



NORTH CAROLINA  
**Turnpike Authority**



# **Monroe Connector/Bypass Citizens Summary**

Draft Environmental Impact Statement  
March 2009



Dear Citizen:

The North Carolina Turnpike Authority was 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. Five candidate toll projects are currently being studied by the Turnpike Authority. One of these is the Monroe Connector/Bypass.

The Monroe Connector/Bypass is a proposed tolled highway on new location from US 74 near I-485 in Mecklenburg County to US 74 between the towns of Wingate and Marshville in Union County. The approximately 20-mile long road would improve mobility and capacity within the project study area by providing a new route for high-speed regional travel through the US 74 corridor, while maintaining access to properties along existing US 74.

Because federal funding may be used to implement the project, a Draft Environmental Impact Statement (Draft EIS) has been prepared pursuant to the National Environmental Policy Act. The Draft EIS evaluates and compares the sixteen alternatives under consideration.

This Citizens Summary of the Monroe Connector/Bypass Draft EIS is a brief summary highlighting the major topics discussed in detail in the Draft EIS. For in-depth analysis, please refer to the Monroe Connector/Bypass Draft EIS. The locations where you can review the Draft EIS are listed on the back cover. You can also download the Draft EIS from the project web site: <http://www.ncturnpike.org/projects/monroe>.

We encourage you to stay informed by adding your name to the project mailing list, attending workshops or the public hearings on the project, and visiting the project web site. If you have questions or comments about the project, contact the project team directly:

Jennifer Harris, PE and Christy Shumate, AICP  
NC Turnpike Authority  
1578 Mail Service Center  
Raleigh, NC 27699-1578

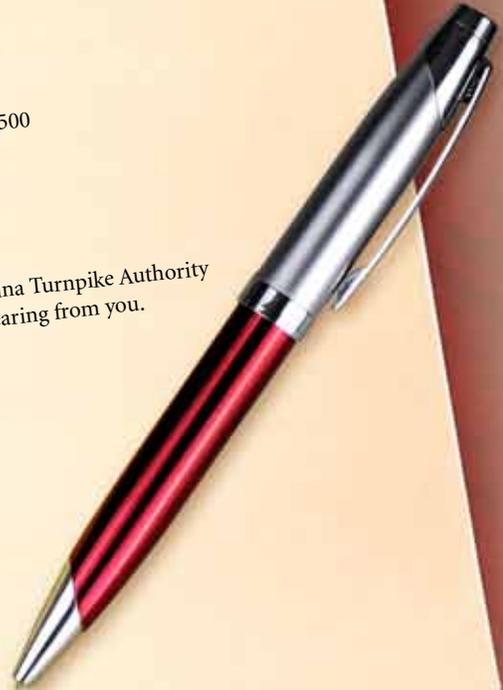
Carl Gibilaro, PE  
PBS&J  
5200 77 Center Drive, Suite 500  
Charlotte, NC 28217

Project Hotline: (800) 475-6402  
Project e-mail: [monroe@ncturnpike.org](mailto:monroe@ncturnpike.org)

Thank you for your interest in the Monroe Connector/Bypass project. The North Carolina Turnpike Authority welcomes and values your input and involvement in this project. We look forward to hearing from you.

Sincerely,

David W. Joyner, Executive Director  
North Carolina Turnpike Authority



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## ACRONYMS

CPC - Central Piedmont Community College  
 DSA - Detailed Study Alternative  
 EA - Environmental Assessment  
 EIS - Environmental Impact Statement  
 ETC - Electronic Toll Collection  
 FHWA - Federal Highway Administration  
 FONSI - Finding of No Significant Impact  
 LRTP - Long Range Transportation Plan

MUMPO - Mecklenburg-Union Metropolitan Planning Organization  
 MSAT - Mobile Source Air Toxic  
 NCDOT - North Carolina Department of Transportation  
 NCTA - North Carolina Turnpike Authority  
 NEPA - National Environmental Policy Act  
 NOI - Notice of Intent  
 ROD - Record of Decision  
 STIP - State Transportation Improvement Program

# Project Description

## How do projects originate?

The development of a project from concept to construction takes many years, and starts at the local level. First, local and state planners identify future roadway needs, which are then included on the local Thoroughfare Plan. Second, local officials propose roadway projects from the Thoroughfare Plan to be included in the local Long Range Transportation Plan (LRTP). The LRTP is the plan developed to meet area traffic demands for at least the next 20 years. Local officials set priorities for transportation projects and work with the North Carolina Department of Transportation (NCDOT) to include projects in the State Transportation Improvement Program.

