



ROY COOPER
Governor

MICHAEL S. REGAN
Secretary

MICHAEL A. ABRACZINSKAS
Director

July 31, 2017

Jamal Alavi, PE, CPM
Branch Manager
Transportation Planning Branch
NC Department of Transportation
1554 Mail Service Center
Raleigh, NC 27699

Dear Mr. Alavi:

Thank you for the opportunity to review and comment on the draft *Conformity Analysis and Determination Report for the Metrolina Area (Cabarrus-Rowan MPO, Charlotte Regional Transportation Planning Organization, Gaston-Cleveland-Lincoln MPO) 2018-2022 Transportation Improvement Program (TIP), 2040 Metropolitan Transportation Plan (MTP) Amendments and Projects from the 2018-2022 State Transportation Improvement Program for the Donut Area in Union County* for the 2008 8-hour Ozone Standard Metropolitan Maintenance Area. The draft report documents the transportation conformity determination for the 2018-2022 TIPs for the Metrolina Area and projects from the 2018-2022 TIP for the Union County donut area. The conformity determination for the 2018-2022 TIPs are based on a regional emissions analysis that utilizes the transportation networks that were adopted in the conforming 2040 MTPs and emissions modeled by the Division of Air Quality.

The North Carolina Department of Environmental Quality, Division of Air Quality has completed its review of the draft report. The 2018-2022 TIPs for the Metrolina Area contain several project revisions that resulted in the requirement of amendments to the 2040 MTP. The 2040 MTP was amended to ensure the 2018-2022 TIPs remain direct subsets of the 2040 MTP. The conformity determination is based upon an updated regional emissions analysis and emissions modeling to reflect the 2040 MTP amendments and 2018-2022 TIP projects for the Union County donut area. The analysis provided in the draft report demonstrates that the projected emissions do not exceed the motor vehicle emissions budgets that are established in the 2008 8-hour Ozone Standard Metropolitan Area Maintenance Plan. The Division of Air Quality believes this report adequately addresses the appropriate air quality information to support a conformity determination on this amendment.

Thank you again for the opportunity to review this amendment. If you have any questions, you may contact Phyllis D. Jones of my staff at (919) 707-8424.

Sincerely,

Michael Abraczinskas, Director
Division of Air Quality, NCDEQ

MAA:pdj

cc: Terry Arellano, DOT
Dianna Myers, EPA

Phyllis D. Jones, DAQ
Eddie Dancausse, FHWA

Tajsha LaShore, FTA
Heather Hildebrandt, DOT

From: [Myers, Dianna](#)
To: [Dancausse, Edward \(FHWA\)](#); [LaShore, Tajsha \(FTA\)](#); [Jones, Phyllis](#)
Cc: [Pasley, Todd](#); [Barren, Loretta \(FHWA\)](#); [Louis, Egide](#); [Anna Gallup \(agallup@charlottenc.gov\)](#); [Wert, Brian M](#); [Dana Stoogenke \(dstoogenke@rockyriverrpo.org\)](#); [Davis, Matthew F](#); [Dana Stoogenke \(dstoogenke@rockyriverrpo.org\)](#); [Hoops, George \(FHWA\)](#); [Bailey, John A](#); [Reed, Donna \(FHWA\)](#); [Davis, Scott](#); [LaShore, Tajsha \(FTA\)](#); [Jones, Phyllis](#); [Robert Cook \(rwcook@charlottenc.gov\)](#); [pconrad.mblsolution.com](#); [hankg.cityofgastonia.com](#); ["randig@cityofgastonia.com"](#); [Crummy, Reuben Q](#); [Bailey, John A](#); [Abraczinskas, Michael](#); [Howard, David L](#); [Arellano, Terry C](#); [Marshall, Travis K](#); [Hildebrandt, Heather J](#); [Argabright, Van](#)
Subject: RE: Review Requested by 7.31.17: Metrolina 18-22 STIP Draft Conformity Determination Report Agency Review
Date: Tuesday, July 25, 2017 2:21:43 PM

Hello Eddie,

EPA has reviewed the Draft FY 2018-2022 TIP Conformity Determination Report, and we have no comments at this time. Thanks for the opportunity to review.

Dianna B. Myers

[U.S. Environmental Protection Agency](#)

Physical Scientist

Regional Transportation Conformity Contact

Air Regulatory Management Section

Phone: (404) 562-9207 Fax: (404) 562-9019

e-mail myers.dianna@epa.gov

From: Dancausse, Edward (FHWA) [mailto:Edward.Dancausse@dot.gov]
Sent: Monday, July 10, 2017 2:39 PM
To: LaShore, Tajsha (FTA) <Tajsha.Lashore@dot.gov>; Myers, Dianna <Myers.Dianna@epa.gov>; Jones, Phyllis <phyllis.d.jones@ncdenr.gov>
Cc: (Todd.Pasley@ncdenr.gov) <Todd.Pasley@ncdenr.gov>; Barren, Loretta (FHWA) <Loretta.Barren@dot.gov>; Louis, Egide <Louis.Egide@epa.gov>; Anna Gallup (agallup@charlottenc.gov) <agallup@charlottenc.gov>; bmwert@ncdot.gov; Dana Stoogenke (dstoogenke@rockyriverrpo.org) <dstoogenke@rockyriverrpo.org>; Davis, Matthew F (matthew.davis@ncdenr.gov) <matthew.davis@ncdenr.gov>; Dana Stoogenke (dstoogenke@rockyriverrpo.org) <dstoogenke@rockyriverrpo.org>; Hoops, George (FHWA) <ghoops@dot.gov>; Andy Bailey (jabailey@ncdot.gov) <jabailey@ncdot.gov>; Reed, Donna (FHWA) <Donna.Reed@dot.gov>; Davis, Scott <Davis.ScottR@epa.gov>; LaShore, Tajsha (FTA) <Tajsha.Lashore@dot.gov>; Jones, Phyllis <phyllis.d.jones@ncdenr.gov>; Robert Cook (rwcook@charlottenc.gov) <rwcook@charlottenc.gov>; pconrad.mblsolution.com <pconrad@mbllsolution.com>; hankg.cityofgastonia.com <hankg@cityofgastonia.com>; 'randig@cityofgastonia.com' <randig@cityofgastonia.com>; Ruben Crummy (rcrummy@ncdot.gov) <rcrummy@ncdot.gov>; Andy Bailey (jabailey@ncdot.gov) <jabailey@ncdot.gov>; michael.abraczinskas@ncdenr.gov; dlhoward@ncdot.gov; Terry Arellano (tarellano@ncdot.gov)

<tarellano@ncdot.gov>; tmarshall@ncdot.gov; Dancausse, Edward (FHWA)
<Edward.Dancausse@dot.gov>; Heather Hildebrandt <hjhhildebrandt@ncdot.gov>;
vargabright@ncdot.gov

Subject: Review Requested by 7.31.17: Metrolina 18-22 STIP Draft Conformity Determination
Report Agency Review

Dianna/Tajsha,

The attached files contain the FHWA letter requesting review and comment of the Draft Metrolina
18-22 TIP Conformity Determination Report (CDR). I will not be sending hard copies of these
letters. If you
want a hard copy for your files please print a copy.

Phyllis: This email serves as our request for your review of the draft CDR.

The draft CDR is provided on the CRTPO website and that link is provided below:

<http://crtpo.org/plans-programs/transporation-improvement-program>

I request your review comments by 7/31/17.

If you have any questions or need additional information/time for your review, please let me know.

Thanks

Eddie

Edward J. Dancausse
Air Quality Specialist
FHWA NC Division
919-747-7026
edward.dancausse@dot.gov

From: [Dancausse, Edward \(FHWA\)](#)
To: [Hildebrandt, Heather J](#); [rwcook.ci.charlotte.nc.us](#); [hankg.cityofgastonia.com](#); [pconrad.mblsolution.com](#)
Cc: [Pasley, Todd](#); [Barren, Loretta \(FHWA\)](#); [Louis.Egide@epa.gov](#); [Anna Gallup \(agallup@charlottenc.gov\)](#); [Wert, Brian M](#); [Dana Stoogenke \(dstoogenke@rockyriverrpo.org\)](#); [Davis, Matthew F](#); [Dana Stoogenke \(dstoogenke@rockyriverrpo.org\)](#); [Hoops, George \(FHWA\)](#); [Bailey, John A](#); [Reed, Donna \(FHWA\)](#); [Scott Davis \(davis.scottr@epa.gov\)](#); [LaShore, Tajsha \(FTA\)](#); [Jones, Phyllis](#); ["randig@cityofgastonia.com"](#); [Crummy, Reuben Q](#); [Bailey, John A](#); [Abraczinskas, Michael](#); [Howard, David L](#); [Arellano, Terry C](#); [Marshall, Travis K](#); [Argabright, Van](#); [LaShore, Tajsha \(FTA\)](#); [Dianna Myers \(myers.dianna@epa.gov\)](#); [Jones, Phyllis](#); [Dancausse, Edward \(FHWA\)](#)
Subject: Agency Comments: Metrolina 18-22 STIP Draft Conformity Determination Report Agency Review
Date: Tuesday, July 25, 2017 3:09:35 PM
Attachments: [Signed DAO LOS Metrolina TIP MTP Amendment 073117.pdf](#)
[RE Review Requested by 7.31.17 Metrolina 18-22 STIP Draft Conformity Determination Report Agency Review.msg](#)

Heather,

FHWA, EPA and NCDQA reviewed the draft CDR and had no comments. The attached file contains the NCDQA review and comment letter and EPA's review email.

Please include this email and the attached files in Appendix E in the CDR.

If you have any questions, please let me know.

