

Monroe Connector/Bypass



Matthews Transportation Summit

April 21, 2008



Today's Agenda

- **North Carolina Turnpike Authority**
- **NCTA Projects**
- **Update on the Monroe Connector/Bypass**
- **Tolling Operations (Open Road Tolling)**

North Carolina Turnpike Authority

- Created by the General Assembly in 2002
Named Five Projects

Authorized to:

- **Contract for construction, maintenance and operation**
- **Issue bonds**
- **Collect tolls and fees**
- **Enter into partnership with private entities**

Restrictions:

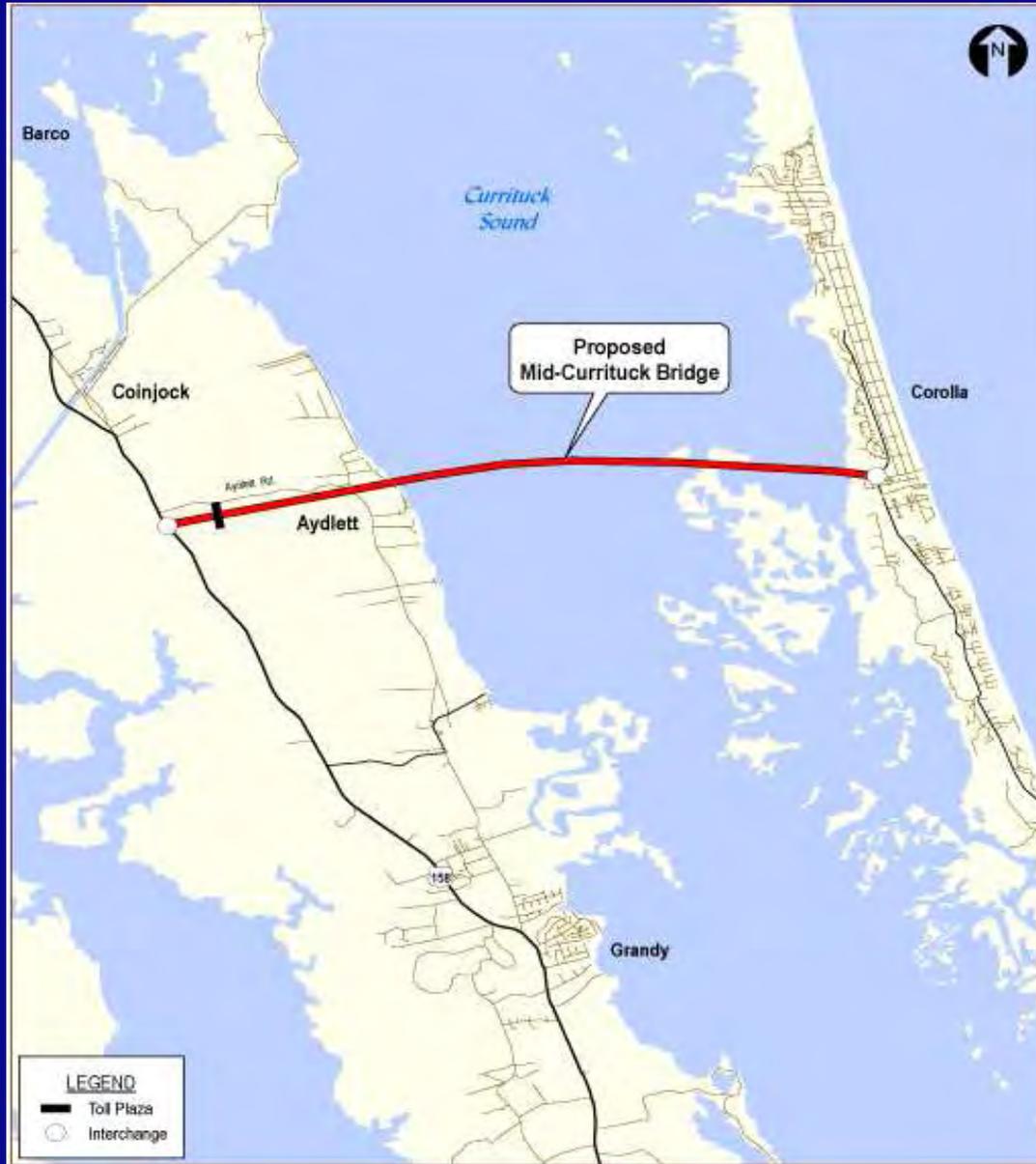
- **No tolls on existing roads**
- **Every toll road must have a free alternate route**
- **Tolls must be removed once debt is paid**