## Project History

Studies for the two projects that make up the Monroe Connector/Bypass began at different times and reached different stages before the projects were combined in 2006. The Monroe Bypass study addressed improvements in the US 74 corridor from just west of Marshville to just west of Monroe. The Monroe Connector study addressed improvements in the US 74 corridor from I-485 to US 601. The timeline on Page 13 of this Citizens Summary depicts the history of the project.

## What is the Monroe Connector/Bypass?

The Monroe Connector/Bypass is a proposed tolled highway from US 74 near I-485 in southeastern Mecklenburg County to US 74 in the area between the towns of Wingate and Marshville in Union County. The total length of the project is approximately 20 miles. Pages 6-7 of this Citizens Summary include a map of the Monroe Connector/Bypass alternatives.



The Monroe Connector/Bypass is included in the NCDOT's 2009-2015 State Transportation Improvement Program (STIP) as two projects. The western portion is STIP Project Number R-3329 (Monroe Connector) and the eastern portion is STIP Project Number R-2559 (Monroe Bypass).

## Why do we need the Monroe Connector/Bypass?

The project would improve mobility and capacity in the project area. Currently, existing US 74 is highly congested and functions poorly. Future traffic volumes are anticipated to be even higher. The project would provide a new high-speed route for regional travel. Access to numerous businesses and properties along existing US 74 would be maintained.

## How were the project alternatives developed?

The National Environmental Policy Act (NEPA) requires an agency to study the adverse and beneficial impacts of a range of reasonable alternatives that meet the purpose and need for a project. For the Monroe Connector/Bypass, a multi-step process (described in Chapter 2 of the Draft EIS) was used to narrow down the range of alternatives to the 16 Detailed Study Alternatives (DSAs). For the new location alternatives, over 160 preliminary study corridors were initially considered.

Public and agency input were an important part of the process, and numerous workshops, small group meetings, and agency meetings were held to provide opportunities for comments.

## What alternatives are being considered?

The 16 DSAs currently under consideration are shown on the map on Pages 6-7 of this Citizens Summary. The DSAs are labeled as DSAs A, B, C, D, A1, B1, C1, D1, A2, B2, C2, D2, A3, B3, C3, and D3. The corridors that make up each DSA overlap one another and there are common segments along the corridors.

The corridors for each DSA are shown on the map as light yellow areas and are much wider than the minimum right-of-way width of 260-300 feet, and would be located somewhere within the corridor. The right of way will be approximately 260 feet in those areas along existing US 74 from I-485 to just east of Stallings Road. This segment is found in DSAs C, D, C1, D1, C2, D2, C3 and D3. The right of way for all other areas of the project will be approximately 300 feet wide. Detailed information for each corridor was collected and analyzed in order to develop the functional alignments for the toll road. Figure 2-9 in the Draft EIS shows the designs in detail, and these designs were used to estimate impacts. Please note that the functional alignments for the toll road are subject to change as the project moves forward in the process. However, the alignments must stay within the corridor areas, or additional data collection and new studies would be required.



### Where would interchanges be provided?

Each DSA has nine or ten proposed interchanges, as shown on the map on Pages 6 – 7 of this Citizens Summary. Modifications to the I-485 interchange will only occur with DSAs A, B, A1, B1, A2, B2, A3, and B3.

