historic Preservation Act, we agree with the statement on page 5-9 stating that..... "a final decision regarding archaeological survey for the western portion of the project study area would be made following the selection of the Preferred Alternative."</p> <p>Based on the topographic and hydrological situation, we have determined that there is a very high probability that archaeological sites exists in the project area. We therefore recommend that if any earth moving activities are scheduled to take place that a comprehensive archaeological survey be conducted by an experienced archaeologist to identify and evaluate the significance of any archaeological remains that may be damaged or destroyed by the proposed project. Please note that our office now requests consultation with the Office of State Archaeology to discuss appropriate field methodology prior to the archaeological field investigation.</p>	<p>A comprehensive archaeological investigation was completed for the Preferred Alternative (<i>Archaeological Inventory and Evaluation for the US 74 Monroe Connector</i>, New South Associates, November 2009), as summarized in Section 2.5.3.2 of the Final EIS. No archaeological resources eligible for the National Register of Historic Places were identified. The Office of State Archaeology was consulted and they concurred with the findings of the evaluation.</p>
2	Cultural Resources	<p>If an archaeological field investigation is conducted, two copies of the resulting archaeological survey report, as well as one copy of the appropriate site forms should be forwarded to us for review and comment as soon as they are available and well in advance of any earth moving activities.</p>	<p>A comprehensive archaeological investigation was completed for the Preferred Alternative (<i>Archaeological Inventory and Evaluation for the US 74 Monroe Connector</i>, New South Associates, November 2009), as summarized in Section 2.5.3.2 of the Final EIS. No archaeological resources eligible for the National Register of Historic Places were identified. The Office of State Archaeology was consulted and they concurred with the findings of the evaluation.</p>
3	Cultural Resources	<p>The effects determinations for historic architectural resources are correctly shown in the document. We will look forward to reviewing the final designs when they are available to ensure that the effects remain the same.</p>	<p>As noted in Section 2.5.3.1 of the Final EIS, design revisions were reviewed with the HPO on September 29, 2009, and the effects determinations reported in the Draft EIS have not changed. NCTA will provide the final design plans to HPO for review.</p>

NORTH CAROLINA STATE CLEARINGHOUSE
DEPARTMENT OF ADMINISTRATION
INTERGOVERNMENTAL REVIEW

a009

a009

COUNTY: UNION
MECKLENBURG

F05: RAILROADS

STATE NUMBER: 09-E-4220-0294
DATE RECEIVED: 04/17/2009
AGENCY RESPONSE: 05/13/2009
REVIEW CLOSED: 05/18/2009



Steven W. Troxler
Commissioner

North Carolina Department of Agriculture
and Consumer Services
Agricultural Services

Maximilian Merrill
Environmental Programs

Ms. Valerie McMillan
State Clearinghouse
N.C. Department of Administration
1301 Mail Service Center
Raleigh, North Carolina 27699-1301

State #: 09-E-4220-0292

RE: Improvements in the Monroe Connector Bypass from I-485 to US 74 in the vicinity of the Town of Marshville,
Union County

Dear Ms McMillan

I want to commend the North Carolina Turnpike Authority for creating a thorough Environmental Impact Statement. This DRAFT EIS adequately states the effects each *Alternative* would have on the immediate and adjacent farmland of the study area. However there may be a few errors in the analysis.



MS HOLLY GILROY
CLEARINGHOUSE COORDINATOR
DEPT OF AGRICULTURE
1001 MSC - AGRICULTURE BLDG
RALEIGH NC

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DEPT OF AGRICULTURE
DEPT OF CULTURAL RESOURCES
DEPT OF TRANSPORTATION

PROJECT INFORMATION

APPLICANT: State of N.C. Turnpike Authority
TYPR: National Environmental Policy Act
Draft Environmental Impact Statement

DESC: Improvements in the Monroe Connector/Bypass from I-485 to US 74 in the vicinity
of the Town of Marshville in Union Co. TIP Nos. R-3329 & R-2559

CROSS-REFERENCE NUMBER: 02-E-4220-0309 04-E-4220-0332 07-E-4220-0235

The attached project has been submitted to the N. C. State Clearinghouse for
intergovernmental review. Please review and submit your response by the above
indicated date to 1301 Mail Service Center, Raleigh NC 27699-1301.

If additional review time is needed, please contact this office at (919)807-2424.

AS A RESULT OF THIS REVIEW THE FOLLOWING IS SUBMITTED: NO COMMENT COMMENTS ATTACHED

SIGNED BY: Holly Gilroy DATE: 5-8-09

- 1 The farmland analysis may be more appropriately located in *5.8.5 Impacts to Natural Resources*. Farm and forestland is a natural resource and cannot be mitigated for, nor replaced once converted to other uses. This highlights my second point that farms and farm businesses cannot be replaced. Section *5.8.5* and *4.3.4.3* both state that "all DSAs would require the relocation of three farms. None of the DSAs would impact parcels in the Voluntary Agricultural Districts." It is to be commended that the investigators looked to the VAD program and those farm locations, but how is a farm relocated? Once a farm is converted it is lost forever. The amounts of agricultural products produced from those farms are no longer produced and no longer contribute to the sustainable economy of agriculture. This report also looks at the 2002 agricultural census data but the 2007 is currently available. Since this is a draft, the investigators may want to update the data and use the most current census numbers for their analysis. It is recognized that this data may not have been available at the time of initial publication.
 - 2
 - 3 The most current agricultural census data shows that between 2002 and 2006 NC lost about 600,000 acres of farmland. Much of this was due to the direct, indirect, and cumulative effects of road transportation projects. We need to evaluate *Alternatives* on the basis of all the factors but it may now be important to give the loss of farm and forestland acres more weight in these decisions. Each *Alternative*, other than the No Build or Update *Alternative*, converts over 1,200 acres of farmland directly and may indirectly convert farmland up to "five miles outside the corridor" (7.2.1) which would be thousands more acres.
 - 4 The current analysis of farmland also shows that about 27% or more of those acres are in prime soils and that the Farmland Impact Analysis shows convenient scores of 146-149, which is below the threshold to shift any of the *Alternatives*. It is understood that federal regulations require the Farmland Impact Analysis however we need to look at our farmland and farm business losses with more scrutiny than this subjective analysis and weigh farm and forestland loss more heavily.
- Based on the secondary, cumulative, and direct impacts, we submit that this project would have severe adverse impacts on the agricultural economy and resources of the area.

Gratefully

Maximilian Merrill

E-mail: maximilian.merrill@ncmail.net
1001 Mail Service Center, Raleigh, North Carolina, 27699-1001 (919) 733-7125 Fax (919) 718-0105
TTY: 1-800-735-2962 Voice: 1-877-735-8200
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Appendix B1 – Agency Comments

Table B1-9: North Carolina Department of Agriculture and Consumer Services/Agricultural Services

Document: a009 letter dated June 8, 2009

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
1	Farmland	The farmland analysis may be more appropriately located in S.8.5 Impacts to Natural Resources. Farm and forestland is a natural resource and cannot be mitigated for, nor replaced once converted to other uses.	Since farming is a man-made land use consisting of a conversion of natural land to agricultural operations, the discussion about potential farming impacts is appropriately located in the Physical Environment section of the Draft EIS. Furthermore, NCDOT EIS Guidance includes farmland discussion in the various Physical Environment sections of the EIS (NCDOT Web site: www.ncdot.org/doh/preconstruct/pe/EIS_Guidance.html). With respect to mitigating the loss of farmland, please refer to response to Comment 2 in the NC Department of Agriculture and Consumer Services letter (a009).
2	Farmland	This highlights my second point that farms and farm businesses cannot be replaced. Section 5.8.5 and 4.3.4.3 both state that "all DSAs would require the relocation of three farms. None of the DSAs would impact parcels in the Voluntary Agricultural Districts." It is to be commended that the investigators looked to the VAD program and those farm locations, but how is a farm relocated? Once a farm is converted it is lost forever. The amounts of agricultural products produced from those farms are no longer produced and no longer contribute to the sustainable economy of agriculture.	In accordance with federal law (42USC Chapter 61), displaced farms are eligible to receive the fair market value of the land as well as any structures that would be taken by the project. In addition, farm owners are eligible to receive reimbursement for moving and relocation expenses. In some cases farm owners may be eligible to receive funding associated with the reestablishment of their farm.
3	Farmland	This report also looks at the 2002 agricultural census data but the 2007 is currently available. Since this is a draft, the investigators may want to update the data and use the most current census numbers for their analysis. It is recognized that this data may not have been available at the time of initial publication. The most current agricultural census data shows that between 2002 and 2006 NC lost about 600,000 acres of farmland. Much of this was due to the direct, indirect, and cumulative effects of road transportation projects. We need to evaluate Alternatives on the basis of all the factors but it may now be important to give the loss of farm and forestland acres more weight in these decisions.	Farmland was considered in the evaluation of all the DSA's, and in the selection of the Preferred Alternative. The Preferred Alternative has among the lowest impacts to Prime farmland soils, agricultural land and forests as discussed in Section 1.3.2.3 of the Final EIS. Section 1.3.2.3 of the Final EIS also has been updated with the 2007 agricultural census information.

Appendix B1 – Agency Comments

Table B1-9: North Carolina Department of Agriculture and Consumer Services/Agricultural Services

Document: a009 letter dated June 8, 2009

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
4	Farmland	<p>Each Alternative, other than the No Build or Update Alternative, converts over 1,200 acres of farmland directly and may indirectly convert farmland up to "five miles outside the corridor" (7.2.1) which would be thousands more acres.</p> <p>The current analysis of farmland also shows that about 27% or more of those acres are in prime soils and that the Farmland Impact Analysis shows convenient scores of 146-149, which is below the threshold to shift any of the Alternatives. It is understood that federal regulations require the Farmland Impact Analysis however we need to look at our farmland and farm business losses with more scrutiny than this subjective analysis and weigh farm and forestland loss more heavily. Based on the secondary, cumulative, and direct impacts, we submit that this project would have severe adverse impacts on the agricultural economy and resources of the area.</p>	<p>As discussed in Section 1.3.2.3 of the Final EIS, updated soils surveys and lists of prime and important farmland soils for Union County and Mecklenburg County were published by the Natural Resource Conservation Service since publication of the Draft EIS. There were substantial changes in the lists of prime and statewide important soils.</p> <p>Table 1-3 in the Final EIS replaces Table 4-9 of the Draft EIS. Based on the updated information, acreage of prime and important farmland soils range from 920 to 1,115 acres. These totals exclude disturbed land already in urban development. However, please note that not all of the prime and important farmland soils are in active agriculture. Agriculturally maintained lands within the proposed right of way for the DSAs range from 494 to 627 acres (Table 6-3 in the Draft EIS).</p> <p>As discussed in Section 1.3.2.3 of the Final EIS, impacts to farmland soils were evaluated in accordance with the Federal Highway Administration's <i>Guidelines for Implementing the Final Rule of the Farmland Protection Policy Act for Highway Projects</i>. Since the soils impacted by the DSAs did not meet the threshold of protection based on the evaluation under the FPPA, the impacts to prime and important farmland soils were not considered under the FPPA.</p> <p>Potential indirect farmland impacts also were investigated as part of the Indirect and Cumulative Effects Quantitative Analysis prepared for the Preferred Alternative. The results of this analysis can be found in Section 2.5 of the FEIS.</p>

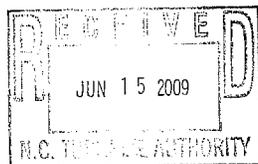


United States Department of the Interior

FISH AND WILDLIFE SERVICE

Asheville Field Office
160 Zillicoa Street
Asheville, North Carolina 28801

June 12, 2009



Ms. Jennifer H. Harris, P.E.
Staff Engineer
North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, North Carolina 27699-1578

Dear Ms. Harris:

Subject: Comments on the Draft Environmental Impact Statement for the Proposed Monroe Connector/Bypass Project, Mecklenburg and Union Counties, North Carolina (TIP Nos. R-3329 and R-2559)

This letter responds to a request for our review and comments on the Draft Environmental Impact Statement (DEIS) for the subject project. Our comments are provided in accordance with the Fish and Wildlife Coordination Act, as amended (16 U.S.C. 661-667e), and section 7 of the Endangered Species Act of 1973, as amended (16 U.S.C. 1531-1543).

The North Carolina Turnpike Authority proposes to improve US 74 from east of Monroe, North Carolina, to the I-485 Charlotte Outer Loop. The current study combines two projects previously studied separately. We were involved in the review and comments for both of these projects, and complete details of our comments and recommendations for these projects as they were developed can be found in the project files. Our comment letters of February 2007 and December 2007 (included in the DEIS) reiterated our past concerns and comments and provided further general and specific comments about alternatives. We also have attended agency coordination meetings and provided comments and recommendations at those meetings. We remain concerned about the overall impacts to streams and wetlands and wildlife habitat from the new location alternatives proposed and, in particular, the potential for impacts to the Goose Creek watershed, which is occupied by and designated critical habitat for the federally endangered Carolina heelsplitter (*Lasmigona decorata*).

During agency coordination meetings to develop the purpose and need for this project, we questioned the use of "high-speed" as part of the statement. In our opinion, that language narrows the purpose and need and biases the alternatives in favor of those on new location. We believe this bias is highlighted in the elimination of alternatives that include either (1) improving

2 existing US 74; (2) a hybrid of improvements to existing US 74, with some portions on new location; or (3) employing Transportation Demand Management and Transportation System Management measures to improve mobility and decrease congestion. We still believe that the "Improve Existing US 74 Alternative" is the alternative that would minimize indirect and cumulative impacts to the Goose Creek watershed and the Carolina heelsplitter and its designated critical habitat and could be a viable alternative if the design were altered to minimize impacts to businesses.

3 In our review we found no data regarding the number of through and local trips. With the number of businesses in the existing US 74 corridor, it will continue to be heavily used by local services and shoppers. Given the amount of development in the existing corridor, it seems unlikely that the new highway will draw much traffic away unless there is significant through traffic. Improvements to the existing US 74 would appear to be inevitable, particularly since it will serve as the free alternative route for the toll road. We believe expected improvements to the existing corridor should be described and analyzed as impacts for this project.

4 The DEIS describes a screening process that narrowed the number of alternatives to 25 preliminary study alternatives and further screening that resulted in the selection of 16 detailed study alternatives. Finally, Alternative D is the recommended alternative. In the justification for selecting this alternative, the impact numbers in the text on page 2-46 do not match the table on page 2-26 but appear to reference the table on page 6-17. It is unclear how or why the numbers changed so dramatically. For Alternative D, the impact numbers for perennial streams increase almost threefold and impact numbers for intermittent streams decrease by over 10,000 linear feet. Please clarify which set of numbers is correct and explain why they changed from one table to another.

5 On page 6-13 there is a description of how terrestrial wildlife may be impacted by a highway project in general, but there is no analysis specific to the alternatives proposed. Forest fragmentation is described as an indirect effect of highway projects, but we believe that the impacts of fragmentation are direct effects that should be quantified. If large patches of habitat are being fragmented by the various alternatives, measures to avoid or minimize those impacts should be investigated, particularly if habitat or travel corridors for large mammals or migratory birds will be affected.

6 We also believe it is premature to determine that there will be no impacts to the Schweinitz's sunflower (*Helianthus schweinitzii*) from this project. Until more specifics about design and any changes that may result from public comment or other information are available we believe the appropriate conclusion for this species is "unresolved."

7 Indirect and cumulative impacts continue to be a great concern for this project. After reviewing the summary information regarding indirect and cumulative effects (ICE), we requested a copy of the complete ICE document. After reviewing the ICE document we have the following comments and questions.

In the ICE document there is a list and brief description of local land-use plans and ordinances for the municipalities and jurisdictions (state and local) in the study area. However, there is no

7 graphic or tabular (acres of coverage) display of where in the study area any of the ordinances apply or what extent the land-use plans cover. As such, it is difficult to determine how much of the area is under what type of rules and, subsequently, how much protection there is for streams and wetlands. This is a significant omission in determining environmental impacts from the project, especially regarding potential impacts to the Carolina heelsplitter and its critical habitat. As we have stated in the past, habitat and water quality in the Goose Creek watershed has continued to decline, largely because of development and the lack of protective measures. Any
8 new development that occurs without measures adequate to protect the species and its habitat is likely to result in extirpation of the species and adverse impacts to its designated critical habitat.

We also question the configuration of the future land-use study area (FLUSA) zones. In particular, all of the interchanges between US 601 and I-485 to the west are in Zone 3, but the area or State Road that they serve to the north is in Zone 2. Given that interchanges are known to induce growth (this is acknowledged on page 7-21 of the DEIS), it would seem logical that the interchanges should be analyzed separately or at least in all cardinal directions of the interchange to determine what impacts they might have. In our review of the DEIS, we found no analysis regarding the impacts for interchange locations and configurations. Further, in our December 2007 letter regarding the selection of alternatives to carry forward, we requested that an alternative be developed to include eliminating an interchange at US 601 because this road goes directly to the Goose Creek watershed. This interchange has the potential to induce development closer to Goose Creek and may also create the need to improve US 601 in the future to accommodate growth and congestion. There is no alternative that eliminates this interchange. We still believe that an analysis without an interchange at this location is critical.

9 Zone 2 of the FLUSA is described as having no major projects planned and as having towns whose land-use plans discourage development. We have reviewed a major gas pipeline and water system extension through the Goose Creek watershed. The water line project, which originates in Anson County, has planned residential developments that it is intended to serve (identified on the project maps), two of which are in the Goose Creek watershed and within the FLUSA. In addition to these infrastructure projects, a housing development with almost 200 houses is proposed and was permitted by the town of Fairview. Do the communities in Zone 2 adhere to the land-use plans that "discourage" development? Have these communities adopted ordinances that further enforce or enable them to adhere to their land-use plans and provide protective measures for the Goose Creek watershed and the heelsplitter?

10 Page 61 of the ICE document and page 7-17 of the DEIS reference the Schweinitz's sunflower and the possibility of creating habitat with this project. This plant traditionally was found as part of a prairie system maintained through periodic disturbance, mainly fire. It has been relegated to roadsides in many areas because of the openness and lack of competition but not because maintained road shoulders are preferred habitat. Roadside populations are often destroyed by mowing and herbicide applications. Creating more miles of roads and other development would not contribute suitable habitat for the Schweinitz's sunflower in the project area.

We appreciate the opportunity to provide these comments and will continue to participate in the planning process for this project. If you have questions about our comments please contact

Ms. Marella Buncick of our staff at 828/258-3939, Ext. 237. In any future correspondence concerning this project, please reference our Log Number 4-2-07-132.

Sincerely,

 For
 Brian P. Cole
 Field Supervisor

Electronic copy to:

Ms. Marla J. Chambers, Western NCDOT Permit Coordinator, North Carolina Wildlife Resources Commission, 12275 Swift Road, Oakboro, NC 28129

Mr. Chris Militsher, U.S. Environmental Protection Agency, 1313 Alderman Circle, Raleigh, NC 27603

Ms. Polly Lespinasse, Mooresville Regional Office, North Carolina Division of Water Quality, 610 Easter Center Avenue, Suite 301, Mooresville, NC 28115

Regional Director, FWS, Southeast Regional Office, Atlanta, GA (ES, Attention: Mr. Richard Warner)

Appendix B1 – Agency Comments

Table B1-10: US Department of the Interior - Fish and Wildlife Service
Document: a010 letter dated June 12, 2009

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
1	Protected Species	Our comment letters of February 2007 and December 2007 (included in the DEIS) reiterated our past concerns and comments and provided further general and specific comments about alternatives. We also have attended agency coordination meetings and provided comments and recommendations at those meetings. We remain concerned about the overall impacts to streams and wetlands and wildlife habitat from the new location alternatives proposed and, in particular, the potential for impacts to the Goose Creek watershed, which is occupied by and designated critical habitat for the federally endangered Carolina heelsplitter (<i>Lasmigona decorata</i>).	<p>The USFWS has coordinated with NCTA and FHWA throughout the project NEPA process, including meetings after publication of the Draft EIS (Section 3.2.1).</p> <p>As discussed in Section 2.3.3 of the Final EIS, measures have been incorporated into the project to avoid and minimize impacts to streams and wetlands. The NCTA also has included a special project commitment in Section PC to implement Best Management Practices based on the NCDOT's <i>Design Standards in Sensitive Watersheds</i>.</p> <p>The DSAs would not be located within the Goose Creek or Duck Creek watersheds, and therefore there would be no direct impacts of the DSAs in the Goose Creek or Duck Creek watersheds.</p> <p>Potential indirect and cumulative land use and impervious surface changes associated with the Preferred Alternative were evaluated quantitatively in the <i>Indirect and Cumulative Effects Quantitative Assessment</i> (Michael Baker Engineering, April 2010), summarized in Section 2.5.5 of the Final EIS. Wildlife habitat fragmentation is addressed in the evaluation.</p> <p>With regard to percent impervious surface cover, the report findings show no measurable differences in percent impervious surface (less than one percent) between the Preferred Alternative and No Build Alternative for the FLUSA as a whole, and no change in the Goose Creek watershed.</p>
2	Purpose and Need for Action	During agency coordination meetings to develop the purpose and need for this project, we questioned the use of "high-speed" as part of the statement. In our opinion, that language narrows the purpose and need and biases the alternatives in favor of those on new location. We believe this bias is highlighted in the elimination of alternatives that include either (1) improving existing US 74; (2) a hybrid of improvements to existing US 74, with some portions on new location; or (3) employing Transportation Demand Management and Transportation System Management measures to improve mobility and decrease congestion. We still believe that the "Improve Existing US 74 Alternative" is the alternative that would minimize indirect and cumulative impacts to the Goose Creek watershed and the Carolina heelsplitter and its designated critical habitat and could be a viable alternative if the design were altered to minimize impacts to businesses.	<p>The use of the term "high speed" is discussed in Section 3.3.1 of the Final EIS – Responses to Generalized Comments on Purpose and Need. The generalized comment addressed is "The use of 'high speed' as part of the statement may narrow the purpose and need and bias the alternatives in favor of those on new location."</p> <p>Resource agencies had the opportunity to provide input early in the development of the Purpose and Need Statement. In accordance with Section 6002 of SAFETEA-LU, cooperating agencies, participating agencies, and the public were provided opportunities to participate in the development of the purpose and need for the project.</p> <p>Based on comments received, the Purpose and Need Statement was revised as appropriate and several versions of the document were progressively presented for agency review and comment during the TEAC meetings. The Purpose and Need Statement for the project was discussed at Turnpike Environmental Agency Coordination meetings held in 2007 on January 4, January 25, February 14, March 22, August 15, and September 27. The public provided input at workshops held June 25 and 26, 2007. The majority of public comments supported the project purpose as presented at the workshops.</p>

Appendix B1 – Agency Comments

Table B1-10: US Department of the Interior - Fish and Wildlife Service
Document: a010 letter dated June 12, 2009

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
			<p>In the earlier TEAC meetings noted above, concerns regarding use of “high speed” in the Purpose and Need were discussed. At the last meeting where Purpose and Need was discussed (September 27, 2007), only two sets of comments were received. Most comments were editorial (changes made), with the exception of two issues: 1) basis for the statement that Union County is the fastest growing county in North Carolina, and 2) why the existing crash data was not compared to the State rate. In response to the first issue, the Purpose and Need was revised to clarify the growth of Union County. In response to the second issue, it was explained that safety is not identified as a purpose or need for the project. The crash data is included in the existing conditions section of the Purpose and Need as evidence in support of the level of congestion in the area.</p> <p>Since no other written comments were received after the September 27, 2007 TEAC meeting, the NCTA concluded that all comments, issues, and concerns regarding the Purpose and Need had been addressed through the coordination process, in accordance with the Section 6002 Coordination Plan, and the discussions regarding Purpose and Need were assumed to be complete.</p> <p>The Biological Conclusion in the Draft EIS for the Carolina heelsplitter is 'Unresolved'. The FHWA and NCTA are coordinating with the USFWS in accordance with Section 7 of the Endangered Species Act, and have prepared a Biological Assessment for this species, which is summarized in Section 2.5.4.5 of the Final EIS. Appropriate coordination will be completed prior to issuing the ROD. This is a project commitment listed in Section PC of the Final EIS.</p>
3	Land Use and Transportation Planning	In our review we found no data regarding the number of through and local trips. With the number of businesses in the existing US 74 corridor, it will continue to be heavily used by local services and shoppers. Given the amount of development in the existing corridor, it seems unlikely that the new highway will draw much traffic away unless there is significant through traffic. Improvements to the existing US 74 would appear to be inevitable, particularly since it will serve as the free alternative route for the toll road. We believe expected improvements to the existing corridor should be described and analyzed as impacts for this project.	<p>US Census data and observations suggest that there is a substantial proportion of through trips using the US 74 corridor in the project study area. As discussed in Section 1.6.3 of the Draft EIS, the US Census reports that in 2000, approximately 61 percent of the workers in Gaston County commuted outside the county to work, and of these, approximately 68 percent commuted to Mecklenburg County. US 74 is the primary route connecting Union to Mecklenburg County, so many of these commuters use US 74 to access I-485 and Mecklenburg County. Other routes connecting the counties are NC routes or secondary roads.</p> <p>Existing traffic counts, and travel demand model forecasts, show increasing volumes as one moves westward in the corridor toward Mecklenburg County. If the corridor was serving mostly local trips, the volumes likely would be more consistent throughout the corridor as drivers use varying segments of the roadway to access local businesses, particularly near the City of Monroe. In addition, the US 74 corridor also is the most direct link between Charlotte and Wilmington, so it would be logical to assume that a portion of the traffic on US 74 in the project study area is through</p>

Appendix B1 – Agency Comments

Table B1-10: US Department of the Interior - Fish and Wildlife Service
Document: a010 letter dated June 12, 2009

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
			<p>trucks and other vehicles traveling between Charlotte (or beyond) to the coast.</p> <p>The year 2035 travel demand forecasts show that a substantial volume of traffic would be attracted to the new Monroe Connector/Bypass. Mainline volumes are projected to be around 50,000 ADT at the western end of the project, decreasing to 20,000-25,000 ADT at the eastern end of the project.</p> <p>The Monroe Connector/Bypass would provide travelers with a controlled-access facility through the project study area that would operate at an acceptable level of service (LOS D or better), and it would divert traffic from existing US 74, reducing volumes on this roadway compared to the No-Build Alternative. The proposed project would, therefore, indirectly improve operations along existing US 74, the alternate free route, and NCTA is not required to provide additional improvements to the free facility. Any improvements proposed along existing US 74 would be independent projects.</p>
4	Water Resources	<p>The DEIS describes a screening process that narrowed the number of alternatives to 25 preliminary study alternatives and further screening that resulted in the selection of 16 detailed study alternatives. Finally, Alternative D is the recommended alternative. In the justification for selecting this alternative, the impact numbers in the text on page 2-46 do not match the table on page 2-26 but appear to reference the table on page 6-17. It is unclear how or why the numbers changed so dramatically. For Alternative D, the impact numbers for perennial streams increase almost threefold and impact numbers for intermittent streams decrease by over 10,000 linear feet. Please clarify which set of numbers is correct and explain why they changed from one table to another.</p>	<p>Impacts identified in Table 2-4 were those of the Preliminary Study Alternatives (PSAs) utilizing GIS data and conceptual right of way data.</p> <p>Impact data described in Section 2.8 and in Tables S-2 and 6-4 utilized surveyed Waters of the US and functional design level right of way for the Detailed Study Alternatives (DSAs), which also identified intersection layouts, improvements to intersecting streets and buffers for construction easements.</p> <p>A direct comparison of the data in Table 2-4 and Table S-2 is not valid, since the designs changed and the resource data changed. For example, streams identified in the GIS data as intermittent either were reclassified during field surveys as perennial or were reclassified as drainage ditches. Thereby increasing the perennial streams and decreasing the intermittent streams in the area.</p>
5	Protected Species	<p>On page 6-13 there is a description of how terrestrial wildlife may be impacted by a highway project in general, but there is no analysis specific to the alternatives proposed. Forest fragmentation is described as an indirect effect of highway projects, but we believe that the impacts of fragmentation are direct effects that should be quantified. If large patches of habitat are being fragmented by the various alternatives, measures to avoid or minimize those impacts should be investigated, particularly if habitat or travel corridors for large mammals or migratory birds will be affected.</p>	<p>Habitat fragmentation has been addressed in the Indirect and Cumulative Effects Quantitative Assessment, summarized in Section 2.5.5 of the Final EIS.</p>
6	Protected Species	<p>We also believe it is premature to determine that there will be no impacts to the Schweinitz's sunflower (<i>Helianthus schweinitzii</i>) from this project. Until more specifics about design and any changes that may result from public comment or other information are available we believe</p>	<p>Two populations of Schweinitz's sunflower were identified in the vicinity of the Unionville – Indian Trail Road interchange. As the interchange was designed in the Draft EIS, a Biological Conclusion of May Affect/Not Likely to Adversely Affect was proposed. Since the Draft EIS was made available for review, comments regarding</p>

Appendix B1 – Agency Comments

Table B1-10: US Department of the Interior - Fish and Wildlife Service
Document: a010 letter dated June 12, 2009

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
		the appropriate conclusion for this species is "unresolved."	<p>this interchange footprint were received and requests to reduce the overall footprint were made. An interchange redesign changed the configuration to a compressed urban diamond. The new interchange footprint may result in a higher potential for indirect or cumulative effects to the populations of Schweinitz's sunflower, as additional land would be available for development in proximity to these populations.</p> <p>The FHWA and NCTA are coordinating with the USFWS in accordance with Section 7 of the Endangered Species Act, and have prepared a Biological Assessment for this species, which is summarized in Section 2.5.4.5 of the Final EIS. Appropriate coordination will be completed prior to issuing the ROD. This is a project commitment listed in Section PC of the Final EIS.</p>
7	Protected Species	<p>Indirect and cumulative impacts continue to be a great concern for this project. After reviewing the summary information regarding indirect and cumulative effects (ICE), we requested a copy of the complete ICE document. After reviewing the ICE document we have the following comments and questions.</p> <p>In the ICE document there is a list and brief description of local land-use plans and ordinances for the municipalities and jurisdictions (state and local) in the study area. However, there is no graphic or tabular (acres of coverage) display of where in the study area any of the ordinances apply or what extent the land-use plans cover. As such, it is difficult to determine how much of the area is under what type of rules and, subsequently, how much protection there is for streams and wetlands. This is a significant omission in determining environmental impacts from the project, especially regarding potential impacts to the Carolina heelsplitter and its critical habitat. As we have stated in the past, habitat and water quality in the Goose Creek watershed has continued to decline, largely because of development and the lack of protective measures.</p>	<p>The comment refers to the qualitative <i>Indirect and Cumulative Effects Assessment</i> (HNTB, January 2009). An <i>Indirect and Cumulative Effects Quantitative Analysis</i> (Michael Baker Engineering, April 2010) was prepared for the Preferred Alternative, and is summarized in Section 2.5.5 of the Final EIS.</p> <p>A water quality model also was prepared using the results of the <i>Indirect and Cumulative Effects Quantitative Assessment</i>. This report, <i>Indirect And Cumulative Effects Water Quality Analysis</i> (PBS&J, April 2010), is summarized in Section 2.5.5 of the Final EIS. For the Future Land Use Study Area as a whole, increases in stream flow and pollutant loadings are confined to the six catchments intersected by the Preferred Alternative: Crooked Creek, Richardson (Middle) Creek, Rays Fork, Stewarts Creek, Richardson (Lower) Creek, and Salem Creek. Water quality in these catchments was found to be unaffected by the Project, as the estimated stream flow and pollutant loadings for the catchment remained unchanged between the 2030 No Build and 2030 Preferred Alternative scenarios.</p>
8	Protected Species	Any new development that occurs without measures adequate to protect the species and its habitat is likely to result in extirpation of the species and adverse impacts to its designated critical habitat.	<p>The Biological Conclusion in the Draft EIS for the Carolina heelsplitter is 'Unresolved'. The FHWA and NCTA are coordinating with the USFWS in accordance with Section 7 of the Endangered Species Act, and have prepared a Biological Assessment for this species, which is summarized in Section 2.5.4.5 of the Final EIS. Appropriate coordination will be completed prior to issuing the ROD. This is a project commitment listed in Section PC of the Final EIS.</p> <p>Potential indirect and cumulative land use and impervious surface changes associated with the Preferred Alternative were evaluated quantitatively in the <i>Indirect and Cumulative Effects Quantitative Assessment</i> (Michael Baker Engineering,</p>

Appendix B1 – Agency Comments

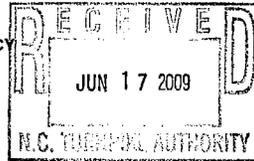
Table B1-10: US Department of the Interior - Fish and Wildlife Service
Document: a010 letter dated June 12, 2009

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
			April 2010), summarized in Section 2.5.5 of the Final EIS. With regard to percent impervious surface cover, the report findings show no measurable differences in percent impervious surface (less than one percent) between the Preferred Alternative and No Build Alternative for the FLUSA as a whole, and no change in the Goose Creek watershed.
9	Protected Species	Zone 2 of the FLUSA is described as having no major projects planned and as having towns whose land-use plans discourage development. We have reviewed a major gas pipeline and water system extension through the Goose Creek watershed. The water line project, which originates in Anson County, has planned residential developments that it is intended to serve (identified on the project maps), two of which are in the Goose Creek watershed and within the FLUSA. In addition to these infrastructure projects, a housing development with almost 200 houses is proposed and was permitted by the town of Fairview. Do the communities in Zone 2 adhere to the land-use plans that "discourage" development? Have these communities adopted ordinances that further enforce or enable them to adhere to their land-use plans and provide protective measures for the Goose Creek watershed and the heelsplitter?	<p>Development approvals and planned development within the FLUSA have been considered in the <i>Indirect and Cumulative Effects Quantitative Analysis</i> (Michael Baker Engineering, April 2010) prepared for the Preferred Alternative and summarized in Section 2.5.5 of the Final EIS. The assessment updates the list of proposed projects in the FLUSA, expands the discussion of adopted ordinances and land use plans, and provides research on how well local jurisdictions have followed their plans.</p> <p>Under both the No-Build Alternative and Preferred Alternative, an additional 3,700 acres of low-density residential development in the Goose Creek watershed. There are no projected increases in other residential land uses under either scenario. The 3,700 acres of low-density residential development equates to about 5,500 additional housing units, assuming about 1.5 units per acres on average. This is estimated to occur with or without the proposed project. Thus, 200 housing units is a little less than one year-s worth of expected growth in housing units in the watershed.</p> <p>The NCDENR-DWQ's <i>Site Specific Water Quality Management Plan for the Goose Creek Watershed</i> provides protections for the Carolina heelsplitter, as does the updated Mint Hill Zoning plan (2006). The Mint Hill plan updated their floodplain regulations and their ordinance on surface water improvements and management of stream buffers.</p>
10	Protected Species	Page 61 of the ICE document and page 7-17 of the Draft EIS reference the Schweinitz's sunflower and the possibility of creating habitat with this project. This plant traditionally was found as part of a prairie system maintained through periodic disturbance, mainly fire. It has been relegated to roadsides in many areas because of the openness and lack of competition but not because maintained road shoulders are preferred habitat. Roadside populations are often destroyed by mowing and herbicide applications. Creating more miles of roads and other development would not contribute suitable habitat for the Schweinitz's sunflower in the project area.	NCTA acknowledges this comment. The Final EIS does not include a reference to the Preferred Alternative creating habitat for the Schweinitz's sunflower.



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 4
ATLANTA FEDERAL CENTER
61 FORSYTH STREET
ATLANTA, GEORGIA 30303-8960



Date: June 15, 2009

Ms. Jennifer Harris, P.E.
North Carolina Turnpike Authority
5400 Glenwood Avenue, Suite 400
Raleigh, North Carolina 27612

SUBJECT: Federal Draft Environmental Impact Statement for the Monroe Connector/Bypass, From I-485 at US 74 to US 74 Between the Towns of Wingate and Marshville, Mecklenburg and Union Counties, North Carolina; TIP Project Nos.: R-3329/R-2559; FHW-E40825-NC; CEQ No.: 20090126

Dear Ms. Harris:

The U.S. Environmental Protection Agency Region 4 (EPA) has reviewed the subject document and is commenting in accordance with Section 309 of the Clean Air Act and Section 102(2)(C) of the National Environmental Policy Act (NEPA). The North Carolina Turnpike Authority (NCTA) and the Federal Highway Administration (FHWA) are proposing to construct an approximate 20-mile, multi-lane, median divided bypass and toll facility from I-485 at US 74 to US 74 between the Towns of Wingate and Marshville in Mecklenburg and Union Counties. The preface of the Draft Environmental Impact Statement (DEIS) includes a detailed project history.

EPA notes that the project had been in the NEPA/Section 404 Merger 01 process when the R-3329 and R-2559 projects were with the North Carolina Department of Transportation (NCDOT). The NCTA is utilizing the agency coordination process under SAFETEA-LU Section 6002 since it has been proposed as a toll facility. EPA provided detailed scoping comments under this process in a letter dated February 14, 2007.

EPA notes that 'off-set blocks' that give regulatory or technical background information was utilized effectively in the DEIS. Tables, pictures and graphics were also generally used effectively. However, EPA also noted a change in the standard format for this DEIS. EPA has attached detailed technical review comments (See Attachment A). EPA's primary environmental concerns regarding Clean Water Act and Clean Air Act provisions remain unresolved.

EPA has rated the preferred alternative DSA D as 'EO-2, Environmental Objections with additional information being requested in the final document. EPA's review has identified significant environmental impacts that should be avoided in order to adequately protect the environment. The basis for our environmental objections include (1) that the proposed action might violate or be inconsistent with achievement or maintenance of a national environmental standard under the Clean Air Act's National Ambient Air Quality Standards (NAAQS), and (2) while applicable standards may not be

violated, there is a potential for significant environmental degradation under the Clean Water Act and Section 404(b)(1) Guidelines. NCTA and FHWA should consider substantial changes to the preferred alternative or consideration of other project alternatives, including interim Transportation System Management (TSM) approaches for existing deficiencies on US 74.

Prior to the issuance of a Final Environmental Impact Statement (FEIS) and Record of Decision, NCTA and FHWA need to demonstrate that the proposed new location project will be covered under an approved State Implementation Plan (SIP) and will be in conformity with Section 176(c) of the Clean Air Act Amendments for the 8-hour ozone standard. NCTA and FHWA need to further demonstrate avoidance, minimization, and compensation of environmental impacts to jurisdictional waters of the U.S. and demonstrate that water quality to Section 303(d) impaired streams is not further degraded as a direct result of this project and its associated indirect and cumulative impacts. EPA also continues to have substantial environmental concerns with the build alternatives with respect to Mobile Source Air Toxics (Please see Attachment B).

EPA staff, including Mr. Christopher Militischer and Ms. Kathy Matthews of EPAs' Wetlands Section will continue to work with you and FHWA and other agencies on the continued environmental coordination activities for this project. Please feel free to contact Mr. Militischer of my staff at (919) 856-4206 or Ms. Matthews at (919) 541-3062 should you have specific questions concerning EPA's comments.

Sincerely,

Heinz J. Mueller, Chief
NEPA Program Office

Cc: J. Sullivan, FHWA
K. Jolly, USACE
B. Wrenn, NCDENR
G. Thorpe, NCDOT

w/Attachments A and B

Attachment A
 DEIS Detailed Review Comments
 Monroe Bypass/Connector Toll Facility
 Mecklenburg and Union Counties
 R-3329/R-2559

Purpose and Need

EPA has reviewed the proposed project's purpose and need as summarized in Section 1.2 of the DEIS. The primary needs for the proposed project are: existing and projected roadway capacity deficiencies and the inability to serve high-speed regional travel consistent with the designations and goals of the State and Local Transportation Plans. EPA recognizes the desire to build a multi-lane freeway with access control and grade separations (i.e., Interchanges) consistent with the Strategic Highway Corridor (SHC) initiative. The DEIS references that the standard right of way for a controlled-access facility is approximately 350 feet (Page 2-18). EPA understood that a typical multi-lane, new location freeway facility in North Carolina is approximately 300 feet. This potential increase in estimated right of way of approximately 14% is also potentially increasing impacts to residences, businesses, farms and the natural environment by a similar proportion. It is also important to note that the existing 4 to 6-lane facility has a right of way width of only 60 feet and that substantial right of way ("at least 200 feet") is estimated to be required by NCTA and FHWA to upgrade the existing facility.

EPA recognizes some of the existing roadway capacity deficiencies, including average travel speeds during peak hour range from 20 to 30 miles per hour (mph) using current data (2007). EPA understands that the existing US 74 highway in the project study area is a 4 to 6-lane arterial facility with 26 at-grade signalized intersections and many additional un-signalized intersections. The DEIS also cites that there are numerous commercial and residential driveway connections. Essentially, the US 74 corridor within the project study area has had no or only partial control of access requirements. The DEIS also cites that congestion is high with [approximately] one-third of the intersections currently operating at an unacceptable Level of Service (LOS E or F) during peak hour.

Of the 26 signalized intersections shown in Table 1-6, the 2007 LOS shows 21 intersections operating at LOD D or better in the a.m. peak period. The 2007 LOS p.m. peak period shows 19 out of the 26 intersections operating at LOD D or better. There are several problematic intersections identified in Table 1-6, including Stallings Road, Indian Trail-Fairview Road, Unionville-Indian Trail Road, Sardis Church Road and North Rocky River Road. Both a.m. and p.m. peak period was LOS F at these intersections. The DEIS did not evaluate any individual design and grade separation improvements at these locations that would reduce delays and improve LOS on existing US 74.

The DEIS does not identify any specific major facility improvements within the last 10 years to the US 74 corridor through the Monroe or western Union County area (Section 1.8.1 of the DEIS). The DEIS states: "*Few, if any, access management*

techniques have been applied to this roadway". Traffic signal spacing ranges from less than a ¼ of a mile to a maximum of 2 ½ miles. Section 1.8 details existing roadway conditions and operations and provides a detailed description and excellent photographs of the congestion problems along existing US 74. Table 1-4 includes the posted speed limits for the various segments of existing US 74 that range from 35 to 55 miles per hour. The DEIS also identifies the average travel times and speeds through the US 74 corridor, including westbound a.m. peak and eastbound p.m. peak hours. The DEIS also provides a great deal of information on the Strategic Highway Corridor (SHC) initiative and the importance of the corridor between the largest port facility of Wilmington and the State's largest city of Charlotte. The DEIS also identifies the importance of Charlotte as a trucking hub in the southeast and that 13 percent of the 2007 traffic along existing US 74 was truck traffic.

EPA acknowledges the comments in the DEIS concerning the past lack of priority for the proposed project and that "traditional" state transportation and federal-aid highway funds have not been nor are currently available for the Monroe Bypass/Connector. On the east end of the project, the DEIS states that the proposed project would terminate on US 74 between the towns of Wingate and Marshville. The DEIS indicates that this is where existing and projected traffic volumes decrease and the study area transitions to a more rural character. These same rural conditions existed in western Union County prior to the Charlotte Outer Loop eastern segments and other roadway improvements being built in and around Matthews, Indian Trail, etc.

EPA notes that the Mecklenburg-Union Metropolitan Planning Organization (MUMPO) has identified improvements to the US 74 corridor in its 2030 Long-Range Transportation Plan (LRTP) for the project study area and considers them a high priority project. EPA staff were directly involved with MUMPO on its Draft 2035 LRTP Roadway Ranking Priority List from the aspect of early environmental coordination. According to this more recent project priority list by MUMPO, the Monroe Connector/Bypass project was assigned a ranking of 175 (out of approximately 340 total projects). There are several references in the DEIS to MUMPO and other government entities supporting a new location, multi-lane SHC facility. It is important to note the CEQ citation at 40 CFR Section 1502.2(g), that environmental impact statements shall serve as the means of assessing the significant environmental impacts and effects of proposed agency actions, rather than justifying decisions already made (Page 7-21 of the DEIS: "*Construction of this facility [as a New Location Alternative] has been anticipated for many decades, and it has been programmed into land use plans and other regulations; in addition, local officials are targeting development for the major feeder roads in anticipation of the project*").

The DEIS states that the public comments on the Monroe Connector/Bypass project have indicated an overwhelming acceptance of tolls as a way to accelerate construction of the project and pay for operating and maintaining the facility. EPA notes the July 30, 2007, public workshop comment form responses in Section 9.1 of the DEIS. Other public outreach, including local officials meetings, open houses, small group meetings, and other forms of public participation are also outlined in this section. It is

7 unclear from this section of the DEIS that the public was fully informed of the relatively low priority that these projects (R-3329/R-2559) had prior to it being identified as a potential toll facility.

8 The DEIS identifies the State law prohibition of tolling existing roadways and requires a free alternative route (NCGS 136.89-197). EPA understands from recent reports that this law could potentially be amended in the future for the I-85 improvements and bridge project over the Yadkin River. One of EPA's main concerns regarding the purpose and need for the proposed new location US 74 tollway project is that this State-mandated condition of a parallel 'free route' severely limits the potential range of reasonable and feasible alternatives under NEPA. FHWA, as the Lead Federal Agency (LFA) under NEPA, might have also considered a comparison of a toll facility with a 'freeway' and the resultant environmental impacts between the two. Potential improvements to the existing corridor were studied and are further discussed in the next section of this attachment. However, the DEIS's narrowly defined purpose and need essentially presents the decision-makers and the public with either a new location, multi-lane, toll facility or 'no action'. EPA does not believe that this DEIS represents the full range of alternatives required under NEPA.

9 The difference in design for a typical section (No. 1) of a toll road with 'free' 3-lane service roads on either side of the improved existing 6-lane facility and a new location 4-lane toll road (Typical section No. 2) is depicted in Figure 2-11. There is also a footnote for typical section No.1 that areas with turn lanes or near access points will require three lanes on the service lanes and that other areas will have only two lanes on either side of the 6-lane new toll road. EPA does not believe this to be an equitable design evaluation and that 4 paved lanes on new location can be compared to potentially 12 paved lanes for an improved US 74. Improving the existing 'G Corridor' to accommodate 6 paved lanes of new toll facility with potentially another 6 lanes as parallel service roads does not compare reasonably to a new location, 4-lane toll road. EPA has similar concerns regarding the analysis and further consideration for 'Revised PSA G'.

10 EPA continues to be concerned regarding the lack of integration of comprehensive transportation planning with local land use planning, and the severe 'deterioration' of the US 74 corridor within the project study area. There is no documentation in the DEIS concerning interim Transportation System Management (TSM) physical or operational improvements, such as intersection realignments, turn lanes, access control, grade separations, etc., that have been fully considered or implemented for the existing multi-lane facility.

11 Alternatives Considered
The DEIS outlined several alternatives and describes a three-step screening process used to develop and evaluate a range of alternatives that fully meet the primary purposes and needs. EPA staff was generally involved in coordination and discussions during NCTA's screening process for alternatives. From an analytical perspective, EPA

11 did not disagree with the general approach of narrowing down preliminary study corridors and the qualitative first and second screening methodology. However, EPA continues to have environmental concerns using a 'quantitative' third screening of preliminary study alternatives using the initial 1,000-foot wide study corridors and then GIS-level data for 'conceptual right of way'. Table 2-3 includes the quantitative GIS Analysis Screening Criteria used to screen Preliminary Study Alternatives (PSAs). There were 20 different criteria identified, the impact estimate method, and the data source. There is too much variability in the GIS data sources within a 1,000-foot corridor and a 'conceptual right of way' to make this screening method reliable and totally realistic. For example, intermittent and perennial streams included the 'number of linear feet within the 'conceptual right-of-way'. The existing data sources are potentially too inaccurate to allow for full and meaningful comparisons between the numerous segments and their estimated impacts.

12 Table 2-4 of the DEIS includes the quantitative screening of the preliminary study alternatives, including those eliminated from further study. For example using residential and business relocations as an example, Table 2-4 portrays 79 potential residential relocations and 110 business relocations for Alternative D. However, in Table S-2, Summary of Environmental Impacts, residential relocations are shown as 107, and business relocations as 48 for DSA D. This indicates that even for relatively fixed data and updated GIS informational sources, the quantitative screening criteria were inaccurate by more than 35% (increase) for residential relocations and 129% (decrease) for business relocations.

13 Another example of the inaccuracy of this screening method includes DSA D for potential stream impacts. Table S-2 includes total stream impacts of 21,709 linear feet with 11,915 linear feet for intermittent and 9,794 linear feet for perennial. Again, using the conceptual right-of-way 'quantitative' information in Table 2-4 for Alternative D, intermittent stream impacts were estimated at 36,771 linear feet and 3,281 linear feet for perennial streams for a total of 40,052 linear feet. EPA does not believe that this 'third step' of the screening methodology is statistically valid. EPA staff and other agencies made preliminary technical comments during 'TEAC meetings' and scoping to this general concern. The assumption was being made by NCTA and FHWA that ultimately all of the segments for the different preliminary study alternatives would be 'equally inaccurate' for the different impact criteria for each alternative. In reviewing the different Detailed Study Alternatives impacts under Table S-2 with Preliminary Study Alternatives in Table 2-4, EPA could not find a consistence statistical correlation other than impacts 'generally' decreased for stream and wetland impacts from the preliminary study alternatives to the DSAs (prior to 'bridging decisions' for major hydrologic crossings). However, in evaluating the stream data between the two tables, intermittent stream impacts were generally over-estimated and perennial stream impacts generally underestimated (by an order of magnitude). For other resources quantified in the tables, impacts decreased or increased to varying percentages or remained the same. One general trend was identified for relocations: Residential relocations almost all increased from the preliminary study alternatives to the DSA stage and business relocations almost

13 all decreased. EPA cannot find a description in the DEIS as to why there is this significant trend difference between the two types of relocations.

14 Under the Summary section S.7 of the DEIS, the recommended alternative is identified as DSA D. This alignment comprises segments 2, 21, 30, 31, 36, 36A and 40. There were 16 DSA carried forward in the DEIS with corridors A, B, C and D being the primary new routes with various segments and crossover options between corridors. Preliminary study alternatives are further identified by segments and depicted in Figures 2-6a through 2-6d. DSA functional designs are depicted in Figures 2-10a through 2-10cc. There are only slight variations between Alternatives A, B, C and D. Impacts to streams and wetlands do not vary that significantly between these 4 DSAs. The A1, B1, C1, D1, A2, B2, C2, D2, A3, B3, C3, and D3 alternatives represent relatively minor new location segment changes. Total stream impacts for the 16 DSAs range between 21,709 and 24,818 linear feet.

15 Section 2.4.4.1 of the DEIS states that it would be difficult for Union County to recover economically from the magnitude of business impacts resulting from preliminary study alternatives G, E, F, E1, F1, E2, F2, E3 and F3. This statement is made based upon direct relocations to businesses that were estimated to range from 207 to 499. However, as previously addressed, these preliminary study estimates were found to be extremely inaccurate for other DSAs, including A, B, C, D, etc. (i.e., 'A magnitude difference'). Corridors E and F both tied back in west of Monroe and combined new location with improving the existing facility. EPA environmentally preferred these alternatives when the Monroe Connector project was being advanced by the North Carolina Department of Transportation (NCDOT) and FHWA. These preliminary study corridors represented a better potential balance between the human and natural environmental impacts and greatly minimized indirect and cumulative effects in the north and western portions of the project study area. EPA believes that with the inaccuracies of the third-step screening process utilized, missed opportunities for detailed study of Alternatives E and F are very probable. NCTA has stated in previous TEAC meetings that Alternatives E and F do not meet purpose and need (i.e., 'They cannot be tolled because there is no parallel free route for the western portions of the project where the existing US 74 facility would need to be improved'). There is no socio-economic discussion concerning the indirect impacts to businesses along US 74 after a new location facility is built. Numerous businesses rely on current traffic for their continued existence.

16 Page P-4 of the DEIS quotes the Federal Register notice of January 30, 2006, that rescinded the DEIS for the Monroe Connector. The notice states: "The new Draft EIS will include a toll alternative among the full range of alternatives that will be analyzed as well as a change in the location of the eastern terminus". Due to the narrow purpose and need as previously discussed, NCTA and FHWA did not provide detailed study alternatives for anything but a new location toll facility and did not objectively analyze a full range of alternatives, including the combinations of TSM measures, Transportation Demand Management (TDM) alternatives, and Mass Transit/Multi-modal Alternatives. Decisions to eliminate these individually identified options and alternatives were eliminated from further study because they were determined not to meet purpose and

16 need (Pages 2-6 and 2-8). Additional consideration was given to Preliminary Study Alternatives (PSA) G and Revised G alternatives, but the analysis on Pages 2-27 to 2-33 was provided so as to basically appease agencies that questioned the elimination of this improve existing alternative early in the planning process and prior to the issuance of a DEIS. In the conclusion statement to this section, it is reaffirmed by the transportation agencies that improving US 74 as a controlled-access multi-lane toll facility with multi-lane frontage roads on either side is not a reasonable or practicable alternative.

17 The Year 2035 Traffic Projections for the DSA segments are presented in several sections of the DEIS, including Table E-1, Table 2-7, etc. The estimated travel volumes for the Monroe Connector/Bypass are forecasted to be relatively low between Forest Hills School Road (16,400 AADT) and Rocky River Road (46,600 AADT). A 4-lane new location facility would appear to adequately handle these projected volumes into the design year. This information would indicate that the '12-lane' design requirements for PSA G and PSA Revised G may be over-estimated and that a 70-foot median for additional interior lane capacity would not be required for the new toll facility for at least half of the 20-mile project length. EPA recognizes the increased traffic projections for the western portion of the project study area segments (West of US 601 to I-485) and that Year 2035 projections are higher (i.e., 52,300 AADT to 95,600 AADT). There is no detailed discussion concerning different design considerations given to the specific projected traffic volume segments.

Wetland and Stream Impacts

18 EPA acknowledges that the FHWA and NCTA's recommended alternative (preferred) is DSA D and that it has lower wetland and stream impacts than many of the other alternative considered. However, the DEIS does not fully address EPA's comments from the February 14, 2007, scoping letter (Pages 1 and 2) concerning the need to fully consider and address the number and associated impacts for free-flowing interchanges and toll collection facilities. EPA requested that full consideration be given to using single point urban interchanges (SPUI) and compressed cloverleaf designs at grade separated locations. EPA was not requesting a specific minimization design at the western terminus tie-in with the proposed Interstate 85 connection ("freeway to freeway"). Specifically, the design of the interchange loops and ramps at Morgan Mill Road (Figures 2-10r and 2-10s) and Austin Chaney Road (Figures 2-10v and 2-10w) are examples where additional design options should be evaluated for minimization purposes. The DEIS states that at least two interchange designs were considered for each location. However, there is no specific reference to single-point urban interchanges (SPUIs) or compressed clover-leaves being considered. Furthermore, Section 6.4.5.2 does not reference alternative design considerations for interchanges as an avoidance and minimization measure for streams and wetlands under Section 404(b)(1) of the Clean Water Act. The DEIS does not provide details as to how and to what degree the DSAs incorporate measures to avoid and minimize impacts to jurisdictional waters. EPA does recognize the bridge location field review meeting avoidance and minimization efforts conducted on October 7 and 21, 2008. However, direct impacts to existing 303(d) listed impaired streams and other waters at risk from further degradation have not been fully

18 addressed from the standpoint of avoidance and minimization (e.g., Proposed median width of 70 feet, 300-foot minimum right of way, 12-foot paved outside shoulders, etc.).

19 Portions of North Fork Crooked Creek, South Fork Crooked Creek and Richardson Creek within the project study area are on the 2008 Draft 303(d) list of impaired waters. Additional stream segments and waters of the U.S. within the Future Land Use Study Area (FLUSA) are also on the 303(d) list as cited in Section 7.4.1 of the DEIS (i.e., Richardson Creek, Lanes Creek and Stewarts Creek). These waters are primarily impaired due to urban runoff, agricultural and construction activities. NCTA's proposed road construction is a type of activity that has been shown to be contributing to the impairment of these receiving waters. It is also probable that the proposed facility will contribute both in the short-term and long-term to the continued degradation of these waters of the U.S., and prevent them from being restored as required by the Clean Water Act. Local ordinances, riparian buffer rules and implementation of past stormwater control initiatives have not proven to be successful in addressing these continued development conditions. Moreover, the recommended alternative will directly impact approximately 7.7 acres of jurisdictional wetlands and 21,966 linear feet (4.2 miles) of total streams with 14,052 linear feet (2.7 miles) estimated to require compensatory mitigation. However, this assumption regarding compensatory mitigation may be misunderstood by NCTA and FHWA, because the Corps and NCDWQ may require mitigation for all intermittent streams as well (the total 21,966 linear feet). EPA recommends that NCTA propose compensatory mitigation for all impacts to jurisdictional resources.

20 The DEIS does not address EPA's February 14, 2007, scoping comments letter recommending that NCTA and FHWA provide a conceptual plan in the EIS that includes potential opportunities for on-site mitigation. Mitigation and compensatory mitigation for jurisdictional impacts is very generally discussed in Sections 6.4.5.1 and 6.4.5.3. It does not provide the regulatory and resources agencies any specific proposals or plans for providing compensatory mitigation. EPA identified potential mitigation concerns in its February 14, 2007, scoping letter. The project is partly located in the Catawba hydrologic unit code (HUC) 03050103, a difficult watershed in which to find suitable mitigation sites. This environmental issue was not addressed in Section 6 of the DEIS. There are numerous other TIP projects being planned in this watershed as well. The preferred alternative has approximately 7.7 acres of jurisdictional wetland impacts and 21,966 linear feet of total stream impact with 14,052 linear feet estimated to require mitigation. There is no detail provided in the DEIS if there is adequate on-site (or off-site) mitigation available in the HUC. The DEIS provides a cursory discussion of the Memorandum of Agreement (MOA) between the NCDOT and the Ecosystem Enhancement Program (EEP). It is not clear from this section of the DEIS that the NCTA is subject to the NCDOT/EEP MOA or if the NCTA will pay into the traditional in-lieu fee program run by EEP under a Memorandum of Understanding (MOU) with the North Carolina Department of Natural Resources (NCDENR) and the U.S. Army Corps of Engineers (USACE). Considering the length of time that this proposed project has been in planning (more than 10 years under FHWA), EPA believes that this basic issue of mitigation should have been conceptually developed at the DEIS stage. Under the MOU

20 program, EEP may not have any mitigation planned until after NCTA provides payment and that this is typically after the Section 404 permit has been issued. EPA requests that the type of proposed mitigation should be addressed prior to the issuance of the Final EIS.

21 EPA believes that 'typical' sedimentation, erosion and stormwater management controls and Best Management Practices (BMPs) in the Piedmont have not shown to be very effective based upon NCDOT studies commissioned with the North Carolina State University's Department of Biological and Agricultural Engineering (i.e., Dr. Daniel E. Line). Erosion rates from one NCDOT Piedmont project using BMPs still showed off-site erosion rates to receiving waters during construction of 18.5 tons per year over three years. NCTA and FHWA should commit to providing the 'most aggressive' methods of sediment and erosion control and stormwater treatment to remove pollutants and sediment both during construction and afterwards. NCTA and FHWA should make environmental commitments to provide methods such as wet ponds, created stormwater wetlands, infiltration trenches and wells, sand filters, temporary and permanent retention ponds, level spreaders, retaining walls to reduce fill impacts from steep slopes, and reinforced grassed-swales, at a minimum. During construction, NCTA and FHWA need to restrict clearing and grubbing to the maximum extent possible. More effective erosion and turbidity control measures researched by NCDOT and NCSU including Polyacrylamide (PAM), coconut fiber logs, and absorbent wattles need to be incorporated into the soil and erosion plan and included as an environmental commitment (Note: these more costly measures have been shown to drastically reduce turbidity and sedimentation during construction). Permanent stormwater measures (including detention basins/hazardous spill catch basins) need to be planned and designed within the proposed facility's right of way to address future development runoff and 'hydrologic trespass' from off-site sources such as residential and commercial developments, toll collection facilities, parking lots, etc. Considering the high percentage of potential truck traffic on existing US 74, NCTA and FHWA should consider the use of hazardous spill catch basins/stormwater basins at key locations, including 303(d) listed streams that are already impaired from urban runoff and pollutants.

22 In Section 6 of the DEIS, soil limitations for roadway construction are generally discussed, including the assessment that the soils in the area underlain by the DSAs are rated moderate or severe for road construction. From Page 6-3 of the DEIS, the expected soil limitations can be overcome through proper engineering design, including the incorporation techniques such as soil modification, appropriate choice of fill material and design of drainage structures capable of conveying estimated peak flows. Decisions regarding soil limitations and methods to overcome them are deferred to the final design stage. EPA has environmental concerns if there is a need for significant amounts of off-site fill from borrow sites and the potential impacts to wetlands and streams from borrow pit operations. Based upon past transportation projects in the Piedmont and in the Charlotte area, the DEIS should have identified and estimated potential borrow site and fill needs. Prior to the issuance of a FEIS, FHWA and NCTA need to explore this issue further and provide an estimate of impacts to jurisdictional streams and wetlands and other natural resources resulting from borrow pits.

23 EPA as well as other agencies previously requested that FHWA and NCTA explore methods to directly address mitigation for indirect and cumulative effects of the proposed project, including long-term impacts to water quality. FHWA and NCTA are not proposing any mitigation for indirect and cumulative impacts to water quality. According to the Summary of Potential Indirect Impacts by Zone, Table 7-1, Zone 3 and 5 are expected to have 'Moderate' and 'High' potential for accelerated growth as a result of the project. Furthermore, this table also cites that the potential effects on sensitive resources as a result of the accelerated growth are also 'Moderate' for both Zones 3 and 5. Table 7-2 of the DEIS includes the assessment that within Zones 2, 3, and 5, induced growth resulting from the project would contribute to increased impervious area, non-point source runoff and reduction of riparian buffers. There is also a statement that even under the 'No-Build', continued degradation of water quality is expected due to ongoing development. EPA does not believe that the long-term water quality impacts in these zones will be improved by local entities and development interests in the near future. Newly enacted rules and local ordinances in the project study area are essentially untried and untested. By NCTA and FHWA's indirect and cumulative effects assessment, the proposed project will most likely lead to further degradation to water resources in several areas from accelerating development near planned interchanges and along intersecting roadways (Page 7-16).

EPA has numerous questions and environmental concerns regarding the potential indirect and cumulative effects of the proposed project on waters of the U.S. These issues are more specifically addressed the ICE section of this attachment.

24 EPA notes that the DEIS identifies the preparation of a conceptual mitigation plan for unavoidable wetland and stream impacts as an 'unresolved issue and area of controversy' (Page S-18). The lack of a conceptual mitigation plan for impacts to jurisdictional waters of the U.S. is a significant deficiency in this DEIS.

EPA also notes that the selection of the Least Environmentally Damaging Practicable Alternative ("LEDPA") is also an unresolved issue and area of controversy (Page S-18). The Monroe Bypass/Connector project is not in the Merger 01 process. The selection of the LEDPA is a U.S. Army Corps of Engineers (USACE) determination under Section 404 and is generally made at the final permitting stage for the project.

25 In Section 6.4.3 and Appendix J, the FEIS should include the North Carolina Wetland Assessment Method (NCWAM) wetland type of each site, determined by the dichotomous key (pursuant to the June 3, 2008 Wilmington District Public Notice). To assist in the determination of NCWAM wetland type without additional fieldwork, Appendix B of the NCWAM User Manual has a cross-reference of wetland types based on NCWAM, North Carolina Natural Heritage Program, and Hydro-geomorphic classes and sub-classes. Also, NCTA and FHWA should be prepared to complete a NCWAM assessment on all wetland impact sites for the USACE's LEDPA selection. EPA does not believe that the current DWQ Wetlands Rating provides meaningful information for wetlands permitting decisions.

Air Quality Impacts

26 EPA notes the special project commitment ("Green Sheet") regarding air quality and that NCTA will coordinate with MUMPO to ensure air quality conformity determination for the region includes the project's design concept and scope consistent with the 'preferred alternative'. The DEIS states that the next update to the MUMPO LRTP and conformity determination will need to designate the Monroe Bypass portion of the project as a toll facility prior to the completion of the ROD. Page 4-18 of the DEIS notes that the only inconsistency in the current LRTP is that the Monroe Bypass portion of the project is shown as a non-toll facility. EPA believes this inconsistency to be potentially significant.

27 EPA believes that vehicle miles traveled (VMT's) will substantially increase from the proposed action, particularly in the Union County area. EPA further concurs with NCTA and FHWA that the proposed action will significantly induce ("accelerate") development, particularly in Zones 3 and 5 of the FLUSA. Increased development further from Charlotte and other more urbanized areas will invariably increase vehicle commutation distances and result in increased air pollution emissions. Any congestion management relief along US 74 will be potentially offset by increased 'development sprawl', greater VMT's in the project study area and, ultimately, increased air pollution emissions. There are no identified regional plans within the project study area (and specifically in areas covered by Zones 3 and 5) to improve mass transit, public transportation, etc. Table E-2 of the DEIS includes VMTs under various scenarios, including Union County and the entire Metrolina Region. Comparing DSA D to the No-build Alternative, the Union County area is expected to have a slight increase in 2035 VMTs, from 11.481 million to 11.503 million based upon FHWA and NCTA's future projections. FHWA and NCTA are predicting only slight increases in Annual Average Daily Traffic (AADT) within the project segment (Table E-1), with the exception of the project segment from I-485 to Stallings Road. For DSA D, AADTs are expected to increase from 41,400 to 95,600 in 2035 for this segment. These traffic projections appear to be in direct conflict with the current facility design. The NCTA and FHWA are designing a 4-lane new location facility with a 70-foot median. The reason provided in the DEIS for this 'increased' median width is future capacity and the ability to add interior lanes (i.e., Approximately 6 future travel lanes for a maximum total of 10). That rationale was also applied to the further consideration and evaluation given for the PSA G and PSA Revised G Alternatives (12 total lanes). The DEIS also states: "*There is a high potential for new residential growth east of Monroe, where the DSAs would improve access and allow for easier and faster commutes to the Charlotte-Mecklenburg County urban area*". These commutes would also be longer. This predicted condition following the construction of a 20-mile new location toll road appears to be in direct conflict with some of the DEIS traffic projections. Per Table 1-3, 82.3% of Union County 'drive alone' to commute to work (compared to 77.2% for Mecklenburg County).

29 Please refer to Appendix A-6 of the DEIS, that includes EPA's letter's of November 17, 2008, and January 9, 2009, on the State Implementation Plan (SIP). EPA

29 issued a Final Rule in the Federal Register on May 8, 2009, for the 'Finding of Failure to Submit State Implementation Plans Required for the 1997 8-Hour Ozone National Ambient Air Quality Standard: North Carolina and South Carolina.

The DEIS states that the Charlotte-Gastonia-Rock Hill air quality region was designated as a moderate non-attainment on June 15, 2004, for the 1997 8-hour ozone standard. Based upon recent monitoring data, 2007 and 2008 8-hour ozone concentrations averaged approximately 84 micrograms per cubic meter (ug/m³). In order to retain the moderate non-attainment status and not be reclassified by EPA as 'serious non-attainment', 2009 monitoring data for the 8-hour ozone standard would have to be 65 ug/m³. While still early in the '2009 ozone season', the North Carolina Division of Air Quality (NCDAQ) has already issued several Code Orange ozone alerts for the Charlotte and Piedmont areas as of June 4, 2009. From a CAA perspective, a 'maintenance area for attainment' means that the urban area has exceeded NAAQS levels for one or more pollutants in the past. The 1997 8-hour average ozone standard and the 2008 8-hour average ozone standard are 0.08 and 0.075 parts per million, respectively.

The DEIS outlines substantial information on transportation conformity, determinations for LRTPs and TIPs, potential for conformity lapse grace period, potential for a conformity lapse, implications for the Monroe Connector/Bypass project, status of the SIP for the 'Metrolina' Region, and project-level conformity. EPA concurs with most of the information and analysis in this section of the DEIS. The next update for the MUMPO LRTP must be approved by May 3, 2009. MUMPO is currently conducting travel demand modeling and air quality analyses to demonstrate conformity. MUMPO is currently exploring a range of options for demonstrating conformity for the LRTP, including the adjustment of the mix of new projects included in the LRTP and alternative modeling methods to demonstrate conformity.

30 Referring to EPA's previous letters on the SIP and transportation conformity, EPA believes that it is highly improbable that the Charlotte area will be able to retain its moderate non-attainment status for the 8-hour ozone that is required by June 15, 2010. One of the primary reasons for the 'Environmental Objections' rating for the preferred DSA D alternative is where an action might violate or be inconsistent with achievement or maintenance of a national environmental standard. Under EPA's policy and procedures under Section 309 of the CAA and NEPA, the threshold for rating the environmental impact of the proposed action is based not only on the potential or likelihood to violate a national environmental standard, but also on the proposed mitigation for the project and if that mitigation is adequate to address the potential and significant environmental impacts. NCTA and FHWA did not propose any air quality related mitigation to address the potential direct impact from this 20-mile, new location toll facility or its indirect and cumulative effects. Until the issues involving the SIP, LRTP update, TIP and conformity demonstration are fully resolved, EPA believes that this new location project will continue the pattern of development sprawl in the Charlotte/Metrolina area and further result in air quality degradation and future potential violations of the CAA's 8-hour ozone standard. EPA concurs with NCTA and FHWA that this new location facility will most likely induce development portions of the project

30 study area. EPA does not concur with NCTA and FHWA that this induced development will not ultimately increase VMTs as a result of the construction of the new location facility. This environmental objection rating includes other new location alternatives (DSAs) as well.

Mobile Source Air Toxics (MSATs)

31 EPA has reviewed the Mobile Source Air Toxics (MSATs) sections contained at 4.2.3, 4.2.5.2 and Appendix E. EPA acknowledges that a more detailed qualitative analysis was provided in the DEIS. However, EPA's February 14, 2007, scoping letter requested that FHWA and NCTA consider the development of an emissions inventory, obtaining 'near-roadside' baseline monitoring data, and an evaluation of the potential health impacts for the different DSAs. This requested information was not provided in the DEIS and FHWA continues to cite its 2006 Memorandum – Interim Guidance on Air Toxic Analysis in NEPA Documents. EPA does not fully agree with the criteria used by FHWA to determine if a quantitative analysis is required for MSATs (Page E-6 of the Appendix E). EPA has included a Technical Review Memorandum from the EPA Region 4 Air Toxics Assessment and Implementation Section as Attachment B for further consideration by the transportation agencies (Please see attachment).

The DEIS should include a discussion of those measures that will be used to mitigate the emission of air toxics associated with the construction of the project and with its operation. During construction and for the final project design, every effort should be made to avoid air quality impacts including, for example:

- 32 1. A ban on open burning – all materials that would normally be burned should be recycled to the extent feasible to avoid health and visibility impacts.
- 2. Minimizing dust and debris generated during construction.
- 3. Construction limited to the smallest footprint feasible to avoid environmental degradation and reduce the amount of dust generated during construction.
- 4. Maintenance of the maximum amount of trees feasible within the project right-of-way during construction to reduce footprint, noise and dust dispersion during construction.
- 5. Installation of the latest air pollution control devices on all construction equipment (see EPA's Verified Technologies List for diesel engines at <http://www.epa.gov/otaq/retrofit/verif-list.htm>).
- 6. Use of ultra low sulfur fuel exclusively for construction equipment.
- 7. Restriction on the time that engines involved in construction may be left to idle.
- 8. Keeping the final alignments furthest from the potential sensitive receptors with the maximum of vegetative buffers.

33 EPA has provided past comments to FHWA on the 'qualitative assumptions' it uses under its Interim Guidance (e.g., Triangle Parkway). Again, the qualitative analysis provided in the DEIS uses regional (Union County, Entire Metrolina Region) air modeling and traffic volumes/VMTs, etc., to estimate baseline and future MSAT emissions. With the exception of the next to the last paragraph on Page E-8, the

33 discussion on Pages E-7 and E-8 concerning MSATs is subjective and not supported by
 34 actual quantitative, project-specific analysis (“*Local conditions may differ from these
 national projections in terms of fleet mix and turnover, VMT growth rates, and local
 control measures*”). The DEIS does not identify any ‘local control measures’ for MSATs
 in the project study area. FHWA has asserted that MSATs cannot be accurately modeled
 and the health effects accurately predicted. EPA requests that FHWA provide the
 identification of ‘local control measures’ and how these measures could be assessed
 against ‘uncertain health effects’.

35 The DEIS does identify 3 public schools (Referring to Figure 3-3a) located near
 the boundaries of the DSA corridors and no other potential sensitive receptors. Of these
 3 schools, 1 is potentially located ‘downwind’ (prevailing winds) from the new facility,
 Stallings Elementary School. This school is expected to be within the anticipated range
 of near-roadside effect from future MSAT emissions. FHWA and NCTA should fully
 consider and explore the environmental commitment to perform future air monitoring
 between the new facility and the school. Considering the high percentage of anticipated
 truck traffic and some of the highest anticipated AADTs on the new facility and that this
 is potentially a ‘new emission source’, a finite period monitoring program would not be
 inconsistent with other past FHWA actions regarding MSATs. Furthermore, direct data
 collection by FHWA would potentially address some of the ‘uncertainty’ that it has
 expressed in the modeling and baseline estimates for MSATs. There are numerous more
 recent, peer-reviewed and published health studies and the correlation with near roadway
 exposures to MSATs that have not been considered or cited in the DEIS. EPA also
 understands that a new elementary school has been recently built in the project study area
 and near the DSAs and that this school has not been identified in the DEIS.

Noise

36 The DEIS contains detailed information regarding potential noise receptor
 impacts. For DSA D, there are an estimated 150 total # of impacted receptors using
 FHWA Noise Abatement Criteria. FHWA and NCTA are proposing 3 noise barriers that
 are 6,458 linear feet in total length that benefit approximately 51 impacted receptors.
 Under Table S-2, EPA is unfamiliar with the term in the impact column as the “ICE
 Overall Ambient Noise Increase”. This phrase or condition needs to be further explained
 in future NEPA documents in the context of FHWA noise abatement criteria. The
 footnote in the table describes that: ‘impacts are not expected to vary substantially by
 DSA’.

Prime Farmlands and Agricultural Lands

37 Section 4.3.2 of the DEIS describes Prime and Important Farmland Soils. Census
 data for farmland losses from the June 2004 report for Union County is not believed to be
 current or reflect more recent development trends. Union County has been one of the
 fastest growing counties in North Carolina. North Carolina lost more than 600,000 acres
 of farmland from 2002-2007 according to a recent census by the U.S. Census of
 Agriculture. Also in this period, North Carolina lost approximately 1,000 individual

37 farms. A more recent U.S. Department of Agriculture report in 2007 showed that North
 Carolina lost 1,000 farms in 2006 alone, making it the state with the biggest loss of farms
 in the U.S. These trends are expected to continue as North Carolina continues to
 promote roadway infrastructure, development and urbanization further from metropolitan
 center districts. Past State and Federal initiatives in North Carolina appear to be having
 little effect on these alarming trends.

38 NCTA and FHWA’s preferred alternative DSA D has 499 acres (i.e., more than ¼
 of a square mile) of impact to agricultural land. DSA D will require the ‘relocation’ of 3
 active farms. Farmland impacts are further discussed in Section 4.3.3 of the DEIS. None
 of the farmland conversion impact ratings from Appendix F and Table 4-11 scored
 greater than 100 for Part V or 260 points for Parts V and VI on the NRCS-CPA-106
 forms. The statement under Farm Relocations concerning ‘suitable replacement property
 available for farm relocation’ is not substantiated by actual data or a specific socio-
 economic analysis. Considering that agriculture and supporting businesses and
 employment has historically been one of the largest sectors in the regional economy and
 Union County, the proposed project will further accelerate these potential losses (See
 discussion concerning indirect and cumulative effects). There are no avoidance and
 minimization measures (e.g., Reduced right-of-way from the ‘minimum’ 300 feet)
 suggested in the DEIS for potential direct impacts to active farmlands.

Other Human and Natural Environment Direct Impacts

39 The DEIS identifies other human and natural environment impacts for the DSA D
 preferred alternative as well as other DSAs in Table S-2, including 107 residential
 relocations, 48 business relocations, 9 neighborhoods impacted, 3 churches impacted, 11
 hazardous material sites, 11 floodplain crossings, 3 historic resources with No Adverse
 Effects, 450 acres of terrestrial forests, and 8 acres of open water (ponds). Potential
 impacts to archeological sites are considered to be ‘low’, but final surveys have not been
 conducted. There are also unresolved Endangered Species Act Section 7 issues for the
 Carolina heelsplitter (*Lasmigona decorata*) and there are several State threatened or
 endangered aquatic species that could be impacted by the project in the Goose Creek
 watershed. EPA defers to the U.S. Fish and Wildlife Service (FWS) and N.C. Wildlife
 Resources Commission (WRC) regarding these potential impacts and issues. Due to the
 rural nature of a substantial portion of the project study area and the significant impacts
 to terrestrial forests, the DEIS also identified wildlife habitat fragmentation as an
 ‘indirect affect’. EPA believes that there is also a potential direct impact and potential
 safety issue from bisecting forests and fields with multi-lane, high-speed facilities in rural
 areas. EPA recommends that further consultation with FWS and WRC is needed to
 identify wildlife crossings and other minimization considerations involving large
 mammals such as deer, and a new multi-lane facility.

NCTA and FHWA estimate the probable range of total project costs at \$716.3 to
 \$850.0 million with a median total project cost of \$777.4 million for DSA D.

Indirect and Cumulative Effects

In general, the Indirect and Cumulative Effects Section (Section 7) is not specific, and provides no quantitative data to characterize the existing conditions in the project area (such as percent land use by commercial, agriculture, etc.). There is no quantitative data concerning potential impacts to wetlands, streams, water quality, and habitat. Section 7 of the DEIS only provides qualitative statements, and in some cases, subjective opinions. The DEIS assumes that growth will continue regardless of the new location facility, and that the existing local and state requirements will minimize impacts, but there is no data to support the statements made. The discussion in the DEIS provides very little assistance in determining how much impact is likely to occur, particularly in Zones 3 and 5, where moderate to high impacts are predicted.

The FEIS should include more quantitative data on existing conditions and potential impacts to wetlands, streams, water quality, and habitat from the No Build Alternative and the Preferred Alternative. For example, existing land use may be estimated using the NWI data or other GIS wetland data and the USGS's North Carolina GAP Analysis Project's land use coverage map. There are also many useful GIS data layers at NC One Map. The FEIS should calculate the acreage of induced growth from the Preferred Alternative, using the No Build as a baseline. The FEIS should also calculate the cumulative amount of potential impervious surfaces added and cumulative increases in percent impervious surface for each watershed from the proposed project and other reasonably foreseeable activities. For instance, the FEIS developed for the I-73 project (TIP I-4923) utilized NRCS's *Urban Hydrology for Small Watershed Basins: 1975* to determine the percent of impervious surfaces for land use type. This FEIS then multiplied the predicted acreage of a type of development (residential, commercial, etc.) by the corresponding percentage (e.g. 85% for commercial development, 72% for industrial development, etc.). Likewise, land use models and available GIS information on wetlands and streams in the project area could be used to develop predictions of indirect and cumulative impacts to wetlands and streams in the watershed.

At a minimum, the FEIS should list known areas of impacts (recent and future TIP projects with projected impacts and other permitted or planned activities) along with the estimated amounts and a total estimated impact for each watershed. Further, the water quality impacts could be estimated using the FHWA's "Constituents of Highway Runoff" to estimate the amount of pollutant that would enter streams after a twenty-day buildup period, assuming there were no structures such as retention basins or ditches to filter sediment. It is understood that storm water requirements must be met, and that avoidance and minimization efforts may reduce the amount of estimated wetland and stream impacts. It is also understood that the quantitative information is an estimate, and may provide a worst-case scenario. However, the FEIS should provide as much quantitative information as possible. EPA is formally requesting a 'quantitative' indirect and cumulative impact assessment for the preferred DSA D alignment for all 5 zones (not solely Zones 3 and 5).

Also in Table 7-2 under Federally-protected species, EPA does not understand the following statement: "*Indirect impacts can result in modification of existing habitat or creation of new habitat for threatened and endangered species*". This general claim of 'habitat creation' may only be valid for certain plant species that may prefer open areas along power line easements, rights of way, etc. Please consult with the FWS regarding the indirect impacts to threatened and endangered species.

ICE References:

FHWA, 1981. FHWA/RD-81/042: Constituents of Highway Runoff. Washington D.C., 1981
 USDA-NRCS Soil Conservation Service Engineering Division. Urban Hydrology for Small Watershed Basins, Technical Release No. 55. January 1, 1975.
 USFWS, National Wetland Inventory, Wetlands Digital Data.
 USGS, North Carolina GAP Analysis Project, Land Use Coverage Map.

DEIS Format.

For ease of review and improved consistency we recommend that the standard EIS format per the CEQ regulations at 40CFR Section 1502.10 be used for the Final EIS. CEQ recommends that this format be utilized unless there is a compelling reason to do otherwise.

Attachment B
Monroe Connector/Bypass DEIS
June of 2009

Comments by the Air Toxics Assessment and Implementation Section

Section 4.2.3 and Appendix E address Mobile Source Air Toxics, indicating that technical tools available to the Federal Highway Administration do not enable the agency to predict the project-specific health impacts of the emission changes associated with the alternatives in the DEIS. The DEIS further states that due to these limitations, the document includes a discussion regarding incomplete or unavailable information in accordance with CEQ regulations (40 CFR 1502.22(b)).

The assertion of the FHWA in NEPA documents that available tools and information are not adequate for use in NEPA analyses has been a point of disagreement between FHWA and EPA for some time. In an effort to avoid giving the appearance of tacitly agreeing with the FHWA, EPA offers additional responses to a few of their assertions herein. It should be understood that EPA believes that alternatives being considered under the NEPA process can and should be properly compared using their potential impacts associated with Mobile Source Air Toxics as one of the measures for comparison.

Page E-1, Section E.1

This section discusses the reductions in air toxics emissions that will result from the regulations the EPA has issued concerning vehicle emissions and fuel formulation. It is important to note that these are projected reductions, and they do not absolve the sponsor and FHWA from the responsibility to protect public health from emissions associated with this project by using appropriate mitigation measures. This information does not inform the decision-makers between options since the DEIS's purpose is to compare the impacts of those options at some point in the future, not to evaluate the impact of the EPA regulations between today and some point in the future.

Page E-2 Section E.2

The section on Unavailable Information for Project Specific MSAT Impact Analysis states that there are technical shortcomings that prevent reliable estimates of MSAT related project-specific health impacts. While it is correct that these tools do not predict health impacts, they do allow a comparison of potential impacts among alternatives. The thrust of the text is at variance with the common practice of air quality and environmental health professionals, as reflected in the body of peer-reviewed literature employing these various models.

In particular, the NCHRP report referenced below (now final) represents the views of air quality modeling and risk assessment experts, and reaches conclusions vastly divergent from those in this and the following pages.¹

¹ Carr, E.L.; Ernst, D.A.; Rosenbaum, A.; Glass, G.; Hartley, S. (2007) Analyzing, documenting, and communicating the impacts of mobile source air toxic emissions in the NEPA process. Report under NCHRP project 25-25. Note that the authors from ICF International have developed air quality models

Page E-3 Emissions

The "Emissions" section says that MOBILE6.2 has limited applicability at the project level,

"... is a trip-based model—emission factors are projected based on a typical trip of 7.5 miles, and on average speeds for this typical trip. This means that MOBILE6.2 does not have the ability to predict emission factors for a specific vehicle operating condition at a specific location at a specific time. Because of this limitation, MOBILE6.2 can only approximate the operating speeds and levels of congestion likely to be present on the largest-scale projects, and cannot adequately capture emissions effects of smaller projects."

This description of MOBILE6.2 is incorrect. According to EPA's "Technical Guidance on the Use of MOBILE6.2 for Emission Inventory Preparation," "*MOBILE6.2 has an 'AVERAGE SPEED' command which is intended specifically to assist users in modeling individual roadway links.*"

This statement also contradicts the opinion of emission modeling experts (Bai et al., 2007, Atmos Environ): "*Note that a consistent link level interface [with activity from travel models] can be attained if trip-based emission factors are converted to link based specifications. The latest MOBILE model (MOBILE6.2) reflects such a conversion for its previous versions, which now specifies emission factors for different facility types*"²

The text misconstrues the need for emissions "at a specific location at a specific time." Numerous scientific articles have used emission factor models like MOBILE6.2 to predict air pollutant concentrations at receptors with high spatial resolution, resulting from vehicle activity on specific road links without the need for emission factors at the resolution described in the policy text (i.e. modal emission rates).

The section continues, "Also the emission rates used in MOBILE6.2 for both particulate matter and MSATs are based on a limited number of tests of mostly older-technology vehicles." While the data obtained on the fractions of total organic gas (TOG) comprised by individual toxics were collected in the early 1990s, there is no *a priori* basis for asserting that these toxic fractions are not applicable to current vehicles. MOBILE6.2's emission factors for VOCs, CO, and NOx are based upon extensive testing of recent model year vehicles.

One study from Connecticut that evaluated the performance of the toxic ratios within MOBILE6.2 using ambient data concluded that modeled and monitored data "were in good agreement."³

employed by EPA, and include past presidents of professional environmental health societies (Arlene Rosenbaum is past president of the International Society for Exposure Analysis).

² Bai, S.; Chiu, Y.-C.; Niemeier, D.A. (In press) A comparative analysis of using trip-based versus link-based traffic data for regional mobile source emissions estimation. Atmospheric Environment. [Online at <http://dx.doi.org>. doi:10.1016/j.atmosenv.2007.05.051]

³ Nadim, F.; Iraunahboob, J.; Holmen, B.; Hoag, G.E.; Perkins, C.; Dahmani, A.M. (2003) Application of computer models to assess the effects of emission-reduction programs for a sustainable urban air quality

Page E-3 Dispersion

The "Dispersion" section says,

The performance of dispersion models is more accurate for predicting maximum concentrations that can occur at some time at some location within a geographic area. This limitation makes it difficult to predict accurate exposure patterns at specific times at specific highway project locations across an urban area to assess potential health risk.

There are numerous applications of dispersion models for this specific purpose in scholarly journals.

The "Dispersion" section concludes,

Along with these general limitations of dispersion models, FHWA is also faced with a lack of monitoring data in most areas for use in establishing project-specific MSAT background concentrations.

The purpose of modeling is not to compare current ambient concentrations with future modeled concentrations associated with each of the alternatives. Rather, it is to compare the different alternatives with one another. Hence it is not necessary to have current background concentrations in order to compare the alternatives.

Page E-3 Exposure Levels and Health Effects

The "Exposure Levels and Health Effects" section states

Finally, even if emission levels and concentrations of MSATs could be accurately predicted, shortcomings in current techniques for exposure assessment and risk analysis preclude us from reaching meaningful conclusions about project-specific health impacts.

The risk assessment process was not designed to quantify actual health risk in a community. Rather, screening level risk assessments can be used to compare potential impacts as one consideration in evaluating various alternatives.

EPA published the Air Toxics Reference Library in order to assist in the screening evaluation of air toxics exposures for health impacts. We suggest FHWA use the tiered approach described in this document to compare alternatives being considered for the Monroe Connector/Bypass. That library is available at http://www.epa.gov/ttn/fera/risk_atra_main.html. The library includes a tabulation of toxicity values for many air toxics. That table is available at <http://www.epa.gov/ttn/atw/toxsource/summary.html>.

The "Exposure Levels and Health Effects" section goes on to say

Exposure assessments are difficult because it is difficult to accurately calculate annual concentrations of MSATs near roadways, and to determine the portion of a year that people are actually exposed to those concentrations at a specific

management. Conference paper. Application of Technology in Urban Development, Iranian Academic Association. December 21-28, 2003.

location. These difficulties are magnified for 70-year cancer assessments, particularly because unsupportable assumptions would have to be made regarding changes in travel patterns and vehicle technology (which affects emissions rates) over a 70-year period.

Refinements in modeling technology have significantly improved the ability to handle non-sedentary mobility during the life of a given population. The National-scale Air Toxics Assessment (NATA: <http://www.epa.gov/ttn/atw/nata/index.html>) is one example of this extensively robust approach towards achieving a finer measure of exposure that reflects more life activities. The 70-year averaging time for carcinogenesis reflects the potential onset of an excess cancer that might result from exposure to a carcinogen under a given exposure scenario. Adjustments to reflect travel patterns and vehicle technology might provide useful information in predicting a central tendency exposure outcome. However, it would be unclear whether, and if so, how the result would improve the accuracy/protectiveness of the resulting risk characterization relative to a given population over a lifetime.

In a screening level evaluation, as noted in the Air Toxics Risk Assessment Reference Library (Volume 1) simplifying assumptions are used to save time and costs associated with the effort. In the interest of not overlooking a potential issue, the assumptions are conservative, for example, assuming that the person is exposed to the toxic air pollutant concentration continuously for 70 years. We recognize that this is not realistic, but it is a reasonable conservative assumption of the type that is used routinely in screening level risk evaluations. If the potential risk identified through this process is higher than is acceptable, a more careful evaluation using more realistic inputs can be carried out. However, in the interest of saving the sponsoring organization time and money, and in the interest of erring on the side of public health, such assumptions are used.

The "Exposure Levels and Health Effects" section continues:

There are also considerable uncertainties associated with the existing estimates of toxicity of the various MSATs, because of factors such as low-dose extrapolation and translation of occupational exposure data to the general population. Because of these shortcomings, any calculated difference in health impacts between alternatives is likely to be much smaller than the uncertainties associated with calculating the impacts.

It is true that there is uncertainty in the toxicity estimates associated with air pollutants. This does not mean, however, that these benchmarks are without accuracy and thus not useful in risk predictions. Because the toxicity assessment process is designed to be conservative and protective of sensitive sub-populations, the resulting risk-based safe limits have been used internationally to protect human health. The uncertainty in hazard assessment is sound and reflects the best current peer-reviewed science.

If we did not use toxicity estimates, risk assessments would not be possible. Extrapolating from higher doses to lower doses is often required to develop toxicity

estimates because it would be inappropriate (for many reasons) to intentionally expose members of the general population to air toxics simply to obtain a more refined toxicity number. Instead, we might employ epidemiological studies carried out on people who are exposed during the course of their work, and then extrapolate from those levels to lower levels typical of the general public. In many cases, health and toxicity professionals do not have human exposure data at all, and must resort to exposing animals to evaluate the effect of chemicals. This also involves extrapolation, but it is done systematically and deliberately by toxicologists trained in the science. This process is described in the Air Toxics Reference Library.

49

EPA acknowledges that there are potential shortcomings, but screening level risk assessments are a useful way to compare alternatives and to identify potential risks that warrant further investigation with more sophisticated risk assessment techniques. Such evaluations are an opportunity to identify potential toxic exposures that could be mitigated or avoided, and to identify those exposures that are of no concern. While uncertainties do exist in risk assessment, they also exist in all other modeled outputs, such as travel demand and land use.

Page E-5

The second paragraph notes that, "Some recent studies have reported that proximity to roadways is related to adverse health outcomes – particularly respiratory problems." The section goes on to say:

50

The FHWA cannot evaluate the validity of these studies, but more importantly, they do not provide information that would be useful to alleviate the uncertainties listed above and enable us to perform a more reliable, comprehensive evaluation of the health impacts specific to this project.

It should be noted that there are hundreds of studies that have been published just since 2000 associating proximity to roadways with a number of adverse health effects including respiratory, birth and developmental effects, cardiovascular, premature mortality, and cancer. Baldauf et al. provided a summary of a number of these studies at the Transportation Research Board's Air Quality and Land Use Planning Conference in 2007 (*Traffic Emission Impacts on Air Quality Near Large Roadways* Proceedings the Transportation Research Board Planning and Air Quality Conference, July 9-11, 2007). While these studies may not implicate specific pollutants as resulting in the adverse effects, they do implicate proximity as a key factor.

The 2004 statement on air pollution by the American Academy of Pediatrics states, "...[s]iting of school and child care facilities should include consideration of proximity to roads with heavy traffic and other sources of air pollution. New schools should be located to avoid "hot spots" of localized pollution."

Appendix B1 – Agency Comments

Table B1-11: US Environmental Protection Agency, Region 4

Document: a011 letter dated June 15, 2009

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
1	Design	EPA recognizes the desire to build a multi-lane freeway with access control and grade separations (i.e., Interchanges) consistent with the Strategic Highway Corridor (SHC) initiative. The Draft EIS references that the standard right of way for a controlled-access facility is approximately 350 feet (Page 2-18). EPA understood that a typical multi-lane, new location freeway facility in North Carolina is approximately 300 feet. This potential increase in estimated right of way of approximately 14% is also potentially increasing impacts to residences, businesses, farms and the natural environment by a similar proportion. It is also important to note that the existing 4 to 6-lane facility has a right of way width of only 60 feet and that substantial right of way ("at least 200 feet") is estimated to be required by NCTA and FHWA to upgrade the existing facility.	<p>The 350-foot right of way was used in the development of the Preliminary Corridor Segments. As noted on Page 2-23 and Page 2-36 of the Draft EIS, the right-of-way width used for the functional designs of new location portions of the DSAs in the Draft EIS is 300 feet, with additional right-of-way required for interchanges, frontages, and improvements to intersecting roads. For the portion of the functional designs for DSAs C, D, D1, C1, D2, and C2 along existing US 74, the right of way is 260 feet.</p> <p>Revised PSA G, which would upgrade existing US 74, assumed right of way widths varying from 235 to 275 feet, as described in Section 2.4.4.3 of the Draft EIS. Existing US 74 has varying right of way widths as listed below, with no area less than 100 feet.</p> <ul style="list-style-type: none"> • I-485 to Fowler Secrest Rd – 200 feet • Fowler Secrest Rd to US 601 – 145 feet • US 601 to Frankling St – 150 feet • Franklin St to east of Presson Rd – 230 feet • Presson Rd through Wingate City Limit to Old Hwy 74 – 100 feet • Old Hwy 74 to Olde country Lane – 140-210 feet • Olde Country Land to 0.3 mile west of Marshville Town Limit – 210 feet • Within Marshville Town Limit – 155 feet
2	Alternatives Considered	Of the 26 signalized intersections shown in Table 1-6, the 2007 LOS shows 21 intersections operating at LOS D or better in the a.m. peak period. The 2007 LOS p.m. peak period shows 19 out of the 26 intersections operating at LOS D or better. There are several problematic intersections identified in Table 1-6, including Stallings Road, Indian Trail-Fairview Road, Unionville-Indian Trail Road, Sardis Church Road and North Rocky River Road. Both a.m. and p.m. peak period was LOS F at these intersections. The Draft EIS did not evaluate any individual design and grade separation improvements at these locations that would reduce delays and improve LOS on existing US 74.	The effectiveness of these types of Transportation System Management (TSM) improvements likely would be overwhelmed by widespread existing traffic congestion, as well as the substantial increase in traffic volumes expected by 2035. In addition, these types of improvements would not provide for high-speed regional travel due to many of the existing signals remaining. Additional details on TSM alternatives have been provided in Section 3.3.2 of the Final EIS, expanding on Section 2.2.2.3 of the Draft EIS.
3	Alternatives Considered	The DEIS does not identify any specific major facility improvements within the last 10 years to the US 74 corridor through the Monroe or western Union County area (Section 1.8.1 of the Draft EIS). The Draft EIS states: "Few, if any, access management techniques have been applied to this roadway."	A complete list of recent improvements to US 74 is included in Section 1.1.8 of the Final EIS.

Appendix B1 – Agency Comments

Table B1-11: US Environmental Protection Agency, Region 4

Document: a011 letter dated June 15, 2009

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
4	Purpose and Need for Action	EPA acknowledges the comments in the DEIS concerning the past lack of priority for the proposed project and that "traditional" state transportation and federal-aid highway funds have not been nor are currently available for the Monroe Connector/Bypass.	Section 2.3.3.5 of the Draft EIS notes that MUMPO "has decided to allocate the limited federal and state funds to other projects". This was not intended to imply that the facility is not and has not been considered a priority. According to the Draft 2035 Long Range Transportation Plan, the Monroe Connector/Bypass is ranked #1 of 310 projects. The Planning Roadway Ranking Project List can be found at the MUMPO Web site: www.mumpo.org/PDFs/2035_LRTP/2035_LRTP_Draft_ProjectList%282009_July_02%29.pdf . The Monroe Connector had been previously been ranked #7 of 221 projects in the 2030 MUMPO LRTP rankings, while the Monroe Bypass was not ranked because funding was already appropriated for it.
5	Purpose and Need for Action	On the east end of the project, the DEIS states that the proposed project would terminate on US 74 between the towns of Wingate and Marshville. The DEIS indicates that this is where existing and projected traffic volumes decrease and the study area transitions to a more rural character. These same rural conditions existed in western Union County prior to the Charlotte Outer Loop eastern segments and other roadway improvements being built in and around Matthews, Indian Trail, etc.	NCTA acknowledges this comment. This comment does not address an issue associated with the Draft EIS and no response is required.
6	Purpose and Need for Action	EPA notes that the Mecklenburg-Union Metropolitan Planning Organization (MUMPO) has identified improvements to the US 74 corridor in its 2030 Long-Range Transportation Plan (LRTP) for the project study area and considers them a high priority project. EPA staff were directly involved with MUMPO on its Draft 2035 LRTP Roadway Ranking Priority List from the aspect of early environmental coordination. According to this more recent project priority list by MUMPO, the Monroe Connector/Bypass project was assigned a ranking of 175 (out of approximately 340 total projects). There are several references in the DEIS to MUMPO and other government entities supporting a new location, multi-lane SHC facility. It is important to note the CEQ citation at 40 CFR Section 1502.2(g), that environmental impact statements shall serve as the means of assessing the significant environmental impacts and effects of proposed agency actions, rather than justifying decisions already made.	The ranking list referred to in the comment was in alphabetical order, not priority order. According to the 2035 Long Range Transportation Plan, the Monroe Connector/Bypass is ranked #1. The Planning Roadway Ranking Project List can be found at the MUMPO Web site: www.mumpo.org/PDFs/2035_LRTP/2035_LRTP_Draft_ProjectList%282009_July_02%29.pdf . The Monroe Connector had been previously been ranked #7 of 221 projects in the 2030 MUMPO LRTP rankings, while the Monroe Bypass was not ranked because funding was already appropriated for it. The FHWA and NCTA had not made a decision in the Monroe Connector/Bypass Draft EIS on an alternative to implement for the proposed action. A full range of alternatives was evaluated and considered for their ability to meet the project's purpose and need.

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7	Purpose and Need for Action	The DEIS states that the public comments on the Monroe Connector/Bypass project have indicated an overwhelming acceptance of tolls as a way to accelerate construction of the project and pay for operating and maintaining the facility. EPA notes the July 30, 2007, public workshop comment form responses in Section 9.1 of the DEIS. Other public outreach, including local officials meetings, open houses, small group meetings, and other forms of public participation are also outlined in this section. It is unclear from this section of the DEIS that the public was fully informed of the relatively low priority that these projects (R-3329/R-2559) had prior to it being identified as a potential toll facility.	The comment forms distributed during the June 2007 workshops asked people's opinions regarding charging tolls to help accelerate construction and to pay for ongoing operations and upkeep of the road. The projects have always had high priority rankings and the Monroe Connector/Bypass is ranked #1 in the MUMPO 2035 LRTP.

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COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
8	Purpose and Need for Action	<p>The DEIS identifies the State law prohibition of tolling existing roadways and requires a free alternative route (NCGS 136.89-197). EPA understands from recent reports that this law could potentially be amended in the future for the I-85 improvements and bridge project over the Yadkin River. One of EPA's main concerns regarding the purpose and need for the proposed new location US 74 tollway project is that this State-mandated condition of a parallel 'free route' severely limits the potential range of reasonable and feasible alternatives under NEPA. FHWA, as the Lead Federal Agency (LFA) under NEPA, might have also considered a comparison of a toll facility with a 'freeway' and the resultant environmental impacts between the two. Potential improvements to the existing corridor were studied and are further discussed in the next section of this attachment. However, the DEIS's narrowly defined purpose and need essentially presents the decision-makers and the public with either a new location, multi-lane, toll facility or 'no action'. EPA does not believe that this DEIS represents the full range of alternatives required under NEPA.</p>	<p>The Lead Agencies must follow the laws and regulations of the State of North Carolina. State law prohibits tolling of existing roadways and requires a free alternate route (NCGS 136-89.197). This requirement does not severely limit the range of reasonable and feasible alternatives considered.</p> <p>The Draft EIS analyzed several alternative concepts, including toll facilities and non-toll facilities, as listed in Section 2.2.2 – Alternative Concepts. An objective, three-step screening process was used, as described in Section 2.1.1 of the Draft EIS. None of the screening criteria included a requirement for tolls.</p> <p>The New Location Alternatives would have virtually the same design whether the facility was a toll facility or non-toll facility. The main differences occur in some ramp alignment requirements. Environmental impacts would not be notably different between a new location toll facility and a new location non-toll facility.</p> <p>Non-toll alternatives considered included upgrade existing US 74 by widening, upgrade existing US 74 to a Superstreet design, TSM Alternatives, and TDM Alternatives. Mass Transit/Multi-Modal Alternatives (the mass transit component likely would include user fees) also were considered. These were eliminated from detailed study for reasons unrelated to the State law requiring free alternate routes for toll roads, as discussed in 2.2 of the Draft EIS.</p> <p>Also, when considering designs for upgrading existing US 74 to a freeway, they would be the same whether the controlled access portion was a toll facility or a non-toll facility. There is a need to maintain access to adjacent properties under either scenario, resulting service roads along the controlled-access route in either case. In the case of the toll facility option, the service road would also serve as the parallel free facility. The need to maintain access to properties along existing US 74 is discussed in Chapter 1 of the Draft EIS. Existing US 74 is an important commercial corridor for Union County, with many retail, commercial, and employment centers having direct access to/from existing US 74.</p>

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COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
9	Alternatives Considered	The difference in design for a typical section (No. 1) of a toll road with 'free' 3-lane service roads on either side of the improved existing 6-lane facility and a new location 4-lane toll road (Typical section No. 2) is depicted in Figure 2-11. There is also a footnote for typical section No. 1 that areas with turn lanes or near access points will require three lanes on the service lanes and that other areas will have only two lanes on either side of the 6-lane new toll road. EPA does not believe this to be an equitable design evaluation and that 4 paved lanes on new location can be compared to potentially 12 paved lanes for an improved US 74. Improving the existing 'G Corridor' to accommodate 6 paved lanes of new toll facility with potentially another 6 lanes as parallel service roads does not compare reasonably to a new location, 4-lane toll road. EPA has similar concerns regarding the analysis and further consideration for 'Revised PSA G'.	Figure 2-11 in the Draft EIS depicts the two typical sections for the Detailed Study Alternatives. Typical section 1 shows the configuration for Detailed Study Alternatives C, D, C1, D1, C2, and D2 would widen existing US 74 for a short distance at the western end of the project. This short distance would require six controlled-access lanes with 3-lane frontage roads on either side. The typical sections used for the Improve Existing US 74 freeway facility option (Revised Preliminary Study Alternative G) are shown in Figure 2-9 of the Draft EIS. These typical sections show a six-lane controlled-access portion with two-lane frontage roads on either side. Site specific projected conditions dictated what was needed for an alternative, either tolled or free. The comparison between tolled and non-tolled alternatives is equitable because they include all features needed to provide for acceptable levels of service and safe traffic operations. Upgrading US 74 to controlled access requires service roads to access adjacent businesses, as these businesses generally have no other access point. This is needed whether the facility is toll or non-toll. Revised PSA G included efforts to minimize the footprint of the project through use of design changes; including the use of retaining walls, using a narrower typical section, and providing grade separations for cross streets.
10	Alternatives Considered	EPA continues to be concerned regarding the lack of integration of comprehensive transportation planning with local land use planning, and the severe 'deterioration' of the US 74 corridor within the project study area. There is no documentation in the DEIS concerning interim Transportation System Management (TSM) physical or operational improvements, such as intersection realignments, turn lanes, access control, grade separations, etc., that have been fully considered or implemented for the existing multi-lane facility.	TSM alternatives are discussed in Section 2.2.2.3 of the Draft EIS. This discussion is expanded in Section 3.3.2 of the Final EIS, incorporating the <i>US 74 Corridor Study</i> (Stantec, July 2007) which evaluated a series of specific improvements listed in Table 3-5 , such as intersection reconfiguration and signal timing. However, the effectiveness of these TSM improvements would be overwhelmed by widespread projected traffic congestion and these improvements would not serve high-speed travel.

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COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
11	Alternatives Considered	<p>Alternatives Considered. The Draft EIS outlined several alternatives and describes a three-step screening process used to develop and evaluate a range of alternatives that fully meet the primary purposes and needs. EPA staff was generally involved in coordination and discussions during NCTA's screening process for alternatives. From an analytical perspective, EPA did not disagree with the general approach of narrowing down preliminary study corridors and the qualitative first and second screening methodology. However, EPA continues to have environmental concerns using a 'quantitative' third screening of preliminary study alternatives using the initial 1,000-foot wide study corridors and then GIS-level data for 'conceptual right of way'. Table 2-3 includes the quantitative GIS Analysis Screening Criteria used to screen Preliminary Study Alternatives (PSAs). There were 20 different criteria identified, the impact estimate method, and the data source. There is too much variability in the GIS data sources within a 1,000-foot corridor and a 'conceptual right of way' to make this screening method reliable and totally realistic. For example, intermittent and perennial streams included the 'number of linear feet within the 'conceptual right-of-way'. The existing data sources are potentially too inaccurate to allow for full and meaningful comparisons between the numerous segments.</p>	<p>The Draft EIS generally followed NCDOT's standard approach to screening alternatives on new location in the NEPA/404 Merger process that employs an objective multi-step process (www.ncdot.org/doh/preconstruct/pe/MERGER01/PIDProcess1.html#SBS10). In general, the level of detail increases as the number of alternatives under consideration decreases. Each screening used the same data for all alternatives. This approach allowed for a very large group of alternatives to be narrowed down incrementally, with an increasing level of detail applied as the number of alternatives was reduced. The screening decisions were just as meaningful using data at a broad level.</p> <p>According to the NCDOT alternatives development process, wetland and stream delineations are performed after the Detailed Study Alternatives are identified. As discussed in Section 2.4.3 of the Draft EIS, data on the Quantitative Third Screening factors were obtained from GIS databases, state resource agency files, aerial photography, field visits, and previous surveys. The conceptual right of way used to estimate many of the impacts was representative of the roadway footprint expected within each study corridor.</p>

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12	Alternatives Considered	<p>Table 2-4 of the DEIS includes the quantitative screening of the preliminary study alternatives, including those eliminated from further study. For example using residential and business relocations as an example, Table 2-4 portrays 79 potential residential relocations and 110 business relocations for Alternative D. However, in Table S-2, Summary of Environmental Impacts, residential relocations are shown as 107, and business relocations as 48 for DSA D. This indicates that even for relatively fixed data and updated GIS informational sources, the quantitative screening criteria were inaccurate by more than 35% (increase) for residential relocations and 129% (decrease) for business relocations.</p> <p>Another example of the inaccuracy of this screening method includes DSA D for potential stream impacts. Table S-2 includes total stream impacts of 21,709 linear feet with 11,915 linear feet for intermittent and 9,794 linear feet for perennial.</p>	<p>A direct comparison of the data between different levels of screening detail is not intended. It is generally anticipated that impacts will decrease as designs are refined, more data is collected, and additional avoidance and minimization efforts implemented. Impacts identified in Table 2-4 were those of the Preliminary Study Alternatives (PSAs) utilizing GIS data for a conceptual right of way. Impact data described in Section 2.8 and in Table S-2 and Table 6-4 of the Draft EIS are based upon functional design level detail, including right-of-way limits of the Detailed Study Alternatives (DSAs), intersection layouts, improvements to intersecting streets, and incorporation of bridging decisions for avoiding and minimizing impacts. In addition, a 40-foot wide buffer of potential impacts was added to direct impacts to jurisdictional resources.</p> <p>Generally, the trends in how impacts change with increasing levels of design and data collection are consistent across alternatives. Regarding stream impacts, the changes in impacts to perennial and intermittent streams from Table 2-4 to Table S-2 was consistent across the alternatives. Regarding relocations, a review of Table 2-4 and Table S-2 show business relocations decreased for all DSAs between the conceptual designs used as the basis for Table 2-4 and the functional designs used as a basis for Table S-2. Residential relocations increased for all DSAs, with the exception of DSA B and DSA B1, which stayed approximately the same.</p>

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13	Alternatives Considered	Again, using the conceptual right-of-way 'quantitative' information in Table 2-4 for Alternative D, intermittent stream impacts were estimated at 36,771 linear feet and 3,281 linear feet for perennial streams for a total of 40,052 linear feet. EPA does not believe that this 'third step' of the screening methodology is statistically valid. EPA staff and other agencies made preliminary technical comments during 'TEAC meetings' and scoping to this general concern. The assumption was being made by NCTA and FHWA that ultimately all of the segments for the different preliminary study alternatives would be 'equally inaccurate' for the different impact criteria for each alternative. In reviewing the different Detailed Study Alternatives impacts under Table S-2 with Preliminary Study Alternatives in Table 2-4, EPA could not find a consistence statistical correlation other than impacts 'generally' decreased for stream and wetland impacts from the preliminary study alternatives to the DSAs (prior to 'bridging decisions' for major hydrologic crossings). However, in evaluating the stream data between the two tables, intermittent stream impacts were generally over-estimated and perennial stream impacts generally underestimated (by an order of magnitude). For other resources quantified in the tables, impacts decreased or increased to varying percentages or remained the same. One general trend was identified for relocations: Residential relocations almost all increased from the preliminary study alternatives to the DSA stage and business relocations almost all decreased. EPA cannot find a description in the Draft EIS as to why there is this significant trend difference between the two types of relocations.	See response to Comment 12 in the Environmental Protect Agency letter (a011).
14	Alternatives Considered	Under the Summary Section S.7 of the Draft EIS, the recommended alternative is identified as DSA D. This alignment comprises segments 2, 21, 30, 31, 36, 36A and 40. There were 16 DSAs carried forward in the DEIS with corridors A, B, C and D being the primary new routes with various segments and crossover options between corridors. Preliminary study alternatives are further identified by segments and depicted in Figures 2-6a through 2-6d. DSA functional designs are depicted in Figures 2-10a through 2-10cc. There are only slight variations between Alternatives A, B, C and D. Impacts to streams and wetlands do not vary that significantly between these 4 DSAs. The A1, B1, C1, D1, A2, B2, C2, D2, A3, B3, C3, and D3 alternatives represent relatively minor new location segment changes. Total stream impacts, for the 16 DSAs range between 21,709 and 24,818 linear feet.	The Preliminary Study Alternatives represent a wide range of alignments, and were all considered in the alternatives screening process. The DSAs were identified from this range of Preliminary Study Alternatives.

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15	Alternatives Considered	<p>Section 2.4.4.1 of the DEIS states that it would be difficult for Union County to recover economically from the magnitude of business impacts resulting from preliminary study alternatives G, E, F, E1, F1, E2, F2, E3 and F3. This statement is made based upon direct relocations to businesses that were estimated to range from 207 to 499. However, as previously addressed, these preliminary study estimates were found to be extremely inaccurate for other DSAs, including A, B, C, D, etc. (i.e., 'A magnitude difference').</p> <p>Corridors E and F both tied back in west of Monroe and combined new location with improving the existing facility. EPA environmentally preferred these alternatives when the Monroe Connector project was being advanced by the North Carolina Department of Transportation (NCDOT) and FHWA. These preliminary study corridors represented a better potential balance between the human and natural cumulative effects in the north and western portions of the project area.</p> <p>EPA believes that with the inaccuracies of the third-step screening process utilized, missed opportunities for detailed study of Alternatives E and F are very probable.</p> <p>NCTA has stated in previous TEAC meetings that Alternatives E and F do not meet purpose and need (i.e., 'They cannot be tolled because there is no parallel free route for the western portions of the project where the existing US 74 facility would need to be improved').</p> <p>There is no socio-economic discussion concerning the indirect impacts to businesses along US 74 after a new location facility is built. Numerous businesses rely on current traffic for their continued existence.</p>	<p>Preliminary Study Alternatives E, E1, and E2 were estimated to have 207-209 business impacts, as listed in Table 2-4 of the Draft EIS. PSAs F, F1, and F2 were estimated to have 315-317 business impacts. The change in business impacts from PSA D (110) to DSA D (48 impacts) and from PSA G (499) to Revised PSA G (235) was a fairly consistent reduction of 58 percent and 53 percent, respectively. Applying a reduction of 55 percent to PSAs E, E1, E2 and E3 would result in 93 business impacts. The same 55 percent reduction applied to PSAs F, F1, F2 and F3 would result in 142 business impacts. These impacts are still 2-3 times more than the impacts of DSA D. As discussed in the <i>Alternatives Development and Analysis Report</i> (April 2008), PSAs E, E1, E2, E3, F, F1, F2, and F3 were eliminated from consideration since they had comparatively greater impact to the following screening criteria: business relocations, streams, minor road crossings, hazardous material sites, and construction costs. They were not eliminated for their ability or inability to be tolled.</p> <p>In addition, PSAs E, E1, E2, E3, F, F1, F2, and F3 likely would have some similar impacts as Revised PSA G regarding the visual effects of extensive use of retaining walls needed to minimize business relocations and the long construction period that would result in impacts to traffic and substantial delays throughout the corridor.</p> <p>In a letter dated December 4, 2007, regarding the <i>Alternatives Development and Analysis Report</i>, the USEPA concurred with the recommendation to eliminate PSAs E, E1, E2, E3, F, F1, F2, and F3 since "These alternatives compared to some of the others have significant impacts to the human and natural environment and offer no discernable traffic benefits." These comparative conclusions made during the alternatives screening process would be expected to remain the same, even if these alternatives were designed at the same level as the DSAs and Revised PSA G. The decision to eliminate PDAs PSAs E, E1, E2, E3, F, F1, F2, and F3 is still valid.</p> <p>Anticipated use of existing US 74 would be primarily by local traffic traveling to and from destinations within the existing US 74 corridor. The construction of a new alignment toll road will provide some relief to the existing corridor by removing through traffic, including some trucks. There would be continued traffic on existing US 74, but with less congestion (based on improved v/c ratios), and access would likely improve for local businesses.</p>

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16	Alternative Considered	<p>Page P-4 of the DEIS quotes the Federal Register notice of January 30, 2006, that rescinded the Draft EIS for the Monroe Connector. The notice states: "The new Draft EIS will include a toll alternative among the full range of alternatives that will be analyzed as well as a change in the location of the eastern terminus". Due to the narrow purpose and need as previously discussed, NCTA and FHWA did not provide detailed study alternatives for anything but a new location toll facility and did not objectively analyze a full range of alternatives, including the combinations of TSM measures, Transportation Demand Management (TDM) alternatives, and Mass Transit/Multi-modal Alternatives. Decisions to eliminate these individually identified options and alternatives were eliminated from further study because they were determined not to meet purpose and need (Pages 2-6 and 2-8). Additional consideration was given to Preliminary Study Alternatives (PSA) G and Revised G alternatives, but the analysis on Pages 2-27 to 2-33 was provided so as to basically appease agencies that questioned the elimination of this improve existing alternative early in the planning process and prior to the issuance of a Draft EIS. In the conclusion statement to this section, it is reaffirmed by the transportation agencies that improving US 74 as a controlled-access multi-lane toll facility with multi-lane frontage roads on either side is not a reasonable or practicable alternative.</p>	<p>The Draft EIS analyzed a full range of alternative concepts, as listed in Section 2.2.2 – Alternative Concepts. An objective, three-step screening process was used, as described in Section 2.1.1 of the Draft EIS.</p> <p>The TDM Alternative, TSM Alternative, Mass Transit/Multi-Modal Alternative, and two variations of Improve Existing US 74 (Arterial Widening and Superstreet) were eliminated in the Qualitative First Screening because they could not meet the project's purpose and need based on the criteria listed in Section 2.2.1 of the Draft EIS.</p> <p>An evaluation of PSA G and PSA G revised was given substantial consideration in the <i>Upgrade Existing US 74 Alternatives Study</i>. This document is available on the project Web site (www.ncturnpike.org/projects/monroe) and explains in depth the options that were analyzed. These options were eliminated from consideration for reasons unrelated to the issue of tolling.</p>
17	Alternatives Considered	<p>The Year 2035 Traffic Projections for the DSA segments are presented in several sections of the Draft EIS, including Table E-1, Table 2-7, etc. The estimated travel volumes for the Monroe Connector/Bypass are forecasted to be relatively low between Forest Hills School Road (16,400 AADT) and Rocky River Road (46,600 AADT). A 4-lane new location facility would appear to adequately handle these projected volumes into the design year. This information would indicate that the 12-lane design requirements for PSA G and PSA Revised G may be over-estimated and that a 70-foot median for additional interior lane capacity would not be required for the new toll facility for at least half of the 20-mile project length. EPA recognizes the increased traffic projections for the western portion of the project study area segments (West of US 601 to 1-485) and that Year 2035 projections are higher (i.e., 52,300 AADT to 95,600 AADT). There is no detailed discussion concerning different design considerations given to the specific projected traffic volume segments.</p>	<p>PSA G was intended to be a representation of the improve existing US 74 alternative. Based on agency comments and further consideration, NCTA developed Revised PSA G along the existing US 74 corridor to provide an alternative that used the existing facility but addressed some of the key concerns with PSA G, specifically the high cost, high relocation impacts, and poor traffic operations. Revised PSA G includes US 74 as a tolled, controlled-access six-lane freeway facility with one-way, two-lane frontage roads to allow access to adjacent facilities. The addition of several grade-separated cross streets alleviated volumes on the frontage roads enough such that two-lanes in each direction would be sufficient. To minimize future traffic disruption and accommodate anticipated traffic volumes, a six-lane freeway with a 22-foot median was proposed, rather than a four-lane facility with a wider median as in the new location alternatives.</p>

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18	Design	<p>The DEIS does not fully address EPA’s comments from the February 14, 2007, scoping letter (Pages 1 and 2) concerning the need to fully consider and address the number and associated impacts for free-flowing interchanges and toll collection facilities. EPA requested that full consideration be given to using single point urban interchanges (SPUI) and compressed cloverleaf designs at grade separated locations. EPA was not requesting a specific minimization design at the western termini tie-in with the proposed Interstate 485 connection ("freeway to freeway"). Specifically, the design of the interchange loops and ramps at Morgan Mill Road (Figures 2-10r and 2-10s) and Austin Chaney Road (Figures 2-10v and 2-10w) are examples where additional design options should be evaluated for minimization purposes. The Draft EIS states that at least two interchange designs were considered for each, location. However, there is no specific reference to single-point urban interchanges (SPUIs) or compressed clover-leaves being considered. Furthermore, Section 6.4.5.2 does not reference alternative design considerations for interchanges as an avoidance and minimization measure for streams and wetlands under Section 404(b)(1) of the Clean Water Act. The DEIS does not provide details as to how and to what degree the DSAs incorporate measures to avoid and minimize impacts to jurisdictional waters. EPA does recognize the bridge location field review meeting avoidance and minimization efforts conducted on October 7 and 21, 2008. However, direct impacts to existing 303(d) listed impaired streams and other waters at risk from further degradation have not been fully addressed from the standpoint of avoidance and minimization (e.g., Proposed median width of 70 feet, 300-foot minimum right of way, 12-foot paved outside shoulders, etc.).</p>	<p>For the Draft EIS, interchanges were designed to current NCDOT standards to identify ultimate potential impacts associated with the roadway. Design refinements were made for the Preferred Alternative, as discussed in Section 2.3 of the Final EIS.</p> <p>Areas where design changes have been made include the proposed interchanges at Unionville-Indian Trail Road and at Austin Chaney Road. The Unionville-Indian Trail Road interchange was revised to a tight diamond type facility to eliminate the need to realign Secrest Shortcut Road and to minimize impacts to the adjacent land owners. The Austin Chaney interchange was redesigned to place all ramps on the west side of the interchange thus eliminating the need to truncate McIntyre Road at the Monroe Connector/Bypass. This design also reduces wetland impacts associated with this interchange.</p> <p>Additional opportunities for impact minimization and cost reduction will occur during the final design phase of the project.</p>

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19	Water Resources	<p>Portions of North Fork Crooked Creek, South Fork Crooked Creek and Richardson Creek within the project study area are on the 2008 Draft 303(d) list of impaired waters. Additional stream segments and waters of the U.S. within the Future Land Use Study Area (FLUSA) are also on the 303(d) list as cited in Section 7.4.1 of the DEIS (i.e., Richardson Creek, Lanes Creek and Stewarts Creek). These waters are primarily impaired due to urban runoff, agricultural and construction activities. NCTA's proposed road construction is a type of activity that has been shown to be contributing to the impairment of these receiving waters. It is also probable that the proposed facility will contribute both in the short-term and long-term to the continued degradation of these waters of the U.S., and prevent them from being restored as required by the Clean Water Act. Local ordinances, riparian buffer rules and implementation of past stormwater control initiatives have not proven to be successful in addressing these continued development conditions. Moreover, the recommended alternative will directly impact approximately 7.7 acres of jurisdictional wetlands and 21,966 linear feet (4.2 miles) of total streams with 14,052 linear feet (2.7 miles) estimated to require compensatory mitigation. However, this assumption regarding compensatory mitigation may be misunderstood by NCTA and FHWA, because the Corps and NCDWQ may require mitigation for all intermittent streams as well (the total 21,966 linear feet). EPA recommends that NCTA propose compensatory mitigation for all impacts to jurisdictional resources.</p>	<p>NCTA and FHWA will coordinate with USACE and NCDENR-DWQ to determine appropriate mitigation requirements through the permitting process. Compensatory mitigation is planned to be provided through the NC EEP in-lieu fee program. In addition, the NCTA and FHWA will implement BMPs in accordance with the NCDOT's <i>Design Standards in Sensitive Watersheds</i> to minimize water quality impacts.</p>

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COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
20	Water Resources	<p>The DEIS does not address EPA’s February 14,2007, scoping comments letter recommending that NCTA and FHWA provide a conceptual plan in the EIS that includes potential opportunities for on-site mitigation. Mitigation and compensatory mitigation for jurisdictional impacts is very generally discussed in Sections 6.4.5.1 and 6.4.5.3. It does not provide the regulatory and resources agencies any specific proposals or plans for providing compensatory mitigation. EPA identified potential mitigation concerns in its February 14, 2007, scoping letter. The project is partly located in the Catawba hydrologic unit code (HUC) 03050103, a difficult watershed in which to find suitable mitigation sites. This environmental issue was not addressed in Section 6 of the DEIS. There are numerous other TIP projects being planned in this watershed as well. The preferred alternative has approximately 7.7 acres of jurisdictional wetland impacts and 21,966 linear feet of total stream impact with 14,052 linear feet estimated to require mitigation.</p> <p>There is no detail provided in the DEIS if there is adequate on-site (or off-site) mitigation available in the HUC. The Draft EIS provides a cursory discussion of the Memorandum of Agreement (MOA) between the NCDOT and the Ecosystem Enhancement Program (EEP). It is not clear from this section of the Draft EIS that the NCTA is subject to the NCDOT/EEP MOA or if the NCTA will pay into the traditional in-lieu fee program run by EEP under a Memorandum of Understanding (MOU) with the North Carolina Department of Natural Resources (NCDENR) and the U. S . Army Corps of Engineers (USACE). Considering the length of time that this proposed project has been in planning (more than 10 years under FHWA), EPA believes that this basic issue of mitigation should have been conceptually developed at the Draft EIS stage. Under the MOU program, EEP may not have any mitigation planned until after NCTA provides payment and that this is typically after the Section 404 permit has been issued. EPA requests that the type of proposed mitigation should be addressed prior to the issuance of the Final EIS.</p>	<p>NCTA has received agreement from EEP to provide compensatory mitigation through the in-lieu fee program. All impacts, corresponding mapping, and mitigation information will be included in the 401 Water Quality Certification Application to NCDENR-DWQ and the Section 404 Dredge and Fill permit package for USACE. A conceptual mitigation plan has been prepared and is described in Section 2.5.4.4 of the Final EIS.</p>

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COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
21	Water Resources	<p>EPA believes that 'typical' sedimentation, erosion and stormwater management controls and Best Management Practices (BMPs) in the Piedmont have not shown to be very effective based upon NCDOT studies commissioned with the North Carolina State University's Department of Biological and Agricultural Engineering (i.e., Dr. Daniel E. Line). Erosion rates from one NCDOT Piedmont project using BMPs still showed offsite erosion rates to receiving waters during construction of 18.5 tons per year over three years. NCTA and FHWA should commit to providing the 'most aggressive' methods of sediment and erosion control and stormwater treatment to remove pollutants and sediment both during construction and afterwards. NCTA and FHWA should make environmental commitments to provide methods such as wet ponds, created stormwater wetlands, infiltration trenches and wells, sand filters, temporary and permanent retention ponds, level spreaders, retaining walls to reduce fill impacts from steep slopes, and reinforced grassed-swales, at a minimum. During construction, NCTA and FHWA need to restrict clearing and grubbing to the maximum extent possible. More effective erosion and turbidity control measures researched by NCDOT and NCSU including Polyacrylamide (PAM), coconut fiber logs, and absorbent wattles need to be incorporated into the soil and erosion plan and included as an environmental commitment (Note: these more costly measures have been shown to drastically reduce turbidity and sedimentation during construction). Permanent stormwater measures (including detention basins/hazardous spill catch basins) need to be planned and designed within the proposed facility's right of way to address future development runoff and 'hydrologic trespass' from off-site sources such as residential and commercial developments, toll collection facilities, parking lots, etc. Considering the high percentage of potential truck traffic on existing US 74, NCTA and FHWA should consider the use of hazardous spill catch basins/stormwater basins at key locations, including 303(d) listed streams that are already impaired from urban runoff and pollutants.</p>	<p>NCTA and FHWA will implement sediment and erosion control Best Management Practices in accordance with <i>Design Standards in Sensitive Watersheds</i>. Final designs will incorporate hazardous spill basins along the project corridor within designated hazardous spill basin area associated with Lake Twitty. These basins will be designed in accordance with NCDOT's <i>Best Management Practices for Protection of Surface Waters, Guidelines for the Location and Design of Hazardous Spill Basins, and Guidelines for Drainage Studies and Hydraulic Design</i>. These are listed as special project commitments in Section PC of the Final EIS.</p>

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22	Water Resources	EPA has environmental concerns if there is a need for significant amounts of offsite fill from borrow sites and the potential impacts to wetlands and streams from borrow pit operations. Based upon past transportation projects in the Piedmont and in the Charlotte area, the DEIS should have identified and estimated potential borrow site and fill needs. Prior to the issuance of an Final EIS, FHWA and NCTA need to explore this issue further and provide an estimate of impacts to jurisdictional streams and wetlands and other natural resources resulting from borrow pits.	The required amount of borrow and waste associated with the project will not be finalized until final design, which will be completed after the ROD. The Design-Build team will be required to acquire applicable permits relative to borrow pits and comply with requirements for borrow pits, dewatering, and any temporary work conducted in jurisdictional areas.
23	Water Resources	EPA as well as other agencies previously requested that FHWA and NCTA explore methodologies to directly address mitigation for indirect and cumulative effects of the proposed project, including long-term impacts to water quality. FHWA and NCTA are not proposing any mitigation for indirect and cumulative impacts to water quality. According to the Summary of Potential Indirect Impacts by Zone, Table 7-1, Zone 3 and 5 are expected to have 'Moderate' and 'High' potential for accelerated growth as a result of the project. Furthermore, this table also cites that the potential effects on sensitive resources as a result of the accelerated growth are also 'Moderate' for both Zones 3 and 5. Table 7-2 of the DEIS includes the assessment that within Zones 2, 3, and 5, induced growth resulting from the project would contribute to increased impervious area, non-point source runoff and reduction of riparian buffers. There is also a statement that even under the 'No-Build', continued degradation of water quality is expected due to ongoing development. EPA does not believe that the long-term water quality impacts in these zones will be improved by local entities and development interests in the near future. Newly enacted rules and local ordinances in the project study area are essentially untried and untested. By NCTA and FHWA's indirect and cumulative effects assessment, the proposed project will most likely lead to further degradation to water resources in several areas from accelerating development near planned interchanges and along intersecting roadways (Page 7- 16).	<p>Potential indirect and cumulative land use and impervious surface changes associated with the Preferred Alternative were evaluated quantitatively in the <i>Indirect and Cumulative Effects Quantitative Assessment</i> (Michael Baker Engineering, April 2010), summarized in Section 2.5.5 of the Final EIS. Environmental resource and regulatory agencies were provided opportunities for input regarding the scope of the assessment.</p> <p>With regard to percent impervious surface cover, the report findings show no measurable differences in percent impervious surface (less than one percent) between the Preferred Alternative and No Build Alternative for the FLUSA as a whole.</p> <p>A water quality model also was prepared using the results of the <i>Indirect and Cumulative Effects Quantitative Assessment</i>. This report, <i>Indirect And Cumulative Effects Water Quality Analysis</i> (PBS&J, April 2010), is summarized in Section 2.5.5 of the Final EIS. F or the Future Land Use Study Area as a whole, increases in stream flow and pollutant loadings are confined to the six catchments intersected by the Preferred Alternative: Crooked Creek, Richardson (Middle) Creek, Rays Fork, Stewarts Creek, Richardson (Lower) Creek, and Salem Creek. Water quality in these catchments was found to be unaffected by the Project, as the estimated stream flow and pollutant loadings for the catchment remained unchanged between the 2030 No Build and 2030 Preferred Alternative scenarios.</p>
24	Water Resources	EPA notes that the DEIS identifies the preparation of a conceptual mitigation plan for unavoidable wetland and stream impacts as an 'unresolved issue and area of controversy' (Page S-18). The lack of a conceptual mitigation plan for impacts to jurisdictional waters of the U.S. is a significant deficiency in this DEIS.	A conceptual mitigation plan has been prepared and is described in Section 2.5.4.4 of the Final EIS.