Cape Fear Skyway



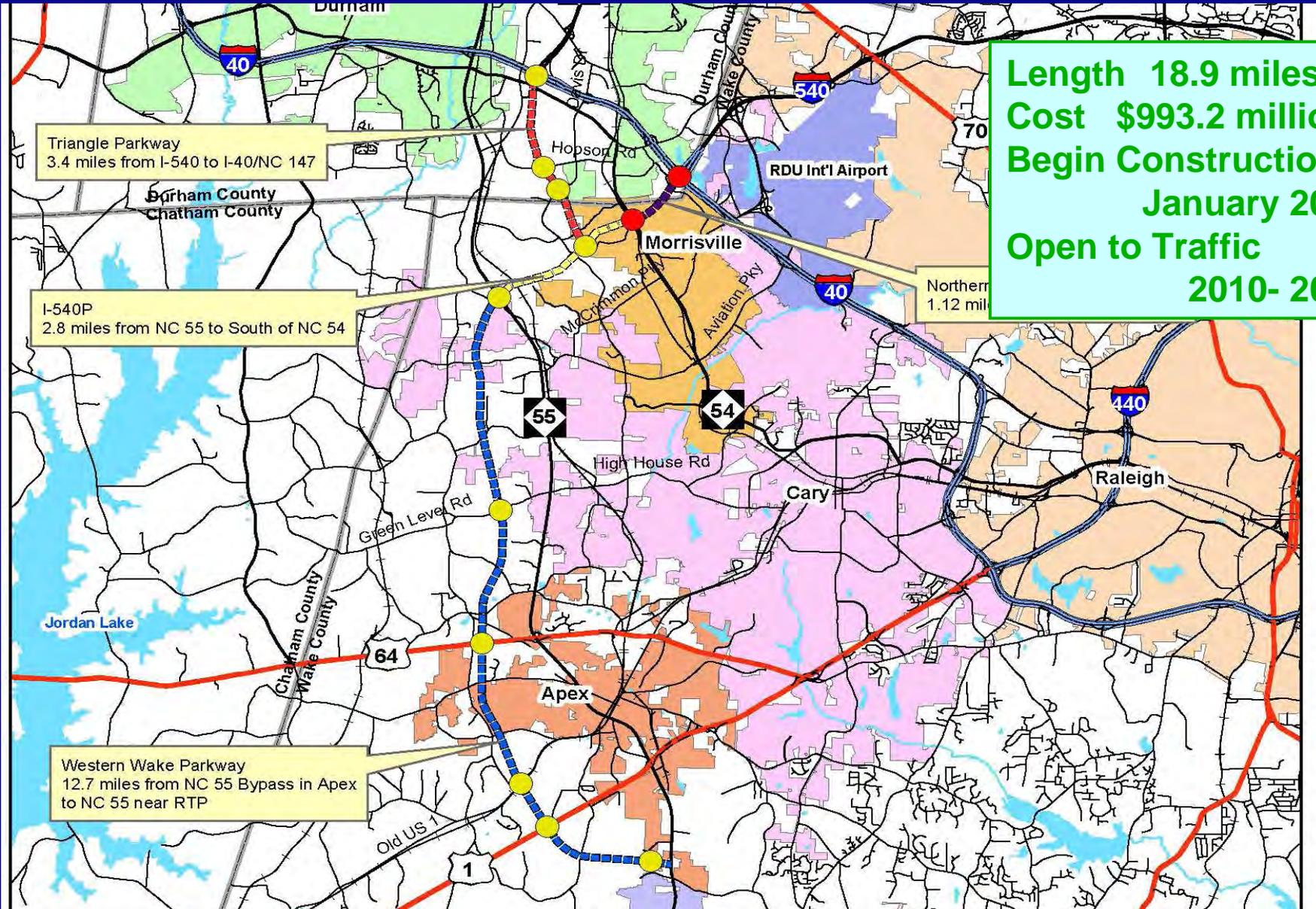
Length 9.5 miles
Cost \$971.6 million
Begin Construction 2010
Open to Traffic 2015

Mid-Currituck Bridge



Length 7 miles
Cost \$461 million
Begin Construction 2010
Open to Traffic 2013

Triangle Expressway



Length 18.9 miles
Cost \$993.2 million
Begin Construction
January 2008
Open to Traffic
2010- 2011