### What would the toll road look like?

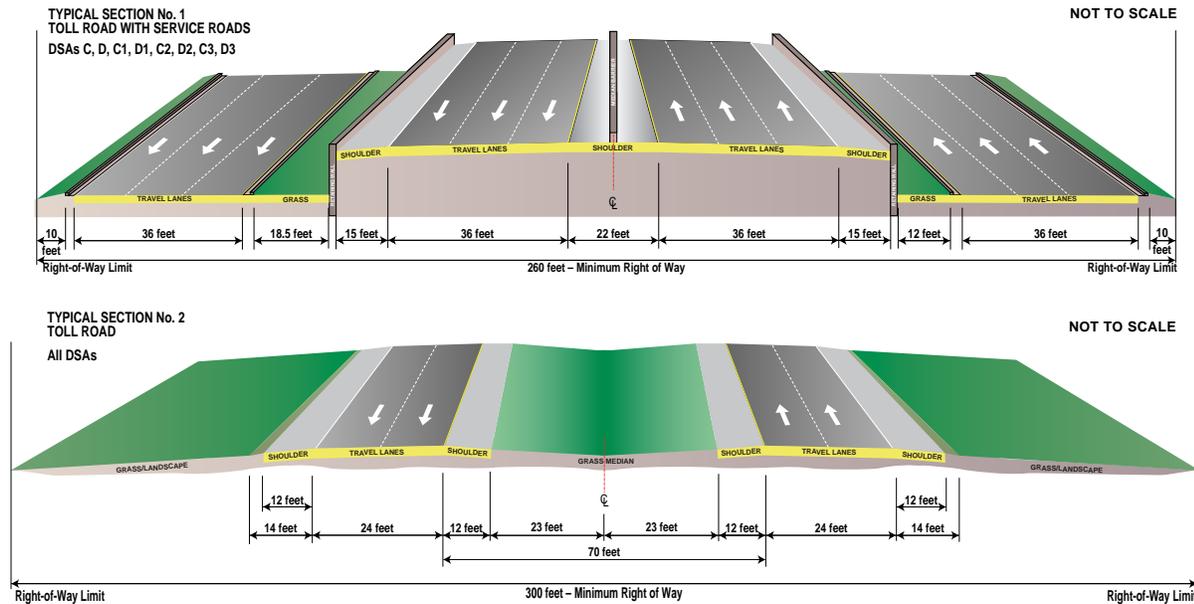
Where the toll road would be on new location, it would have four lanes and a 70-foot median. For DSAs C, D, C1, D1, C2, D2, C3, and D3, there would also be a short segment near I-485 that upgrades existing US 74. For this segment, the toll road would be six lanes wide and elevated on a retaining wall or structure. There would be one-way frontage roads of two to three lanes on either side

### Are any of the alternatives recommended over the others?

The Federal Highway Administration (FHWA), NCTA, and NCDOT have identified **DSA D as the Recommended Alternative** (see map on Pages 6-7) based on a balance of cost and design considerations, impacts to the human and natural environments, and input received to date from agencies and the public. It should be noted that the “Recommended Alternative” is only a recommendation; it is not a Preferred Alternative and it is not a final decision.

Having a Recommended Alternative in the Draft EIS provides the public with an indication of the lead agencies’

### PROPOSED ROAD CONFIGURATION



to carry local traffic. Aesthetic treatments for the elevated roadway would be identified and coordinated with local municipalities to minimize visual impacts. The posted speed limit for the toll road would be 65 miles per hour.

### Are non-toll alternatives being considered?

While a non-toll alternative on new location would meet the purpose of the project, it is not financially feasible. There are many high-priority projects statewide and, due to financial constraints, there is not enough funding available from traditional sources in the foreseeable future to construct the Monroe Connector/Bypass as a non-toll road. MUMPO is including the Monroe Connector/Bypass as a toll project in the regional Long Range Transportation Plan.

current thinking. After the public and environmental resource and regulatory agencies have an opportunity to provide comments on the Draft EIS, the FHWA, NCTA and NCDOT will identify the Preferred Alternative, taking into account this additional input.



# Traffic Projections and Tolling Information

## How much traffic would use the Monroe Connector/Bypass?

A computer model was used to predict year 2035 traffic volumes along the Monroe Connector/Bypass. The table at the bottom of this page shows the estimated traffic volumes.

## How much time would I save by using the Monroe Connector/Bypass?

As a demonstration of the potential travel time savings, the length of the Monroe Connector/Bypass is approximately 20 miles with an estimated speed limit of 65 miles per hour, which would result in a travel time of approximately eighteen minutes for the entire length of the project. In comparison, travel times on existing US 74 through the project corridor in 2007 were estimated at 50 minutes for the westbound morning commute and 47 minutes for the eastbound afternoon



commute. By year 2030, these travel times are expected to increase to 70 minutes for the westbound morning commute and 68 minutes for the eastbound afternoon commute, with average travel speeds between 17 and 21 miles per hour. The Monroe Connector/Bypass would provide significant travel time savings to drivers using it as an alternative to existing US 74.

## Who can use the toll road?

Anybody willing to pay the toll will be able to use the highway, including passenger cars, buses, light-duty trucks, and heavy-duty trucks.

## How will tolls be collected?

Tolls will be paid through an electronic toll collection (ETC) system. There will not be toll booths for on-site cash collection. The primary means of ETC will involve setting up an account with NCTA and using a transponder/receiver system. The transponder is a small device usually mounted on the windshield. The receiver is typically mounted over the roadway, and it electronically collects tolls from a driver's account as the vehicle travels under it at highway speed. The NCTA will work with other toll authorities to enable, where possible, other systems' transponders to work on the Monroe Connector/Bypass. Toll road users also will have the option of acquiring transponders with prepaid tolls. In addition, NCTA will operate a facility near the project that will accept cash payments so establishing an account is not required to use the toll road.

