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**Meeting Dates:** July 25-26, 2018

**Subject:** Public Comments and Project Team Responses

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The following are comments received during and after the July 2018 Public Open Houses along with the corresponding responses. Responses to comments received through the project website were posted online and are included in a separate document.

### **DIRECT CONNECTORS**

#### **Comment Group #1:**

- Like the idea, wish we had more
- Good
- Looks like a good solution
- Sounds like a great idea
- It would have been great to have one from inner I-485 heading towards I-77 at Johnston Rd.
- Needs to have additional direct connection @ Pleasant Plains Rd bridge (both directions) or ensure the ability to add later without reconstructing 485.
- I would like to see a direct connector into toll lane coming off North Community House Rd heading east.
- Also, need connection to/from eastbound 485-possibly achieve at Community House Rd. bridge. Ensure median width on 485 east of Community House to install direct connector ramps.
- Need direct connect Johnston Rd in BOTH directions

*Response #1: There are no plans for additional direct connectors at this time. There may be opportunities to add additional direct connectors in the future, but these projects would need to be initiated by local municipalities and the Charlotte Regional Transportation Planning Organization (CRTPO). We will share your comment with CRTPO.*

#### **Comment Group #2:**

- The Johnston Rd connector should exit Johnston Rd out of the median side of northbound traffic to separate some of the traffic bound for 485 away from the east side of Johnston.

*Response #2: A direct connector in the median would impact the existing bridge for Ballantyne Corporate Place and possibly the existing intersections at Brixham Hill Avenue and Ballantyne Commons Parkway. A left-sided exit could also cause driver confusion and additional weaving of traffic.*

#### **Comment Group #3:**

- Sure hope this eliminates current full stop traffic @ Johnston Rd + 485.
- The cost of building these Direct Connectors. There has been an increased traffic congestion from rush hour. Not completely convinced this would reduce traffic cost effectively by building direct connectors.

- We are concerned with more congested traffic on Johnston Road, Rea Road and Providence Rd with the ramps to be built. In addition, it may cause even further congestions on Park Rd, Carmel Rd., Colony Rd, Providence Rd./Queens Rd/ E. Morehead St. These roads have increase during the construction of I-77

*Response #3: The addition of the direct connector from I-485 eastbound to Johnston Road southbound serves as an alternate route and is designed to take traffic away from the existing ramp to Johnston Road. The direct connector ramp is expected to provide a free-flow movement from the I-485 eastbound express lanes to Johnston Road southbound. The existing signal would remain in place to provide access from the I-485 eastbound general purpose lanes to both Johnston Road northbound and southbound. In addition, the extension of the third general purpose lane from Rea Road to Providence Road is expected to reduce congestion at the Johnston Road off-ramp from I-485 eastbound.*

**Comment Group #4:**

- Don't understand if there will be additional lanes on Johnston Rd to help move traffic onto the new 485 lanes - express or regular

*Response #4: No additional lanes are currently proposed to be added on Johnston Road. There are currently two lanes that exit from northbound Johnston Road to access I-485. The direct connector to the westbound express lanes is proposed to split off from the left most of these two lanes.*

**Comment Group #5:**

- Direct Access/Exit from Express Lanes seem like a good idea (but should be explained better)
- Designs are confusing + Charlotte people will have difficult time navigating the connectors.

*Response #5: Overhead and roadside signage would inform drivers about the direct connectors. Drivers that choose not to use the direct connectors can still access the express lanes using designated access points between general purpose lanes and express lanes.*

**Comment Group #6:**

- Will the direct connector at Westinghouse only be from westbound (inner) 485 and not east (outer)?

*Response #6: Yes. The direct connector at Westinghouse Boulevard will provide the following two movements:*

- *Access from Westinghouse Boulevard to eastbound I-485 (outer); and*
- *Access from westbound I-485 (outer) to Westinghouse Boulevard*

*A direct connector to the express lanes west of Westinghouse Boulevard would not provide many benefits since the express lanes end at I-77.*

**Comment Group #7:**

- I think there is a lot of wasted space on the proposed expressway. The ramps (off + on) for Johnston Rd. are too extensive and can be better designed.

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*Response #7: The proposed express lanes would be constructed almost entirely within the existing right of way and were designed to use existing space in the median. The direct connector at Johnston Road was designed to avoid impacting the recently constructed flyover that carries traffic from northbound Johnston Road to the westbound I-485 general purpose lanes.*

**Comment Group #8:**

- I am surprised there is not a direct connection in the direction of Carolina Place/I-77/Airport @ Johnson Road. On I-485 in the a.m. the traffic descending that ramp is tremendous...

*Response #8: A direct connector is proposed from Johnston Road northbound to I-485 westbound (in the direction of Carolina Place, I-77, and the airport). No direct connector is proposed from I-485 inner (westbound) to Johnston Road because the interchange is too close to the North Community House Road bridge over I-485.*

**Comment Group #9:**

- Not in favor of them. They are not required...when compared to a place like Northern Virginia.

*Response #9: The purpose of the direct connectors is to help alleviate congestion at major interchanges by removing express lanes traffic from the general purpose ramps.*

**NOISE**

**Comment Group #1: (Noise Study Area 20A)**

- Noise Barriers for the westbound off and on ramps at Weddington Rd.
- Noise levels at my home are already extremely high and the proposed changes to the Weddington Rd. interchange will dramatically increase them. The sound wall should be extended around the corner and along Weddington Rd. I have measured sound in my backyard at 80-90 Db, which is extremely excessive.

*Response #1: The noise study for the I-485 Express Lanes project included the Weddington Road interchange. (As part of the upcoming design phase of the project, NCDOT will be re-evaluating traffic noise impacts and the feasibility and reasonableness of noise walls at the sites impacted by I-485 traffic noise including the residential areas along the westbound off and on ramps at Weddington Road. The design phase noise analysis will be based on additional roadway design information and elevation data not previously available. This final design noise analysis will be conducted in compliance with federal regulations and NCDOT Traffic Noise Policy, and the results will be presented in a Design Noise Report. Where traffic noise impacts occur, noise walls will be considered and recommended where feasible and reasonable. Feasibility and reasonableness criteria are found in the [NCDOT Traffic Noise Policy](#).)*

**Comment Group #2:**

- Noise will be a factor in the Winterbrook neighborhood because the tree buffer will be gone and traffic will be increased.
- Eliminating trees will increase noise.

