

# Monroe Connector/Bypass

STIP Project No. R-3329/R-2559  
Mecklenburg and Union Counties



## PUBLIC HEARINGS

December 9, 2013

South Piedmont  
Community College  
Monroe, NC

Pre-Hearing Open  
House  
4:00 - 6:30 PM

Formal Presentation  
7:00 PM

December 10, 2013

Union County  
Agricultural Center  
Monroe, NC

Pre-Hearing Open  
House  
4:00 - 6:30 PM

Formal Presentation  
7:00 PM

December 11, 2013

Next Level Church  
Matthews, NC

Open House  
4:00 - 7:00 PM



### DOCUMENT REVIEW LOCATIONS

NCDOT Division 10 Office  
716 West Main Street, Albemarle

Monroe Planning Department  
300 West Crowell Street

Indian Trail Planning Department  
130 Blythe Drive

Monroe Library  
316 East Windsor Street

Edwards Memorial Library  
414 Hasty Street, Marshville

CRTPO/Charlotte-Mecklenburg Planning Dept.  
600 East Fourth Street (8th Floor), Charlotte

Stallings Planning Department  
315 Stallings Road

Matthews Branch Library  
230 Matthews Station Street

Union West Library  
123 Unionville-Indian Trail Road, Indian Trail

*WELCOME to the public hearings for the Monroe Connector/Bypass project hosted by the North Carolina Department of Transportation. Thank you for participating in tonight's hearing and providing your input on the project.*

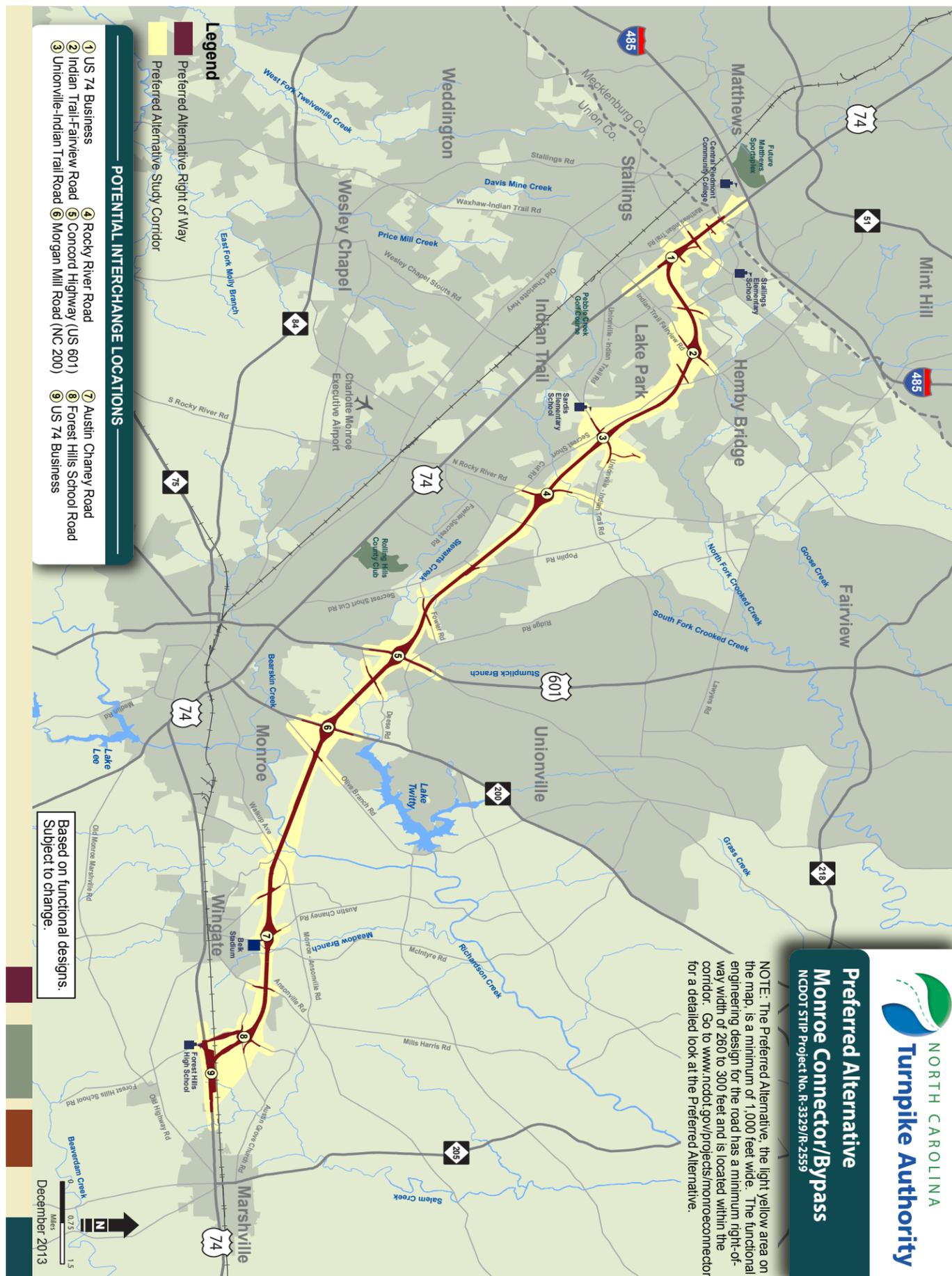
### WHAT TO DO TONIGHT...