## What if I don't have a transponder?

For travelers who do not have a transponder, a video system will capture license plate information and NCTA will bill the vehicle's registered owner.

## How much will the tolls cost?

The NCTA has not made any decisions about toll rates. The initial price of the toll will be based upon an Investment Grade Traffic and Revenue Study, to be completed prior to project construction. The price of the toll may change over time, based upon variables such as demand, financing of the project's construction, and operations and maintenance costs. The toll rate likely will be more for trucks than for cars.



Year 2035 Traffic Volume Forecast	
Segments of the Monroe Connector/Bypass (from West to East)	Approximate vehicles per day
I-485 to Stallings Road	80,000 - 95,000
Stallings Road to Indian Trail-Fairview Road	48,000 - 49,000
Indian Trail-Fairview Road to Unionville-Indian Trail Road	51,000 - 52,000
Unionville-Indian Trail Road to Rocky River Road	51,000 - 52,000
Rocky River Road to US 601	46,000 - 47,000
US 601 to Morgan Mill Road (NC 200)	35,000 - 36,000
Morgan Mill Road (NC 200) to Austin Chaney Road	24,000 - 25,000
Austin Chaney Road to Forest Hills School Road	19,000 - 20,000
Forest Hills School Road to US 74	15,000 - 16,000



Typical ETC Structure



Typical ETC Transponder

### Typical Toll Rates for Similar Facilities

Similar toll facilities around the country charge tolls in the range of 10 to 20 cents per mile.



Typical ETC Structure



**DSA D** is the Recommended Alternative



**DSAs**  
C, **D**, C1, D1,  
C2, D2, C3, D3

**DSAs**  
A, B, A1, B1,  
A2, B2, A3, B3

**DSAs**  
A, C, A1, C1,  
A2, C2, A3, C3

**DSAs**  
B, **D**, B1, D1,  
B2, D2, B3, D3

All DSAs

All DSAs

**POTENTIAL INTERCHANGE LOCATIONS**

- ① I-485\*<sup>1</sup>
- ②a Stallings Road \*
- ②b US 74 Business
- ③ Indian Trail-Fairview Road
- ④ Unionville-Indian Trail Road
- ⑤ Rocky River Road
- ⑥ Concord Highway (US 601)
- ⑦ Morgan Mill Road (NC 200)
- ⑧ Austin Chaney Road
- ⑨ Forest Hills School Road \*
- ⑩ US 74 Business\*

\* Partial Interchange <sup>1</sup>This existing interchange will only be modified under DSAs A, B, A1, B1, A2, B2, A3 and B3

Recommended Alternative.