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COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
25	Water Resources	In Section 6.4.3 and Appendix J, the FEIS should include the North Carolina Wetland Assessment Method (NCWAM) wetland type of each site, determined by the dichotomous key (pursuant to the June 3, 2008 Wilmington District Public Notice). To assist in the determination of NCWAM wetland type without additional fieldwork, Appendix B of the NCWAM User Manual has a cross-reference of wetland types based on NCWAM, North Carolina Natural Heritage Program, and Hydro-geomorphic classes and sub-classes. Also, NCTA and FHWA should be prepared to complete a NCWAM assessment on all wetland impact sites for the USACE's LEDPA selection. EPA does not believe that the current DWQ Wetlands Rating provides meaningful information for wetlands permitting decisions.	Coordination with USACE and NCDENR-DWQ has determined that the NCWAM forms will not be required for this project. Also, neither agency requested these forms in their comment letters on the Draft EIS.
26	Air Quality	Air Quality Impacts. EPA notes the special project commitment ("Green Sheet") regarding air quality and that NCTA will coordinate with MUMPO to ensure air quality conformity determination for the region includes the project's design concept and scope consistent with the 'preferred alternative'. The DEIS states that the next update to the MUMPO LRTP and conformity determination will need to designate the Monroe Bypass portion of the project as a toll facility prior to the completion of the ROD. Page 4-18 of the DEIS notes that the only inconsistency in the current LRTP is that the Monroe Bypass portion of the project is shown as a non-toll facility. EPA believes this inconsistency to be potentially significant.	MUMPO'S 2035 LRTP includes the proposed project as a toll facility consistent in design concept and scope with the Preferred Alternative. A conformity determination was issued by USDOT on May 3, 2010.

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COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
27	Air Quality	<p>EPA believes that vehicle miles traveled (VMT's) will substantially increase from the proposed action, particularly in the Union County area. EPA further concurs with NCTA and FHWA that the proposed action will significantly induce ("accelerate") development, particularly in Zones 3 and 5 of the FLUSA. Increased development further from Charlotte and other more urbanized areas will invariably increase vehicle commutation distances and result in increased air pollution emissions. Any congestion management relief along US 74 will be potentially offset by increased 'development sprawl', greater VMT's in the project study area and, ultimately, increased air pollution emissions. There are no identified regional plans within the project study area (and specifically in areas covered by Zones 3 and 5) to improve mass transit, public transportation, etc. Table E-2 of the Draft EIS includes VMTs under various scenarios, including Union County and the entire Metrolina Region. Comparing DSA D to the No-build Alternative, the Union County area is expected to have a slight increase in 2035 VMTs, from 11.481 million to 11.503 million based upon FHWA and NCTA's future projections. FHWA and NCTA are predicting only slight increases in Annual Average Daily Traffic (AADT) within the project segment (Table E-1), with the exception of the project segment from I-485 to Stallings Road.</p>	<p>Regarding regional VMTs described in Table E-2 of the Draft EIS, there is no significant difference in regional VMTs and VHTs between the No-Build Alternative and the Preferred Alternative (DSA D). The differences are one percent or less. A factor that may offset potential increases in VMT due to increased numbers of trips are changes in trip distances. The build alternative is slightly shorter than the existing route (about 0.25 mile) and is closer to residential areas, which also results in shorter trips. Also, the <i>Indirect and Cumulative Quantitative Assessment</i> (Michael Baker Engineering, April 2010) prepared for the Preferred Alternative, and summarized in Section 2.5.5 of the Final EIS, concludes that differences in land use in 2030 between the Preferred Alternative and the No-Build Alternative are small relative to the overall level of development in the study area.</p>

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COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
28	Indirect & Cumulative Effects	For DSA D, AADTs are expected to increase from 41,400 to 95,600 in 2035 for this segment. These traffic projections appear to be in direct conflict with the current facility design. The NCTA and FHWA are designing a 4-lane new location facility with a 70-foot median. The reason provided in the Draft EIS for this 'increased' median width is future capacity and the ability to add interior lanes (i.e., Approximately 6 future travel lanes for a maximum total of 10). That rationale was also applied to the further consideration and evaluation given for the PSA G and PSA Revised G Alternatives (12 total lanes). The Draft EIS also states: "There is a high potential for new residential growth east of Monroe, where the DSAs would improve access and allow for easier and faster commutes to the Charlotte-Mecklenburg County urban area". These commutes would also be longer. This predicted condition following the construction of a 20-mile new location toll road appears to be in direct conflict with some of the Draft EIS traffic projections. Per Table 1-3, 82.3% of Union County 'drive alone' to commute to work (compared to 77.2% for Mecklenburg County).	<p>As a point of clarification, the median proposed for the New Location Alternatives would allow two additional lanes for a total of 6 travel lanes without a median barrier. The 10 total lanes associated with Revised PSA G include both tolled lanes and non-tolled service road lanes and a 22-foot median with a barrier. The quote found in Section 7 of the Draft EIS "There is also high potential for new residential growth in Zone 5, especially in areas where water and sewer service is available, where the DSAs would improve access and allow for easier and faster commutes to the Charlotte-Mecklenburg County urban area" is accurate when compared to the commute times from this area today. The relationship the commenter is trying to make between drive alone commuters and this statement is unclear.</p> <p>Projected land use changes associated with the Preferred Alternative are quantified in the <i>Indirect and Cumulative Effects Quantitative Assessment</i>, summarized in Section 2.5.5 of the Final EIS. Growth estimates for the Future Land Use Area (FLUSA) project there would be approximately 1,200 less acres of low-density residential development, 700 more acres of medium density residential, and less than 100 acres more of industrial/office/institutional development compared to the No Build Alternative. Most of this induced development is expected within approximately one mile of the interchanges and because local land use policy and the lack of access to sewer service, particularly north of the project in Unionville, are not conducive to additional land development or increases in density.</p>
29	Air Quality	Please refer to Appendix A-6 of the DEIS, that includes EPA's letter's of November 17, 2008, and January 9, 2009, on the State Implementation Plan (SIP). EPA Issued a Final Rule in the Federal Register on May 8,2009, for the 'Finding of Failure to Submit State Implementation Plans Required for the 1997 8-Hour Ozone National Ambient Air Quality Standard: North Carolina and South Carolina.	Updated information regarding air quality is included in Sections 1.3.2.2 and 2.5.2.2 of the Final EIS.

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30	Air Quality	<p>Referring to EPA's previous letters on the SIP and transportation conformity, EPA believes that it is highly improbable that the Charlotte area will be able to retain its moderate non-attainment status for the 8-hour ozone that is required by June 15, 2010. One of the primary reasons for the 'Environmental Objections' rating for the preferred DSA D alternative is where an action might violate or be inconsistent with achievement or maintenance of a national environmental standard. Under EPA's policy and procedures under section 309 of the CAA and NEPA, the threshold for rating the environmental impact of the proposed action is based not only on the potential or likelihood to violate a national environmental standard, but also on the proposed mitigation for the project and if that mitigation is adequate to address the potential and significant environmental impacts. NCTA and FHWA did not propose any air quality related mitigation to address the potential direct impact from this 20-mile, new location toll facility or its indirect and cumulative effects. Until the issues involving the SIP, LRTP update, TIP and conformity demonstration are fully resolved, EPA believes that this new location project will continue the pattern of development sprawl in the Charlotte/Metrolina area and further result in air quality degradation and future potential violations of the CAA's 8-hour ozone standard. EPA concurs with NCTA and FHWA that this new location facility will most likely induce development in portions of the project study area. EPA does not concur with NCTA and FHWA that this induced development will not ultimately increase VMTs as a result of the construction of the new location facility. This environmental objection rating includes other new location alternatives (DSAs) as well.</p>	<p>MUMPO'S 2035 LRTP includes the proposed project as a toll facility consistent in design concept and scope with the Preferred Alternative. A conformity determination was issued by USDOT on May 3, 2010.</p> <p>Regarding regional VMTs described in Table E-2 of the Draft EIS, there is no significant difference in regional VMTs and VHTs between the No-Build Alternative and the Preferred Alternative (DSA D). The differences are one percent or less. A factor that may offset potential increases in VMT due to increased numbers of trips are changes in trip distances. The build alternative is slightly shorter than the existing route (about 0.25 mile) and is closer to residential areas, which also results in shorter trips. Also, the <i>Indirect and Cumulative Quantitative Assessment</i> (Michael Baker Engineering, April 2010) prepared for the Preferred Alternative, and summarized in Section 2.5.5 of the Final EIS, concludes that differences in land use in 2030 between the Preferred Alternative and the No-Build Alternative are small relative to the overall level of development in the study area.</p>

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31	Air Quality	<p>Mobile Source Air Toxics (MSATs). EPA has reviewed the Mobile Source Air Toxics (MSATs) sections contained at 4.2.3, 4.2.5.2 and Appendix E. EPA acknowledges that a more detailed qualitative analysis was provided in the DEIS. However, EPA's February 14, 2007, scoping letter requested that FHWA and NCTA consider the development of an emissions inventory, obtaining 'near-roadside' baseline monitoring data, and an evaluation of the potential health impacts for the different DSAs. This requested information was not provided in the DEIS and FHWA continues to cite its 2006 Memorandum - Interim Guidance on Air Toxic Analysis in NEPA Documents. EPA does not fully agree with the criteria used by FHWA to determine if a quantitative analysis is required for MSATs (Page E-6 of the Appendix E). EPA has included a Technical Review Memorandum from the EPA Region 4 Air Toxics Assessment and Implementation Section as Attachment B for further consideration by the transportation agencies.</p>	<p>The mobile source air toxics (MSAT) qualitative analysis included in Appendix E of the Draft EIS was conducted in accordance with the Federal Highway Administration <i>Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents</i> (February 3, 2006). This guidance has been updated in the <i>Interim Guidance Update on Mobile Source Air Toxic Analysis in NEPA Documents</i> (September 30, 2009). As stated in the updated guidance (page 5), "air toxics analysis is an emerging field and current scientific techniques, tools, and data are not sufficient to accurately estimate human health impacts that would result from a transportation project in a way that would be useful to decision-makers." Final EIS Appendix E includes an updated discussion of MSATs.</p>

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COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
32	Air Quality	<p>The DEIS should include a discussion of measures that will be used to mitigate the emission of air toxics associated with the construction of the project and with its operation. During construction and for the final project design, every effort should be made to avoid air quality impacts including, for example: 1. A ban on open burning- all materials that would normally be burned should be recycled to the extent feasible to avoid health and visibility impacts. 2. Minimizing dust and debris generated during construction. 3. Construction limited to the smallest footprint feasible to avoid environmental degradation and reduce the amount of dust generated during construction. 4. Maintenance of the maximum amount of trees feasible within the project right-of- way during construction to reduce footprint, noise and dust dispersion during construction. 5. Installation of the latest air pollution control devices on all construction equipment. 6. Use of ultra low sulfur fuel exclusively for construction equipment. 7. Restriction on the time that engines involved in construction may be left to idle. 8. Keeping the final alignments furthest from the potential sensitive receptors with the maximum of vegetative buffers.</p>	<p>Open burning will not be allowed for this project. The Design Build Team will be required to take whatever measures are necessary to minimize soil erosion and siltation, water pollution, and air pollution caused by their operations.</p> <p>The Design Build Team will also be required to comply with the applicable regulations of all legally constituted authorities relating to pollution prevention and control. The Design Build Team will be required to stay fully informed of all such regulations that in any way affect the conduct of the work, and will be required to at all times observe and comply with all such regulations. In the event of conflict between such regulations and the requirements of the specifications, the more restrictive requirements will apply.</p> <p>The Design Build Team will be required to control dust throughout the life of the project within the project area and at all other areas affected by the construction of the project, including, but not specifically limited to, unpaved secondary roads, haul roads, access roads, disposal sites, borrow and material sources, and production sites. Dust control will not be considered effective where the amount of dust creates a potential or actual unsafe condition, public nuisance, or condition endangering the value, utility, or appearance of any property.</p> <p>If available, the NCTA will commit to providing the Design Build Team any information that USEPA can offer specific to the following issues: 1) availability of low sulfur fuel for construction equipment and information on cost differential, 2) Information on the latest air pollution control devices on construction equipment and whether all equipment needs to be new or be retrofitted, 3) A suggested reasonable amount of time for equipment to idle versus the effect of equipment restarts, and 4) Examples of other forms of dust control that have been used successfully on large construction projects (e.g., foam).</p>
33	Air Quality	<p>EPA has provided past comments to FHWA on the 'qualitative assumptions' it uses under its Interim Guidance (e.g., Triangle Parkway). Again, the qualitative analysis provided in the Draft EIS uses regional (Union County, Entire Metrolina Region) air modeling and traffic volumes/VMTs, etc., to estimate baseline and future MSAT emissions. With the exception of the next to the last paragraph on Page E-8, the discussions on Pages E-7 and E-8 concerning MSATs is subjective and not supported by actual quantitative, project-specific analysis ("Local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates and local control measures".).</p>	<p>See response to Comment 31 in the US Environmental Protect Agency letter (a011).</p>

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COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
34	Air Quality	The Draft EIS does not identify any 'local control measures' for MSATs in the project study area. FHWA has asserted that MSATs cannot be accurately modeled and the health effects accurately predicted. EPA requests that FHWA provide the identification of 'local control measures' and how these measures could be assessed against 'uncertain health effects'.	FHWA does not feel it is useful to identify local control measures for MSATs. Because of technical shortcomings of modeling tools, and the limitations of forecasting health effects, FHWA cannot credibly predict the efficacy of MSAT control measures. Localized measures that may help reduce near-roadside MSAT concentrations include noise walls, which facilitate dispersion of MSATs. Preliminary noise walls are proposed at three locations adjacent to residential neighborhoods along the length of the project, as discussed in Section 2.5.2.1 of the Final EIS. Localized decreases may also occur where traffic volumes would be lower with the project in place and congestion would be less, such as along existing US 74, where traffic would be diverted to the proposed project. However, it is important to remember that MSAT health effects are based on annual-average exposures (for non-cancer effects) and 70-year lifetime exposures (for carcinogenic effects). Thus, the change in emissions in one localized area is not a reliable indicator of overall health impacts, because it does not represent the change in overall annual or lifetime exposure. The largest reduction in MSAT emissions over time is projected to come from USEPA's national vehicle and fuels control programs, which also minimizes the need for consideration of localized measures.
35	Air Quality	The DEIS does identify 3 public schools (Referring to Figure 3-3a) located near the boundaries of the DSA corridors and no other potential sensitive receptors. Of these 3 schools, 1 is potentially located 'downwind' (prevailing winds) from the new facility, Stallings Elementary School. This school is expected to be within the anticipated range of near-roadside effect from future MSAT emissions. FHWA and NCTA should fully consider and explore the environmental commitment to perform future air monitoring between the new facility and the school. Considering the high percentage of anticipated truck traffic and some of the highest anticipated AADTs on the new facility and that this is potentially a 'new emission source', a finite period monitoring program would not be inconsistent with other past FHWA actions regarding MSATs. Furthermore, direct data collection by FHWA would potentially address some of the 'uncertainty' that it has expressed in the modeling and baseline estimates for MSATs. There are numerous more recent, peer-reviewed and published health studies and the correlation with near roadway exposures to MSATs that have not been considered or cited in the DEIS. EPA also understands that a new elementary school has been recently built in the project study area and near the DSAs and that this school has not been identified in the DEIS.	The MSAT analysis was conducted in accordance with the Federal Highway Administration <i>Interim Guidance on Air Toxic Analysis in NEPA Documents</i> (February 3, 2006) and updated based on the <i>Interim Guidance Update on Mobile Source Air Toxic Analysis in NEPA Documents</i> (September 30, 2009). The projected design year 2035 AADT (highest value equals 96,100 vehicles per day) does not meet the criteria to place the project in the category of projects that require a quantitative MSAT analysis (generally >140,000 ADT). Final EIS Appendix E includes an updated discussion of MSATs. This appendix also includes updated information on school locations, including Poplin Elementary, which is located approximately 4,700 feet from the Preferred Alternative at its nearest point.

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36	Noise	Under Table S-2, EPA is unfamiliar with the term in the impact column as the "ICE Overall Ambient Noise Increase". This phrase or condition needs to be further explained in future NEPA documents in the context of FHWA noise abatement criteria. The footnote in the table describes that: 'impacts are not expected to vary substantially by DSA'.	The intent of this discussion was to state that ambient noise levels are expected to generally increase due to the proposed project combined with other projects in the ICE study area. This statement is general in nature and not intended to be considered in the context of FHWA noise abatement criteria. Noise impacts in relation to the FHWA noise abatement criteria are summarized in Section 4.1.6 of the Draft EIS, and updated for the Preferred Alternative, as summarized in Section 2.5.2.1 of the Final EIS.
37	Farmland	Prime Farmland and Agricultural Lands. Section 4.3.2 of the DEIS describes Prime and Important Farmlands and Soils. Census data for farmland losses from the June 2004 report for Union County is not believed to be current or reflect more recent development trends. North Carolina lost more than 600,000 acres of farmland from 2002-2007 according to a recent census by the U.S. Census of Agriculture. Also in this period, North Carolina lost approximately 1,000 individual farms. A more recent U. S. Department of Agriculture report in 2007 showed that North Carolina lost 1,000 farms in 2006 alone, making it the state with the biggest loss of farms in the U.S. These trends are expected to continue as North Carolina continues to promote roadway infrastructure, development and urbanization further from metropolitan center districts. Past State and Federal initiatives in North Carolina appear to be having little effect on these alarming trends.	Section 1.3.2.3 of the Final EIS has been updated with the 2007 agricultural census information. Farmland was considered in the evaluation of all the DSA's, and in the selection of the Preferred Alternative. The Preferred Alternative has among the lowest impacts to Prime farmland soils, agricultural land and forests as discussed in Section 1.3.2.3 of the Final EIS.
38	Farmland	NCTA and FHWA's preferred alternative DSA D has 499 acres (i.e., more than 3/4 of a square mile) of impact to agricultural land. DSA D will require the 'relocation' of 3 active farms. Farmland impacts are further discussed in Section 4.3.3 of the DEIS. None of the farmland conversion impact ratings from Appendix F and Table 4-11 scored greater than 100 for Part V or 260 points for Parts V and VI on the NRCS-CPA-106 forms. The statement under Farm Relocations concerning 'suitable replacement property available for farm relocation' is not substantiated by actual data or a specific socio-economic analysis. Considering that agriculture and supporting businesses and employment has historically been one of the largest sectors in the regional economy and Union County, the proposed project will further accelerate these potential losses (See discussion concerning indirect and cumulative effects). There are no avoidance and minimization measures (e.g., Reduced right-of-way from the 'minimum' 300 feet) suggested in the DEIS for potential direct impacts to active farmlands.	Farmland was considered in the evaluation of all the DSA's, and in the selection of the Preferred Alternative. The Preferred Alternative has among the lowest impacts to prime farmland soils, agricultural land and forests as discussed in Section 1.3.2.3 of the Final EIS. Section 1.3.2.3 of the Final EIS also has been updated with the 2007 agricultural census information. Regarding the availability of suitable replacement property for farming activities, eastern Union County is rural in nature, with land suitable for farming operations. In addition, the proposed project is consistent with Union County land use plans. In accordance with federal law (42USC Chapter 61), displaced farms are eligible to receive the fair market value of the land as well as any structures that would be taken by the project. In addition, farm owners are eligible to receive reimbursement for moving and relocation expenses. In some cases farm owners may be eligible to receive funding associated with the reestablishment of their farm. Potential indirect farmland impacts also were investigated as part of the <i>Indirect and Cumulative Effects Quantitative Analysis</i> prepared for the Preferred Alternative. The results of this analysis are summarized in Section 2.5 of the FEIS.

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COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
39	Community Characteristics and Resources	Other Human and Natural Environment Direct Impacts. The DEIS identifies other human and natural environment impacts for the DSA D preferred alternative as well as other DSAs in Table S-2, including 107 residential relocations, 48 business relocations, 9 neighborhoods impacted, 3 churches impacted, 11 hazardous material sites, 11 floodplain crossings, 3 historic resources with No Adverse Effects, 450 acres of terrestrial forests, and 8 acres of open water (ponds). Potential impacts to archeological sites are considered to be 'low', but final surveys have not been conducted. There are also unresolved Endangered Species Act Section 7 issues for the Carolina heelsplitter (<i>Lasmigona decorata</i>) and there are several State threatened or endangered aquatic species that could be impacted by the project in the Goose Creek watershed. EPA defers to the U.S. Fish and Wildlife Service (FWS) and N.C. Wildlife Resources Commission (WRC) regarding these potential impacts and issues. Due to the rural nature of a substantial portion of the project study area and the significant impacts to terrestrial forests, the Draft EIS also identified wildlife habitat fragmentation as an 'indirect affect'. EPA believes that there is also a potential direct impact and potential safety issue from bisecting forests and fields with multi-lane, high-speed facilities in rural areas. EPA recommends that further consultation with FWS and WRC is needed to identify wildlife crossings and other minimization considerations involving large mammals such as deer, and a new multi-lane facility.	<p><u>Regarding archaeological resources.</u> A comprehensive archaeological investigation was completed for the Preferred Alternative (<i>Archaeological Inventory and Evaluation for the US 74 Monroe Connector</i>, New South Associates, November 2009), as summarized in Section 2.5.3.2 of the Final EIS. No archaeological resources eligible for the National Register of Historic Places were identified. The Office of State Archaeology was consulted and they concurred with the findings of the evaluation.</p> <p><u>Regarding the Carolina heelsplitter.</u> The Biological Conclusion in the Draft EIS for the Carolina heelsplitter is 'Unresolved'. The FHWA and NCTA are coordinating with the USFWS in accordance with Section 7 of the Endangered Species Act, and have prepared a Biological Assessment for this species, which is summarized in Section 2.5.4.5 of the Final EIS. Appropriate coordination will be completed prior to issuing the ROD. This is a project commitment listed in Section PC of the Final EIS.</p> <p><u>Regarding habitat fragmentation.</u> Potential indirect impacts to natural habitat were investigated as part of the <i>Indirect and Cumulative Effects Quantitative Analysis</i> prepared for the Preferred Alternative. The results of this analysis are summarized in Section 2.5 of the FEIS.</p> <p><u>Regarding wildlife crossings.</u> The NCTA and FHWA will consult with USFWS and NCWRC through the TEAC meetings and permitting process during final design regarding the need for, feasibility of, and locations for potential wildlife crossings.</p>
40	Indirect & Cumulative Effects	<p>In general, the Indirect and Cumulative Effects Section (Section 7) is not specific, and provides no quantitative data to characterize the existing conditions in the project area (such as percent land use by commercial, agriculture, etc.). There is no quantitative data concerning potential impacts to wetlands, streams, water quality, and habitat. Section 7 of the Draft EIS only provides qualitative statements, and in some cases, subjective opinions. The Draft EIS assumes that growth will continue regardless of the new location facility, and that the existing local and state requirements will minimize impacts, but there is no data to support the statements made. The discussion in the Draft EIS provides very little assistance in determining how much impact is likely to occur, particularly in Zones 3 and 5, where moderate to high impacts are predicted.</p> <p>The Final EIS should include more quantitative data on existing conditions and potential impacts to wetlands, streams, water quality, and habitat from the No Build Alternative and the Preferred Alternative. For example, existing land use may be estimated using the NWI data or other GIS</p>	<p>In accordance with NCDOT procedure, a Qualitative Indirect and Cumulative Effects report was completed and included in the Draft EIS. Conclusions reported were based on reviews of maps, data, and interviews with local planners and others knowledgeable about the area.</p> <p>Potential indirect and cumulative land use and impervious surface changes associated with the Preferred Alternative were evaluated quantitatively in the <i>Indirect and Cumulative Effects Quantitative Assessment</i> (Michael Baker Engineering, April 2010), summarized in Section 2.5.5 of the Final EIS. Environmental resource and regulatory agencies participated in developing the scope of this study, as stated in Section 3.2.1 of the Final EIS. Other issues addressed include endangered species, farmland conversion, and wildlife habitat.</p> <p>A water quality model also was prepared using the results of the <i>Indirect and Cumulative Effects Quantitative Assessment</i>. This report, <i>Indirect And Cumulative Effects Water Quality Analysis</i> (PBS&J, April 2010), is summarized in Section 2.5.5 of the Final EIS.</p>

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		<p>wetland data and the USGS's North Carolina GAP Analysis Project's land use coverage map. There are also many useful GIS data layers at NC One Map. The Final EIS should calculate the acreage of induced growth from the Preferred Alternative, using the No Build as a baseline. The Final EIS should also calculate the cumulative amount of potential impervious surfaces added and cumulative increases in percent impervious surface for each watershed from the proposed project and other reasonably foreseeable activities. For instance, the Final EIS developed for the 1-73 project (TIP 1-4923) utilized NRCS's Urban Hydrology for Small Watershed Basins: 1975 to determine the percent of impervious surfaces for land use type. This Final EIS then multiplied the predicted acreage of a type of development (residential, commercial, etc.) by the corresponding percentage (e.g. 85% for commercial development, 72% for industrial development, etc.). Likewise, land use models and available GIS information on wetlands and streams in the project area could be used to develop predictions of indirect and cumulative impacts to wetlands and streams in the watershed.</p> <p>At a minimum the FEIS should list known areas of impacts (recent and future TIP projects with projected impacts and other permitted or planned activities) along with the estimated amounts and a total estimated impact for each watershed. Further, the water quality impacts could be estimated using the FHWA's "Constituents of Highway Runoff" to estimate the amount of pollutant that would enter streams after a twenty-day build-up period, assuming there were no structures such as retention basins or ditches to filter sediment. It is understood that storm water requirements must be met, and that avoidance and minimization efforts may reduce the amount of estimated wetland and stream impacts. It is also understood that the quantitative information is an estimate, and may provide a worst-case scenario. However, the Final EIS should provide as much quantitative information as possible. EPA is formally requesting a 'quantitative' indirect and cumulative impact assessment for the preferred DSA D alignment for all 5 zones (not solely Zones 3 & 5).</p>	

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41	Indirect & Cumulative Effects	Also in Table 7-2 under Federally-protected species, EPA does not understand the following statement: "Indirect impacts can result in modifications of existing habitat or creation of new habitat for threatened and endangered species". This general claim of 'habitat creation' may only be valid for certain plant species that may prefer open areas along power line easements, rights of way, etc. Please consult with the FWS regarding the indirect impacts to threatened and endangered species.	The statement in Table 7-2 regarding creation of new habitat for threatened and endangered species was made in reference to certain plant species that prefer open areas. USFWS commented that roadside habitat would not contribute "suitable habitat" because roadside populations are often destroyed by mowing and herbicide application. This comment was noted. The FHWA and NCTA are coordinating with the USFWS in accordance with Section 7 of the Endangered Species Act, and have prepared a Biological Assessment for this species, which is summarized in Section 2.5.4.5 of the Final EIS. Appropriate coordination will be completed prior to issuing the ROD. This is a project commitment listed in Section PC of the Final EIS.

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42	Document Format	DEIS Format. For ease of review and improved consistency we recommend that the standard EIS format per the CEQ regulations at 40CFR Section 1502.10 be used for the Final EIS. CEQ recommends that this format be utilized unless there is a compelling reason to do otherwise.	<p>The FHWA has determined the most appropriate format for the Final EIS, which is a condensed Final EIS, as allowed by FHWA Technical Advisory T6640.8A and CEQ 40 CFR 1502.10.</p> <p>CEQ states that “NEPA documents must concentrate on the issues that are truly significant to the action in question, rather than amassing needless detail” (40 CFR 1500.1). The FHWA Technical Advisory notes that in the traditional approach, “Since so much information is carried over from the draft to the final, important changes are sometimes difficult for the reader to identify.”</p> <p>www.environment.fhwa.dot.gov/projdev/impTA6640.asp. The guidance also suggests that the condensed Final EIS approach “avoids repetition of material from the draft EIS by incorporating, by reference, the draft EIS. The final EIS is, thus, a much shorter document than under the traditional approach.” The guidance states that either of these two approaches “can be employed on any project.”</p> <p>The NCTA believes that the condensed Final EIS format for the Monroe Connector/Bypass Final EIS will result in a much more reader-friendly document. The condensed Final EIS will afford the NCTA a better format than the traditional approach for highlighting important changes that have occurred since the Draft EIS and new information that has been considered. These changes include, but are not limited to, selection of the Preferred Alternative/LEDPA, updates to air quality conformity issues, a new quantitative indirect and cumulative effects study for the Preferred Alternative, changes to the designs within the Preferred Alternative corridor since the Draft EIS, and updated biological conclusions for protected species.</p> <p>The FHWA guidance states that the condensed Final EIS should briefly reference and summarize information from the Draft EIS that has not changed and to focus on discussion of changes in the project, its setting, impacts, technical analysis, and mitigation that have occurred since the Draft EIS was circulated. The condensed Final EIS must identify the Preferred Alternative, explain the basis for its selection, describe coordination efforts, and include agency and public comments, responses to these comments, and any required findings or determinations. The condensed Final EIS format should parallel the Draft EIS.</p>

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COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
43	Air Quality	Section 4.2.3 and Appendix E address Mobile Source Air Toxics, indicating that technical tools available to the Federal Highway Administration do not enable the agency to predict the project-specific health impacts of the emission changes associated with the alternatives in the Draft EIS. The Draft EIS further states that due to these limitations, the document includes a discussion regarding incomplete or unavailable information in accordance with CEQ regulations [40 CFR 1502.22(b)]. The assertion of the FHWA in NEPA documents that available tools and information are not adequate for use in NEPA analyses has been a point of disagreement between FHWA and EPA for some time. In an effort to avoid giving the appearance of tacitly agreeing with the FHWA, EPA offers additional responses to a few of their assertions herein. It should be understood that EPA believes that alternatives being considered under the NEPA process can and should be properly compared using their potential impacts associated with Mobile Source Air Toxics as one of the measures for comparison.	The mobile source air toxics (MSAT) qualitative analysis included in Appendix E of the Draft EIS was conducted in accordance with the Federal Highway Administration <i>Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents</i> (February 3, 2006). This guidance has been updated in the <i>Interim Guidance Update on Mobile Source Air Toxic Analysis in NEPA Documents</i> (September 30, 2009). Final EIS Appendix E includes an updated discussion of MSATs in accordance with the latest FHWA guidance.
44	Air Quality	Page E-1, Section E.I. This section discusses the reductions in air toxics emissions that will result from the regulations the EPA has issued concerning vehicle emissions and fuel formulation. It is important to note that these are projected reductions, and they do not absolve the sponsor and FHWA from the responsibility to protect public health from emissions associated with this project by using appropriate mitigation measures. This information does not inform the decision-makers between options since the DEIS's purpose is to compare the impacts of those options at some point in the future, not to evaluate the impact of the EPA regulations between today and some point in the future.	The Draft EIS acknowledged these are projected emissions. The Draft EIS provided this information in accordance with FHWA's <i>Interim Guidance Update on Mobile Source Air Toxic Analysis in NEPA Documents</i> (September 30, 2009). Final EIS Appendix E includes an updated discussion of MSATs in accordance with the latest FHWA guidance. Mitigation was not determined to be required.

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COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
45	Air Quality	<p>Page E-2 Section E.2. The section on Unavailable Information for Project Specific MSAT Impact Analysis states that there are technical shortcomings that prevent reliable estimates of MSAT related project-specific health impacts. While it is correct that these tools do not predict health impacts, they do allow a comparison of potential impacts among alternatives. The thrust of the text is at variance with the common practice of air quality and environmental health professionals, as reflected in the body of peer-reviewed literature employing these various models. In particular, the NCHRP report referenced below (now final) represents the views of air quality modeling and risk assessment experts, and reaches conclusions vastly divergent from those in this and the following pages.'</p>	<p>FHWA is aware that researchers have applied dispersion modeling and risk assessment techniques to attempt to characterize health impacts near roadways. The authors of a recent National Cooperative Highway Research Program Report (NCHRP) entitled "Analyzing, Documenting, and Communicating the Impacts of Mobile Source Air Toxic Emissions in the NEPA Process," (2007), recommended dispersion modeling and risk assessment for certain types of projects. FHWA's concern with these methods is that most researchers do not attempt to quantify the uncertainties involved in such analysis. In cases where uncertainties involved in dispersion modeling (including traffic estimation and emissions modeling) have been assessed, the results of this type of analysis are generally thought to be accurate within a factor of two. Exposure calculations and pollutant-specific risk estimates involve additional uncertainty. In contrast, the difference in emissions between the build and no-build scenarios for this proposed project is only three percent. Thus, FHWA does not consider dispersion modeling and/or risk assessment worthwhile in the context of transportation projects like the Triangle Parkway, since the available tools are much less precise than the change in emissions they would be used to assess. For additional information, see Issue Paper # 4 in the memorandum dated September 27, 2007 from the FHWA Office of Natural and Human Environment to the FHWA Maryland Division Administrator, cited in the Environmental Reevaluation issued on October 5, 2007 for the Inter-County Connector (ICC) project in Maryland. (These materials are incorporated by reference in this response and are included in the project file for the Triangle Parkway project.) Issue Paper # 4 was prepared by FHWA air quality experts and explains the reasons why the NCHRP report does not justify a change in FHWA's approach to analyzing air toxics.</p> <p>FHWA's MSAT guidance relies on MSAT emissions analysis to characterize the likely impacts of proposed highway projects, because emissions analysis provides a meaningful assessment of the likely impacts of changes to the highway network, while involving much less uncertainty. Localized decreases may also occur where traffic volumes would be lower with the project in place and congestion would be less, such as along existing US 74, where traffic would be diverted to the proposed project. The largest reduction in MSAT emissions over time is projected to come from USEPA's national vehicle and fuels control programs, which also minimizes the need for consideration of localized measures.</p>

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COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
46	Air Quality	<p>Page E-3 Emissions. The "Emissions" section says that MOBILE6.2 has limited applicability at the project level," . . . is a trip-based model – emission factors are projected based on a typical trip of 7.5 miles, and on average speeds for this typical trip. This means that MOBILE6.2 does not have the ability to predict emission factors for a specific vehicle operating condition at a specific location at a specific time. Because of this limitation, MOBILE6.2 can only approximate the operating speeds and levels of congestion likely to be present on the largest-scale projects, and cannot adequately capture emissions effects of smaller projects." This description of MOBILE6.2 is incorrect. According to EPA's "Technical Guidance on the Use of MOBILE6.2 for Emission Inventory Preparation," "MOBILE6.2 has an 'AVERAGE SPEED' command which is intended specifically to assist user in modeling individual roadway links. "</p> <p>This statement also contradicts the opinion of emission modeling experts (Bai et al., 2007, Atmos Environ): "Note that a consistent link level interface [with activity from travel models] can be attained if trip-based emission factors are converted to link based specifications. The latest MOBILE model (MOBILE6.2) reflects such a conversion for its previous versions, which now specifies emission factors for different facility types.2"</p> <p>The text misconstrues the need for emissions "at a specific location at a specific time." Numerous scientific articles have used emission factor models like MOBILE6.2 to predict air pollutant concentrations at receptors with high spatial resolution, resulting from vehicle activity on specific road links without the need for emission factors at the resolution described in the policy text (i.e. modal emission rates). The section continues, "Also the emission rates used in MOBILE6.2 for both particulate matter and MSATs are based on a limited number of tests of mostly older-technology vehicles." While the data obtained on the fractions of total organic gas (TOG) comprised by individual toxics were collected in the early 1990s, there is no a priori basis for asserting that these toxic fractions are not applicable to current vehicles. MOBILE6.2's emission factors for VOCs, CO, and NOx are based upon extensive testing of recent model year vehicles. One study from Connecticut that evaluated the performance of the toxic ratios within MOBILE6.2 using ambient data concluded that modeled and monitored data "were in good agreement."</p>	<p>MOBILE6.2, like its predecessors, is a trip-based model – emission factors are projected based on a typical trip, and on average speeds for this typical trip. We acknowledge that MOBILE6.2 has new (compared to MOBILE5) speed correction and emissions factors for four individual roadway types and incorporates an average speed command, but these improvements are still based on trip activity. This means that MOBILE6.2 is not designed to predict emission factors for a specific vehicle speed at a specific location.</p> <p>This is described in the Technical Guidance on the Use of MOBILE6.2 for Emission Inventory Preparation, August 2004, p. 38, and in USEPA's November 2003 document Frequently Asked Questions on MOBILE6, which states: ". . . it is important to note that even a single average speed represents a trip-length average of many cars traveling over a driving schedule, not the instantaneous speed of a single vehicle. Like MOBILE5, MOBILE6.2 is not really designed for micro-scale modeling. [p.32]." Use of MOBILE6.2 to generate microscale emission rates for diesel particulate matter is particularly problematic, because the MOBILE6.2 particulate emission rates are not sensitive to a number of environmental and travel activity variables, including speed. This is discussed at length in USEPA's March 10, 2006 rulemaking on analysis of PM2.5 and PM10 hotspots in the transportation conformity process (71 FR 12498), which rules out use of MOBILE6.2 for purposes of PM2.5 and PM10 project-level hotspot analyses.</p> <p>Emissions estimates from MOBILE6.2 are considered more reliable at larger geographic scales of analysis than at microscale levels of analysis. MOBILE6.2 characterizes aggregate emissions summed from different roadways with less error than it characterizes emissions on any specific roadway. It is best suited for relative emissions analysis comparing roadway alternatives, particularly for the larger projects that by their nature incorporate a wide range of travel activity (e.g., the projects themselves represent an average speed similar to the way MOBILE6.2 is constructed). This is the analysis approach that is supported by FHWA's recent MSAT analysis guidance.</p>

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COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
47	Air Quality	<p>Page E-3 Dispersion. The "Dispersion" section says, "The performance of dispersion models is more accurate for predicting maximum concentrations that can occur at some time at some location within a geographic area. This limitation makes it difficult to predict accurate exposure patterns at specific times at specific highway project locations across an urban area to assess potential health risk." There are numerous applications of dispersion models for this specific purpose in scholarly journals.</p> <p>The "Dispersion" section concludes, "Along with these general limitations of dispersion models, FHWA is also faced with a lack of monitoring data in most areas for use in establishing project-specific MSAT background concentrations." The purpose of modeling is not to compare current ambient concentrations with future modeled concentrations associated with each of the alternatives. Rather, it is to compare the different alternatives with one another. Hence it is not necessary to have current background concentrations in order to compare the alternatives.</p>	<p>FHWA is aware that researchers have applied dispersion modeling and risk assessment techniques to attempt to characterize health impacts near roadways. The authors of a recent National Cooperative Highway Research Program Report (NCHRP) entitled "Analyzing, Documenting, and Communicating the Impacts of Mobile Source Air Toxic Emissions in the NEPA Process," (2007), recommended dispersion modeling and risk assessment for certain types of projects. FHWA's concern with these methods is that most researchers do not attempt to quantify the uncertainties involved in such analysis. In cases where uncertainties involved in dispersion modeling (including traffic estimation and emissions modeling) have been assessed, the results of this type of analysis are generally thought to be accurate within a factor of two. Exposure calculations and pollutant-specific risk estimates involve additional uncertainty.</p> <p>In contrast, the difference in emissions between the build and no-build scenarios for this proposed project is predicted to be slight. Thus, FHWA does not consider dispersion modeling and/or risk assessment worthwhile in the context of transportation projects like the Monroe Connector/Bypass, since the available tools are much less precise than the change in emissions they would be used to assess. For additional information, see Issue Paper # 4 in the memorandum dated September 27, 2007 from the FHWA Office of Natural and Human Environment to the FHWA Maryland Division Administrator, cited in the Environmental Reevaluation issued on October 5, 2007 for the Inter-County Connector (ICC) project in Maryland. Issue Paper # 4 was prepared by FHWA air quality experts and explains the reasons why the NCHRP report does not justify a change in FHWA's approach to analyzing air toxics.</p> <p>FHWA's MSAT guidance relies on MSAT emissions analysis to characterize the likely impacts of proposed highway projects, because emissions analysis provides a meaningful assessment of the likely impacts of changes to the highway network, while involving much less uncertainty.</p>

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COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
48	Air Quality	<p>Page E-3 Exposure Levels and Health Effects. The "Exposure Levels and Health Effects" section states "Finally, even if emission levels and concentrations of MSATs could be accurately predicted, shortcomings in current techniques for exposure assessment and risk analysis preclude us from reaching meaningful conclusions about project-specific health impacts." The risk assessment process was not designed to quantify actual health risk in a community. Rather, screening level risk assessments can be used to compare potential impacts as one consideration in evaluating various alternatives. EPA published the Air Toxics Reference Library in order to assist in the screening evaluation of air toxics exposures for health impacts. We suggest FHWA use the tiered approach described in this document to compare alternatives being considered for the Monroe Connector/Bypass. That library is available at http://www.epa.gov/ttn/fera/risk_atra_main.html. The library includes a tabulation of toxicity values for many air toxics. That table is available at www.epa.gov/ttn/atw/toxsource/summary.html. The "Exposure Levels and Health Effects" section goes on to say "Exposure assessments are difficult because it is difficult to accurately calculate annual concentrations of MSATs near roadways, and to determine the portion of a year that people are actually exposed to those concentrations at a specific location. These difficulties are magnified for 70-year cancer assessments, particularly because unsupportable assumptions would have to be made regarding changes in travel patterns and vehicle technology (which affects emissions rates) over a 70-year period." Refinements in modeling technology have significantly improved the ability to handle non-sedentary mobility during the life of a given population. The National-scale Air Toxics Assessment (NATA: http://www.epa.gov/ttn/atw/nata/index.html) is one example of this extensively robust approach towards achieving a finer measure of exposure that reflects more life activities. The 70-year averaging time for carcinogenesis reflects the potential onset of an excess cancer that might result from exposure to a carcinogen under a given exposure scenario. Adjustments to reflect travel patterns and vehicle technology might provide useful information in predicting a central tendency exposure outcome.</p> <p>However, it would be unclear whether, and if so, how the result would improve the accuracy/protectiveness of the resulting risk characterization relative to a given population over a lifetime.</p>	<p>FHWA acknowledges that screening-level risk assessment techniques are available, but once again disputes their usefulness in the context of individual highway projects. The conservative assumptions suggested by the USEPA comments as a way of simplifying the analysis would result in uncertainties that are orders of magnitude greater than the three percent difference in emissions between alternatives. We disagree with USEPA that such large uncertainties are not important in the context of comparing alternatives that result in such small changes in emissions.</p>

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49	Air Quality	<p>In a screening level evaluation, as noted in the Air Toxics Risk Assessment Reference Library (Volume 1) simplifying assumptions are used to save time and costs associated with the effort. In the interest of not overlooking a potential issue, the assumptions are conservative, for example, assuming that the person is exposed to the toxic air pollutant concentration continuously for 70 years. We recognize that this is not realistic, but it is a reasonable conservative assumption of the type that is used routinely in screening level risk evaluations. If the potential risk identified through this process is higher than is acceptable, a more careful evaluation using more realistic inputs can be carried out. However, in the interest of saving the sponsoring organization time and money, and in the interest of erring on the side of public health, such assumptions are used.</p> <p>EPA acknowledges that here are potential shortcomings, but screening level risk assessments are a useful way to compare alternatives and to identify potential risks that warrant further investigation with more sophisticated risk assessment techniques. Such evaluations are an opportunity to identify potential toxic exposures that could be mitigated or avoided, and to identify those exposures that are of no concern. While uncertainties do exist in risk assessment, they also exist in all other modeled outputs, such as travel demand and land use.</p>	<p>FHWA acknowledges that screening-level risk assessment techniques are available, but once again disputes their usefulness in the context of individual highway projects. The conservative assumptions suggested by the USEPA comments as a way of simplifying the analysis would result in uncertainties that are orders of magnitude greater than the difference in emissions between alternatives. FHWA disagrees with USEPA that such large uncertainties are not important in the context of comparing alternatives that result in such small changes in emissions.</p>

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COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
50	Air Quality	<p>Page E-5. The second paragraph notes that, "Some recent studies have reported that proximity to roadways is related to adverse health outcomes – particularly respiratory problems. The section goes on to say, "The FHWA cannot evaluate the validity of these studies, but more importantly, they do not provide information that would be useful to alleviate the uncertainties listed above and enable us to perform a more reliable, comprehensive evaluation of the health impacts specific to this project.</p> <p>It should be noted that there are hundreds of studies that have been published just since 2000 associating proximity to roadways with a number of adverse health effects including respiratory, birth and developmental effects, cardiovascular, premature mortality, and cancer. Baldauf et al. provided a summary of a number of these studies at the Transportation Research Board's Air Quality and Land Use Planning Conference in 2007 (Traffic Emission Impacts on Air Quality Near Large Roadways Proceedings the Transportation Research Board Planning and Air Quality Conference, July 9-11, 2007). While these studies may not implicate specific pollutants as resulting in the adverse effects, they do implicate proximity as a key factor.</p> <p>The 2004 statement on air pollution by the American Academy of Pediatrics states, ". . . [s]iting of school and child care facilities should include consideration of proximity to roads with heavy traffic and other sources of air pollution. New schools should be located to avoid "hot spots" of localized pollution.</p>	<p>The Draft EIS identifies the potential health effects associated with exposure to mobile source air toxics (MSATs) and other air pollutants and describes several studies and ongoing research. FHWA's interim guidance on MSAT analysis (dated Feb. 3 2006) cites additional studies. In addition, in response to comments submitted on the Inter-County Connector (ICC) project in 2007, FHWA air quality experts reviewed more recent studies, including the study by Dr. James Gauderman, et al., "Effect of Exposure to Traffic on Lung Development from 10 to 18 Years of Age: A Cohort Study" (The Lancet, Feb. 2007). FHWA's air quality experts concluded "while they add to the existing body of knowledge, they do not substantially change our understanding of the potential health impacts that may be caused by exposure to pollution." The FHWA air quality experts also noted that "not all studies show a negative health impact" from exposure to near-roadway air emissions, and in fact one recent study "only found weak associations between proximity to major roadways and health effects." These findings are summarized in a memorandum dated September 27, 2007 from the FHWA Office of Natural and Human Environment to the FHWA Maryland Division Administrator. (See Issue Paper # 3 in the September 27, 2007 memorandum). The FHWA Maryland Division cited the September 27, 2007 memorandum in an Environmental Reevaluation issued on October 5, 2007, in which FHWA determined that new information concerning air quality issues did not require a supplemental EIS for the ICC project. Since late 2007, the scientific literature concerning air toxics continues to expand, but the findings in FHWA's October 2007 reevaluation remain valid. The September 27, 2007 memorandum and the October 5, 2007 reevaluation are both incorporated by reference in this response and have been included in the project file for the Monroe Connector/Bypass project.</p> <p>Based on these findings, FHWA believes the discussion of MSATs in the Draft EIS, and updated discussion in the Final EIS, including the discussion of recent and ongoing scientific research, is sufficient. While the scientific literature on this subject is vast, and is constantly expanding, it is not necessary for a NEPA document to include a bibliography or a literature review of available studies on all potential environmental impacts. The Draft EIS summarizes what is known from existing research, discusses the potential impacts on human health, and identifies areas of uncertainty and ongoing investigation. This level of analysis is sufficient to meet the requirements of NEPA.</p>

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51	Air Quality	<p>The "Exposure Levels and Health Effects" section goes on to say "Exposure assessments are difficult because it is difficult to accurately calculate annual concentrations of MSATs near roadways, and to determine the portion of a year that people are actually exposed to those concentrations at a specific location. These difficulties are magnified for 70-year cancer assessments, particularly because unsupportable assumptions would have to be made regarding changes in travel patterns and vehicle technology (which affects emissions rates) over a 70-year period."</p> <p>Refinements in modeling technology have significantly improved the ability to handle non-sedentary mobility during the life of a given population. The National-scale Air Toxics Assessment (NATA: http://www.epa.gov/ttn/atw/nata/index.html) is one example of this extensively robust approach towards achieving a finer measure of exposure that reflects more life activities. The 70-year averaging time for carcinogenesis reflects the potential onset of an excess cancer that might result from exposure to a carcinogen under a given exposure scenario. Adjustments to reflect travel patterns and vehicle technology might provide useful information in predicting a central tendency exposure outcome.</p> <p>However, it would be unclear whether, and if so, how the result would improve the accuracy/protectiveness of the resulting risk characterization relative to a given population over a lifetime.</p>	See response to Comment 49 in the US Environmental Protection Agency letter (a011).

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APPENDIX B2

LOCAL GOVERNMENT COMMENTS AND RESPONSES

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g002	Mecklenburg – Union Metropolitan Planning Organization	06/15/09	B2-7
g003	City of Monroe	06/09/09	B2-13
g004	Union County	06/15/09	B2-15
g005	Charlotte DOT	06/15/09	B2-19
g006	Town of Pineville	05/30/09	B2-21
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Gary J. D'Onofrio
John A. Hullinger
Jeffrey L. Goodall
Dan P. Schallenkamp

June 9, 2009

Ms. Jennifer Harris, P.E.
North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578

Subject: Draft EIS Monroe Connector/Bypass (R-3329/R-2559)

Dear Ms. Harris,

The Town of Indian Trail continues to support this much needed toll facility and we appreciate the opportunity to comment on the Draft Environmental Impact Statement (EIS) for the Monroe Connector/Bypass. Although we are supportive of the project, we cannot support the recommended alternative, Detailed Study Alternative (DSA) D (2, 21, 30, 31, 36, 36A, 40), for the following reasons:

1. DSA-D includes Segment 2 which will impact Phase VI of Old Hickory Business Park. Old Hickory started in 1999 and consists of 225 acres, of which 47 acres (over 20%) are directly impacted by DSA-D. Over \$6.5 million has been invested in infrastructure for the business park to date, including roads and utilities. Buildings in this park have been averaging 12,000 square feet per acre with an average tax value of \$110 per square foot. This equates to \$1.32 million per acre of improved value providing much needed property tax revenue for Union County. Acre for acre, these businesses have a significantly lower water and sewer impact than residential development and unlike residential, this park has no impact on Union County Public Schools. The businesses within Old Hickory average 12 employees per acre. These are much needed jobs for Union County.
2. Included in the impacted area is Carolina Courts, one of the few recreational facilities within Indian Trail and Union County. This multimillion dollar facility provides basketball and volleyball recreational and tournament opportunities for our community. Since its opening in January 2009, they have estimated over 65,000 people have passed through their doors. This past spring, the 44,000 square foot facility hosted thirteen regional tournaments bringing economic dollars into our area including over 250 hotel room bookings in adjacent jurisdictions. They provide a total of 35 much needed full and part-time jobs in our community.

3. The Town of Indian Trail and the Town of Stallings both have gone on record opposing Segment 2 of the Connector. In a letter to the NC Turnpike Authority dated March 17, 2008, the Town of Indian Trail stated Segment 2 is inconsistent with adopted MUMPO and Town plans. The Town of Stallings followed up with a similar letter dated October 21, 2008 to request Segment 2 be eliminated from consideration in favor of Segment 18A.
4. When asked his opinion at the May 12, 2009 Indian Trail Town Council meeting, NC DOT Division 10 Engineer Barry Moose replied, "I am on record recommending 18A".

The Town of Indian Trail respectfully request that DSA-B (18A, 21, 30, 31, 36, 36A, 40) be identified as the preferred alignment. A comparison of DSA-B and DSA-D from the Summary of Project Impacts in the Citizens Summary show more negative impacts with DSA-D in the following areas:

	DSA-B	DSA-D	Percentage Difference
Residential Relocations	97	107	9.3%
Business Relocations	14	48	70.8%
Total number of noise impacted receptors	127	150	15.3%
Wetlands Impact (acres)	7.7	8.1	4.9%
Total Cost Minimum (in millions)	\$703.7	\$716.3	1.8%
Total Cost Maximum (in millions)	\$821.5	\$850.0	3.4%

We recognize DSA-D does have three additional bridge crossings over streams and three additional floodplain crossings, but these are structural features. Although there are fewer impacts on Public Parks, Schools, and Churches with DSA-D, an examination of the details is necessary:

Public Park Impact

DSA-B has been identified as impacting the proposed Matthews Sportsplex. Section 3.2.4 of the draft EIS identified the impact as approximately 2.25 acres of minor encroachments on the edges of the parcel and would not significantly affect the future operations of the facility.

School Impacts

Section 3.2.4 of the Draft Environmental Impact Study also addresses impacts to schools and colleges. According to the draft EIS, DSA-B would result in a minimal direct impact to the CPCC property. The impact is for improvements to the interchange that would have no effect on any school facilities, including sports fields and recreational areas.

Churches

According to Table 3-4 *Summary of impacts to Churches*, the only difference in impacts between DSA-B and DSA-D is an impact to Next Level Church on Stevens Mill Road. The impact description is right-of-way needed to accommodate realignment of Stevens Mill Road. It is stated that no buildings would be taken with the implementation of any of the DSA's.

Comments on other design consideration warranting re-evaluations as identified on page S-8 of the Draft EIS are:

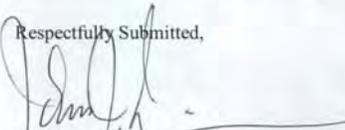
- 1. Segment 21 Interchange at Unionville-Indian Trail Road and Secrest Shortcut Road,
 - a. The proposed interchange at Unionville-Indian Trail Road is inconsistent with the adopted Indian Trail Comprehensive Plan in the area of Transportation and Land Use. The interchange impacts approximately 67 acres and 13 single-family dwelling units.
 - b. The preliminary design of this interchange area indicates Secrest Shortcut Road to be realigned utilizing an existing local residential street (Scott Long). We are opposed to this preliminary design due to the following:
 - i. Secrest Shortcut Road is identified as a major thoroughfare on MUMPO's adopted Thoroughfare Plan and a 4-Lane Boulevard in the IT Comprehensive Plan. Future anticipated demands and number of lanes within our Plan indicate a four lane facility will be needed in addition to the Connector. The preliminary design proposes to cul-de-sac each end of Secrest Shortcut Road just short of Unionville-Indian Trail Road and re-route the traffic onto Scott Long Road. Re-routing vehicle trips of that volume onto a local residential road is unacceptable.
 - ii. The proposed interchange design directly impacts an approved Commercial Center located at the southwest intersection of Unionville-Indian Trail Road and Secrest Shortcut. This development, Stinson Crossing, was approved by the Indian Trail Town Council in 2006. The approval authorizes 140,000 square feet of retail/office development on 14 acres and would provide much needed goods and services to the residents of nearby residential subdivisions. Proposing to cul-de-sac the old alignment of Secrest Shortcut Road is not an economically viable option for access to the commercial center.

- 2. Segment 21 proposes an above grade crossing at the Bonterra Subdivision entrance at Secrest Shortcut. The neighborhood is concerned about noise impacts associated with the Connector and has requested the NCTA consider designing their entrance above grade and the connector at grade. If this design cannot be satisfied, we respectfully request one of the following options be implemented:
 - a. Build a frontage road between Faith Church Road and Poplin Road with an entrance onto Saratoga Blvd from the frontage road.

- 9
 - b. Build a connector road from Faith Church Road to Saratoga Blvd.
 - c. Perform an acoustical analysis and provide mitigation accordingly for the above grade connector as proposed.
- 10
 - 3. Poplin Road is designed as a future cul-de-sac with a connector road to Unionville-Indian Trail Road. The connection point should be designed to accommodate the trips associated with future build-out on Poplin Road that includes an Elementary School and two thousand dwelling units.
- 11
 - 4. The Town would like to incorporate our branding logos within the architectural design of the connector at the interchanges proposed within our jurisdiction as well as on Hwy 74.
- 12
 - 5. The Town is concerned about the aesthetic appearance of an elevated Highway 74. We realize the Turnpike Authority is exploring options of a brick wall, concrete wall, or a viaduct. Can we get more information on which design will be chosen and when?

13 In closing, the Town of Indian Trail recognizes the importance of such an immense project as the Monroe Connector/Bypass. A project of this scale requires an enormous investment of time, effort, research, and money. It will undoubtedly affect many businesses and residences no matter which alternative is ultimately chosen. We ask the Turnpike Authority, FHWA, and NCDOT to likewise respect the details specified in this letter which have taken years to plan and develop to select DSA-B as the preferred alternative.

Respectfully Submitted,


John J. Quinn
Mayor

Cc: Union County Commissioners
Mayors and Councils of Stallings, Unionville, Hemby Bridge, Lake Park, Fairview, Wesley Chapel, Matthews
Robert Cook, Secretary MUMPO
NC State Senator Eddie Goodall
NC State Representative Curtis Blackwood
Transportation Secretary Gene Conti
Jennifer Harris, NCTA (via email)

Appendix B2 – Local Government Comments

Table B2-1: Town of Indian Trail

Document: g001 letter dated June 9, 2009

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
1	Land Use and Transportation Planning	The Town of Indian Trail continues to support this much needed toll facility and we appreciate the opportunity to comment on the Draft Environmental Impact Statement EIS for the Monroe Connector/Bypass. Although we are supportive of the project we cannot support the recommended alternative Detailed Study Alternative (DSA D, 2, 21, 30, 31, 36, 36A, 40).	NCTA acknowledges this comment. The selection of the Preferred Alternative (DSA D) was based on a balance of cost and design considerations, impacts to the human and natural environments, and input received from agencies and the public.
2	Right-Of-Way Acquisition and Relocations	1. DSA D includes Segment 2 which will impact Phase VI of Old Hickory Business Park. Old Hickory started in 1999 and consists of 225 acres, of which 47 acres (over 20%) are directly impacted by DSA D. Over \$6.5 million has been invested in infrastructure for the business park to date, including roads and utilities. Buildings in this park have been averaging 12,000 square feet per acre with an average tax value of \$110 per square foot. This equates to \$1.32 million per acre of improved value providing much needed property tax revenue for Union County. Acre for acre, these businesses have a significantly lower water and sewer impact than residential development and unlike residential, this park has no impact on Union County Public Schools. The businesses within Old Hickory average 12 employees per acre. These are much needed jobs for Union County.	NCTA acknowledges this comment. The Town of Indian Trail first commented on the potential impact to the Old Hickory Business Park in a letter dated November 16, 2007. The Town requested that “consider an alternative alignment in a northwest direction to avoid or at least minimize impact to this successful industrial park area.” In March 2008, NCTA shifted Segment 2 to the northwest to minimize impacts to the business park, reducing the total number of parcels impacts and avoiding impacts to existing structures in the Business Park. Further shifting to the north and/or west was not possible due to geometric design considerations. As currently designed, only Carolina Courts would be completely displaced by the Preferred Alternative.
3	Right-Of-Way Acquisition and Relocations	2. Included in the impacted area is Carolina Courts, one of the few recreational facilities within Indian Trail and Union County. This multimillion dollar facility provides basketball and volleyball recreational and tournament opportunities for our community. Since its opening in January 2009, they have estimated over 65,000 people have passed through their doors. This past spring the 44,000 square foot facility hosted thirteen regional tournaments bringing economic dollars into our area including over 250 hotel room bookings in adjacent jurisdictions. They provide a total of 35 much needed full and part-time jobs in our community.	NCTA agrees that this is an unfortunate impact of the Preferred Alternative. However, the current alignment of Segment 2, which was shifted at the request of the Town, was released to the public in March 2008, and shared at public meetings in Indian Trail on March 25, 2008 and September 9, 2008.
4	Alternatives Considered	3. The Town of Indian Trail and the Town of Stallings both have gone on record opposing Segment 2 of the Connector. In a letter to the NC Turnpike Authority dated March 17, 2008, the Town of Indian Trail stated Segment 2 is inconsistent with adopted MUMPO and Town plans. The Town of Stallings followed up with a similar letter dated October 21, 2008, to request Segment 2 be eliminated from consideration in favor of Segment 18A.	NCTA acknowledges receipt of these letters from the towns of Indian Trail and Stallings. However, in order to evaluate a range of alternatives, Segment 2 was retained for consideration. NCTA considered impacts to numerous natural and human resources, as well as public and agency input, in the decision to retain Segment 2. The selection of DSA D as the Preferred Alternative was endorsed by the Mecklenburg-Union Metropolitan Planning Organization (MUMPO) at their September 16, 2009 meeting, although the towns of Stallings, Indian Trail, and Weddington did not support the endorsement.
5	Alternatives Considered	4. When asked his opinion at the May 12, 2009, Indian Trail Town Council meeting, NCDOT Division 10 Engineer Barry Moose replied “I’m on record recommending 18A.”	NCDOT has endorsed the selection of DSA D as the Preferred Alternative.

Appendix B2 – Local Government Comments

Table B2-1: Town of Indian Trail

Document: g001 letter dated June 9, 2009

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
6	Right-Of-Way Acquisition and Relocations	The Town of Indian Trail respectfully requests that DSA B (18A, 21, 30, 31, 36, 36A and 40) be identified as the preferred alignment. A comparison of DSA B and DSA D from the Summary of Project Impacts in the Citizen Summary shows more negative impacts with DSA D in the following areas: Residential Relocations: DSA-B = 97, DSA D = 107, % difference = 9.3%; Business Relocations: DSA-B = 14, DSA D = 48, % difference = 70.8%; Impacted noise receptors: DSA-B = 127, DSA D = 150, % difference = 15.3%; Wetland Impacts (acres): DSA-B = 7.7, DSA D = 8.1, % difference = 4.9%; Total Cost Minimum (in millions): DSA-B = \$703.7, DSA D = \$716.3, % difference = 1.8%; Total Cost Maximum (in millions): DSA-B = \$821.5, DSA D = \$850.0, % difference = 3.4%	The selection of DSA D as the Preferred Alternative was based on a balance of benefits and impacts, and considering resources that are most important to the project. Additionally, public and agency comments generally support the selection of Alternative D.
7	Town of Indian Trail	We recognize DSA D does have three additional bridge crossings over streams and three additional floodplain crossings, but these are structural features.	Section 404 of the Federal Clean Water Act requires that the selection of the Least Environmentally Damaging Practicable Alternative (LEDPA) must demonstrate that there are no other practicable alternatives that have less adverse impacts to the aquatic ecosystem. DSA B (Segment 18A) results in 3 additional stream and floodplain crossings. It is agreed that these will require structural features; however, it still results in additional impacts to the aquatic ecosystem.
8	Land Use and Transportation Planning	Comments on other design consideration warranting re-evaluations as identified on page S-8 of the Draft EIS are: Segment 21 Interchange at Unionville-Indian Trail Road and Secrest Shortcut Road. The proposed interchange at Unionville-Indian Trail Road is inconsistent with the adopted Indian Trail Comprehensive Plan in the area of Transportation and Land Use. The interchange impacts approximately 67 acres and 13 single-family dwelling units. The preliminary design of this interchange area indicates Secrest Shortcut Road to be realigned utilizing an existing local residential street (Scott Long). We are opposed to this preliminary design due to the following: Secrest Shortcut Road is identified as a major thoroughfare on MUMPO's adopted Thoroughfare Plan and a 4-Lane Boulevard in the IT Comprehensive Plan. Future anticipated demands and number of lanes within our Plan indicate a four land facility will be needed in addition to the Connector. The preliminary design proposes to cul-de-sac each end of Secrest Shortcut Road just short of Unionville-Indian Trail Road and re-route the traffic onto Scott Long Road. Re-routing vehicle trips of that volume onto a local residential road is unacceptable. The proposed interchange design directly impacts an approved Commercial Center located at the southwest intersection of Unionville-Indian Trail Road and Secrest Shortcut. This development, Stinson Crossing, was approved by the Indian Trail Town Council in 2006. The approval authorizes 140,000 square feet of office/retail development on 14 acres and would provide much needed goods and services to the residents of nearby residential subdivisions. Proposing to cul-de-sac the old alignment of Secrest Shortcut Road is not an economically viable option for access to the commercial center.	<p>The original design for the Unionville-Indian Trail Road interchange presented in the Draft EIS was based on NCDOT's current design guidelines; therefore, the design provided accommodations for future loops in all quadrants, as well as access control along Unionville-Indian Trail Road for a distance of 1,000 feet beyond the interchange ramps. Due to the proximity of the interchange to existing Secrest Shortcut Road, the designs included a realignment of Secrest Shortcut Road to the south, utilizing Scott Long Road and connecting back to the existing Secrest Shortcut Road alignment east of Unionville-Indian Trail Road.</p> <p>Based on these comments from the Town of Indian Trail, as well as public comments received during the Draft EIS comment period, the Unionville-Indian Trail Road interchange has been redesigned utilizing a compressed diamond type interchange. This design reduces the footprint of the interchange, thereby minimizing impacts, eliminating the need to relocate Secrest Shortcut Road, and reducing the amount of access control along Unionville-Indian Trail Road. This design change is discussed in Section 2.3.1 of this Final EIS, and impacts reported throughout this document reflect the revised design.</p>

Appendix B2 – Local Government Comments

Table B2-1: Town of Indian Trail

Document: g001 letter dated June 9, 2009

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
9	Noise	2. Segment 21 proposes an above grade crossing at the Bonterra Subdivision entrance at Secrest Shortcut. The neighborhood is concerned about noise impacts associated with the Connector and has requested the NCTA consider designing their entrance above grade and the connector at grade. If this design cannot be satisfied, we respectfully request one of the following options be implemented: A) Build a frontage road between Faith Church Road and Poplin Road with an entrance onto Saratoga Blvd from the frontage road; B) Build a connector road from Faith Church Road to Saratoga Blvd. C) Perform an acoustical analysis and provide mitigation accordingly for the above grade connector as proposed.	<p>The design evaluated in the Draft EIS included a grade separation between the Monroe Connector/Bypass and Saratoga Boulevard, the entrance to Bonterra Village from Secrest Shortcut Road. In addition to this comment from the Town of Indian Trail, 309 copies of a letter from residents of the subdivision were received. These letters requested that alternatives be investigated to eliminate the need to elevate the Monroe Connector/Bypass, which residents feared would have adverse noise and visual impacts to the community.</p> <p>In coordination with the Town of Indian Trail and Bonterra Village Homeowners Association, NCTA has revised the design for this area to allow the Monroe Connector/Bypass to remain at grade. The connection between Saratoga Boulevard and Secrest Shortcut Road will be rerouted along a service road running parallel to the Monroe Connector/Bypass and connecting to Faith Church Road. This design revision is discussed in Section 2.3.1 of this Final EIS and shown on Figure 2-3f-g.</p>
10	Land Use and Transportation Planning	3. Poplin Road is designed as a future cul-de-sac with a connector road to Unionville-Indian Trail Road. The connection point should be designed to accommodate the trips associated with future build out on Poplin Road that includes an Elementary School and two thousand dwelling units.	Based upon this request and other public comments received during the Draft EIS comment period, the connection of Poplin Road to Unionville-Indian Trail Road was revised to allow for a direct connection as requested. This design revision is shown on Figure 2-3g of the Final EIS.
11	Visual Resources	4. The Town would like to incorporate our branding logos within the architectural design of the connector at the interchanges proposed within our jurisdiction as well as on Hwy 74.	NCTA is reviewing options for identifying local towns on proposed overpasses along the project corridor. NCTA is hesitant to include town logos and seals within the architectural design for the project because they are subject to change by a town council vote. Other options such as etching the town name in the overpass structure may be considered. NCTA will continue to coordinate with local jurisdictions on the aesthetic design of the project through final design.
12	Visual Resources	5. The Town is concerned about the aesthetic appearance of an elevated Highway 74. We realize the Turnpike Authority is exploring options of a brick wall, concrete wall, or a viaduct. Can we get more information on which design will be chosen and when?	NCTA is committed to working with the local officials and stakeholders to develop an aesthetically pleasing and context sensitive project. Over the past several months, local officials and stakeholders have participated in the development of aesthetic guidelines for the project that will be incorporated into final designs and construction. The group selected an aesthetic concept based on regional architectural themes that includes a combination of brick and stone and uses arches. An example of this concept is depicted in Figure 3-1 of the Final EIS.

Appendix B2 – Local Government Comments

Table B2-1: Town of Indian Trail

Document: g001 letter dated June 9, 2009

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
13	Land Use and Transportation Planning	In closing, the Town of Indian Trail recognizes the importance of such an immense project as the Monroe Connector/Bypass. A project of this scale requires an enormous investment of time, effort, research and money. It will undoubtedly affect many businesses and residences no matter which alternative is ultimately chosen. We ask the Turnpike Authority, FHWA and NCDOT to likewise respect the details specified in this letter, which have taken years to plan and develop, and to select DSA B as the preferred alternative.	The NCTA, FHWA and NCDOT acknowledge this comment. The selection of DSA D as the Preferred Alternative was based on a balance of benefits and impacts, and considering resources that are most important to the project. Additionally, public and agency comments generally support the selection of Alternative D.



M E C K L E N B U R G - U N I O N
METROPOLITAN PLANNING ORGANIZATION

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Charlotte, North Carolina 28202-2853
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CHARLOTTE
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MECKLENBURG COUNTY
MINT HILL
MONROE
NCDOT
PINEVILLE
STALLINGS
UNION COUNTY
WAXHAW
WEDDINGTON

TO: Jennifer Harris, PE
North Carolina Turnpike Authority

FROM: Robert W. Cook, AICP
MUMPO Secretary

DATE: June 15, 2009

SUBJECT: **MUMPO Technical Coordinating Committee
Comments on the Draft Environmental Impact
Statement for the Monroe Connector/Bypass**

MEMORANDUM

The following comments on the subject project were prepared in consultation with the Mecklenburg-Union Metropolitan Planning Organization's (MUMPO) Technical Coordinating Committee (TCC).

WESLEY CHAPEL
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6

1. Page 1-4, Section 1.4.2: In the 3rd paragraph, SR 1758 should be noted as Austin Chaney Road, not Whitmore Road.
2. Figure 1-2: Update the map to show I-485 being completed between NC 16 North and NC 115.
3. Figure 1-6: Why is the 2030 Horizon Year map from the 2030 LRTP the only map shown? Should the 2010 and 2020 horizon year maps be included?
4. Figure 2-10f: Will Oak Spring Road be relocated to intersect Stinson-Hartis Road near its overpass at the Connector/Bypass?
5. Figures 2-10y: Severing McIntyre Road will disconnect a roadway identified as a thoroughfare on the Mecklenburg-Union Thoroughfare Plan. Additionally, NCDOT purchased ROW for a McIntyre Road relocation that is now not proposed to be built as a part of the Connector/Bypass project.
6. Figures 2-10y: How will the Connector/Bypass impact potential flooding of Meadow Branch along McIntyre Road?

g002

g002

*MPO TCC Comments
Monroe Connector/Bypass DEIS
June 15, 2009*

7. Figure 2-11: For Cross Section Typical #1, what is the cost differential between elevating the mainline (as proposed) versus having all lanes at grade or depressing the mainline?
8. There is an inconsistency between the project's Citizens Summary and Volume 2, Appendices of the DEIS. The Citizens Summary depicts a design for the elevated portion of the roadway that is much more appealing than that shown in the Appendices. The elevated roadway will also have a significant impact on the affected communities. Efforts should be made to lessen its impact to the greatest degree possible through innovative design methods.
9. Page 3-14, Section 3.3.1: The 3rd bullet in the 2nd paragraph should read "Sardis Road North" not Sardis Road (SR 1695). Sardis Road North is City-maintained and does not have a secondary route number.
9. The travel diagrams, as show on the project website, should be included in the document and/or included in the appendices.
10. Consideration should be given to not having a toll on the exits from the new freeway segment (from I-485 to east of Stallings Road) to what will be US 74 Business (and vice versa).
11. If an alternate is selected that begins at I-485 and uses segment 18A, improvements will need to be made along US 74 to the NC 51 interchange in Mecklenburg County. This would include having a grade separation at US 74 with Matthews-Mint Hill Road.
12. The final project design should not preclude extension of managed (High Occupancy Vehicles (HOV) or High Occupancy Toll (HOT)) lanes along US 74 into Mecklenburg County.
13. Union County and jurisdictions that the Connector/Bypass will pass through should be given an opportunity to determine whether or not accommodations for bicycle lanes and sidewalks should be provided on all non-freeway roads that go over or under the project.
14. The 70' median will limit interference of opposing traffic, minimize headlight glare, provide a recovery area for out-of-control vehicles and adequate width for future lanes.
15. The DEIS's potential interchange locations are generally consistent with MUMPO's Thoroughfare Plan and the TCC supports them being included in the project as proposed.

MPO TCC Comments
Monroe Connector/Bypass DEIS
June 12, 2009

MPO TCC Comments
Monroe Connector/Bypass DEIS
June 15, 2009

17 [16. Page S-11, Section S.8.3.2: The 2nd paragraph. Compliance with the ozone and/or CO NAAQS is not demonstrated if the project is included in a conforming plan. Conformity is not equivalent to meeting the NAAQS.

cc: Wayne Herron, AICP, TCC Chairman
Bill Coxe, TCC Vice-Chairman

18 [17. Page 4-12, Section 4.2.2: In the 6th paragraph, an “interim emissions test” in a moderate nonattainment area requires a finding that emissions will be less with the proposed improvements in the LRTP/TIP than they would be without the improvements.

19 [18. Page 4-15, Section 4.2.5.1: In the 2nd paragraph, the sentence beginning with “Therefore, compliance of a project with the ozone NAAQS...” is not correct. Compliance with the ozone NAAQS is not demonstrated if the project is included in a conforming plan.

20 [19. Page 4-16, Section 4.2.5.1: In the last paragraph, first sentence, FHWA and FTA determined the MUMPO LRTP adoption date as May 3, 2005, not April 20.

21 [20. Page 4-18, Section 4.2.5.1: In the 2nd paragraph, delete the phrase “by the June 15, 2010 deadline.”

22 [21. Page 4-19, Section 4.2.5.3: Air quality impacts due to construction can be reduced significantly by following the recommendations in the EPA document, **Cleaner Diesels: Low Cost Ways to Reduce Emissions from Construction Equipment (March, 2007)**. Construction equipment if older than the 2007 model year, should be retrofitted with pollution control devices to be equivalent to a 2007 model year. This can result in a 90 percent reduction in NOx and PM emissions.

23 [22. The report does not include an air quality assessment of the bypass. There is no estimate of daily NOx emissions for any of the alternatives for any project completion year. There is also no estimate of the daily NOx emissions for the no-build scenario. While the emissions of NOx do not directly indicate how much ozone may be formed, NOx is essential to the formation of ozone.

24 [23. The VMT projections provided in Appendix E show almost no difference between building the bypass, and not building the bypass. Two other outcomes are likely. First, vehicles will move faster through the bypass and the existing U.S. 74. The higher speeds may result in higher emissions from vehicles on the bypass and/or U.S. 74. Second, when congestion is reduced, and traffic flows faster, additional growth is likely along the bypass. With that growth, additional VMT may be generated on the bypass, and thus additional emissions. So, it is not clear how the bypass would result in almost no VMT difference from the no-build scenario. Most importantly, it is not clear how it could be argued that building the bypass would result in little or no change in NOx emissions; or in MSAT emissions, as is suggested in Appendix E, pages E-7 and E-8.

Appendix B2 – Local Government Comments

Table B2-2: Mecklenburg – Union Metropolitan Planning Organization

Document: g002 letter dated June 15, 2009

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
1	Land Use and Transportation Planning	1. Page 1-4, Section 1.4.2: In the 3rd paragraph, SR 1758 should be noted as Austin Chaney Road, not Whitmore Road.	At the intersection of US 74, SR 1758 is called Main Street. This error has been noted in Appendix A of the Final EIS (Errata and Revisions to the Draft EIS).
2	Land Use and Transportation Planning	2. Figure 1-2: Update the map to show I-485 being completed between NC 16 North and NC 115.	Figures that show I-485 in this area have been updated in the Final EIS. In addition, the error has been noted in Appendix A of the Final EIS (Errata and Revisions to the Draft EIS).
3	Land Use and Transportation Planning	3. Figure 1-6: Why is the 2030 Horizon Year map from the 2030 LRTP the only map shown? Should the 2010 and 2020 horizon year maps be included?	Section 1.7.2.2 which references this figure, discusses the Monroe Connector/Bypass as a 2020 Horizon Year Project in the 2030 Long Range Transportation Plan. All horizon year figures in the 2030 LRTP show the Monroe Connector/Bypass. The 2030 figure was selected as a representative to show the relationship of the Monroe Connector/Bypass to the overall LRTP. The Final EIS has also been updated to include information from the draft 2035 LRTP.
4	Land Use and Transportation Planning	4. Figure 2-10f: Will Oak Spring Road be relocated to intersect Stinson-Hartis Road near its overpass at the Connector/Bypass?	Oak Spring Road will terminate west of the Monroe Connector/Bypass.
5	Land Use and Transportation Planning	5. Figures 2-10y: Severing McIntyre Road will disconnect a roadway identified as a thoroughfare on the Mecklenburg-Union Thoroughfare Plan. Additionally, NCDOT purchased ROW for a McIntyre Road relocation that is now not proposed to be built as a part of the Connector/Bypass project.	Original functional design plans presented in the Draft EIS included severing McIntyre Road and rerouting traffic to Austin Chaney Road and Monroe-Ansonville Road. As part of NCDOT's Monroe Bypass project, McIntyre Road was to be realigned to connect with Austin Chaney Road north of the Monroe Bypass; however, current design standards do not allow this connection so close to the proposed interchange at Austin Chaney Road. Based on this comment and others received during the public comment period, the Austin Chaney Road interchange has been redesigned to allow McIntyre Road to maintain its existing connection to Austin Chaney Road.
6	Floodplains and Floodways	6. Figures 2-10y: How will the Connector/Bypass impact potential flooding of Meadow Branch along McIntyre Road?	As presently designed, the Monroe Connector/Bypass is proposed to bridge over Meadow Branch and is not expected to effect local flooding. As part of the final design process, a detailed hydrologic and hydraulic analysis will be performed for each crossing location to determine the actual size and configuration of each structure. Also, for all new location crossings on FEMA-regulated streams (streams where a floodway and/or floodplain has been identified), a Conditional Letter of Map Revision (CLOMR) and Letter of Map Revision (LOMR) will be prepared and submitted to NC Floodplain Mapping Program or

Appendix B2 – Local Government Comments

Table B2-2: Mecklenburg – Union Metropolitan Planning Organization

Document: g002 letter dated June 15, 2009

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
			appropriate jurisdiction for approval.
7	Land Use and Transportation Planning	7. Figure 2-11: For Cross Section Typical #1, what is the cost differential between elevating the mainline (as proposed) versus having all lanes at grade or depressing the mainline?	<p>Detailed cost estimates were prepared only for the alternatives evaluated in the Draft EIS, which all included elevating the mainline. This design assumption was made in order to minimize impacts to businesses along existing US 74 by reducing the width of right of way required.</p> <p>NCTA hosted a design charette in December 2008 to evaluate other options for this segment of the project. Options discussed included constructing all lanes at grade, elevating the section on a structure (viaduct), and depressing the mainline. In general, it was estimated that elevating the mainline on fill as proposed would be twice as expensive as constructing all lanes at grade; elevating the mainline on structure would cost 2.5 to 3 times more than constructing at grade; and depressing the mainline would also cost 2.5 to 3 times more than constructing at grade. These estimates are for construction only.</p>
8	Land Use and Transportation Planning	There is an inconsistency between the project's Citizens Summary and Volume 2, Appendices of the Draft EIS. The Citizens Summary depicts a design for the elevated portion of the roadway that is much more appealing than that shown in the Appendices. The elevated roadway will also have a significant impact on the affected communities. Efforts should be made to lessen its impact to the greatest degree possible through innovative design methods.	<p>In the Draft EIS, care was taken to not give appearances that a visual treatment had already been determined for that portion of the roadway. A decision was made internally to include a more aesthetically pleasing scenario in the Citizens Summary to exhibit a possible design option for the elevated roadway.</p> <p>Over the past several months, local officials and stakeholders have participated in the development of aesthetic guidelines for the project that will be incorporated into final designs and construction. The group selected an aesthetic concept based on regional architectural themes that includes a combination of brick and stone and uses arches. An example of this concept is depicted in Figure 3-1 of the Final EIS.</p>
9	Land Use and Transportation Planning	8. Page 3-14, Section 3.3.1: The 3rd bullet in the 2nd paragraph should read "Sardis Road North" not Sardis Road (SR 1695). Sardis Road North is City-maintained and does not have a secondary route number.	This error has been noted in Appendix A of the Final EIS (Errata and Revisions to the Draft EIS).
10	Land Use and Transportation Planning	9. The travel diagrams, as show on the project website, should be included in the document and/or included in the appendices.	The travel diagrams for the Preferred Alternative are referenced in Section 2.3.5 and included as Figure 2- 5(a-f) of the Final EIS.
11	Land Use and Transportation Planning	10. Consideration should be given to not having a toll on the exits from the new freeway segment (from I-485 to east of Stallings Road) to what will be US 74 Business (and vice versa).	This was considered; however, tolling this segment is essential to ensuring that the project is financially feasible. Also, the service roads will provide a free alternative route for those choosing not to pay the toll on this section. NCTA will ensure that signing for this segment of the project is sufficiently clear as to what the toll and non-toll options

Appendix B2 – Local Government Comments

Table B2-2: Mecklenburg – Union Metropolitan Planning Organization

Document: g002 letter dated June 15, 2009

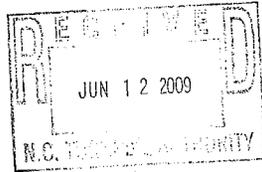
COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
			are.
12	Land Use and Transportation Planning	11. If an alternate is selected that begins at I-485 and uses segment 18A, improvements will need to be made along US 74 to the NC 51 interchange in Mecklenburg County. This would include having a grade separation at US 74 with Matthews-Mint Hill Road.	DSA D has been selected as the Preferred Alternative, and does not include Segment 18A.
13	Land Use and Transportation Planning	12. The final project design should not preclude extension of managed (High Occupancy Vehicles (HOV) or High Occupancy Toll (HOT)) lanes along US 74 into Mecklenburg County.	The proposed project will not preclude the extension of HOV or HOT lanes along US 74 in Mecklenburg County.
14	Land Use and Transportation Planning	13. Union County and jurisdictions that the Connector/Bypass will pass through should be given an opportunity to determine whether or not accommodations for bicycle lanes and sidewalks should be provided on all non-freeway roads that go over or under the project.	Local jurisdictions will be contacted during final design of the project to identify locations for bicycle and pedestrian accommodations. Requests for these accommodations will be evaluated and implemented in accordance with NCDOT's Pedestrian Policy Guidelines (effective October 1, 2000).
15	Land Use and Transportation Planning	14. The 70' median will limit interference of opposing traffic, minimize headlight glare, and provide a recovery area for out-of-control vehicles and adequate width for future lanes.	NCTA acknowledges this comment; the Preferred Alternative includes a 70-foot median for these reasons and others.
16	Land Use and Transportation Planning	15. The DEIS's potential interchange locations are generally consistent with MUMPO's Thoroughfare Plan and the TCC supports them being included in the project as proposed.	NCTA acknowledges this comment.
17	Air Quality	16. Page S-11, Section S.8.3.2: The 2nd paragraph. Compliance with the ozone and/or CO NAAQS is not demonstrated if the project is included in a conforming plan. Conformity is not equivalent to meeting the NAAQS.	This information has been revised in Section 1.3.3.2 of the Final EIS.
18	Air Quality	17. Page 4-12, Section 4.2.2: In the 6th paragraph, an "interim emissions test" in a moderate nonattainment area requires a finding that emissions will be less with the proposed improvements in the LRTP/TIP than they would be without the improvements.	This correction is noted in Appendix A of the Final EIS (Errata and Revisions to the Draft EIS).
19	Air Quality	18. Page 4-15, Section 4.2.5.1: In the 2nd paragraph, the sentence beginning with "Therefore, compliance of a project with the ozone NAAQS..." is not correct. Compliance with the ozone NAAQS is not demonstrated if the project is included in a conforming plan.	This information has been revised in Section 1.3.3.2 of the Final EIS.
20	Air Quality	19. Page 4-16, Section 4.2.5.1: In the last paragraph, first sentence, FHWA and FTA determined the MUMPO LRTP adoption date as May 3, 2005, not April 20.	This correction is noted in Appendix A of the Final EIS (Errata and Revisions to the Draft EIS).
21	Air Quality	20. Page 4-18, Section 4.2.5.1: In the 2nd paragraph, delete the phrase "by the June 15, 2010 deadline."	This correction is noted in Appendix A of the Final EIS (Errata and Revisions to the Draft EIS). The phrase is not included in the Final EIS.
22	Air Quality	21. Page 4-19, Section 4.2.5.3: Air quality impacts due to construction can be reduced significantly by following the recommendations in the EPA document, Cleaner Diesels: Low Cost Ways to Reduce Emissions from Construction Equipment (March, 2007). Construction equipment if older than the 2007 model year, should be retrofitted with pollution control devices to be equivalent to a 2007 model year. This can result in a 90	NCTA acknowledges this comment.

Appendix B2 – Local Government Comments

Table B2-2: Mecklenburg – Union Metropolitan Planning Organization

Document: g002 letter dated June 15, 2009

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
		percent reduction in NOx and PM emissions.	
23	Air Quality	22. The report does not include an air quality assessment of the project. There is no estimate of daily NOx emissions for any of the alternatives for any project completion year. There is also no estimate of the daily NOx emissions for the no-build scenario. While the emissions of NOx do not directly indicate how much ozone may be formed, NOx is essential to the formation of ozone.	The Draft EIS included an air quality assessment of the project prepared in accordance with FHWA guidance and procedures as found at the following website: www.fhwa.dot.gov/environment/aqupdate/index.htm . As discussed in Section 4.2.5.1 in the Draft EIS, ozone is a regional concern. Since ozone takes several hours to form from hydrocarbons and nitrogen oxide, urban areas as a whole are regarded as sources of ozone precursors, not traffic on individual streets and highways.
24	Air Quality	23. The VMT projections provided in Appendix E show almost no difference between building the bypass, and not building the bypass. Two other outcomes are likely. First, vehicles will move faster through the bypass and the existing U.S. 74. The higher speeds may result in higher emissions from vehicles on the bypass and/or U.S. 74. Second, when congestion is reduced, and traffic flows faster, additional growth is likely along the bypass. With that growth, additional VMT may be generated on the bypass, and thus additional emissions. So, it is not clear how the bypass would result in almost no VMT difference from the no-build scenario. Most importantly, it is not clear how it could be argued that building the bypass would result in little or no change in NOx emissions; or in MSAT emissions, as is suggested in Appendix E, pages E-7 and E-8.	The Vehicle Miles Traveled (VMT) analysis was conducted for Union County using output from the Metrolina Regional Travel Demand Model (MRM) used in the most recent conformity determination. The VMT experienced a slight decrease in the "Build" Scenario due primarily to two factors: 1) the Monroe Connector/Bypass is slightly shorter than existing US 74 between the same two points and 2) The vehicles that were previously accessing US 74 from the north now have a shorter route to the Monroe Connector/Bypass. The cumulative effect of these shorter trips is a slight reduction in overall VMT.



June 9, 2009

Ms. Jennifer Harris, P.E.
North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578

Subject: Monroe Connector/Bypass
STIP No. R-3329 / R-2559

Dear Ms. Harris:

1 The City of Monroe appreciates the efforts that have been put forth by the NC Turnpike
Authority to push the above-referenced project to fruition. It is evident that a tremendous work
effort has been underway to keep this important project to the citizens of Monroe and Union
County on track. At the Transportation Committee meeting on June 1, 2009, it was brought to
2 the City's attention by our Fire Chief, Ron Fowler, that Maple Hill Road is proposed to be
terminated with a cul-de-sac immediately to the south of the proposed Connector/Bypass
alignment. Since Fire Station #5 is located at the corner of Maple Hill Road and US 601 North,
the roadway is an integral connection to our residents in the Secrest Shortcut area, located to the
southwest of the Connector/Bypass alignment. The alternate route for the emergency response
crews would be to travel north on US 601 to Ridge Road, and then traveling Fowler Road to
Secrest Shortcut, increasing their response time by over a minute. This concern was discussed at
the following City Council meeting on June 2 and it was a consensus that the City should request
the Turnpike Authority to consider extending Maple Hill Road parallel to the Connector/Bypass
alignment and connecting west of its current intersection with Fowler Road.

If you should have any questions regarding this proposal, please feel free to contact Fire Chief
Ron Fowler at (704) 282-4702 or the city's Engineering Director, Jim Loyd at (704) 282-4529.
Your consideration of this request is greatly appreciated by the City of Monroe.

Sincerely,


Bobby G. Kilgore, Mayor

cc: Wayne Herron, City Manager
Ron Fowler, Fire Chief
Jim Loyd, Engineering Director

Appendix B2 – Local Government Comments

Table B2-3: City of Monroe

Document: g003 letter dated June 9, 2009

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
1	Land Use and Transportation Planning	The City of Monroe appreciates the efforts that have been put forth by the NC Turnpike Authority to push the above-referenced project to fruition. It is evident that a tremendous work effort has been underway to keep this important project to the citizens of Monroe and Union County on track.	NCTA acknowledges this comment.
2	Land Use and Transportation Planning	At the Transportation Committee meeting on June 1, 2009, it was brought to the City's attention by our Fire Chief, Ron Fowler, that Maple Hill Road is proposed to be terminated with a cul-de-sac immediately to the south of the proposed Connector/Bypass alignment. Since Fire Station #5 is located at the corner of Maple Hill Road and US 601 North, the roadway is an integral connection to our residents in the Secrest Shortcut area, located to the southwest of the Connector/Bypass alignment. The alternate route for the emergency response crews would be to travel north on US 601 to Ridge Road, and then traveling Fowler Road to Secrest Shortcut, increasing their response time by over a minute. This concern was discussed at the following City Council meeting on June 2 and it was a consensus that the City should request the Turnpike Authority to consider extending Maple Hill Road parallel to the Connector/Bypass alignment and connecting west of its current intersection with Fowler Road.	NCTA and NCDOT evaluated options to maintain Maple Hill Road; however, at this time NCTA and NCDOT do not believe that Maple Hill Road should be reconnected, as severing it would result in a detour of only about 3,000 feet, or 40 seconds of travel time.

Lawson, James N

From: Harris, Jennifer [jennifer.harris@ncturmpike.org]
Sent: Monday, June 15, 2009 8:16 PM
To: monroe
Subject: Fw: Comments on Draft EIS Monroe
Attachments: CO-EST2008-POPCHG2000_2008-37.csv

Jennifer Harris

From: AmyMHelms@co.union.nc.us
To: Harris, Jennifer
Cc: ncook@ci.charlotte.nc.us ; RBlack@co.union.nc.us ; ScottHuneycutt@co.union.nc.us
Sent: Mon Jun 15 19:14:45 2009
Subject: Comments on Draft EIS Monroe

Jennifer,
The following comments on the subject project are as follows:

1- Please note that population estimates for Union County 2010, 2020, 2030 given in Table 1-2 are slightly underestimated. The 2007 population was quoted as 182,344 in Section 7.8.2. Please see attached estimates from the Population Division, US Census Bureau (March 19, 2009) as provided by the County's GIS Department.

2- Was any consideration given to upgrading/improving Scott Long Road to accommodate traffic volumes from Secret Shortcut Road?

3- I am not aware of any subdivision named Lake Park. The Village of Lake Park is a town. Lake Park was referred to as a subdivision in Sections 3.2.1 and 7.3.2. There may be other references as well.

4- Section 4.4.1.2 (Page 4-24): In the third paragraph, the County's water system serves closer to approximately 40,000 customers. In the fifth paragraph, the County did adopt a Water Allocation Policy in October 2008, but it is currently being revised as requested by the Board of County Commissioners. This was also stated in the last paragraph of Section 7.5.2.

5- Section 4.7 Floodplains and Floodways needs some additional information. Section 4.7.1 (Page 4-31): In the second paragraph, first sentence, floodway needs to be better defined. The definition of a floodway, per FEMA, is as follows: "Regulatory Floodway" means the channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height. This height is usually one foot. Also, detailed studied streams have floodways. Limited detailed studied streams have non-encroachment areas. The State's NFIP office is treating these non-encroachment areas the same as floodways. This project does cross limited detailed studied streams and will need to include non-encroachment areas when modeling the crossings.

In the third paragraph, should the municipalities that participate in the NFIP also be listed?

In the fourth paragraph, it is unclear what the dates are referring to. Union County adopted the FIRMs in October 2008 along with a new floodplain development ordinance. Revisions to certain maps were in November 2008 and also in March 2009.

Section 4.7.3 (page 4-34): In the seventh paragraph, a CLOMR and LOMR should also be sent to the affected communities for review and signature of the community acknowledgement form.

6- Section 7.3.4 (Page 7-6): This section implies that Union County has adopted a more detailed stormwater ordinance by referencing the Union County Stormwater Discharge and Quality Control Ordinance. This ordinance was posted on the County's website as a DRAFT and has since been removed from the website. It has not been adopted and therefore has not been implemented. The only Union County stormwater requirements in effect at this time are Article XVI Drainage and Stormwater Management and Article XII, Section 187 Incentives for Cluster

7/8/2009

Developments of the Union County Land Use Ordinance. The NCDENR-DWQ (Stormwater Section) implements for the County the Stormwater Post-Construction requirements and the Site Specific Management Plan for the Goose Creek Watershed. In the third paragraph of this Section, the towns of Fairview, Unionville, and Marshville do not adhere to the County's Land Use Ordinance.

Section 7.6.3 (Page 7-16): Please correct the last sentence in the first paragraph. It is somewhat misleading based on the above information.

Section 7.8 (Page 7-20): Please correct the last sentence in the second paragraph. It is somewhat misleading based on the above information.

7- Union County businesses are an important asset to this County due to the limited number of them. Please avoid and/or reduce impacts as much as possible and help to mitigate where impacts can not be avoided.

8- There is great information provided in this document and information supporting this document. Would it be possible to request the detailed data used in this project such as the streams, hydrology, wetland and pond data? I would like to compare with our own GIS data and maybe incorporate your data into our GIS data. Please let me know.

Thank you for the opportunity to comment. If you should have any questions, please feel free to contact me at 704-283-3520.

Amy Helms, PE
Assistant Director Infrastructure and Environment
Union County Public Works

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7/8/2009

Appendix B2 – Local Government Comments

Table B2-4: Union County

Document: g004 letter dated June 15, 2009

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
1	Community Characteristics and Resources	Please note that population estimates for Union County 2010, 2020, 2030 given in Table 1-2 are slightly underestimated. The 2007 population was quoted as 182,344 in Section 7.8.2. Please see attached estimates from the Population Division, US Census Bureau (March 19, 2009) as provided by the County's GIS Department.	The 2007 Union County population of 182,344 (provided in Section 7.8.2 of the Draft EIS) was the certified county population from the NC Office of State Budget and Management as of July 2007.
2	Land Use and Transportation Planning	2- Was any consideration given to upgrading/improving Scott Long Road to accommodate traffic volumes from Secrest Shortcut Road?	<p>The original design for the Unionville-Indian Trail Road interchange presented in the Draft EIS was based on NCDOT's current design guidelines; therefore, the design provided accommodations for future loops in all quadrants, as well as access control along Unionville-Indian Trail Road for a distance of 1,000 feet beyond the interchange ramps. Due to the proximity of the interchange to existing Secrest Shortcut Road, the designs included a realignment of Secrest Shortcut Road to the south, utilizing Scott Long Road and connecting back to the existing Secrest Shortcut Road alignment east of Unionville-Indian Trail Road.</p> <p>Based on comments from the Town of Indian Trail, as well as public comments received during the Draft EIS comment period, the Unionville-Indian Trail Road interchange has been redesigned utilizing a compressed diamond type interchange. This design reduces the footprint of the interchange, thereby minimizing impacts, eliminating the need to relocate Secrest Shortcut Road, and reducing the amount of access control along Unionville-Indian Trail Road. This design change is discussed in Section 2.3.1 of this Final EIS, and impacts reported throughout this document reflect the revised design.</p>
3	Community Characteristics and Resources	3- I am not aware of any subdivision named Lake Park. The Village of Lake Park is a town. Lake Park was referred to as a subdivision in Sections 3.2.1 and 7.3.2. There may be other references as well.	This correction is noted in Appendix A of the Final EIS (Errata and Revisions to the Draft EIS).
4	Utilities	4- Section 4.4.1.2 (Page 4-24): In the third paragraph, the County's water system serves closer to approximately 40,000 customers. In the fifth paragraph, the County did adopt a Water Allocation Policy in October 2008, but it is currently being revised as requested by the Board of County Commissioners. This was also stated in the last paragraph of Section 7.5.2.	Section 1.3.1.3 of the Final EIS was updated with the most current information regarding the number of people Union County's water system currently services as well as the latest information regarding the Water Allocation Policy.

Appendix B2 – Local Government Comments

Table B2-4: Union County

Document: g004 letter dated June 15, 2009

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
5	Floodplains and Floodways	5- Section 4.7 Floodplains and Floodways needs some additional information. Section 4.7.1 (Page 4-31): In the second paragraph, first sentence, floodway needs to be better defined. The definition of a floodway, per FEMA, is as follows: "Regulatory Floodway" means the channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height. This height is usually one foot. Also, detailed studied streams have floodways. Limited detailed studied streams have non-encroachment areas. The State's NFIP office is treating these non-encroachment areas the same as floodways. This project does cross limited detailed studied streams and will need to include non-encroachment areas when modeling the crossings.	The definition of a floodway included in Section 4.7.1 was intended to be a layman's definition. It does not conflict with the more formal definition provided in this comment.
6	Floodplains and Floodways	In the third paragraph, should the municipalities that participate in the NFIP also be listed? In the fourth paragraph, it is unclear what the dates are referring to. Union County adopted the FIRMs in October 2008 along with a new floodplain development ordinance. Revisions to certain maps were in November 2008 and also in March 2009. Section 4.7.3 (page 4-34): In the seventh paragraph, a CLOMR and LOMR should also be sent to the affected communities for review and signature of the community acknowledgement form.	Section 1.3.2.7 of the Final EIS provides an update to this information. A CLOMR and LOMR will be prepared and submitted to NC Floodplain Mapping Program, or appropriate jurisdictions, for approval.
7	Water Resources	6- Section 7.3.4 (Page 7-6): This section implies that Union County has adopted a more detailed stormwater ordinance by referencing the Union County Stormwater Discharge and Quality Control Ordinance. This ordinance as was posted on the County's website was a DRAFT and has since been removed from the website. It has not been adopted and therefore has not been implemented. The only Union County stormwater requirements in effect at this time are Article XVI Drainage and Stormwater Management and Article XII, Section 187 Incentives for Cluster Developments of the Union County Land Use Ordinance. The NCDENR-DWQ (Stormwater Section) implements for the County the Stormwater Post-Construction requirements and the Site Specific Management Plan for the Goose Creek Watershed. In the third paragraph of this Section, the towns of Fairview, Unionville, and Marshville do not adhere to the County's Land Use Ordinance. Section 7.6.3 (Page 7-16): Please correct the last sentence in the first paragraph. It is somewhat misleading based on the above information.	These corrections are noted in Appendix A of the Final EIS (Errata and Revisions to the Draft EIS).
8	Water Resources	Section 7.8 (Page 7-20): Please correct the last sentence in the second paragraph. It is somewhat misleading based on the above information.	NCTA believe this statement to remain true. The project is not expected to induce a substantial amount of growth in the region beyond what is expected under the No-Build Alternative. Any growth resulting from the project will be governed by local rules, regulations and plans.

Appendix B2 – Local Government Comments

Table B2-4: Union County

Document: g004 letter dated June 15, 2009

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
9	Community Characteristics and Resources	7- Union County businesses are an important asset to this County due to the limited number of them. Please avoid and/or reduce impacts as much as possible and help to mitigate where impacts cannot be avoided.	The selection of the Preferred Alternative was based on a balance of cost and design considerations, impacts to the human and natural environments, and input received from agencies and the public. Impacts to businesses were considered in the evaluation of the Preliminary Study Alternatives and DSAs. NCTA will continue to look for ways to minimize impacts, including those to businesses, through final design.



June 15, 2009

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

Subject: Draft Environmental Impact Statement (DEIS) for the Monroe Connector/Bypass Project (STIP #'s R-2559 and R-3329)

Dear Ms. Harris:

On behalf of the City of Charlotte, I want to first thank you for sending me a copy of the Draft Environmental Impact Statement for the Monroe Connector/Bypass project. Since this proposed project is located mostly within Union County, we have no comments regarding the alignment options considered in the DEIS.

We are providing the following comments not just on the DEIS, but also to influence the upcoming design and implementation phases for this important project:

1. If an alternate is selected that begins at I-485 and uses segment 18A, we believe that modifications will need to be made along US 74 northwest to the NC 51 interchange in Mecklenburg County. This could include constructing a grade separation at US 74 with Matthews-Mint Hill Road in Matthews as identified on the Mecklenburg-Union Thoroughfare Plan.
2. The final project design should accommodate an extension of managed (High Occupancy Vehicles (HOV) or High Occupancy Toll (HOT)) lanes along US 74 into Matthews and Charlotte in Mecklenburg County. This provision for managed lanes will mitigate the impacts of additional traffic flowing on US 74 in Mecklenburg County and enhance the travel time reliability for longer-distance travelers on US 74 in both counties.

Please contact Tim Gibbs of my staff (tgibbs@charlottenc.gov) at 704.336.3917 if you have questions concerning our suggestions and thoughts regarding the project.

DEPARTMENT OF TRANSPORTATION

600 East Fourth Street
Charlotte, NC 28202-2858
PH: 704/336-4119
FAX: 704/336-4400

Ms. Jennifer Harris, PE
June 15, 2009

Thank you for providing us with a copy of the draft document and the opportunity to provide comments on it.

Sincerely,


Danny Pleasant, AICP
Director

c: Anthony Foxx, Mecklenburg-Union MPO Vice Chairman
Robert Cook, AICP, Secretary, Mecklenburg-Union MPO

Appendix B2 – Local Government Comments

Table B2-5: Charlotte DOT

Document: g005 letter dated June 15, 2009

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
1	Land Use and Transportation Planning	On behalf of the City of Charlotte, I want to first thank you for sending me a copy of the Draft Environmental Impact Statement for the Monroe Connector/Bypass project. Since this proposed project is located mostly within Union County, we have no comments regarding the alignment options considered in the DEIS.	NCTA acknowledges this comment.
2	Land Use and Transportation Planning	1. If an alternate is selected that begins at I-485 and uses segment 18A, we believe that modifications will need to be made along US 74 northwest to the NC 51 interchange in Mecklenburg County. This could include constructing a grade separation at US 74 with Matthews-Mint Hill Road in Matthews as identified on the Mecklenburg-Union Thoroughfare Plan.	DSA D has been selected as the Preferred Alternative. This alternative does not include Segment 18A.
3	Land Use and Transportation Planning	2. The final project design should accommodate an extension of managed (High Occupancy Vehicles (HOV) or High Occupancy Toll (HOT)) lanes along US 74 into Matthews and Charlotte in Mecklenburg County. This provision for managed lanes will mitigate the impacts of additional traffic flowing on US 74 in Mecklenburg County and enhance the travel time reliability for longer-distance travelers on US 74 in both counties.	The project design will not preclude the extension of HOV or HOT lanes along US 74 in Mecklenburg County.

Gibilaro, Carl

From: Harris, Jennifer [jennifer.harris@ncturnpike.org]
Sent: Thursday, April 30, 2009 3:47 PM
To: Shumate, Christy; Gibilaro, Carl
Subject: FW: Comments from Pineville for Monroe Connector

fyi

Jennifer H. Harris, P.E.
North Carolina Turnpike Authority
5400 Glenwood Avenue, Suite 400
Raleigh, North Carolina 27612
Tel (919) 571-3000
Dir (919) 571-3004
Fax (919) 571-3015

From: Kevin Icard [mailto:kicard@pinevilledsl.net]
Sent: Thursday, April 30, 2009 9:09 AM
To: Harris, Jennifer
Subject: Comments from Pineville for Monroe Connector

Good Morning Jennifer,

My Mayor passed on to me the 2 volumes of the Administrative Action Draft Environmental Impact Statement for the Monroe Connector/Bypass. After reading through both volumes...lol we have no comments to make. He received a letter from Steve Dewitt asking for any comments to go to you.

Thanks,

Kevin Icard
Town of Pineville
Planning Director
P. O. Box 249
Pineville, NC 28134
704.889.1316 (Office)
704.889.2293 (Fax)
kicard@pinevilledsl.net



Office of the Mayor
Town of Matthews
June 17, 2009

232 Matthews Station Street
Matthews, NC 28105

R. Lee Myers
Mayor

Ms. Christy Shumate, AICP
North Carolina Turnpike Authority
General Engineering Consultant
1578 Mail Service Center
Raleigh NC 27699-1578

Re: Draft Environmental Impact Statement

Dear Ms. Shumate:

As part of the Draft Environmental Impact Statement the Authority embarked on a detailed study of alternatives. As part of those findings the Turnpike Authority is recommending Detailed Study Alternate D using Route 2A. The Matthews Town Board is endorsing this recommended alternative.

The Town of Matthews supports the rebuilding of U.S. Highway 74, which includes approximately one mile of U.S. Highway 74. This section of road includes the toll road as well as non-tolled frontage roads on either side. We feel that, as part of the recommended alternative, and in order to minimize impacts to the businesses, that the design should include elevating the toll road and installing retaining walls. This will significantly reduce the right-of-way which, in turn, reduces the impact on businesses by nearly 50% as compared to other designs. Furthermore, this design will not have a negative impact on the 160 acre site for the future Mecklenburg County sportsplex facility. This alternative also has no adverse effect on the Central Piedmont Community College Levine Campus facility. We also support this route in order to eliminate the negative impact of other alternate routes that would impact Stallings Elementary School.

It should be noted that in some earlier reviews by NCDOT they provided supportive comments to Route 18A. However, the official position of NCDOT is to endorse Detailed Study Alternate D, using Route 2A.

The Town of Matthews strongly recommends that the North Carolina Turnpike Authority support the Detailed Study Alternative Route D, using Route 2A as the final route for the Monroe Bypass/Connector.

Sincerely,

R. Lee Myers

cc: NC State Senator Eddje Goodall
Transportation Secretary Gene Conti
Jennifer Harris, NCTA
Carl Gibilaro, PBS&J

704-845-1953 • mayormyers@matthewsnc.com

Appendix B2 – Local Government Comments

Table B2-6: Town of Pineville

Document: g006 letter dated May 30, 2009

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
1		No comments on the Draft EIS	No response necessary.

Appendix B2 – Local Government Comments

Table B2-7: Town of Matthews

Document: g007 letter dated June 17, 2009

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
1	Comment Noted	The Town of Matthews strongly recommends that the North Carolina Turnpike Authority support the Detailed Study Alternative Route D, using Route 2A as the final route for the Monroe Bypass/Connector.	No response necessary.

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APPENDIX B3
INTEREST GROUP COMMENTS AND RESPONSES

Document Number	Agency/Organization	Date	Page Number
i001	Southern Environmental Law Center	06/15/09	B3-1
i002	Ed Eason	05/30/09	B3-55

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June 15, 2009

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VIA US MAIL AND E-MAIL

Re: Draft Environmental Impact Statement for Monroe Connector/Bypass Project

Dear Ms. Harris,

On behalf of the Sierra Club Central Piedmont Group, the Carolinas Clean Air Coalition, the Yadkin Riverkeeper, and the North Carolina Wildlife Federation, the Southern Environmental Law Center ("SELC") offers the attached comments on the above-referenced draft Environmental Impact Statement ("DEIS") prepared by the Federal Highway Administration, the North Carolina Department of Transportation ("NCDOT"), and the North Carolina Turnpike Authority (the "Transportation Agencies"). The DEIS analyzes the impacts of the proposed alternatives for the Monroe Connector/Bypass project ("the Project").

In our comments, we identify a number of issues related to the proposed Project which we believe require significantly greater disclosure and analysis to comply with the National Environmental Policy Act ("NEPA") and other federal and state laws relevant to the potential eventual permitting of this project. The key shortcomings of the DEIS include the following:

- The currently articulated purpose and need for the Project is artificially circumscribed, preventing the consideration of a reasonable range of alternatives and biasing the analysis in favor of a new location highway.
- The DEIS presents a flawed traffic analysis that downplays the likelihood that the Project will induce sprawling growth and increase travel demand in the project area, contributing to the Charlotte area's difficulty in attaining national ambient air quality standards and to increased greenhouse gas emissions in the region.
- The DEIS does not acknowledge or evaluate how various Project alternatives will contribute to nonpoint source runoff and affect critical habitat of the Carolina heelsplitter mussel, a listed endangered species.
- The DEIS fails to provide previous NCDOT evaluations of cost-effective transportation infrastructure investments that could reduce congestion along the US 74 corridor. Instead, the DEIS offers a flawed analysis of an exceedingly expensive alternative, which would face considerable difficulties in permitting due to Clean Air Act, Clean Water Act

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and Endangered Species Act constraints, underscoring the need to consider a broader range of location and functional alternatives.

The immense scale of the Project and its overarching policy implications in the context of the transportation and land use challenges facing the greater Charlotte region, and North Carolina as a whole, call for an especially thorough consideration under NEPA. These challenges have only grown since the previous Project study was completed in 2003, prompting more extensive comments by SELC on this Project on behalf of a larger number of concerned conservation groups. The numerous and significant shortcomings in the DEIS prevent meaningful review of the Project, its many far-reaching impacts, and potential alternatives in a meaningful manner. We urge the Transportation Agencies to revise their analysis of alternatives and impacts according to the recommendations set forth herein and to issue a revised Draft Environmental Impact Statement for public review and comment.

Sincerely,



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Comments on the Draft Environmental Impact Statement for Monroe Connector/Bypass Project

June 15, 2009

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I. INTRODUCTION

As its name suggests, the Monroe Connector/Bypass project was originally conceived as two separate projects. NCDOT first studied a Monroe Bypass that would loop north of Monroe from US 74 near Marshville, westward to Rocky River Road. Later, NCDOT proposed a Monroe Connector that would connect the proposed Monroe Bypass to the I-485 Charlotte outer loop. NCDOT began the NEPA process for these projects in the late 1990s, issuing a draft EIS for the Monroe Connector in 2003. SELC submitted comments on that document, highlighting its deficient analysis of significant water quality impacts on the Goose Creek watershed, which would likely jeopardize the continued existence of the endangered Carolina heelsplitter mussel. Rather than attempt to revise its prior DEIS and address SELC's and the resource agencies' comments, NCDOT rescinded the document, explaining that it would pursue a new project with the Turnpike Authority that would combine the Monroe Bypass and Connector projects. 71 Fed Reg. 19, 4958 (Jan. 30, 2006).

In the current DEIS, the Transportation Agencies have refashioned the Monroe Connector and Bypass projects as a single toll highway. Despite the novelty of toll roads in North Carolina, the project described in the DEIS represents a 20th century solution to North Carolina's 21st century mobility challenges. Because of the Charlotte region's ongoing difficulties in achieving air quality standards, the impending regulation of greenhouse gas emissions and other recent and anticipated changes to transportation policy at the federal and state levels, SELC has expanded its comments on the Project beyond water quality impacts to endangered species, which were the focus of previous comments on the 2003 DEIS.

The Project would cost over \$800 billion. Anticipated toll revenues would only finance a fraction of that amount. State and federal funding would have to cover the rest, diverting transportation dollars that could be used to address the congestion problems along US-74, which the Project does not improve and which, in fact, it will eventually make worse. The Project would fuel sprawling development in an endangered species' critical habitat. It would hamper the Charlotte region's efforts to come into compliance with the Clean Air Act when the area is having great difficulty in attaining air quality standards and facing a potential loss of federal transportation funding. Yet the DEIS does not provide a single, credible indicia that the Project will actually "improve mobility."

The 15-county Charlotte combined statistical area's explosive growth and low density development over the past several decades have earned the region a reputation as a textbook example of sprawl. This sprawling growth has resulted in a population spread over a large geographic area and a transportation system still largely dependent on single occupancy vehicle travel. This auto-centric transportation system has led to predictable results – congested roads, air polluted with vehicle exhaust, and nonpoint runoff resulting in impairment of water quality. Recent developments suggest that parts of the Charlotte region may be turning the corner. For example, ridership on the new LYNX light rail line has exceeded the most optimistic projections and has spurred vibrant mixed use and transit oriented development. But in order to create a more livable Charlotte, the greater region must make wise transportation infrastructure investments to build on this recent success.

The Monroe Connector/Bypass project is inconsistent with the emerging transportation agenda for the Charlotte region. The Project would spur auto-centric, low-density growth that would impede plans to expand the city's light rail network to the US 74 corridor. Indeed, the Monroe Connector/Bypass

project is little more than the newest iteration of the same poor transportation planning that led to the Charlotte region's existing congestion, air and water quality problems. Like the projects that have failed in the past, this project remains an ill-advised attempt to alleviate congestion by adding more highways. The only difference is that drivers will have to pay a toll to use this highway, a reflection of the unsustainable economics behind the state's massive investment in highway capacity and local governments' failure to address land use planning needs.

Over the long-term, building more and more far-flung bypasses and outer beltways—such as this Project and its counterpart on Charlotte's west side, the Garden Parkway—simply induces more low-density growth and increases traffic demand in surrounding areas. The explosive growth east of the I-485 outer loop in Union County is an excellent example of where new highway capacity ultimately exacerbated, rather than alleviated, congestion. Construction of a new location, 20-mile, 4-6 lane controlled access toll highway will contribute to even further outward migration to the east of urban Charlotte. And to the contrary of the inexplicable DEIS traffic forecasts, this will further boost population growth and associated travel demand in rural Union County.

Given its scale, cost, and regional importance, the Transportation Agencies' evaluation of this project under NEPA must be equally rigorous. Instead, the Agencies have issued a DEIS that suffers from multiple inaccuracies, omissions and other shortcomings. The DEIS fails to consider obvious, viable alternatives, or to even present NCDOT's own previously-completed studies of these alternatives. It fails to account for induced population growth, negligently advancing the claim that construction of a 20 mile toll highway will actually *decrease* the total amount of traffic in the area. The DEIS fails to adequately assess the Project's impact on endangered species, water quality, air quality, and the overall quality of life in the Charlotte area, contradicting itself in various sections of the document on the critical issue of congestion relief, anticipated future development and induced demand. These shortcomings prevent the meaningful and informed evaluation of this project as required by NEPA. The Agencies should issue a revised DEIS that fully addresses these impacts and includes careful evaluation of a viable upgrade alternative to the congested US 74 corridor before proceeding to the Final EIS phase.

II. BASIC NEPA REQUIREMENTS

The National Environmental Policy Act, 42 U.S.C. § 4321 *et seq.* (NEPA), embodies a broad national commitment to protecting and promoting environmental quality. *Robertson v. Methow Valley Citizens Council*, 109 S. Ct. 1835, 1845 (1989). NEPA implements this commitment by focusing government and public attention on the environmental effects of a proposed agency action, ensuring that important environmental consequences will not be overlooked or underestimated only to be discovered after resources have been committed or the die otherwise cast. In short, NEPA requires that the evaluation of a project's environmental consequences take place early in the project's planning process. *North Buckhead Civic Ass'n v. Skinner*, 903 F.2d 1533, 1540 (11th Cir. 1990).

The preparer of an EIS "must go beyond mere assertions" and provide sufficient data and reasoning to enable a reader to evaluate the analysis and conclusions and to comment on the EIS. *Silva v.*

Lynn, 482 F.2d 1282, 1287 (1st Cir. 1973). In particular, the discussion of alternatives should be presented in a straightforward, compact and comprehensible manner. *Id.*

Equally important, an EIS provides the basis for a decision under Section 404(a) of the Clean Water Act, 33 U.S.C. § 1344(a), which authorizes the Corps of Engineers to issue permits for the discharge of dredged or fill materials into wetlands or other waters. The Corps must deny applications for section 404 permits if "[t]here is a practicable alternative to the proposed discharge that would have less adverse effect on the aquatic ecosystem, so long as such alternative does not have other significant adverse environmental consequences." 33 C.F.R. § 320.4(a)(i).