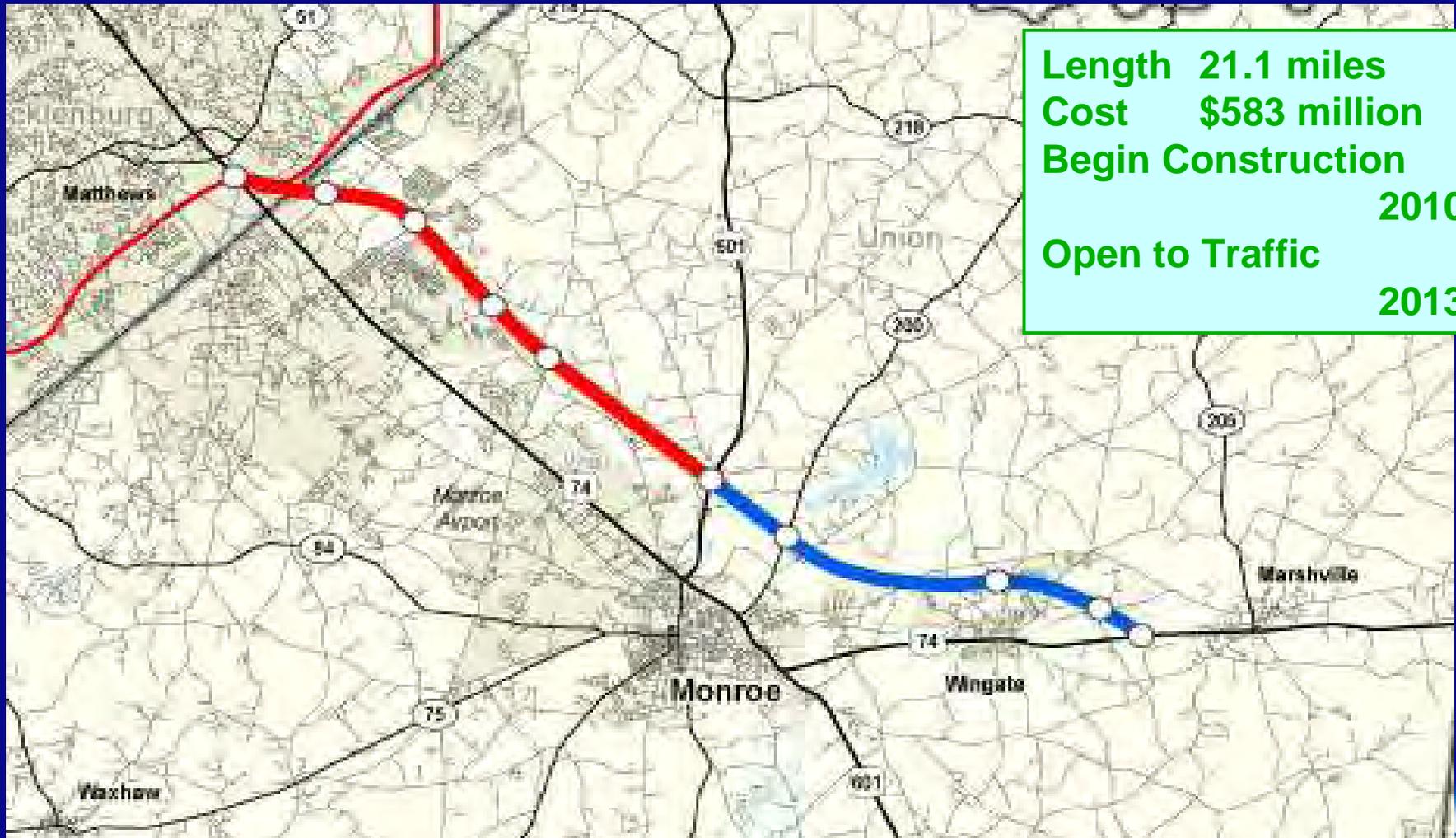
Garden Parkwa

Section A

Length 6.8 miles
Cost \$410 million
Begin Construction 2011
Open to Traffic 2015



Monroe Connector/Bypass



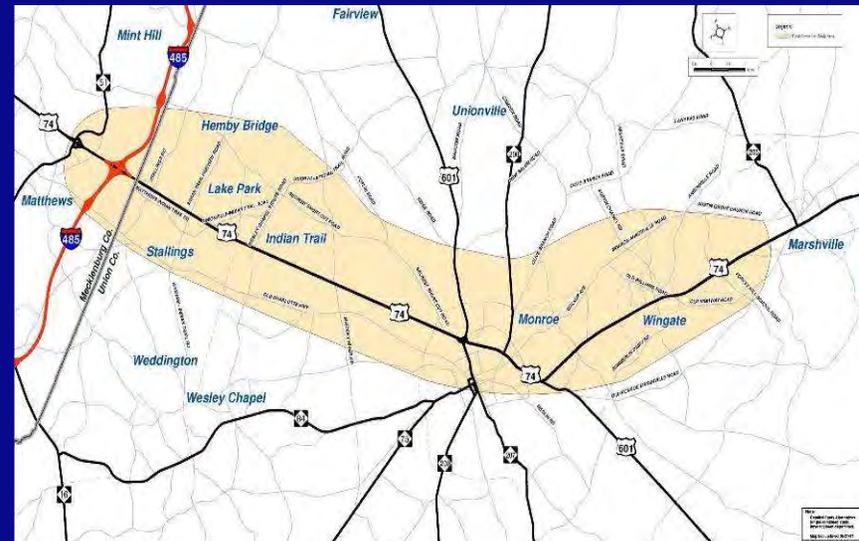
Length 21.1 miles
Cost \$583 million
Begin Construction 2010
Open to Traffic 2013

Monroe Connector/Bypass

Study Area Alternatives Development

Preliminary Study Corridors Developed Using:

- ◆ Previous NCDOT Project Information
- ◆ Environ. Agency Input
- ◆ Known Constraints
- ◆ Public Involvement



