



North Carolina Turnpike Authority

I-77 Contact Us
Comment Retention

2/1/2017

3/1/2017

Tracking Number: EW17SNG0DG

Sent By: [REDACTED] **Date/Time:** 2/1/2017 1:58 PM

Comment:

Regarding the I-77 Express lane project -
Just curious, are the express lanes designed in such a way so that the same express lane can be designated as a south bound lane in the morning, and a north bound lane in the late afternoon? This way the lane would be able to help with the flow of traffic in both the morning and the evening, instead of being just a south bound lane 24/7.
Thanks

Tracking Number: 9YNN7ESCTC

Sent By: [REDACTED] **Date/Time:** 3/1/2017 10:34 AM

Comment:

I LIKE TO ASK A QUESTION BUT IT HAS NOTHING TO DO WITH I-77 EXPRESS LANES BUT IT HAS TO DO WITH I-77 ITSELF. I TRAVEL DOWN I-77 TO CHARLOTTE AND I NOTICE THE NEW BYPASS SIGN AT EXIT 48 THAT SAYS " I-77 NORTH ." QUESTION? WHY CAN'T THE SIGN BE CHANGE TO READ " TO I-77 "
THE REASON IS. IF YOU TAKE THAT EXIT 48 YOU THEN WILL COME UPON NOT ONLY I-77 NORTH BUT ALSO I-77 SOUTH. IF THE SIGN WAS CHANGED AT EXIT 48 TO READ " TO I-77. " THIS WOULD GIVE MORE FOLKS ESPECIALLY TRUCKS TO TRAVEL AND GET ON I- 77 SOUTH TO HELP RELIEVE THE CONGESTION AT EXIT 38 WHICH IS TOTAL NIGHTMARE. JUST A THOUGHT.THANK-YOU

Tracking Number: KB9CG2O2TI

Sent By: [REDACTED] **Date/Time:** 3/16/2017 11:45 AM

Comment:

I know there is currently the option to use the HOV lane on I-77 if driving an electric vehicle. Will this continue to be the case in the new express lanes once the project is complete?

Tracking Number: F2TCCPQ140

Sent By: [REDACTED] **Date/Time:** 3/16/2017 11:55 AM

Comment:

These lanes will be awesome. It keeps the poor, the blacks, and the hispanics off the good fast lanes, and let's the unwashed sit in traffic. This is a brilliant plan, and one our forefathers of NC would be proud of. Thanks

Tracking Number: 4ICASY4PF1

Sent By: [REDACTED] **Date/Time:** 3/16/2017 11:58 AM

Comment:

Cintra has a history of bankrupting these projects. With the asinine high tolls, use will be very light. You are giving a lane that was built by the taxpayers and is currently free to Cintra to charge huge tolls on. That is going to make the traffic WORSE, not better. The state has signed a contract accepting liability for any losses. The contract is so one sided and the politicians fought so hard for it that I cannot help but suspect that there is corruption involved. I bet I am not the only one who suspects that.

I will never vote for any incumbent who voted to approve a toll lane or toll road.

Tracking Number: ERC5V6HMY3

Sent By: [REDACTED] **Date/Time:** 3/16/2017 12:33 PM

Comment:

I live in Cornelius and work off Westinghouse Blvd. in Charlotte. I avoid 77 as much as possible because the traffic is horrible. I would prefer to take 77 off 485 in the afternoon/evening but I do not see how the toll lanes will provide relief to the unbelievably congested two-lane road. At a minimum, there should be a third, general purpose free lane. Presently I take 115 to Cornelius. I would suspect that the toll lanes will just increase traffic on both 115 and 21.

The Cornelius/Huntersville area is booming and congestion will only get worse. To have a draconian moratorium on building any more lanes for the profit of a company is unconstitutional in my opinion.

A decision that has such a HUGE impact on the citizens north of Charlotte should not have passed without this sort of forum for public opinion.

This needs to be fixed before we are saddled with this terrible contract.

[REDACTED]

Tracking Number: MA9VKWM239

Sent By: [REDACTED] **Date/Time:** 3/16/2017 12:53 PM

Comment:

I advise in canceling the contract and spending resources on doing so in a manner that minimizes any penalties. As a Davidson resident I am very concerned about the following:

- Why will the profits go to another country rather than stay within NC? How does this tie into 'America First'?
- What will the prices be? I understand they are flexible but what is the estimate? When advertising the toll lane, I think it's important to use the projected mean price (during rush out when it's most needed) over the next 50 years.
- 50 years is a lot for a bad mistake, perhaps shorten to 3 years max.
- What will an approved carpool look like. For example, if I periodically drive with my 2 kids in the backseat, is it free? If I get a ticket, how do I prove my kids were in the back

Tracking Number: WPYWMR7LV3

Sent By: [REDACTED] **Date/Time:** 3/16/2017 1:29 PM

Comment:

I'm sure there's not much I can add that you haven't already heard from the various groups opposed to the I-77 toll project. I will say as a resident of the area and a daily traveler on I-77, I know firsthand the problems with traffic in the area. My two main concerns are the length of the contract that excludes the state from building any additional free lanes, and the unknown schedule for congestion pricing. In fact, I would encourage DOT officials to get to "know the area" by coming to Mooresville for a week, and plan to travel to Charlotte at 8:00 a.m., and return to Mooresville at 5:00 p.m. each day. What you will see is that traffic is backed up both northbound and southbound a good portion of every weekday. To me, that means that congestion pricing for the tolls would be in effect essentially all day. Even if you assume some peak rate in the neighborhood of \$1/mile, a commuter from Mooresville to get from Exit 36

down to Exit 19 (where existing free lanes relieve traffic some), that would be a \$17 toll, one way. Traffic is just as bad going back up in the afternoon. I don't know too many average commuters who are going to pay ~\$30/day (\$150/wk) just to get to work. I envision empty lanes and a bankrupt contractor well before 50 years is up. Then what will the State do?

I don't think we're too far into the project to make changes. Anything can be negotiated. I would prefer the contract be converted to a standard EPC. Pay the contractors for the work they have done to date, and continue to pay them to complete the work as a standard interstate widening project. There will be a penalty to pay to Cintra. But if they are honest with themselves, they know the risk of actually making a profit on this deal. Let's be realistic. At some point in the next 50 years, the taxpayers are going to get stuck paying for this one way or another. Let's bite the bullet and do the right thing, right now.

And I say this as someone who would likely benefit from this project in the short term since I assume buses will get to use the express lanes. My current method to maintain my sanity is to ride the CATS 77X express bus from Davidson and back for work. We're still stuck in traffic. But at least I'm not the one stressing behind the wheel.

Tracking Number: O8TUXBDEP9

Sent By: [REDACTED] **Date/Time:** 3/16/2017 1:30 PM

Comment:

As taxpayers, we have already paid for lanes on I-77. Putting in additional toll lanes will mean that we will be taxed twice to use those lanes. It makes more sense to cancel the project, have the state take it over, and add two additional non-toll lanes in both directions on I-77 from north Charlotte to Mooresville. I am from northern Virginia where traffic is much worse than here in Charlotte. They've done it right - they have one HOV lanes for morning and evening rush and then anywhere from 4-6 general purpose lanes. Also, having HOV lanes that are restricted 24/7 makes no sense. There is no traffic at 2am!! Open these up during non-rush.

Tracking Number: OSOM2NJAHM

Sent By: [REDACTED] **Date/Time:** 3/16/2017 3:11 PM

Comment:

Does Cintra's contract guarantee them a certain level of income annually, regardless of income derived directly from the toll lanes? That is, if they're faced with a shortfall of anticipated revenue from the tolls because of less-than-expected usage of the express lanes, does the contract require the state to make up the difference to reach some minimum income level? If so, that would seem to minimize Cintra's incentive to find reasonable levels for toll rates and be a negative element of the current contract.

Tracking Number: GTP0ETTH6

Sent By: [REDACTED] **Date/Time:** 3/16/2017 8:10 PM

Comment:

I think the toll lanes will be a disaster and do little to ease congestion. While I am in the upper 3% economically and could afford to use the toll lanes and pay the toll, I think it is a terrible injustice there those same tax payers in the other lanes who may not be as fortunate have to stay stuck in traffic. There is clearly plenty of room for the added lanes if the former republican lead legislator would have simply applied a universal small gas tax to everyone, the project would have funded. Again, terrible mistake and I would support whatever means necessary to get out of the contract. It's a bad contract particularly with non compete clauses.

Tracking Number: 5PNUD5RORG

Sent By: [REDACTED] **Date/Time:** 3/17/2017 4:39 AM

Comment:

After a news report of the noises after midnight I was told that there would be no more loud

construction noises on the Oaklawn bridge at night. I was greatly disappointed last Sunday night when I heard these noises again. It is my hope that a commitment is made to eliminate any loud construction noises at night. It appears to me that this happens when pieces of the bridge are being torn down.

Tracking Number: BE51AY3R1Q

Sent By: [REDACTED] **Date/Time:** 3/17/2017 8:09 AM

Comment:

Please cancel the contract with Cintra and I-77 mobility partners. I commute on I-77 everyday. The expansion of I-77 is necessary but should be general purpose lanes.

Tracking Number: R2FSTOYA80

Sent By: [REDACTED] **Date/Time:** 3/17/2017 8:53 AM

Comment:

This toll project is a complete waste of money. The private company overseeing the tolls has a horrible track record with projects in other states wasting state money, and financially crippling the citizens that travel this roads. The other push back from this project will be the increase reliance on secondary roads that are not capable of handling such high overflow traffic. The ONLY winner in this toll project will be the private company itself. If you want to do right by NC and the Charlotte Metro, this line should strictly be an HOV express lane. Look to what Boston has done with the zipper style HOV lanes on I-93. Instead of the toll project we need to be redirecting this energy to develop and funding a commuter rail system to help remove cars from the road in general. Please protect the environment, our finances and our sanity by stopping this toll project and focus on rewarding people that carpool.

Tracking Number: BBM4OMVIVI

Sent By: [REDACTED] **Date/Time:** 3/17/2017 8:54 AM

Comment:

I think this toll road is the worse idea possible. It will only make traffic much worse in the upcoming 15 years and beyond. I think this is going to add a lot of extra traffic to US-21 and other local roads in the next few years. How much are the repairs of these roads that would be sooner and more often than normally due to the increased traffic. Someones pockets had to be greased to allow a contract longer than 10 years. The whole contract for a toll lane should never even been thought of as a viable idea.

Tracking Number: K4N65HDKOU

Sent By: [REDACTED] **Date/Time:** 3/17/2017 9:37 AM

Comment:

I live in Mooresville. Because of Lake Norman, there are few alternatives to I-77 when traveling north/south, so I-77 becomes our local "street" by necessity. The 50-year Cintra deal will effectively keep more desperately needed public access lanes from being built, either due to penalty costs or lack of room beneath all the overpasses. So we are being "taken hostage" and forced to pay a ransom for 50 years! Also, the major areas for slowdowns on I-77 is at the on-ramps, where the merging is occurring. The proposed toll road configuration greatly magnifies that problem, with at least 8 more points of merges going southbound. And those cars aren't just merging, they are likely trying to cross over within a limited distance to be able to get to an existing I-77 exit ramp. Besides the intensified congestion this will inflict on non-toll lane users, the merge/lane change chaos will unavoidably result in more accidents, injuries and deaths. What a bargain!

Tracking Number: 31WJ1KSKQD**Sent By:** [REDACTED]**Date/Time:** 3/17/2017 3:44 PM**Comment:**

The fifty year non-compete is guaranteed to cause congestion. This is fine for auto traffic as they will be forced to pay the tolls to cover the project costs. The trucking industry is not so fortunate. Haulers will not be able to avoid the monetized gridlock since they are not allowed to use the toll lanes. A significant part of the benefit of having an intermodal rail facility in Charlotte will be lost because we are not allowed improve the interstate capacity for trucking. Since the toll lanes appear to be here to stay, NC should seriously consider building a parallel bypass highway for trucks.

Tracking Number: MDF8YGKL4Y**Sent By:** [REDACTED]**Date/Time:** 3/17/2017 6:55 PM**Comment:**

I hope you will open this site to transparency. That ALL comments be available to ALL viewers. The webpage was changed so that only positive posts could be seen. And negative posts could only see each other's posts. This may be a violation of first amendment rights.

In addition, Cintra does the same. This project has been protected from negative and perceived negative insights into what is wrong with this project both contractually and in function.

Citizens have been treated with disrespect, maligned, and have been labeled as trouble makers rather than listened to. The project is this far along where an independent audit of the contract was asked for BEFORE the contract was signed. And ignored by NCDOT.

If this is another effort to placate and stall the desention while moving towards completion, it will be seen very quickly. We need a TOWN HALL meeting in Cornelius, face-to-face with the Goevernor and Secretary Trogdon to re-establish trust. And for NCDOT leadership to understand we are speaking with knowledge and cause due to great concern for our safety, communities, businesses, stress levels, land values and future for our region.

Tracking Number: LKRLF3QOI6**Sent By:** [REDACTED]**Date/Time:** 3/17/2017 6:55 PM**Comment:**

I hope you will open this site to transparency. That ALL comments be available to ALL viewers. The webpage was changed so that only positive posts could be seen. And negative posts could only see each other's posts. This may be a violation of first amendment rights.

In addition, Cintra does the same. This project has been protected from negative and perceived negative insights into what is wrong with this project both contractually and in function.

Citizens have been treated with disrespect, maligned, and have been labeled as trouble makers rather than listened to. The project is this far along where an independent audit of the contract was asked for BEFORE the contract was signed. And ignored by NCDOT.

If this is another effort to placate and stall the desention while moving towards completion, it will be seen very quickly. We need a TOWN HALL meeting in Cornelius, face-to-face with the Goevernor and Secretary Trogdon to re-establish trust. And for NCDOT leadership to understand we are speaking with knowledge and cause due to great concern for our safety, communities, businesses, stress levels, land values and future for our region.

Tracking Number: 43BHH49YI9

Sent By: [REDACTED] **Date/Time:** 3/17/2017 7:07 PM

Comment:

(Citizen's direct email address redacted, submitted the below comment)

Sent By: [REDACTED] **Date/Time:** 3/17/2017 7:04 PM

Comment:

HERE IS THE ENTIRE WBTV ARTICLE ABOUT THE TOLL LANES AIRED ABOUT a YEAR AGO:

Toll Road Troubles: Politicians, experts point to Cintra's history as cautionary tale for NC

Posted: Feb 09, 2016 10:33 AM EST

Updated: Feb 11, 2016 6:23 PM EST

By Nick Ochsner

CHARLOTTE, NC (WBTV) -

A survey of three other toll roads operated by Cintra across the United States should serve as a cautionary tale for transportation leaders and politicians in North Carolina, according to some leaders and experts in states that have a history with the Spanish-owned firm.

Cintra, the U.S. subsidiary of the Spanish firm Ferrovial S.A., inked a 50-year deal with the North Carolina Department of Transportation last May to build and operate toll lanes along I-77.

Construction on the project began in December amid continued protests and efforts to stop the project in court, the legislature and at the polls.

Residents who live in the northern suburbs of Mecklenburg County and in Iredell County say the toll lanes will hamper the region's growth by adding congestion on the free lanes and forcing commuters to shell out big money to ride in the toll lanes.

Politicians and experts in the states On Your Side Investigates visited for this investigation largely say that prediction is what has played out on the toll roads owned or controlled by Cintra where they live.

A HISTORY OF FINANCIAL TROUBLES:

Two of the three roads visited by On Your Side Investigates had been sold in 2015 amid financial troubles for the subsidiary companies controlled by Cintra.

In 2005, Cintra and the Australian firm Macquarie Group formed a company that leased the rights to toll the Chicago Skyway—a roughly eight mile road linking major Chicago arteries with the city's southern suburbs—for 99 years.

The lease was sold in November, less than a decade later, as concerns arose that the company would default on its loan payments.

Roughly a year earlier, a company operating the Indiana Toll Road—which was also owned by a Cintra-Macquarie subsidiary—declared bankruptcy. Rights to the 75-year lease to operate the ITR was also sold in 2015.

In Texas, the Cintra-owned subsidiary that operates two section of State Highway 130 has also been in danger of defaulting on its loans, the Texas Tribune has reported. As a result, its credit rating has been reduced to junk status, media reports show.

INDIANA POLITICIANS SAY THEIR STORY IS A CAUTIONARY TALE:

In Indiana, members of the state's legislature say what happened to Hoosier State drivers should be a cautionary tales to other states considering doing business with Cintra or any private company.

The concept of allowing a private company to operate public infrastructure is known as a public-private partnership, or P3.

Indiana State Representative Patrick Bauer said he would advise state leaders to look elsewhere instead of turning to P3s as a solution.

"I just think the whole thing ends up being a bad deal because it costs the citizens of your state more," Bauer said.

Bauer was House Minority Leader when he and his Democrat colleagues led the opposition against the plan proposed by then-Governor Mitch Daniels, a Republican, to sell the tolling rights to a private company.

"I think it's a bust. But it gave us the majority the next year," Bauer joked.

Bauer's colleague, State Representative David Niezgodski, drives the Indiana Toll Road to commute from his northern Indiana district to the state's capitol in Indianapolis. He said conditions along the road have deteriorated in the years since upkeep has been left to a private company.

In hindsight, Niezgodski said, the deal could have been handled differently.

"There probably could have been a great many more things we could have done effectively," he said. "Seeing the way it's been operated and taken care of in this manner right now, that part, others should be well aware of that."

HIGHER TOLLS MEAN FEWER DRIVERS:

At a busy gas station in a town just a few miles from the ITR, you don't have to look very far to find drivers with an opinion about the toll road.

"I don't do that way anymore," one driver said. "I'll just deal with the back roads. It's a lot more worth it."

Another driver was more direct in his criticism of the privately-operated road and its higher tolls.

"It's outrageous. What is it? Four dollars, five dollars, just to cross over state lines, that's ridiculous!" the man said. "Avoid it. Avoid it at all costs."

The toll rate for cars paying cash to drive the entire length of the Indiana Toll Road skyrocketed from \$4.65 to \$9.40 after the road was privatized, according to the Alliance for Toll-Free Interstates.

Rep. Bauer, who opposed the tolls, said he predicts the cost of the tolls will only continue to rise as the private company strives to make a profit.

"They're in it for the money, the profit!" Bauer exclaimed. "Why would you give a service away so that people would have to pay more to give a private company profit?"

Bauer said he thinks what happened in his state should be a cautionary tale for other states, including leaders in North Carolina.

"I think it's morally wrong for a public servant to be charging citizens for a service the state should be giving," Bauer said.

EXPERTS SAY ROADS ARE FINANCED ON OUTDATED PROJECTIONS:

A January 2016 report issued by the Public Interest Research Group and the Frontier Group listed the I-77 Express Lanes among 12 'highway boondoggles'.

"The 50-year contract between NCDOT and Mobility Partners (the subsidiary formed by Cintra to build and operate the lanes) hamstrings public planning efforts by requiring the state to compensate Mobility Partners for any project revenue losses that might result from other transportation improvements in the region," the report reads. "Projects that could divert traffic away from the toll lanes, such as adding additional free road lanes or expanding transit service, would trigger the state's penalty payments."

Abe Scarr, with the Chicago-based Illinois Public Interest Research Group, said companies like Cintra and federal transportation regulators are still using outdated modeling when analyzing the traffic projections used to finance P3 road projects.

"For decades, on a year-to-year basis, the overall amount of driving that Americans were doing was increasing," Scarr explained. "It was safe to plan on building roads and infrastructure based on the assumption that traffic would continue to increase. That trend has ended."

"The Federal Department of Transportation and many state departments of transportation are kind of ignoring the facts of the last decade and still presuming that traffic will continue to increase at the same rate it did for many years," Scarr said.

When ridership falls below projections, private companies increase tolls to make up for the revenue shortfall, PIRG found.

That's what Scarr said has happened on the Chicago Skyway.

"We've seen consistent toll increase of about \$.50 year," Scarr said. "So we're going from about \$2 a toll at the time to close to \$5 now."

Judging by the traffic on the Chicago Skyway at rush hour the morning our crew drove on the road, those higher tolls have meant significantly less traffic.

Traffic was equally light along SH-130 outside of San Antonio, which is also operated by Cintra, during the evening rush hour. At one point, there was only one other car driving north with our crew.

LOSING CONTROL:

One big difference between the Chicago Skyway contract and the deal between Cintra and NCDOT to build the I-77 toll lanes is a provision in the North Carolina contract that prohibits the state from building any competing infrastructure.

Under the terms of the contract, NCDOT cannot build any competing roads or make improvements to competing roads that could take traffic away from the I-77 HOT lanes without paying a penalty.

That provision was not included in the contract signed a decade ago to operate the Chicago Skyway.

Such a provision could have a wide-reaching impact when you consider what many will do to avoid tolls on I-77 and the congested free lanes.

"That is one of the concerns with toll increases," Scarr said. "It will push traffic into local roads that aren't necessary set up for the increase of traffic, and we certainly have seen some of that over the years."

Scarr and his group, PIRG, have also expressed concern over the long-term nature of the contracts between public governments and Cintra. PIRG recommends contracts be limited to no more than 30 years.

"It's just hard to know what the future will bring. It's hard to know what our transportation priorities will be in the decades to come," Scarr said. "Not only is the public giving up the right to control this incredible important public asset of a roadway, it gives up the right to make other transportation decisions."

PRAISE, DEFENSE FROM NORTH CAROLINA LEADERS:

In an email sent in late December, NCDOT's Director of Outreach and Community Affairs for the Charlotte region, Warren Cooksey, sent a two-page email to Councilwoman Vi Lyles, pushing back on talking points repeated by those who oppose the tolls.

At the time of Cooksey's email, Lyles was set to vote on whether or not to continue with the plan to implement tolls around the region as a member of the Charlotte Region Transportation Planning Organization.

"Furthermore, Cintra's overall track record is one of success," Cooksey wrote.

"In fact, of 26 projects in the Cintra portfolio as of the signing of the Comprehensive Agreement in 2014, you most frequently hear about one (the Indiana Toll Road) that went through bankruptcy and one other (SH 130 in Texas) that is in financial difficulty," Cooksey continued. "Meanwhile, both ITR and SH 130 remain open and available."

DOCUMENT: Warren Cooksey's email to Vi Lyles defending the I-77 HOT Lanes project

Cooksey's email did not address the Chicago Skyway.

