

**APPENDIX F
ERRATA**

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APPENDIX F – ERRATA

Contents

STATEMENT OF PURPOSE AND NEED
FINAL AIR QUALITY TECHNICAL MEMORANDUM
FINAL EIS - Ch. 2 - PREFERRED ALTERNATIVE

Appendix F includes minor corrections and clarifications to the *Statement of Purpose and Need* (PBS&J, February 2008), the *Final Air Quality Technical Memorandum* (PBS&J, February 2009), and the May 2010 *Final Environmental Impact Statement* (EIS).

STATEMENT OF PURPOSE AND NEED

An incorrect version of the purpose and need document was inadvertently used to create the final *Statement of Purpose and Need* (PBS&J, February 2008), which was posted on the project Web site as a supporting document to the Draft EIS (March 2009). With the exception of this one document, the documentation available for public review regarding the project's purpose and need has not changed since June of 2007 when the project was presented to the public at the first round of Citizens Informational Workshops. Documents both preceding and following the February 2008 *Statement of Purpose and Need*, including public workshop displays, project newsletters, agency meeting minutes, the *Alternatives Development and Analysis Report*, the Draft EIS, and the Final EIS, maintain a consistent stated purpose. A corrected version of the *Statement of Purpose and Need* (PBS&J, February 2008) has been posted on the project Web site (www.ncdot.gov/projects/monroconnector).

FINAL AIR QUALITY TECHNICAL MEMORANDUM

Page 18 of the *Final Air Quality Technical Memorandum* includes the following text:

“None of the DSAs would directly affect any intersections in Mecklenburg County. The nearest signalized intersection in Mecklenburg County is the US 74 (Independence Boulevard)/ Matthews-Mint Hill Road intersection, located approximately 4,200 feet west of the I-485 mainlines (**Figure 2a**). 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. Annual average daily traffic volumes (AADT) on US 74 west of I-485 are projected to be:

- 101,700 AADT under the No-Build Alternative
- 94,300 AADT under DSAs A, A1, A2, A3, B, B1, B2, and B3
- 96,100 AADT under DSAs C, C1, C2, C3, D, D1, D2, and D3

Year 2035 traffic projections are included in **Appendix D** (*Traffic Forecast for TIP Projects R-3329 & R-2559 Monroe Connector/Bypass*, Wilbur Smith Associates, September 2008). 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.

Therefore, the DSAs would not negatively affect any intersections in Mecklenburg County, nor would they cause a change to Level of Service D, E, or F because of increased traffic volumes related to the project.”

The correct 2035 No-Build Alternative traffic volume for US 74 west of I-485 is 98,000 AADT, according to the *NCDOT STIP Project R-3329 & R-2559 Revised Monroe Connector/Bypass No-Build Traffic Forecast Memorandum* (HNTB, March 2010). This corrected No-Build volume is still higher than the projected volumes with the proposed project in place and therefore does not change the discussion or conclusions presented in the *Final Air Quality Technical Memorandum*.

FINAL EIS: CHAPTER 2 – PREFERRED ALTERNATIVE

SECTION 2.1.2

In the second paragraph, the typical section of the new location roadway will include 12-foot wide inside shoulders, 4-feet of which will be paved. The outside shoulders will be 14-foot wide, 12-feet of which will be paved. The typical section is represented correctly in Figure 2-2 of the Final EIS.

SECTION 2.5.3.2

In the second paragraph, the date of the *Final Archaeological Inventory and Evaluation for the US 74 Monroe Connector* (New South Associates) should be March 2010. It is referenced correctly in paragraph six.