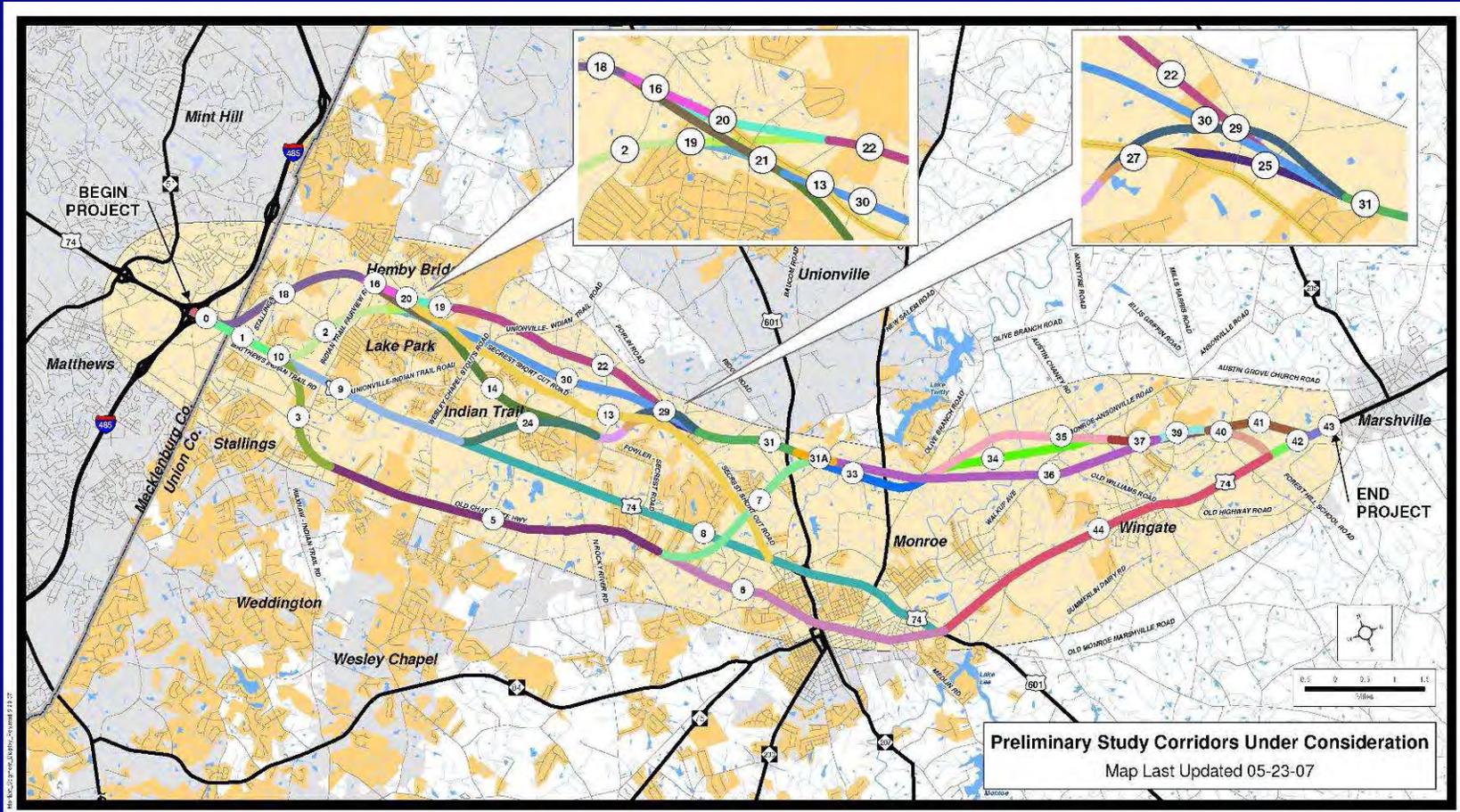
ENVIRONMENTAL PROCESS

NEPA (National Environmental Policy Act) is a federal law that requires consideration of a range of reasonable alternatives for any project using federal funds or requiring a federal permit.

Through NEPA, Federal Highway Administration and NCTA work closely with other federal, state, and local regulatory and permitting agencies to identify and evaluate alternatives and potential human and natural environment impacts.

Preliminary Study Corridors

June 2007



Alternatives Screening

Preliminary Study Corridors were evaluated for:

- **Potential Impacts to Human and Natural Environment using vary preliminary designs, which will be refined as project progresses.**