In a statement responding to this On Your Side Investigation, a spokesman for NCDOT said the following:

The decision to award this contract was based on the financial strength and project delivery capabilities of Cintra U.S. The contract with I-77 Mobility Partners (Cintra) ensures that additional lanes will be opened to traffic on I-77 North to help manage congestion within three years. That contract protects the taxpayers of North Carolina by putting any financial liability on private equity bond holders.

This contract was awarded through the proper bid process required by state law, and went through a thorough due diligence process that included state, federal and independent financial review prior to approval of bond issuance and other project debt.

Sec. Tennyson has said the comprehensive agreement for the I-77 optional toll lanes project was developed through meetings in which representatives from the Attorney General's office were actively involved.

Financial aspects of the contract were reviewed and approved as providing appropriate protection for North Carolina from financial risk by the Local Government Commission (which includes the State Treasurer, State Auditor, Secretary of State and Secretary of Revenue). The USDOT subjected project projections to severe tests for downside risk in their approval process. Rigorous review of projected traffic by ratings agencies, bond issuers and lenders establishes reasonable expectation that the project can be sustained.

Entering this agreement was not an action taken lightly or without awareness of the general experience of projects of this type across the country. All of those with a direct stake in the project have determined it to be a sound risk.

CINTRA RESPONDS:

SH-130 in Texas runs between San Antonio and Austin, where Cintra is headquartered in the U.S. On Your Side Investigates offered to make the hour drive on the toll road up to Austin to interview a Cintra representative on camera and tour a tolling facility, but that was denied.

Instead, the company's Vice President of Corporate Affairs, Patrick Rhode, issued the following statement:

Cintra invests in infrastructure projects across North America and around the world. Today, we manage approximately \$8 billion worth of projects in the U.S. We believe that our completed U.S. managed lanes projects are alleviating traffic congestion and providing motorists with more options for their daily travels. Further, our projects have generated business for numerous local contractors leading to many new jobs.

In Texas, State Highway 130 allows drivers to bypass one of the most congested corridors in the state. Usage of SH-130 continues to rise each year, with traffic increasing nearly 17 percent in 2015 compared to 2014.

In Illinois, Chicago Skyway Concession Company LLC is a strong asset generating solid and consistent cash flows and a high performance for its owners. The decision to sell was based on the market conditions and the internal business analysis of the equity sponsors. Under Cintra's guidance, the Skyway concession has implemented electronic toll collection and improved the plazas, pavement and bridge structures of the roadway. These measures helped to create more than a 60 percent overall improvement in maximum vehicle throughput.

In Indiana, the financial restructuring of the Indiana Toll Road Concession Company, culminating with its sale last year to another experienced infrastructure company, occurred with no interruption of service to motorists and no financial impacts to the State of Indiana or its taxpayers. The state continues to own a well-maintained, well-run roadway in an important regional transportation hub.
Copyright 2016 WBTB. All rights reserved.

This summation by WBTB is over a year ago and pertains primarily to the financial aspects of this issue. Since that time the road conditions have gotten WORSE. Travel from 277 to exit 38 and you will see the unsafe conditions first hand. Only then can you appreciate the hazards the citizens of this area have to put up with EVERDAY. Not a day goes by without a MVA occurring somewhere on this stretch of I-77. Additionally, since this printing Cintra has sold 49% of their interest in the NC project to a third party which is patently and categorically a breach of the contract. Stop the madness--NOW.

Tracking Number: WEVGR1QXDJ

Sent By: [REDACTED] **Date/Time:** 3/17/2017 7:46 PM

Comment:

Why has this recent review of the I77 contract taken so long?

Tracking Number: VGYUBU7EY5

Sent By: [REDACTED] **Date/Time:** 3/19/2017 10:45 AM

Comment:

You know damn well Cintra is a corrupt company....with a history of bribing government officials, coercing competitors out of bidding, and using bankruptcies of their LLCs to avoid paying off the debt they use to profit from. And many of states highest level elected and appointed officials have used their positions to enable this corrupt giveaway contract with these slime balls. Anyone at the NCDOT who allows this contract to continue is guilty of aiding and abetting these crooks. This isn't going to end until some of you are indicted. The question now is.....who of you will come clean?

Tracking Number: BEXMWU8EU

Sent By: [REDACTED] **Date/Time:** 3/19/2017 11:11 AM

Comment:

I would love to hear from anyone in the NCDOT explain this statement: "The I-77 Express Lanes project will help provide more reliable travel times on 26 miles of I-77 from the Brookshire Freeway (Exit 11) in Mecklenburg County to N.C. 150 (Exit 36) in Iredell County." What does "provide more reliable travel times" mean to you? I volunteered for the American Red Cross a few years ago. I had clients to pick up and return home in Huntersville, NC after their dialysis at the location on Exit 33. And once they heard about the toll lanes, they were thinking that they would be getting home sooner than by me taking them home via Rt. 115. But that hope was dashed when they found out that there would be a price to pay to travel I-77 know that many other people would use the side roads to get by the congestion that always occurs twice daily, usually the same time they are in the Red Cross vehicle. Tolls are not the answer for poor folks who must travel I-77 daily to/from Iredell County, Lake Norman areas. I-77 widening has been talked about since I moved here in 1989. Sad that I-85 to Raleigh and the Light Rails have received ten times the money it would have taken to widen I-77. That figure "ten times" is a guess, it might be much more. Do the right thing for ALL THE PEOPLE! Cancel the contract and widen I-77 the correct way. PLEASE?

Tracking Number: QDNTPX4105**Sent By:** [REDACTED]**Date/Time:** 3/19/2017 11:16 AM**Comment:**

I am saddened that this project exists. We're mortgaging the future health of the Northern CLT corridor in the name of toll lanes. This short sightedness will hurt us for 50 years. I urge you to cancel this project and replace it with added free lanes. This stretch of highway's needed to be widened for 25 years this project will not sustain the growth of the region.

Tracking Number: 4IDTJRW4OH**Sent By:** [REDACTED]**Date/Time:** 3/19/2017 11:22 AM**Comment:**

Citizens in the Charlotte region and everywhere else in North Carolina want highways that reduce congestion, increase capacity, and provide everyone the best travel experience possible in an fair and equal manner.

We all know that managed toll lanes do none of this. They will not substantially reduce congestion or increase capacity. The NCDOT has even stated so much. And these toll lanes are generally only available to those with more economic resources (money). So to promote these toll lanes.....the NCDOT tells everyone.....they provide a "choice" and "reliable travel times" as though that is what we all want and need.

"Choice" and "reliable travel times" is NOT what the citizens and taxpayers of North Carolina want. So....who decided this is what "we want" and this is what we get?

Tracking Number: NNX110BKL4**Sent By:** [REDACTED]**Date/Time:** 3/19/2017 1:18 PM**Comment:**

The way this project has been fast tracked and jammed down our throats is disgraceful. The fact that they have declared bankruptcy in several states should be alarming to our government. The fact that our government is not concerned is even more disgraceful.

Tracking Number: WA76XPWTS**Sent By:** [REDACTED]**Date/Time:** 3/19/2017 2:26 PM**Comment:**

I don't feel that putting toll lanes in the I-77 corridor serves the majority of people who use 77. If I were to use the toll lanes 5 days a week in both directions it would cost me in excess of 10% of my gross income. Just don't understand how the NCDOT thinks that is giving me a choice. I really feel this project should be reconsidered before it continues any further.

Tracking Number: IEQ9NWBJNO**Sent By:** [REDACTED]**Date/Time:** 3/19/2017 2:26 PM**Comment:**

I don't feel that putting toll lanes in the I-77 corridor serves the majority of people who use 77. If I were to use the toll lanes 5 days a week in both directions it would cost me in excess of 10% of my gross income. Just don't understand how the NCDOT thinks that is giving me a choice. I really feel this project should be reconsidered before it continues any further.

Tracking Number: 49NO4AGXCG**Sent By:** [REDACTED]**Date/Time:** 3/19/2017 2:29 PM**Comment:**

I am not opposed to tolls. I am opposed to adding a toll lane on I-77 between 36 & South Carolina because this is a major thoroughfare for interstate commerce and travelers between the northern and southern states. The roadway desperately needs a third general purpose or HOV lane in each direction to alleviate congestion. I believe I-77 mobility partners has knowingly created hazardous unsafe road conditions with disregard for the safety of motorists in their urgent rush to complete as much of the road as quickly as possible to force the cost of canceling the contract to be fiscally irresponsible. The contract cripples all other alternative routes for 50 years! We do not travel I-77 whenever possible & are selling our home & relocating our business out of the area because of it. I believe the control of our roads & the revenue of tolls where applicable belong in our country & our state!

The Who thing stinks of political corruption!

Tracking Number: 1EX8KX368L**Sent By:** [REDACTED]**Date/Time:** 3/19/2017 3:35 PM**Comment:**

Anyone who believes your crap about choice and reliable travel time is an idiot and obviously doesn't travel in the LKN AREA.

Tracking Number: CR6SICSCX2**Sent By:** [REDACTED]**Date/Time:** 3/19/2017 5:13 PM**Comment:**

Needing a transponder to take advantage of the HOV-3 provision should be eliminated. I don't understand the justification for it if the goal is to encourage carpooling to reduce congestion. I-77 is a main thoroughfare for vacationers in the summer. Many of them will not have a transponder and will not be able to use the lanes without penalty.

Tracking Number: 3XKMJRBF2E**Sent By:** [REDACTED]**Date/Time:** 3/19/2017 5:22 PM**Comment:**

Not sure why they want more feedback, as election results have PROVEN how people feel. Politicians along LKN, all the way to McCrory have lost their seats. What more proof do they need? I have a No Tolls on my cars. When I go to yard sales I am swamped with people asking me for updates. They hate it. When I ask if they will get involved, they are often forbidden due to family in politics or their job restrictions, but it's amazing how many respond with, "We'll vote them out." And.... they have! Our home values in the northern end of the lake will take a horrible hit. Picture a Realtor with a couple in the back seat, as they sit in traffic. The realtor explains, "You either sit in this traffic on your way to your job in Charlotte, or add on a few hundred to your monthly expenses."

And none of this delves into what the citizens are already aware of with the corruption. When politicians KNOW they will be voted out, yet continue on, it speaks volumes. Yes, we know about Spain. About the convictions. And every yard sale trip I make sure the citizens know too.

Tracking Number: 6931069EQO**Sent By:** [REDACTED]**Date/Time:** 3/19/2017 8:51 PM**Comment:**

Hello. I have a few questions about the project that I would like answered. 1) why is no portion of the length of the project noted officially as a construction zone? 2) Why are guidelines set forth in the NCDOT guidelines routinely ignored and not addressed? (There is continuous Significant damage to the roadway, inflicted first by the contractors and second by Mother Nature. There is a willful disregard for public safety with allowing significant amounts of dust and debris with construction vehicles with no water trucks anywhere in sight. There is also a willful disregard for public safety with construction vehicles entering and exiting into the median construction zone without properly merging into/out of traffic.). 3) will the new lanes added to the right side of the roadway near the I277 interchanges be built to full general purpose lane standards? 4) With over a 100% increase in accidents along this stretch of highway, why will I77 mobility partners and the NCDOT not replace the roadway. I can promise you a majority of the accidents that occur are directly related to the conditions of this highway and nothing else. 5) please provide me with information related to other NC highways that are under construction and in the same disarray as this stretch of roadway. Anytime I have submitted a complaint or raised a concern, I am directed to the NCDOT tolerance guidelines and am told that the project is in full compliance with them. That is a lie. The most recent disaster of lane removal and misalignments between exit 18-16 NB I77 is an example of that Lie. Please provide me with what other highways in NC are in this same disarray, as I would like to witness that myself.

Tracking Number: 7XCXP4JWK4**Sent By:** [REDACTED]**Date/Time:** 3/19/2017 9:27 PM**Comment:**

I am 100% opposed to the contract with Cintra for the 77 toll lanes. I live in Troutman and have an office in Davidson and Charlotte. To get to my Davidson office takes typically 25 minutes. To get to my south Charlotte office takes 2+ hours, with over one hour being between Davidson and Huntersville. The traffic congestion is horrible and it has been stated numerous times that the elite toll lane was not designed to reduce congestion. Quality of life in the area is terrible due to the inability to travel on the main thoroughfare. One cannot simply take Hwy 21 or 115, as they are 2 lanes, and naturally backed up as well. The contract disallows the widening of these roads for 50 years. Our area has had the fastest growth and yet no forethought in widening. I am the director of a local hospice that cares for 400+ dying patients, from ages 0 on up. Patients and families rely on us to be able to reach them at their home timely when they are in pain, in a crisis, or die. However, my staff are typically stuck on 77, regardless of the time of day, unable to reach their patient. The lack of concern for our quality of life is beyond belief. 77 needs general purpose lanes. Toll roads are more designed for convenience by passes, not the only route thru towns.

Tracking Number: 74FJFVD8K0**Sent By:** [REDACTED] **Date/Time:** 3/19/2017 10:18 PM**Comment:**

This contract should have never been signed and accepted. Signing a 50 year contract with a Spanish company who has already filed bankruptcy in other states?! What on earth?! Sending all of that money to another country?! What a debacle.

I-77 is a death trap with the construction that is going on right now. Check out the incidences of accidents since the construction was started. It's horrible. It isn't the idea of a toll that has me so upset (though widening would be much better) it's the way the contract was rushed through without much thought. The contract is corrupt from the start and it cost Pat McCrory his re-election. The contract needs to be cancelled and some actual thought put into what to do next.

Tracking Number: 409JV1JI4H**Sent By:** [REDACTED] **Date/Time:** 3/19/2017 10:32 PM**Comment:**

The state is wasting so much money on this project. We don't need flyover bridges, we don't need a tunnel under the interstate, we don't need any more exits. The LKN area needs general purpose lanes. I refuse to use what you refer to as a "choice". I cannot afford to use the toll lanes. Just admit you were wrong picking I77 as P3 experiment. We all know this experiment will fail. The citizens of this area are well educated on the business model of Cintra. It is a glorified Ponzi Scheme. Businesses are suffering because of the congestion. The LKN area voted mccrory out and will continue to vote people out until our state government actually represents the citizens and not lobbyists and ALEC. Cancel the contract before it's too late. And please respond to my FOIA requests.

Tracking Number: CBPN7PGA9M**Sent By:** [REDACTED] **Date/Time:** 3/20/2017 9:27 AM**Comment:**

This project is a disgrace!! How do you think that a business model that depends on heavy traffic to be profitable, is the answer to the I-77 congestion problems?!!! Doesn't make any sense!

Even if people are, sporadically, willing to pay to use the toll lanes in case of emergencies, etc, it's not a sustainable daily solution for the vast majority of commuters.

It's obvious that some politicians are making a lot of money on this project at the expense of the commuters... It's SHAMEFUL!!!

Tracking Number: UDDM3WSKM3**Sent By:** [REDACTED] **Date/Time:** 3/20/2017 10:09 PM**Comment:**

I am concerned this project will send money overseas for 50 years. The cost to drivers is outrageous - over \$20 round trip. This will not alleviate the traffic problems. The poor construction quality wont even allow trucks to drive in it.

I am not opposed to fix rate toll roads where the money will go back to NC roads. I am opposed to the corrupt foreign company who will be stealing our revenue for 50 years and will file bankruptcy at any issue in the road quality occurs.

Tracking Number: F9V1525TL4**Sent By:** [REDACTED] **Date/Time:** 3/20/2017 10:25 PM**Comment:**

No tolls!!!

Tracking Number: GCLB4H458Y**Sent By:** [REDACTED]**Date/Time:** 3/20/2017 10:39 PM**Comment:**

I think the I77 toll road project does not help the middle and lower class. The Lexus lanes only benefit the rich. I would like to know who got paid off to get this contract signed.

Tracking Number: 5JRD8BROHX**Sent By:** [REDACTED]**Date/Time:** 3/21/2017 11:54 AM**Comment:**

When our family chose to move to the Lake Norman area I checked the transportation plans on the books for this area. Widening of I-77 with general purpose lanes was in the STIP and the North Line Commuter rail was touted as next in line to be built by CATS. Lake Norman towns adopted land use planning consistent with transit oriented development and population surged by over 500%.

There have been a series of events where Lake Norman / North Mecklenburg continues to get "passed" over and over when the area is due for investment in infrastructure based on highway tax and transit tax we have been paying for years. CSX negotiations stalled, and commuter rail has been DOA. The financial crisis hit and NCDOT painted gloom projections of being able to widen I-77 as planned.

When the CRTPO conceded to the express lane plans, it was choosing between that or nothing. Conditions have changed since then including STI law in which this project was never scored. While some highways have congestion during peak seasonal travel, this interstate is congested DAILY. The economic, environmental, and most importantly user impact of the worst congested corridor in our state has never been adequately considered.

Furthermore, when CRTPO under a Charlotte dominated vote approved a managed lanes strategy, they had everything to gain with the majority of infrastructure INSIDE their limits funded by commuters OUTSIDE of their jurisdiction. Affected tax and toll payers were not adequately represented in this decision. Additionally, in talking with CRTPO planners, they never intended for the contract to be structured as it was, locking in a 50 year contract with a foreign entity in which we would owe compensation for any improvements over the life and consider it a bait and switch in implementation.

I also have concerns that this project has not considered the impacts of intermodal and freight connectivity which do not receive additional capacity for 50 years as well as potential integration of driverless or technology assisted vehicles. Tractor trailers represent a majority of vehicles stuck in congestion on a daily basis which will continue to block access to ingress / exits even for express lane users.

While I am not opposed to a managed lane component, an adequate baseline of general purpose lanes must first be addressed throughout the length of the corridor, not just dropping down to 2 lanes at the Charlotte city limit creating half the available lanes as tolled within North Mecklenburg and Iredell. There needs to be equity in transportation programming as rural towns throughout the state in some cases have 3-4 GP highway lanes. Additionally, the state should have full ownership and ability to continue to address needs as they arise in the future. Any revenue through a managed lanes should be earmarked and invested back in the corridor for future connectivity needs. The state needs to end "bonus allocations" which are akin to political bribes.

I truly hope this contract is scrapped and a revised plan can be implemented that everyone can be proud of, not one that universally people are opposed to that continues to be the Achilles heel that has cast shadows politically and credibility of transportation equity by the NCDOT. Thank you for your consideration and willingness to take a fresh look at this project.

Tracking Number: U3TXXEHCrv**Sent By:** [REDACTED]**Date/Time:** 3/22/2017 6:02 PM**Comment:**

I think this project is wrong for this area. We need relief from the congestion between Mooresville and Charlotte. These privatized toll lanes will only relieve 5 to 10% of the congestion. That is ridiculous. This project has made this stretch of road very unsafe. There are accidents on a daily basis here; sometimes 2 or 3 per day. We need more general purpose lanes, that every vehicle can use. Make all lanes toll, to be paid to the state for maintenance, if you have to. That way, everyone can pay a small amount, and we can have some congestion relief. McCrory and Tillman and everyone else involved in ramming this project down our throats, is corrupt and should be prosecuted for this dishonest deal.

Tracking Number: CY97GE7I6E**Sent By:** [REDACTED]**Date/Time:** 3/23/2017 11:43 PM**Comment:**

Hi! I just wanted to say that I appreciate all of the hard work that you all are putting in to this project. It's not the most popular project with a lot of people. But that's a lot of miles of interstate to widen in a relatively short period of time. I can see it working out really well once it's finished and ready for use.

I'm looking forward to the day when I can have the opportunity to get up and down I-77 from Cornelius to Charlotte and back in a timely fashion. That will be a very welcomed and much needed bit of relief for many of us that commute from the North Meck/South Iredell area.

I did have one question... are there any plans to update the links on this website for construction renderings? I'd like to see an updated version of the Roadway/Structures conceptual drawings, if that info happened to be available. I'm particularly curious to see how the project will look at the I-85 interchange when it's complete. I haven't found anything about the tunnel construction there. I also heard a rumor that there will be direct connections to and from I-85 from the future express lanes on I-77.

Any response would be greatly appreciated! Thanks for your time!

Tracking Number: W3HA1SM304**Sent By:** [REDACTED]**Date/Time:** 3/26/2017 3:29 PM**Comment:**

We moved to the Charlotte suburbs near the i77 project a year ago. We have now decided to take our tax payer dollars out of NC and search for a home in South Carolina within the next year due exclusively to this debacle of a road project. It's like no road construction disaster we've ever seen or experience before, and we've lived in several differently states over the last ten years.

The only possible way a toll road would work is if the cost is affordable; less than four dollars round trip. Otherwise, general purpose lanes would be the smarter path as many high-paying taxpayers will move out of the area or block any politicians who supported this project from ever being elected again.

Tracking Number: 552WCRHHC6

Sent By: [REDACTED] **Date/Time:** 3/28/2017 12:53 PM

Comment:

My understanding is that the new toll lanes were not designed to alleviate traffic congestion, but to provide faster travel times if you choose to use them. That just goes against all logic. Faster drive times would also be achieved if the new lanes were open as general purpose lanes, which would alleviate congestion. I am also concerned about the inability to build additional multipurpose lanes for 50 years. To agree to that condition just boggles my mind. The other concern I have is the cost of the tolls. Although I have not seen an official amount, I have heard rumors of \$20 a day from the Mooresville area. That's \$100 a week - there are not that many people who could afford to pay that kind of toll.

Tracking Number: XRABPJFON3

Sent By: [REDACTED] **Date/Time:** 3/28/2017 3:34 PM

Comment:

Biggest concern is the does nothing to eliminate bottlenecks and toll lane users still have to merge across the free lanes to exit, which creates more bottle necks. This project appears to do nothing to help relieve congestion, especially during rush hour.

Tracking Number: GQCPQ1GPFL

Sent By: [REDACTED] **Date/Time:** 3/29/2017 1:01 PM

Comment:

What is the latest status on the noise abatement walls on the I-77 project North of Charlotte. I am specifically asking for an update on the noise abatement walls, where they are currently planned and when they will be put in for the area around I-77 Southbound between exit 33 and exit 31 on the southbound side.

Thank you - I have looked online and can find no documentation but the noise is getting loud with all of the trees knocked down and I wanted to see when the walls were going up

Tracking Number: FIB1JN6B1J

Sent By: [REDACTED] **Date/Time:** 3/30/2017 9:44 AM

Comment:

Yall have ruined the beauty of the I-77 corridor. There was no reason to take out every single median tree!!

Tracking Number: V8J1S2TN3I

Sent By: [REDACTED] **Date/Time:** 3/31/2017 10:08 AM

Comment:

What does the below statement from this web-site specifically mean?