*Response #2: The increase in traffic noise from the removal of a tree buffer is dependent upon the type, density, and width of trees being removed. Since trees are not necessarily permanent features, and since the sound-attenuating potential of deciduous trees changes as they lose their leaves, they were not included in the traffic noise models developed to predict traffic noise levels along I-485. This means the noise levels evaluated were loudest case, since they do not account for any noise-reducing effects the existing trees may have. Modeling loudest-case noise levels increases the possibility that a noise wall will be found feasible and reasonable.*

**Comment Group #3:**

- The aesthetics of the noise wall are important -who makes the final decisions regarding the appearance of the walls on this corridor?
- How can an abutting community determining the sound barrier wall style + cover?
- I would like to recommend to use artist (local) to help the design of sound walls. This will help increase the popularity of express roads and help the community & artists not only contractor & property owners.
- Aesthetics of noise walls (even tops / symmetry)

*Response #3: NCDOT's Division 10 Office will make the decision on the aesthetics of the noise walls. The municipality has the option to participate under a cost-sharing agreement with NCDOT to provide different aesthetics than what NCDOT proposes. The local government would be responsible for 100 percent of the cost of the betterment. A citizen who desires to recommend an aesthetic treatment for the noise walls should approach the City, who, if interested in pursuing, would then engage NCDOT in conversation. Once final recommendations are made on the locations of noise walls, the property owners and tenants that would be benefitted by the recommended noise walls will be asked to vote on whether or not they want the noise wall to be constructed.*

**Comment Group #4:**

- Also, does the state maintain the walls with respect to weeds + other unwanted growth along the wall?

*Response #4: NCDOT will maintain the wall and the area directly surrounding it. For walls adjacent to a property, the property owner is encouraged to mow/maintain up to the wall, as the NCDOT may not mow as frequently as the property owner.*

**Comment Group #5:**

**General**

- Not really concerned about color of noise barriers but really necessary in my neighborhood-Glenmore.
- My house is elevated and we get so much noise from 485. It is so much greater in the Fall & Winter. My dog wants to run in the direction of the highway when he hears trucks.
- What is being done to control noise east of Rea Rd and I-485? Should have abatement all the way. Noise now is a problem so with extra lanes now it will be worse.
- Are we evaluating current noise impact on Piper Glen residents at Rea Rd and evaluating what additional construction and added traffic will generate?
- Part of this project should be a wall or solid barrier between the hwy & residential places. I'm in my kitchen at 7:10am, doors closed & I can hear and feel the ground shake where large trucks

are driving on 485! I sleep, and have for the last 9 years, with ear plugs in and still cars/trucks wake me @ 5am! If a vehicle drives off the road & onto the grid, all the dogs in the neighborhood bark. At least re-test the noise levels. I live between 485 & Rea Rd in Piper Glen neighborhood.

- It is imperative to reduce the noise pollution along this stretch of 485! Sound barrier/noise walls are a must! The highway noise is very loud right now, and with double the lanes, double the numbers of cars and trucks - if not now, it's sure to come in the future will all the growth in and around Charlotte - and the added commercial development that will then follow - noise abatement measures must be taken. It shocks me there isn't already a noise wall! Charlotte didn't do this 485 project correctly the first time, but they have a chance to do it right this time!
- I am very concerned about the noise levels from the additional lanes. Even now, have significant traffic noise, especially in the winter months when the leaves are no longer on the trees to buffer the noise.

#### **Noise Wall 4W**

- Noise. Very loud after the speed limit was increased to 70 mph. As the drivers usually will go up to 75 mph. Our neighborhood [north side of I-485 west of Carmel Rd] does not qualify for the wall. Existing wall is too short and does not help. Need proper wall, decrease the speed limit.

#### **Noise Wall 13E**

- According to the County data you have, we do not qualify for a noise blocking wall. The area of the noise wall is 510-515 stations. The elevations on the maps do not take into account the changes in elevation only the average of the area. The noise is so great and has gotten much worse in the 17 years I have lived here. NO prayer of us even selling our homes without a noise wall. Area affected stations 510-515 noise wall area 13E. I directly back 485 and with the road widening the noise to my house will be even greater.
- Sound control needs to be re-evaluated at 510-515 station - this area has been devastated since I-485 opened 1994. Something needs to be done. Who do we meet with?? I understand the evaluation process - based on density. Which is broken - I've sold over 300 Piper Glen homes, these residents suffer terribly.
- Overall a very good open house and information sharing. However, disappointed that section NW13E noise wall is not currently considered cost effective. Zones 510-525. The truck noise now is considerable and can't imagine the level after 2 more lanes added each direction.
- The houses on our street [Curlee Ct] are very close to 485 and the noise is already very loud. Adding another lane is going to make it much worse. There are plenty of houses affected. The houses in these areas pay the same taxes as the other houses that are getting walls. Cutting the analysis up is not a fair way of looking at it.
- We need the proposed noise barrier at 485-Rea Rd. #1325.
- Noise impact on Piper Glen community; Effectiveness of noise walls.
- We need a wall to block noise in Piper Glen. The highway noise is overwhelming at times.
- I need to know about sound barriers for areas along balance of Piper Glen. We are less than one block removed from the current 485 and need and deserve sound barriers.
- I've lived in my home for 18 years dealing with ever increasing noise. In 2000 the noise was tolerable but it is no longer and that is with 4 lanes and now you want to add more lanes? Why is Willesden in Piper Glen not scheduled to get sound barriers while a golf course (Ballantyne) did! How many people on the golf course benefit?