III. PURPOSE AND NEED

1. Project Needs and Goals

The DEIS identifies the "purpose" of the Monroe Connector/Bypass Project as addressing the following needs:

- To reduce congestion along US 74.
- To improve mobility in the US 74 corridor by increasing average travel speeds.
- To enable high-speed regional travel in the US 74 corridor consistent with the designations and goals of state and local transportation plans.
- To maintain access to properties along existing US 74 and preserve the many retail, commercial and employment centers in the area.

The DEIS explains that state and local transportation plans include the Mecklenburg-Union MPO's decision to include the bypass project in its long-range transportation plan, NCDOT's designation of US 74 as a "Strategic Corridor," the North Carolina legislature's designation of US-74 as part of the "North Carolina Intrastate System," and the Federal Highway Administration's listing of US-74 as part of the "Strategic Highway Network" or STRAHNET. According to the DEIS, these designations, taken together, contemplate "high-speed regional travel" along a "freeway" through the corridor.

2. Regulatory Framework

NEPA regulations require the Agencies to provide a statement specifying "the underlying purpose and need to which the agency is responding in proposing the alternatives including the proposed action." 40 CFR § 1502.13. An agency may not "narrow the objective of its action artificially and thereby circumvent the requirement that relevant alternatives be considered," *City of New York v. Dep't of Transp.*, 715 F.2d 732, 743 (2d Cir. 1983), rendering the EIS a "foreordained formality." *Citizens against Burlington, Inc.*, at 196. Rather, agencies must look hard at the factors relevant to the defined purpose. Once an agency has considered the relevant factors, it must define goals for its action that fall somewhere within the range of reasonable choices. *Id.*

“One obvious way for an agency to slip past the structures of NEPA is to contrive a purpose so slender as to define competing ‘reasonable alternatives’ out of consideration (and even out of existence).” *Davis v. Mineta*, 302 F.3d 1104, 1119 (10th Cir. 2002) quoting *Simmons v. United States Army Corps of Eng’rs*, 120 F.3d 664, 666 (7th Cir. 1997). Unfortunately, this DEIS takes such an approach from the outset.

3. Deficiencies in the Purpose and Needs Section

A. The Need to Build a Freeway

The “Purpose and Needs” section of the DEIS adopts an impermissibly narrow “purpose.” The stated project purpose – to build a freeway– essentially restates the specific project design desired from the outset by the Transportation Agencies, rather than identifying the primary underlying purpose of the project. As such, it is too narrow to support consideration of the reasonable range of alternatives required by the National Environmental Policy Act. Consequently, it is also insufficient to support the identification and permitting of the least damaging practicable alternative that meets the underlying purpose of the project, as required under Section 404 of the Clean Water Act.

The narrow purpose espoused in the DEIS foreordains the selection of a new location freeway as the recommended alternative. This narrow purpose is rooted in an artificially constricted conception of the project need: namely, US 74’s “inability to serve high-speed regional travel consistent with the designations and goals of State and Local Transportation Plans.” [1-2] The DEIS explains that “high-speed” signifies nothing less than a fully controlled-access “freeway” facility, since the Strategic Highway Corridor *Vision Plan* and the MUMPO Long Term Transportation Plan define US-74 as a “freeway.” *Id.* The DEIS thus views the absence of a high-speed freeway in the corridor as a specific need to remedy.

Because the DEIS frames the problem of US 74 as the lack of a freeway, the analysis that follows, including the project purpose, necessarily restricts itself to this narrow framework. Although the project purpose cites a need “to improve mobility” within the study area, the DEIS specifies a condition by which the project must operate to improve mobility: the project shall improve mobility “by providing a facility . . . that allows for high-speed regional travel consistent with” the Strategic Highway Corridors program. [1-3] In other words, the project’s purpose is to improve mobility by building a freeway. The project’s purpose does not include improving mobility by adopting any alternative other than a freeway. This condition thus collapses the project purpose into the narrow goal of building a freeway.

The DEIS does not support this narrow goal with any specific, empirically verifiable data such as average commute times, the average trip time between major population centers, or cost-effectiveness. And the DEIS offers no explanation of why, for example, the SHC program contemplates that some corridors—but not this one—may accommodate “high-speed” regional travel needs with less than a fully controlled-access freeway. According to the DEIS, the Board of Transportation’s underlying purpose in establishing the Strategic Highway Corridors Initiative is “to provide a safe, reliable, and high-speed network of highways,” but also “to use the SHC Concept as a tool to influence and affect ongoing planning and project related decisions in order to realize the facility type vision.” [1-5] The DEIS appears to advance the notion that the SHC concept and other “tools to influence” planning should displace an objective analysis of alternatives under NEPA. They do not.

The record demonstrates that the Transportation Agencies included this inadequate purpose and need statement in the DEIS despite the objections of other agencies. For example, early in the scoping process, the North Carolina Division of Water Quality asked: “if ‘high-speed’ is part of the Purpose and Need statement, will an expressway (or any other type of facility other than a freeway) meet the Purpose and Need for the project?”¹ If not, the agency requested “that the Turnpike Authority justify in specific terms how a ‘high-speed’ facility is needed with STRAHNET, the Strategic Highway Corridor, or NC Intrastate Corridor designation.” NCTA responded “that a freeway will be needed to meet the purpose and need.” Nothing in the record, however, meets the resource agency’s request for a justification of this conclusion “in specific terms.” The DEIS repeats this omission.

B. Ambiguity and Lack of Precision in the Identification of Project Needs

To comply with NEPA, the DEIS must objectively define the project purpose to “improve mobility” with quantifiable measures that allow for meaningful comparison between a full range of alternatives. For example, the DEIS specifically cites congestion and lengthy commute times along US 74 as “needs for the proposed action,” yet the statement of the project purpose on the following page neglects to mention these issues. This leaves the meaning of “improve mobility” ambiguous. The project purpose should outline tangible objectives related to mobility, such as reducing travel times between population centers in the project area, increasing freight movement capacity within the corridor, and providing residents with more transportation options. At the least, the project purpose should relate to all of the needs discussed in the DEIS “Purpose and Need” chapter, including the current high crash rate along US 74, its “high percentage of truck traffic,” and its high level of congestion.

The DEIS fails to present critical data that would illuminate the cause of the congestion along US 74 and other barriers to mobility in the project area. The DEIS intimates that commuters cause a large part of the traffic congestion along US 74. It points out that over 30,000 residents of Union County commute to Mecklenburg County for work, and approximately 80% of commuters in Mecklenburg and Union counties “drive alone to work.”[1-12] But the DEIS does not present survey or any other data that demonstrates who actually uses US 74. It simply assumes that capacity along US 74 cannot meet the demand of commuters and long-distance truckers. This untested assumption provides the justification for ignoring the effect on congestion from poor access control along US 74 and the highly disconnected secondary road-network in the project area. These factors clearly matter, however. Even assuming that every one of the 31,000 commuters from Union County to Mecklenburg drove by themselves along US 74—a highly implausible assumption given traffic along other arterials such NC 84, NC 521 and NC 16—these commuters would account for less than half of the average daily traffic on the busiest segments of US 74 near I-485. An accurate characterization of the US 74 congestion problem must acknowledge the very high percentage of local trips within the corridor, something the DEIS does not do. Obviously, an accurate assessment of the nature of the traffic problem would lead to a different range of solutions to be considered in the DEIS.

¹ North Carolina Turnpike Authority Summary of Agency Comments on Preliminary Purpose & Need (8/15/07), p.6-8.

C. Suggested Statement of Purpose and Need

The Agencies should issue a new DEIS that contains a clear and unbiased statement of the purpose and need for this project in order to ensure consideration of a reasonable range of alternatives, and the eventual identification of the least damaging practicable alternative. The project purpose should be stated neutrally and without an artificial level of specificity. In this situation, with the proposed project having to comply with both NEPA and Section 404 of the CWA, it is even more important that the basic project purpose be properly articulated so as not to artificially constrain the Corps from exercising independent judgment in identifying the basic purpose of the project and using it as the touchstone for evaluating the feasibility of the various potential alternatives. Satisfying these basic legal requirements for the alternatives analysis will maximize the chance of a permit being issued without further delay at the end of the EIS process.

As discussed previously, the Agencies have identified the need "to improve mobility . . . within the project study area." SELC and its partner groups recognize that traffic problems do, in fact, exist on US 74, and suggest that a statement of the project's purpose focus on the enhancement of mobility in the area. A further refined statement of project purpose might be drafted as follows:

"To provide increased mobility to serve residents, businesses, and tourists traveling in or through eastern Mecklenburg County and western Union County in a manner that protects the environment, provides economic opportunity, and preserves the historic and social setting of the affected region."

Such a project purpose would not foreclose the consideration in the EIS and the 404/401 permitting process of other solutions for addressing mobility in the area that do not involve the construction of a toll highway.

IV. ALTERNATIVES ANALYSIS

1. The Proposed Alternatives

As the DEIS Summary explains, a "Qualitative First Screening of Alternative Concepts" indicates that "only a freeway type facility, either on new location or an upgrade of existing roadways . . . would fulfill the identified needs and meet the purpose of the project." [S-3] Consequently, the build alternative "concepts" considered in the "Qualitative Second Screening" are 1) converting US 74 into a ten-lane toll way and frontage road system; 2) building a four-lane, new location toll way with ten intersections and a 70 foot median that allows for later widening; and 3) a combination of those two concepts. Because widening US 74 to ten lanes would destroy most of the businesses throughout the corridor, the Quantitative Third Screening eliminates that alternative. All of the remaining "detailed study alternatives" are slight route variations for a new location toll road, and the bulk of the DEIS alternatives analysis compares the costs and impacts associated with these various alignments of what is essentially a single alternative.

2. Regulatory Framework

The consideration of alternatives is "the heart of the environmental impact statement." 40 C.F.R. § 1502.14. NEPA directs agencies to prepare a "detailed statement" of alternatives to the proposed

federal action. 42 U.S.C. § 4332(C)(iii). The agency must "[d]evote substantial treatment to each alternative considered in detail, including the proposed action, so that reviewers may evaluate their comparative merits." 40 C.F.R. § 1502.14(b). Only those alternatives that are deemed to be unreasonable can be eliminated from the study. 40 C.F.R. § 1502.14(a). Detailing all realistic possibilities forces the agency to consider the environmental effects of a project and to evaluate those against the effects of alternatives. *Piedmont Heights Civic Club Inc. v. Moreland*, 637 F.2d 430, 436 (5th Cir. 1981).

A highway project DEIS "should consider all possible alternatives to the proposed freeway, including changes in design, changes in the route, different systems of transportation and even abandonment of the project entirely." *Keith v. Volpe*, 352 F. Supp. 1324, 1336 (D. Cal. 1972). The central consideration is whether the functional alternative will actually meet the project's goals, thereby making it reasonable to consider. For example, in *Rankin v. Coleman*, 394 F. Supp. 647 (E.D.N.C. 1974) the court declared an EIS deficient for failure to consider functional alternatives to improving and replacing portions of a state highway on the Outer Banks of North Carolina. The agency was reprimanded for failing to adequately consider improving an existing mainland road, constructing a bridge to ease traffic flow, and widening existing island roads. *Id.* at 658-59. The court also stated that "[e]ach alternative should be presented as thoroughly as the one proposed by the agency, each given the same weight so as to allow a reasonable reviewer a fair opportunity to choose between the alternatives." *Id.* at 659.

Similarly, in *Coalition for Canyon Preservation v. Bowers*, 632 F.2d 774 (9th Cir. 1980), an EIS for proposed new highway construction was held insufficient for failing to consider the functional alternative of upgrading existing highways. The court held that "the alternative of an improved and widened two-lane facility was both reasonable and obvious, and that therefore the EIS is deficient." *Id.* at 784. Also, in *Davis v. Mineta*, 302 F.3d 1104 (10th Cir. 2002), the court invalidated a highway project NEPA document for "summarily" rejecting various functional alternatives. The agency discarded the alternatives because "standing alone [they] would not meet the purpose and need of the Project." *Id.* at 1120 (emphasis in original). The court disagreed, holding that the traffic studies relied upon by the agency provided an "insufficient basis for failing to consider" functional alternatives. *Id.* By dismissing functional alternatives without thorough review, the Monroe Connector/Bypass DEIS falls far short of meeting this required legal standard.

3. Deficiencies in the Analysis of Alternatives Section

In several critical ways, the analysis of alternatives in the DEIS is deficient. First, the alternatives analysis improperly narrows the range of alternatives to freeway projects. Second, the alternatives analysis proceeds on the basis of almost no objective, quantifiable data, failing to even present the results of existing NCDOT studies of the corridor. Third, the alternatives analysis does not consider the combined benefits of obvious and viable upgrade and other congestion relief options. Fourth, the alternatives analysis presents an incomplete picture of the costs associated with various alternatives. Fifth, the alternatives analysis fails to examine the impact of tolling on minority and low-income populations in the project area, or to compare how alternatives to the toll road would affect these residents.

A. Non-Freeway Alternatives

The DEIS does not analyze reasonable alternatives to the proposed action. Rather, it summarily rejects them because they do not comply with the project "purpose" of building a freeway:

Mass transit "would not be consistent with the NC SHC program for the corridor or the NC Intrastate System, as it would not allow for a high-speed freeway for regional travel in the US 74 corridor." [2-9]

Controlling access along US 74 "would not be consistent with the NC SHC program nor the NC Intrastate System programs' visions for the US 74 corridor as a freeway facility allowing for high-speed regional travel." [2-8]

Widening US 74 "would not be consistent with the NC SHC program for the corridor or the NC Intrastate System, as it would not allow for a high-speed freeway for regional travel in the US 74 corridor." [2-10]

Erecting a superstreet above US 74 "would not fulfill the NC SHC program's vision for the corridor as a freeway facility." [2-10]

Designating "HOV lanes" on US 74 "would not allow for a high-speed freeway for regional travel." [2-7]

The only alternatives to the proposed Monroe Connector/Bypass that the DEIS examines in any detail are the "no action" scenario and the conversion of US 74 into a massive ten-lane toll way and frontage road system. Every other alternative is eliminated for the same reason—it is not a controlled access freeway.

The DEIS thus rejects all reasonable alternatives to the proposed action on the basis that they are incapable of spawning a new freeway. The description of these alternatives and the discussion of their elimination occupy some eight pages of the DEIS. The DEIS fails to even mention NCDOT's own study of US 74, which found that less than \$14 million in improvements could bring all but one interchange along US 74 in the project area to an "acceptable level of service."² The DEIS' subsequent "qualitative" and "quantitative" analysis of the remaining freeway variations takes up 34 pages.

This relatively lengthy "analysis" offers little of value. It slices and segues myriad possible freeway segments for a comparison of costs, lumping the "upgrade US 74" alternative into a list of 25 "preliminary study alternatives." But even the "upgrade existing" alternative, a massively disruptive conversion of US 74 into a ten-lane sea of asphalt, referred to as "PSA G" or "Revised PSA G," is eliminated before the final stage of analysis. The DEIS must do more than compare slightly varied routes of the same basic design concept.

B. No Objective Evaluation Based on Empirical Data

In 2007, the consulting company Stantec conducted a study of US 74 in Union County at the behest of NCDOT. The Stantec study concluded that roughly \$3.1 million in "short term improvements"

² US 74 Corridor Study, Final Report (received via email from Stantech Consulting, May 14, 2009) ("Stantech Study").

could improve mobility to "an overall LOS D . . . at 20 of the 23 signalized intersections along the US 74 study corridor."³ Furthermore, the study predicted that \$10.2 million of "long-term improvements"—such as "conversion to a superstreet-type facility, implementation and optimization of closed-loop traffic signal systems, and addition of lanes to intersections"—could result in an "acceptable level of service" by the year 2015 along the whole of the corridor in Union County, with the sole exception of the interchange at Rocky River Road.⁴ The DEIS, however, does not discuss this study. Indeed, the DEIS does not support its recommended alternative with hard data comparing it to any realistic alternative.

Only in the final stage of analysis does the DEIS present traffic forecast data. And these forecasts only compare variations of a new toll road route with doing nothing at all. For less expensive and more effective means of addressing traffic problems along US 74 in the project area, the DEIS adopts a cut and paste approach. Its discussion of the "transportation demand management" or "TDM alternative," the "transportation supply management" or "TSM" alternative, and the "mass transit/multi-modal alternative" bears a disturbing similarity to a generic discussion of these same "alternatives" for other North Carolina Turnpike Authority projects.⁵

These discussions follow the same basic pattern of "analysis." First, they define the "alternative" as a set of insignificant half-measures. Second, they declare any benefit accruing from the alternative as "minimal." Third, they summarily reject the alternative as insufficient to address the overwhelming volume of traffic along the corridor. The DEIS presents no data to support any of these logical progressions.

First, the DEIS gives little justification for how it defines the scope of the TSM, TDM, and Mass Transit/Multi-Modal Alternatives. The DEIS ignores the possibility of combining these strategies, and even within the narrow categories that it adopts, the DEIS excludes measures that are not "typical." For example, the DEIS reasons that "Transportation System Management (TSM) Alternative concept measures typically consist of low-cost, minor transportation improvements to increase the capacity of an existing facility," [2-7] and that "typically, TDM improvements do not involve major capital improvements." [2-5] There is no data or any other support for the decision to adopt this "typical" approach in the DEIS analysis of alternatives. The DEIS explains that "TSM measures such as . . . intersection realignment . . . were not included in the TSM Alternative" because they would "not create any additional capacity along US 74." [2-8] This conclusion is at odds with the Stantech Study of US 74, which analyzed intersection realignment as one of the improvements that could bring most of US 74 up to an "acceptable level of service" for a fraction of the Monroe Connector/Bypass's cost to the taxpayer, not to mention the cost to toll payers.

Second, where the DEIS purports to analyze the TSM, TDM and Mass Transit/Multi-Modal alternatives, it dismisses them on the basis of unsupported assertions. In the discussion of the TSM Alternative, the DEIS rejects the idea of pursuing access control or perhaps even getting rid of a few traffic signals along US 74 because such improvements "would not be effective since limiting turning movements between signalized intersections would increase the turning movement volumes at signalized

³ *Id.*

⁴ *Id.*

⁵ See, e.g., Garden Parkway Draft Environmental Impact Statement available at www.ncturnpike.org; "Mid-Currituck Bridge: Alternatives Screening Report," available at www.ncturnpike.org.

11 intersections.” [2-7] No traffic modeling or other data supports this assertion, and again, NCDOT’s own study appears to contradict this conclusion. Similarly, the DEIS rejects the Mass Transit Alternative without even bothering to define it, because “it would not noticeably improve mobility and capacity because it would not divert enough vehicular traffic.” [2-9] The DEIS presents no data to support that characterization, nor does it explore obvious collaborative opportunities for expanding transit service outward from the planned commuter rail line along US 74 to I-485.

12 Third, the DEIS presents inflated and inaccurate projections of traffic volumes that make any alternative to a new highway facility appear inadequate. As explained at length in section V, the DEIS traffic projections defy the established knowledge in the field, as well as plain common sense. The projections fail to account for any induced traffic growth and grossly inflate traffic volumes under the “no build” scenario. The DEIS invokes these radical traffic modeling results to exclude sensible, lower-cost alternatives, on the basis that the “amount of traffic projected for 2035 along US 74 would overwhelm the effectiveness of minor TSM improvements.” [2-8]

C. A Cumulative, Reasonable “Upgrade Existing” Alternative

SELCO acknowledges that congestion hampers mobility along US 74. This congestion, however, does not reflect a lack of highway capacity so much as a failure to link land use and transportation planning for the efficient use of capacity. Virtually no access management has been applied to US 74. Also, the lack of connectivity along the secondary road network forces drivers to use the main highway for local trips. Despite the planned expansion of transit along the US 74 corridor in Mecklenburg County, neither Union County nor the City of Monroe even operates a public transportation system. [2-8] Despite the potential for cost-effective upgrades to the existing freight rail corridor that parallels US 74 from Charlotte to the Port of Wilmington, trucks amount to 15% of the traffic along the highway. A feasible alternative to the proposed action should address all of these issues and compare the aggregate benefit of an alternative that combines access management, improved secondary road connectivity, development of transit service in Union County, increased freight rail capacity, and limited increases in the capacity of US 74, such as adding lanes to intersections, or possibly even converting some of them to a “superstreet” design.

i. Access Control

13 Streamlining US 74 and consolidating or simply eliminating many access points to it could reap enormous benefits at comparatively tiny costs. As the DEIS points out, “few, if any access management techniques have been applied to this roadway.” [1-15] Even addressing a small fraction of the road’s design flaws could yield significant congestion relief. Again, NCDOT has already paid for a comprehensive study of this issue. In addition to various other short-term and long-term improvements, the Stantec study concluded that “access management and alternative design improvements are also recommended as options at specific locations.”⁶ Again, the DEIS does not disclose the Stantec study or discuss its conclusions. It does point out, however, that “the functional design for a high-speed facility would limit signal spacing to between 0.5 and 2 miles,” and along parts of US 74 the signals “are spaced about .25-mile to 0.5-mile apart.” [2-7]

⁶ Stantec Study at 28.

14 As a measure that forms part of a viable alternative to building a bypass around US 74, the DEIS should include data about the costs and effectiveness of access management. The Agencies should update and expand the Stantec study and further analyze the measures proposed by that study, and they should outline the costs and effectiveness of access management measures associated with more minor improvements such as closing median breaks and rerouting driveway access along US 74. The Stantec study found that only \$13 million worth of improvements could bring all of US 74 in Union County up to “LOS D,” with the sole exception of the Rocky River Road interchange. This level of service may not meet the Project purpose to provide for “high speed” travel, but the potential benefits of upgrading US 74 should be further explored before nearly a billion dollars—including hundreds of millions of taxpayer dollars—finances a toll way. Combined with other measures, access management could improve mobility more than a toll road alternative at a lower cost, but there is no way of knowing with any certainty on the basis of the cursory description offered in the DEIS.

ii. Connectivity

The high frequency of median breaks and driveways along US 74 is symptomatic of another problem that the DEIS fails to even acknowledge: poor connectivity of the secondary road network. Ideally, a hierarchy of roads would obtain in the study area, with main arterial roads such as US 74 handling long distance travelers and commuters, and a well-connected local surface street network allowing many drivers to avoid contributing to congestion on major thoroughfares. A map of the project area shows that the roads branching off of US 74 rarely connect. As a result, through trips needing to travel longer distances on these roadways are slowed down by local drivers who need to run daily errands or travel to and from work or school on the same roadways. Indeed, the Turnpike Authority’s “Traffic and Revenue Analysis” indicates that these types of drivers are predominant on US 74, and that “through trips tend to represent less than half of the total traffic on US 74 between Monroe and Charlotte.”⁷

These two types of trips are incompatible with each other and require two different types of transportation networks to help all drivers travel efficiently. For example, if a resident living in the neighborhood behind the Food Lion on Independence Boulevard (US 74) in Indian Trail wants to drive to Food Lion, he or she must drive onto US 74 in order to access the store. If the secondary streets along the US 74 corridor were redesigned to provide more connectivity and additional choices for reaching desired destinations, local residents could travel to Food Lion on neighborhood streets and could avoid using US 74. Many of the commercial centers along US 74 where traffic congestion currently exists are ripe for redevelopment. As these commercial centers redevelop, it would be relatively simple for these areas to connect to the local street grid. By establishing connections to neighborhood streets, redevelopment of this kind can both reduce traffic on US 74 and bring more jobs, shopping, and services closer to residents. Potential exists for greater connectivity and a significantly more robust network of local streets building on existing parallel corridors such as Old Charlotte Highway, Old Monroe-Marshville Road, Seacrest Shortcut Road and Monroe-Jacksonville Road.

15 The DEIS shortchanges the interests of the local business community in a second way. The DEIS cites the importance of local businesses along the US 74 corridor in rejecting the 10-lane “upgrade existing” alternative, but the DEIS fails to analyze how bypassing US 74 altogether will impact these

⁷ Wilbur Smith Associates (Oct. 2006), 4-7 (as with most other assertions in the Traffic and Revenue Study, no reference to survey data or any other support accompanies this conclusion).

15 same businesses, many of which are retailers. Also, the DEIS implies that the Monroe Connector/Bypass would attract truckers and long-distance commuters and relieve traffic on US 74, but in addition to relying on nonsensical traffic projections, this claim ignores numerous studies that have documented diversions of truck traffic from tolled routes to parallel "free" roads.⁸ Business along US 74 thus face the prospect of an unfixed road network, with all the associated congestion, increased truck traffic, and an exodus of customers with money to spend, who can pay to avoid the congestion along the existing US 74 corridor.

iii. Mass Transit

According to the 2008 Census, over 193,000 people currently live in Union County. It is the fastest growing county in North Carolina, and one of the fastest growing in the country as a whole. Yet mass transit is virtually nonexistent in Union County. According to the DEIS,

Neither Union County nor the City of Monroe operates a public transportation system, with the exception of on-demand paratransit services. There are no plans to begin other public transportation services in the near future. CATS operates an express bus service to and from Uptown Charlotte, stopping at three park and ride lots in Union County. The first is located at Union Towne Shopping Center off US 74 in Indian Trail. The second is located at the K-Mart at 2120 West Roosevelt Boulevard (US 74) in Monroe, and the third one is located at Christ Bible Teaching Center at 1103 Unarco Road off (US 74) in Marshville. [2-8]

16 A recent news report disclosed that ridership on the CATS express route bus line in Union County has nearly doubled in the past year.⁹ This is unsurprising given the rapid growth in the area, and it suggests the potential for expanding transit beyond its fledgling status. Improved transit in Union County could connect with the planned transit service upgrade to the US 74 corridor in Charlotte.

Unfortunately, the treatment of mass transit in the DEIS is utterly inadequate. Without bothering to define what "mass transit" in the project area might look like—e.g. bus service that connects commuters to the planned transit line—the DEIS concludes that the "Mass Transit Alternative concept . . . would not noticeably improve mobility and capacity because it would not divert enough vehicular traffic." [2-9] Again, there is no support for this claim, and no legal basis for the DEIS to neglect any meaningful consideration of transit as part of a viable alternative to a new location toll highway.

⁸ See, e.g., Peter Swan and Michael Belzer. "Empirical Evidence of Toll Road Traffic Diversion and Implications for Highway Infrastructure Privatization." (Nov. 1, 2007) presented at the 87th annual meeting of the Transportation Research Board in Washington, D.C. available at <http://www.thenewspaper.com/r/c/docs/2008/tolldiversion.pdf>; Bryan, J., Blair, J., Lu, L., Atherton, S., Rathore, R., & Johnson, E. "The Impact of Tolls on Freight Movement for I-81 in Virginia." (2004) prepared for the Virginia Department of Rail and Public Transportation, available at <http://www.drpt.virginia.gov/studies/files/81-Toll-Analysis-FinalVersion.pdf>.

⁹ See Cliff Harrington. "Tired of traffic? Let's try mass transit." *Charlotte Observer*, April 30, 2009. ("CATS has an express bus route into Union. Transit officials say 3,961 people rode that route in July 2007. This year, the number of riders soared to 5,813. That doesn't include Union County commuters who drive to park-and-ride lots in Mecklenburg and use buses or Lynx.")

iv. Freight Rail

17 The DEIS fails to even mention freight rail. Freight rail, however, plays an important role in the US 74 corridor. So important, in fact, that the Charlotte-Wilmington rail line makes up one of three corridors envisioned in the "The National Gateway" project, a public-private partnership plan to create a more efficient rail route linking the Mid-Atlantic and the Midwest, improving the flow of rail traffic between these regions by increasing the use of double-stack trains. As Ohio Senator George Voinovich explained on the Senate Floor last year, "the National Gateway proposes preparing three major rail corridors for double-stack clearance: I-95 corridor between North Carolina and Baltimore, MD, via Washington, DC; I-70/I-76 corridor between Washington, DC, and northwest Ohio via Pittsburgh, PA; and Carolina corridor between Wilmington, NC and Charlotte, NC. The result will be thousands of new jobs, improved railway reliability, and the *diversion of heavy trucks from crowded highways* leading to reduced emissions and highway maintenance costs and improved road safety."¹⁰

18 The DEIS emphasizes the "high percentage of truck traffic" along US 74 in the project area, as well as the importance of the corridor as a shipping lane between Wilmington and Charlotte. Rail improvements could divert some of the many trucks that currently travel through the project area and contribute disproportionately to congestion and air pollution relative to auto traffic. These improvements could be extremely cost-effective. NCDOT's \$26 million budget for its entire rail division barely exceeds the \$24 million of annual "gap" funding slated to help finance the Monroe Connector/Bypass. Moreover, according to NCDOT, rail lane miles generally carry a lower price tag than new highway lane miles. And by collaborating with private sector freight carriers, rail improvements can leverage the value of public funding. Without any consideration in the DEIS, however, the public has no way of knowing if this is a viable option for removing truck traffic from US 74, perhaps even more effectively than building a toll highway, which truckers tend to avoid using if possible.¹¹

v. Multi-Modal

19 Finally, the DEIS fails to consider barriers to mobility other than those facing drivers of privately owned vehicles in the study area. The DEIS says nothing about the lack of sidewalks or bicycle routes in the area. The nonexistence of public transit in Union County, according to the DEIS, simply bolsters the need for more highway capacity. But this singular conception of mobility ignores the needs of elderly, disabled, low-income, and other residents who cannot or simply do not wish to depend on a private vehicle for mobility. Moreover, by forcing area residents to take even short trips by car, Union County's lack of mobility options contributes to congestion. Adopting a multi-modal approach to mobility would encourage a more comprehensive analysis of the problems on US 74. For example, road access controls not only would help relieve congestion but they would also encourage mixed use developments at transportation nodes, allowing residents to safely walk or bike within activity centers instead of returning to their cars to complete every errand.

¹⁰ Statement by Senator George Voinovich (R-OH), The United States Senate (Jun 6, 2008) (emphasis added).

¹¹ See *supra* note 8

D. A Complete Presentation of Costs

20 Just as the DEIS gives commuters and residents little insight into how much this project will improve mobility compared to reasonable alternatives, it gives taxpayers only the dimmest notion of this project's cost compares to that of potential reasonable alternatives. The DEIS presents no cost information about non-toll way alternatives. And the DEIS mischaracterizes the revenue potential of tolling, glossing over the substantial public funding that the Project would require. As a result, the DEIS leaves the reader ill-equipped to judge whether the Monroe Connector/Bypass is a sound investment of public funds or a boondoggle.

21 The DEIS estimates that converting US 74 into a ten-lane toll way and frontage road system ("Revised PSA G") would cost around \$1 billion. The DEIS notes that this figure "is approximately 20-23 percent greater than the median costs" of building a new location toll highway, which would be approximately \$800 million. The DEIS does not provide cost estimates for any other alternatives. Potential access control and intersection realignment measures under the "TSM" alternatives are described as "low-cost, minor transportation improvements." [2-6] The DEIS discusses neither specific measures that might be taken under the "Mass Transit / Multi-Modal Alternative," nor the costs of such measures, presumably because "[t]here are no plans to begin . . . public transportation services in the near future" in Union County or the City of Monroe, "with the exception of on-demand paratransit services." [2-8] And the DEIS does not even mention the possibility of improving freight rail. The clear implication is that very little public funding is available for the Project, and therefore tolling is necessary to finance any significant improvement.

22 The DEIS says very little, however, about the need for tolling. The DEIS states that the Turnpike Authority, in cooperation with FHWA and NCDOT, "proposes to construct . . . a controlled-access toll road." [S-1, 1-1] It offers the further explanation that "due to funding constraints, there is not enough funding available from traditional sources in the foreseeable future to construct all priority projects," however "[p]ublic comments on the Monroe Connector/Bypass project have indicated an overwhelming acceptance of tolls as a way to accelerate construction of the project and pay for operating and maintaining the facility."

The DEIS revisits tolling in the alternatives analysis section, but only briefly. The DEIS cites a consultant's report that "concluded that tolling the entire Monroe Connector/Bypass project would result in a financially feasible toll project." [2-37] These brief references give the impression that fiscal constraints make tolling a necessary evil. But construction of the Monroe Connector/Bypass is projected to require \$24 million of state funding for debt service each year for the next thirty years. This revenue stream has a present value of over \$300 million at current interest rates on state AAA bonds. Moreover, the Project as currently envisioned would rely on significant federal subsidies.

In short, even under the Turnpike Authority's most optimistic forecast of toll revenues, the Project will require several hundred million dollars of public funding. The DEIS should therefore analyze potential alternatives with this magnitude as a reference point, including those that carry similar actual price tags. Just as a pledge of \$300 million in future appropriations can finance a toll road, it can finance other infrastructure improvements. As the Debt Advisory Committee of the North Carolina State Treasurer's Office has explained, the gap funding for the Monroe Bypass signifies \$300 million dollars less in the state's capacity to borrow for other fiscal needs:

In 2008, "GAP" funding was authorized by S.L. 2008-201 to "pay debt service or related financing costs" for revenue bonds issued by the North Carolina Turnpike Authority. The funds so appropriated are all legally pledged to support the bonds and bondholders will depend upon the appropriation continuing. Therefore, the [Treasury committee debt affordability] model treats the gap funding as the equivalent of debt service since it represents ongoing Highway Trust Fund support of debt."

In other words, the Turnpike Authority's debt will implicate the state's borrowing capacity for decades to come. Tolling will offset some of the project costs, but not nearly all of it.

23 In addition to a more frank discussion of costs, the DEIS should make clear that legal constraints apply to any toll road alternative. In particular, the DEIS should discuss the need to comply with the legal requirement that a free alternate route parallel any toll facility that NCTA builds. This clearly influences the character of the only "upgrade existing" alternative to survive preliminary consideration— an astronomically expensive ten lane US-74 with four lanes of free alternate frontage roadway straddling a six-lane toll way. Insofar as the "need" to comply with this free alternate route requirement drives the NEPA analysis, the DEIS should say so.

E. Environmental Justice

24 Executive Order 12898 mandates "identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects . . . on minority populations and low-income populations."¹² Tolling will clearly have a disproportionate impact on low-income residents in the project area, and the DEIS should identify and address these effects.

The DEIS should discuss legal constraints on how much tolling rates are allowed to vary for different customers, whose mobility may suffer as a result. To what extent will tolls divert local and freight traffic to US 74 and other free alternate routes? How will this project "improve mobility" for low-income residents of the project area? Researchers have documented a disparate impact on low-income communities as a result of "cashless" systems such as the toll collection proposed for the Monroe Connector/Bypass.¹³ The American Association of State Highway and Transportation Officials advises that "the evaluation of tolled alternatives requires consideration of the effect of tolling on low-income users of the transportation network."¹⁴ The DEIS, however, fails to even disclose most of the details surrounding how tolls will be assessed and collected.

25 The DEIS does point out that "low-income commuters would have the option to use a non-toll alternate route such as US 74," which would have "less traffic" and thus "users of non-toll routes would also benefit." As discussed later in section V, the DEIS fails to support its assertion that constructing a new major highway will lead to less traffic in the project area. In any event, the consultant's study that shows "less" traffic on US 74 with the construction of the Monroe Connector/Bypass, as opposed to the "no build" scenario, nevertheless indicates that conditions on the road will be even poorer than today.

¹² Executive Order on Environmental Justice, Exec. Order No. 12898, 59 Fed. Reg. 7629 (1994).

¹³ See, e.g., Emily Parkany "Environmental Justice Issues Related to Transponder Ownership and Road Pricing," *Transportation Research Record: Journal of the Transportation Research Board*, Vol. 1932 (2005).

¹⁴ AASHTO. "Practitioner's Handbook on Managing the NEPA Process for Toll Lanes and Toll Roads." available at http://environment.transportation.org/center/products_programs/

25 The DEIS thus contemplates that the proposed action will not improve the mobility of some residents in the project area. Clearly there is a need to minimize the number of people for whom this is true in order to realize the fullest improvement in mobility. The DEIS recognizes no such need, however, nor does it discuss any goals or measures to address it. A revised DEIS should address these issues in order to comply with Executive Order 12898 and NEPA.

V. THE DEIS TRAFFIC FORECASTS

26 The DEIS traffic forecasts ignore the established body of empirical research and federal case law that links travel demand and associated travel volumes to available roadway capacity. Performed by private consultants hired by the North Carolina Turnpike Authority, the forecasts derive from unorthodox and undisclosed modeling that forecloses public scrutiny. The forecasts grossly inflate traffic volumes along US 74 under the “No Build” scenario, and they are contradicted by the DEIS itself. A revised DEIS should include revised traffic forecasts, generated by a transparent and accepted methodology that accounts for traffic growth induced by the addition of new highway capacity.

1. Predicted Traffic Volumes

27 The DEIS predicts that average daily traffic (ADT) volumes on US 74 will increase greatly under the “No Build” scenario. Under the “Build” scenario, the forecasted traffic volumes on US 74 are much smaller—less than half the ADT predicted under the “No Build” scenario. [Table 2-7, 2-40] The DEIS also predicts that the overall ADT volumes in the project area will be lower if a new location toll way is built. *Id.* Further, the DEIS predicts that the total volume of traffic in the project area and in the entire MetroIina region, as measured by aggregate vehicle miles traveled (VMT), will be less under the “Build” scenarios than under the “No Build” scenarios. [Appendix E: Mobile Source Air Toxics (MSAT) Analysis, Table E-2, E-7]. Thus according to the DEIS, building a 20 mile long toll road to access a sparsely developed area on the metro fringe will reduce traffic volume in the project areas and the wider Charlotte region, even though the road will effectively double the existing capacity along US 74 through Union County, and “population could actually decline” in Eastern Union County if the toll road is not built. [7-16] These conclusions, which defy common sense, are not supported in the DEIS.

A. The Lack of Transparency in the Modeling Process

Private consultants, contracted by the Turnpike Authority, prepared all of the DEIS traffic forecasts, which are listed below:

Traffic Forecasts for the No-Build Alternatives for the NCDOT State TIP Project No. R-3329 and NCDOT State TIP Project No. R- 2559, Monroe Connector/Bypass Study (Martin, Alexiou, Bryson, June 2008) [cited at DEIS 1-18]

Existing and Year 2030 No-Build Traffic Operations Technical Memorandum (PBS&J, March 2008). [cited at 1-18]

Year 2035 Build Traffic Operations Technical Memorandum (PBS&J, December 2008) [2-40]

Traffic Forecast for TIP Projects R-3329 and R-2559, Monroe Connector/Bypass (Wilbur Smith Associates, July 25, 2008) [cited at 2-39]

Traffic Forecast for the Monroe Connector/Bypass (Wilbur Smith Associates, September 2008) [cited at 2-39].

Unfortunately, these documents leave the methodology of these forecasts an utter mystery. Moreover, the models described in the technical memoranda follow no established protocol that would allow a member of the public, or even the Turnpike Authority’s partner agencies, to reproduce their results.

After reviewing preliminary traffic forecast documents for this project, the NCDOT Transportation Planning Branch told the Turnpike Authority and HNTB, one of the Turnpike Authority’s many private sector consultants, that NCDOT was “unable to accept the forecast” because of its myriad inconsistencies and reliance on outdated planning assumptions.¹⁵ The Turnpike Authority sent NCDOT a response to these comments, with a “Final Traffic Forecast . . . reviewed by the North Carolina Turnpike Authority (NCTA) and our General Engineering Consultant (HNTB) . . . attached for your records.”¹⁶ The response explains that HNTB did, in fact, rely on outdated planning assumptions “to ensure that the NEPA forecasts were closely aligned with the Preliminary Traffic and Revenue Forecast performed for the projects.”¹⁷ The response also explains that HNTB “verified that all AADT’s balance throughout each scenario,” according to its own undisclosed, and presumably proprietary, “peak hour turning movement breakouts.”¹⁸

28 The Turnpike Authority and its consultants apparently decided that they can ignore standards designed to insure objective transportation planning. The forecasts all purport to use some version of the MetroIina Regional Travel Demand Model (MRM). But according to the Memorandum of Agreement governing the MRM, all users must conform to an official protocol:¹⁹

All Model Users wishing to use the Model shall apply procedures outlined in the MetroIina Regional Model User’s Manual. Any MRM changes, assumptions or alternative analyses *must be documented* to show deviations from the Official Model. Any agency or group that uses the MRM to support major transportation decisions shall use the most recently adopted versions of the Official Model.²⁰

¹⁵ Letter from Deborah Hutchings, State Traffic Forecast Engineer, NCDOT Transportation Planning Branch to Spencer Franklin, HNTB North Carolina (September 3, 2008).

¹⁶ Letter from Jennifer Harris, Staff Engineer, NCTA to Deborah Hutchings (September 22, 2008).

¹⁷ *Id.*

¹⁸ *Id.*

¹⁹ MetroIina Regional Travel Demand Model Memorandum of Agreement, Feb. 19, 2009, available at http://www.rockyriverpo.org/uploaded_files/20090324121357911.pdf (“MOA”). In response to a request for documentation of the DEIS traffic forecasts, as required by the MOA, the Turnpike Authority took the position that MOA applies to the Metropolitan Planning Organizations and Rural Planning Organizations within the MRM area, as well as the North Carolina and South Carolina Departments of Transportation, but that the “clauses listed in the MOA do not apply to member agencies, their hired consultants, or others when conducting a project-specific study.” E-mail from Jennifer Harris (April 28, 2009).

²⁰ *Id.* at Section 4.C. (emphasis added).

28 These restrictions enable planners to evaluate projects on the basis of a uniform, objective set of criteria. As the Memorandum of Agreement explains: "It is critical that each Model User be able to replicate modeling results from the MRM."²¹ The modeling results for this project, however, are purely *sui generis*.

B. Lack of Clarity in the Technical Memoranda

29 The reader may only speculate as to the genesis of the DEIS traffic projections based on the various technical memoranda that purportedly explain them. Examples of the ambiguous "methodology" and "source data" descriptions are best relegated to a footnote.²² It suffices to note that further specification of the "linear regression techniques," "diversion assignments," and "growth factors" cited in the technical memoranda were not made available by the Transportation Agencies. Nor did the Agencies make available any explanation of how these traffic forecasts address induced traffic growth, despite repeated inquiries and a formal request for public records pursuant to N.C. Gen. Stat. §§ 132-1 to 132-10. Incredibly, nothing in the DEIS or its supporting technical memoranda addresses the counterintuitive result that building 20-miles of new highway capacity will cause people to drive less in the Metrolina area.

C. The Apparent Theory Behind the DEIS Traffic Forecasts

The opaque DEIS technical memoranda permits little more than speculation as to the theory behind the DEIS traffic forecasts. For the sake of public debate, the following sketches a best guess at how these forecasts came to be. In a nutshell, it appears that the agencies' consultants assumed a constant level of traffic volume for the future "Build" and "No Build" scenarios, except that they adjusted downward for the "Build" scenario to account for trips that might be cancelled or consolidated in order to avoid paying a toll on the toll highway.

²¹ *Id.*

²² One memorandum explains that in developing the No-Build forecasts for 2030, "[g]rowth factors were developed from comparisons of historical traffic data, demographic data, and model run outputs." Traffic Forecasts for the No-Build Alternatives, (Martin, Alexiou, Bryson, June 2008, at 23. The memo goes on to explain that, "as a starting point," Charlotte Department of Transportation's 2030 model network was used, except the "Monroe Connector and Bypass links were deleted from the network to create the 2030 No-Build Network." A memorandum detailing the "Build" forecasts explains:

After calibration was obtained [i.e. to ensure that the model could at least predict current traffic levels], a series of traffic assignments to the highway network were made for years of 2008, 2010, 2015, 2020, and 2030 under No-Build, Toll-free, and Tolloed conditions.

Traffic assignments to the proposed Toll facility were made using a diversion assignment technique added to the MRTDM. This process involved a comparison of travel time and distance for trips that might use the Monroe Connector/Bypass with the best Toll-free alternative routes. *Traffic Forecast for the Monroe Connector/Bypass* (Wilbur Smith Associates, September 2008) at 11.

Following several pages enumerating the roadway improvements that were incorporated into the traffic model—improvements cut and pasted from the now non-conforming Metrolina LRTP—the memorandum indicates another source for some of the traffic projections:

"Linear regression techniques provided data that was compared to model outputs to arrive at selected AADT volumes for sections of US 74 and all roads and streets that intersect US 74 and the proposed Monroe Connector/Bypass." *Id.* at 14.

The DEIS technical memoranda indicate that both the "Build" and "No Build" traffic forecast models assume that improvements listed in the Metrolina LRTP will take place as scheduled. The forecasts *appear* to suggest that in other respects, the "No Build" and "Build" models are identical, aside from the existence of the toll way and its intersections. Notably, the memoranda *appear* to assume that building the toll way will not affect economic or population growth. In particular, the September 2008 Wilbur Smith Associates memorandum, quoted above and cited for the traffic forecasts most prominently featured in the DEIS, lists a number of "Basic Assumptions," that the authors "considered reasonable for the purposes of this analysis," including:

Assumption: Economic growth in the project study area and associated travel demand will occur as represented in the Metrolina Regional Travel Demand Model used in this analysis.²³

This technical memorandum presents both "Build" and "No Build" traffic forecasts for 2035. The memorandum notes that the 2008 and 2035 "No-Build" traffic forecasts "in this document are updates of previously prepared forecasts for this project (2007 and 2030)." And as the above quote indicates, these previous "No Build" forecasts used the Charlotte DOT's 2030 model (the earlier version of the MRM or "MRTDM"), as a "starting point."²⁴ Similarly, the "Build" alternative forecasts rely on "a diversion assignment technique added to the MRTDM."²⁵

This would seem to indicate a model assumption that "economic growth in the project study area and associated travel demand," will be the same under both the "Build" and "No Build" scenarios. Presumably the same number of people will account for the economic growth and travel demand in both scenarios as well, so population growth is held constant across the "Build" and "No Build" scenarios.

If growth and travel demand are held constant, why do the forecasts project a lower traffic volume under the Build scenario than under the No-Build scenario? The only apparent answer is that the "diversion assignment technique added to the MRTDM" reduces the total traffic volume on the theory that some "discretionary trips" will simply not be taken if the driver is faced with a toll. For example, a resident driving along the toll road to a retail shopping center might visit several different stores during a single trip, or carpool with others to the shopping center, in order to reduce her toll costs. This type of trip consolidation calls for a downward adjustment to forecasted traffic volumes on a toll road, as compared to a normal "free" road.

D. Problems with this Forecasting Theory

i. Conflicts with Empirical Studies

The apparent theory behind the DEIS traffic projections ignores an abundance of carefully documented empirical studies that link traffic levels to available road capacity. As one meta-analysis of over fifty traffic studies concludes: "There is no question that road improvements prompt traffic

²³ *Id.* at 11.

²⁴ *Traffic Forecasts for the No-Build Alternatives*, (Martin, Alexiou, Bryson, June 2008, at 23.

²⁵ *Traffic Forecast for the Monroe Connector/Bypass* (Wilbur Smith Associates, September 2008) at 10.

increases.²⁶ A corollary to this accepted proposition is that measures which *reduce* traffic capacity—e.g. bridge closures, rededication of lanes to buses only—tend to reduce traffic levels. In fact, a study analyzing over 100 cases of road-capacity reductions in Europe, North America, Japan and Australia, found that “the average overall reduction in traffic was 25 per cent of that which used to use the affected road or area.”²⁷

The DEIS traffic projections not only exhibit ignorance of this established knowledge of the field, they defy common sense. People adjust their behavior as congestion on a roadway increases and makes it more difficult to get somewhere. Some forsake discretionary trips. Some opt to walk, bicycle or take transit. In the long-term, some choose to live closer to where they work, shop, and go to school. Higher density communities, closer to the urban center, can support transit projects like the LINX light rail line planned to extend along US 74 between downtown Charlotte and I-485. The DEIS traffic projections appear to exist in a vacuum, ignoring the interplay between human behavior and the available infrastructure.

ii. Inconsistency with Federal Case Law Rulings

“The idea that highway improvement can produce additional traffic, including traffic caused by induced population changes, is based on the basic economic theory of supply and demand.” *Conservation Law Found. v. FHA*, 2007 DNH 106, 107 (D.N.H. 2007). The DEIS and its supporting technical memoranda do not discuss the likelihood of induced population growth in the area of the toll way. Yet federal courts have consistently recognized that projects like the Monroe Connector/Bypass create traffic, and environmental planning documents must account for that phenomenon. In the words of the Federal District Court for the Eastern District of North Carolina, induced traffic growth follows from the “irrefutable reality that the easier it is to get somewhere, the more people will be inspired to do so.” *Mullin v. Skinner*, 756 F. Supp. 904, 917 (E.D.N.C. 1990). The DEIS traffic projections nevertheless attempt to refute reality, and claim that by making it easier to get to and around Union County, less people will be inspired to do so.

2. Contradictions Between the Forecasts and Other Sections of the DEIS

The DEIS traffic forecasts are directly contradicted by the DEIS “Indirect Effects” section. On the one hand, the DEIS explains:

If the Monroe Connector/Bypass is not constructed, land use patterns would likely continue as they are currently. Growth and development are prevalent in Mecklenburg County and western portions of Union County due to their proximity to Charlotte, the economic and employment hub of the region. The eastern portion of Union County would remain undeveloped due to its distance and travel times to and from Charlotte. [7-13]

²⁶ Robert Cervero, “Induced Travel Demand: Research Design, Empirical Evidence, and Normative Policies.” *Journal of Planning Literature* 17:3 (2002) at 17.

²⁷ Goodwin, P., C. Haas-Klua, and S. Cairns. 1998. Evidence on the effects of road capacity reduction on traffic levels. *Journal of Transportation Engineering + Control* 39, 6: 348-54.

On the other hand, the Project “would provide direct access between eastern Union County and I-485 and the Charlotte-Mecklenburg County urban area employment center.” [7-14] The project would make eastern Union County “very attractive for residential development” because it would enable residents there to drive the 20-30 plus miles to urban Charlotte in less time: “The travel time savings are expected to exceed 20 minutes in 2030.” [7-16] In contrast, the DEIS reports that under the “No Build” scenario, population “could actually decline” in eastern Union County. *Id.*

In other words, the DEIS reports that under the “No Build” scenario, significant growth and development will not occur and the population may actually decline in eastern Union County, while growth will continue to take place in the areas closer to Charlotte, precisely because residents in those areas face a shorter drive to work, school and other amenities in the urban core. Under the “Build” scenario, the DEIS foresees a “high potential for accelerated growth as a result of the project” in Eastern Union County, while areas closer to Charlotte would continue to develop at the same rate as under the “No Build” scenario. [7-15] So the major difference between the “Build” and “No Build” land use scenarios, according to the DEIS, is an added population in Eastern Union County that will be able to drive 20-30 miles on the toll way (or possibly US 74) to Charlotte. Nevertheless, the DEIS traffic forecasts conclude that the toll way will lead to lower traffic volume and VMT.

This is a glaring contradiction, and nothing in the DEIS or its supporting memoranda attempts to account for it. The inconsistency appears to reflect the Transportation Agencies’ struggle to downplay the toll road’s threat to the endangered Carolina heelsplitter in the Goose Creek watershed. Indeed, the DEIS claims that the toll road “may serve to shift growth and development demand away from the Goose Creek and Duck Creek watersheds,” to the rural reaches of Union County farthest from urban Charlotte. [7-19] Such a shift implies long commutes, and increased VMT. An alternative scenario that hewed more closely to the traffic forecasts’ prediction of decreased VMT would have to involve highly concentrated land use along the western corridor of the toll road closer to Charlotte, including the Goose Creek and Duck Creek watersheds, which might violate the Endangered Species Act. The need to avoid that result helps to explain the resulting contradiction between the DEIS’s assessment of the project’s indirect effects and its traffic forecasts.

3. Inflated Traffic Volumes for the No-Build Alternative

Clearly, the DEIS traffic forecasts incorrectly predict roughly equal traffic volumes under both the “Build” and “No-Build” scenarios. This error implies that either the forecasts of traffic under the “Build” scenario is too conservative, or the traffic forecasts for the “No Build” scenario are too high. The technical memoranda appear to confirm that the “No Build” figures are inflated. The MRM, on which the forecasts are based, assumes that the Monroe Connector/Bypass and other planned roadway improvements will take place. The memoranda give no indication that when the agencies’ consultants “deleted” the toll way from the MRM model to “create” the “No Build” model, they made any adjustment for the traffic induced by the toll way, or the “latent demand” that the Metrolina model incorporates. Perhaps as a result, the “No Build” traffic forecasts describe an implausibly dire situation.

In effect, the “No Build” traffic forecasts portray a scenario in which the future traffic volumes of both US 74 and the planned toll way must squeeze onto US 74 alone. The Purpose and Need Section

cites traffic projections that predict traffic increases of “about 30 to 35 percent along the corridor from 2007 to 2030,” [1-20] even though these same traffic studies indicate that the existing conditions along the US 74 corridor “operate at an undesirable LOS E or F.” Other traffic forecasts are even more implausible. They predict that traffic volumes along US 74 near I-485 will be upwards of 100,000. These estimates are more than *double* the roadway capacity of these highway segments. In other words, even after traffic volumes have risen to capacity, resulting in a level of service (LOS) F along US 74, the DEIS projects that tens of thousands of additional drivers will somehow force their way onto US 74.

4. Internal Inconsistencies

Finally, the DEIS traffic forecasts for the “No Build” alternative are internally inconsistent. In the purpose and need section, the DEIS states that “traffic volumes are projected to increase about 30 to 35 percent along the corridor from 2007 to 2030,” reaching “highs of approximately 84,000 ADT near I-485 in Mecklenburg County and approximately 72,000 ADT between NC 200 (Morgan Mill Road) and Boyte Street in Monroe.” [1-20] But Table 2-7 in the Alternatives Analysis projects 2035 average daily traffic along US 74 at 140,200 near I-485 and 115,300 near Morgan Mill Road. Reading these projections together implies that traffic will increase an astounding 60% between 2030 and 2035. This is nonsensical and provides further evidence that the Transportation Agencies have artificially inflated traffic volumes along the US 74 corridor, apparently to justify the construction of the toll road.

VI. AIR QUALITY EFFECTS

1. Criteria Pollutants

A. Ozone

i. The Regulatory Framework

The Clean Air Act, 42 U.S.C. § 7401 et seq., establishes air quality standards for particular air pollutants, called National Ambient Air Quality Standards (NAAQS). If a region fails to comply with these requirements, the region is classified as “non-attainment” under the Clean Air Act. Charlotte has been designated as a “Moderate Non-Attainment Area” for ozone, and it will likely soon “bump up” to a “Serious Non-Attainment Area” designation for failure to make sufficient progress in addressing its air pollution problem. Motor vehicles are a principal source of oxides of nitrogen (NOx) and volatile organic compounds (VOC) — the pollutants that give rise to ground-level ozone. NCDENR-DAQ estimates that “on-road” motor vehicle emissions account for about 55% of all ozone-causing emissions in Mecklenburg County.

The Clean Air Act requires North Carolina to submit a State Implementation Plan describing the measures implemented to achieve the ozone air quality standard, and part of this State Implementation Plan is a motor vehicle emissions budget (MVEB). This budget limits the amount of ozone precursors that can be emitted by motor vehicles in order to achieve the ozone air quality standards. The region’s transportation plans, including the Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP), are modeled to estimate the region’s vehicle emissions, and the comparison of this modeling to the budget is known as conformity analysis. If the emissions modeling based on the

transportation plans exceeds the emissions budget, the Clean Air Act provides for a variety of sanctions, including the loss of federal transportation funding. On a project specific level, no project can be approved or funded if it is found to: (1) contribute to any air quality violation, (2) increase the frequency or severity of existing violations, or (3) delay timely attainment of air quality standards. 42 U.S.C. § 7506(C)(1)(b).

ii. The DEIS’ Consideration of Ozone

The DEIS reports that NCDAQ submitted a State Implementation Plan (SIP) to EPA which “projects that the eight-hour ozone standard will be met” by the 2010 deadline. [4-11] This statement is highly misleading, as is the dismissal of ozone pollution as a potential constraint on the construction of the Project, or as an important factor in the consideration of location, project design or functional alternatives in the DEIS. Months before the DEIS was issued in April, EPA effectively disapproved the SIP submission, causing NCDAQ to preemptively withdraw it. This tactic may serve to buy the Charlotte area a little extra time, but the metro region must soon face significant additional compliance requirements as a “Serious Nonattainment Area”²⁸ that will affect transportation planning. In addition, in 2008 EPA adopted a more stringent ozone standard, which the Charlotte region will be required to meet by approximately 2016. The Recommended Alternative would contribute significant additional ozone emissions by encouraging increased vehicle travel, intensifying public health dangers and rendering compliance with the newer, stricter standards all the more onerous. The DEIS fails to recognize or address these costs.

Instead of weighing the costs associated with increased ozone pollution, the DEIS and its supporting memoranda portray the Charlotte region’s nonattainment status as little more than a bureaucratic hassle, resulting from “complex and stringent requirements of federal air quality laws.”²⁹ Ozone pollution, however, poses more than just a legal problem for transportation officials. Public health experts have estimated that air pollution in North Carolina kills 50 infants, causes 1500 emergency room visits for childhood asthma, triggers 100,000 asthma attacks and results in 300,000 missed school days each year. The American Lung Association’s 2009 “State of the Air” report ranks Charlotte as the 8th most polluted city in the country, even worse than the year before. Charlotte’s smoggy air seriously affects residents’ quality of life, and without a serious effort to address the sources of the smog, it will continue to do so. Although EPA revised the ozone standard downward to .75 ppm, members of the agency’s scientific advisory committee unanimously agree that “the new primary ozone standard” is not “sufficiently protective of public health,” and should be as low as .6 ppm.

In short, dangerous levels of ozone smog already impact the health and well-being of Charlotte area residents. Approximately 55% of this pollution results from motor vehicles emissions, and the situation is not improving. As the DEIS Air Quality Technical Memorandum acknowledges, the 2007 eight-hour ozone design value measured in Mecklenburg County was .93 ppm, the highest since the 2004 designation year. State authorities have yet to hatch a viable plan for bringing emissions into compliance by the 2010 deadline, even without accounting for the Monroe Connector/Bypass. Clearly, the only way for Charlotte to comply with a more stringent ozone standard, or even the current standard,

²⁸ See, e.g., 42 U.S.C. § 7511a(d) (compliance requirements for “serious” nonattainment areas); compare with 42 U.S.C. § 7511a(c) (compliance requirements for “moderate” nonattainment areas).

²⁹ DEIS Air Quality Technical Memorandum at 21.

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is to make significant reductions in the emission of ozone precursors. Construction of a 20-mile, 4-lane toll highway would cause a significant increase in these emissions. The DEIS fails to even acknowledge this impact, much less compare the benefit of adopting an alternative that would help to solve the region's ozone problem rather than exacerbate it.

a. The History of Charlotte Area Nonattainment

EPA designated the Charlotte metropolitan region, including the project area, as a "moderate nonattainment area" in 2006. At the time, the eight-hour ozone standard was .8 parts per million (ppm),³⁰ and federal law required the state to attain that air quality standard in the region by June 15, 2010.³¹ A year later in 2007, however, ozone monitoring data in Mecklenburg County had risen to .93 ppm, and although NCDAQ had submitted a SIP to EPA, it notified EPA that it would need to revise it, prompting the federal agency to suspend its review of the SIP pending receipt of a revision.

The SIP affects transportation planning through what is commonly referred to as the conformity process. The Clean Air Act integrates air quality and transportation planning mandates by requiring a nonattainment areas Transportation Improvement Program (TIP) to match, or "conform," to the motor vehicle emissions budget³² (MVEB) set forth in the SIP.³³ Conformity between the TIP and the SIP is determined by comparing predicted emissions figures to the budgeted figures in the MVEB. Pending transportation projects are eligible for federal approval and funding only if they arise from a conforming TIP. Moreover, no projects can be approved or advanced during periods of non-conformity, or "conformity lapses."

From the outset, the Charlotte Department of Transportation and the Metrolina Urban Municipal Planning Organization (MUMPO) staff raised concerns that the area could not meet the MVEB established for Mecklenburg, Union, and Iredell Counties as part of the overall SIP. Under the Clean Air Act, a TIP is not in conformity "until a final determination has been made that emissions expected from implementation of such plans and programs are consistent with estimates of emissions from motor vehicles and necessary emissions reductions contained in the applicable implementation plan."³⁴ In May 2008, NCDAQ announced that it would no longer pursue a revision to the MVEB included in the SIP for ozone. The agency explained, "[f]or counties [Mecklenburg, Union, and Iredell Counties] that would have had higher MVEBs with the new data are not able to demonstrate conformity... in May, 2009, the Transportation Conformity Regulation ... allows for a one-year conformity lapse grace period."³⁵

In November of 2008, EPA notified NCDAQ that the Charlotte Metrolina SIP failed to demonstrate that the region would reach compliance by the deadline. NCDAQ reacted by withdrawing the proposed SIP. Because the Metrolina region no longer had an approved SIP, the TIP submitted by

³⁰ The old standard was effectively .84 ppm due to rounding conventions that reduced all figures to one decimal place.

³¹ See 42 U.S.C. § 7511(a)(1).

³² A SIP typically includes a specific motor vehicle emissions budget capping emissions from transportation sources.

³³ See, e.g., 42 U.S.C. § 7506(c) *et seq.*; see also 23 U.S.C. § 109(j).

³⁴ 42 U.S.C. § 7506(c)(2)(A).

³⁵ See, e.g., 42 U.S.C. § 7506(c)(6) (allowing for a 1-year conformity lapse grace period prior to the onset of federal sanctions).

MUMPO would have had to pass an "interim emissions test."³⁶ This "interim emissions test" requires MUMPO to demonstrate that for any given project or TIP as a whole, "emissions predicted in the Action scenario are less than the emissions predicted in the Baseline scenario."³⁷ No credible evidence in the record suggests that the MUMPO TIP or the Recommended Alternative for this project could pass such a test. Not surprisingly, on May 3, 2009, the expiration date for the latest update to the MUMPO transportation plan, a one-year "conformity lapse grace period" started, at the completion of which the Metrolina area will become ineligible to receive federal transportation funding. Meanwhile, on May 8, 2009, EPA made a finding of "failure to submit" a SIP, which will result in "highway sanctions" and a federal implementation plan if NCDAQ cannot come up with a qualifying SIP within 24 months.³⁸

b. "Bump-up"

NCDAQ has committed to submit a revised SIP by November of this year. New monitoring data could qualify the Charlotte area for a one-year extension as a "moderate" non-attainment area, but according to EPA officials, the chances of this happening are slim to none based on the history of air quality monitoring readings over the past few years. The more likely scenario is that the state will accept a voluntary "bump up" of the Charlotte area to "serious" non-attainment status, and NCDAQ will submit a SIP that reflects this status.

The "bump up,"³⁹ will extend the attainment deadline to June 15, 2012, but also trigger additional mandatory control measures. It will require Charlotte to demonstrate a reduction in its baseline emissions by at least 3 percent per year until the attainment date.⁴⁰ It will require enhanced vehicle emissions inspection programs, and emissions offset requirements for new industry.⁴¹ And it will raise the specter of an involuntary bump-up to a "severe" nonattainment designation if air quality does not improve fast enough in the region. In addition to its further stigma, a "severe" nonattainment designation would require Charlotte area planners to adopt, among other costly abatement strategies, "specific enforceable transportation control strategies and transportation control measures to offset any growth in emissions from growth in vehicle miles traveled."⁴² In other words, strategies would have to be developed to compel residents in other parts of the region to drive less to offset the increase in VMT generated by the Monroe Connector/Bypass.

The DEIS does not consider these potential regulatory hurdles to the Project, or the costs that might be associated with this Project if they were to occur. Nor does it compare such costs to those of other alternatives that would generate less smog pollution. In acknowledging the possibility that the Metrolina TIP may not be approved before the one-year grace period expires, the DEIS notes that such contingencies "would not necessarily prevent NCTA from proceeding with ongoing work in the NEPA process, but they could delay FHWA's signing of the ROD." [4-17] But the DEIS makes no attempt to

³⁶ See 40 C.F.R. 93.119(b).

³⁷ *Id.*

³⁸ See Finding of Failure to Submit State Implementation Plans Required for the 1997 8-Hour Ozone National Ambient Air Quality Standard; North Carolina and South Carolina, 74 Fed. Reg. 21,550 (May 8, 2009) (to be codified at 40 C.F.R. pt. 52).

³⁹ See 42 U.S.C. § 7511(b)(3).

⁴⁰ See 42 U.S.C. § 7511a(c)(B) *et seq.*

⁴¹ *Id.* at § 7511a(c)(3) & (10).

⁴² *Id.*

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quantify the Project's likely contribution to emissions of ozone precursors in the study area, how it would contribute to the danger of not meeting deadlines under the existing or new ozone standards, or the regulatory consequences to the region under the Clean Air Act if those deadlines are not met. Equally important, nowhere in the DEIS do the Agencies attempt to relate the significance of that contribution to the economic and human health costs associated with the Charlotte area's continued inability to meet air quality standards to protect public health in the region.

B. Particulate Matter

The emission of fine particulate matter, also known as PM2.5, is subject to a regulatory regime similar to the one governing ozone. Technically, the project area is in attainment for PM2.5, but as the Air Quality Technical Memorandum to the DEIS discloses: "In 2007, the annual value for the region was 14.9 ug/m3, just under the annual standard of 15 ug/m3. [at 14] The DEIS fails to mention, however, that prior to the issuance of the DEIS, the D.C. Circuit remanded the PM2.5 standard to EPA, agreeing with environmental and public interest groups that the agency "failed adequately to explain why, in view of the risks posed by short-term exposures and the evidence of morbidity resulting from long-term exposures, its annual standard is sufficient "to protect the public health [with] an adequate margin of safety." *American Farm Bureau v. EPA*, No. 06-1410 (D.C. Cir. February 24, 2009), at 14.

Based on the Obama administration's pledge to rely on "sound science" and public health experts' previous endorsements of a lower PM2.5 standard, the Charlotte metro area appears likely to slip into nonattainment. This Project will make it more difficult for Charlotte to attain a new, more restrictive standard. The DEIS should detail the likely contribution of the Project, especially truck traffic, to regional PM2.5 pollution, based on transparent, objectively verifiable traffic forecasting. It should also explain how designation of metro Charlotte as a nonattainment area for PM2.5 may affect the viability of the Monroe Connector/Bypass, and explore alternatives that substantially decrease, rather than increase, PM2.5 emissions in the region.

C. Carbon Monoxide

As the DEIS points out, Mecklenburg County is designated as a maintenance area for carbon monoxide, and "transportation accounts for the majority of carbon monoxide emissions." [4-16] More specifically, motor vehicle emissions account for the majority of emissions. In a high enough concentration, carbon monoxide threatens human health by reducing the ability of the affected person's hemoglobin to transport oxygen, leading to headaches, increased risk of chest pain for persons with heart disease, and impaired reaction timing.

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As the DEIS notes, carbon monoxide tends to accumulate in areas with large concentrations of traffic, creating "hot spots" of contamination. In order to prevent such "hot spots," federal regulations require a quantitative analysis where a project affects "intersections that are at Level of Service D, E, or F," or will cause an intersection to become congested "because of increased traffic volumes related to the project." 40 CFR 93.123. The DEIS identifies one potential interchange in Mecklenburg County—the US 74 / Matthews-Mint Hill Road intersection—that might require a quantitative analysis. The DEIS does not confirm that the Matthews-Mint Hill Road Intersection with US 74 operates at a Level of Service D or worse, although it reports that the three intersections immediately to the east all operate at LOS-F. Instead, the DEIS rules out further quantitative analysis on other grounds:

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Year 2035 traffic volumes on US 74 west of I-485 are projected to be lower with the proposed project than under the No-Build Alternative. Since traffic volumes at the US 74 (Independence Boulevard)/Matthews-Mint Hill Road intersection would be less under any of the DSAs, none would negatively impact the operation of this intersection.

In other words, building an \$800 million, 20-mile, four-lane freeway facility, which leads into this intersection, will decrease traffic at the intersection, and so no analysis of carbon monoxide is required. As discussed at length in Section V, the Transportation Agencies have presented no credible support for this starkly counter-intuitive claim.

With ambient carbon monoxide "hot spots" likely to be a significant issue both in the legality and the policy underlying this project, the Agencies' failure to conduct this carbon monoxide analysis before issuing the DEIS is striking. Rather than delaying this analysis until after their decision has been made in the Final EIS, the Agencies should have undertaken the hot-spot analysis and included its results in the DEIS for full public review. Instead of treating carbon monoxide as an afterthought, the Agencies should have embraced this issue at an earlier stage of the planning process and used the hot spot analysis, and air quality concerns generally, to select and analyze a reasonable range of project alternatives.

2. Federal-Aid Highway Act Section 109: Air Toxics

Section 109(h) of the Federal-Aid Highway Act, 23 U.S.C. § 101 et seq., requires a three-step evaluation of air quality impacts and mitigation measures to ensure that "final decisions on the project are made in the best overall public interest." 23 U.S.C. § 109(h); 23 C.F.R. 771.105(b). The first step is to determine the "possible adverse economic, social and environmental effect relating to any proposed project." *Id.* Second, the "costs of eliminating or minimizing such adverse effects" including air pollution must be determined. *Id.* Third, the project must be determined to be "in the best overall public interest." *Id.* FHWA's implementing regulations for this section require that any measures necessary to mitigate these adverse effects be incorporated into the project. 23 C.F.R. § 771.105(d).

The Clean Air Act authorizes EPA to regulate emissions of toxic air pollutants emitted by motor vehicles that are associated with significant adverse health effects, known as mobile source air toxics (MSAT). 42 U.S.C. § 7521(l). Unlike carbon monoxide and ozone, MSATs are not regulated under the NAAQS program of the Clean Air Act as criteria pollutants. MSATs are nonetheless recognized to have adverse environmental and health effects, so they must be considered by the Agencies under Section 109(h) of the Federal-Aid Highway Act. In fact, the Section 109(h) analysis is expressly required by FHWA regulations as part of the NEPA analysis. 23 C.F.R. § 771.101.

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The DEIS makes no mention of Section 109(h) or its implementing regulations. Section 4.2.5.2 of the DEIS primarily disclaims responsibility for analyzing MSATs, explaining that "while much work has been done to assess the overall health risk of air toxics, many questions remain unanswered." It goes on to mention that, in any event, "USEPA has not established regulatory concentration targets" for MSATs. Neither the brief treatment of air toxics within the DEIS, nor the attached "qualitative analysis of MSATs" at Appendix E, addresses mitigation measures to reduce the emission of air pollutants. Contrary to the requirements of Section 109(h), neither document examines the costs of minimizing the adverse effects of air pollution. This follows once again from the proposition that building the Monroe

36 Bypass will *decrease* traffic and consequently, reduce emissions of air toxics. For the reasons discussed in section V, these traffic forecasts deserve no credence.

A. MSAT Exposure and Uncertainty

In failing to quantify the foreseeable adverse health and environmental effects from this project as a result of increased exposure to MSATs, the DEIS fails to comply with federal regulations regarding exposure to MSATs and regulations pertaining to unknown or uncertain impacts of projects.

37 The DEIS claims that "available technical tools do not enable us to predict the project-specific health impacts of the emission changes associated with the alternatives in this EIS." (4-22). The DEIS asserts that shortcomings in emissions modeling, dispersion modeling and exposure assessment encumber any attempt to determine the health impacts of MSATs. The DEIS reiterates many of these same points in the Air Quality Technical Memorandum to the DEIS. The Technical Memorandum states that the "available technical tools do not enable us to predict project-specific health impacts of the emission changes associated with the alternatives in this EIS." (Technical Memorandum at 21). As a result, and in violation of federal regulations, the DEIS elects not to conduct any further examination of the health impacts of exposure to MSATs and other air pollutants from this project.

This refusal to consider health impacts based on vague assertions of uncertainty and incomplete information violates the applicable NEPA regulations. As the Air Quality Technical Memorandum correctly notes, there are CEQ regulations to address this precise situation. The CEQ regulations on "Incomplete or Unavailable Information" provide:

If the incomplete information relevant to reasonably foreseeable significant adverse impacts is essential to a reasoned choice among alternatives and the overall costs of obtaining it are not exorbitant, the agency shall include the information in the environmental impact statement.

40 C.F.R. § 1502.22(a).

Parsing this language leaves no doubt as to its applicability. The risks associated with exposure to MSATs are "reasonably foreseeable significant adverse impacts." Consideration of this risk is "essential to a reasoned choice" among the alternatives. The Agencies, however, have failed to comply with the remainder of the regulation by not including any information on the reasonably foreseeable adverse impacts of exposure to MSATs. The DEIS' focus on the information that is not available rather than the information that is available is at odds with the CEQ regulation.

EPA pointed out the deficiencies in the MSATs analysis early in the NEPA process, but the lead agencies failed to heed its counsel. Specifically, in response to the draft alternatives analysis, EPA submitted comments criticizing the "very general qualitative analysis" that the agencies applied to priority MSATs. EPA urged the Turnpike Authority to follow up on its promise "that the public's concern for MSATs will be further examined in the DEIS," and it recommended "a more 'robust' quantitative analysis," which would include "development of an emissions inventory, obtaining 'near-roadside' baseline monitoring data, and an evaluation of the potential health impacts (including cancer risk estimates based upon published values) for the different detailed study alternatives A, C and G."⁴³ No

⁴³ Letter from C. Militscher, USEPA to Jennifer Harris, NCTA (Dec. 4, 2007).

such analysis was undertaken, nor is there any attempt to justify the costs of such measures as "exorbitant." Without a reasonable attempt to develop evidence on the adverse effects of the project and the costs of eliminating or minimizing them, the agencies cannot evaluate the costs and benefits of the project.

B. Consideration of Non-Priority MSATs

38 The range of air pollutants considered by the DEIS is also inadequate. Section 109 requires the consideration of "possible" adverse environmental effects, including air pollution. 23 U.S.C. § 109. This analysis requires "the gathering and evaluation of evidence on potential pollution hazards." *D.C. Fed'n of Civic Ass'ns v. Volpe*, 459 F.2d 1231, 1242 (D.C. Cir. 1971). The DEIS's limited analysis of air pollutants only addresses the NAAQS criteria air pollutants and those listed as "priority" MSATs. Section 109 of the Federal Aid Highway Act, however, requires analysis of more than just these pollutants.

EPA's MSAT list includes 21 air pollutants from motor vehicles that are known or suspected to cause cancer or other serious health effects. 66 F.R. 17230 (March 29, 2001). The qualitative analysis cited by the DEIS only examines a subset of this list: the six MSATs designated by EPA as priority MSATs. (4.2.3, Exhibit 4-1). The remaining 15 MSATs are known to have adverse health effects and are known to be emitted from mobile sources, but are not included in the DEIS's air pollution analysis. Likewise, EPA has promulgated a list of 33 Urban Hazardous Air Pollutants (Urban HAPs), which are judged to pose the greatest potential threat to public health in the largest number of urban areas." 64 F.R. 38706, 38715 (July 19, 1999). "[M]obile sources are an important contributor to the urban air toxics problem." *Id.* A number of the non-priority MSATs are also included the Urban HAP list. The inclusion of an air pollutant on the MSAT list and/or the Urban HAP list creates a strong presumption that the pollutant is known to have adverse health and environmental effects, and therefore requires consideration by the Agencies under Section 109(h).

Given the clear link between the MSATs in vehicle exhaust and health impacts, the question is not whether construction of the Monroe Connector/Bypass, and particularly the massive interchange that will feed traffic back into US 74 and I-485, will have negative health repercussions for those who live nearby. The question is how accurately these health impacts can be predicted. The Agencies may not have a computer model specifically designed for this task and there may be limits on how accurately the health impacts in this area can be predicted. But the purpose of NEPA is to force Agencies to consider and disclose the reasonably foreseeable consequences of their actions; the DEIS focuses instead on justifying its failure to consider these consequences. The Agencies must model the health impacts of the increased MSAT exposure to the extent practicable as evidenced by "theoretical approaches or research methods generally accepted in the scientific community." Failure to do so violates Section 109(h) of the Federal-Aid Highway Act.

VII. GREENHOUSE GAS EMISSIONS

39 Under any conventional analysis, it would be anticipated that the Monroe Connector/Bypass would generate tens of thousands of tons of greenhouse gas (GHG) emissions each year. Yet the DEIS

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ignores these emissions. This failure to even acknowledge GHG emissions is at odds with current environmental planning practices across the nation. For a project of this scale, the Agencies must consider GHG emissions impacts and mitigation strategies. Failure to address this significant environmental impact is a violation of NEPA. Especially for a toll road project that relies on increasing vehicle travel to generate revenue to finance the project, it is essential that issues related to GHG emissions be disclosed and evaluated.

1. Federal Climate Change Regulation

The link between emissions of greenhouse gases (GHGs) and climate change is no longer subject to scientific dispute. When GHGs are released into the atmosphere they act like the ceiling of a greenhouse, trapping solar energy and retarding the escape of reflected heat. On April 17, 2009, EPA issued its anticipated finding, that “[i]n both magnitude and probability, climate change is an enormous problem. The greenhouse gases that are responsible for it endanger public health and welfare within the meaning of the Clean Air Act.” 74 F.R. 18886, 18904. The finding makes clear that motor vehicles are a major source of “four of these greenhouse gases—carbon dioxide, methane, nitrous oxide, and hydrofluorocarbons” and that motor vehicles “contribute to this air pollution.” *Id.* at 18888.

EPA issued its finding in response to the United States Supreme Court’s decision in *Massachusetts v. Environmental Protection Agency*, 127 S.Ct. 1438 (2007), which acknowledged the connection between carbon dioxide emissions and global warming. The legislative branch of the federal government has also recognized the threat of global climate change, and President Obama has endorsed legislation passed by the House of Representatives Energy and Commerce Committee that would enact a cap-and-trade regime for GHG emissions. In its current form, this regime would aim to reduce GHG emissions 17% below 2005 levels by 2020, and reduce them 83% by 2050.⁴⁴ The regime would work in part by requiring utilities and other major sources of greenhouse gases to buy a permit for their emissions, which EPA estimates to cost around \$11 to \$15 per ton of carbon dioxide. Utilities and other sources could offset some of this cost by working to reduce GHG emissions in other sectors, such as transportation.

The further development of climate change regulation will likely have direct effects on transportation in an effort to achieve nationwide benchmarks. One approach would be to tax gasoline or tax drivers on the basis of vehicle miles traveled. Whatever the mechanism, such regulation would render carbon intensive modes of transportation, such as freeways, more costly for users. Because transportation accounts for approximately 1/3 of GHG emissions and is the fastest growing source sector, it can be reasonably anticipated that any future federal regulatory scheme will include a component that encourages less per capita motor vehicle travel. This would affect the toll revenue of the planned Monroe Connector/Bypass, and possibly undermine the Project’s viability entirely. Yet the DEIS neglects to even mention these contingencies.

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2. State Environmental Planning Regulations

The Agencies need not invent a procedure from whole cloth for measuring GHG emissions and identifying mitigation strategies in the DEIS. Across the country, many state and local governments have

⁴⁴ See John Broder, “House Panel Nears Agreement on Energy and Climate Bill,” *N.Y. Times* (May 14, 2009).

established policies to consider GHG emissions in the environmental planning process. And the Agencies can rely on directives and guidance documents from these jurisdictions to satisfy their obligation under NEPA to consider all significant environmental impacts that arise from the Project.

Some states have formalized requirements to quantify GHG emissions and consider mitigation strategies. In Massachusetts, projects subject to the state environmental policy act (MEPA)⁴⁵ that involve significant GHG emissions must identify and quantify those emissions and also “consider a project alternative in the [EIS] that incorporates measures to avoid, minimize, or mitigate such emissions.”⁴⁶ Similarly, since 2003, the New York State Department of Transportation (NYDOT) has been requiring analysis of GHG emissions for major projects, and the New York Department of Environmental Conservation has issued a “Guide for Assessing Energy Use and Greenhouse Gas Emissions in Environmental Impact Statements,” specifically targeted towards “projects that generate millions of vehicle miles traveled.”⁴⁷

In other states, consideration of GHG emissions has followed a more informal path. In California, the state attorney general has directed local governments to consider GHG impacts on transportation and land use projects in order to comply with that state’s environmental policy act (CEQA), leading private professionals to promulgate an informal handbook on “alternative approaches to analyzing [GHG] emissions and global climate change in CEQA documents.”⁴⁸ In Washington, the executive of King County, which encompasses Seattle, has adopted a comprehensive order “requiring that adverse climate impacts be described for all projects that must complete State Environmental Protection Act documents, when the county is the lead or is permitting a project in unincorporated King County.”⁴⁹

These regulatory regimes derive their authority from various sources, which are often particular to the state or region where they apply. They demonstrate, however, that an established methodology for analyzing GHG emissions can be applied to evaluate the impacts of large-scale, GHG intensive projects such as the Monroe Bypass/Connector.

3. NEPA Requirements to Consider GHG Emissions

Recent federal case law makes clear that simply ignoring the significant GHG emissions of this project violates NEPA. Several federal courts have held that GHG emissions must be analyzed under NEPA in various situations relating to transportation, as well as major infrastructure projects. *See Border Power Plant Working Group v. Department of Energy*, 260 F. Supp. 2d 997 (S.D. Cal. 2003) (electric transmission lines); *Mid States Coalition for Progress v. Surface Transportation Board*, 345 F.3d 520 (8th Cir. 2003) (coal supply rail lines); *Center for Biological Diversity v. National Highway Traffic Safety Administration*, 538 F.3d 1172 (9th Cir. 2008) (promulgation of motor vehicle fuel efficiency standards).

⁴⁵ See Mass. Gen. Laws. ch. 30, §§ 61–62H.

⁴⁶ See Massachusetts Office of Energy and Environmental Affairs, MEPA Greenhouse Gas Emissions Policy and Protocol (Oct. 19, 2007).

⁴⁷ N.Y. Dept. of Environmental Conservation, “Guide for Assessing Energy Use and Greenhouse Gas Emissions in Environmental Impact Statements,” (Sept. 9, 2008) available at

<http://www.nyupstateplanning.org/GHG-EISGuide08.pdf>; see also Michael B. Gerrard, “Climate Change and the Environmental Impact Review Process,” *Natural Resources & Environment*, Vol. 22: 3 (Winter 2008).

⁴⁸ Gerrard, *supra*, at 22.

⁴⁹ <http://www.kingcounty.gov/transportation/kcdot/KeyInitiatives/ClimateChange.aspx>

The Ninth Circuit’s decision in *Center for Biological Diversity* bears particular significance for the DEIS and its neglect of climate change impacts, as it relates to GHG emissions from motor vehicles.

Like this Project, the fuel efficiency standards at issue in *Center for Biological Diversity* would have produced significant GHG emissions impact by indirect means, through the actions of individual drivers. The Transportation and Safety Board argued that Congress, rather than the agency, had the duty to address climate change, and that it had “no obligation to assess the cumulative impact of its rule on climate change.” *Id.* at 1217. FHWA had relied on a similar logic in past cases, arguing that it was “not useful to consider greenhouse gas emissions as part of the project-level planning and development process, since there are no national regulatory thresholds for greenhouse gas emissions or concentrations that have been established through law or regulation.” *Audubon Soc’y v. USDOT*, 524 F. Supp. 2d 642, 709 (D. Md. 2007). But the court rejected that logic, holding that “[t]he impact of greenhouse gas emissions on climate change is precisely the kind of cumulative impacts analysis that NEPA requires agencies to conduct.” *Id.* at 1217.

The decision heavily cites the U.S. Supreme Court’s *Massachusetts* decision. That case makes clear that the global nature of the climate change problem does not abrogate the Agencies’ duty to consider the GHG emissions caused by construction of the Recommended Alternative. As the U.S. Supreme Court reasoned:

Agencies, like legislatures, do not generally resolve massive problems in one fell regulatory swoop. They instead whittle away at them over time, refining their preferred approach as circumstances change and as they develop a more-nuanced understanding of how best to proceed. *Massachusetts*, 127 S.Ct. 1457 (2007)

The argument that “a small incremental step, because it is incremental, can never be attacked in a federal judicial forum” is simply incorrect. *Id.* GHG emissions from this project may contribute only a small fraction of global emissions of this pollutant, but that does not allow the Agencies to ignore the issue. GHG emissions do not need to be linked with a specific global warming outcome for the issue to require consideration under NEPA. NEPA requires consideration of environmental effects when their nature is reasonably foreseeable but their extent is not. *Midstates Coalition for Progress v. Surface Transportation Board*, 345 F.3d 520, 549 (8th Cir. 2003). CEQ regulations provide specific procedures for the Agencies to follow when assessing unknown or uncertain impacts. 40 C.F.R. § 1502.22. And the Agencies may rely on the myriad resources detailed above for addressing the specific issue of GHG emissions.

4. Consideration of GHG Emissions in the DEIS

Any attempt to reduce GHG emissions will involve transportation. In its final report, the North Carolina Climate Action Plan Advisory Group estimates that the transportation sector accounts for 29% of the state’s current GHG emissions. The Group’s report “recommends that the State work with its constituents to shift passenger transportation mode choice to lower emitting choices,” such as transit or rail instead of driving privately owned vehicles. The report also recommends that the State take steps to better integrate land use planning and transportation, and that it invest more in transit.

Construction of the Monroe Connector/Bypass would undermine all of these recommendations. It threatens to explode the eastern footprint of the Charlotte metro area, open up vast rural areas to sprawl

development, perpetuate the absence of public transit in Union county, and gobble up public funding that might otherwise finance alternative transportation improvements for decades to come. The DEIS not only fails to directly address the likely GHG emissions impact of this Project, it muddles any effort to estimate the impact by failing to supply credible traffic forecasts.

As discussed at length in Section V, the DEIS traffic forecasts are completely untethered to real-world transportation outcomes. These forecasts falsely predict, on the basis of erroneous assumptions, that the addition of a 20-mile, new location toll way to the traffic grid will result in lower VMT in the project area. But in fact, building the Monroe Connector/Bypass will likely induce millions of miles of additional vehicle travel each year, creating tens of thousands of tons of GHG pollutants. Therefore, this project rises above the “significance” threshold established under other existing regulatory regimes. Moreover, recent case law trends indicates that a 20-mile, four-lane, new location toll way should satisfy any threshold set by the courts as well. *See, e.g., Coalition for Environmental Integrity in Yucca Valley v. Wal-Mart*, Case No. CIVBS 810232 (Cal. Sup. Ct. May 14, 2009) (holding that state environmental planning documents for Wal-Mart supercenter had to “to consider the entire GHG emission output of the Project”).

At a minimum, the Agencies must model the GHG emissions of a reasonable range of project alternatives and consider whether they could accomplish the purpose and goals of the Project while limiting the GHG emissions. The Agencies must also detail available mitigation measures for limiting the GHG emissions that will result from this Project, and estimate the potential cost of offsetting the Project’s GHG emissions impact, for example, based on projected permit prices per ton of carbon dioxide under a future cap and trade regime. Finally, the DEIS must detail how regulation of GHG emissions may affect travel demand and by extension toll revenues, and how this might affect the project’s viability. The wholesale failure to consider GHG emissions from this Project is unreasonable, arbitrary and capricious. The Agencies should reissue a DEIS that evaluates the full range of GHG issues related to this Project.

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VIII. INDIRECT EFFECTS

1. Regulatory Background

CEQ regulations require the Agencies to consider the “indirect effects” of a proposed action. Indirect effects are defined as those effects that are “caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable.” 40 C.F.R. § 1508.8(b). Of particular relevance to this project, indirect effects include induced growth. 40 C.F.R. § 1508.8(b); *Mullin v. Skinner*, 756 F. Supp. 904, 917 (E.D.N.C. 1990) (“It is an irrefutable reality that the easier it is to get somewhere, the more people will be inspired to do so.”). Other induced growth effects include patterns “of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems.” 40 C.F.R. § 1508.8(b). Consideration of induced growth and related issues “furthers the National Environmental Protection Act’s information and public awareness goals.” *City of Carmel-by-the-Sea v. United States DOT*, 123 F.3d 1142, 1162 (9th Cir. 1997).

2. The DEIS' Consideration of Induced Growth

The DEIS acknowledges that transportation projects may result in "induced growth." (7-9) In order to evaluate associated "indirect and cumulative effects" of the Project, the DEIS defines a "Future Land Use Study Area" with a radius of approximately five miles around the Project corridor. The DEIS then divides this area into five zones "to better discuss specific areas . . . that are most likely to experience land use changes." (7-3)

The DEIS concludes that at least one of these five zones would have a "high potential for accelerated growth as a result of the project" while in other zones "there would be no change from current or expected future No-Build condition." [7-15] Specifically, the DEIS asserts that the project would not induce any growth, nor improve mobility or access, in the zone located within Mecklenburg County (Zone 1) and the zone southwest of US 74 near Weddington (Zone 4). The zone encompassing the Goose Creek watershed to the North of the planned toll way (Zone 2) would have a "moderate potential for improved access and mobility" but only a "low" potential for induced growth, meaning it would undergo "some change from current or expected future No-Build conditions, but the change would be minor and likely not noticeable." *Id.* An irregular shaped zone that encircles Monroe and extends along the US 74 corridor (Zone 4) would have both "moderate" potential for improved access and induced growth, and finally, at the terminus of the project around Marshville and Wingate, Zone 5 would have "high" potential for improved access and induced growth. (7-15) The DEIS explains that its determinations are "[b]ased on a field survey of local conditions, interviews with local officials, and professional judgment . . ." (7-3).

Overall, the DEIS concludes that the Project "would likely contribute only minimally to cumulative effects on water quality and terrestrial habitat, because development that is affecting these resources is already occurring and is expected to continue to occur." [7-21] The DEIS suggests that the Project may "may serve to shift growth and development demand away from the Goose Creek and Duck Creek watersheds (the site of an endangered mussel species discussed in section IX below) compared to the No-Build Alternative by improving accessibility and reducing travel times for Zones 3 and 5, which are well outside these watersheds." [7-22] This is particularly true for the easternmost Zone 5, according to the DEIS, which would develop rapidly once connected by the toll way:

The travel time savings are expected to exceed 20 minutes in 2030. This, coupled with the availability of affordable land, would make this area very attractive for residential development, especially where water and sewer service is available. There would be high potential for accelerated growth and moderate potential for indirect impacts to sensitive resources as a result of accelerated growth in this area.

This accelerated growth "is vital to the economic well-being of Union County," according to "local planners." (3-7) Indeed, without the toll way, the DEIS reports that population in Zone 5 "could actually decline," because the "distance and travel times to and from Charlotte," as well as "traffic congestion on US 74," have made the area less "attractive for residential development for commuters" than areas closer to Charlotte. [7-14]

3. Problems with the DEIS' Consideration of Induced Growth

Facilitation of sprawl growth patterns is precisely the type of land use change covered by the CEQ regulations on induced growth. 40 C.F.R. § 1508.8(b). Information about the growth-inducing impact of road construction "is crucial to a reasoned conclusion as to alternatives" and if an EIS does not contain such an analysis it must "explain in some meaningful way why such a study was not possible." *Sierra Club v. United States DOT*, 962 F. Supp. 1037, 1043 (D. Ill. 1997) citing 40 C.F.R. § 1502.22.

The DEIS leaves no doubt that the toll way will facilitate sprawl growth on a massive scale, across the entire project area, just as the section of I-485 in this area contributed to explosive low-density development. Yet the DEIS offers virtually no information or analysis of how the sprawl growth patterns facilitated by this project would exacerbate the area's smog problem, degrade water quality, jeopardize an endangered species, and generally erode the quality of life enjoyed by residents in Union County and in the greater Charlotte metropolitan area.

The DEIS makes no attempt to quantify any of the superficial characterizations that typify its assessment of indirect and cumulative impacts. There are no estimates of, for example, the population growth rate in "Zone 5." Nor does the DEIS attempt to predict exactly how much "prime farmland" will be converted into exurban housing pods, or how many more parts per million of ozone smog will register on the surrounding air monitors because of the toll way. In place of information the DEIS offers only self-serving speculation. In place of tangible data about likely water quality impacts, the DEIS offers a conjecture that "local plans are in place and under development that will help minimize cumulative impacts to water quality." [7-22] In place of the estimated acreage of farmland and forest that will become strip malls and housing subdivisions, the DEIS offers the hypothesis that "strong local interest in preserving the area's rural character should help minimize the potential for induced development related to this project." [7-15]

The DEIS does not adhere to 40 C.F.R. § 1502.22 in offering an explanation, meaningful or otherwise, of why it omits this information. Nor does the DEIS address the glaring contradiction between its traffic projections of lower VMT and its assessment that the toll way will enable the growth of commuter communities 30 plus miles from downtown Charlotte, perhaps even reducing the amount of development in the Goose and Duck Creek watersheds.

Finally, a raft of conclusory statements and outright errors clutter the DEIS' assessment of induced growth. The DEIS lists the "potential for improved access and mobility" in Zones 1 and 4 as "none." Yet the DEIS traffic forecasts predict that area residents commuting between these areas would face nearly twice as much traffic along US 74 under the "No Build" scenario. The DEIS concludes that development in Zone 2 "would likely continue to be primarily low density residential and would occur at a slow rate." [7-13] Yet five of the ten planned toll way intersections line the border of Zone 2. The DEIS concludes that the Mecklenburg County portion of the project is "almost completely developed." Yet it also cites this area as an important location of "prime farmland soils." [7-9]

The DEIS' consideration of induced growth falls far short of what NEPA requires, especially given the context of this project. The DEIS must both identify the areas that are likely to experience induced growth and estimate the form that growth will take. This analysis, in turn, must be used to identify the amount and location of induced traffic demand that will result from this project and water

quality impacts from increased impervious surfaces. As the DEIS fails to include any analysis of this sort, the Agencies should issue a revised DEIS that comprehensively reviews induced growth and induced traffic demand and that discloses the extent to which these effects will offset congestion relief and other benefits that the Project is intended to advance.

IX. WATER QUALITY

1. Regulatory Background

The Clean Water Act (CWA) prohibits the discharge of any pollutant by any person into waters of the United States unless such discharge is made in compliance with various CWA sections, including § 404. 33 U.S.C. §§ 1251 *et seq.* Section 404 establishes a permit program to regulate the discharge of fill material into waters of the US and is overseen by the Corps of Engineers. Central to the permit decision process is whether the proposed discharge activities will comply with the CWA § 404(b)(1) guidelines (40 C.F.R. § part 230). If it does not, a permit will be denied. 33 C.F.R. § 320.4(a)(1).

The guidelines provide that discharges will not be permitted if there is a practicable alternative to the proposed discharge that would have less adverse impact on the aquatic ecosystem. 40 C.F.R. § 230.10(a). An alternative is “practicable” if it is available and capable of being done after taking into account cost, existing technology, and logistics in light of overall project purposes. 40 C.F.R. § 230.10(a)(2). The section 404(b)(1) alternatives analysis overlaps significantly with NEPA alternatives analysis. Under the 404(b)(1) guidelines, it will be presumed that there are practicable alternatives to discharge activity that occurs in but is not dependent upon wetlands or waters of the US. 40 C.F.R. § 230.10(a)(3); *see also Buttrey v. United States*, 690 F.2d 1170, 1180 (5th Cir. 1982).

The Endangered Species Act requires FHWA, as a federal agency, to insure that any development that results from construction of the Monroe Connector/Bypass does not jeopardize the continued existence of the Carolina heelsplitter. Under section 7(a)(2) of the ESA, the federal agencies must, “in consultation with and with the assistance of the [USFWS], insure that any action authorized, funded, or carried out by [FHWA] is not likely to jeopardize the continued existence of any endangered species or threatened species or result in the destruction or adverse modification of such species [critical habitat]. 16 U.S.C. 1536(a)(2). In *Nat'l Wildlife Fed'n v. Coleman*, 529 F.2d 359 (5th Cir. 1976), *cert. denied* 429 U.S. 979 (1976), the US Supreme Court held that FHWA violated its duty under section 7 to insure that construction of a federally funded highway did not jeopardize the continued existence of the endangered Mississippi Sandhill Crane. The Court found that “private development always accompanies the construction of a major highway” and this development would affect the endangered cranes. 529 F.2d at 373.

Under Section 9 of the Endangered Species Act, it is “unlawful for any person” to “take any [endangered] species within the United States...” 16 U.S.C. § 1538(a)(1)(B). It is also “unlawful for any person” to “attempt to commit, solicit another to commit, or cause to be committed” a taking of any endangered species within the United States. 16 U.S.C. § 1538(g) (emphasis added). The term “person” is defined to include “any officer, employee, agent, department, or instrumentality of the Federal Government, [or] of any State...” and thus includes FHWA, NCTA, and NCDOT. 16 U.S.C. § 1532(13).

“Take” under the Act includes any “harm” to an endangered species and specifically includes habitat degradation. *Babbitt v. Sweet Home Chapter of Communities for a Great Oregon*, 515 U.S. 687 (1995). “Take” includes direct as well as indirect harm and need not be purposeful. *See Id.* at 704. In fact, a take may even be the result of an accident. *See National Wildlife Federation v. Burlington Northern Railroad*, 23 F.3d 1508, 1512 (9th Cir.1994). Attempting to cause almost any level of injury to an endangered species is prohibited by law. “Take is defined in the broadest possible manner to include every conceivable way in which a person can ‘take’ or attempt to ‘take’ any fish or wildlife.” *Defenders of Wildlife v. Administrator, EPA*, 882 F.3d 1294, 1300 (8th Cir.1989).

2. The DEIS' Consideration of Water Quality Impacts

The DEIS recognizes that there will be indirect impacts from induced development within the Future Land Use Study Area (“FLUSA”), the area within a five-mile radius of the Detailed Study Areas (“DSA”) (DEIS at 7-3). It does not, however, provide any analysis of indirect impacts that would result from any of the Build alternatives.

The primary indirect impact on water quality from any induced development is increased non-point source stormwater pollution from additional impervious surface and from land disturbing activities. Increases in the amount of impervious surface can alter stream flows through changes in peak discharge rates and runoff volume. It can also reduce opportunities for groundwater recharge as there is less pervious area for rainwater to infiltrate into the aquifer and recharge stream base flows.

The DEIS largely ignores the indirect impacts to water quality from any of the proposed alternatives. The DEIS advances the unsupported assumption that best management practices and local stormwater ordinances will minimize these impacts. It further appears to justify the failure to analyze indirect water quality impacts on the basis that “the variations in DSA corridors are so small that indirect impacts are not expected to vary by alternative.” The DEIS fails to explain how this logic applies to the “No Build” alternative, not to mention the other reasonable alternatives that the DEIS excludes from detailed study.

Failure to examine water quality impacts from all reasonable alternatives is a derogation of the Agencies’ duties under NEPA. NEPA requires that the Agencies “[d]evote substantial treatment to each alternative considered in detail, including the proposed action, so that reviewers may evaluate their comparative merits.” 40 C.F.R. § 1502.14(b). Without an adequate analysis of the direct and indirect impacts to water quality for a full range of reasonable alternatives, the public cannot meaningfully assess the environmental impact of the recommended alternative. *See Piedmont Heights Civic Club*, 637 F.2d at 436. The DEIS’s cursory treatment of this issue violates NEPA. The fact that the DEIS artificially narrows the range of reasonable alternatives to small variations on the proposed toll road’s route does not obviate the agencies’ responsibility to fully examine the Project’s indirect effects on water quality.

The Transportation Agencies should issue a revised DEIS that analyzes the direct and indirect impacts on water quality for a full range of reasonable alternatives. Specifically, the Transportation Agencies should provide estimates of the amount of residential and commercial development expected and model the amounts of additional non-point source pollution that will result under each alternative scenario. As explained below, the Transportation Agencies cannot rely on local ordinances in order to skirt their duties to analyze fully the environmental effects of the alternatives.

3. The DEIS' Consideration of Impacts to Aquatic Endangered Species

The failure to consider impacts to a federally-endangered aquatic species, the Carolina heelsplitter, is illustrative of the DEIS' overall failure to include information regarding the water quality impacts of the proposed alternatives. As the DEIS makes clear, the Monroe Connector/Bypass will induce development that will affect the endangered Carolina heelsplitter and its designated critical habitat in Goose Creek and Duck Creek. DEIS at 7-19. The DEIS, however, fails to adequately analyze the impacts of any proposed alternative on the species. The Transportation Agencies have a duty under NEPA to provide detailed information on the impacts of all practicable alternatives. 40 C.F.R. § 1502.14(b). Application of the Endangered Species Act reinforces this duty and imposes additional requirements. These include insuring that any induced development—even if it is minimal—will not adversely affect habitat for the Carolina heelsplitter, jeopardize the continued existence of the species, or result in a take of any individual members of the species.

There is ample reason to believe that this project will both jeopardize the continued existence of the Carolina heelsplitter and result in takings of individual members of the species. In July 2002, the U.S. Fish & Wildlife Service designated critical habitat for the Carolina heelsplitter, including the main stems of Goose Creek and Duck Creek in Union County. 67 Federal Register 44502-44521 (July 2, 2002). In proposing critical habitat, the Service concludes:

Available information indicates that several factors have contributed to the decline and loss of populations of the Carolina heelsplitter, and threaten the remaining populations. These factors include pollutants in wastewater discharges (sewage treatment plants and industrial discharges); habitat loss and alteration associated with impoundments, channelization, and dredging operations; channel and streambank scouring associated with increased storm-water run-off; and the run-off of silt, fertilizers, pesticides, and other pollutants from various land disturbance activities with inadequate or poorly maintained erosion and stormwater control. Many of the streams in the area of Charlotte, North Carolina, that are known to have historically supported the Carolina heelsplitter, but which no longer do, have been degraded by a combination of the factors listed above and appear to no longer support, or be capable of supporting, any species of native mussels.

The runoff of storm water from cleared areas, roads, rooftops, parking lots, and other developed areas, which often is ditched or piped directly into streams, not only results in stream pollution, but also results in increased water volume and velocity during heavy rains. This change in water volume and velocity causes channel and stream-bank scouring that leads to degradation and elimination of mussel habitat.

Id. at 36230 (emphasis added). Many of the adverse impacts to the Carolina heelsplitter identified by the USFWS are associated with urbanizing watersheds and commercial and residential development, which the DEIS acknowledges that this highway project will induce.

The limited information and analysis provided in the DEIS confounds any precise assessment of this Project's impacts on the Carolina heelsplitter's habitat. Although the DEIS clearly acknowledges that some growth will be induced in the Goose and Duck Creek watersheds under any alternative, it lacks any

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quantitative analysis of how many additional households will be induced or how many acres of commercial development will be induced under the different scenarios. Any induced development resulting in more impervious surfaces can be expected to increase peak discharges and volumes of stormwater runoff. These impacts, however, are completely ignored and unquantified in the DEIS.

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The DEIS offers even less analysis of impacts to endangered species than the previous DEIS for this project, which was later withdrawn. In the 2003 DEIS for the Monroe Connector, NCDOT provided estimates of induced households and affected acreage and modeling data regarding the increases in nutrients that would be added to the Goose Creek watershed from the induced development.⁵⁰ At the very least, the current DEIS should provide similar information for public comment. Instead the DEIS merely concludes "local plans are in place and under development that will help minimize cumulative impacts to water quality." DEIS at 7-22. The DEIS further concludes that the proposed alternative "may serve to shift growth and development demand away from the Goose Creek and Duck Creek watersheds, as these areas are north of the proposed DSAs." DEIS at 7-19. The Agencies provide no data to support these broad generalizations.

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Further, as previously noted in these comments, the DEIS does not include a reasonable range of alternatives as required by NEPA. In addition to the upgrade, traffic management, transit, rail freight and other alternatives suggested earlier, the Transportation Agencies should include for study new location alternatives with fewer interchanges in areas that may induce development in the Goose Creek watershed. As currently proposed and acknowledged in the DEIS, the number and locations of the interchanges in the alternatives vary only slightly. DEIS at 7-2. Given that the continued existence of the Carolina heelsplitter could be in jeopardy from this Project, SELC and its partners strongly recommend that the Transportation Agencies develop and analyze alternatives that contain fewer interchanges that may induce development in the specie's habitat.

4. Undue Reliance on Local Ordinances

In lieu of quantifying and analyzing the impacts from the proposed alternatives, the Transportation Agencies place undue reliance on local ordinances to protect the Goose and Duck Creek watersheds. The FLUSA includes 14 municipalities in Union and Mecklenburg counties. The DEIS relies on the environmental regulations in many of these municipalities and upon the new Goose Creek Site Specific Water Quality Management Plan (15A N.C. Admin. Code 2B .0600-.0609)⁵¹ to conclude

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⁵⁰ See NCDOT, Draft EIS for the Monroe Connector, 4-68-76 (2003) (on file with NCDOT).

⁵¹ The DEIS cites the Goose Creek Rules as providing overarching protections from development within the Goose Creek watershed that will "further reduce the potential for indirect impacts to water quality and protected species." DEIS at 7-15-16. It is important to note that the Goose Creek Rules were finalized very recently in February and March 2009 and are in the very early stages of implementation in the Goose Creek watershed. Further, the Rules require 200-foot buffers on those parts of the streams within the 100-year floodplain and 100-foot buffers on those parts of the streams outside of the 100-year floodplain. This approach not only disregards the USFWS's recommendation of 200-foot buffers on perennial streams and 100-foot buffers on intermittent streams, it reduces buffer widths along critical headwater streams where they are "especially important" and "have the most opportunities to accept and transport sediment." Seth Wenger, *A Review of the Scientific Literature on Riparian Buffer Width, Extent and Vegetation*, Office of Public Service & Outreach, Institute of Ecology, Office of Public Service & Outreach, Institute of Ecology, University of Georgia 17 (March 5, 1999), available at <http://lakemargaretconservation.org/docs/buffer%20literature%20review1.pdf>. Further, the Rules as adopted contain significant exemptions that may not provide adequate levels of protection for the Carolina heelsplitter.

that indirect and cumulative impacts on the Carolina heelsplitter will be mitigated by buffer protections and other stormwater management measures. DEIS at 7-6, 7-15, 7-22.

There are two important problems with relying solely on local ordinances to protect the Carolina heelsplitter. First, the Transportation Agencies cannot rely on these ordinances without analyzing the levels of protections combined with an adequate quantitative assessment of the amount of induced growth that can be expected for each proposed alternative. Even if the levels of protection are deemed adequate, each of these ordinances may contain exemptions or variance procedures that would allow more development activities within the municipalities. Therefore, the DEIS must also analyze the consistency with which these ordinances and regulations are administered in the individual municipalities.

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Second, *Nat'l Wildlife Fed'n v. Coleman* squarely prohibits FHWA from placing such reliance on other agencies' activities to meet its ESA obligations to insure that the induced development will not jeopardize the species' continued existence or adversely affect its critical habitat. 529 F.2d at 374. In *Coleman* FHWA was relying on another federal agency's proposed plans. The local ordinances and state regulations at issue here are outside of the control of any federal agency, and subject to amendment. They therefore fall well short of the protections that FHWA must adopt to meet its ESA obligations, such as through the adoption of a Memorandum of Agreement with the 14 municipalities and the USFWS to insure permanent levels of protection (be it from buffers or other stormwater management measures) for the Carolina heelsplitter within the project area. Such an approach was underway in connection with the prior DEIS and is still necessary, despite the wishful thinking in the current DEIS.

X. CONCLUSION

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We urge the Transportation Agencies to revise their analysis of alternatives and impacts according to the recommendations set forth herein and to issue a revised Draft Environmental Impact Statement for public review and comment.

Buffers must be continuous because "gaps, crossings or other breaks in the riparian buffer allow direct access of surface flow to the stream, compromising the effectiveness of the system." *Id.* The Transportation Agencies must not assume that the Goose Creek Rules or any other local government buffer ordinances will be sufficient to meet its obligation to prohibit impacts to the Carolina heelsplitter or to properly analyze the impacts of each alternative.

Appendix B3 – Interest Group Comments

Table B3-1: Southern Environmental Law Center

Document: i001 letter dated June 15, 2009

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
1	Purpose and Need for Action	<p>The "Purpose and Needs" section of the DEIS adopts an impermissibly narrow "purpose." The stated project purpose - to build a freeway- essentially restates the specific project design desired from the outset by the Transportation Agencies, rather than identifying the primary underlying purpose of the project. As such, it is too narrow to support consideration of the reasonable range of alternatives required by the National Environmental Policy Act. Consequently, it is also insufficient to support the identification and permitting of the least damaging practicable alternative that meets the underlying purpose of the project, as required under Section 404 of the Clean Water Act.</p> <p>The project's purpose does not include improving mobility by adopting any alternative other than a freeway. This condition thus collapses the project purpose into the narrow goal of building a freeway.</p> <p>The DEIS does not Support this narrow goal with any specific, empirically verifiable data such as average commute times, the average trip time between major population centers, or cost-effectiveness. And the DEIS offers no explanation of why, for example, the SHC program contemplates that some corridors-but not this one-may accommodate "high-speed" regional travel needs with less than a fully controlled-access freeway. According to the DEIS, the Board of Transportation's underlying purpose in establishing the Strategic Highway Corridors Initiative is "to provide a safe, reliable, and high-speed network of highways," but also "to use the SHC Concept as a tool to influence and affect ongoing planning and project related decisions in order to realize the facility type vision" [1-5]. The DEIS appears to advance the notion that the SHC concept and other "tools to influence" planning should displace an objective analysis of alternatives under NEPA.</p>	<p>A comprehensive response to this comment is provided in Section 3.3.1 of the Final EIS – Responses to Generalized Comments on Purpose and Need.</p>
2	Purpose and Need for Action	<p>The record demonstrates that the Transportation Agencies included this inadequate purpose and need statement in the DEIS despite the objections of other agencies. For example, early in the scoping process, the North Carolina Division of Water Quality asked: "if 'high-speed' is part of the Purpose and Need statement, will an expressway (or any other type of facility other than a freeway) meet the Purpose and Need for the project"? If not, the agency requested "that the Turnpike Authority justify in specific terms how a 'high-speed' facility is needed with STRAHNET, the Strategic Highway Corridor, or NC Intrastate Corridor designation." NCTA responded "that a freeway will be needed to meet the purpose and need." Nothing in the record, however, meets the resource agency's request for a justification of this conclusion "in specific terms." The DEIS repeats this omission.</p>	<p>The use of the term "high speed" is discussed in Section 3.3.1 of the Final EIS – Responses to Generalized Comments on Purpose and Need, Comment 1: <i>The use of "high speed" as part of the statement may narrow the purpose and need and bias the alternatives in favor of those on new location.</i></p> <p>The response is lengthy and not reproduced here. In summary, the term "high speed" as used in the Draft EIS, does not unduly narrow alternative nor preordain any on particular alternative. The term "high speed" is defined as 50 miles per hour, and this travel speed might be achieved by several different types of facilities on any number of new location alignment or along existing roadways, for example: controlled-access freeways, Superstreets, or even public transportation on dedicated right of way.</p>

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**Table B3-1: Southern Environmental Law Center
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COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
			<p>Resource agencies had the opportunity to provide input early in the development of the Purpose and Need Statement. In accordance with Section 6002 of SAFETEA-LU, cooperating agencies, participating agencies, and the public were provided opportunities to participate in the development of the purpose and need for the project.</p> <p>Based on comments received, the Purpose and Need Statement was revised as appropriate and several versions of the document were progressively presented for agency review and comment during the TEAC meetings. The Purpose and Need Statement for the project was discussed at Turnpike Environmental Agency Coordination meetings held in 2007 on January 4, January 25, February 14, March 22, August 15, and September 27. The public provided input at workshops held June 25 and 26, 2007. The majority of public comments supported the project purpose as presented at the workshops.</p> <p>In the earlier TEAC meetings noted above, concerns regarding use of “high speed” in the Purpose and Need were discussed. At the last meeting where Purpose and Need was discussed (September 27, 2007), only two sets of comments were received. Most comments were editorial (changes made), with the exception of two issues: 1) basis for the statement that Union County is the fastest growing county in North Carolina, and 2) why the existing crash data was not compared to the State rate. In response to the first issue, the Purpose and Need was revised to clarify the growth of Union County. In response to the second issue, it was explained that safety is not identified as a purpose or need for the project. The crash data is included in the existing conditions section of the Purpose and Need as evidence in support of the level of congestion in the area.</p> <p>Since no other written comments were received after the September 27, 2007 TEAC meeting, the NCTA concluded that all comments, issues, and concerns regarding the Purpose and Need had been addressed through the coordination process, in accordance with the Section 6002 Coordination Plan, and the discussions regarding Purpose and Need were assumed to be complete.</p>

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COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
3	Purpose and Need for Action	To comply with NEPA, the DEIS must objectively define the project purpose to "improve mobility" with quantifiable measures that allow for meaningful comparison between a full range of alternatives. For example, the DEIS specifically cites congestion and lengthy commute times along US 74 as "needs for the proposed action," yet the statement of the project purpose on the following page neglects to mention these issues. This leaves the meaning of "improve mobility" ambiguous. The project purpose should outline tangible objectives related to mobility, such as reducing travel times between population centers in the project area, increasing freight movement capacity within the corridor, and providing residents with more transportation options. At the least, the project purpose should relate to all of the needs discussed in the DEIS "Purpose and Need" chapter, including the current high crash rate along US 74, its "high percentage of truck traffic," and its high level of congestion.	<p>The purpose and need defined in Sections 1.2 and 1.3 of the Draft EIS conforms to the requirements of 40 CFR Part 1502.13 – Purpose and Need, which states “The Statement shall briefly specify the underlying purpose and need to which the agency is responding in proposing the alternatives including the proposed action.”</p> <p>Supporting data on the needs to be addressed by the project are provided in Section 1.2 of the Draft EIS. Specifically, data regarding existing and projected roadway capacity deficiencies are provided in terms of estimated average travel speeds and levels of service, which can be considered measures of mobility. Data regarding the corridor’s existing inconsistency with state and local transportation plans is provided through a discussion of those plans and the elements of those plans the existing corridor is not currently able to fulfill.</p> <p>Other conditions in the project area, such as high crash rates and high percentages of truck traffic (which relates to freight), are included in Section 1 to provide the reader additional context for understanding existing transportation issues in the project study area.</p> <p>Alternatives were evaluated using a three step qualitative and quantitative process, as summarized in Chapter 2 of the Draft EIS. Section 2.2.1 of the Draft EIS describes the criteria used in the First Qualitative Screening of alternatives to determine if an alternative concept would meet the project's purpose and need. The ability of each alternative concept to meet each criterion is discussed in Section 2.2.2 of the Draft EIS. Concepts passing through to the second and third screenings were further evaluated at increasing levels of detail.</p>
4	Purpose and Need for Action	The DEIS fails to present critical data that would illuminate the cause of the congestion along US 74 and other barriers to mobility in the project area. The DEIS intimates that commuters cause a large part of the traffic congestion along US 74. It points out that over 30,000 residents of Union County commute to Mecklenburg County for work, and approximately 80% of commuters in Mecklenburg and Union counties "drive alone to work." [1-12] But the DEIS does not present survey or any other data that demonstrates who actually uses US 74. It simply assumes that capacity along US 74 cannot meet the demand of commuters and long-distance truckers. This untested assumption provides the justification for ignoring the effect on congestion from poor access control along US 74 and the highly disconnected secondary road-network in the project area. These factors clearly matter, however. Even assuming that every one of the 31,000 commuters from Union County to Mecklenburg drove by themselves along US 74—a highly implausible	<p>Existing roadway conditions are described in Section 1.8 of the Draft EIS. In addition to traffic volumes on the facility, lack of access management, frequent traffic signals and high truck percentages are identified as issues affecting movement within this corridor.</p> <p>The traffic projections for the No Build Alternative and Build Alternatives were developed using the Metrolina Regional Travel Demand Model. Forecasts using the regional model account for all types of trips, including local trips.</p>

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COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
		assumption given traffic along other arterials such NC 84, NC 521 and NC 16-these commuters would account for less than half of the average daily traffic on the busiest segments of US 74 near I-485. An accurate characterization of the US 74 congestion problem must acknowledge the very high percentage of local trips within the corridor, something the DEIS does not do. Obviously, an accurate assessment of the nature of the traffic problem would lead to a different range of solutions to be considered in the DEIS.	
5	Purpose and Need for Action	The Agencies should issue a new DEIS that contains a clear and unbiased statement of the purpose and need for this project in order to ensure consideration of a reasonable range of alternatives, and the eventual identification of the least damaging practicable alternative. The project purpose should be stated neutrally and without an artificial level of specificity. In this situation, with the proposed project having to comply with both NEPA and Section 404 of the CWA, it is even more important that the basic project purpose be properly articulated so as not to artificially constrain the Corps from exercising independent judgment in identifying the basic purpose of the project and using it as the touchstone for evaluating the feasibility of the various potential alternatives.	<p>The purpose and need for the project and the alternatives development and analysis conform to CEQ and FHWA guidelines. The project purpose allows for consideration of a range of alternatives.</p> <p>In accordance with Council on Environmental Quality (CEQ) regulations (40 CFR 1502.14) and FHWA guidance and regulations (FHWA Technical Advisory T6640.8A, 1987 and 23 CFR 771.123), a range of reasonable alternatives (including non-toll alternatives) were evaluated in Chapter 2 of the Draft EIS, and eliminated or retained for a variety of reasons, as documented in that chapter.</p> <p>The purpose and need and alternatives were developed with input from environmental resource and regulatory agencies, including the USACE, and the public, in accordance with Section 6002 of SAFETEA-LU. Appendix A, Item f, of Section 6002 states "As early as practicable during the environmental review process, the lead agency shall provide an opportunity for involvement by participating agencies and public in defining the purpose and need for the project (www.fhwa.dot.gov/HEP/section6002/appx.htm). Through these review opportunities, the USACE did not identify issues with the final purpose and need statement.</p> <p>See also the response to Southern Environmental Law Center (letter i001) Comment #2.</p>
6	Purpose and Need for Action	As discussed previously, the Agencies have identified the need "to improve mobility ... within the project study area." SELC and its partner groups recognize that traffic problems do, in fact, exist on US 74, and suggest that a statement of the project's purpose focus on the enhancement of mobility in the area. A further refined statement of project purpose might be drafted as follows:" To provide increased mobility to serve residents, businesses, and tourists traveling in or through eastern Mecklenburg County and western Union County in a manner that protects the environment, provides economic opportunity, and preserves the historic and social setting of the affected region."	See also the response to Southern Environmental Law Center (letter i001) Comment #3.

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COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
7	Alternatives Considered	<p>Non-Freeway Alternatives. The DEIS does not analyze reasonable alternatives to the proposed action. Rather, it summarily rejects them because they do not comply with the project "purpose" of building a freeway:</p> <p>Mass transit "would not be consistent with the NC SHC program for the corridor or the NC Intrastate System, as it would not allow for a high-speed freeway for regional travel in the US 74 corridor." [2-9] Controlling access along US 74 "would not be consistent with the NC SHC program nor the NC Intrastate System programs' visions for the US 74 corridor as a freeway facility allowing for high-speed regional travel." [2-8]</p> <p>Widening US 74 "would not be consistent with the NC SHC program for the corridor or the NC Intrastate System, as it would not allow for a high-speed freeway for regional travel in the US 74 corridor." [2-10] Erecting a superstreet above US 74 "would not fulfill the NC SHC program's vision for the corridor as a freeway facility." [2-10]</p> <p>Designating "HOV lanes" on US 74 "would not allow for a high-speed freeway for regional travel." [2-7] The only alternatives to the proposed Monroe Connector/Bypass that the DEIS examines in any detail are the "no action" scenario and the conversion of US 74 into a massive ten-lane toll way and frontage road system. Every other alternative is eliminated for the same reason-it is not a controlled access freeway.</p> <p>The DEIS thus rejects all reasonable alternatives to the proposed action on the basis that they are incapable of spawning a new freeway. The description of these alternatives and the discussion of their elimination occupy some eight pages of the DEIS. The DEIS fails to even mention NCDOT's own study of US 74, which found that less than \$14 million in improvements could bring all but one interchange along US 74 in the project area to an "acceptable level of service." The DEIS' subsequent "qualitative" and "quantitative" analysis of the remaining freeway variations takes up 34 pages. This relatively lengthy "analysis" offers little of value. It slices and segues myriad possible freeway segments for a comparison of costs, lumping the "upgrades US 74" alternative into a list of 25 "preliminary study alternatives." But even the "upgrade existing" alternative, a massively disruptive conversion of US 74 into a ten-lane sea of asphalt, referred to as "PSA G" or "Revised PSA G," is eliminated before the final stage of analysis. The DEIS must do more than compare slightly varied routes of the same basic design concept.</p>	<p>The Draft EIS analyzed several alternative concepts, as listed in Section 2.2.2 – Alternative Concepts. An objective, three-step screening process was used, as described in Section 2.1.1 of the Draft EIS.</p> <p>The TDM Alternative, TSM Alternative, Mass Transit/Mutli-Modal Alternative, and two variations of Improve Existing US 74 (Arterial Widening and Superstreet) were eliminated in the Qualitative First Screening because they could not meet the project's purpose and need based on the criteria listed in Section 2.2.1 of the Draft EIS. These criteria are:</p> <ul style="list-style-type: none"> • Does the alternative address the need to improve mobility and capacity in the US 74 corridor? • Is the alternative consistent with the NC Strategic Highway Corridor (SHC) program and NC Intrastate System (i.e., does it allow for high-speed regional travel)? • Does the alternative maintain access to properties along existing US 74? <p>All alternative concepts were evaluated in the Qualitative First Screening using these criteria. The key term regarding consistency with SHC and the NC Intrastate System in the first screening evaluation criteria is "high speed", not the specific provision of a freeway facility. Although text explaining the decisions to eliminate some alternative concepts notes that the concepts would not provide a freeway facility, the primary criterion related to local and state transportation plans, as listed in Section 2.2.1 of the Draft EIS, is the ability to allow for high speed regional travel, regardless of facility type.</p>

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COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
8	Alternatives Considered	No Objective Evaluation Based on Empirical Data. In 2007, the consulting company Stantec conducted a study of US 74 in Union County at the behest of NCDOT. The Stantec study concluded that roughly \$3.1 million in "short term improvements" could improve mobility to "an overall LOS D...at 20 of 23 signalized intersections along the US 74 study corridor." Furthermore, the study predicted that \$10.2 million of "long-term improvements" such as "conversion to a superstreet-type facility, implementation and optimization of closed-loop traffic signal systems, and addition of lanes to intersections"-could result in an "acceptable level of service" by the year 2015 along the whole of the corridor in Union County, with the sole exception of the interchange at Rocky River Road. The DEIS, however, does not discuss this study. Indeed, the DEIS does not support its recommended alternative with hard data comparing it to any realistic alternative.	The <i>US 74 Corridor Study</i> (Stantec, 2007) is discussed in detail in Final EIS Section 3.3.2 under "Comment 2" as TSM Alternative Concept 2. The referenced study recommends improvements to US 74 that would achieve LOS D at intersections along the roadway based on year 2015 traffic forecasts. A comparison of the year 2015 traffic volumes used in the <i>US 74 Corridor Study</i> to the year 2035 No-Build volumes used in the Draft EIS shows that the volumes in 2035 along US 74 would generally be more than double the 2015 traffic volumes. Therefore, the levels of service at the intersections in 2035 would degrade to below LOS D, and travel speeds also would decrease to less than 30 mph. Reasons for selecting DSA D as the Recommended Alternative are listed in Section 2.8 of the Draft EIS and include quantitative comparisons with the other Detailed Study Alternatives.
9	Alternatives Considered	Only in the final stage of analysis does the DEIS present traffic forecast data. And these forecasts only compare variations of a new toll road route with doing nothing at all. For less expensive and more effective means of addressing traffic problems along US 74 in the project area, the DEIS adopts a cut and paste approach. Its discussion of the "transportation demand management" or "'TDM" alternative," the "transportation supply management" or "TSM" alternative, and the "mass transit/multi-modal alternative" bears a disturbing similarity to a generic discussion of these same "alternatives" for other North Carolina Turnpike Authority projects. These discussions follow the same basic pattern of "analysis." First, they define the "alternative" as a set of insignificant half-measures. Second, they declare any benefit accruing from the alternative as "minimal." Third, they summarily reject the alternative as insufficient to address the overwhelming volume of traffic along the corridor. The DEIS presents no data to support any of these logical progressions.	As discussed in Section 2.2.2 of the Draft EIS, the evaluations of the TSM Alternative, TDM Alternative, Mass Transit Alternatives, and Multi-Modal Alternatives, are considered in the context of the project study area and the purpose and need of this particular proposed project. Additional discussion of the Qualitative First Screening for the TDM, TSM, Mass Transit, and Multi-Modal Alternatives combining information from the Draft EIS, the <i>Alternatives Development and Analysis Report</i> (PBS&J, April 2008), and the <i>US 74 Corridor Study</i> (Stantec, July 2007) is provided in Final EIS Section 3.3.2 under Comment 3.