" identifiable carpools of three or more people"

Tracking Number: VMRA2PM13F

Sent By: [REDACTED] **Date/Time:** 3/31/2017 5:25 PM

Comment:

The state of NC should have had a plan 20 years ago to expand the I-77 highway especially between North Iredell and the NC/South Carolina line. I feel someone at NCDOT isn't doing their job of long time planning. We do not want a toll road, we want 1 or 2 more additional lanes going north and south through this area.

Tracking Number: UJUYX304XB**Sent By:** [REDACTED] **Date/Time:** 3/31/2017 6:06 PM**Comment:**

We didn't vote McRory out as punishment, we voted for Cooper to fix it. If it's not cancelled, he will be one and done!

Tracking Number: 8HLSRE0DSB**Sent By:** [REDACTED] **Date/Time:** 3/31/2017 6:48 PM**Comment:**

How is it ethical or in the best interest of the public to have Mercator Advisors LLC perform an "independent" contract review, when they were the exact same company hired by Cintra as a financial advisor for the Texas toll project? Did you seriously just ask a company that is under Cintra's employ to review a toll contract?

Tracking Number: W844H1YTIB**Sent By:** [REDACTED] **Date/Time:** 3/31/2017 9:22 PM**Comment:**

It seems that Mercator LLC has worked with Cintra in the past. How do y'all even consider their findings to be un-biased? Do you really think the citizens of North Meclenburg and South Iredell counties are that stupid?

Tracking Number: EMAL1HRXNQ**Sent By:** [REDACTED] **Date/Time:** 3/31/2017 9:22 PM**Comment:**

It seems that Mercator LLC has worked with Cintra in the past. How do y'all even consider their findings to be un-biased? Do you really think the citizens of North Meclenburg and South Iredell counties are that stupid?

Tracking Number: XNVMFFF720**Sent By:** [REDACTED] **Date/Time:** 3/31/2017 9:41 PM**Comment:**

I have numerous concerns about this project, however the latest concern is that NCDOT will be wasting MORE taxpayer funds with a meaningless "review" by a company that has ties to Cintra, the parent company of I-77 Mobility Partners. A simple Google search reveals that Mercator Advisors was a member of the team used by Cintra in Texas for the Trans-Texas Corridor project. <http://www.corridorwatch.org/ttc/pdf/fact%20sheet%20-%20Cintra-Zachry%20-%20031105%20FINAL.pdf>

Once again the NCDOT is proving that the only interests it is concerned with are those of a Spanish-owned company, not the North Carolina taxpayers.

Tracking Number: YUWTHV1H43**Sent By:** [REDACTED] **Date/Time:** 3/31/2017 10:01 PM**Comment:**

Great job crooks.

Mercator will conduct the review because they have had no prior involvement with the project. Really - how is that any different from hiring Ferrioal from doing it? They have had no prior involvement either....Only Cintra and I77 Mobility partners right?

But look - Mercator has been in bed with Cintra on the Texas project.
<http://www.corridorwatch.org/ttc/ttc35/11%20Information%20About%20Non-Equity%20Major%20Participants%20-%20Form%20B-3.pdf> Why don't you truly READ the documentation the Citizens of Cornelius did, and stop acting like we are all stupid. Your corruption is beyond sickening, and the disgraced mayor of Cornelius is on the turnpike authority. Come clean and FIX THIS MESS YOU CREATED. You haven't responded to truth and fact for a few years now, I have no faith you will now, and your selection of review company is as slanted as the last review. We already know Cintra says it's a great deal.... yeah for them.

Tracking Number: 8WQIMPRGJR**Sent By:** [REDACTED] **Date/Time:** 3/31/2017 10:06 PM**Comment:**

Again, we are being misled about another company that supposedly has no ties to Cintra. The voters and tax payers deserve an unbiased assessment of the I77 toll road.

Tracking Number: 5XFNFBKJIO**Sent By:** [REDACTED] **Date/Time:** 3/31/2017 10:08 PM**Comment:**

I-77 concerns: The four lanes north and southbound will better solve our problem. Finish them and stop. Contain the costs for the project for the general purpose lanes and stop. If, over time, we need more capacity we'll have the flexibility to take action. As a senior citizen I'll not be effected by the fifty year contract but my grandchildren will and we do not know what will be needed for them and that's a problem. Think about that. If the toll lanes are built we senior citizens on fixed incomes who paid taxes our entire lives will be shut out of the advantage of the faster times using tolls we can't afford. Is that fair? From my point of view, no, it is not. General purpose lanes for all. Fair. Inexpensive. Expandable. Makes sense.

Tracking Number: VDQ81L1QTU**Sent By:** [REDACTED] **Date/Time:** 3/31/2017 11:09 PM**Comment:**

On the I-485 in south Charlotte, the extra lanes that are already built and paid by taxpayers, sit idle while rush hour traffic struggles. The statement was they cannot be used and then made into toll roads. But it was also stated they could be HOV lanes.... Then do that! ...We paid for them, use them! NCDOT mocks us. They argued it would cost 1 million \$ to restripe them and declined, to put them into service. Then, 3 weeks later, they were restriped anyway.... angry taxpayers are very unhappy with this whole toll project expense.

4/1/2017

Tracking Number: JWH2EDHB7B

Sent By: [REDACTED] **Date/Time:** 4/1/2017 6:55 AM

Comment:

I am not opposed to tolls or toll lanes, but this type of project that locks it in for as long as it does just doesn't make sense. And we can't upgrade alternative highways like 21 without a penalty? It's almost as if nobody read the contract before signing.

Even if we couldn't get out of the contract, amending it to be able to improve alternative highways would still be better than this. In a few years we'll be no better off without at least an upgraded 21 and hopefully a train.

Tracking Number: AV7E2X47AR

Sent By: [REDACTED] **Date/Time:** 4/1/2017 8:04 AM

Comment:

This contract is THE worst contract I have ever read. %) years of no road improvements to adjoining roadways! And now the "Independent" auditor hired by NCDOT to review the entire project, has confirmed links to Cintra and Ferrovial. Did you think no one would pick up on this? Who is NCDOT trying to protect in keeping this project going forward? The original reason for the widening was to relieve congestion, and toll lanes do not solve that problem.

Tracking Number: WX807JHUUY

Sent By: [REDACTED] **Date/Time:** 4/1/2017 8:27 AM

Comment:

In reference to an independent study being done on I-77 Express Lanes Project, the company picked to do the survey/study, Mercator, is in bed with Cintra. They are partners with them. Please stop this and select another company who has nothing to do with Cintra. We DO NOT need expensive Cintra controlled toll lanes on I-77. We need General Purpose lanes. This is the busiest lanes of travel in NC. Fix them. But not with Cintra and their group of corrupt companies in bed with them Research it now and cancel Mercator now. Thank you.

Tracking Number: 1A7A3WWXA6

Sent By: [REDACTED] **Date/Time:** 4/1/2017 8:27 AM

Comment:

The toll lanes are not going to solve the root problem which is traffic congestion. It seems this study should have happened before the project started. Sorry to say our elected officials let us down again.

Tracking Number: JAMKDE5ATL

Sent By: [REDACTED] **Date/Time:** 4/1/2017 9:33 AM

Comment:

It should not be called an express lane unless it is an express lane for all that use I-77. AND If you really want to look close at the I-77 toll situation, think about this. We pay a NC gas tax, We pay a NC registration tax, We pay a NC driver's license tax, We pay a NC county tax on vehicles, We pay a NC state tax on every automobile cleaning stuff, We pay a NC sales tax on new cars, We pay a NC auto insurance tax. And now, the state wants us to pay a toll to get to Charlotte faster than those that can't buy the pass to use the Lexis lane? And yet, they still say its a done deal. Well, for those that say it is a done deal, the next election will be your true test, or a Waterloo....

Tracking Number: 60YTY4N526**Sent By:** [REDACTED] **Date/Time:** 4/1/2017 10:10 AM**Comment:**

The most pathetic, dangerous project the NCDOT has ever done. Wrecks and bad accidents almost daily. It's only a matter of time before someone is killed driving through this "project." Not to mention the damage the "project" is causing to driver's automobiles. This is a "project" that should have never been approved to begin with. I-77 needs widening--not a single toll lane that will do NOTHING to alleviate traffic. Billions of dollars wasted and heading to Spain to a company that has filed for bankruptcy multiple times. Really?!

Tracking Number: PMHNM4RDDP**Sent By:** [REDACTED] **Date/Time:** 4/1/2017 10:25 AM**Comment:**

The financial projections for the revenue from the toll lanes is unsustainable. The project is likely to go bankrupt within 10 years. With the lanes being half the thickness of a normal lane, how will the state use the lanes once the state has assumed ownership?

Tracking Number: Y9KAF3NEAM**Sent By:** [REDACTED] **Date/Time:** 4/1/2017 11:57 AM**Comment:**

I live in Davidson, NC. Adding 1 lane in the northern area is not enough; it will not help the current traffic congestion much less future growth. The contract stipulation barring "competing" roads for 50 years is absolutely criminal. The only fix for this mess is to invest immediately in the Train - Red Line.

Tracking Number: RTJGDEFHMI**Sent By:** [REDACTED] **Date/Time:** 4/1/2017 12:12 PM**Comment:**

In order to actually relieve some congestion on I-77, trucks (18-wheelers et al) MUST be able to use these express lanes. Apparently this will entail a thicker layer of paving, but this must be done anyway.

Tracking Number: UGMN28PY6Y**Sent By:** [REDACTED] **Date/Time:** 4/1/2017 12:24 PM**Comment:**

Toll lanes are nothing but another local tax. It is a shame that the citizens of this area have been forgotten by our elected officials. I will vote against any political tied to this project. The expansion should have been made without the need of tolls.

Tracking Number: DQNU2B5PR8**Sent By:** [REDACTED] **Date/Time:** 4/1/2017 12:32 PM**Comment:**

My concerns are two fold. First, by allowing (as I understand it) the private company to set its own tolls, at the peak traffic times only the very wealthy will be able to use the toll lanes and the rest of the residents will be forced to use the 2 free lanes (which used to be 3 lanes over most of the commute). This will INCREASE the congestion and commute times for most of the residents, who are forced to use the free lanes by the extrodianrily high tolls during peak time. Second, as a tax payer, I and other tax payers have already paid for the existing lanes. This contract essentially takes public property -- the existing lanes -- and gives those lanes to a private company to make profit off the very taxpayers who built the existing lanes in the first

place. (and yes, I understand that the government will still technically "own" the existing lanes, but if we are being honest the effect for the next 50 years is that those lanes are being given to the for-profit company). Please know that I am affluent, republican and white and I have lived in a northern Meck county city for over 20 years. My comments are not "sour grapes" by a disenfranchised demographic. Rather, I feel really strongly that this project is simply another way that very wealthy people have gamed the system to make their lives (i.e., their commute) easier at the expense of many tax payers that simply don't have the ability to block the project. If anyone involved in the project actually cared about fundamental fairness and integrity in government, then the deal would have been that a private company can build its own lane and charge whatever it wants for use of that lane. In closing, I've chosen to comment anonymously because (i) if you legitimately care about receiving comments, then my identity is not relevant, but (ii) given the history of this project and the sad state of politics in NC and Meck. county, if I list my name I fear that some partisan faction may start using my name/comments publicly to advance its agenda.

P.S. -- forgive any spelling mistakes in the above, I did not see a spell check function on the web page.

Tracking Number: 7STWSD035G

Sent By: [REDACTED] **Date/Time:** 4/1/2017 1:04 PM

Comment:

I implore you to oblige the contractor (toll lane builder) to make the toll lanes of sufficient depth and strength to allow semi/tractor/trucks to use the lanes. This is the trucking capital of the southeast... do you really think the truckers will obey the signs barring them from the toll lanes? They have a schedule to keep--the toll fees are negligible to them--so are the fines that would be levied IF they're caught. Making the lanes of unequal capacity is about the dumbest part of the entire contract.

Tracking Number: BOL5CSIQF8

Sent By: [REDACTED] **Date/Time:** 4/1/2017 1:35 PM

Comment:

Great job crooks.

Mercator will conduct the review because they have had no prior involvement with the project. Really - how is that any different from hiring Ferrioval from doing it? They have had no prior involvement either....Only Cintra and I77 Mobility partners right?

But look - Mercator has been in bed with Cintra on the Texas project.
<http://www.corridorwatch.org/ttc/ttc35/11%20Information%20About%20Non-Equity%20Major%20Participants%20-%20Form%20B-3.pdf> Why don't you truly READ the documentation the Citizens of Cornelius did, and stop acting like we are all stupid. Your corruption is beyond sickening, and the disgraced mayor of Cornelius is on the turnpike authority. Come clean and FIX THIS MESS YOU CREATED. You haven't responded to truth and fact for a few years now, I have no faith you will now, and your selection of review company is as slanted as the last review. We already know Cintra says it's a great deal.... yeah for them.

Tracking Number: NXG50C00JC

Sent By: [REDACTED] **Date/Time:** 4/1/2017 1:47 PM

Comment:

I am concerned about limiting future expansion on this stretch of road for 50 years.
I am concerned about the commercial management of the toll prices.
I am concerned about how the selection of the contractor was made and who benefited from the selection.

I am concerned about how the state did not seem to listen to the concerns of the local communities.
I have heard the required construction of the roads is not the same standard that NCDOT would build for new roads.
I am concerned about the history this company and their previous roads.

Tracking Number: 3MYLLWTN76

Sent By: [REDACTED] **Date/Time:** 4/1/2017 2:40 PM

Comment:

Worse case of political corruption I have ever had directly affect me. Bought and paid for politicians. Local residents will pay for their corruption for 50 years. Billions stolen from my community.

Tracking Number: MHRNFJH5P5

Sent By: [REDACTED] **Date/Time:** 4/1/2017 6:52 PM

Comment:

I am very disappointed that the project went forward despite overwhelming opposition. This project was shoved down the throat of the NC taxpayers! I think there should be a major investigation to determine whether corruption is involved. THIS STINKS TO HIGH HEAVEN!

THIS IS JUST ANOTHER WAY TO GROW THE ROLE OF GOVERNMENT AND TO RAISE TAXES.

Tracking Number: K01SQB4KGE

Sent By: [REDACTED] **Date/Time:** 4/1/2017 9:39 PM

Comment:

How can the firm that was financial advisor for the Cintra project in Texas be the ones hired by NC to audit this current Cintra project? This toll lane project is a travesty, and it is ridiculous that the project was ever approved. As a taxpayer who commutes every day from Cornelius to downtown Charlotte, I am furious that politicians got away with approving this fiasco. Now, with this new firm with an obvious conflict of interest that has been hired to perform this after-the-fact audit, it is even more apparent that we commuters will continue to be screwed.

Tracking Number: 0HWPOW8NMY

Sent By: [REDACTED] **Date/Time:** 4/2/2017 8:46 AM

Comment:

Concerning your "independent" review of the I 77 toll lane project, Mercator is not an independent reviewer. They have worked with Contra numerous times in the past and assists Cintra with funding. This is completely unacceptable.

Tracking Number: 7IWTLSF7EW

Sent By: [REDACTED] **Date/Time:** 4/2/2017 11:12 AM

Comment:

I know it is to late, but not allowing trucks on the express lanes is a very bad decision. I would estimate trucks are 25-40% of the traffic space.
If I pay tolls to get from Charlotte to exit #28, and the free lanes are stacked up with slow moving traffic, how do I get off the express lanes to my exit?? How long will it take? I have to cross 2 lanes of traffic?? Safety issues??
Spending what \$70 million each for 2 direct access lanes to the express lanes (like Hambricht) is a total waste of money--is this justifiable? Is it possible to cancel this part of the construction--and use the money for something else?
How do the cameras/toll officials know I have 4 people in my car so I can ride free??? Tom

Tracking Number: V9AI0IK97E**Sent By:** [REDACTED]**Date/Time:** 4/3/2017 8:12 AM**Comment:**

The toll project is an absolute wrong answer to the north end traffic problems. The fact that so few arteries travel north to Charlotte is of great concern. To take a HOV lane away and compress all traffic to two lanes now relying on those with the means to use the two toll lanes is infuriating. Since the road multiplier changed to a more equitable formula which would have prioritized I77 widening is telling. The general purpose lane expansion would have been funded in today's projects under the new formula. Now we are left with a mess. The recent election results and public outcry should be waking a few folks up that want to keep their jobs. I am extremely disappointed in the project and NCDOT. Simply unacceptable.

Tracking Number: LELBALL55H**Sent By:** [REDACTED]**Date/Time:** 4/3/2017 12:27 PM**Comment:**

Already pay PLENTY OF VARIOUS TYPES of TAX for roads.
Why should I pay more for the privilege of using road I already paid for.
Maybe only charge single occupancy vehicles????
HOV should be accessible to all.

Tracking Number: WRJU9ILB81**Sent By:** [REDACTED]**Date/Time:** 4/3/2017 12:30 PM**Comment:**

- 1:) 50 Years, is a very long time to restrict traffic flow and hold the public ransom.
- 2:) the new toll lanes are not being built to withstand heavy truck traffic, so there is a loss in congestion relief because the trucks that cause most of the slow traffic and dangerous conditions will be restricted to the general traffic lanes.
- 3:) an unrestricted rate of toll will allow for legal price gouging, perhaps not an issue at today's traffic level but project out the 50 years of the contract.
- 4:) This company holding the contract has proven itself to be unreliable, they have filed bankruptcy in other states.
- 5:) They are a foreign company, no contracts should be signed from a state government while there are able in state companies able to do the work and maintain the deal.
- 6:) Mayor Travis of Cornelius, visited the Senate in Raleigh and lied about the town residents approval of this tollway. Therefore the Senate acted on bad info allowing this to move forward.
- 7:) Even with a majority opinion that this toll road contract was not in our best interest, somehow it keeps rolling along. We need the lane, we don't need the toll, and we really can't live with a 50 year sale of the future.
- 8:) Seems if you are going to do something, it should be done correctly. This is not moral, not good construction, not cost effective. NOT in the interest of tax payers.

Tracking Number: YUWDQ0HEGR**Sent By:** [REDACTED] **Date/Time:** 4/3/2017 12:32 PM**Comment:**

I am concerned about several things with respect to the I-77 Express Lane project. I do not have confidence in the Developer and their long term (50 year) contract to provide maintenance & restrict further expansion on our highway. Their financial history also is of concern.

I am also concerned that our main Charlotte thoroughfare is going to be costly on which to travel. As I-85 and other major highways in other major cities are, we should at least have 4 FREE lanes on each side through Greater Charlotte.

Lastly, citizens are uninformed of the cost of a vehicle travelling the express lanes. Therefore, there are many estimates being shared/guessed that are incredibly expensive. This lack of knowledge heightens the anxiousness about the project.

Tracking Number: 9CTSF8431Y**Sent By:** [REDACTED] **Date/Time:** 4/3/2017 1:19 PM**Comment:**

Why are you hiring a known associate of CINTRA's to write an "independent" report of this project? What a waste of tax payer money! Why is the fox guarding the hen-house?

Tracking Number: 987HC81IR3**Sent By:** [REDACTED] **Date/Time:** 4/3/2017 1:26 PM**Comment:**

The toll road is a bad deal. Adding the toll lanes will not reduce the traffic gridlock that occurs seven days a week on I-77 between the I-485 interchange and exit 36. It will only try to guarantee a travel time in exchange for money. Adding more general purpose lanes will have a significant impact in reducing the traffic bottleneck. The toll lanes will not accommodate tractor trailer traffic which means that nearly a third of the traffic will not be able use the new lanes. The residents (tax payers) of North Mecklenburg County will receive little to no benefit from the toll lanes while being on the hook for the revenue shortfall of this project. The worst part is that it will be this way for the next 50 years. I cannot imagine how this contract was signed by any reasonable person. How does anyone with a conscious lock this region into complete gridlock for 50 years?! 50 Years!! Local business suffer, our quality of life suffers because of the time wasted sitting in traffic. We have no way out. Collectively we spoke our mind but it was ignored and the contract was signed. Voter backlash was swift and will continue. These toll lanes represent the exact reason people are worn out with politics and politicians. By the people, for the people died and is buried under the toll lanes. The least you can do for us (tax payers) is place a headstone at the entrance to the toll lanes that says "RIP Democracy". In the mean time, take a trip up I-77 from uptown. It's dangerous! There are sudden lane shifts, uneven pavement and poorly marked lanes. The road condition is terrible and a complete safety hazard. Again, we have to absorb the cost of the increased wear and tear to our vehicles and increased travel times. I travel I-77 every day and I just sit in disbelief that our elected officials made a deal with a private entity that has no obligation to the citizens (tax payers) of this region but can use us as an ATM when they need money (profits). This whole deal should be investigated from top to bottom because I don't believe that reasonable people would have signed this contract. There had to be some incentive.

It's frustrating to see this go on and have no voice. If nothing changes from this review, well I have wasted a few minutes of my life offering my comments. Unfortunately, I have become accustomed to that from sitting in in I-77 traffic.

Regards,

Tracking Number: L1I0IQ03SJ

Sent By: [REDACTED]

Date/Time: 4/3/2017 1:27 PM

Comment:

1. How will users know what the current rate per mile is for the toll lanes? Will there be signage at each entrance to the lane?
2. If the toll rate changes while the driver is using a toll lane, how is the toll calculated?
3. Will tractor-trailers be fined if they use the toll lanes?
4. CATS busses are exempt; why not other multi-passenger vehicles like tour busses and shuttle vans?
5. Can a driver submit a claim for damage to his/her vehicle as a result of construction?
6. What is the landscaping plan? Will trees and the wildflowers be replanted?
7. Will there be a physical barrier/wall separating the toll lanes from the free lanes? Will that create a potentially dangerous driving condition?
8. Will there be room for vehicles involved in an accident or vehicles with breakdowns to get out of the toll lanes? Or will the lanes be stopped until the car(s) are towed?

Tracking Number: F3I0VD1S9K

Sent By: [REDACTED]

Date/Time: 4/3/2017 1:49 PM

Comment:

The basic premise of this project is absurd: NC is spending MORE in total to add toll lanes than if they just added general purpose lanes where needed, the project needs continued congestion in the free lanes to be profitable, I77 is heavily used by trucks - yet trucks will not be able to use the toll lanes because their cheaper construction, and the contract restricts future road improvements for 50 years!