- Still need better information and justification why the noise abatement wall is not being extended further east from Rea Road.
- I do not understand how the increased noise levels can be handled without noise buffers extended further east. We live on Seton House Lane, about 1 mile from 485 and we have noise issues in the winter months. Houses closer to 485 will have even more of an issue, and property value impacts.
- Noise abatement wall needs to be extended further east to include homes on Gosford Place, Musselburg Ct, Shepherleas, Timberneck and Willesden, adding additional lanes will bring lanes 15' closer to homes. My neighbors and I are on the 6th tee at Piper Glen.
- My home is on Gosford Pl in Piper Glen. I know the current DB levels exceed 70 DB on a constant basis. Due to the elevation being at grade level with the highway, there is nothing to inhibit the traffic noise at this point. Placing the sound barrier wall only along a portion of this segment of the highway (west) at the area that already has a 20-30' berm (height), in my opinion, is the wrong place to put the sound barrier. My guess is the DB readings are @ 20 DB level less where the wall is planed vs the (illegible) at grade level described above. Fall and winter times the noise is greater and must be in the high 70's DBs. Please consider doing on the ground studies of this area. Homes along Gosford, Musselburg, Shepherleas, Timberneck and Willesden in Piper Glen are being adversely impacted by this traffic noise that will only get worse with the expansion of the freeway.
- My concern is the noise. Abatement wall along 485 & Rea Rd. The noise on Piper Glen is already loud and the wall needs to cover the entire area of the development.
- We were unable to attend the public meetings regarding this project because we were out of town during the week that they were held. I understand from neighbors who did attend, however, that noise barriers are not planned to block noise from the section of I-485 closest to my home located on Shepherdleas Lane. Our home sits at the end of Shepherdleas Lane where it dead ends at Willesden Lane. We have lived in our home since September of 1998 and initially did not hear any noise from I-485. As traffic increased and lanes were added, however, noise levels, both inside and outside our home, steadily increased. When the loop was closed three years ago and speed limits were increased, noise became a significant problem for us. As I sit INSIDE my home this morning, I can hear traffic on I-485. In the early morning around 6 AM, when I wake up, I can hear traffic noise, particularly eighteen wheelers, motorcycles, etc. while I am still lying in bed. The noise is even worse in our yard (front and back) and particularly on our patio. In the winter months when there is no foliage on the trees, the noise levels are significantly higher. Considering the level of noise we currently experience, we respectfully ask the NCDOT to reconsider the placement of additional noise barriers to protect our property. Given that we can currently hear traffic noise inside our home, I am very concerned about the impact of the new lanes (two of which will be express lanes) fifteen feet closer to our homes in Piper Glen.
- The noise walls need to be extended due to excessive decibel readings.
- We live in the Piper Glen neighborhood and can already hear traffic noise. Given the expansion of lanes, I fully expect the noise to increase to very noticeable levels, especially in the fall and winter when trees are bare. You need to extend/build a wall on 485 Inner at least up to Ballantyne Commons crossover.
- Strongly recommend abatement wall be extended east of proposed wall to include the area along #6 Fairway & Tree to include the following areas: Gosford, Musselburg, Shepherdleas, Timberneck + Willeston. Most homes in this area are two story + currently upstairs, the noise

created by current traffic continues to grow louder. Fall + Winter increases the noise due to lack of foliage. The increased noise from increased traffic could negatively impact home valuations. 15-20 ft abatement wall should be considered.

- According to neighbors that attended your informational meeting you intend to keep in place the existing noise abatement wall that is on the north side of I-485, just west of Rea Road. This borders Piper Glen Neighborhood and is necessary to make homes in this area pleasant to live in. As part of your plan I understand that a noise abatement wall would also be constructed to the east of Rea Road. This would provide noise protection for homes on Andrews Links, Steward Ridge, and Titleist Drives. However, it is my further understanding that you do not plan for that wall to extend east past Stewart Ridge Street. In my opinion this would have a severe negative impact on homes that are located on Gosford, Musselburg, Shepards, Timberneck, and my street, Willesden Lane. If I am clear on this, I cannot understand why there is an existing noise abatement wall on the west side of Rea Road, while the one that is proposed for the east side of Rea Road does not extend all the way to the west side of Ballantyne Commons Parkway. In driving I-485 from I-77 to US-74 I note that every single neighborhood that was constructed prior to when I-485 was originally built has a noise wall in place. I cannot see why this precedent would not apply to all of our neighborhood given your proposed expansion of I-485, particularly when the number of lanes would double from where it is today. I urge you to reconsider adding a noise abatement wall all the way from the east side of Rea Road to the west side of Ballantyne Commons Parkway in order to allow the expansion of I-485 and enable the homeowners in this area to continue to have the quiet enjoyment of their homes.
- I live in Piper Glen and can see trucks and car traffic from my kitchen window. The noise is currently loud and uncomfortable and we are extremely concerned about the expansion from 4 lanes to 8 from Rea to Providence increasing noise substantially. Please carefully re-evaluate NW13E. Many homes in this neighborhood would benefit from a wall.
- We are very concerned about the new lanes being 15 feet closer to our home in Piper Glen, especially in the fall/winter months when the trees do not service as a buffer. Current plans do not call for a wall to extend further east & we believe the value of our property will be affected.
- Now more than ever with the express lanes bringing I-485 even closer to our home (#13) we need a noise wall.
- Major concern is noise! I live slightly above and behind I-485 in Piper Glen. Our home is between Rea Rd and Providence Rd just before the tower (Verizon). All good and well building the toll (which we wouldn't use) lane but we will need a NOISE WALL! This is my utmost concern if we sell our house. Thank you!
- There needs to be a noise wall/sound barrier for neighborhoods (including Piper Glen). The noise is already loud, and will significantly increase when 4 lanes are increased to 8 lanes. With more lanes, congestion will continue to increase as more business/lanes are built and this needs to be forecasted accurately.
- The proposed Noise Wall (north side of I-485) should extend eastward beyond Reference No. 500 to at least Reference No. 520. From just east of Reference No. 510, the TPC Piper Glen golf course provides a virtually uninterrupted sound corridor from I-485 northward to Seton House Lane. During cold weather months, when there is no foliage on deciduous trees, and when schools are in session, the noise from existing I-485 lanes is already a grating annoyance. The NCDOT proposal to double the number of lanes will likely bring this annoyance to warm weather months as well, and will make the cold weather months unacceptably loud. The desirability of living along this corridor will be diminished, and property values will decline.

- Fall and winter noise is greater. Behind the 6th tee, the elevation drops considerably down to the open interstate. Must have wall to reduce noise.
- If project moves forward, I would like the abatement wall extended farther east.
- Home at end of Gosford Place on golf course by woman's tee on 6th hole
  - Able to see truck traffic on I-485 due to low elevation
  - Adding two lanes and moving lanes 15 ft closer to home will increase levels
  - Fall and winter noise is greater"
- I live in Piper Glen, not far from 485 and am very concerned that area NW13E is not recommended for a noise wall. We experience loud traffic noise from 485 24/7 and this will only get worse with the 485 lanes expansion project as the traffic will be more and traveling much faster. Please access situation with a further noise study. I think the data you have is outdated & this affects a large number of home owners in this area.
- I live on Shepherdleas Lane and am concerned about the increased noise coming due to more lanes and a full lane being closer to our street. We need improved noise barriers.
- All of us in Piper Glen are very concerned about the increased level of road noise to our homes. I live on one of the lakes and the golf course which will magnify sound, esp. in the winter with the trees bare. The sound barriers must extend the length of Piper Glen and be super tall.
- As a home owner on Shepherdlea Ln. I notice the noise level more in the fall and winter months. The noise wall should extend further east.
- We live in the Piper Glen community at 7321 Timberneck Court. It is difficult for us to agree with your Noise Study 13E that did not recommend a Noise Wall. We respectfully request a new more extensive study of the noise levels and need for a noise-abating wall along the westbound 485. East of the Rea Road entrance all the way to the Ballantyne Commons Bridge.