Thanks

Eddie

From: Dancausse, Edward (FHWA)
Sent: Monday, July 10, 2017 2:39 PM
To: LaShore, Tajsha (FTA) <Tajsha.Lashore@dot.gov>; Dianna Myers (myers.dianna@epa.gov) <myers.dianna@epa.gov>; Jones, Phyllis <phyllis.d.jones@ncdenr.gov>
Cc: (Todd.Pasley@ncdenr.gov) <Todd.Pasley@ncdenr.gov>; Barren, Loretta (FHWA) <Loretta.Barren@dot.gov>; Louis.Egide@epa.gov; Anna Gallup (agallup@charlottenc.gov) <agallup@charlottenc.gov>; bmwert@ncdot.gov; Dana Stoogenke (dstoogenke@rockyriverrpo.org) <dstoogenke@rockyriverrpo.org>; Davis, Matthew F (matthew.davis@ncdenr.gov) <matthew.davis@ncdenr.gov>; Dana Stoogenke (dstoogenke@rockyriverrpo.org) <dstoogenke@rockyriverrpo.org>; Hoops, George (FHWA) <ghoops@dot.gov>; Andy Bailey (jabailey@ncdot.gov) <jabailey@ncdot.gov>; Reed, Donna (FHWA) <Donna.Reed@dot.gov>; Scott Davis (davis.scottr@epa.gov) <davis.scottr@epa.gov>; LaShore, Tajsha (FTA) <Tajsha.Lashore@dot.gov>; Jones, Phyllis <phyllis.d.jones@ncdenr.gov>; Robert Cook (rwcook@charlottenc.gov) <rwcook@charlottenc.gov>; pconrad.mblsolution.com <pconrad@mblsolution.com>; hankg.cityofgastonia.com <hankg@cityofgastonia.com>; 'randig@cityofgastonia.com' <randig@cityofgastonia.com>; Ruben Crummy (rcrummy@ncdot.gov) <rcrummy@ncdot.gov>; Andy Bailey (jabailey@ncdot.gov) <jabailey@ncdot.gov>; michael.abraczinskas@ncdenr.gov; dlhoward@ncdot.gov; Terry Arellano (tarellano@ncdot.gov) <tarellano@ncdot.gov>; tmarshall@ncdot.gov; Dancausse, Edward (FHWA) <Edward.Dancausse@dot.gov>; Heather Hildebrandt (hjildebrandt@ncdot.gov) <hjildebrandt@ncdot.gov>; vargabright@ncdot.gov

Subject: Review Requested by 7.31.17: Metrolina 18-22 STIP Draft Conformity Determination Report Agency Review

Dianna/Tajsha,

The attached files contain the FHWA letter requesting review and comment of the Draft Metrolina 18-22 TIP Conformity Determination Report (CDR). I will not be sending hard copies of these letters. If you want a hard copy for your files please print a copy.

Phyllis: This email serves as our request for your review of the draft CDR.

The draft CDR is provided on the CRTPO website and that link is provided below:
<http://crtpo.org/plans-programs/transporation-improvement-program>

I request your review comments by 7/31/17.

If you have any questions or need additional information/time for your review, please let me know.

Thanks

Eddie

Edward J. Dancausse
Air Quality Specialist
FHWA NC Division
919-747-7026
edward.dancausse@dot.gov

From: [Phil Conrad](#)
To: [Hildebrandt, Heather J](#)
Cc: ["Dancausse, Edward \(FHWA\)"](#)
Subject: RE: 2018-2022 Metrolina Area STIP Conformity
Date: Wednesday, August 23, 2017 8:23:11 AM
Attachments: [image001.png](#)

Heather,

The Cabarrus-Rowan MPO did not receive any comments during the public comment period on the 2018-2022 STIP Conformity document. Let me know if you should have any questions.

Thanks,

Phil Conrad
Cabarrus-Rowan MPO

From: Hildebrandt, Heather J [mailto:hjhildebrandt@ncdot.gov]
Sent: Wednesday, August 23, 2017 7:24 AM
To: rwcook@charlottenc.gov; Gates, Randi <randig@cityofgastonia.com>;
pconrad@mblsolution.com
Cc: Dancausse, Edward (FHWA) <Edward.Dancausse@dot.gov>
Subject: 2018-2022 Metrolina Area STIP Conformity

Thank you for those that have already forwarded to me a copy of their newspaper affidavits. For those that have not, please do so as soon as possible so that I may wrap them into the report.

As a reminder, the next items I will be expecting from you all are any public comments and responses to the report. Please give me a ballpark as to when you expect to have these responses to me. Also, while I assume (hope) that none of the comments are substantive causing a halt to the process, please give the group a head's up if you think that they will be.

The plan is still to have the report ready for Federal review on September 1. While I understand that we may not have the MPO adoptions at that point, my hope is to have all other pieces by then.

Thanks and let me know if you have any questions.

Heather J. Hildebrandt
Air Quality Specialist
Transportation Planning Branch
North Carolina Department of Transportation

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North Carolina Public Records Law and may be disclosed to third parties.*

Email correspondence to and from this sender is subject to the N.C. Public Records Law and may be disclosed to third parties.

61 Comments Received in Support of the NC 16 Widening Project (Rea Rd Ext. Waxhaw Pkwy) U-5769(A&B)					
ID	Name	Received Via:	Date Received	Resident Comment Summary	Public Comment Response
1	Allison Matthews	E-Mail	7/25/2017	I support Projects U-5769A and U-5769B which improve and widen Highway 16 from Rea Road to the Waxhaw Parkway. The continued growth in the Waxhaw community demands these improvements.	Thank you for your comment.
2	Shawn Lange	E-Mail	7/25/2017	<i>Comment has been edited for brevity. A full version of the comments can be made available upon request.</i> "highway 16 will be unable to handle any additional traffic and there are thousands of acres of land getting developed in Waxhaw for residential development. This will mean thousands of additional drivers in the near future. This road had needed widening for over a decade."	The adoption of the 2018-2027 TIP by CRTPO will commit the U-5769 project for funding with right-of-way acquisition to begin in FY 2021 and construction to begin in FY 2023. The construction schedule is a function of the project's cost and its NCDOT quantitative score relative to other projects in the funding region.
3	Jordan Friedman	E-Mail	7/25/2017	I wanted to voice my vote and desire for Highway 16 to be widened in Waxhaw. My development's only entrance is Highway 16 and this is the main road for me to go to work, shopping, dining and to come back home. The amount of traffic and new housing in the area is making commuting challenging. Making it 2 lanes will drastically change the landscape in a positive way. I'm eager to see this happen and am hopeful it will happen in the upcoming years.	The adoption of the 2018-2027 TIP by CRTPO will commit the U-5769 project for funding with right-of-way acquisition to begin in FY 2021 and construction to begin in FY 2023. The construction schedule is a function of the project's cost and its NCDOT quantitative score relative to other projects in the funding region.
4	Bradley Couick	E-Mail	7/26/2017	I'm writing to express support for the improvements to Providence Road spanning from Rea Rd. to Waxhaw Parkway. These improvements are badly needed and, frankly, overdue. Please proceed with haste!	The adoption of the 2018-2027 TIP by CRTPO will commit the U-5769 project for funding with right-of-way acquisition to begin in FY 2021 and construction to begin in FY 2023. The construction schedule is a function of the project's cost and its NCDOT quantitative score relative to other projects in the funding region.
5	Shauna Couick	E-Mail	7/26/2017	I support both providence road projects ; u5769-a and U-5769 b !	Thank you for your comment.
6	Kellyn Barger	E-Mail	7/26/2017	<i>Comments have been edited for brevity. A full version of the comments can be made available upon request.</i> "I want to voice my support of the infrastructure improvements to Hwy 16 into Weddington and Waxhaw. My only criticism is that the build date is all the way in 2023. In my opinion these projects should have been approved 5 years ago as the community of Waxhaw began growing at an alarming rate. The delay is going to cause a great deal of frustration over the next 5+ years as many developments continue to build out. Please ensure this project gets top priority and resources to expedite the completion."	Comment Noted. Planning and environmental work will commence on this project shortly. NCDOT has recognized the importance of this project by accelerating the schedule as much as possible. Completion of the environmental document, design, and acquiring right-of-way for are processes that take several years. We will keep the region informed as this project progresses.
7	Brenda Stewart	E-Mail	7/26/2017	<i>Comments have been edited for brevity. A full version of the comments can be made available upon request.</i> "Waxhaw is in dire need of the widening of Hwy 16, turn lanes and traffic signals. I have lived in Waxhaw for 26 years and have experienced all the growth. Residents cannot get out of their own neighborhoods off 16 without risking their lives. It used to be only peak hours but it is anytime during the day and evening now."	The adoption of the 2018-2027 TIP by CRTPO will commit the U-5769 project for funding with right-of-way acquisition to begin in FY 2021 and construction to begin in FY 2023. The construction schedule is a function of the project's cost and its NCDOT quantitative score relative to other projects in the funding region.
8	Lydia Bastian	E-Mail	7/27/2017	I write you to put input during this public comment period. I believe the widening and improvement of highway 16 is vital for the growth and accessibility of Waxhaw. This road is already overloaded with traffic every day, and the town is growing too fast to not improve our roads as well.	The adoption of the 2018-2027 TIP by CRTPO will commit the U-5769 project for funding with right-of-way acquisition to begin in FY 2021 and construction to begin in FY 2023. The construction schedule is a function of the project's cost and its NCDOT quantitative score relative to other projects in the funding region.
9	Barry Ross	E-Mail	7/27/2017	I support Projects U-5769A and U-5969B which improves and widens Highway 16 from Rea Road to the Waxhaw Parkway.	Thank you for your comment.
10	Matthew Faulkenberry	E-Mail	7/27/2017	I'm sending this email to show my support for projects U-5769A and U-5769B which widens Highway 16 from Rea road to Waxhaw Pkwy.	Thank you for your comment.
11	Allison Batson	E-Mail	7/27/2017	I would like to voice my approval and support for Projects U5769-A and U5769B which improves and widens Highway 16 from Rea Road to the Waxhaw Parkway. I am a current resident of Waxhaw, NC and this will vastly improve the traffic issues we currently face.	Thank you for your comment.
12	Peter Fridrich	E-Mail	7/27/2017	Please support and move forward with Projects U-5769A and U-5769B . These projects are important to our community and the residence of Union County.	Thank you for your comment.
13	Rich Maney	E-Mail	7/27/2017	<i>Comment has been edited for brevity. A full version of the comments can be made available upon request.</i> " Since Union County and Waxhaw are growing so significantly and the traffic seems to be growing exponentially, I request that the CRTPO please allocate money for the widening and extension of NC.16 (Rea rd) project ID-U5769A & U-5979B. It is money well spent on updating the transportation routes in the town on a heavily traveled road."	Thank you for your comment.