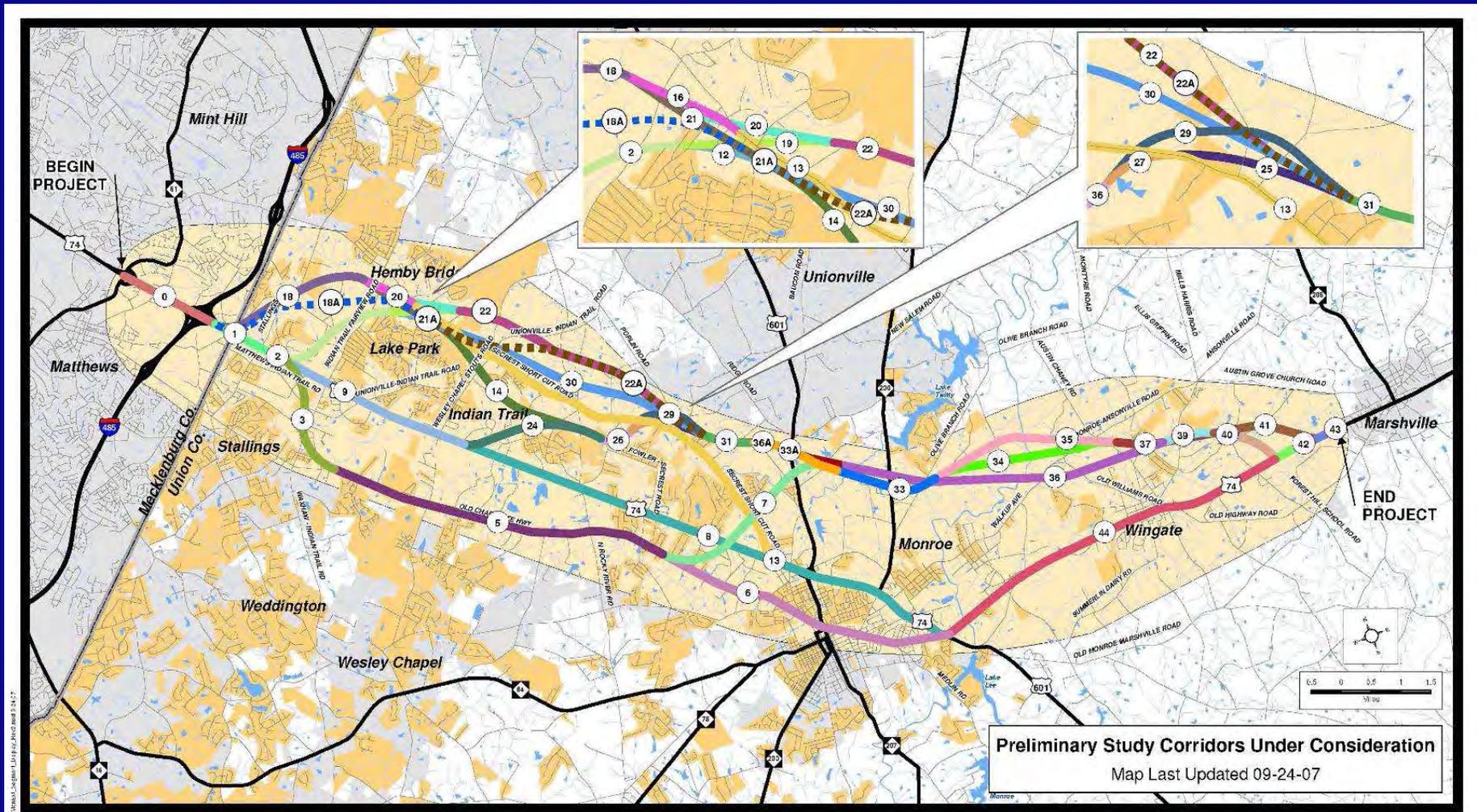
Corridor Segments 18 & 2

- Both developed as part of original NCDOT study
- Evaluated in NCDOT Monroe Connector DEIS – November 2003
- Starting point for NCTA study in 2007

Workshops Public Input

- Project newsletter (June 2007)
- Citizens Informational Workshops (June 25 & 26, 2007)
 - 398 Attendees
 - 480 Comment Forms Received
 - 90% in Favor or Not Opposed to Tolling
- Public Comments on Segments 18 and 22
 - 1700+ comments
 - Developed Corridor Segments 18A and 22A