**READ** this handout - It presents information about the project history, recent activities, and the project schedule.

**REVIEW** the project displays - Project maps on display show the Detailed Study Alternatives (DSA), including the Preferred Alternative (DSA D). The Preferred Alternative has not changed since the Final EIS. Other displays show the proposed typical sections and traffic flow diagrams.

**TALK** with the project team - We are here to answer your questions and discuss the project one-on-one.

**TELL** us what you think - There are several ways to make your voice heard. Please fill out a comment form, discuss your comments with a project team member, and/or sign up to speak during the public comment portion of the public hearing.



## PROJECT DESCRIPTION (PROPOSED ACTION)

The North Carolina Department of Transportation (NCDOT), in cooperation with the Federal Highway Administration (FHWA), proposes to construct a project known as the Monroe Connector/Bypass, which would be a controlled-access toll road extending from US 74 near I-485 in Mecklenburg County to US 74 between the towns of Wingate and Marshville in Union County, a distance of approximately 20 miles. 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 that allows for high-speed regional travel consistent with the designations of the North Carolina Strategic Highway Corridor program and the North Carolina Intrastate System, while maintaining access to properties along existing US 74.

## PROJECT HISTORY

NCDOT previously studied two projects in this area – the Monroe Bypass (1990's) and the Monroe Connector (early 2000's). In 2005, the Monroe Connector was identified as a candidate toll facility by the General Assembly and in January 2007, NCDOT combined the Monroe Bypass and Connector into a single project, known as the Monroe Connector/Bypass. The Federal Highway Administration issued a Notice of Intent to prepare an Environmental Impact Statement (EIS) in January 2007 and environmental analyses were begun for the combined project resulting in the completion of a Draft EIS (March 2009) and a Final EIS (May 2010). Following publication of the Final EIS, Detailed Study Alternative D was identified as the Preferred Alternative, as documented in the Record of Decision (ROD) (August 2010) for the project. Public involvement opportunities during the development of the Draft and Final EIS included Citizens Informational Workshops, held in June 2007, followed by Public Hearings in May 2009.