ID	Name	Received Via:	Date Received	Resident Comment Summary	Public Comment Response
14	Diane Hook	E-Mail	7/27/2017	I support Projects U-5769A and U-5769B which improves and widens Highway 16 from Rea Road to the Waxhaw Parkway.	Thank you for your comment.
15	Caryn Chandler	E-Mail	7/27/2017	We very much support Projects U-5769A and U-5979B which improves and widens Highway 16 from Rea Road to the Waxhaw Parkway and we are thrilled for this consideration as this commute is extremely congested and dangerous. We've noticed a drastic increase in accidents along this stretch of highway particularly in the last 3 years of our 13 years as Waxhaw residents.	The adoption of the 2018-2027 TIP by CRTPO will commit the U-5769 project for funding with right-of-way acquisition to begin in FY 2021 and construction to begin in FY 2023. The construction schedule is a function of the project's cost and its NCDOT quantitative score relative to other projects in the funding region.
16	Alicia Campbell	E-Mail	7/28/2017	I write you to extend my support of the proposed widening projects on Highway 16 and Cuthbertson Road as well as the widening of Highway 74. I am a business leader and a resident in Union County I understand the tremendous impact the completion of these projects could have on our community. Though many focus on commuter time and crowding my concern is focused more on the safety of our community. As the administrator working directly with Union EMS I closely monitor both vehicle accidents and road travel time. Data shows in the case of a cardiac arrest the faster we can get to a patient the more positive the outcome. As one of the fastest growing Counties in NC, Union County the roads are seeing more traffic than ever. The proposed projects for Union County would have a great impact on our ability to serve patients in surrounding areas both now and with future projected growth.	The adoption of the 2018-2027 TIP by CRTPO will commit the U-5769 project for funding with right-of-way acquisition to begin in FY 2021 and construction to begin in FY 2023. The adoption of the 2018-2027 TIP by CRTPO will commit the U-5764project for funding with right-of-way acquisition to begin in FY 2019 and construction to begin in FY 2021. The construction schedule is a function of the project's cost and its NCDOT quantitative score relative to other projects in the funding region.
17	Walter Swafford	E-Mail	7/31/2017	Given the current and projected growth in Waxhaw, I support Projects U-5769A and U-5769B which improves and widens Highway 16 from Rea Road to the Waxhaw Parkway.	The adoption of the 2018-2027 TIP by CRTPO will commit the U-5769 project for funding with right-of-way acquisition to begin in FY 2021 and construction to begin in FY 2023. The construction schedule is a function of the project's cost and its NCDOT quantitative score relative to other projects in the funding region.
18	Dave Kobziak	E-Mail	7/29/2017	<i>Comment has been edited for brevity. A full version of the comments can be made available upon request.</i> "Waxhaw being a short 22 miles outside of one of the fastest growing cities in the country seals our fate to see continued growing and the time is now for long awaited road improvements. I fully support Projects U-5769A and U-5979B which will improve and widen Highway 16 from Rea Road to the Waxhaw Parkway."	The adoption of the 2018-2027 TIP by CRTPO will commit the U-5769 project for funding with right-of-way acquisition to begin in FY 2021 and construction to begin in FY 2023. The construction schedule is a function of the project's cost and its NCDOT quantitative score relative to other projects in the funding region.
19	Anne Simpson	E-Mail	7/29/2017	<i>Comment has been edited for brevity. A full version of the comments can be made available upon request.</i> "Waxhaw being a short 22 miles outside of one of the fastest growing cities in the country seals our fate to see continued growing and the time is now for long awaited road improvements. I fully support Projects U-5769A and U-5979B which will improve and widen Highway 16 from Rea Road to the Waxhaw Parkway."	The adoption of the 2018-2027 TIP by CRTPO will commit the U-5769 project for funding with right-of-way acquisition to begin in FY 2021 and construction to begin in FY 2023. The construction schedule is a function of the project's cost and its NCDOT quantitative score relative to other projects in the funding region.
20	Donn Kegel	E-Mail	7/30/2017	<i>Comment has been edited for brevity. A full version of the comments can be made available upon request.</i> "The Union County Weekly Newspaper, July 28, 2017, listed several highway projects opened for public comment. I want to express my fullest support to widen of N.C. 16, commonly refereed to as Providence Road from Rae Road to the Waxhaw Parkway (Project ID: U-5769A and U-5979B)." "The proposed time period for this major access highway route is past due and a delay for right-of-way easements until 2021 and follow on construction into 2025 is unacceptable and too late. In addition, several highly traveled side streets with access to Providence Road lack traffic lights causing delays for those drives as well as significant safety issues. I urge your support for these two projects and to accelerate construction since there is no other way for the citizens of Waxhaw and this part of Union County to find a more direct route to employment, entertainment, etc. in the City of Charlotte. "	Comment Noted. Planning and environmental work will commence on this project shortly. NCDOT has recognized the importance of this project by accelerating the schedule as much as possible. Completion of the environmental document, design, and acquiring right-of-way for are processes that take several years. We will keep the region informed as this project progresses. In addition, NCDOT-Division 10 has identified SPOT intersection safety funds to construct turn lanes and a traffic signal at NC 16 and Gray Byrum Road. 2019 has been identified as a preliminary construction year for this project.
21	Fred Burrell	E-Mail	7/30/2017	We look forward to these improvements. They are a long time coming and so greatly appreciate your attention to them. This will help relieve a great deal of citizens who work in Charlotte and face long waits in traffic every day.	The adoption of the 2018-2027 TIP by CRTPO will commit the U-5769 project for funding with right-of-way acquisition to begin in FY 2021 and construction to begin in FY 2023. The construction schedule is a function of the project's cost and its NCDOT quantitative score relative to other projects in the funding region.
22	Jeanne Cina	E-Mail	7/30/2017	I support the initiative for the road improvements to Highway 16 with the CRTPO.	The adoption of the 2018-2027 TIP by CRTPO will commit the U-5769 project for funding with right-of-way acquisition to begin in FY 2021 and construction to begin in FY 2023. The construction schedule is a function of the project's cost and its NCDOT quantitative score relative to other projects in the funding region.
23	Ryan Hess	E-Mail	7/31/2017	<i>Comment has been edited for brevity. A full version of the comments can be made available upon request.</i> "I would greatly appreciate when the road improvement from Rea Rd. to Waxhaw Pkwy is complete, so I approve of the road construction."	The adoption of the 2018-2027 TIP by CRTPO will commit the U-5769 project for funding with right-of-way acquisition to begin in FY 2021 and construction to begin in FY 2023. The construction schedule is a function of the project's cost and its NCDOT quantitative score relative to other projects in the funding region.
24	Suresh Kosana	E-Mail	7/31/2017	NC-16 going through Waxhaw is bursting on its seams. This road is currently only one lane on each side going through Waxhaw, with not even a turning lane in some areas. The road is backed up every day. If it takes 6 years to widen this, it will be 'too little - too late' by the time it is done. We need some help sooner than later.	Comment Noted. Planning and environmental work will commence on this project shortly. NCDOT has recognized the importance of this project by accelerating the schedule as much as possible. Completion of the environmental document, design, and acquiring right-of-way for are processes that take several years. We will keep the region informed as this project progresses. In addition, NCDOT-Division 10 has identified SPOT intersection safety funds to construct turn lanes and a traffic signal at NC 16 and Gray Byrum Road. 2019 has been identified as a preliminary construction year for this project.

ID	Name	Received Via:	Date Received	Resident Comment Summary	Public Comment Response
25	David Cash	E-Mail	7/31/2017	The purpose of this e-mail is to offer support for Projects U-5769A and U-5979B which improve and widen Hwy. 16 from Rea road to the Waxhaw parkway.	The adoption of the 2018-2027 TIP by CRTPO will commit the U-5769 project for funding with right-of-way acquisition to begin in FY 2021 and construction to begin in FY 2023. The construction schedule is a function of the project's cost and its NCDOT quantitative score relative to other projects in the funding region.
26	Clayton Loflin	E-Mail	7/31/2017	Please add my name and support for the above TIP road improvements. As a former member of MUMPO/CRTPO I can assure you these projects are long overdue and needed. Also as a resident of the Courtyards of Marvin I see seniors and others everyday lose patience and risk life and limb darting into stalled traffic on Hwy 16 which resembles a parking lot at commute times. When school is in session the backups happen in both directions all day long.	The adoption of the 2018-2027 TIP by CRTPO will commit the U-5769 project for funding with right-of-way acquisition to begin in FY 2021 and construction to begin in FY 2023. The construction schedule is a function of the project's cost and its NCDOT quantitative score relative to other projects in the funding region.
27	Art O'Donnell	E-Mail	7/31/2017	I strongly support moving ahead with two projects(U-5769A and U-5979B) to widen Providence Road(Rte 16) in Union Co. from two lanes to four lanes as soon as possible to mitigate the tremendous growth happening and forecast for western Union Co. Appreciate your efforts to advance these two projects.	The adoption of the 2018-2027 TIP by CRTPO will commit the U-5769 project for funding with right-of-way acquisition to begin in FY 2021 and construction to begin in FY 2023. The construction schedule is a function of the project's cost and its NCDOT quantitative score relative to other projects in the funding region.
28	Kerry Hodel	E-Mail	7/31/2017	<i>Comment has been edited for brevity. A full version of the comments can be made available upon request.</i> "I'd like to offer this email as my official support for the Waxhaw Road Projects (both involving the widening of Hwy 16/Providence Road down to Cuthbertson & then to Waxhaw Hwy).I hope part of this improvement will also add many 'dedicated' right turn lanes from main cross-roads, as this would greatly alleviate traffic that is growing in Waxhaw.	The adoption of the 2018-2027 TIP by CRTPO will commit the U-5769 project for funding with right-of-way acquisition to begin in FY 2021 and construction to begin in FY 2023. The construction schedule is a function of the project's cost and its NCDOT quantitative score relative to other projects in the funding region.
29	Wilbur Pierce	E-Mail	7/31/2017	<i>Comment has been edited for brevity. A full version of the comments can be made available upon request.</i> "I wanted to write to comment about the proposed \$80MM project designed to widen Providence Rd/Hwy 16 from Rea Road to Waxhaw Parkway. As a resident of the metro Charlotte area for over 20 years and a Waxhaw resident since 2013, our family is in support of any widening possible for this corridor." ". Specifically the Waverly development and companion development across from Waverly will add to the traffic on Highway 16. Much of that traffic will come from the Weddington/Waxhaw area. There is also development underway in the Waxhaw area and simply put, our infrastructure needs to catch up and keep up with that growth."	The adoption of the 2018-2027 TIP by CRTPO will commit the U-5769 project for funding with right-of-way acquisition to begin in FY 2021 and construction to begin in FY 2023. The construction schedule is a function of the project's cost and its NCDOT quantitative score relative to other projects in the funding region.
30	Tiffany Allen	E-Mail	8/1/2017	I am writing to express my support for the two proposed road projects in Waxhaw. We desperately need to improve these roads.	Thank you for your comment.
31	Brad Nunn	E-Mail	8/1/2017	I am in favor of the road improvements for Providence Road to include widening it to four lanes as well as intersection improvements. The roads in Union county are woefully inadequate given the volume of residents moving to our area.	Thank you for your comment.
32	Erin Sweeney	E-Mail	8/2/2017	<i>The comments have been edited for brevity. A full version of the comments can be made available upon request.</i> "I want to express my strong support for projects U-5769A and U-5979B which will improve and widen Highway 16 from Rae Road to the Waxhaw Parkway. Highway 16 is the main artery into and out of Waxhaw." "Anything that can be accomplished to shorten the time line will have positive impacts for the people coming to and from Waxhaw each day."	Thank you for your comment.
33	John Hernandez	E-Mail	8/2/2017	I read about the future improvements to highway 16 and am elated with joy. I am looking forward to these improvements.	Thank you for your comment.
34	Elaina Wolfe	E-Mail	8/2/2017	I support Projects U-5769A and U-5979B which improves and widens Highway 16 from Rea Road to the Waxhaw Parkway. Having lived south of the town of Waxhaw for over 17 years, I can testify firsthand to the tremendous growth in the area and the increase in traffic. Route 16 needs to be improved and widened to relieve the traffic congestion.	Thank you for your comment.