Tracking Number: X5R2T6XNNQ

Sent By: [REDACTED]

Date/Time: 4/3/2017 1:49 PM

Comment:

1. Those of us travelling from exit 23 will be losing a lane.
2. The taxpayers built 77 to start with and deserve to have new construction for the sole purpose of alleviating traffic congestion!!! This has clearly been denounced by the NCDOT and how absurd is that thought.
3. At least allow double occupancy for high occupancy lanesi rarely see anyone with 3 or more in a car unless they are travelling through.
4. I have experience driving the area ...i am a native Charlottean...and have lived at this lake since 1975...and saw the flooding of the area also.

Tracking Number: 2L90GRPE0X

Sent By: [REDACTED]

Date/Time: 4/3/2017 1:53 PM

Comment:

As someone who travels I-77 everyday from exit 28 to uptown Charlotte and back, I am a HUGE supporter of the express lanes and can't wait for them to be open. The project will help the everyday commuter, particularly parents, who need a predictable commute time for picking up children, getting to school and sports events, etc.. Parents with demanding schedules are willing to pay a little more to make sure we get where we need to be on time!

With that said, I have a few concerns about the how the governance and oversight of Centra and Mobility Partners (MP) will work post construction. I think NC gov't should have some sort of commission or oversight body that approves on a set frequency what Centra/MP can charge. Similar to a utilities commission.

Also, it is unclear to me what recourse the state will have if Centra/MB fails to maintain proper condition of 77, or what legal recourse Centra/MP will have to pursue those who do not pay after driving on the lanes. Can they take them to court, sue them, place a lien on property, etc...? If there is no clear recourse, people will abuse the lanes. If Centra/MB can go after toll-dogers, will the burden of this fall on the state? Would already crowded traffic courts become over-crowded. Enforceability is not popular to discuss, but I would appreciate more information on this.

Thanks

Tracking Number: D003E1C0XY

Sent By: [REDACTED] **Date/Time:** 4/3/2017 2:07 PM

Comment:

I have several concerns, both on the contract and the choice of Mercator to review it. Mercator had been hired by Cintra with the Texas project that has since gone bankrupt. This is a conflict of interest.

Further, on the overall contract and concerns I have:

1. This contract is not fair to taxpayers, who will be left holding the bag and yet still allow Cintra to exit with our state's money. They have failed in the past, and this contract makes it worse than others.
2. I-77 needs more general purpose lanes. If tolls are added, that doesn't negate the need to add capacity on general purpose lanes. The contract prevents adding lanes without penalty in the future for 50 years. 50 years!!
3. Toll lanes, especially run by private for profit companies, is bad idea. A state run one would be more tolerable, as we have more options on expansion and cost control. \$12-\$20 round trips are not going to help the average motorist. And we already paid taxes and promised expansion of general purpose lanes in previous discussions. What happened to those??
4. Toll lanes will not help truck traffic on general purpose lanes because they are not building standards to support heavy trucks in toll lanes. This is a major artery for the industry and we will continue to be clogged on an under capacity 2 lane highway.

Tracking Number: A5HRFTH53B

Sent By: [REDACTED] **Date/Time:** 4/3/2017 2:19 PM

Comment:

I am very concerned about the coming toll lanes. I understand that 18 wheelers will not be allowed in those lanes. What does that mean for the future of Charlotte as a transportation hub? If heavy truck volume continues as is or increases, they may clog the free lanes leading to higher toll rates at times beyond rush hour. In addition, how will NCDOT address the need for more lanes in the future when the contract forbids any lane expansion for 50 years? I live at exit 28 and commute to exit 33. In the past 3 years, my commute has grown from 10 minutes to over 25 minutes. I am worried that these lanes will not reduce my commute time enough to make up for the consumption cost of using the toll lanes.

Tracking Number: CLFLQP4N6G

Sent By: [REDACTED] **Date/Time:** 4/3/2017 2:57 PM

Comment:

How can this company be unbiased when they have been a vendor working with other Cintra in other projects?

Tracking Number: CDVSNGJWL3**Sent By:** [REDACTED]**Date/Time:** 4/3/2017 3:04 PM**Comment:**

The I-77 toll project is the worst plan for the Lake Norman area. With the growth of the area, we need two lanes of travel without a toll. Adding two toll lanes will just make the general purpose lanes more gridlocked. The NC Transportation has said highways are for long distance travel, not local travel. Unfortunately the way the roads are between exit 23 and exit 36, you have to use the highway for local traffic. The current toll lane design does not allow access between exits 30 and 25 or to go from exit 36 to exit 28. Without two more general purpose lanes, gridlock will become a norm from exit 19 to exit 36. Not a place to attract more residents to move in the future. With this project, I can't see one good benefit for the Lake Norman area. I lived in Northern Virginia for 40 years and can appreciate toll roads in places and non-toll roads with 4 or 5 lanes in other locations. I really wish the toll lane project between exit 36 and 19 be cancelled for the economic impact to the Lake Norman area.

Tracking Number: B1SKW1GMQN**Sent By:** [REDACTED]**Date/Time:** 4/3/2017 3:15 PM**Comment:**

Biggest concerns are the cost of the toll lanes and therefore it will not relieve the congestion as most people will not pay \$20+ per way. If they could get the tractor trailers off the single car lanes, that would ease some of the congestion but it still won't relieve it enough.

Second largest concern is the 50 year moratorium on adding additional lanes. Heck, 50 years ago, I-77 wasn't even built and the Lake Norman area was very rural. It has grown tremendously even in the past 20 years. It will actually stunt the growth of this area as the secondary roads can't handle the traffic volume that currently is spilling over onto them whenever there is a major wreck or traffic tie up on I-77.

Tracking Number: GVC3P96HU**Sent By:** [REDACTED]**Date/Time:** 4/3/2017 4:39 PM**Comment:**

Many concerns:

I77 in the Lake Norman area is our main road for local commuting due to the lake. The fees for daily use will be unaffordable.

I77 is a major trucking route. The trucks will still drive in the general purpose lanes.

50 year contract.

This is damaging to property values and businesses in the area.

This will not solve the traffic problems. Only more general use lanes will solve our problems.

Tracking Number: WRBVVS8NL3**Sent By:** [REDACTED]**Date/Time:** 4/3/2017 6:26 PM**Comment:**

The NC DOT, it appears to me, has neglected and underfunded highway infrastructure projects in the Charlotte region for decades and we are paying the price. I-77 should have been widened decades ago... now that the state is under pressure due to decreasing revenues from fuel taxes, they seem to think we, the citizens of this region should endure "double taxation"... paying additional fees to use the infrastructure that should have been created using tax revenue -AND- paying the taxes, which I might add, are higher than surrounding states. The state is also partnering with a private commercial interest, to build these toll lanes, in right-of-way, originally paid for by taxpayers using state and federal dollars. In addition, to describe the Cintra contract as ill advised and idiotic is simply an understatement. 50 years long with all sorts of "gotchas" regarding the profit metrics required by Cintra... Ridiculous and unacceptable. I already avoid

using I-77 and will continue to do so and will boycott ever using these toll lanes. It is my understanding that the express lanes are designed and constructed for use by cars only... so any reconfiguration of the road's use... for instance, allowing trucks to use one of the two express lanes will be impossible. Also, there appears to be no limit to Cintra's ability to set "on demand" pricing... more gouging of Mecklenburg citizens? Looks like it to me. And how is it that I-85 has been widened through the Charlotte region, northward to Greensboro? And that South Carolina can widen I-77 through most of York county to 8 lanes, up to the NC border? No tolls on either stretches of highway... interesting. This collusion of Raleigh bureaucrats with shady corporate interests smacks of corruption and discriminates against the people that live along the north Mecklenburg I-77 corridor. There are many questionable aspects here and the company, Cintra, appears to have a lousy track record in other states with several bankrupt projects. I think I speak for others in this are when I say that we do not want toll roads here. Come up with other methods of revenue generation, additional taxes that everyone pays , and build the infrastructure we need instead of concocting "public/private" for-profit ponzi schemes like this one.

Tracking Number: L7S905FV3B

Sent By: [REDACTED]

Date/Time: 4/3/2017 7:38 PM

Comment:

The fact that you all are soliciting comments from the public at this point is laughable. The entire purpose of this project is to enrich a few at the expense of many. I'm not entirely sure what you all hope to accomplish by inviting feedback, but just understand that the public are not behind this. Not that it matters, since Thom Tillis had his election campaign financed by Cintra to make this happen. Just understand that I'm sure someone will eventually follow the money, and expose this "project" for the sham that it is.

Tracking Number: YYJ6IYURPJ

Sent By: [REDACTED]

Date/Time: 4/3/2017 8:00 PM

Comment:

I'm sure you have already heard from thousands of people regarding the overwhelming resistance to the toll lanes. And you have probably seen the reasons listed for that resistance so many times that you have them memorized so I won't put you through that again. I just wanted to add my voice to others who are vehemently opposed to the toll lanes.

Tracking Number: TX7V3WP7UU

Sent By:

Date/Time: 4/3/2017 8:35 PM

Comment:

We need more general purpose lanes, NOT toll lanes. I predict the toll lanes all not be used by enough people to help with traffic flow. If the Red Line had worked out that would have helped much more than toll lanes. The vast majority of residents don't want these lanes

Tracking Number: XDGJVXVLDX

Sent By: [REDACTED]

Date/Time: 4/3/2017 8:53 PM

Comment:

This contract is limited in scope and does not extend to the impact on interstate commerce (trucking) by restricting 2 GP lanes for the next 50 years, creating a choke hold on Charlotte's economy proper.

It angers me that you chose a glorified Ponzi scheme to give us a "choice". Citizens will not have a choice when this project goes belly up and the state owes millions for the TIFIA loan. It is no secret the toll projections for this project were inflated to get the TIFIA loan. There is no way this project will earn what was presented for this loan. This is not LA! I've driven this road for 20 years to and from work. Since construction started, I've been the victim of two accidents. I've got a cracked windshield from debris on the road. And rubber and trash covers the causeway

and most likely some ends up in the lake. The work zone on I85 is so much safer than the work zone on I77. The difference is Cintra.

Tracking Number: K9JKSQ0LX2

Sent By: [REDACTED]

Date/Time: 4/3/2017 9:09 PM

Comment:

- 1) Can you open the lanes as they are finished?
- 2) Please just finish this project- it has been going on forever! This delay affects so many people and work.

Tracking Number: YL7U8MS3SH

Sent By: [REDACTED]

Date/Time: 4/3/2017 10:20 PM

Comment:

I would like to hear an explanation as to why adding more multipurpose lanes is not the best solution. I would gladly take a tax increase over dealing with this horrible traffic situation around here and have to pay tolls to get to places in a timely fashion. I have yet to meet a citizen that wants these tolls, so why the decision to go against the mass majority?

Tracking Number: 509PG28MP0

Sent By: [REDACTED]

Date/Time: 4/3/2017 11:09 PM

Comment:

It has always been a bad contract for area residents, non area residents and the state in general! The most egregious parts of the contract however, are the clause that denies the state the right to expand the non HOV lanes on I77 within the parameters of the project, for 50 years, most of the profits from the fee lanes goes to the FOREIGN construction company and the raising of the HOV occupancy requirement to three. This occupancy requirement all but ensures the HOV lanes won't be able to be used by most commuters unless they pay the VERY EXORBITANT fee for HOV usage. To the not so casual onlooker, this contract appears to have been pushed through by politicians who were payed off to do so, with little regard for what was wanted by the people of the effected area, or what was best for those commuters and the state.

Tracking Number: QOEH6POS8U

Sent By: [REDACTED]

Date/Time: 4/4/2017 12:04 AM

Comment:

These "express lanes" are an absolute travesty to our region. Instead of our local and state leaders making the difficult budgetary decisions to fund and construct our own roads, they took the easy way out. Our leadership, or lack there of, handed it over to a foreign entity with a complete and total disregard for the local citizens that it will actually affect. If the NCDOT thinks the blowback right now is bad, just wait until the new tolls go into effect. That is when the full wrath of our localities will be felt.

Unfortunately, and like most related projects, a vast majority of the population simply aren't well informed. At some point though, people will realize what has occurred. The new lanes should be called the "Upper Middle Class & Above Expressway." After-all, it's the less fortunate who will be crushed by this plan. Simply put, for those of us who can afford the tolls, our commutes will be much quicker. Everyone else, primarily those who cannot afford it, will simply see the length of their commutes worsen. And the laughable irony of the whole thing is this - It was essentially the Charlotte City Counsel, dominated by Democrat's, who allowed this contract/project to move forward. It was a complete betrayal of their voting base. Unfortunately, at this point, we're so far down the road of incompetence that I doubt there's a way out. "Make Our Roads Great Again"

Regards,
[REDACTED]

Tracking Number: AKTV305I9T**Sent By:** [REDACTED]**Date/Time:** 4/4/2017 5:48 AM**Comment:**

The problem with the contract, in my view, is that the company has not been required to declare tolls. No one knows what they will charge. Without that information, there is no way to assess whether the project serves the public interest.

My personal objection to the toll lanes is fairness. My tax dollars have been used to expand I-85 in Charlotte, a road that I rarely use. When I-75 needed expansion, the vehicle is toll lanes which are paid for only by those of us who use them. Not fair.

Tracking Number: DF905FBTXH**Sent By:** [REDACTED]**Date/Time:** 4/4/2017 7:30 AM**Comment:**

Public support was overwhelmingly against this toll lane project and yet legislators pushed it through anyway. Obviously the decision makers do not live in the affected area! The people want a reduction in congestion and were willing to wait to get it. The legislators have said this is not about reducing congestion (really? Then what is it about?). No wonder officials who pushed this project are being voted out!

Tracking Number: Y9S5GASG7C**Sent By:** [REDACTED]**Date/Time:** 4/4/2017 8:24 AM**Comment:**

I'm disappointed that the state has decided to go with toll roads. This will not relieve local congestion in the area. I would like to see the contract cancelled.

Tracking Number: FSDK50XLSX**Sent By:** [REDACTED]**Date/Time:** 4/4/2017 8:31 AM**Comment:**

This is clearly a bad decision to allow a foreign company to control a lane in a heavily congested area of the city. I live in South Charlotte and will not travel up I-77 through this area due to the traffic issues. Letting a foreign corp with a history of failures in building/financing toll lanes control a vital artery of our city is a huge mistake.

Tracking Number: V7P8R5UBL1**Sent By:** [REDACTED]**Date/Time:** 4/4/2017 8:36 AM**Comment:**

I will likely never use the "Express Lanes" on I-77 as I see it as a political boondoggle never agreed to by the people who live in the area. I'm sure an number of politicians expect campaign contributions from CINTRA though. The contract is a raw deal for locals as it negates improvements to existing roads in the area to preserve CINTRA profits.

I'm fortunate in that I can easily access I485 to head south and avoid the toll lanes and use existing roads to head north before getting on I77 north of the CINTRA lanes.

The fascinating thing is that I live in the area with nearly identical access to I77 and I85. Interestingly I85 is being widened without tolls. Money for I85 but not I77???

BTW hire a real programmer for this form so that I don't have to manually enter dashes in my

phone number field.

Tracking Number: QSNDBGNRY1

Sent By: [REDACTED]

Date/Time: 4/4/2017 8:43 AM

Comment:

To whom it may concern,
I do not believe that Toll Lanes are a proper answer and that appears to be evidenced by the failures in systems and in usage numbers in other parts of the country. Toll Roads, on the other hand, do work in that everyone pays for the use of the road and everyone benefits from the tolls paid. The solution for I-77 should be to add additional lanes where needed, at far less experience than the current project, to relieve the immediate issues that have been well known for quite some time and to take the time to provide a long term solution for this corridor. Thank you for the opportunity to express my opinion and thoughts.

Tracking Number: VEV1H65YW3

Sent By: [REDACTED]

Date/Time: 4/4/2017 8:51 AM

Comment:

For almost every day the past 19 years, I drive the inner loop from Matthews toward I-77 in the AM and use the outer loop to go back home again, anytime from 3:30 to 6:30PM and have personally experienced the evolution of traffic and construction on the loop. What I can say is the newly constructed lanes do help but congestion still occurs where these lanes end, so to me it is readily evident extra lanes are the solution.

Which makes the sequestering of the additional lanes already constructed ever more maddening. Open the lanes and make sure 485 is at least 3 lanes wide from 77 to 74 and problem solved.

In my opinion, the reason you have such firm resolve against these tolls is the 485 loop first and foremost a commuter highway, used by local people going back and forth to work, (hence the rush hour congestion) and we already pay state, local and gas taxes and do not need or want an additional tax, (TOLL) that will not only NOT solve the problem but adulterate the US Interstate system as it was originally intended and also enrich corporations who obviously seek to profit on the building of public infrastructure, traditionally and rightfully a governmental undertaking and responsibility.

I am deeply offended by the government shirking of its most basic task of creating and maintaining roads in order to allow corporate profit schemes that are half-thought and do not solve the problem of inadequate general purpose lanes.

The necessary addition of extra flyovers, entrance and exit ramps to access these tollways is criminal in nature, due to the unnecessary added complexity of the design to get traffic in and out of the tollways when adding a simple general purpose lane would solve the problem. A lane we have already paid for through taxes and in some cases a lane already built and held in hostage for future tollway use.

In short, this is an ill conceived and ill designed endeavour that in no way serves the public interest and isn't THAT what you are tasked and trusted to do?

Thank you.

Tracking Number: V4IM785GG7**Sent By:** [REDACTED]**Date/Time:** 4/4/2017 10:13 AM**Comment:**

I live in Huntersville and am completely against the planned toll lanes with Cintra. Since the company is privately owned, profit is their primary goal with regards to this road. Therefore, it only makes sense that they want the general purpose lanes to be congested in order to force people to use the toll lanes. This project is NOT about improving traffic flow, it's about generating income. And I think that the fact that NOT ONE PERSON I KNOW is in favor of it speaks volumes. The only people who are in favor of it don't live in the LKN area. Please cancel this contract.

Tracking Number: 20VYP2627I**Sent By:** [REDACTED]**Date/Time:** 4/4/2017 10:38 AM**Comment:**

Looking at the project map, it appears you adding in additional merging lanes at Exits 25 & 28. Merging onto the highway at either of these 2 exits as well as the Griffith St. and Langtree exits/entrances is THE major cause of the traffic stopping/slowing down as it stands. Adding another merge into and out of the traffic from the toll lanes is only going to create additional stopping/slowing down. Unless these lanes from the toll lane go directly to the exit/entrance ramps and don't cut across the general usage lanes, it isn't going to solve any problem or lessen the issue in the most congested areas on 77 in the Lake Norman area.

Tracking Number: PXIWWETT73**Sent By:** [REDACTED]**Date/Time:** 4/4/2017 10:56 AM**Comment:**

I am very upset and concerned about the I-77 Express Lanes project! I don't understand how anyone in their right mind could have signed a contract that doesn't allow any parallel roads to be widened for 50 years!! It is quite obvious that somebody is getting kickbacks for signing this contract! I was hopeful when I heard there was going to be an "independent" investigation until I heard who the independent consultant was. Mercator Advisors, LLC, who has done work for the contractor! So much for "independent" investigation!! The construction has caused a very dangerous situation on I-77 and insurance agencies are increasing rates for locals that use I-77. I ask that this contract be cancelled immediately and for a full investigation be made by a consultant that has NO STRINGS to the construction company. I also ask that these lanes be turned back into FREE lanes for everyone to use. I expect to see some action in a very timely manner. Thank you,

[REDACTED]

Tracking Number: XTEI650HCP**Sent By:** [REDACTED]**Date/Time:** 4/4/2017 1:14 PM**Comment:**

If the toll during rush hour is more than \$5 from exit 36 to the end of the toll lanes, average income drivers cannot afford to use the toll lanes. The free lanes will remain clogged, which means there will continue to be stop and go traffic from Mooresville to Charlotte.

I missed a Broadway Lights show in Charlotte, wasting \$160 tickets, because I-77 and the alternate road (115) were not moving.

Tracking Number: 9LSTMPYNUK**Sent By:****Date/Time:** 4/4/2017 1:30 PM

Comment:

Cancel this toll project! Fifty years in entirely too long of a developmental period for Charlotte to reasonably expect two general traffic lanes to be sufficient through a major city. Insanity!

Public lanes are the answer! If taxes have to be raised, then so be it!

Tracking Number: NVOG0C9TV7**Sent By:** [REDACTED]**Date/Time:** 4/4/2017 3:10 PM**Comment:**

I believe the DOT should choose a traffic plan for I-77 that allows us to continually consider the best practices for managing traffic. Signing a multi-decade project with one contractor limits the negotiating capabilities of the city and potentially excludes better solutions. The DOT should seek to reduce the contract period, or dissolve the contract altogether if mutually agreeable terms can't be reached. If we're past the point of negotiating terms directly with the contractor, then take this issue to the courts.

Tracking Number: 7V74I2O49K**Sent By:** [REDACTED]**Date/Time:** 4/4/2017 3:48 PM**Comment:**

I want to add my voice to residents opposed to the toll road project. The plan, as approved, is a bad long term deal for the state and does not solve the problems it sets out to solve. Former Gov McCrory all but admitted he would not support it if it came up and Gov Cooper should kill this deal! The "unbiased" company hired to review the deal has ties to Cintra, that is fact! Our government owes us a fiduciary responsibility. Do the right thing and kill this bad deal.

Tracking Number: OJTS0DHKGE**Sent By:** [REDACTED]**Date/Time:** 4/5/2017 9:17 AM**Comment:**

Concern about how the 'express' traffic will interact with free-lane traffic at the multiple interchanges illustrate the project map.

My experience from Chicago area with their express lanes is that traffic jams up when express lane riders are trying to merge into local lanes, and then access an off-ramp.

Fear is that this design will make the 'free' lane traffic worse than current due to exiting traffic from toll-lanes.

Current design appears most beneficial only to the drivers that are transiting the entire length of the toll-lane while delivering no benefit to local residence.

Can you provide detail drawing of how the transfer, entry/exit traffic will flow?

Regards

[REDACTED]

Tracking Number: TH99M1HNPP**Sent By:** [REDACTED]**Date/Time:** 4/5/2017 2:18 PM**Comment:**

I would like to know the total construction cost of building additional conventional lanes (four to exit 28 and two to exit 36) and the total construction cost of the current toll lane project. With the current project, you are removing existing bridges, sound walls, and retaining walls that were recently constructed and/or perfectly fine and the new toll lanes are not being built to current construction standards. I would also like to know if the bottlenecks introduced on the exit ramp from I-85 S to I-77 S when the HOV bridge was added over I-85 will be finally mitigated. The ramp merges from two lanes into one lane, and dangerous backups occur daily. Finally, I would like know if the toll project does not collect sufficient revenue to pay for the construction bonds, with the NCDOT deduct the difference from the Charlotte area allocation of

construction funds for the next fifty years. Thank you.