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10	Alternatives Considered	First, the DEIS gives little justification for how it defines the scope of the TSM, TDM, and Mass Transit/Multi-Modal Alternatives. The DEIS ignores the possibility of combining these strategies, and even within the narrow categories that it adopts, the DEIS excludes measures that are not "typical." For example, the DEIS reasons that "Transportation System Management (TSM) Alternative concept measures typically consist of low-cost, minor transportation improvements to increase the capacity of an existing facility," [2-7] and that "typically, TDM improvements do not involve major capital improvements." [2-5] There is no data or any other support for the decision to adopt this "typical" approach in the DEIS analysis of alternatives. The DEIS explains that "TSM measures such as ...intersection realignment ... were not included in the TSM Alternative" because they would "not create any additional capacity along US 74" [2-8]. This conclusion is at odds with the Stantec Study of US 74, which analyzed intersection realignment as one of the improvements that could bring most of US 74 up to an "acceptable level of service" for a fraction of the Monroe Connector/Bypass's cost to the taxpayer, not to mention the cost to toll payers.	Additional discussion of the Qualitative First Screening for the TDM, TSM, Mass Transit, and Multi-Modal Alternatives combining information from the Draft EIS, the <i>Alternatives Development and Analysis Report</i> (PBS&J, April 2008), and the <i>US 74 Corridor Study</i> (Stantec, July 2007) is provided in Final EIS Section 3.3.2 under Comment 3.
11	Alternatives Considered	Second, where the DEIS purports to analyze the TSM, TDM and Mass Transit/Multi-Modal alternatives, it dismisses them on the basis of unsupported assertions. In the discussion of the TSM Alternative, the DEIS rejects the idea of pursuing access control or perhaps even getting rid of a few traffic signals along US 74 because such improvements "would not be effective since limiting turning movements between signalized intersections would increase the turning movement volumes at signalized intersections" [2-7]. No traffic modeling or other data supports this assertion and again, NCDOT's own study appears to contradict this conclusion. Similarly, the DEIS rejects the Mass Transit Alternative without even bothering to define it, because "it would not noticeably improve mobility and capacity because it would not divert enough vehicular traffic" [2-9]. The DEIS presents no data to support that characterization, nor does it explore obvious collaborative opportunities for expanding transit service outward from the planned commuter rail line along US 74 to I-485.	Additional discussion of the Qualitative First Screening for the TDM, TSM, Mass Transit, and Multi-Modal Alternatives combining information from the Draft EIS, the <i>Alternatives Development and Analysis Report</i> (PBS&J, April 2008), and the <i>US 74 Corridor Study</i> (Stantec, July 2007) is provided in Final EIS Section 3.3.2 under Comment 3. As discussed in Section 3.3.2 , CATS planned transit line from Uptown Charlotte to just east of I-485, the LYNX Silver Line (also known as the Southeast Corridor Rapid Transit Project) has been delayed until after 2020 and CATS is not currently developing this project. It is the purpose of the LRTP to identify and prioritize a comprehensive system of proposed transportation improvements, of which the Monroe Connector/Bypass is a part. The Monroe Connector/Bypass project does not preclude planning for other improvements, including transit service. The MUMPO's 2035 LRTP "defines the policies, programs and projects to be implemented over the next twenty-plus years in order to reduce congestion, improve safety, support land use plans and provide mobility choices in MUMPO's planning area." (MUMPO 2035 LRTP, page 1-1). The MUMPO 2035 LRTP addresses the following transportation components: streets and highways, public transportation, bicycles, pedestrians, greenways and trails, freight, and other transportation modes.

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12	Alternatives Considered	Third, the DEIS presents inflated and inaccurate projections of traffic volumes that make any alternative to a new highway facility appear inadequate. As explained at length in Section V, the DEIS traffic projections defy the established knowledge in the field, as well as plain common sense. The projections fail to account for any induced traffic growth and grossly inflate traffic volumes under the "no build" scenario. The DEIS invokes these radical traffic modeling results to exclude sensible, lower-cost alternatives, on the basis that the "amount of traffic projected for 2035 along US 74 would overwhelm the effectiveness of minor TSM improvements" [2-8].	The traffic forecasts were developed using the Metrolina Travel Demand Model for the 13-county region around Charlotte developed and maintained by Charlotte DOT.
13	Alternatives Considered	Streamlining US 74 and consolidating or simply eliminating many access points to it could reap enormous benefits at comparatively tiny costs. As the DEIS points out, "few, if any access management techniques have been applied to this roadway" [1-15]. Even addressing a small fraction of the road's design flaws could yield significant congestion relief. Again, NCDOT has already paid for a comprehensive study of this issue.	Discussion of the <i>US 74 Corridor Study</i> (Stantec, July 2007) prepared for NCDOT is provided in Final EIS Section 3.3.2 under Comment 3. This study developed a series of TSM type improvements to improve traffic flow along existing US 74 based on year 2015 traffic volumes.
14	Alternatives Considered	As a measure that forms part of a viable alternative to building a bypass around US 74, the DEIS should include data about the costs and effectiveness of access management. The Agencies should update and expand the Stantec study and further analyze the measures proposed by that study, and they should outline the costs and effectiveness of access management measures associated with more minor improvements such as closing median breaks and rerouting driveway access along US 74. The Stantec study found that only \$13 million worth of improvements could bring all of US 74 in Union County up to "LOS D," with the sole exception of the Rocky River Road interchange. This level of service may not meet the Project purpose to provide for "high speed" travel, but the potential benefits of upgrading US 74 should be further explored before nearly a billion dollars - including hundreds of millions of taxpayer dollars - finances a toll way.	See response to Comment 8 in the Southern Environmental Law Center letter (i001).
15	Alternatives Considered	The DEIS cites the importance of local businesses along the US 74 corridor in rejecting the 10-lane "upgrade existing" alternative, but the DEIS fails to analyze how bypassing US 74 altogether will impact these same businesses, many of which are retailers. Also, the DEIS implies that the Monroe Connector/Bypass would attract truckers and long-distance commuters and relieve traffic on US 74, but in addition to relying on nonsensical traffic projections, this claim ignores numerous studies that have documented diversions of truck traffic from tolled routes to parallel "free" roads. Business along US 74 thus face the prospect of an unfixed road network, with all the associated congestion, increased truck traffic, and an exodus of customers with money to spend, who can pay to avoid the congestion along the existing US 74 corridor.	The 2006 study <i>No More Just Throwing Money Out the Window – Using Road Tolls to Cut Congestion, Protect the Environment, and Boost Access for All</i> , prepared by the Environmental Defense Fund, states "Trucking groups often oppose toll lanes, claiming they will result in increased travel costs that truckers will not be able to pass on to customers. Some fear that increased costs may reduce the use of trucks to ship freight in favor of rail and other methods of transportation. While tolling may divert some shipping to rail, tolling also can help truckers by improving travel time and reliability. Resulting productivity gains may offset the price of paying a toll." (pg 26). Anticipated use of existing US 74 would be primarily by local traffic traveling to and from destinations within the existing US 74 corridor. While the

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			<p>construction of a new alignment toll road will not solve all problems on existing US 74, it will provide some relief to the existing corridor by removing through traffic, including some trucks. There would be continued traffic on existing US 74, but with less congestion (based on improved v/c ratios); access would likely improve for local businesses.</p> <p>The alternatives analysis summarized in Section 2 of the Draft EIS evaluated multiple scenarios for widening US 74 and determined that there is no reasonable configuration of the Improve Existing US 74 Alternative that would operate at an acceptable LOS (generally LOS D or better), avoid and minimize impacts to the human and natural environments, and be cost effective.</p> <p>Revised Preliminary Study Alternative (PSA) G would operate better and is less expensive than original PSA G; however, the impacts associated with the alternative, which have been avoided and minimized to the maximum extent practicable, still result in the conclusion that this alternative is not reasonable. The number of business relocations – 235 – would have a significant impact on the economy and tax base of Union County, by impacting one out of 20 businesses countywide. In addition, the length of the construction period, which would be approximately 6 to 10 years along the existing corridor, would be an extreme inconvenience for commuters and other travelers.</p>

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16	Alternatives Considered	<p>A recent news report disclosed that ridership on the CATS express route bus line in Union County has nearly doubled in the past year. This is unsurprising given the rapid growth in the area, and it suggests the potential for expanding transit beyond its fledgling status. Improved transit in Union County could connect with the planned transit service upgrade to the US 74 corridor in Charlotte.</p> <p>Unfortunately, the treatment of mass transit in the DEIS is utterly inadequate. Without bothering to define what "mass transit" in the project area might look like – e.g., bus service that connects commuters to the planned transit line – the DEIS concludes that the "Mass Transit Alternative concept ...would not noticeably improve mobility and capacity because it would not divert enough vehicular traffic" [2-9]. Again, there is no support for this claim, and no legal basis for the DEIS to neglect any meaningful consideration of transit as part of a viable alternative to a new location toll highway.</p>	<p>According to the 2009 Union County Annual Report, "Ridership [on the CATS express route] from June 2008 - June 2009 increased by 19 percent, from 44,295 to 52,750. On average, 216 people ride the 74X each day." (www.co.union.nc.us/Portals/0/UnionUpdate/ARrev11310.pdf).</p> <p>Neither Union County nor the City of Monroe operates a public transportation system, with the exception of on-demand paratransit services. There are no plans to begin other public transportation services in the near future and the current and future land use densities in Union County would not support increased transit at a level needed to noticeably reduce traffic volumes on existing US 74.</p> <p>The Mass Transit and Multi-Modal Alternatives were evaluated and eliminated from further consideration. Transit service, particularly on a dedicated right of way, could provide increased mobility and capacity between Union County and Mecklenburg County by providing an alternative mode choice for commuters and other county-to-county and intracounty travelers. However, this alternative concept (either new rapid transit or expanded bus service) would not divert enough vehicular traffic to improve traffic flow on US 74 nor provide a high-speed facility that serves both individual travelers and freight trips. There is also no program currently in place in Union County to fund mass transit improvements.</p> <p>The Mass Transit Alternative concept for this project would need to connect to the Southeast Corridor Rapid Transit Project in Mecklenburg County, and that project has been delayed until after 2020. Also, current land uses along US 74 likely would not support a rapid transit line.</p> <p>Combining a Mass Transit Alternative concept with other modes also would not be practicable. The mass transit element would add substantial costs to any alternative that includes road improvements, but would do very little to improve traffic flow on US 74.</p>
17	Alternatives Considered	<p>The DEIS fails to even mention freight rail. Freight rail, however, plays an important role in the US 74 corridor. So important, in fact, that the Charlotte-Wilmington rail line makes up one of three corridors envisioned in the "The National Gateway" project, a public-private partnership plan to create a more efficient rail route linking the Mid-Atlantic and the Midwest, improving the flow of rail traffic between these regions by increasing the use of double-stack trains. As Ohio Senator George Voinovich explained on the Senate Floor last year, "the National Gateway proposes preparing three major rail corridors for double-stack clearance: 1-95 corridor between North Carolina and Baltimore, MD, via</p>	<p>The purpose of the project is to improve mobility and capacity within the project study area by providing a facility for the US 74 corridor from near I-485 in Mecklenburg County to between the towns of Wingate and Marshville in Union County that allows for high-speed regional travel. Although increased freight capacity provided by the National Gateway project would have benefits (www.nationalgateway.org), consideration of freight rail would not address this project purpose. Even with expanded freight rail, only a portion of the trucks using the US 74 corridor might be replaced with freight trains, and an unimproved US 74 would still operate at</p>

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		Washington, DC; 1-70/I-76 corridor between Washington, DC, and northwest Ohio via Pittsburgh, PA; and Carolina corridor between Wilmington, NC and Charlotte, NC. The result will be thousands of new jobs, improved railway reliability and the diversion of heavy trucks from crowded highways leading to reduced emissions and highway maintenance costs and improved road safety.”	slow average travel speeds. The National Gateway project is still in the early planning stages, and is not included in any Long Range Transportation Plans in North Carolina. According to the National Gateway project Web site the only project listed in North Carolina is the Intermodal Terminal at Charlotte-Douglas International Airport (CDIA). According to the CDIA (meeting with CDIA on January 19, 2010), this Intermodal Terminal is scheduled to open in late 2011.
18	Alternatives Considered	The DEIS emphasizes the "high percentage of truck traffic" along US 74 in the project area, as well as the importance of the corridor as a shipping lane between Wilmington and Charlotte. Rail improvements could divert some of the many trucks that currently travel through the project area and contribute disproportionately to congestion and air pollution relative to auto traffic. These improvements could be extremely cost-effective. NCDOT's \$26 million budget for its entire rail division barely exceeds the \$24 million of annual "gap" funding slated to help finance the Monroe Connector/Bypass. Moreover, according to NCDOT, rail lane miles generally carry a lower price tag than new highway lane miles. And by collaborating with private sector freight carriers, rail improvements can leverage the value of public funding. Without any consideration in the DEIS, however, the public has no way of knowing if this is a viable option for removing truck traffic from US 74, perhaps even more effectively than building a toll highway, which truckers tend to avoid using if possible.	While freight rail improvements may be needed in the region, they won't eliminate the need for trucks to use US 74 to deliver goods within the project area. Constructing the Preferred Alternative as a toll facility would also be another method to leverage public funding. See also response to Comments 15 and 17 in the Southern Environmental Law Center letter (i001).
19	Alternatives Considered	The DEIS fails to consider barriers to mobility other than those facing drivers of privately owned vehicles in the study area. The DEIS says nothing about the lack of sidewalks or bicycle routes in the area. The nonexistence of public transit in Union County, according to the DEIS, simply bolsters the need for more highway capacity. But this singular conception of mobility ignores the needs of elderly, disabled, low-income, and other residents who cannot or simply do not wish to depend on a private vehicle for mobility. Moreover, by forcing area residents to take even short trips by car, Union County's lack of mobility options contributes to congestion. Adopting a multi-modal approach to mobility would encourage a more comprehensive analysis of the problems on US 74.	The proposed project has a specific purpose to address specific needs, as described in Sections 1.2 and 1.3 of the Draft EIS. This one project cannot meet all the transportation needs in Union County. It is the purpose of the LRTP to identify and prioritize a comprehensive system of proposed transportation improvements, of which the Monroe Connector/Bypass is a part. The MUMPO's 2035 LRTP "defines the policies, programs and projects to be implemented over the next twenty-plus years in order to reduce congestion, improve safety, support land use plans and provide mobility choices in MUMPO's planning area." (MUMPO 2035 LRTP, page 1-1). The MUMPO 2035 LRTP addresses the following transportation components: streets and highways, public transportation, bicycles, pedestrians, greenways and trails, freight, and other transportation modes.

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COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
20	Alternatives Considered	A Complete Presentation of Costs. Just as the DEIS gives commuters and residents little insight into how much this project will improve mobility compared to reasonable alternatives, it gives taxpayers only the dimmest notion of how this project's cost compares to that of potential reasonable alternatives. The DEIS presents no cost information about non-toll way alternatives. And the DEIS mischaracterizes the revenue potential of tolling, glossing over the substantial public funding that the Project would require. As a result, the DEIS leaves the reader ill-equipped to judge whether the Monroe Connector/Bypass is a sound investment of public funds or a boondoggle.	Complete project costs for all DSA's determined to be reasonable options for the proposed project are presented in Section 2.7 of the Draft EIS. Costs and funding sources were also disclosed to the public in the Draft EIS Citizens Summary prepared for the project and as part of the PowerPoint presentations made at the Pre-Hearing Open Houses and Public Hearings that were held the week of May 22, 2009. These materials are also available on the project Web site (www.ncturnpike.org/projects/monroe). Updated costs for the Preferred Alternative are listed in Section 2.3.4 of the Final EIS.
21	Alternatives Considered	The DEIS estimates that converting US 74 into a ten-lane toll way and frontage road system ("Revised PSA G") would cost around \$1 billion. The DEIS notes that this figure "is approximately 20-23 percent greater than the median costs" of building a new location toll highway, which would be approximately \$800 million. The DEIS does not provide cost estimates for any other alternatives. Potential access control and intersection realignment measures under the "TSM" alternatives are described as "low-cost, minor transportation improvements" [2-6]. The DEIS discusses neither specific measures that might be taken under the "Mass Transit / Multi-Modal Alternative," nor the costs of such measures, presumably because "[t]here are no plans to begin ... public transportation services in the near future" in Union County or the City of Monroe, "with the exception of on-demand paratransit services"[2-8]. And the DEIS does not even mention the possibility of improving freight rail. The clear implication is that very little public funding is available for the Project, and therefore tolling is necessary to finance any significant improvement.	TSM and Mass Transit / Multi-Modal Alternatives were eliminated from further consideration during the First Qualitative Screening of alternatives, as summarized in Section 2 of the Draft EIS. Costs of these alternatives were not a factor in their elimination. They were eliminated due to their inability to meet the project purpose and need as documented in Section 2 of the Draft EIS. Since these alternatives would not meet the project's purpose and need, further development of these alternatives, including their costs, was not needed. Funding to construct the Monroe Connector/Bypass project will be from multiple sources over the course of several years. The majority of this project will be funded through the sale of revenue bonds, which will be repaid with the tolls collected along this roadway. The project may also be funded in part by federal credit assistance from the United States Department of Transportation under the Transportation Infrastructure Finance and Innovation Act – or TIFIA -- program. STIP funds may be used. Appropriations from the NC Legislature (i.e. "Gap Funding") are also anticipated. The exact mix of funding will be determined during final design.

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COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
22	Alternatives Considered	<p>The DEIS says very little, however, about the need for tolling. The DEIS states that the Turnpike Authority, in cooperation with FHWA and NCDOT, "proposes to construct ... a controlled-access toll road" [S-I, 1-1]. It offers the further explanation that "due to funding constraints, there is not enough funding available from traditional sources in the foreseeable future to construct all priority projects," however "public comments on the Monroe Connector/Bypass project have indicated an overwhelming acceptance of tolls as a way to accelerate construction of the project and pay for operating and maintaining the facility."</p> <p>The DEIS revisits tolling in the alternatives analysis section, but only briefly. The DEIS cites a consultant's report that "concluded that tolling the entire Monroe Connector/Bypass project would result in a financially feasible toll project" [2-37]. These brief references give the impression that fiscal constraints make tolling a necessary evil. But construction of the Monroe Connector/Bypass is projected to require \$24 million of state funding for debt service each year for the next thirty years.</p>	<p>The need for tolling was discussed in Section 2.3.2.5 of the Draft EIS. Funding to construct the Monroe Connector/Bypass project will be from multiple sources over the course of several years. The majority of this project will be funded through the sale of revenue bonds, which will be repaid with the tolls collected along this roadway. The project may also be funded in part by federal credit assistance from the United States Department of Transportation under the Transportation Infrastructure Finance and Innovation Act – or TIFIA -- program. STIP funds may be used. Appropriations from the NC Legislature (i.e. "Gap Funding") are also anticipated. The exact mix of funding will be determined during final design.</p> <p>Information on project funding was disclosed in the <i>Monroe Connector/Bypass Citizens Summary of the Draft Environmental Impact Statement</i> (page 12), that was made available for review with the Draft EIS. Funding also was described at the May 2009 Public Hearings. See lines 270-288 in the May 19, 2009 Public Hearing Transcript and lines 289-305 in the May 21, 2009 Public Hearing Transcript in Appendix B8.</p>
23	Alternatives Considered	<p>In addition to a more frank discussion of costs, the DEIS should make clear that legal constraints apply to any toll road alternative. In particular, the DEIS should discuss the need to comply with the legal requirement that a free alternate route parallel any toll facility that NCTA builds. This clearly influences the character of the only "upgrade existing" alternative to survive preliminary consideration – an astronomically expensive ten lane US-74 with four lanes of free alternate frontage roadway straddling a six-lane toll way. Insofar as the "need" to comply with this free alternate route requirement drives the NEPA analysis, the DEIS should say so.</p>	<p>The constraints of NCGS 136-89.197 were discussed in Section 2.3.2.5 of the Draft EIS. Even under a free alternative that would upgrade existing US 74 to a freeway, service roads would be needed to provide access to adjacent businesses.</p>
24	Community Characteristics and Resources	<p>Executive Order 12898 mandates "identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects ... on minority populations and low-income populations." Tolling will clearly have a disproportionate impact on low-income residents in the project area, and the DEIS should identify and address these effects.</p> <p>The DEIS should discuss legal constraints on how much tolling rates are allowed to vary for different customers, whose mobility may suffer as a result. To what extent will tolls divert local and freight traffic to US 74 and other free alternate routes? How will this project "improve mobility" for low-income residents of the project area?</p>	<p>The project effects on low-income populations are addressed in Section 3.5 of the Draft EIS. All reasonable efforts have been made to include low income and minority groups in the decision-making process to date. The project would not deny, reduce, or delay receipt of project benefits to low-income or minority groups. Impacts to low-income and/or minority populations resulting from implementing the Monroe Connector/Bypass as a toll facility are not anticipated to be "disproportionately high and adverse". Tolling on a new location facility will not divert local and freight traffic to US 74. A new location facility can only divert traffic from existing US 74 since the new route does not yet exist and it will be adding a new transportation choice to the area.</p>

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COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
25	Community Characteristics and Resources	The DEIS does point out that "low-income commuters would have the option to use a non-toll alternate route such as US 74," which would have "less traffic" and thus "users of non-toll routes would also benefit." As discussed later in Section V, the DEIS fails to support its assertion that constructing a new major highway will lead to less traffic in the project area. In any event, the consultant's study that shows "less" traffic on US 74 with the construction of the Monroe Connector/Bypass, as opposed to the "no build" scenario, nevertheless indicates that conditions on the road will be even poorer than today. The DEIS thus contemplates that the proposed action will not improve the mobility of some residents in the project area. Clearly there is a need to minimize the number of people for whom this is true in order to realize the fullest improvement in mobility. The DEIS recognizes no such need, however, nor does it discuss any goals or measures to address it. A revised DEIS should address these issues in order to comply with Executive Order 12898 and NEPA.	As discussed in Section 3.5 of the Draft EIS, the Monroe Connector/Bypass would not have a disproportionately high and adverse impact to minorities or low-income populations by acquiring property, changing land use patterns, eliminating transportation services, or by substantially impacting human health or the natural environment. Business 74, Old Monroe Road, Secret Shortcut Road Idlewild Road, and NC 218 are existing non-toll roadways that also serve the area. If the toll fee causes financial hardship on some individuals, these non-toll routes are still available for use. It is anticipated that the Monroe Connector/Bypass would also reduce traffic on some non-toll alternative routes, providing benefits to those who choose not to pay the toll.
26	Land Use and Transportation Planning	The DEIS traffic forecasts ignore the established body of empirical research and federal case law that links travel demand and associated travel volumes to available roadway capacity. Performed by private consultants hired by the North Carolina Turnpike Authority, the forecasts derive from unorthodox and undisclosed modeling that forecloses public scrutiny. The forecasts grossly inflate traffic volumes along US 74 under the "No Build" scenario, and they are contradicted by the DEIS itself. A revised DEIS should include revised traffic forecasts, generated by a transparent and accepted methodology that accounts for traffic growth induced by the addition of new highway capacity.	The traffic forecasts for the Monroe Connector/Bypass follow standard practice in engineering for traffic forecasting in North Carolina, including using the Metrolina Regional Travel Demand Model with TransCAD software for future traffic volumes. The current MUMPO model, MRM06_V1.1, already assumes HOV lanes on US 74 inside I-485 and a BRT line along the same corridor. These volumes are not included in the traffic forecast on US 74 west of I-485. The model output is used in conjunction with engineering judgment to determine future volumes. The NCDOT Transportation Planning Branch has a standard forecasting procedure outlined in their document titled <i>NCDOT Transportation Planning Branch Project Level Traffic Forecasting Administrative Procedures Handbook</i> dated January 29, 2007 and located on their website at http://www.ncdot.org/doh/preconstruct/tpb/PDF/TF_HANDBOOK_107.pdf . The handbook states on page 8 that several techniques are available to traffic forecasters. All of the methodologies used by MAB and Wilbur Smith are included in the list.
27	Land Use and Transportation Planning	The DEIS predicts that average daily traffic (ADT) volumes on US 74 will increase greatly under the "No Build" scenario. Under the "Build" scenario, the forecasted traffic volumes on US 74 are much smaller-less than half the ADT predicted under the "No Build" scenario. [Table 2-7,2-40] The DEIS also predicts that the overall ADT volumes in the project area will be lower if a new location toll way is built. Further, the DEIS predicts that the total volume of traffic in the project area and in the entire Metrolina region, as measured by aggregate vehicle miles traveled (VMT), will be less under the "Build" scenarios than under the "No Build" scenarios. [Appendix E: Mobile Source Air Toxics (MSAT) Analysis, Table E-2, E-7].	In response to the comment regarding No-Build ADTs along existing US 74, the following documents were reviewed: <ul style="list-style-type: none"> • 2030 No-Build Alternative traffic forecasts documented in <i>Traffic Forecasts for the No-Build Alternatives for the NCDOT State TIP Project No. R-3329 and NCDOT State TIP Project No. R-2559, Monroe Connector/Bypass Study</i> (Martin/Alexiou/Bryson, June 2007)

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		<p>Thus according to the DEIS, building a 20 mile long toll road to access a sparsely developed area on the metro fringe will reduce traffic volume in the project areas' and the wider Charlotte region, even though the road will effectively double the existing capacity along US 74 through Union County, and "population could actually decline" in Eastern Union County if the toll road is not built. [7-16] These conclusions, which defy common sense, are not supported in the DEIS.</p>	<ul style="list-style-type: none"> • 2030 No-Build Alternative traffic operations analyses documented in <i>Existing and Year 2030 No-Build Traffic Operations Technical Memorandum</i> (PBS&J, March 2008) • 2035 No-Build Alternative traffic forecasts documented in <i>Traffic Forecast for TIP Projects R-3329 and R-2559, Monroe Connector/Bypass</i> (Wilbur Smith Associates, September 2008) • 2035 Build Alternative traffic forecasts document in <i>Traffic Forecast for TIP Projects R-3329 and R-2559, Monroe Connector/Bypass</i> (Wilbur Smith Associates, September 2008) • 2035 Build Alternative traffic operations analyses documented in <i>Year 2035 Build Traffic Operations Technical Memorandum</i> (PBS&J, December 2008) <p>It was determined that the 2030 No-Build Alternative forecast and analyses are correct. These were used to document the purpose and need for the project; therefore, documentation related to the traffic need for the project included in Section 1 of the Draft EIS remains valid. The 2035 Build Alternative traffic forecast and analyses were also determined to be correct. This forecast was used for development and analysis of the Detailed Study Alternatives.</p> <p>However, it has been determined that the 2035 No-Build Alternative forecast was inadvertently overestimated. A revised No-Build Alternative forecast for years 2008 and 2035 has been prepared to correct this error and is documented in <i>Revised Monroe Connector/Bypass No-Build Traffic Forecast Memo</i> (HNTB, 2010). Section 2.6 of the Draft EIS was reviewed, and other than corrections to Table 2-7 noted in Appendix A -Errata, all other conclusions and discussions remain valid. No additional corrections are needed to the Draft EIS.</p> <p>Regarding regional VMTs described in Table E-2 of the Draft EIS, there is no significant difference in regional VMTs and VHTs between the No-Build Alternative and the Preferred Alternative (DSA D). The differences are one percent or less. A factor that may offset potential increases in VMT due to increased numbers of trips are changes in trip distances. The build</p>

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			<p>alternative is slightly shorter than the existing route (about 0.25 mile) and is closer to residential areas, which also results in shorter trips. Also, the <i>Indirect and Cumulative Effects Quantitative Analysis</i> (Michael Baker Engineering, April 2010) prepared for the Preferred Alternative, and summarized in Section 2.5.5 of the Final EIS, concludes that differences in land use in 2030 between the Preferred Alternative and the No-Build Alternative are small relative to the overall level of development in the study area.</p>
28	Land Use and Transportation Planning	<p>After reviewing preliminary traffic forecast documents for this project, the NCDOT Transportation Planning Branch told the Turnpike Authority and HNTB, one of the Turnpike Authority's many private sector consultants, that NCDOT was "unable to accept the forecast" because of its myriad inconsistencies and reliance on outdated planning assumptions. The Turnpike Authority sent NCDOT a response to these comments, with a "Final Traffic Forecast ... reviewed by the North Carolina Turnpike Authority (NCTA) and our General Engineering Consultant (HNTB) ... attached for your records." The response explains that HNTB did, in fact, rely on outdated planning assumptions "to ensure that the NEPA forecasts were closely aligned with the Preliminary Traffic and Revenue Forecast performed for the projects." The response also explains that HNTB "verified that all AADT's balance throughout each scenario," according to its own undisclosed, and presumably proprietary, "peak hour turning movement breakouts."</p> <p>The Turnpike Authority and its consultants apparently decided that they can ignore standards designed to insure objective transportation planning. The forecasts all purport to use some version of the Metrolina Regional Travel Demand Model (MRM). But according to the Memorandum of Agreement governing the MRM, all users must conform to an official protocol:</p> <p>All Model Users wishing to use the Model shall apply procedures outlined in the Metrolina Regional Model User's Manual. Any MRM changes, assumptions or alternative analyses must be documented to show deviations from the Official Model.</p> <p>Any agency or group that uses the MRM to support major transportation decisions shall use the most recently adopted versions of the Official Model.</p> <p>These restrictions enable planners to evaluate projects on the basis of a uniform, objective set of criteria. As the Memorandum of Agreement explains: "It is critical that each Model User be able to replicate modeling results from the MRM." The</p>	<p>See response to Comment 26 in the Southern Environmental Law Center letter (i001).</p> <p>The MRM Memorandum of Agreement (MOA) applies to the MPOs and Rural Planning Organizations (RPOs) within the MRM area as well as the NCDOT and SCDOT. The intent of the MOA is to create one model "custodian" that all users must go through to gain access to the MRM. This process keeps member agencies from making changes to the official model files without the other partners' consent. These changes may include adding or deleting a roadway or transit project as well as changing the socio-economic data included in the MRM. Any changes such as these to the official model would then be used by everyone and would have to go through the process described within the MOA.</p> <p>The clauses listed in the MOA do not apply to member agencies, their hired consultants, or others when conducting a project-specific study. Any corridor study, feasibility study, project-level traffic forecast, etc., may require a project-specific application of the MRM in order to produce the outputs required for preparing these forecasts. These model applications apply only to those studies and are not then incorporated into the official MRM. Model applications for project-specific studies are not required to comply with the MOA rules because they would not be adopted and incorporated into the official MRM.</p> <p>The traffic studies conducted for the project assisted in developing the recommended design concept and scope for the Monroe Connector/Bypass. The NCTA has provided MUMPO with documentation so MUMPO could include the correct project attributes (laneage, speed limit, toll rate, facility type, interchanges, etc.) in the 2035 LRTP and corresponding conformity determination. Presumably, these changes</p>

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		modeling results for this project, however, are purely sui generis.	would be incorporated by MUMPO into the official MRM.
29	Land Use and Transportation Planning	The reader may only speculate as to the genesis of the DEIS traffic projections based on the various technical memoranda that purportedly explain them. Examples of the ambiguous "methodology" and "source data" descriptions are best relegated to a footnote. It suffices to note that further specification of the "linear regression techniques," "diversion assignments," and "growth factors" cited in the technical memoranda were not made available by the Transportation Agencies. Nor did the Agencies make available any explanation of how these traffic forecasts address induced traffic growth, despite repeated inquiries and a formal request for public records pursuant to N.C. Gen. Stat. §§ 132-1 to 132-10. Incredibly, nothing in the DEIS or its supporting technical memoranda addresses the counterintuitive result that building 20-miles of new highway capacity will cause people to drive less in the Metrolina area.	See response to Comments 26 and 27 in the Southern Environmental Law Center letter (i001).

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30	Land Use and Transportation Planning	"The idea that highway improvement can produce additional traffic, including traffic caused by induced population changes, is based on the basic economic theory of supply and demand." Conservation Law Found: v. FHA, 2007 DNH 106, 107 (D.N.H. 2007). The DEIS and its supporting technical memoranda do not discuss the likelihood of induced population growth in the area of the toll way. Yet federal courts have consistently recognized that projects like the Monroe Connector/Bypass create traffic, and environmental planning documents must account for that phenomenon. In the words of the Federal District Court for the Eastern District of North Carolina, induced traffic growth follows from the "irrefutable reality that the easier it is to get somewhere, the more people will be inspired to do so." Mullin v. Skinner, 756 F. Supp. 904, 917 (E.D.N.C., 1990). The DEIS traffic projections nevertheless attempt to refute reality, and claim that by making it easier to get to and around Union County, less people will be inspired to do so.	<p>The presence of the Monroe Connector/Bypass changes traffic patterns in the vicinity of the project, and as explained in response to Comment 27 in the Southern Environmental Law Center letter (i001), the shorter trips enabled by the Monroe Connector/Bypass and the change in traffic patterns contributed to the slight decrease in VMT compared to the No Build Alternative.</p> <p>Induced growth is discussed in the <i>Indirect and Cumulative Effects Quantitative Analysis</i> (Michael Baker Engineering, April 2010) prepared for the Preferred Alternative. Growth and the type of growth, that may occur in an area is not just a function of transportation accessibility, but also a function of market and economic conditions, geography, local government policies, availability of water and sewer, and other factors. Growth estimates for the Future Land Use Area (FLUSA) project there would be approximately 1,200 less acres of low-density residential development, 700 more acres of medium density residential, and less than 100 acres more of industrial/office/institutional development compared to the No Build Alternative. Most of this induced development is expected within approximately one mile of the interchanges and because local land use policy and the lack of access to sewer service, particularly north of the project in Unionville, are not conducive to additional land development or increases in density. The induced growth estimated for the FLUSA is coming from both within and outside the MRM region, so only a portion could be considered entirely new to the region. At the MRM level, and at the county level, this relatively small amount of entirely new induced growth likely would not substantially change regional VMT or VHT statistics.</p>
31	Land Use and Transportation Planning	<p>The DEIS traffic forecasts are directly contradicted by the DEIS "Indirect Effects" section. On the one hand, the DEIS explains, "If the Monroe Connector/Bypass is not constructed, land use patterns would likely continue as they are currently. Growth and development are prevalent in Mecklenburg County and western portions of Union County due to their proximity to Charlotte, the economic and employment hub of the region. The eastern portion of Union County would remain undeveloped due to its distance and travel times to and from Charlotte" [7-13].</p> <p>On the other hand, the Project "would provide direct access between eastern Union County and I-485 and the Charlotte-Mecklenburg County urban area employment center" [7-14]. The project would make eastern Union County "very attractive for residential development" because it would enable residents there to drive the 20-30 plus miles to urban Charlotte in less time: "The travel time savings</p>	See response to Comments 27 and 30 in the Southern Environmental Law Center letter (i001).

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		<p>are expected to exceed 20 minutes in 2030" [7-16]. In contrast, the DEIS reports that under the "No Build" scenario, population "could actually decline" in eastern Union County.</p> <p>This is a glaring contradiction, and nothing in the DEIS or its supporting memoranda attempts to account for it. The inconsistency appears to reflect the Transportation Agencies' struggle to downplay the toll road's threat to the endangered Carolina heelsplitter in the Goose Creek watershed. Indeed, the DEIS claims that the toll road "may serve to shift growth and development demand away from the Goose Creek and Duck Creek watersheds," to the rural reaches of Union County farthest from urban Charlotte [7-19]. Such a shift implies long commutes, and increased VMT. An alternative scenario that hewed more closely to the traffic forecasts' prediction of decreased VMT would have to involve highly concentrated land use along the western corridor of the toll road closer to Charlotte, including the Goose Creek and Duck Creek watersheds, which might violate the Endangered Species Act. The need to avoid that result helps to explain the resulting contradiction between the DEIS's assessment of the project's indirect effects and its traffic forecasts.</p>	
32	Land Use and Transportation Planning	<p>Clearly, the DEIS traffic forecasts incorrectly predict roughly overall equal traffic volumes under both the "Build" and "No-Build" scenarios. This error implies that either the forecasts of traffic under the "Build" scenario is too conservative, or the traffic forecasts for the "No Build" scenario are too high. The technical memoranda appear to confirm that the "No Build" figures are inflated. The MRM, on which the forecasts are based, assumes that the Monroe Connector/Bypass and other planned roadway improvements will take place. The memoranda give no indication that when the agencies' consultants "deleted" the toll way from the MRM model to "create" the "No Build" model, they made any adjustment for the traffic induced by the toll way, or the "latent demand" that the Metrolina model incorporates. Perhaps as a result, the "No Build" traffic forecasts describe an implausibly dire situation. In effect, the "No Build" traffic forecasts portray a scenario in which the future traffic volumes of both US 74 and the planned toll way must squeeze onto US 74 alone. The Purpose and Need Section cites traffic projections that predict traffic increases of "about 30 to 35 percent along the corridor from 2007 to 2030," [1-20] even though these same traffic studies indicate that the existing conditions along the US 74 corridor "operate at an undesirable LOS E or F." Other traffic forecasts are even more implausible. They predict that traffic volumes along US 74 near I-485 will be upwards of 100,000. These estimates are more than double the roadway capacity of these highway segments. In other words, even after traffic volumes have risen to capacity, resulting in a level of service (LOS) F along US 74, the DEIS projects that tens of</p>	See response to Comment 27 in the Southern Environmental Law Center letter (i001).

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		<p>thousands of additional drivers will somehow force their way onto US 74.</p> <p>The DEIS traffic forecasts for the "No Build" alternative are internally inconsistent. In the purpose and need section, the DEIS states that "traffic volumes are projected to increase about 30 to 35 percent along the corridor from 2007 to 2030," reaching "highs of approximately 84,000 ADT near I-485 in Mecklenburg County and approximately 72,000 ADT between NC 200 (Morgan Mill Road) and Boyte Street in Monroe" [1-20]. But Table 2-7 in the Alternatives Analysis projects 2035 average daily traffic along US 74 at 140,200 near I-485 and 115,300 near Morgan Mill Road. Reading these projections together implies that traffic will increase an astounding 60% between 2030 and 2035. This is nonsensical and provides further evidence that the Transportation Agencies have artificially inflated traffic volumes along the US 74 corridor, apparently to justify the construction of the toll road.</p>	
33	Air Quality	<p>State authorities have yet to hatch a viable plan for bringing emissions into compliance by the 2010 deadline, even without accounting for the Monroe Connector/Bypass. Clearly, the only way for Charlotte to comply with a more stringent ozone standard, or even the current standard is to make significant reductions in the emission of ozone precursors. Construction of a 20-mile, 4-lane toll highway would cause a significant increase in these emissions. The DEIS fails to even acknowledge this impact, much less compare the benefit of adopting an alternative that would help to solve the region's ozone problem rather than exacerbate it.</p>	<p>MUMPO'S 2035 LRTP includes the proposed project as a toll facility consistent in design concept and scope with the Preferred Alternative. A conformity determination was issued by USDOT on May 3, 2010.</p>
34	Air Quality	<p>The DEIS does not consider these potential regulatory hurdles to the Project, or the costs that might be associated with this Project if they were to occur. Nor does it compare such costs to those of other alternatives that would generate less smog pollution. In acknowledging the possibility that the Metrolina TIP may not be approved before the one-year grace period expires, the DEIS notes that such contingencies "would not necessarily prevent NCTA from proceeding with ongoing work in the NEPA process, but they could delay FHWA's signing of the ROD" [4-17]. But the DEIS makes no attempt to quantify the Project's likely contribution to emissions of ozone precursors in the study area, how it would contribute to the danger of not meeting deadlines under the existing or new ozone standards, or the regulatory consequences to the region under the Clean Air Act if those deadlines are not met. Equally important, nowhere in the DEIS do the Agencies attempt to relate the significance of that contribution to the economic and human health costs associated with the Charlotte area's continued inability to meet air quality standards to protect public health in the region.</p>	<p>Transportation conformity is discussed in the Draft EIS in Sections 4.2.2 and 4.2.5.1. At the time the Draft EIS was published, the proposed project was included in the approved Long Range Transportation Plan (LRTP) for the Mecklenburg-Union MPO. A conformity determination for this LRTP was made on May 25, 2007, and FHWA and FTA issued the conformity finding on June 29, 2007. The transportation conformity determination was made for ozone and carbon monoxide. Since the project was part of a conforming plan, its effects on ozone in the region would have been considered in the conformity determination.</p> <p>MUMPO'S 2035 LRTP includes the proposed project as a toll facility consistent in design concept and scope with the Preferred Alternative. The USDOT made a conformity determination on the LRTP and TIP on May 3, 2010.</p>

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35	Transportation Planning and Air Quality	<p>As the DEIS notes, carbon monoxide tends to accumulate in areas with large concentrations of traffic creating "hot spots" of contamination. In order to prevent such "hot spots," federal regulations require a quantitative analysis where a project affects "intersections that are at Level of Service D, E, or F," or will cause an intersection to become congested "because of increased traffic volumes related to the project," 40 CFR 93.123. The DEIS identifies one potential interchange in Mecklenburg County – the US74/ Matthews-Mint Hill Road intersection – that might require a quantitative analysis. The DEIS does not confirm that the Matthews-Mint Hill Road Intersection with US 74 operates at a Level of Service D or worse, although it reports that the three intersections immediately to the east all operate at LOS-F. Instead, the DEIS rules out further quantitative analysis on other grounds: "Year 2035 traffic volumes on US 74 west of I-485 are projected to be lower with the proposed project than under the No-Build Alternative. Since traffic volumes at the US 74 (Independence Boulevard)/Matthews-Mint Hill Road intersection would be less under any of the DSAs, none would negatively impact the operation of this intersection."</p> <p>In other words, building an \$800 million, 20-mile, four-lane freeway facility, which leads into this intersection, will decrease traffic at the intersection, and so no analysis of carbon monoxide is required. As discussed at length in Section V, the Transportation Agencies have presented no credible support for this starkly counter-intuitive claim.</p>	<p>As discussed in Appendix A – Errata, the 2035 No-Build forecasts were corrected. The previous forecast for US 74 west of I-485 projected 101,700 ADT in 2035. The corrected forecast projects 98,000 ADT west of I-485. This volume is approximately the same as the 2035 Preferred Alternative forecast, which projects 96,100 ADT west of I-485. Therefore, the conclusion that a microscale carbon monoxide analysis is not required is still valid. The proposed project primarily accommodates some of the projected heavy demand along the US 74 corridor, it does not create substantial new trips or additional new growth, as concluded in the <i>Indirect and Cumulative Effects Quantitative Analysis</i> (summarized in Section 2.5.5 of the Final EIS). Therefore, traffic volumes would not be expected to be notably different on US 74 either west or east of where the proposed project ties back into existing US 74.</p>
36	Air Quality	<p>The DEIS makes no mention of Section 109(h) or its implementing regulations. Section 4.2.5.2of the DEIS primarily disclaims responsibility for analyzing MSATs, explaining that "while much work has been done to assess the overall health risk of air toxics, many questions remain unanswered." It goes on to mention that, in any event, "USEPA has not established regulatory concentration targets" for MSATs. Neither the brief treatment of air toxics within the DEIS, nor the attached "qualitative analysis of MSATs" at Appendix E, addresses mitigation measures to reduce the emission of air pollutants. Contrary to the requirements of Section 109(h), neither document examines the costs of minimizing the adverse effects of air pollution. This follows once again from the proposition that building the Monroe Bypass will decrease traffic and consequently, reduce emissions of air toxics. For the reasons discussed in section V, these traffic forecasts deserve no credence.</p>	<p>The mobile source air toxics (MSAT) qualitative analysis included in Appendix E of the Draft EIS was conducted in accordance with the Federal Highway Administration Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents (February 3, 2006). This guidance has been updated in the Interim Guidance Update on Mobile Source Air Toxic Analysis in NEPA Documents (September 30, 2009). As stated in the updated guidance (page 5), "air toxics analysis is an emerging field and current scientific techniques, tools, and data are not sufficient to accurately estimate human health impacts that would result from a transportation project in a way that would be useful to decision-makers." Final EIS Appendix E includes an updated discussion of MSATs.</p> <p>The requirements of 23 U.S.C. § 109, sections (h) and (j) have been met. Section (h) requires air pollution be taken into consideration in the decision-making process. Section (j) requires the agency to provide guidance that promotes projects that are consistent with air quality nonattainment and/or maintenance plans. The Draft EIS provides an air quality analysis in accordance with FHWA policy and guidance</p>

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			(www.fhwa.dot.gov/environment/aqupdate/index.htm).
37	Air Quality	<p>In failing to quantify the foreseeable adverse health and environmental effects from this projects a result of increased exposure to MSATs, the DEIS fails to comply with federal regulations regarding exposure to MSATS and regulations pertaining to unknown or uncertain impacts of projects.</p> <p>The DEIS asserts that shortcomings in emissions modeling, dispersion modeling and exposure assessment encumber any attempt to determine the health impacts of MSATs. The DEIS reiterates many of these same points in the Air Quality Technical Memorandum to the DEIS. The Technical Memorandum states that the “available technical tools do not enable us to predict project-specific health impacts of the emission changes associated with the alternatives in this EIS” (Technical Memorandum at 21). As a result, and in violation of federal regulations, the DEIS elects not to conduct any further examination of the health impacts of exposure to MSATs and other air pollutants from this project.</p>	<p>The MSAT analysis was conducted in accordance with the Federal Highway Administration <i>Interim Guidance on Air Toxic Analysis in NEPA Documents</i> dated February 3, 2006. The interim guidance establishes three levels of review. The highest level is required only for projects that have relatively high traffic volumes (generally 140,000 ADT or more) on a facility located in proximity to populated areas. The highest level of analysis required under the guidance is a quantitative assessment of total MSAT emissions in the study area. The overall approach applied in the MSAT guidance characterizes the trend in MSAT emissions and the difference in MSAT emissions between alternatives, but does not attempt to characterize health risks or microscale impacts, due to the uncertainty associated with available analysis tools. In late 2007, the US District Court in the Southern District of Maryland upheld this approach in ruling on a challenge to the Inter-County Connector project, stating that “the Defendants’ methodology was reasonable and should be upheld . . . Defendant’s failure to consider Plaintiffs’ approach to the health effects analysis, which could be ascertained, if at all, only through uncertain modeling techniques, did not preclude informed decision-making under NEPA.”</p>
38	Air Quality	<p>The range of air pollutants considered by the DEIS is also inadequate. Section 109 requires the consideration of "possible" adverse environmental effects, including air pollution, 23 U.S.C. § 109. This analysis requires "the gathering and evaluation of evidence on potential pollution hazards," D. C. Fed'n of Civic Ass 'ns v. Volpe, 459 F.2d 1231, 1242 (D.C. Cir. 1971). The DEIS's limited analysis of air pollutants only addresses the NAAQS criteria air pollutants and those listed as "priority" MSATs. Section 109 of the Federal Aid Highway Act, however, requires analysis of more than just these pollutants.</p> <p>EPA's MSAT list includes 21 air pollutants from motor vehicles that are known or suspected to cause cancer or other serious health effects. 66 F.R. 17230 (March 29, 2001). The qualitative analysis cited by the DEIS only examines a subset of this list: the six MSATs designated by EPA as priority MSATs (4.2.3, Exhibit 4-1). The remaining 15 MSATs are known to have adverse health effects and are known to be emitted from mobile sources, but are not included in the DEIS's air pollution analysis. Likewise, EPA has promulgated a list of 33 Urban Hazardous Air Pollutants (Urban HAPs), which are judged to pose the greatest potential threat to public health in the largest number of urban areas," 64 F.R.38706, 38715 (July 19, 1999).</p>	<p>The requirements of 23 USC 109, sections (h) and (j) have been met. Section (h) requires air pollution be taken into consideration in the decision-making process. Section (j) requires the agency to provide guidance that promotes projects that are consistent with air quality nonattainment and/or maintenance plans. The Draft EIS provided an air quality analysis in accordance with FHWA policy and guidance (www.fhwa.dot.gov/environment/aqupdate/index.htm).</p>

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COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
39	Air Quality	Under any conventional analysis, it would be anticipated that the Monroe Connector/Bypass would generate tens of thousands of tons of greenhouse gas (GHG) emissions each year. Yet the DEIS ignores these emissions. This failure to even acknowledge GHG emissions is at odds with current environmental planning practices across the nation. For a project of this scale, the Agencies must consider GHG emissions impacts and mitigation strategies. Failure to address this significant environmental impact is a violation of NEPA. Especially for a toll road project that relies on increasing vehicle travel to generate revenue to finance the project, it is essential that issues related to GHG emissions be disclosed and evaluated.	<p>The issue of greenhouse gas emissions and their effects on global climate is an important national and global issue in which FHWA is actively engaged. FHWA has been working with other Federal agencies, including the USEPA and the Department of Energy, to evaluate effective approaches consistent with our national goals. However, no national approach has yet been set in law or regulations, nor has the USEPA established criteria or thresholds for greenhouse gas emissions. Because a national strategy to address greenhouse gas emissions from transportation and all other sectors is still being developed, FHWA believes that it is premature to implement policies that attempt to incorporate consideration of greenhouse gas emissions into transportation planning.</p> <p>From a NEPA perspective, it is analytically problematic to conduct a project-level cumulative effects analysis of greenhouse gas emissions on a problem that is global in nature. It is technically infeasible to accurately model the negligible increases or decreases of carbon dioxide emissions at a project level and to determine how these changes would contribute to the global issue. Given the level of uncertainty involved, the results of such an analysis would not be likely to inform decision-making at the project level, while adding considerable administrative burdens to the NEPA process. The scope of any such analysis, with any results being purely speculative, goes far beyond the disclosure of impacts needed to make sound transportation decisions. FHWA believes this approach meets the stated purpose of NEPA. In accordance with CEQ regulations, agencies should concentrate on the analyses of issues that can be truly meaningful to the project decision, rather than simply amassing data (40 CFR 1502.2 and 1502.15).</p>
40	Air Quality	The further development of climate change regulation will likely have direct effects on transportation in an effort to achieve nationwide benchmarks. One approach would be to tax gasoline or tax drivers on the basis of vehicle miles traveled. Whatever the mechanism, such regulation would render carbon intensive modes of transportation, such as freeways, more costly for users. Because transportation accounts for approximately 1/3 of GHG emissions and is the fastest growing source sector, it can be reasonably anticipated that any future federal regulatory scheme will include a component that encourages less per capita motor vehicle travel. This would affect the toll revenue of the planned Monroe Connector/Bypass, and possibly undermine the Project's viability entirely. Yet the DEIS neglects to even mention these contingencies.	<p>FHWA is actively engaged in many activities with the DOT Center for Climate Change to develop strategies to reduce transportation's contribution to GHGs-particularly CO₂ emissions-and to assess the risks to transportation systems and services from climate change. FHWA will continue to pursue these efforts as productive steps to address this important issue. FHWA will review and update its approach to climate change at both the project and policy level as more information emerges and as policies and legal requirements evolve. Lastly, it is important to note that while the Monroe Connector/Bypass project will provide new road capacity, the new capacity will be priced (tolled), which serves as a demand management tool in addition to providing needed project financing.</p> <p>The traffic forecasting for this project shows that the Monroe</p>

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			Connector/Bypass project as proposed will actually result in a small decrease in both vehicle-miles traveled (VMT) and vehicle-hours traveled (VHT) within the project study area. Because VMT and VHT are correlated with GHG emissions, this data suggests that the Monroe Connector/Bypass project may marginally reduce GHG emissions in the project study area. This potential reduction in GHG emissions would be insignificant on a global scale, but is noted here for informational purposes in connection with the comments concerning GHG emissions and climate change.
41	Air Quality	At a minimum, the Agencies must model the GHG emissions of a reasonable range of project alternatives and consider whether they could accomplish the purpose and goals of the Project while limiting the GHG emissions. The Agencies must also detail available mitigation measures for limiting the GHG emissions that will result from this Project, and estimate the potential cost of offsetting the Project's GHG emissions impact, for example, based on projected permit prices per ton of carbon dioxide under a future cap and trade regime. Finally, the DEIS must detail how regulation of GHG emissions may affect travel demand and by extension toll revenues, and how this might affect the project's viability. The wholesale failure to consider GHG emissions from this Project is unreasonable, arbitrary and capricious. The Agencies should reissue a DEIS that evaluates the full range of GHG issues related to this Project.	Evaluating potential project costs or travel demand relative to a future cap and trade program or other future regulations is unreasonable and speculative because no such programs exist at this time for transportation projects.
42	Indirect and Cumulative Effects	Facilitation of sprawl growth patterns is precisely the type of land use change covered by the CEQ regulations on induced growth, 40 C.F.R. § 1508.8(b). Information about the growth-inducing impact of road construction "is crucial to a reasoned conclusion as to alternatives" and if an EIS does not contain such an analysis it must "explain in some meaningful way why such a study was not possible" Sierra Club v. United States DOT, 962 F. Supp. 1037, 1043 (D. Ill. 1997) citing 40 C.F.R. § 1502.22. The DEIS leaves no doubt that the toll way will facilitate sprawl growth on a massive scale, across the entire project area, just as the section of I-485 in this area contributed to explosive low-density development. Yet the DEIS offers virtually no information or analysis of how the sprawl growth patterns facilitated by this project would exacerbate the area's smog problem, degrade water quality, jeopardize an endangered species, and generally erode the quality of life enjoyed by residents in Union County and in the greater Charlotte metropolitan area. The DEIS makes no attempt to quantify any of the superficial characterizations that typify its assessment of indirect and cumulative impacts. There are no estimates of, for example, the population growth rate in "Zone 5." Nor does the DEIS attempt to predict exactly how much "prime farmland" will be converted into	In accordance with NCDOT procedure, a qualitative <i>Indirect and Cumulative Effects Assessment</i> (HNTB, January 2009) report was completed and summarized in Chapter 7 of the Draft EIS. Multiple requests to perform a quantitative analysis were made by environmental resource and regulatory agencies and other during the public review period. The <i>Indirect and Cumulative Effects Quantitative Analysis</i> (Michael Baker Engineering, April 2010) and the <i>Indirect and Cumulative Effects Water Quality Analysis</i> (PBS&J, April 2010) prepared for the Preferred Alternative are included in the Final EIS. The scope of the study was developed in coordination with the environmental resource and regulatory agencies. This quantitative analysis identified areas of land use change, percent change in impervious cover, loss of agricultural lands, changes to water quality, and impacts to protected species. Results can be found in Section 2.5 of the Final EIS. The full report is available for download on the project Web site: www.ncturnpike.org/projects/monroe . Regarding VMT, see response to Comment 27 in the Southern Environmental Law Center letter (i001).

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		<p>exurban housing pods, or how many more parts per million of ozone smog will register on the surrounding air monitors because of the toll way. In place of information the DEIS offers only self-serving speculation. In place of tangible data about likely water quality impacts, the DEIS offers a conjecture that "local plans are in place and under development that will help minimize cumulative impacts to water quality." [7-22] In place of the estimated acreage of farmland and forest that will become strip malls and housing subdivisions, the DEIS offers the hypothesis that "strong local interest in preserving the area's rural character should help minimize the potential for induced development related to this project." [7-15]</p> <p>The DEIS does not adhere to 40 C.F.R. § 1502.22 in offering an explanation, meaningful or otherwise, of why it omits this information. Nor does the DEIS address the glaring contradiction between its traffic projections of lower VMT and its assessment that the toll way will enable the growth of commuter communities 30 plus miles from downtown Charlotte, perhaps even reducing the amount of development in the Goose and Duck Creek watersheds.</p>	
43	Indirect and Cumulative Effects	<p>A raft of conclusory statements and outright errors clutter the DEIS' assessment of induced growth. The DEIS lists the "potential for improved access and mobility" in Zones 1 and 4 as "none." Yet the DEIS traffic forecasts predict that area residents commuting between these areas would face nearly twice as much traffic along US 74 under the "No Build" scenario. The DEIS concludes that development in Zone 2 "would likely continue to be primarily low density residential and would occur at a slow rate" [7-13]. Yet five of the ten planned toll way intersections line the border of Zone 2. The DEIS concludes that the Mecklenburg County portion of the project is "almost completely developed." Yet it also cites this area as an important location of "prime farmland soils" [7-9].</p>	<p>The qualitative <i>Indirect and Cumulative Effects Assessment</i> (HNTB, January 2009) summarized in Chapter 7 of the Draft EIS found that the potential for improved access and mobility would be "none" for Zone 1 because this zone is mostly developed and the project does not extend far into this zone. Because Zone 1 is already in urbanized Mecklenburg County, trips that have both origin and destination in the county would not need to use the new highway or existing US 74 for their trips.</p> <p>The qualitative assessment found that the potential for improved access and mobility would be "none" for Zone 4 because this zone is located a minimum of 2.6 miles from the DSAs. In addition, there are multiple ways in and out of the Zone 4 already, and the new highway would not provide that much benefit because it is so far away. It is anticipated that residents within Zone 4 are more likely to utilize other existing east-west facilities, rather than the new highway or existing US 74.</p> <p>Some induced growth is expected in Zone 2 as the DSAs would improve accessibility between this area and Charlotte-Mecklenburg County area. However, this induced growth would be minimized by land use regulations currently in place that promote low-density residential development, protect riparian buffers, and limit impervious area to protect the Goose Creek watershed.</p> <p>The <i>Indirect and Cumulative Effects Quantitative Analysis</i> prepared for the Preferred Alternative (Section 2.5 of the Final EIS) quantifies potential land</p>

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			<p>use change and impervious surface, and potential impacts on water quality, wildlife habitat, farmland conversion, and protected species.</p> <p>Figure 4-2 and the statement regarding prime farmland soils on Draft EIS page 7-9 are based solely on soil surveys provided by the NRCS and do not take into account any development that has occurred on those soils. The presence of prime farmland soils does not imply that the land is used for agricultural purposes. The statement that Zone 1 is a primary area containing prime farmland soils is not inconsistent with the statement that Zone 1 is almost completely developed.</p>
44	Indirect and Cumulative Effects	<p>The DEIS' consideration of induced growth falls far short of what NEPA requires, especially given the context of this project. The DEIS must both identify the areas that are likely to experience induced growth and estimate the form that growth will take. This analysis, in turn, must be used to identify the amount and location of induced traffic demand that will result from this project and water quality impacts from increased impervious surfaces. As the DEIS fails to include any analysis of this sort, the Agencies should issue a revised DEIS that comprehensively reviews induced growth and induced traffic demand and that discloses the extent to which these effects will offset congestion relief and other benefits that the Project is intended to advance.</p>	<p>The <i>Indirect and Cumulative Effects Quantitative Analysis</i> and the <i>Indirect and Cumulative Effects Water Quality Analysis</i> prepared for the Preferred Alternative (Section 2.5 of the Final EIS) quantifies potential land use change and impervious surface, and potential impacts on water quality, wildlife habitat, farmland conversion, and protected species.</p> <p>Results of the quantitative assessment estimate that in the Future Land Use Area (FLUSA) under the Preferred Alternative, there would be approximately 1,200 less acres of low-density residential development, 700 more acres of medium density residential, less than 100 acres more of industrial/office/institutional development compared to the No Build Alternative. Most of this induced development is expected within approximately one mile of the interchanges and because local land use policy and the lack of access to sewer service, particularly north of the project in Unionville, are not conducive to additional land development or increases in density.</p>

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45	Water Resources	<p>The DEIS recognizes that there will be indirect impacts from induced development within the Future Land Use Study Area ("FLUSA"), the area within a five-mile radius of the Detailed Study Areas ("DSA") [7-3]. It does not, however, provide any analysis of indirect impacts that would result from any of the Build alternatives.</p> <p>The DEIS largely ignores the indirect impacts to water quality from any of the proposed alternatives. The DEIS advances the unsupported assumption that best management practices and local stormwater ordinances will minimize these impacts. It further appears to justify the failure to analyze indirect water quality impacts on the basis that "the variations in DSA corridors are so small that indirect impacts are not expected to vary by alternative." The DEIS fails to explain how this logic applies to the "No Build" alternative, not to mention the other reasonable alternatives that the DEIS excludes from detailed study.</p> <p>The Transportation Agencies should issue a revised DEIS that analyzes the direct and indirect impacts on water quality for a full range of reasonable alternatives. Specifically, the Transportation Agencies should provide estimates of the amount of residential and commercial development expected and model the amounts of additional non-point source pollution that will result under each alternative scenario. The Transportation Agencies cannot rely on local ordinances in order to skirt their duties to analyze fully the environmental effects of the alternatives.</p>	<p>See response to Comment 42 in the Southern Environmental Law Center letter (i001).</p> <p>The qualitative Indirect and Cumulative Effects Assessment, summarized in Chapter 7 of the Draft EIS, provided an appropriate level of discussion regarding potential increases in residential and commercial development associated with the DSAs in order to be able to adequately compare alternatives. The Final EIS includes the results of the quantitative assessment conducted for the Preferred Alternative.</p>

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46	Protected Species	<p>The failure to consider impacts to a federally-endangered aquatic species, the Carolina heelsplitter, is illustrative of the DEIS' overall failure to include information regarding the water quality impacts of the proposed alternatives. As the DEIS makes clear, the Monroe Connector/Bypass will induce development that will affect the endangered Carolina heelsplitter and its designated critical habitat in Goose Creek and Duck Creek, [7-19]. The DEIS, however, fails to adequately analyze the impacts of any proposed alternative on the species. The Transportation Agencies have a duty under NEPA to provide detailed information on the impacts of all practicable alternatives, 40 C.F.R. §1502.14(b). Application of the Endangered Species Act reinforces this duty and imposes additional requirements. These include insuring that any induced development-even if it is minimal-will not adversely affect habitat for the Carolina heelsplitter, jeopardize the continued existence of the species, or result in a take of any individual members of the species.</p> <p>Many of the adverse impacts to the Carolina heelsplitter identified by the USFWS are associated with urbanizing watersheds and commercial and residential development, which the DEIS acknowledges that this highway project will induce. The limited information and analysis provided in the DEIS confounds any precise assessment of this Project's impacts on the Carolina heelsplitter's habitat. Although the DEIS clearly acknowledges that some growth will be induced in the Goose and Duck Creek watersheds under any alternative, it lacks any quantitative analysis of how many additional households will be induced or how many acres of commercial development will be induced under the different scenarios. Any induced development resulting in more impervious surfaces can be expected to increase peak discharges and volumes of stormwater runoff. These impacts, however, are completely ignored and unquantified in the DEIS.</p>	<p>Chapter 7 of the Draft EIS states that there is a "low potential for accelerated growth and low potential for causing indirect impacts to sensitive resources" (Page 7-15) within Zone 2 which includes the Goose and Duck Creek watersheds.</p> <p>Potential land use and impervious surface changes associated with the Preferred Alternative were evaluated quantitatively in the <i>Indirect and Cumulative Effects Quantitative Analysis</i> summarized in Section 2.5.5 of the Final EIS. With regard to percent impervious surface cover, the report findings show no measurable differences in percent impervious surface (less than one percent) between the Preferred Alternative and No Build Alternative for the FLUSA as a whole, and no change in the Goose Creek watershed.</p> <p>The Biological Conclusion in the Draft EIS for the Carolina heelsplitter is 'May Affect/Not Likely to Adversely Affect'. The FHWA and NCTA are coordinating with the USFWS in accordance with Section 7 of the Endangered Species Act, and have prepared a Biological Assessment for this species, which is summarized in Section 2.5.4.5 of the Final EIS. Appropriate coordination will be completed prior to issuing the ROD. This is a project commitment listed in Section PC of the Final EIS.</p>
47	Protected Species	<p>The DEIS offers even less analysis of impacts to endangered species than the previous DEIS for this project, which was later withdrawn. In the 2003 DEIS for the Monroe Connector, NCDOT provided estimates of induced households and affected acreage and modeling data regarding the increases in nutrients that would be added to the Goose Creek watershed from the induced development. At the very least, the current DEIS should provide similar information for public comment. Instead the DEIS merely concludes "local plans are in place and under development that will help minimize cumulative impacts to water quality" [7-22]. The DEIS further concludes that the proposed alternative "may serve to shift growth and development demand away from the Goose Creek and Duck Creek watersheds, as these areas are north of the proposed DSAs" [7-19]. The Agencies provide no data to support these broad generalizations.</p>	<p>See response to Comment 42 in the Southern Environmental Law Center letter (i001).</p>

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COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
48	Water Resources	<p>The DEIS does not include a reasonable range of alternatives as required by NEPA. In addition to the upgrade, traffic management, transit, rail freight and other alternatives suggested earlier, the Transportation Agencies should include for study new location alternatives with fewer interchanges in areas that may induce development in the Goose Creek watershed. As currently proposed and acknowledged in the DEIS, the number and locations of the interchanges in the alternatives vary only slightly. Given that the continued existence of the Carolina heelsplitter could be in jeopardy from this Project, SELC and its partners strongly recommend that the Transportation Agencies develop and analyze alternatives that contain fewer interchanges that may induce development in the species' habitat.</p>	<p>Regarding range of alternatives, see responses to Comments 7 and 17 in the Southern Environmental Law Center (i001).</p> <p>The locations of interchanges are consistent with those included in the MUMPO's 2035 LRTP. Several interchanges, including Unionville-Indian Trail Road, Rocky River Road, US 601, and Forest Hills School Road were reviewed considering both traffic volumes, as well as potential toll revenue, to determine if they could be removed. These interchanges were determined necessary to serve projected traffic demand in the design year 2035, as well as to support toll revenue bonds required as part of the project financing.</p>
49	Water Resources	<p>In lieu of quantifying and analyzing the impacts from the proposed alternatives, the Transportation Agencies place undue reliance on local ordinances to protect the Goose and Duck Creek watersheds. The FLUSA includes 14 municipalities in Union and Mecklenburg counties. The DEIS relies on the environmental regulations in many of these municipalities and upon the new Goose Creek Site Specific Water Quality Management Plan (ISA N.C. Admin. Code 2B .0600-.0609) to conclude that indirect and cumulative impacts on the Carolina heelsplitter will be mitigated by buffer protections and other stormwater management measures [7-6, 7-15, 7-22]. There are two important problems with relying solely on local ordinances to protect the Carolina heelsplitter.</p> <p>First, the Transportation Agencies cannot rely on these ordinances without analyzing the levels of protections combined with an adequate quantitative assessment of the amount of induced growth that can be expected for each proposed alternative. Even if the levels of protection are deemed adequate, each of these ordinances may contain exemptions or variance procedures that would allow more development activities within the municipalities. Therefore, the DEIS must also analyze the consistency with which these ordinances and regulations are administered in the individual municipalities.</p> <p>Second, Nat 'l Wildlife Fed'n v. Coleman squarely prohibits FHWA from placing such reliance on other agencies' activities to meet its ESA obligations to insure that the induced development will not jeopardize the species' continued existence or adversely affect its critical habitat. In Coleman FHWA was relying on another federal agency's proposed plans. The local ordinances and state regulations at issue here are outside of the control of any federal agency, and subject to amendment. They therefore fall well short of the protections that FHWA must adopt to meet its ESA obligations, such as through the adoption of a Memorandum of Agreement with the 14 municipalities and the USFWS to insure permanent</p>	<p>See response to Comment 46 in the Southern Environmental Law Center letter (i001) and Final EIS Section 3.3.4 – Responses to Generalized Comments on Indirect and Cumulative Effects.</p>

Appendix B3 – Interest Group Comments

Table B3-1: Southern Environmental Law Center

Document: i001 letter dated June 15, 2009

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
		levels of protection (be it from buffers or other stormwater management measures) for the Carolina heelsplitter within the project area. Such an approach was underway in connection with the prior DEIS and is still necessary, despite the wishful thinking in the current DEIS.	
50	Other	We urge the Transportation Agencies to revise their analysis of alternatives and impacts according to the recommendations set forth herein and to issue a revised Draft Environmental Impact Statement for public review and comment.	The Draft EIS conforms to the requirements of NEPA and the regulations and guidelines of CEQ and FHWA. A revised Draft EIS is not required. The Final EIS provides updates to existing conditions, explains the reasons for selected the Preferred Alternative, updates impact analyses for the Preferred Alternative, summarizes additional studies performed for the Preferred Alternative, and responds to comments on the Draft EIS.

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

May 30, 2009

Re: DEIS comments regarding the Monroe Connector/Bypass R-3329 & R-2559

Please accept the following questions and comments regarding the Monroe Connector/Bypass and also relevant research for NAAQS and Mobile Source Air Toxics into the public record. My questions and comments are in blue print.

1 Why are the citizens' of Charlotte & Raleigh metro areas required to pay an additional "toll/tax" to fund their road projects when tax dollars will likely fund the Shelby, Winston-Salem, Gaston Parkway, and the Fayetteville bypasses? The selection of projects that the NCTA is currently pursuing does not specify that an entire corridor be tolled, only in select areas. To only choose a few projects within a corridor is arbitrary and capricious. If the NCTA interpretation of the state statute requires an additional free alternative for existing Highway 74, then why couldn't I-85, I-40, highway 24/27, or 16 be considered that alternative under the statute?

2 The NCTA & FHWA's arguments that the new build DSA "D" & (18A) has no direct or indirect air quality impacts to Stallings Elementary and residential areas are spurious. A new elementary school, Poplin Elementary, also was constructed on Poplin road off Unionville-Indian Trail Road just outside of the recommended DSA, but that is not mentioned in the DEIS. The new build DSA will be close to the subdivisions where many of the students for the schools above reside.

3 Although lengthy, the final technical air quality memorandum appears to primarily focus on enough information necessary to cross any regulatory hurdle it may encounter, but it lacks substance. The FHWA Interim Guidance on MSAT Research Data is not current, as the latest cited research is in 2005 (FHWA Interim Guidance Appendix C, February 2006). EPA will release the official Motor Vehicle Emission Simulator (MOVES) model at the end of 2009, and this model also effectively determines pollutants at the project level. FHWA is faced with a lack of monitoring data in most areas for use in establishing project-specific MSAT background concentrations because air quality agencies avoid placing air monitors near roadways that are used to ascertain the regional air quality for NAAQS. Mobile sources contribute a significant amount of air emissions for the Charlotte area. According to NCDENR/DAQ, "automobiles are the largest contributor to NC's air pollution. Although automobile technology has greatly improved over the years, the total pollution from vehicles is rising. More people are driving, and traveling longer distances than ever. As a result, our air pollution worsens and roads become more congested" (<http://daq.state.nc.us/motor/trans/>).

According to the final technical air quality memorandum, the FHWA had this to say about unavailable or incomplete information: "Some recent studies have reported that proximity to roadways is related to adverse health outcomes, particularly respiratory problems^{3,4}. Much of this research is not specific to MSATs, instead surveying the full spectrum of both criteria and other pollutants. The FHWA cannot evaluate the validity of these studies, but more importantly, they do not provide information that would be useful to alleviate the uncertainties listed above and enable us to perform a more comprehensive evaluation of the health impacts specific to this project."

3 South Coast Air Quality Management District, Multiple Air Toxic Exposure Study- II (2000); Highway Health Hazards, The Sierra Club (2004) summarizing 24 Studies on the relationship between health and air quality; NEPA's Uncertainty in the Federal Legal Scheme Controlling Air Pollution from Motor Vehicles, Environmental Law Institute, 35 ELR 10273 (2005) with health studies cited therein.

4 Department of Preventive Medicine, University of Southern California Los Angeles, et. al. *Effect of exposure to traffic on*

lung development from 10 to 18 years of age: a cohort study. The Lancet, (2007).

4 Based on what is contained in the Draft Environmental Impact Statement, I would say that the FHWA/NCTA is not capable of or is unwilling to conduct a comprehensive evaluation of any health impacts at all. The United States Court of Appeals for the DC Circuit had this to say about agency's dismissal of empirical studies when they remanded the annual PM (NAAQS): "[T]he Criteria Document found that new studies of a cohort of children in Southern California have built upon earlier limited evidence to provide fairly strong evidence that long-term exposure to fine particles is associated with development of chronic respiratory disease and reduced lung function growth." On this record, therefore, it appears the EPA too hastily discounted the Gauderman and 24-cities studies as lacking in significance. See *Am. Radio Relay League, Inc. v. FCC*, 524 F.3d 227, 241 (D.C. Cir. 2008) (agency's inadequate explanation for dismissing empirical studies rendered decision arbitrary and capricious); cf. *ATA I*, 175 F.3d at 1052-53 (EPA arbitrarily and capriciously placed upon some studies "higher information threshold" than it placed upon others.)

Can the FWHA please explain why they view EPA's vehicle and fuel regulations with such certainty while they ignore all health impact studies as inconclusive to make decisions where a highway should be located? The Clean Air Scientific Advisory Committee had this to say about uncertainties in a 2006 letter: "While there is uncertainty associated with the risk assessment for the PM_{2.5} standard, this very uncertainty suggests a need for a prudent approach to providing an adequate margin of safety." The FWHA/NCTA approach of denial to this complex problem is far from prudent.

The National Petrochemical & Refiners Association had this to say about EPA' MSAT phase II (fuel) standards: "The Agency (EPA) optimistically projects that the net effect of this MSAT Phase 2 proposal on gasoline supplies will be potentially zero.¹ As justification for this projection, EPA believes that the proposed averaging, banking and trading (ABT) program with the 0.62 vol% benzene level is: 1) feasible; 2) would be met without extreme economic consequences; and 3) that all refineries would be able to comply. National Petrochemical & Refiners Association is not so sanguine" (71 FR 15804) Docket ID No. EPA-HQ-OAR-2005-0036.

Particulate Matter & Health Effects

5 I understand that Union and Mecklenburg Counties are currently in attainment for PM_{2.5}, but to my knowledge, Union has no monitor for PM_{2.5} while Mecklenburg's annual standard is 14.9µg/m³. The annual (NAAQS) is currently 15 µg/m³. The FHWA projects that the trucking industry will be responsible for a 75 % increase in freight tonnage by 2020, and the proposed intermodal facility at the Charlotte/Douglas International Airport and expansions at the ports will substantially increase truck traffic on the proposed freeway. As a result, the diesel particulate matter and exhaust organic gases, from truck exhaust, will be closer to existing homes and schools, etc.

According to the EPA and independent studies, elevated concentrations of particulate matter, criteria pollutants, and mobile source air toxics, through monitoring, have been found to be significantly higher within 1000 to 1500 feet (particulate matter) from a major roadway. Meteorology, traffic type and volume, and topography are factors that can alter this distance. Motor vehicle emissions generally occur within the breathing zone, near-road populations can be exposed to "fresh" primary emissions as well as combustion pollutants "aged" in the atmosphere. For particulate matter, these fresh versus aged emissions can result in the presence of varying particle sizes near roadways, including ultra-fine, fine and coarse particle modes. The proximity of schools and homes to major roads can result in elevated exposures (for children) due to potentially increased concentrations indoors and increased exposures during outdoor activities from many sources, including vehicle exhaust. A review of the literature determined that approximately 80% of diesel particulate matter can penetrate indoors. Meteorological

factors can affect exposures to motor vehicle emissions near the road. Studies suggest that ambient temperature variation can also affect particle number gradients near roads substantially. Wind direction affects traffic-related air pollution mass concentrations inside and outside schools near motorways, and diurnal variations in mixing layer height will influence both near- road and regional air pollutant concentrations too. Decreases in the height of the mixing layer (due to morning inversions, stable atmosphere, etc.) will lead to increased pollutant concentrations at both local and regional scales. (Control of Hazardous Air Pollutants from Mobile Sources Chapter EPA February 2007). The EPA Motor Vehicle Emission Simulator (MOVES) model will be released in 2009, and it covers a broad range of pollutants. The MOVES model is effective at determining pollutants at the project level. The official MOVES model is replacing the EPA mobile 6.2 model at the end of 2009. (<http://www.epa.gov/otaq/models/moves/index.htm>).

On February 24, 2009, the U.S. Court of Appeals for the D.C. Circuit remanded the National Ambient Air Quality Standards (NAAQS) for fine particulate matter (PM2.5) to EPA for reconsideration of the annual level of the standard (which EPA left at 15 micrograms per cubic meter (µg/m3)) and reconsideration of the secondary PM2.5 NAAQS. With respect to the annual PM2.5 NAAQS, the court held that the agency “failed to explain adequately why an annual level of 15 µg/m3 is ‘requisite to protect the public health,’ including the health of vulnerable subpopulations, while providing ‘an adequate margin of safety.’” 42 U.S.C. § 7409(b)(1).”

The Clean Air Scientific Advisory Committee Recommendations Concerning the Final Rule for the National Ambient Air Quality Standards for fine particulate matter was between 12 and 14 µg/m3 and had this to say: “The CASAC recommended changes in the annual fine-particle standard because *there is clear and convincing scientific evidence that significant adverse human-health effects occur in response to short-term and chronic particulate matter exposures at and below 15 µg/m3, the level of the current annual PM2.5 standard.* The CASAC affirmed this recommended reduction in the annual fine-particle standard in our letter dated March 21, 2006 concerning the proposed rule for the PM NAAQS, in which 20 of the 22 members of the CASAC’s Particulate Matter Review Panel — including all seven members of the chartered (statutory) Committee — were in complete agreement. While there is uncertainty associated with the risk assessment for the PM2.5 standard, this very uncertainty suggests a need for a prudent approach to providing an adequate margin of safety. *It is the CASAC’s consensus scientific opinion that the decision to retain without change the annual PM2.5 standard does not provide an “adequate margin of safety... requisite to protect the public health” (as required by the Clean Air Act), leaving parts of the population of this country at significant risk of adverse health effects from exposure to fine PM.*”

The current administration stated that they would use sound science and the rule of law, and follow the advice of scientific advisors in making their decisions. Based on previous monitoring data, an annual standard of 12 and 14 µg/m3 would place the Charlotte Metro area in non-attainment for particulate matter. **Before a Record of Decision, will a project-level and conformity determination be made for particulate matter? In drafting Section 176(c) of the Clean Air Act Amendments of 1990, Congress clearly sought to ensure that the federal government be subject to and comply with the same federal, state, interstate and local requirements, administrative authority and sanctions with respect to the control and abatement of air pollution, in the same manner and to the same extent, as any non-governmental entity. Federal agencies are to be afforded no special privileges and may do no less than non-governmental entities.**

The Gauderman et al study in the journal Lancet found elevated levels of PM 2.5 (1500 feet) from roadways. These include coarse, fine, and ultra-fine carbon particles emitted directly from vehicle tailpipes, and road dust entrained by passing vehicles. They go on to state: “We have shown that

residential distance from a freeway is associated with significant deficits in 8-year respiratory growth, which result in important deficits in lung function at age 18 years. This study adds to evidence that the present regulatory emphasis on regional air quality might need to be modified to include consideration of local variation in air pollution. In many urban areas, population growth is forcing the construction of housing tracts and schools near busy roadways (and vice versa), with the result that many children live and attend school in close proximity to major sources of air pollution. In view of the magnitude of the reported effects and the importance of lung function as a determinant of adult morbidity and mortality, reduction of exposure to traffic-related air pollutants could lead to substantial public-health benefits. Children who lived within 500 m of a freeway (motorway) had substantial deficits in 8-year growth of forced expiratory volume in 1 s (FEV1, -81 mL, p=0.01 [95% CI -143 to -18]) and maximum midexpiratory flow rate (MMEF, -127 mL/s, p=0.03 [-243 to -11]), compared with children who lived at least 1500 m from a freeway. Joint models showed that both local exposure to freeways and regional air pollution had detrimental, and independent, effects on lung-function growth. Pronounced deficits in attained lung function at age 18 years were recorded for those living within 500 m of a freeway, with mean percent-predicted 97.0% for FEV1 (p=0.013, relative to >1500m [95% CI 94.6–99.4]) and 93.4% for MMEF (p=0.006 [95% CI 89.1–97.7]).

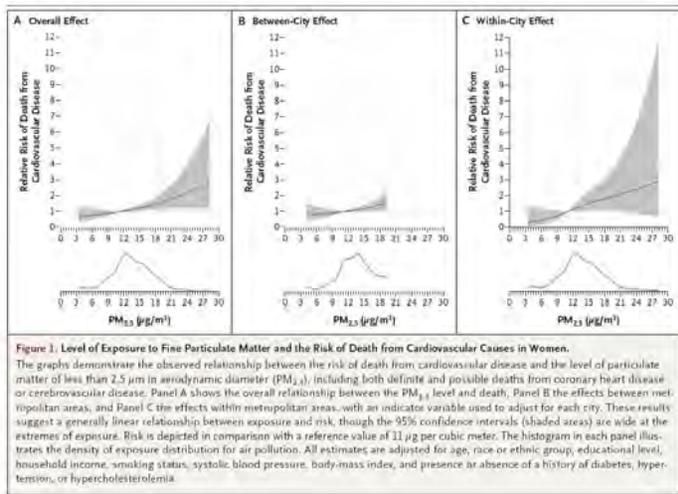
Local exposure to traffic on a freeway has adverse effects on children’s lung development, which are independent of regional air quality, and which could result in important deficits in attained lung function in later life” (Department of Preventive Medicine, University of Southern California Los Angeles, WJ Gauderman, H. Vora, R. McConnell et al., *Effect of Exposure to Traffic on Lung Development from 10 to 18 Years of Age: A Cohort Study.* The Lancet, 2007.)

Cardiovascular Impacts: Risk of Fatal and Nonfatal Cardiovascular Events in Women Increases at Annual Average Concentrations below Current Standard

Using data from the Women’s Health Initiative (WHI), an observational study of cardiovascular disease in 66,000 women in 36 U.S. cities, researchers demonstrated that female residents of cities and neighborhoods with higher levels of fine particulate matter experience higher rates of death and infirmity from heart disease and strokes than residents of cleaner cities. Medical records were reviewed for indications of death from coronary heart disease or stroke, and for bypass surgery, heart attack and non-fatal strokes. The women were ages 50 to 79 when enrolled in the study and had no prior history of heart disease. They were followed for six years. Air pollution concentrations were based on the monitor nearest each woman’s residence. This study is significant because it is one of the first to rely on direct measurements of fine particle concentrations. Annual average PM2.5 concentrations varied from 3.4 to 28.3 µg/m3, with a mean concentration of 13.4 µg/m3. Increased exposure to PM2.5 was associated with increased risk of stroke, heart problems, and death from heart disease. Adjustment for other pollutants did not alter the findings for PM2.5.

The figure below illustrates how the risk of death rose as the concentrations of the pollutant increased, relative to a reference value of 11 µg/m3. The current annual average standard for PM2.5 is 15 µg/m3.

6



Researchers concluded that: “Our study provides evidence of the association between long-term exposure to air pollution and the incidence of cardiovascular disease. Our study confirms previous reports and indicates that the magnitude of health effects may be larger than previously recognized. These results suggest that efforts to limit long-term exposure to fine particulate pollution are warranted.”

Writing in an accompanying editorial, Dr. Douglas W. Dockery of the Harvard School of Public Health and Dr. Peter H. Stone of the Harvard Medical School note that this study established a stronger statistical association between fine particulate air pollution and death from coronary heart disease than found in earlier studies. The WHI study reported a 76 percent increased risk of death from cardiovascular disease for every increase of 10 µg/m³ in the mean PM_{2.5} concentration, as compared to a 12 percent increase reported in the American Cancer Society cohort study. Referring to EPA’s last review of the NAAQS for particulate matter (American Lung Association 2008). The authors’ also note, “Unfortunately for public health, the EPA failed to follow the recommendation of its science advisors and reduce the long-term standard for fine particles. The findings of the WHI study strongly support the recommendation for tighter standards for long-term fine particulate air pollution” (Miller KA, Siscovick DS, Sheppard L, Shepherd K, Sullivan JH, Anderson GL, Kaufman JD. Long-term exposure to air pollution and incidence of cardiovascular events in women. *N Engl J Med* 2007; 356:447-458 Dockery DW and Stone PH. Cardiovascular Risks from Fine Particulate Air Pollution *N Engl J Med* 2007; 356:511-513.)

Chronic Exposures to Fine Particles Have Larger, Cumulative Effects on Mortality
 This review article examines PM-mortality associations reported in short-term and longer term epidemiological studies. The short-term studies look at the effect of day to day changes in ambient PM. Long-term studies look at spatial variability in longer-term cumulative or average exposures

between cities. Effect estimates are generally much larger with long-term exposures. The figure below integrates evidence from different time scales of exposure, illustrating increased estimates of PM effects with increasing lengths of exposure (American Lung Association 2008).

The figure below integrates evidence from different time scales of exposure, illustrating increased estimates of PM effects with increasing lengths of exposure.

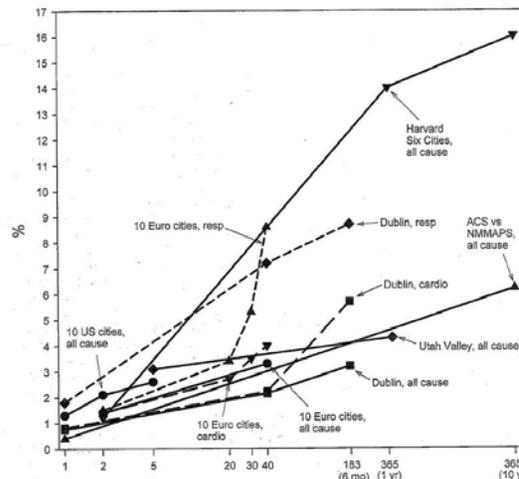


FIG. 1. Comparison of percent change in risk of mortality associated with an increment of 10 µg/m³ PM_{2.5} or 20 µg/m³ PM₁₀ or BS estimated for different time scales of exposure (approximate number of days, log scale).

“Short-term exposure studies appear to be observing more than just short-term mortality displacement because there is little evidence of short-term compensatory reduction in deaths and there are generally large estimated PM effects for intermediate and longer-term time scales of exposure. The evidence suggests that the short-term exposure studies capture only a small amount of the overall health effects of long-term repeated PM exposure. Adverse health effects are dependent on both exposure concentrations and length of exposure, and long-term exposures” (Pope, C. Arden III. Mortality effects of longer term exposures to fine particulate air pollution: review of recent epidemiological evidence. *Inhalation Toxicology* 2007; 19 (Suppl. 1): 33-38.

Reduction in Particle Concentrations Below U.S. EPA Standards Would Increase Life Expectancy

This extended follow-up of the Harvard Six Cities Study explored the effect of dose and timing of dose on the association between PM_{2.5} and survival. The study found that the association between exposure to fine particles and increased risk of death continues well below the U.S. EPA standard of 15 µg/m³. The researchers reported finding little evidence for a threshold. While earlier time-

series studies have found a similar association of *daily* particle levels with increased mortality, this is the first detailed examination of the question in a cohort study examining *annual* exposures. Additionally, the study reported that the deaths associated with exposure to fine particles occur primarily within two years of exposure. This implies that reductions in air pollution can be expected to produce rapid improvements in public health (American Lung Association 2008 from Schwartz J, Coull B, Laden F, Ryan L. The Effect of Dose and Timing of Dose on the Association between Airborne Particles and Survival. *Environ Health Perspect* 2008; 116:64-69).

Traffic, Air Pollution, and Health

"An enlarging body of research evidence indicates that exposure to traffic-related air pollution adversely affects health. The relevant evidence includes monitoring data on the characteristics of near-roadway pollution, the penetration of traffic-generated particles indoors, and the existence of hot spots of pollution in heavily trafficked areas. Epidemiological studies have linked indicators of exposure to traffic to adverse health effects, although the particular pollutants mediating these effects are still not identified. Additionally, difficult methodological issues call for caution in interpreting the epidemiological findings; there is potential for uncontrolled confounding, exposure measures are subject to misclassification, and uncertainty is not fully accounted for nonetheless, the evidence raises concern about a threat to public health that will be managed with great difficulty. Exposures to traffic reflect the amount of traffic and the coupling of emissions from traffic to pollutant concentrations in the environments where people spend time. Control will require both reduced emissions and increased separation of people from emissions. There is a need for further research to refine our understanding of the health consequences of traffic exposures and as a basis for formulating mitigation policies. While we continue to obtain further evidence, prudent, "no-regret" strategies to reduce exposures merit consideration" (Samet, Jonathan M. (2007) 'Traffic, Air Pollution, and Health', *Inhalation Toxicology*, 19:12, 1021 – 1027).

Cardiovascular Disease and Air Pollutants: Evaluating and Improving Epidemiological Data Implicating Traffic Exposure

"In order to examine the impacts of researcher subjectivity and the source apportionment methods used, the U.S. Environmental Protection Agency (EPA) sponsored a comparability study across seven different research groups. In that study, each group analyzed identical exposure data from Washington, DC, and Phoenix AZ, and generally found similar findings for the major sources of PM concentrations, including traffic (Thurston et al., 2005). Interestingly, the authors noted that the variability across source types was greater than the variability across the different investigators. Incorporating the identified factors into a health analysis resulted in the identification of positive associations between cardiovascular deaths and traffic and sulfate sources. This review demonstrates that higher concentrations of traffic-related pollutants, traffic source factors, closer proximity to traffic sources, and periods spent in traffic have been associated with adverse cardiovascular health effects in many studies using a wide variety of methodologies. These different studies complement each other, and appear to consistently implicate traffic as an important source of with respect to the cardiovascular health effects of air pollution. In fact, the use of several different study designs provides added support for these findings since each method has its own strengths and weaknesses. For example, in-vehicle exposure studies provide good evidence of association between traffic exposures and short-term changes in cardiovascular health. In summary, we found consistent evidence from a variety of study designs that links traffic-related pollution with adverse cardiovascular health outcomes. Although not yet conclusive, there is growing evidence that traffic may be an especially important source of pollution. Future work is needed, however, to distinguish the toxicity of traffic-related emissions and the specific components responsible. It may not, for example, be wise to use only government monitoring station data to build a land-use regression for traffic-related exposures since often these monitors are sited away from roadways" (Adar, S. D. and Kaufman, J. D. 2007 'Cardiovascular Disease and Air Pollutants: Evaluating and Improving Epidemiological Data Implicating Traffic Exposure', *Inhalation Toxicology*, 19:1, 135–149.)

The following expert testimony was admitted into evidence for health effects on PM 2.5 in the North Carolina vs. TVA Nuisance lawsuit: NC Exh. 242 is a 2006 expert report commissioned by the EPA for reasons entirely unrelated to this lawsuit. In light of the resulting objectivity, the Court finds the report to be uniquely compelling in the area of premature mortality resulting from PM2.5 exposure. -PM2.5 exposure has significant negative impacts on human health, even when the exposure occurs at levels at or below the NAAQS (Transcript at 1076-77; NC Exh. 467 at 1, 3).

Premature Mortality Exposure to – and inhalation of – air containing PM2.5 is 90-100% certain to cause premature mortality in humans (Transcript at 1037-38, 1130-31; NC Exh. 242 at viii, 3-23, 3-24.5).

Specifically, PM exposure and inhalation can have the following effects on human health, any or all of which can lead to premature death:

(a) *Systemic inflammatory response.* PM inhalation causes pulmonary inflammation, which in turn tends to cause a more general system-wide inflammation in the body. This inflammation impacts platelet function, which contributes to the development of blood clots – a common cause of heart attacks and strokes (NC Exh. 468 at 3; Transcript at 916-18).

(b) *Vascular reactivity.* Systemic inflammation can also cause changes in vascular activity that decrease the amount of blood flow to important organs, including the heart and brain. Specifically, it affects the ability of blood vessels to remain sufficiently dilated for adequate blood flow to tissues. Such blood vessels also become less responsive to drugs designed to increase blood flow-including coronary blood flow (NC Exh. 468 at 3-4; Transcript at 915-16).

(c) *Cardiac rhythms.* PM inhalation also causes neurological changes affecting reflexes and autonomic control of cardiac rhythms. This can result in heart rate variability and ultimately arrhythmia, the immediate cause of death in most fatal heart attacks (NC Exh. 468 at 3; Transcript at 911-15).

(d) *Infant mortality.* There is a growing body of evidence that infant deaths can be linked to changes in ambient PM. Such infant deaths are attributable to respiratory problems and sudden infant death syndrome (SIDS) (NC Exh. 467 at 1). All of the above is from the District Court of the United States for the Western District of North Carolina Asheville Division Civil No. 1:06CV20)

Recently, North Carolina was successful in an injunction against the Tennessee Valley Authority and successful in litigation against EPA regarding the Clean Air Interstate Rule. The TVA was required to install millions of dollars in pollution control equipment for a few facilities to prevent particulate matter from affecting the health of NC citizens. I find it more than disingenuous that the State of North Carolina does not do more regarding mobile source emissions and increased separation of people from these emissions. The record indicates that the majority of transportation funding goes to "new build" road construction. Giving citizens more transportation options will relieve congestion, even in areas that see population growth, not continuing to build new roadways. Increasingly, mobile sources have a significant role in the precursor and criteria pollutants (NAAQS) generated within a State, as well as, Mobile Source Air Toxics.

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This proposed federal action does not appear to provide protection to children from environmental health and safety risks under Executive order 13045. As Dr. Samet stated; "While we continue to obtain further

8 evidence, prudent, “no-regret” strategies to reduce exposures merit consideration.” The NCTA & FHWA needs to shift the alignment of the preferred alternative away from homes and other sensitive receptors to minimize elevated air pollution levels resulting in adverse health effects.

9 EPA’s vehicle and fuel regulations, coupled with fleet turnover is applauded and needed; however, over time, the substantial reductions that will cause region-wide air pollution levels to be significantly lower than today remains to be seen. No Federal or State laws mandate vehicle turnover. The fuel regulations could be eliminated or reduced in the future.

OZONE & Health Effects



Mecklenburg County LUESA/Air Quality

North Carolina Department of Environment & Natural Resources Division of Air Quality SIP narrative for the Charlotte Metro area states: “Ozone, a strong chemical oxidant, adversely impacts human health through effects on respiratory function and can also damage forests and crops. Ozone is not emitted directly by the utilities, industrial sources or motor vehicles but instead, is formed in the lower atmosphere, the troposphere, by a complex series of chemical reactions involving nitrogen oxides (NOx), resulting from the utilities, combustion processes and motor vehicles, and reactive volatile organic compounds (VOCs). VOCs include many industrial solvents, such as toluene, xylene and hexane as well as the various hydrocarbons (HC) that are evaporated from the gasoline used by motor vehicles or emitted through the tailpipe following combustion. Additionally, VOCs are emitted by natural sources such as trees and crops. Ozone formation is promoted by strong sunlight, warm temperatures and light winds. High concentrations tend to be a problem in the eastern United States only during the hot summer months when these conditions frequently occur. Therefore, the U. S. Environmental Protection Agency (USEPA) mandates seasonal monitoring of ambient ozone concentrations in North Carolina from April 1 through October 31 (40 CFR 58 App. D, 2.5).

MODELS USED

In order to accurately model the mobile source emissions in the Metrolina non-attainment area, the newest version of the MOBILE model, MOBILE6.2, was used. Key inputs for the MOBILE model include information on the age of vehicles on the roads, the average speed on the roads, the mix of vehicles on the roads, any control technologies in place in an area to reduce emissions for motor vehicles (e.g., emissions inspection programs), and temperature. The MOBILE model takes into consideration rules that are in effect that impact the emissions from this source sector. For highway mobile sources, the actual and typical year emissions were the same and the MOBILE model was run using input data reflective of 2002. The same model then is run for the future year emissions inventory using input data reflective of 2009. The 2002 and 2009 vehicle miles traveled (VMT), speeds, vehicle age and vehicle mix data was obtained from the NC DOT. For urban areas in NC that run travel demand models (TDMs), VMT and speed data from TDMs were used. The Metrolina area is one of the areas that run a TDM, and the TDM domain

covers the entire nonattainment area” (http://daq.state.nc.us/planning/Metrolina_SIP_Narrative_0405200707.pdf).

10 According to the final technical air quality memorandum, the FHWA/NCTA had this to say about ozone formation: “Since ozone takes several hours to form from hydrocarbons and nitrogen oxide, urban areas as a whole are regarded as sources of ozone precursors, not traffic on individual streets and highways.” I have to ask if the FHWA developed a pollution control technology preventing ozone formation along individual streets and highways, or is there a proposal to prevent automobiles and trucks on individual streets and highways? Is the FHWA just overly optimistic about EPA’s vehicle and fuel regulations? The EPA had this to say: “When ambient temperatures and sunlight levels remain high for several days and the air is relatively stagnant, ozone and its precursors can build up and result in more ozone than typically would occur on a single high-temperature day. The highest levels of ozone are produced when both VOC and NOx emissions are present in significant quantities on clear summer days. Decreases in the height of the mixing layer (due to a stable atmosphere, etc.) will lead to increased pollutant concentrations at both local and regional scales” (EPA Control of Hazardous Air Pollutants from Mobile Sources Chapter 3 February 2007).

“A new research study published in the New England Journal of Medicine shows that the risk of dying from respiratory disease may be as much as 30 percent higher in metropolitan areas with high concentrations of ozone than it is in areas with low concentrations. The scientists who conducted the study – from the American Cancer Society, Health Canada, Brigham Young University, the University of California, Berkeley, New York University’s School of Medicine, and the University of Ottawa – analyzed data for approximately 450,000 people who participated in an American Cancer Society study between 1982 and 2000. During that period, 118,777 study participants died. The researchers then linked cause of death to air pollution levels in 96 cities around the country using an advanced modeling program that also controls for individual risk factors such as age, whether the person smoked, body mass and diet, as well as any regional differences that might affect the outcome. The researchers then factored out the cardiovascular impact of fine particles, one of the components in smog, and thus were able to isolate the effects of ozone on respiratory health. “Many studies have shown that a high-ozone day leads to an increase in risk of acute health effects the next day...What this study says is that to protect the public’s health, we can’t just reduce the peaks, we must also reduce long-term cumulative exposure,” says Dr. George D. Thurston, professor in the Department of Environmental Medicine at New York University’s School of Medicine, a part of NYU Langone Medical Center.” “Ozone pollution likely translates into thousands of additional deaths every year across the USA,” says lead author Michael Jerrett. About 240,000 Americans a year die of respiratory illnesses.” (Jerrett et al “Long-Term Ozone Exposure and Mortality,” New England Journal of Medicine, Volume 360:1085-1095. March 12, 2009, number 11). <http://content.nejm.org/cgi/content/abstract/360/11/1085>

The EPA is reconsidering the March 2008 Ozone standard set at 0.075 parts per million (ppm) and asked the DC court of appeals to stall legal proceedings. The EPA will review the national air quality standards for ozone to determine whether the Bush administration’s rule “should be maintained, modified or otherwise reconsidered.” The current administration stated that they would use sound science and the rule of law, and follow the advice of scientific advisors in making their decisions. The Clean Air Scientific Advisory Commission had this to say in their April 7, 2008 letter to the EPA administrator: “Nevertheless, the members of the CASAC Ozone Review Panel do not endorse the new primary ozone standard as being sufficiently protective of public health. The CASAC — as the Agency’s statutorily-established science advisory committee for advising you on the national ambient air quality standards — *unanimously recommended* decreasing the primary standard to within the range of 0.060–0.070 ppm. It is the Committee’s consensus scientific opinion that your decision to set the

primary ozone standard above this range fails to satisfy the explicit stipulations of the Clean Air Act that you ensure an adequate margin of safety for all individuals, including sensitive populations. As you are well aware, numerous medical organizations and public health groups have also expressed their support of these CASAC recommendations. We sincerely hope that, in light of these scientific judgments and the supporting scientific evidence, you or your successor will select a more health-protective primary ozone standard during the upcoming review cycle. The CASAC was also greatly disappointed that you failed to change the form of the secondary standard to make it different from the primary standard. As stated in the preamble to the Final Rule, even in the previous 1996 ozone review, "there was general agreement between the EPA staff, CASAC, and the Administrator, ... that a cumulative, seasonal form was more bio-logically relevant than the previous 1-hour and new 8-hour average forms (61 FR 65716)" for the secondary standard. Therefore, in both the previous review and in this review, the Agency staff and its advisors agreed that a change in the form of the secondary standard was scientifically well-justified."

11 [Currently, the Charlotte Metropolitan area cannot meet the 1997 ozone standard at 0.085ppm. Mobile sources contribute a significant amount of pollution for the Charlotte Metro area, and the degree of control to this source, will determine if the (NAAQS) will be met. [Will a new conformity determination be made using the official MOVES model prior to a record of decision?](#)

Construction Air Quality

FHWA/NCTA had this to say in the final air quality technical memorandum: Provided local ordinances for open burning and dust are followed, significant air quality impacts due to construction of the proposed project are not anticipated. There would also be emissions related to construction equipment and vehicles. However, these impacts related to construction would be temporary. The proposed project would be constructed in phases, limiting the overall construction activity occurring at any one location.

12 [I would recommend:
 1. No on-site burning of demolition or construction waste and stringent dust suppression during all phases of construction. Maintain strict clearing limits and tree protection to prevent all incursions beyond the defined clearing limits.
 2. NCTA designate a construction manager with specific quality assurance and oversight responsibility over the design build contractor and the design build contract include significant penalties, in addition to any State or local regulatory penalties, to deter violations.
 3. No idling, staging, or refueling of mobile construction equipment within close proximity to homes or sensitive receptors should be allowed.
 4. Confinement of contractor staging areas and haul routes to the permanent work limits.

Transportation Conformity

TITLE 42--THE PUBLIC HEALTH AND WELFARE CHAPTER 85--AIR POLLUTION PREVENTION AND CONTROL SUBCHAPTER I--PROGRAMS AND ACTIVITIES

Part D--Plan Requirements for Nonattainment Areas subpart 1--nonattainment areas in general Sec. 7506. Limitations on certain Federal assistance

- (a), (b) Repealed. Pub. L. 101-549, title I, Sec. 110(4), Nov. 15, 1990, 104 Stat. 2470
- (c) Activities not conforming to approved or promulgated plans

(1) No department, agency, or instrumentality of the Federal Government shall engage in, support in any way or provide financial assistance for, license or permit, or approve any activity which does not conform to an implementation plan after it has been approved or promulgated

under section 7410 of this title. No metropolitan planning organization designated under section 134 of title 23, shall give its approval to any project, program, or plan which does not conform to an implementation plan approved or promulgated under section 7410 of this title. The assurance of conformity to such an implementation plan shall be an affirmative responsibility of the head of such department, agency, or instrumentality. Conformity to an implementation plan means-- (A) conformity to an implementation plan's purpose of eliminating or reducing the severity and number of violations of the national ambient air quality standards and achieving expeditious attainment of such standards; and (B) that such activities will not- (i) cause or contribute to any new violation of any standard in any area; (ii) increase the frequency or severity of any existing violation of any standard in any area; or (iii) delay timely attainment of any standard or any required interim emission reductions or other milestones in any area.

(2)(A) no transportation plan or transportation improvement program may be adopted by a metropolitan planning organization designated under title 23 or chapter 53 of title 49, or be found to be in conformity by a metropolitan planning organization until a final determination has been made that emissions expected from implementation of such plans and programs are consistent with estimates of emissions from motor vehicles and necessary emissions reductions contained in the applicable implementation plan, and that the plan or program will conform to the requirements of paragraph (1)(B);

13 [I would like to ask that before a Record of Decision, will a project-level and conformity determination be made for the anticipated (annual) particulate matter and ozone standards? In drafting Section 176(c) of the Clean Air Act Amendments of 1990, Congress clearly sought to ensure that the federal government be subject to and comply with the same federal, state, interstate and local requirements, administrative authority and sanctions with respect to the control and abatement of air pollution, in the same manner and to the same extent, as any nongovernmental entity. Federal agencies are to be afforded no special privileges and may do no less than nongovernmental entities.

Mobile Source Air Toxics (MSAT)

The Air quality technical memorandum for the Monroe connector/bypass states: "The localized increases in MSAT emissions would likely occur along the new location portions of the DSAs, and be most pronounced where the new roadway would move traffic closer to predominantly residential areas such as between Stallings Road and Unionville-Indian Trail Road (all DSAs), along Secrest Shortcut Road near Poplin Road (all DSAs, where Segments 30 and 31 meet) In sum, under all DSAs in the design year, it is expected there would be either minor changes or a slight reduction in MSAT emissions in the immediate area of the project, relative to the No-Build Alternative, due to similar VMT amongst the alternatives. In comparing the DSAs, MSAT levels could be higher in some locations than others, but current tools and science are not adequate to quantify them. However, on a regional basis, EPA's vehicle and fuel regulations, coupled with fleet turnover, will over time cause substantial reductions that, in almost all cases, will cause region-wide MSAT levels to be significantly lower than today."

14 [Why is the FHWA still using the 2006 Interim guidance for MSAT's? Why does the FHWA use 150,000 Annual Average Daily Traffic count to conduct a quantitative MSAT analysis? What criterion was used to come up with that number? Is the FHWA or NCTA going to identify all sensitive receptors?

1.4 If known human health hazard prevention were a priority, the same unknowns the FHWA points out quite nicely in their prepared Environmental Impact Statements as to why they cannot do a comprehensive quantitative MSATs analysis at the project level in order to quantify the cancer and non-cancer risks should be enough reason to avoid schools and residential areas altogether.

1.5 The 6 priority MSATs out of a total of 177 hazardous air pollutants currently listed under CAA section 112(b), as well as diesel particulate matter are: Acetaldehyde, Acrolein, Benzene, 1,3-Butadiene, Diesel Particulate Matter & Diesel Exhaust Organic Gases, and Formaldehyde. I understand that there will be a proposed 30% reduction in MSATs from 40 CFR parts 59, 80, 85, and 86 due to cleaner fuels and vehicles by 2030. While this action by the EPA is applauded, the results will not be immediately realized in 2015 due to the expected delay for a complete fuel program phase-in and the immediate purchase of all new clean vehicles is unlikely, which means most of the projected reductions will probably occur closer to 2030. Let's assume the reductions of gasoline (on-road mobile sources) will be met; there will still be 558,666 tons in 2015, and 507,782 tons in 2020 and 505,074 tons of MSATs in 2030 emitted to the atmosphere in the US on a yearly basis according to the EPA. (Control of Hazardous Air Pollutants from Mobile Sources Chapter EPA February 2007). This equates to over one billion pounds of on-road MSATs per year still emitted to the atmosphere after the estimated reductions. The EPA should set a minimum standard for at least the 6 priority MSATs, and they should be included in the transportation conformity process under Title 40 CFR part 51 and 93. Other than pointing out the accomplishments and deficiencies of the EPA in dealing with this complex problem, what actions, if any, are the FHWA and the NCTA going to take to reduce the exposure to citizens who live within close proximity to the proposed freeways? Will the NCTA purchase a 2300 to 3000 foot total right of way? Will the FHWA, and by extension the NCTA, just continue to use 40 CFR 1502.22 a&b to opt out of doing a proper comprehensive risk assessment that will inform citizens of the risk and allow for sound and prudent decisions whether to move forward with a proposed highway alternative or not?

1.6 Comparing the impact of MSATs against different options (Existing Highway 74 No build) within the study area is analogous to not seeing the forest for the trees, and this approach does not give an accurate representation to the impact on sensitive receptors at the project level. After you construct the new freeway, then you will have two major roadways with cumulative pollutants, and the new highway will be close to where large numbers of people reside. The comparison needs to be with the background ambient concentrations from actual monitors along the entire length of the proposed freeway.

The Agency for Toxic Substances and Disease Registry had this to say for Benzene: "EPA, IARC, and the Department of Health and Human Services have concluded that benzene is a human carcinogen. The Department of Health and Human Services (NTP 2005) determined that benzene is a known carcinogen based on human evidence showing a causal relationship between exposure to benzene and cancer. IARC (1987, 2004, 2007) classified benzene in Group 1 (carcinogenic to humans) based on sufficient evidence in both humans and animals. EPA (IRIS 2007) classified benzene in Category A (known human carcinogen) based on convincing evidence in humans supported by evidence from animal studies. Under EPA's most recent guidelines for carcinogen risk assessment, benzene is characterized as a known human carcinogen for all routes of exposure based on convincing human evidence as well as supporting evidence from animal studies (IRIS 2007). Based on the Rinsky et al. (1981, 1987) human leukemia data, EPA derived a range of inhalation unit risk values of 2.2×10^{-6} – 7.8×10^{-6} ($\mu\text{g}/\text{m}^3$)₁ for benzene (IRIS 2007). For risks ranging from 1×10^{-4} to 1×10^{-7} , the corresponding air concentrations for lifetime exposure range from 13.0–45.0 $\mu\text{g}/\text{m}^3$ (4–14 ppb) to 0.013–0.045 $\mu\text{g}/\text{m}^3$ (0.004–0.014 ppb), respectively. Inhalation exposure to benzene levels in excess of regulated workplace limits (8-hour TWA of 1 ppm) for several months to several years can result in deficits in the relative numbers of circulating blood cells, which may be severe enough to be considered clinical pancytopenia. Continued exposure to benzene can

also result in aplastic anemia or leukemia (Aksoy et al. 1974; EPA 1995; Hayes et al. 1997; IARC 1982, 1987; IRIS 2007; Rinsky et al. 1987, 2002; Yin et al. 1987c, 1996a, 1996b). Pancytopenia is the reduction in the number of all three major types of blood cells: erythrocytes (red blood cells), thrombocytes (platelets), and leukocytes (white blood cells). In adults, all three major types of blood cells are produced in the red bone marrow of the vertebrae, sternum, ribs, and pelvis. The red bone marrow contains immature cells, known as multipotent myeloid stem cells, that later differentiate into the various mature blood cells. Pancytopenia results from a reduction in the ability of the red bone marrow to produce adequate numbers of these mature blood cells. Aplastic anemia is a more severe effect of benzene and occurs when the bone marrow ceases to function (<http://www.atsdr.cdc.gov/toxprofiles/tp3-c3.pdf>). Benzene is rapidly absorbed through the lungs; approximately 50% of the benzene in air is absorbed. Inhalation is the primary route of exposure for general and occupational populations. Health effects are determined by the dose (how much), the duration (how long), and the route of exposure. The primary target organs for acute exposure are the hematopoietic system, nervous system, and immune system. The primary target for adverse systemic effects of benzene following low-level chronic exposure is the hematological system. The concentration of benzene in air samples from metropolitan areas was 0.58 ppb, but this does not address near roadways concentrations. A Minimum Risk Level of 0.003 ppm has been derived for chronic- duration inhalation exposure (≥ 1 year). It is not known if children are more susceptible to benzene poisoning than adults" (<http://www.atsdr.cdc.gov/toxguides/toxguide-3.pdf>).

New Understandings of Benzene Metabolism and Implications for Risk Assessments

"Background: Benzene is carcinogenic, but *must be metabolized to exert its toxicity*. Although benzene is the simplest aromatic compound, its metabolism is surprisingly complex. With funding in part from the Superfund Basic Research Program, Drs. Stephen Rappaport (University of North Carolina, Chapel Hill SBRP) and Martyn Smith (University of California, Berkeley SBRP) have worked together on investigations of various aspects of human metabolism of benzene. They have developed and applied biomarkers of exposure, namely, benzene in breath and urine, benzene metabolites in urine, and protein adducts of benzene metabolites in blood; and investigated biomarkers of effect, in the form of changes to gene expression and DNA. They measured many of these biomarkers in over 1000 benzene-exposed workers and controls in numerous studies, as part of collaborations with Drs. Lan and Rothman at the National Cancer Institute (NCI) and Dr. Qu at New York University. Among their many findings, these collaborators have shown that:

- At levels below 1 ppm, benzene causes a lowering of circulating blood cells
- Benzene is toxic to progenitor cells (the unspecialized "parent" cells from which all other blood cells develop) and particularly to early progenitor cells
- Biomarkers of exposure to benzene increase with benzene air concentrations, but the exposure-biomarker relationships are non-linear, with biomarker levels decreasing per ppm of benzene exposure at levels above 1 ppm

The collaboration continues, and the research groups led by Drs. Rappaport and Smith recently published findings of two studies designed to investigate dose-related metabolism and interindividual variations in humans exposed to benzene.

Advances: In earlier work, the researchers documented unexpected patterns in benzene metabolite levels over a wide range of exposures to benzene, particularly at air concentrations below 1 ppm. These findings led them to hypothesize that an unidentified metabolic pathway was mainly responsible for benzene metabolism at ambient levels. If this hypothesis is correct, then persons exposed to air concentrations below 1 ppm efficiently metabolize benzene and receive *greater doses of toxic metabolites* per ppm of exposure than persons exposed above 1 ppm. To test this hypothesis, the researchers considered two

models of benzene metabolism, namely, (1) incorporating a single enzyme; and (2) involving two enzymes, one of which was primarily active at low air concentrations and the other primarily active at high air concentrations. After combining exposure and urinary metabolite data from two earlier studies of nonsmoking women, they statistically tested whether the data were better fit by the one-enzyme model or the two-enzyme model. They found substantial statistical evidence favoring the model with two metabolic enzymes. Because concentrations of benzene in ambient air tend to be less than 0.01 ppm, these results suggest that the previously unrecognized enzyme active at low concentrations is responsible for most metabolism of this airborne carcinogen in the general population. Applying the two-enzyme model, it is reasonable to conclude that *current risk assessments would likely underestimate leukemia risks at ambient air concentrations of benzene by a factor of about three* for nonsmoking women.

In a separate study, the researchers searched for genetic variations that might be related to differences in human susceptibility to benzene exposure. They examined 411 genes, looking for associations between DNA sequence changes (single-nucleotide polymorphisms, or SNPs) and white blood cell counts in 250 exposed and 140 control individuals. Their analysis of nearly 1400 SNPs identified significant associations with five genes that are related to DNA repair and genomic maintenance. *In vitro* functional studies provided evidence that these genes, or related gene products, are key components of susceptibility to benzene-induced hematotoxicity in humans.

Significance: Benzene is a truly ubiquitous environmental contaminant. It is found at over half of the EPA's National Priorities List sites, and we are routinely exposed to benzene via second-hand cigarette smoke, automobile emissions, and gasoline vapors.

Taken together, the results of research led by Drs. Rappaport and Smith suggest that the leukemia risk associated with exposures to environmentally relevant levels of benzene could be substantially greater than currently assumed for the general population, and even higher for subgroups with specific genetic susceptibilities. These findings introduce new complexities into the already significant challenges faced by environmental and public health practitioners charged with making decisions regarding regulatory actions and potential cleanup costs, estimated in the billions of dollars."

To learn more about this project, please refer to the following sources:

Qing L., L. Zhang, M. Shen, W.J. Jo, R. Vermeulen, G. Li, C. Vulpe, S. Lim, X. Ren, S.M. Rappaport, S.I. Berndt, M. Yeager, J. Yuenger, R.B. Hayes, M. Linet, S. Yin, S. Chanock, M.T. Smith, and N. Rothman. 2009. Large-scale evaluation of candidate genes identifies associations between DNA repair and genomic maintenance and development of benzene hematotoxicity. *Carcinogenesis* ; 30(1) :50-58. Available online: DOI: 10.1093/carcin/bgn249

Rappaport, S.M., S. Kim, Q. Lan, R. Vermeulen, S. Waidyanatha, L. Zhang, G. Li, S. Yin, R.B. Hayes, N. Rothman, and M.T. Smith. In Press (Online 18 February 18, 2009). Evidence that Humans Metabolize Benzene via Two Pathways. *Environmental Health Perspectives* DOI:10.1289/ehp.0800510 Available online: <http://www.ehponline.org/docs/2009/0800510/abstract.html>

Ren X, Lim S, Smith MT, Zhang L. 2009. Werner syndrome protein, WRN, protects cells from DNA damage induced by the benzene metabolite hydroquinone. *Toxicol Sci* ; 107(2) :367-75. Available online: <http://www.ncbi.nlm.nih.gov/pubmed/19064679>

Factors influencing the spatial extent of mobile source air pollution impacts: a meta-analysis

The emission rate can influence the spatial extent for absolute comparisons, with the spatial extent increasing from 90 m to 430 m when the emission rate increases from 2.5 to 10 µg/(m·s). Relative spatial extent definitions are unaffected by emission rates, at least with zero background concentrations. As the

background concentration increases, the spatial extent based on a relative comparison increases correspondingly (Table 1). In an extreme case, when the background concentration is 1 µg/m³, the concentration never drops below 50% of the reference. Changing meteorology also clearly influences the spatial extent, with more unstable conditions (e.g., class B, D and F are moderately unstable, neutral and moderately stable respectively) resulting in lower spatial extents, although with an important modifying effect of wind speed (Table 1).

Basing the spatial extent on cancer risk thresholds rather than concentrations significantly influences the spatial extent (Table 1). If we assume the pollutant under study is diesel PM, according to California EPA [47], the cancer risk potency factor is 300 per million per µg/m³ over 70 years lifetime. The lifetime cancer risk would range from 166 to 13 per million from the edge of the mixing zone to 500 m downwind under the base case. The spatial extent corresponding to a threshold of 20 per million in cancer risk is about 300 m from the source, and the spatial extent for a threshold of 1 per million would be well beyond our modeling region. Of note, this definition corresponds directly with absolute concentration definitions, although with lower concentrations allowed (i.e., a 1 per million risk threshold corresponds with a 0.003 µg/m³ concentration threshold).

In spite of the above intricacies, the literature allows us to develop some first-order rules of thumb for policy makers and other stakeholders. Omitting the health risk threshold perspective or circumstances with high background concentrations and no significant gradients, the spatial extent of impact for mobile sources reviewed in this study is generally on the order of 100–400 m for elemental carbon or particulate matter mass concentration (excluding background concentration), 200–500 m for NO₂, and 100–300 m for ultrafine particle count. From a policy perspective, this might indicate that a 500 meter buffer around a roadway would be appropriately protective under most circumstances. However, policy makers may be concerned about risk thresholds, which could imply quite large spatial extents of impact. While these distances could be implausibly large for offsets/buffers, this alternative framing emphasizes that there are circumstances in which exposure increments that are difficult to detect and well below maximum impacts may still be relevant for public health, and studies with an individual health risk framing should not restrict their focus to a 500 meter radius.

Conclusion: First, to allow for meaningful comparisons across studies, it is important to state the definition of spatial extent explicitly, including the comparison method, threshold values, and whether background concentration is included. Second, the observation that the spatial extent is generally within a few hundred meters for highway or city roads demonstrates the need for high resolution modeling near the source. Finally, our findings emphasize that policymakers should be able to develop reasonable estimates of the "zone of influence" of mobile sources, provided that they can clarify the pollutant of concern, the general site characteristics, and the underlying definition of spatial extent that they wish to utilize (Ying Zhou*and Jonathan I Levy. Factors influencing the spatial extent of mobile source air pollution impacts: a meta-analysis *BMC Public Health* 2007, 7:89 doi: 10.1186/1471-2458-7-89.)

According to the National Cancer Institute, US National Institutes of Health, the estimated cases for 2008 are 44,270 new cases of leukemia resulting in 21,710 deaths. 78% of children get Acute Lymphocytic Leukemia (ALL). According to the Leukemia & Lymphoma Society: "Leukemia, lymphoma and myeloma will cause the deaths of an estimated 52,910 people in the United States in 2008. Every ten minutes, another child or adult is expected to die from leukemia, lymphoma or myeloma. This statistic represents nearly 145 people each day, or six people every hour. Leukemia causes more deaths than any other cancer among children and young adults under age 20." The EPA states: "Several studies have measured elevated concentrations of pollutants emitted directly by motor vehicles near roadways as compared to overall urban background levels. Pollutants measured with elevated concentrations include benzene, polycyclic aromatic

hydrocarbons, carbon monoxide, nitrogen dioxide, black carbon, and coarse, fine, and ultra fine particulate matter. Meteorology, traffic type and volume, and topography are factors that can alter this distance. Motor vehicle emissions generally occur within the breathing zone, and near-road populations can be exposed to “fresh” primary emissions as well as combustion pollutants “aged” in the atmosphere. The EPA found that elevated exposures can occur due to potentially increased concentrations indoors and increased exposures during outdoor activities from many sources, including vehicle exhaust. A review of the literature determined that approximately 100% of gaseous compounds, such as benzene can penetrate indoors. Studies suggest that ambient temperature variation can also affect particle number gradients near roads substantially. Wind direction also affects traffic-related air pollution mass concentrations inside and outside schools and homes near motorways. Diurnal variations in mixing layer height will also influence both near- road and regional air pollutant concentrations. Decreases in the height of the mixing layer (due to morning inversions, stable atmosphere, etc.) will lead to increased pollutant concentrations at both local and regional scales. Children may represent a subpopulation at increased risk from benzene exposure, (as well as particulate matter, Gauderman et al.) due to factors that could increase their susceptibility. Children have a higher unit body weight exposure because of their heightened activity patterns which can increase their exposures, as well as different ventilation tidal volumes, and frequencies, factors that influence uptake. This could entail a greater risk of leukemia and other toxic effects to children if they are exposed to benzene at similar levels as adults” (Control of Hazardous Air Pollutants from Mobile Sources Chapter EPA February 2007).

1.8

roadways for individual pollutants at the project level. Individual monitors, along with actual monitors strategically placed can be used for specific exposure routes, duration and dose. Will the FHWA use these models, along with monitors to conduct a quantitative MSAT analysis/study?

EPA's vehicle and fuel regulations, coupled with fleet turnover is applauded and needed; however, over time, the substantial reductions that will cause region-wide air pollution levels to be significantly lower than today remains to be seen. No Federal or State laws mandate vehicle turnover. The fuel regulations could be eliminated or reduced in the future.