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35	Richard Ratajczak	E-Mail	8/2/2017	<p><i>Comment has been edited for brevity. A full version of these comments can be made available upon request.</i> "I look forward with great anticipation of the "reconstruction/widening" of Providence Road (Rte 16) from Rea Road to Cuthbertson Road in Waxhaw." "With the money generated by issuing so many building permits, new houses being built, and therefore property taxes collected, etc, I urge those making the decision to start this much needed project earlier than currently planned...PLEASE!</p> <p>If this project cannot be moved-up to earlier than currently planned, and as a "band-aid" if nothing else, I strongly urge the powers that be to put in "turn lanes" at 3 locations at a minimum. The areas create serious back-ups during most daylight hours of each day.</p> <p>These turn lane areas being:</p> <ol style="list-style-type: none"> 1) Left turn lane at Gray Byrum Road and Providence Rd heading North on Providence Rd. 2) Left Turn Lane at Bonds Grove Church Road and Providence Rd heading North on Providence Rd. 3) Left Turn Lane at Ennis Road and Providence Rd heading South on Providence Rd." 	<p>Comment Noted. Planning and environmental work will commence on this project shortly. NCDOT has recognized the importance of this project by accelerating the schedule as much as possible. Completion of the environmental document, design, and acquiring right-of-way for are processes that take several years. We will keep the region informed as this project progresses. In addition, NCDOT-Division 10 has identified SPOT intersection safety funds to construct turn lanes and a traffic signal at NC 16 and Gray Byrum Road.</p>
36	Lisa Hoffman	E-Mail	8/2/2017	<p><i>Comment has been edited for brevity. A full version of the comments can be made availble upon request.</i> "I am writing to you today to show my support for Projects U-5769A and U-5979B which will improve and widen Highway 16 from Rea Road to the Waxhaw Parkway." "The two lanes on Highway 16 cannot support the existing traffic and additional stop lights are needed at Waxhaw Parkway, Pine Oak Road, and the Grey Byrum Road intersections if not Bonds Grove Church Road as well. You are literally risking a traffic accident every time you try to pull out into Highway 16 traffic at these intersections. Morning and evening commute times are worse but any hour here in Waxhaw is becoming hazardous. I invite you to come out and try to walk across Highway 16 to get to the businesses on either side. "</p>	<p>Comment Noted. Planning and environmental work will commence on this project shortly. NCDOT has recognized the importance of this project by accelerating the schedule as much as possible. Completion of the environmental document, design, and acquiring right-of-way for are processes that take several years. We will keep the region informed as this project progresses. In addition, NCDOT-Division 10 has identified SPOT intersection safety funds to construct turn lanes and a traffic signal at NC 16 and Gray Byrum Road.</p>
37	Kelly Dailey	E-Mail	8/2/2017	<p>I support projects U-5769A and U-5969B which improves and widens highway 16 from Rea Road to the Waxhaw Parkway.</p>	<p>Thank you for your comment.</p>
38	Jeanette Falteisek	E-Mail	8/2/2017	<p><i>Comments have been edited for brevity. A full version of the comments can be made available upon request.</i> "We are in total support of this project." "Getting out of our development is a project." "I live in a development off of Grey Byrum. Why would you put an emergency facility there without a traffic light?"</p>	<p>Thank you for your comment.</p>
39	Sandy Caldwell	E-Mail	8/5/2017	<p>As a resident of Cureton in Waxhaw, NC and one who commutes to uptown Charlotte for work, I'm very excited that the widening of Providence Road from Rea Road to Cuthbertson Road is a committed project. However, I'm very disappointed that construction will not begin until 2023. I, along with other commuters, experience gridlock on this road on a daily basis. Also, delaying the construction impedes economic development of the area.</p>	<p>Planning and environmental work will commence on this project shortly. NCDOT has recognized the importance of this project by accelerating the schedule as much as possible. Completion of the environmental document, design, and acquiring right-of-way for are processes that take several years. We will keep the region informed as this project progresses.</p>
40	David Kloth	E-Mail	8/7/2017	<p><i>Comment has been edited for brevity. A full version of the comments can be made available upon request.</i> "I've reviewed the plan, and the only things pertaining to Union Co. and Waxhaw I saw were widening to four lanes, two stretches of Hwy 16, between Rea Road and Cuthbertson Road, and that didn't start for another six years." "Our community desperately is in need of several transportation improvements.</p> <ul style="list-style-type: none"> • We need to provide better east-west access across our community--and, no, the Rea Road extension is NOT the answer for the Waxhaw area. • We need to address a traffic bottleneck and dangerous intersection at Hwy 16 and Grey Byrum Rd. by the Medical Center. There was another accident, there, yesterday. • We need to address the horrendous traffic bottleneck in Marvin at the intersection of Newtown Rd. and Waxhaw Marvin Rd. • We need to address the growing traffic problem at the intersection of Hwy 75 and Old Providence Rd." 	<p>Comment Noted. Planning and environmental work will commence on this project shortly. NCDOT has recognized the importance of this project by accelerating the schedule as much as possible. Completion of the environmental document, design, and acquiring right-of-way for are processes that take several years. We will keep the region informed as this project progresses. In addition, NCDOT-Division 10 has identified SPOT intersection safety funds to construct turn lanes and a traffic signal at NC 16 and Gray Byrum Road. 2019 has been identified as a preliminary construction year for this project. CRTPO awarded a portion of its descretionary funding to construct a roundabout at the intersection of Newtown and Waxhaw-Marvin Road. This project should begin within the next few fiscal years.</p>
41	Chris Spizzirri	E-Mail	8/7/2017	<p>I support Projects U-5769A and U-5979B improving and widening Highway 16 from Rea Road to the Waxhaw Parkway.</p>	<p>Thank you for your comment.</p>

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42	Kelly Sanfilippo	E-Mail	8/7/2017	I wholeheartedly support Projects U-5769A and U-5979B which improves and widens Highway 16 from Rea Road to the Waxhaw Parkway and thank all who have worked so hard to make it happen!	Thank you for your comment.
43	Rob and Paula Blaszyk	E-Mail	8/7/2017	We are in full support of the plan to expand Providence Road from Rae Rd. to Waxhaw Parkway!	Thank you for your comment.
44	Anne Simpson	E-Mail	8/7/2017	I am writing in support of Projects U-5769A and U-5979B to widen and improve Providence Road. I have lived in Waxhaw since 2010 and witness tremendous residential growth, which has not been supported with adequate infrastructure such as roads. These improvements will not only ease traffic congestion but will reduce the of numerous accidents that occur frequently at troublesome intersections such as Ennis Road and Grey Byrum.	Comment Noted. Planning and environmental work will commence on this project shortly. NCDOT has recognized the importance of this project by accelerating the schedule as much as possible. Completion of the environmental document, design, and acquiring right-of-way for are processes that take several years. We will keep the region informed as this project progresses. In addition, NCDOT-Division 10 has identified SPOT intersection safety funds to construct turn lanes and a traffic signal at NC 16 and Gray Byrum Road.
45	Neil Simpson	E-Mail	8/7/2017	I'm glad to see that widening Providence Rd. at the Gray Byrum Rd. intersection is on your plans, but 2023 seems a long way off for a place that has accidents fairly often. The turns from Gray Byrum go uphill and there is always plenty of traffic from both sides. If a turn lane could be put on Providence while you wait to widen everything, that would help a lot. It would keep the northbound traffic from backing up when someone is turning left onto Gray Byrum while going north.	Comment Noted. Planning and environmental work will commence on this project shortly. NCDOT has recognized the importance of this project by accelerating the schedule as much as possible. Completion of the environmental document, design, and acquiring right-of-way for are processes that take several years. We will keep the region informed as this project progresses. In addition, NCDOT-Division 10 has identified SPOT intersection safety funds to construct turn lanes and a traffic signal at NC 16 and Gray Byrum Road. 2019 has been identified as a preliminary construction year for this project.
46	Jan Gapper	E-Mail	8/7/2017	<i>Comment has been edited for brevity. A full version of these comments can be made available upon request.</i> "I support Projects U-5769A and U-5979B which improves and widens Highway 16 from Rea Road to the Waxhaw Parkway. Please hurry these projects along! The people who live in Waxhaw love living there and want to continue to work and play in the Charlotte-metropolitan area. Our thriving town depends on the road widening projects." "Reasons for the widening: <ul style="list-style-type: none"> • Access lanes for service vehicles, fire and ambulance, are blocked by the congestion • Exponential growth in Waxhaw places heavy traffic on the main traffic artery - resulting in lost time for all workers and businesses • Waxhaw is a thriving town whose current and future economy depends on the road widening projects" 	Comment Noted. Planning and environmental work will commence on this project shortly. NCDOT has recognized the importance of this project by accelerating the schedule as much as possible. Completion of the environmental document, design, and acquiring right-of-way for are processes that take several years. We will keep the region informed as this project progresses. In addition, NCDOT-Division 10 has identified SPOT intersection safety funds to construct turn lanes and a traffic signal at NC 16 and Gray Byrum Road. 2019 has been identified as a preliminary construction year for this project.
47	Judy Benzel	E-Mail	8/8/2017	I support this 80 million dollar widening project. This stretch of road is very congested and traffic is slow moving. It can take up to 30 minutes to go from the red light at the intersection of rts. 16 and 75 to Rea Road. When the bridge was replaced and widened, a second should have been built to prepare for this section of road to become 4 lanes. I want to see this project completed.	Thank you for your comment.
48	Candace DeFinis	E-Mail	8/8/2017	<i>Comments have been edited for brevity. A full version of the comments can be made available upon request.</i> "Our household supports the funding of the NC 16 projects from Rea Road Extension to Waxhaw Parkway (U-5769A&B). This will greatly improve the congestion that we face daily."	Thank you for your comment.
49	John Johnson	E-Mail	8/9/2017	We are 10 years past the need to widen NC-16 in Union County, especially the 2-lane segment from Rea Road to Newtown Road. This segment has no turn lanes and no shoulders and no sidewalks. Countless accidents have occurred over the past decade. The road isn't even wide enough to permit the passage of emergency vehicles during rush hour. On top of that, we are permitting the construction of almost 10,000 homes per year in the Waxhaw area, and Providence Road (NC-16) is THE primary route from NC's most populous city to the Waxhaw area. This project must start on 2018. Please do what you can to prioritize it.	Comment Noted. Planning and environmental work will commence on this project shortly. NCDOT has recognized the importance of this project by accelerating the schedule as much as possible. Completion of the environmental document, design, and acquiring right-of-way for are processes that take several years. We will keep the region informed as this project progresses. In addition, NCDOT-Division 10 has identified SPOT intersection safety funds to construct turn lanes and a traffic signal at NC 16 and Gray Byrum Road. 2019 has been identified as a preliminary construction year for this project.
50	Kevin Dailey	E-Mail	8/9/2017	I am writing to voice my strong support of the proposed \$80 million in Road Improvements in Waxhaw, NC.	Thank you for your comment.
51	Greg Dowdell	E-Mail	8/9/2017	I support Projects U-5769A and U-5969B which improves and widens Highway 16 from Rea Road to the Waxhaw Parkway	Thank you for your comment.