Tracking Number: WYNAB5MI3U

Sent By: [REDACTED]

Date/Time: 4/5/2017 6:28 PM

Comment:

I am concerned with the amount of noise in my neighborhood and the fact the NC DOT is ignoring requests and not providing any on site testing for our neighborhood The Woods at Weatherstone in Cornelius. I am upset contractors pulled out all the trees and now it is very noisy at our home, especially in am and at night and you hear the trucks. The area now looks unsightly, more dust and noise and with no sound barrier wall going up just another example of the state not listening to the citizens.

Tracking Number: B2FUN1VTJX

Sent By: Town of Cornelius

Date/Time: 4/6/2017 6:43 PM

Comment:

Town of Cornelius

Suggested actions regarding the I-77 Managed Lanes Project (I-3311C, I-5405, I-4750AA) 3/9/16

As stated in its Resolution No.2015-0079, Resolution Requesting the Termination of the Contract with "I-77 Mobility Partners" to Toll I-77 for 50 Years, the Town's primary preference for suggested action is as follows:

1. Cancel the contract (i.e., the Comprehensive Agreement, and all accompanying documents) between NCDOT and I77 Mobility Partners, establish a pause on any work related to the current project, and allow CRTPO, the directly impacted jurisdictions, and NCDOT to re-engage a discussion for planning specific future improvements that may include solutions such as managed lanes, general purpose lanes, public transit, and/or NCDOT managing a managed-lanes project without a private partner.

Not degrading it's preference for the preceding, should the current contract not be canceled, the Town's secondary preference for suggested action is as follows:

1. In order to minimize the period of time that the facility is managed and operated by a private entity, reduce the term of the contract from 50 years to 25 years, utilizing approaches such as a buyout clause and/or a future conversion of the managed lanes to general purpose lanes.
2. Evaluate and consider a "buyout" scenario whereby upon I77 Mobility Partners completion of the current managed lanes project, NCDOT purchases the project from I77 Mobility Partners and operates it as a 100% public facility.
3. Pursuant to a reduction in contract term, establish under the guidelines for a "Termination [of the contract] for Convenience", that if the Fair Market Value method is utilized to determine compensation that the future toll revenue consideration be limited to the balance remaining on the 25 year contract term.
4. It is desirable to have available as many future financially feasible I77 cross-section design options as possible (by keeping future overall costs as low as possible). Therefore, add clear language to the contract that states there shall be no financial penalty paid to I77 Mobility Partners (via a "compensation event", triggering an "unplanned revenue impacting facility" designation, or otherwise) for the construction of any general purpose lanes along I77. This action includes retracting the general purpose lane exception listed in the definition of Unplanned Revenue Impacting Facilities, clause (i) of Exhibit 1 – Abbreviations and Definitions, Comprehensive Agreement. The following section would be retracted: "except that this clause (i)

shall not apply to a general purpose lane constructed after the Effective Date between Exit 28 and Exit 36 in the North Section”.

5. To allow for greater travel options for all types of vehicles (including commerce vehicles), and to remove vehicles from the general purpose lanes flow of traffic, remove the managed lanes restriction of vehicles 20 feet in length and longer; and/or allow the medium-sized trucks (otherwise known as “box trucks” or “straight trucks”) to utilize the managed lanes.

6. To allow for greater travel options for all individuals, groups, and organizations, especially those that are economically disadvantaged, and to remove vehicles from the general purpose lanes flow of traffic, redefine the high-occupancy toll definition from HOT-3 to HOT-2. In other words, allow vehicles with at least two passengers to utilize the managed lanes at no cost.

7. Currently, I77 Mobility Partners is only performing traffic modeling for this project for the year 2017, in order to justify that there will be general purpose lanes congestion relief when the new facility is opened for travel. As the contract term is 50 years, in addition to current year traffic modeling for the I77 managed lanes, I-77 Mobility Partners should be required to perform Build and No-Build traffic modeling for future years (20 years into the future and 40 years into the future; horizon years to be adjusted if contract term is modified). NCDOT will subsequently verify that significant general purpose lane congestion relief is not only being provided in the current year, but also for the future years. (As performed for the current year, the future year modeling will analyze the entire corridor in addition to interchange areas, the ingress/egress points, and all areas between the preceding.) All of these models are to include weaving & merging analyses. Should the analyses results be such that mitigation is required, consideration shall be given to mitigation factors, such as constructing a third general purpose lane along the entire project corridor and/or auxiliary lanes in certain locations, and these mitigation factors shall be constructed by I77 Mobility Partners at no additional cost to NCDOT and other governmental entities. The Town has planned for a new Westmoreland Rd. area general purpose interchange for several years. It is currently developing an Interchange Access Report. All of the aforementioned traffic models are to include the future Westmoreland Interchange. Also, the current year modeling shall include the Westmoreland Interchange, as well.

8. The Town has planned for a new Westmoreland Rd. area general purpose interchange for several years. It is currently developing an Interchange Access Report. Add the following language to the contract: If, as a result of the ongoing I77 North Managed Lanes Project (I-3311C, I-5405, I-4750AA), FHWA will not approve the Westmoreland Interchange without certain mitigation features (including, but not limited to, relocating managed lanes ingress and/or egress points, constructing additional managed lanes ingress and/or egress points, conversion of managed lanes ingress points to egress points or vice versa, conversion of managed lanes ingress and egress points to a transfer area, and construction of auxiliary lanes(s), NCDOT agrees to pay for costs associated with the mitigation features.

9. NCDOT and all of the municipalities and counties in the project’s corridor plan for transportation projects for general mobility of all modes of transportation. These projects are often adjacent to, if not over or under, I77. Most do not have direct access to I77, nor do they compete with the managed lanes for users. The existence of the I77 managed lanes should not create an escalation or cost premiums for these projects that don’t impact the I77 managed lanes. These entities have performed substantial planning and approved many plans; however, over the course of 50 years, new ideas and projects will surely be developed. Therefore, add clear language to the contract that states there shall be no financial penalty, charge, and/or fee paid to I77 Mobility Partners (via a “compensation event”, triggering an “unplanned revenue impacting facility” designation, claims of revenue loss, or otherwise) for the construction (at the time of construction and after construction) of all transportation facilities that do not have direct access to I77, including, but not limited to, roadway overpasses/underpasses, bicycle & pedestrian overpasses/underpasses, improvements (e.g., realignments, extensions, widening) to existing parallel highways. This applies to projects that are both in currently approved government body plans and those that are not, as these may be unforeseen, and developed & planned for in the future. Specific examples include Cornelius’ future Bailey Rd. Flyover,

Cornelius' greenway crossing(s), and improvements to Hwys. 21 and 115.

10. I77 mobility Partners has removed or will be removing a substantial amount of mature landscaping. The current \$2M landscaping and aesthetic allocation is not enough to aesthetically enhance the 25 mile corridor. I77 Mobility Partners shall therefore provide an allocation of an additional \$4M for landscaping and aesthetic improvements for the entire corridor. This is over and above the current \$2M commitment for landscaping and aesthetics.

11. It is in the best interest of NCDOT to have a managed lane facility that will be priced such that it is utilized extensively. Toll rate ranges (per mile and relative to travel times & seasons) must be negotiated at this time between I77 Mobility Partners and NCDOT. These rate ranges must be specified in the contract, including a not-to-exceed maximum rate.

12. It is unknown how this particular managed lanes project will affect this particular local economy. I77 Mobility Partners shall perform an economic development impact study evaluating the effects of the project on the local economies of the affected jurisdictions. The study shall include, but not be limited to, the effects of modifying the existing general purpose lane facility, by adding adjacent managed lanes while retaining the existing number of general purpose lanes, and comparing those effects to those created by adding a third general purpose lane to the modified facility. The study must demonstrate that there are no negative impacts in order for the project to proceed.

13. The executed Comprehensive Agreement requires I77 Mobility Partners to construct a minimal amount of ingress and egress points. The contractual amount is not sufficient to serve the corridor. I77 Mobility Partners shall commit to constructing the increased number of ingress/egress locations as identified in the revised ingress/egress plan in the I77 Mobility Partners' January 8, 2016 press release.

14. In order to assist with congestion mitigation, during the project's construction, I77 Mobility Partners shall pay for increased public bus service (through CATS and/or ICATS) for the I77 corridor.

15. Any cost-savings and/or toll revenues shared with NCDOT (i.e., toll revenues provided by I77 Mobility Partners to NCDOT after reaching the pre-determined revenue threshold) from the project will be programmed back to the directly impacted jurisdictions for their use toward transportation projects, in order to improve the general transportation network, of which the I77 managed lanes are a part of.

16. To inform a potential decision for future contract "buy-out", and to help with long-term financial planning for such an event, NCDOT is to determine the time period (during the contract term) that the cost to "buy-out" the contract from I77 Mobility Partners, and to assume management and ownership of the project, will be the lowest possible cost.

17. In addition to intra and interstate travel, I77 is also used for local traffic due to the lack of other transportation options, such as a robust local (non-interstate) transportation network. This local traffic along I77 provides some measure of relief to the local transportation network. Therefore, provide Cornelius residents with the ability to utilize the managed lanes at no cost.

Tracking Number: RAJF7U3HA5**Sent By:** [REDACTED]**Date/Time:** 4/7/2017 4:35 PM**Comment:**

Thank you.... Following is the note I wish to submit regarding i77 feedback...

The contract for the i77 toll road has been pushed upon on of the regions fastest growing areas by political leaders without consideration for the impact or support of local residents. I have a degree in urban planning; own homes in both Charlotte and Huntersville thus travel back and forth frequently. My greatest concerns fall within the term of the contract, it's non-compete clause, the design quality of what is being built, and the intent of what is being build v. need. As a result of this project I will not drive on i77. The increase in accidents, reports of damaged vehicles, and the state's disregard for any local concern has drawn my conclusion to simply not use the road at all.

Term of contract: With well over 200% growth in the last 20 years, the north Mecklenburg transportation system is outdated. Additional free traffic lanes in i77 are needed and an appropriate solution. Statesville Road, paralleling i77 also needs widening though the area to support community growth. I don't know if it qualifies, but if done right, such development would compete with a toll lane. It is also my understanding that the state is on the hook for missed revenue from the project; a very poor deal for the citizens of NC.

Design: It is my understanding the road surface is not being built to the same weight standards as the current lanes. This is a huge mistake that will require further expense when the toll lanes fail to meet revenue and an alternative plan will be needed a few years from now. The project is dependent on left lane merges for those to enter or exit the toll lanes. Based on my experience and knowledge of highway planning, left hand merges significantly increase the risk of traffic accidents due to significant speed differences of those in the passing lane and those merging. I foresee significant traffic backups with those trying to merge off the toll lanes into stopped free lanes during peak traffic times. This will make the minimum toll speed impossible to maintain.

Intent v. Need: Clearly the intent of the toll lanes are to provide an exclusive use road for commuters who can afford to pay for the price of time. The need is a regional transportation plan that includes upgrading area roads for ease of use and offer longer term alternatives such as light rail that benefit all area residents.

In my opinion the contract is a poor deal for the community and for the people of NC. It should be suspended and a new plan put in it's place. Regards, - [REDACTED]

Tracking Number: 67ECJDD0SQ**Sent By:** [REDACTED]**Date/Time:** 4/7/2017 5:25 PM**Comment:**

Currently I-77 between Charlotte and LKN has an HOV lane that my wife and I can use for free (free for 2 or more vehicle occupants). These lanes were built with federal and state dollars. Now those same lanes are being converted to toll lanes or HOV (free for 3 or more). It seems to me that the change from "free for 2" to "free for 3" is taking an existing right, already paid for with federal and state dollars, and converting it to a profit making right for the toll road builder/operator.

Please explain to me why these existing HOV lanes should not remain "free for 2"?

It seems that this existing HOV lane is a public asset being converted to a profit making asset of a private entity.

Please respond via email.

Thanks.
[REDACTED]

Tracking Number: K20JO40JW7**Sent By:** [REDACTED]**Date/Time:** 4/8/2017 1:20 PM**Comment:**

I have many concerns:

1. The congestion on I-77 is very real and a very big problem. The toll road does nothing to solve this problem. I live in the middle of the toll road and have moved here within the past 5 years. There are many businesses that will be negatively impacted. This is another reason why this toll road should be stopped
2. I will drive on I-77 twice daily for the next 30 years. I will not ever use this toll road.
3. I do not understand why we would sign a contract to pay money to a foreign company for the toll road.
4. The history of the contract is very suspect that there was a lot of secondary gain by those whom participated in getting the contract signed. Most of those people have been voted out of their respective seats in the local government. I this speaks volumes to what the people want. This collective voice needs to be heard and given the proper respect.
5. I do believe this consultative service does have a history with the toll road company in the past. There should have been no previous history to be completely fair.

Sincerely,

[REDACTED]

Tracking Number: 889DJQDCSR**Sent By:** [REDACTED]**Date/Time:** 4/9/2017 11:02 AM**Comment:**

This project is a 50 year mistake that will have detrimental effects on the quality of life and economy in our area. There is overwhelming opposition by both residents and businesses that can be seen in recent election results. Toll lanes will not relieve congestion, and in fact rely on congestion to extort uncapped tolls from taxpayers. Trucks cannot use the toll lanes, so the situation is only going to become worse as Charlotte's intermodal needs increase. This flawed project gives control of our right of way, including HOV lanes we taxpayers have already paid for, to a foreign company for 50 years. It speaks volumes to the problems with the contract that nobody knows the fee for cancellation. Regardless, the cost to terminate will never be less than it is today. The Lake Norman area is an asset and having a working, free lane solution for traffic on I-77 will benefit Charlotte as well as the whole region for future generations.

Tracking Number: 6ROV19RROV ****Sent By:** [REDACTED]**Date/Time:** 4/11/2017 11:11 AM**Comment:**

***URGENT** The DOT is pulling water from the Prologis Fire Hydrant located in front of 2307 Distribution Center Drive. We have received calls after 2am where the Fire Department has been dispatched due to the water flow reading for our fire pump that is tied to that hydrant. The Captain of the Fire Dept is holding Prologis responsible for the alarms and the FD being dispatched. I need to discuss this with someone today. Please call me or my maintenance tech Tom Stephenson 704-998-1587.

Tracking Number: RP2BJFFC3L**Sent By:** [REDACTED]**Date/Time:** 4/11/2017 7:42 AM**Comment:**

I'm fine with having toll lanes from south of Huntersville (exit 19) down to Charlotte. This makes total sense because there are plenty of free lanes to use also. However it makes no sense to have toll lanes from Huntersville north to Mooresville, especially when only one lane is being added. This will not solve any problems with traffic because there will still be tons of backups with people trying to get on the highways and then trying to get over to the toll lanes. Also if there is an accident on the toll lanes north of exit 28 then everyone is paying to just sit in traffic, since there is only one lane and no way to go around it until the accident is completely cleared. This also poses a major safety risk having only one lane and small shoulders on the sides, especially crossing the two causeways. How do you expect emergency vehicles to get by if there is a major accident. As of today I drive by at least 2-3 accidents on my way to work and back each week, and that's just what I see. As I stated toll lanes between Exit 19 and Exit 36 are a bad decision, but I do support the toll lanes south from Exit 19 to Exit 11 in Charlotte.

Tracking Number: TNBCTH0MOF**Sent By:** [REDACTED]**Date/Time:** 4/11/2017 9:09 PM**Comment:**

Traveling north on I-77 yesterday, just north of Charlotte, and noticed the newly painted lanes lines, created to allow new HOV lanes, reduced the lane width less than 12' minimum (more like 10') and are likely to caused accidents. Never felt so uncomfortable driving next to tractor trailer. Please verify the lane lines were painted correctly.
Thank you

Tracking Number: HGEVS9X3YB**Sent By:** [REDACTED]**Date/Time:** 4/13/2017 2:59 PM**Comment:**

I've just had to replace my tires because of the condition of the roads on I77. When the lanes are shifted, how soon will the road be smoothed out. Its not just the debris destroying tires. The roads needs to be smoothed.

Tracking Number: KKWWMSGCDM**Sent By:** [REDACTED] **Date/Time:** 4/19/2017 4:11 PM**Comment:**

We were under the impression that I-77 would be able to carry large trucks - they were going to reinforce the lane beds to accommodate the larger vehicle. Is this true - I have asked several people - 2 said no, 1 said they thought so and 1 said they didn't know. If it is false, why do the locals have to pay all the tolls, but if this is true, great...

Karen

Tracking Number: 632WH4AETH**Sent By:** [REDACTED] **Date/Time:** 4/19/2017 10:21 PM**Comment:**

I'm beyond words that this project has gotten this far. Though, After living in NC for 10 years now, I shouldn't be surprised at the level of oversight from our gov't. The only thing I will say is that I will never use the toll lanes out of moral principle. I would rather walk than give my money to a foreign company with a reputation like Cintra. Any public representative that supported this project will not receive a vote from me. I hope this resonates with you because this is becoming an us against them. This is impacting our quality of life. Please stop this before it's too late.

Tracking Number: QHCMJ6C81Y**Sent By:** [REDACTED] **Date/Time:** 4/19/2017 10:24 PM**Comment:**

I-77 Express Lanes/Toll Lanes have the opportunity to deal great harm to Charlotte. What I-77 needs is more lanes, not toll lanes. Don't make North Carolina a state regressing. We want progress in this state, not corruption and horrible ideas. On travelling past Washington DC in recent months I have seen the horrible situations the Express Lanes/Toll Lanes put normal drivers in. Traffic lined up for miles and miles and miles, while the toll lanes go largely unused. We pay our taxes, why are you trying to do harm to Charlotte and rob the locals of more money. The state could make an incredibly minor increase in taxes across the state to meet the costs of the expansion. Please stop the corruption and start working for those that put you in power, we the people! No to toll lanes, yes to more lanes. It's so simple a child can spell it out for you all!

Tracking Number: CX1GOJW05K**Sent By:** [REDACTED] **Date/Time:** 4/19/2017 10:34 PM**Comment:**

I live in Cornelius ...Please cancel the contract for I-77

Tracking Number: R4TI3O70NX**Sent By:** [REDACTED] **Date/Time:** 4/19/2017 10:56 PM**Comment:**

We do not want toll lanes. Make the lanes general purpose lanes for ALL TO USE!!!!

Tracking Number: 9LGTUSHD1J**Sent By:** [REDACTED]**Date/Time:** 4/20/2017 4:39 AM**Comment:**

I am against the to road project for the following reasons:

1. The project is not designed to alleviate any traffic.
2. The toll roads are not built to support 18 wheel trucks.
3. The entrance and exit to the toll lanes in most places require motorist to cut over 2 lanes of traffic causing even more congestion.
4. Similar projects have failed in Texas leaving the tax payer holding the bill.
5. It would have been easy to add a general purpose lane to i77 but it was not included in earlier traffic studies and prioritized appropriately.
6. Housing values may go down. Economic study was never completed.

There are many other reasons but these are just a few. Cintra has turned the construction zone into a dangerous place. Accidents are up and I am afraid to drive in the roads.

Tracking Number: AU9888J2BC**Sent By:** [REDACTED]**Date/Time:** 4/20/2017 4:59 AM**Comment:**

How much will the toll be for me traveling south from Exit 36 to Exit 16 on a Monday morning at 8:00 when the general purpose lanes are stop and go? How will I pay the toll if I do not have a credit or a debt card? If this project fails will the people of State of North Carolina be on the hook to pick up the tab? If you lived in Mooresville and worked in Charlotte, how would you feel about the I-77 only having two general purpose lanes for the next 50 years?

Tracking Number: OP7YDDOI1B**Sent By:** [REDACTED]**Date/Time:** 4/20/2017 9:17 AM**Comment:**

I dont see a problem with the choice after the road is complete. Folks dont understand that the traffic problem in Charlotte will be worse without this project being completed and they just want to complain. The state needs to do more in trying to slowdown traffic until the road is complete. I drive around 5 miles over the speed limit and cars are passing myself doing 30 miles over the speed limit.

The traffic problem will be much worse in Charlotte if this project is not allowed to be completed.

Tracking Number: B9VDKR8MVL**Sent By:** [REDACTED]**Date/Time:** 4/20/2017 9:17 AM**Comment:**

This "story" could be a comedy skit on how NOT to widen a highway - it would be funny if it wasn't true! NCDOT signed a 50 year no-bid contract (other companies were manipulated out of the bidding); this contract was written by CINTRA's attorney (same group that wrote the contract for bankrupt 130 in TX) - any surprise this contract is so convoluted that no one can really figure out how much it would cost to terminate the contract - unbelievable - and it favors CINTRA and NOT NCDOT ... no surprise there; it would have been cheaper to build just what was needed - one lane each way from Exit 19 to 30 (no fly overs, no tunnel, no merging lanes, etc.); hired a foreign Spanish company, CINTRA, with a questionable background; no

environmental study done before construction; I77 not rated in STI; NCDOT/CINTRA said local companies would be hired to build this project but they actually use CINTRA/Ferrovia subsidiaries with the highest paying jobs going to Spainards; the projections of usage in the contract are overinflated guaranteeing millions and millions of NC taxpayer money going to CINTRA because these projections are not met in the first 5-6 years of the contract (we'd need a population of NYC and/or LA to meet these projects & LKN & CLT are not even close); funding for this project is through TIFIA loans which means when (NOT if) ALL NC TAXPAYERS will be left holding the bag filled with debt while CINTRA walks away with NCians tolls; CINTRA track record for bankruptcy (TX, IN, Chicago, etc.); then there are the skyrocketing accidents on I77 during construction ... loose pavers, dust storms, debris on the road, poor signs and line painting and ruts in the road - pure carnage - and you want these SAME people in charge of maintaining I77 for the next 50 years; NCDOT has done a terrible Job in supervising/overseeing this project (what about SECTION 17 of this terrible contract); wouldn't this be nothing but gross negligence on the part of CINTRA/I77 Mobility Partners/Sugar Creek/NCDOT??? and people have had amputated limbs, died, personal injury and property destroyed and we could have 50 more years of this; the number one problem with I77 is CONGESTION and these CINTRA toll lanes do not even address this issue - in fact, they will increase congestion for the next 50 years - who would pay tolls if the free general purpose lanes are not congested ... ABSOLUTELY NO ONE!!!; then there is the overflow of traffic on our side roadies due to the congested/unsafe I77 - so now and for the next 50 years we will be on congested roads whether on I77 or our city streets - thanks NCDOT...NOT!; over 95% of the people are against these toll lanes and I for one WILL NEVER use these toll lanes ... they are WRONG, just WRONG and they DISCRIMINATE against the working poor and middle class - I do NOT support of this project - building LEXUS Toll Lanes for the Wealthy! I could go on and on but I'll stop here ... I want this contract CANCELLED - it is the right thing to do - and replace with General Purpose Lanes! I am requesting that Governor Cooper & Secretary Trogon cancel the CINTRA Contract - to STOP the carnage!!!