Sincerely,

Ed Eason

cc: Governor Beverly Purdie
 Union County Board of Commissioners
 Mayor Lee Myers, Chairman, MUMPO
 Mr. Steven W. Lund, USACE
 Mr. Derb Carter, SELC
 Mr. Christopher A. Militsher, USEPA
 Ms. Polly Lespinasse, NCDENR/DWQ

1.7

Were any modeling assessments for NAAQS and MSAT’s conducted to include the future lanes that will be added (and vehicles) in the proposed 70 foot grass median? Additional lanes in the 70+ foot median, at a later date, would contribute to significantly higher MSAT exposure levels than would be stated in the DEIS, FEIS and Record of Decision? What is the purpose of a 70 or 74 foot median? The State statute that prevents an existing roadway (Highway 74) to be tolled especially in an urban area should be reconsidered. I-485 does not have a 70 foot median. Can the NCTA explain why the proposed median width for a freeway is being designed the same for an interstate (I-85)? The impacts to businesses (and costs for right of way) could be reduced with a 25 or 35 foot grass median. Cables could provide a sufficient safety barrier, in the future; these will be added at a later date when additional lanes are added. Access roads for businesses should be sufficient. This statute is paramount to a mandate of building a roadway in a new location due to a larger right of way, resulting in self-imposed business impacts. Eliminating this Statute and using a reasonable 25-30 foot median width would make the improve existing US 74 (Controlled-Access Highway) alternative concept a viable option for the connector (R-3329) portion and would have less impacts to the natural and human environments, as well as, the business community. During the announcement of the recommended DSA “D”, the NCTA announced through the local newspapers that you would shift the alignment of the freeway to minimize impacts to businesses. The NCTA & FHWA needs to shift the alignment of the preferred alternative away from homes and other sensitive receptors to minimize elevated air pollution levels resulting in adverse health effects.

The EPA Motor Vehicle Emission Simulator (MOVES) model will be released in 2009, and it covers a broad range of pollutants. The (MOVES) model is also effective at determining pollutants at the project level. The official MOVES model is replacing the EPA mobile 6.2 model at the end of 2009. (<http://www.epa.gov/otaq/models/moves/index.htm>).

1.8

The MOVES, HAPEM, and AEROMOD models in conjunction with the land use regression models, to name a few, could estimate the changes in time-weighted exposures associated with proximity to

Appendix B3 – Interest Group Comments

Table B3-2: Ed Eason

Document: i002 letter dated May 30, 2009

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
1	Alternatives Considered	Why are the citizens' of Charlotte & Raleigh metro areas required to pay an additional "toll/tax" to fund their road projects when tax dollars will likely fund the Shelby, Winston-Salem, Gaston Parkway, and the Fayetteville bypasses? The selection of projects that the NCTA is currently pursuing does not specify that an entire corridor be tolled, only in select areas. To only choose a few projects within a corridor is arbitrary and capricious. If the NCTA interpretation of the state statute requires an additional free alternative for existing Highway 74, then why couldn't I-85, I-40, highway 24/27, or 16 be considered that alternative under that statute?	<p>In accordance with State law (GS 136-89.183 (a)(2)), the NC Turnpike Authority is authorized "to study, plan, develop, and undertake preliminary design work on up to nine Turnpike Projects.....One of the Turnpike Projects shall be located in whole or in part in a county with a population equal to or greater than 650,000 person, according to the latest decennial census, and one Turnpike Project shall be located in a county or counties that each have a population of fewer than 650,000 person, according to the latest decennial census. One of the Turnpike Projects shall be a bridge of more than two miles in length going from the mainland to a peninsula bordering the State of Virginia."</p> <p>The NCTA currently is studying five projects. As stated on the NCTA Web site (www.ncturnpike.org), projects must meet certain criteria to be selected for consideration as a toll road. The roadway must have full control of access, it must have a free alternate route, it must have a high probability of being able to start construction within a reasonable time frame, it should have demonstrated local support, and it should be deemed financially feasible. Special consideration is given to projects that would play a significant role in the statewide or regional highway system or serve major economic generators.</p>
2	Air Quality	The NCTA and FHWA's arguments that the new build DSA "D" & (18A) has no direct or indirect air quality impacts to Stallings Elementary and residential areas are spurious. A new elementary school, Poplin Elementary, also was constructed on Poplin Road off Unionville-Indian Trail Road just outside of the recommended DSA, but that is not mentioned in the DEIS. The new build DSA will be close to the subdivisions where many of the students for the schools above reside.	<p>An Air Quality Technical Memorandum for the Monroe Connector/Bypass (February 2009), incorporated by reference into the Draft EIS and summarized in Section 4.2, was prepared for the project in accordance with FHWA guidance. Updated information on air quality for the Preferred Alternative is included in Section 2.5.2.2 and Appendix D (Mobile Source Air Toxics) of the Final EIS.</p> <p>Poplin Elementary opened for the 2009/2010 school year, after publication of the Draft EIS. This school is included in the updated MSAT qualitative analysis included in Appendix D.</p>
3	Air Quality	Although lengthy, the final technical air quality memorandum appears to primarily focus on enough information necessary to cross any regulatory hurdle it may encounter, but it lacks substance. The FHWA Interim Guidance on MSAT Research Data is not current, as the last cited research is in 2005 (FHWA Interim Guidance Appendix C, February 2009).	<p>An Air Quality Technical Memorandum for the Monroe Connector/Bypass (February 2009), incorporated by reference into the Draft EIS and summarized in Section 4.2, was prepared for the project in accordance with FHWA guidance. The FHWA guidance on MSATs was updated on September 30, 2009. This updated guidance is discussed in Section 2.5.2.2 and Appendix D of the Final EIS. Updates regarding air quality conformity status for the regional also are discussed in Section 2.5.2.2 of the Final EIS.</p>

Appendix B3 – Interest Group Comments

Table B3-2: Ed Eason

Document: i002 letter dated May 30, 2009

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
4	Air Quality	Based on what is contained in the Draft Environmental Impact Statement, I would say that the FHWA/NCTA is not capable of or is unwilling to conduct a comprehensive evaluation of any health impacts at all. Can the FHWA please explain why they view EPA's vehicle and fuel regulations with such certainty while they ignore all health impact studies as inconclusive to make decision where a highway should be located? The FHWA/NCTA approach of denial to this complex problem is far from prudent.	The mobile source air toxics (MSAT) qualitative analysis included in Appendix E of the Draft EIS was conducted in accordance with the Federal Highway Administration Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents (February 3, 2006). This guidance has been updated in the Interim Guidance Update on Mobile Source Air Toxic Analysis in NEPA Documents (September 30, 2009). As stated in the updated guidance (page 5), "air toxics analysis is an emerging field and current scientific techniques, tools, and data are not sufficient to accurately estimate human health impacts that would result from a transportation project in a way that would be useful to decision-makers." An update to the MSAT analysis is included in Appendix D of the Final EIS.
5	Air Quality	I understand that Union and Mecklenburg Counties are currently in attainment for PM2.5, but to my knowledge, Union has no monitor for PM2.5 while Mecklenburg's annual standard is 14.9 µg/m3. The annual (NAAQS) is currently 15 µg/m3. The FHWA projects that the trucking industry will be responsible for a 75% increase in freight tonnage by 2020, and the proposed intermodal facility at the Charlotte/Douglas International Airport and expansions at the ports will substantially increase truck traffic on the proposed freeway. As a result, the diesel particulate matter and exhaust organic gases, from truck exhaust, will be closer to existing homes and schools, etc.	On October 8, 2009, the USEPA issued a final Federal Register notice designating areas throughout the US as "nonattainment" and unclassifiable/attainment" for the 24-hour national air quality standards for fine particulate matter, also called PM2.5 (USEPA Web site: www.epa.gov/pmdesignations/2006standards/regs.htm#4). The Charlotte-Gastonia-Rock Hill air quality region is in attainment for particulate matter. Preliminary designs for all the detailed study alternatives minimized impacts to residences and other structures to the extent feasible. The Preferred Alternative, DSA D, was selected because it provided the best overall balance of impacts to human, natural, physical, and cultural resources, as documented in the Final EIS.
6	Air Quality	Before a Record of Decision, will a project-level and conformity determination be made for particulate matter? In drafting Section 17(c) of the Clean Air Act Amendments of 1990, Congress clearly sought to ensure that the federal government be subject to and comply with the same federal, state, interstate and local requirements, administrative authority and sanctions with respect to the control and abatement of air pollution, in the same manner and to the same extent, as any non-governmental entity. Federal agencies are to be afforded no special privileges and may do no less than non-governmental entities.	Because Union and Mecklenburg Counties currently are in attainment for PM2.5, a project-level and conformity determination is not required. Mecklenburg County is a maintenance area for carbon monoxide. The Charlotte-Gastonia-Rock Hill region is a moderate nonattainment area for ozone. MUMPO'S 2035 L RTP includes the proposed project as a toll facility consistent in design concept and scope with the Preferred Alternative. The USDOT made a conformity determination on the L RTP and TIP on May 3, 2010.
7	Air Quality	I find it more than disingenuous that the State of North Carolina does not do more regarding mobile source emissions and increased separation of people from these emissions. The record indicates that the majority of transportation funding goes to "new build" road construction. Giving citizens more transportation options will relieve congestion, even in areas that see population growth, not continuing to build new roadways.	Transportation options for urban areas are evaluated and prioritized in long range transportation plans (L RTPs). The L RTP for Union County and Mecklenburg County is prepared by the Mecklenburg-Union MPO. The 2035 L RTP include plans for pedestrians, bicycles, rail, public transportation, and air transportation, as well as streets and highways.

Appendix B3 – Interest Group Comments

Table B3-2: Ed Eason

Document: i002 letter dated May 30, 2009

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
8	Air Quality	The proposed federal action does not appear to provide protection to children from environmental health and safety risks under Executive Order 13045. The NCTA & FHWA needs to shift the alignment of the preferred alternative away from homes and other sensitive receptors to minimize elevated air pollution levels resulting in adverse health effects.	Preliminary designs for all the detailed study alternatives minimized impacts to residences and other structures to the extent feasible. The Preferred Alternative, Detailed Study Alternative D, was selected because it provided the best overall balance of impacts to human, natural, physical, and cultural resources, as documented in the Final EIS. Also, see response to Comment 4 in Ed Eason’s letter (i002).
9	Air Quality	EPA’s vehicle and fuel regulations, coupled with fleet turnover is applauded and needed; however, over time, the substantial reductions that will cause region-wide air pollution levels to be significantly lower than today remains to be seen. No Federal or State laws mandate vehicle turnover. The fuel regulations could be eliminated or reduced in the future.	Projections of pollutant reductions are based on the best currently available data and studies from USEPA and FHWA.
10	Air Quality	I have to ask if the FHWA developed a pollution control technology preventing ozone formation along individual streets and highways, or is there a proposal to prevent automobiles and trucks on individual streets and highways? Is the FHWA just overly optimistic about EPA's vehicle and fuel regulations?	There is no proposal by FHWA, NCTA, or NCDOT to limit or prohibit automobiles and trucks on any public street or highway in the proposed project area, nor any technology available to prevent ozone formation along streets and highways.
11	Air Quality	Currently, the Charlotte Metropolitan area cannot meet the 1997 ozone standard at 0.085 ppm. Mobile sources contribute a significant amount of pollution for the Charlotte Metro area, and the degree of control to this source will determine if the (NAAQS) will be met. Will a new conformity determination be made using the official MOVE model prior to a record of decision?	EPA released its MOVES 2009 model in December 2009. This model is a major update to EPA's mobile source emission rate models. Regarding transportation conformity, USEPA has established a two-year grace period before MOVES2010 is required for new transportation conformity analyses outside of California.” (Federal Register, March 2, 2010, Volume 75, No. 40, pg 9411).

Appendix B3 – Interest Group Comments

Table B3-2: Ed Eason

Document: i002 letter dated May 30, 2009

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
12	Air Quality	<p>I would recommend:</p> <ol style="list-style-type: none"> 1. No on-site burning of demolition or construction waste and stringent dust suppression during all phases of construction. Maintain strict clearing limits and tree protection to prevent all incursions beyond the defined clearing limits. 2. NCTA designate a construction manager with specific quality assurance and oversight responsibility over the design build contractor and the design build contract include significant penalties, in addition to any State or local regulatory penalties, to deter violations. 3. No idling, staging, or refueling or mobile construction equipment within close proximity to homes or sensitive receptors should be allowed. 4. Confinement of contractor staging areas and haul routes to the permanent work limits. 	<p>Open burning will not be allowed for this project. The Design Build Team will be required to take whatever measures are necessary to minimize soil erosion and siltation, water pollution, and air pollution caused by their operations.</p> <p>The Design Build Team will also be required to comply with the applicable regulations of all legally constituted authorities relating to pollution prevention and control. The Design Build Team will be required to stay fully informed of all such regulations that in any way affect the conduct of the work, and will be required to at all times observe and comply with all such regulations. In the event of conflict between such regulations and the requirements of the specifications, the more restrictive requirements will apply.</p> <p>The Design Build Team will be required to control dust throughout the life of the project within the project area and at all other areas affected by the construction of the project, including, but not specifically limited to, unpaved secondary roads, haul roads, access roads, disposal sites, borrow and material sources, and production sites. Dust control will not be considered effective where the amount of dust creates a potential or actual unsafe condition, public nuisance, or condition endangering the value, utility, or appearance of any property.</p> <p>If available, the NCTA will commit to providing the Design Build Team any information that USEPA can offer specific to the following issues: 1) availability of low sulfur fuel for construction equipment and information on cost differential, 2) Information on the latest air pollution control devices on construction equipment and whether all equipment needs to be new or be retrofitted, 3) A suggested reasonable amount of time for equipment to idle versus the effect of equipment restarts, and 4) Examples of other forms of dust control that have been used successfully on large construction projects (e.g., foam).</p>
13	Air Quality	<p>I would like to ask that before a Record of Decision, will a project –level and conformity determination be made for the anticipated (annual) particulate matter and ozone standards? In drafting Section 176(c) of the Clean Air Act Amendments of 1990, Congress clearly sought to ensure that the federal government be subject to and comply with the same federal, state, interstate and local requirements, administrative authority and sanctions with respect to the control and abatement of air pollution, in the same manner and to the same extent, as any nongovernmental entity. Federal agencies are to be afforded no special privileges and may do no less than nongovernmental entities.</p>	<p>See response to Comment 6 in Ed Eason’s letter (i002).</p>

Appendix B3 – Interest Group Comments

Table B3-2: Ed Eason

Document: i002 letter dated May 30, 2009

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
14	Air Quality	Why is the FHWA still using the 2006 Interim guidance for MSAT's? Why does the FHWA use 150,000 Annual Average Daily Traffic count to conduct a quantitative MSAT analysis? What criterion was used to come up with that number? Is the FHWA or NCTA going to identify all sensitive receptors? If known human health hazard prevention were a priority, the same unknowns the FHWA points out quite nicely in their prepared Environmental Impact Statements as to why they cannot do a comprehensive quantitative MSAT's analysis at the project level in order to quantify the cancer and non-cancer risks should be enough reason to avoid schools and residential areas all together.	The 2006 guidance was updated on September 30, 2009. The updated guidance is discussed in Section 2.5.2.2 of the Final EIS. The FHWA will continue to revise and update this guidance as the science on air toxic analysis continues to evolve. The range of 140,000-150,000 AADT was selected as a criterion for considering a quantitative MSAT analysis because through use of USEPA's MOBILE 6.2 emissions model, FHWA staff determined that this range of AADT would be roughly equivalent to the Clean Air Act definition of a major hazardous air pollutant (HAP) source, ie., 25 tons/year for all HAPs or 10 tons/year for any single HAP.
15	Air Quality	The EPA should set a minimum standard for at least the 6 priority MSAT's, and they should be included in the transportation conformity process under Title 40 CFR part 51 and 93. Other than pointing out the accomplishments and deficiencies of the EPA in dealing with this complex problem, what actions, if any, are the FHWA and the NCTA going to take to reduce the exposure to citizens who live within close proximity to the proposed freeways? Will the NCTA purchase a 2300 to 3000 foot right of way? Will the FHWA, and by extension the NCTA, just continue to use 40 CFR 1502.22 a&b to opt out of doing a proper comprehensive risk assessment that will inform citizens of the risk and allow for sound and prudent decisions whether to move forward with a proposed highway alternative or not?	As stated in Appendix B of the Interim Guidance Update on Mobile Source Air Toxic Analysis in NEPA Documentation (September 30, 2009), there is no obligation to identify and consider MSAT mitigation strategies as part of a qualitative analysis, although such strategies may be part of a project's design. Since the proposed Monroe Connector/Bypass warranted a qualitative analysis, the NCTA is not proposing any mitigation at this time.
16	Air Quality	Comparing the impact of MSATs against different options (Existing Highway 74 No build) within the study area is analogous to not seeing the forest for the trees, and this approach does not give an accurate representation to the impact on sensitive receptors at the project level. After you construct the new freeway, then you will have two major roadways with cumulative pollutants, and the new highway will be close to where large numbers of people reside. The comparison needs to be with the background ambient concentrations from actual monitors along the entire length of the proposed freeway.	The mobile source air toxics (MSAT) qualitative analysis included in Appendix E of the Draft EIS was conducted in accordance with the Federal Highway Administration <i>Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents</i> (February 3, 2006). This guidance has been updated in the <i>Interim Guidance Update on Mobile Source Air Toxic Analysis in NEPA Documents</i> (September 30, 2009). This updated guidance is summarized in Section 2.5.2.2 and Appendix D of the Final EIS. As stated in the updated guidance (page 5), "air toxics analysis is an emerging field and current scientific techniques, tools, and data are not sufficient to accurately estimate human health impacts that would result from a transportation project in a way that would be useful to decision-makers." The overall approach applied in the MSAT guidance characterizes the trend in MSAT emissions and the difference in MSAT emissions between alternatives, but does not attempt to characterize health risks or microscale impacts, due to the uncertainty associated with available analysis tools.

Appendix B3 – Interest Group Comments

Table B3-2: Ed Eason

Document: i002 letter dated May 30, 2009

COMMENT NO.	PRIMARY TOPIC	COMMENT	RESPONSE
17	Air Quality	Were any modeling assessments for NAAQS and MSAT's conducted to include the future lanes that will be added (and vehicles) in the proposed 70 foot grass median? Additional lanes in the 70+ median, at a later date, would contribute to significantly higher MSAT exposure levels than would be stated in the DEIS, FEIS, and Record of Decision? What is the purpose of a 70 or 74 foot median? The State statute that prevents an existing roadway (Highway 74) to be tolled especially in an urban area should be reconsidered. I-485 does not have a 70 foot median. Can the NCTA explain why the proposed median width for a freeway is being designed the same for an interstate (I-85)? The impacts to businesses (and costs for right of way) could be reduced with a 25 foot or 35 foot grass median. Cables could provide a sufficient safety barrier, in the future; these will be added at a later date when additional lanes are added. Access roads for businesses should be sufficient. This statute is paramount to mandate of building a roadway in a new location due to a larger right of way, resulting in self-imposed business impacts. Eliminating this Statute and using a reasonable 25-30 foot median width would make the improve existing US 74 (Controlled-Access Highway) alternative concept a viable option for the connector (R-3329) portion and would have less impacts to the natural and human environments, as well as, the businesses community. During the announcement of the recommended DSA "D", the NCTA announced through the local newspapers that you would shift the alignment of the freeway to minimize impacts to businesses. The NCTA & FHWA needs to shift the alignment of the preferred alternative away from homes and other sensitive receptors to minimize elevated air pollution levels resulting in adverse health effects.	<p>The mobile source air toxics (MSAT) qualitative analysis included in Appendix E of the Draft EIS was conducted in accordance with the Federal Highway Administration <i>Interim Guidance on Mobile Source Air Toxic Analysis in NEPA Documents</i> (February 3, 2006). This guidance has been updated in the <i>Interim Guidance Update on Mobile Source Air Toxic Analysis in NEPA Documents</i> (September 30, 2009). This updated guidance is summarized in Section 2.5.2.2 and Appendix D of the Final EIS. The qualitative analysis considered year 2035 traffic forecasts, which is the horizon year for the project and for long range transportation planning in the MUMPO region.</p> <p>The 70-foot median is proposed for the new location portion of the project to allow for future expansion inside the right of way, and this is the standard median for interstate-type facilities. The NCTA and FHWA will continue to look for ways to minimize impacts during final design, including a potential reduction in this median width. Unless NCGS 136-89.187 is repealed, NCTA is prohibited from placing a toll on an existing facility.</p> <p>Revised Preliminary Study Alternative G, which would improve existing US 74, used a 22-foot median to minimize impacts to businesses and other land uses along the roadway. This alternative was eliminated from further consideration, as discussed in Section 2.4.4.3 of the Draft EIS.</p>
18	Air Quality	The MOVES, HAPEM, and AEROMOD models in conjunction with the land use regression models, to name a few, could estimate the changes in time-weighted exposures associated with proximity to roadways for individual pollutants at the project level. Individual monitors, along with actual monitors strategically placed can be used for specific exposure routes, duration and dose. Will the FHWA use these models, along with monitors to conduct a quantitative MSAT analysis/study?	<p>The projected design year 2035 AADT (highest value equals 96,100 vehicles per day) does not meet the criteria to place the project in the category of projects that require a quantitative MSAT analysis (generally >140,000 ADT).</p>

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APPENDIX B4
PUBLIC COMMENT LETTERS AND RESPONSES

Document Number	Name	Date	Page Number
I001	Anthony Lathrop	06/12/09	B4-1
I002	Catherine Guess	05/19/09	B4-3
I003	Chris Harrington	06/10/09	B4-5
I004	Lucy Drake	05/19/09	B4-6
I005	Thomas Aycoth	06/10/09	B4-7
I006	Corene Ritch	--	B4-7
I007	Joyce Thomas	05/28/09	B4-8
I008	James Black	06/09/09	B4-9
I009	Alen Rosenberg	05/20/09	B4-11
I010	P. Anthony Zeiss	06/22/09	B4-12

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100 North Tryon Street
Charlotte, NC 28202-4003

June 12, 2009

**CERTIFIED MAIL
RETURN RECEIPT REQUESTED**

Mr. David W. Joyner
Executive Director
North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, North Carolina 27699-1578

Re: Proposed Monroe Connector/Bypass: Unionville-Indian Trail Road Interchange

Dear Mr. Joyner:

We represent RMP-Stinson, LLC ("RMP"), which owns real property located at the southeast corner of the intersection of Secrest Shortcut Road and Unionville-Indian Trail Road in Union County (the "RMP Property"). David S. Miller, with Raley Miller Properties, is our primary individual client contact.

In addition, RMP has consulted extensively with and is considering retaining attorney George Aury with the law firm of Cranfill, Sumner & Hartzog in Raleigh in connection with this matter.

The purpose of this letter is to provide comments regarding the design and alignment of the proposed interchange at Unionville-Indian Trail road. In particular, the alignment within proposed corridor D2 involving an "urban diamond" interchange design (the "Urban Diamond Alternative"), as shown on the attached Exhibit A, is by far the more desirable alternative, and should be designated as the Preferred Alternative. The current Recommended Alternative is not in the best interest of the taxpayers of North Carolina, nor RMP, for the reasons described below.

Cost Savings

1. The cost of the Monroe Connector ("MCB") is currently estimated at a range of \$695,000,000- \$859,500,000. We understand that in these economic times, as evidenced by financing efforts for the turnpike in Wake County, acute financial pressures exist. In particular, there are potential issues with the amount of gap funding that must be provided by the State, the rating and selling of bonds, obtaining insurance relating to the bonds, and the adequacy of future revenue streams from tolls. The shift back to the Urban Diamond Alternative described in Exhibit A would provide for the taking of the less real estate, lower construction costs, lower costs because of the smaller size of the interchange, and the removal of the need to realign Secrest Shortcut Road. In addition, Exhibit A will allow the RMP Property to have access to Unionville-Indian Trail Road which will greatly reduce the cost of any potential taking. In contrast, the current Recommended Alternative will render the RMP Property nearly unusable and substantially increase the cost of the potential taking.

Mr. David W. Joyner
June 12, 2009
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The Roadway Design Manual provides that right-of-way costs and other costs are variables that must be considered in connection with designing interchanges. Economic considerations are highly reflected in design criteria. Project cost reduction guidelines specifically caution designers to avoid over design. When significant savings can be realized, alternate designs should be considered, in particular to reduce right-of-way takings.

Impact Minimizing Improvements

2. The proposal described on attached Exhibit A will clearly have less impact on Secrest Shortcut Road than the realignment described in the Recommended Alternative. The intersection of Secrest Shortcut Road and Unionville/Indian Trail Road is important to the human environment in the Indian Trail community. The Indian Trail land use plan contemplates community uses for this intersection which would be severely impaired by the current Recommended Alternative. The socio-economic impact of losing this intersection will be at odds with current policies which favor sustainable economic development.

Current State and Federal Guidelines

3. The proposed Urban Diamond is a permissible design under current applicable standards. There is no level of certainty regarding if or when loop ramps will become necessary in the future. There is flexibility in NCDOT's ramp spacing requirements: access along -Y- lines can be shortened where prudent in order to better fit site conditions. There are many instances in which NCDOT has shown such flexibility. One recent example is the interchange at Interstate 85 and NC Highway 73 where NCDOT has indicated its willingness to shorten the 1000-foot limited access area.

NCDOT Concerns

4. The NCTA needs and is required to obtain NCDOT input on constructability and feasibility issues. In particular, NCDOT has expressed concerns about the realignment of Secrest Shortcut Road and the configuration of the interchange at the Unionville/Indian Trail Road. A senior NCDOT division official has stated to RMP that the Urban Diamond Alternative shown on Exhibit A is acceptable to NCDOT. NCDOT is receptive to modifying the 1000-foot limited access area to avoid the elimination of the current intersection of Unionville-Indian Trail and Secrest Shortcut Roads, and to provide reasonable access necessary for retail shopping uses to operate on the RMP Property.

Conclusion

The Urban Diamond Alternative described on attached Exhibit A is more desirable from a standpoint of cost savings, design and public policy considerations. In addition, this alternative appeared to be the initial choice, and was relied upon by RMP. It was then changed to the current Recommended Alternative without notice and without an explanation of what if any material facts changed so as to warrant the design change. In these difficult economic times it is critical that the substantial cost savings described above be afforded greater weight.

Mr. David W. Joyner
June 12, 2009
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For the foregoing reasons, RMP therefore respectfully requests that the Urban Diamond Alternative and corresponding alignment be implemented rather than the currently Recommended Alternative.

With best regards I am,

Sincerely yours,



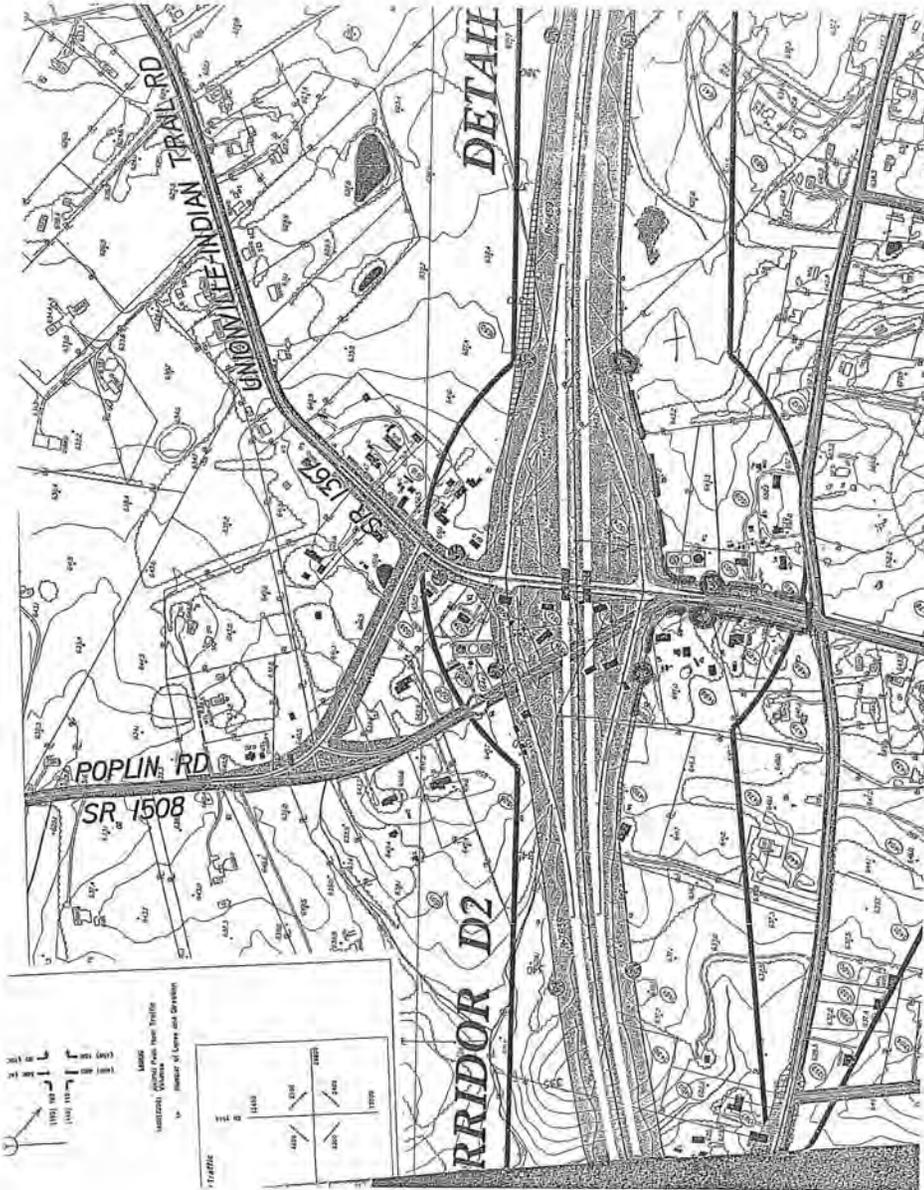
Anthony T. Lathrop

ATL/mb

Attachments: Exhibit A, Diagram of proposed "Urban Diamond" interchange at Unionville-Indian Trail Road.

cc: Senator Eddie Goodall, North Carolina Senate 35th District
Senator Dan Clodfelter, North Carolina Senate 37th District
Steve DeWitt, P.E., NCTA Chief Engineer
Shannon Sweitzer, P.E., NCTA Director of Construction
Reid Simons, NCTA
Jennifer Harris, NCTA (via overnight mail)
Beau Memory, NCTA
Barry Moose, P.E., NCDOT Division Engineer
Dewayne Sykes, P.E., NCDOT Roadway Design Unit
Kevin Pressley, Union County MUMPO Representative
Dan Schallenkamp, Indian Trail MUMPO Representative
George Autry, Esq., Cranfill Sumner & Hartzog, LLP

EXHIBIT A



COMMENTS MADE AT THE PUBLIC HEARING 5/19/09

My name is Catherine Ritch Guess and I live with my parents, Elmer and Corene Ritch, at 5419 Indian Trail – Fairview Road, on the same land I came home to when I was born in the Monroe Hospital.

1 I'm not saying we don't need more road space. However, that needs to come in better thought-out options of widening Highway 218, Secrest Shortcut/Idlewild Road and Old Monroe Road.

I find it alarming that representatives for the Turnpike Authority seemed more concerned with the 65-mph curve he was throwing into changing the path of the toll road than the curve he was throwing into the lives of 80 and 90-yr old residents, two of whom are my parents.

2 What I'm asking is that you pay these people you are displacing not only what you call fairly, but with sensitivity to the quality of life you've cost them, to the displacement of living near their immediate family members, to the displacement of the peace of dying and knowing you've left home sites and property for the future generations of your family. You must realize that transition is extremely difficult and even life-threatening to people the ages you are moving.

It appears the Turnpike Authority's video and presentation is more concerned with the "diminuous" effect on less important things, for example parks, than people's homes, communities and quality of life.

This is not a matter of simply relocating. If we're fortunate enough to have been born and raised here, there is a sacred value to all of us in our homes. You see home is not a 4-letter word to us. It is not a noun. It is a verb, for we've all struggled to make our houses and land our "home." That cannot be replace, no matter where you place us.

I ask you to consider the message you are giving to the generation of my sons whose ages are 26 and 30. How can I teach them that it is the American way to work hard and pay taxes, when they've watched every grandparent they have lose their land at the hand of the government? Their grandfather in Matthews was cheated out of over 6 million dollars through eminent domain and he wasn't even IN the town of Matthews, but was taken through "the sphere of influence."

I'm not angry, I'm not bitter. But it is difficult when you see the government of which you've proudly sung *America, the Beautiful*, and our *National Anthem*, walk all over people – which in this case, is driving all over people by a toll road.

You say the tolls will discontinue once the road is paid for. West Virginia said that, too, many years ago when they built their toll road. Not only did they NOT discontinue the tolls once the road was paid for, this year they are raising the tolls.

My message to you is that if you are in the capacity to build such a magnificent thoroughfare, and kick all the displaced people out of their homes and businesses, you need to pay them the same hourly rate you are getting for planning during these same months of duress and unnecessary stress of planning

where they will go and what will happen to their health. You need to pay them what you get to move from Point A to Point B during transfers so that you can afford to own your own engineering company, etc., and live in the up and “what’s happening” communities. You need to give them exactly what you want to leave for inheritance for your own children. Progress has a price. Pay these people for it. And if you take all this extra land you swoop up because you leave people land-locked, regardless of whether you use the entire property for the road, pay them what you’ll get for later selling it to industries. If their land is sold for other purposes, give the landowners that money. If you say fair, “walk the walk, don’t just talk the talk.”

The problem of having to take people’s land is not a new one. It has been a sore subject from the beginning. Jesse and Frank James didn’t grow up wanting to be train robbers. It happened as their way of getting back at the government when their land was taken for the railroad. When their mother wouldn’t sell, they watched her and their younger brother burned inside her house.

You won’t have that kind of reaction from any of the citizens in the path of the toll road – at least in my community along Indian Trail-Fairview Road, for those are kind, decent people. Many of them have spent their entire lives here, or wanted to.

From our land, I operate a non-profit for children’s literacy which was organized to replenish libraries in areas where natural disasters took their homes. We’ve placed nearly 12,000 books in the hands of students and teachers in Hancock County, MS, which received the worst devastation from Katrina in all of that state. Where will I find the space to continue that work, and will you even consider the impact on children from around the world that takes place from my office/storage?

On the back of the land is my “secret spot” – approximately one acre - which has been my source of inspiration from the time I was old enough to go back there with my grandfather. There beside the creek are huge swinging vines and secret gardens of wildflowers, and a large rock where I can sit to write novels, children’s books and compose musical scores. I hear no traffic, no airplanes, nothing except the singing of the birds and the rustling of the leaves in the trees. It is so pristine and serene that I can find the inspiration to write 5 – 7 novels per year. Through my books, all inspirational novels, I touch the lives of hundreds of thousands of readers each year. Where will I find that again, and will that be one of your considerations?

I operate 4 businesses out of my offices on our home, all of which affect persons throughout the world. That is not an easy task, and it takes more than any “feng shui” you can find me in another office in any old building or house.

Where do I get my inspiration? I look around me and recall my fond memories of my Appalachian grandmother who would look you in the eye and say exactly what she meant. Everyone who knew my Grandma Howard, who owned this land with my grandfather, knows that she didn’t mince words. I also remember the grandmothers of a few others who are losing land to the road. All of us from those working families have heard this phrase, and I mean no disrespect to anyone, but in memory of those beautiful ladies who gave blood, sweat and tears to own this land – right beside their men folk, I’m going to say to you on the NC Turnpike Authority exactly what she, and most all of our other ancestors, would

have told you. Either --- or get off the pot, and in case you need a reminder of that, I have a motorized outhouse sitting in my garage that you’re welcome to take to your office to remind you of that every day that you’re putting these model citizens under added stress and duress.

If any of us wanted to sell our land, we’ve had plenty of ample opportunities. I daresay we’ve all received those letters from realtors, even as far away as CA, trying to buy our land. It wasn’t for sell then, and if you ask us, it isn’t for sell now. But, if you’ve going to take it, make it worth our while to not only move, but give up everything we’ve always worked for and valued as sacred.

If I seem a bit weary of your promises about treating us fairly, I’m sure you can understand. I’m an author of 22 books, with 67 more underway in my computer. One of those I’ve been researching for the past 4 years is a non-fiction about eminent domain called *THIS LAND IS WHOSE LAND?*. I pray I can write that my state and my country actually did treat those in the path of the Monroe Connector fairly.

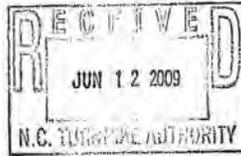
Thank you for considering my comments!

Catherine Ritch Guess

5419 Indian Trail – Fairview Rd

Indian Trail, NC 28079

Jennifer Harris, PE
 North Carolina Turnpike Authority
 1578 Mail Service Center
 Raleigh, NC 27699



Chris Harrington
 159 Eaglecrest Dr.
 Stallings, NC 28104

10 June 2009

Dear Ms. Harris:

I completely agree with the NCTA's choice of Route 2 for the Monroe Bypass/Connector. This option takes neighborhood communities as well as a church and a school--all part of the vital fabric of a small town--into the appropriate consideration. Building the connector away from these entities preserves tranquillity for living, learning, and worshiping.

While some have argued that this route harms businesses, it actually is less detrimental to them. Their potential moves will just change a business location; it will not uproot families and disrupt neighborhoods. With the current economy, including the credit market for individuals, businesses will face fewer hardships with a move than residents.

Your selection of Route 2 also accounts for how a space is used. Whether the concern is noise pollution or air quality, businesses generally are affected only for an 8-hour day where most work is performed inside and often in noisy environments. However, the noise from a major highway is not a mere background buzz for residents. Instead, it intrudes on meals, family time, homework periods, bedtime, and the sense of peace that makes a structure a home.

Schoolchildren require noise-controlled environments, too. Limiting as much noise as possible improves concentration, which helps elementary students master the building blocks necessary for academic achievement. Given the rise in ADHA and other learning disabilities, noise reduction has become increasingly important to the education process. As an educator for 23 years, I can attest to this trend, particularly within the last five years.

Air quality also matters more to residents and schoolchildren. Children play and adults garden, socialize, and relax outside. They are impacted by air pollution far longer than the average worker during an 8-hour day/5-day workweek. Schoolchildren also have a 5-day week; however, between the play periods and after-school programs, they spend more time outside than the average

worker.

While Route 2 has other benefits (including the omission of a complicated interchange at a school entrance and a well-traveled crossroads), perhaps the existing use of space for families and schoolchildren offers the most compelling reasons to applaud the NCTA's selection of Route 2.

Sincerely,

Chris Harrington
 Chris Harrington

Good evening,

My name is Lucy Drake and I am a resident of the Town of Stallings in Union County, NC. I was mayor of the Town of Stallings for four terms from 1997 - 2005. I was a member of MUMPO for eight years and have a lot of time invested in the many directions of twists, turns and routes for the bypass, including the environmental issues. I was Mayor when the controversial Fair Haven Subdivision was approved despite the protest of the current elected officials of the town and the entire northern part of Stallings. Careful thought and consideration was given to the routes of the bypass to ensure that Fair Haven was not going to be a factor. I am attaching a copy of a letter written on September 26, 2005 to Dave Burnett who was Director of the Union County Public Schools asking him to please consider land banking for a future school site in Stallings giving him options of Stevens Mill and Stallings Road and Oaks Springs Road. At that time, the Town Council was confident that the Monroe Bypass would not jeopardize the well being and safety of the citizens of Stallings. Protection of all subdivisions and business tax base should be the first priority of ALL elected officials of a town.

Please reconsider all options and choose an option for the Bypass that will leave Stallings a commercial corridor and tax base intact. Stallings is 6.5 miles long and 1 mile wide. The entire one mile on Highway 74 will suffer a direct impact on our business tax base if Option D is chosen. It has been stated that all the businesses will not be purchased if Option D is indeed chosen as the route for the Bypass. There has not been any shifting to protect the businesses in Stallings as was done for the Town of Indian Trail for the Old Hickory Industrial Park. Our businesses will eventually die and close down and Stallings will be left with derelict buildings. This will not give us an opportunity to rebuild and we will resemble the portion of Independence Blvd. in Charlotte from Hawthorne Drive to Sharon Amity that depicts a war torn city.

Please give careful thought to the business tax base of our town and county. Go with Option 18A and protect all of the neighborhoods of Stallings (including Fair Haven and Forest Park) and let Stallings still be known as the "Gateway to Union County" with pride and not "The Great Wall of Stallings."

Thank you for allowing me to share my concerns.

Lucy Drake
2425 Community Park Drive
Stallings, NC 28104
704 662-1489

lucydrake@windsfrom.net



Town of Stallings
(Union County)
www.stallingsnc.org

Copy

(704) 821-8557
(704) 821-6841 fax
stallings@nc.rr.com

Mailing address:
Post Office Box 4030
Stallings, NC 28106

Street address:
323 Stallings Road
Stallings, NC 28105

Mayor:
Lucy U. Drake

Council:
Mark E. Franza
Mayor Pro Tem
R. Barry Forrester
Carolyn Funderburk
Renee Hartis
Thelma Privette
Gary Sides

Town Manager:
Brian W. Matthews
bmatthews@stallingsnc.org

Chief of Police:
Larke Plyler Sr.
lplyler@stallingsnc.org

Assistant Chief of Police:
David Hearme
dhearme@stallingsnc.org

Town Clerk &
Finance Officer:
Marie K. Harris
mharris@stallingsnc.org

Deputy Town Clerk &
Tax Collector:
Deborah K. Wagenhauser
dwagenhauser@stallingsnc.org

Assistant Town Clerk:
Karen B. Williams
kbwilliams@stallingsnc.org

Town Planners:
Tammy Heck
theck@stallingsnc.org

Jason Mayo
jmayo@stallingsnc.org

Code Enforcement Officer:
Ed Deason
edeason@stallingsnc.org

Administrative Asst. SPD:
Susan Dellinger
sdellinger@stallingsnc.org

September 26, 2005

Mr. Dave Burnett, Director
Union County Public Schools
116 North Main Street
Monroe, North Carolina 28112

Dear Mr. Burnett,

I have read with interest about land banking for future school sites that the Union County Board of Education is considering. The Town of Stallings would very much like to have land considered in our town limits for an elementary school or for an elementary, middle and high school complex.

There is presently a large tract of land that is listed with Dennis Moser at Stallings Road, Stevens Mill Road and Oak Springs Road in the Town of Stallings. Our town is currently under a residential building moratorium pending adoption of an updated Land Use Plan. I do not know the amount of land that would be necessary for the construction of a three school complex or for an elementary school, but would like to request that the Union County School Board consider this site for land banking for a future school site.

Please let me know if this location and tract of land would be appealing to the Union County Board of Education for a future school site. Thank you for your consideration of bringing a school to the Town of Stallings.

Sincerely,

Lucy U. Drake
Mayor

Thomas Michael Aycoth
4554 Secrest Short Cut Road
Monroe, North Carolina 28110
(704) 221-2061
taycoth@hotmail.com



June 10, 2009

Re: Property located at 4554 Secrest Short Cut Road, Monroe NC 28110

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

Attention: Mr. Steve DeWitt, Chief Engineer

Dear Mr. DeWitt:

I am hereby requesting that the North Carolina Turnpike Authority consider early acquisition of my property and residence located at the above referenced address. This request is due to severe personal financial distress.

I am in immediate need of liquidating my holdings and find that I cannot do so due to the Monroe Connector/Bypass Project. In recent conversations with various officials I understand that the project will completely encompass my property within the next six months and it will eventually be acquired as a result. I would like to expedite the process due to personal financial distress and an immediate need to relocate my permanent residence.

Please feel free to contact me in person, in writing or by phone for additional information. Again, I am making this request because of my current distressful financial situation. Any and all assistance will be greatly appreciated.

Sincerely,

Thomas Michael Aycoth

Thomas Michael Aycoth

*Corene Ritch 5419 Indian Trail Farmhouse Rd. Indian Trail, N.C.
Howard
Everyone likes to have a good, safe, road to travel on to get where they are going quickly. In order to have these roads somewhere along the way property owners had to ~~allow~~ part with some or all of their property, that perhaps had been handed down from generation to generation, or they had bought in their younger years. I remember when land was obtained for the 74 Boulevard we now travel on.*

I am concerned for the older people, that are now having to part with their property which is now going to be ^{needed for the road} taken that they had ~~hard~~ ^{hard} earned or bought years ago & thought they would have when they grew old. It's hard to transplant older people.

It is a concern for the young people buying their homes or have already bought them & now find a road will come where their house is

Will either old or young be ^{compensated} ~~paid~~ enough to cover their sense of buying other homes, having to move into other neighborhoods & children having to go into other schools.

It looks ^{as though} that ~~we are one~~ ^{to long} that ~~will~~ ^{part of the} to our house will be ^{part of the} here if the interchanges will be. On property my daddy & old mama owned.

On closing, I would like to say I ~~love~~ ^{love} with every one the best whether T. Thanks we're young ^{and} senior citizens or in between May God

Bless you



Joyce Thomas
2109 Willis Long Road
Monroe, NC 28110
704-289-5266 (home)
704-619-5846 (cell)



Dr Kenneth N. Haas
3315 Spring Bank Lane Suite 304
Charlotte, North Carolina 28226
Phone: 704-837-2420
Fax: 704-246-5193

Steve DeWitt, P.E.
North Carolina Turnpike Authority Chief Engineer
1578 Mail Service Center
Raleigh, NC 27699-1578

May 28, 2009

Dear Steve DeWitt,

I am writing to you in consideration of granting a hardship acquisition of my property at 2109 Willis Long Rd Monroe, NC. Mr Chip Hawke at Carolina Land Acquisitions told me this property would be taken to make way for the Monroe Connector Bypass. Mr. Hawke also suggested I write you concerning a hardship acquisition due to my medical condition. I have managed Type I diabetes since I was 12 years old, but in the last 7 years have also struggled with Multiple Sclerosis. I am now on permanent disability and am frequently finding I need a wheelchair to get around. I have wanted to make changes to my home for several years to make it handicap accessible, but with the possibility that our home would be taken, I was hesitant to spend the money. My health now has gotten to a critical point where handicap-accessibility must be addressed.

My husband and I have lived on this land since the early 1980's and built our home here in 1985. We fully expected to retire here. The stress of this situation has become so extreme I am finding that my health is declining faster than I anticipated. I have enclosed for your review a letter from my physician and documentation of my disability status from the US government. Any help you can give in expediting the acquisition of my property would be most appreciated.

Sincerely,


Joyce Thomas

Steve DeWitt, P.E.
North Carolina Turnpike Authority Chief Engineer
1578 Mail Service Center
Raleigh, NC 27699-1578

May 27, 2009

Dear Steve,

I have seen Joyce Thomas in my practice since May of 2005 for complications from Type I (Juvenile) Diabetes and Multiple Sclerosis (MS). In my 23 years of practice I have seldom seen a patient display the level of commitment to improving health that Ms Thomas has shown. Unfortunately, diabetes and MS are insidious and devastating conditions, and Ms Thomas is fighting a losing battle to keep her condition from deteriorating. Specifically, MS is a progressive neurological disorder that affects the ability of nerve cells in the brain and spinal cord from communicating with each other. Life expectancy in patients with MS is not diminished, but physical function declines until many patients becoming wheelchair bound.

Ms Thomas currently walks with a cane, but is becoming increasingly dependant on a wheelchair. I am very concerned about the lack of accessibility of her current home. A fall could be potentially devastating to her health and the sequelae of injuries sustained could be life-threatening. Additionally, there is a strong correlation between severe stress and exacerbation of MS symptoms (Calabresi P. *Multiple sclerosis and demyelinating conditions of the central nervous system*. In: Goldman L, Ausiello D, eds. *Cecil Medicine*. 23rd ed. Philadelphia, Pa: Saunders Elsevier; 2007). The stress associated with the ongoing questions about what will become of her home, as well as construction and road noise from the project, will undoubtedly have significant negative consequences for Ms Thomas and could reverse many of the positive steps she has taken to improve her health.

I would certainly recommend moving her out of her home as soon as possible to prevent deterioration of her fragile medical condition. If you have any questions, please feel free to call me at my office at 704-837-2420.

Sincerely,

Dr Kenneth N Haas

Presbyterian PULMONARY & CRITICAL CARE
Remarkable People. Remarkable Medicine.

Pulmonary, Critical Care
Stuart J. Garner, MD, FCCP
A. J. Patefield, MD, FACP, FCCP
O. Wheeler Jervis, MD, FACP, FCCP
Carmine Dalto, MD, FCCP
Jay M. Hensler, MD, FCCP
Kimberly A. McCrea, MD, FCCP
Jason B. Spiers, MD, FCCP
Jeffrey G. Walls, MD, FCCP, FAASM
David W. Rose, MD, FCCP
David R. Clark, MD, FCCP
James P. Smith, MD, FCCP, FAASM

June 20, 2006

Re: James W. Black, Jr.
In care of: Heiga Rider
5813 Beverly Drive
Indian Trail, NC 28079

To Whom It May Concern:

Mr. James W. Black, Jr. is a patient of mine and I have followed him for over 15 years. He is permanently disabled due to severe chronic obstructive pulmonary disease with components of asthma, chronic bronchitis, emphysema, and cor pulmonale. He also has diabetes, fairly severe reflux esophagitis, and a chronic anxiety disorder. Given Mr. Black's multiple medical problems, I am requesting that you take this into account with your evaluation.

Sincerely yours,

Carmine Dalto, MD
Presbyterian Pulmonary and Critical Care
Charlotte, NC 28227

CD/dpo

CC: James W. Black, Jr.

9 JUNE 09

CHRISTY SHUMATE,

I CALLED YOUR OFFICE IN RALEIGH SEVERAL TIMES AND LEFT MESSAGES. AROUND 4 O'CLOCK (MONDAY 8 09) A GENTLEMAN CALLED FOR YOU. I EXPLAINED THAT I WENT TO THE INDIAN TRAIL AND TALKED TO A MR. McLAMB ABOUT THE MONROE BYPASS. HE SHOWED ME ON A MAP ABOUT WHERE THE ROAD WOULD GO. IT LOOKS LIKE IT WOULD GO 100 TO 250 FEET BESIDE OF WHERE MY COMPAION AND I HAVE LIVED FOR OVER 32 YEARS. MRS. RIDER AND MYSELF FEEL THAT IT IS IN OUR BEST INTEREST HEALTH WISE IF OUR HOUSE AT 5813 BEVERLY WAS BOUGHT BY THE STATE. I THINK THE VALUE IS 124,000 OR 130,000. WE ARE BASING THIS ONE TO THE FACT SHE HAS BAD ANXIETY AND WOULD NOT BE ABLE TO STAND THE CONSTRUCTION NOISE. I ALSO HAVE THIS PROBLEM PLUS I AM HIGHLY SENSITIVE TO DUST, ANY TYPE CHEMICAL OR FUMES, PERFUMES, ECT. (ALSO ENCLOSED A LETTER FROM MY DOCTOR) (DR. CARMINE DAHO, Pulmonary Specialist at

PRESBYTERIAN Pulmonary + CRITICAL CARE, CHARLOTTE N.C. I USUALLY GET PNEUMONIA AT LEAST ONCE A YEAR AND BRONCHITIS AT LEAST ONCE A YEAR. BY BEING EXPOSED TO DUST + CHEMICAL FUMES PLUS NOISE WOULD PUT MY HEALTH AT A GREAT RISK. ESPECIALLY SINCE YOU ARE COMING SO CLOSE TO OUR HOUSE. I KNOW YOU HAVE DONE AN ENVIRONMENTAL STUDY ON THE LAND + WILDLIFE BUT HAVE YOU DONE ONE ON THE EFFECTS OF A PERSONS HEALTH. I ALSO FIGURE ANOTHER 120,000 OR 130,000 MORE WOULD NOT KILL THE STATES POCKETBOOK IF IN THE LONGRUN IT CAN SAVE A LIFE. I HOPE YOU CAN UNDERSTAND OUR SITUATION. WE HAVE TO LEAVE THE AREA AFTER 1100 HOURS HERE OVER 32 YEARS BUT OUR HEALTH COMES FIRST. NO MATTER WHICH ROUTE YOU DECIDE IT WILL EFFECT US HEALTH WISE. THANK YOU FOR YOUR TIME.

HEIGA RIDER
JAMES BLACK

MEMORANDUM

TO: Ms. Jennifer Harris
North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578

FROM: Bonterra Village Homeowners
c/o Cusick Community Management
7422 Carmel Executive Park, Suite 220
Charlotte, NC 28226

RE: Monroe Connector/Bypass and the Impact on Bonterra Village
Change Requests by Bonterra Village HOA

DATE: May 20, 2009

The following is the input and request for proposed changes from the Bonterra Village Homeowners Association with regards to the Bypass and the impact it will have on our community.

I. Current Bypass Routing and Structure:

- The Bypass is proposed to cross over Bonterra's Secrest Shortcut Road entrance with an elevated overpass.
- The elevated overpass will be located between Secrest Shortcut Road and the entrance to the soccer fields located in Bonterra Village.
- Noise level projections presented in the Draft EIS do not take into account the raised elevation of the proposed overpass.
- There are no planned noise barriers.
- The proposed Bypass will be within 700 feet of the houses located on Saratoga Boulevard.
- An elevated overpass will be significantly more expensive than a bridge over the Bypass.
- An elevated overpass that would cross over Saratoga Boulevard will need to span a flood plain on the eastern side of Saratoga Boulevard.

II. Requests of Bonterra Village Homeowners Association:

- The Bypass road bed be kept at a nominal grade level.
- The new entrance for Bonterra Village off of Secrest Shortcut Road will go up and over the Bypass with a proposed bridge.
- Secrest Shortcut Road be rerouted southward to allow an acceptable incline for the approach to Secrest Shortcut Road.

- The proposed bridge be provided with a 22 foot wide road along, with sidewalks on each side.
- A box culvert will be required to span the flood plain east of Saratoga Boulevard. The culvert will need to be widened northward to provide a 10 foot high berm (3/1 slope) between the bypass and Bonterra Village.
- Plant hardy plants (such as procumbens) on the berm to buffer noise.
- Relocate the Bonterra entrance towers and landscaping to the Secrest Shortcut Road intersection to match the existing tower and road layout.

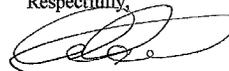
III. Benefits of the Bridge Request:

- The cost will be significantly less than the overpass that is proposed in the Draft EIS.
- Would create a more aesthetically pleasing scene to bypass traffic.
- Provides the best solution to control the noise level exposure for the residents backing up to the Bypass.
- Provides continuity for expected greenway trails.
- The property opposite the Secrest Shortcut entrance to Bonterra Village has limited commercial value due to flood plain and presence of protected plants. Recommended that Town of Indian Trail consider it for a park.

The recommended changes to the present proposed overpass are based on, and take into consideration, the impact on the Bonterra Village homeowners, human and physical environmental impacts and future growth and land use changes.

The Bonterra Village Homeowners Association respectfully requests implementation of these changes to preserve the quality of life for our residents as well as reduce the cost of the construction of the Monroe Connector/Bypass.

Respectfully,



Alan Rosenberg
President
Bonterra Village HOA



CENTRAL PIEDMONT COMMUNITY COLLEGE

June 22, 2009

Ms. Jennifer Harris, P.E.
 North Carolina Turnpike Authority
 1578 Mail Service Center
 Raleigh, NC 27699-1578



Subject: Draft EIS Monroe Connector/Bypass (R-3329/R-2559)

Dear Ms. Harris:

Central Piedmont Community College has received a copy of a letter addressed to you dated June 9, 2009, from Mr. John J. Quinn, Mayor of Indian Trail. This letter outlines the Town's concerns regarding the selection of the Detailed Study Alternative D2 for the Monroe Connector/Bypass.

Central Piedmont Community College has been involved for many years in a detailed and diligence study for the alignment of the Monroe Connector/Bypass. The College continues to vigorously support Alignment 2 and feels this is the best alternative for its students and the citizens of the surrounding community.

Thank you for the efforts on this important project.

Sincerely,

P. Anthony Zeiss
 President

/dl

cc: R. Lee Myers, Matthews
 Robert Cook, Secretary MUMPO
 NC State Senator Eddie Goodall
 NC State Representative Curtis Blackwood
 Transportation Secretary Gene Conti
 Barry Moose, NC Department of Transportation
 Reid Simmons, NC Turn Pike Authority
 Dr. Kathy Drumm

P. Anthony Zeiss, Ed.D., President,
 Disher Building
 Phone: 704.330.8566, Fax: 704.330.5045

P.O. Box 35009 Charlotte, NC 28235-5009
 www.cpcc.edu

Appendix B4 – Public Comment Letters

Table B4-1: Public Comment Letters
Documents: I001 – I010

Document Number	Comment Topic	Comment Number	COMMENT	RESPONSE
I001	Land Use and Transportation Planning	1	The purpose of this letter is to provide comments regarding the design and alignment of the proposed interchange at Unionville-Indian Trail Road. In particular, the alignment within the proposed corridor D2 involving an “urban diamond” interchange design (the “Urban Diamond Alternative”), as shown on the attached Exhibit A , is by far the more desirable alternative, and should be designated as the Preferred Alternative. The shift back to the Urban Diamond Alternative described in Exhibit A would provide for the taking of less real estate, lower construction costs, lower costs because of the smaller size of the interchange, and the removal of the need to realign Secrest Shortcut Road.	Based on comments from the Town of Indian Trail, as well as public comments received during the Draft EIS comment period, the Unionville-Indian Trail Road interchange has been redesigned utilizing a compressed diamond type interchange. This design reduces the footprint of the interchange, thereby minimizing impacts, eliminating the need to relocate Secrest Shortcut Road, and reducing the amount of access control along Unionville-Indian Trail Road. This design change is discussed in Section 2.3.1 of the Final EIS.
I002	Alternatives Considered	1	I’m not saying we don’t need more road space. However, that needs to come in better thought-out options of widening Highway 218, Secrest Shortcut/Idlewild Road and Old Monroe Road.	A range of alternatives were considered for the project, including upgrading existing roadways and combinations of upgrading existing roads with new location segments. As documented in Section 2.3 of the Draft EIS, tolling has been identified by the regional transportation planning organization as the funding source for this project. State law prohibits tolling of existing roadways and requires a free alternate route. To accommodate this, constructing the project along an existing roadway corridor would require frontage roads to provide the free alternate route, which would require additional right of way along the existing facility. Existing corridors considered for upgrading were US 74 (in its entirety or in part), Old Monroe Road/Old Charlotte Highway, and Secrest Shortcut Road. Upgrading NC 218 was not considered an option for this project, as it is too far north to serve as a true bypass of US 74.
I002	Right-of-Way Acquisition and Relocations	2	What I’m asking is that you pay these people you are displacing not only what you call fairly, but with sensitivity to the quality of life you’ve cost them, to the displacement of living near their immediate family members, to the displacement of the peace of dying and knowing you’ve left home sites and property for the future generations of your family.	Following the identification of those parcels necessary to construct the proposed roadway, right-of-way agents will work with affected property owners on an individual basis to assist them in the acquisition and relocation processes. NCTA will follow all state and federal regulations and NCDOT procedures for right-of-way acquisition and relocation.
I003	Comment Noted	1	I completely agree with NCTA’s choice of Route 2 for the Monroe Bypass/Connector.	No response is necessary.

Appendix B4 – Public Comment Letters

Table B4-1: Public Comment Letters Documents: I001 – I010

Document Number	Comment Topic	Comment Number	COMMENT	RESPONSE
I004	Land Use and Transportation Planning	1	Please reconsider all options and choose an option for the Bypass that will leave Stallings a commercial corridor and tax base intact. Stallings is 6.5 miles long and 1 mile wide. The entire one mile on Highway 74 will suffer a direct impact on our business tax base if Option D is chosen. It has been stated that all businesses will not be purchased if Option D is indeed chosen as the route for the Bypass. There has not been any shifting to protect the businesses in Stallings as was done for the Town of Indian Trail for the Old Hickory Industrial Park. Our businesses will eventually die and close down and Stallings will be left with derelict buildings. Please give careful thought to the business tax base of our town and county. Go with Option 18A and protect all of the neighborhoods of Stallings (including Fair Haven and Forest Park) and let Stallings still be known as the "Gateway to Union County" with pride and not "The Great Wall of Stallings."	<p>The selection of the Preferred Alternative was based on a balance of cost and design considerations, impacts to the human and natural environments, and input received from agencies and the public. The current assumption for the tolled highway portion of US 74 includes reconstructing US 74 on fill with retaining walls to allow frontage roads to be build immediately at the base of the retaining walls. The right of way required for this section would be approximately 260 feet. This was modified from original designs that included lanes all at grade in order to minimize impacts to businesses along existing US 74 by reducing the right of way required. Business impacts were reduced nearly 40 percent by implementing this design change.</p> <p>In addition, NCTA is committed to working with the local officials and stakeholders to develop an aesthetically pleasing and context sensitive project. Over the past several months, local officials and stakeholders have participated in the development of aesthetic guidelines for the project that will be incorporated into final designs and construction. The group selected an aesthetic concept based on regional architectural themes that includes a combination of brick and stone and uses arches.</p>
I005	Right-Of-Way Acquisition and Relocations	1	I am hereby requesting that the North Carolina Turnpike Authority consider early acquisition of my property and residence located at the above referenced address (4554 Secrest Shortcut Road). This request is due to severe personal financial distress.	At the present time, no funds are available to provide for the advance acquisition of any parcels. Following the identification of those parcels necessary to construct the proposed roadway, right-of-way agents will work with affected property owners on an individual basis to assist them in the acquisition and relocation processes. NCTA will follow all state and federal regulations and NCDOT procedures for right-of-way acquisition and relocation.
I006	Right-Of-Way Acquisition and Relocations	1	Will either old or young be compensated enough to cover their expense of buying other homes, having to move into other neighborhoods and children having to go into other schools.	Following the identification of those parcels necessary to construct the proposed roadway, right-of-way agents will work with affected property owners on an individual basis to assist them in the acquisition and relocation processes. NCTA will follow all state and federal regulations and NCDOT procedures for right-of-way acquisition and relocation.
I007	Right-Of-Way Acquisition and Relocations	1	I am writing to you in consideration of granting a hardship acquisition of my property at 2109 Willis Long Road, Monroe, NC. The stress of this situation has become so extreme I am finding that my health is declining faster than I anticipated. I have enclosed for your review a letter from my physician and documentation of my disability status from the US government. Any help you can give in expediting the acquisition of my property would be most appreciated.	At the present time, no funds are available to provide for the advance acquisition of any parcels. Following the identification of those parcels necessary to construct the proposed roadway, right-of-way agents will work with affected property owners on an individual basis to assist them in the acquisition and relocation processes. NCTA will follow all state and federal regulations and NCDOT procedures for right-of-way acquisition and relocation.

Appendix B4 – Public Comment Letters

**Table B4-1: Public Comment Letters
Documents: I001 – I010**

Document Number	Comment Topic	Comment Number	COMMENT	RESPONSE
I008	Right-Of-Way Acquisition and Relocations	1	Mrs. Rider and myself feel that it is in our best interest health wise if our house at 5813 Beverly was bought by the State. By being exposed to dust and chemical fumes plus noise would put my health at a great risk – especially since you are coming so close to our house.	At the present time, no funds are available to provide for the advance acquisition of any parcels. Following the identification of those parcels necessary to construct the proposed roadway, right-of-way agents will work with affected property owners on an individual basis to assist them in the acquisition and relocation processes. NCTA will follow all state and federal regulations and NCDOT procedures for right-of-way acquisition and relocation.
I009	Community Characteristics and Resources	1	Requested the following: 1) The Bypass road bed be kept at nominal grade level. 2) The new entrance for Bonterra Village off of Secrest Shortcut Road will go up and over the bypass with a proposed bridge. 3) Secrest Shortcut Road be rerouted southward to allow an acceptable incline for the approach to Secrest Shortcut Rd. 4) The proposed bridge be provided with a 22 foot wide road along, with sidewalks on each side. 5) A box culvert will be required to span the flood plain east of Saratoga Boulevard The culvert will need to be widened northward to provide a 10 foot high berm (3/1 slope) between the Bypass and Bonterra Village. 6) Plant hardy plants (such as procumbens) on the berm to buffer noise. 7) Relocate the Bonterra entrance towers and landscaping to the Secrest Shortcut Road intersection to match the existing tower and road layout.	In coordination with the Town of Indian Trail and Bonterra Village Homeowners Association, NCTA has revised the design for this area to allow the Monroe Connector/Bypass to remain at grade. The connection between Saratoga Boulevard and Secrest Shortcut Road will be rerouted along a service road running parallel to the Monroe Connector/Bypass and connecting to Faith Church Road. This design revision is discussed in Section 2.3.1 of this Final EIS and shown on Figure 2-3f-g.
I010	Comment Noted	1	[CPCC] continues to vigorously support Alignment 2 and feels this is the best alternative for its students and the citizens of the surrounding community.	No response necessary.

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APPENDIX B5

E-MAILED PUBLIC COMMENTS AND RESPONSES

Document Number	Name	Date	Page Number
e001	Jack Ritterskamp	05/19/09	B5-1
e002	Chandra Michelle	05/19/09	B5-2
e003	Annie Kempster	05/20/09	B5-2
e004	Wyatt Dunn	05/20/09	B5-3
e005	Lynn Edwards	05/20/09	B5-3
e006	Brian Morris	05/20/09	B5-4
e007	Harold Mull	05/20/09	B5-4
e008	Gail and Eddie Orr	05/20/09	B5-4
e009	Tara Long	05/21/09	B5-4
e010	Carl Hubbell	05/21/09	B5-4
e011	Jack Ritterskamp	05/22/09	B5-5
e012	Deborah Hartis	05/23/09	B5-5
e013	Ruth Del Sol	05/23/09	B5-5
e014	Richard Giordano	05/24/09	B5-5
e015	Fred Smith	05/24/09	B5-6
e016	Bill and Candy Lake	05/25/09	B5-6
e017	Charles and Debbie Sigmon	05/25/09	B5-6
e018	Roger Fish	05/26/09	B5-6
e019	Kim Daniels	05/26/09	B5-6
e020	Ryan Griffin	05/26/09	B5-6
e021	Jennifer and Joe Peltier	05/26/09	B5-7
e022	Russ Algood	05/26/09	B5-7
e023	Gladys Porter	05/26/09	B5-7
e024	David Loughran	05/26/09	B5-7
e025	Cindy Lemmond	05/27/09	B5-8
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From: jackritterskamp@BasicSP.net
Sent: Tuesday, May 19, 2009 11:17 PM
To: monroe@ncturnpike.org
Subject: meeting comments
Follow Up Flag: Follow up
Flag Status: Blue

I spoke at the Matthews hearing 5/19/09. Below is basically what I said as well as I can reconstruct it from my notes.

My name is Jack Ritterskamp. I live 5710 Hillcrest Circle, Indian Trail 28079 is my mailing address. Hemby Bridge is the town, not too far from where the toll road will intersect with Indian Trail – Fairview Road & Secrest Shortcut Road.

I'm going to do something that most people would never consider. I'm going to suggest that the best choice of the section of toll road closest to I-485 is, in fact, the route that is CLOSEST to my house. Most people want progress, but "not in my back yard". I'm not one of them.

The section of road I'm talking about is between I-485 & Indian Trail Fairview. There are two options in this area. The route that follows Independence Blvd for the longest is the recommended option (route #2). The route I'm suggesting is the other one (#18A) ... the one which includes interchange 2A near Stallings Elementary School.

The three reasons why I'm suggesting that this route is the better choice are as follows:

- 1) It has the least impact on the many small businesses on Independence Blvd
- 2) Partly due to that: it is the least expensive of the options in that area.
- 3) It is the least disruptive of traffic that is NOT using the toll road.

I want to elaborate on this last one for a minute or two. If the route #2 is chosen, as currently designed anyone coming from Charlotte or I-485 who wants to go to, say Indian Trail, would be forced to exit the main road, travel on a "service road" until they reach the end of the toll road portion, then re-

enter the main road. The same going in the other direction ... those using the non-toll road will have to go through 2 traffic signals (now only one) & make a couple of right angle turns to get back on the road they are now able to use for free! Route 18A has no such problem for local traffic.

Those using the toll road will have easy access in either direction, regardless of the inconvenience that the non-toll users will have to put up with ... but that inconvenience will be much greater if the "extra" 2-3 miles of Independence is used as part of the toll road.

In summary my three reasons were

- 1) minimal business disruption
- 2) less expensive
- 3) less disruption for non-toll drivers

To me it's the much better choice. Get away from the I-485 interchange & IMMEDIATELY get off the existing pavement. Simple!

=====
Additional comment that I would like to add that I had not thought about prior to hearing other people. Eliminate exit 2 completely, regardless of the route that is taken. One problem people complained about route 18A was the exit immediately beside the elementary school & just down the road from a large daycare center. By eliminating exit 2A that problem goes away. The same is true (in the case of the daycare center) if route 2 is chosen ... eliminate exit 2B.

The need for either of those exits is minimal. Except for a few local people there would be little or no use of either of those exits for westbound traffic. The locals can use exit 3. Eastbound traffic would not need to use 2B ... they would simply get onto the "service road" lanes. Eastbound traffic using 2A would again be only locals & would be of no real consequence (they could get off at exit 1 like they do now).

Bottom line ... there is little need for either exit 2A or 2B & there is much concern about the safety of children in the area of either exit ... do away with them completely.

Thanks for holding the meetings ... I hope the input from concerned citizens from the area are taken into account prior to the final decisions being made.

I would ask that periodic e-mail updates be sent to those of us who indicated our e-mail address on the sign-up sheets & other inputs you might have. If those addresses can be input one time into a group the update can be "mass-mailed" with one click of the button & make a lot of people feel like they are being informed, rather than being kept in the dark except when the law requires that you hold meetings like these.

Regards, Jack

From: Annie Kempter [anniep123@carolina.rr.com]
Sent: Wednesday, May 20, 2009 10:57 AM
To: monroe@ncturnpike.org
Subject: comments on bypass
Follow Up Flag: Follow up
Flag Status: Blue

I live in Stallings, new from NY. I think it is great that the community is asked for their input, up North they just do it.....I feel that DSA- D is the better choice. Not so much for me but for the school kids at Stallings Elementary. The business are an issue I know, but our children are our future. If we can't but our kids first than something is wrong. Business have made adjustments in the past and some of them even move else where, bypass or no bypass but our schools are permanent asset of Union County, and our children our greatest resource. Forest Hills High School has been next to Route 74 so they will not be as affected as Stallings Elementary. I'm sure the design will take our business into consideration. Thank you Anna Kempter, 2105 Blue Iris Dr , Stallings 28104 NC

From: Chandra Michelle [triplethreat78@hotmail.com]
Sent: Tuesday, May 19, 2009 6:41 PM
To: monroe@ncturnpike.org
Subject: DSA "D" Alternative
Follow Up Flag: Follow up
Flag Status: Blue

E-0002

Ms. Jennifer Harris,

The short time that I've been a resident at 2450 Mt. Harmony Church Rd, Matthews, NC, I've had to listen to the constant engine noise of I-485 rushing past our serene pond located in front of our home. The Stilwell family has had to give their land for construction of I-485, but has still managed to keep some of their "country" in the city in order for Charlotte to expand, and keep traffic moving smoothly.

Therefore, I understand the need for the Monroe bypass, it is desperately needed. However, approving the 18A segment would squeeze our bit of "country" between a noisy and smoggy Interstate, and what will undoubtedly also be a noisy and smoggy bypass.

Myself, along with many other residents that have still managed to keep a bit of "country" on Mt Harmony Ch. Rd. am supporting the DSA "D" Alternative segment 2 & 24.

My wish is for progress, and progress is DSA "D" Alternative segment 2 & 24!!

Thank you,

Chandra M. Kukas

From: info@ncturnpike.org
Sent: Wednesday, May 20, 2009 10:45 AM
To: monroe@ncturnpike.org
Subject: Comment: Monroe Connector/Bypass
Follow Up Flag: Follow up
Flag Status: Blue

E-0003

Contact Information

Name: ANNA KEMPTER
Address: 2105 BLUE IRIS DRIVE
City: STALLINGS
State: NC
Zip: 28104-4107
Email: anniep123@carolina.rr.com
Comments: Glad to hear that option 2 is recommended, I feel the congestion at route 485 will be a nightmare if 18A is considered. I'm sure our business will have enough time to consider the outcome of the bypass and make adjustments for their customers to access their parking lots.

From: Wyatt Dunn [mwdunn@carolina.rr.com]
Sent: Wednesday, May 20, 2009 9:22 AM
To: Harris, Jennifer
Cc: monroe
Subject: Re: Public Hearing
Follow Up Flag: Follow up
Flag Status: Blue

Jennifer,

Thank you for the quick response. I would like to know how to access the minutes once they are available so please let me know when appropriate.

My comments on the Monroe Bypass are:

- I support Alternative DSA D and the selection of option 2
- option 2 has less impact on the quality of life in Stallings
- option 2 provides a safer way for Forest Park residents to access highway 74 and the majority of those I've talked to agree
- option 2 improves the appearance in highway 74, this corridor is supposed to be the "gateway" to Union County and I am personally embarrassed by it's current appearance, 18A does not
- those not familiar with service roads and Texas turn arounds will be surprised with the efficiency of these transportation tools
- adding the landscape architect feature to the presentations was excellent
- option 2 improves the traffic flow along highway 74, 18A does not
- purchasing 2.25 acres on the eastern edge of the proposed Matthews Sportsplex would negatively impact the area due to massive changes in the I-485 interchange that would also significantly increase the cost of the project
- most importantly to me personally is the negative impact 18A would have on Stallings Elem, Fairhaven residents, Next Level Church and the quality of life we currently enjoy - option 2 follows a commercial corridor versus 18A which runs through a rural residential corridor

Thanks again for keeping us informed.

Wyatt Dunn

----- Original Message -----

From: Harris, Jennifer
To: 'mwdunn@carolina.rr.com'
Cc: monroe
Sent: Wednesday, May 20, 2009 8:30 AM
Subject: Re: Public Hearing

Mr. Dunn,

Thank you for participating in the meeting Monday.

If you have any comments you want to provide the study team, please send them and they will be added to the project record and considered in the decision-making process.

It could be a little while (possibly a few weeks) before we have the audio from last night's hearing completely transcribed, but we can certainly provide you a copy once that is done.

Thank you,
Jennifer
Jennifer Harris

From: Wyatt Dunn
To: Harris, Jennifer
Sent: Wed May 20 07:06:14 2009
Subject: Public Hearing

Jennifer,

I wish I could have attended last night's public hearing but I'm thankful I have a job and I needed to be at a customer's plant. Is NCTA going to make available the minutes of the hearings? If so, what format and when do you think they would be available?

Thank you.
Wyatt Dunn
Stallings Town Councilman

From: Lynn Edwards [ledwards@windstream.net]
Sent: Wednesday, May 20, 2009 2:34 PM
To: monroe@ncturnpike.org
Subject: Monroe Connector/Bypass Citizens Summary
Follow Up Flag: Follow up
Flag Status: Blue

Anson County Chamber of Commerce

Good afternoon,

I have a copy of the Monroe Connector/Bypass Citizens Summary for March 2009. We would like to have several copies of this Draft Environmental Impact Statement on hand in our Chamber if possible. Could you mail a box of these or as many as possible to us using the address below? We would be most appreciative.

Warmest regards,

*Lynn Edwards
Executive Director
Anson County Chamber of Commerce
P.O. Box 305
Wadesboro, N.C. 28170
704-694-4181 work
704-694-3830 fax
704-465-7557 cell
www.ansoncounty.org*

From: Brian Morris [nctrueblue2005@yahoo.com]
Sent: Wednesday, May 20, 2009 5:07 PM
To: monroe@ncturnpike.org
Subject: Monroe ByPass
Follow Up Flag: Follow up
Flag Status: Blue

E-0006

Dear NC Transportation Authority,

I would like to commend the process and the work that each of you have done, by selecting route 2 as the recommended choice. I have children that go to Stallings Elementary and the thought of a major road running right by the school would have been a nightmare.

Again thank you for your recommendation.

Sincerely,
Brian Morris

From: gorr6@carolina.rr.com
Sent: Wednesday, May 20, 2009 1:28 PM
To: MONROE@NCTURNPIKE.ORG
Importance: High
Follow Up Flag: Follow up
Flag Status: Blue

E-0008

JENNIFER HARRIS, PE

I, STRONGLY AGREE WITH THE RECOMMENDED ALTERNATIVE(DSAD). I LIVE NEXT TO I485 AT US 74 AND DO NOT WANT CHANGES AND DISRUPTIONS.

REGARDS,

GAIL & EDDIE ORR
1813 DANNY COURT
MATTHEWS, NC 28105

E-0007

From: Harold Mull [harold-coco@windstream.net]
Sent: Wednesday, May 20, 2009 10:44 AM
To: monroe@ncturnpike.org
Subject: Public Hearing Comments Monroe Bypass

Follow Up Flag: Follow up
Flag Status: Blue

To Whom It May Concern

I am a business property owner at 13302 Hwy 74 East Stalling, NC This property was purchased in 1983 and planned to be a small industrial park with three buildings for a total of about 165,000 sq. feet. One building was to be used for my business and the others for long term rentals for investment purposes. My building was completed and Co-Co Prints was relocated from Matthews in October 1984. An addition was added in 1994 to the original building and that is how it is today. A few years ago we developed a master plan for the remainder of the property and secured financing for the build out of our plans for the twin building to ours on the opposite side of our driveway and a large building to the rear of the property. As we learned about the Monroe Bypass talk start up again we decided to hold our construction to see where the exact path of the road would be. Needless to say it has taken a lot longer than we had hoped but thankfully we made the correct decision.

I attended most of the meetings last year and the two held this week, South Piedmont Community College and Matthews Community Center.

Originally I was not for the 2B or D route and favored the one that connected closer to I-485. After driving around as best I could and hearing the explanations I believe the route chosen is the best for the majority of everyone. Understanding that no matter the route many people will be upset and there is NO WAY TO PLEASE EVERYONE. Having Stalling Elementary school surrounded with I-485 and the bypass of the other side I think is a very bad plan. My children are grown and I do not personally know anyone who has children attending. The argument about the loss tax base from the business is weak. I am sure the taxes from the new Scott Clark Toyota more than makes up for most of the losses from the business that will be relocated or closed. After the construction my opinion is many new industrial building will be built being so close to the new bypass and the easy connection to I-485. If anything Stalling will gain in additional property taxes in the long term. Traffic here now is choking both the business and residences and I personally know friends who would like to leave Mecklenburg county but not interested in our current traffic problems.

Harold Mull
harold-coco@windstream.net
http://co-coprints.com

From: carolinablueyecple2005@yahoo.com
Sent: Thursday, May 21, 2009 11:24 AM
To: monroe@ncturnpike.org
Subject: Support your decision on the Monroe Connector/ByPass
Follow Up Flag: Follow up
Flag Status: Blue

E-0009

Dear Authority,

I live very close to the Matthews/Stallings line and would like to let you know that I completely support your decision that you have made by selecting Route 2 for the new road.

Tara Long

From: Hubbell, Carl H. [carl.hubbell@colfaxcorp.com]
Sent: Thursday, May 21, 2009 12:13 PM
To: monroe@ncturnpike.org
Subject: Passage around the Bypass
Follow Up Flag: Follow up
Flag Status: Blue

E-0010

1 [With the new bypass essentially replacing Secrest Shortcut, what will happen to the intersections along the route? Is the new road just going to widen the existing road or be next to it? What will happen with the intersections with respect to crossing Secrest Shortcut to get to Hwy 218? Will the new bypass contain bridges?

The current map does show road cross sections and detail at various intersections.

Carl Hubbell
Solid Edge Designer
Colfax Americas
804-560-4070 Office
1710 Airport Road
Monroe, NC 28111
704-289-6511 ext 2438
www.colfaxcorp.com

E-0011

From: jackritterskamp@BasicISP.net
Sent: Friday, May 22, 2009 11:49 PM
To: monroe@ncturnpike.org
Subject: two issues of concern to me
Follow Up Flag: Follow up
Flag Status: Blue

There are two separate issues that I want to ask about

1 Exit 3: just west of there is the proposed overpass of Stinson-Hartis Road. My question is WHY is Stinson-Hartis going to have an overpass? In my opinion there is not nearly enough traffic on it to justify the cost of building any sort of bridging. Simply blocking it off & allowing everyone to use their single remaining access point to Indian Trail-Fairview should be sufficient. It's not as though we don't have plenty of "no outlet" sections of roads all over the Charlotte metropolitan area with MORE housing limited to a single point of access than ALL of the housing on Stinson-Hartis ... much less the amount that would exist on either end after it was closed off in the middle. As to the new light industrial & office space that is being opened up on that road ... virtually nobody will intentionally decide to use the "north" end of the road now & they certainly would not choose to do so after the toll road is put into place ... almost everyone on the "southern" end of that road will be headed for Independence Blvd, or will start out in that direction, since it is by far the shorter route to take to get to Indian Trail-Fairview. Those on the "north" end already use their end of the road unless they are going to Oak Springs Road ... which shows to be closed by the toll road, thus ending the need to travel in that direction.

Bottom line to me: unless you need to establish the elevation to cross Indian Trail-Fairview & must maintain it that far away ... it's a total waste of money. Block off the road & be done with it!!

Issue #2

2 It is my understanding that Interstate highways can not be constructed as toll roads ... but roads that were toll roads prior to being designated as Interstate highways could be "grandfathered" into the Interstate system. It seems to me that the same restriction might be in place for US highways. Is that so or not? If it is then US-74 would continue to be Independence/Roosevelt & the bypass could not even carry any US-74 notation except signs pointing at how to get to US-74.

If nobody has documented law verifying this situation it might be good to look into it now rather than after it's been built ... that might also affect any money available from the US of A ... and you would hate to find out afterward that you were not going to be able to get large chunks of cash you had budgeted for. As a state taxpayer I certainly would not want that to happen. If there is going to be a problem ... find it out NOW, not later.

Regards, Jack Ritterskamp
5710 Hillcrest Circle
Indian Trail, NC 28079

From: Deborah Hartis [dhartis4@windstream.net]
Sent: Saturday, May 23, 2009 11:32 AM
To: monroe@ncturnpike.org
Subject: Information Needed
Follow Up Flag: Follow up
Flag Status: Blue

E-0012

We need to know how close the road is coming to our house and the maps are not clear. We live at 2815 Unionville Indian Trail Rd. Between Secrest Shortcut Rd and Rocky River Rd. We are in the Alternative 5 area on the map but not sure if it will take our house. When will we know or can you give me any information as to how close it will come.
Thank You
David & Deborah Hartis

E-0013

From: Ruth del Sol [rdelsol@carolina.rr.com]
Sent: Saturday, May 23, 2009 6:06 PM
To: monroe@ncturnpike.org
Follow Up Flag: Follow up
Flag Status: Blue

Hi,

We are looking in a certain area in Matthews to purchase a home and wanted to know if Marglyn Drive in Matthews will be affected by the bypass? I've looked at the map online, but can't tell if this area will be affected.

The physical address of the property is 2015 Marglyn Drive 28105.

Thank you in advance for your help in this matter.

Have a great day!
The del Sol Family :o)

From: info@ncturnpike.org
Sent: Sunday, May 24, 2009 10:50 AM
To: monroe@ncturnpike.org
Subject: Comment: Monroe Connector/Bypass
Follow Up Flag: Follow up
Flag Status: Blue

E-0014

Contact Information

Name: Richard Giordano
Address: 5518 Beverly Dr.
City: Indian Trail
State: NC
Zip: 28079
Email: rtcamg@yahoo.com

1 **Comments:** I am questioning the decision to put a bridge over the turnpike on Beverly Dr. The road is currently unmarked and the posted speed limit is 25. This road is being used by commuters as a short cut from Indian Trail/Fairview Road to Secrest Shortcut. On average cars speed on this road in excess of 50 mph. Putting a bridge on this road will create even more traffic at higher rates of speed. We would like to see this road dead end before the turnpike. There are many children on this road and we want to keep them safe as possible. The turnpike is cutting through our neighborhood and this road having a dead end is our only beacon of light. If a bridge is constructed we will be forced to move from a home we have owned for 13 years.

From: Fred Smith [fsmith005@carolina.rr.com]
Sent: Sunday, May 24, 2009 3:20 PM
To: monroe@ncturnpike.org
Subject: Monroe Bypass

E-0015

We still feel that Route 2 is the best for our area. It would not be good to have a bypass/connector that close to Stallings Elementary School. The noise and air pollution would be bad around the childrens play ground. Thanks for your consideration. Fred & Marita Smith
Eaglecrest Drive Matthews N.C. 28104

131

From: candyvette@aol.com
Sent: Monday, May 25, 2009 11:13 AM
To: monroe@ncturnpike.org
Subject: Monroe Bypass Comments

E-0016

Contrary to the article in Sunday's Charlotte Observer, not everyone wants this bypass to be built. My husband and I definitely do NOT want this bypass to be built. There are lots of residents who would rather see 485 completed rather than this bypass. This bypass will affect our quality of life, which is just fine right now without the bypass. Since parts of this bypass will be a toll road, we plan never to use it and use other roads instead, as many others will do. Toll roads do not belong in North Carolina. Finish 485 and Independence Boulevard before starting on this bypass.

Sincerely,

Bill and Candy Lake
Indian Trail, NC

From: Sigmon, Debbie [Debra.Sigmon@sci-us.com]
Sent: Monday, May 25, 2009 6:27 PM
To: monroe@ncturnpike.org
Subject: Monroe Bypass/Connector
Importance: High

E-0017

Ms. Jennifer Harris:

Please let this email serve as my voice to say that our household prefers that the new Monroe bypass/connector to be Route 2.

We were unable to attend the Tuesday, May 19 meeting due to being out of town on vacation. We have signed numerous petitions and attended public meetings held in the past.

Thank you.

Charles N. Sigmon
Debra F. Sigmon

From: Roger J. Fish [rogerphish@ctc.net]
Sent: Tuesday, May 26, 2009 11:13 AM
To: monroe@ncturnpike.org
Subject: Monroe Bypass comment

E-0018

I travel on Rte 74 and also on Idelwild Rd quite often.

Why not just run the connector from Monroe to the Beltway via Idelwild Road thereby upgrading an existing road, placing truck traffic on the Beltway, and avoiding a choke point before the Beltway as proposed for Rt 74 and an eyesore of a proposed "great wall."

In addition it would preserve businesses in Indian Trail. When jobs are hard to come by why cause dislocation for businesses when it is not necessary.

Roger Fish
11001 Magna Lane
Indian Trail, NC 28079

From: Daniels, Kim [KDaniels@SMICorporate.com]
Sent: Tuesday, May 26, 2009 10:49 AM
To: monroe@ncturnpike.org
Subject: Monroe Connector/Bypass

E-0019

I agree with your recommendation and support Route 2.

Thank you,

Kim Daniels

From: Griffin, Ryan [ryan.griffin@bankofamerica.com]
Sent: Tuesday, May 26, 2009 1:03 PM
To: monroe@ncturnpike.org
Subject: Comment from Ryan Griffin

E-0020

To Whom It May Concern:

I live in Monroe and work uptown Charlotte. I have been anticipating this road for many years so that I can reduce the time it takes me to get to work. In my profession, I'm a process engineer and have studied processes and made improvements as well as have engineered new processes for almost 20 years now. I'm very curious as to how there won't be a bottle neck effect where the by-pass ties back in to Hwy 74. It seems that the logical placement of the Charlotte end of the by-pass would be directly with I 485 as to dump traffic directly into another large through way that can handle the volume. Have you considered this? Will Hwy 74 be enhanced to handle the volume?

I would hate to see us spend the time and money only to have one place in the flow that renders the project useless when it is complete. I would like to point out I-485 between Hwy 74 and I-77 as an example of a road that was over capacity the day it was opened. I believe that further thought and due diligence would have made this section of the road 6 or even 8 lanes from day one.

Thanks,

Ryan Griffin
Bank of America
Employee

Union County
Resident

From: Peltier, Jennifer L [jpeltier@hearstsc.com]
Sent: Tuesday, May 26, 2009 2:21 PM
To: monroe@ncturnpike.org
Subject: Monroe Bypass

E-0021

E-0024

My husband, President of the Eaglecrest Homeowners Association, and I are pleased that if we have to have a bypass, that your recommended route is route 2. It makes the most sense to us and will cause the least disruption on homeowners as well as the Stallings Elementary School. Most businesses can be relocated, but homes and schools have a much greater value.

Thanks again for choosing Route 2.

Jennifer and Joe Peltier
Eaglecrest Homeowners

From: dloughran@carolina.rr.com
Sent: Tuesday, May 26, 2009 11:40 AM
To: monroe@ncturnpike.org
Subject: Monroe Hwy. 74 Bypass and Others
Follow Up Flag: Follow up
Flag Status: Blue
Attachments: David Loughran.vcf

From: Russ Algood [Russ@acemotoracceptance.com]
Sent: Tuesday, May 26, 2009 4:20 PM
To: monroe@ncturnpike.org
Subject: Monroe By-pass

E-0022

Good Morning:

1 There is a way to relieve the traffic pressure on US 74 in western Union county that has not been considered yet. There are several "truck only" highways that are in use around the world. These roads do not have to be 6 lane super highways but simple 3 lane versions for exclusive use of professional truck drivers. Such a road would follow the eventual right of way of Interstate 74 and speed construction of that limited access road when budget constraints might be lessened. The 3 lanes would become part of Interstate 74 later. No interchanges need to be built until later. Moving trucks passing through Union county off present US 74 would greatly reduce congestion.

2 A faster way to relieve pressure on US 74 would be to improve Monroe Rd/John St/Old Charlotte Hwy/N.Charlotte Ave into a 5 lane boulevard from the intersection of Rte 51 and Monroe Rd. in Matthews all the way to Lancaster Ave. in Monroe. Because you are an authority you can re-write the rules for road building. To fast track widening the "Old Charlotte" corridor abandon traditional bidding. Select 3 road builders. Divide the corridor into 3 sections of approximate equal length. Let the builders bid on all three segments and the entire project. The bids would include design as well as construction. Forego improvements to grades and curves. The simple instructions to the bidders would be.... "Turn the hodge podge of streets and roads into a five lane boulevard with two traffic lanes in each direction and a center lane with left hand turn storage and a landscaped median. A negotiated cash bonus will be paid for early completion of the project."

David Loughran
1002 Lavenham Pl.
Indian Trail, NC 28079
704 821 4800 Office
704 821 1969 Fax
704 617 1199 Cell

1 I am a land & business owner in the Union West Business Park. I would prefer option 2a. If option 2b (the recommended route) is chosen, access to the Forest Park neighborhood and the Union West business park need to be addressed. As I understand it, this plan has only 1 point of access for the entire business park and the neighborhood. A high % cars and commercial traffic exiting the area will be turning left onto a busy Stallings Road. This will cause major backups unless a traffic light is installed, reducing property values substantially. An exit off the By-Pass into the Business Park in addition to the access road would at least provide 2 outlets, compared to 3 currently, while allowing the commercial traffic easy access to the By-Pass. In addition this plan calls for taking some of my land as right of way on Cupped Oak Dr. , if this reduces the number of parking spots available it will substantially impact our ability to grow and add jobs, while also make leasing of the other spaces in the building more difficult, thereby substantially reducing my property value. I am available to discuss this further. You may call me at the number listed below.

Thank You

Russ Algood - CEO
Ace Motor Acceptance Corp.
111 Cupped Oak Dr Suite F
Matthews, NC 28104
704.882.7100 Ext 7165

From: gsp4648@carolina.rr.com
Sent: Tuesday, May 26, 2009 9:36 PM
To: monroe@ncturnpike.org
Subject: Monroe Bypass

E-0023

I agree with your recommendation and support Route 2!! Thank you!
Gladys S. Porter

E-0025

From: Cindy Lemmond [clemmond@Boggspaving.com]
Sent: Wednesday, May 27, 2009 11:41 AM
To: monroe@ncturnpike.org
Subject: 3748 Rocky River Rd. North Monroe, NC 28110

We live on 14 acres off of Rocky River Rd. North. The interchange for Rocky River Rd. will take a good portion of our driveway.
We will be what you call "Land Locked". We live beside my husbands parents that are elderly and one of them has Alzheimer's.
My husband works for Allvac here in Monroe and is owner of Tim's Lawn Care.
The closest road to us other than Rocky River is Winchester. This is a road that is about 2 miles long that dead ends at the back of our property. The residents on this road are 100% Black. It is a known road for drug dealers and crime. We could not accept an entrance to our property off of that road. We have a 17 year old daughter that is a "Small Blond Barbie Doll". We have dense woods that separate our land from that road and our house is located about 9 acres away from the woods. We do not have trouble from the low life that live and visit the resesadents of that road now because of the distance between us and we are not constantly driving by them showing them our new vehicles, farm equipment, Lawn maintenance equipment and our beautiful daughter and her friends and our family. We would like to ask that if that is our only alternative that you simply purchase our land and we will go elsewhere.
We are the primary care givers for my husbands parents and would be taking them with us.

If you have any questions please let me know. We would like to find out ASAP what indeed will happen to our land. If due to it being land locked it will be taken, we would like to have some time to find housing for our family and my husband's family.

Thank You for your consideration and time in reviewing this matter.
Cindy and Tim Lemmond
3748 Rocky River Rd. North
Monroe, NC 28110
704-289-9332 Home Phone

*Cindy Lemmond
Drew Boggs' Office
Boggs Paving, Inc.
PO Box 1609
Monroe, NC 28111
Phone: 704.289.8482 x291
Fax: 704.282.1126
Email: clemmond@boggspaving.com
www.boggspaving.com*

E-0026

From: Barbara Whitfield [bwhitfield@sero.net]
Sent: Wednesday, May 27, 2009 11:52 AM
To: monroe@ncturnpike.org
Subject: Monroe Connector/Bypass

Is a map of the proposed route posted to the Internet?

Thanks!

*Barbara Whitfield
Southeast Radiation Oncology Group
200 Queens Road, Suite 400
Charlotte, NC 28204
Phone: (704)333-7376 Ext. 213
FAX: (704)333-3397*

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E-0027

From: George [george8107@carolina.rr.com]
Sent: Wednesday, May 27, 2009 9:24 AM
To: monroe@ncturnpike.org
Subject: Monroe Bypass

Hello,

Our Business is located on 2015 Van Buren Avenue Indian Trail , NC 28079.
After speaking with someone at the Local Planning Department re the bypass thru Indian Trail they mention that , We maybe effected by the project. Can you please tell me who can answer that?
George J Arpas
www.Geniusbabies.com
704-893-0877

PS I have left messages for Christi Shumate with no luck.

E-0028

From: krp1076@windstream.net
Sent: Wednesday, May 27, 2009 10:20 AM
To: monroe@ncturnpike.org

I agree with your recommendation and I support route 2

Thank You,
Kevin Porter

E-0029

From: rporter72@carolina.rr.com
Sent: Wednesday, May 27, 2009 3:22 PM
To: monroe@ncturnpike.org

I support your recommendation of route #2 for the Monroe Bypass.

Ronald C. Porter

E-0030

Page 1 of 3

From: Rick & Lynn Traywick [rtraywick@carolina.rr.com]
Sent: Wednesday, May 27, 2009 8:50 PM
To: monroe@ncturnpike.org
Subject: Monroe Bypass

Attachments: N C Turnpike Authority 052709.doc



N C Turnpike
Authority 052709....

Please advise us as soon possible if we need to complete the comment form and attach a paper copy of our letter (copy attached to email) for request to be recorded.

Thank you,
Rick and Lynn Traywick

Thomas R. and Lillian H. Traywick
4224 Phifer Rd.
Marshville, NC 28103
(704)233-2000
rtraywick@carolina.rr.com

May 27, 2009

Ms. Jennifer Harris, P.E.
North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578

Dear Jennifer:

Thank you for your staff's time during the meetings in Monroe and Wingate last week concerning the Monroe Bypass. I wanted to follow up with a letter, as I wanted to be sure I explained our position on the project clearly.

Rick and I are both in favor of the bypass; it is long over due. However, we built our house where we did after the original corridor was selected on the east side exiting Hwy 74 just west of Marshville over ten years ago. At that time, we were given the location of the corridor including the right of way. Rick's parents relocated, houses, mobile homes were moved; and the chicken houses were cut away from the right of way. Not until last week were made aware that another corridor east of the original had been proposed coming through our property taking our home. We were told this new corridor had been proposed two years ago. Also, now there is a large area surrounding the two proposed corridors and we learned that the bypass may move anywhere in that area. We are also facing the risk of losing the chicken houses should the corridor move west.

We built our house where we did ten years ago with the comfort level of being approximately 1000 feet from the right of way, but now we are concerned that the bypass is going to be closer to us than that. If there is a chance of it moving any closer to us than proposed 10 years ago, we are asking for consideration to be made to purchasing our property.

Also, last week, we were told that a final decision on the corridor would be made next year second quarter with construction beginning by the end of the year. When the project started in 1994, Rick's parents knew for two or three years before construction was to begin that they were going to have to relocate. We are asking to be given some consideration. If there is a chance the corridor is going to be closer to our home than originally planned, or if there is a chance the corridor move to the alternate route going through our property, we are requesting the Turnpike Authority purchase our property.

This project has affected us for over 15 years now. We have lost a lot of money on the square footage we lost in our chicken houses. We have spent a lot of time and money on

our home, particularly in the last two years, we would have not spent had we known there was a possibility of losing it. We had planned to start another project this summer that now I am afraid to spend the money on knowing we may lose it next year. Rick and I will be 55 years old this summer, and the last ten years dealing with this project has taken its tolls on our lives.

There is a reason the corridor was revisited and the other corridor proposed and we still do not understand why our property was considered without notifying us. If you have any input with the decision makers on the corridor, would you please either insist the original corridor remain "as is" and come no closer to us than originally proposed? or insist that our property be purchased immediately so we can get on with our lives.

Again, Rick and I want to thank your staff for the time spent with us last week. If I need to complete the comment sheet and attach a paper copy of our letter for this to be recorded, please let me know.

Sincerely,

Rick & Lynn Traywick

E-0031

From: Rick Hastings [rick.hastings@yahoo.com]
Sent: Thursday, May 28, 2009 10:46 AM
To: monroe@ncturnpike.org
Subject: bypass

To: Jennifer Harris, PE

I would like to reaffirm my choice of Route 2 for the Monroe Bypass/Connector.

Thank you,

Richard Hastings
125 Eaglecrest Dr.
Matthews, NC 28104

704-965-1020

From: Wyatt Dunn [mwdunn@carolina.rr.com]
Sent: Friday, May 29, 2009 3:07 PM
To: monroe@ncturnpike.org
Subject: Monroe Bypass

E-0034

Jennifer,

Was traveling in Dallas, Houston and San Antonio and saw some pretty designs similar to route 2. Traffic flow was very good and the service roads were doing there job of getting cars to a destination.

One more reason to support route 2. I was sitting at the stop light at Stallings Road and hwy 74 - light turned yellow for hwy 74 traffic - then red and here comes an 18 wheeler blowing through the intersection at least 55 mph. It happens everyday and route 2 will eliminate this danger and make the whole intersection safer.

Thanks.
Wyatt Dunn
Town of Stallings Mayor Pro Tem

E-0032

From: Zenobia Giuliano [znbzoey@aol.com]
Sent: Thursday, May 28, 2009 10:36 PM
To: monroe@ncturnpike.org
Cc: monroe@ncturnpike.org
Subject: Zenobia Giuliano Bonterra residence!!!

E-0035

From: Diane Engel [dondiane428@yahoo.com]
Sent: Friday, May 29, 2009 4:17 PM
To: monroe@ncturnpike.org
Subject: Bypass

**Ms. Jennifer Harris: Please keep the Bypass at street-level.
Thank you, A Bonterra resident**

1 [Dear Ms. Harris, i need to ask few questions, first does North Carolina cares for children? how in the world are you planning to build a major highway right in between two elementary school? do you all go to sleep at night without any pain in your heart? does people homes, their investment mean anything to you all? our homes is our investment to send our children to college just like you did! who idea was this one? it is going to be horrible for Bonterra residence, not just the economy how lower our home values, but now you are putting a parking lot outside our subdivision and take everything we had work for and destroyed!! who is going to give us our loss of home values? are you all going to put your hand in your pocket to help us out? i don't think so! and who is going to pay when my son asthma get to be worse because of the polution with the trucks? anyone there took all this things in consideration before planning this stupid idea? of course no, because is all about money and of course politics! right!!! someone in there is making big money with all our desperation, but i hope you all take all the effect that is going to cause to all the residence of Bonterra and Seacrestshortcut residence, serge in your hearts and find another way to put your parking lot! if you would like to speak to me my phone is 704-893-47591

sincerely
Jim and Zenobia Giuliano

From: moj720@windstream.net
Sent: Friday, May 29, 2009 7:45 PM
To: Harris
Subject: Bonterra Village off Seacrest Shortcut/Indian Trail

E-0036

Ms. Harris -

Please keep the Monroe Connector By-pass at our entrance at ground level!

Marie Jones -Phar Lap Drive

E-0033

From: Vickie Holland [vhollandCPS@carolina.rr.com]
Sent: Thursday, May 28, 2009 2:40 PM
To: monroe@ncturnpike.org
Subject: Monroe Bypass/Connector

E-0037

From: Ed [EdE@carolina.rr.com]
Sent: Saturday, May 30, 2009 12:50 PM
To: monroe@ncturnpike.org
Cc: Office of the Governor; mayormyers@matthewsnc.org; lynwest@co.union.nc.us
Subject: DEIS comments regarding the Monroe Connector/Bypass R-3329 & R-2559
Attachments: DEIS air quality comments to Monroe Bypass Connector.doc

Jennifer,
I am writing to voice my opposition to route 18A for the bypass. I am one of the 2,300+ signers of the opposing petition from a year ago and have not changed my mind. I think this route is to close to the new Stallings Elementary School.
Thank you for your time and consideration.

Vickie Holland
226 Falcons Ridge
Matthews, NC 28104

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

Ms. Harris,

Please accept the attached questions and comments regarding the Monroe Connector/Bypass and also relevant research for NAAQS and Mobile Source Air Toxics into the public record.

Thank You,
Ed Eason

From: Chuck Duval [chukduv@gmail.com]
Sent: Saturday, May 30, 2009 10:16 AM
To: monroe@ncturnpike.org
Subject: ATT: Ms. Jennifer Harris

E-0038

E-0041

Hello Ms Harris,

I live in Bontera Village off Seacrest Shortcut Rd, and attended after attending a meeting of all the Bonterra residents on the Monroe Bypass solely want to have the road level and not up in the air by our entrance. This will enable our entrance to be in tact and we can get to it by a bridge going over it that will have to be constructed. This was and is a current recommendation by the entire Bonterra Village residents as well as the builder, developer etc. It has been checked out by many persons, engineers etc, and proven to be more cost effective all around. At least that's what everyone is saying. If you put the shoe on the other foot and you were me living here I;m sure you would feel the same way we all do here at Bonterra. Please respond to me if you would please on this matter.

A very concerned resident of Bonterra Village

From: moj720@windstream.net
Sent: Saturday, May 30, 2009 5:33 PM
To: Harris
Subject: Bonterra Village off Seacrest Shortcut/Indian Trail

E-0039

Ms. Harris -

Please keep the Monroe Connector By-pass at our entrance at ground level!

Marie Jones -Phar Lap Drive

From: moj720@windstream.net
Sent: Sunday, May 31, 2009 11:43 AM
To: Harris
Subject: Monroe By-pass connector at Bonterra Village

E-0040

PLEASE keep this road at ground level at our Seacrest Shortcut entrance! The noise level if the by-pass is raised will be so disturbing to our nice, quiet neighborhood. We moved into this development because of the "country flavor" of the area around it.

Marie O. Jones

From: Jrtrob@aol.com
Sent: Monday, June 01, 2009 11:30 AM
To: monroe@ncturnpike.org
Subject: Monroe Connector Bypass
Follow Up Flag: Follow up
Flag Status: Blue

Attention: Jennifer Harris

We would like to express our concerns about the proposed route for the Monroe Connector Bypass as it affects Bonterra Village residents.

We are 82 and 76 years old and moved to Bonterra Village 18 months ago with a dream of living in a quiet countryside surroundings. We are living in a patio home and love it.

We are deeply concerned about the plan to elevate the bypass over the Bonterra Village property. We are concerned about the noise and we are not very far from that area. We shudder at the thoughts of hearing 18 wheelers day and night.

If the bypass must be we respectfully request that you keep the bypass at the ground level and make arrangements for noise barriers between the bypass and Bonterra Village.

We ask that you please build a bridge on Saratoga Blvd across to Bonterra Village via Saratoga Blvd. Relocate Seacrest Shortcut Road southward to accommodate access to the bridge from Seacrest Shortcut. If this cannot be done, please build a frontage road between Faith Church Road and Poplin Road with an entrance onto Saratoga Boulevard from the frontage road.

We are deeply concerned that this bypass will greatly affect our home values in Bonterra Village and that people will not be interested in moving into a neighborhood with the bypass so close and all the noise. There are lots of home sites available in Bonterra and we are deeply concerned about Bonterra not being a desirable neighborhood for people looking to build homes.

1 [We have lived in Charlotte all of our lives until we moved here and all of the people we know use 218 out of Mint Hill to go to the NC beaches. It seems to us it would be much less expensive to widen 218 and us the money being spent on the bypass to pay our teachers and safety officers in the State of NC. We can't believe that many people will pay to ride on a toll road when they can ride for free on 218 to Polkton, NC and pick up Highway 74. In the lean economic times people are watching pennies and companies will not want to pay tolls to ride on the bypass.

Thank you for your consideration and please, please do not raise the bypass above ground so that we will not be able to enjoy our neighborhood because of the noise.

Tom & Jerry Robinson
1009 Phar Lap Drive
Indian Trail, NC 28079

From: moj720@windstream.net
Sent: Monday, June 01, 2009 7:47 AM
To: Harris
Subject: Monroe Connector By-pass at Bonterra Village

E-0042

PLEASE keep the road at ground level at the entrance to our neighborhood! The noise pollution to our neighborhood would be such a disruption to our quiet, country setting.

Marie Jones
1003 Phar Lap Drive

E-0043

From: Fran Harrington [frangreenthumb@yahoo.com]
Sent: Tuesday, June 02, 2009 12:14 PM
To: monroe@ncturnpike.org
Subject: Monroe Connector

Dear Turnpike Authority,

You made the right decision in selecting Route 2 of the Monroe bypass and connector. I hope that you will follow through with this choice.

Frances Harrington
Stallings Resident

PS: I signed the CARE petition against 18A and have not changed my mind.

E-0044

From: Harris, Jennifer [jennifer.harris@ncturnpike.org]
Sent: Tuesday, June 02, 2009 9:36 AM
To: monroe
Subject: Fw: Recommended Alternative Support

Jennifer Harris

From: jstilwell
To: Harris, Jennifer
Sent: Tue Jun 02 09:34:29 2009
Subject: Recommended Alternative Support

Hello Jennifer

Please include this message from Vickie Stilwell in your requested comments for the Monroe Connector Bypass.

TO: NC TURNPIKE AUTHORITY
REF: MONROE CONNECTOR BYPASS

I strongly support your RECOMMENDED ALTERNATIVE for the Monroe Connector/Bypass and hope you make it the final route.

Vickie Stilwell
1821 Marglyn Drive
Matthews, NC 28105

From: Harris, Jennifer [jennifer.harris@ncturnpike.org]
Sent: Tuesday, June 02, 2009 9:46 AM
To: monroe
Subject: Fw: Support for Reccommended Alternative for the MonroeConnector/Bypass

E-0044A

Jennifer Harris

From: jstilwell
To: Harris, Jennifer
Sent: Tue Jun 02 09:42:28 2009
Subject: Support for Reccommended Alternative for the Monroe Connector/Bypass

Good Morning Jennifer.

Please include this email as a statement for my continued support for the recommended alternative for the Monroe Connector/Bypass. I believe through the study and research process the Turnpike Authority has made the correct assessment on the route. I look forward to the time when a final decision is announced and pray the politics and unsupported information from the folks who oppose this route will not affect this recommendation. I believe that the Turnpike Authority is working to make the best of this route and appreciate all the work and time you have put into this process.

Thanks to you all.

June Stilwell
2430 Mt. Harmony Road
Matthews, NC 28104

From: Mason Harrington [koreanwarswabby@hotmail.com]
Sent: Tuesday, June 02, 2009 12:09 PM
To: monroe@ncturnpike.org
Subject: Monroe Connector/Bypass

E-0045

Dear Ms. Harris:

I signed the CARE petition opposing Route 18A of the Monroe Connector/Bypass and have not changed my mind. Please build Route 2. It makes the most sense.

Mason Harrington
Stallings, NC

From: GaleTravel@aol.com
Sent: Tuesday, June 02, 2009 7:45 PM
To: monroe@ncturnpike.org
Subject: Monroe Connector/Bypass

E-0046

For: Jennifer Harris, PE and Christy Shumate, AICP

Hi to both of you,

We live in Bonterra Village and are very concerned about how the Monroe Connector/Bypass will impact the Seacrest Shortcut Road entrance to Bonterra.

We hope that you will choose the option of having the Bypass road level so that our entrance will remain intact. We understand that this option would be more cost effective.

Thanks for your consideration.

Roy & Gale Talbert

From: hsmithpatel@msn.com
Sent: Wednesday, June 03, 2009 8:18 PM
To: NC Turnpike Authority
Subject: Bonterra Village

E-0047

Please keep the Bypass at street level across the Bonterra Village entrance. Thank you.

Heather Patel
Sent via BlackBerry by AT&T

From: Joshua Stilwell [darthstilwell@windstream.net]
Sent: Thursday, June 04, 2009 5:37 PM
To: monroe@ncturnpike.org
Subject: Favor the Recommended Alternative Bypass

E-0048

Jennifer Harris, PE

I sending this to let you know I favor the Recommended Alternative for the Monroe Connector/Bypass. I live adjacent to the I-485 at US 74 interchange ramps. Our family has already lost land, peace and quiet for the building of I-485 and do not wish to have the noise and added air pollution doubled in our neighborhood. I hope that you could work out things with the Stallings communities to make things more satisfactory to them. But I feel that people in this area have already done their part for the State and given enough.

I feel that modifying the I-485/74 existing interchange would be a wast of the States Money and add to traffic problems that already exist.

My understanding is that the Matthews planned sportsplex would also be affected by the change as well as the CPCC Campus?

The Alternative rout has less of an impact on creeks and wetlands in this area. It would cost more money to build up the roads over these wet lands. And taking the alternative rout would require less disturbance of the woods and forest. Something I'd personally like to see in this area.

Thanks for taking the time to ready my opinion on this matter.

Joshua Stilwell

From: kendrabead@aol.com
Sent: Friday, June 05, 2009 1:46 PM
To: monroe@ncturnpike.org
Subject: Resident in favor of Route 2 for Monroe Bypass

E-0049

To: Jennifer Harris of the NCTA

I am a resident of Stallings and just wanted to make sure that my voice is heard once again.

I signed a petition opposing Route 18A which would come too close to our new Stallings Elementary school and have a negative impact on the school and our children.

I wanted to note that I STILL DEFINITELY SUPPORT ROUTE 2.

Thank you,

Kendra Beard
149 Eaglecrest Dr.
Matthews, NC 28104

From: Jon Barnes [jbarnes@american-broadband.com]
Sent: Friday, June 05, 2009 9:55 PM
To: monroe@ncturnpike.org
Subject: Monroe Bypass

E-0050

I live in Bonterra and would prefer that the bypass not be built at all. I know I certainly didn't move back to Union County so I could live that close to a highway. It seems like the current residents will pay for poor planning decisions related to Hwy 74 even though it seems that some of those could be corrected without as much impact to the residents. However, if it must be built then I would hope that everything that can be done related to the noise and aesthetics will be considered given that our home values will decline even further once construction begins.

Also, I would urge you to not choose a route that will destroy several businesses in Indian Trail. There is one in particular (Carolina Courts) that has been a great addition to the community and will be missed if it's taken out by the bypass.

Thank you.

Jon Barnes
704-628-0288

From: hsmithpatel@msn.com
Sent: Saturday, June 06, 2009 11:49 AM
To: NC Turnpike Authority
Subject: Bonterra Village

E-0051

Please keep the Bypass at street level across the Bonterra Village entrance. Thank you.

Heather Patel
Sent via BlackBerry by AT&T

From: hsmithpatel@msn.com
Sent: Tuesday, June 09, 2009 6:55 PM
To: NC Turnpike Authority
Subject: Bonterra Village

E-0052

Please keep the Bypass at street level across the Bonterra Village entrance. Thank you.

Heather Patel
Sent via BlackBerry by AT&T

From: Noemi Jesalva [njesalva@gmail.com]
Sent: Tuesday, June 09, 2009 9:34 PM
To: monroe@ncturnpike.org
Subject: Monroe connector/bypass

E-0053

Ms. Jennifer Harris:

I was not able to attend the public hearing last month, but I want you to know that I am very pleased that NCTA has chosen option 2, and not option 18A, for the monroe bypass connector. I believe that option 2 has lesser negative impact than option 18A to the community. Thank you so much for listening to the voice of the many. Thank you all for your hard work.

Sincerely,

Noemi Jesalva
160 Eaglecrest Dr.
Matthews, NC 28104

From: hsmithpatel@msn.com
Sent: Tuesday, June 09, 2009 6:55 PM
To: NC Turnpike Authority
Subject: Bonterra Village

E-0054

Please keep the Bypass at street level across the Bonterra Village entrance. Thank you.

Heather Patel
Sent via BlackBerry by AT&T

From: Chris [t_chris_harrington1@excite.com]
Sent: Wednesday, June 10, 2009 4:46 PM
To: monroe@ncturnpike.org
Subject: Opinion of Route Selection

E-0055

Dear Ms. Shumate:

I'm expressing my agreement with the NCTA's decision to select Route 2 of the Monroe Bypass/Connector.

Route 2 would better protect the surrounding neighborhoods in terms of property value and quality of life concerns. It also would prevent the deterioration of the present traffic pattern involving Stallings, Stevens Mill, and Oak Spring roads.

One aspect that had concerned me about options 18 and 18-A was the proximity of the connector's interchange to the one for I-485. This appeared to create a dangerous situation, and I wondered if it would become an example of a concept that looked good as a design but that failed in application. As Route 2 would be located farther down Highway 74, this concern also has been eliminated.

In short, the choice of Route 2 of the Monroe Bypass/Connector is the better option.

Sincerely,
Chris Harrington

From: Garrison, Jim [jgarrison@braydencapital.com]
Sent: Thursday, June 11, 2009 4:27 PM
To: monroe@ncturnpike.org
Subject: Suggestions for Monroe Connector

E-0056

I attended the Open House in Matthews, NC. Everyone there was very informative and helpful. The detailed maps helped me understand the project better.

Rather than raise the section of Independence Boulevard, why not raise Stallings Road and have Independence go underneath it? This might reduce the impact on the businesses along 74. The Stallings Rd / Independence intersection is a big back-up in this area, so it should be a priority to eliminate that traffic light.

I understand the reasons for not making a 5-way intersection at 485, but what about making a separate interchange between Independence and Idlewild? Have you considered that option?

Jim Garrison
Mortgage Consultant
Phone: 704-488-5020
e-fax: 866-935-5065
jgarrison@houseloan.com
or jim@jimgarrison.com
It's easy to apply on-line at my website, www.jimgarrison.com

From: kmhspw@windstream.net
Sent: Thursday, June 11, 2009 9:08 AM
To: monroe@ncturnpike.org
Subject: Monroe Bypass

E-0057

I cannot say enough that putting this bypass down 74 will destitute the town of Stallings. I will also say that it is a shame our own Mayor is not looking out for the town she is Mayor of but instead is looking out for herself. She is an elected official and is NOT doing her job! We can not have 1 in & out for Forest Park it's unsafe! If you put this on 74 you will close out tax base from the businesses that are now on 74. Do you not see what it did to East Charlotte on 74. The buildings are vacant. While Charlotte can absorb that revenue loss the town of Stallings will not be able to. We are a very small town and the State of North Carolina will make us a ghost town. I implore you to NOT put this bypass on 74! The other route will also be cheaper. Hendricks can build there own on and off they have the money and as far as the school goes there is a way around that as well. Route D is not the answer!!

Thank you
Karen & Trevor Williams
Forest Park Sub.

From: cindy1768@windstream.net
Sent: Thursday, June 11, 2009 2:53 PM
To: steve.dewitt@ncturnpike.org; jennifer.harris@ncturnpike.org; christy.shumate@ncturnpike.org; Gibilaro, Carl; reid.simons@ncturnpike.org; david.redwine@ncturnpike.org; robert.teer@ncturnpike.org; robert.spencer@ncturnpike.org; bill.lackey@jwhomes.com; sang_hamilton@yahoo.com; anthonyfox@parkerpoe.com; david.joyner@ncturnpike.org; psafra@safranlaw.com; lanny.wilson@ncturnpike.org; Itippett@dot.state.nc.us; carolyn.johnson@ncturnpike.org; shannon.sweitzer@ncturnpike.org
Subject: 74 Bypass

E-0058

Dear Turnpike Authorities,

My name is Cindy Rataj and I live in the Forest Part Subdivision off Highway 74 in Stallings. I have a licensed family home child care that I have had for the last 10 years. I am deeply concerned about the impact the bypass will have on my business. If the bypass comes down 74, my business will be no more, my parents are not going to want to fight the confusion and the traffic that this is going to cause. Hence, I will either have to move or find another job. The type of business that I am in is very important to our community, as I am teaching young children and preparing them for school and providing a safe learning environment for them. As you can probably guess, I am opposed to the plan to bring the bypass down Highway 74, which will close off the entrance to our neighborhood. I have to tell you that I don't understand why you have chosen this option versus Option 18A where the bypass goes down through more of the country. Option 18A is less expensive, will have less traffic problems and will be a better option for our community. I understand that there is concern for the Stallings Elementary School and the impact that the bypass will have on the school, but won't there be some type of retaining wall that will block the view of the bypass from the school?

I would like to challenge all of you to come and drive into the Forest Park Subdivision and see for yourself how many homes and families that live in the neighborhood. It will be virtually impossible for our neighborhood to leave and try to get onto Highway 74 if the bypass comes down 74. Also, if there is any type of emergency, we will never get out. If police or medic have to come into our neighborhood after the bypass is built, it will take them longer to enter our neighborhood, which could cause devastating results. We have been told that the Turnpike Authority will provide us with some type of entrance/exit, but have you even come to visit the neighborhood to see where this road will exit and what the impact will be on our neighborhood? We have been told that the exit road will be connected to Stallings Road, but this type of exit will be nearly impossible to turn left out of, considering all the other traffic that will be trying to get access to Highway 74. Have you weighed all the options of what will happen if the bypass comes down 74 and what the retaining wall and 12 lanes of traffic will do to our quiet little community? Why would you consider this option over the other options that really make more sense?

Twelve lanes of traffic versus 4 lanes of traffic, a huge retaining wall, no retaining wall, bringing in dirt to build the bypass up high enough to still allow Highway 74 to function, versus building on land that is available now without having to build up on it, not to mention the confusion this bypass will bring if you link it to the 485 and Highway 74 intersections and the confusion of all those U-turn lanes that you will have to provide for people to use. One of the biggest factors should be the cost of building the bypass. Why would you want to spend millions more of the taxpayer's money to build something that could cost so much less by choosing Option 18A.

I would again challenge you to come to our neighborhood and see how this bypass will have a huge negative effect on our community and the Forest Park Subdivision. Please consider all that I have spoken about and choose the better option, the cheaper, less confusing option, Option 18A.

Thank you for your time.

Cindy Rataj
313 Meadowbrook Drive
Matthews, NC 28104

From: Henry [cadit@carolina.rr.com]
Sent: Friday, June 12, 2009 4:50 PM
To: monroe@ncturnpike.org
Subject: Monroe Bypass

E-0059

Ms. Jennifer Harris:

It is my understanding that the Town Council of both Stallings and Indian Trail, also Hemby Bridge and a few others in the area, are in favor of 18A as the preferred route for the bypass. I understand that the Turnpike Authority is leaning toward Proposition 2 (18B). I hope the turnpike authority goes with the will of the resident of towns, communities and the Town Councils of Indian Trail and Stallings. 90% of all the Businesses on Hwy 74 that will be effected, are in favor 18A as the preferred route. We also understand that there may be some political influence involved; but we hope not!

Henry Hicks
704-905-1911

From: Henry [cadit@carolina.rr.com]
Sent: Friday, June 12, 2009 4:31 PM
To: monroe@ncturnpike.org
Subject: Monroe Bypass

E-0059A

Greetings:

In today's economy, job losses, increasing cost of living & taxes; I think we need to be more aggressive in making sure our expenditures are what they should be. Expenditures such as road repairs, improvements, new constructions, schools, State, County and City funds.

I have come to understand that a road that is to be constructed east of Charlotte, this road is the Monroe Bypass and is still under review. The one thing that bothers me is the fact that there is a fifteen million dollar difference between two proposals, 18a and 18b (proposal 2). With everybody hurting financially why would the Turn Pike Authority even think of going with a more expensive proposal. I understand that this is exactly what they are leaning towards.

This fifteen million could go for other projects whose funding is short or could be used to completed projects not completed. School systems are in dire need of funds, Social Services, Fire, Police plus agencies within our own state that are presently being look at for either closing or suspending.

Our State Leaders need to step up and give the needed leadership that is being sought after in these troubled days. I hope that this is what we will be seeing in the days to come; giving the assurance to the people of this state that they need and deserve from their elected officials. I hope you also will look at this as something that needs further review, fifteen million is a lot of money.

Henry C. Hicks
316 Cedarwood Lane
Matthews, NC 28104
704-905-1911

From: Vickie [vidia22@carolina.rr.com]
Sent: Friday, June 12, 2009 5:52 PM
To: monroe@ncturnpike.org
Subject: Against Route D
Importance: High

E-0060

Ms. Harris,

I want to voice my opposition to Option 2 (18B) and in favor of 18A. It is more cost effective in today's economy.

Thank you,
Vickie Hicks

From: hsmithpatel@msn.com
Sent: Friday, June 12, 2009 8:46 PM
To: NC Turnpike Authority
Subject: Bonterra Village

E-0061

Please keep the Bypass at street level across the Bonterra Village entrance. Thank you.

Heather Patel
Sent via BlackBerry by AT&T

From: hsmithpatel@msn.com
Sent: Saturday, June 13, 2009 7:39 PM
To: NC Turnpike Authority
Subject: Bonterra Village

E-0062

Please keep the Bypass at street level across the Bonterra Village entrance. Thank you.