**Noise Wall NW14C**

- Need noise walls on Ballantyne Commons Parkway side between Rea Road + Providence Road!!!!!!!!!!
- Not enough definite information on wall issue. From Rea Rd to Providence Rd with 2 lanes added must have wall.

**Noise Wall NW20**

- Please consider extending noise walls NW20 to cover the entire community (the planned wall needs to be extended only for additional 4 or 5 houses to cover the community). The traffic noise level is extremely loud, specifically evenings and nights at our house (Patten Hill Drive) and to the East. Many times we wake up at night due to noise and experience difficulty to get back to sleep.
- Please consider extending the Noise Wall NW20 to cover the whole community of Thornblade that backs up to 485 - specifically all of Patten Hill Dr. The noise level is extremely loud 24/7. It makes it difficult to sleep, hear TV, not enjoyable to go out in backyard - can never relax due to noise!
- We are requesting that the 485 Planning Committee extend the proposed NW20 wall eastward to provide noise abatement to all of the residents of Patten Hill Dr. This would require for the wall to be extended a very short distance (approximately the length of six to seven homes). The traffic noise level is a major and growing problem along Patten Hill Dr. throughout the day, but particularly at night and in the early morning. We would welcome anyone to measure the amount of noise experienced by the residents in these late and early hours. It routinely reaches levels that make it difficult to sleep, and our concern is that the expansion lane, the construction required for it and the traffic yet to come, will result in additional hardship for members of the

community. We are aware of the proposal to build a partial wall to address some of the sound issues. Stopping the wall short and not covering all of the homes on Patten Hill would result, we feel, in an even worse outcome for the homes not covered, as the unprotected homes will experience a sharp increase of noise because of both increased activity, as well as sound that would travel to our homes from the wall-abated areas if the wall is not extended to protect all homes. We would like to address the issue with you as a group or one-on-one prior to a final decision being made about the noise abatement wall NW20. **[NOTE: this comment was signed by 11 residents of Patten Hill Drive.]**

*Response #5: NCDOT understands that existing traffic noise is a major concern for those living near I-485 and that many desire noise abatement. The potential noise abatement areas shown on the maps at the public meetings in July 2018 were based on the preliminary traffic noise analysis. The results of that preliminary analysis are not a final decision. As part of the upcoming design phase of the project, NCDOT will be re-evaluating traffic noise impacts and the feasibility and reasonableness of noise walls at the sites impacted by I-485 traffic noise including the residential areas between Rea Road and Ballantyne Commons Parkway (i.e., Noise Walls 11, 13W, and 13E) and between Weddington Road and Pleasant Plains Road (i.e., Noise Wall 20). The design phase noise analysis will be based on additional roadway design information and elevation data not previously available. The results of the final design noise analysis, which will be documented in a Design Noise Report, will determine the locations, heights, and lengths of the noise walls recommended for construction. As summarized below, NCDOT must comply with federal regulations and the NCDOT Traffic Noise Policy when determining locations where noise walls will be constructed.*

*NCDOT conducts traffic noise analysis in compliance with federal regulation ([23 CFR 772](#)) and the NCDOT [Traffic Noise Policy](#), which is established by the NC Board of Transportation and approved by the Federal Highway Administration which implements federal regulation. The policy does not allow for exceptions, and NCDOT is very consistent in its application across all projects statewide. Federal regulation requires that States develop feasibility and reasonableness criteria for noise abatement, and it is prescriptive about certain elements of that criteria. For example, 23 CFR 772.13 stipulates that the State's reasonableness criteria must include cost effectiveness of highway traffic noise abatement measures. It also specifies some parameters for determining the cost-effectiveness calculation.*

*NCDOT policy requires that noise abatement be considered for all impacted receptors and provided where feasible and reasonable. Our preliminary analysis for the I-485 Express Lanes project, which is complete, and the final design analysis, which will begin later this year, will carry out this responsibility. It is not the intention of either the policy or federal regulation to provide relief for all affected residents. Interstates are loud by nature, and it would not be possible to eliminate all annoyance from noise for those who live near them.*

*The mere proximity of a home near a highway does not qualify it for abatement. For a home or other noise sensitive land use to qualify for noise abatement, the land use must experience a traffic noise impact, as define by federal regulation and NCDOT Traffic Noise Policy, and abatement must meet feasibility and reasonableness criteria stipulated by the same regulations and policy.*

*Since trees are not necessarily permanent features, and since the sound-attenuating potential of deciduous trees changes as they lose their leaves, they were not included in the traffic noise models*

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*developed to predict traffic noise levels along I-485. This means the noise levels evaluated were loudest case, since they do not account for any noise-reducing effects the existing trees may have. Modeling loudest-case noise levels increases the possibility that a noise wall will be found feasible and reasonable.*

*While NCDOT acknowledges that it is loud now near I-485, the project is not likely to make matters noticeably worse. As a general rule, if a traffic noise source is doubled (in this case, if the traffic volume were doubled, which is not expected to happen), then the theoretical increase in noise level is 3 dB(A), which is barely perceptible to a human of average hearing.*

*NCDOT Traffic Noise and Air Quality staff is available to meet separately with the Piper Glen community and other neighborhoods as requested to discuss their concerns and to explain the traffic noise analysis process.*

**Comment Group #6:**

- Noise Barriers still not officially designated.
- Waiting for final decision on noise barrier behind me.
- Glad to see noise walls may benefit us.
- Details on noise wall locations are not available. Noise measurements have not been done at my location.