Preliminary Study Corridors

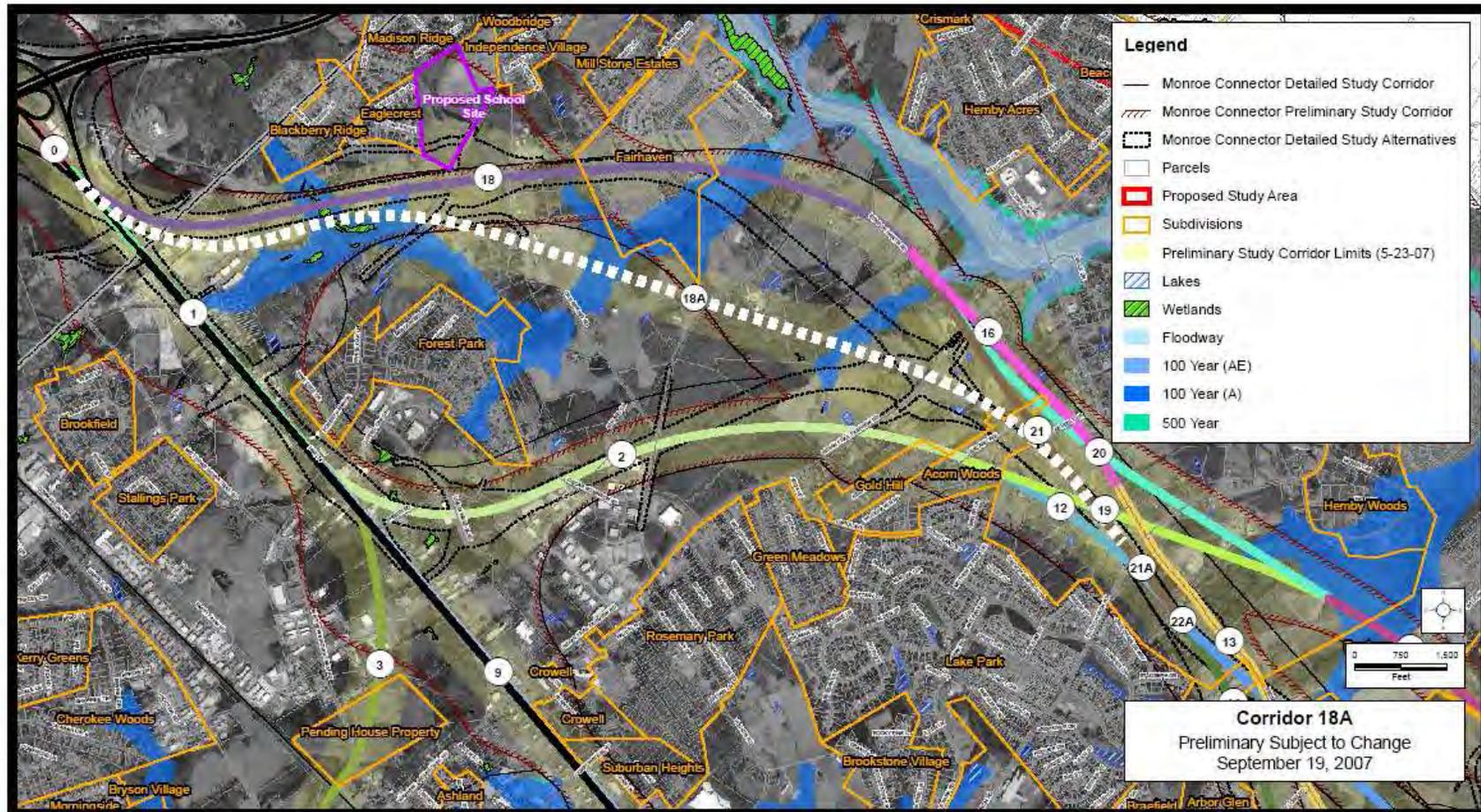


Segment 18A



MONROE CONNECTOR / BYPASS

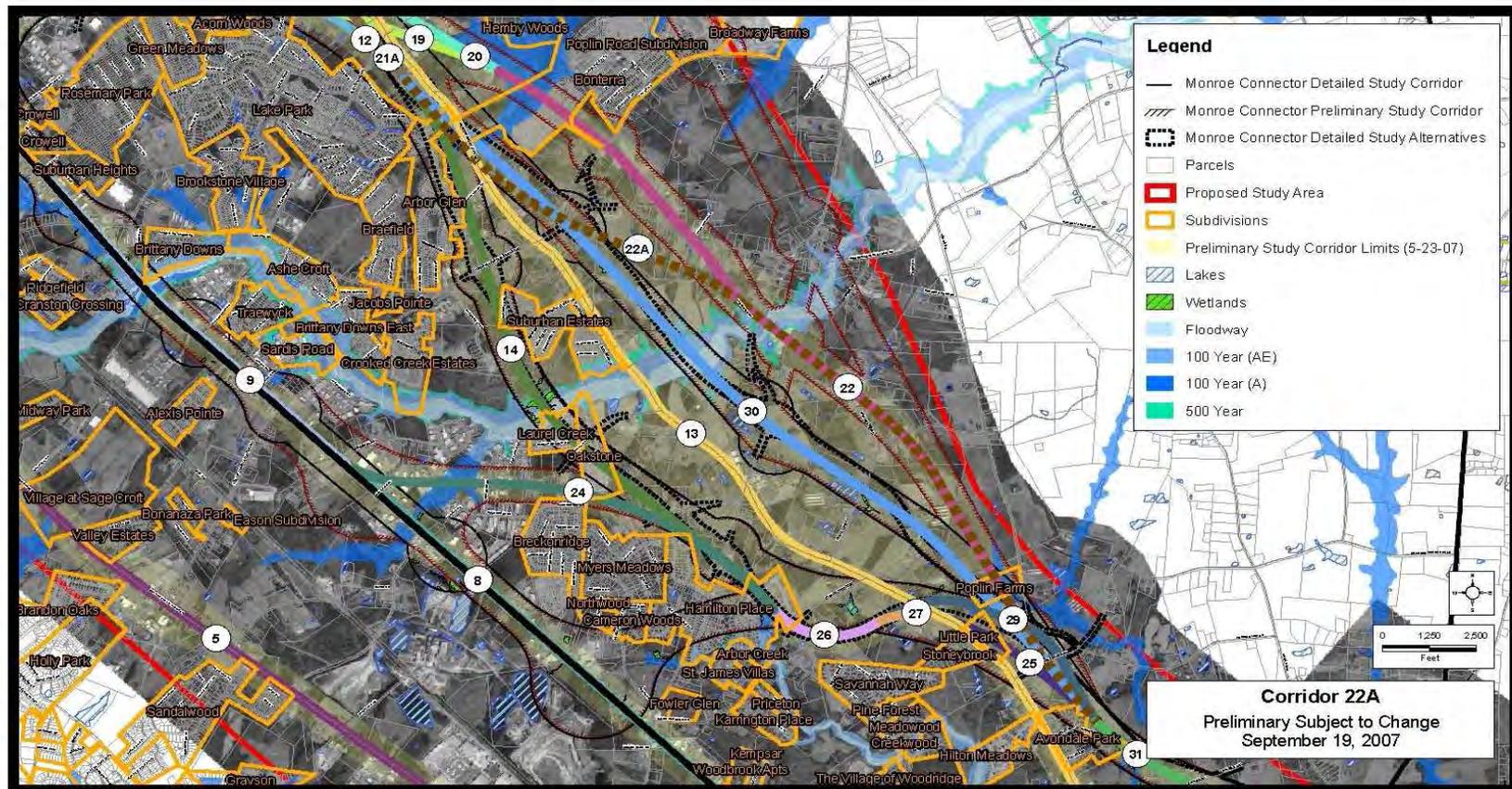
Project Study Area and Preliminary Study Corridors