Heather Patel
Sent via BlackBerry by AT&T

From: hsmithpatel@msn.com
Sent: Sunday, June 14, 2009 11:55 AM
To: NC Turnpike Authority
Subject: Bonterra Village

E-0063

Please keep the Bypass at street level across the Bonterra Village entrance. Thank you.

Heather Patel
Sent via BlackBerry by AT&T

From: hiperf4speed@windstream.net
Sent: Sunday, June 14, 2009 10:50 PM
To: monroe@ncturnpike.org
Subject: Comments: Central area map, Segment 22A, sheet 1

E-0064

Dear M. Jennifer Harris of NC Turnpike Authority:

My residence property is on the West side of Secrest Shortcut at the proposed cul-de-sac end.

Please consider locating the cul-de-sac farther South to contact my existing driveway onto Secrest Shortcut, so a driveway extension would not be required to connect my existing driveway to the cul-de-sac. If the design would allow existing pavement to remain up to the cul-de-sac, this would eliminate future maintenance expenses by me on a driveway extension 300-400 feet long.

Secondly, the location of the dead end on the map removes approx. 400 feet of my road frontage, restricting future access and subdividing to a parallel driveway extension, reducing property value.

If the cul-de-sac cannot be moved from its present map location, can existing Secrest Shortcut pavement be left in place to serve as my driveway extension?

Referencing Sheet 2, Segment 30 of same map, please consider moving the cul-de-sac which is on DOT ROW further South only until it contacts Turnpike ROW. All Sheet 1 comments still apply, except the required new driveway extension would be much shorter to connect existing driveway to the cul-de-sac.

Consideration of the above comments would be appreciated.

--
Thanks,

Howard M. Preslar
6309 Secrest Shortcut
Indian Trail, NC 28079

E-0065

E-0068

From: revjesalva@netzero.net
Sent: Monday, June 15, 2009 12:35 AM
To: monroe@ncturnpike.org
Subject: COMMENTS

Dear Ms. Harris:
Thank you for all your work regarding the Monroe Connector/Bypass. Particularly, thank you for listening to the voices of the people affected by this project. I vehemently support OPTION 2 and hope that you will make that your final choice. =

Respectfully,
Renato
Rev. Renato S. Jesalva

From: D Reece [dreece901@yahoo.com]
Sent: Monday, June 15, 2009 6:39 PM
To: monroe@ncturnpike.org
Subject: What is the latest on Monroe Connector/Bypass
Follow Up Flag: Follow up
Flag Status: Blue

Hello,

My name is Dolly Lall and I may have met you all at the meetings we attended during May, 2009 and June.

I would like to know some updates on the Bypass please.

Thank you kindly.

Dolly Lall
704-617-5255

E-0066

From: kmhspw@windstream.net
Sent: Monday, June 15, 2009 10:29 AM
To: monroe@ncturnpike.org
Cc: a_wolfe@yahoo.com; ljtower@yahoo.com; shawnasteele13@yahoo.com

It seems the Turnpike Auth. is determined to put this Bypass down 74 in spite of the fact it will kill our SMALL town, close the businesses on 74. Drive up our taxes after every bit of tax revenue is gone after we loose the businesses and lower our property values. So I have one question... why has there not been anything done to give us a second entrance after the police and emergency responders have said one entrance will be unsafe????

E-0067

From: j.miller@windstream.net
Sent: Monday, June 15, 2009 1:45 PM
To: monroe@ncturnpike.org

My name is John C. Miller. I reside at 5609 Beverly Dr. in Indian Trail, N. C.

I have two concerns about the Monroe Connector Bypass.

1. The proposed elevating Beverly Dr. Starting at approximate. 5605 to go over the a four lane interstate type road is absurd. What are the cost numbers for this \$25 to 50 million not counting the damage it does to the existing houses in loss of value. This is a total waste of taxpayer money. Make Beverly Dr. a dead end street and the residents will be very happy.

Speeding traffic cutting through Beverly Dr. from Lake Park is bad now, if it is elevated it will be worse.

2. My other concern is environmental:

When Acorn Woods was developed, Union County had no inspection dept. several of the homes (Mine included) have a septic tank that empties into a common drain line that crosses Oakland Drive, What is going to happen during construction? These lines are going to be destroyed and eventually we will have a major problem.

I want someone to assure me in weighting that when I have a problem the state will fix it.

John Miller
P. O. Box 302
5609 Beverly Dr.
Indian Trail, N. C. 28079

From: Shawna Steele [shawnasteel13@yahoo.com]
Sent: Monday, June 15, 2009 12:26 PM
To: monroe@ncturnpike.org
Subject: my public comment
Follow Up Flag: Follow up
Flag Status: Blue
Attachments: email req.doc; parcel for addl access.pdf; unknown parcel ID.doc

There are so many reasons why I feel that route D is not the best choice for the Monroe Bypass / Connector. The obvious of course, is "not in my backyard" but that does not hold water so to speak or have any facts to support my position. I am going to provide several reasons why route D is not the best choice for me, Stallings, Union County, and the whole Charlotte metro area based on facts and information found from the Turnpike Authority's own documents.

The most common reason that has been given is the effects that Forest Park will feel if route D is the final choice. The next one is cost and design. One more is the air/water effects. Then there is the number of businesses, tenants, and residences affected. The public input factor seems to have played an important one.

The one access for 225+ residences plus whatever businesses are brave enough to and financially can stay is not reasonable access. In September 2008 at the Union West library, I asked an engineer about landlocked parcels in Union West. He said the cul-de-sac of White Oak Lane would be purchased and access would be given there. In October 2008 at the Stallings presentation, one of the engineers said that there would be alternate designs. Then recently, we have been told that the easement in the Meadowbrook Lane curve would/could be used. I've looked at that property where it joins Stallings Road. It clearly is and runs along near the flood plain and the sewer line. An elevated road may not be cost effective and the run off effects to the surrounding North Fork Crooked Creek on the north side maybe too much for that one waterway (because the 12 lanes already cross the south part of the North Fork Crooked Creek. This access was probably not completed for the reason of flooding. We all know that this one entrance/exit is NOT reasonable access and no builder/developer would be allowed to build such a development with only one access. They would be laughed out of town. The TA has not done any preliminary studies regarding this area where another access could be given. You have no idea that this property is in a low lying area, and the potential costs for building this 2nd access (which is required by law), could be very significant. To me, this does not sound like smart planning, it sounds like somebody who does not want to do the full research in making a smart decision.

I would have thought that the cost would have played a more influential role in the recommended route when the route D is the 3rd most expensive on the low range and 5th most expensive on the high range. I would have thought that in today's economy that cost would be more important. All of the C and DSA's are the most expensive on both ends (the lowest cost to the most expensive). And the most cost effective and the best use of taxpayer money are the A and B DSA's which are the least expensive on the low and high ends of the cost spectrum.

The design is something that I am still trying to comprehend. A friend told me that she was told at the public hearing/meeting in Matthews, NC, that route D was safer (segment 2 compared to segment 18A). The reason why it is safer is due to signage. People would be able to see the signs sooner which

would make it safer for changing lanes, etc. Can't the FWHA, TA, and/or the NCDOT place signs wherever?!?!?

At the October 2008 meeting in Stallings, NC, one of the engineers said that this elevated design was the 1st of its kind in NC. It is almost a mile long! The reason for the wall design was to reduce the ROW from taking actual businesses or structures. This current design comes out 150 feet from the center (300 feet total).

On page 4-7, of the TA's Monroe Connector/Bypass Project – Alternatives Development and Analysis report that if the parking is taken and the structure is not, then the results would be the closing of the business. The new ROW goes in 50 more feet (see attached picture). This business owner has no parking anymore, but only building and eventually would close. These businesses would add to the 48 affected business relocations, which would make the end result would be much more, I believe almost double if not more. On page 4-8 of the same report, the analysis states that if Union County lost 14%, 9%, or even 6% of the businesses along US 74 corridors, then "it would be difficult for Union County to recover economically from this magnitude of impacts since this main commercial corridor would be drastically altered under these alternatives." Currently, the route D would result in losing 3-4% of the businesses, so with the economy being unstable and the future unknown, then who can say that this 3-4% would be just as detrimental to Stallings and Union County?

While viewing the travel diagram, the I-485 versus the US 74 frontage, I became confused. It appears that there are 3 lights for the US 74 frontage road option where as there is no light for the I-485 travel diagram. When I studied each scenario on the US 74 frontage diagram, it appears that the traffic will clog up or back up on Stallings road right at the bridge/overpass at the Monroe Connector/Bypass. I understand that the US 74 needs to be a free flowing expressway due to the STIP and LRTP with access control and grade separations should be provided when warranted by traffic volumes. But does this design change the US 74 at the expense of the secondary roads (such as the 2 lights at Stallings Road)? If you sit at the Stallings light anytime during peak traffic times, you will sit there at least 4 or 5 light changes (I promise you). The traffic seemed easier to understand and follow for the I-485 travel diagram. The US 74 frontage travel diagram shows scenarios which some of them seems to take the driver in circles or "going around your rear end to get to your elbow. Also, the citizens of Stallings seem to be inconvenienced when they would need to travel to and from the east along US 74. They would need to use the interchange at the Indian Trail Road because there is not an interchange for the town of Stallings with the route D. The 2035 DRAFT YEAR 2035 BUILD TRAFFIC OPERATIONS TECHNICAL MEMORANDUM reads: US 74 will split to provide a direct connection between the Monroe Connector / Bypass and the US 74 traffic to and from the west. For the US 74 traffic to and from the east, access to the Monroe Connector / Bypass will be via Indian Trail Road which will lead to an interchange with the Monroe Connector / Bypass.

The last thing about the design is the wall. If you just leave it as the bare concrete, then it would be most likely marked up with graffiti. There have been confirmed gang activity within the Stallings city limits (see attached email). If you alter the designs to make it aesthetically pleasing, then that would increase the cost (but that apparently does not matter anyway). There is the issue with this wall of response times regarding medic, fire, and police response for emergency situations. During the October 13th, 2008, Stallings town council meeting, both the Fire Chief, and the Police Chief expressed concern regarding response time for Forest Park. There is a plastics manufacturing plant within the Union West Business Park that would remain. If there were some type of accident, the response time would be severely affected due to the wall, and the one entrance/exit. Also, evacuation would be difficult as well.

The water and noise is another big influential factor in this decision process. The wall that will hold the 6 elevated lanes will obviously impact the noise level in Forest Park. Since according to the section

4.1.6, Noise Abatement Measures, the barrier must be reasonable, cost effective, and not more than 25 feet high. The area 4 which was for the Forest Park/Union West areas was found to be not cost effective (according to page 35 of the Traffic Noise Technical Memorandum. Besides with the expressway wall being 22-25 feet anyway, it would not make any sense for a noise barrier since it would mostly need to be higher than the expressway wall (the barrier evaluation area 4 states that the Forest Park barriers would range from 10 feet to 22 feet –three separate walls). The water impact I think would be more detrimental to the segment 2 versus the segment 18A. The 12 lanes of segment 2 would have much more run off to the North Fork Crooked Creek and the surrounding areas around this part of the creek are homes in Forest Park and businesses in Union West. This run off increase could potentially destroy homes. This scenario happened with the development of Union West with several homes along White Oak Lane suffering significant flooding (up to the bottom of the window sill). So the 4 lanes of segment 18A would have 3 bridges and only 4 lanes. The surrounding areas are not residential; instead there are flood plain areas. Where there are homes, it appears that these homes would be purchased. It boils down to basic math, 8 lanes (4 from existing US 74, and 4 from the new built 18A segment) is less than the 12 lanes (from segment 2).

The effects that residents, businesses, churches and parks would suffer are the next item to be addressed. The report states that the impact to residences will be less for the route D compared to the other DSAs. The alternative A and B only have 94 and 97 residential relocations, and 14 business relocations for the both routes. The impact from the commercial difference compared to the difference in residence relocations is so much greater. The employees lost will be more than double when comparing route D to the routes A and B (or any other of the A/B DSAs). There will be a trickle down effect from those lost jobs to the area similar to the housing market meltdown trickling to the whole country's economy. With the economy being in the state that it is in, the commercial tax base loss should be weigh more than the residential tax base loss, because with the sewer capacity problem being what it is, there is not anyway any one can determine when the re-development along US 74 will be occur. So that will be that much tax revenue lost to the town of Stallings and to the County. This region would suffer a mini-recession due to the loss of jobs, tax revenue, etc. Remember for one job, there is a family behind that person. Also, the impact to the Next Level Church is only 0.64 acres which will occur with the re-aligning of Stevens Mill Road. The church owns over 16 acres, so the effect of this loss is not great (0.0395% loss). The impact to the Matthews Sportsplex, according to page 3 in Appendix I - SECTION 4(F) DE MINIMIS IMPACT ANALYSIS FOR 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." Regarding to the Stallings Elementary effects, page 3-10 states: "On September 9, 2008, NCTA representative members met with Mr. Don Hughes, Director of Facilities, Planning and Construction for Union County Schools to review the functional design plans. Following his review of DSA Segment 18A, no concerns were expressed regarding possible direct or operational impacts to the newly constructed Stallings Elementary School."

The public input – 2000+ signatures in November/December 2007 – at that time the segment 2 was more east and in March 2008 was moved westward. This is when the effects to Forest Park and Union West Business Park were dramatically changed. When I signed this petition, there was a man at the main exit to the neighborhood. I felt as if I was forced to sign this petition because "it was for the children," even though at this time Forest Park was not given any designs as to how Forest Park was to be given access. I asked for my name to be removed at a later date (see attached email), whether or not my name was removed, who knows? How many other people are out there that are like me? I wonder if they felt "forced" to sign the petition in order to leave the subdivision. Since one of the segment options physically changed positions (segment 2 moving westward to save Old Hickory businesses), I am sure that there are signatures that if given the chance to sign again, this time they would decline. With all this information being laid out, I do not think that the 2000+ signatures should not hold any water (or influence) as they did before. As a matter of fact, since the segment 2 shifted, I think this petition

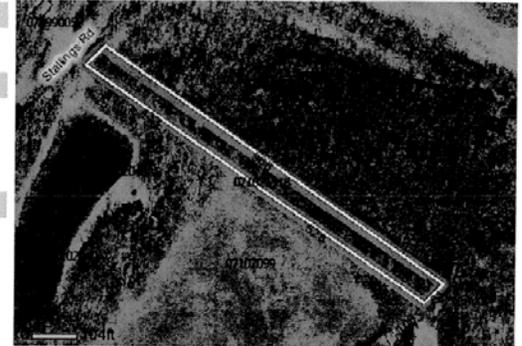
should not be counted at all!

In closing, I find the route D is not the best plan for the town of Stallings, Union County or even the surrounding areas. There is the access issue to Forest Park. The cost and design is the factor that I think the Turnpike Authority should be considering as the 1st and top factor. The noise/air/water impacts or environmental impacts are another point why I think that route D is not the best choice. The effects to surrounding residential properties, commercial properties, churches, schools, and a park is another issue. These school and park issues are one of the defenses of the C.A.R.E. group and the officials that run the respected entity does not seem to have a problem with the design of segment 18A. The last is the public input which I think the C.A.R.E's petition should be discounted as the actual physical location of segment has changed as to when those signatures were taken. I fear that those who have the bigger bank account and who are "connected," and of course politics are the biggest and only 3 factors that really matter (because common sense regards to cost, numbers of affected people, and basic design doesn't appear to matter.)

Parcel ID
07102151B

Owner Name
SHERIN
ROGER W &
WIFE JOYCE
P

Owner Mailing Address
408 SHERIN LN
INDIAN TRAIL
NC, 28079



Tax Information			
Deeds	3407 001	Sale 2 Amount	
Sale Amount	11990	Sale 2 Date	
Sale Date	04/13/2004	Deeds 2	
Land Value	43090	Farm Deferral	0
Total Value	43090	Legal Desc 1	MEADOWBROOK DR
Acreage	1.3800	Legal Desc 2	
M Value	43090	Legal Desc 3	
Improved Value	0	Parcel Address	MEADOWBROOK DR

Location Information			
Census Tract Acres	8493	Municode	Stallings
Census Tract Number	203.02999877929	Fire District	Stallings
Census Tract Population	11219	County Zoning	CITY
Zoning Admin	Stallings	School	County

Site/Land Information			
FEMA Panel	5409	FEMA Zone	0.2% Annual Chance
FEMA Map	3710540900J		
Soils	ChA TbB2 TbC2		

Appraisal Information		
Square Feet		Type
Half Baths		AC
Full Baths		Story
Year Built		Use
Heating		



Monroe Bypass segment 2 petition - Message (HTML)

File Edit View Insert Format Tools Actions Help

Reply Reply to All Forward

You forwarded this message on 12/10/2007 11:26 AM.

From: Shawna Steele [shawnasteel@carolina.rr.com]
To: 'paxton@stallingsnc.org'
Cc:
Subject: Monroe Bypass segment 2 petition

Sent: Mon 12/10/2007 11:24 AM

Good morning Ms. Paxton

I am a resident of Forest Park and I signed a petition on December 1st in support of the Segment 2. In the past week, I have done some research and discussed with my family. I do not agree with you or whoever has started this segment 2 petition. I want my name removed from this petition as soon as possible. As a resident Stallings and Forest Park for over 8 years, I have seen the increased traffic and congestion between Stallings Rd and Indian Trail-Fairview Roads.

There have been countless wrecks between these two roadways including a pedestrian fatality. One including my mother-in-law totalling her Grand Cherokee in 2002 which she was told that vehicle could never be totaled. She was t-boned turning into the subdivision and if it had not been for the utility pole, she most likely would have flipped over and died.

So for the segment 2 to be after Stallings Road and not close as possible to I-485 as possible, just does not make any sense to me. Having the segment 2 will only increase traffic and put many Stallings residents and others who just pass through lives in danger. It will not alleviate traffic only make worse.

Thank you for time in this matter, and again, please remove my name from the petition.

Yours truly,
Shawna Steele
NC/SC Broker
704/401-6134

From: kmhspw@windstream.net
Sent: Monday, June 15, 2009 2:49 PM
To: monroe@ncturnpike.org

I took a piece out of Shawna Steel's Public Comment. I live on the other side of the street that this house flooded. To date when it rains heavy my back yard floods the small tree's to the back corner of my yard next to the road are dying due to rain. I will tell you right now if the TA puts the bypass on 74 and I get flooded I WILL SUE each and every one that has a hand in this going on 74 and not 18A!

Thank you
Karen Williams
636 White Oak Lane
Stallings NC 28104

The water impact I think would be more detrimental to the segment 2 versus the segment 18A.

The 12 lanes of segment 2 would have much more run off to the North Fork Crooked Creek and the surrounding areas around this part of the creek are homes in Forest Park and businesses in Union West.

This run off increase could potentially destroy homes.

This scenario happened with the development of Union West with several homes along White Oak Lane suffering significant flooding (up to the bottom of the window sill).

From: Against Route D [routedisnogoodfor74@yahoo.com]
Sent: Monday, June 15, 2009 11:05 PM
To: monroe@ncturnpike.org
Subject: petition in opposition of route D (segment 2)
Attachments: online petition.xls

Please consider these signatures that were collected in the past couple weeks regarding route D. This petition is just a fraction of people who are opposed to Route D.

Thank you for the opportunity.

#	Name	Comments
1	Marvin o. Wilson	Why does the authority not listen to the folks they want to displace in the name of good.
2	Todd McGee	
3	Kevin McGee	
4	Charleen McGee	
5	Mark Lathrope	
6	Henry Hicks	
7	Vickie Hicks	
8	Tara Churchill	
9	Doug Churchill	
10	Len Tower	I live in Forest Park which is being treated poorly by option 2a.
11	Shawna Steele	
12	Andy Vrantisis	
13	Amanda Wolfe	Why did the Turnpike Authority ignore the positions of both the Indian Trail and Stallings Councils, who opposed this Option?
14	Rita Roach	
15	Jill Tower	
16	STANLEY ROACH	
17	Jim Galus	
18	Trevor & Karen Williams	I oppose Route D I live right where it will effect us!!
19	scott applegate	this sounds crazy
20	Makeba Roulac	

#	Name	Comments
21		
22	Makeba Roulac	
23	Makeba Roulac	
24	Cheryl Diffin	
25	Karen Williams	the wall = loss of businesses on Hwy 74 = higher taxes for Stallings residents and other businesses the wall = lower property values for people in Forest Park Sub. the wall = less safe for emergency entrance and exit to and from Forest Park the wall is not for small towns but is for inner cities
26	Kelly Schmidt	
27	Katie Kane	Option 2 will be a detriment to two major towns in Union County!!! The fact that the Tumpike has gone against the recommendations of these two towns and what is the most financially logical for Union County, to me, suggests impropriety and underhanded activity!!!
28	Lucas Hunt	
29	Anonymous	I do not want any more traffic in our town than we already have. Twelve lanes in this town will be un-bearful and would just tear up my brain each and every day. I do not want this traffic!!!!!!!!!!!!!!!!!!!!!!!!!!!!
30	Cindy Rataj	I have a small licensed family child care in the Forest Park subdivision. If Option 2 is chosen as the route for the 74 bypass, I will be out of business. My clients are not going to want to fight the traffic that this option will produce. Not to mention the fact that Stallings is not willing to give our neighborhood an entrance/exit that will accommodate the 200-300 homes that are in the neighborhood. This Option 2 is more expensive and will make Stallings a ghost town. The price alone should be a deterrent with the shape of the economy today. Why would you want to develop a more expensive route, when there is another option that is less expensive, by millions of dollars, and will be an easier route for people to use. Option 2 will bring in 12 lanes of traffic versus Option 18A which will only have 4 lanes of traffic. Please consider my comments and the financial aspect of these options. Thank you for your time. Cindy Rataj
31	Brenda Capps	
32	Mary Capps	
33	Lucy Drake	Please save the one mile width of Stallings as this is our main commercial corridor tax base. Matthews and Indian Trail have 5 miles or more. Thank you.
34	Cindi Hunt	
35	sarah cox	
36	Brian Guinther	
37	Angela Baker	
38	Dorothea Mann	
39	E. D. Knicely	
40	Cathi Belmont	
41	Cathi Belmont	
42	Mark Carland	
43	Anonymous	
44	Linda Singleton	
45	Elizabeth Thomas	
46	Elizabeth Keramaris	
47	Katie Burns	
48	Raymond Thomas	
49	Ron Esser	I am in favor of 18a and OPPOSED to option 2D
50	Marvin Wilson	
51	Anonymous	Dear folks, The cost to our local economy, businesses and jobs is to great if the 2a option is chosen. Please reconsider. Thank you.
52	Anonymous	Dear folks, The cost to our local economy, businesses and jobs is to great if the 2a option is chosen. Please reconsider. Thank you.
53	Anthony Orlando	We oppose Option 2D because it will close our business which has served area families for nearly 30 years.
54	Cheryl Finch	
55	Gilberto Belmont	

#	Name	Comments
56	Alex Kovalev	
57	Anonymous	
58	John Ellis	
59	Allison Doane	I feel that if the Tumpike Authority is bound and determined to ruin the Forest Park Community by using Option 2, then they need to buy us all out using fair market value for our homes. This option 2 is going to destroy our investments in our homes, and seriously injure the business community in Stallings. All for what? A toll road that most people are probably not going to use because traveling Hwy.74 will be cheaper.
60	Kalliroe Tasios	
61	Kalliroe Tasios	
62	Carolyn Barringer	I have concerns for environmental as well as economic effects that route D would have on the residents and businesses of Stallings, NC.
63	Anonymous	
64	J Heuchert	
65	Archie L. Barringer II	The destruction, lowering of property values, on a thruway in Union County is bad.
66	Larry Breedlove	I do not think that option 2 should even be an option. It will be devastateing to my property value as well as to Union county and the town of Stallings. Furthermore, it will kill the traffic flow of 74 while being built so much that everything in this area will have to close due to non flow of the traffic.
67	Kimberly Parker	
68	Kimberly Parker	
69	Anonymous	
70	Mike Drake	
71	Noreen Carr	
72	Michael Drake	I live with my parents and work at Snug Seat off Highway 74 in Stallings. I am upset since you will be destroying our tax base if you use Option D.
73	Bonnie Breedlove	
74	Jerry Breedlove	
75	Debbie Smith	
76	Mary Smith	
77	mike bowitz	
78	Rick Smith	
79	Scotty Jeffries	
80	Mark Weber	
81	Tracy Weber	
82	Rick Helms	
83	Tracy Helms	
84	Dana Bowitz	
85	Johnny King	
86	Joey Adams	
87	Ken Troutman	
88	Jim Student	
89	Jessica Benton	
90	Fred Benton	
91	Daisy Benton	
92	Bert Stevens	
93	Joan Stevens	
94	Eric Waddell	
95	Ray Brewer	
96	Feman Boney	
97	John Wilson	
98	Henry Hunt	
99	Merrigay Sharp	
100	ted&tracy colclough	

#	Name	Comments
101	Robert & Harriet Hawthorne	We sent in our comments and are against the D option. We feel that whoever made this decision did not consider the higher outright cost of that option nor the reduction of the tax basis with the loss of all those businesses along Rt.74.
102	Dean Letorney	
103	Alisha Crusan	I strongly oppose option 2
104	Leon Buel	
105	Monica Buel	Option 2 is going to be devastating to both Stallings and Forest Park Neighborhood!!! Please save the businesses, jobs, property values and Stallings!
106	Lynn Mode	
107	Jennifer Safrit	
108	Marjorie Penny Bell	Please do not destroy our town and homes in Forest Park.
109	John Swift	
110	Brad Divis	
111	Allison Thomas	
112	Anonymous	
113	allen keziah	
114	Anonymous	
115	Robert James Divis	It is difficult to understand why a more expensive route that affects so many businesses and residents in an adverse manner could even be considered. How is the city of Stallings going to make up the tax money that will be eliminated when so many businesses are closed with the Route D option ? If option D is chosen by theTumpike Authority I will email the Obama web site to ask the president to investigate this travesty of political favoritism and gross mishandling of funds. I know of at least 50 others that will do the same.
116	Robert James Divis	It is difficult to understand why a more expensive route that affects so many businesses and residents in an adverse manner could even be considered. How is the city of Stallings going to make up the tax money that will be eliminated when so many businesses are closed with the Route D option ? If option D is chosen by theTumpike Authority I will email the Obama web site to ask the president to investigate this travesty of political favoritism and gross mishandling of funds. I know of at least 50 others that will do the same.
117	Diana Divis	
118	steven p black	where are you going to put the traffic while you try to build shch a wall. I can barely get out today.
119	Ron L. Rodgers	
120	Anonymous	
121	Anonymous	
122	Brian Parker	
123	Aaron McPhatter	You need to find another way for route D, I oppose it.
124	Jennifer McPhatter	You need to find another way for route D, I oppose it.
125	Kristen McPhatter	You need to find another way for route D, I oppose it.
126	Kristen McPhatter	You need to find another way for route D, I oppose it.
127	Jason Peck	
128	Rob Adler	NO WALL FOR FOREST PARK!!
129	Anonymous	NO WALL FOR FOREST PARK!!
130	Anonymous	
131	Anonymous	
132	Jody Speas	
133	Kristi Woodward	
134	Klae Steele	
135	Margaret Steele	
136	Gene Steele	
137	Pat Hilderbran	
138	Tom Hilderbran	
139	Randy Zeggert	
140	Jim Zeggert	

#	Name	Comments
140	Jim Zeggert	
141	Sharon Zeggert	
142	Joyce Ritch	
143	Carson Hilton	
144	Jerry Roach	
145	Jim Finch	
146	Lori Galus	
147	Jack Campbell	
148	Dee Campbell	
149	Pete Doane	
150	Jenny Cowick	

From: Against Route D [routedisnogoodfor74@yahoo.com]
Sent: Monday, June 15, 2009 11:15 PM
To: monroe@ncturnpike.org
Subject: the reason why route D was chosen
Follow Up Flag: Follow up
Flag Status: Blue



From: D Reece [dreece901@yahoo.com]
Sent: Monday, June 15, 2009 7:56 PM
To: Gibilaro, Carl
Subject: Re: What is the latest on Monroe Connector/Bypass

E-0073

E-0074
Page 1 of 2

From: Gina Ohmann [mailto:gina.ohmann@american-broadband.com]
Sent: Tuesday, June 16, 2009 9:09 PM
To: monroe@ncturnpike.org
Subject: Comments Regarding Monroe Connector Bypass

I am writing to voice my concerns about the proposed Monroe Connector Bypass. The proposed plan:

- 1. Will not meet the needs of the community.**
In discussing the proposed bypass, I have yet to speak to one person who has said that they will use the bypass once it has been built—and most of the people I have spoken to work in Charlotte, but live in Union County. Secret Short-cut Rd., Lawyer's Rd, Monroe Rd. & Providence Rd. are not going to be utilized any less than before.
- 2. Will create more traffic problems than it solves.**
On the southeast end, the proposed plan does not connect to Hwy 601 south (the road to Myrtle Beach, SC) which means that traffic will still go through the already congested area of Hwy 74 & cause an excessive backup of traffic in front of CMC-Union, negatively impacting emergency traffic in & out of the hospital ER. On the north end, the connector will let out onto Hwy 74—in an area that is already congested & treacherous for drivers who are trying to merge coming off of I-485. Why doesn't the plan directly connect I-485 to Hwy 601 south?
- 3. Will not be utilized according to projected traffic & will end up costing residents^{WJ}**
People from the south believe that Turnpikes are for places like Ohio & Pennsylvania. Take the Greenville, SC Southern Connector for instance—it opened in 2001, carries half of the traffic that they forecast & is scheduled to go into default in January because it is under-utilized.
- 4. Will further threaten the already poor air quality of the region.**
Charlotte was listed as 7th in the top 10 most polluted cities by the American Lung Association in 2009. I am seriously concerned about the impact of a major highway on the health of my 2 young children who are at-risk for asthma.
- 5. Will create a flood hazard for communities.**
Developers have overbuilt in Union County because of the previous rate of growth & now that growth has slowed & the rain levels are helping the region overcome the drought I have noticed an increase in the flooding in my town of Indian Trail. Twice this year I have had to alter or delay my commute due to flooding within a mile of my neighborhood—which happens to be exactly where the proposed turnpike would be built. The small stream directly behind my house overflows its banks when we have heavy rains.
- 6. Will endanger unique wild-life in the area.**
The information in the turnpike proposal indicated that the environmental concerns about flora & fauna (the Carolina Heelsplitter & Schweinitz's sunflower) are listed as "unresolved"—exactly what does that mean? What is the position of the EPA on the issue?
- 7. Will create a noise hazard to the communities it will border.**
The proposed plan puts the bypass & an overpass around 500ft from my back door with no plan for noise abatement.
- 8. Will negatively impact my immediate community**
There are several local business & homes that will be torn down because they lie in the path of the proposed bypass. Cross-streets will likely be closed dividing the community & impacting established traffic patterns.

Carl,
I am very happy to hear that we are on target to get this project started. This traffic on Hwy 74 from Monroe coming in to Marshville is really bad. There are accidents almost everyday on this road because of the fatigue commuters are facing to stop at so many lights and very bad roads etc. This Hwy 74 has approximately five different road speed limits and it changes so frequently that people who have to use Hwy 74 is so very confused and disgusted. They get ticketed almost everyday because of the change in the speed limits. I believe the Toll Rd will cut down on time spend on Hwy 74 and I know people will be glad to pay Toll if they knows that they can get to Charlotte in time for work, also we have the truckers who will be very glad because they will not waste so much time and diesel trying to get to their desitination.

Is your preferred alternative route still going to include Forest Hills High School Rd intersection. Where abouts Forest Hill High School Road will the bypass fall, is it going East or West of Hwy 74 in Marshville past Forest Hill High School coming to Marshville from Monroe or is it before Forest Hill High School.

Feel free to contact me if you need help on this end of the county. I am in Marshville, NC.

Dolly Lall
704-617-5255

From: "Gibilaro, Carl" <cgibilaro@pbsj.com>
To: D Reece <dreece901@yahoo.com>
Cc: monroe@ncturnpike.org
Sent: Monday, June 15, 2009 7:15:58 PM
Subject: RE: What is the latest on Monroe Connector/Bypass

Ms. Lall,

The comment period for the recent Public Hearings and Open Houses as well as the Draft Environmental Impact Statement ends today. We will be documenting and addressing all the comments we have received as part of the Final Environmental Impact Statement which will be completed and available this fall. We are still on track for approval of a preferred alternative in March 2010 and the design and construction contracts will be awarded late summer 2010. If you have any additional questions, feel free to contact us.

Carl Gibilaro, P.E.
Project Manager | PBS&J
704.522.7275, ext. 4478

From: D Reece [mailto:dreece901@yahoo.com]
Sent: Monday, June 15, 2009 6:39 PM
To: monroe@ncturnpike.org
Subject: What is the latest on Monroe Connector/Bypass

Hello,

My name is Dolly Lall and I may have met you all at the meetings we attended during May, 2009 and June.

I would like to know some updates on the Bypass please.

Thank you kindly.

Dolly Lall
704-617-5255

9. **Has negatively impacted my family**

The early planning of the project displaced my husband's grandparents from their home & farm. Now my husband's Aunt & Uncle, who were told by the project officials that the property that was left of the farm would not be impacted by the road are facing the fact that one of the proposed routes would eliminate their current home.

I am completely frustrated that my husband & I were not made aware of the route when we chose to build a home in Bonterra neighborhood. Everything that we have is invested in our new home that we love. We cannot afford to sell our home now because with the proposed bypass, no one would buy it. The real estate market is so poor that we would owe too much money on it. We stand to lose a considerable portion of the property value because of the noise & visibility of the bypass. The Turnpike Authority appears to be going forward with a plan that will effectively eliminate the appeal of our home--the peace & quiet, the view of trees from our back yard, the scenic entrance to our neighborhood, and the convenience to the community. If the bypass goes through then we have lost any hope of return on our investment in our property value & it will endanger the very air that we breathe.

Sincerely,

Gina Ohmann
1118 Saratoga Blvd
Indian Trail, NC 28079

E-0075

From: Giugno, Kiersten R
Sent: Wednesday, May 27, 2009 7:48 AM
To: Gibilaro, Carl
Subject: Monroe Hotline Msgs

Follow Up Flag: Follow up
Flag Status: Yellow

5/26/09

Martha Henry
704-882-5604
Called to voice opposition to Recommended Route through Stallings. 218 is a better idea and less expensive.

Unknown caller
"Get it done Honey - you're just 10 years late!"

Appendix B5 – E-mailed Public Comments

Table B5-1: E-mailed Public Comments

Documents: e001 – e075

Document Number	Comment Topic	COMMENT	RESPONSE
E001, E022, E057, E058, E059, E059A, E060, E071, E072, E075		Expressed opinions in support of Segment 18A.	No response necessary.
E002, E003, E004, E006, E007, E008, E009, E015, E017, E019, E021, E023, E028, E029, E031, E033, E034, E043, E044, E044A, E045, E048, E049, E053, E055, E065		Expressed opinions in support of Segment 2 (Recommended Alternative D)	No response necessary.
E016, E050, E074		Expressed opinions opposing building the Connector/Bypass.	No response necessary.
E035, E036, E038, E039, E040, E042, E046, E047, E051, E052, E054, E061, E062, E063		Recommended keeping entrance to Bonterra Village at grade.	In coordination with the Town of Indian Trail and Bonterra Village Homeowners Association, NCTA has revised the design for this area to allow the Monroe Connector/Bypass to remain at grade. The connection between Saratoga Boulevard and Secrest Shortcut Road will be rerouted along a service road running parallel to the Monroe Connector/Bypass and connecting to Faith Church Road. This design revision is discussed in Section 2.3.1.3 of this Final EIS and shown on Figure 2-3f-g .
E001, E005, E012, E013, E026, E027, E068, E073		Information Requests.	No response necessary.
E010	Land Use and Transportation Planning	With the new bypass essentially replacing Secrest Shortcut, what will happen to the intersections along the route? Is the new road just going to widen the existing road or be next to it? What will happen with the intersections with respect to crossing Secrest Shortcut to get to Hwy 218? Will the new bypass contain bridges?	The proposed roadway will cross Secrest Shortcut Road just west of Faith Church Road and will roughly parallel Secrest Shortcut Road from approximately Faith Church Road to Unionville-Indian Trail Road. It will not replace Secrest Shortcut Road and all existing intersections along Secrest Shortcut Road will remain. Bridges will be provided along the proposed alignment at major crossroads in order to minimize the disruption of the existing roadway network.
E011	Land Use and Transportation Planning	My question is WHY is Stinson-Hartis going to have an overpass? In my opinion there is not nearly enough traffic on it to justify the cost of building any sort of bridging. Simply blocking it off & allowing everyone to use their single remaining access point to Indian Trail-Fairview should be sufficient... Bottom line to me: unless you need to establish the elevation to cross Indian Trail - Fairview and must maintain it that far away... it's a total waste of money. Block off the road and be done with it!!	The decision to bridge Stinson-Hartis Road was made based on future land use projections for Stinson-Hartis Road and the fact that a business park is already platted in that area. Removing an access to this planned business park could be detrimental to the local economy.
E011	Land Use and Transportation Planning	It is my understanding that Interstate highways cannot be constructed as toll roads ... but roads that were toll roads prior to being designated as Interstate highways could be "grandfathered" into the Interstate system. It seems to me that the same restriction might be in place for US highways. Is that so or not? If it is then US-74 would continue to be Independence/Roosevelt & the bypass could not even carry any US-74 notation except signs pointing at how to get to US-74.	In coordination with FHWA and NCDOT, it has been determined that the proposed Monroe Connector/Bypass will be signed as "Toll US 74" and the existing facility (Independence Boulevard) will be designated as "Business US 74."

Appendix B5 – E-mailed Public Comments

Table B5-1: E-mailed Public Comments

Documents: e001 – e075

Document Number	Comment Topic	COMMENT	RESPONSE
E014	Land Use and Transportation Planning	I am questioning the decision to put a bridge over the turnpike on Beverly Dr. The road is currently unmarked and the posted speed limit is 25. This road is being used by commuters as a short cut from Indian Trail/Fairview Road to Secrest Shortcut. On average cars speed on this road in excess of 50 mph. Putting a bridge on this road will create even more traffic at higher rates of speed. We would like to see this road dead end before the turnpike.	Based on this comment and others received during the public comment period, Beverly Drive will end in cul-de-sacs on either side of the Monroe Connector/Bypass.
E018	Alternatives Considered	Why not just run the connector from Monroe to the Beltway via Idlewild Road thereby upgrading an existing road, placing truck traffic on the Beltway, and avoiding a choke point before the Beltway as proposed for Rt 74 and an eyesore of a proposed "great wall."	A range of alternatives were considered for the project, including upgrading existing roadways and combinations of upgrading existing roads with new location segments. As documented in Section 2.3 of the Draft EIS, tolling has been identified by the regional transportation planning organization as the funding source for this project. State law prohibits tolling of existing roadways and requires a free alternate route. To accommodate this, constructing the project along and existing roadway corridor would require frontage roads to provide the free alternate route, which would require additional right of way along the existing facility. Existing corridors considered for upgrading were US 74 (in its entirety or in part), Old Monroe Road/Old Charlotte Highway, and Secrest Shortcut Road. Upgrading Idlewild Road was not considered an option for this project, as it is within the Goose Creek watershed, which contains designated critical habitat for federally-protected freshwater mussels.
E020	Land Use and Transportation Planning	I'm very curious as to how there won't be a bottle neck effect where the by-pass ties back in to Hwy 74. It seems that the logical placement of the Charlotte end of the by-pass would be directly with I 485 as to dump traffic directly into another large through way that can handle the volume. Have you considered this? Will Hwy 74 be enhanced to handle the volume?	An option connecting directly to I-485 was considered and documented in the Draft EIS (DSA Segment 18A); however, this option was not selected as the Preferred Alternative because of greater impacts to residential neighborhoods and community resources, as well as operational concerns with reconstructing the US 74/I-485 interchange. US 74 will be improved from I-485 to east of Stallings Road to a six-lane freeway with two- to three-lane frontage roads to adequately serve anticipated traffic volumes.
E022	Land Use and Transportation Planning	If option 2b (the recommended route) is chosen, access to the Forest Park neighborhood and the Union West business park need to be addressed. As I understand it, this plan has only 1 point of access for the entire business park and the neighborhood. A high % cars and commercial traffic exiting the area will be turning left onto a busy Stallings Road. This will cause major backups unless a traffic light is installed, reducing property values substantially.	In response to the concerns expressed during the public review period for the Draft EIS, the functional designs for the Preferred Alternative include two entrances to the Forest Park neighborhood. One will be from Forest Park Road to a Service Road on the south side of the neighborhood that will connect to Stallings Road. This entrance will also serve the business park. The second will be the platted but never constructed entrance that will connect Meadowbrook Drive on the north side of the neighborhood to Stallings Road, just south of North Fork Crooked Creek. This design revision is discussed in Section 2.3.1.1 of the Final EIS and shown in Figure 2-3b-c .

Appendix B5 – E-mailed Public Comments

Table B5-1: E-mailed Public Comments

Documents: e001 – e075

Document Number	Comment Topic	COMMENT	RESPONSE
E024	Alternatives Considered	There is a way to relieve the traffic pressure on US 74 in western Union county that has not been considered yet. There are several "truck only" highways that are in use around the world. These roads do not have to be 6 lane super highways but simple 3 lane versions for exclusive use of professional truck drivers. Such a road would follow the eventual right of way of Interstate 74 and speed construction of that limited access road when budget constraints might be lessened. The 3 lanes would become part of Interstate 74 later. No interchanges need to be built until later. Moving trucks passing through Union county off present US 74 would greatly reduce congestion.	<p>A "truck only" highway was not considered as part of this project. While trucks make up a relatively high percentage of the traffic on US 74, removing trucks from the facility would not reduce traffic volumes sufficiently to substantially improve operations. Many trucks have destinations along US 74, including the Harris Teeter distribution center and many large industrial and agricultural operations.</p> <p>Also, I-74 does not cross Union County. The proposed interstate would begin in Myrtle Beach, South Carolina, and cross through North Carolina from Rockingham to Winston-Salem, east of Union County, linking to existing sections of the facility in other states.</p>
E024	Alternatives Considered	A faster way to relieve pressure on US 74 would be to improve Monroe Rd/John St/Old Charlotte Hwy/N. Charlotte Ave into a 5 lane boulevard from the intersection of Rte 51 and Monroe Rd. in Matthews all the way to Lancaster Ave. in Monroe.	A range of alternatives were considered for the project, including upgrading existing roadways and combinations of upgrading existing roads with new location segments. As documented in Section 2.3 of the Draft EIS, tolling has been identified by the regional transportation planning organization as the funding source for this project. State law prohibits tolling of existing roadways and requires a free alternate route. To accommodate this, constructing the project along and existing roadway corridor would require frontage roads to provide the free alternate route, which would require additional right of way along the existing facility. Existing corridors considered for upgrading were US 74 (in its entirety or in part), Old Monroe Road/Old Charlotte Highway, and Secret Shortcut Road. Widening Old Monroe Road/Old Charlotte Highway would have substantial impacts to the existing adjacent residential communities, commercial businesses and academic facilities located within this corridor.
E025	Right-Of-Way Acquisition and Relocations	We live on 14 acres off of Rocky River Rd. North. The interchange for Rocky River Rd. will take a good portion of our driveway. We will be what you call "Land Locked". We would like to find out ASAP what indeed will happen to our land. If due to it being land locked it will be taken, we would like to have some time to find housing for our family and my husband's family.	As part of the Final EIS preparation, a service road study was completed to identify potential service roads which would provide access to parcels landlocked as a result of this project. This study has determined that a service road from Rocky River Road would be feasible to provide access to the property in question. The location and design of this service road will be determined during final design.

Appendix B5 – E-mailed Public Comments

Table B5-1: E-mailed Public Comments

Documents: e001 – e075

Document Number	Comment Topic	COMMENT	RESPONSE
E030	Right-Of-Way Acquisition and Relocations	...are both in favor of the bypass; it is long overdue. However, we built our house where we did after the original corridor was selected on the east side of existing Hwy 74 just west of Marshville over ten years ago. At that time, we were given the location of the corridor including the right of way. There is a reason the corridor was revisited and the other corridor proposed and we still do not understand why our property was considered without notifying us. If you have any input with the decision makers on the corridor, would you please either insist the original corridor remain "as is" and come no closer to us than originally proposed? or insist that our property be purchased immediately so we can get on with our lives.	Federal regulations require consideration of a range of alternatives; however, the alignment for the Preferred Alternative is generally within the right of way limits from the Preferred Alternative alignment for the Monroe Bypass selected in 1997 (see Figure P-1 of the Draft EIS).
E032	Community Characteristics and Resources	Dear Ms. Harris, i need to ask few questions, first does North Carolina cares for children? How in the world are you planning to build a major highway right in between two elementary school?	The Preferred Alternative would be located over one mile south of Stallings Elementary School. The Preferred Alternative was selected, in part, because it avoids impacts to schools.
E037	Air Quality	Attached letter included as document i002.	Responses are included in Appendix B3.
E041	Alternatives Considered	We have lived in Charlotte all of our lives until we moved here and all of the people we know use 218 out of Mint Hill to go to the NC beaches. It seems to us it would be much less expensive to widen 218 and us the money being spent on the bypass to pay our teachers and safety officers in the State of NC. We can't believe that many people will pay to ride on a toll road when they can ride for free on 218 to Polkton, NC and pick up Highway 74. In the lean economic times people are watching pennies and companies will not want to pay tolls to ride on the bypass	Upgrading NC 218 was not considered an option for this project, as it is too far north to serve as a true bypass of US 74. The Monroe Connector/Bypass project is consistent with the project scope and limits identified in the MUMPO Long Range Transportation Plan.
E056	Land Use and Transportation Planning	Rather than raise the section of Independence Boulevard, why not raise Stallings Road and have Independence go underneath it? This might reduce the impact on the businesses along 74. The Stallings Rd / Independence intersection is a big back-up in this area, so it should be a priority to eliminate that traffic light.	This would not lessen the impacts to businesses as Independence would still have to be widened to accommodate projected traffic volumes. An interchange with Stallings Road would still be necessary as well.
E064	Land Use and Transportation Planning	My residence property is on the West side of Secrest Shortcut at the proposed cul-de-sac end. Please consider locating the cul-de-sac farther South to contact my existing driveway onto Secrest Shortcut, so a driveway extension would not be required to connect my existing driveway to the cul-de-sac. If the design would allow existing pavement to remain up to the cul-de-sac, this would eliminate future maintenance expenses by me on a driveway extension 300-400 feet long. Secondly, the location of the dead end on the map removes approx. 400 feet of my road frontage, restricting future access and subdividing to a parallel driveway extension, reducing property value. If the cul-de-sac cannot be moved from its present map location, can exist Secrest Shortcut pavement be left in place to serve as my driveway extension?	The Unionville-Indian Trail Road interchange was revised to a tight diamond type facility to eliminate the need to realign Secrest Shortcut Road and to minimize impacts to the adjacent land owners. NCTA is no longer proposing to cul-de-sac Secrest Shortcut Road on either side of Unionville-Indian Trail Road. The updated functional designs are included in the Final EIS.

Appendix B5 – E-mailed Public Comments

Table B5-1: E-mailed Public Comments

Documents: e001 – e075

Document Number	Comment Topic	COMMENT	RESPONSE
E066	Land Use and Transportation Planning	It seems the Turnpike Auth. is determined to put this Bypass down 74 in spite of the fact it will kill our SMALL town, close the businesses on 74. Drive up our taxes after every bit of tax revenue is gone after we lose the businesses and lower our property values. So I have one question... why has there not been anything done to give us a second entrance [to Forest Park] after the police and emergency responders have said one entrance will be unsafe????	In response to the concerns expressed during the public review period for the Draft EIS, the functional designs for the Preferred Alternative include two entrances to the Forest Park neighborhood. One will be from Forest Park Road to a Service Road on the south side of the neighborhood that will connect to Stallings Road. This entrance will also serve the business park. The second will be the platted but never constructed entrance that will connect Meadowbrook Drive on the north side of the neighborhood to Stallings Road, just south of North Fork Crooked Creek. This design revision is discussed in Section 2.3.1.1 of the Final EIS and shown in Figure 2-3b-c .
E067	Land Use and Transportation Planning	When Acorn Woods was developed, Union County had no inspection dept. several of the homes (Mine included) have a septic tank that empties into a common drain line that crosses Oakland Drive, What is going to happen during construction? These lines are going to be destroyed and eventually we will have a major problem.	As part of the construction of any roadway project any sewer line or utility that might be impacted as a result of construction activities would need to either be protected or relocated as part of the project. In this situation, if an acceptable solution regarding the septic systems in this area cannot be identified, it may be necessary to purchase those properties services by that line.
E009	Land Use and Transportation Planning	The one access for 225+ residences plus whatever businesses are brave enough to and financially can stay is not reasonable access. In September 2008 at the Union West library, I asked an engineer about landlocked parcels in Union West. He said the cul-de-sac of White Oak Lane would be purchased and access would be given there. In October 2008 at the Stallings presentation, one of the engineers said that there would be alternate designs. Then recently, we have been told that the easement in the Meadowbrook Lane curve would/could be used. I've looked at that property where it joins Stallings Road. It clearly is and runs along near the flood plain and the sewer line. An elevated road may not be cost effective and the run off effects to the surrounding North Fork Crooked Creek on the north side maybe too much for that one waterway (because the 12 lanes already cross the south part of the North Fork Crooked Creek. This access was probably not completed for the reason of flooding. We all know that this one entrance/exit is NOT reasonable access and no builder/developer would be allowed to build such a development with only one access. They would be laughed out of town. The TA has not done any preliminary studies regarding this area where another access could be given. You have no idea that this property is in a low lying area, and the potential costs for building this 2nd access (which is required by law), could be very significant. To me, this does not sound like smart planning, it sounds like somebody who does not want to do the full research in making a smart decision.	In response to the concerns expressed during the public review period for the Draft EIS, the functional designs for the Preferred Alternative include two entrances to the Forest Park neighborhood. One will be from Forest Park Road to a Service Road on the south side of the neighborhood that will connect to Stallings Road. This entrance will also serve the business park. The second will be the platted but never constructed entrance that will connect Meadowbrook Drive on the north side of the neighborhood to Stallings Road, just south of North Fork Crooked Creek. This design revision is discussed in Section 2.3.1.1 of the Final EIS and shown in Figure 2-3b-c .

Appendix B5 – E-mailed Public Comments

Table B5-1: E-mailed Public Comments

Documents: e001 – e075

Document Number	Comment Topic	COMMENT	RESPONSE
E070	Floodplains and Floodways	The water impact I think would be more detrimental to the segment 2 versus the segment 18A. The 12 lanes of segment 2 would have much more run off to the North Fork Crooked Creek and the surrounding areas around this part of the creek are homes in Forest Park and businesses in Union West. This run off increase could potentially destroy homes. This scenario happened with the development of Union West with several homes along White Oak Lane suffering significant flooding (up to the bottom of the window sill).	Detailed hydraulic analysis will be conducted as part of the final design for the project, and stormwater infrastructure will be adequate to capture runoff from the new facility.
E074	Land Use and Transportation Planning	On the southeast end, the proposed plan does not connect to Hwy 601 south (the road to Myrtle Beach, SC) which means that traffic will still go through the already congested area of Hwy 74 & cause an excessive backup of traffic in front of CMC-Union, negatively impacting emergency traffic in & out of the hospital ER. On the north end, the connector will let out onto Hwy 74—in an area that is already congested & treacherous for drivers who are trying to merge coming off of I-485. Why doesn't the plan directly connect I-485 to Hwy 601 south?	The project will include an interchange with US 601 north of Monroe. US 601 is planned for improvements, including widening to multi-lanes and improving the existing US 601/US 74 interchange, under a separate project (STIP U-4024). Alternatives south of existing US 74 were considered during alternatives development and screening; however, they were eliminated from further consideration due to high impacts to the human environment.

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APPENDIX B6

PUBLIC COMMENT FORMS AND RESPONSES

Document Number	Name	Date	Page Number
c001	Doris Bridges	05/18/09	B6-1
c002	Nancy Carter	05/18/09	B6-2
c003	Glenda Dabbs	05/18/09	B6-3
c004	Shelley DeHart	05/18/09	B6-4
c005	Rick Giordano	05/18/09	B6-5
c006	Bob Grier	05/18/09	B6-6
c007	Dale Helms	05/18/09	B6-7
c008	Christopher Hammonds	05/18/09	B6-8
c009	Lori Joyner	05/18/09	B6-9
c010	David Lee	05/18/09	B6-10
c011	Leta Outlaw	05/18/09	B6-11
c012	Cheryl Ownbey	05/18/09	B6-12
c013	Dan Pitz	05/18/09	B6-13
c014	Brandon Pressley	05/18/09	B6-14
c015	Karen Teague	05/18/09	B6-15
c016	Gerald Thomas	05/18/09	B6-16
c017	Lisa Trickey	05/18/09	B6-17
c018	Adam and Lexanne Speer	05/18/09	B6-18
c019	Anthony Spierings	05/18/09	B6-19
c020	Louis Stegall	05/18/09	B6-20
c021	Jim Simpson	05/18/09	B6-21
c022	Robert Smith	05/18/09	B6-22
c023	Jack Streitman	05/18/09	B6-23
c024	David Swanner	05/18/09	B6-24
c025	Jo Waybright	05/18/09	B6-25
c026	Billy Baker	05/19/09	B6-26
c027	Martiza and A.L. D'Amico	05/19/09	B6-27
c028	Beverly Dickerson	05/19/09	B6-28
c029	Wes Gordon	05/19/09	B6-29
c030	Barbara Griffin	05/19/09	B6-30

Document Number	Name	Date	Page Number
c031	Johnny Griffin	05/19/09	B6-31
c032	David Gritt	05/19/09	B6-32
c033	Bron Marino	05/19/09	B6-33
c034	Daniel Rubin	05/19/09	B6-34
c035	Shawn Stallsworth	05/19/09	B6-35
c036	Michael Stallsworth	05/19/09	B6-36
c037	Shelia and Erskine Tucker	05/19/09	B6-37
c038	Jim Cherry	05/20/09	B6-38
c038a	Audrey Sienko	05/19/09	B6-39
c039	Richard Goforth	05/20/09	B6-40
c040	Mike Griffin	05/20/09	B6-41
c041	Ronnie and Denise Moore	05/20/09	B6-42
c042	Reid Phifer	05/20/09	B6-43
c043	Marvin Pressley	05/20/09	B6-44
c044	Michael Vena	05/20/09	B6-45
c045	Edwin Bagley	05/21/09	B6-46
c046	Jennifer and Cecil Gaskins	05/21/09	B6-47
c047	James Hastings	05/21/09	B6-48
c048	Phil Loudermilk	05/21/09	B6-49
c049	Jonathan MacKay	05/21/09	B6-50
c050	Robert Matheson	05/21/09	B6-51
c051	Ray Patterson	05/21/09	B6-52
c052	John Sykes	05/21/09	B6-53
c053	Sybil Boyd		B6-54
c054	Jim Carpenter		B6-55
c055	Karen Williams		B6-56
c056	Chris Daniels	05/21/09	B6-57
c057	James Hannah	05/19/09	B6-59
c058	Carol Hannah	05/19/09	B6-60
c059	Frances Harrington		B6-61
c060	Mason Harrington		B6-62
c061	Phyllis Helms		B6-63
c062	Billy Holland		B6-64
c063	Dorothea Mann	05/18/09	B6-65

Document Number	Name	Date	Page Number
c064	Barbara Simpson		B6-66
c065	John Wieseman	05/19/09	B6-68
c066	Vincent Martin	05/19/09	B6-70
c067	Thomas Brock	05/18/09	B6-71
c068	Vickie Stillwell	05/19/09	B6-72
c069	Bill Taylor	05/20/09	B6-75
c070	Robert and Ruth Helms	05/18/09	B6-76
c071	Jerry McGee	05/21/09	B6-77
c072	Mona Lisa Streitman	05/19/09	B6-78
c073	Chris Harrington	05/19/09	B6-79
c074	Zenobia Heggins	05/18/09	B6-80
c075	Malia Kline	05/19/09	B6-81
c076	Peter Zalewski		B6-82
c077	Arlene Snyder	05/19/09	B6-84
c078	Robert and Harriet Hawthorne	05/19/09	B6-87
c079	Marjorie Schriver	05/19/09	B6-89
c080	Raymond Langley		B6-90
c081	Cindy Langley		B6-91
c082	Brenda Hehr	05/19/09	B6-92
c083	Steve Hehr	05/19/09	B6-93
c084	Wayne and Pauline Radcliffe	05/18/09	B6-94
c085	Suzanne Greenway		B6-95
c086	Margaret Kinney		B6-96
c087	Edward Kinney		B6-97
c088	Amanda Wolfe	05/19/09	B6-98
c089	Jeffrey Steele		B6-101
c090	Thelma Privette	05/18/09	B6-103
c091	John Dodd	05/21/09	B6-105

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Contact Information

[-Please Print-]

Name: Doris Bridges

Mailing Address: 5405 Beverly Drive Indian Trail, NC 28079

[-Please remember to include your zip code-]

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: Letter

Monroe Connector/Bypass Pre-Hearing Open House -

May 18, 2009 - South Piedmont Community College May 19, 2009 - Matthews Community Center

May 20, 2009 - Union County Agricultural Center May 21, 2009 - Wingate University

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

Have house in area

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

Disagree - Explanation on back

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

yes

Monroe Connector/Bypass

4. What concerns do you have regarding the Draft Environmental Impact Statement?

5. Other comments or questions (use additional sheets if necessary).

Acorn Woods does not have sewer in the area. If you are taking some of this area, you should take it all. I do not want to live within 1/2 mile of this road and I think this will hurt the sell of my property. If possible all houses in Acorn Woods should be taken, if you take some, this area will never have County sewage approved and this also hurts the sell of this property. You are making this a worse situation for the houses left in Acorn Woods.

Thank you for your input! Please return Comment Form by June 15, 2009.

Ms. Jennifer Harris, PE
North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578
monroe@ncturnpike.org
Ph: 800-475-6402

Monroe Connector/Bypass

Contact Information

[-Please Print-]

Name: Nancy Carter

Mailing Address: 1401 Cavendish Ct., CCL/NC 28211

[-Please remember to include your zip code-]

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: clt. notice

Monroe Connector/Bypass Pre-Hearing Open House -

- May 18, 2009 - South Piedmont Community College May 19, 2009 - Matthews Community Center
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Comments

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1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area? West - I represent the far Eastside on Clt. City Council.

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation? 1- I support the Bypass 2. I am concerned that Idlewild Rd is still a farm-to-market road & will be part of the dispersed of traffic from the Stallings Road exit. 3- Tolling the old part of NC 74 between Stallings & Indian Trail does not seem appropriate & I haven't heard this suggestion before this meeting. The un-tolled front road seems duplicative.

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

Unsure -

Monroe Connector/Bypass

4. What concerns do you have regarding the Draft Environmental Impact Statement?

5. Other comments or questions (use additional sheets if necessary).

See question #2 please

Thank you for your input! Please return Comment Form by June 15, 2009.

Ms. Jennifer Harris, PE
North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578
monroe@ncturnpike.org
Ph: 800-475-6402

Monroe Connector/Bypass

Contact Information

[-Please Print-]

Name: Gleada S. Dabbs

Mailing Address: P.O. Box 1855 Indian Trail, NC 28079

[-Please remember to include your zip code-]

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: _____

Monroe Connector/Bypass Pre-Hearing Open House -

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Comments

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1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

Central Area. I live in this area

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

I don't have any problem with the recommended Alternative D

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

No

Monroe Connector/Bypass

4. What concerns do you have regarding the Draft Environmental Impact Statement?

None

5. Other comments or questions (use additional sheets if necessary).

Most people resist change, & no one wants their property used for "the greater good". It is human nature to keep what is yours. Saying that, no matter how much study you've done & how hard you've tried, some will not be happy. Because I am not directly effected by the proposed By-pass, I have no problem with the recommendation. I'm not sure how I would respond if my home & property were in jeopardy. Thank you for all your hard work.

Thank you for your input! Please return Comment Form by June 15, 2009.

Ms. Jennifer Harris, PE
 North Carolina Turnpike Authority
 1578 Mail Service Center
 Raleigh, NC 27699-1578
 monroe@ncturnpike.org
 Ph: 800-475-6402

Monroe Connector/Bypass

Contact Information [-Please Print-]

Name: Shelley Dettart
 Mailing Address: P.O. Box 2430, Indian Trail, NC
 [-Please remember to include your zip code-] 28079

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: _____

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May 18, 2009 - South Piedmont Community College May 19, 2009 - Matthews Community Center
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Comments

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1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

Western portion of the project. I'm interested in the alignment due to potential impacts to the Town of Indian Trail.

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

I disagree with DSA-D due to its inclusion of segment 2 which both the Town of Stallings & Indian Trail opposed. Segment 2 removes the potential of approximately 47 acres of light industrial development. This DSA also has a larger impact to residents & businesses.

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

No. I do not believe 2.25 acres impact on a 160 acre project is significant.

Monroe Connector/Bypass

4. What concerns do you have regarding the Draft Environmental Impact Statement?

5. Other comments or questions (use additional sheets if necessary).

- Special consideration should be made to roadway improvements at Sardis / Unionville / Indian Trail Rd intersection.
- The raised bridge can create a visual barrier segmenting a jurisdiction.

Thank you for your input! Please return Comment Form by June 15, 2009.

Ms. Jennifer Harris, PE
 North Carolina Turnpike Authority
 1578 Mail Service Center
 Raleigh, NC 27699-1578
 monroe@ncturnpike.org
 Ph: 800-475-6402

Monroe Connector/Bypass

Contact Information [-Please Print-]

Name: Rick Giordano

Mailing Address: 551B Beverly Dr. Indian Trail N.C. 28079

[-Please remember to include your zip code-]

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: _____

Monroe Connector/Bypass Pre-Hearing Open House -

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May 20, 2009 - Union County Agricultural Center May 21, 2009 - Wingate University

Comments

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1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

we live on Beverly Dr. (west section)

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

N/A

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

N/A

Monroe Connector/Bypass

4. What concerns do you have regarding the Draft Environmental Impact Statement?

Live on Beverly Dr. Road is marked 25 MPH but is used as a shortcut from Indian Trail/Fairview to Secret Shortcut. Constructing a bridge over the turnpike may promote even higher car volume and higher speeds. Currently cars travel an average of 45 mph on a non marked road.

5. Other comments or questions (use additional sheets if necessary).

Thank you for your input! Please return Comment Form by June 15, 2009.

Ms. Jennifer Harris, PE
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Raleigh, NC 27699-1578
monroe@ncturnpike.org
Ph: 800-475-6402

Monroe Connector/Bypass

Contact Information

[-Please Print-]

Name: Bob Grier

Mailing Address: 1821 Willis Lane Rd Monroe NC 28110

[-Please remember to include your zip code-]

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other:

Monroe Connector/Bypass Pre-Hearing Open House -

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May 20, 2009 - Union County Agricultural Center May 21, 2009 - Wingate University

Comments

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1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

Commute thru all to them Central

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

Agree

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

4. What concerns do you have regarding the Draft Environmental Impact Statement?

5. Other comments or questions (use additional sheets if necessary).

Thank you for your input! Please return Comment Form by June 15, 2009.

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North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578
monroe@ncturnpike.org
Ph: 800-475-6402

Contact Information

[-Please Print-]

Name: DAIE HEJMS

Mailing Address: 3104 PIPED RD. MONROE NC 28110

[-Please remember to include your zip code-]

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: _____

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Comments

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1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

No problem with Rd. I hope you will do the right on the pathwork.

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

Monroe Connector/Bypass

4. What concerns do you have regarding the Draft Environmental Impact Statement?

5. Other comments or questions (use additional sheets if necessary).

Thank you for your input! Please return Comment Form by June 15, 2009.

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North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578
monroe@ncturnpike.org
Ph: 800-475-6402

Monroe Connector/Bypass

Contact Information

[-Please Print-]

Name: Christopher John Hammonds

Mailing Address: 809 Fowler Rd Monroe NC 28110

[-Please remember to include your zip code-]

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other:

Monroe Connector/Bypass Pre-Hearing Open House -

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Comments

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1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

yes - live - work - play

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

I have no problem with the Road. I just do not want to be left too close to bypass.

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

NA

Monroe Connector/Bypass

4. What concerns do you have regarding the Draft Environmental Impact Statement?

NA

5. Other comments or questions (use additional sheets if necessary).

My land will have no access and My Children will have no place to play and grow up. Please take my property and house

Thank you for your input! Please return Comment Form by June 15, 2009.

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1578 Mail Service Center
Raleigh, NC 27699-1578
monroe@ncturnpike.org
Ph: 800-475-6402

Monroe Connector/Bypass

Contact Information [-Please Print-]

Name: Lori Joyner

Mailing Address: 2905 Price Rushing Rd Monroe, NC
[-Please remember to include your zip code-] 28110

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: _____

Monroe Connector/Bypass Pre-Hearing Open House -

- May 18, 2009 - South Piedmont Community College
- May 19, 2009 - Matthews Community Center
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- May 21, 2009 - Wingate University

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

East. I travel west to Charlotte every day

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

I strongly agree that we need a turnpike thru Monroe

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

4. What concerns do you have regarding the Draft Environmental Impact Statement?

None

5. Other comments or questions (use additional sheets if necessary).

Hurry and get the road built so Hwy 74 will not be as congested

Thank you for your input! Please return Comment Form by June 15, 2009.

Ms. Jennifer Harris, PE
North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578
monroe@ncturnpike.org
Ph: 800-475-6402

Contact Information

[-Please Print-]

Name: DAVID LEE

Mailing Address: 1102 PHAR LAP DR INDIAN TRAIL NC 28079

[-Please remember to include your zip code-]

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: MAILING

Monroe Connector/Bypass Pre-Hearing Open House -

- May 18, 2009 - South Piedmont Community College May 19, 2009 - Matthews Community Center
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1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

CENTRAL - BONTERRA

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

NOISE ABATEMENT AT BONTERRA OVERPASS

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

Monroe Connector/Bypass

4. What concerns do you have regarding the Draft Environmental Impact Statement?

WHY IS ROAD NORTH OF SECRET SHORTCUT
INSTEAD OF SOUTH. WHAT DRAVE THIS
DECISION

5. Other comments or questions (use additional sheets if necessary).

Thank you for your input! Please return Comment Form by June 15, 2009.

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1578 Mail Service Center
Raleigh, NC 27699-1578
monroe@ncturnpike.org
Ph: 800-475-6402

Monroe Connector/Bypass

Contact Information [-Please Print-]

Name: LETA OUTLAW

Mailing Address: 1101SIKES MILL RD. MONROE NC
[-Please remember to include your zip code-] 28110

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: _____

Monroe Connector/Bypass Pre-Hearing Open House -

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1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

Central

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

Agree

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

4. What concerns do you have regarding the Draft Environmental Impact Statement?

5. Other comments or questions (use additional sheets if necessary).

Thank you for your input! Please return Comment Form by June 15, 2009.

Ms. Jennifer Harris, PE
North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578
monroe@ncturnpike.org
Ph: 800-475-6402

Contact Information [-Please Print-]

Name: Cheryl Ownbey

Mailing Address: 1907 Willis Lane Rd Monroe NC 28110
[-Please remember to include your zip code-]

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: _____

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Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area? Central

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation? Agree

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

4. What concerns do you have regarding the Draft Environmental Impact Statement?

5. Other comments or questions (use additional sheets if necessary).

Thank you for your input! Please return Comment Form by June 15, 2009.

Ms. Jennifer Harris, PE
North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578
monroe@ncturnpike.org
Ph: 800-475-6402

Contact Information

[-Please Print-]

Name: Dawn Pitz

Mailing Address: 6406 Scott Long Rd. - Indian Trail, NC
 [-Please remember to include your zip code-] 28079

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: _____

Monroe Connector/Bypass Pre-Hearing Open House -

- May 18, 2009 - South Piedmont Community College May 19, 2009 - Matthews Community Center
 May 20, 2009 - Union County Agricultural Center May 21, 2009 - Wingate University

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

Central - I live there

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

4. What concerns do you have regarding the Draft Environmental Impact Statement?

5. Other comments or questions (use additional sheets if necessary).

I live at 6406 Scott Long Rd. - This is a quite secondary RD. You want to take Secret Shortcut Road - cul-de-sac it and run it up my Road. This destroys my property value and is not safe! I will end up with dump trucks in my front yard. I will need to meet with engineers to have this changed. I will not take no for answer unless you want to buy me out. Just for your knowledge - I have left 6 messages for Ms. Harris either on her voice mail or with ~~hot~~ ~~her~~ ~~secretary~~ - No returned call

to date. we are already getting off on the wrong foot!!

Thank you for your input! Please return Comment Form by June 15, 2009.

Ms. Jennifer Harris, PE
 North Carolina Turnpike Authority
 1578 Mail Service Center
 Raleigh, NC 27699-1578
 monroe@ncturnpike.org
 Ph: 800-475-6402

Dawn Pitz 704-361-3599

Contact Information

[-Please Print-]

Please add to the mailing list.

Name: Brandon Pressley

Mailing Address: 920 Fowler Road Monroe, N.C. 28110

[-Please remember to include your zip code-]

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other:

Monroe Connector/Bypass Pre-Hearing Open House -

- May 18, 2009 - South Piedmont Community College
May 19, 2009 - Matthews Community Center
May 20, 2009 - Union County Agricultural Center
May 21, 2009 - Wingate University

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions.

1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

Central Yes

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

Yes I agree with it but I want my house and my family's house next door purchased so we don't have to live near it.

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

N/A

Monroe Connector/Bypass

4. What concerns do you have regarding the Draft Environmental Impact Statement?

N/A

5. Other comments or questions (use additional sheets if necessary).

Thank you for your input! Please return Comment Form by June 15, 2009.

Ms. Jennifer Harris, PE
North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578
monroe@ncturnpike.org
Ph: 800-475-6402

Monroe Connector/Bypass

Contact Information

[-Please Print-]

Name: Karen Teague

Mailing Address: PO Box 1882 Indian Trail NC
[-Please remember to include your zip code-] 28079

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: Computer Internet

Monroe Connector/Bypass Pre-Hearing Open House -

- May 18, 2009 - South Piedmont Community College
- May 19, 2009 - Matthews Community Center
- May 20, 2009 - Union County Agricultural Center
- May 21, 2009 - Wingate University

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

East live

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

Agree

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

Yes

Monroe Connector/Bypass

4. What concerns do you have regarding the Draft Environmental Impact Statement?

5. Other comments or questions (use additional sheets if necessary).

Thank you for your input! Please return Comment Form by June 15, 2009.

Ms. Jennifer Harris, PE
North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578
monroe@ncturnpike.org
Ph: 800-475-6402

Monroe Connector/Bypass

Contact Information

[-Please Print-]

Name: GERALD THOMAS

Mailing Address: 516 RAINTREE DR. MATTHEWS, NC 28104

[-Please remember to include your zip code-]

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: _____

Monroe Connector/Bypass Pre-Hearing Open House -

- May 18, 2009 - South Piedmont Community College
- May 19, 2009 - Matthews Community Center
- May 20, 2009 - Union County Agricultural Center
- May 21, 2009 - Wingate University

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

Between I485- Stallings Rd

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

*DISAGREE, PREFER THE
2A ROUTE OVER 2B*

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

PERHAPS

Monroe Connector/Bypass

4. What concerns do you have regarding the Draft Environmental Impact Statement?

NONE

5. Other comments or questions (use additional sheets if necessary).

*Route 2B will practically eliminate
frontage of Retail Building that I own.
How will I be compensated if this
Route is chosen?*

Thank you for your input! Please return Comment Form by June 15, 2009.

Ms. Jennifer Harris, PE
North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578
monroe@ncturnpike.org
Ph: 800-475-6402

Monroe Connector/Bypass

Contact Information

[-Please Print-]

Name: Lisa M Trickey

Mailing Address: 2021 Oakland Avenue, Indian Trail NC 28079
[-Please remember to include your zip code-]

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: online website

Monroe Connector/Bypass Pre-Hearing Open House -

- May 18, 2009 - South Piedmont Community College May 19, 2009 - Matthews Community Center
 May 20, 2009 - Union County Agricultural Center May 21, 2009 - Wingate University

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

western area where I live

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

I recommend DSA D that includes 2a not 2B

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

No, if access is made to the Sportsplex from the by Pass & 74 it should provide convenience to attract business

Monroe Connector/Bypass

4. What concerns do you have regarding the Draft Environmental Impact Statement?

5. Other comments or questions (use additional sheets if necessary).

Thank you for your input! Please return Comment Form by June 15, 2009.

Ms. Jennifer Harris, PE
North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578
monroe@ncturnpike.org
Ph: 800-475-6402

Monroe Connector/Bypass

Contact Information

[-Please Print-]

Name: Adam + LexAnne Speer

Mailing Address: 716 Fowler Rd Monroe, NC 28110

[-Please remember to include your zip code-]

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: _____

Monroe Connector/Bypass Pre-Hearing Open House -

May 18, 2009 - South Piedmont Community College May 19, 2009 - Matthews Community Center

May 20, 2009 - Union County Agricultural Center May 21, 2009 - Wingate University

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

Central Seg. 31 Live + are planning to build on that segment

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

Concerned about driveway access due to raising of Fowler Rd.

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

No comment

Monroe Connector/Bypass

4. What concerns do you have regarding the Draft Environmental Impact Statement?

5. Other comments or questions (use additional sheets if necessary).

We appreciate the help provided to us thus far. All the people have been very friendly + helpful. We are seeking definitive answers in a very slow process.

Thank you for your input! Please return Comment Form by June 15, 2009.

Ms. Jennifer Harris, PE
North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578
monroe@ncturnpike.org
Ph: 800-475-6402

Monroe Connector/Bypass

Contact Information

[-Please Print-]

Name: Anthony M SPERINGS

Mailing Address: 2716 MORGAN MILL Rd. MONROE

[-Please remember to include your zip code-]

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: Notice from NCTA

Monroe Connector/Bypass Pre-Hearing Open House -

- May 18, 2009 - South Piedmont Community College
- May 19, 2009 - Matthews Community Center
- May 20, 2009 - Union County Agricultural Center
- May 21, 2009 - Wingate University

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through (live in) or have other interests in the area? yes

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

Just get it done!

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

No Comment - not enough know by me.

Monroe Connector/Bypass

4. What concerns do you have regarding the Draft Environmental Impact Statement?

5. Other comments or questions (use additional sheets if necessary).

Thank you for your input! Please return Comment Form by June 15, 2009.

Ms. Jennifer Harris, PE
North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578
monroe@ncturnpike.org
Ph: 800-475-6402

Monroe Connector/Bypass

Contact Information

[-Please Print-]

Name: Louis Stegall

Mailing Address: 3624 Farmwood Drive Monroe, NC 28110

[-Please remember to include your zip code-]

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: _____

Monroe Connector/Bypass Pre-Hearing Open House -

May 18, 2009 - South Piedmont Community College May 19, 2009 - Matthews Community Center

May 20, 2009 - Union County Agricultural Center May 21, 2009 - Wingate University

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

Eastern, drive + commute

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

4. What concerns do you have regarding the Draft Environmental Impact Statement?

5. Other comments or questions (use additional sheets if necessary).

*would prefer option 36
to be used + not
option 34*

Thank you for your input! Please return Comment Form by June 15, 2009.

Ms. Jennifer Harris, PE
North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578
monroe@ncturnpike.org
Ph: 800-475-6402

Contact Information

[-Please Print-]

Name: Jim Simpson

Mailing Address: 7310 Secrest Short Cut Rd, Indian Trail, NC 28079

[-Please remember to include your zip code-]

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: _____

Monroe Connector/Bypass Pre-Hearing Open House -

- May 18, 2009 - South Piedmont Community College
- May 19, 2009 - Matthews Community Center
- May 20, 2009 - Union County Agricultural Center
- May 21, 2009 - Wingate University

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

West

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

Disagree

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

4. What concerns do you have regarding the Draft Environmental Impact Statement?

The Town of Hemby Bridge is opposed to the road/bypass coming thru our town. This bypass will take out many homes in our small town of approximately 2,000 residents. There are families that have lived in their home for over 50 years, which includes my parents, brother, sister, Cousin, Aunts, Uncle, and many other long-standing residents.

5. Other comments or questions (use additional sheets if necessary).

Thank you for your input! Please return Comment Form by June 15, 2009.

Ms. Jennifer Harris, PE
North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578
monroe@ncturnpike.org
Ph: 800-475-6402

Contact Information

[-Please Print-]

(CHAIR, TRANSP. COMM. CITY COUNCIL MEMBER)

Name: ROBERT J SMITH (MONROE MEMBER)

Mailing Address: 3508 SAVANNAH WAY MONROE NC
[-Please remember to include your zip code-] 28110-7636

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: _____

Monroe Connector/Bypass Pre-Hearing Open House -

- May 18, 2009 - South Piedmont Community College
- May 19, 2009 - Matthews Community Center
- May 20, 2009 - Union County Agricultural Center
- May 21, 2009 - Wingate University

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

ALL PROJECT AREAS
I LIVE IN MONROE AND DRIVE EXTENSIVELY IN THE AREA

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

AS FAR AS I AM CONCERNED THE RECOMMENDED ALTERNATIVE (DSA D) IS AGREEABLE WITH ME.

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

NO OPINION

MY RECOMMENDATION FOR NAMING THE ROADWAY IS: MONROE TURNPIKE (SECOND CHOICE: JESSE HELMS TURNPIKE) (MONROE CITY COUNCIL & MONROE TRANSP. COMM. IS IN FAVOR WITH THESE CHOICES)

Monroe Connector/Bypass

4. What concerns do you have regarding the Draft Environmental Impact Statement?

NONE

5. Other comments or questions (use additional sheets if necessary).

SEE ITEM #3 FOR ROADWAY NAMING CHOICES.

Thank you for your input! Please return Comment Form by June 15, 2009.

Ms. Jennifer Harris, PE
North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578
monroe@ncturnpike.org
Ph: 800-475-6402

Monroe Connector/Bypass

Contact Information

[-Please Print-]

Name: JACK SARGENT

Mailing Address: 172 EAGLECREST DR

[-Please remember to include your zip code-]

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: _____

Monroe Connector/Bypass Pre-Hearing Open House -

May 18, 2009 - South Pladmont Community College May 19, 2009 - Matthews Community Center

May 20, 2009 - Union County Agricultural Center May 21, 2009 - Wingate University

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

EAST - LIVE IN AREA

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

I TOTALLY AGREE WITH THE OPTION 2 SELECTION FOR THE BEST INTERESTS OF STALLINGS, THE PEOPLE, AND THE ENVIRONMENT AND OUR OWN SECONDARY SCHOOL

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

ABSOLUTELY

Monroe Connector/Bypass

4. What concerns do you have regarding the Draft Environmental Impact Statement?

5. Other comments or questions (use additional sheets if necessary).

Thank you for your input! Please return Comment Form by June 15, 2009.

Ms. Jennifer Harris, PE
North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578
monroe@ncturnpike.org
Ph: 800-475-6402

Monroe Connector/Bypass

Contact Information

[-Please Print-]

Name: David Swanner

Mailing Address: 5408 Beverly Drive Indian Trail, N.C. 28079

[-Please remember to include your zip code-]

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: _____

Monroe Connector/Bypass Pre-Hearing Open House -

May 18, 2009 - South Piedmont Community College May 19, 2009 - Matthews Community Center

May 20, 2009 - Union County Agricultural Center May 21, 2009 - Wingate University

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

1 of 2
Live On Beverly Drive

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

Once A Bridge Over The Bypass is Built on Beverly Drive - Beverly Drive will become a major "cut thru" route. please put speed bumps on Beverly Drive - it is a 25mph road thru a neighborhood (Acorn woods) - speed bumps may discourage some cut thru traffic.

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

NO

Monroe Connector/Bypass

4. What concerns do you have regarding the Draft Environmental Impact Statement?

5. Other comments or questions (use additional sheets if necessary).

Noise Barriers should be put up in Acorn woods to block noise from freeway - the By Pass goes thru our neighborhood.

Thank you for your input! Please return Comment Form by June 15, 2009.

Ms. Jennifer Harris, PE
North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578
monroe@ncturnpike.org
Ph: 800-475-6402

Monroe Connector/Bypass

Contact Information [-Please Print-]

Name: Jo WAYBRIGHT VILLAGE OF LAKE PARK

Mailing Address: 7401 CONIFER CIRCLE LAKE PARK NC 28079

[-Please remember to include your zip code-]

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: LETTER

Monroe Connector/Bypass Pre-Hearing Open House -

- May 18, 2009 - South Piedmont Community College
May 19, 2009 - Matthews Community Center
May 20, 2009 - Union County Agricultural Center
May 21, 2009 - Wingate University

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions.

1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

WEST, Commute THROUGH

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

YOU ARE THE EXPERTS - I'LL WAIT FOR YOUR FINAL DECISION
ROW DOES NOT AFFECT LAKE PARK

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

4. What concerns do you have regarding the Draft Environmental Impact Statement?

5. Other comments or questions (use additional sheets if necessary).

Thank you for your input! Please return Comment Form by June 15, 2009.

Ms. Jennifer Harris, PE
North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578
monroe@ncturnpike.org
Ph: 800-475-6402

Contact Information

[-Please Print-]

Name: Billy E Baker

Mailing Address: 328 FADESCO LN MATTHEWS NC 28105

[-Please remember to include your zip code-]

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: _____

Monroe Connector/Bypass Pre-Hearing Open House -

May 18, 2009 - South Piedmont Community College May 19, 2009 - Matthews Community Center

May 20, 2009 - Union County Agricultural Center May 21, 2009 - Wingate University

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

ALL PARTS YES

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

Agree

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

No

4. What concerns do you have regarding the Draft Environmental Impact Statement?

1. COMPLETED 11-6-2003
2. " THIS YEAR MARCH 2009
How many do you need?

5. Other comments or questions (use additional sheets if necessary).

I NEED A LIST OF AGENCIES AND CONTACT PERSON FOR THAT AGENCY AND ANY OTHER TASKS THAT IS INVOLVED.
THERE MUST BE SOME ACCOUNTABILITY

Thank you for your input! Please return Comment Form by June 15, 2009.

Ms. Jennifer Harris, PE
North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578
monroe@ncturnpike.org
Ph: 800-475-6402

Contact Information

[-Please Print-]

Name: HARITZA & A.L.-D'AMICO

Mailing Address: 5008 Olde Stone Ln., Matthews NC 28104

[-Please remember to include your zip code-]

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: Internet

Monroe Connector/Bypass Pre-Hearing Open House -

May 18, 2009 - South Piedmont Community College May 19, 2009 - Matthews Community Center

May 20, 2009 - Union County Agricultural Center May 21, 2009 - Wingate University

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

Planning on buying home near bypass. This going to devalue our house?

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

No - By-pass should not impact communities that are already established. Alternative should be definitely considered.

Monroe Connector/Bypass

4. What concerns do you have regarding the Draft Environmental Impact Statement?

Feel TA should focus on the best route for bypass.

5. Other comments or questions (use additional sheets if necessary).

Thank you for your input! Please return Comment Form by June 15, 2009.

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1578 Mail Service Center
Raleigh, NC 27699-1578
monroe@ncturnpike.org
Ph: 800-475-6402

Monroe Connector/Bypass

Contact Information

[-Please Print-]

Name: Beverly Dickerson
 Mailing Address: 103 LOCUST RUN PLACE, MONROE 28110
 [-Please remember to include your zip code-]

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: _____

Monroe Connector/Bypass Pre-Hearing Open House -

May 18, 2009 - South Piedmont Community College May 19, 2009 - Matthews Community Center
 May 20, 2009 - Union County Agricultural Center May 21, 2009 - Wingate University

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

West / Commute through

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

Disagree / "D" will keep area congested & impact businesses

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

I would think the unbuilt facility could work around the road plan.

Monroe Connector/Bypass

4. What concerns do you have regarding the Draft Environmental Impact Statement?

all road work will have some impact, all precautions should be taken to leave as little impact as possible.

5. Other comments or questions (use additional sheets if necessary).

option 18 - A from a newcomer to the "area of the most congestion" I have seen in my life must be eliminated. Trucks make driving 74 a nightmare. People spend so much time commuting a short distance that takes a horrible amount of time & stress on family life. Congestion must be relieved and the "D" plan of Chris will not do it. To me works then have taken - please be fair to all in purchase. Special Interest Groups are bringing a plan of "Chris" to the plan.

Thank you for your input! Please return Comment Form by June 15, 2009.

Ms. Jennifer Harris, PE
 North Carolina Turnpike Authority
 1578 Mail Service Center
 Raleigh, NC 27699-1578
 monroe@ncturnpike.org
 Ph: 800-475-6402

18A the opposite not possible

Monroe Connector/Bypass

Contact Information

[-Please Print-]

Name: Wes Gordon

Mailing Address: P.O. Box 2657 Matthews, N.C. 28106

[-Please remember to include your zip code-]

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: _____

Monroe Connector/Bypass Pre-Hearing Open House -

- May 18, 2009 - South Piedmont Community College
- May 19, 2009 - Matthews Community Center
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- May 21, 2009 - Wingate University

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1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

West own property nearby.

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

Agree

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

No opinion.

Monroe Connector/Bypass

4. What concerns do you have regarding the Draft Environmental Impact Statement?

φ

5. Other comments or questions (use additional sheets if necessary).

φ

*Good work.
Sounds good.*

Thank you for your input! Please return Comment Form by June 15, 2009.

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monroe@ncturnpike.org
Ph: 800-475-6402

Monroe Connector/Bypass

Contact Information

[-Please Print-]

Name: BARBARA GRIPPIN

Mailing Address: 117 EAGLECREST DR. - MATTHEWS, NC 28104

[-Please remember to include your zip code-]

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: e-mails

Monroe Connector/Bypass Pre-Hearing Open House -

May 18, 2009 - South Pladmont Community Collage May 19, 2009 - Matthews Community Center

May 20, 2009 - Union County Agricultural Center May 21, 2009 - Wingate University

Comments

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1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

Live in this area

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

We definitely want Alternative 2 - Our grandchildren attend school at Stallings Elementary - We don't think it would be safe for our children - Also would be noisy + lots of traffic!

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

[Signature]

Monroe Connector/Bypass

4. What concerns do you have regarding the Draft Environmental Impact Statement?

5. Other comments or questions (use additional sheets if necessary).

Thank you for your input! Please return Comment Form by June 15, 2009.

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monroe@ncturnpike.org
Ph: 800-475-6402

Monroe Connector/Bypass

Contact Information

[-Please Print-]

Name: Johnny Griffin

Mailing Address: 117 Eaglecrest Dr. Matthews, N.C. 28104

[-Please remember to include your zip code-]

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: _____

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May 18, 2009 - South Piedmont Community College May 19, 2009 - Matthews Community Center

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1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

*Alternative 2 is definitely the best route -
Our grandchild attend Stallings School -
I don't it would be safe, also noisy & lots of traffic.*

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

Monroe Connector/Bypass

4. What concerns do you have regarding the Draft Environmental Impact Statement?

5. Other comments or questions (use additional sheets if necessary).

Thank you for your input! Please return Comment Form by June 15, 2009.

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Monroe Connector/Bypass

Contact Information

[-Please Print-]

Name: DAVID GRITT

Mailing Address: 15137 Castlebridge Lane Stallings NC 28104

[-Please remember to include your zip code-]

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other:

Monroe Connector/Bypass Pre-Hearing Open House -

- May 18, 2009 - South Piedmont Community College
 May 19, 2009 - Matthews Community Center
 May 20, 2009 - Union County Agricultural Center
 May 21, 2009 - Wingate University

Comments

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1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

WEST

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

AGREE! Excellent Recommendation!

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

Could be a problem.

4. What concerns do you have regarding the Draft Environmental Impact Statement?

No concerns

5. Other comments or questions (use additional sheets if necessary).

Please proceed with DSA - D

Thank you for your input! Please return Comment Form by June 15, 2009.

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monroe@ncturnpike.org
Ph: 800-475-6402

Contact Information

[-Please Print-]

Name: Bron Marino

Mailing Address: 5530 Rogers Rd. INDIAN TRAIL, NC
 [-Please remember to include your zip code-] 28079

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: _____

Monroe Connector/Bypass Pre-Hearing Open House -

May 18, 2009 - South Piedmont Community College May 19, 2009 - Matthews Community Center
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Comments

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1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

West - commute daily!

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

Disagree - Too congested dumping on Indep. 1 mile before 485!
 Be REAL! MAKE A ROAD TO Unlog the system! Choose 18A!!

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

NO!

Monroe Connector/Bypass

4. What concerns do you have regarding the Draft Environmental Impact Statement?

Good luck with the reel splitters!
 THEY Creep up everywhere!

5. Other comments or questions (use additional sheets if necessary).

After hearing comments at this meeting I feel your final decision should be made for the benefit of all that need traffic congestion resolved over the individual concerns! OR why are you building a road? 18A clearly shows less congestion for ALL!
 forget Toyota + all other dealerships!
 Build the best + fastest road from

Thank you for your input! Please return Comment Form by June 15, 2009.

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We don't need more problems. We need relief in our lifetime. Thank You!

Monroe Connector/Bypass

Contact Information

[-Please Print-]

Name: Daniel RUBIN

Mailing Address: 2002 PEAKNESS BLVD INDIAN TRAIL

[-Please remember to include your zip code-]

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: Bonterra HOA

Monroe Connector/Bypass Pre-Hearing Open House -

- May 18, 2009 - South Piedmont Community College
May 19, 2009 - Matthews Community Center
May 20, 2009 - Union County Agricultural Center
May 21, 2009 - Wingate University

Comments

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1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

Why is this road allowed to go near Sardis Elementary Sunbeam Station and the new elementary school across from Bonterra, why are you allowed to cross our Soccer field?

Monroe Connector/Bypass

4. What concerns do you have regarding the Draft Environmental Impact Statement?

5. Other comments or questions (use additional sheets if necessary).

Thank you for your input! Please return Comment Form by June 15, 2009.

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Raleigh, NC 27699-1578
monroe@ncturnpike.org
Ph: 800-475-6402

Monroe Connector/Bypass

Contact Information

[-Please Print-]

Name: Shawn Stallings

Mailing Address: 1237 Afternoon Sun Rd Stallings, NC 28104

How did you hear about the meeting?

[X] Postcard [] Newspaper [] Friend/Family [] Other:

Monroe Connector/Bypass Pre-Hearing Open House -

- May 18, 2009 - South Piedmont Community College
May 19, 2009 - Matthews Community Center
May 20, 2009 - Union County Agricultural Center
May 21, 2009 - Wingate University

Comments

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1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

West live in Fair Haven Community

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

I agree with the (DSA D) Recommendation from the Turnpike Authority

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

Don't want to do this!

Monroe Connector/Bypass

4. What concerns do you have regarding the Draft Environmental Impact Statement?

5. Other comments or questions (use additional sheets if necessary).

Thank you for your input! Please return Comment Form by June 15, 2009.

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monroe@ncturnpike.org
Ph: 800-475-6402

Monroe Connector/Bypass

Contact Information [-Please Print-]

Name: Michael Stallsworth

Mailing Address: 1237 Afternoon Sun Rd. Stallings, N.C. 28164
[-Please remember to include your zip code-]

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: _____

Monroe Connector/Bypass Pre-Hearing Open House -

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Comments

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1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

West

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

I agree with the DSA D recommendation

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

This would harm the Matthews Community
I do not want this.

Monroe Connector/Bypass

4. What concerns do you have regarding the Draft Environmental Impact Statement?

None

5. Other comments or questions (use additional sheets if necessary).

None

Thank you for your input! Please return Comment Form by June 15, 2009.

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monroe@ncturnpike.org
Ph: 800-475-6402

Monroe Connector/Bypass

Contact Information

[-Please Print-]

Name: Shelia & Erskine Tucker

Mailing Address: 200 Falcons Ridge, Matthews, NC 28104

[-Please remember to include your zip code-]

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: E-MAIL

Monroe Connector/Bypass Pre-Hearing Open House -

May 18, 2009 - South Piedmont Community College May 19, 2009 - Matthews Community Center

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1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area? Yes

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation? We agree this would be the best route to avoid Stallings Elementary School.

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

No, we do not feel the sportsplex would be affected.

Monroe Connector/Bypass

4. What concerns do you have regarding the Draft Environmental Impact Statement?

5. Other comments or questions (use additional sheets if necessary).

Thank you for your input! Please return Comment Form by June 15, 2009.

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Raleigh, NC 27699-1578
monroe@ncturnpike.org
Ph: 800-475-6402

Monroe Connector/Bypass

Contact Information

[-Please Print-]

Name: Jim Carney

Mailing Address: _____

[-Please remember to include your zip code-]

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: _____

Monroe Connector/Bypass Pre-Hearing Open House -

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Comments

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✓ 1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area? In Spoor
✓ yes

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

Monroe Connector/Bypass

4. What concerns do you have regarding the Draft Environmental Impact Statement?

5. Other comments or questions (use additional sheets if necessary).

Thank you for your input! Please return Comment Form by June 15, 2009.

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monroe@ncturnpike.org
Ph: 800-475-6402

Monroe Connector/Bypass

Contact Information

[-Please Print-]

Name: Audrey Sienko

Mailing Address: 3607 Arthur St, Indian Trail, NC 28079

[-Please remember to include your zip code-]

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: _____

Monroe Connector/Bypass Pre-Hearing Open House -

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1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

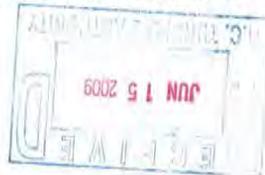
all of the above, major permanent destruction of this area

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

Disagree because of adverse effects on an area which contribute to the Lake of Union County and the state, which will be permanently lost.

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

Definitely



Monroe Connector/Bypass

4. What concerns do you have regarding the Draft Environmental Impact Statement?

A great concern and disgust that a "mussel" and flora and fauna take precedence over the lives and well-being of thousands of human beings - if they are able to remain - who will suffer from the pollution, noise, upheaval of this proposal and its end result.

5. Other comments or questions (use additional sheets if necessary).

Such a project as this should not be considered at this time because of the DIRE financial situation of this state. It is fiscally irresponsible not only location-wise but in the cost itself, which will not be met in future tolls, etc. This is not the right thing to do when teachers are being laid off, the state is not meeting its present obligations and is on the point, it is, in bankruptcy.

Be fiscally and morally responsible, please.

Thank you for your input! Please return Comment Form by June 15, 2009.

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monroe@ncturnpike.org
Ph: 800-475-6402

700 11

Monroe Connector/Bypass

Contact Information

[-Please Print-]

Name: Richard Guford

Mailing Address: 4621 Wolf Pond Rd Monroe 28112

[-Please remember to include your zip code-]

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: _____

Monroe Connector/Bypass Pre-Hearing Open House -

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1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

Central - that is where I would Access bypass most of the time

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

I think The 2A Route to connect near 485 would be the most beneficial to most drivers and do the most to relieve traffic + ~~decrease~~ decrease travel time

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

No, And this project should take precident over a proposed project not already in place. This is the greater public good.

Monroe Connector/Bypass

4. What concerns do you have regarding the Draft Environmental Impact Statement?

5. Other comments or questions (use additional sheets if necessary).

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monroe@ncturnpike.org
Ph: 800-475-6402

Monroe Connector/Bypass

Contact Information

[-Please Print-]

Name: Mike Griffin Mike Griffin

Mailing Address: 4431 Secrest Shortcut Rd. Monroe N.C.
 [-Please remember to include your zip code-] 28110

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: _____

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Comments

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1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

Central - where I live
 Western - Access from I485
 Eastern - Why stop in Wingate and not go past Marshall

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

Minimally - Much better plan than entering Hwy 74 for 1 mile -

Monroe Connector/Bypass

4. What concerns do you have regarding the Draft Environmental Impact Statement?

5. Other comments or questions (use additional sheets if necessary).

I like the idea of Tinterchanges
 Rocky River Rd. is very accessible for many -

Thank you for your input! Please return Comment Form by June 15, 2009.

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 Raleigh, NC 27699-1578
 monroe@ncturnpike.org
 Ph: 800-475-6402

Monroe Connector/Bypass

Contact Information

[-Please Print-]

Name: Ronnie + Denise Moore

Mailing Address: 930 Hasty Rd. Marshville, NC 28103

[-Please remember to include your zip code-]

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: _____

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Comments

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1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

Live and commute
(own property on Forest Hills Rd service Road)

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

Agree

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

Monroe Connector/Bypass

4. What concerns do you have regarding the Draft Environmental Impact Statement?

NONE

5. Other comments or questions (use additional sheets if necessary).

The service road between Forest Hills School Road to Marshville - our concern is it will be hard to get back on to Forest Hills School Rd. from the Service Road due to school traffic, etc. with the red light being so close. Would you consider extending the service road to the red light at Pilgrim's Pride?

Thank you for your input! Please return Comment Form by June 15, 2009.

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 monroe@ncturnpike.org
 Ph: 800-475-6402

Monroe Connector/Bypass

Contact Information

[-Please Print-]

Name: REID PHIFER

Mailing Address: 609 FOREST HILLS SCH. RD. N MARSHVILLE, NC

[-Please remember to include your zip code-]

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: _____

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Comments

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1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

EAST

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

N/A

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

NO

Monroe Connector/Bypass

4. What concerns do you have regarding the Draft Environmental Impact Statement?

NONE

5. Other comments or questions (use additional sheets if necessary).

LET'S GET THIS PROJECT STARTED

Thank you for your input! Please return Comment Form by June 15, 2009.

Ms. Jennifer Harris, PE
North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578
monroe@ncturnpike.org
Ph: 800-475-6402

Monroe Connector/Bypass

Contact Information

[-Please Print-]

Name: MARVIN A. PRESSLEY

Mailing Address: 2514 ARNOLD DR 28110

[-Please remember to include your zip code-]

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other:

Monroe Connector/Bypass Pre-Hearing Open House -

- May 18, 2009 - South Piedmont Community College May 19, 2009 - Matthews Community Center
 May 20, 2009 - Union County Agricultural Center May 21, 2009 - Wingate University

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

YES

Monroe Connector/Bypass

4. What concerns do you have regarding the Draft Environmental Impact Statement?

5. Other comments or questions (use additional sheets if necessary).

I ENJOYED THE PRESENTATION

Thank you for your input! Please return Comment Form by June 15, 2009.

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1578 Mail Service Center
Raleigh, NC 27699-1578
monroe@ncturnpike.org
Ph: 800-475-6402

Monroe Connector/Bypass

Contact Information [-Please Print-]

Name: Michael Vena
Mailing Address: 3024 Oakdale Dr. Monroe, NC 28110
[-Please remember to include your zip code-]

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: _____

Monroe Connector/Bypass Pre-Hearing Open House -

May 18, 2009 - South Piedmont Community College May 19, 2009 - Matthews Community Center
 May 20, 2009 - Union County Agricultural Center May 21, 2009 - Wingate University

Comments

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1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

Agree

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

?

Monroe Connector/Bypass

4. What concerns do you have regarding the Draft Environmental Impact Statement?

?

5. Other comments or questions (use additional sheets if necessary).

Let's get on with the project! The sooner the better.

Thank you for your input! Please return Comment Form by June 15, 2009.

Ms. Jennifer Harris, PE
North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578
monroe@ncturnpike.org
Ph: 800-475-6402

Monroe Connector/Bypass

Contact Information

[-Please Print-]

Name: Edwin Bagley

Mailing Address: 903 W.erview Ln, Monroe, NC 28110

[-Please remember to include your zip code-]

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other:

Monroe Connector/Bypass Pre-Hearing Open House -

- May 18, 2009 - South Piedmont Community College
May 19, 2009 - Matthews Community Center
May 20, 2009 - Union County Agricultural Center
May 21, 2009 - Wingate University

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions.

1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

Will cross bypass between home & work

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

no comment

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

no comment

Monroe Connector/Bypass

4. What concerns do you have regarding the Draft Environmental Impact Statement?

5. Other comments or questions (use additional sheets if necessary).

Thank you for your input! Please return Comment Form by June 15, 2009.

Ms. Jennifer Harris, PE
North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578
monroe@ncturnpike.org
Ph: 800-475-6402

Monroe Connector/Bypass

Contact Information

[-Please Print-]

Name: JENNIFER + CECIL GASKINS

Mailing Address: 1025 Cyrus Edwards Rd

[-Please remember to include your zip code-]

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: _____

Monroe Connector/Bypass Pre-Hearing Open House -

May 18, 2009 - South Piedmont Community College May 19, 2009 - Matthews Community Center

May 20, 2009 - Union County Agricultural Center May 21, 2009 - Wingate University

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

Please note that Major Mill Rd @ Cyrus Edwards Rd will be impacted w/ increased traffic from Olive Branch for vehicles getting off + on the Bypass. - Can Cyrus Edwards Rd be closed to except for local traffic

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

Monroe Connector/Bypass

4. What concerns do you have regarding the Draft Environmental Impact Statement?

5. Other comments or questions (use additional sheets if necessary).

Thank you for your input! Please return Comment Form by June 15, 2009.

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North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578
monroe@ncturnpike.org
Ph: 800-475-6402

Monroe Connector/Bypass

Contact Information [-Please Print-]

Name: James M. Hastings
Mailing Address: 137 Smith St., Wingate NC 28177
[-Please remember to include your zip code-]

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: Wingate Univ. Website

Monroe Connector/Bypass Pre-Hearing Open House -

- May 18, 2009 - South Piedmont Community College
- May 19, 2009 - Matthews Community Center
- May 20, 2009 - Union County Agricultural Center
- May 21, 2009 - Wingate University

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

East. Live nearby.

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

Agree.

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

No

Monroe Connector/Bypass

4. What concerns do you have regarding the Draft Environmental Impact Statement?

None.

5. Other comments or questions (use additional sheets if necessary).

Get it done!

Thank you for your input! Please return Comment Form by June 15, 2009.

Ms. Jennifer Harris, PE
North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578
monroe@ncturnpike.org
Ph: 800-475-6402

Monroe Connector/Bypass

C-048

Contact Information

[-Please Print-]

Name: Phil Loudermilk

Mailing Address: PO Box 611 Wingate NC 28174

[-Please remember to include your zip code-]

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: _____

Monroe Connector/Bypass Pre-Hearing Open House -

- May 18, 2009 - South Piedmont Community College May 19, 2009 - Matthews Community Center
 May 20, 2009 - Union County Agricultural Center May 21, 2009 - Wingate University

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

EAST

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

Monroe Connector/Bypass

C-048

4. What concerns do you have regarding the Draft Environmental Impact Statement?

5. Other comments or questions (use additional sheets if necessary).

If the new Federal standards require 1000' from separation from the on/off ramps and the Myrtle RD is not built to Austin Chandy AS originally proposed, Myrtle should not be made cul de sacs. Fire, Rescue Issues. Long new route for Emergency Crews

Thank you for your input! Please return Comment Form by June 15, 2009.

Ms. Jennifer Harris, PE
 North Carolina Turnpike Authority
 1578 Mail Service Center
 Raleigh, NC 27699-1578
 monroe@ncturnpike.org
 Ph: 800-475-6402

Monroe Connector/Bypass

Contact Information

[-Please Print-]

Name: Jonathan Mackay

Mailing Address: 1617 Maurice Trull Rd Wingate NC
 [-Please remember to include your zip code-] 28174

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: _____

Monroe Connector/Bypass Pre-Hearing Open House -

- May 18, 2009 - South Piedmont Community College May 19, 2009 - Matthews Community Center
 May 20, 2009 - Union County Agricultural Center May 21, 2009 - Wingate University

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

*I live in the east part of the effected area
my kids go to school in Wingate*

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

4. What concerns do you have regarding the Draft Environmental Impact Statement?

5. Other comments or questions (use additional sheets if necessary).

** I have a safety concern *
 you propose closing McIntyre Rd near
 Bell Stadium (Wingate Football field)
 I travel on this road quite a bit, especially
 my kids who go to school use it EVERYDAY!
 The intersection of Austin Chaney + Monroe-
 Ansonville Road is VERY DANGEROUS
 It just has a blinking light, go look at the
 inter section: you have to hills 1- Austin-Chaney going toward
 Monroe-Ansonville rd
 2- Monroe-Ansonville rd hill going
 up toward Monroe
It needs a light!*

** P.S. *
 Do NOT
 GET MY KIDS
 KILLED AT THAT
 INTERSECTION **

Thank you for your input! Please return Comment Form by June 15, 2009.

Ms. Jennifer Harris, PE
 North Carolina Turnpike Authority
 1578 Mail Service Center
 Raleigh, NC 27699-1578
 monroe@ncturnpike.org
 Ph: 800-475-6402

Contact Information [-Please Print-]

Name: ROBERT G. MATHESON
Mailing Address: 3004 UNIONVILLE-INDIAN TRAIL Rd. WEST
[-Please remember to include your zip code-] 28079

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: _____

Monroe Connector/Bypass Pre-Hearing Open House -

May 18, 2009 - South Piedmont Community College May 19, 2009 - Matthews Community Center
 May 20, 2009 - Union County Agricultural Center May 21, 2009 - Wingate University

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

LIVE IN AND AM CONCERNED ABOUT AN ENDANGERED RARE SPECIES OF CRAYFISH THAT THE N.C. WILDLIFE BAME OUT AND CHECKED ON A FEW YEARS AGO

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

DISAGREE

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

WHO NEEDS A SPORTSPLEX OR TOLL RD.

THANKS
ROBERT MATHESON

Monroe Connector/Bypass

4. What concerns do you have regarding the Draft Environmental Impact Statement?

DOESN'T SEEM TO SAVE THE ENDANGERED CRAYFISH.

5. Other comments or questions (use additional sheets if necessary).

PEOPLE OF NC DO NOT WANT TOLL ROADS.

Thank you for your input! Please return Comment Form by June 15, 2009.

Ms. Jennifer Harris, PE
North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578
monroe@ncturnpike.org
Ph: 800-475-6402

Monroe Connector/Bypass

Contact Information

[-Please Print-]

Name: Ray Patterson

Mailing Address: 3517 Pinfar Rd Wingate, NC 28174
ap.patterson @ windstream.net

[-Please remember to include your zip code-]

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: New

Monroe Connector/Bypass Pre-Hearing Open House -

- May 18, 2009 - South Piedmont Community College
- May 19, 2009 - Matthews Community Center
- May 20, 2009 - Union County Agricultural Center
- May 21, 2009 - Wingate University

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

East -

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

OK

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

Monroe Connector/Bypass

4. What concerns do you have regarding the Draft Environmental Impact Statement?

5. Other comments or questions (use additional sheets if necessary).

I want to make sure sound barriers are installed in the East part. Road Runs 1600ft from the house. 3517 Pinfar Rd Wingate, NC 28174

Thank you for your input! Please return Comment Form by June 15, 2009.

Ms. Jennifer Harris, PE
North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578
monroe@ncturnpike.org
Ph: 800-475-6402

Monroe Connector/Bypass

Contact Information

[-Please Print-]

Name: John Sykes

Mailing Address: 103 Anna Perry St Wingate NC 28174

[-Please remember to include your zip code-]

How did you hear about the meeting?

Postcard [x] Newspaper [x] Friend/Family [] Other: []

Monroe Connector/Bypass Pre-Hearing Open House -

- May 18, 2009 - South Piedmont Community College []
May 19, 2009 - Matthews Community Center []
May 20, 2009 - Union County Agricultural Center []
May 21, 2009 - Wingate University [x]

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

East I live in the area

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

Agree

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

Monroe Connector/Bypass

4. What concerns do you have regarding the Draft Environmental Impact Statement?

5. Other comments or questions (use additional sheets if necessary).

Thank you for your input! Please return Comment Form by June 15, 2009.

Ms. Jennifer Harris, PE
North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578
monroe@ncturnpike.org
Ph: 800-475-6402

Monroe Connector/Bypass

Contact Information [-Please Print-]

Name: Subil S Boyd

Mailing Address: 2905 Unionville Indian Trail Rd
[-Please remember to include your zip code-] Indian Trail NC 28079

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: flyer

Monroe Connector/Bypass Pre-Hearing Open House -

- May 18, 2009 - South Piedmont Community College May 19, 2009 - Matthews Community Center
 May 20, 2009 - Union County Agricultural Center May 21, 2009 - Wingate University

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

live at 2905 Unionville Indian Trail Rd Indian Trail, NC 28079

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

the land at 2905 Unionville Indian Trail Rd is available - please make offer

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

Monroe Connector/Bypass

4. What concerns do you have regarding the Draft Environmental Impact Statement?

5. Other comments or questions (use additional sheets if necessary).

see #2

Thank you for your input! Please return Comment Form by June 15, 2009.

Ms. Jennifer Harris, PE
North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578
monroe@ncturnpike.org
Ph: 800-475-6402

Monroe Connector/Bypass

Contact Information [-Please Print-]

Name: Sam Carpenter

Mailing Address: 903 Skyway Dr Monroe NC 28110
[-Please remember to include your zip code-]

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: _____

Monroe Connector/Bypass Pre-Hearing Open House -

- May 18, 2009 - South Piedmont Community College
- May 19, 2009 - Matthews Community Center
- May 20, 2009 - Union County Agricultural Center
- May 21, 2009 - Wingate University

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

I am interested in the entire Monroe-Union County. We desperately need this road for economic development, safety & cell service improvement.

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

I agree with the recommendation. Alternatives have been thoroughly studied. Build it!

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

I do not feel this vital road will in any way jeopardize the Matthews Sportsplex. Construction of the road now is crucial.

Monroe Connector/Bypass

4. What concerns do you have regarding the Draft Environmental Impact Statement?

5. Other comments or questions (use additional sheets if necessary).

Thank you for your input! Please return Comment Form by June 15, 2009.

Ms. Jennifer Harris, PE
North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578
monroe@ncturnpike.org
Ph: 800-475-6402

Monroe Connector/Bypass

Contact Information

[-Please Print-]

Name: Karen Williams

Mailing Address: 636 White Oak Lane Stallings 28104

[-Please remember to include your zip code-]

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: I live in forest park

Monroe Connector/Bypass Pre-Hearing Open House -

- May 18, 2009 - South Piedmont Community College May 19, 2009 - Matthews Community Center
 May 20, 2009 - Union County Agricultural Center May 21, 2009 - Wingate University

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?
I live in forest park. Putting this wall up will close businesses - raise our taxes + lower our property value. This is NO good for Stallings. We are a small town.
2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?
At what cost will this be compared to 2A??

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

I think this is the best choice. Choice D will hurt Stallings on a whole. If these companies can absorb the cost of exits + entrances. Stallings can not afford to lose businesses along 74.

Monroe Connector/Bypass

4. What concerns do you have regarding the Draft Environmental Impact Statement?

I live on the flood zone and the rain water will effect me in forest park.

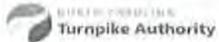
5. Other comments or questions (use additional sheets if necessary).

I strongly object to "D" the wall looks terrible and as said at a prior meeting it is for Urban not small towns. We will lose tax dollars. I'm not happy about this at all. I also believe it will cost more for this ugly ugly wall.

Thank you for your input! Please return Comment Form by June 15, 2009.

Ms. Jennifer Harris, PE
 North Carolina Turnpike Authority
 1578 Mail Service Center
 Raleigh, NC 27699-1578
 monroe@ncturnpike.org
 Ph: 800-475-6402

Monroe Connector/Bypass



Contact Information

[-Please Print-]

Name: Chris Daniels

Mailing Address: 14707 Phillips Rd Matthews NC 28105

[-Please remember to include your zip code-]

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: _____

Monroe Connector/Bypass Pre-Hearing Open House -

May 18, 2009 - South Piedmont Community College May 19, 2009 - Matthews Community Center

May 20, 2009 - Union County Agricultural Center May 21, 2009 - Wingate University

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area? West, Yes

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation? Agree

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

yes it would impact the Matthews Sportsplex

Monroe Connector/Bypass



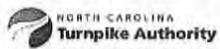
4. What concerns do you have regarding the Draft Environmental Impact Statement? *None*

5. Other comments or questions (use additional sheets if necessary). *None*

Thank you for your input! Please return Comment Form by June 15, 2009.

Ms. Jennifer Harris, PE
North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578
monroe@ncturnpike.org
Ph: 800-475-6402

Monroe Connector/Bypass



Contact Information

[-Please Print-]

Name: JAMES HANNAH

Mailing Address: 6628 COURTLAND ST. INDIAN TRAIL, NC 28079

[-Please remember to include your zip code-]

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: _____

Monroe Connector/Bypass Pre-Hearing Open House -

May 18, 2009 - South Piedmont Community College May 19, 2009 - Matthews Community Center

May 20, 2009 - Union County Agricultural Center May 21, 2009 - Wingate University

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area? *Our home is in the Study Area. If route 2 is selected our home will be hit twice with the noise, once from where it crosses Secret Shadet + again after it goes up Indian Trail - Fairview*

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation? *From my statements above you can see I am strongly against the choice of route 2 and favor using 18A.*

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

Not at all. The state can't come up with the money to repair our bridges & roads that desperately need repairs. Where are the funds going to come from? Educators to build a Sportsplex, Mecklenburg County is having to lay off teachers. What's more important our children's education or a Sportsplex.

Monroe Connector/Bypass

4. What concerns do you have regarding the Draft Environmental Impact Statement?

5. Other comments or questions (use additional sheets if necessary).

Since this Sportsplex is still someone's dream wouldn't make more sense to relocate it instead of displacing established businesses that are paying taxes. Rebuilding a section of 74 as called for using Route 2 will be a disaster to those who commute from Union County + parts of Mecklenburg.

Thank you for your input! Please return Comment Form by June 15, 2009.

Ms. Jennifer Harris, PE
North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578
monroe@ncturnpike.org
Ph: 800-475-6402

Monroe Connector/Bypass

Contact Information

[-Please Print-]

Name: CAROL HANNAH

Mailing Address: 6628 Courtland St, Indian Trail, NC 28079

[-Please remember to include your zip code-]

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: _____

Monroe Connector/Bypass Pre-Hearing Open House -

- May 18, 2009 - South Piedmont Community College May 19, 2009 - Matthews Community Center
 May 20, 2009 - Union County Agricultural Center May 21, 2009 - Wingate University

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area? *My home is in the study area. We will be impacted by the noise & pollution where the By-Pass crosses Secret Shantout and if Route 2 is selected we will again have more noise & pollution as the By-Pass goes up Indian Trail Freeway.*

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation? *I favor 18A as it impacts less business and will have less of an impact on 74 as it joins 485*

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

I do not feel that taking 2.25 acres away from a Sportsplex 125 acres in size would adversely affect it. Mecklenburg County may wish to build this Sportsplex and may get it done some day, but now, cannot afford to pay its teachers nor present layoffs and will more then likely not be building this for some time.

Monroe Connector/Bypass

4. What concerns do you have regarding the Draft Environmental Impact Statement?

It should cost you less to connect directly to 485 than to mess up 74 and ruin the businesses we all use and rely on. There has not been a clear cut picture that I have seen showing what roads are to be elevated and what are not where 74 and the By-Pass connect (when using Route 2). There is a toll getting off the by-pass and a toll again on 74. Why should people pay a toll to stay on 74 when traveling to Charlotte along 74 or to have to get off 74 to avoid the toll? And the same question applies to those traveling from Charlotte to Monroe along 74.

5. Other comments or questions (use additional sheets if necessary).

I am not in favor of this road using Route 2. Especially when you hear how Forest Park neighborhood is affected and that Stallings is opposed to Route 2. Raised Highways & Bridger over roads like Beverly Dr will be a detriment to our homes.

Thank you for your input! Please return Comment Form by June 15, 2009.

Ms. Jennifer Harris, PE
 North Carolina Turnpike Authority
 1578 Mail Service Center
 Raleigh, NC 27699-1578
 monroe@ncturnpike.org
 Ph: 800-475-6402

Monroe Connector/Bypass

Contact Information

[-Please Print-]

Name: FRANCES HARRINGTON

Mailing Address: 159 Eaglecrest DR. STABINGS, N.C. 28104

[-Please remember to include your zip code-]

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: an earlier meeting at a church.

Monroe Connector/Bypass Pre-Hearing Open House -

- May 18, 2009 - South Piedmont Community College
- May 19, 2009 - Matthews Community Center
- May 20, 2009 - Union County Agricultural Center
- May 21, 2009 - Wingate University

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

I live in the west segment area.

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

I agree with the decision to build Route 2 (Alternative D). It protects homeowners and children at the elementary school. Businesses don't face the same hardships.

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

The Sportsplex would suffer if 18A is built. It wouldn't feel as open and would be too noisy.

Monroe Connector/Bypass

4. What concerns do you have regarding the Draft Environmental Impact Statement?

My only concern is that the NETA would change its mind. Please stick with Route 2

5. Other comments or questions (use additional sheets if necessary).

I signed the CARE petition opposing Route 18A and still feel the same way.

Thank you for your input! Please return Comment Form by June 15, 2009.

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North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578
monroe@ncturnpike.org
Ph: 800-475-6402

Monroe Connector/Bypass

Contact Information

[-Please Print-]

Name: MASON B. HARRINGTON

Mailing Address: 159 EAGLECREST DR. ^{STALLINGS} MATTHEWS N.C. 28104

[-Please remember to include your zip code-]

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: ATTENDED EARLIER MEETING.

Monroe Connector/Bypass Pre-Hearing Open House -

- May 18, 2009 - South Piedmont Community College May 19, 2009 - Matthews Community Center
 May 20, 2009 - Union County Agricultural Center May 21, 2009 - Wingate University

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

THE WEST I LIVE IN THE AREA.

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

I AGREE WITH ALTERNATIVE D, OR ROUTE 2, OF THE MONROE CONNECTOR.

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

SEGMENT 18A WILL HURT THE SPORTSPLEX, NOT AS MANY PEOPLE WOULD GO THERE BECAUSE OF THE NOISE OR AIR POLLUTION, IT WOULD BE HARDER TO ACCESS.

Monroe Connector/Bypass

4. What concerns do you have regarding the Draft Environmental Impact Statement?

I THINK THE DEIS GOT IT RIGHT ON DECIDING THAT ROUTE 2 WAS THE BETTER CHOICE

5. Other comments or questions (use additional sheets if necessary).

ROUTE 2 IS THE BEST OPTION IT HELPS RESIDENTS AND SCHOOL CHILDREN AND KEEPS HOME VALUES.

Thank you for your input! Please return Comment Form by June 15, 2009.

Ms. Jennifer Harris, PE
North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578
monroe@ncturnpike.org
Ph: 800-475-6402

Monroe Connector/Bypass

C-061

Contact Information

[-Please Print-]

Name: Phyllis Helms

Mailing Address: PO Box 393 Indian Trail NC
 [-Please remember to include your zip code-] 28079

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: _____

Monroe Connector/Bypass Pre-Hearing Open House -

May 18, 2009 - South Piedmont Community College May 19, 2009 - Matthews Community Center
 May 20, 2009 - Union County Agricultural Center May 21, 2009 - Wingate University

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

We live on Beverly Drive we want the street to be a dead end. Not tunneled or bridged.

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

I disagree

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex? *yes*

We can not sale our house mainly to the fact that every one knows about the proposed High way and we sure can not sale it if we live under a bridge! If you are going to take part of the street first Buy all the maining p w party this would be fair deal.

Monroe Connector/Bypass

C-061

4. What concerns do you have regarding the Draft Environmental Impact Statement?

5. Other comments or questions (use additional sheets if necessary).

PO Box 393 Indian Trail, NC 28079

Thank you for your input! Please return Comment Form by June 15, 2009.

Ms. Jennifer Harris, PE
 North Carolina Turnpike Authority
 1578 Mail Service Center
 Raleigh, NC 27699-1578
 monroe@ncturnpike.org
 Ph: 800-475-6402



Monroe Connector/Bypass

27699-1500 0001

Contact Information

[-Please Print-]

Name: Billy Gene Holland

Mailing Address: 226 Falcons Ridge Matthews NC 28104

[-Please remember to include your zip code-]

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: _____

Monroe Connector/Bypass Pre-Hearing Open House -

May 18, 2009 - South Piedmont Community College May 19, 2009 - Matthews Community Center

May 20, 2009 - Union County Agricultural Center May 21, 2009 - Wingate University

Comments

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1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

Disagree with Route 18A - prefer route 2

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

I don't believe that 18A is a good solution. It is too close to Stalling elementary school.

Monroe Connector/Bypass

4. What concerns do you have regarding the Draft Environmental Impact Statement?

5. Other comments or questions (use additional sheets if necessary).

Thank you for your input! Please return Comment Form by June 15, 2009.

Ms. Jennifer Harris, PE
North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578
monroe@ncturnpike.org
Ph: 800-475-6402

Monroe Connector/Bypass

Contact Information

[-Please Print-]

Name: DOROTHEA MANN

Mailing Address: 724 WHITE OAK LANE, MATTHEWS, NC 28104

[-Please remember to include your zip code-]

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: NEIGHBORS

Monroe Connector/Bypass Pre-Hearing Open House -

May 18, 2009 - South Piedmont Community College May 19, 2009 - Matthews Community Center

May 20, 2009 - Union County Agricultural Center May 21, 2009 - Wingate University

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

DSAs C → D3
LIVE IN AND COMMUTE THRU THIS AREA

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

DISAGREE - THAT ROUTE OBVIOUSLY WOULD INVOLVE PURCHASING MORE/EXPENSIVE COMMERCIAL PROPERTIES ALONG US74 COMPARED TO MORE OPEN LAND IN DSAs A → B3. ALSO THE LATTER ROUTE IS MORE DIRECT, WITH LESS SEVERE CURVES... MAKING THAT ROUTE SAFER AND MORE ACCIDENT FREE CONSIDERING THE HIGH SPEEDS OF TRAVEL WHICH ARE INEVITABLE!!

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

No

Monroe Connector/Bypass

4. What concerns do you have regarding the Draft Environmental Impact Statement?

NONE

5. Other comments or questions (use additional sheets if necessary).

THIS CONNECTOR/BYPASS IS CERTAINLY NEEDED, BUT THE STRAIGHTER (FEWEST CURVES) WILL REDUCE DEADLY ACCIDENTS ... AS WE ALL KNOW SPEEDING WILL OCCUR.

SECONDLY, IT WOULD APPEAR ROUTE DSAs A → B3 WOULD BE FAR LESS DISRUPTIVE TO THE RESIDENTIAL COMMUNITY ON THE NORTHEAST SECTION OF STALLINGS (OFF US 74) AND PROBABLY LESS COSTLY FOR RIGHT OF WAY ACQUISITION.

Thank you for your input! Please return Comment Form by June 15, 2009.

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North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578
monroe@ncturnpike.org
Ph: 800-475-6402

Monroe Connector/Bypass



Contact Information

[-Please Print-]

Name: Barbara Simpson
Mailing Address: 1054 Adenhold Rogers Rd, Commerce, GA
30530

[-Please remember to include your zip code-]

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: _____

Monroe Connector/Bypass Pre-Hearing Open House -

- May 18, 2009 - South Piedmont Community College
- May 19, 2009 - Matthews Community Center
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- May 21, 2009 - Wingate University

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?
My interest is for the Elmer Corrine Fitch & Catherine Fitch Gress at 5491 Indian Trail, Indian Trail, N.C.