*Response #6: During final design, additional analysis will be conducted to identify recommended noise wall locations. The results of this analysis will be presented in the Design Noise Report, which will be made available for review on the project website.*

**Comment Group #7:**

- We don't understand why a noise test wasn't run recently after the hwy expansion completed & more traffic was on the roads. The last one was 3 yrs ago & this zip code is one of the fastest growing in the nation.
- With the add'l lanes, won't the current high noise traffic levels be even higher closer to our home?
- Why are the noise studies so old? 2015??? 2015 is way out of date considering the growth rate of this area! Why was there only one day of collecting noise data? Projections will be skewed and not accurate for varying conditions.
- How far out in years did the noise survey go out to determine traffic density?
- The studies are outdated. The decibel levels are high in areas east of the existing proposed noise wall east of Rea Rd. The noise wall needs to be extended.
- Further noise abatement efforts are necessary east of Rea Road. Regrettably the noise study used to inform the current noise abatement extension efforts are outdated. Due to elevation of homes in the surrounding area, recent removal of trees and generally louder noise in late fall and winter all homes in the area are in need of extended noise barriers.
- We respectfully request that your office validates your model and conclusions concerning (NC13E) a proposed noise wall, based on actual noise level readings.
- Were any noise levels measured at intersection of Read Road and 485? The noise has been increasing since walls were installed 5+ years ago and noise is increasing as more traffic utilizes 485.
- Noise studies must be updated between Rea and Providence to account for more traffic in recent years plus the impact of the lane expansion.

- I am not sure how the noise studies were done or how recently they were conducted, but they don't seem to accurately reflect the noise levels we are currently experiencing much less the additional noise that will result from the project. It may not be a scientific approach, but I invite any interested NCDOT staff to visit my home to hear first-hand the noise we are already experiencing, both inside and outside our home.
- Due to 485 improvements, The NCDOT needs to redo outdated and miscalculated noise evaluations and accurately recalculate the noise impact of adding 4 lanes to move more traffic at a higher speed.

*Response #7: NCDOT will be re-evaluating traffic noise impacts and the feasibility and reasonableness of noise walls at the sites impacted by I-485 traffic noise as part of the upcoming design phase of the project. The design phase noise analysis will be based on additional roadway design information and elevation data not previously available. The results of the final design noise analysis, which will be documented in a Design Noise Report, will determine the locations, heights, and lengths of the noise walls recommended for construction. NCDOT must comply with federal regulations and the NCDOT Traffic Noise Policy when determining locations where noise walls will be constructed.*

*The completed preliminary traffic noise analysis is not outdated; it was completed in April 2018 based on current design information and future predicted noise levels. Field noise measurements were taken in 2015, but these measurements were to validate FHWA's Traffic Noise Model for the existing conditions along I-485 and are not used to determine noise wall locations.*

*The following explains how NCDOT modeled traffic noise in order to determine impacts and to identify preliminarily feasible and reasonable (potential) noise wall locations. This is consistent with methodology used on all NCDOT projects statewide. In areas where traffic noise is dominant, field measurements were taken to validate the accuracy of the traffic noise model. For this project, field measurements were taken at 76 locations. At each measurement location, weather data (temperature, wind speeds) was collected, traffic was counted, vehicle speeds were estimated, and any noise anomalies (e.g., a lawnmower or a plane flying overhead) that occurred during the measurement period were documented. Once the model was built that represented current site conditions, it was used to predict noise levels. These levels were then compared to the field measurements taken at those same locations. As they were within a prescribed tolerance, the model was deemed validated and was used to reliably predict future (i.e. 2040) noise levels at any location covered by the model. Once a validated model is built, additional field measurements are not necessary since the model reasonably reflects current site conditions.*

*Once the model was validated based on current site conditions, the proposed roadway design and all of the topographical and structural changes it involves, including but not limited to the new and revised lanes, pavement, and bridges, were added to the model. Then the 2040 traffic volumes on the highway were added to the noise model. It is this future (predicted) noise level, and not current measured levels, that determine where traffic noise impacts occurred and the location of preliminarily feasible and reasonable (potential) noise walls. This is to the advantage of people affected by traffic noise from the project, as future noise levels will generally be higher than current ones. Also, the levels that were modeled (and upon which the evaluation of potential walls was based) represent the loudest traffic noise hour. The loudest traffic noise hour occurs when traffic is heavy, but still moving at free-flow speeds (not congested). The likely noise wall locations were also based on the loudest traffic noise hour in year 2040.*

**Comment Group #8:**

- The walls at the designated areas should have been put in a long time ago by the city of Charlotte.
- A continuous noise abatement wall should PRESENTLY be in place the entire length of Piper Glen Property from Rea Rd east.

*Response #8: NCDOT studies and builds noise walls only as part of highway construction projects. The Traffic Noise Policy, which is approved by Federal Highway Administration to comply with Federal law regarding traffic noise, requires that traffic noise analyses be performed for highway projects of a certain scope (usually the construction of new highways or the widening of existing highways). Where noise impacts occur on these projects, noise walls are built where feasible and reasonable to do so. NCDOT does not provide noise walls along existing highways where no highway improvement project is proposed.*

*When I-485 was originally constructed, noise abatement was provided where feasible and reasonable based on traffic noise impacts associated with that project and in compliance with the regulations and policies in place at that time.*

*For the I-485 Express Lanes Project, noise abatement is considered for noise sensitive receptors impacted by future design year (2040) conditions, including improvements associated with the project (i.e., additional lanes, direct connectors, and bridges) as well as the existing travel lanes not being modified. Traffic noise impacts occur when the predicted design year traffic noise levels either: [a] approach or exceed the FHWA noise abatement criteria (for homes, this impact threshold occurs at 66 dB(A)) or [b] substantially exceed the existing noise levels by 10 dB(A) or more. FHWA and NCDOT require that feasible and reasonable measures be considered to abate traffic noise at all predicted traffic noise impacts. Please see the [NCDOT Traffic Noise Policy](#) for additional information.*

**Comment Group #9:**

- In the noise abatement model used to determine potential exposure to noise, were those who have hearing issues - hearing impaired - included in the noise assessment data?

*Response #9: All impacted receptors are treated the same regardless of the hearing ability of the occupants or users of a noise sensitive land use. Modeling for humans of normal hearing is a conservative approach in that maximizes the opportunity for noise abatement.*

**Comment Group #10:**

- Representatives gave vague, canned answers to our concerns regarding the I-485 noise dampening wall. There was no concern or interest in the people who live here who deal with the increased sound pollution.