Tracking Number: Y3GDQNE9HX

Sent By: [REDACTED] **Date/Time:** 4/20/2017 10:24 AM

Comment:

The charge lanes will be a waste of money. I drive through Atlanta in Rush hour traffic and only 1 or 2 cars use the express/toll lane. We need expansion of the roads, public transportation to ease the traffic up I-77.

Tracking Number: RXY1PAYN3N

Sent By: [REDACTED] **Date/Time:** 4/20/2017 10:46 AM

Comment:

I don't think anyone asked for toll roads, they asked for congestion relief. The studies have shown that this will not improve congestion and likely will make it worse. I wonder what is the point of this fiasco if it does not actually solve the issue?

Tracking Number: V51CISSSTV

Sent By: [REDACTED] **Date/Time:** 4/20/2017 10:57 AM

Comment:

I believe this contract is a very bad idea for multiple reasons. The main one affecting me is the non-widening of the "alternate routes" to force traffic on I-77 (and increase toll revenue). I live right in the middle of 2 alternate routes, Old Statesville and Statesville Roads. Traffic build up is ridiculous, especially when there is an accident on I-77 (daily) and drivers are encouraged to take these roads. It's nearly impossible to exit my subdivision and once I am able to, I sit in traffic because 1) too few lanes for too many vehicles 2) no left turn lanes. Please PLEASE get rid of the toll lanes and add GP lanes! Statesville Road, Old Statesville Road, and I-77 are my MAIN STREET!!

Tracking Number: WDUHOHPU51**Sent By:** [REDACTED] **Date/Time:** 4/20/2017 1:46 PM**Comment:**

This is a bad contract for the entire state and all residents. This also one of the most shoddy construction projects I have ever seen. Between construction debris, massive ruts that cause vehicles, my own included, to be thrown around, lane markings or lack of lane markings, and dust clouds I 've never seen a more unsafe major road work project. I wouldn't hire this contractor to pave my drive way. Please cancel this project.

Thank you

Tracking Number: HX5QGQ3S10**Sent By:** [REDACTED] **Date/Time:** 4/20/2017 2:57 PM**Comment:**

I would like to state my complete objection to the I77 Express Lane project. My objections include a range of topics. For example, hiring of Cintra/Ferrovia, a company that has a very public history of bribery, graft, substandard construction, and bankruptcies in numerous countries. Another is the fact that we pay some of the highest gas taxes in nearby states and the monies should be more than enough to enlarge I77 without use of P3's and/or tolls. As a matter of fact the estimated costs of GP lanes are about 1/3 of the estimated cost of this project. The same two lanes have been here from my home town of Statesville from the original construction dates over 50 yrs ago. Contrast that with I85 approaching Charlotte with 2 to 3 times the GP lanes. Also the very design of the "dynamic pricing" means that for the hot lanes to generate income the GP lanes must be congested. This is the exact opposite of what we, the taxpayers deserve...added capacity GP lanes. I could go on and on with the negative aspects of the Express Lane project and only name ONE POSITIVE. The choice to spend more money to use a toll lane to guarantee a timely commute. It's painfully obvious to me that it behooves the State of NC to cancel this project asap as the costs of the inevitable bankruptcy will indeed fall on the taxpayers both at the State and Fed levels to absorb.

Tracking Number: 4STNOPOU0W**Sent By:** [REDACTED] **Date/Time:** 4/20/2017 5:36 PM**Comment:**

Don't expect anything to come from another "study." Just more posturing. Canceling the contract is the only way out of this most ridiculous contract ever,

Tracking Number: BW81BJJFBN**Sent By:** [REDACTED] **Date/Time:** 4/20/2017 6:21 PM**Comment:**

This HOT lane project is a tremendous waste of taxpayer money as the state will be on the hook to bail out CINTRA from intentional default. The state may well have the intention of taking over this toll project as a "cash cow" for future revenue. It will be devastating for a growing region and a net loss for the state. A single HOT lane would encourage efficient transportation AND relieve congestion. The primary consideration for construction under the STI is congestion relief. This project WILL NOT RELIEVE CONGESTION...we know it, CINTRA knows it, the NCDOT knows it. Please, stop the madness!

Tracking Number: KBC208VVK**Sent By:** [REDACTED] **Date/Time:** 4/20/2017 9:06 PM**Comment:**

I do not see how this will reduce traffic congestion. You are putting in toll lanes and NO ONE can tell anyone how much it will cost to use these lanes. To be quite honest with you even if they were \$1 each way I couldn't afford to use them. Just because I live in The Lake Norman

area doesn't mean that an assumption can be made that I can afford to pay tolls to avoid congestion. And everyone I know, friends and neighbors, can't afford it either and will not be using it. And while you may say take the bus...the bus costs me as much as it does to park downtown where I work and doesn't afford me the convenience of being able to leave work when I need to for things such as doctor appointments or dentists or just to get to my child's school if they are sick. I also don't see the volume that was predicted using the toll lanes. Which means that the state they owes a penalty to a FOREIGN company in the millions. Where are those funds going to come from? Taxes in NC are already ridiculous and I am assuming that the state isn't setting aside any funds for the penalty they may have to pay which means my taxes will probably go up forcing me to find another state to live in. And if they are setting funds aside then why not just put in a general purpose lane and not have a thing to do with this toll road. Has anyone done a true study to say IF we do the toll road and the volume isn't there how will we pay the penalty without harming our citizens, if the toll goes bankrupt like it has in so many states how much would it cost to basically fix the road (get it ready so trucks can drive on it, remove the enter and exit areas, etc)? With all the safety issues we have had so far (and don't blame drivers, we didn't leave the lane markers in the road after they were dug up, we weren't the ones that did not mark lanes,etc) how do we know they have built the road correctly or that the tunnel will be safe? I know that it is claimed that projects are planned ten years in advance. Let me say this...a business would budget for coming years, that budget would change each year as things change. Why can't the NCDOT do this? And seeing as how so much of this is so secretive (evasion on estimated cost of using lanes, no concern with citizens safety during construction) I believe that there were "incentives" (bribes) to people that passed it and those people will receive those "incentives" in the future or already have.

Tracking Number: NC0W0F2RBC

Sent By: [REDACTED] **Date/Time:** 4/20/2017 9:26 PM

Comment:

All interstate highways in NC should have a minimum of 3 general purpose lanes in each direction BEFORE toll/hot lanes are considered. The current (non) 'solution' under construction is not sustainable, will inevitably fail, and is nothing more than a revenue generator. The notion of 'choice' is a farce. The real choice is pay tolls if you can afford it or move to the I-85 corridor which seems to get all the GP lanes. Also, safety is a major concern. It is no wonder there are accidents every day with terrible pavement conditions temporary barrier walls on both sides with lanes ending/merge (e.g. NB @ I-85).

Tracking Number: H492CB0173

Sent By: [REDACTED] **Date/Time:** 4/20/2017 9:55 PM

Comment:

SCRAP IT. SCRAP THE WHOLE DAMN THING AND START OVER.

Send the bill to Traitor Thom Tillis, Pat McCrory, Phil Berger, Tim Moore, Tony Tater, Dick Tennison and Ned Curran.

Seriously, cancel the contract and suck up the cost. Pier One Rule applies here -- "You Break It, You Bought It."

We know -- WE KNOW -- that in eight to ten years, when Cintra files for bankruptcy on this project the fees and accrued interest in this contract will make the liability to the People of North Carolina \$1.6 billion. Which, honestly, is cheaper than the alternative of this project surviving the 50 year life of the contract and sucking \$13 billion in tolls out of the area.

Convert the partially completed lanes to general purpose lanes. Forget tolls. NCiDiOT poisoned that well. State-run toll lanes on this road to pay for your screw ups are unacceptable.

Tracking Number: 1PSR346MXA**Sent By:** [REDACTED] **Date/Time:** 4/20/2017 10:20 PM**Comment:**

This toll project must be cancelled. It is robbing our communities' commerce and forcing families to lessen their quality of life in all aspects. We literally are trapped due to being lake locked. PLEASE please listen to and respect our citizens along with countless travelers whose first look at greater Charlotte is this mess.

Tracking Number: QUNMQEDYRV**Sent By:** [REDACTED] **Date/Time:** 4/20/2017 11:16 PM**Comment:**

Please cancel the I77 Toll contract with Cintra. It is wrong and damaging to the State of NC. Please don't get me wrong. I have no problem with the tolls. The problem I have is that the contract is terribly one-sided. Additionally, I don't see how it will help to have all of the revenue from the tolls going to a company outside of the U.S. that has incentives to have their local subsidiary go bankrupt.

Tracking Number: 8SX0029FLR**Sent By:** [REDACTED] **Date/Time:** 4/21/2017 8:18 AM**Comment:**

Everyone I know is appalled at what we have going on out here on the interstate. It feels like organized crime.

We fear for our lives every time we enter the abominable section of interstate and people coming here say traffic only gets terrible as the near our area. Every year we think about moving as we see no end of crazy in sight. We are being held hostage by political crooks and a crooked NCDOT. Fifty years of this will be our area's ruin! It will be a detriment to Charlotte too. So sad!

Tracking Number: KDNE2063N2**Sent By:** [REDACTED] **Date/Time:** 4/21/2017 8:21 AM**Comment:**

First of all, thank you for providing all of the information on your website to hopefully clear up some of the confusion that's out there regarding this project. I just have one question after reading all of it, which I may have missed because there is so much info on the project. I ride a motorcycle equipped with an ez-pass thru NC quickpass. So my question is: Since motorcycles can use the toll lanes free anytime, would I be charged if the toll stations picked up my ez-pass transponder, or is there some way to design the system to recognize its a motorcycle and not process the charge?

Tracking Number: LH7LWLBXTH**Sent By:** [REDACTED] **Date/Time:** 4/21/2017 8:47 AM**Comment:**

I77 needed to be widened by the state of NC to provide adequate roads to the tax payers of North Mecklenburg and Iredell county. The fact that a private company gets control of the HOV Lanes already paid for by taxpayers and a 50 year payout if the state widens any north south roads that reduce congestion on their toll road is appalling. There is only incentive to keep congestion to keep tolls high. THIS IS A BAD DEAL FOR THE TAXPAYERS . Give us a state paid for Interstate.

Tracking Number: G1WHJ0085B**Sent By:** [REDACTED]**Date/Time:** 4/21/2017 9:25 AM**Comment:**

Concerned that the toll lanes will not be engineered to allow trucks to utilize. NCDOT said it was because truck only represent 10% of the traffic on 77--whoever did your traffic study is WRONG!

Sending our toll revenues to Spain for 50 YEARS is WRONG too.

NCDOT not enforcing construction safety is Wrong. Construction debris on roadway, narrow lanes, RUTS, no shoulder/emergency safety lanes, ghost lines, incorrect signage, allowing construction vehicles to merge into traffic at 0-5 mph and then proceed to cut over 2 lanes of traffic to exit highway, all within 100 ft (look exit 31). DO YOUR JOB!

Tracking Number: HW0PG1I9AL**Sent By:** [REDACTED]**Date/Time:** 4/21/2017 10:34 AM**Comment:**

Sadly the I77 toll road took away our last hope in improving the transportation and air quality issues that are forcing us to leave the LKN area. I have not been on I 77 but two times since construction began and both times barely avoided having a wreck.

The cars sitting and idling long period of times have greatly contributed to my husband's breathing difficulties according to his MD. We are among the unlucky people that live close to this highly congested highway. The cutting of so many air cleaning trees by the contractor further aggravated his breathing, Very sad to have to leave my home so certain politicians can get rich.

Tracking Number: E5J3BRGUAA**Sent By:** [REDACTED]**Date/Time:** 4/21/2017 10:38 AM**Comment:**

Please cancel the CINTRA contract. The people do not want it. I 77 is only getting worse. We need more general use lanes please! I'm an RN and drive that road daily. Please help!!!

Tracking Number: NOI0FFEKRB**Sent By:** [REDACTED]**Date/Time:** 4/21/2017 11:17 AM**Comment:**

The condition of the roadway is not safe. There is constant construction debris in the roadway, and loose gravel from the construction site in travel lanes. In addition, the road is extremely poor where the lanes were ground down, causing deep ruts and potholes that pull vehicles and cause damage to cars. The lanes that are painted are extremely poor. Only sections of the road have good lines. Several section either have no visible lines due to aging, and or poorly striped lanes. Cintra and I77 Mobility Partners don't seem to be concerned with the condition or safety of the roadways, and I'm concerned that the DOT isn't actively engaged in monitoring how Cintra and I77 Mobility partners are abiding by the tolerance guidelines and other rules and regulations.

Tracking Number: LJXAGEVI75**Sent By:** [REDACTED]**Date/Time:** 4/21/2017 3:01 PM**Comment:**

I have so many issues with this project, so I will try to list them:

1. I77 in the Lake Norman area has not been widened in 30+ years in the stretch from 23-36, while the population has grown exponentially during that time.
2. Our tax base in North Mecklenburg County has been used to widen roads in other areas (i.e.

ALL of 485 has been built) while leaving us with 2 lanes. Charlotte CRTPO has 46% vote, so we lose out every time as evidenced by the lack of road infrastructure in this area. In fact the last piece of 485 to open was on the North side almost 20 years after ALL other areas serving Charlotte had been opened.

3. We have no true alternative routes in the Lake Norman area and use 77 as a "Main Street". Therefore, many of us may not be able to use the toll lanes and even if they can be used, merging in and out will make congestion even worse. The design is poor and done by someone who does not understand this area at all.

4. Managed lanes MAY(?)work in large metropolitan areas. Lake Norman is not a major metropolitan area and the projections of use seem very high based on our population. So I believe this project is doomed to go bankrupt like the one in Texas and we will be paying again for this bad contract...With still NO congestion relief!

5. I77 is a major trucking route. How is it not negatively impactful to interstate commerce to gridlock this stretch of a major interstate since semis cannot use the toll lanes?

6. Cintra has a track record of bankruptcy on similar projects, so why are we even in this contract in the first place?

7. The safety concerns and poor handling of this project as compared with similar projects (i.e. Project going on on right now on I85 near Kannapolis/Concord) is proof this is a company that will compromise safety for a profit. Do we want a partner like this... for 50 years?

8. I, along with many others, spend over 2 hours per day commuting and this is a huge quality of life issue.

9. This project has already been negatively impactful to business. The toll lane plan bypasses many exits in the Lake Norman area. Therefore, what is the impact that this project will have on the long term economic viability of this area?

10. Are there any examples in the country where managed toll lanes are put next to ONLY 2 general purpose lanes?

11. We have no viable public transportation and no real plans for any. Many people cannot afford \$20+ per day to get to work.

12. Selling our roads to a foreign company with a bad track record is BAD for tax payers and just plain wrong.

13. Bottom line: This project uses tax payer dollars to fund a project that does NOT solve our congestion issue. It is bad for NC tax payers and needs to be cancelled. We need GENERAL PURPOSE lanes, NOT managed/toll lanes with Cintra or toll lanes managed by the State of NC. Thank you!

Tracking Number: UY5CAC8JHU

Sent By: [REDACTED]

Date/Time: 4/21/2017 3:25 PM

Comment:

can we get temporary signage on I-77 north indicating travel times to exit 25 and 28?

Tracking Number: AWLFF1XELN

Sent By: [REDACTED]

Date/Time: 4/21/2017 6:53 PM

Comment:

Mercator is involved in many Cintra projects and to present them as a disinterested party is either woefully ignorant on the part of the DOT or an intentional deception that they are hoping no one will find out about.

Tracking Number: 9LG0HIFOPR**Sent By:** [REDACTED]**Date/Time:** 4/21/2017 8:16 PM**Comment:**

Everything about the I77 project is wrong. There have been so many issues, it is just hard to list them. Please cancel this contract with Cintra.

Thank you,

[REDACTED]

Tracking Number: WQWCDT20HN**Sent By:** [REDACTED]**Date/Time:** 4/21/2017 8:39 PM**Comment:**

The toll (Lexus) lanes that are going in on i77 are bad for the state. The toll lane portion will be underutilized and the money goes back to a foreign country so the revenue doesn't even stay in the state of NC. The i77 mobility partners is a shell corporation with an LLC meaning when Crap hits the fan they are not Liable. Also this locks our communities down with no extra general purpose lanes. I85 and i40 were both widened and neither one of those projects received toll lanes as the consequences. The contract is flawed and it also stands to make the owners of the AugustaLee property extremely wealthy. There are so many shady backdoor deals with the people involved. This contract and all who signed it and also forced us to keep it through public outcry against the project needs to be investigated for any possible bribery or extra campaign funds for a yes vote. And by the way Ned Curran went to Texas last year after the same company filed for bankruptcy on a similar toll road and we still have heard absolutely nothing about the report he was supposed to bring back to the citizens.

Tracking Number: GJT7OB7DYP**Sent By:****Date/Time:** 4/21/2017 10:05 PM**Comment:**

Toll roads that are built and bypass city's make sense.

The plan of taking local Interstate, with a foreign investment team,
Adding no bidding from local USA ??? run company ,

It's like have a child say he rides a Bike as you have training wheels and you holding the back of the bike.

So make a Toll road and just a Toll road, Local Taxpayers should not be the parents and training wheels to support a child unable to ride the bike.

The company fails don't run to kiss the knees after the 100 fall.
Parents do a similar job as the government,

It's time to consult the nannies for help as you continue to spoil children.

Tracking Number: M1E0WDLW6I**Sent By:** [REDACTED]**Date/Time:** 4/21/2017 11:54 PM**Comment:**

I lived in NY and moved here in 1995. Cornelius WAS heaven. I77 has made it a death trap. What the heck is going on with the grooves in the roads, vanishing lanes and taking a deep breath every time I'm next to a truck and wall barrier. For 20 years we were told our gas taxes were so much higher in this area than South Carolina because of the roads. Made sense but now

we have to pay for tolls if we don't want to be in traffic?! This is the most dangerous disasterous construction I have ever seen. Sadly I am almost expecting a wreck every time I venture on it. The toll idea was a way for our former and current politician to line their pockets. We didn't ask for tolls. We asked for congestion relief. How many accidents and deaths will it take before it's realized that hiring CINTRA was a good idea? So disappointed with my state. Not the North Carolina we fell in love with in 95'. Please cancel this deal and gives us the roads we have been paying for!

Tracking Number: S55F2UQEK5

Sent By: [REDACTED]

Date/Time: 4/22/2017 12:30 AM

Comment:

I have not yet lost all faith that this contract can still be cancelled, and that the lanes will belong to the people, and not a corrupt corporation with an m.o. of build and burn, take the money, and run. It would bouy my heart to have the right thing prevail here. My skepticism is still currently protecting it. Persevere in the battle for the people, the drivers, the business, and all those who's lives are effected daily by the cost of the commute. Persevere to stop the Cintra contract. It is bad, and it is wrong

Tracking Number: DIEG4D5IXQ

Sent By: [REDACTED]

Date/Time: 4/22/2017 9:22 AM

Comment:

The contract does not allow for truck to use the toll road. Trucks make up a large portion of our daily traffic.

Residents use I77 as a local road to travel from Mooresville to Huntersville. It is one of only a couple options we have. To add tolls and not General purpose lanes does not make sense. We will not benefit from the toll roads.

The lanes are not free for HOV of 3 or more people. We still need to rent a transponder for \$25 each year. That is not FREE!!

Tracking Number: AWN1NSL9EK

Sent By: [REDACTED]

Date/Time: 4/22/2017 10:07 AM

Comment:

The I77 toll lane project has so many things that are questionable and ARE NOT in the best interest of the general public. Here are some of the key topics that cause MAJOR alarm as to this ill-conceived, unethical, and potentially criminal project.

No Congestion Relief is going to occur from the project.

- The builders of the road have admitted that this project is not designed to relieve congestion, it's only intended to provide a reliable trip time. That contradicts the NCDOT goals as a public agency.
- 50 years of regional growth to one of the state's fastest growing areas is limited to the current general purpose lanes.
- Local residents will be forced into using the toll lane – the concept of choice is not really a choice, because the existing infrastructure will be gridlocked.
- Trucking traffic is limited to the general purpose lanes because the contract does not require the same level of road quality to even allow the trucking traffic the option of using the toll option.
- Merging from both sides of the general purpose lanes will cause additional gridlock on top of what currently exists. The current entry / exit merges cause backups on the general purpose lanes now, and the HOT lanes will create additional merges from the other side of the general purpose lanes as well doubling the merging gridlock.

Safety Concerns exist.

- Questions are arising about the safety and quality of the road. As the construction is occurring, the construction team is negligent to obvious safety issues. (In fact, a crate full of medals was delivered to the Governor's office on 4/21/17. That medal was collected by citizens and reporters from the travel lanes in the construction zone.) This negligence is occurring when the team is actively engaged in the full build of the project each day. What will happen to safety and maintenance of the road over the next 50 years when the build team is not directly on site? The pattern of behavior suggests that the negligence will be the same or worse. At that point, who's is liable for the general condition and safety of the road, and who is at fault for failures to meet adequate safety conditions?
- HOT lane to general purpose lane merging safety is a concern when a HOT lane traveler moving at 45MPH and merges into a gridlocked general purpose lane.

Financial concerns exist.