Segment 22A

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Project Study Area and Preliminary Study Corridors



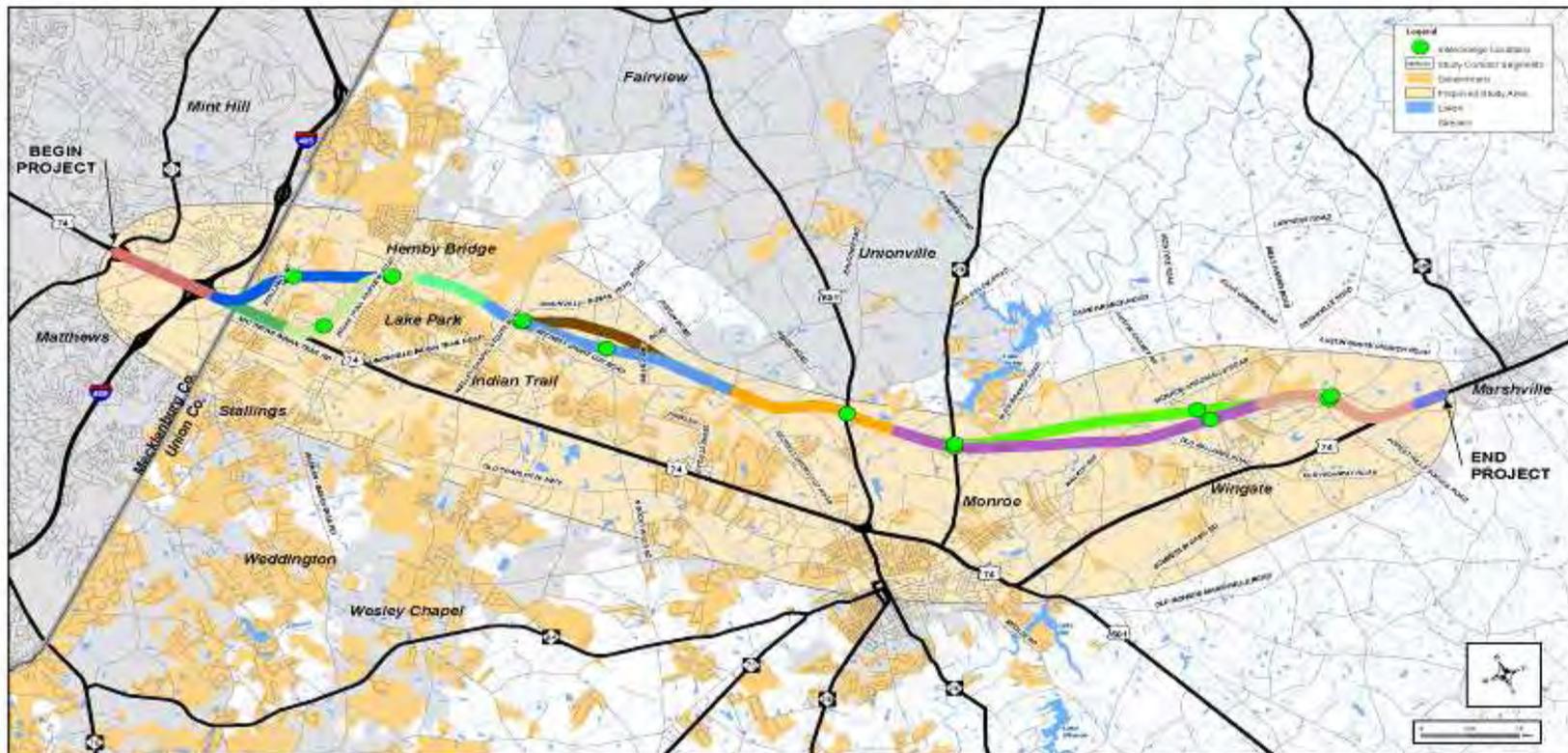
Public Input

- December 2007 newsletter disclosing Segments 18A and 22A
- Presented to MUMPO TCC and MPO, Town of Stallings and Matthews meeting
- Resolutions from Stallings, Matthews and Monroe opposed to Segment 18A
- Indian Trail concerned about Segment 2

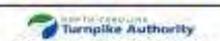
Public Input continued...

- Meeting with C.A.R.E., Fairhaven, Hendricks Automotive, and Stallings -- 1,162 petitions and 578 comments opposed to 18A –Dec. 2007
- Meeting with MUMPO and FHWA to discuss the role of MUMPO in the NEPA process
- Presentation to Union County Commissioners, Indian Trail, CPCC, Monroe, Hemby Bridge, Old Hickory Industrial Park members

NCTA's Recommended Detailed Study Alternatives



Map Source: [unreadable]


MONROE CONNECTOR / BYPASS
STIP Project Numbers R-3002 & R-2939
MCKINNEY 248 1914 00000