*Response #10: NCDOT understands that traffic noise is a major concern for those living near I-485. NCDOT conducts traffic noise analysis in compliance with federal regulation ([23 CFR 772](#)) and the NCDOT [Traffic Noise Policy](#), which is established by the NC Board of Transportation, approved by the Federal Highway Administration, and implements federal regulation. The NCDOT Traffic Noise Policy defines when traffic noise impacts occur and establishes feasibility and reasonableness criteria for noise abatement measures. The intent of the policy is to establish stipulations and criteria that are applied uniformly statewide so that all traffic noise abatement is recommended equitably. The policy does not*

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*allow for exceptions, and NCDOT is very consistent in its application across all projects statewide. Interstates are loud by nature, and it would not be possible to eliminate all annoyance from noise for those who live near them.*

### **ACCESS POINTS**

#### **Comment Group #1:**

- The access points need to merge from the Toll/HOV lanes to 3 lanes not 2. If 2 lanes--it will back up traffic on the toll roads + the normal lanes of 485.
- Just concerned about auto accidents with people trying to jump in and out of express lanes.
- Safety of access points
- Hope they are long enough
- Access points provide greater opportunity for accidents

*Response #1: Additional lanes are provided at access points to allow vehicles to enter and exit the express lanes. Access points will be designed to allow adequate distance for vehicles to safely maneuver in and out of the express lanes.*

#### **Comment Group #2:**

- More right now
- Seems o.k.

*Response #2: Thank you for providing feedback on the I-485 Express Lanes project. For project updates, click here: <https://www.ncdot.gov/projects/i-485-express-lanes/Pages/default.aspx> or follow us on Twitter @NCTurnpike*

#### **Comment Group #3:**

- Hopefully accessing will be easy to recognize
- Unless well-defined marking & signs - areas were accidents will be waiting to happen. Not everyone here is from the north and will be new & dangerous to a lot of drivers.

*Response #3: Roadside and overhead signage, as well as pavement markings will notify drivers of upcoming ingress points to enter the express lanes, as well as current toll rates. Once in the express lanes, signage will be provided to notify drivers of upcoming egress points to exit the express lanes, including where to leave the express lanes to access certain exits from I-485.*

#### **Comment Group 4:**

- An access point west of Weddington Rd would be beneficial to me. I will be entering 485 daily from the new on-ramp and traveling west to Johnston Rd.

*Response #4: An access point into the express lanes is proposed on the west side of Providence Road, if you get on I-485 westbound (inner) at Weddington Road, you could use this access point to enter the express lanes and then exit the express lanes just before Johnston Road to take the Johnston Road exit.*

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## WEDDINGTON ROAD INTERCHANGE

### **Comment Group #1:**

- Asked about the Weddington Rd interchange fueling traffic onto a two-lane road heading toward Matthews - The NCDOT rep did not appear to have any explanation for this. This interchange will create a traffic nightmare on Weddington Rd similar to the one currently on Monroe Rd / John St.

*Response #1: Planning for the Weddington Road interchange began over a decade ago to provide an additional access to I-485. Additional lanes will be provided on Weddington Road in the vicinity of the interchange to accommodate projected traffic. However, there are no current plans to widen Weddington Road to the north of the interchange. We will share your comments with the Charlotte Regional Transportation Planning Organization (CRTPO), who submits future projects to NCDOT for potential funding consideration.*

### **Comment Group #2:**

- I am not sure about the left turn lanes on Weddington from Matthews to Publix shopping + left turn from McKee to Harris Teeter shopping center. I was told there will be no left turns--this creates a big problem trying to get to these places. The lights will cause a lot of backups.

*Response #2: Based on the current design plans, left turns from Weddington Road are limited to designated locations only. A left turn would be provided from southbound Weddington Road into the Publix shopping center, which will help divert traffic from the McKee Road intersection. Left turns will not be provided from northbound Weddington Road into the Harris Teeter shopping center. However, the existing left turn from eastbound McKee Road into the Harris Teeter shopping center will remain.*

### **Comment Group #3:**

- Desperate need for stop light at Weddington and plantation lane (where I 485 will exist) but no light is on the map.
- PLEASE put a traffic light at the exit from 485 to Weddington Rd!! VERY NEEDED!
- Will there be a light at the interchanges at Weddington and 485? Please!!!

*Response #3: Thank you for your comments. The project team will take these comments into consideration as the designs are finalized. For project updates, click here: <https://www.ncdot.gov/projects/i-485-express-lanes/Pages/default.aspx> or follow us on Twitter @NCTurnpike*

### **Comment Group #4:**

- Stop lights need to be at neighborhood entrances because it is hard to get in + out of Winterbrook and Providence Plantation as it is.

*Response #4: The project team will consider and study a traffic signal at Plantation Road during final design. The entrance to the Winterbrooke neighborhood at Winterbrooke Drive is not currently proposed to get a traffic signal since this access will be changed to right-in/right-out due to its proximity to the new interchange ramps.*

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## EXPRESS LANES NETWORK

### **Comment Group #1:**

- What are the plans to connect 485 Express lanes to 485 northeast of 74? Similar question for interface w/ I-77 express lanes to the future express lanes. I.E. how does this project allow for integration with future managed lanes projects to create the envisioned system?
- Will there be a direct connection to the Monroe Expressway?
- Has the way to exit the toll lane to I-77 North been addressed?

*Response #1: There are plans to provide direct connections between the I-485 Express Lanes and the proposed express lanes on U.S. 74. There are no current plans to extend express lanes on I-485 beyond U.S. 74. On the I-77 end, the I-485 Express Lanes would be designed to accommodate a direct connection with future express lanes on I-77.*

*At this time, there is no direct connection proposed between the I-485 Express Lanes and the Monroe Expressway. Drivers in the I-485 Express Lanes who wish to use the Monroe Expressway will need to exit the express lanes prior to U.S. 74, take the exit for U.S. 74 eastbound, and then enter the Monroe Expressway.*

### **Comment Group #2:**

- When the express lane gets vehicles to I-77 faster, how will I-77 be relieved of the pressure? I-77 is currently backed up during rush hours & other than rush hour. (ex. 9:00am+)
- I wonder why I-485 is being widened prior to I-77 which I think is the most congested highway I've ever seen my life. I have lived in Charlotte 20 years. Thanks to NCDOT Rep, I have my answers!!!