After the August 2010 ROD was published, a legal challenge of the environmental analysis was filed against FHWA and NCDOT alleging that the environmental documentation did not comply with the requirements of the National Environmental Policy Act (NEPA). FHWA and NCDOT prevailed in a federal District Court decision issued in October 2011. In May 2012, the 4th US Circuit Court of Appeals overturned the lower court's decision ruling that "by [using MUMPO's data] without disclosing the data's underlying assumptions and by falsely responding to public concerns, the Agencies failed to take the required 'hard look' at environmental consequences." A Public Workshop was held in June 2012 to provide a project status update and the ROD was rescinded by FHWA in July 2012.



## WHAT'S NEW?

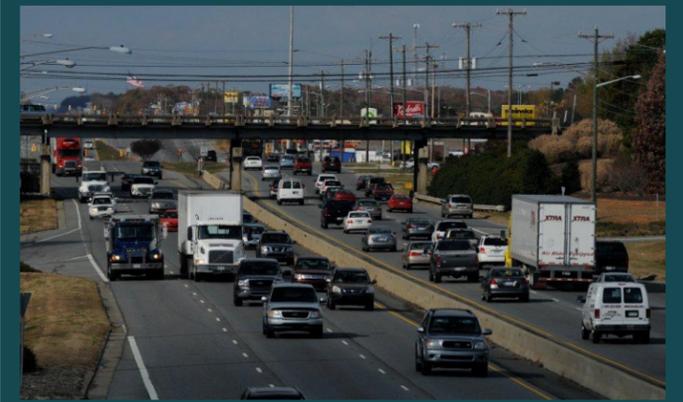
In response to the opinion of the 4th US Circuit Court of Appeals, NCDOT and FHWA prepared a Draft Supplemental Final EIS (approved by FHWA on November 8, 2013) and supporting technical documentation to specifically disclose and evaluate the critical data used as the "No-Build" scenario in the environmental analysis. In addition, the Draft Supplemental Final EIS addresses current conditions and focuses on any changes that have occurred with regards to the project (NOTE: there have been no changes to the proposed action), the alternatives analyses, the affected environment and impacts, and any new issues or information identified since the Final EIS was published. As part of these new analyses, additional field reviews, environmental studies, and coordination with environmental resource and regulatory agencies and the public have been undertaken. The results of these additional analyses are documented in the Draft Supplemental Final EIS.

## UPDATED IMPACTS

The most notable updates to project impacts since the Final EIS involve indirect and cumulative effects and protected species. An update of the indirect and cumulative effects analysis found that additional development (including indirect and direct effects) estimated to occur in the year 2030 with the project in place (Build Scenario) totals about two percent more than the total development expected in the year 2030 without the project (No-Build Scenario).

For protected species, new surveys were conducted for federally endangered mussels (Carolina heelsplitter) and plant species (Schweinitz's sunflower and Michaux's sumac) in the project area. No new specimens or populations were found. NCDOT and FHWA are currently working with the US Fish and Wildlife Service (USFWS) to reach concurrence on the biological conclusions presented in the new Biological Assessment prepared for the project.

A complete discussion of updates since the Final EIS is presented in the Draft Supplemental Final EIS and summarized in Table P-1 of that document. The Draft Supplemental Final EIS is available for review this evening but can also be found, along with all supporting documentation, on the project website at [www.ncdot.gov/projects/monroeconnector](http://www.ncdot.gov/projects/monroeconnector).



## CONTACT INFORMATION

For additional information, please contact:

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Or call the Project Hotline at  
(800) 475-6402

Or email the project team at  
[monroe@ncdot.gov](mailto:monroe@ncdot.gov)

Additional information is provided on the project website at  
[www.ncdot.gov/projects/monroeconnector](http://www.ncdot.gov/projects/monroeconnector)

## PROJECT SCHEDULE

Draft Supplemental Final EIS

Approved November 8, 2013

Draft Supplemental Final EIS Public Comment Period

Ends January 6, 2014

Final Supplemental Final EIS/Record of Decision (Combined document anticipated)

Spring 2014

Following approval of the Final Supplemental Final EIS/ROD, design-build activities may resume.