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?
What is the purpose to displace these people who have had this property in their family for years. The couple are nearly 80 and not in the best of health. Why would you make them give up a home they moved in 16 months ago, when they were told before beginning to build there was no problem to worry about as the road would not effect them

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

Monroe Connector/Bypass



4. What concerns do you have regarding the Draft Environmental Impact Statement?

5. Other comments or questions (use additional sheets if necessary).

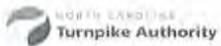
Doesnt this whole project seem useless. Dont think there is enough traffic to warrant what the state is asking for. looks like a few roads could be widened and be just as useful. I wonder who or how many peoples pockets are being padded. Money Talks!! I think there are probably many other areas that need more attention than this roadway! Please review and consider the decision not only for the people I mentioned, but the others involved also.

Thank you!

Thank you for your input! Please return Comment Form by June 15, 2009.

Ms. Jennifer Harris, PE
North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578
monroe@ncturnpike.org
Ph: 800-475-6402

Monroe Connector/Bypass



Contact Information

[-Please Print-]

Name: JOHN WIESEMAN III

Mailing Address: 5010 ~~RODERS~~ MANOHINEEL LN

[-Please remember to include your zip code-]

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: _____

Monroe Connector/Bypass Pre-Hearing Open House -

- May 18, 2009 - South Piedmont Community College
- May 19, 2009 - Matthews Community Center
- May 20, 2009 - Union County Agricultural Center
- May 21, 2009 - Wingate University

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

WEST, YES

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

AGREE

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

YES, IT WOULD EFFECT MATTHEWS SPORTS PLEX

Monroe Connector/Bypass

4. What concerns do you have regarding the Draft Environmental Impact Statement?

NONE

5. Other comments or questions (use additional sheets if necessary).

NONE

Thank you for your input! Please return Comment Form by June 15, 2009.

Ms. Jennifer Harris, PE
North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578
monroe@ncturnpike.org
Ph: 800-475-6402

Monroe Connector/Bypass

Contact Information

[-Please Print-]

Name: VINCENT MARTIN

Mailing Address: 836 KILGORE CT MATTHEW, NC 28104

[-Please remember to include your zip code-]

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: _____

Monroe Connector/Bypass Pre-Hearing Open House -

- May 18, 2009 - South Piedmont Community College
- May 19, 2009 - Matthews Community Center
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- May 21, 2009 - Wingate University

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

WEST I LIVE IN STALLINGS AND AM INTERESTED IN UNDERSTANDING THE TAX IMPLICATIONS ON OUR TOWN DUE TO REDUCED COMMERCIAL STRUCTURES

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

I disagree that there are no alternative projects, IF YOU JUST 4 LANED CURRENT NC 218 IT WOULD BE MUCH CHEAPER, LESS DISRUPTIVE OF RESIDENTIAL & COMMERCIAL PROPERTIES AND REMOVE MARSHVILLE FROM THE BYPASS. (MORE)

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

NO!
(MORE) HAVING A TWO ROAD EMPTY ROAD TO MARSHVILLE, IS RADICULOUS. THAT IS A SPEED TRAP AND HERE WE ARE DUMPING A 4 & 6 LANE ROAD INTO A SMALL TOWN WITH 25MPH SPEED LIMIT.

Monroe Connector/Bypass

4. What concerns do you have regarding the Draft Environmental Impact Statement?

None - I didn't look and don't care.

5. Other comments or questions (use additional sheets if necessary).

Thank you for your input! Please return Comment Form by June 15, 2009.

Ms. Jennifer Harris, PE
North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578
monroe@ncturnpike.org
Ph: 800-475-6402

Monroe Connector/Bypass

Contact Information

[-Please Print-]

Name: Thomas F Brock

Mailing Address: 6303 Kiker-Brock Drive Indian Trail NC 28079

[-Please remember to include your zip code-]

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: _____

Monroe Connector/Bypass Pre-Hearing Open House -

May 18, 2009 - South Piedmont Community College May 19, 2009 - Matthews Community Center
 May 20, 2009 - Union County Agricultural Center May 21, 2009 - Wingate University

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

see other side

Monroe Connector/Bypass

4. What concerns do you have regarding the Draft Environmental Impact Statement?

5. Other comments or questions (use additional sheets if necessary).

1. Could someone explain to me why you would build a by-pass that would empty out into the town of Marshville with no by-pass around Marshville.
2. Why not take the by-pass around the South of Unionville & North of Lake Switty and by-pass Marshville altogether and come out at the County Line or Peachland, NC.
3. Are all the cross roads like Unionville-Indian Trail Rd, Indian Trail Swirear & N. Rocky River Rd. going to have off + on ramps & are they going to have bridges over these roads so you can get on + off at these roads?
4. My personal comment is: I hope the Dept. of DOT or Turnpike Authority will have enough vision to make this a 6 lane road so we won't end up like the 4 lane road of 485 South of Charlotte where the traffic stops at peak hour. I hope you pay close attention to this comment so it won't end up like 485 South of Charlotte. Marshville needs to be by-passed totally.
5. Once again I would like to say the road to by-pass Marshville totally so you won't have all traffic dumping in down town Marshville.

Thank you!

Mr. Thomas F. Brock
6303 Kiker Brock Dr.
Indian Trail, NC 28079-0709

Thank you for your input! Please return Comment Form by June 15, 2009. 704-872-2588

Ms. Jennifer Harris, PE
North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578
monroe@ncturnpike.org
Ph: 800-475-6402

Monroe Connector/Bypass

Contact Information

[-Please Print-]

Name: VICKIE STILLWELL
Mailing Address: 1821 Marglyn Dr Matthews NC 28105

How did you hear about the meeting?

Postcard, Newspaper, Friend/Family, Other

Monroe Connector/Bypass Pre-Hearing Open House -

- May 18, 2009 - South Piedmont Community College
May 19, 2009 - Matthews Community Center
May 20, 2009 - Union County Agricultural Center
May 21, 2009 - Wingate University

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions.

1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

Commute through, live next to and own property in the area. Numerous family + friends live in area.

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

Strongly agree with Recommended Alternative (DSA D) Oppose Segment 18A.

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74.

I don't know enough about the complex to comment intelligently. I do know I prefer the project stay out of Mecklenburg/Matthews with as little change to I-485 interchanges as possible.

Monroe Connector/Bypass

4. What concerns do you have regarding the Draft Environmental Impact Statement?

IF the current Draft EIS leads to the Recommended Alternative, the facts (not feelings) are being emphasized. That is the only FAIR way to decide since I don't believe our "feelings" are more or less important or relevant than the next person's.

5. Other comments or questions (use additional sheets if necessary).

As I stated at hearing on 5-19-09, those next to I485 and US 74 already have noise + air pollution. I don't think it is fair to double their exposure.

I'm enclosing more thoughts from last night's comments. Forgive my sarcasm about some arguments. I know we all see things from our personal perspective... but a few of those statements were off base and insulting.

Thanks, Vickie S.

Thank you for your input! Please return Comment Form by June 15, 2009.

Ms. Jennifer Harris, PE
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monroe@ncturnpike.org
Ph: 800-475-6402

Monroe Connector/Bypass

5-20-04

VICKIE STILLWELL C-068

#5. Additional Comments on Monroe/Connector / Bypass

Jennifer Harris, PE NCTA

Dear Ms. Harris,

Thank you for speaking with me at last evening's hearing in Matthews. I am weary of the NIMBYS and I don't care to be one. You indicate, however, we should voice our opinions & concerns. My position was and is: Keep the project in Union County with as little intrusion into Matthews as possible. We ~~have~~ gone through enough with I-485.

Listening at hearings would be amusing if it wasn't such a serious matter. I heard numerous inaccuracies and I assume you and the other NCTA representatives recognize them. Otherwise, we all focus on facts that we believe support our individual positions.

One speaker from Stallings was over the top. Wow! 12 lanes I guess the 7+8 lanes already in Matthews on US 74 + I 485 are fine. And all the ramps that would need to be added if the route shifts west would be fine... as long as Stallings can remain an attractive (?!!) "Gateway" to Union County. Please! How did Rick Hendrick become a villain? I don't know the guy - never bought a car from him (full disclosure: I do think Jimmie Johnson #48 is cute) - I do believe Mr Hendrick had a large roll in funding/creating CPCC's automotive training program. I thought that woman speaker's snide remarks were inappropriate. I think the "service road" system to local businesses works in other places and would work in western Union County. Anything would be an improvement to how it is now. Road construction always impacts a community. I assume you look at the finished product when deciding a route & not temporary pains.

C-068
A young woman from Forrest Park voiced concern about only one entrance to their development. I drove through there today and could only find ONE way in and out now... so they will have only one... like they've always had one. Maybe I'm missing the logic there.

I feel for the longtime residents in the path of this (or any) project. (Been there, done that.) How long someone has lived there doesn't show up on a map. In fact, sadly, the open areas make good targets for road planning. Just the sort of family acreage many will lose. ~~There~~ hasn't been policy in past highway planning to avoid longtime residents' property. Is that a deciding factor now?

I do know firsthand about the noise and air quality next to I-485. As I stated last night, I don't think the people living next to I-485 should be exposed to **DOUBLE THE POLLUTION** if the current Recommended Alternative is a more suitable route anyway. I don't just mean the Stilwells. Look at Blackberry Ridge.

I hope we can learn in the third quarter of 2009 that all the science, engineering and economics continue to support DSA D and we can finally relax.

I also hope funding is available!

Thank you for listening.

You are good at the public relations part of your job!

Sincerely,
Jickie Stilwell

Contact Information

[-Please Print-]

Name: Bill Taylor

Mailing Address: 2606 Olive Branch Rd. Monroe, NC 28110

[-Please remember to include your zip code-]

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: e-mail (county)

Monroe Connector/Bypass Pre-Hearing Open House -

- May 18, 2009 - South Piedmont Community College May 19, 2009 - Matthews Community Center
 May 20, 2009 - Union County Agricultural Center May 21, 2009 - Wingate University

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

*entire project! commute and have home!
lost property to project!*

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

build the highway!

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

build the highway!

Monroe Connector/Bypass

4. What concerns do you have regarding the Draft Environmental Impact Statement?

*traffic noise/air quality/homes/land use/
storm water run-off!*

5. Other comments or questions (use additional sheets if necessary).

*why does the state not be required to maintain their
property purchased back in 2005 like we who own
property adjoining? Now that all the excuses
(excluding the money) are no longer valid, why
not build a much needed road? Take the politics,
corruption out and let's see some progress!*

Thank you for your input! Please return Comment Form by June 15, 2009.

Ms. Jennifer Harris, PE
 North Carolina Turnpike Authority
 1578 Mail Service Center
 Raleigh, NC 27699-1578
 monroe@ncturnpike.org
 Ph: 800-475-6402

Monroe Connector/Bypass

Ruth H Helms
2201 Melody Dr
Monroe, NC 28110

C-070

Contact Information

[-Please Print-]

Name: Robert O. & Ruth H Helms Jr

Mailing Address: 2201 Melody Dr Monroe 28110
[-Please remember to include your zip code-]

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: T.V.

Monroe Connector/Bypass Pre-Hearing Open House -

May 18, 2009 - South Piedmont Community College May 19, 2009 - Matthews Community Center
 May 20, 2009 - Union County Agricultural Center May 21, 2009 - Wingate University

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

(Central) Hwy 74 + Rocky River Rd
own one corner - fine in Helms
Park

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

all but, (2A better than 2B)
Putting traffic back, to much on 74

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

Just Keep Traffic off 74!!

Monroe Connector/Bypass

C-070

4. What concerns do you have regarding the Draft Environmental Impact Statement?

OK with it

5. Other comments or questions (use additional sheets if necessary).

Just build it - before
we are to old to drive
on it - I've been to
meeting on this since 1980!!
we are glad it's a toll Road

Ruth H Helms - former County Commission

Thank you for your input! Please return Comment Form by June 15, 2009.

Ms. Jennifer Harris, PE
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1578 Mail Service Center
Raleigh, NC 27699-1578
monroe@ncturnpike.org
Ph: 800-475-6402

by UC
1982-1990

Monroe Connector/Bypass

Contact Information [-Please Print-]

Name: JERRY E. MCGEE

Mailing Address: 1204 IRONGATE

[-Please remember to include your zip code-]

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: [checked]

Monroe Connector/Bypass Pre-Hearing Open House -

- May 18, 2009 - South Piedmont Community College
May 19, 2009 - Matthews Community Center
May 20, 2009 - Union County Agricultural Center
May 21, 2009 - Wingate University [checked]

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

EAST - MY JOB REQUIRES FREQUENT TRAVEL BETWEEN WINGATE AND CHARLOTTE.

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

AGREE.

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

NO

Monroe Connector/Bypass

4. What concerns do you have regarding the Draft Environmental Impact Statement?

NONE

5. Other comments or questions (use additional sheets if necessary).

WE DESPERATELY NEED THIS PROJECT TO BE COMPLETED AS SOON AS POSSIBLE. THE ON/OFF RAMP AT AUSTIN CHANEY ROAD ARE VITAL TO WINGATE UNIVERSITY AND THE TOWN OF WINGATE.

Thank you for your input! Please return Comment Form by June 15, 2009.

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monroe@ncturnpike.org
Ph: 800-475-6402

Monroe Connector/Bypass

Contact Information

[-Please Print-]

Name: MONA LISA STREITMAN
 Mailing Address: 172 EAGLECREST DRIVE - MATTHEWS N.C. 28104
 [-Please remember to include your zip code-]

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: _____

Monroe Connector/Bypass Pre-Hearing Open House -

May 18, 2009 - South Piedmont Community College May 19, 2009 - Matthews Community Center
 May 20, 2009 - Union County Agricultural Center May 21, 2009 - Wingate University

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

I live in Eaglecrest Subdivision on Eaglecrest drive I am more interested in the West

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

I strongly oppose 18A & approve of option 2 We live within a mile of 485 & 74 and Stalling's school is about a 100 yards from our back yard - We are against 18A and want the best for our school children & home owners

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

[Signature] not sure

Monroe Connector/Bypass

4. What concerns do you have regarding the Draft Environmental Impact Statement?

none

5. Other comments or questions (use additional sheets if necessary).

none

Thank you for your input! Please return Comment Form by June 15, 2009.

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 Raleigh, NC 27699-1578
 monroe@ncturnpike.org
 Ph: 800-475-6402

Monroe Connector/Bypass

Contact Information

[-Please Print-]

Name: Chris Harrington

Mailing Address: 159 Eaglesrest Dr., Stallings, NC 28104-4208

[-Please remember to include your zip code-]

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: town council meetings
community involvement
CARE

Monroe Connector/Bypass Pre-Hearing Open House -

- May 18, 2009 - South Piedmont Community College May 19, 2009 - Matthews Community Center
 May 20, 2009 - Union County Agricultural Center May 21, 2009 - Wingate University

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area? I'm most interested in the west segment because I live in Stallings and shop in the Matthews area most affected by the Monroe Bypass/connector.

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation? I completely agree with Alternative D (aka. a Route 2). It avoids the dangers of another interchange so close to I-485, spares neighborhoods (Stevens Mill, Fair Haven, Woodbridge, Madison Ridge, Eaglesrest, Blackberry Ridge, and "free standing" homes), protects the next Level Church, saves the elementary school from intrusion, and spares Fair Haven park from ill-effects of noise and air pollution. Also, house holds have to eat too many costs of relocation compared to businesses.

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex? It would absolutely affect the multiplex adversely. People who visit these venues are sports-oriented. The poor air, noise, and traffic hazards will influence people's decisions not to visit the Sportsplex. This sports center can enhance the Matthew economy. Putting the bypass/connector so close will either kill an economic engine or cause the Sportsplex to fail.

Monroe Connector/Bypass

4. What concerns do you have regarding the Draft Environmental Impact Statement?

The DEIS takes into consideration how the various routes would affect residents, school children, and air quality considerations of those most likely to be outside for prolonged periods, and safety of traffic patterns (particularly that DSA D avoids the "stacking effect" of I-485 and the bypass/connector). These are truly the people most often overlooked when considering major roads. Accordingly, Route 2 / DSA D is the best option. The NCTA has arrived at a fair, workable solution. I hope this decision is the final word on this project.

5. Other comments or questions (use additional sheets if necessary).

In future projects the NCTA should avoid the confusing mix of number and letter assignments it currently uses for route alternatives. Even if not intentional (and the pre-ferred in-house method), this system hinders the general public's ability to understand the process through a prolonged process. It, according to some, gives the impression that the NCTA is trying to "get away with something." Stick to a number (e.g., Route 2) and assign a different letter for each revision (e.g., Route 2, Route 2A, Route 2B).

Thank you for your input! Please return Comment Form by June 15, 2009.

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monroe@ncturnpike.org
Ph: 800-475-6402

Monroe Connector/Bypass

Contact Information

[-Please Print-]

Name: Zenobia Ann Quirk Heggins
Mailing Address: 5914 Secret Short Cut Road Monroe, NC. 28110

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other

Monroe Connector/Bypass Pre-Hearing Open House -

- May 18, 2009 - South Piedmont Community College
May 19, 2009 - Matthews Community Center
May 20, 2009 - Union County Agricultural Center
May 21, 2009 - Wingate University

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions.

1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

Your project would take about an acre of my land, as I was told on May 18, 2009

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

Monroe Connector/Bypass

4. What concerns do you have regarding the Draft Environmental Impact Statement?

Handwritten notes regarding concerns about the Draft Environmental Impact Statement.

5. Other comments or questions (use additional sheets if necessary).

Handwritten notes for section 5.

Thank you for your input! Please return Comment Form by June 15, 2009.

Ms. Jennifer Harris, PE
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monroe@ncturnpike.org
Ph: 800-475-6402

Monroe Connector/Bypass

Contact Information [-Please Print-]

Name: Malia Kline

Mailing Address: MaliaKline@aol.com

[-Please remember to include your zip code-]

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: _____

Monroe Connector/Bypass Pre-Hearing Open House -

May 18, 2009 - South Piedmont Community College May 19, 2009 - Matthews Community Center

May 20, 2009 - Union County Agricultural Center May 21, 2009 - Wingate University

Comments

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1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

~~West~~ Central.

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation? Unionville/Indian Trail Rd @ Poplin Road (4)

Our land is impacted under both - neither is acceptable - we received no notification
Please call me to discuss 704-609-3423

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

4. What concerns do you have regarding the Draft Environmental Impact Statement?

None

5. Other comments or questions (use additional sheets if necessary).

- Why was the NC Turnpike Authority created?
- When you borrow money from the NCDOT for the development process, do you pay interest?
- Are staff members of NC Turnpike Authority state employees?
- Why is NCDOT not handling the project?
- Why are Hardship Applications not considered first?

Thank you for your input! Please return Comment Form by June 15, 2009.

Ms. Jennifer Harris, PE
North Carolina Turnpike Authority
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monroe@ncturnpike.org
Ph: 800-475-6402

C-076

Contact Information

[-Please Print-]

Name: Peter Zalawski

Mailing Address: 1516 Sacatoga Blvd Indian Trail, NC 28079

BONTERRA VILAGE [-Please remember to include your zip code-]

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: _____

Monroe Connector/Bypass Pre-Hearing Open House -

- May 18, 2009 - South Piedmont Community College
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- May 20, 2009 - Union County Agricultural Center
- May 21, 2009 - Wingate University

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

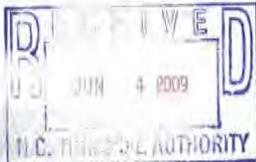
The Central area. I live in Bonterra Village and commute through the area.

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

I agree with the horizontal alignment. I am, however, strongly in favor of keeping the bypass reasonably at the existing ground level and not elevated where it crosses in front of the Bonterra Village entrance on Secret Shortcut Road.

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

I have no comment regarding this issue. It is not applicable to Bonterra Village. Matthews area residents may have opinions regarding this issue.



Monroe Connector/Bypass

4. What concerns do you have regarding the Draft Environmental Impact Statement?

I am concerned that the noise impact modeling does not properly address the noise impacts to Bonterra Village from an elevated roadway. An at grade alignment would have less impact, with regard to noise and visual issues.

5. Other comments or questions (use additional sheets if necessary).

A committee appointed by the Bonterra Village HOA met with representatives of the Turnpike Authority to discuss the concerns of the Bonterra Village Homeowners. The meeting set forth our concerns and discussed options for keeping the bypass at grade and not elevated at Bonterra's entrance. Bonterra was represented by Mr. Tolly Pruitt, Mr. Alan Rosenberg, Mr. John Barnard and Ms. Beverley Breze. The NC Turnpike Authority was represented by Mr. Steve Dewitt, Ms. Jennifer Harris, Ms. Reid Simons, Ms. Christy Shumate, and Mr. Carl Gibilaro. Also present were Mr. Dean Harrell, the Developer and Ms. Shelley Dehart from the Town of Indian Trail. The Bonterra committee has developed a requested commitment we would like added to the EIS. Please see the attached sheet for further information.

Thank you for your input! Please return Comment Form by June 15, 2009.

Ms. Jennifer Harris, PE
 North Carolina Turnpike Authority
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 monroe@ncturnpike.org
 Ph: 800-475-6402

Monroe Connector/Bypass

**Additional Input
Monroe Connector/Bypass Comment Form**

As a resident of Bonterra Village, the Monroe Connector/Bypass will impact my community and my property value in ways yet to be understood. The proposed plans to put a bridge without noise barriers over our entrance from Secret Shortcut Road have the potential to create noise levels that will be objectionable and detract from the pastoral nature of our homes and our community. I understand the need for the new road and that the routes are limited; rather than say not in my backyard, I am requesting the following:

- That the **NCTA commit to keep the Bypass elevation at nominal ground level** across the Bonterra Property and between Faith Church Road and the proposed interchange at Unionville Indian Trail Road.
- The following are the preferred options for maintaining access to Bonterra Village via Saratoga Blvd:
 - **Preferred Option:** Install a bridge on Saratoga Blvd across the Bypass.
 - Relocate Secret Shortcut Rd southward to accommodate access to the bridge from Secret Shortcut.
 - This option can be accomplished if the roadbed is moved approximately 100 feet
 - **Option 2:** Build a frontage road between Faith Church Rd and Poplin Rd with an entrance onto Saratoga Blvd from the frontage road
 - **Option 3:** Build a connector road from Faith Church Rd to Saratoga Blvd

I believe that the requested solutions will:

- Significantly reduce the cost of building the Bypass
- Be more aesthetically pleasing to bypass traffic
- Minimize the noise impact on our community
- Minimize through traffic to Porter Ridge Schools and Poplin Elementary School

Please accept these inputs and give them your most respectful consideration as to the impact on local residents as well as convenience of east-west traffic.

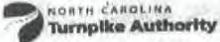
Respectfully:

Name:

P. Z. [Signature]

Address:

1510 Saratoga Blvd
Indian Trail, NC 28039



Contact Information

[-Please Print-]

Name: Arlene Sauder

Mailing Address: 5307 Fennell Street, Indian Trail, NC 28079

[-Please remember to include your zip code-]

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: _____

Monroe Connector/Bypass Pre-Hearing Open House -

- May 18, 2009 - South Piedmont Community College
- May 19, 2009 - Matthews Community Center
- May 20, 2009 - Union County Agricultural Center
- May 21, 2009 - Wingate University

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

I am an interested Union County + Wake Park resident who will be deeply affected by the By-Pass. I am also deeply concerned with the environmental and economic effect this road will have on all U. Co. residents.

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

I am not in favor of DSA D which will completely surround both Wake Park + Forest Park between the road itself and its numerous exits. As you are well aware, we already can't meet existing air standards and instead of focusing that on 74 and doing something about its current problems; i.e. working on timing of lights, etc, you

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

It seems to me that you are more concerned about the Sportsplex than you are about wiping out access to the Community College and an income producing Sports facility. Why? It seems to me that this whole road way is more Union Co. related than Meck. Co's concern. I find this whole question very politically - created!

Monroe Connector/Bypass

2) don't want to spread out the ^{cost} ~~cost~~ pollution + also increase auto + truck traffic on all sides. Many of us already have problems with such elementary things as breathing well and I question why you would want to expose children + adults to increased pollution. Why don't you take these "planned" dollars + put them toward something that really decreases the pollution problem? For commuters there is bus service + some light rail service. There are also existing RR tracks that might be utilized. Why not do something that will help eliminate the extensive global warming rather than provide facilities that will increase that?

I am also against your chosen route because as a taxpayer, we do not need to eliminate any business potential from the County. If there is a concern about traffic on ramps near the new Stallings school, eliminate them. Who needs them? Who would use them? And I do not feel that the "great wall of Stallings" is needed at all! This is not Chicago, Detroit, NY, etc!!!

And how lovely to have an exit near Sardis Elementary... future more traffic past another school?

4. What concerns do you have regarding the Draft Environmental Impact Statement?

Why is this entire project, started 20 years ago, not looking at a more viable route as it did then - at 218? I understand 218 is to be repaved - why not just widen it to 4 lanes? It's already being used to connect to 485. Why not have a bit of commercial growth with the rest of the state? I am sure an occasional gas station, fast food joint would not hurt the rural nature. Why are you not considering paving the road near Idlewild? They got a lot of a heavily built + paved shopping center. How?

5. Other comments or questions (use additional sheets if necessary).

Are you really listening to what people are saying - and I don't mean those who might possibly make a big buck off this project. And I ask? Would you want to live near it?

Thank you for your input! Please return Comment Form by June 15, 2009.

Ms. Jennifer Harris, PE
North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578
monroe@ncturnpike.org
Ph: 800-475-6402

Monroe Connector/Bypass



Contact Information

[-Please Print-]

Name: Robert & Harriet Hawthorne

Mailing Address: 425 Pepper Ann Lane, Matthews, NC 28104

[-Please remember to include your zip code-]

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: _____

Monroe Connector/Bypass Pre-Hearing Open House -

- May 18, 2009 - South Piedmont Community College
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Comments

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1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

We live in the west end of the project. We commute to the Fayetteville Area several times a year.

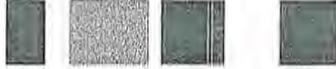
2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

We disagree with the D Alternative. This choice would take out several businesses along R 74 and require our development to have a new entrance/exit.

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

No. I have seen no activity in that area to build a Sportsplex.

Monroe Connector/Bypass



4. What concerns do you have regarding the Draft Environmental Impact Statement?

The cost of the proposed "D" alternative will be significantly higher to elevate existing 74 (15 feet), for approximately .5 mile. The loss of several businesses would lower the taxable base for Stallings and the state. Probably raising the taxes on all homeowners in Stallings.

5. Other comments or questions (use additional sheets if necessary).

Integrating the by pass into the IUS inter change (Exit 50) Makes more sense than building a new interchange a mile from the main exit.

We think that politics have played into the decision to select the 'D' alternative, there good sense or financial considerations.

Thank you for your input! Please return Comment Form by June 15, 2009.

Ms. Jennifer Harris, PE
 North Carolina Turnpike Authority
 1578 Mail Service Center
 Raleigh, NC 27699-1578
monroe@ncturnpike.org
 Ph: 800-475-6402

Monroe Connector/Bypass

Contact Information

[-Please Print-]

Name: Marjorie Schriver
 Mailing Address: 627 Pepper Ann Lane Matthews Nc
 [-Please remember to include your zip code-] 28104

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: _____

Monroe Connector/Bypass Pre-Hearing Open House -

May 18, 2009 - South Piedmont Community College May 19, 2009 - Matthews Community Center
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Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

Live in Forest Park - Subdivision - Stallings West

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

Disagree -
There will be numerous amount of traffic on the access road. People from Indian Trail + Union County will not get on bypass just to go into Charlotte + back home.

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

No. In this economy - the Matthews Sportsplex might not get built. They should work around it and the road should connect into 485 - most logical for the traffic flow - beach traffic ect Keep 74 as a business route only.

Monroe Connector/Bypass

4. What concerns do you have regarding the Draft Environmental Impact Statement?

① Water runoff ② Businesses lost on 74 - They help with tax revenues - if they are gone - taxes will increase for citizens.

* Water Runoff - With part that is 25 ft in air - where will water go - How is water runoff controlled - Already flood zone - creek problems - thru Forest Park

5. Other comments or questions (use additional sheets if necessary).

* Will people pay tolls on a daily basis - in this economy - people do not have extra money for tolls + the high gas price?

* Access to Forest Park - ? Should not be routed to Stallings Rd - Will have a difficult time turning left.

* Will there be a noise barrier around Forest Park. With road 25 ft high - Noise will be above our homes.

* How does emergency vehicles get from access rd onto by pass - the turns will cause delays

Thank you for your input! Please return Comment Form by June 15, 2009.

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 monroe@ncturnpike.org
 Ph: 800-475-6402

Monroe Connector/Bypass

Contact Information

[-Please Print-]

Name: RAYMOND LANGLEY

Mailing Address: 2817 BENT OAK DRIVE STALLINS 28104
 [-Please remember to include your zip code-] (MATTHEWS)

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: _____

Monroe Connector/Bypass Pre-Hearing Open House -

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 May 20, 2009 - Union County Agricultural Center May 21, 2009 - Wingate University

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

WEST - FAMILY IN AREA

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

I AM IN AGREEMENT WITH ALTERNATIVE D - ROUTE 2 DUE TO OVERALL QUALITY OF LIFE IN THE AREA

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

WITH REGARDS TO SAFETY, NOISE, AND AIR POLLUTION THE SELECTION OF 18A WOULD BE DETRIMENTAL TO CHILDRENS USE OF THE SPORTSPLEX. THIS, AFTERALL, IS NOT A NASCAR EVENT.

Monroe Connector/Bypass

4. What concerns do you have regarding the Draft Environmental Impact Statement?

THE DEIS HAS DERIVED THE BEST ROUTE FOR THE MONROE BYPASS CONNECTOR - ROUTE 2

5. Other comments or questions (use additional sheets if necessary).

THANK YOU FOR LETTING THE VOICES OF THE COMMUNITY BE HEARD

Thank you for your input! Please return Comment Form by June 15, 2009.

Ms. Jennifer Harris, PE
 North Carolina Turnpike Authority
 1578 Mail Service Center
 Raleigh, NC 27699-1578
 monroe@ncturnpike.org
 Ph: 800-475-6402

Monroe Connector/Bypass

Contact Information

[-Please Print-]

Name: Cindy Langley
 Mailing Address: 2817 Bent Oak Drive Matthews 28104
 [-Please remember to include your zip code-] (Stallings)

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: CARE

Monroe Connector/Bypass Pre-Hearing Open House -

- May 18, 2009 - South Piedmont Community College May 19, 2009 - Matthews Community Center
 May 20, 2009 - Union County Agricultural Center May 21, 2009 - Wingate University

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

West - also commute through & have family in the area and shop

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

- Agree with alternative D (Route 2) because
1. Effect on residential areas
 2. Proximity to school (Stallings Elementary)
 3. Environmental effects, including air quality & quality of life

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

- Yes 18A will adversely affect the sportsplex
1. Air quality and noise pollution
 2. Safety including the fact that two interchanges would be so close together
 3. Disruption of atmosphere conducive to athletic participation

Monroe Connector/Bypass

4. What concerns do you have regarding the Draft Environmental Impact Statement?

I am pleased with the DEIS choice of route 2 because it fosters quality of life, allowances for the environment and protection of residential values

5. Other comments or questions (use additional sheets if necessary).

Thank you for your consideration of citizen input as well as your concerns for residents and schoolchildren

Thank you for your input! Please return Comment Form by June 15, 2009.

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 1578 Mail Service Center
 Raleigh, NC 27699-1578
 monroe@ncturnpike.org
 Ph: 800-475-6402

Monroe Connector/Bypass

Contact Information

[-Please Print-]

Name: MRS. BRENDA HEHR
 Mailing Address: 209 FOREST PARK RD., MATTHEWS, NC 28104
 [-Please remember to include your zip code-] (in Stallings)

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: _____

Monroe Connector/Bypass Pre-Hearing Open House -

May 18, 2009 - South Piedmont Community College May 19, 2009 - Matthews Community Center
 May 20, 2009 - Union County Agricultural Center May 21, 2009 - Wingate University

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area? *I live in Forest Park, in the front section. This will be directly and negatively impacted by the proposed route DSA-D on the West end of the Monroe Bypass proposal.*

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation? *I believe that the alternative route 2A would be better - more direct, closer to 485 + much less disruptive, especially to Forest Park and Stallings businesses. I ask, please, if DSA-D must be chosen, please buy out the front section of Forest Park, including my house at 209. The noise, decreased property values, and other effects, will devastate this front section of Forest Park, especially. The will need to be a separate entrance for the Business Park and Forest Park Residents as well.*

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex? *No, the Sportsplex could manage without those 2.25 acres, and compensate in some other way. This alternative route would also put more traffic + business directly to the Sportsplex + 485. Think of the other businesses + residents you'll affect badly with DSA-D*

Monroe Connector/Bypass

4. What concerns do you have regarding the Draft Environmental Impact Statement?

The traffic noise and air quality will be impacted very negatively to Forest Park, especially the front section so close to Rt. 74 (Independence Blvd.). It can't help but cause us untold + frankly scary noise factors at all times of day + night even with a sound barrier since 74 will be 28 ft. next to and above us. If this must be, please buy the front section of homes in Forest Park. The noise, pollution, plummeting property values, are unfair to us. Who would even want to buy our homes?

5. Other comments or questions (use additional sheets if necessary).

This recommended route will be a disaster to Forest Park and others close by, especially the front section of Forest Park. Please buy these properties if you select DSA-D, but I truly believe the alternative route 2B if a much better option all around. Thank you for asking for our input and for being so helpful on the phone and at the Open House. We (and many of our neighbors) have lived in the front of Forest Park for 25+ years and will suffer from this choice. Why must we pay in all the negative ways I listed above? We are

Thank you for your input! Please return Comment Form by June 15, 2009.

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mostly an older section with older residents.

Monroe Connector/Bypass

Contact Information

[-Please Print-]

Name: Steve Hehr

Mailing Address: 209 Forest Park Dr., Matthews, NC 28104-4362

[-Please remember to include your zip code-]

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other:

Monroe Connector/Bypass Pre-Hearing Open House -

- May 18, 2009 - South Piedmont Community College May 19, 2009 - Matthews Community Center May 20, 2009 - Union County Agricultural Center May 21, 2009 - Wingate University

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

West (interchange 2B). Live in the Forest Park development.

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

Am concerned about 1) Noise in our development from the interchange 2) Whether there will be separate access to/from Forest Park for residential and truck traffic.

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

No opinion.

Monroe Connector/Bypass

4. What concerns do you have regarding the Draft Environmental Impact Statement?

5. Other comments or questions (use additional sheets if necessary).

Thank you for your input! Please return Comment Form by June 15, 2009.

Ms. Jennifer Harris, PE North Carolina Turnpike Authority 1578 Mail Service Center Raleigh, NC 27699-1578 monroe@ncturnpike.org Ph: 800-475-6402

Monroe Connector/Bypass

Contact Information

[-Please Print-]

Name: Wayne + Pauline Radcliffe
 Mailing Address: 3610 N. Rocky River Rd., Monroe, NC 28110
 [-Please remember to include your zip code-]

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: _____

Monroe Connector/Bypass Pre-Hearing Open House -

May 18, 2009 - South Piedmont Community College May 19, 2009 - Matthews Community Center
 May 20, 2009 - Union County Agricultural Center May 21, 2009 - Wingate University

Comments

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1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, (live in) or have other interests in the area?

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

We are in the area a buffer zone is proposed. We will need access to the road. We are 71 years old and have a little bit of heaven on our lawn. We do not want to move.

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

Not familiar with that area.

Monroe Connector/Bypass

4. What concerns do you have regarding the Draft Environmental Impact Statement?

I would hope there will be the least impact on the environment you can accomplish.

5. Other comments or questions (use additional sheets if necessary).

I know there has been plans for this bypass for years. I wish it was built before all the subdivisions were built. I hate to see so many families relocating. Please if there is any way possible give us access.

Pauline Radcliffe

Thank you for your input! Please return Comment Form by June 15, 2009.

Ms. Jennifer Harris, PE
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 Raleigh, NC 27699-1578
 monroe@ncturnpike.org
 Ph: 800-475-6402

Monroe Connector/Bypass

C-085



Contact Information

[-Please Print-]

Name: Suzanne Greenway
Mailing Address: 1535 Saratoga Blvd, Indian Trail NC
BONTERRA VILAGE [-Please remember to include your zip code-] 28079

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: _____

Monroe Connector/Bypass Pre-Hearing Open House -

- May 18, 2009 - South Piedmont Community College
- May 19, 2009 - Matthews Community Center
- May 20, 2009 - Union County Agricultural Center
- May 21, 2009 - Wingate University

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?
The Central area. I live in Bonterra Village and commute through the area.

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?
I agree with the horizontal alignment. I am, however, strongly in favor of keeping the bypass reasonably at the existing ground level and not elevated where it crosses in front of the Bonterra Village entrance on Secrest Shortcut Road.

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?
I have no comment regarding this issue. It is not applicable to Bonterra Village. Matthews area residents may have opinions regarding this issue.

Monroe Connector/Bypass

C-085



4. What concerns do you have regarding the Draft Environmental Impact Statement?

I am concerned that the noise impact modeling does not properly address the noise impacts to Bonterra Village from an elevated roadway. An at grade alignment would have less impact, with regard to noise and visual issues.

5. Other comments or questions (use additional sheets if necessary).

A committee appointed by the Bonterra Village HOA met with representatives of the Turnpike Authority to discuss the concerns of the Bonterra Village Homeowners. The meeting set forth our concerns and discussed options for keeping the bypass at grade and not elevated at Bonterra's entrance. Bonterra was represented by Mr. Tolly Pruitt, Mr. Alan Rosenberg, Mr. John Barnard and Ms. Beverley Breze. The NC Turnpike Authority was represented by Mr. Steve Dewitt, Ms. Jennifer Harris, Ms. Reid Simons, Ms. Christy Shumate, and Mr. Carl Gibilaro. Also present were Mr. Dean Harrell, the Developer and Ms. Shelley Dehart from the Town of Indian Trail. The Bonterra committee has developed a requested commitment we would like added to the EIS. Please see the attached sheet for further information.

Thank you for your input! Please return Comment Form by June 15, 2009.

Ms. Jennifer Harris, PE
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monroe@ncturnpike.org
Ph: 800-475-6402

Monroe Connector/Bypass



Contact Information

[-Please Print-]

Name: Margaret Kianey

Mailing Address: 1014 Fountainbrook Dr., Indian Trail, NC

(-Please remember to include your zip code-) 28079

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: _____

Monroe Connector/Bypass Pre-Hearing Open House -

May 18, 2009 - South Piedmont Community College May 19, 2009 - Matthews Community Center

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Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

I live in a development (Brandon Oaks) along Old Monroe

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation? AND/OR

I recommend the widening of Old Monroe ~~and~~ Independence

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

I believe these purchases are unnecessary. I believe a better use of money is to widen what we already have.

Monroe Connector/Bypass



4. What concerns do you have regarding the Draft Environmental Impact Statement?

We already have enough areas in Union Co. that have been torn up for housing, roads, etc. I have sadly observed many wooded areas being knocked down "for progress". Save the land we have left.

5. Other comments or questions (use additional sheets if necessary).

Indian Trail recently did a survey. The results showed the number one concern was roads. Widening either Old Monroe or Independence would greatly help our area. The proposed toll road would not.

Concerning the toll road - My husband and I recently spent time in Southern Florida. We set our GPS system to avoid toll roads. We will always avoid toll roads when there is a viable alternative.

Please use my tax dollars responsibly. Don't build a new road when what we have can be fixed. The fixing of what we have will benefit residence more anyway.

Thank you for your input! Please return Comment Form by June 15, 2009.

Margaret Kianey

Ms. Jennifer Harris, PE
North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578
n.monroe@ncturnpike.org
Ph: 800-475-6402

Monroe Connector/Bypass



Contact Information [-Please Print-]

Name: EDWARD N. KINNEY

Mailing Address: 1014 FOUNTAIN BROOK DR INDIAN TRAIL NC
[-Please remember to include your zip code-]

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other:

Monroe Connector/Bypass Pre-Hearing Open House -

- May 18, 2009 - South Piedmont Community College
- May 19, 2009 - Matthews Community Center
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- May 21, 2009 - Wingate University

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

I LIVE IN A DEVELOPMENT (BRAND OAKS) ALONG OLD MONROE

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

I HIGHLY RECOMMEND THE WIDENING OF OLD MONROE.

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

I BELIEVE THE PURCHASES ARE UNNECESSARY. IT IS A BETTER USE OF MONEY IS TO WIDEN A MUCH USED THROUGHWAY.

Monroe Connector/Bypass



4. What concerns do you have regarding the Draft Environmental Impact Statement?

5. Other comments or questions (use additional sheets if necessary).

Thank you for your input! Please return Comment Form by June 15, 2009.

Ms. Jennifer Harris, PE
North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578
n.monroe@ncturnpike.org
Ph: 800-475-6402

Monroe Connector/Bypass



Contact Information

[-Please Print-]

Name: Armanda Wolfe

Mailing Address: 314 Cedarwood Ln, Matthews, NC 28104
[-Please remember to include your zip code-]

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: website

Monroe Connector/Bypass Pre-Hearing Open House -

- May 18, 2009 - South Piedmont Community College
- May 19, 2009 - Matthews Community Center
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- May 21, 2009 - Wingate University

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

- West
- I mostly travel in the immediate area, but do sometimes travel to Monroe

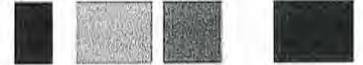
2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

Disagree (please see attached comments)

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

Absolutely no impact. The Sportsplex is not built and anyone who has been involved in the construction field knows that plans are always subject to change. It's a given when master planning any large area. If anything, the sight of a Sportsplex along our Interstates is a great sight to see.

Monroe Connector/Bypass



4. What concerns do you have regarding the Draft Environmental Impact Statement?

5. Other comments or questions (use additional sheets if necessary).

(See attached)

Thank you for your input! Please return Comment Form by June 15, 2009.

Ms. Jennifer Harris, PE
North Carolina Turnpike Authority
1578 Mail Service Center
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monroe@ncturnpike.org
Ph: 800-475-6402

Monroe Connector/Bypass

June 12, 2009

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

Re: Monroe Connector/Bypass

Dear Ms. Harris and Additional Engineers and NCTA Staff:

Let me first state that I am a resident of the Forest Park Subdivision and a long-time resident of Union County. I have attended many of your public involvement meetings and still strongly disagree with building Option 2 instead of Option 18A.

Here is a brief summary of my concerns, which come from daily experience of living in Forest Park:

Single Entrance for all of Forest Park and Union West:

1. *"Proposed 2nd entrance":* I have heard the NCTA cite this possibility many times, but I am informed today from speaking with your engineering firm, that there has been no surveying, planning, or actual budgeting of a 2nd entrance. I am in complete disbelief that the current plan could be approved for a Record of Decision without a full understanding of what and where this proposed 2nd entrance would be. Over the years, my neighborhood has begged for a 2nd entrance and we have been told a resounding "NO!" time and time again. We have been told that the easement at the curve of Meadowbrook could not actually be built on. We have been given countless other excuses over the years, whether monetary or just plain laziness on the part of our governing Council. After years of being told that we absolutely COULD NOT have an entrance on to Stallings Road, the citizens of Forest Park ARE NOT satisfied with the "possibility" of a 2nd entrance. **I urge the NCTA to order a full survey and analysis of the feasibility of a 2nd entrance before they finalize their decision.** If there is no 2nd entrance for Forest Park and Union West, then Option 18A should be re-instated.
2. *Turning Left on to Stallings Road out of Forest Park:* My neighbors and I currently play a very dangerous daily game of "Leap Frog" in leaving our neighborhood. We see a small hole in the traffic and we jump into it, hoping against hope that we've jumped just in time and can get across the rest of the way without losing our lives. Many have wondered why we are not happy with finally getting an entrance on to Stallings Rd. But I fear that we are jumping "out of the frying pan and into the fire". Sometimes it's not the density of traffic, but the constant ebb and flow of it that limit our ability to get out of our neighborhood. It makes me very nervous to think that we will ALL (over 600 of us) be attempting to turn LEFT onto Stallings Rd where the traffic is projected to increase significantly from a major bypass, future commercial growth

along BOTH sides, and future residential developments. **97% of us (FP and Union West) 97% of the time will need to go LEFT.** There's not much that we need to the right of us. **But I fear that due to the constant ebb and flow of traffic as discussed above that we will be forced to turn right and will create a traffic nightmare for everyone in trying to do U-turns and head back in the direction that we intended to go.** This is an issue that needs to be addressed before the current option should be the Record of Decision. Again, this goes back to the "possibility" of a 2nd entrance.

C.A.R.E. Petition:

1. *Removal of my Signature:* I, Amanda L Wolfe, do hereby request that my name be removed from the CARE petition that I signed in December 2007 opposing option 18A. Having seen the alternative, I believe Option 2 to be so much worse for the future of our Town as a whole.
2. *Validity of Outdated Petition in Deciding Current Proposal:* I'm assuming that the vast majority of people who signed that petition are not fully informed and updated on what the current alternative is. I'm making that assumption based on the fact that I see only the same 5 people from the CARE organization showing up at the public involvement meetings. Many people, like myself, signed that petition on the basis that it would be near our Elementary School. We had no map or details of what the alternative would look like. Unlike many of those other citizens, I HAVE seen the alternative..... a 25-30 foot concrete WALL in the middle of a small town and TWELVE lanes of traffic. The NCTA knows full well how hard they themselves have worked and how much has changed in the last 18 months since that petition was signed. **How many of the people that signed that petition would stand by their original signature knowing what the alternative is?**
3. *Thank you:* I would like to thank the NCTA for listening to the citizens who signed that petition and for going back to the drawing board to present another option. Unfortunately, due to circumstance beyond your control, the alternative turned out to not work as well as your original intuition to build a simple 4-lane bypass on Option 18A.

Stallings Elementary School:

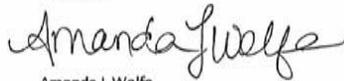
1. I do not desire for the road to be built by the school which my children will soon be attending, but given the alternative, I would prefer Option 18A to "The Great Wall of Stallings". **If your position reverses and you move it back to Option 18A, I would greatly prefer for it to be a simple 4 lane road with no intersection at all with Stallings Road.** Our town is not wide and any Stallings citizen who wishes to get on the Toll Rd will be able to access it at multiple other points in Indian Trail or nearby Matthews.

Town Council Positions:

1. As you well know, the official position of both the Stallings and Indian Trail Town Councils are in support of Option 18A as the least disruptive to our local economies.
2. There is one elected official of Stallings who has been very adamant in pushing Option 2 instead of supporting Option 18A. Sadly, this one elected official only recently asked the question, "How many houses are in Forest Park?" I recently asked this elected official if she had driven in Forest Park and looked at where they were proposing to put the second entrances. Not surprisingly, she said that she had not. I find it very sad that this official has spent hours discussing this issue with you and is just now giving some small thought to how many homes and Stallings citizens will be affected by the current route. It is very clear that she is biased on the issue and I believe that her opinion on this matter should be greatly discounted.

Thank you so much for listening and being open to public comment. Good luck in your decision.

Sincerely,



Amanda L Wolfe
314 Cedarwood Lane
Matthews, NC 28104



Contact Information

[-Please Print-]

Name: Jeffrey Steele

Mailing Address: 624 Pepper Ave Lx Matthews NC 28104

[-Please remember to include your zip code-]

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other:

Monroe Connector/Bypass Pre-Hearing Open House -

- May 18, 2009 - South Piedmont Community College
- May 19, 2009 - Matthews Community Center
- May 20, 2009 - Union County Agricultural Center
- May 21, 2009 - Wingate University

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

Commute through this area for work, church
And to visit family on the UNCC side of town!

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

I think that it should go thru the area around
the 485 since its already under construction and
studies show that most people will not use it.

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

yes I do. Who is going to pay to use a road when
they already have one to use -

What about an access Rd from 74 to the
Forest Park Area -

Monroe Connector/Bypass



4. What concerns do you have regarding the Draft Environmental Impact Statement?

None

5. Other comments or questions (use additional sheets if necessary).

Its alot of controversy Surrounding this Study About Hendrick having to build a bridge. Mayors owning land that will be affected it just seems that the wrong people lose out on things so easily when big business pushes for expansion! God is still in control!

Thank you for your input! Please return Comment Form by June 15, 2009.

Ms. Jennifer Harris, PE
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monroe@ncturnpike.org
Ph: 800-475-6402

Monroe Connector/Bypass

Contact Information

[-Please Print-]

Name: Thelma PrivetteMailing Address: 2419 Community Park Dr, Matthews, NC 28104
 [-Please remember to include your zip code-] (Stallings)

How did you hear about the meeting?

 Postcard Newspaper Friend/Family Other: notice by mail

Monroe Connector/Bypass Pre-Hearing Open House -

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Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

I live in Stallings near the town hall. I am also serving a second term on the Stallings Town Council. My family and I have lived in Stallings almost 34 years.

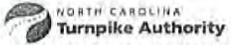
2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

I strongly disagree as does the Stallings Town Council and the Indian Trail Town Council. Stallings has the largest negative impact (loss of revenue) than any other jurisdiction affected by the Monroe Bypass. Will our town be compensated for our loss of revenue? I don't like the idea of the raised road creating a wall in front of Forest Park subdivision. This wall also impacts the businesses on Hwy 74 in a negative way.

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

I cannot believe the Turnpike Authority would favor a proposed Sportsplex over businesses and homes that are already in place and not take in consideration the devalue of the homes and loss of businesses. If Matthews is serious about their Sportsplex they could build it someplace else.

Monroe Connector/Bypass



4. What concerns do you have regarding the Draft Environmental Impact Statement?

5. Other comments or questions (use additional sheets if necessary).

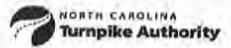
Please take my concerns and others that are opposed to this route for the by-pass seriously.

Thank you for your consideration!

Thank you for your input! Please return Comment Form by June 15, 2009.

Ms. Jennifer Harris, PE
North Carolina Turnpike Authority
1578 Mall Service Center
Raleigh, NC 27699-1578
monroe@ncturnpike.org
Ph: 800-475-6402

Monroe Connector/Bypass



Contact Information [-Please Print-]

Name: John Dodd

Mailing Address: P.O. Box 188, Wingate, NC 28174
[-Please remember to include your zip code-]

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: _____

Monroe Connector/Bypass Pre-Hearing Open House -

May 18, 2009 - South Piedmont Community College May 19, 2009 - Matthews Community Center

May 20, 2009 - Union County Agricultural Center May 21, 2009 - Wingate University

Comments
Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?
West, commute through

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?
(2B) DSA A makes no sense, it will be harmful to businesses and is less direct than DSA 2A, need to keep traffic off 74 as much as possible

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?
No, there is plenty of room to develop the sportsplex in that area

Monroe Connector/Bypass



4. What concerns do you have regarding the Draft Environmental Impact Statement?

None

5. Other comments or questions (use additional sheets if necessary).

2B would keep route on 74 far too long, please go with 2A, it will not impact Stallings Elementary and that is just a smokescreen for Mayor who lives there

Thank you for your input! Please return Comment Form by June 15, 2009.

Ms. Jennifer Harris, PE
North Carolina Turnpike Authority
1578 Mail Service Center
Raleigh, NC 27699-1578
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Monroe Connector/Bypass

Appendix B6 – Public Comment Form Comments

Table B6-1: Public Comment Form Comments

Documents: c001 – c091

Document Number	Comment Topic	COMMENT	RESPONSE
c002, c006, c007, c008, c009, c011, c012, c014, c015, c017, c019, c023, c025, c026, 029, c030, c031, c032, c035, c036, c037, c038, c044, c047, c051, c052, c053, c054, c056, c059, c060, c062, c065, c071, c072, c080, c081, c087		Expressed opinions in support of Segment 2 (Recommended Alternative D)	No response necessary.
c001, c024, c039, 050		Expressed opinions opposing building the Connector/Bypass.	No response necessary.
c010		Recommended keeping entrance to Bonterra Village at grade.	In coordination with the Town of Indian Trail and Bonterra Village Homeowners Association, NCTA has revised the design for this area to allow the Monroe Connector/Bypass to remain at grade. The connection between Saratoga Boulevard and Secrest Shortcut Road will be rerouted along a service road running parallel to the Monroe Connector/Bypass and connecting to Faith Church Road. This design revision is discussed in Section 2.3.1.3 of this Final EIS and shown on Figure 2-3f-g .
c003	Other	Most people resist change and not one wants their property used for "the greater good". It is human nature to keep what is yours. Saying that, no matter how much study you've done and how you've tried, some will not be happy. Because I'm not directly affected by the proposed bypass, I have no problem with the recommendation. I'm not sure how I would respond if my home and property were in jeopardy. Thank you for your time.	NCTA acknowledges this comment.
c004	Visual Resources	Special consideration should be made to roadway improvements at Sardis/Unionville Indian Trial Road intersection. The raised bridge can create a visual barrier segmenting a jurisdiction.	The Sardis Church Road /Unionville-Indian Trail Road intersection is approximately ½ mile south of a proposed interchange between the Monroe Connector/Bypass and Unionville-Indian Trail Road and will not be modified as a result of this project.
c013	Right-Of-Way Acquisition and Relocations	I live at 6406 Scott Long Road. This is a quiet secondary road. You want to take Secrest Shortcut Road, cul-de-sac it, and run it up my road. This destroys my property value and is not safe! I will end up with dump trucks in my front yard. I will need to meet with engineers to have this changed. I will NOT take no for an answer unless you want to buy me out. Just for your knowledge I have left 6 messages for Ms. Harris either on her voicemail or with Pat - her secretary - no returned call to date. We are already getting off on the wrong foot!	Based on these comments from the Town of Indian Trail, as well as public comments received during the Draft EIS comment period, the Unionville-Indian Trail Road interchange has been redesigned utilizing a compressed diamond type interchange. This design reduces the footprint of the interchange, thereby minimizing impacts, eliminating the need to relocate Secrest Shortcut Road, and reducing the amount of access control along Unionville-Indian Trail Road. This design change is discussed in Section 2.3.1.3 of this Final EIS, and impacts reported throughout this document reflect the revised design.

Appendix B6 – Public Comment Form Comments

Table B6-1: Public Comment Form Comments

Documents: c001 – c091

Document Number	Comment Topic	COMMENT	RESPONSE
c016	Right-Of-Way Acquisition and Relocations	Route 2B will practically eliminate frontage of a retail building that I own. How will I be compensated if this route is chosen?	NCTA will follow state and federal regulations and NCDOT procedures for right-of-way acquisition and relocation. If your remaining property is determined to be unusable or inaccessible, you will be compensated at fair market value for the entire parcel. Right-of-way agents will work with affected property owners on an individual basis.
c018	Other	We appreciate the help provided to us thus far. All the people have been very friendly and helpful. We are seeking definitive answers in a very slow process.	NCTA acknowledges this comment.
c021	Right-Of-Way Acquisition and Relocations	The Town of Hemby Bridge is opposed to the road/bypass coming through our town. This bypass will take out many homes in our small town of approximately 2,000 residents. There are families that have lived in their home for over 50 years, which includes my parents, brother, sister, cousins, aunts, uncles, and many other long-standing residents.	NCTA acknowledges this comment.
c022	Other	My recommendation for naming the roadway is: Monroe Turnpike. Second choice: Jesse Helms Turnpike. The Monroe City Council and Monroe Transportation Committee are in favor with these choices.	NCTA acknowledges this comment and will take the suggested names into consideration. The project's name will be decided by the NCTA Executive Board.
c028	Alternatives Considered	Option 18-A from a newcomer to the "area of the most congestion" I have seen in my life must be alleviated. Trucks make driving 74 a nightmare. People spend so much time commuting a short distance that takes a horrible amount of time and toll on family life. Congestion must be relieved and the "D" plan of choice will not do it. No one wants their home taken - please be fair to all in purchase. Special interest groups are bringing a poor choice to the plan. 18A appears the most sensible.	NCTA acknowledges this comment.
c033	Alternatives Considered	After hearing comments at this meeting I feel your final decision should be made for the benefit of all that need traffic congestion resolved over the individual concerns. Or why are you building a road? 18A clearly shows less congestion for all! Forget Toyota and all other dealerships! Build the best and fastest road from point A to point B. THAT is your job or forget it. We don't need more problems. We need relief in our lifetime. Thank you.	The selection of the Preferred Alternative was based on a balance of cost and design considerations, impacts to the human and natural environments, and input received from agencies and the public.
c034	Right-Of-Way Acquisition and Relocations	Why is this road allowed to go near Sardis Elementary, Sunshine Station and the new elementary school across from Bonterra? Why are you allowed to cross our Soccer field?	While these schools are located near the corridor study area, the Preferred Alternative would not directly impact them. The soccer fields at Bonterra Village would also not be impacted.
c040	Land Use and Transportation Planning	I like the idea of 7 interchanges. Rocky River Road is very accessible for many.	NCTA acknowledges this comment.
c041	Land Use and Transportation Planning	The service road between Forest Hills School Road to Marshville. Our concern is it will be hard to get back on to Forest Hills School Road from the service road due to school traffic with the red light being so close. Would you consider extending the service road to the red light at Pilgrim's Pride?	This proposed service road will provide access to existing parcels along US 74 that otherwise would not have access. Extending the service road to Cuddy Drive was evaluated but determined not to be cost feasible due to anticipated low traffic volumes.

Appendix B6 – Public Comment Form Comments

Table B6-1: Public Comment Form Comments

Documents: c001 – c091

Document Number	Comment Topic	COMMENT	RESPONSE
c046	Land Use and Transportation Planning	Please note that Morgan Mill Road and Cyrus Edwards Road will be impacted with increased traffic from Olive Branch from vehicles getting off and on the bypass. Can Cyrus Edwards Road be closed except to local traffic?	Traffic forecasts prepared for the project do not indicate a substantial difference in traffic on Morgan Mill Road between the No-Build Alternative and Preferred Alternative.
c048	Land Use and Transportation Planning	If the new federal standards require 1000' separation from the on/off ramps and McIntyre Road is not built to Austin Chaney as originally proposed, McIntyre should not be made to cul-de-sacs. There will be fire / rescue issues - long new route for emergency crews.	Original functional design plans presented in the Draft EIS included severing McIntyre Road and rerouting traffic to Austin Chaney Road and Monroe-Ansonville Road. As part of NCDOT's Monroe Bypass project, McIntyre Road was to be realigned to connect with Austin Chaney Road north of the Monroe Bypass; however, current design standards do not allow this connection so close to the proposed interchange at Austin Chaney Road. Based on this comment and others received during the public comment period, the Austin Chaney Road interchange has been redesigned to allow McIntyre Road to maintain its existing connection to Austin Chaney Road.
c049	Land Use and Transportation Planning	I have a safety concern. You propose closing McIntyre Road near Belk Stadium. I travel on this road quite a bit, especially my kids who go to school use it EVERYDAY! The intersection of Austin Chaney & Monroe-Ansonville Road is VERY DANGEROUS. It just has a blinking light. Go look at the intersection - you have two hills. 1 - Austin Chaney Road going toward Monroe-Ansonville Road. 2 - Monroe-Ansonville Road hill going up towards Monroe. It needs a light! Do not get my kids killed at that intersection!	See response to c048 above.
c055	Right-Of-Way Acquisition and Relocations	I live in Forest Park. Putting this wall up will close businesses, raise our taxes and lower our property value. This is NO good for Stallings. We are a small town. Choice D will hurt Stallings on a whole. 18A these companies can absorb the cost of exits and entrances. Stallings cannot afford to lose businesses along 74. I strongly object to "D". The wall looks terrible and as said at prior meetings it is for urban not small towns. We will lose tax dollars. I'm not happy about this at all. I also believe it will cost more for this ugly ugly wall.	<p>The selection of the Preferred Alternative was based on a balance of cost and design considerations, impacts to the human and natural environments, and input received from agencies and the public. The current assumption for the tolled highway portion of US 74 includes reconstructing US 74 on fill with retaining walls to allow frontage roads to be build immediately at the base of the retaining walls. The right of way required for this section would be approximately 260 feet. This was modified from original designs that included lanes all at grade in order to minimize impacts to businesses along existing US 74 by reducing the right of way required. Business impacts were reduced nearly 40 percent by implementing this design change.</p> <p>In addition, NCTA is committed to working with the local officials and stakeholders to develop an aesthetically pleasing and context sensitive project. Over the past several months, local officials and stakeholders have participated in the development of aesthetic guidelines for the project that will be incorporated into final designs and construction. The group selected an aesthetic concept based on regional architectural themes that includes a combination of brick and stone look and use of arches.</p>

Appendix B6 – Public Comment Form Comments

Table B6-1: Public Comment Form Comments

Documents: c001 – c091

Document Number	Comment Topic	COMMENT	RESPONSE
c057	Right-Of-Way Acquisition and Relocations	Since the sportsplex is still someone's dream, would it make more sense to relocate it instead of dislocating established business that are paying taxes. Redoing a section of 74 is called for. Using route 2 will be a disaster to those who commute from Union County to parts of Mecklenburg County	The selection of the Preferred Alternative was based on a balance of cost and design considerations, impacts to the human and natural environments, and input received from agencies and the public. Public and agency comments generally support the selection of Alternative D.
c058	Alternatives Considered	It should cost you less to connect directly to 485 than to mess up 74 and ruin the businesses we all use and rely on. There has not been a clear cut picture that I have seen showing what roads are to be elevated and what are not where 74 and the bypass connect (when using route 2). There is a toll getting off the bypass and a toll again on 74. Why should people pay a toll to stay on 74 when traveling to Charlotte along 74 or to leave to get off 74 to avoid the toll? And the same question applies to those traveling from Charlotte to Monroe along 74. I am not in favor of this road using route 2. Especially when you hear how Forest Park neighborhood is affected and that Stallings is opposed to Route 2. Raised highways and bridges over roads like Beverly drive will be a detriment to our homes.	Only those vehicles traveling on the "new" elevated US 74 will be required to pay a toll. This toll is required to ensure the financial feasibility of the proposed project. People who choose to use this section of US 74 and continue on to US 74 Business would pay a nominal toll to bypass traffic signals on the at-grade frontage roads. Travel diagrams showing toll and non-toll options are discussed in Section 2.3.5 and shown on Figure 2-5a-f of the Final EIS
c063	Right-Of-Way Acquisition and Relocations	That route (DSA D) obviously would involve purchasing more/expensive commercial properties along US 74 compared to more open land in DSAs A-B3. Also the latter route is more direct with less severe curves making that route safer and more accident free considering the high speeds of travel which are inevitable. This connector/bypass is certainly needed but the straighter (fewest curves) will reduce deadly accidents...as we all know speeding will occur. Secondly, it would appear route DSAs A-B3 would be far less disruptive to the residential community on the northern section of Stallings (off US 74) and probably less costly for right of way acquisition.	The selection of the Preferred Alternative was based on a balance of cost and design considerations, impacts to the human and natural environments, and input received from agencies and the public. DSA D is higher in the range of median total project costs when compared with other DSAs; however, the higher cost of DSA D is offset by lower impacts to other resources, such as schools, community facilities, and natural resources.
c061	Right-Of-Way Acquisition and Relocations	We live on Beverly Drive. We want the street to be a dead end. Not bridge or tunnel. We cannot sell our house now. Due to the fact that everyone knows about the proposed highway and we sure cannot sell it if we live under a bridge. If you are going to take part of the street just buy all remaining property. This would be a fair deal.	Based on this comment and others received during the public comment period, Beverly Drive will be severed at the Monroe Connector/Bypass.
c064	Purpose and Need for Action	What is the purpose to displace these people who have had this property in their family for years? The couple are nearly 80 and not in the best of health. Why would you make them give up a home they moved in 16 months ago when they were told before beginning to build there was no problem to worry about as the road would not affect them? Doesn't this whole project seem useless? Don't think there is enough traffic to warrant what the state is asking for. Looks like a few roads could be widened and be just as useful. I wonder who or how many people's pockets are being padded. Money talks! I think there are probably many other areas that need more attention than this roadway! Please review and consider the decision not only for the people I mentioned but the others involved also.	The need for the project is documented in Section 1.2 of the Draft EIS. In addition, this project is ranked as the region's top transportation priority in the 2035 Long Range Transportation Plan developed by the Mecklenburg Union Metropolitan Planning Organization.

Appendix B6 – Public Comment Form Comments

Table B6-1: Public Comment Form Comments

Documents: c001 – c091

Document Number	Comment Topic	COMMENT	RESPONSE
c066	Alternatives Considered	I live in Stallings and am interested in understanding the tax implications on our town due to reduced commercial structures. I disagree that there are no alternative projects. If you just four laned current NC 218 it would be much cheaper, less disruptive of residential & commercial properties and remove Marshville from the bypass. Having a toll road empty prior to Marshville is ridiculous. That is a speed trap and here we are dumping a 4 or 6 lane road into a small town with a 25mph speed limit.	<p>A range of alternatives were considered for the project, including upgrading existing roadways and combinations of upgrading existing roads with new location segments. As documented in Section 2.3 of the Draft EIS, tolling has been identified by the regional transportation planning organization as the funding source for this project. State law prohibits tolling of existing roadways and requires a free alternate route. To accommodate this, constructing the project along and existing roadway corridor would require frontage roads to provide the free alternate route, which would require additional right of way along the existing facility. Existing corridors considered for upgrading were US 74 (in its entirety or in part), Old Monroe Road/Old Charlotte Highway, and Secret Shortcut Road. Upgrading NC 218 was not considered an option for this project, as it is too far north to serve as a true bypass of US 74.</p> <p>The project is consistent with the project scope and limits identified in the MUMPO Long Range Transportation Plan.</p>
c067	Alternatives Considered	Could someone explain to me why you would build a bypass that would empty out into the town of Marshville with no bypass around Marshville? Why not take the bypass around the South of Unionville and north of Lake Twitty and bypass Marshville altogether and come out at the county line or Peachland, NC? Are all the crossroads like Unionville-Indian Trail Road, Indian Trail-Fairview Road, and N. Rocky River Road going to have off and on ramps and are they going to have bridges over these roads so you can get on and off at these roads. My personal comment is: I hope the Dept of DOT or Turnpike Authority will have enough vision to make this a 6 lane road so we won't end up like the 4 lane road of 485 south of Charlotte where the traffic stops at peak hours. I hope you pay close attention to this commit so it won't end up like 485 south of Charlotte. Marshville needs to be bypassed totally. Once again I would like to say the need to bypass Marshville totally so you won't have all traffic dumping in downtown Marshville.	<p>On the eastern end, the proposed project would terminate on US 74 between the towns of Wingate and Marshville, as this is where existing and projected traffic volumes decrease and the study area transitions to a more rural character. The Marshville Comprehensive Transportation Plan identifies a future need for a bypass around Marshville that would tie into the Monroe Connector/Bypass; however, this is not being considered as part of the proposed project.</p> <p>The westernmost section of the roadway near I-485 will be six lanes. The remaining sections of the roadway will be four lanes with provisions to widen into the median to provide six lanes are included.</p>
c068	Air Quality	As I stated at the hearing on 05.19.09, those next to I-485 and US 74 already have noise and air pollution. I don't think it is fair to double their exposure (ramp/interchange areas get a greater concentration of the negative impact). ... As I stated last night I don't think people living next to I-485 should be exposed to DOUBLE THE POLLUTION if the current Recommended Alternative is a more suitable route anyway.	NCTA acknowledges this comment. The selection of the Preferred Alternative was based on a balance of cost and design considerations, impacts to the human and natural environments, and input received from agencies and the public.
c069	Other	Why does the state not be required to maintain their property purchased back in 2005 like we who own property adjoining? Now that all the excuses (excluding money) are no longer valid, why not build a much needed road? Take the politics and corruption out and let's see some progress!	NCTA acknowledges this comment.

Appendix B6 – Public Comment Form Comments

Table B6-1: Public Comment Form Comments

Documents: c001 – c091

Document Number	Comment Topic	COMMENT	RESPONSE
c070	Other	Just build it - before we are too old to drive on it. I've been to meetings about this since 1980. We are glad it's a toll road.	NCTA acknowledges this comment.
c073	Alternatives Considered	In future projects the NCTA should avoid the confusing mix of number and letter assignments it currently uses for route alternatives. Even if not intentional (and the preferred in house method), this system hinders the general public's ability to understand the changes through a prolonged process. It, according to some, gives the impression that NCTA is trying to "get away with something". Stick to a number (e.g. "Route 2") and assign a different letter for each revision (e.g., Route 2, Route 2A, Route 2B).	NCTA acknowledges this comment.
c075	Other	Why was the NC Turnpike Authority created? When you borrow money from the NCDOT for the development process, do you pay interest? Are staff members of the NCTA state employees? Why is NCDOT not handling the project? Why are hardship applications not considered first?	<p>The NCTA was a state agency created by the General Assembly in 2002 to implement alternative financing methods to pay for much needed roads during this time of rapid growth, dwindling resources, and skyrocketing costs. The NCTA originally operated as a separate state agency; however, as of July 2009, NCTA is a unit of the NCDOT, and NCTA staff members are NCDOT employees.</p> <p>At the present time, no funds are available to provide for the advance acquisition of any parcels. Following the identification of those parcels necessary to construct the proposed roadway, right-of-way agents will work with affected property owners on an individual basis to assist them in the acquisition and relocation processes. NCTA will follow all state and federal regulations and NCDOT procedures for right-of-way acquisition and relocation.</p>

Appendix B6 – Public Comment Form Comments

Table B6-1: Public Comment Form Comments

Documents: c001 – c091

Document Number	Comment Topic	COMMENT	RESPONSE
c076	Visual Resources	<p>A committee appointed by the Bonterra HOA met with representatives of the Turnpike Authority to discuss the concerns of the Bonterra Village homeowners. The meeting set forth our concerns and discussed options for keeping the bypass at grade and not elevated at Bonterra’s entrance. Bonterra was represented by Mr. Tolly Pruitt, Mr. Alan Rosenburg, Mr. John Barnard, and Ms. Beverley Breze. The NC Turnpike Authority was represented by Mr. Steve Dewitt, Ms. Jennifer Harris, Ms. Reid Simons, Ms. Christy Shumate, and Mr. Carl Gibilaro. Also present were Mr. Dean Harrell, the Developer and Ms. Shelley DeHart from the Town of Indian Trail. The Bonterra committee has developed a requested commitment we would like added to the EIS. Please see attached sheet for further information. As a resident of Bonterra Village, the Monroe Connector/Bypass will impact my community and my property value in ways yet to be understood. The proposed plans to put a bridge without noise barriers over our entrance from Secrest Shortcut Road have the potential to create noise levels that will be objectionable and detract from the pastoral nature of our homes and community. I understand the need for the new road and that the routes are limited; rather than say not in my backyard, I am requesting the following: That the NCTA commit to keep the bypass elevation at nominal ground level across the Bonterra Property and between Faith Church Road and the proposed interchange at Unionville Indian Trail Road. The following are the preferred options for maintaining access to Bonterra Village via Saratoga Blvd: Relocate Secrest Shortcut Road southward to accommodate access to the bridge from Secrest Shortcut. This option can be accomplished if the roadbed is moved approximately 100 feet. Option 2: Build a frontage road between Faith Church Road and Poplin Road with an entrance onto Saratoga Blvd from the frontage Road. Option 3: Build a connector road from Faith Church Road to Saratoga Blvd. I believe that the requested solutions will: Significantly reduce the cost of building the bypass, be more aesthetically pleasing to bypass traffic, minimize the noise impact on our community, minimize through traffic to Porter Ridge Schools and Poplin Elementary school. Please accept these inputs and give them your most respectful consideration as to the impact on local residents as well as convenience of east-west traffic.</p>	<p>In coordination with the Town of Indian Trail and Bonterra Village Homeowners Association, NCTA has revised the design for this area to allow the Monroe Connector/Bypass to remain at grade. The connection between Saratoga Boulevard and Secrest Shortcut Road will be rerouted along a service road running parallel to the Monroe Connector/Bypass and connecting to Faith Church Road. This design revision is discussed in Section 2.3.1.3 of this Final EIS and shown on Figure 2-3f-g.</p>

Appendix B6 – Public Comment Form Comments

Table B6-1: Public Comment Form Comments

Documents: c001 – c091

Document Number	Comment Topic	COMMENT	RESPONSE
c077	Air Quality	<p>I am an interested Union County and Lake Park resident who will be deeply affected by the bypass. I am also deeply concerned with the environmental and economic effect this road will have on all county residents. I am not in favor of DSA D which will completely surround both Lake Park and Forest Park between the road itself and numerous exits. As you are well aware we already can't meet existing air standards and instead of focusing that on 74 and doing something about its current problems; i.e. working on timing of lights, etc, you want to spread out the air and noise pollution and also increase auto and truck traffic on all sides. Many of us already have problems with such elementary things as breathing well and I question why you would want to expose children and adults to increased pollution. Why don't you take these "planned" dollars and put them toward something that really decreases the pollution problem? For commuters there is bus service and some light rail service. There are also existing railroad tracks that might be utilized. Why not do something that will help eliminate that extensive global warming rather than provide facilities that will increase that?</p> <p>I am also against the chosen route because as a taxpayer, we do not need to eliminate any business potential from the county. If there is a concern about traffic on ramps near the new Stallings school, eliminate them. Who needs them? Who would use them? And I do not feel that the "great wall of Stallings" is needed at all! This not Chicago, Detroit, NYC, etc! And how lovely to have an exit near Sardis Elementary...more traffic past another school.</p> <p>Regarding the Sportsplex it seems to me that you are more concerned about the Sportsplex than you are about wiping out access to the Community College and an income producing sports facility. Why? It seems to me that this whole roadway is more Union County related than Mecklenburg County's concern. I find this whole question very politically oriented!</p> <p>Why is this entire project, started 20 years ago, not looking at a more viable route as it did then - at 218? I understand 218 is to be repaved - why not just widen it to 4 lanes? It's already being used to connect to I485. Why not share a big of commercial growth with the rest of the state? I am sure an occasional gas station and fast food joint wouldn't hurt the rural nature. Why are you not considering joining the road near Idlewild? They got clearance for a heavily built and paved shopping center. How? Are you really listening to what people are saying? And I don't mean those who might possibly make a big buck off this project. And I ask, would you want to live near it?</p>	<p>The Monroe Connector/Bypass project is expected to result in a small reduction in regional vehicle miles traveled. In addition, the proposed project would remove a substantial amount of traffic from existing US 74, relieving congestion and contributing to improved local air quality.</p> <p>The selection of the Preferred Alternative was based on a balance of cost and design considerations, impacts to the human and natural environments, and input received from agencies and the public.</p> <p>Potential impacts to the future Matthews Sportsplex property were not given any more weight than other social and environmental impacts. As stated in Section 5.4.3.1 of the Draft EIS, impacts to the proposed Matthews Sportsplex property would have been minimal even if a DSA including Segment 18A was selected as the Preferred Alternative. Mecklenburg County agreed that the estimated right of way needed for DSAs using Segment 18A would not adversely affect the activities, features, and attributes of the proposed sportsplex.</p> <p>Upgrading NC 218 was not considered an option for this project, as it is too far north to serve as a true bypass of US 74. The project is consistent with the project scope and limits identified in the MUMPO Long Range Transportation Plan.</p>

Appendix B6 – Public Comment Form Comments

Table B6-1: Public Comment Form Comments

Documents: c001 – c091

Document Number	Comment Topic	COMMENT	RESPONSE
c078	Right-Of-Way Acquisition and Relocations	We disagree with the D alternative. This choice would take out several businesses along 74 and require our development to have a new entrance/exit. The cost of the proposed "D" alternative will be significantly higher to elevate the existing 74 (15 feet), for approximately 1/2 a mile. The loss of several businesses would lower the taxable base for Stallings and the state. Probably raising the taxes on all homeowners in Stallings. Integrating the bypass into the I-485 interchange (exit 50) makes more sense than building a new interchange a mile from the main exit. We think that politics have played into the decision to select the "D" alternative, then good sense or financial considerations.	The selection of the Preferred Alternative was based on a balance of cost and design considerations, impacts to the human and natural environments, and input received from agencies and the public. Impacts to businesses were considered in the evaluation of the Preliminary Study Alternatives and DSA's. The NCTA, FHWA and NCDOT will continue to look for ways to minimize impacts, including those to businesses, through final design.
c079	Land Use and Transportation Planning	<p>Will people pay tolls on a daily basis - in this economy people do not have extra money for tolls and the high gas price?</p> <p>Access to Forest Park- Should not be routed to Stallings Road, will have a difficult time turning left.</p> <p>Will there be a noise barrier around Forest Park? With road 25' high noise will be above our homes.</p> <p>How do emergency vehicles get from access road onto bypass? The turns will cause delays.</p>	<p>Comments regarding the use of tolls to finance the proposed project received at 2007 Citizens Informational Workshops indicated an overwhelming acceptance of tolls by the public.</p> <p>Following a review of comments received at the Public Hearings, and at the request of the Town of Stallings, it was decided to add an additional entrance for the Forest Park subdivision. The first entrance will be as depicted in the Draft EIS and at the Public Hearings. A second entrance has been added that will connect Meadowbrook Drive on the north side of the neighborhood to Stallings Road, just south of North Fork Crooked Creek. This second entrance was platted with the neighborhood, but never built.</p> <p>Based on noise analysis performed for the project, a noise barrier adjacent to Forest Park was not determined to be feasible and reasonable (see Section 2.5.2.1 of the Final EIS).</p> <p>Emergency vehicles would access the Bypass on-ramps located adjacent to the elevated portion of the roadway. This design is successfully used in many states.</p>
c082	Right-Of-Way Acquisition and Relocations	This recommended route will be a disaster to Forest Park and others close by, especially the front section of Forest Park. Please buy these properties if you select DSA-D, but I truly believe the alternative route 2B is a much better option all around. Thank you for asking for our input and for being so helpful on the phone and at the Open House We (and many of our neighbors) have lived in the front of Forest Park for 25+ years and will suffer from this choice. Why must we pay in all the negative ways I listed above? We are in an older section and mostly older residents.	NCTA acknowledges this comment. DSA D has been selected as the Preferred Alternative based on a balance of benefits and impacts, and considering resources that are most important to the project. Additionally, public and agency comments generally support the selection of Alternative D. NCTA will follow state and federal regulations and NCDOT procedures for right-of-way acquisition and relocation. Right-of-way agents will work with affected property owners on an individual basis.
c084	Right-Of-Way Acquisition and Relocations	I know there have been plans for this bypass for years. I wish it was built before all the subdivisions were built. I hate to see so many families relocating. Please if there is any way possible to give us access.	NCTA acknowledges this comment.

Appendix B6 – Public Comment Form Comments

Table B6-1: Public Comment Form Comments

Documents: c001 – c091

Document Number	Comment Topic	COMMENT	RESPONSE
c085	Visual Resources	A committee appointed by the Bonterra HOA met with representatives of the Turnpike Authority to discuss the concerns of the Bonterra Village homeowners. The meeting set forth our concerns and discussed options for keeping the bypass at grade and not elevated at Bonterra's entrance. Bonterra was represented by Mr. Tolly Pruitt, Mr. Alan Rosenberg, Mr. John Barnard, and Ms. Beverley Breze. The NCTA was represented by Steve Dewitt, Ms. Jennifer Harris, Ms. Reid Simons, Ms. Christy Shumate, and Mr. Carl Gibilaro. Also present were Mr. Dean Harrell, the developer, and Ms. Shelley DeHart from the Town of Indian Trail. The Bonterra committee has developed a requested commitment we would like added to the EIS.	In coordination with the Town of Indian Trail and Bonterra Village Homeowners Association, NCTA has revised the design for this area to allow the Monroe Connector/Bypass to remain at grade. The connection between Saratoga Boulevard and Secrest Shortcut Road will be rerouted along a service road running parallel to the Monroe Connector/Bypass and connecting to Faith Church Road. This design revision is discussed in Section 2.3.1.3 of this Final EIS and shown on Figure 2-3f-g .
c086	Alternatives Considered	Indian Trail recently did a survey. The results showed the number one concern was roads. Widening either Old Monroe or Independence would greatly help our area. The proposed toll road would not. Concerning the toll road - my husband and I recently spent time in southern Florida. We set our GPS system to avoid toll roads. We will always avoid toll roads when there is a viable alternative. Please use my tax dollars responsibly. Don't build a new road when what we have can be fixed. The fixing of what we have will benefit residents more anyway.	A range of alternatives were considered for the project, including upgrading existing roadways and combinations of upgrading existing roads with new location segments. As documented in Section 2.3 of the Draft EIS, tolling has been identified by the regional transportation planning organization as the funding source for this project. State law prohibits tolling of existing roadways and requires a free alternate route. To accommodate this, constructing the project along and existing roadway corridor would require frontage roads to provide the free alternate route, which would require additional right of way along the existing facility. Existing corridors considered for upgrading were US 74 (in its entirety or in part), Old Monroe Road/Old Charlotte Highway, and Secrest Shortcut Road.

Appendix B6 – Public Comment Form Comments

Table B6-1: Public Comment Form Comments

Documents: c001 – c091

Document Number	Comment Topic	COMMENT	RESPONSE
c088	Land Use and Transportation Planning	<p>Let me first state that I am a resident of the Forest Park Subdivision and a long-time resident of Union County. I have attended many of your public involvement meetings and still strongly disagree with building Option 2 instead of Option 18A. Here is a brief summary of my concerns: Single entrance for all of Forest Park and Union West: 1. "Proposed 2nd entrance": I have heard that NCTA cite this possibility many times, but I am informed today from speaking with your engineering firm, that there has been no surveying, planning, or actual budgeting of a 2nd entrance. I am in complete disbelief that the current plan could be approved for a Record of Decision without a full understanding of what and where this proposed 2nd entrance would be. Over the years, my neighborhood has begged for a 2nd entrance and we have been told a resounding "NO!!" time and time again. We have been told that the easement at the curve of Meadowbrook could not actually be build on. We have been given countless other excuses over the years, whether monetary or just plain laziness on the part of our governing council. After years of being told that we absolutely COULD NOT have an entrance on to Stallings Road, the citizens of Forest Park ARE NOT satisfied with the "possibility" of a 2nd entrance. I urge the NCTA to order a full survey and analysis of the feasibility of a 2nd entrance before they finalize their decision. If there is no 2nd entrance for Forest Park and Union West, then Option 18A should be reinstated.</p> <p>2. Turning left on to Stallings Road out of Forest Park: My neighbors and I currently play a very dangerous daily game of "Leap Frog" leaving our neighborhood. We see a small hole in the traffic and we jump into it, hoping against hope that we've jumped just in time and can get across the rest of the way without losing our lives. Many have wondered why we are not happy with finally getting an entrance on to Stallings Road. But I fear that we are jumping "out of the frying pan and into the fire". Sometimes it's not the density of traffic, but the constant ebb and flow of it that limit our ability to get out of our neighborhood. It makes me very nervous to think that we will ALL (over 600 of us) be attempting to turn LEFT onto Stallings Road where the traffic is projected to increase significantly from a major bypass, future commercial growth along BOTH sides, and future residential developments. 97% of us (FP and Union West) 97% of the time will need to go LEFT. There's not much that we need to the right of us. But I fear that due to the constant ebb and flow of traffic as discussed above that we will be forced to turn right and will create a traffic nightmare for everyone in trying to do U-turns and head back in the direction that we intended to go. This is an issue that needs to be addressed before the current option should be the Record of Decision. Again, this goes back to the "possibility" of a 2nd entrance.</p>	<p>Following a review of comments received at the Public Hearings, and at the request of the Town of Stallings, it was decided to add an additional entrance for the Forest Park subdivision. The first entrance will be as depicted in the Draft EIS and at the Public Hearings. A second entrance has been added that will connect Meadowbrook Drive on the north side of the neighborhood to Stallings Road, just south of North Fork Crooked Creek. This second entrance was platted with the neighborhood, but never built.</p>

Appendix B6 – Public Comment Form Comments

Table B6-1: Public Comment Form Comments

Documents: c001 – c091

Document Number	Comment Topic	COMMENT	RESPONSE
c088	Visual Resources	<p>3. C.A.R.E. Petition: Removal of my signature: I, Amanda L Wolfe, do hereby request that my name be removed from the CARE Petition that I signed in December of 2007 opposing option 18A. Having seen the whole alternative, I believe Option 2 to be so much worse for the future of our Town as a whole. Validity of Outdated Petition in Deciding Current Proposal: I'm assuming that the vast majority of people who signed that petition are not fully informed and updated on what the current alternative is. I'm making that assumption based on the fact that I see only the same 5 people from the CARE organization showing up at the public involvement meetings. Many people, like myself, signed that petition on the basis that it would be near our Elementary School. We had no map or details of what the alternative would look like. Unlike many of those other citizens, I HAVE seen the alternative...a 25-30 foot concrete WALL in the middle of a small town and TWELVE lanes of traffic. The NCTA knows full well how hard they themselves have worked how much has changed in the last 18 months since that petition was signed. How many of the people that signed that petition would stand by their original signature knowing what the alternative is? Thank you: I would like to thank the NCTA for listening to the citizens who signed that petition and for going back to the drawing board to present another option. Unfortunately, due to circumstances beyond your control, the alternative turned out to not work as well as your original intuition to build a simple 4-lane bypass on option 18A.</p>	<p>NCTA will consider your name removed from the CARE petition of December 2007.</p>
c088	Alternatives Considered	<p>Stallings Elementary School: I do not desire for the road to be built by the school which my children will soon be attending, but given the alternative, I would prefer Option 18A to "The Great Wall of Stallings". If your position reverses and you move it back to Option 18A, I would greatly prefer for it to be a simple 4 lane road with no intersection at all with Stallings Road. Our town is not wide and any Stallings citizen who wishes to get on the Toll Road will be able to access it at multiple other points in Indian Trail or nearby Matthews.</p>	<p>DSA D has been selected as the Preferred Alternative. This alternative does not impact Stallings Elementary School.</p>

Appendix B6 – Public Comment Form Comments

Table B6-1: Public Comment Form Comments

Documents: c001 – c091

Document Number	Comment Topic	COMMENT	RESPONSE
c088	Other	Town Council Positions: As you well know, the official position of both the Stallings and Indian Trail Town Councils are in support of Option 18A as the least disruptive to our local economies. There is one elected official of Stallings who has been very adamant in pushing Option 2 instead of supporting Option 18A. Sadly, this one elected official only recently asked the question, "how many houses are in Forest Park?" I recently asked this elected official if she had driven in Forest Park and looked at where they were proposing to put the second entrances. Not surprisingly, she said that she had not. I find it very sad that this official has spent hours discussing this issue with you and is just now giving some small thought to how many homes and Stallings citizens will be affected by the current route. It is very clear that she is biased on the issue and I believe that her opinion on this matter should be greatly discounted. Thank you so much for listening and being open to public comment. Good luck in your decision.	The selection of DSA D as the Preferred Alternative was based on a balance of benefits and impacts, and considering resources that are most important to the project. Additionally, public and agency comments generally support the selection of Alternative D.
c089	Other	It's a lot of controversy surrounding this study about Hendrick having to build a bridge - Mayors owning land that will be affected it just seems that the wrong people lose out on things so easily when big business pushes for expansion. God is still in control!!	NCTA acknowledges this comment.
c090	Right-Of-Way Acquisition and Relocation	Stallings has the largest negative impact (loss of revenue) than any other jurisdiction affected by the Monroe Bypass. Will our town be compensated for our loss of revenue? I don't like the idea of the raised road creating a wall in front of Forest Park subdivision. This wall also impacts the businesses on HWY 74 in a negative way. I cannot believe the Turnpike Authority would favor a proposed sportsplex over businesses and homes that are already in place and not take in consideration the de-value of the homes and loss of businesses. If Matthews is serious about their sportsplex they could build it somewhere else. Please take my concerns and others that are opposed to this route for the bypass seriously. Thank you for your consideration!	The selection of the Preferred Alternative was based on a balance of cost and design considerations, impacts to the human and natural environments, and input received from agencies and the public. Impacts to businesses were considered in the evaluation of the Preliminary Study Alternatives and DSAs. Elevating the roadway will actually minimize the amount of right of way required, which will minimize impacts to existing businesses, while maintaining access to properties along US 74. Potential impacts to the future Matthews Sportsplex property were not given any more weight than other social and environmental impacts. As stated in Section 5.4.3.1 of the Draft EIS, impacts to the proposed Matthews Sportsplex property would have been minimal even if a DSA including Segment 18A was selected as the Preferred Alternative. Mecklenburg County agreed that the estimated right of way needed for DSAs using Segment 18A would not adversely affect the activities, features, and attributes of the proposed sportsplex.
c091	Alternatives Considered	2B would keep route on US 74 far too long. Please go with 2A (18A), it will not impact Stallings Elementary and that is just a smokescreen for Mayor who lives there.	DSA D, which includes Segment 2, has been selected as the Preferred Alternative based on a balance of benefits and impacts, and considering resources that are most important to the project. Additionally, public and agency comments generally support the selection of Alternative D.

APPENDIX B7

BONTERRA VILLAGE SUBDIVISION COMMENTS AND RESPONSES

Note: The Bonterra Village Homeowners Association distributed comment forms that were pre-filled and only required the resident to include their name and address. A total of 309 identical comment forms were returned with some providing additional emphasis on various points. An example of the public comment form and letter are included on page B7-1.

Document Number	Name	Date
b001	Nadine Lubjko	06/17/09
b002	David Carmichael	06/17/09
b003	Patricia Carmichael	06/17/09
b004	Cassandra Benson	06/17/09
b005	Katie Burns	06/17/09
b006	Rod Hirsch	06/17/09
b007	Gina Gardner	06/17/09
b008	Mary and David Lucarelli	06/17/09
b009	Sharon and Marc Montgerard	06/17/09
b010	Steve Smith	06/17/09
b011	Betty Schlandensky	06/17/09
b012	Heather Rice	06/17/09
b013	Tamara Goodman	06/17/09
b014	Anita Baucom	06/17/09
b015	Emily Price	06/17/09
b016	James Pendergast	06/17/09
b017	Kerry Larson	06/17/09
b018	Scarlett Dipple	06/17/09
b019	Michael and Sharon Gregory	06/17/09
b020	Greg and Fran Spinola	06/17/09
b021	Erica Baxter-Smith	06/17/09
b022	Wayne Berg	06/17/09
b023	Judy Berg	06/17/09
b024	Lauren Toone	06/17/09
b025	Scott Whiple	06/17/09
b026	Greg and Fran Payton	06/17/09
b027	John and Christina Sagartz	06/17/09

Document Number	Name	Date
b028	Tracy Andes	06/17/09
b029	Kurt Andes	06/17/09
b030	Catherine Simpson	06/17/09
b031	Scott Simpson	06/17/09
b032	Michael Boyce	06/17/09
b033	Salvador Mangiafico	06/17/09
b034	Patty McAllister	06/17/09
b035	Mary and Brian Drake	06/17/09
b036	Russell Whitehurst	06/17/09
b037	Valarie Lee	06/17/09
b038	Nancy Lowery	06/17/09
b039	Diane Fehl	06/17/09
b040	Nancy Kitz	06/17/09
b041	Charles Williams	06/17/09
b042	Angela Williams	06/17/09
b043	Lisa Crowder	06/17/09
b044	Phyllis Salts	06/17/09
b045	Betsy Kauffman	06/17/09
b046	Carla Johns	06/17/09
b047	Lisa Woodhouse	06/17/09
b048	Mark Tindell	06/17/09
b049	Dale Olson	06/17/09
b050	Yvette Morales	06/17/09
b051	Cindy Mangiafico	06/17/09
b052	Robert Webb	06/17/09
b053	Richard Morgles	06/17/09
b054	Chris Clark	06/17/09
b055	Ron and Penny Starliper	06/17/09
b056	Steve Kitz	06/17/09
b057	Tim Come	06/17/09
b058	Art Foreman	06/17/09
b059	Leonard Powell	06/17/09
b060	Madison Breazele	06/17/09
b061	Aaron and Bradley Hagberg	06/17/09

Document Number	Name	Date
b062	Sharon DePaolo-Record	06/17/09
b063	James Record	06/17/09
b064	Dawn Stodolski	06/17/09
b065	Dianne Bernsdorf	06/17/09
b066	Martha Guy	06/17/09
b067	Stephanie Cooper	06/17/09
b068	Elizabeth Prudden	06/17/09
b069	Tracy Harris	06/17/09
b070	Warren Julliard	06/17/09
b071	Lisa Murray	06/17/09
b072	Mike and Pam Head	06/17/09
b073	Kevin and Christy Clary	06/17/09
b074	Brandi Abercrombie	06/17/09
b075	Michael and Jennifer Sprouts	06/17/09
b076	Joanne Rayborn	06/17/09
b077	Jodi Hodge	06/17/09
b078	Gayle Cunningham	06/17/09
b079	Stephen and Annette Williams	06/17/09
b080	Marquerite Meehan	06/17/09
b081	Joel Bobstein	06/17/09
b082	Windy Oaks Stable	06/17/09
b083	Crystal and Jeff Price	06/17/09
b084	David Adams	06/17/09
b085	Richard Hassman	06/17/09
b086	Lucy Hacker	06/17/09
b087	Katie Riedinger	06/17/09
b088	Michael Riedinger	06/17/09
b089	Mike Isner	06/17/09
b090	Greg Hazelbaker	06/17/09
b091	Etta Hazelbaker	06/17/09
b092	Kim Bradshaw	06/17/09
b093	Earl Bradshaw	06/17/09
b094	Randy Carlson	06/17/09
b095	Dawn Carlson	06/17/09

Document Number	Name	Date
b096	Jim and Joanne Jordan	06/17/09
b097	Jennifer and Quillian Gunn	06/17/09
b098	Gary Vevrink	06/17/09
b099	Shannon Vevrink	06/17/09
b100	Sheila Seymour	06/17/09
b101	James Vlach	06/17/09
b102	Jennifer Rosenberg	06/17/09
b103	Debbie McCullough	06/17/09
b104	Laura and Joshua Hall	06/17/09
b105	Scott McCullough	06/17/09
b106	Jim Belviso	06/17/09
b107	Karen Rosenberg	06/17/09
b108	Alan Rosenberg	06/17/09
b109	John and Marilyn Wood	06/17/09
b110	Ron Poulton	06/17/09
b111	Mary Harrell	06/17/09
b112	Steve Jackson	06/17/09
b113	Brenda Jackson	06/17/09
b114	Else Poulton	06/17/09
b115	Brian Family	06/17/09
b116	Roger Mullen	06/17/09
b117	Susan Mullen	06/17/09
b118	Nemanic Karin	06/17/09
b119	Paul Cimeno	06/17/09
b120	Hilda DeRoner	06/17/09
b121	Dan DeRoner	06/17/09
b122	Sylvia Philip	06/17/09
b123	Don Philip	06/17/09
b124	Alice Thomas	06/17/09
b125	Gary Potter	06/17/09
b126	Elaine Potter	06/17/09
b127	Joe Green	06/17/09
b128	Ann Green	06/17/09
b129	Betty Kilday	06/17/09

Document Number	Name	Date
b130	Dave Bolster	06/17/09
b131	Boyce and Jean Earnhardt	06/17/09
b132	Heather McElyen	06/17/09
b133	Mark Meier	06/17/09
b134	Jane Meier	06/17/09
b135	Dennis and Dianne Teel	06/17/09
b136	Brett and Jo Gervais	06/17/09
b137	Darcy and Ramsay Mead	06/17/09
b138	Ingrid Neeley	06/17/09
b139	Hayley Bolster	06/17/09
b140	Kirsten Michaund	06/17/09
b141	Lisa Kesterson	06/17/09
b142	Jerlon Carter	06/17/09
b143	Robert Noon	06/17/09
b144	Kristen and Jamie Pugh	06/17/09
b145	Thomas Ratchford	06/17/09
b146	Mary Falbo	06/17/09
b147	Gloria Stone	06/17/09
b148	Tommy Priler	06/17/09
b149	Namanic Patric	06/17/09
b150	Linda Horky	06/17/09
b151	Ron and Ann Cobb	06/17/09
b152	Fred Horky	06/17/09
b153	Joseph Crawford	06/17/09
b154	Albert and Marie LaRusso	06/17/09
b155	Barry Black	06/17/09
b156	Robin Jennison	06/17/09
b157	John Jennison	06/17/09
b158	Jessica Daniels	06/17/09
b159	Paula Daniels	06/17/09
b160	Thomas Leary	06/17/09
b161	Richard Lewis	06/17/09
b162	Annette Lewis	06/17/09
b163	Ed and Arleen Eshenbaugh	06/17/09

Document Number	Name	Date
b164	Dan and Paulette McLelland	06/17/09
b165	Kathy Ledford	06/17/09
b166	Tim Ledford	06/17/09
b167	Stephanie and William Bauer	06/17/09
b168	Boba and Carl Cooper	06/17/09
b169	Larry and Dania Henderson	06/17/09
b170	Arnold Terkel	06/17/09
b171	Amy Terkel	06/17/09
b172	Vada Lee	06/17/09
b173	David Lee	06/17/09
b174	Rosaleen Love	06/17/09
b175	Emily Saunders	06/17/09
b176	Elaine Saunders	06/17/09
b177	Curtis Saunders	06/17/09
b178	Donald Winslow	06/17/09
b179	Jerry Robinson	06/17/09
b180	Tom Robinson	06/17/09
b181	Marie Jones	06/17/09
b182	Christine Duval	06/17/09
b183	Nesbit Phillips	06/17/09
b184	Kathy Rollman	06/17/09
b185	Dan Rollman	06/17/09
b186	Mary Jane Alter	06/17/09
b187	Robert Alter	06/17/09
b188	George Maness	06/17/09
b189	Gale Talbert	06/17/09
b190	Roy Talbert	06/17/09
b191	Charles Duval	06/17/09
b192	Donna Winslow	06/17/09
b193	Manetta LaVergne	06/17/09
b194	Carolyn Sweeny	06/17/09
b195	Jonathan Sweeny	06/17/09
b196	Tobyn LaVergne	06/17/09
b197	Denise White	06/17/09

Document Number	Name	Date
b198	Michael Staples	06/17/09
b199	Daniel Silver	06/17/09
b200	John Paschal	06/17/09
b201	Connie Paschal	06/17/09
b202	Janice Vogt	06/17/09
b203	Lisa Forgione	06/17/09
b204	Dave and Lynda Lengquist	06/17/09
b205	Kim Nicholson	06/17/09
b206	Rick Nicholson	06/17/09
b207	Hilda Pruitt	06/17/09
b208	Tolly Pruitt	06/17/09
b209	Diana Nelson	06/17/09
b210	Daniel Rubin	06/17/09
b211	Sandra Rubin	06/17/09
b212	Diane Engel	06/17/09
b213	Jerry Wadsworth	06/17/09
b214	David Smith	06/17/09
b215	Heidi Smith	06/17/09
b216	Peyton Greenway	06/17/09
b217	Melissa Croly	06/17/09
b218	Todd Croly	06/17/09
b219	Joanne Barnard	06/17/09
b220	Denise Covert	06/17/09
b221	Aimee Reichert	06/17/09
b222	Marc Reichert	06/17/09
b223	Kenneth Newell	06/17/09
b224	Dotty Olson	06/17/09
b225	Todd Lyons	06/17/09
b226	Roseann Dolby	06/17/09
b227	Joseph Caldarera	06/17/09
b228	Darryl and Angie Trevathan	06/17/09
b229	Scott Rubin	06/17/09
b230	Jennifer Rubin	06/17/09
b231	Brent Surratt	06/17/09

Document Number	Name	Date
b232	Lisa Surratt	06/17/09
b233	Alex Lored	06/17/09
b234	Stephanie Lored	06/17/09
b235	John Barnard	06/17/09
b236	Lynn Marentette	06/17/09
b237	William Bynum	06/17/09
b238	Jeff Greenway	06/17/09
b239	Dallas Nicholson	06/17/09
b240	Tom Dolby	06/17/09
b241	Bryant Hart	06/17/09
b242	Brad Bell	06/17/09
b243	Tammi Kite	06/17/09
b244	Larry Mincey	06/17/09
b245	Tadd Gaddy	06/17/09
b246	Mike and Lisa Belk	06/17/09
b247	Gregg Forwerck	06/17/09
b248	Lisa Charvis	06/17/09
b249	John Crider	06/17/09
b250	Phyllis Crider	06/17/09
b251	Larry Lynn	06/17/09
b252	Richard Groth	06/17/09
b253	Rosalie Groth	06/17/09
b254	Todd Kasler	06/17/09
b255	Jennifer Covert	06/17/09
b256	Scott Covert	06/17/09
b257	Jaime and Justin Pence	06/17/09
b258	Dena Smith	06/17/09
b259	Shayne and Scott Buchanan	06/17/09
b260	John and Karen Gruca	06/17/09
b261	Diane Fisher	06/17/09
b262	Matthew Fisher	06/17/09
b263	Darin Schafer	06/17/09
b264	Lauren Burns	06/17/09
b265	Robert Burns	06/17/09

Document Number	Name	Date
b266	Brian Kothe	06/17/09
b267	Jennifer Kothe	06/17/09
b268	Mitchell Reynolds	06/17/09
b269	Stephanie Zuk	06/17/09
b270	Jason Zuk	06/17/09
b271	Sherry Bumgarner	06/17/09
b272	Betty Tognarina	06/17/09
b273	David Walker	06/17/09
b274	Daniel Holland	06/17/09
b275	Cheryl Thompson	06/17/09
b276	Vincent Nichols	06/17/09
b277	John and Meredith Walker	06/17/09
b278	Teresa Allen	06/17/09
b279	Paul Atkins	06/17/09
b280	Clifford Thweatt	06/17/09
b281	Williams Elman	06/17/09
b282	Joanne Elman	06/17/09
b283	Tim Cope	06/17/09
b284	Mauricio and Veronica Perez	06/17/09
b285	Bruce and Mona Conner	06/17/09
b286	Scarlett Hollingsworth	06/17/09
b287	Evan Bloom	06/17/09
b288	Brian and Catherine Rogers	06/17/09
b289	Martha Harbin	06/17/09
b290	Janice Williams	06/17/09
b291	Brandon Williams	06/17/09
b292	Rosemary Walker	06/17/09
b293	Beverly Breze	06/17/09
b294	Jennifer and Tripp McNeil	06/17/09
b295	Tim Turner	06/17/09
b296	Beth Turner	06/17/09
b297	Laura Roden	06/17/09
b298	Mary Alsop	06/17/09
b299	Robert Kistler	06/17/09

Document Number	Name	Date
b300	Robaina	06/17/09
b301	Tiffany Sutton	06/17/09
b302	Sheila Bell	06/17/09
b303	Chris Bell	06/17/09
b304	Tom and Cheryl Barnes	06/17/09
b305	Shayne Wallace	06/17/09
b306	Beth Garland	06/17/09
b307	Michael Smith	06/17/09
b308	Heather Patel	06/17/09
b309	Paresh Patel	06/17/09

**MONROE
CONNECTOR/BYPASS
TURNPIKE AUTHORITY
COMMENT FORMS
FOR
BONTERRA VILLAGE
INDIAN TRIAL, NC
28079**

B-001



Contact Information [-Please Print-]

Name: Nadine Lubejko

Mailing Address: 1007 Affirmed Dr, Indian Trial NC 28079

BONTERRA VILAGE [-Please remember to include your zip code-]

How did you hear about the meeting?

Postcard Newspaper Friend/Family Other: Sign + Flyer

Monroe Connector/Bypass Pre-Hearing Open House -

May 18, 2009 - South Piedmont Community College May 19, 2009 - Matthews Community Center

May 20, 2009 - Union County Agricultural Center May 21, 2009 - Wingate University

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. Which part of the project area are you most interested in (west, central, or east)? Do you commute through, live in or have other interests in the area?

The Central area. I live in Bonterra Village and commute through the area.

2. What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?

I agree with the horizontal alignment. I am, however, strongly in favor of keeping the bypass reasonably at the existing ground level and not elevated where it crosses in front of the Bonterra Village entrance on Secrest Shortcut Road.

3. Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?

I have no comment regarding this issue. It is not applicable to Bonterra Village. Matthews area residents may have opinions regarding this issue.

Monroe Connector/Bypass



4. What concerns do you have regarding the Draft Environmental Impact Statement?

I am concerned that the noise impact modeling does not properly address the noise impacts to Bonterra Village from an elevated roadway. An at grade alignment would have less impact, with regard to noise and visual issues.

5. Other comments or questions (use additional sheets if necessary).

A committee appointed by the Bonterra Village HOA met with representatives of the Turnpike Authority to discuss the concerns of the Bonterra Village Homeowners. The meeting set forth our concerns and discussed options for keeping the bypass at grade and not elevated at Bonterra's entrance. Bonterra was represented by Mr. Tolly Pruitt, Mr. Alan Rosenberg, Mr. John Barnard and Ms. Beverley Breze. The NC Turnpike Authority was represented by Mr. Steve Dewitt, Ms. Jennifer Harris, Ms. Reid Simons, Ms. Christy Shumate, and Mr. Carl Gibilaro. Also present were Mr. Dean Harrell, the Developer and Ms. Shelley Dehart from the Town of Indian Trail. The Bonterra committee has developed a requested commitment we would like added to the EIS. Please see the attached sheet for further information.

**Additional Input
Monroe Connector/Bypass Comment Form**

As a resident of Bonterra Village, the Monroe Connector/Bypass will impact my community and my property value in ways yet to be understood. The proposed plans to put a bridge without noise barriers over our entrance from Secret Shortcut Road have the potential to create noise levels that will be objectionable and detract from the pastoral nature of our homes and our community. I understand the need for the new road and that the routes are limited; rather than say not in my backyard, I am requesting the following:

- That the **NCTA commit to keep the Bypass elevation at nominal ground level** across the Bonterra Property and between Faith Church Road and the proposed interchange at Unionville Indian Trail Road.
- The following are the preferred options for maintaining access to Bonterra Village via Saratoga Blvd:
 - **Preferred Option:** Install a bridge on Saratoga Blvd across the Bypass.
 - Relocate Secret Shortcut Rd southward to accommodate access to the bridge from Secret Shortcut.
 - This option can be accomplished if the roadbed is moved approximately 100 feet
 - **Option 2:** Build a frontage road between Faith Church Rd and Poplin Rd with an entrance onto Saratoga Blvd from the frontage road
 - **Option 3:** Build a connector road from Faith Church Rd to Saratoga Blvd

I believe that the requested solutions will:

- Significantly reduce the cost of building the Bypass
- Be more aesthetically pleasing to bypass traffic
- Minimize the noise impact on our community
- Minimize through traffic to Porter Ridge Schools and Poplin Elementary School

Please accept these inputs and give them your most respectful consideration as to the impact on local residents as well as convenience of east-west traffic.

Respectfully:

Name: Nadine Lubello
 Address: 1007 Affirmed Dr.
Indian Trail, NC 28079

Thank you for your input! Please return Comment Form by June 15, 2009.

Ms. Jennifer Harris, PE
 North Carolina Turnpike Authority
 1578 Mall Service Center
 Raleigh, NC 27699-1578
 monroe@ncturnpike.org
 Ph: 800-475-6402

Monroe Connector/Bypass

Appendix B7 – Bonterra Village Subdivision Comments

Table B7-1: Bonterra Village Subdivision Comments
Documents: b001 – b309

The Bonterra Village Homeowners Association distributed comment forms that were pre-filled and only required the resident to include their name and address. A total of 309 identical comment forms were returned with some providing additional emphasis on various points. Comments listed below are the preprinted comments.

QUESTION	COMMENT	RESPONSE
What comments do you have regarding the Recommended Alternative (DSA D)? Do you agree or disagree with this recommendation?	I agree with the horizontal alignment. I am, however, strongly in favor of keeping the bypass reasonably at the existing ground level and not elevated where it crosses in front of the Bonterra Village entrance on Secrest Shortcut Road.	NCTA acknowledges this comment.
Alternatives that include Segment 18A (DSAs A, A1, A2, A3, B, B1, B2, or B3) will require the purchase of approximately 2.25 acres from the eastern edge of the proposed Matthews Sportsplex near I-485 and US 74. Do you feel that the purchase of this property would adversely affect the activities, features and attributes of the proposed Matthews Sportsplex?	I have no comment regarding the issue. It is not applicable to Bonterra Village. Matthews area residents may have opinions regarding this issue.	NCTA acknowledges this comment.
What concerns do you have regarding the Draft Environmental Impact Statement?	I am concerned that the noise impact modeling does not properly address the noise impacts to Bonterra Village from an elevated roadway. An at grade alignment would have less impact, with regard to noise and visual issues.	A Traffic Noise Technical Memorandum was prepared consistent with 23 CFR 772, <i>Procedures for Abatement of Highway Traffic Noise and Construction Noise</i> . Bonterra Village does not fall within the 66dBA Leq noise contour and was not considered for any type of noise abatement.
Other comments or questions (use additional sheets if necessary).	A committee appointed by the Bonterra Village HOA met with representatives of the Turnpike Authority to discuss the concerns of the Bonterra Village Homeowners. The meeting set forth our concerns and discussed options for keeping the bypass at grade and not elevated at Bonterra’s entrance. Bonterra was represented by Mr. Tolly Pruitt, Mr. Alan Rosenberg, Mr. John Barnard and Ms. Beverly Breze. The NC Turnpike Authority was represented by Mr. Steve Dewitt, Ms. Jennifer Harris, Ms. Reid Simons, Ms. Christy Shumate, and Mr. Carl Gibilaro. Also present were Mr. Dean Harrell, the Developer and Ms. Shelley DeHart from the Town of Indian Trail. The Bonterra committee has developed a requested commitment we would like added to the EIS. Please see the attached sheet for further information.	In coordination with the Town of Indian Trail and Bonterra Village Homeowners Association, NCTA has revised the design for this area to allow the Monroe Connector/Bypass to remain at grade. The connection between Saratoga Boulevard and Secrest Shortcut Road will be rerouted along a service road running parallel to the Monroe Connector/Bypass and connecting to Faith Church Road. This design revision is discussed in Section 2.3.1.3 of this Final EIS and shown on Figure 2-3f-g .

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APPENDIX B8

PUBLIC HEARING TRANSCRIPT COMMENTS AND RESPONSES

Speaker Number	Starting Transcript Line	Name	Public Hearing	Page Number
t001	451	Katherine Ritch Guess	05/19/09	B8-5
t002	486	Corene Ritch	05/19/09	B8-6
t003	509	Vicky Stillwell	05/19/09	B8-6
t004	530	Jack Ritterskamp	05/19/09	B8-6
t005	559	Lucy Drake	05/19/09	B8-6
t006	591	Shawna Steele	05/19/09	B8-7
t007	608	John Jacek	05/19/09	B8-7
t008	621	Len Tower	05/19/09	B8-7
t009	640	Ernie Vanderwalt	05/19/09	B8-7
t010	665	Katherine Oxendine	05/19/09	B8-7
t011	680	Lynda Paxton	05/19/09	B8-8
t012	718	Jim Simpson	05/19/09	B8-8
t013	735	Barbara Anne Price	05/19/09	B8-8
t014	769	Amanda Wolfe	05/19/09	B8-8
t015	825	Donna Shaver	05/19/09	B8-9
t016	847	Michael Schlimme	05/19/09	B8-9
t017	884	Jim Taylor	05/19/09	B8-10
t018	900	Suzanne Greenway	05/19/09	B8-10
t019	915	David Gritt	05/19/09	B8-10
t020	514	Bill Braswell	05/21/09	B8-16
t021	536	Jack Streitman	05/21/09	B8-16
t022	569	Lynn Traywick	05/21/09	B8-16
t023	603	Robert Stedje-Larsen	05/21/09	B8-17
t024	623	Wayne Heron	05/21/09	B8-17
t025	647	Fred Burton	05/21/09	B8-17
t026	666	Barbara Anne Price	05/21/09	B8-17

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1 **OFFICIAL PUBLIC HEARING TRANSCRIPT**
2 **Combined Public Hearing for Corridor and Design**
3 **Monroe Connector/Bypass (STIP Projects R-3329 and 2559)**
4 **Proposed tolled highway from US 74 near I-485 in Mecklenburg County**
5 **To US 74 between the towns of Wingate and Marshville in Union County**
6 **Matthews Community Center in Mecklenburg County**
7 **Tuesday, May 19, 2009 from 7:00 pm to 8:30 pm**
8

9 (Steve DeWitt) Good Evening. If you folks will take your seats we'd love to go ahead
10 and get started.

11
12 Ok. I'd like to welcome all of you here tonight to a very important event in the history
13 and/or future of this project. We do very much appreciate your time here tonight. This is
14 very important to us. Your comments are a huge driver in what's happening with this
15 project. Your comments have been a huge driver in bringing us to where we are and
16 we'll talk tonight about a lot of the details, about our schedule, about the toll issue and
17 other things that relate to this project. But, most importantly this is your opportunity to
18 make public comments in terms of whether you like where the projects going, if you
19 don't like it, whatever the issues are, that's why we're here tonight. I think everybody
20 knows that this is a public hearing for the corridor and design of the Monroe
21 Connector/Bypass project from US 74 near I-485 to US 74 between the towns of Wingate
22 and Marshville in Mecklenburg and Union Counties. Can you hear me in the back Ok?
23 Ok, can you hear me better now? Yes? Ok. Our agenda tonight is we'll talk a little bit
24 about the public hearing process and what our rules are as we engage tonight and go
25 through this. We will give you a very general overview of the project. I'm sure most of
26 you are well familiar with what the project is and where the corridor is, but we'll talk
27 about that a little bit to make sure that everybody is up to speed with where we are. We
28 will go through a review of the corridor drawing details. We actually will have maps
29 shown up here on the screen and one of these gentlemen will be up here talking through
30 the details to help orient you with the different segments, the corridors and landmarks
31 throughout the corridor itself. And then we'll have what I call the public comment
32 opportunity with the chance for you to come up and stand here and speak to the public.
33 And, we'll talk about those rules here in just a moment. I would like to introduce a few
34 folks. I am Steve DeWitt. I am the Chief Engineer for the North Carolina Turnpike
35 Authority and I will be your moderator tonight. With me is Jennifer Harris. Jennifer's
36 our manager of environmental studies at the Turnpike Authority. Reid Simons is here.
37 Reid is head of our citizens and governmental affairs at the Turnpike Authority. Also
38 with DOT is Drew Joyner. Wherever Drew went, Drew is an important part of what we
39 are all here about tonight to do. And from PBS&J, which is a key member of our team.
40 They are a consulting engineering firm very important to what we are doing here. We
41 have Carl Gibilaro. He's really the project manager for us here. Clint Howard, who is
42 sitting next to him. Clint will be the gentleman you see up on the front going through all
43 of the maps. Auggie Wong and Willson McBurney are here. If Auggie and Willson will
44 stand up. You will see these gentlemen a lot as the summer unfolds and we get into more
45 discussion of aesthetics and how the project will look around the corridor. George Hoops
46 with Federal Highway Administration is here. If George could stand up. Mayor Lynda
47 Paxton is here, Mayor of Stallings. Kress Query is here, Matthews Commissioner. If
48 you'd stand up please. Mayor Pro Tem of Matthews, Jim Taylor. Hemby Bridge Mayor,

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49 Jim Simpson. Allen Tate is here. I spoke with him somewhere Allen is here in the back.
50 He has been a very ardent supporter of this project and others around the region. Lanny
51 Openshaw with Union County Commissioners is here. He is in the back. If there are any
52 other elected officials that I neglected to recognize if you would not mind standing up
53 and letting us know that you are here.

54
55 (Barbara Anne Price) Barbara Anne Price, recently promoted to Ex Mayor Pro Tem in
56 the Town of Stallings.