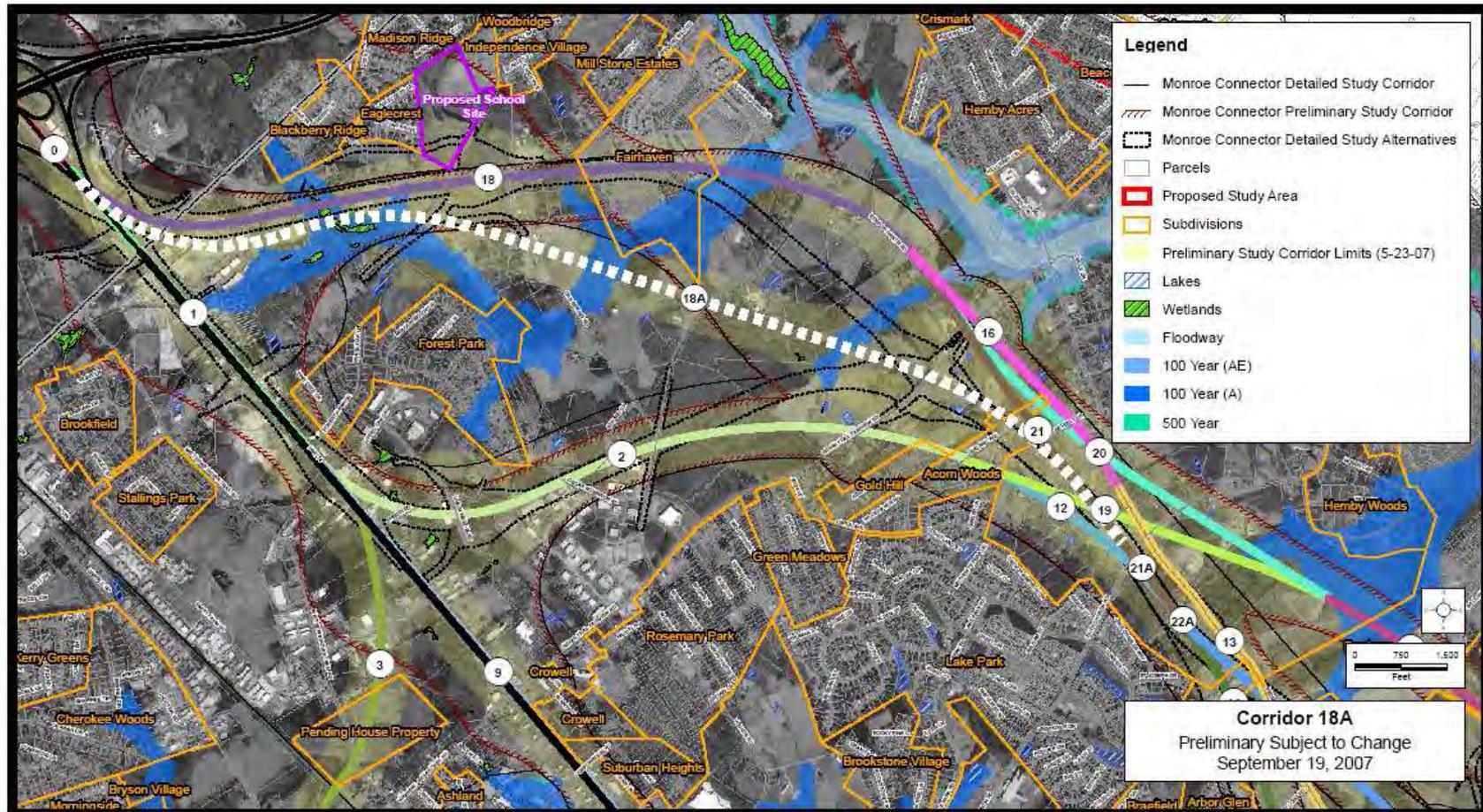
Recommended Detailed Study Alternatives
(November 2007)

Segments 18A and 2



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Project Study Area and Preliminary Study Corridors



Corridor Segments 18A and 2

<u>Impact*</u>	<u>18A</u>	<u>2**</u>
Cost	\$44.5M	\$49.3M
Length	3.29 miles	3.33 miles
Residences	36	16
Businesses	5	76
Streams	3200 LF	4400 LF
Wetlands	0.3 AC	1.4 AC
Floodplains	1,870 FT	390 FT

- Based on conceptual designs from GIS data and subject to change
- Does not include updated right-of-way cost estimates

** Includes Segment 1

Segment 2 Revised



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Project Study Area and Preliminary Study Corridors



Next Steps

- Detailed Technical Analyses (Jan 2008 – June 2008)
 - Wetland/Stream Delineations
 - Functional Design
 - Air and Noise Studies
 - Traffic Analysis
 - Community Impact Analysis
 - Indirect and Cumulative Effects
- Roadway design and interchange plans
- DEIS and Recommend Preferred Alternative -Dec. 2008

Current Schedule

- **December 2008** Draft Environmental Impact Statement and recommend Preferred Alternative
- **Jan/Feb 2009** Workshops/Public Hearing
- **August 2009** Final Environmental Impact Statement
- **October 2009** Issue Record of Decision
- **December 2009** Award Construction Contract
- **December 2013** Project Open To Traffic

Finance

Monroe Connector/Bypass Estimated Cost

Total Cost	\$583 m
Funds from bonds	-399.5 m
Total Gap	\$180 m
Available TIP Funds	185.7 m
Annual gap requested from the General Assembly	\$15 m

Operations

Open Road Tolling

No Stopping to Pay Tolls!
(Motorists' biggest objection)