*Response: There are other planned projects in the State Transportation Improvement Program (STIP) to add capacity to I-77 south of Uptown Charlotte. Specifically, STIP Project I-5718 proposes to widen I-77 between I-485 and the Brookshire Freeway (I-277) to ten lanes by adding managed lanes. The current schedule shows construction beginning in FY 2027.*

## BRIDGES

### **Comment Group #1:**

- Will bridge over 485 @ Providence Rd be widened to help with Waverly traffic?

*Response #1: STIP Project I-5963 proposes to make improvements to the I-485 interchange at Providence Road. This project is currently scheduled for construction in FY 2023.*

### **Comment Group #2:**

- I was most curious about the proposed widening of the bridge on Ballantyne Commons over 485, as that is where I live. I would love to see sidewalks included in the widened bridge. I see many people walking on the road now to cross the bridge and it's so unsafe.
- Not enough information about Ballantyne Commons Bridge plan.
- Please please please include sidewalks on the widened Ballantyne Commons bridge! Thank you!

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*Response #2: Bicycle and pedestrian accommodations are proposed to be included on the widened Ballantyne Commons Parkway bridge. According to local plans and STIP Project U-6030, construction would widen Ballantyne Commons Parkway to four lanes from Annalexa Lane to Rea Road. The U-6030 project is currently scheduled to begin construction in FY 2025.*

**Comment Group #3:**

- If bike lanes on Weddington bridge should be on Elm & BC bridges.

*Response #3: Bike lanes are proposed on the Weddington Road bridge and wide shared-use paths are proposed on the Ballantyne Commons Parkway and Elm Lane bridges that can accommodate bicycles and pedestrians. These accommodations are in accordance with adopted City plans.*

**GENERAL PURPOSE LANES**

**Comment Group #1:**

- 3rd lane from Rea to Providence is not enough. Needs to go from Rea to 74 and beyond to Mint Hill. This would ease traffic quite a bit. The express lanes will not be used by many.
- Why not widen 485 to 3 general purpose lanes between Providence + 74? You are just moving the pain point from Rea Road to Providence!
- Why not build all lanes the same for the whole length. Especially because of your population projections.
- Providence Rd interchange is currently a bottleneck. I assume adding the additional lane between Rea Rd & Providence will only make it worse. Is anything going to be done in the future to help mitigate this.
- Build out all lanes and express lane the same as I-77 to Johnston Road. Reducing lanes has caused the problems that exist now. Hwy 218 and Albemarle Rd will have the same problems SOON.
- This is a temporary, short term fix for traffic congestion. We need more free lanes between Rt. 51 and Rt. 74. Without the additional lanes, traffic congestion will become worse & worse in the coming years.
- There is a need to widen the beltway which is not being addressed, especially between Rt. 51 & 74.
- Why not add lane Providence to 74 for future expansion like did 77 to Johnston (& not able to use that lane/space for years 'til this project
- I think express lanes would make Matthews worse since people will not use them. Since we have some of the highest gas taxes in the nation we should have the wherewith all to add additional regular lanes and sound barriers.
- Since we have some of the highest gasoline taxes in the nation I do not understand why tolls are necessary to build more lanes particularly when I-485 was extended to the University Area. More lanes were offered in much less dense areas than the south end of I-485.

*Response #1: There is currently no project planned to add an additional general purpose lane to U.S. 74. However, this could be a future project and the section of I-485 between Providence Road and U.S. 74 is being designed to accommodate a future third general purpose lane in each direction if a future project is identified. We will share these comments with the Charlotte Regional Transportation Planning Organization (CRTPO).*

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**Comment Group #2:**

- No one tells me a good answer for the toll lanes as to why to pay to drive on existing lanes that are there but not open. How do you know that if they were opened that it wouldn't help congestion without trying it?
- For the section between I-77 and Johnston Rd that is already built, why are these being converted to Hot lanes. This is theft of tax payer money. It only needs striping!
- My taxes paid for the lane, why should I have to pay more??

*Response #2: The wide median was constructed for the anticipated express lanes since the Fast Lanes Study recommended express lanes along this corridor to provide reliable travel times. An additional general purpose lane would not provide this reliable travel time. This was demonstrated by the recent widening of I-485 from I-77 to Rea Road where traffic volumes increased by 33 percent within just two years of the additional lanes opening, bringing additional congestion.*

**E-ZPASS**

**Comment Group #1:**

- As for express lane tolls, will N.Y. E-Z pass + other states E-Z Passes be accepted?

*Response #1: Yes, E-ZPass will be accepted for the I-485 Express Lanes tolls.*

**GENERAL COMMENTS**

**Comment Group 1:**

- Yes but frequently the answer was "we don't know yet"
- Some of the questions had to wait..."when we are done getting bids, we will know more about when we get noise walls"
- Answers were almost always framed in a very non-committal "Don't hold me to this" type of tone.
- Those presenting and responding likely know what they are trying to convey but they are not specific, direct and to the point as they try to avoid confrontation. Why not some direct responses to direct questions. If problems surface lets address them now -- not hide from them. Noise abatement is a major concern.

*Response: Some detailed design questions cannot be answered until further along in the project since the design-build process allows for some flexibility in the final design to reduce impacts, reduce costs or compress the schedule.*

**Comment Group #2:**

- Are you going to be constructing 485 + 51 at the same time? Do you realize you would bottleneck Matthews traffic going to Pineville? What about Hwy Monroe Rd. construction?

*Response #2: There are a couple of projects planned along N.C. 51. U-5763 proposes to widen N.C. 51 from Sardis Road to East John Street/Monroe Road and is currently scheduled for construction in 2021. NCDOT is aware that this project will be under construction at the same time the I-485 Express Lanes, but traffic will be adequately maintained. I-6015 proposes to improve the interchange on N.C. 51 at I-485, but*

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*this project is currently programmed for planning and environmental study only. A project was submitted to NCDOT to improve the I-485 interchange at Carolina Place Mall (Exit 64). This project is going through the prioritization process.*

*The I-485/John Street interchange (U-4714AB) will be constructed at the same time as the I-485 Express Lanes. The widening of John Street from Trade Street to Morningside Meadow Lane (U-4714A) is scheduled for construction beginning in FY 2021.*

**Comment Group #3:**

- I really think more people should have been made aware of the proposed project. Many travel from outside the geofence/zip code area initially alerted. I travel inner I-485 from Hwy 51 a few times per week.
- No one ever came here except to drop the form off. We only know what we've learned thru the paper and internet.