NORTH CAROLINA  
**Turnpike Authority**

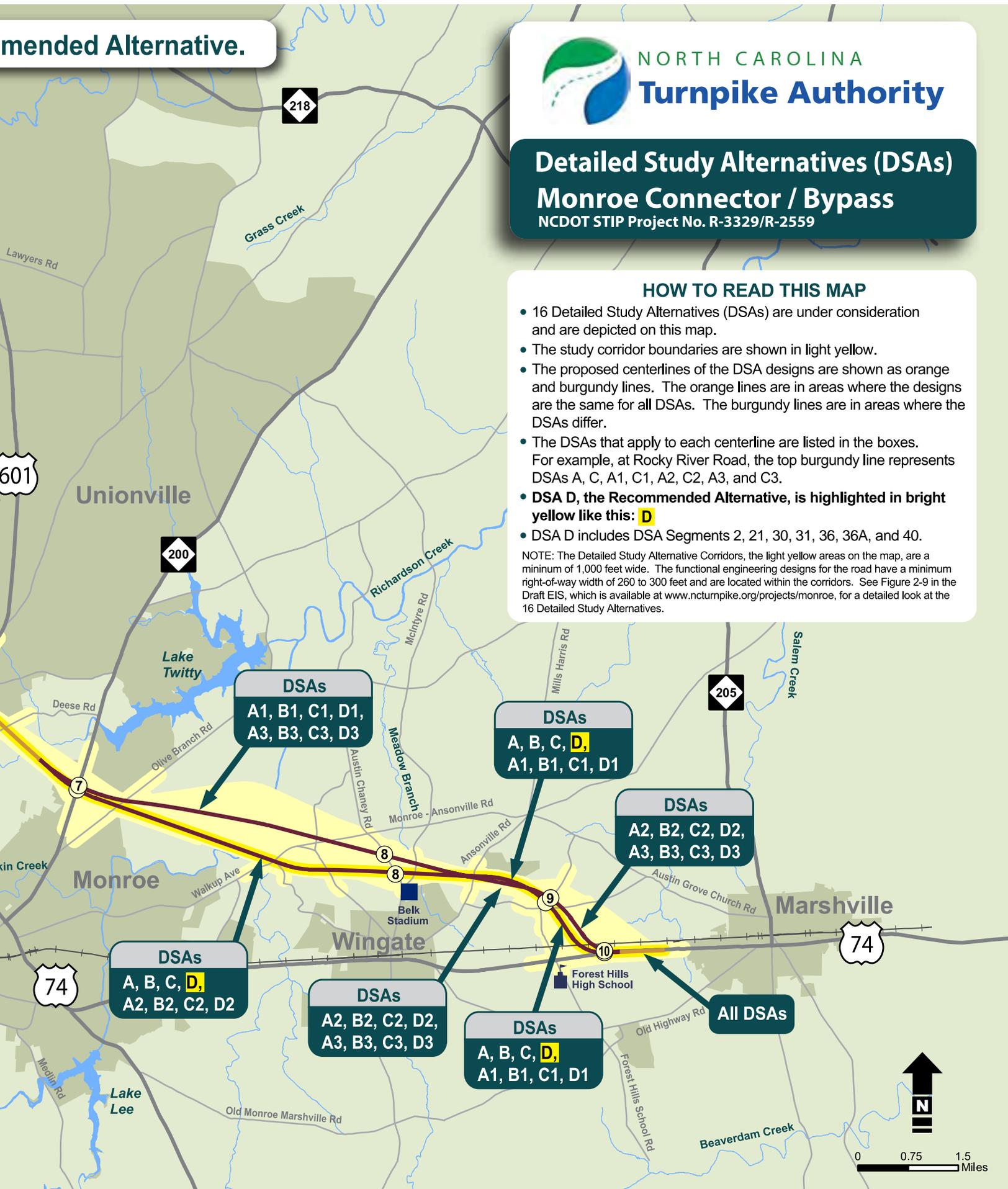
## Detailed Study Alternatives (DSAs) Monroe Connector / Bypass

NCDOT STIP Project No. R-3329/R-2559

### HOW TO READ THIS MAP

- 16 Detailed Study Alternatives (DSAs) are under consideration and are depicted on this map.
- The study corridor boundaries are shown in light yellow.
- The proposed centerlines of the DSA designs are shown as orange and burgundy lines. The orange lines are in areas where the designs are the same for all DSAs. The burgundy lines are in areas where the DSAs differ.
- The DSAs that apply to each centerline are listed in the boxes. For example, at Rocky River Road, the top burgundy line represents DSAs A, C, A1, C1, A2, C2, A3, and C3.
- **DSA D, the Recommended Alternative, is highlighted in bright yellow like this: D**
- DSA D includes DSA Segments 2, 21, 30, 31, 36, 36A, and 40.

NOTE: The Detailed Study Alternative Corridors, the light yellow areas on the map, are a minimum of 1,000 feet wide. The functional engineering designs for the road have a minimum right-of-way width of 260 to 300 feet and are located within the corridors. See Figure 2-9 in the Draft EIS, which is available at [www.ncturnpike.org/projects/monroe](http://www.ncturnpike.org/projects/monroe), for a detailed look at the 16 Detailed Study Alternatives.



**DSAs**  
A1, B1, C1, D1,  
A3, B3, C3, D3

**DSAs**  
A, B, C, D,  
A1, B1, C1, D1

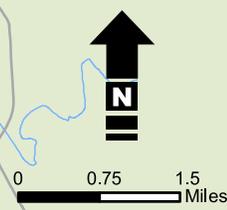
**DSAs**  
A2, B2, C2, D2,  
A3, B3, C3, D3

**DSAs**  
A, B, C, D,  
A2, B2, C2, D2

**DSAs**  
A2, B2, C2, D2,  
A3, B3, C3, D3

**DSAs**  
A, B, C, D,  
A1, B1, C1, D1

**All DSAs**



# Project Impacts

## What are the impacts from the project?

The Draft EIS provides detailed discussions of the project's anticipated impacts to the environment, as well as ways to mitigate impacts. An excerpt from the Draft EIS's comprehensive impact summary table is included on Page 10 - 11 of this Citizens Summary. The Recommended Alternative (DSA D) column is shown in green. Impacts that were similar for each DSA are not included in the table.



## How do I find out if the project affects my property or my neighborhood?

Section 3.2.2 of the Draft EIS discusses impacts to neighborhoods. Figure 2-9 in the Draft EIS shows the design alignments within each DSA corridor on maps that show parcel boundaries, roadways, streams, and other features. The exact right of way required for the Preferred Alternative will be determined during final design, after the NEPA process is completed.