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52	Ken McCoy	E-Mail	8/9/2017	<i>Comments have been edited for brevity. A full version of the comments can be made available upon request.</i> "We support U-5769A and U-5769B projects for the following reasons: "• Our little town of Waxhaw depends on "tourists" coming down NC-16 to visit."; "• The Comprehensive Plan for the NC-6 corridor is a phenomenal work, and should be implemented." "• The current piecemeal strategy of requiring developers to improve NC-16 on their frontage isn't working." "• Getting out of neighborhoods and onto NC-16 is a real challenge at times."	Thank you for your comment.
53	Sheryl McGavin	E-Mail	8/9/2017	I support the above the U-5769A and U-5769B projects to improve and widen Providence Rd/Hwy 16 from Rea Rd to Waxhaw Pkway	Thank you for your comment.
54	Tom Watkins	E-Mail	8/9/2017	As a resident of the Providence Rd. area currently under consideration for wideningU-5769 A and U- 5969 B , I am strongly in favor of the widening. The sooner, the better.	Thank you for your comment.
55	Rita Miller	E-Mail	8/9/2017	The need to widen Highway 16 is a project that needs to progress as quickly as possible. The traffic backup is considerable a good portion of the day. More and more accidents are taking place because of the congestion. Please address this as soon as possible. Thanks in advance for all your Good Help in resolving this problem.	Comment Noted. Planning and environmental work will commence on this project shortly. NCDOT has recognized the importance of this project by accelerating the schedule as much as possible. Completion of the environmental document, design, and acquiring right-of-way for are processes that take several years. We will keep the region informed as this project progresses.
56	Stacy Vinson	E-Mail	8/9/2017	I support the NC 16 Widening Project (U-5769A&B).	Thank you for your comment.
57	Jamie Ashley Leggett	E-Mail	8/9/2017	Please consider this project. The 2 lanes is now dangerous for the amount of traffic it holds. Growth continues in Waxhaw with more new homes being built.	Thank you for your comment.
58	Christina Peronto	E-Mail	8/9/2017	<i>Comments have been edited for brevity. A full version of the comments can be made available upon request.</i> "I fully support project U-5769A to widen this road."	Thank you for your comment.
59	Rich Smith	E-Mail	8/9/2017	I travel to south Charlotte daily for work. I fully support Projects U-5769A and U-5979B which improves and widens Highway 16 from Rea Road to the Waxhaw Parkway so that my commute time and fuel consumption will be reduced.	Thank you for your comment.
60	Forrest Meng	E-Mail	8/10/2017	I am writing this to show my support for project "NC 16". It is one of the most anticipated road improvement projects for Waxhaw residents.	Thank you for your comment.

ID	Name	Received Via:	Date Received	Resident Comment Summary	Public Comment Response
61	Jim Warner	E-Mail	8/10/2017	<p>As a citizen of the town of Waxhaw, an elected member of the Waxhaw Board of Commissions, and the designated alternate representing the town of Waxhaw on the CRTPO I would like express my support for Projects U-5759A and U-59576B in the 2018-2027 TIP which improve and widen Highway 16 from Rea Road to the Waxhaw Parkway.</p> <p>In light of that I would also like to express my support for moving the construction of the Waxhaw Parkway as far forward in the TIP as possible in light of it's critical need as an East-West Corridor through Waxhaw and an economic catalyst for Union County.</p> <p>Another transportation issue that I would like to point out in regard Waxhaw Transportation and the Waxhaw parkway is our critical need for a separated grade crossing across the CSX railroad for emergency vehicles. In my opinion this could most easily be accomplished with construction of the Northwest Leg of the Waxhaw Parkway.</p> <p>Further, I point out that the NCDOT recently held a forum regarding the closing of Tory Path Lane to the west of Waxhaw at CSX's request. The request, as CSX sees it, is to better accommodate the use of the longer trains they are planning to use. Even now we are experiencing difficulties with trains during heavy traffic time and we can only expect this to get worse. My greatest fear is that, in the case of a derailment or other extended blockage of the railroad crossing, how do emergency vehicles get from the north to south without an extended commute? I encourage you to consider this as you look forward to scheduling the Highway 16 improvements and also consider where the traffic, once it reaches the end of the improvements, will travel.</p>	<p>Thank you for your comment. Waxhaw Parkway has been recommended for submission to NCDOT for scoring for the 2020-2029 TIP Development process (P5.0). Comments regarding the CSX line have been forwarded to the NCDOT-Rail Division.</p>

Staff Response to U-4714A Project: 21 residents submitted comments below in opposition to the John Street Widening Project (U-4714A).

Thank you for your comment. NCDOT is currently re-evaluating the design elements of the John Street improvement project to address concerns that were identified by the Town of Matthews. As part of the coordination that has occurred thus far, NCDOT has agreed to pursue a context-sensitive solution for the John Street cross-section in lieu of some superstreet elements. Construction is not scheduled to begin until the fall of 2019 at the earliest, so there is time for the Town and NCDOT to continue to refine the project to ensure that it meets the goals of all entities.

The CRTPO believes that the John Street improvement project should continue on schedule as shown in the 2018-2027 TIP. The removal of the U-4714A project at this time would delay all other surface transportation projects with federal funding throughout the Charlotte region. CRTPO's TIP must be consistent with NCDOT's State Transportation Improvement Program. If the two TIP's are not consistent, then neither is valid.

In addition, Air quality modeling is performed to demonstrate conformity that is based on a specific list of projects the draft TIP and which will be presented for approval in September. Any change to that list will require the CRTPO to demonstrate conformity on the revised list; this process takes 6-9 months.

ID	Name	Received Via:	Date Received	Public Comment Summary
1	Alicia McArthur (2 Comments)	E-Mail	5/8/2017 8/10/2017	<i>Comments have been edited for brevity. A full version of the comments can be provided upon request.</i> "I am concerned that the U4714, Div A (the section from Trade Street to Morningwood Dr.) is being rushed, and not taking into consideration all of the appropriate data. I would like to see this section of the project delayed until the ramifications of widening the road through an historic downtown area can be fully understood. " "the study for this design is not included in the EA and air quality issues are barely addressed for the superstreet design." " Please include the (previously omitted) 74 expressway and the McKee Road extension in the new projections."" Instead of bumping up the timeline to start the project in 2019, I would encourage delaying U4717, Div. A, for at least 5 years" "and instead prioritizing the following projects over it - these projects could help relieve traffic in downtown Matthews by routing traffic around and reduce the need for the dramatic road widening project scheduled in that area: U4713, extension of McKee Road, and U5808, Chestnut Road connector." "to be clear, I am only concerned with the section that affects Trade Street to 485."
2	Renee Garner (2 Comments)	E-Mail	5/16/2017; 8/5/2017	<i>Comments have been edited for brevity. A full version of the comments can be provided upon request.</i> "There are many projects on the table that could reduce traffic along John Street to have a better idea of what is needed in the corridor, including state projects like the Weddington Road ramp at 485 as well as (and perhaps most importantly) improvements to 74. Expediting to finish John Street before these projects is rerouting traffic through Matthews and placing undue burden on our town, the residents, and the businesses. " "The impact of 74 improvements must be thoroughly studied and incorporated into the Environmental Assessment as well as full vetting of data based on the new design, which incorporates the full-service intersections. Neither of these are addressed in the current documents. Actual environmental data must be included, especially regarding specific decrease in air quality with a failing central intersection at Trade Street and an 140% increase in AADT." "Please consider delaying the project and funding 5 years or beyond, to a timeline that will allow exploration of need after the I-485/Weddington Ramp and 74 improvements are complete. " "I believe the NCDOT project U-4714 (John St Widening) should not be funded at this time. I feel a 4-lane highway is inappropriate for Matthews' character and the needs of its citizens and visitors. "Actual environmental data must be included, especially regarding specific decrease in air quality with a failing central intersection at Trade Street and an 140% increase in AADT. " "John Street needs basic improvements such curbs and gutters, as well sidewalk connectivity to enable pedestrian use through the corridor and safely serve the residents. Once these improvements are complete and John Street needs can be assessed should an appropriate design should be considered."
3	Melissa Rosbrugh	E-Mail	8/2/2017	<i>Comments have been edited for brevity. A full version of the comments can be provided upon request.</i> "Preparing for a four lane highway with an 8 foot median designed with a 50 mph speed limit is essentially putting Johnston Highway adjacent to our historic downtown and splitting the town in two. This is not safe and my child attends elementary school a block away and will breathe the pollution everyday. There are other projects in the early phases which could reroute the traffic."