- Double taxation of local residents is occurring because the state is using public money to build the lanes and to back the contract with guaranteed revenue. All of that public money is equal to the amount of money it would have taken to add a 3rd general purpose lane from exit 19 to exit 36. (That 3rd lane would have relieved congestion and satisfied the goals of NCDOT policy.)
- The financial projections of the project are unbelievably unrealistic. The fact that this road is projected to produce the more income than a Los Angeles road currently does is unrealistic. 100K worth of residents in Lake Norman cannot possibly generate the revenue projections that were used to get the bond approved. At one point, it was suggested that the income projections would be about \$1000 per resident living in Lake Norman. For every, man, woman, and child. My family cannot afford to spend \$5000 / year on tolls.
- Toll money is targeted for an outside private company with shareholders – \$10B worth of money projected to leave the region over the course of the contract. This is money that is not being invested locally within North Carolina and is instead going to be realized as profit for foreign shareholders.
- Questionable campaign contributions should be investigated to determine if Cintra and Cintra affiliates and/or acquaintances have influenced public policy in a direction that does not benefit the general public. (See the [opensecrets.org](https://www.opensecrets.org) article)
- Incentive money to the local towns appears as payoffs for local officials to agree to the current plan.
- Incentive money is being used to build direct feeders to the toll lanes does not even benefit the local town residents with congestion relief, and instead provides yet another incentive to the foreign investor instead of the public that has paid those taxes. Additionally, this incentive money was removed from the original toll lane plan in order to bring the costs of the project down so that a bond could be secured. With these included in the finance plan, the bond received a junk bond rating.
- Concerned about abuse of the system. How can the public be assured that a "disabled" car has not been planted by the toll road company to create gridlock and drive usage of the toll lane.
- Concerned about the accuracy and ethical nature of the billing. What protections will I have if I have 3 passengers and a transponder in the car, and I get erroneously billed?
- Regional property values will decrease due to the regional gridlock and congestion
- Regional business expansion will be limited.

At this point, there are so many things with this project that DO NOT support the best interest of the public, and there are so many things that appear to be questionable with the contract and agreements that were made. I'm surprised that 60 Minutes is not crawling all over the state of North Carolina with an investigation because from an objective point of view, the entire situation is filled with decisions that are questionable at best, probably negligent, and potentially criminal at worst. It is time that the State of North Carolina steps up and protects the citizens of this

state and protects the long term growth of the state to provide congestion relief and support regional growth with a general purpose highway available to all taxpayers.

Tracking Number: IRGUXOUC3I

Sent By: [REDACTED]

Date/Time: 4/22/2017 11:37 AM

Comment:

This project is completely unfair to the people in and around North Mecklenburg county. Not only has the construction zone been completely unsafe thus far, but the toll lanes aren't going to fix the underlying and extremely dangerous issue of I-77 through lake Norman being congested to a point of no return. This was a huge issue before the project was even started, and instead of using OUR taxpayer money to widen our local stretch of highway, someone decided to rape us with toll lanes instead. These lanes DO NOT RELIEVE CONGESTION. There's are entirely too many people living here to only have two lanes on the interstate that are general purpose. Especially given the lack of expansion on the "alternate routes" to go north and south that we have. Highways 115 and 21 are just as problematic in that they've been ignored as well during a major population boom over the past decade or so. People that live here can't get anywhere without a plan and a prayer in place. I have to research multiple traffic apps and routes before I step out of the house to go anywhere, and even then I'm stuck in gridlock no matter which route I choose. Even on the weekends! I got stuck in a traffic jam on I77 at 6 pm on a Saturday when my husband and I were just trying to go to the movies! There was no wreck or any incident to cause the slowdown, it's purely because there are too many people that use this road and not enough pavement. This is also one of only two major north/south interstate routes that are used for trucking and transportation through the southeast, so why in God's name hasn't this stretch from mm 36 to mm 19 been opened wide for general use yet? Ditch the contract and give us what NCDOT knows good and well we have paid for twice over and earned by now, and that's TWO GENERAL PURPOSE LANES from exit 36 down through to the I485 interchange in Huntersville. Otherwise this is the state being criminally negligent.

Tracking Number: DP8R56F7L5

Sent By: [REDACTED]

Date/Time: 4/22/2017 1:30 PM

Comment:

Travesty. Total disregard for the taxpayer and sell off of a NC asset to a foreign entity. What happened to all the gasoline sales tax, I have paid over the years.

Tracking Number: DNTWN61ESG

Sent By: [REDACTED]

Date/Time: 4/22/2017 1:56 PM

Comment:

Exits 19-36 cannot live with the increased merge effects due to the bottleneck NCDOT and CRTPO/Charlotte created. All bottlenecks MUST be fixed. This is a major transportation artery for freight/tourism from OH to GA. The semi traffic has grown heavily in the last five years due to Internet purchasing and the Intermodal at Charlotte Regional. With the Statesville freight hub coming, semi traffic will only get worse. Internet shopping is expected to increase. NCDOT's information states freight/products are delivered 86% by semis.

In addition, I77 serves as the main road north and south for locals. The alternative side roads are mainly under Lake Norman and 115 and 21 have never been widened.

While the vast minority of transportation funds have been used to expand interstates and roads in Charlotte and SOUTHERN Mecklenburg County, as well as supporting trolleys and extremely expensive light rail, North Mecklenburg and Irredell Counties have been ignored for north/south Interstate and road improvements.

The 2001 study, signed off by Bob Morgan showed we need four lanes plus a hardened shoulder.

The Cintra Express Lanes is not a true Expressway. It is loaded with exiting merging and entrances to the toll lanes that will

- 1) be exceedingly dangerous
- 2) cause more accidents/injuries/deaths than general purpose lanes
- 3) add to congestion which is beneficial to only Ferrovial/Cintra/I77 Mobility Partners
- 4) cause added financial burdens to small businesses
- 5) increase insurance rates (already happening in Huntersville)
- 6) cause people and businesses to leave the area even more
- 7) make it harder for the businesses to attract employees from as far away as Rock Hill and Statesville that currently work in the Lake Norman region
- 8) discourage any large businesses from expanding due to unresolved traffic issues
- 9) literally keep people and businesses away from Charlotte or even the next town

This plan is not a solution. It WILL fail. It will go bankrupt. Too many people the planners are counting on will not use the toll lanes regularly because

- 1) they refuse to as has been seen in Atlanta
- 2) 25-37 % of workers work at home at that number will continue with technology advances rapidly changing our world
- 3) the construction to date has been so sloppily done and so unsafe, that locals despise Cintra and will not support money going to Spain
- 4) many do not trust Cintra or NCDOTs quality controls and don't have faith in the safety of the roads and bridges being built
- 5) the vast majority of residents cannot afford \$3-6/yr per vehicle to get back and forth daily from Charlotte despite the skewed medium income data. Per capita income is more realistic. The educated people, growing every day, see this as a political project to get Thom Tillis and others funds for office. It's not a realistic solution for this geography.

The fact that a foreign company has control of ALL of the right-of-way, land and air for 50 years (or whoever buys out the entire contract 49.9% is already sold) is wrong in so many ways:

- 1) gives away too much median that could be used for new technologies
- 2) was poorly negotiated Texas SH130 did not involve state funding as they refuse to do PAB bonds there and we're not required to contribute to costs
- 3) due to the historical and current corruption Ferrovial and Cintra have been involved in this vendor is not a good partner for 50 plus years
- 4) NCDOT was simply in over its head with the sophistication and negotiation tactics from a pro in managed lanes.
- 5) It's pretty clear C/F makes its money in the first few years, up to 15, and then bails when balloon payments/debt principal is due. While we are left with a mess.

Straighten out the bottleneck with go lanes, widen 21 and 115 where can immediately. This area has been neglected for all of its 533% growth. Institute an annual mileage tax that increased costs for businesses and consumers slightly. These toll fees represent a current %400 gas tax increase to a future %18,000 gas tax increase at \$2/mile and does not serve all tax payers equally.

Cancel the contract. We don't need to spend the additional hundreds of millions to replace good bridges just so electronic tolling equipment can go in. Only when the bottle neck is fixed can luxury toll lanes be possible. That are built and owned by the state. That charge a set annual fee for use, optional for locals. A true expressway is not workable on I77 due to tourism and heavy

freight traffic that must make many exits.

Cancel this contract now to avoid killing local economies along I77 and people from doubling merging dangers. Let future technology be a possibility here. Don't block it.

Tracking Number: FWV2FB96L9

Sent By: **Date/Time:** 4/22/2017 2:36 PM

Comment:

Really you want input - again? You must be kidding, what about all the other input. What about all the people that came to meetings to have you act all high and almighty and be smug assholes about it all? What about the travels you took to Texas to find out why the similar situation went bankrupt in a few years - and this one has such over estimated revenues that LA Calif population wouldn't support this plan? Where is the report we were promised??? So you hire another one of Cintra's prior partner companies to review this situation. Great. Why don't you read the page by page assessment Kurt Naas did? Oh, too much honesty and common sense that matched to the other schemes Cintra has pulled off. Why don't you read about the research Diane Gilroy did in Spain about the parent companies guilt in court regarding corruption, bribery and illegal payments. Why did other companies all bow out from submitting a bid and yet you allowed Cintra to dictate in 900+ pages a very confusing pile of steamy bull shit? Oh, but the quality will be great. REALLY As we learned the lanes will not support trucks. As we watch them grind the lines as opposed to paint over them. As we watch tires blow and wrecks occur due to forced driving in narrow lanes on ground out pavement. Watching huge dirt clouds blow around because they were too cheap to wet down the dirt. And some local politicians like Mayors Woods and Travis go totally against the wishes of the people and say this is great because we will get a round about at our highway exits. Now we have the pavement reflectors all flying out of the ground pavement and flying through windshields and popping tires and totaling vehicles so DOT can say not us talk to the crooked Spanish company it's on them we are not associated with the project. REALLY I call bullshit, and the fact you contracted it means you are responsible for oversight and compliance. So while people went to CRTPO meetings and were told they couldn't speak, and when allowed to speak there is video of the Charlotte rep with 49% of the vote reading Facebook..... and.... and... and now we are to believe this Mercator company that is on the Cintra list of partner companies is going to give a fair and unbiased review of the contract and suggest alterations. Well go to hell. And if you need directions to hell. it's I77 from I485 to I40. Your ignorance is a crime, and the truck traffic is already bumper to bumper all the time and will only get worse as the Charlotte airport continues growing as a trucking hub due to the ships unloading in Charleston and training the stuff to Charlotte. We wanted a third lane from I485 to Mooresville and it was to have cost less than you are spending on this contract - the estimate you gave was \$75m and raised to \$120 - but your political games..... There are soooo many people that will never pay a penny to use this toll nonsense based on the corrupt billing practices also. But you don't care. Thanks for making a 20 mile commute to Charlotte take well over an hour, clogging the interstate, clogging the two alternates. You suck

Tracking Number: HHKH78GO2D

Sent By: [REDACTED] **Date/Time:** 4/22/2017 4:42 PM

Comment:

OK,

- 1) I want to know how a company with Cintra's financial track record could even be considered qualified to bid on an NCDOT project?
- 2) If Cintra was, in fact, the only company to submit a bid (as has been stated several times), I want to know why NCDOT didn't recognize it as a huge red flag that no financially sound US infrastructure firms were willing to bid on the job, and why NCDOT didn't shelve the project at that point.
- 3} When Cintra's revenues from the I-77 project fall short as they have on other projects, and

Cintra walks away from the management and maintenance of these toll lanes, I want to know how NC is going to pay for the operation and upkeep of these lanes.

3) I want to know what the rationale was that made it appear to be a good idea to allow a foreign company to have control and revenue from a critical segment of U.S. interstate infrastructure for 50 years.

Thank you for addressing each of these concerns.

S O Villar
Huntersville, NC

Tracking Number: 5HN4D0GYMF

Sent By: Driver on I 77

Date/Time: 4/23/2017 1:43 AM

Comment:

Need to fill or smooth where previous lanes/markers was present. It has caused alimnt problems on my vehicle and causing other vehicles shifting abruptly to other lanes!!!

Tracking Number: Y13JCU6AUI

Sent By: [REDACTED]

Date/Time: 4/23/2017 1:47 AM

Comment:

I do not understand why this road has not been widened before now and not as a toll. I am also concerned about the language of the contract. There is no way that we will not end up with fees and fines as taxpayers of NC. Why would we ever agree to pay a fine in the event that roads running parallel will be widened during the contract period. Why would we agree to the numbers in this 50 year contract? Why would we use a company with a poor track record that is not American? (Yes, I realize that they are hiring American subcontractors and Yes, I have read about shoddy work done on other projects where oversight just didn't exist or standards were lowered for this company.) Why are you taking roads that we already own and then charging more for us to use them? There was money for DOT and governors have used said money to balance overrun budgets. Why has this contract not been cancelled? The penalty now will be less than future penalties. Why not charge a fee to all NC vehicle owners===the people that use the road if we need funding for our roads and why not have tolls at major interstate entry and exit points? Why are you punishing local commuters? Many that I know are seeking alternate shopping and dining destinations (Hickory, Statesville, and Winston Salem). This is a bad contract and when McCrory said the people wanted it...it was his job and the state AG at the time to step in and fix this. Just because John Doe thinks he can fly off the cliff doesn't mean that you let him try it. I am not opposed to a toll...but this deal stinks.

Tracking Number: 60HIIAPFQQ

Sent By: [REDACTED]

Date/Time: 4/23/2017 4:22 AM

Comment:

General Purpose lanes on I77 smells like justice. Toll Roads can be shoved down our throats but at what cost? It is simple, brute force was used to shove this 50 year beast through. The long term damage to the politic of North Carolina will be massive.

Tracking Number: 22S9R0DSN6

Sent By: [REDACTED]

Date/Time: 4/23/2017 7:11 AM

Comment:

The toll lanes are a terrible idea. It's common sense and obvious. The toll lanes will fix traffic for small percentage of the population (rich people). Also, we live in America. You mean to tell me we don't have the money to widen an interstate through a major city! Tragic! If we don't have the money, the government needs to find it by cutting cost and/or laying people off. Maybe cut some of those fat government benefits! Who gets a pension anymore in private industry! It's called a 401k. Do what's right for us all!

Tracking Number: CXEXBODNQ6**Sent By:** [REDACTED]**Date/Time:** 4/23/2017 3:07 PM**Comment:**

No tolls or passes!

Tracking Number: TRB4XE4HAP**Sent By:** [REDACTED]**Date/Time:** 4/24/2017 8:30 AM**Comment:**

I have a 20 mile commute that takes me about 1.0 to 1.25 hours each way. My work schedule puts me in traffic at peak times which will mean peak tolls. Since there will be no relief to the general use lanes, it will not get any better. So that means I am going less than 20 mph, obviously and will continue to be even after the toll lanes open. I make less than 40K and help support 2 other families (my children) so the option of spending \$20 per trip, twice a day for 5 days a week, 4.33 weeks per month times 12 months or $(20 * 2 * 5 * 4.33 * 12)$ which equals \$10,392 per year is absurd and not possible. Who do you think is going to use this road. And seeing it sitting there unused while I am driving 20mph is and will in the future make me MAD as hell! We are the majority of the people who use this road at peak times, not the small minority of wealthy people who will use it. They do not have to be at a set scheduled time at a set place. So where do you think the money for this road will come from? It will come from general funds paid in by taxing the very people who can't afford to use this road. Think about that.

Tracking Number: HMFCISNCN1**Sent By:** [REDACTED]**Date/Time:** 4/24/2017 8:54 AM**Comment:**

Cancelling the project is the best option and replace it with general use lanes.

Tracking Number: J4OJUKL163**Sent By:** [REDACTED]**Date/Time:** 4/24/2017 9:35 AM**Comment:**

For the past 3 years, NCDOT has never honored a meeting request, responded to a call or email besides, Eric Hunter that I have repeatedly requested answers.

1. Cancel contract w Cintra
- no other competitive bids in the initial RFP process
2. 50 year contract w a company known for subpar work and bankruptcy and huge debt. We will be stuck w the aftermath of their issue
3. NCDOT has not been accurate in info shared with the public. In meetings w CRTPO, Mecklenburg County Commissioners including our past two mayors. Dated, old information supplied to the community- repeatedly
4. Since the inception of the work zone- safety concern (clearly w the reflector markers loose throughout the construction zone, POOR work on line removal, new markers. Making this DANGEROUS for drivers, especially for those that do not know our area
5. Please read the details of this contract. That is the crux of my issues. Bad contract for viability of our area
6. Another concern but not in scope- why would NCDOT sign this contract to begin with?? And why would our previous Governor not cancel the contract instead of passing a section to CRTPO Commissioners.

Thank you
[REDACTED]

Tracking Number: 04A9LY36H5

Sent By: [REDACTED] **Date/Time:** 4/24/2017 3:30 PM

Comment:

This is a terrible plan for Lake Norman residents and contributes to the bottle neck for truckers and travelers along 77. I can't understand why such a fast growing area of NC is stuck with an old 2 lane highway, which is our local road because of the lake, yet everywhere else I drive in NC has several lanes in much less congested areas. Don't you care about North Mecklenberg residents and keeping businesses rolling along in our area? Don't we already contribute plenty of money in the form of taxes/gasoline taxes? Why is our area being held hostage to progress? The construction so far has been hazardous and very slow. I advise guests to avoid 77, which is hard to do because our secondary roads are one lane country roads and congested as well. I feel as if we don't count as residents and are being punished. Cancel the contract!

Tracking Number: 2SCSJ6C3JM

Sent By: [REDACTED] **Date/Time:** 4/24/2017 5:22 PM

Comment:

I understand the the express lanes are not built to accommodate truck traffic. There is a huge flow of trucks on I-77.
Is it feasible to change the design allowing trucks on the toll lanes and charging them more than cars?
Is it feasible to charge all tractor trailer vehicles a toll for use of the "free lanes" to help pay for the toll lanes?

Tracking Number: BM0OP5OUGQ

Sent By: [REDACTED] **Date/Time:** 4/24/2017 10:32 PM

Comment:

Dear NCDOT,

I have been a North Carolina driver for 31 years and have lived in Raleigh, Winston-Salem, and Huntersville. In all that time, I have never seen such a poorly managed road project. It is clear that the I-77 Express Lanes project is not managed or overseen by the NCDOT. I drive every day from Exit 23 to Exit 33 round trip. The road is covered in debris and rough from where the lines and reflectors were scraped up. There are no reduced speed limit signs, and the lanes are impossible to see when it is raining because the contractor has used cheap road paint and has not fully scraped up the old paint in places. There are multiple accidents every day, and I have been rear-ended twice within the past year and a half. The second collision cost over \$6,000 and took a month to repair. My car insurance has gone up every six months. When I called Allstate to ask why (since the wrecks were not my fault), I was told that is because I live in the Lake Norman area, and the number of wrecks in general has driven up premiums.

In addition to my daily commute on 77 from Huntersville to Mooresville, I travel to Winston-Salem weekly to take care of my father with Parkinson's disease. The road projects in Davie County on I-40 and Rowan County on I-85 are a dramatic contrast to what I deal with on I-77. They are managed by the NCDOT with clear lines, reduced speed limits, and no debris because the NCDOT, unlike Cintra pick up their trash.

After dealing with all of this plus up to one hour commutes on some days, the high gas and state taxes that I pay and have paid for 31 years will not cover this shoddy excuse for a road project. Instead, I will have the option to pay for "predictable drive times" for the rest of my life should I choose to stay here.

Mecklenburg County citizens deserve better than this. Thank you for listening.

██████████
Huntersville, NC

Tracking Number: 4ALVK6XX9G

Sent By: ██████████ **Date/Time:** 4/25/2017 10:08 AM

Comment:

I've commuted on the i-77 for the last 10 years and it has been a challenge. Since construction began, the traffic has only gotten worse. I don't even bother to use the i-77 north bound lanes. Instead I use secondary roads for the last 12 Miles everyday. I am confident traffic will only worsen in the coming decades due to automation of vehicles. Logistic vehicles account for most of the congestion, I'm not sure what leadership was thinking when they began drafting toll roads that trucks can't use.

I am a home owner in Huntersville (exit 25). Due to neglect of the traffic problems I'm thinking about moving out of state. I'm a IT professional in the top 10% of pay/talent, I could easily afford the toll. I can see myself living somewhere else in the future that is less congested, preferably in a different State. i-77 up to Huntersville/Lake Norman/Moorseville has had problems since I moved here 15 years ago (I was in high school, and my parents never wanted to go out driving after 4PM because of traffic).

The only excuses I hear from leadership/government is that tolls will help free up funds for other infrastructure projects, which is weird because I'm assuming the state could widen the highway at a maximum of 10 million USD per mile. Which would spec the highway cost at 180 million USD (from uptown to exit 28 Cornelius), with whatever the additional maintenance budget for 4 lanes, plus whatever it would cost to re-engineer overpasses/bridges to optimize traffic flow (say 17 overpasses @ 20 million USD would put it at 340 million USD). Which seems to be a huge difference from a private company building toll lanes at the cost of approx. 800 million USD (an inferior infrastructure choice) vs widening @ approx 520 million USD.

I don't get why people choose to work in government. I figure that wanting to serve the public, doing what benefits society/the people would be on the highest priority; even a req. It's sad that NCDOT is apparently better than other neighboring States, as you can observe the difference in road quality as soon as you cross state lines. At least would don't have the worst DOT, but with our talent-- we could easily have the best.

Tracking Number: KLG4K010I

Sent By: ██████████ **Date/Time:** 4/25/2017 12:45 PM

Comment:

The basic concept seems to present issues with the quality of the new roadbed in that it will only support light vehicles and heavy vehicles will be restricted now and in the future. The travel design seems to set up hazardous driving conditions when entering I-77 and having to cross lanes of slow traffic to reach the new toll lanes, and then repeat the process to exit the toll lanes. With the high and growing volume of large truck traffic, having to weave in and out of those lanes quickly to get to the toll lanes, especially when traffic is heavy, slow and bumper to bumper seems like a low safety concept. Surprised that the existing Federally funded HOV lanes can be taken from the public and turned into a private toll road. Finally the population that will be most impacted by the additional costs were not allowed to have a real voice in the decision due to the design of the agencies setting the rules.

Tracking Number: LYKKFI3XP1**Sent By:** [REDACTED] **Date/Time:** 4/26/2017 7:19 AM**Comment:**

I am very unhappy with the decision to make the new lanes toll lanes. Not only does this create an often insurmountable expense for many drivers, it will not alleviate the congestion. I would have preferred light rail, but that's another story for another time. I do not support toll lanes. I would support leaving the new lanes as HOV lanes, or simply opening them to all traffic. I have already paid for the road with my taxes; having to pay more for the ability to commute to Charlotte is unconstitutional and gives undue privilege to the wealthier members of the community.

Tracking Number: HPMX8XN5P4**Sent By:** [REDACTED] **Date/Time:** 4/26/2017 5:04 PM**Comment:**

Mercator appears to be a strategic partner of Mobilty Partners yet they have been hired to do an "independent" review of the project. How is this an independent review? Is it possible to get a truly separate company to do this review?