## IMPACTS TO THE HUMAN ENVIRONMENT AND CULTURAL RESOURCES



### *Potential for Growth and Land Use Changes*

For all DSAs, residential development patterns are expected to continue at relatively the same pace and intensity in western Union County and in Mecklenburg County with or without the project. These areas tend to be more influenced by proximity to Charlotte and I-485. The DSAs could potentially increase residential development in the central and eastern parts of Union County because the project would improve travel times between those areas and Charlotte.

### *Homes, Businesses, and Neighborhoods*

All DSAs would relocate businesses and residences and impact neighborhoods. The majority of neighborhood impacts would involve minor right-of-way encroachment and/or changes in access. However, two neighborhoods, Acorn Woods and Poplin Farms, would experience the relocation of homes under all DSAs. The NCTA will follow state and federal regulations and NCDOT policies for right-of-way acquisition and relocation.

### *Community Resources and Services*

All DSAs would require the acquisition of right of way (but no church buildings) from three to five churches, and in some instances, changes in access. All of the DSAs would result in an access change to Central Piedmont Community College-Levine Campus (CPCC).

### *Parks*

DSAs A, B, A1, B1, A2, B2, A3, and B3 would require a minor amount of land (approximately 2.25 acres) from Mecklenburg County's proposed Matthews Sportsplex, located in the southwest quadrant of the I-485/US 74 interchange. However, the park's access and uses would not be affected.

## IMPACTS TO THE PHYSICAL ENVIRONMENT

### *Traffic Noise*

Preliminary noise barriers that would reduce traffic noise at nearby residences have been identified for the Acorn Woods and Avondale subdivisions under all DSAs and for Glencroft under DSAs A, B, C, D (Recommended), A1, B1, C1, and D1. A Design Noise Study will be prepared during final design of the Preferred Alternative using updated traffic forecasts and more refined engineering designs to finalize the locations of barriers.

### *Air Quality*

There would be no difference between any of the alternatives on effects to regional air quality. A qualitative assessment for mobile source air toxics (MSATs) was completed, but current tools and science are not adequate to quantify the health impacts from MSATs.



### *Farmland*

All DSAs would require the relocation of three farms. None of the DSAs would impact parcels currently participating in Union County's Voluntary Agricultural District program.

**Utilities**

All DSAs would cross power transmission lines, natural gas lines, water lines, sewer lines, and other utilities. NCTA will coordinate utility relocations with the appropriate providers to ensure service is not disrupted.

**Hazardous Materials**

Potentially contaminated sites are located within all the DSAs and include underground storage tanks, manufacturing facilities, and junkyards. Impact severity is anticipated to be low for all DSAs. Further assessments will be conducted for the Preferred Alternative.

**IMPACTS TO THE NATURAL ENVIRONMENT****Water Resources**

All DSAs would have some indirect and cumulative effects to water quality, which can be minimized through compliance with local stormwater ordinances and implementation of Best Management Practices.

**Streams, Wetlands and Ponds**

Project construction within any of the DSAs cannot be accomplished without impacting surface waters; including streams, wetlands, and ponds. As a condition of required permits, the NCTA would have to compensate for stream and wetland impacts, which may include restoring or enhancing degraded streams and wetlands in the project area's watersheds through on-site mitigation or in-lieu fee payments to the NC Department of Environment and Natural Resources' Ecosystem Enhancement Program. A mitigation plan will be prepared for the Preferred Alternative.

**Protected Species**

The DSAs were surveyed for federally-protected plants and animals. Two sites containing the federally-endangered Schweinitz's sunflower were discovered. The designs of the DSAs would not directly encroach on these sites. The biological conclusion for Schweinitz's sunflower for all DSAs is "May Affect/ Not Likely to Adversely Affect". Consultation with the US Fish and Wildlife Service will be conducted for the Preferred Alternative to obtain concurrence on the biological conclusion.

The larger streams within the project study area may provide potentially suitable habitat for the federally-endangered Carolina heelsplitter mussel. There is a known population in Goose Creek, over 1 mile north of the DSAs. The biological conclusion regarding the Carolina heelsplitter for all the DSAs is "Unresolved." After a Preferred Alternative has been selected, NCTA will work with the US Fish and Wildlife Service to develop a protocol for any additional required surveys for the Carolina heelsplitter.

**Different Kinds of Effects Analyzed in a Draft EIS**

- Direct Effects: Effects caused by the action and occurring at the same time.
- Indirect Effects: Effects caused by the action and are later in time or farther removed in distance, but still readily predicted.
- Cumulative Effects: Effects to the environment that occur when project effects are added to the effects of other actions and projects that have already occurred or are reasonably foreseeable.