Staff Response to U-4714A Project: 21 residents submitted comments below in opposition to the John Street Widening Project (U-4714A).

Thank you for your comment. NCDOT is currently re-evaluating the design elements of the John Street improvement project to address concerns that were identified by the Town of Matthews. As part of the coordination that has occurred thus far, NCDOT has agreed to pursue a context-sensitive solution for the John Street cross-section in lieu of some superstreet elements. Construction is not scheduled to begin until the fall of 2019 at the earliest, so there is time for the Town and NCDOT to continue to refine the project to ensure that it meets the goals of all entities.

The CRTPO believes that the John Street improvement project should continue on schedule as shown in the 2018-2027 TIP. The removal of the U-4714A project at this time would delay all other surface transportation projects with federal funding throughout the Charlotte region. CRTPO's TIP must be consistent with NCDOT's State Transportation Improvement Program. If the two TIP's are not consistent, then neither is valid.

In addition, Air quality modeling is performed to demonstrate conformity that is based on a specific list of projects the draft TIP and which will be presented for approval in September. Any change to that list will require the CRTPO to demonstrate conformity on the revised list; this process takes 6-9 months.

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4	John Savago (2 Comments)	E-Mail	8/2/2017 8/8/2017	<p><i>Comments have been edited for brevity. A full version of the comments can be made available upon request.</i> "Independence Point Parkway / Northeast Parkway / Krefeld Ext and Matthews Township Parkway (with Fullwood Rd interchange improvements) all create bypass alternatives for drivers making their way to and from work. They also will take traffic off of 74 because people shopping at the business's along them will use these toads instead of 74, leaving 74 for through traffic. " "It was also confirmed that the highway plan for John St widening did not reflect the HWY 74 widening to (6-8 lanes, with express lanes and bus lane). Nor did it include the Independence Point Ext's / Krefeld Dr Ext, /Northeast Parkway Ext. / Matthews Township Parkway widening from Sardis Rd to John St, Greylock Ext. and the Weddington Rd Interchange." With these projects, John St would only need to be improved from a 2 lane to a 2 lane with a median and center left turn lane.</p> <p>"What these projects do is help protect downtown Matthews from getting split in half. Mecklenburg County has seen growth because people love downtown areas. Whether they be actual town centers like Matthews and Huntersville or "hamlets" like Noda and Dilworth, people flock to them for enjoyment. Don't turn Matthews into downtown Pineville where there is Hwy everywhere through downtown."</p> <p>"At a minimum, I and many other Matthews residence ask that you postpone the John St widening until you finish all of the projects I listed above (R211EC, U2509, U5763, I5507). I ask that the entire CRTPO Board and Matthews Town Board to reverse the decision to widen John St thru down town Matthews and notify the DOT. If the people of Union County want the widening, go ahead and start on the east side of 485 and go down Old Monroe road as planned."</p> <p>"It was also confirmed that the highway plan for John St widening did not reflect the HWY 74 widening to (6-8 lanes, with express lanes and bus lane). Nor did it include the Independence Point Ext's / Krefeld Dr Ext, / Northeast Parkway Ext. / Matthews Township Parkway widening from Sardis Rd to John St, Greylock Ext. and the Weddington Rd Interchange."</p> <p>"At a minimum, I and many other Matthews residents ask that you postpone the John St widening until you finish all of the projects I listed above (R211EC, U2509, U5763, I5507). "</p> <p>"I ask that the entire CRTPO Board and Matthews Town Board to reverse the decision to widen John St thru down town Matthews and notify the DOT. If the people of Union County want the widening, go ahead and start on the east side of 485 and go down Old Monroe road as planned."</p>
5	Sysy Camejo	E-Mail	8/7/2017	<p>I believe the NCDOT project U-4714 (John St Widening) should not be funded at this time. I feel a 4-lane highway is inappropriate for our community's character and the needs of its citizens and visitors. We suggest NCDOT finish other funded projects, like the parallel improvements on 74, widening of 485, and an additional ramp to 485 from Weddington Road. The impact of 74 improvements should be thoroughly studied and incorporated into the Environmental Assessment as well as full vetting of data based on the new design, which incorporates the full-service intersections. John Street needs basic improvements such curbs and gutters, as well sidewalk connectivity to enable pedestrian use through the corridor and safely serve the residents. Once these improvements are complete and John Street needs can be assessed should an appropriate design should be considered.</p>
6	Donna & Harry Muse	E-Mail	8/7/2017	<p>I believe the NCDOT project U-4714 (John St Widening) should not be funded at this time. I feel a 4-lane highway is inappropriate for our community's character and the needs of its residents and visitors. I suggest NCDOT finish other funded projects, like the parallel improvements on 74, widening of 485, and an additional ramp to 485 from Weddington Road. The impact of 74 improvements should be thoroughly studied and incorporated into the Environmental Assessment as well as full vetting of data based on the new design, which incorporates the full-service intersections and is not addressed in the Environmental Assessment. John Street needs basic improvements such as repaving and installation of curbs and gutters, as well sidewalk connectivity to enable pedestrian use through the corridor to safely serve the residents. Homes and adequate yards should remain. Once these improvements are complete, if John Street needs improvements then NCDOT should create an appropriate design for the Town and residents' consideration.</p>

Staff Response to U-4714A Project: 21 residents submitted comments below in opposition to the John Street Widening Project (U-4714A).

Thank you for your comment. NCDOT is currently re-evaluating the design elements of the John Street improvement project to address concerns that were identified by the Town of Matthews. As part of the coordination that has occurred thus far, NCDOT has agreed to pursue a context-sensitive solution for the John Street cross-section in lieu of some superstreet elements. Construction is not scheduled to begin until the fall of 2019 at the earliest, so there is time for the Town and NCDOT to continue to refine the project to ensure that it meets the goals of all entities.

The CRTPO believes that the John Street improvement project should continue on schedule as shown in the 2018-2027 TIP. The removal of the U-4714A project at this time would delay all other surface transportation projects with federal funding throughout the Charlotte region. CRTPO's TIP must be consistent with NCDOT's State Transportation Improvement Program. If the two TIP's are not consistent, then neither is valid.

In addition, Air quality modeling is performed to demonstrate conformity that is based on a specific list of projects the draft TIP and which will be presented for approval in September. Any change to that list will require the CRTPO to demonstrate conformity on the revised list; this process takes 6-9 months.

ID	Name	Received Via:	Date Received	Public Comment Summary
7	Melissa Lee	E-Mail	8/7/2017	<i>Comment has been edited for brevity. A full version of the comments can be made available upon request.</i> "I am a business owner with an office in the heart of Downtown Matthews and have been resident of the Town of Matthews for over 11 years." "I specifically sought out an office space last year in Downtown Matthews because I knew the growth potential for our little town. The thought of a 4-lane highway being built through our town is devastating" "May I suggest NCDOT finish other funded projects, like the parallel improvements on 74, widening of 485, and an additional ramp to 485 from Weddington Road? The impact of 74 improvements should be thoroughly studied and incorporated into the Environmental Assessment as well as full vetting of data based on the new design, which incorporates the full-service intersections and is not addressed in the Environmental Assessment."
8	Darin and Brian Fitzgerald	E-Mail	8/8/2017	<i>Comments have been edited for brevity. A full version of the comments can be made available upon request.</i> "We believe the NCDOT project U-4714 (John St Widening) should not be funded at this time. We feel very strongly that a 4-lane highway is inappropriate for the community's character and the needs of its residents and visitors. It would be wiser for NCDOT to finish other funded projects, like the parallel improvements on I-74, widening of I-485, and an additional ramp to I-485 from Weddington Road before pursuing the John Street widening." "The impact of I-74 improvements should be thoroughly studied and incorporated into the Environmental Assessment as well as full vetting of data based on the new design, which incorporates the full-service intersections and is not addressed in the Environmental Assessment."
9	Don Harris	E-Mail	8/9/2017	<i>Comments have been edited for brevity. A full version of the comments can be made available upon request.</i> "As a Matthews resident, I believe the NCDOT project U-4714 (John St Widening) should not be funded at this time. I feel a 4-lane highway is inappropriate for our community's character and the needs of its residents and visitors. I suggest NCDOT finish other funded projects, like the parallel improvements on 74, widening of 485, and an additional ramp to 485 from Weddington Road." "The impact of 74 improvements should be thoroughly studied and incorporated into the Environmental Assessment as well as full vetting of data based on the new design, which incorporates the full-service intersections and is not addressed in the Environmental Assessment."
10	Nick Wagner	E-Mail	8/9/2017	<i>Comments have been edited for brevity. A full version of the comments can be made available upon request.</i> "I believe the NCDOT project U-4714 (John St Widening) should not be funded at this time. I feel a 4-lane highway is inappropriate for our community's character and the needs of its residents and visitors. I suggest NCDOT finish other funded projects, like the parallel improvements on 74, widening of 485, and an additional ramp to 485 from Weddington Road." "Once these improvements are complete, if John Street needs improvements then NCDOT should create an appropriate design for the Town and residents' consideration." "The impact of 74 improvements should be thoroughly studied and incorporated into the Environmental Assessment as well as full vetting of data based on the new design, which incorporates the full-service intersections and is not addressed in the Environmental Assessment."
11	Tricia Savignac	E-Mail	8/9/2017	<i>Comments have been edited for brevity. A full version of the comments can be made available upon request.</i> "I believe the NCDOT project U-4714 (John St Widening) should not be funded at this time. I feel a 4-lane highway is inappropriate for our community's character and the needs of its residents and visitors. I suggest NCDOT finish other funded projects, like the parallel improvements on 74, widening of 485, and an additional ramp to 485 from Weddington Road." "The impact of 74 improvements should be thoroughly studied and incorporated into the Environmental Assessment as well as full vetting of data based on the new design, which incorporates the full-service intersections and is not addressed in the Environmental Assessment." "Once these improvements are complete, if John Street needs improvements then NCDOT should create an appropriate design for the Town and residents' consideration."
12	Sarah Wagner	E-Mail	8/9/2017	<i>Comments have been edited for brevity. A full version of the comments can be made available upon request.</i> "I believe the NCDOT project U-4714 (John St Widening) should not be funded at this time. I feel a 4-lane highway is inappropriate for our community's character and the needs of its residents and visitors." "I suggest NCDOT finish other funded projects, like the parallel improvements on 74, widening of 485, and an additional ramp to 485 from Weddington Road." "The impact of 74 improvements should be thoroughly studied and incorporated into the Environmental Assessment as well as full vetting of data based on the new design, which incorporates the full-service intersections and is not addressed in the Environmental Assessment." "Once these improvements are complete, if John Street needs improvements then NCDOT should create an appropriate design for the Town and residents' consideration."