*Response #3: The newsletter announcing the public open houses was mailed to over 29,000 property owners in the project area. The meeting announcement was posted on the NCDOT website, as well as NCDOT's Facebook and Twitter. In addition, notices were distributed to local newspapers, TV stations and radio stations.*

**Comment Group #4:**

- Excellent organization of presentation materials-also trailblazing signage coming from US 74 was excellent.
- I fully support this critical transportation improvement! The presentation was excellent!
- Let the bid
- Appreciate public hearing, + seems like important better (+affordable) option development especially with sound walls for dense home communities, like Stone Creek + Sedona + just south of I-485 B/4 providence which also effects air pollution gusts, sleeping + quality of life generally! Long overdue (told promised) + hopefully can get some of federal infrastructure funds also with good state representatives in an important state region! Also an opportunity to improve bus (connections) mass transit on Express line + to rail line + airport (etc)
- Maps & displays were somewhat helpful - it was just too busy.
- I'm impressed with the presentation of information, quality of format, and the knowledge gained from representatives of the noise station & the express way blue prints! Thank you noise station!
- I am in support of the preferred alternative for the I-485 Hwy between Rea & Providence Rd

*Response #4: Thank you for providing feedback on the I-485 Express Lanes project. For project updates, click here: <https://www.ncdot.gov/projects/i-485-express-lanes/Pages/default.aspx> or follow us on Twitter @NCTurnpike*

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**Comment Group #5:**

- I have lived in New York metro area and DC metro area and tolls have not prevented highways from becoming parking lots at certain times of the day or when events are happening.
- I question whether people will use the toll road. It may be like Ft. Worth, which is a disaster.

*Response #4: It should be noted that this is not a new toll road. The I-485 Express Lanes project will add express lanes in the median of a heavily-travelled facility to provide an option for reliable travel times. The toll rates will be adjusted up or down based on demand.*

**Comment Group #6:**

- Why are we not using HOV lanes, why toll lanes? They worked really well for The Long Island Expressway. I did not see them work well for the I-95 near Washington DC. In this area, the Toll Lanes were vacant, while there was traffic in the other lanes.

*Response #6: Based on the results of the Fast Lanes Study prepared for the region, express lanes were identified as the best option for providing reliable travel time on this segment of I-485 in southeast Mecklenburg County.*

**Comment Group #7:**

- A few years ago a friend suggested that a train line be built in median, next to or above I-485 around Charlotte with lines connecting as spokes in a wheel into the center of the city. I agree with this. As a start could a train line be built from U.S. 74 to I-77?

*Response #7: The Charlotte Area Transit Service (CATS) does not currently have a rail project along I-485 in their 2030 Plan, but we will pass this comment along to CATS for consideration.*

**Comment Group #8:**

- Don't put landscape in the middle of the roadway.

*Response #8: Landscaped medians are not proposed for this project.*

**Comment Group #9:**

- No toll lanes
- No to toll lanes.
- Express lanes are not necessary
- Don't have any questions since I do not believe that express lanes are necessary
- Express lanes can be good but many people cannot commute with others logistically. We grew up in Washington, DC area. They still have a huge problem there with express lanes.
- We feel the toll roads are not going to be helpful but only clog traffic.
- I pay too much for NC gasoline tax to now have to pay for roads.
- I think you all are looking at something that will not help just clog up traffic worse. Charlotte has major construction issues on roads that have been ignored for years and now trying to catch up. Express lanes might not be a good, long term answer. We have lived here 27 years. It is not a situation that will be solved easily. Atlanta is another good example.

- Will never pay tolls. We don't need toll lanes.
- There was No Cost handout for the Toll Lanes. These proposed Toll Lanes are designed for people who can afford it. It is a choice but not for those who can-not afford this LUXURY TOLL EXPRESS LANE roadway! My adult children and myself will not be using these Toll Lanes. We would rather save our money for important items for grocery, utility bills etc. I mentioned this Toll Lane to employees who work in this area (ie: Restaurants, supermarkets and hair salons) they said they will not pay for the toll, they can-not afford it.
- My son drives from my home to Mooresville daily and has indicated that the traffic adds 15-20 minutes. He also uses google maps for the quickest route. He said, he will not use the Toll Lane, he needs to save money! The traffic on I-485 and I-77 are from car/truck accidents, rain/storms and I-77 construction.

*Response #9: Existing lanes will remain free and a new free (general purpose) lane will be added between Rea Road and Providence Road. The express lanes are optional to use and are intended to provide a reliable travel time. As drivers choose to use the express lanes, this takes cars out of the general purpose lanes.*

**Comment Group #10:**

- Will speed limit be enforced with cameras?

*Response #10: There will be no change to speed enforcement methods on I-485.*

**Comment Group #11:**

- Will there be Rumble strips on the toll express lanes?
- How many rumble strips will be put in?

*Response: In accordance with NCDOT roadway standards, rumble strips will be provided along the mainline outside paved shoulders and inside median paved shoulders. There will not be rumble strips on the express lanes.*

**Comment Group #12:**

- Are there expected to be limits on who can use the express lanes...eg. no school buses, no 18 wheel trucks? The access points can be compromised with such vehicles.

*Response #12: Large trucks will not be allowed in the express lanes. There is no current language that explicitly prohibits the use of school busses on the I-485 Express Lanes.*

**Comment Group #13:**

- We are fastest growing - what you doing with \$\$? Surface streets need expansion!
- Inclusion of project for NC 51/Park Rd exit & safety work to Carmel Rd, for reference, would be helpful.
- Just look at the impact I-285 (Loop Road) had on Atlanta traffic up 400, N. on I-85 and I 75. Advanced planning was not done and the result is all of these main arteries 400, I285 and I-85 and I-75 have been under constant construction for over 25 years. Charlotte could avoid these problems with thorough planning.

*Response #13: There are a number of projects in the State Transportation Improvement Program (STIP) to widen and improve surface streets. Project U-6086 proposes access management improvements to N.C. 51 from Park Road to Carmel Road, and is scheduled for construction in FY 2020. STIP Project I-6015 proposes improvements to the interchange of N.C. 51 and I-485. However, this project is currently programmed for planning and environmental study only.*

**Comment Group #14:**

- Cars racing on I 485 at night is a problem-12pm to 3am.
- There have been Car/Motorcycle racing at night, while we are sleeping. This is difficult to police.

*Response #14: We will share these comments with local law enforcement.*