**Summary of Project Impacts (an excerpt from the Draft EIS Table S-2: Summary of Environmental Impacts)**

Issue	A	B	C	D Recommended	A1
	Length (miles)	20.6	20.5	19.7	19.7
<b>HUMAN ENVIRONMENT AND CULTURAL RESOURCES</b>					
Residential Relocations	94	97	104	107	112
Business Relocations	14	14	48	48	14
Farm Relocations	3	3	3	3	3
Public Parks Impacted <sup>1</sup>	1	1	0	0	1
Schools Impacted <sup>2</sup>	1	1	0	0	1
Churches with Impacts to Property and/or Outbuildings Only	5	4	4	3	5
<b>PHYSICAL ENVIRONMENT FEATURES</b>					
Total # of Noise Impacted Receptors	130	127	152	150	138
Total # of Noise Barriers	3	3	3	3	3
Air Quality Impacts	A qualitative assessment for mobile source air				
<b>WATER RESOURCES</b>					
Wetland Impacts (acres) <sup>5</sup>	10.7	7.7	11.0	8.1	10.3
Total Stream Impacts (linear feet) <sup>5</sup>	23,264	22,444	22,530	21,709	22,701
Number of Bridge Crossings over Streams	9	9	6	6	8
Pond Impacts (acres) <sup>5</sup>	2.5	2.6	2.5	2.6	3.7
Number of Floodplain Crossings	14	14	11	11	13
<b>NATURAL COMMUNITIES IMPACTS</b>					
Disturbed/Clearcut (acres)	230	234	208	211	237
Agricultural (acres)	546	552	494	499	608
Upland Forested (acres)	507	498	460	450	416
<b>PROTECTED SPECIES IMPACTS</b>					
Carolina heelsplitter <sup>3</sup>	Unresolved	Unresolved	Unresolved	Unresolved	Unresolved
Schweinitz's Sunflower <sup>4</sup>	May Affect/ Not Likely to Adversely Affect				

1. Minor right-of-way encroachment into land owned by Mecklenburg County for proposed Matthews Sportsplex
2. Minor right-of-way encroachment into CPCC property
3. Once a Preferred Alternative is selected, NCTA will work with the US Fish and Wildlife Service to develop a protocol for any additional required surveys for the Carolina heelsplitter.
4. Due to its location on the southern edge of the DSA corridor, it is assumed all impacts to the observed Schweinitz's sunflower population will be avoided.
5. Impacts calculated using functional designs construction limits, with an additional 40-foot buffer.



# Process, Schedule and Cost

## Who makes the final decision on which alternative to build, and when?

Some federal funds would likely be used to build the Monroe Connector/Bypass. The FHWA is the lead federal agency in charge of the project. Therefore, the FHWA, in coordination with NCTA and NCDOT, will select the Preferred Alternative, which may or may not be the current Recommended Alternative. The Preferred Alternative will be selected based on information in the Draft EIS and input received during the Draft EIS review period from the public and local, state, and federal agencies and at the public hearings.

## Does my opinion matter?

Yes, your opinion and input matters in the decisions about the project. All comments are considered, whether they are mailed or emailed to the project team throughout the process, or delivered or spoken in person at one of the open houses and public hearings set for the spring of 2009. All comments will become part of the project record.

## When would project construction start?

The current schedule anticipates project construction starting in Fall of 2010, with completion near the end of 2013.

## How much would the project cost?

The project would cost between \$695.0 million and \$859.5 million, depending on the alternative chosen, and the cost of materials and land at the time. The estimated costs include construction, administration, utility relocation, environmental mitigation, and right-of-way acquisition.

## How would the project be paid for?

The project would be funded by a combination of sources, including revenue bonds, TIFIA loans (loans available from the federal government through the Transportation Infrastructure Finance and Innovation Act), state and federal funds, and gap funding approved by the NC General Assembly. Revenue bonds would be paid using the tolls over the course of 30 to 40 years.

## Why do project development studies and EISs take so long?

The National Environmental Policy Act (NEPA) requires an agency to study a range of reasonable alternatives to meet a project's purpose and need. This process entails numerous engineering and environmental studies. NEPA also requires the public and agencies be given opportunities to participate and provide input throughout the process. For large projects, the necessary work requires several years to complete. NCTA strives to maintain a reasonable schedule, while ensuring full compliance with NEPA.