Staff Response to U-4714A Project: 21 residents submitted comments below in opposition to the John Street Widening Project (U-4714A).

Thank you for your comment. NCDOT is currently re-evaluating the design elements of the John Street improvement project to address concerns that were identified by the Town of Matthews. As part of the coordination that has occurred thus far, NCDOT has agreed to pursue a context-sensitive solution for the John Street cross-section in lieu of some superstreet elements. Construction is not scheduled to begin until the fall of 2019 at the earliest, so there is time for the Town and NCDOT to continue to refine the project to ensure that it meets the goals of all entities.

The CRTPO believes that the John Street improvement project should continue on schedule as shown in the 2018-2027 TIP. The removal of the U-4714A project at this time would delay all other surface transportation projects with federal funding throughout the Charlotte region. CRTPO's TIP must be consistent with NCDOT's State Transportation Improvement Program. If the two TIP's are not consistent, then neither is valid.

In addition, Air quality modeling is performed to demonstrate conformity that is based on a specific list of projects the draft TIP and which will be presented for approval in September. Any change to that list will require the CRTPO to demonstrate conformity on the revised list; this process takes 6-9 months.

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13	Elizabeth Russo	E-Mail	8/10/2017	<i>Comments have been edited for brevity. A full version of the comments can be made available upon request.</i> "I believe the NCDOT project U-4714 (John St Widening) should not be funded at this time. I feel a 4-lane highway is inappropriate for our community's character and the needs of its residents and visitors. " "I suggest NCDOT finish other funded projects, like the parallel improvements on 74, widening of 485, and an additional ramp to 485 from Weddington Road. " "The impact of 74 improvements should be thoroughly studied and incorporated into the Environmental Assessment as well as full vetting of data based on the new design, which incorporates the full-service intersections and is not addressed in the Environmental Assessment." "Once these improvements are complete, if John Street needs improvements then NCDOT should create an appropriate design for the Town and residents' consideration."
14	Kathy Babula	E-Mail	8/10/2017	<i>Comments have been edited for brevity. A full version of the comments can be made available upon request.</i> "we feel a 4-lane highway is inappropriate for our community's character and the needs of its residents and visitors. We believe the NCDOT project U-4714 (John St Widening) should not be funded at this time." "Instead, we suggest NCDOT finish other funded projects, like the parallel improvements on 74, widening of 485, and an additional ramp to 485 from Weddington Road." "The impact of 74 improvements should be thoroughly studied and incorporated into the Environmental Assessment as well as full vetting of data based on the new design, which incorporates the full-service intersections and is not addressed in the Environmental Assessment." "Once these improvements are complete, if John Street needs improvements then, and only then, should NCDOT create an appropriate design for the Town and residents' consideration."
15	Barbara and Mack Greene	E-Mail	8/14/2017	<i>Comments have been edited for brevity. A full version of the comments can be made available upon request.</i> "We believe that the John Street widening project should not be funded at this time. We feel a 4-lane highway is inappropriate for our community's character and the needs of its residents and visitors. We suggest that NCDOT finish other funded projects like the parallel improvements on Hwy 74, widening of I485, and an additional ramp to I485 from Weddington Road. " "The impact of 74 improvements should be thoroughly studied and incorporated into the Environmental Assessment as well as full vetting of data based on the new design, which incorporates the full-service intersections and is not addressed in the Environmental Assessment." "Once these improvements are complete, if John Street needs improvements then NCDOT should create an appropriate design for the Town and residents' consideration."
16	Dimple Shah	E-Mail	8/14/2017	<i>Comments have been edited for brevity. A full version of the comments can be made available upon request.</i> "I believe the NCDOT project U-4714 (John St Widening) should not be funded at this time. A 4-lane highway is inappropriate for the preservation of our Historic Matthews Downtown corridor, and the needs and safety of its citizens and visitors are not being taken into account. This is not to say that I'm opposed to the rest of the project. I (and especially my in-laws in Union County) am in favor of the road widening project from 485 into Union County/Sun Valley area." "The impact of 74 improvements should be thoroughly studied and incorporated into the Environmental Assessment as well as full vetting of data based on the new design, which incorporates the full-service intersections and is not addressed in the Environmental Assessment." "As far as the widening from 485 into Historic Matthews, NCDOT should first finish other funded projects, like the parallel improvements on 74, widening of 485, and an additional ramp to 485 from Weddington Road. " "Once the other funded projects are completed, John Street needs can be re-assessed and if necessary, an appropriate design should be considered for the review of Matthews residents, not just Town Council."
17	Jennifer Esposito	E-Mail	8/14/2017	<i>Comments have been edited for brevity. A full version of the comments can be made available upon request.</i> "I believe the NCDOT project U-4714 (John St Widening) should not be funded at this time. I feel a 4-lane highway is inappropriate for our community's character and the needs of its residents and visitors. " "I suggest NCDOT finish other funded projects, like the parallel improvements on 74, widening of 485, and an additional ramp to 485 from Weddington Road. " " The impact of 74 improvements should be thoroughly studied and incorporated into the Environmental Assessment as well as full vetting of data based on the new design, which incorporates the full-service intersections and is not addressed in the Environmental Assessment." "Please consider completing the other projects at 74 and 485, and then look at upgrading John Street with a 3 lane option (saving the beautiful old trees I must mentioned that also block views currently). I believe that could make commuters, residents and local businesses happy with the wonderful down town we have. "

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The CRTPO believes that the John Street improvement project should continue on schedule as shown in the 2018-2027 TIP. The removal of the U-4714A project at this time would delay all other surface transportation projects with federal funding throughout the Charlotte region. CRTPO's TIP must be consistent with NCDOT's State Transportation Improvement Program. If the two TIP's are not consistent, then neither is valid.

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18	Rachel Milbourn	E-Mail	8/14/2017	<i>Comments have been edited for brevity. A full version of the comments can be made available upon request.</i> "I attended the town meeting regarding the highway project in Matthews and wanted to follow-up with feedback. After listening to the NCDOT representative and citizen concerns I was left with a fundamental unanswered question: Why would you build a highway through a historic downtown residential area when you have a parallel, high capacity highway one mile away that is not in a residential area and is scheduled and funded to be modified to increase capacity and traffic flow? Also, the study for the John Street project was conducted without consideration of the Highway 74 project. It seems logical that efforts and funding would be shifted to the Highway 74 project before the John Street project and then re-evaluate." "I cannot understand why NCDOT would opt to disrupt the commerce and quality of life of a small town prior to completing the Highway 74 project. In light of these concerns, I would ask the the project be put on hold until other scheduled projects are completed."
19	James Scanlon	E-Mail	8/15/2017	<i>Comments have been edited for brevity. A full version of the comments can be made available upon request.</i> "Widening East John Street to accommodate more traffic – with estimates that traffic capacity through downtown Matthews could nearly triple after the widening is completed, appears fundamentally inconsistent with the City of Charlotte's plans for the Monroe Road corridor. The MoRA area is part of the City of Charlotte's Independence Area Plan, which calls for "Increasing the viability of all modes of travel – while also reducing reliance on Independence Boulevard for local trips – through better street connectivity and providing safer and more comfortable walking/bicycling environment." The City of Charlotte's policy for Monroe Road is to make it more urban and walkable and encourage pass-through/commuter traffic to take Independence. It also threatens the vision and desires we have heard from MoRA constituents – a desire that development along Monroe Road be neighborhood-focused, on a human scale, safe for pedestrians, cyclists and those taking public transit. We have heard a lot of concern from our constituents about the danger Monroe Road currently poses to motorists, pedestrians and cyclists, and MoRA is in the process of studying ways to enhance safety. Encouraging more traffic along Monroe through the East John Street widening is something our group is very concerned about. MoRA does not believe the changes North Carolina Department of Transportation has made to the East John Street widening project alleviate the negative impacts this project will have on Matthews and the entire Monroe Road corridor. MoRA urges the North Carolina Department of Transportation and the CRTPO not to proceed with the proposed widening at this time. Instead, MoRA supports tabling the project indefinitely, to permit current capital projects that will impact the volume of traffic through downtown Matthews, including the conversion of US 74 into a restricted access highway, to be completed and the impact on traffic along the East John Street/Monroe Road corridor to be assessed."
20	Jesse Barbour	E-Mail	8/15/2017	<i>Comments have been edited for brevity. A full version of the comments can be made available upon request.</i> "I believe that NCDOT project U-4714 (John St. Widening) should not be funded at this time. The proposed four-lane highway through downtown Matthews, and the increase of approximately 30,000 vehicles/day that it will bring, is inappropriate for Matthews' character and the needs of its citizens and visitors. It will pretty much destroy the qualities that currently make Matthews such a desirable place to live and/or work, in my opinion." ""The impact of 74 improvements should be thoroughly studied and incorporated into the Environmental Assessment as well as full vetting of data based on the new design, which incorporates the full-service intersections and is not addressed in the Environmental Assessment." "NCDOT must first finish other funded projects like the parallel improvements on US-74, the widening of I-485, and an additional ramp to I-485 from Weddington Road. "
21	John Higdon	E-Mail	8/16/2017	<i>Comments have been edited for brevity. A full version of the comments can be made available upon request.</i> "I am appreciative of the initial steps NCDOT has undertaken to improve project U-4714 (John Street widening in Matthews). The town has formally requested that an updated traffic analysis be performed to include all the road projects in the area that would impact projected traffic on John Street including the McKee Road extension (U-4713) and US 74 widening (U-2509). Further to this request, as a citizen I ask that any construction on the widening of John Street be delayed until these other projects are completed. Having so many projects under construction concurrently will put a stranglehold on our businesses and greatly inconvenience our residents for an extended period of time. " "I also request that a dedicated exit lane onto 485 from John Street be considered for traffic traveling from Union into Mecklenburg County. A dedicated lane would eliminate the concern of exiting and entering traffic weaving into one another and provide easy access to the US 74 expressway for those commuters wishing to bypass Matthews on their way to Charlotte and beyond. A similar arrangement may also be required for southbound traffic. This option could conceivably change the need for John Street widening as currently proposed in Matthews."