57
58 (Steve DeWitt) Thank you, anyone else? Ok, a couple of our other consulting
59 engineering firms that are important to us, HNTB and I am looking for Spencer Franklin.
60 Do not see him. Spencer is a key member of the leadership of the HNTB team. There's
61 other folks here with them as well. Christy Shumate who is critically important for this
62 project in looking at the many environmental issues and there's others there as well.
63 Carolina Land Acquisitions are helping us. Somewhere they're here, helping us talk to
64 you about what the right-of-way acquisition process is once that engages. And, I'll talk
65 about the schedule for that in just one moment. And, I think we have talked about the
66 other folks that we wanted to share with you. The ground rules for tonight. This truly is
67 your opportunity and it's one of many we've had but this is your opportunity to stand up
68 in front of us and tell us what you think. We're not looking for you to support anything
69 that we necessarily are supporting. We're asking for your opinions and your comments
70 based on your beliefs and what you believe needs to be done with this project. We want
71 to hear the pros and cons. We want to hear it all and that's truly what this is about. This
72 is not a debate. You will have the opportunity to come to the front, come to the
73 microphone say what you want to say. I will not engage you in a debate nor our team
74 will not engage you in a debate, but we want to hear what you have to say. That's very
75 important to us. We will answer general questions if it's appropriate when they come up.
76 If they're very detailed, you have a specific question about a parcel or what this
77 alignment means to your property or your business, we will have folks standing by here
78 as we finish up tonight that you can speak with and they will either answer your questions
79 as we stand here tonight or they will take down your information and get back in touch
80 with you and answer those questions. And again, if we can not answer that question
81 tonight your contact information will be very important for us to follow back up with
82 you. No debate among the audience. It's important that if someone comes up and if they
83 say something that you disagree with we expect you to be courteous to the person up here
84 and not get into a debate with them or heckle them or do whatever you can imagine
85 someone might do if there's opposition to an opinion. There is a three minute time limit.
86 We ask you to stick to that three minute time limit. We do have a time keeper who is
87 right here who will hold up a sign and let you know when time is about to end. There is a
88 sign up list when you came in or you could've emailed us earlier but if you came in
89 tonight you had the opportunity to sign up. Even though you did not sign up there is an
90 opportunity towards the end that if you wish to speak we certainly will allow you that
91 opportunity to speak. And you may speak here tonight, you may send in written
92 comments or do both and we would actually encourage you to do both to make sure that
93 your voice is heard. I'm going to give you a quick look at the project to bring everyone
94 up to speed with what we've been doing, where we are and where things are headed as
95 this project moves forward. Talk a little about the background, the project purpose, the
96 description of the alternatives that have been a very critical part of bringing this to where

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97 we are. The draft EIS and what that means if you are not familiar with that term. And
98 then we'll talk about what we're calling the recommended alternative which is, again, an
99 important part of why we are here tonight. I think most of you know the Turnpike
100 Authority's been around for a few years now we actually are on track to go to our first
101 bond offering in the Raleigh area on the first toll road in North Carolina. We're about 45
102 days from going to the bond market to actually get the money to build that project. And
103 given the way things are tracking this looks like it will be number two. The Monroe
104 Connector/Bypass, again you folks are well familiar with this, it's been around for a long
105 time but it's a critically important project for the state of North Carolina to improve
106 mobility and capacity throughout the corridor, to help with high-speed travel through the
107 corridor. And a key part of this is maintaining access all along US 74. It is part of the
108 North Carolina Strategic Highway System. It also is part of our Intrastate System and it
109 will be constructed to interstate standards meaning a very high level of design as part of
110 the project. You've seen this picture many times I'm sure and I don't mean to dwell on it
111 but this is really why we are here today. Typical sections what you see up here on the top
112 is called a semblance of what you might see if in fact route 2/segment 2 that we call it is
113 chosen and affirmed as we go through our process. It shows an elevated section basically
114 in the middle of what we consider now existing US 74. The toll road would be elevated.
115 The frontage roads or Business 74 would line it on either side as you went east and or
116 west. Typical section number two shows what you'll see on the remainder of the corridor
117 as it ties back in on the east side. What is a draft EIS? Acronym may not mean much at
118 all to you but this process that we've been under here at the Turnpike Authority for the
119 past several years is critically important and again that's what brings us here tonight and
120 we're going to talk about it in just a little bit so you understand the depth of detail that
121 has gone into this process to talk about our recommended alternative. Really what a
122 DEIS is it's a draft environmental impact statement, its part of the environmental EIS
123 process, environmental impact statement process. It's a very, very detailed study,
124 literally study that we go through and really it's about answering questions. Is this
125 project necessary? Is it needed for the community? Is it needed for traffic reasons? Is it
126 needed for all those reasons that we think about building a roadway? Where should the
127 project go? What corridor is the right corridor based on this scientific study? What are
128 the alternatives that we should study in this process? We can't just say this is it we've
129 got to go through a series of evaluations of what we call a reasonable number of
130 alternatives and we'll talk about those again tonight. We have to study more than one
131 corridor and make determinations and come up with what seems to be the best fit and for
132 all the issues that are out there. An important part of this process is tonight. What are
133 your concerns? What are the concerns of the environmental agencies? What are the
134 concerns of anybody that has any input on this project? And have we heard those
135 concerns and have we addressed those concerns? That doesn't mean we agree with
136 everything we hear but it does mean that we've addressed the concerns that have been
137 outlined through a very integral process or a very integrated process in this project. What
138 do we study? We study a study area and you can see that little map up above that shows
139 in essence our study area which surrounds the corridor for this project. We do very
140 detailed studies of the impacts both positive and negative. There are positive things to a
141 road. There certainly are negative things to a road as you well know. In as impacts all
142 have to be evaluated, quantified, qualified and we go through a process to balance this
143 roadway out trying to pick a best fit route given all those many, many issues. We look at
144 the natural environment. We certainly look at the community issues that are a very

145 important part of a corridor like this. It's a technical evaluation. I want to emphasize that.
146 This is a very technical evaluation of a process that we are going through. I am not going
147 to read all of this but this gives you some sense of the depth of detail that we've gone
148 through to evaluate all of the issues throughout the corridor. Who is involved in this
149 process? This is not the Turnpike Authority standing up here by itself. The Federal
150 Highway Administration is a lead agency, George Hoops here is with us tonight, been a
151 very important part of this project. This, in fact, is a federal document that we're
152 working on and they are a signatory to this document as a federal action taken by the
153 Federal Highway Administration. We are the lead agency in terms of putting the details
154 together, in essence for them, as a partner with us and the North Carolina Department of
155 Transportation certainly is a key element of this project as well. On the right side of the
156 slide you see all the environmental agencies and the many other partners that all are a
157 very, very important part of making this project turn out the way it eventually will. Other
158 folks are involved. We've been very, very involved, I think, in the community down here
159 with MUMPO, the MPO, with the communities, with the commissioners, with a wide,
160 wide variety of folks as we've talked about. This project, talk through the many issues
161 here and have tried to resolve issues wherever we could. Again, this is the study area you
162 can see the borders, Marshville on the right side and I-485 on the left side. This is where
163 we started about two years ago with all these different alignments and looking at a
164 reasonable number of alternatives. All these colors are, in essence, alternatives that
165 we've had to evaluate and either screen out or agree to continue to study more in depth.
166 We got here roughly a year or so ago, I guess, at this point and then we've continued to
167 study these corridors and refine them and come down to a smaller number of corridors.
168 Which brings us pretty much to where we have been over the past some months as we
169 have evaluated the corridors you see here to get to what we call a recommended
170 alternative. We now are at the point where we have, in essence, sixteen detailed study
171 alternatives. We started with roughly one hundred sixty-five. And while it may look like
172 sort of two corridors along here, there's a lot of segments. Sixteen segments that make
173 up a multiple group of those, and again, we've continued to study those to get to where
174 we are tonight. We go through this screening process. We come down to this reasonable
175 level of alternatives, or different routes, if you will. We then study those in much more
176 detail to determine the actual impacts or expected impacts along each one of those
177 corridors to make a determination on what to continue to do to refine the designs. We
178 evaluate these based on the human, physical, cultural, and natural environment meaning
179 we study everything we can imagine within this corridor – architectural, historical, the
180 people, wetlands, streams, all of those elements that are part of a corridor. The DEIS was
181 approved at the end of March of this year. There were three signatures on it - Federal
182 Highway Administration, the Turnpike Authority, and NCDOT all in agreement that
183 we've met the requirements of the federal law that we know as NEPA. A key issue with
184 the 18A option and we'll talk about the different options of 18A versus 2 and where we
185 are. One of the issues with 18A is there is a park that lays, or a planned park, that lays at
186 the southwest quadrant of the interchange with the bypass and 485 and because it is a
187 county park, or planned to be a park, there are specific federal laws or a specific federal
188 law that dictates what you can and can not do with it and that is a consideration in terms
189 of what the impact would be if 18A was chosen. If you have thoughts or comments about
190 that particular issue we would like those in writing if you can or you can speak of them
191 tonight. That's an important part of what we are trying to evaluate. And you can see as
192 these lines pop up here the actual impact of this would be along that perimeter on that

193 ramp that you see here. The alternative selection process, people ask this all the time, –
194 how did you come up with what you came up with? And, this is the best way I think I
195 could sort of describe, in somewhat simple terms, although this is not a simple process of
196 how we got where we are. It is a recommendation. I want to emphasize recommendation
197 tonight. I'll talk about that here just a little bit more. But this is a recommendation that
198 we have included in our draft of the environmental impact statement based on a technical
199 evaluation of all the factors along this corridor. The public hearing comment process
200 provides for us either affirmation that we've done the right thing and we've made the
201 right choice or recommended the right choice or if we hear enough that says look you
202 didn't quite consider all the right things you need to look back at some other piece of this.
203 And, in fact, we will go back and look at the other piece and determine whether or not we
204 need to make a different decision than we're heading for as we speak right now. This is
205 not a vote of the people. This is not the most popular route. It doesn't really work that
206 way. However, your voice is critically important to what we're doing. The voice of the
207 people does weigh in with all the other factors to make a determination on what the route
208 will be in the end. This is not a political decision. This is not a decision made by MPO.
209 This is not a decision made by a Board of Transportation or the Turnpike Authority
210 Board. It is not a decision made by local elected officials. This is a legal process based
211 on federal law. We have to follow the technical details. We have to withstand legal
212 scrutiny and ensure what we've done is the right thing based on federal law. And, a key
213 part of this in my mind is that it is based on sound, defensible, key word repeatable,
214 technical evaluations that if someone else picked this project up and went through this
215 same process that we have, regardless of who they are, they would come up with the
216 same alternative that we do at the end of this process. And again, it is dictated by federal
217 law - the National Environmental Policy Act. If you have not picked up a citizens
218 summary, does anyone not have one of these? This is a, what this is, is basically an
219 executive, if you will, summary of the draft environmental impact statement. You've got
220 the highlighted issues that we think or thought that you might be most interested in and
221 you'll see a page like this, we call this an impact table that lets you look at all the
222 different segments and the alternates that we've studied and you can look through the
223 details and the data of the impacted residents, the impacted businesses, the number of
224 wetlands in terms of acres, linear feet of streams and so on. And, you can sort of draw
225 your own conclusions through that based on what's in here. Now there's more to it than
226 that but that's an important part of what we've done. All that being said, I think folks are
227 probably aware that we picked what we call alternate D as a recommended alternative.
228 This actually is the inside middle, I guess, of your citizens summary. You see this map.
229 The easiest way to look at this is its sort of the southern piece of each alternative as you
230 go through there. It's highlighted in yellow. You can see segment 2 to your left and
231 follow it all down as the southern piece where there's two pieces so to speak of corridors.
232 Certainly a point of a lot of discussion has been segment 2 and 18A. Segment 2 exists
233 about a mile along existing US 74 with a lot of details to change things the way they are
234 but it's roughly a mile along US 74. Segment 18A actually would recreate the
235 interchange at I-485 and you would take off there and north through that corridor. A key
236 part of this, when the time comes, and this is going to be true whether its segment 2 that
237 is the final alternative that is selected or if its some other route that we choose. I
238 introduced Auggie Wong and Willson McBurney earlier. These guys will be very
239 involved with us and with community leaders looking at the design of this project, the
240 design of this corridor and how can we make sure that we're fitting this within the

241 context of the communities in which you live. And you may have seen a picture sort of
242 similar to the upper left where those walls, retaining walls and the elevated section
243 through US 74, that's one option. There are other options. There are options such as
244 what I call a viaduct or a raised bridge. There's options with a raised bridge to create or
245 reconnect sort of the communities north and south with pedestrian walkways and bike
246 paths and things like that. There's a lot of opportunity here if it's done correctly. And
247 that's true again whether its route 2 that ends up or segment 2 that ends up being selected
248 or the corridor that includes that or the northern part that we know as 18A. The right-of-
249 way process, I know all of you that have property anywhere along this corridor are
250 extremely concerned about this. We hear it all the time, rightfully so. But this is the
251 process and I'll show you the schedule here in just a minute to give you some sense to
252 when these things will happen. But this is important and it's just - I'm going to walk
253 through this carefully here. Number one, if you are affected through this corridor and
254 you'll know I'll go to the timeline here in just a minute to give you some sense of where
255 that is. But if you are affected, you will be contacted by a right-of-way agent, someone
256 working for the Turnpike Authority going out and acquiring right of way for us. The
257 appraisal will be made based on the current market value. They will do an actual
258 appraisal of your property and that will be used to make a first determination, if you will,
259 of the value of that property and what we would expect to pay. Owners and tenants are
260 treated equally. If you are a tenant in someone else's home we would treat you just like
261 we would a property owner if you had to move for what we are doing here. We are a
262 transparent group; we expect to share everything with you about what your rights are.
263 We have no reason not to do that. There are certain laws that we have to follow, we'll
264 follow those. We'll do what's right and fair within those laws. And just compensation
265 will be paid for the property and we will provide relocation assistance as necessary for
266 anyone that's being relocated. We'll provide assistance and secure and comparable
267 housing wherever it's available. Moving assistance is provided and expenses would be
268 paid to you as part of that process. Additional compensation is available to deal with
269 issues such as mortgage increases, interest rates, those kinds of things that you deal with
270 as you move from one place to another. The project funding, obviously this has been a
271 very open discussion about where the money comes from. By and large, as you well
272 know, this is a toll road. Well, not by and large, it is a toll road, it will be a toll road. The
273 money, by and large, comes from toll revenue bonds that will be sold. If you're familiar
274 with municipal bonds, it's the same kind of thing. And they are a key, a very key
275 element to our financing package. A TIFIA loan is sort of like a college loan if you will,
276 TIFIA is a program out of the USDOT that allows us to borrow money, got to pay it back
277 through toll revenue. But it allows us to borrow money with very flexible terms, much
278 like a college loan would be. Low interest over variable periods of time based on many
279 project issues. There is an appropriation of the General Assembly. We call it gap
280 funding. And basically, what gap funding is, is that amount of money we need above and
281 beyond toll revenues to pay for the capital costs, long-term operation maintenance cost
282 for the project. The General Assembly, last year earmarked sufficient money for this
283 project to in essence fill that gap. And that makes up our financing for the project. STIP
284 funds or TIP funds, TIP funds are being used right now for us to do project development.
285 If there remains a small gap, we don't expect it to be very large, if there is still a small
286 gap after all of our financing plans, it's possible TIP funds could be used to fill that little
287 bit of gap that's left. And by little bit, it could be \$5 million, \$10 million, it's a small
288 gap. How much will tolls cost? This is based on a lot of factors. We have some sense of

289 this corridor based on similar corridors and certainly, we've done traffic and revenue
290 studies to a degree, already. But there's a lot of issues that go into this. One key part of
291 this is that all the toll revenue created on this project will stay on this project, for capital
292 improvements, for long-term operations and maintenance and so on. So the money that's
293 earned here will not go to some other part of the state to build another road somewhere.
294 Tolls typically range from ten to twenty cents a mile. The Triangle Expressway that
295 we're about to go to the bond market with, those tolls are roughly in the 15 cent per mile
296 range. This corridor is about the same length as the one in the Triangle, so it's probably
297 going to be in the same range, but there are many other factors that go into setting that
298 number. So, just because it's fifteen to twenty cents in Wake County doesn't mean it's
299 fifteen to twenty cents in Union and Mecklenburg County. The legislation that created
300 the Turnpike Authority says that whenever bonds are paid off, and these bonds are about
301 40 years, that's the kind of time you're looking at which these tolls at a minimum would
302 be in place. Once those bonds are paid off, the tolls come off and the road becomes a
303 free facility. How will tolls be collected? I'll show you here a little video clip, there's no
304 audio to this, so if you'll just now watch this. The point of this is, there'll be no cash
305 lanes, there'll be no toll booths. It won't be the kinds of things you might be used to if
306 you travel up north on the Garden Parkway or the Garden State Parkway, some of those
307 roads up north. It's totally electronic on a transponder process. You would buy a
308 transponder, it will sit in your windshield and it will be read automatically by readers that
309 sit on a gantry system and you ride under that gantry system. There is a difference in toll
310 rates. If you are a car, if you're a tandem truck, if you are a semi truck, there are different
311 toll rates. Trucks tend to be higher than cars for obvious reasons, because of the damage
312 they do to the road. If you do not have a transponder, we will pick up your license plate
313 through a high-speed camera. You can have a preregistered account for video tolling.
314 What we call it, video tolling. We will take a picture of your license plate through our
315 DMV and other state DMV's. We will determine who you are. If you've got a prepaid
316 account, you will be charged. If you don't have a prepaid account, you will be sent a bill.
317 Video tolling will cost roughly twice what a, what we call a transponder or an electronic
318 toll collection would be. What we're asking you to do, obviously, is be a participant in
319 this process. I said this earlier and I think I've said it many times in our presentation
320 tonight, that you're involvement is a key part of what we're all about here tonight and we
321 really need to know what your comments are. Certainly when you come up here you can
322 talk to our team after the hearing tonight, we have a workshop tomorrow night in the area
323 and another public hearing on Thursday night to do the same thing that we're doing here.
324 You can drop your comments in a box; I assume we have a box somewhere out there,
325 somewhere that you can drop comments in. Certainly, we have an email address, I think
326 it's on the back of your citizens summary that tells you where you can send an email for
327 comments and a key point for us is we'd like to have those by June 15 so we can move
328 forward with our process. And just to highlight that June 15 date. So what happens
329 next? We take the comments that we've been hearing over the past couple of days,
330 tonight, the rest of this week, and up through June 15. We evaluate those, we listen to
331 them, we read them, we go through that process and then we will use that to go and re-
332 verify, restudy, whatever you want to call it, the recommendation we've made to see if, in
333 fact we've done what appears to be the right thing in terms of that alternate selection. We
334 will have our final EIS in the fall of 2009. Spring of next year we will have what we call
335 a record of decision. That record of decision is just that. It is a decision by the Federal
336 Highway Administration, federal action that actually allows us to move forward and

337 build the project. In the summer of 2010, roughly around July 1, we'll go through
338 financing, go to the bond market, get the bonds and so on. Once the bonds are in place,
339 we can start the right-of-way acquisition process and we can start construction on the
340 project. And our anticipated opening year is 2013. So with that, we'd like to thank you
341 for your participation here tonight. With that, I'd like to go through a map review, if we
342 could.

343
344 (Clint Morgan) Good evening, does everyone hear me ok in the back? I'll try not to fall
345 off the stage. This evening, as much I appreciate Steve's introduction, my last name is
346 actually is Clint Morgan, so if you actually got a business card from me earlier, we didn't
347 try and hide my name for any reason. Many of you took the opportunity this evening to
348 come through and look at the maps we had set up. Some of you we saw yesterday
349 evening and yesterday afternoon and we are very appreciative that you came out and took
350 the time to talk to us about these maps and the designs you see. For those of you who
351 have not seen the maps yet, we want to do a quick review. Just to show you in depth
352 where these detailed study alternatives go. Overall, this project was so long we decided
353 to break it into three sections. Number one, it made it easier on us so we were very much
354 in favor of that. Also, when you are going through the review process, it helps to break
355 this into small puzzle pieces. It's easier to evaluate and therefore you can pull a little bit
356 of green, a little bit of orange, a little bit of dark blue, and hey, you have a road. That's a
357 very simplified version. But what you're going to see is you're going to see the western
358 maps. They begin just to the west of I-485. And they'll take you roughly to Unionville
359 Indian Trail Road. That'll begin, excuse me, and that's highlighted by the light blue and
360 the light green colors. We will transition then to the central area maps. You will see
361 orange and what I was informed of this evening is cornflower blue, it is not medium blue.
362 That takes you down just past US 601 and just before NC 200, which is Morgan Mill
363 Road. That begins our eastern section maps and I was confirmed this is green and dark
364 blue. For those of us who are a little color blind, color insensitive, whatever you want to
365 call it, I was corrected and this is the color we'll be seeing tonight. Moving on, when you
366 look at these and I was talking about the puzzle pieces that you can mix and match. If
367 you take all these different colors and scramble them up you can make your own little
368 puzzle pieces. You'll have a western section, a central section, an eastern section and
369 how bout it? You have sixteen different alternatives. Some of the highlighted
370 information you would see is you would see property lines, you would see existing roads,
371 proposed right of way, proposed controlled access. Towards the eastern end of the
372 project, you will actually see existing right of way. NCDOT purchased right of way
373 sometime between, 95, 96 and 97. Also, you would see existing buildings, river, streams,
374 wetlands, historic properties, and you would actually see the pavement for the proposed
375 roadway. Along with that, you'll see the big colored areas - what we are considering the
376 corridors. The first area we want to highlight is the light blue. This is one of the western
377 maps, and this is actually the alternate that begins at the existing 485 interchange. It does
378 have a slight impact to the proposed sports complex. Shortly, coming out of the I-485
379 interchange and just before the McGee Corporation, you go to the north and the road
380 travels and crosses Stallings Road at our first half interchange just south of Stallings
381 Elementary School. Moving on to the east, we have an overpass at Stinson Hartis Road.
382 And we have our first full interchange at Indian Trail Fairview Road. We also have an
383 overpass at Beverly Drive. Existing Seacrest Shortcut Road. We were told by many of
384 you in the public that is an important cross county route and we have put an overpass in

385 that location. Seacrest Shortcut is not disturbed. Same with Faith Church Road and that
386 takes us to the end of the light blue maps. Going back, we are going to pick up the mint
387 green maps, which is improving existing 74 with the elevated section. We would actually
388 have a business route running parallel to the proposed improvements. They would begin
389 at what has been called the McKee Road Extension. It is proposed future work by
390 another source. And those would run through Stallings Road. At that point, near the
391 Forest Park subdivision, we would bear to the north also. And you would also see the
392 Stinson Hartis overpass. It's a similar element. We don't want to disturb that road. That
393 brings us to our first full interchange again. There are common elements to all of these
394 maps. This happens to be one of them. This is the first full interchange at Indian Trail
395 Fairview Road. Beverly Drive still is acknowledged with an overpass. Same as Seacrest
396 Shortcut Road. And Faith Church Road. That covers the eastern maps. Excuse me, the
397 western maps. We're going to move on to see the central maps. Because these design
398 elements are so tight, we didn't break them out by color. But what you can clearly see is
399 you can see the cornflower blue on top. The northern option. Then you also see the
400 orange option to the south. These begin just before Unionville Indian Trail Road. Both
401 options come in on a common corridor. And both have a proposed interchange at the
402 Unionville Indian Trail Road. It is important to highlight this is a full interchange. It
403 does interrupt existing Seacrest Shortcut Road. Existing Seacrest Shortcut will need to be
404 rerouted to continue that cross country path. One of the other design elements you'll see
405 here is the proposed interchanges at Rocky River Road. The orange option to the south
406 proposes building the interchange on the existing Rocky River Road. Just south of the
407 greenhouses. The northern route, actually to avoid some of the impact, we reroute Rocky
408 River Road to the east behind the greenhouses and build the interchange there. Moving
409 on towards the east, we have overpasses at Willis Long Road. And they both come back
410 to a solid corridor at that point, or a common corridor at that point. As you can see, it's a
411 common shared corridor. You may or may not be able to see there is orange but there is
412 also a purple outline around the orange. Both study alternates run through the same area
413 on this option. Roanoke Church Road has an overpass. Fowler Road has an overpass.
414 And we have a full interchange at 601. This also begins the area that was previously
415 studied in a previous project in a North Carolina Department of Transportation project.
416 In this area is where you'll start seeing the black lines from previously acquired right of
417 way. Moving on to the east, we have an overpass at Deese Road and that will lead us
418 into the eastern maps. This is where we have more than two colors. We actually have
419 four colors. If you can see the purple line, the blue line, the yellow line and the green
420 line. There's two primary routes. You have a northern route and you have a southern
421 route. Both of the routes start here at NC 200 and Morgan Mill Road, we are proposing
422 full interchanges at this location immediately going to an overpass at Olive Branch Road.
423 Moving on down, Monroe Ansonville Road would also have full overpasses, not be
424 affected, and Austin Chaney Road would be our next full interchange. Just to the north
425 of Belk Stadium. That part of Wingate College. The tail end of the project is highlighted
426 here. And all four study corridors are in this one small area. And hopefully if you saw
427 the overview maps you could see the four designated colors. And what you see if we
428 have an overpass at Ansonville Road leading up to a partial interchange at Forest Hills
429 School Road. With this partial interchange, we would need to relocate Forest Hills
430 School Road slightly to the east. Phifer Road would also have a relocation and we
431 ultimately cross the railroad and tie in back to existing 74 just below Pilgrims Pride. That
432 covers the technical details of the maps. I know that's a brief overview, but hopefully

433 you've had the opportunity to review them and I'll now turn this back over to Mr. Steve
434 DeWitt.

435
436 (Steve DeWitt) Thank you Clint, Morgan. I've also been corrected on my pronunciation
437 of Wingate. I apologize for that, hopefully I'll say that better next time but, be that as it
438 may, I have a list of names here and given my history tonight I may not pronounce them
439 very well so please forgive me if I mispronounce your name. I'll do the best I can. Some
440 of it may be the writing so if I say it incorrectly. Just to remind you, you've got a three
441 minute time limit. We'll call these names as they have been introduced to me on this list.
442 However if you've not signed up, there will still be an opportunity for you to come up at
443 the end to make any comments that you wish. I don't know that I said this, but all
444 comments are recorded and will be transcribed and become part of the administrative
445 record for our project. Your comments are very, very important to us. What I would ask
446 you to do is when I call your name, come to either one of the microphones. I trust they
447 are both on and working. And again, our timekeeper is here to keep an eye on your time.
448 With that, the first name is Ms. Barbara Taylor. She has left us. Okay, she has left us.
449 Ah, Katherine Ritch Guess?

450
1 451 (Katherine Ritch Guess) I live at 5419 Indian Trail Fairview Road and I've been on that
452 land, I actually came home from the hospital when I was born, on that land and so that is
453 land that has been in my family for a good long time. Barbara, who is not here, her
454 grandfather actually sold the land to my family but I'm here just to say to you that there
455 are a lot of things, I'm not mad, I'm not angry, I'm not upset, I'm not asking you. We all
456 know we need a road because we all sit in the traffic. And we I can't ask them to change
457 the path of the road because they seem more concerned about a 65 mile per hour curve
458 than the curve that they're putting into a lot of 70, 80 and 90 year old people. But, we've
459 got to figure out something that we can all agree on and keep going on with our lives.
460 They did make in the presentation if you saw in the fifteen minute presentation, it talked
461 about the de minimus effect that this was going to have on like the park area and other
462 things. But it's not having a de minimis effect of the life of the people here. And I'm
463 sure you know that. This is your job. But, I hope that when this is all said and done that
464 you can look at all of us who live here that have sung the National Anthem, that have
465 sung America the Beautiful and we can look and say we have been treated fairly. There's
466 no way you can pay us what this land is worth to us or is worth to our families whether
467 we've lived there for generations or whether you moved there two years ago. But I hope
468 that you will consider that being treated fairly is not a matter of money. You are taking
469 into consideration that the homes are not a four letter word to people in this area.
470 Especially in that area of Hemby Bridge and Indian Trail. Yeah, I'm an author. So to me
471 the words are important. The home, a lot of you see home as a noun. Home to us is not a
472 four letter word. It is not a noun, it is a verb. Because you work to make it a home. It's
473 the house and the land that you've turned into the home. When you take the verb out of
474 our sentence we have nothing. You cannot make a whole sentence, you cannot make a
475 whole community. So I hope that you will just be truly considerate of the life and be fair
476 to us in what you give us for the land. That we truly can. My parents have never paid
477 rent a day in their life. I don't want to see them pay rent to stay there, and you know and
478 I'm very proud of what they've accomplished. I hope they can live out the quality of
479 their lives with the quality they have lived up to this point. And one last statement with
480 this. I just hope that whatever we do that we will truly pray that whatever comes out of

1
481 this road, we can continue to go on with the quality of life and not let this turn us upside
482 down. We are a strong and resilient people in Union County. Thank you.
483
484 (Steve DeWitt) Thank you. Ah, Corene Ritch?
485
1002 486 (Corene Ritch) Everyone likes to have a good safe road to travel on and to get where
487 they're going quietly and quickly. In order to have these roads, somewhere along the
488 way, property owners had to part with some or all of their property that perhaps had been
489 handed down from generation to generation. Or, they had bought in their younger years.
490 I remember when the land was bought for the 74 boulevard over here, we travel on now.
491 I am concerned for the older people that are now having to part with their property, which
492 is now going to be needed for the road. That they had heired or bought years ago and
493 thought they would have when they grew old. It's hard to transplant older people. There
1 494 is concern for young people buying their homes or having already bought them and now
495 finding a road will come where their house is. Will either old or young be compensated
496 enough to cover their expenses of buying other homes, having to move into other
497 neighborhoods, and children having to go into other schools. It looks as though our
498 house will be where one of the interchanges will be. Our property, my Daddy and Mama
499 owned. On closing, I would like to say, I want to wish everyone the best, whatever it
500 may be, and whether you're young, senior citizens, or in between, may God bless you
501 and thanks.
502
503 (Steve DeWitt) Thank you for your comments. Next I'd like to ask, actually ask the next
504 two, if the first one would come up, the second be prepared, and I was remiss in some of
505 guidance to you. If you would make sure you speak into the microphone and give us
506 your name and address so we can make sure we've recorded that appropriately in our
507 transcript. So Vickie Stilwell is next and followed by Jack Ritterskamp.
508
1003 509 (Vickie Stilwell) I'm Vickie Stilwell, I live at 1821 Marglyn Drive, Matthews. But I co-
510 own property on Mt. Harmony Church Road in Matthews. Land I inherited from my
511 father. I can empathize with you who've seen your property highlighted in these
512 corridors because we went through that with 485. My father lost his home, a lot of his
513 land and five years of his life because of 485. And this process has been painful for my
514 family and neighbors as well as it inches into Mecklenburg County. I was relieved to see
515 your recommended alternative was staying further in Union County. As we live in the
1 516 shadow of 485, even though your regional air quality tests may show that's it's ok, if you
517 live right next to it, there is air pollution, there is noise pollution. If you should decide to
518 shift over further west and north towards Matthews and Mecklenburg County you would
519 be putting the residents in the middle of the new project, 74 and 485. A peninsula, that
520 on the map, all you would have to do is draw one little line and you would have a race
521 track with all the people in the middle living in the infield of that race track with the air
522 pollution and the noise pollutions, 24 hours a day, seven days a week. So I hope that you
523 will make the recommended alternative the preferred alternative. And again, I empathize
524 with anyone who's losing property, but somebody has to.
525
526 (Steve Dewitt) Thank you.
527

1004 528 (Jack Ritterskamp) I'm Jack Ritterskamp. I live at 5710 Hillcrest Circle. I'm in Hemby
529 Bridge, not too far from where the toll road will intersect with Indian Trail Fairview. I'm
530 going to do something most people would never consider. I'm going to suggest that the
531 best choice of the selection of toll road is closest to I-485 is in fact closest to my house.
532 Most people want it, but not in my backyard. The section of road I am talking about is
533 between Indian Trail Fairview and 485. The two options, number 2 and 18A, I'm
534 suggesting that number 18A is the best. In contrast to what we just heard. There's three
535 reasons that I think that's the case. Number one is the fact that it's going to have the least
536 impact on any businesses on Independence and that is covered in small businesses at the
537 present time. Number two, partly due to that fact it's the least expensive of the options in
538 that area. And number three it's the least destructive, disruptive to traffic that is not using
539 the toll road. I want to elaborate on this last one for just a minute. If section two is
1 540 chosen, as currently as I or anybody coming from Charlotte or 485 and wants to go to say
541 Indian Trail or Stallings will have to exit the main road and travel on a service road. It's
542 a lot better than that, but it's still off to the side. Until they reach the end of the toll road
543 portion then re-enter the main road. Same thing if you are going in the direction, going to
544 the west. Those using the non-toll road will have to go through an extra traffic light or
545 two, make a couple of sharp turns to get back on the road that they're now able to use for
546 free. Option 18A has no such problems with local traffic. Those using the toll roads will
547 have easy access in either direction. That would be in the good part of the design. But
548 the inconvenience to the non-toll users is going to be quite a bit greater if that extra two
549 or three miles of road is put on Independence Boulevard. Simply, the three reasons
550 again, minimal business disruption, least expensive and least disruptive to non-toll users.
551 To me that's much better, get out of that 485 interchange and then get off of
552 Independence.
553
554 (Steve DeWitt) Thank you, next is Lucy Drake followed by Shawna Steele, if I've got
555 that correct.
556
1005 557 (Lucy Drake) Good evening, my name is Lucy Drake and I am a resident of the Town of
558 Stallings in Union County. I was Mayor of the Town of Stallings for four terms from
559 1997 to 2005. I was a member of MUMPO for eight years and have a lot of time
560 invested in the many directions of twists, turns and routes for the bypass, including the
561 environmental issues. I was Mayor when the controversial Fairhaven subdivision was
562 approved despite the protests of some of the current elected officials of the town and
563 most of the entire northern part of Stallings. Careful thought and consideration was given
564 to the routes of the bypass to ensure that Fairhaven was not going to be a factor. I am
565 attaching with my speech, a copy of a letter written on behalf of the town on September
1 566 26, 2005 to Dave Burnett, who was Director of the Union County Public Schools, asking
567 him to please consider land banking for a future school site in Stallings giving him
568 options of Stevens Mill and Stallings Road. At that time, the current town council was
569 confident that the Monroe Bypass would not jeopardize the well being and safety of the
570 citizens in Stallings. Protections of all subdivisions and business tax base should be the
571 first priority of all elected officials of a town. Please reconsider all options and choose an
572 option for the bypass that will leave Stallings a commercial corridor and tax base intact.
573 Stallings is 6.5 miles long and one mile wide. The entire one mile on Highway 74 will
574 suffer a direct impact on our business tax base if option D is chosen. It has been stated
575 that all the businesses will not be purchased if option D is indeed chosen as the route for

576 the bypass. There has not been any shifting to protect the businesses in Stallings as was
577 done for the Town of Indian Trail for the Old Hickory Business Park. Our business will
578 eventually die and close down and Stallings will be left with derelict buildings. This will
1 579 not give us an opportunity to rebuild and we will resemble the portions of Independence
580 Boulevard in Charlotte, from Hawthorne Drive to Sharon Amity that depicts a war-torn
581 town. Please give careful thought to the business tax base of our town and county. Go
582 with option 18A and protect all of the neighborhoods of Stallings including Fairhaven
583 and Forest Park and let Stallings be known as the gateway to Union County with pride,
584 and not the great wall of Stallings. Thank you for allowing me to share my concerns.
585
586 (Steve DeWitt) Thank you. Shawna Steele followed by John Jacek.
587
1006 (Shawna Steele) Shawna Steele, 213 Cupped Oak Drive. I live in Forest Park. My main
588 concern is on this, one of the western maps with your option 2. There are 222 homes in
589 Forest Park along with several businesses that will still be a part of the Union West. We
590 are allowed one access to Stallings Road 'cause you're taking our entrance. Not to
591 mention Stallings Elementary, my children go there, and dropping them off at school one
592 day I sat at Stallings Road one morning where my new entrance will be if option 2 is
1 593 chosen. My concern is the access of these 222 residents, times two cars per household or
594 you would assume, plus all the employees going in and out of the neighborhood to
595 businesses to go to work. We're going to have heavy tractor-trailer truck using that one
596 entrance and I don't, I love Union West, I like our access, I think for that many homes,
597 I've talked to a builder, you would not be allowed in the county to purchase or build and
598 develop a new subdivision with only one access with that many homes. And that's all I
599 have to say, thank you.
600
601 (Steve DeWitt) Thank you. John Jacek, followed by Len Tower, or Taylor, I'm not sure
602 which that is.
603
604 (John Jacek) I'm John Jacek, 4509 Lawrence Daniel Drive in Woodbridge subdivision.
1007 605 My only comment is in reference to the interchange at 2A, which would put an
606 interchange at the Stallings Elementary School. Like the lady who just spoke, I too, have
607 children, three girls who have been there currently; we'll have three there over the next
608 several years. And as many of us have concerns about perhaps putting an interchange
1 609 near a highway system that will allow, especially in an age where we have child
610 abduction that is probably at its highest, it will allow a system that will allow them to get
611 out to an interstate system very quickly and very rapidly when there's already means to
612 do that around there. So I would just be in opposition to an interchange at that location at
613 the school.
614
615 (Steve DeWitt) Thank you, Len Tower or Tannor followed by Mike Burke.
616
617 (Len Tower) Good evening, my name is Len Tower and I live in the Forest Park
1008 618 neighborhood of Stallings. In looking at the option 2 and the 18 maps, I see option 2
619 flanks the neighborhood on two sides. It would be real easy for me to figure that property
620 values would take a negative hit from that type of exposure. There were many concerns
1 621 brought last fall about access to the neighborhood pushing the industrial park or what
622 would be left of it through one access road with the neighborhood out the Stallings Road.
623

624 At a town council meeting during the fall, the fire chief and the police chief spoke against
625 option 2 for that very reason. The problems associated with some sort of accident that
626 could trap all of us in that neighborhood. Trapped, no way out. Very little has been done
1 627 to fix that and the new maps that I looked at earlier this evening. Option 18 has a nice
628 smooth roll to it where it comes into a big interchange at 485. Yes. But, option 2 has
629 two fairly sharp turns, flanking the neighborhood I live in, again. It would also disrupt
630 the main business thoroughfare of Stallings destroying and impacting a substantial part of
631 the business tax base. Thank you.
632
633 (Steve DeWitt) Mike Burke followed by Ernie Vanderwalt. Mike Burke, are you here? I
634 assume Mike Burke left. Okay. Ernie Vanderwalt followed by Katherine Oxendine.
635
1009 (Ernie Vanderwalt) Hi, my name is Ernie Vanderwalt. I reside at 2023 Serenity Place in
636 the Town of Stallings. For the last, I guess 22, 23 months, you know we've been an
637 ongoing dialogue with the Turnpike Authority. I say we, I speak on behalf of a group of
638 citizens from Stallings and Matthews called CARE community advocacy group standing
639 for Citizens Against Route Eighteen. We've raised a number of impacts with the
640 Turnpike Authority in terms of the human environment and cultural resources. We
641 mentioned to you that there are about seven communities, residential neighborhoods,
642 adjacent to options 18, 18A that would be directly impacted. Apart from those
643 neighborhoods over the last year, the Stallings Elementary School with about 650
644 students and another 60 or 70 members of staff has opened. We raised that also as a
645 community resource impact. The physical environment, the traffic noise, you know
1 646 already having 485 in proximity, then in addition to that someone mentioned that it
647 would be like the infield of Lowes' Motor Speedway. Air quality, that's an ongoing
648 thing even now still. That was raised. The impact through the natural environment, both
649 the water resources, the streams, we highlighted that as well. And you know, in excess of
650 2,300 petitions were signed and documented as public records in opposition to options
651 18, 18A. And, you know, I just want to applaud you, Steve, and your team tonight in the
652 way with the DEIS suggested alternative. Taking those very things into consideration,
653 the community of Stallings and Matthews that have signed these petitions, have voiced
654 their opinion loud and clear and we just again tonight want to affirm that. And appreciate
655 it, you know even now I understand you're fine tuning things, access roads, minimizing
656 impacts and we just want to say, you know, continue along that route, no pun intended.
657
658 (Steve DeWitt) Ms. Katherine Oxendine followed by Linda Paxton.
659
660 (Katherine Oxendine) I want to reiterate again that, I'm sorry, I'm Katherine Oxendine. I
1010 661 live at 416 Davenport Drive, Weddington, North Carolina. But we own a business at
662 13519 Highway 74 in Indian in, actually Stallings. And we have had that business about
663 ten years, but before that, that was our homeplace and it was zoned business so we had to
664 build and we put a business there. And another thing that my husband mentioned this
665 morning, we went to the meeting last night and he said we can't decide if there is going
1 666 to be a service road in front of our business or is there going to be a service road. We
667 have heard both, we don't know. We don't know if our business will remain there yet.
668 And I think the people in Indian, in the area, in the business area would like to know
669 some information. You know, they say they are going to maybe start construction next
670

671 year, well when you run a business there's a lot of things to be done and considered. We
672 need time too. And we would really like to get some concrete information.
673
674 (Steve DeWitt) Thank you. Lynda Paxton.
675
1011 (Lynda Paxton) I'm Lynda Paxton, I live at 112 Eaglecrest Drive in the Town of
677 Stallings. When I ran for Mayor of Stallings in 2005, I pledged to be the people's voice.
678 The Mayor is the official spokesperson for the council, but when you work with a very
679 divided council, it's difficult, if not impossible to speak for the board. So I am speaking
680 to you tonight as a citizen, not as the Mayor of Stallings. I agree one hundred percent
681 with the recommendation for alternative 2. Stallings will experience the most significant
682 impact of any of the towns in Union County by this bypass. Route 2 does have the least
683 negative impact on the community from all perspectives. From quality of life, from
684 number and type of business impacts, from economics, and from environmental concerns.
685 There are few who would deny that road decisions in North Carolina have long been a
686 function of politics and power. When we first began this process two years ago, I was
687 very skeptical about the Turnpike's ability to conduct a complete, completely objective
688 assessment of the alternatives. I knew there was concerted effort by the power brokers of
689 Union County to influence the decision toward route 18. And, I was afraid that that
690 political influence would prevail. I do believe that influence played a major role in the
691 abrupt and surprising reversal of the council's position last October. There has been no
692 indication that I am aware of that the majority of the citizens who came out in force to
693 protest route 18, and that was over 2,300 names on the petition that we collected there.
694 They protested route 18 and I don't think they've changed their position one bit. Route
695 18 would have serious impacts to the new Stallings Elementary School. It impacts Next
696 Level Church, the CPCC campus and protected parkland associated with the Sports
697 Complex near 485 and 74. Although the route was shifted a little bit to avoid the
698 Fairhaven community residents, there would still have increased noise and all the
699 negative impacts of living next to an interstate highway. I hate the taste of crow but I
700 have to admit my skepticism has been erased and I want to take this opportunity to
701 compliment and thank the Turnpike Authority. I think you have had a very fair and
702 objective process and I had said to Mr. DeWitt early on that if I could have confidence
703 that it was done completely objectively I would deal and live with whatever alternative.
704 It's easier now that it is alternative 2 because that's the route I've supported from the very
705 beginning. It's not perfect; we still have concerns and design issues that need to be
706 worked through, but again I take this opportunity to compliment you and to thank you.
707 You've come every time we've asked you to come. You've been completely transparent
708 and very responsive. I know you've answered thousands of emails and we couldn't have
709 asked for a more cooperative process and I look forward to continuing to work with you
710 to tweak the details and make it complete. Thank you.
711
712 (Steve DeWitt) Thank you next up is Jim Simpson followed by Bill Horn.
713
1012 (Jim Simpson) Jim Simpson 7310 Secrest Shortcut Road, Indian Trail, North Carolina.
714 I'm Mayor of the Town of Hemby Bridge. I'm opposed to the bypass 'cause it's coming
715 right through the center of the Town of Hemby Bridge; about 2,000 residents there. It's
716 gonna be taking out my parents home which is been there for what 50 years. They are in
717 their mid-seventies. It's taking out my sister's home, a portion of my brother's land, my

719 uncle's house, my cousin's house, my aunt's house. Many of my cousin's homes are
720 going to be gone. Numerous friends and citizens of the town. It's just, it's just gonna
721 sort of cut it through the middle, going be a side on each side of us. And it's really, it's
722 been, it's gonna be destructive. But, you know, they say progress, I don't, I don't know,
723 progress, progress, that's everybody's own thought, but as I said earlier, citizens in here
724 have been here all their lives. Please give this under consideration. Thank you.
725
726 (Steve DeWitt) Thank you, next up is Bill Horn and again I failed to give the right
727 guidance for certain things. If you have written comments, we'd like you to leave those
728 with us if you don't mind. We do have a recording of it, but it would help us if you've
729 got something formalized like that. So Bill Horn. Bill is not here. Barbara Anne Price.
730
1013 (Barbara Anne Price) I'm Barbara Anne Price and I live at 4917 Tulip Lane in the Town
731 of Stallings. I was one of those folks that voted for option 2. I voted for option 2 from
732 the very beginning. There was no change in my vote. I was told early on there would be
733 money on the bypass options. I made that public to the council. That comment came to
734 me from a Union County Commissioner. Interestingly enough, no one offered me money. I
735 will say that I do believe that the school was built with full knowledge of the bypass
736 route. And in fact, that permit was hurried along and violated our town zoning
737 ordinances. Mayor Paxton had gone on record stating that she intended to stop the
738 bypass from going near her home, which would be of the case if 18A was chosen. I do
739 want you to know that as far as environmental impacts, I can't imagine that there would
740 be more environmental impacts with four lanes on the road, on the ground, then there will
741 be with twelve lanes in one area. Even the Town of Charlotte only has eight near uptown
742 and that includes two bus lanes. We, here in Stallings are going to have twelve lanes of
743 traffic, imagine this, twelve, for approximately one mile. Six above a 25-foot wall or
744 perhaps posts, which will look as good. And six below. Our businesses will take a
745 tremendous hit. And I am charged to do what is good for the town. As a whole for the
746 common good, not for special interests. Option 2A is a disaster for Stallings. I can't see
747 how there will be any redevelopment. The property won't have access. Who is going to
748 fight twelve lanes of traffic to get to a business? Who is going to know the business is
749 there and how are they going to survive that construction? I don't think it's going to
750 happen. I think we are being sold out and I am very concerned about this. I understand
751 that there will be some minor impact to the park, that is not built in the Town of
752 Matthews. I also find it strange that the business in Stallings that will have the best
753 access after these twelve lanes are built will be Scott Clark Toyota, part of the Hendrix
754 Auto Mall. Strangely enough, there will appear a new light two tenths of a mile from
755 Stallings Road. We were told there could be no light that close to Stallings Road but
756 somehow or another that's going to happen. At least according to the drawings. Also,
757 interestingly enough, Hendrix will not have to build that bridge across 74. We, the
758 taxpayers will pay that bill. Thank you very much.
759
760 (Steve DeWitt) Thank you. That concludes those that have signed up. Is there someone
761 else that would like to come to the microphone? Please join us. And again, if you'll state
762 your name and your address.
763
764
1014 (Amanda Wolfe) I kind of like to face the audience a little bit, so. I am Amanda Wolfe. I
765 live at 314 Cedarwood Lane and I have a couple of concerns. First of all, I want to

767 address this petition by the CARE group with the 2,300 signatures or whatever it is. My
768 name's on that petition and knowing what we know now, almost my goodness, at least a
769 year and a half later, how many people would really sign that petition? I mean it was at a
770 party, oh there going to put a road near the school, everybody in the room signed it. So, I
771 ask you guys to consider when we talk about the citizens that came out and signed this
772 petition and the names that are on there, the people, if they were really and truly informed
773 and if we got together all of Stallings and everybody was informed about all these
774 alternatives that CARE petition really doesn't mean a whole lot. It is a, it was signed a
775 year and a half ago, so I ask you to consider that. I ask you to consider, I do live in the
776 Forest Park neighborhood and we have a lot of older citizens. And we talk about the
777 effect on the school. And I'm not in favor of an interchange there at all. But we've got
778 children in the neighborhood and we've got a whole lot of senior citizens. I don't know
779 where they are going to go. They've got health problems and, that's a huge impact. I
780 think that somebody mentioned that along Stinson Hartis Road a lot of people have lived
781 there forever, older citizens. Forest Park, oh my goodness, those people have lived there
782 36 years. I mean this is an older neighborhood. There's a huge health impact there as
783 well with the older citizens. And just the third thing, I don't know what kind of time I've
784 got, Whooh deep breath, the other thing I just wanted to mention was I, I'm not really
785 sure about the tolls if I, my understanding is we want everybody to participate in the road
786 and it sounds to me like if you've got the transponder you're automatically kind of got a
787 rolling account, but for those people who are just passing through which is who we want
788 to be on that road, all the trucks, the trucks are obvious but the cars that are headed to the
789 beach we want them to be on that road. And I'm telling you if I lived in, let's say they
790 lived in Virginia or wherever they're coming from and they're coming along on the toll
791 road and in the mail a couple of weeks later they get a three dollar bill (audience - fifty).
792 You think they'll get a fifty? (Audience- I think it will be around fifty.) Well, they get a
793 bill, I mean how can we, how do we go after that money, are they truly are they are they
794 throwing out the bill and saying, "I ain't paying that." How are they, you know, how do
795 we go after these people? Who is actually, are we going to get money from people that
796 are just passing through, which are the people that we want to pay for this road because
797 we want them off of our 74. I mean think about this. I mean people in all these states
798 that are using this road, how do we go after these people if they get this kind of bill? I've
799 lived in Indian Trail, Stallings about since the fourth grade. It's a great small town feel
800 and I just oh, man this option putting it right onto 74 for a mile. The Town of Stallings,
801 which is what, 10,000 people? Those businesses, oh I just I hate to see it. It's the small
802 town feel will just be gone; this big interstate in the middle split us in two. I don't how
803 we're going to have access and also just one quick thing 'cause I'm almost out of time,
804 the businesses that run out of our homes, I ask you to consider those as well. I'm a small
805 business owner in Forest Park. A lot of my neighbors run their businesses right of their
806 homes, so consider those as businesses that will be affected as well. And access, I mean,
807 I don't know.

808
809 (Steve DeWitt) I want to make just two comments, number one, if you have voiced an
810 opinion a year ago and you feel like your position has changed, we want to know. Fill
811 out a form, email us, let us know, communicate what you feel today. No matter what
812 your opinion is, communicate to us what you feel today. Number two, enforcement, we
813 do have enforcement legislation in North Carolina for just this thing. As it relates to
814 other states, we expect to have reciprocity agreements with other states. So, if someone

815 is from Virginia, they come through the Monroe Connector/Bypass, we pick them up on a
816 video license plate evaluation. Then we can send them a bill. If they don't choose to pay
817 that bill, then the DMV in Virginia would hold their registration until they paid the bill.
818 That's the ultimate goal here. Other speakers? Yes Sir. Go ahead and he'll meet you up
819 here, how about that?

820
1015 821 (Donna Shaver) Alright I'll be real quick. I'm Donna Shaver, I live 4137 Cedar Point in
822 Stallings. And I'm very proud of everybody for coming up here and talking 'cause this is
823 not easy and a lot of you, it's affecting your land, it's affecting your life. Me, I'm lucky.
824 I live on the southern part of Independence so it won't affect my home. And I hope never
825 to travel on this road because I'm totally against toll roads. This is I guess the second one
826 in North Carolina. The reason I'm up here is to tell you about the tax money, your tax
827 money, my tax money that's going towards this road. It was proposed to you as being a
828 small amount. Well, it's not small. If you've heard the numbers? Let me tell you the
829 numbers. And each one you needs to know this before you leave this room. Twenty-five
830 million dollars of your state, I guess, money is going towards the funding and
831 construction of this road. That's each year, for thirty years. How of you did not know
832 that? Anybody here who didn't know that? Okay, good, I thought it'd be even more.
833 It's about half of you. That's a whole lot of money. And this is going to be a toll road
834 that you have to pay to go on to? It really, it baffles me. It really does. Yes, we're
835 talking tonight about the different options, for this option, that option, those are important
836 decisions. But my goodness, you need to know about your tax money that's going
837 toward this road. Again, twenty-five million dollars per year, for the next thirty years.
838 Thank you.

839
840 (Steve DeWitt) It's actually twenty-five million for thirty-nine years, but that's exactly
841 right.

842
1016 843 (Michael Schlimme) Well, okay, hold on, do my little thing here. My name is Michael L.
844 Schlimme. I live at 14807 Middelsborough Drive in Manor Ridge between Stallings and
845 Idlewild. A lot of you know where it's at. A couple of things. Number one, I'm going to
846 benefit from the school being close to me. Number two, I don't understand the audacity
847 of the Turnpike Authority to even consider a proposal for a school. Even though the
848 school was pushed this way or pushed that way. I don't understand the audacity. Mainly
849 because of the sexual predators that are out there that will have close access to the
850 schools. They don't realize too, that if it goes through, that there's a daycare center
851 between Stevens Mill Road and 74. Okay, I got that done. The other thing is, the
852 overall, I was impressed with the presentation. Okay, I'll give them credit for that. I
853 don't know how much it will cost to print those things but anyway that's not the point.
854 The point is I don't really believe that the Turnpike as such, as proposed, is necessary.
855 They should use the existing route that we have. Even if businesses were to be relocated
856 or move or lose their land, you have an established throughfare. If the Turnpike
857 Authority would work with the local municipalities to try to eliminate quote unquote
858 traffic problems, where it may be, whether it be here or ten miles down the road or
859 twenty miles down the road, it would run a lot smoother. They can make the road wider.
860 Okay? Overall, the Turnpike Authority is going to do what they want to do. No matter
861 what we say here they're going to do what they want to do. They are following a
862 formality because they have to, required by law, but they are going to do it. I will

863 probably be hassled by quote unquote politicals from my statement and my stand, but
864 that's the way it goes. I have a feeling that I'll probably be getting a call from several
865 law enforcement authorities. I have one minute, no seriously, you don't, you don't, you
866 don't think that these guys are not recording this information and using it and going
867 through the files? Come on, get real people. No, I mean it's just my business, that's just
868 the way I feel. You may be laughing at me, but check it out later. Okay, I got one
869 minute left and 30 seconds? Okay, I that's all I have to say. I hope I haven't offended
870 anyone or anybody at the toll, the Turnpike Authority and also your presentation doesn't
871 allow for motorcycles on the Turnpike. Thank you.

872
873 (Steve Dewitt) We do welcome motorcycles and as I said this all is being recorded and
874 transcribed and it will be part of the record of the project. So, yes sir?
875

1017 876 (Jim Taylor) Good Evening. My name is Jim Taylor. I live at 2709 Kirkholm Drive in
877 Matthews. I'm Mayor Pro Tem of the Town of Matthews and I'm speaking on behalf of
878 the entire town board. We have, from the very beginning, when we were asked our
879 opinion, from the town council point of view, supported option 2. We continue to do
880 that. We have done that unanimously. We have never waived on our, on our, on our
881 recommendation. There are a lot of reasons why we did not support option 18, A, B,
882 whatever 18 is, whatever it was. A couple of them being the impact on 485, the
883 interchange at 485 and the, the negative results that that would have as similar to what
884 they have over at 485 and 77. We also have the sportsplex which is not only a Matthews,
885 Mecklenburg and Union County project, but is a much larger regional project and we
886 don't want the impact on that as well. So I just, I'm here on behalf of the town board just
887 trying to reiterate our position and to let you know we have not waived and we're still
888 taking the same stance. Thank you.
889

890 (Steve DeWitt) Thank you.
891

1018 892 (Suzanne Greenway) My name is Suzanne Greenway. I live at 1535 Saratoga Boulevard
893 in Bonterra Village. I actually just moved to Indian Trail last year in July and when we
894 built our home we were told that there was not going to be the option on the side of the
895 street for which it is proposed it was to go through the entrance at Bonterra. We were
896 actually even given a letter from the builder because they were so sure that this entrance
897 situation was not going to happen. Being that it is the route, as long as it is, you know
898 kept so that the noise and the air pollution and the ugliness of it is the best that you can
899 do, you know, that would be our desire. But the thing that I really wanted to say is that I
900 work in uptown Charlotte and if I leave my job at five o' clock, I can not get to my
901 child's daycare by six. It's over an hour of my commute and this road will not help me. I
902 won't use it. I won't, I won't have any help, but yet it will be something that is ugly and
903 possibly lower my property value. Thank you.
904

905 (Steve DeWitt) Thank you for your comments. Yes sir.
906

1019 907 (David Gritt) Good evening. My name is David Gritt. I live at 15137 Castle Bridge
908 Lane. That is in Madison Ridge just off of Stallings Road. I'm somewhat disappointed
909 tonight that I haven't heard that the neighborhoods around the Stallings school have been
910 annexed over the last nine or ten years. I'm also somewhat disappointed that I'm not

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911 hearing uniformity of support for the CARE group of 2,300 because many of those are
912 those of us who are annexed into Stallings without choice. Therefore, I think we're also
913 entitled to have good representation in the town council. With that, I want to thank our
914 current Mayor and also Wyatt Dunn for listening to and, and being by the side of the
915 CARE group, and I think that the Turnpike Authority - when I can send an email to the
916 Turnpike Authority at 11:30 at night because I was up thinking about this at the wrong
917 time a few weeks ago - and a few minutes later I got a reply back from the Turnpike
918 Authority. I am, I knew that this group was committed to openness and communication,
919 but that, that just that hit a home run for me. Okay, I sense that. Okay. I believe that the
920 CARE group has taken the pulse of the community around the road and, and around the
921 different routes of the road, and I whole-heartedly support your recommendation as many
922 of us in, in that area around the Stallings Elementary School. Thank you, thank you
923 deeply.
924

925 (Steve DeWitt) Other comments? We won't keep you longer than you want to be kept.
926 Last call. Ok, we'd like to thank you again for your attendance tonight. We thank you
927 for all of your comments every single one of those. Again, if you have written comments
928 that you want to send to us there is an email address and there are forms that you can fill
929 out. We appreciate your time here tonight. Thank you.
930

931 It is 8:30 and we are now closing this hearing. Thank you.

1 **OFFICIAL PUBLIC HEARING TRANSCRIPT**
2 **Combined Public Hearing for Corridor and Design**
3 **Monroe Connector/Bypass (STIP Projects R-3329 and 2559)**
4 **Proposed tolled highway from US 74 near I-485 in Mecklenburg County**
5 **To US 74 between the towns of Wingate and Marshville in Union County**
6 **Wingate University – Austin Auditorium in Union County**
7 **Thursday, May 21, 2009 from 7:00 pm to 8:00 pm**
8

9 (Steve DeWitt) Good Evening. This is a big room for just a few folks; I'd ask you to
10 move up but you're settled, so we will just move through this. My name is Steve DeWitt,
11 I'm the Chief Engineer for the North Carolina Turnpike Authority and we welcome you
12 here tonight for a public hearing on the Monroe Connector/Bypass. I know many of you
13 folks have been through this for many years. And, actually, I heard someone in the back
14 whisper a little bit saying we've been through this time after time and let's hope that this
15 is the last time. And we do hope this is the last time. But, this is a very important event
16 in the project; it is a key point in project development. We literally are about a year away
17 from actually having financing for the project and are moving very rapidly into the next
18 phase. But before we get there, we need to make sure that we've done all the things that
19 we need to do to ensure that the communities affected by this project have had ample
20 opportunity to voice their concerns, voice their opinions, share those with us so we can
21 take those back and make sure that we've done the right thing for the project. And if we
22 have not, we take the information into account, and make some changes in the design and
23 so on as we move forward. What I'd like to do tonight is go through a little bit of a
24 PowerPoint presentation, give you some sense of what the project is and so on if you
25 don't know. I think most of you know what this is all about. But just for formalizing
26 this, this is a public hearing for the corridor and design of the Monroe Connector/Bypass
27 project from US 74 near I-485 to US 74 between the towns of Wingate and Marshville in
28 Mecklenburg and Union Counties. What we're going to do tonight is talk a little bit
29 about the public hearing process and make sure you know the rules. We have some rules
30 of protocol that we will follow tonight as you have the opportunity to come up and speak
31 with us. I'll give you a very brief general project overview and bring you up to speed
32 with what we've been doing since the last time you've had a chance to see some of the
33 project details. We'll go over up on the screen here some of the very detailed drawings to
34 give you a better sense on a larger scale. We'll sum it up here walking you through the
35 corridor as we go through this and then we'll have the opportunity for you to come up to
36 these microphones and state your name and where you live and say whatever you wish to
37 say about the project. Before we get started, I do want to introduce a few folks. With me
38 here at Turnpike Authority is Jennifer Harris. Jennifer is sitting right here, if you'd stand
39 up. Jennifer is our Manager of Environmental Studies of the Turnpike Authority. Reid
40 Simons is somewhere. Did I see Reid? Reid helps us with governmental affairs, local
41 community issues and you may see her around as we go through this project. With
42 NCDOT, is Ed Lewis and I don't see Ed; he's up in the booth helping me out up there.
43 Federal Highway Administration, a key player for this project for a multitude of reasons.
44 George Hoops with the Federal Highway Administration is here. George would you
45 mind standing up? Private engineering firms; we have several key teams working with us
46 in the private industry. Their lead person with us is Carl Gibilaro; Carl is right here.
47 David Bass is sitting over here. David will be up on the stage here in a little bit going
48 through the actual details of the project to give you some better sense of landmarks and

49 so on. Willson McBurney is sitting over here to my right. Willson and his counterpart or
50 co-worker Auggie Wong will be very involved as we get involved in this project with
51 you and the community in a much more detailed sense as we look at aesthetics.
52 Designing a highway a little bit different than it used to in North Carolina to make sure it
53 fits within the community and has many of the things I think you'd like to see as we
54 develop this project. Also with us is Christy Shumate. Christy has been a very key part
55 of our team. She works with us at the Turnpike Authority and works for HNTB. Bill
56 Braswell I think is here, Bill is the Mayor of Wingate, Bill would you stand up if you're
57 here. Bill's right here. Thank you very much. Are there any other elected officials that
58 are here tonight that would like to be recognized? Yes Ma'am.

59
60 (Barbara Anne Price) Barbara Anne Price with Stallings.

61
62 (Steve DeWitt) Thank you. With that, I will go over some quickly through our ground
63 rules tonight. Again, this is your opportunity to talk to us. We take this very seriously.
64 We've had a series of open houses and workshops here in the past week which I'm sure
65 you are aware of. The attendance at the other two were much higher than they are tonight
66 which we really expected that. Most of the controversy with the corridor in fact has been
67 on the western side, but regardless, this is just as important as the ones we have had prior
68 to this. We do want your comments good or bad, no matter what you want to say, you
69 have every right to come up here and say. We want to know what your opinion is. If it
70 relates to the corridor in general, we want to hear it. If it relates to your parcel in general
71 and what the effects of that might be, we want to hear that as well. This is not a debate,
72 I'm not going to stand up here and debate with you. If you say something that I don't
73 agree with then that's my personal issue and I will deal with that. But this is your
74 opportunity to say whatever you want to say. We will answer general questions if you
75 have general questions about the project. If you have specific detailed questions about
76 your business or your parcel, how it may be affected, you can stay afterwards and we'll
77 let you talk to one of our team folks here and provide you with details that you want
78 about how the project will affect you. And, if we can't answer your questions tonight if
79 you will leave us your contact information, we certainly will get back with you via email
80 or telephone or whatever else there is to give you the information that you're seeking.
81 We do ask that you do not debate amongst the audience, if someone comes up here and
82 says something that you very much disagree with we do expect you to be courteous and
83 respect that person's opinion just like they will respect yours when you come in front.
84 There is a three minute time limit. We ask that you keep your comments to within that
85 timeframe. The audience is relatively small tonight so if you want to say what you want
86 to say and sit down and come back after our list has been exhausted for those that have
87 signed up your certainly welcome to do that. Mr. Gibilaro will be your timekeeper
88 tonight so he will let you know when your time is about to come to an end. There is, I
89 assume still is, a sign up list outside. If you have signed up we will call you by name. I
90 will ask you to come up, state your name, tell us your address, and then you can make the
91 comment you wish. If you have not signed up and still want to come up, certainly you
92 have the opportunity to do that, once that list has been exhausted. And you certainly may
93 speak here, you may provide written comments; you may do both, whatever you feel you
94 like you need to do to communicate to us what your issues might be. What we are going
95 to show you very briefly here, is a slide show with some background information, again
96 most of you, if not all of you, are fully aware of what this project is and its history; the

97 purpose of the project, the description of the alternatives and what that means. And this
98 draft EIS that was signed a month or so ago and what exactly is that and what does that
99 mean in terms of milestones for this project. And then we'll talk about what has been of
100 most interest, particularly on the eastern and western side of the project is what our
101 recommended alternative is, exactly where this road will go assuming it is affirmed
102 through our process that we are going through now.

103
104 I think most of you are aware that Turnpike Authority exists. It was created by
105 legislation about five, six, it's been seven years ago now, and we are about 45 days from
106 financing our first project in the Wake County area. We are actually in the bond market
107 to sell those bonds in about 45 days. It will be under construction. This corridor will be
108 number two in terms of timing of what I would call modern toll roads in North Carolina.
109 This project, again you folks know this community, I don't think you need me to stand up
110 here and tell you why this is important. Through our study process, we believe this
111 project will certainly improve mobility through the corridor and the capacity of US 74. It
112 will allow high-speed travel by bypassing, if you will, the traffic signals we will have
113 through this corridor and maintain access along US 74. This is a picture you're all
114 familiar with, so I won't dwell on this, but this pretty well sums up why we're here. The
115 typical sections for the corridor, if you're familiar with what's planned down on the
116 western side. We have about a mile of this corridor that we are recommending lie
117 basically within the right of way of US 74 as it exists today and the elevated section in
118 the middle. We'll talk about this a little bit more, but that gives you some sense that
119 there's basically three lanes in each direction elevated through that section and three
120 lanes or two through lanes in each direction and auxiliary lanes that would be part of the
121 frontage road with Business US 74 if you want to call that, again down at the other end of
122 the project. Down here, what most of you will see is this typical section number two, two
123 lanes in each direction with roughly 70-foot median, 300-foot right of way. And this is a
124 very important part of the Strategic Highway System in North Carolina and part of our
125 Intrastate System and designed and constructed to interstate standards so would be very
126 typical of what you see here with respect to design in North Carolina. What is a draft
127 EIS? Now this is a very, very key milestone in this project and we'll talk just a little bit
128 about it so you get a sense of what this means and why it's important. The EIS, in this
129 case the draft EIS is a step in the completion of the environmental impact statement, this
130 is a draft of the environmental impact statement that's just been signed. Yeah, I am not
131 sure what is going down out there, I hope that it's a good sign. What a EIS does, or a
132 draft of that at this stage is, what it talks about or defines the project, is the project really
133 needed? Where exactly should the project go along the corridor? What are the
134 reasonable alternatives as you see the drawings and maps showing a multitude of colors
135 that are different alignments that are showing on there. We are required by federal law to
136 look at a reasonable number of alternatives, study those in detail, go through a process to
137 stream them down to one final alignment, which is where we will build a road when the
138 time comes. The key part of this whole process is, and it's just like this: what are the
139 concerns of the communities, what are the concerns of the environmental agencies, what
140 are the concerns of anybody that may have issues with this project, and how have we
141 addressed them under the federal law that we have to follow and through the processes
142 that we want to follow to be good stewards of the community? We focus on study areas,
143 you will see this drawing on the upper right hand side, and that basically shows the study
144 area of the corridor. Here it goes along US 74 goes north and south and sort of wraps

145 around that U shaped shape you see there. In that study area, there are a lot of
146 evaluations and details of the environmental issues and community issues and many
147 things that you think about when you think about where a highway goes. It is very much
148 a technical evaluation of all the kinds of things that you see up here and we look at
149 streams and wetlands and evaluate the impacts of those in terms of how the roads would
150 affect any of those things. We look at farmlands, air quality, noise, again all the many
151 things that you think about in a community that are important to you.

152
153 Who is involved in this process? It's not just the Turnpike Authority deciding where a
154 road goes. Our Federal Highway Administration is basically the lead on this, we are
155 writing this document in essence for them as the lead agency in North Carolina. The
156 Turnpike Authority and NCDOT serves as a key part of what we are doing. Outside
157 those three agencies, there are many environmental agencies, the Corps of Engineers, the
158 Division of Water Quality, DENR and others that are key players in deciding where this
159 project goes. And this process is about a balance, it's about a balance of the human
160 issues with the environmental issues and meeting the needs of the trafficking, making
161 sure it's flowing with the purpose and need of the project. Others that are involved, again
162 we're here tonight for this same purpose to ensure the stake holders have an opportunity
163 to have their voice heard. We've been down here many many many times in the past two
164 years. We're meeting with your local elected officials, with homeowners, with
165 subdivision groups, with you name it. We've been down here and trying to find out as
166 much as we can about the issues that the community has with this project and doing our
167 best to ensure that we dealt with those in our process.

168
169 Here is that same study area, you can see a little bit larger, it gives you some bigger
170 sense, or broader sense of detail of how much we've come around the corridor to ensure
171 that we that we've looked at all reasonable alternatives within that corridor to meet the
172 needs of the project. We started out with a wide variety of segments, if you will. Some
173 people call this a spaghetti map, it's a lot of drawings. All of these drawings come from
174 engineers sitting down and trying to weave their way through all the issues of the corridor
175 that include the environmental issues, where development is, where businesses are,
176 churches, cemeteries, archaeological areas, all those things, that's where these actual
177 lines come from as we start this process. As we continue we screen certain of those
178 alternatives out based on impacts that we see. If it's just too much of an impact on the
179 human environment, if you will, of communities, if it's too much impact on wetlands and
180 streams, those alternatives get screened out a little bit earlier. And then we get down to
181 what we call detailed study alternatives. We have roughly 16 segments through all this
182 and I won't go through all that. It looks like to you probably two alternatives, but there
183 are about 16 of those embedded in all these segments that you see on this map and we
184 study each of those in great detail to determine even more specificity the impacts in terms
185 of wetlands, acreage, streams, within 100 feet of those. The acreages and number of
186 residents and businesses and so on that are affected by this corridor. Last September we
187 were out here sharing a lot of these details, getting some more community input to help
188 us refine this process. We go through what we call functional design process, and what
189 this does, again, it defines that detail a little bit more and as we continue over the next
190 year the design gets refined a little more and a little more until we have an actual final
191 design. When we get to this stage it does allow us to measure all of these impacts a little
192 bit better than what we saw on that spaghetti, if you will, map with all those lines on it.

193
194 Our draft environmental impact statement was approved at the end of March of this year.
195 What that means is the Federal Highway Administration , the North Carolina Turnpike
196 Authority, the North Carolina DOT have all signed off, that we have followed the
197 requirements of NEPA, the National Environmental Policy Act, which is a federal law
198 that we must follow, and all three agencies have agreed at this point that our
199 recommendation for the alternative that we'll talk about tonight, in fact meets the
200 requirements and appears to be the least environmentally damaging practicable
201 alternative at this point, with the information that we know. One issue, and this slide
202 might be a little out of place, but if you're familiar at all with the interchange down at
203 485, which I'm sure most of you are, in the southwest corner of that, if you will, this
204 Sportsplex is planned. This is a county park, and being a county park, a public park,
205 there are special laws and one in particular here that come into play, that prevent us from
206 doing certain things unless we do some other certain things. And this is the one that
207 would have somewhat of an impact if we in fact chose what we call segment 18A, which
208 we'll have up here in a minute if you're not familiar with that. But what this particular
209 parcel and how this will be affected; this is the intersection of I-485 near 74 right in the
210 quadrant that I mentioned and the impacts would be in the red up there that you see. It's
211 kind of hard to get a landmark, really from where you are, from here, but just picture this
212 as southwest quadrant 485 and US 74. How we go through this alternative selection
213 process, people always ask this, how do we get to this final alignment that we're talking
214 about? And what I'm going to share here is just a few brief bullets that really get to the
215 essence I think of what that process is. We make that recommendation based on a wide
216 variety of factors, most of which I've already talked about. The public hearing process,
217 which we're going through right now is extremely important to us. And it provides, at
218 this stage, for this project, it provides us affirmation that the corridor that we believe is
219 the right corridor, based on what we've recommended in fact, is the right corridor based
220 on public comments we hear. Or, if there are substantial comments that lead us to believe
221 that we've picked or recommended the wrong route, we then would back up, re-analyze
222 and maybe in fact pick an alternate in place of that. People always ask, what, politically,
223 what does all this stuff mean, how does that play into this? While your comments are
224 extremely important, this is not a vote of the public. There is a very detailed, I think as
225 you can see, engineering process behind all this that evaluates from a very technical
226 standpoint, all the issues going on in this corridor. So we take all those little technical
227 details, put them in a bucket, take all the public comments, put them in a bucket, and try
228 to balance all this out to make sure we've got a line that becomes a corridor, that balances
229 all these issues out. This is not a political decision; there is no political decision that's
230 been a part of this process. It is technical, it's repeatable, if somebody else picked this
231 up, if some other entity came along and did this project study, they would come to
232 believe the same conclusions that we have because it is based on technical data and
233 technical process and based on federal law. You have, or should have this book called
234 citizens summary, does anyone not have that? I'm not really going to speak from this but
235 it's a really important document for you to have. This is, in essence, what I call an
236 executive summary, if you will, of the draft EIS. It's got all of the details, the high level
237 that probably are most important to you, other than some specific details. Okay. I think
238 we have run out; Carl reminds me that we've run out here a little bit earlier. There are
239 some copies that you can pick up as you leave. But it is a pretty good snapshot of the
240 project to give you a sense of all the issues. What you see up here is what we call an

241 impact table. It shows all those different alternatives that we had talked about or talked
242 about as part of this project. And it gives you a sense of the number of residences, the
243 number of businesses, the wetlands, the streams, all those things that are impacted by
244 each one of those different alternates. And you can look through that and sort of get a
245 sense of where our recommendation comes from. There's more to it than this, but this is
246 again a sort of a high-level look at the issues throughout each of the alternatives. This
247 also is in the middle of that summary. I am sure you have seen this map. This shows our
248 recommendation. Our recommendation is what we call alternative D. It in fact, is this
249 bright yellow line that follows along the map and the easy way to remember this is
250 wherever you see two pieces; it's always the southern piece of those two pieces. So you
251 can see it as it follows from 485 on the left down to just west of Marshville. Certainly the
252 most controversial part of this project at this stage has been the debate about segment 2
253 and segment 18A. Segment 18A would create an interchange, a very large interchange at
254 485. It'd head almost directly up to the north and go through that particular area.
255 Segment 2 is what I mentioned earlier. Segment 2 takes about one mile on down existing
256 US 74 as you come on this side of 485, it elevates that up on some kind of structure
257 whether it's retaining walls, whether it's bridges, or so on, we have not determined yet.
258 And we would not determine that until we go through our process here and affirm that
259 segment 2, in fact is the route that we will continue with. Or, in fact, if we hear enough
260 or go through enough analysis it could potentially change to 18A, but right now it looks
261 like segment 2 is it. And, again, this has been the most controversial part in this project.
262 Once we pick the route, once we're done with all our analysis and we're about two
263 months from now, we've met with the agencies, we've sat through all this detail, we can
264 come out and say yes, this is the exact route. We're going to come back to the
265 community, Willson McBurney, who I introduced earlier and his folks, and us will come
266 out, it sounds kind of cheesy, but we'll come out here and embrace the community and
267 look at how we can do things with this corridor to have good aesthetic treatments, to help
268 with concepts. To do a multitude of things to hopefully make this project fit better within
269 the context of your neighborhoods and your rural areas and the other parts of what makes
270 your community as special as it is. The right-of-way process, and we'll go through this
271 kind of quickly, but people need to know about this. And just so you get some sense,
272 we're about a year away from really starting to get serious about right of way once we go
273 to financing. Again, about a year from now, before we hit the ground running hard, to go
274 through this right-of-way acquisition process. If you are affected, once this final line is
275 announced, once you are affected, or if you are affected, you will be contacted by right-
276 of-way agent. The appraisal will be made based on current market value, whatever it is at
277 the time we go out and start the acquisition process. If you're a renter in a home owned
278 by somebody else we will treat you just like you were that homeowner in terms of
279 compensation for moving and the kinds of things that you have to go through there. We
280 are very transparent; we want you to know everything about this. We have no secrets,
281 we're a state agency and we work for you. And, certainly the right-of-way process is
282 very personal, it's very difficult for most folks and we certainly have an obligation to be
283 open and honest with you and make sure that we deal with you fairly. We will pay just
284 compensation for any property that's taken and we will provide relocation assistance
285 wherever you might need it if you are being relocated as a part of the project. We will
286 help you with securing comparable housing. Moving assistance is provided. Additional
287 compensation also is available for conditions like mortgages and interest rates and those
288 kinds of things. We want to make sure that you're fairly compensated for what happens

289 to you as part of this process. The project funding, I know you've probably heard a lot in
290 the paper, or the news, yesterday as a matter of fact about debates of funding over 485.
291 485 is not expected to have any effect on this project at all. We will be paying for the
292 construction and long term operations and maintenance on this project through basically
293 three pieces, a little bit of the fourth that you see up here potentially. Revenue bonds
294 come out of the tolls. Tolls pay back revenue bonds. Revenue bonds are municipal
295 bonds, just like you'd sell through a local town or anything else paid back through tolls.
296 TIFIA loan program comes out of USDOT, it just allows us a very flexible financing that
297 we also pay back through tolls. The gap appropriation, this is an allocation given to us by
298 the General Assembly to quote, unquote, fill the gap. The gap is the amount of money
299 that is needed above and beyond what toll revenue will produce to pay for the capital
300 costs, long term operations, and maintenance costs for the project. And TIFIA, what we
301 know as transportation improvement funds, the kind of discussion that was held
302 yesterday on 485. There is some money earmarked for this project in the event it's
303 needed above and beyond the toll revenue expectation and the gap funding to make sure
304 we get to the finish line, or the starting line, if you will, when we get this project under
305 construction. People always ask how much the tolls cost through this corridor. This is
306 very similar to one that we're getting ready to finance in the Raleigh area. It's about a 20
307 mile segment there, this one's about 20 miles. However, there are a lot of differences.
308 Your cost may be different here, your right-of-way costs, et cetera, et cetera. But you can
309 expect tolls to cost between 10 and 20 cents per mile here for this corridor. The one is
310 Raleigh is about 15 cents, as we speak. Legislation does require that once we pay the toll
311 bonds off that we remove the toll equipment and it will be a free facility. People always
312 ask, well how long is that? It's roughly 40 years. Bonds for toll roads are basically a 39
313 year long term. The gap funding I mentioned earlier, the appropriation from the General
314 Assembly matches that 39 year term. So it's 24 million dollars a year for 39 years. How
315 are tolls collected? I'll show you quickly a video film here to give you some sense of
316 how we're going to do this. We will not have toll booths in North Carolina on most of
317 our toll roads. Modern technology allows us to not use toll booths and save a tremendous
318 amount of money in terms of there from capital costs, the operations costs and the safety
319 issues that, in fact, come around when you have to stop in the middle of a highway to pay
320 a toll. So, you won't see any of that here. We will have what you call a transponder-
321 based toll. If you are not familiar with that, you buy a little electronic box that sits up in
322 your windshield with a chip in it. You will have a prepaid account. If you watch what's
323 happening here, a reader will pick up on the transponder, we'll know who you are, it will
324 automatically debit the account that you have and you'll keep on going down the road.
325 It's a very high-speed almost invisible toll, if you will; you'll never slow down and if you
326 didn't know it was happening you wouldn't even know it was happening as its
327 happening. There is a different toll rate for cars, tandem type dump trucks, semi trucks,
328 sort of an escalated scale, sort of doubles with each level there. We'll have a video toll, if
329 you don't have a transponder you can't have a prepaid account. We'll have high-speed
330 cameras to take pictures of your license plates. Translate that information through a
331 DMV whether it's in North Carolina, or Virginia or some other state. And we would then
332 send you a bill. And the video toll is roughly twice what you would pay for a
333 transponder toll primarily because of the handling costs of what it takes to go through all
334 that. If you have reg, if you own a transponder and you have not registered your video
335 tag with us, you'd be considered a non-registered video toller, if you will. Again, it
336 would take a picture of your license plate, it would go through DMV, you'd be sent a bill,

337 if you don't pay that bill, well then there are things, repercussions, there are enforcement
338 laws that would allow us to collect those. So, here again tonight, this is very important to
339 us, we want you to participate, we really want you to be a part of this process. And
340 communicate with us in whatever method is most comfortable to you. We do want
341 comments back by June 15 which isn't very far away. On June 16, we're going to start
342 analyzing all this in detail and moving forward with this process to finally, after this
343 many years, to make this project become real. So to give you some final sense of the
344 timeline in terms of what we're working under, I will be able to review your comments
345 from where we would stop on June 15. During the summer and fall of this year we'll
346 identify the preferred alternative; that recommended alternative will become the preferred
347 alternative, or if in fact we change that recommendation, that would become that
348 preferred alternative. That will happen late this year. In the fall we will have our final
349 EIS, which is a draft in final form. In spring of next year we will have a record of
350 decision. The record of decision is basically a federal action by the Federal Highway
351 Administration that allows us to go into financing, then complete the financing for the
352 project and move into construction. On or about July 1, we'll go to the bond market,
353 we'll sell bonds, we'll close our TIFIA loan, and we'll have the financing package in
354 place. We will start acquisitioning for right of way as soon as we possibly can. We will
355 have contractors out there working roughly in a year from now. And our plan is by 2013
356 to have the corridor open to traffic. And with that, I'd like to move on to David Bass
357 who will give us some details about the project in more specificity.

358
359 (David Bass) Before I get to the maps and start describing some of the alternatives that
360 we have I'd like to give you a little bit of background about how we've divided up these
361 maps as well as some of the colors and shapes that you see on the maps. This is a 20
362 mile project, very difficult to get your hands around, if you were to look at it all at once.
363 So what we've done is divide the project up into areas. We have the western area where
364 you actually have two alternatives, the blue and the green. The central area, two more
365 alternatives, the orange and the light purple. And then the eastern area where you have
366 four alternatives. It doesn't show up very well but there's yellow and green on the
367 southern side and the pink and the blue on the northern side. Some of the colors that you
368 see on this map; we will not go through all of them. But the most important ones are
369 proposed right of way, solid red line. Existing right of way, black dash line. I'll talk
370 more in detail about that when we get to the eastern side of the project. It becomes very
371 important. Buildings, sort of a light brown color that you will see throughout the map.
372 Proposed roadway, sort of an asphalt color, light gray. You will also see an oblong red
373 color for proposed bridges. Starting along the western side of the project at 485, we will
374 reconstruct this interchange so that it will handle not only 485 and 74 but also the
375 proposed Monroe Connector/Bypass that will also come in at this location. The
376 reconstruction of that interchange will cause encroachment that Steve talked about earlier
377 of the proposed sports complex. Moving on to the northeast along the blue corridor, just
378 behind the McGee Corporation, it makes its way to Stallings Road, near the Stallings
379 Elementary School. It's signified here with a number two. We will have a half
380 interchange. The half interchange actually provides the missing movements that were at
381 this large interchange. That will allow you to go down the Monroe Connector/Bypass,
382 then down Stallings and head east on 74 and vice versa. There will also be minor
383 realignment of Stevens Mill Road which will tie right across from the elementary school
384 main entrance, which will set up the potential for a future signal if needed. Moving on to

385 the east, we will have a proposed overpass at Stinson Hartis Road. The next interchange
386 would be the Indian Trail Fairview Road. We will also propose an overpass at Beverly
387 Drive currently, as well as Secrest Shortcut Road and Faith Church Road. And finally,
388 there will be an overpass at the Bonterra entrance at the Bonterra Subdivision. That
389 would complete the blue corridor. Another alternative on the western side is the green
390 corridor which goes down existing 74; does not affect the interchange there at 485. It
391 begins to elevate itself and it gets to its ultimate height at the future McKee Road
392 Extension, which is at the location identified by the number 4. That is the Toyota
393 dealership that has just been recently constructed on the southern side of 74. It will stay
394 elevated as it crosses over Stallings Road. That signal will be removed, so it will allow
395 you to continue the flow heading at a sharp turn to the northeast. There will be an impact
396 as far as the entrance into the Forest Park subdivision and the business park, and we
397 propose a service road off of Stallings Road to access those two places. Also, it was
398 indicated that 74 Business will be provided on the northern side and the southern side to
399 access the businesses and Stallings Road in that particular area. Headed to the east, you
400 see that we have the overpass at Stinson Hartis still, as well as Indian Trail Fairview,
401 there's an interchange in similar fashion to the blue corridor. At this point, just beyond
402 213 Indian Trail Fairview Road, the two corridors have come back on top of one another
403 and so you see the similar overpasses at Beverly Drive, Secrest Shortcut Road, Faith
404 Church Road, and the entrance into Bonterra Subdivision. That would complete your
405 two alternatives on the western side. Moving to the central, we have two options there
406 with the orange and the light purple. Both of them begin at Unionville Indian Trail Road
407 with an interchange. There will be a re-routing of Poplin Road to the north, as well as a
408 re-routing of Secrest Shortcut to the south. At that point, each one of them begins to
409 separate, one going to the north and the other going to the south. As they reach Rocky
410 River Road, they are both going to have an interchange. The orange corridor will have an
411 interchange on the existing Rocky River Road, where the light purple at that particular
412 crossing has some environmental concerns at that location with streams and wetlands. So
413 we are proposing to relocate that Rocky River Road to the east and provide that
414 interchange on a new location. Proceeding on to the east, we will have both corridors
415 come together and then we'll have the proposed overpass at Willis Long Road. At this
416 point, they are both on top of one another and again they are sharing the same corridor.
417 We have a proposed overpass at Roanoke Church Road. And on the south side we are
418 proposing to dead-end Poplin Road, but on the north side we would re-route and
419 reconnect it with Roanoke Church Road. We also have a proposed overpass at Fowler
420 Road and then the next interchange at 601. And then concluding the central section is an
421 overpass at Deese Road. Moving on to the east, we have four corridor options there. All
422 of them begin at NC 200, also known as Morgan Mill Road, with an interchange. Both of
423 them, or all four of them also have overpasses at Olive Branch Road. And at that point,
424 the pink and blue take off to the north, the yellow and the green go to the south. The blue
425 and the pink do sever some roads that will be dead-ended. There will be a bridge over
426 the stream here. Trull Hinson Road will be dead-ended which will allow them to come
427 out this way. From there we propose an overpass at Monroe Ansonville Road, and then it
428 comes up to Austin Chaney Road, where we have the proposed interchange, which is
429 slightly north of Belk Stadium where you'll find at the number seven. Going back to the
430 yellow and green corridor as previously mentioned, the existing right of way showing the
431 black dash, and all of this is previously owned DOT right of way. The yellow and green
432 option utilizes that and proposes a route to go down that existing right of way with a

433 couple of bridges over some streams, an overpass at Monroe Ansonville Road, another
434 overpass going over Old Williams Road, and then it comes and has a similar interchange
435 at Austin Chaney Road, just slightly closer to Belk Stadium. We would like to bring to
436 your attention both of these options do not provide an overpass at McIntyre Road. When
437 we go through the alternatives, those would be dead-ended. Concluding the eastern
438 section all the corridors come together, some of them crisscross one another but they're
439 essentially the same. There would be an underpass at Ansonville Road at this location.
440 And then all the corridors provide a half interchange similar to what was on the western
441 end of the project, providing that missing movement for the Monroe Connector/Bypass to
442 74 heading westbound and vice versa. There will be re-routing of some side streets,
443 Poplar Road, to the north as well as to the south, where they will be reconnected. Then
444 the project will end with an overpass of the railroad at this point, just beyond Indian Trail
445 Fairview Road the two corridors have come back on top of one another and so you see
446 the similar overpasses at Beverly Drive, Secrest Shortcut Road, Faith Church Road and
447 the entrance into Bonterra Subdivision. That would complete your two alternatives on
448 the western side. Moving to the central, we have two options there with the orange and
449 the light purple. Both of them begin at Unionville Indian Trail Road with an interchange.
450 There will be a re-routing of Poplin Road to the north as well as a re-routing of Secrest
451 Shortcut to the south. At that point, each one of them begins to separate, one going to the
452 north and the other going to the south. As they reach Rocky River Road they are both
453 going to have an interchange. The orange corridor will have an interchange on existing
454 Rocky River Road where the light purple at that particular crossing has some
455 environmental concerns at that location with streams and wetlands. So we are proposing
456 to relocate that Rocky River Road to the east and provide that interchange on a new
457 location. Proceeding on the east, we will, both corridors come together and they will
458 have proposed overpass at Willis Long Road. At this point, they are both on top of one
459 another and again they are sharing the same corridor. We have a proposed overpass at
460 Roanoke Church Road. And on the south side we are proposing to dead-end Poplin
461 Road, but on the north side we would re-route and reconnect it with Roanoke Church
462 Road. We also have a proposed overpass at Fowler Road and then the next interchange
463 at 601. And in concluding the central section is an overpass at Deese Road. Moving on
464 to the east, we have four corridor options there. All of them begin at NC 200, also known
465 as Morgan Mill Road interchange. Both of them, or all four of them also have overpasses
466 at Olive Branch Road. And at that point, the pink and blue take off to the north, the
467 yellow and the green move to the south. The blue and the pink do sever some roads that
468 will be dead-ended. There will be a bridge over the stream here. Trull Hinson Road will
469 be dead-ended which will allow them to come out this way. And then we propose an
470 overpass at Monroe Ansonville Road and then it comes up to Austin Chaney Road.
471 Where we have a proposed interchange, which is slightly north of Belk Stadium here
472 where you'll find at the number seven. Going back to the yellow and green corridor as
473 previously mentioned, the existing right of way showing the black dash line, and all of
474 this is previously owned DOT right of way. The yellow and green option utilizes that
475 and proposes a route to go down that existing right of way with a couple of bridges over
476 some streams, an overpass at Monroe Ansonville Road, another overpass over Old
477 Williams Road, then it comes and has a similar interchange at Austin Chaney Road, just
478 slightly closer to Belk Stadium. We would like to bring to your attention both of these
479 options do not provide an overpass at McIntyre Road. When we go through the
480 alternatives, those would be dead-ended. Concluding the eastern section all the corridors

481 come together, some of them crisscross one another but they are essentially the same.
482 There would be an overpass at Ansonville Road at this location. And then all the
483 corridors provide a half interchange similar to what was on the western end of the project,
484 providing that missing movement for the Monroe Connector/Bypass to 74 heading on
485 westbound and vice versa. They will be re-routing of some side streets, Phifer Road to
486 the north as well as to the south, where they will be reconnected. Then the project will
487 end with an overpass of the railroad as well as westbound US 74 and then will terminate
488 just west of Marshville. That concludes it. Beginning with the recommended alignment
489 is alternate 2 which is the green corridor. It actually does go along existing 74 and takes
490 a hard bend and goes on to a connection with Indian Trail Fairview Road. It continues on
491 in this general direction. Then it joins up with the other segment which is the orange
492 segment, which is the preferred or recommended. Continuing on the orange segment,
493 then it joins up with the bright green color. This is the last piece of that puzzle that would
494 complete this entire roadway that goes down an existing right of way that NCDOT owns,
495 coming in this general fashion, will meet this particular an overpass right here, tying in to
496 the existing road.

497
498 (Steve DeWitt) Thank you David. We are ready to go into our public comment period.
499 What I'd like to do, in case I forget, which I probably will. I'd like to thank Dr. McGee.
500 I think he may still be in the room, here for his hospitality, President of the University
501 here. We appreciate your hospitality very much and allowing us to come here and be part
502 of your community. What I'd like to do is I'll call out your name; I'll also call out the
503 person that we'd like to be prepared to come up after you. So I'll call out two names at
504 the time. I would ask you to come up to the microphone, please speak into it. You can
505 turn your microphone so you can face your neighbors if you wish and please speak your
506 peace. We would like you to state your name, state your address and, if I did not say this
507 earlier, these are being recorded, they'll be transcribed and your comments will become
508 part of our administrative record for this project. More importantly, they become part of
509 our decision-making process as we move forward. So with that I would like for Mr.
510 Steve Moore to come up followed by Bill Braswell. Steve Moore, are you still here?
511 Alright, Mr. Braswell. Followed by Jack Streitman, I think it is, I don't have my glasses
512 on.

1020 513
514 (Bill Braswell) Good evening, I'm Bill Braswell, Mayor of the Town of Wingate. I live
515 at 101 East Elm Street here in Wingate. I'm here tonight representing our Board of
516 Commissioners who are unanimously in our support of this proposed bypass. Businesses,
517 institutions and residents consider the bypass vital to our future. Long-term plans, under
518 which we are now operating, are predicated on the timely completion of this project.
519 We're counting on it. Our commissioners are equally unanimous in the opinion that
520 McIntyre Road needs to remain open. Open throughout, instead of barricaded at the
521 bypass. Without an overpass or an underpass on the new road, the residents of Winward
522 Oaks subdivision will have an additional 1.5 miles added to their trips to Wingate. For
523 first responders and firefighters this could add three minutes in response time to the
524 Winward Oaks residents. The Wingate Volunteer Fire Department joins us in our
525 opinion that McIntyre Road remain open. I must remind you that our Fire Department is
526 volunteer. No firefighters are waiting at the station. They have to get from their houses
527 to the fire station before they can give a response. Seconds count in this situation. If one
528 of our firefighters resides in Winward Oaks, if the road is barricaded, it's a safe bet this

529 firefighter will be late for the fire through no fault of his own. Please help us with this
530 issue. We wish you well with completion of this bypass which will provide us all long-
531 term benefits. We also desperately need you to provide us with a McIntyre Road
532 overpass so that our neighbors can remain within quick reach of emergency vehicles.

533
534 (Steve DeWitt) Thank you, Robert. Jack Streitman followed by Lynn Traywick.
535

1021 536 (Jack Streitman) My name is Jack Streitman. I live in 172 Eaglecrest Drive in the
537 Eaglecrest development in Stallings. I attended a public hearing in Matthews the other
538 day. There were certainly a lot of speakers there. It was a good meeting; I was not one
539 of the speakers. I had some concerns that I thought I wanted to come down here to your
540 meeting and share with you the preeminent concerns of the people that live in my
541 development and also in the surrounding developments. These are concerns, I am sure
542 that the people from the Turnpike Authority already know of. Can everybody hear me
543 good? They know all of these concerns and I think they are part of what they used to
544 make the wise decision to select option two. Surrounding Eaglecrest development, we
545 have several large developments. We have the Blackberry Ridge development. We have
546 the Madison Bridge development. We have the large Fairhaven development. We have
547 Woodbridge, other small developments and homes. Now if you'll wait for a minute.
548 Also, we have the new elementary school, Stallings Elementary School, which is about
549 one hundred yards from my back door to the yard. And I'd like for you to imagine for a
550 minute with me that I'm standing on the back porch of my new home. And in this
551 direction, a mile and a half, not a mile and a half but a mile give-or-take, is 74 and in this
552 direction a mile and a half is 485. The noise level is extremely bad, so bad that my best
553 friend and neighbor sold his house and moved because it interfered with his sleep. Now,
554 imagine, here comes another highway up the intersection of 485 and 74 straight down
555 through the middle of all these clearings. The noise level is going to be highly amplified.
556 Pollution there is going to be great. And our property value. I think about these
557 situations every day, especially for little children because I have seen every day, as I sit
558 on my porch and watch all these little kids on the playground at the new school in the
559 morning and afternoon, and I think hey, can I have an extra few seconds, hey, this is not
560 right. It's wrong, wrong, wrong. The Turnpike Commission made a wise decision, a very
561 wise decision in selecting option two. This, believe me, shouldn't be about politics. It
562 should be about what's right and what is wrong. That's what this bypass is all about.
563 18A, and 18 are again wrong, wrong, wrong. Thank you and I would like to add one
564 other thing. I want to tell the commission that they've done a wonderful job with the
565 mapping here, with the charts, with handouts.
566

567 (Steve DeWitt) Thank you very much. Ah, Lynn Traywick followed by Robert.
568

1022 569 (Lynn Traywick) Excuse me, I'm Lynn Traywick and my husband and I live at 4224
570 Phifer Road. We are on the east end where the bypass is going to connect back to 74. I
571 don't know if you noticed on the very last map there were two different segments in
572 there. The one on the lower side, that land was purchased probably about ten years ago.
573 It involved relocating Rick's mother and dad. They have since moved off the property
574 into a new house. But at that time, based on the corridor, we wanted to go back to the
575 farm and we decided to build our house as far over on the family property as we could
576 and stay out of the right of way for the bypass. Well, just a couple of weeks ago when we

577 got our little thing in the mail, we noticed that there was another corridor being looked at
578 through there and we assumed it was going to go on the south side of the corridor where
579 they had purchased the right of way. But when we came to the meeting on Monday night
580 at the South Piedmont we realized that the corridor was actually on the north side and is
581 going right through our house. At the time, ten years ago, when we purchased that house
582 or when we built the house we knew, or we had been told this is where it's going, we
583 based our decision on that, we built our house accordingly. And now they're telling us it
584 could go anywhere in there and may even possibly go through our house. So that's why
585 were here and that's why we've been here for the last three meetings. Everybody has
586 been very kind, answering my questions and all that, but my question is why were we
587 ever considered to begin with when we knew nothing about it. We weren't given any
588 consideration like his parents were and they knew for several years what was going on
589 and here all of a sudden, a year before the project is going to start, they're telling me it
590 may come through our house. But other than that, I'm not against the road; I want them
591 to start it. I'm ready for them to get it done. I want what property was purchased on the
592 family farm, where it used to be a nice little neat area, clean, pleasant. It's just a mess.
593 They've not done anything to maintain the property, the ditches are growing up and every
594 bush hog, and it's just nasty looking around there. Like I said, this is Rick's family farm.
595 We're the only ones that actually own the property that are living there now, but we are
596 proud of it. We're going to stay there. We ask that they do go ahead and go through the
597 proposal and please stay on the proposed route. On the initial route. Thank you.

598
599 (Steve DeWitt) Thank you very much. Robert Stedje-Larsen if I've got that correct.

600
601 (Robert Stedje-Larsen) Thank you, I'm Robert Stedje-Larsen and I live at 205 Smith
602 Street in the College Park subdivision. I'm in favor of a highway. But I think from the
603 Town of Wingate, I think part of it is going to do us a disservice. The section that I look
604 at is specifically the exit number eight. The exit on Austin Chaney. I do not believe that
605 exit should be built. We have significant number of people, investors, entrepreneurs,
606 who have built downtown Wingate route 74 to put their business, to put their livelihoods
607 and to help our town grow. The university has put in a beautiful football stadium. It
608 gives it a wonderful area to put a billboard for an advertisement for a location for the
609 people that travel on the new highway. We have, right now, an excellent entrance to the
610 university right off of Highway 74, and we are prepared to accept people in the town
611 coming east or west on 74. That's the road, that's where our business district is. If we
612 follow the example of route 485 in Charlotte, you will see the migration and the loss of
613 the things that are downtown and they migrate out into the interchanges. And then all of
614 a sudden Austin Chaney Road becomes a commercial district, which it's not set up for.
615 It's residential. Second part is, I would like the town to take that land back, make a green
616 space, instead of make an interchange out of it, and the money saved would definitely put
617 an overpass for McIntyre Road. I thank you.

618
619 (Steve DeWitt) Thank you very much. Wayne Heron?

620
621 (Wayne Heron) My name is Wayne Heron, I'm with the City of Monroe, City Manager.
622 On behalf of Mayor Bob Kilgore and City Council, I would like to thank you for the
623 opportunity to speak on the bypass tonight. The bypass has been supported by the City of
624 Monroe since 1980. It's been in our thoroughfare plan as a top priority since then. Since

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625 the City of Monroe joined the Metropolitan Planning Organization, it's also been high in
626 our priorities supported as the top priority with MUMPO and we continue to do so. We
627 need this facility for economic development and for promotion of growth at the Monroe
628 Municipal Airport. As you know Union County is out of balance as tax base, with heavy
629 on the residential side. The City of Monroe supports economic growth and growth of the
630 airport in order to balance our economy to have a balanced economy to lower our taxes
631 for our residential citizens. The growth of our airport and to bring jets in; one jet equals
632 ten houses in taxes for every jet we bring to the airport we could lower our taxes for our
633 residents by one penny. This road will help us recruit business and industry that will
634 bring those jets and bring their industries to the Monroe Corporate Center. We support
635 the recommended alternative that is noted in the draft EIS. We would also like to thank
636 the Turnpike Authority. NCDOT has been working on this project for over 20 years.
637 Since the Turnpike Authority has taken this project over, we feel that you've moved at
638 light speed. We appreciate your efforts. We appreciate that you have listened to our
639 citizens and done it in sincere fashion. Our citizens appreciate that and we thank you for
640 what you have done. Thank you very much.

641
642 (Steve DeWitt) Thank you for your comments. Mr. Fred Burton.

643
644 (Mr. Fred Burton) My name is Fred Burton. I am a professional engineer in the state of
645 North Carolina. I live at 708 East Union Street in Marshville. I am an assistant locating
646 engineer from NCDOT Location and Surveys Unit in Matthews. I have worked the
647 corridors for R-3329, the corridors we've studied, and about eight or nine years ago co-
648 workers staked the alignment of right of way and easements for R-2559 B and C, that's
649 everything on this side 601 north. I am going to make my comments brief. That design
650 has been completed. The property has been bought and cleared and utilities relocated. I
651 have concerns that an alternate route is even being considered as the millions already
652 spent would be wasted and new highway design and property acquisition costs would be
653 incurred during these hard economic times. Not to mention disrupting people who have
654 already been given notice of the previous alignment. On a personal note, I am not in
655 favor of the road as it will probably transform my small community of Marshville into a
656 suburb much like Pineville or Harrisburg or Mint Hill. In a larger sense I do wonder why
657 it was not connected to 601 south as that does not have any convenient access to this
658 bypass and Monroe will still be congested with all the South Carolina beach traffic.
659 Thank you.

660
661 (Steve DeWitt) Thank you for your comments. Ms. Barbara Anne Price.

662
663 (Barbara Anne Price) I'm Barbara Anne Price. I live at 4917 Tulip Lane. I did speak at
664 the meeting in Matthews, and unfortunately I said I was against A from the beginning, I
665 mean against 2 from the beginning. No, no. I meant to say I was against, yep, I'm against
666 2A from the beginning. I do not support, hold on I'm going to get this. I do not support
667 2A, I support 18. I don't really want either one of them. And initially, our council voted
668 against both of those options because Stallings takes a tremendous hit. I would like to
669 say a few other things. I am concerned that option 2 just does not do what the project is
670 supposed to do, which is allow access to 74 properties. In Stallings, east of Stallings
671 Road, we are losing a great deal of access as far as I can tell. I am also concerned about
672 the loss of the development potential in the piece of property at the corner of Stallings

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1
673 Road and 74, the southeast corner, which is one of our largest sections of property. I do
674 think that if we are going to get option 2, which I hope we are not going to get, that we
675 should have a Texas u-turn in the vicinity of Forest Park and get rid of the partial
676 interchange for option 2. If the road were to go out 18, I think the partial interchange
677 needs to be removed, we don't need one by the school. Although the school was put
678 there understanding that the bypass was going there. In fact, I was told that should've
679 stopped the bypass. That was apparently a goal, not mine. The other thing I am very
680 concerned about is that on some of your documentation Stallings Road was not listed the
681 same way as Indian Trail Road and we have not officially objected to that being the four
682 lane road. It's still on the TIP as my understanding, there's some differentiation. We're
683 not as happy about the plans being proposed to us like Indian Trail is not happy with their
684 plans, but we are listed the same way on the TIP and I would hope that be corrected.
685 Something that disturbed me a great deal and I, I'm not sure who HNTB is, but when I
686 was reading through some of the documentation on the bypass that came off the website,
687 I found there had been a meeting in March of 08. That was a meeting that as a member
688 of the government that I was not aware of, at least I don't think I was ever informed. It's
689 not so much just that I wasn't informed there was a meeting, it's that the representations
690 that were made I do not find to be accurate at all. It said that the town thinks, lets see if I
691 can find the most important moments. We believe that 74, option 2 would provide
692 potential commercial redevelopment. I've heard that said. I've heard that said by the
693 Town Manager of Stallings. I've heard that said by the Mayor of Stallings and I've heard
694 that said by the Mayor of the Town of Matthews. I've never heard that discussed in a
695 council meeting nor have I ever known any, of any council meeting that would've said
696 we supported that concept. I don't even think it was ever addressed with us. Thank you
697 very much.

698
699 (Steve DeWitt) Thank you. Is there anybody else in the audience that has not signed up
700 and would like the opportunity to make a comment? If you would wish to please come to
701 the front as we speak. Okay, I won't keep you here any longer than you wish to be. That
702 basically concludes our hearing.

703
704 It is 8 o' clock on the dot and we thank you for your time and your attendance and most
705 importantly your comments. Thank you and have a good evening.

Appendix B8 – Public Hearing Transcript Comments

Table B8-1: Public Hearing Transcript Comments

Documents: t001 – t026

Document Number	Comment Topic	COMMENT	RESPONSE
t001	Right-Of-Way Acquisition and Relocations	They did make in the presentation if you saw in the fifteen minute presentation, it talked about the de minimus effect that this was going to have on like the park area and other things. But it's not having a de minimis effect of the life of the people here...There's no way you can pay us what this land is worth to us or is worth to our families whether we've lived there for generations or whether you moved there two years ago. But I hope that you will consider that being treated fairly is not a matter of money. I just hope that whatever we do that we will truly pray that whatever comes out of this road, we can continue to go on with the quality of life and not let this turn us upside down.	Following the identification of those parcels necessary to construct the proposed roadway, right-of-way agents will work with affected property owners on an individual basis to assist them in the acquisition and relocation processes. NCTA will follow all state and federal regulations and NCDOT procedures for right-of-way acquisition and relocation.
t002	Right-Of-Way Acquisition and Relocations	I am concerned for the older people that are now having to part with their property, which is now going to be needed for the road. That they had heired or bought years ago and thought they would have when they grew old. It's hard to transplant older people. There is concern for young people buying their homes or having already bought them and now finding a road will come where their house is. ...Will either old or young be compensated enough to cover their expenses of buying other homes, having to move into other neighborhoods, and children having to go into other schools.	Following the identification of those parcels necessary to construct the proposed roadway, right-of-way agents will work with affected property owners on an individual basis to assist them in the acquisition and relocation processes. NCTA will follow all state and federal regulations and NCDOT procedures for right-of-way acquisition and relocation.
t003	Air Quality	I co-own property on Mt. Harmony Church Road in Matthews. I was relieved to see your recommended alternative was staying further in Union County. As we live in the shadow of 485, even though your regional air quality tests may show that's it's ok, if you live right next to it, there is air pollution, there is noise pollution. If you should decide to shift over further west and north towards Matthews and Mecklenburg County you would be putting the residents in the middle of the new project, 74 and 485. A peninsula, that on the map, all you would have to do is draw one little line and you would have a race track with all the people in the middle living in the infield of that race track with the air pollution and the noise pollutions, 24 hours a day, seven days a week. So I hope that you will make the recommended alternative the preferred alternative.	DSA D has been selected as the Preferred Alternative.
t004	Alternatives Considered	I'm going to suggest that the best choice of the selection of toll road is closest to I-485 is in fact closest to my house. The two options, number 2 and 18A, I'm suggesting that number 18A is the best. There are three reasons that I think that's the case... Minimal business disruption, least expensive and least disruptive to non-toll users. To me that's much better, get out of that 485 interchange and then get off of Independence.	The selection of the DSA D as the Preferred Alternative was based on a balance of cost and design considerations, impacts to the human and natural environments, and input received from agencies and the public. Additionally, public and agency comments generally support the selection of DSA D.

Appendix B8 – Public Hearing Transcript Comments

Table B8-1: Public Hearing Transcript Comments

Documents: t001 – t026

Document Number	Comment Topic	COMMENT	RESPONSE
t005	Alternatives Considered	I was a member of MUMPO for eight years and have a lot of time invested in the many directions of twists, turns and routes for the bypass, including the environmental issues. Careful thought and consideration was given to the routes of the bypass to ensure that Fairhaven was not going to be a factor. ...Protection of all subdivisions and business tax base should be the first priority of all elected officials of a town. Please reconsider all options and choose an option for the bypass that will leave Stallings a commercial corridor and tax base intact. There has not been any shifting to protect the businesses in Stallings as was done for the Town of Indian Trail for the Old Hickory Business Park. ... Go with option 18A and protect all of the neighborhoods of Stallings including Fairhaven and Forest Park and let Stallings be known as the gateway to Union County with pride, and not the great wall of Stallings.	The selection of the Preferred Alternative was based on a balance of cost and design considerations, impacts to the human and natural environments, and input received from agencies and the public. Impacts to businesses were considered in the evaluation of the Preliminary Study Alternatives and DSA's. . Elevating the roadway will actually minimize the amount of right of way required, which will minimize impacts to existing businesses, while maintaining access to both sides of the tollway through connections underneath the elevated portion. The NCTA, FHWA and NCDOT will continue to look for ways to minimize impacts, including those to businesses, through final design. In addition, they are committed to working with the local officials and stakeholders to develop an aesthetically pleasing project design. In coordination with local stakeholders, NCTA has developed aesthetic design guidelines for the elevated section of the project as well as the various project overpasses. These design guidelines are discussed in Section 3.1.3 of this Final EIS.
t006	Alternatives Considered	My main concern is on this, one of the western maps with your option 2. There are 222 homes in Forest Park along with several businesses that will still be a part of the Union West. We are allowed one access to Stallings Road because you're taking our entrance... My concern is the access of these 222 residents, times two cars per household or you would assume, plus all the employees going in and out of the neighborhood to businesses to go to work. We're going to have heavy tractor-trailer truck using that one entrance and I don't, I love Union West, I like our access, I think for that many homes, I've talked to a builder , you would not be allowed in the county to purchase or build and develop a new subdivision with only one access with that many homes.	Following a review of comments received at the Public Hearings, and at the request of the Town of Stallings, it was decided to add an additional entrance for the Forest Park subdivision. The first entrance will be as depicted in the Draft EIS and at the Public Hearings. A second entrance has been added that will connect Meadowbrook Drive on the north side of the neighborhood to Stallings Road, just south of North Fork Crooked Creek. This second entrance was platted with the neighborhood, but never built.
t007	Alternatives Considered	My only comment is in reference to the interchange at 2A, which would put an interchange at the Stallings Elementary School. Like the lady who just spoke, I too, have children, three girls who have been there currently; we'll have three there over the next several years. And as many of us have concerns about perhaps putting an interchange near a highway system that will allow, especially in an age where we have child abduction that is probably at its highest, it will allow a system that will allow them to get out to an interstate system very quickly and very rapidly when there's already means to do that around there. So I would just be in opposition to an interchange at that location at the school.	The Preferred Alternative would be located over one mile south of Stallings Elementary School and does not include the interchange referenced in the comment.

Appendix B8 – Public Hearing Transcript Comments

Table B8-1: Public Hearing Transcript Comments

Documents: t001 – t026

Document Number	Comment Topic	COMMENT	RESPONSE
t008	Alternatives Considered	In looking at the option 2 and the 18 maps, I see option 2 flanks the neighborhood on two sides. It would be real easy for me to figure that property values would take a negative hit from that type of exposure. There were many concerns brought last fall about access to the neighborhood pushing the industrial park or what would be left of it through one access road with the neighborhood out the Stallings Road. At a town council meeting during the fall, the fire chief and the police chief spoke against option 2 for that very reason. The problems associated with some sort of accident that could trap all of us in that neighborhood. Very little has been done to fix that and the new maps that I looked at earlier this evening. Option 18 has a nice smooth roll to it where it comes into a big interchange at 485. Yes. But, option 2 has two fairly sharp turns, flanking the neighborhood I live in, again. It would also disrupt the main business thoroughfare of Stallings destroying and impacting a substantial part of the business tax base.	Following a review of comments received at the Public Hearings, and at the request of the Town of Stallings, it was decided to add an additional entrance for the Forest Park subdivision. The first entrance will be as depicted in the Draft EIS and at the Public Hearings. A second entrance has been added that will connect Meadowbrook Drive on the north side of the neighborhood to Stallings Road, just south of North Fork Crooked Creek. This second entrance was platted with the neighborhood, but never built. The selection of the Preferred Alternative was based on a balance of cost and design considerations, impacts to the human and natural environments, and input received from agencies and the public. Impacts to businesses were considered in the evaluation of the Preliminary Study Alternatives and DSA's.
t009	Alternatives Considered	I say we, I speak on behalf of a group of citizens from Stallings and Matthews called CARE community advocacy group standing for Citizens Against Route Eighteen. We mentioned to you that there are about seven communities, residential neighborhoods, adjacent to options 18, 18A that would be directly impacted. Apart from those neighborhoods over the last year, the Stallings Elementary School with about 650 students and another 60 or 70 members of staff has opened. We raised that also as a community resource impact. The physical environment, the traffic noise, you know already having 485 in proximity, then in addition to that someone mentioned that it would be like the infield of Lowes' Motor Speedway. The impact through the natural environment, both the water resources, the streams, we highlighted that as well. And you know, in excess of 2,300 petitions were signed and documented as public records in opposition to options 18, 18A ...Taking those very things into consideration, the community of Stallings and Matthews that have signed these petitions, have voiced their opinion loud and clear and we just again tonight want to affirm that.	DSA D has been selected as the Preferred Alternative and does not include Segment 18A.

Appendix B8 – Public Hearing Transcript Comments

Table B8-1: Public Hearing Transcript Comments

Documents: t001 – t026

Document Number	Comment Topic	COMMENT	RESPONSE
t010	Right-Of-Way Acquisition and Relocation	We own a business at 13519 Highway 74 in Indian in, actually Stallings. And we have had that business about ten years, but before that, that was our home place and it was zoned business so we had to build and we put a business there. And another thing that my husband mentioned this morning, we went to the meeting last night and he said we can't decide if there is going to be a service road in front of our business or is there going to be a service road. We have heard both, we don't know. We don't know if our business will remain there yet. And I think the people in Indian, in the area, in the business area would like to know some information. You know, they say they are going to maybe start construction next year, well when you run a business there's a lot of things to be done and considered. We need time too. And we would really like to get some concrete information.	The selection of the Preferred Alternative was based on a balance of cost and design considerations, impacts to the human and natural environments, and input received from agencies and the public. Impacts to businesses were considered in the evaluation of the Preliminary Study Alternatives and DSA's. The NCTA, FHWA and NCDOT will continue to look for ways to minimize impacts, including those to businesses, through final design. Following the identification of those parcels necessary to construct the proposed roadway, right-of-way agents will work with affected property owners on an individual basis to assist them in the acquisition and relocation processes. NCTA will follow all state and federal regulations and NCDOT procedures for right-of-way acquisition and relocation.
t011	Alternatives Considered	I am speaking to you tonight as a citizen, not as the Mayor of Stallings. I agree one hundred percent with the recommendation for alternative 2. Stallings will experience the most significant impact of any of the towns in Union County by this bypass. Route 2 does have the least negative impact on the community from all perspectives. ... I think you have had a very fair and objective process and I had said to Mr. DeWitt early on that if I could have confidence that it was done completely objectively I would deal and live with whatever alternative. ... It's easier now that it is alternative 2 because that's the route I've supported from the very beginning. It's not perfect; we still have concerns and design issues that need to be worked through, but again I take this opportunity to compliment you and to thank you.	No response necessary.
t012	Alternatives Considered	I'm Mayor of the Town of Hemby Bridge. I'm opposed to the bypass 'cause it's coming right through the center of the Town of Hemby Bridge; about 2,000 residents there. It's gonna be taking out my parents home which is been there for what 50 years. They are in their mid-seventies. It's taking out my sister's home, a portion of my brother's land, my uncle's house, my cousin's house, my aunt's house. Many of my cousin's homes are going to be gone. Numerous friends and citizens of the town. It's just, it's just gonna sort of cut it through the middle, going be a side on each side of us. And it's really, it's been, it's gonna be destructive. But, you know, they say progress, I don't, I don't know, progress, progress, that's everybody's own thought, but as I said earlier, citizens in here have been here all their lives.	The selection of DSA D as the Preferred Alternative was based on a balance of benefits and impacts, and considering resources that are most important to the project. Additionally, public and agency comments generally support the selection of Alternative D. Following the identification of those parcels necessary to construct the proposed roadway, right-of-way agents will work with affected property owners on an individual basis to assist them in the acquisition and relocation processes. NCTA will follow all state and federal regulations and NCDOT procedures for right-of-way acquisition and relocation.

Appendix B8 – Public Hearing Transcript Comments

Table B8-1: Public Hearing Transcript Comments

Documents: t001 – t026

Document Number	Comment Topic	COMMENT	RESPONSE
t013	Alternatives Considered	<p>I was one of those folks that voted for option 2. I voted for option 2 from the very beginning. ...I do want you to know that as far as environmental impacts, I can't imagine that there would be more environmental impacts with four lanes on the road, on the ground, then there will be with twelve lanes in one area. We, here in Stallings are going to have twelve lanes of traffic, imagine this, twelve, for approximately one mile. ...Six above a 25-foot wall or perhaps posts, which will look as good. And six below. Our businesses will take a tremendous hit. And I am charged to do what is good for the town. As a whole for the common good, not for special interests. Option 2A is a disaster for Stallings. I can't see how there will be any redevelopment. The property won't have access. ...Who is going to fight twelve lanes of traffic to get to a business? Who is going to know the business is there and how are they going to survive that construction. Also, interestingly enough, Hendrix will not have to build that bridge across 74. We, the taxpayers will pay that bill.</p>	<p>DSA D has been selected as the Preferred Alternative. The selection of the Preferred Alternative was based on a balance of cost and design considerations, impacts to the human and natural environments, and input received from agencies and the public. Impacts to businesses were considered in the evaluation of the Preliminary Study Alternatives and DSA's. The NCTA, FHWA and NCDOT will continue to look for ways to minimize impacts, including those to businesses, through final design. Elevating the roadway will actually minimize the amount of right of way required, which will minimize impacts to existing businesses, while maintaining access to both sides of the tollway through connections underneath the elevated portion. The NCTA, FHWA and NCDOT are committed to working with the local officials and stakeholders to develop an aesthetically pleasing project design. NCTA is reviewing design options for the elevated section of Highway 74 as well as the various project overpasses. Local officials and stakeholders were invited to participate in the design process as members of the Aesthetic Design Committee and will continue to be included in developing the design guidelines by which the project will be constructed.</p>
t014	Alternatives Considered	<p>I want to address this petition by the CARE group with the 2,300 signatures or whatever it is. My name's on that petition and knowing what we know now, almost my goodness, at least a year and a half later, how many people would really sign that petition I'm not in favor of an interchange there at all. But we've got children in the neighborhood and we've got a whole lot of senior citizens. I don't know where they are going to go. They've got health problems and, that's a huge impact. Forest Park... those people have lived there 36 years... this is an older neighborhood. There's a huge health impact there as well with the older citizens. I'm not really sure about the tolls if I, my understanding is we want everybody to participate in the road and it sounds to me like if you've got the transponder you're automatically kind of got a rolling account, but for those people who are just passing through which is who we want to be on that road, all the trucks, the trucks are obvious but the cars that are headed to the beach we want them to be on that road how can we, how do we go after that money...Who is actually, are we going to get money from people that are just passing through, which are the people that we want to pay for this road because we want them off of our 74.</p>	<p>NCTA will work with other toll authorities to enable, where possible, other systems' transponders to work on the Monroe Connector/Bypass. For travelers that do not have a transponder, a video system will capture license plate information and NCTA will bill the vehicle's registered owner. In addition, NCTA will operate a facility near the project that will accept cash payments.</p>
t015	Other	<p>The reason I'm up here is to tell you about the tax money, your tax money, my tax money that's going towards this road. Twenty-five million dollars of your state, I guess, money is going towards the funding and construction of this road. That's each year, for thirty years. And this is going to be a toll road that you have to pay to go on to. Again, twenty-five million dollars per year, for the next thirty years.</p>	<p>No response necessary.</p>

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Table B8-1: Public Hearing Transcript Comments

Documents: t001 – t026

Document Number	Comment Topic	COMMENT	RESPONSE
t016	Purpose and Need	I don't understand the audacity of the Turnpike Authority to even consider a proposal for a school. Mainly because of the sexual predators that are out there that will have close access to the schools. They don't realize too, that if it goes through, that there's a daycare center between Stevens Mill Road and 74. I don't really believe that the Turnpike as such, as proposed, is necessary. ...They should use the existing route that we have. If the Turnpike Authority would work with the local municipalities to try to eliminate quote unquote traffic problems, where it may be, whether it be here or ten miles down the road or twenty miles down the road, it would run a lot smoother. They can make the road wider. Your presentation doesn't allow for motorcycles on the Turnpike.	The Preferred Alternative would be located over one mile south of Stallings Elementary School and would not impact any schools. The alternative of improving existing US 74 was studied extensively, as shown in Section 2.4.4.3 of the Draft EIS. In the end, there was no configuration that would provide an upgraded US 74 facility that would operate efficiently, that could be constructed with an acceptable level of impacts, and that is cost effective. The number of business relocations (235) would have a significant impact on the economy and tax base of Union County by impacting one out of every eighteen businesses countywide. All legally licensed vehicles, including motorcycles would be allowed on the toll road.
t017	Alternatives Considered	...I'm Mayor Pro Tem of the Town of Matthews and I'm speaking on behalf of the entire town board. We have, from the very beginning, when we were asked our opinion, from the town council point of view, supported option 2. We continue to do that. There are a lot of reasons why we did not support option 18... impact on 485, the interchange at 485 and the, the negative results that that would have as similar to what they have over at 485 and 77. We also have the sportsplex which is not only a Matthews, Mecklenburg and Union County project, but is a much larger regional project and we don't want the impact on that as well.	No response necessary.
t018	Alternatives Considered	When we built our home we were told that there was not going to be the option on the side of the street for which it is proposed it was to go through the entrance at Bonterra...Being that it is the route, as long as it is, you know kept so that the noise and the air pollution and the ugliness of it is the best that you can do, you know, that would be our desire. I work in uptown Charlotte...It's over an hour of my commute and this road will not help me. I won't use it. I won't, I won't have any help, but yet it will be something that is ugly and possibly lower my property value.	In coordination with the Bonterra Village Homeowners Association, NCTA has revised the design for this area to allow the Monroe Connector/Bypass to remain at grade. The connection between Saratoga Boulevard and Secrest Shortcut Road will be rerouted along a service road running parallel to the Monroe Connector/Bypass and connecting to Faith Church Road. This design revision is discussed in Section 2.3.1.3 of this Final EIS.
t019	Public Involvement	I'm somewhat disappointed tonight that I haven't heard that the neighborhoods around the Stallings school have been annexed over the last nine or ten years. I'm also somewhat disappointed that I'm not hearing uniformity of support for the CARE group of 2,300 because many of those are those of us who are annexed into Stallings without choice. ...I believe that the CARE group has taken the pulse of the community around the road and, and around the different routes of the road, and I whole-heartedly support your recommendation as many of us in, in that area around the Stallings Elementary School.	No response necessary.

Appendix B8 – Public Hearing Transcript Comments

Table B8-1: Public Hearing Transcript Comments

Documents: t001 – t026

Document Number	Comment Topic	COMMENT	RESPONSE
t020	Alternatives Considered	...I'm Mayor of the Town of Wingate. I'm here tonight representing our Board of Commissioners who are unanimously in our support of this proposed bypass. Businesses, institutions and residents consider the bypass vital to our future. ...Our commissioners are equally unanimous in the opinion that McIntyre Road needs to remain open. ...Without an overpass or an underpass on the new road, the residents of Winward Oaks subdivision will have an additional 1.5 miles added to their trips to Wingate. ...The Wingate Volunteer Fire Department joins us in our opinion that McIntyre Road remain open. ...Please help us with this issue. We wish you well with completion of this bypass which will provide us all long-term benefits. We also desperately need you to provide us with a McIntyre Road overpass so that our neighbors can remain within quick reach of emergency vehicles.	Based on this comment and others received during the public comment period, the Austin Chaney Road interchange has been redesigned to allow McIntyre Road to maintain its existing connection to Austin Chaney Road.
t021	Noise	...The noise level is extremely bad, so bad that my best friend and neighbor sold his house and moved because it interfered with his sleep. Now, imagine, here comes another highway up the intersection of 485 and 74 straight down through the middle of all these clearings. ... The noise level is going to be highly amplified. Pollution there is going to be great. And our property value. I think about these situations every day, especially for little children because I have seen every day, as I sit on my porch and watch all these little kids on the playground at the new school in the morning and afternoon, and I think hey, can I have an extra few seconds, hey, this is not right. The Turnpike Commission made a wise decision, a very wise decision in selecting option two.	No response necessary.
t022	Right-Of-Way Acquisition and Relocations	...At the time, ten years ago, when we purchased that house or when we built the house we knew, or we had been told this is where it's going, we based our decision on that, we built our house accordingly. And now they're telling us it could go anywhere in there and may even possibly go through our house. So that's why we're here and that's why we've been here for the last three meetings. Everybody has been very kind, answering my questions and all that, but my question is why we were ever considered to begin with when we knew nothing about it. But other than that, I'm not against the road; I want them to start it. We ask that they do go ahead and go through the proposal and please stay on the proposed route. On the initial route.	DSA D has been selected as the Preferred Alternative. The functional designs for the Preferred Alternative east of US 601 are generally within the right of way for the previously approved Monroe Bypass, with the exception of some additional right of way required around interchanges.

Appendix B8 – Public Hearing Transcript Comments

Table B8-1: Public Hearing Transcript Comments

Documents: t001 – t026

Document Number	Comment Topic	COMMENT	RESPONSE
t023	Alternatives Considered	...I'm in favor of a highway. But I think from the Town of Wingate, I think part of it is going to do us a disservice. The section that I look at is specifically the exit number eight. The exit on Austin Chaney. I do not believe that exit should be built. We have significant number of people, investors, entrepreneurs, who have built downtown Wingate route 74 to put their business, to put their livelihoods and to help our town grow. ... We have, right now, an excellent entrance to the university right off of Highway 74, and we are prepared to accept people in the town coming east or west on 74. That's the road, that's where our business district is. If we follow the example of route 485 in Charlotte, you will see the migration and the loss of the things that are downtown and they migrate out into the interchanges. And then all of a sudden Austin Chaney Road becomes a commercial district, which it's not set up for. It's residential. I would like the town to take that land back, make a green space, instead of make an interchange out of it, and the money saved would definitely put an overpass for McIntyre Road.	Based on comments received during the public comment period, the Austin Chaney Road interchange has been redesigned to allow McIntyre Road to maintain its existing connection to Austin Chaney Road. NCTA acknowledges the comment regarding the elimination of the Austin Chaney Road interchange; however it will remain a part of the project, as included in the MUMPO Long-Range Transportation Plan.
t024	Alternatives Considered	I'm with the City of Monroe, City Manager. The bypass has been supported by the City of Monroe since 1980. It's been in our thoroughfare plan as a top priority since then. ... Since the City of Monroe joined the Metropolitan Planning Organization, it's also been high in our priorities supported as the top priority with MUMPO and we continue to do so. We need this facility for economic development and for promotion of growth at the Monroe Municipal Airport. ...This road will help us recruit business and industry that will bring those jets and bring their industries to the Monroe Corporate Center. We support the recommended alternative that is noted in the draft EIS.	NCTA acknowledges this comment.
t025	Purpose and Need for Action	...I have concerns that an alternate route is even being considered as the millions already spent would be wasted and new highway design and property acquisition costs would be incurred during these hard economic times. Not to mention disrupting people who have already been given notice of the previous alignment. On a personal note, I am not in favor of the road as it will probably transform my small community of Marshville into a suburb much like Pineville or Harrisburg or Mint Hill. In a larger sense I do wonder why it was not connected to 601 south as that does not have any convenient access to this bypass and Monroe will still be congested with all the South Carolina beach traffic	The functional designs for the Preferred Alternative east of US 601 are generally within the right of way for the previously approved Monroe Bypass, with the exception of some additional right of way required around interchanges. This project was conceived as a US 74 bypass, so it should serve US 74 traffic and be consistent with the general study areas as listed in the Highway Trust Fund and the Long Range Transportation Plan. If we were to look at connecting to US 601 south, it wouldn't be a bypass of US 74 at all, but rather a separate project with a different set of characteristics.

Appendix B8 – Public Hearing Transcript Comments

Table B8-1: Public Hearing Transcript Comments

Documents: t001 – t026

Document Number	Comment Topic	COMMENT	RESPONSE
t026	Alternatives Considered	<p>...I do not support 2A, I support 18. I don't really want either one of them. ... And initially, our council voted against both of those options because Stallings takes a tremendous hit. am concerned that option 2 just does not do what the project is supposed to do, which is allow access to 74 properties. In Stallings, east of Stallings Road, we are losing a great deal of access as far as I can tell. I am also concerned about the loss of the development potential in the piece of property at the corner of Stallings Road and 74, the southeast corner, which is one of our largest sections of property. ...I do think that if we are going to get option 2, which I hope, we are not going to get, that we should have a Texas u-turn in the vicinity of Forest Park and get rid of the partial interchange for option 2. If the road were to go out 18, I think the partial interchange needs to be removed; we don't need one by the school.</p>	<p>The selection of the Preferred Alternative was based on a balance of cost and design considerations, impacts to the human and natural environments, and input received from agencies and the public. Impacts to businesses were considered in the evaluation of the Preliminary Study Alternatives and DSA's. The NCTA, FHWA and NCDOT will continue to look for ways to minimize impacts, including those to businesses, through final design. Regarding the parcel on the southeast corner of Stallings Road and US 74, functional designs have identified the need to purchase approximately 5 acres of land from this parcel which will result in 9 acres remaining for future development. Access to this parcel will be permitted from both Business 74 and Stallings Road however these access points will only allow right-in, right-out.</p>