## TIMELINE INFORMATION

### Past Events

1996	Environmental Assessment (EA) for the Monroe Bypass
1997	Finding of No Significant Impact (FONSI) for the Monroe Bypass
	Selection of Preferred Alternative for the Monroe Bypass
2000-2001	Right of way purchased for sections of the Monroe Bypass, but construction postponed due to issues regarding the federally-endangered Carolina heelsplitter mussel
2003	Draft EIS issued for Monroe Connector; but no public hearing held
2005	Monroe Connector adopted as a candidate toll facility by the General Assembly
2006	Draft EIS for Monroe Connector rescinded
	Monroe Bypass and Monroe Connector combined into single environmental study to be completed by NCTA
2007	FHWA issued Notice of Intent to prepare a Draft EIS for the combined Monroe Connector/Bypass project
1st Quarter 2009	Draft EIS published, including Recommended Alternative

### Future Events

2nd Quarter 2009	Public Hearings held for the Monroe Connector/Bypass
3rd Quarter 2009	Preferred Alternative Selected
4th Quarter 2009	Final EIS published for the Monroe Connector/Bypass
1st Quarter 2010	Record of Decision (ROD) published
3rd Quarter 2010	Construction begins
4th Quarter 2013	Project open to traffic

Detailed Study Alternative	Potential Range of Total Cost (millions \$)
A	\$697.3 to \$824.5
B	\$703.7 to \$821.5
C	\$714.5 to \$845.0
<b>D (Recommended)</b>	<b>\$716.3 to \$850.0</b>
A1	\$703.1 to \$834.0
B1	\$705.3 to \$838.5
C1	\$720.7 to \$855.2
D1	\$722.6 to \$859.5
A2	\$695.0 to \$821.3
B2	\$696.5 to \$826.6
C2	\$712.4 to \$843.4
D2	\$714.1 to \$847.0
A3	\$701.0 to \$832.0
B3	\$703.7 to \$836.7
C3	\$718.8 to \$853.6
D3	\$720.7 to \$857.6

### Environmental Impact Statements (EISs)

The NEPA requires federal agencies to prepare an EIS for major federal actions that are expected to have a significant impact on the environment. (For more information go to <http://environment.fhwa.dot.gov/index.asp>.)

An EIS is a detailed report that defines the transportation problem, discusses the range of alternative solutions considered, discloses the impacts the alternatives would have on the human and natural environments, summarizes involvement with the public and other stakeholders, and aids in making decisions about the project.

The EIS process includes the following four milestones:

1. Notice of Intent (NOI). The NOI is published in the Federal Register and signals the initiation of the EIS process (January 2007 for this project).
2. Draft EIS. After publication, there is a formal comment period and Public Hearings.
3. Final EIS. The Final EIS addresses comments received on the Draft EIS and identifies the Preferred Alternative.
4. Record of Decision (ROD). The ROD identifies the Selected Alternative, explains why it was chosen, and provides information on ways to minimize and compensate for project impacts.

## The Monroe Connector/Bypass Draft EIS is available for public review at the locations listed below.

NCTA\*  
5400 Glenwood Avenue, Suite 400  
Raleigh, NC 27612  
(919) 571-3000

NCDOT Division 10 office\*  
716 West Main Street  
Albemarle, NC 28001  
(704) 982-0101

Monroe Planning Department\*  
300 West Crowell Street  
Monroe, NC 28112  
(704) 282-4527

Indian Trail Planning Department\*  
130 Blythe Drive  
Indian Trail, NC 28079  
(704) 821-5401

Monroe Library  
316 East Windsor Street  
Monroe, NC 28112  
(704) 283-8184

Edwards Memorial Library  
414 Hasty Street  
Marshville, NC 28103  
(704) 624-2828

MUMPO/Charlotte-Mecklenburg\*  
Planning Department  
600 East Fourth Street (8th Floor)  
Charlotte, NC 28202  
(704) 336-2205

Stallings Planning Department\*  
315 Stallings Road  
Stallings, NC 28104  
(704) 821-8557

Matthews Branch Library  
230 Matthews Station Street  
Matthews, NC 28105  
(704) 416-5000

Union West Library  
123 Unionville-Indian Trail Road  
Indian Trail, NC 28079  
(704) 821-7475

The Draft EIS in its entirety (and the Corridor/Design Public Hearing maps) is also available for download at the NCTA's Web site [www.ncturnpike.org/projects/monroe](http://www.ncturnpike.org/projects/monroe). In addition, locations marked with an \* will have reduced size sets of the maps to be on display at the Corridor/Design Public Hearing. All other locations will have a reduced size copy of the Project Overview map, as well as a CD to view all other mapping to be available at the Corridor/Design Public Hearing.