7 public comments received for various projects in the 2018-2027 TIP

ID	Name	Received Via:	Date Received	Project	Resident Comment	Public Comment Response
1	Jim Deal	E-Mail	7/16/2017	U-5766A - NC 160 Widening Project (SC State Line to S. Tryon Street)	<i>Comments have been edited for brevity. A full version of the comments can be provided upon request.</i> "The proposal to accelerate the widening of NC-160 from 2022 to 2021 is ludicrous. This project should have been completed five years ago. "How in the world can government happily re-zone away all the land to developers to overload the area with houses and out of control apartment building, with zero thought to infrastructure? "	Planning and environmental work will commence on this project shortly. NCDOT has recognized the importance of this project by accelerating the schedule as much as possible. Completion of the environmental analysis, design, and acquiring right-of-way for are processes that take several years. We will keep the region informed as this project progresses.
2	Tracy Hamm	E-Mail	7/19/2017	I-5718 - I-77 Express Lanes Project (I-485 to I-277 (Brookshire Fwy)	<i>Comments have been edited for brevity. A full version of the comments can be provided upon request.</i> "this project has been accelerated from unfunded to a preliminary construction date in 2027; however, Charlotte's most-congested interstate deserves relief before the 2030s. I realize it's a billion-dollar rebuild, but this long-awaited mobility project should be a candidate for nearer term relief. After all, the STI law gives more weight to congestion relief than any other data category, so I'm not sure why it won't rebuild this corridor sooner. I-5718 should be accelerated again, and the inclusion of managed lanes should certainly work in its favor."	The I-5718 project has routinely scored well through NCDOT's Prioritization process; however, the Strategic Transportation Investments legislation has a corridor cap that limits the amount of funding that can be allocated to Statewide Mobility (i.e. interstate corridors) within a given five-year period. As a result, this project will likely have to be re-scored during the next several rounds of NCDOT Prioritization (P5.0) in order to have enough funding to be fully funded within a future TIP.
3	Tracy Hamm	E-Mail	7/19/2017	R-4441 - US 74 Freeway Conversion (Union, Anson Counties)	<i>Comments have been edited for brevity. A full version of the comments can be provided upon request.</i> "With the Monroe Expressway scheduled to open in late 2018, priority should be given to R-4441 along U.S. 74 in eastern Union and Anson counties." "I also urge the CRTPO, RRRPO and NCDOT to view the U.S. 74 corridor systematically instead of county-by-county/division-by-division as the prioritization process currently handles it and fund all R-4441 segments accordingly. "	The R-4441 project was submitted for NCDOT Prioritization 4.0 and did not receive a score that would allow it to be programmed into the 2018-2027 TIP. Union County and the Rocky River RPO both agree that this expensive project is best undertaken once a bypass of Wadesboro and the recommended strategy for the Marshville section of US 74 Corridor have been implemented.
4	Dave Wiggins	E-Mail	8/9/2017	U-5766A - NC 160 Widening Project (SC State Line to S. Tryon Street)	The Steele Creek community is pleased that the widening of Highway 160 (Steele Creek Road) continues to move up on the construction schedule and is now scheduled to begin in 2021. Increased development has led to increased traffic and a greater need for a higher capacity. However, it is disappointing that construction is scheduled to last for four years, though 2024. This will lead to major traffic disruptions and delay the ultimate goal of having a widened Highway 160 available to handle our increased traffic congestion. We hope the completion of this project can be achieved sooner than 2024.	Comment Noted. Planning and environmental work will commence on this project shortly. NCDOT has recognized the importance of this project by accelerating the schedule as much as possible. Completion of the environmental document, design, and acquiring right-of-way for are processes that take several years. . We will keep the region informed as this project progresses.
5	John McAlpine	E-Mail	8/15/2017	I-5405, I-4750AA, I-3311C - I-77 Express Lanes (I-277/Belk Freeway to NC 150)	<i>Comments have been edited for brevity. A full version of the comments can be made available upon request.</i> "Please widen I-77 with general purpose lanes. Managed lanes are not what the public want. We do not want managed lanes as they will increase congestion and not increase throughput. This will have tremendous negative financial consequences."	Projects I-5405, I-4750AA, and I-3311C for I-77 are currently under construction. As a result, their presence in the Transportation Improvement Program for FY2018-FY2027 reflects the existence of a construction contract and identifies when construction funds for the projects will become available. Administration of the contract is the responsibility of the North Carolina Department of Transportation, not the Charlotte Regional Transportation Planning Organization. The managed lanes on I-77 will provide an option for immediate travel time reliability in the corridor when they open, which is currently planned to occur in late 2018. Regarding general purpose lanes, CRTPO reaffirmed its managed lanes strategy for the region in 2016, six years after the strategy was first adopted. The FY2018-FY2027 TIP also contains an unfunded project, I-4750AB, to construct one additional general purpose lane in each direction from Exit 28 (West Catawba Avenue) to Exit 36 (NC 150).

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6	Noelle Vogel	E-Mail	8/15/2017	I-5405, I-4750AA, I-3311C - I-77 Express Lanes (I-277/Belk Freeway to NC 150); US 21, NC 115, Catawba Avenue	<p><i>Comments have been edited for brevity. A full version of the comments can be made available upon request.</i> "I would like to see the Toll lane project cancelled for cause because the execution and planned drawings do not represent solutions to our transportation issues. According to the Mercator report design plans look like stop lights leading onto Hambright road bridge with an exit lane in the left lane only, transfer areas that cause express lane traffic to cut across two lanes of GP traffic to exit, and no exit from GP lanes to Hambright road. " ". If we must have an express lane make it just one, give the North Charlotte area the GP lanes they deserve. No other highway has only two GP lanes in such a populated area. The highway should be a highway not a main street through towns." "I would like to see a second entrance lane to I 77 from exit 28 southbound so that the diverging diamond traffic doesn't stop the flow of traffic onto the highway/</p> <p>115 and 21 both need to be widened to help minimize the pain on I 77 when accidents occur.</p> <p>A traffic circle at 21 and Catawba will never be a solution unless the bottleneck of Catawba going from 2 lanes to 1 is fixed.</p> <p>Resident does not support the elimination of left turn movements at Torrence Chapel Road and W. Catawba Avenue intersection. Causing drivers to go through the intersection loop around just to make a right turn to be in the intersection again interrupting the throughput of the diamond is ridiculous. People are just trying to get on the interstate and use it like a main street because it is the only way we have to get from Cornelius to Huntersville or Davidson. Please don't chase bad decisions like not widening Catawba in downtown Cornelius with worse things like eliminating left turns."</p>	<p>1.Administration of the contract is the responsibility of the North Carolina Department of Transportation, not the Charlotte Regional Transportation Planning Organization. The managed lanes on I-77 will provide an option for immediate travel time reliability in the corridor when they open, which is currently planned to occur in late 2018.</p> <p>2.Regarding general purpose lanes, CRTPO reaffirmed its managed lanes strategy for the region in 2016, six years after the strategy was first adopted.</p> <p>3. I-77 and Hambright Road overpass is being reconstructed to include an express lane only interchange within the median for users of this facility. Access will be restricted btween the express lanes and general purpose lanes within a safe proximimty of this interchange.</p> <p>4. The TIP contains projects U-5767 and U-5771, which will widen US 21 to four lanes from Westmoreland Road to Northcross Center Court and from Holly Point Drive to Gilead Road. Construction is funded for both projects to begin in FY2021. In addition, Project U-6069 to widen US 21 from Gilead Road to Harris Boulevard is funded in the TIP to begin construction in FY2026. Furthermore, project U-5908 will improve Main Street in downtown Huntersville to provide an alternative to NC 115 in the area. Construction is funded to begin in FY2018. Finally, project U-5772 will extend the four lanes of NC 115 from I-485 south to Harris Boulevard.</p> <p>5. The Town of Cornelius and NCDOT considered public feedback regarding left turns at the intersection. Both entities have agreed that the left turns coming out of Torrence Chapel Rd. and Liverpool Parkway will still be allowed initially upon completion of the project. These left turns will be phased out incrementally as traffic volume at the intersection grows over time. The project includes providing multiple options to travel east toward I-77 and west along West Catawba Ave., as opposed to just the single left turn option</p>
7	Anette Powell	E-Mail	8/15/2017	I-5405, I-4750AA, I-3311C - I-77 Express Lanes (I-277/Belk Freeway to NC 150); US 21, NC 115, Catawba Avenue	<p><i>Comments have been edited for brevity. A full version of the comments can be made available upon request.</i> "Fix the bottlenecks on I77 that NCDOT and Charlotte created NOW, give the Lake Norman the same number of GP lanes as Charlotte, accelerate the widening of 115 and 21 in the Lake Norman region, especially going north from Huntersville to Cornelius"</p>	<p>Administration of the contract is the responsibility of the North Carolina Department of Transportation, not the Charlotte Regional Transportation Planning Organization. The managed lanes on I-77 will provide an option for immediate travel time reliability in the corridor when they open, which is currently planned to occur in late 2018. Regarding general purpose lanes, CRTPO reaffirmed its managed lanes strategy for the region in 2016, six years after the strategy was first adopted. The TIP contains projects U-5767 and U-5771, which will widen US 21 to four lanes from Westmoreland Road to Northcross Center Court and from Holly Point Drive to Gilead Road. Construction is funded for both projects to begin in FY2021. In addition, Project U-6069 to widen US 21 from Gilead Road to Harris Boulevard is funded in the TIP to begin construction in FY2026. Furthermore, project U-5908 will improve Main Street in downtown Huntersville to provide an alternative to NC 115 in the area. Construction is funded to begin in FY2018. Finally, project U-5772 will extend the four lanes of NC 115 from I-485 south to Harris Boulevard.</p>