Tracking Number: BUQ5X64Y00**Sent By:** [REDACTED] **Date/Time:** 4/28/2017 10:15 AM**Comment:**

What a "total disaster"

Tracking Number: A90MNE3E1F**Sent By:** [REDACTED] **Date/Time:** 4/28/2017 3:29 PM**Comment:**

NEED THE POLICE OR DOT TO SLOW TRAFFIC DOWN IN THE WORK ZONE BEFORE SOMEONE GETS KILLED MORE OFTEN. THE CREW WORKING ON THE ROAD IS NOT EVEN SAFE.

Tracking Number: PFYBT6HO50**Sent By:** [REDACTED] **Date/Time:** 4/28/2017 8:28 PM**Comment:**

Are you planning to remove exit 11 on I 77 south lane??????

Tracking Number: LJ1Q95KFH1**Sent By:** [REDACTED] **Date/Time:** 4/29/2017 2:52 PM**Comment:**

I just want to understand a couple of things: 1. Being a taxpayer to the State of NC and Mecklenburg County. Why was I nor any other resident surveyed or given the opportunity to vote on the toll road. 2. How is it lawful for Cintra to take control of lanes (below exit 19) that were built with taxpayers money, belonged to the state and then charge us access. That would appear to be illegal conveyance. 3. How could the state agree to such onerous terms set forth by the contract. Did anyone in the government read it? We will outgrow the expanded 1-77 corridor well before the 50 yr moratorium on any additional North/south road expansion is permitted on routes 16, 21 and 115.

Tracking Number: FARC4TBE0K**Sent By:** [REDACTED] **Date/Time:** 4/27/2017 4:00 PM**Comment:**

The #1 thing that would help with this terrible mess along with 77 toll road work area is to make the tractor trailers stay in the right line. They slow both lanes down, then people start looking at their phones and it causes a slinky effect. It would be a simple change that would make a huge difference.

5/2/2017

Tracking Number: QN5LC1QDXA

Sent By: [REDACTED]

Date/Time: 5/2/2017 7:22 PM

Comment:

Mr. Mitchell:

Per the I-77 Express Lanes website: CATS buses, identifiable carpools of three or more people, emergency vehicles and motorcyclists will not be charged tolls to travel in the express lanes. Can you further define for me what will constitute an 'identifiable' carpool of three or more people?

Kind regards,

[REDACTED]

Tracking Number: X4A3E8J96Q

Sent By: [REDACTED]

Date/Time: 5/2/2017 9:57 PM

Comment:

Dear Sir,

I am having trouble locating a drawing of where exactly the ramp will be off Weddington Rd. I have contacted NCDOT (Stuart) but not heard back. I am in need of this information to make an educated decision on a home purchase. Can you assist? Thank you greatly!

Melissa [REDACTED]

Tracking Number: QH6Y6SSU08

Sent By: [REDACTED]

Date/Time: 5/9/2017 8:59 AM

Comment:

Hello,

I am writing to inquire about the I-77 HOV Express Lane. While I-77 is under construction the Express Lane has been shortened.

I noticed that each morning this lane is mainly being utilized by single occupied vehicles. These vehicles are riding the lane down until it ends and swiftly hopping over which is causing the chance of collision as well as extended delays. Is this lane not intended for carpool while the highway under construction?

There are so many drivers breaking the rules of the Express Lane because the guidelines of 2 or persons are not being enforced. I think it would be advantageous for a trooper to oversee this area of I-77 in the mornings, as possible safety concerns are arising.

Thank you for your time.

If you would like to follow up with me by phone, I can be reached at work at 980-[REDACTED] or by cell 704-[REDACTED].

Regards,

██████████

Tracking Number: 270WD89U6U

Sent By: Nat Hyde

Date/Time: 5/10/2017 3:09 PM

Comment:

Second Request:

The message board that used to be between exits 16 and 18 on I77 north that indicated travel times to exits 25 and 30 was removed. When can we expect a replacement if at all?

Tracking Number: MMBI58ST20

Sent By: ██████████

Date/Time: 5/12/2017 1:02 PM

Comment:

I'm completely against any type of toll or express lane on I77. You built 485 with NO TOLLS and NO EXPRESS LANES and that road serves far less people and is far less important overall than I77. There doesn't appear to be room for more than 3 lanes each way. Assuming 3 lanes is the plan, making one of them express is ludicrous and unheard of. Even if somehow it's going to be 4 lanes it's still wrong. NO TOLLS, NO EXPRESS LANES. Just open up the clogged artery and stop trying to make it a money grab. Also, express lanes have been PROVEN to be more wasteful than a simple, open lane. You cannot force people to carpool this way. If you want to do that then offer a tax incentive for carpooling, don't punish everyone and create an underused lane that we desperately need. NO TOLLS, NO EXPRESS LANES just like 485 except this road will get far more use and is far more important.

Tracking Number: T205MV6PTA

Sent By: ██████████

Date/Time: 5/12/2017 1:35 PM

Comment:

good afternoon,

I am trying to find information regarding the install of the noise abating wall locations along the new 77 corridor in Huntersville/Cornelius. I live in The Hamptons alongside 21/77 and the noise is terrible. I read that there were a "proposed" 20 walls to be built, but cant find the exact locations. any insight would be greatly appreciated.

Thank you.

████

Tracking Number: 0LJUI70D2R

Sent By: ██████████

Date/Time: 5/12/2017 6:17 PM

Comment:

The biggest problem with traffic on I-77 northbound from exit 23 northward to Morresville is that with two general purpose lanes, trucks passing trucks causes major backups for miles. In our travels recently, we have been on 6 lane highways (3 lanes in each direction) where trucks were restricted to the two right lanes. This allowed through traffic to proceed, without being slowed down by trucks passing trucks.

Of course the same problem exists on I-77 southbound from Mooresville to mile marker 20.x where the highway expands from 2 to 4 lanes.

With trucks prohibited from the toll lanes being built, there is no relief in sight from the "trucks

passing trucks" bottlenecks that exist. In fact, it will be worse, since the density of trucks using I-77 will be increased.

Please, please give us in the Lake Norman area some relief by providing for at least 3 general purpose lanes in each direction from I-485 (exit 19) to Mooresville.

The amount of the proposed toll is also outrageous, especially for senior citizen like myself on fixed incomes. My husband and I have doctor appointments that take us to Uptown Charlotte, or SouthPark (exit 5 Tyvola Road) and because we are two, the toll lanes would not be free.

We think that the current HOV (2+) should be maintained for the toll lanes. This would help us tremendously in maintaining our medical treatment with the specialists in Uptown and Southpark areas of Charlotte.

Thanks for accepting our input in this very important project.

P.S. This comment is late, because we were travelling for several weeks in April.

Tracking Number: DYX1BATS3N

Sent By: [REDACTED]

Date/Time: 5/16/2017 8:40 AM

Comment:

Why was today's roadwork and complete shutdown of I77 not announced? How can you not put up info boards telling folks where they are getting detoured to? Terrible job by you guys!

Tracking Number: AXQ82GELUB

Sent By: [REDACTED]

Date/Time: 5/16/2017 2:49 PM

Comment:

I have a concern with the lane changes to I-77 in the construction zone, there are lane changes but no signage to alert drivers of them. One particularly is 77 northbound near exit 12. the highway curves to the left, and there is a dramatic lane change to the right. there is no signage stating that the lane shifts and regardless of speed presents a hazard. I often compare the work being done on 77 with the work on 85, and admit that the work on 85 seems to be managed much better in terms of driver safety and signage.

Tracking Number: LXUAV0AINL

Sent By: [REDACTED]

Date/Time: 5/17/2017 3:05 PM

Comment:

Having toll roads in NC is ridiculous! We already pay the 2nd highest road taxes in the US. It was my understanding that the high road tax was to pay for road construction & improvements, thus toll roads should NOT be on the agenda at all for North Carolina!

If the NC government decides to establish toll roads - then they should CUT OUT ROAD TAXES IMMEDIATELY!

Tracking Number: QJ0CGIBHS6

Sent By: [REDACTED]

Date/Time: 5/17/2017 8:45 PM

Comment:

I'm 100% for the toll road, if I want to use it good and if I don't good!
Tell 25/30 A--Hole's in Cornelius/Huntersville that are fighting the toll road to go fly a kite!
I work at a Ace hardware in Mooresville and 9 out of 10 people that come in the store are for it. One man that works at Lowe's corp. and lives at the Point made a great statement, he said I drive a \$75,000.00 car and I'm going to worry about \$10.00 to drive to Charlotte two or three times every two weeks!!!

Tracking Number: PUVQ4C5XW8

Sent By: [REDACTED]

Date/Time: 5/17/2017 8:46 PM

Comment:

I believe that this toll lane project will not help with back ups and traffic flow. The main issue with I77 specifically in the Mecklenburg area is that there are only two lanes and when

motorists merge either on or off an exit it causes a bottleneck and congestion. These types of traffic issues would be resolved having an addition travel in each direction. Concerns will arise when not only are motorists merging from the right , now with these tolls lanes motorists will also merge into the "free lanes". From the left causes even further bottle necks. How will these lanes reduce traffic congestion ... they won't! This will increase it trifold.

Tracking Number: 65YDSL1LYM

Sent By: [REDACTED]

Date/Time: 5/17/2017 8:57 PM

Comment:

I am highly opposed to the I-77 toll lanes project. There is no doubt that traffic is an issue on I-77 but this project will not relieve congestion and that has been admitted. It can easily take 45 minutes plus to go from Mooresville to Huntersville, but residents should not only be able to travel there in a much more reasonable amount of time, but also without paying for it. Job opportunities are limited for those living in the Lake Norman area unless they want to sit in traffic for over an hour to get to Charlotte. That is a quality of life issue that you cannot put a monetary value on. \$20+ to travel I-77 is highway robbery. Those traveling through the region won't use the toll lanes as they won't have the equipment and trucks will not sense the weight of the pavement cannot support them. So residents of the Lake Norman area will be penalized as they sit in traffic with travelers and trucks, or forced to pay an unreasonable amount of money to maybe go 45mph. We want general purpose lanes and we need them badly. Please don't cripple this area of NC. I have talked to multiple individuals planning to move away from here due to the traffic and terrible I-77 project. Please, please cancel this contract and give us free general purpose lanes.

Tracking Number: A7929S07VD

Sent By: [REDACTED]

Date/Time: 5/17/2017 11:08 PM

Comment:

Ever since Centra started work, traffic has gotten worse every week. It takes 45 minutes or longer to go 7 miles from exit 25 to exit 31. Soon it will take over an hour. As a resident of the Lake Norman area for over a decade, I have seen the number of accidents increase since this project start and now there is no way for first responders to get to accidents. Why would I pay to use this road. Plus \$20+ for a one way trip, with none of the money staying in the country, no thanks. Why would anyone sign a 50 year contract that does not releave congestion, that is shady in itself. Please cancel the contract with Centra and invest in free lanes and the light rail, something residents will use. This contract has hurt local business and caused so many issues for local residents. Please listen to the people, we don't want the Toll Roads, let a long the contract with Centra.

Tracking Number: WOWYS5C41W

Sent By: [REDACTED]

Date/Time: 5/15/2017 2:21 PM

Comment:

Hello, I noticed that it is very difficult to see the lane lines between exit 18 and exit 23 on I77 headed North bound out of Charlotte. It looks like the construction crews, painted new lane lines, but did not completely remove the old lane lights. This is a dangerous area and needs some clear and distinct lane lines sprayed. Just wanted you to be aware of this issue.

Tracking Number: UFX1OR93T0

Sent By: [REDACTED]

Date/Time: 5/18/2017 10:42 AM

Comment:

The Cintra contract is seriously flawed and will hold back progress in this area of NC for 50 years. We need general purpose lanes (4 in each direction from Charlotte to Exit 36 and probably to Statesville I-40). I-77 carries huge truck traffic through this section of NC. The

bottleneck of I-77 from Charlotte to Mooresville is a national problem for our truckers and a huge local problem for people that live in the Lake Norman area. I-77 is our main street. We cannot afford to pay to drive on the toll lanes. Please cancel the Cintra contract and make the toll lanes general purpose lanes instead. Thank you.

Tracking Number: NPS8MUOD76

Sent By: [REDACTED] **Date/Time:** 5/19/2017 8:50 AM

Comment:

This is the worst decision that could be made for our community. The Lake Norman area is continuing to grow and develop. Toll roads are only going to hurt the community. The population has exceeded the viability of a 4-lane highway, a 6-lane highway or more is what is needed. Your comment that the toll make the individual chose if their time is important is a joke. This only proves that this "contract" is out for money, its not out for the good of the people or the community! I hope that you will reconsider toll lanes on 77.. Just come out here yourself at rush hour and hang out for a bit, you will understand the dire need for regular additional lanes.

Tracking Number: XLMFUKJ3HH

Sent By: [REDACTED] **Date/Time:** 5/19/2017 11:52 AM

Comment:

The additional lanes of traffic should be added to reduce congestion on I-77, however these lanes should be general purpose lanes. Traffic merging in and out of these lanes will only further slow down an already congested road of regular traffic. It is unfair to add toll lanes and make people pay, when what we really need is just additional lanes. By charging people to use these lanes it will vastly reduce the people that will use them and therefore not solve any of the congestion issues.

Tracking Number: Y49NNRS6TQ

Sent By: [REDACTED] **Date/Time:** 5/20/2017 2:46 AM

Comment:

I am most concerned about safety issues. This is a known "experiment". It seems incredibly dangerous to have exits and entrances on the left and right of two lanes! The merging will create its own slow downs. With the growing number of semis in these lanes will make it even more dangerous as sight lines will be blocked. I can't find anywhere else where this has been done before. This seems like a thrown together plan that will cause mire accidents and deaths. Why is the Lake Norman region, with very limited alternate routes, not getting at least three general purpose lanes? If anyone I know is hurt or killed because of this really bad road design, well, pray more sensible heads prevail and the politics take a back seat.

Tracking Number: Y3A8B9E2AI

Sent By: [REDACTED] **Date/Time:** 5/20/2017 10:54 AM

Comment:

The minimum -- MINIMUM -- acceptable outcome of this disaster will be to cancel the Cintra contract and the state take over the project. One of the toll lanes should be converted to general purpose (from exit 36 south, the full length of the project) with only one toll lane (from exit 28 south). Tolls in that lane should be fixed, comparable per mile with other tolls in the state, and all revenues going to the state highway fund. At such point in the future that the general purpose lanes are beyond capacity, the toll lane should be opened to general purpose use.

And I don't care what it costs. \$8 or \$800million. Pier One rule applies -- NCiDiOT broke it, NCiDiOT buys it. Send the bill to Tollroads Thom, Gubna Pat, Tony Tater and Dick Tennison.

Tracking Number: 2T5YIGWMBG

Sent By: [REDACTED]

Date/Time: 5/23/2017 9:04 AM

Comment:

For the past two days (Monday, 5/22 and Tuesday, 5/23) from Exit 28 to Exit 25 Southbound, orange barrels have occupied the emergency lane. Considering this road is often bumper to bumper, this practice is unsafe and without respect for emergency workers and anyone in need of assistance. Emergency access should always be a number one priority.

Tracking Number: TMT19BPQQQ

Sent By: [REDACTED]

Date/Time: 5/23/2017 11:07 AM

Comment:

This would have been a good time to extend the South bound entrance ramp to I-77 which is incredibly short and has led to accidents and at least one death (teenage girl). I am also told the North ramp is also short, but I don't use.

We could also use "feeder" lanes to support local traffic esp between Cornelius and Davidson as 115 just simply isn't designed for traffic as is the only alternative.

There are numerous problems with the contract, but wanted to mention these two.

At some point, the environmental study to widen the causeway has to be done as just 3 lanes over the lake for 50 years will NEVER be enough to support commerce that otherwise would flow thru the area. If you don't build the roads, they won't come - they'll go somewhere else (say SC?)

Tracking Number: IY90LV9RBX

Sent By: [REDACTED]

Date/Time: 5/12/2017 7:40 PM

Comment:

I77 between exits 23 to 36 is a nightmare and affecting my businesses. You people that have created this mess are evil, this is completely unacceptable what you have done to our community with this toll lane garbage.

Tracking Number: VFM3I8OP85

Sent By: [REDACTED]

Date/Time: 5/24/2017 8:01 PM

Comment:

The entrance ramp to I-77 North at Lasalle Steet is closed however there is no signage indicating this. Vehicles stopping here for gas have no way to get back on the highway and all surrounding areas are in complete gridlock.

This entire construction area by the toll contactor is a complete diasaster. I have yet to have a commute home since it began that I have not seen an accident.

Tracking Number: 07525SLNRF**Sent By:** [REDACTED] **Date/Time:** 5/26/2017 11:27 PM**Comment:**

Thank you very much for getting back to me I'll be waiting to here from them thanks so much!

Sent By: swabbott **Date/Time:** 5/26/2017 4:17 PM**Comment:**

Hi,

You concerns have been sent to the I-77 Express Lanes project office. Please be aware that to request reimbursement for damages, you will have to file a tort claim. Someone will be contacting you about that process.

NCDOT Contact Us

Sent By: swabbott **Date/Time:** 5/26/2017 4:15 PM**Comment:**

Forwarded to [I-77 Express Lanes] by [PIO] (swabbott)

Sent By: [REDACTED] **Date/Time:** 5/26/2017 4:14 PM**Comment:**

I like to file a claim I was driving on I77 North between mile marker 22-23 and there was a pothole very deep in the road and I ran over it because I couldn't see it it was night time when I came through there. And I drive a 2016 Hyundai Elantra and now the front alignment is out it pulls to the right side now because of this hole in the road. I need to have this fix Asap please!

Tracking Number: 9MKX812XTX**Sent By:** [REDACTED] **Date/Time:** 5/30/2017 8:15 AM**Comment:**

I am executive Director of Charlotte Green, a non-profit organization that has 9 inner city community gardens throughout Charlotte. We are sponsored by Myers Park United Methodist Church. One garden located at 1908 Genesis Park Place, started in 1994 and has been active at that location for 23 years was approached by DOT several weeks ago. They stated that they will be removing the brick wall and replacing it closer to the garden. Also that they are going to take half the garden. The person in charge said that she will remove/replace the fencing, replace the water lines, gardens by tilling, getting new compost, and plants. I would like to get confirmation on this and since I have no contact, I would like to speak to someone.

Tracking Number: 9FVI8F9B0U**Sent By:** [REDACTED] **Date/Time:** 5/31/2017 10:01 AM**Comment:**

Hi,

last week i was traveling back from Mooresville, NC Exit 31 to Troutman Exit 42. While i was

coming back there was opening for construction zone where all construction trucks can in & out to the main lane at between Exit 35 & 36.

One construction truck was ahead of me he try to enter inside of the construction zone & sprinkles lots of debris behind of it. one of them was too big & hit with my windshiled. So my windshield had dent at that time.

I thought it was small not have any big issue, but when i looked deeply then I found it is deep & getting bigger.

So now where i can complaint about this project. Who will be responsible for this kind of accident. Luckily my windows was closed & my infant son was not with me at a time of driving.

please response so i can contact them.

Thanks,

6/1/2017

Tracking Number: VVJEW6OAMG

Sent By: [REDACTED] **Date/Time:** 6/1/2017 7:09 PM

Comment:

I live and work in Davidson and absolutely will not be spending a dime on the toll lanes. I truly hope other travelers/commuters do the same. If general purpose is slow moving or stopped then I wont be on 77 ever again. And I don't care if the toll lanes during non-peak hours is .01/mile. This cost a governor an election and rightly so. I truly hope this project fails from minimal use.

Tracking Number: PW226SI67Y

Sent By: [REDACTED] **Date/Time:** 6/2/2017 6:04 PM

Comment:

Keep it up let's get those lanes built! They are MUCH needed; it's going to cost even more for independent reviews, why don't we invest that in other projects?!

Tracking Number: M6VWNYSD1O

Sent By: [REDACTED] **Date/Time:** 6/4/2017 11:45 AM

Comment:

Dear Sir,

I am strongly opposed to the expansion of I-77 using toll lanes and especially the current Cintra contract. I commute on I-77 from Mooresville to Charlotte everyday and I think the highway should be widened using general purpose lanes. I am willing to wait for that to happen rather than make a huge mistake by allowing Cintra to control our traffic flow for 50 years. I urge you to cancel the Cintra contract and widen i-77 with general purpose lanes.

There are many reasons I object to the current Cintra contract:

- Our community pays taxes to support road improvements. We should receive the benefit of those tax dollars by having i-77 widened without the additional "tax" of tolls. The Lake Norman community was blackmailed into accepting tolls by being told there were no other options. In fact, if congestion was taken into account for funding allocation i-77 widening with general

purpose lanes would be prioritized.

- The Cintra toll road plan does not, in fact, solve the congestion issue. It is stated that the goal is not to solve congestion with a target speed of 45 miles per hour. This is unacceptable.

- The new lanes are not be constructed with adequate material to support tractor trailer traffic. This is unacceptable. When the state has to take over the road it should have the option to allow 18 wheelers on the lanes. This should not be allowed. Cintra should be required to meet the highest construction standards to allow for all future contingencies.

- The 50 year prohibition on expanding side-roads is unacceptable. Why would the state allow Cintra to dictate road construction needs for 50 years. The Lake Norman area is growing rapidly and will need further road expansion. As we speak a huge development is being debated on Hwy 115 in Mooresville. This development can not be supported without road expansion. This will cripple the Lake Norman area in gridlock.

- Cintra has a track record of failed projects. Our community can not support the economics of a toll road and this project will most likely go bankrupt. Why should we send our money to a Spanish company rather than support our communities.

I can not afford to pay to ride in tolls on a daily basis and I shouldn't have to. I-77 should be widened with general purpose lanes.

Please cancel the contract immediately.

Tracking Number: JW9I4B6YDF

Sent By: [REDACTED]

Date/Time: 6/5/2017 9:20 AM

Comment:

Hi and thank you for this opportunity,

I've traveled 77 for about 12 years and have spent many frustrating hours on it. An additional lane(s) is badly needed but this contract is all wrong for many reasons. The cost to travel in the express lane will be way too high for the value, the cost and clauses in the contract will be damaging to our state's finances over the next 50 years - I'm sure far beyond what the cost would be if the state funded it, 77 is a major interstate and provides access to some of the fastest growth areas in the state and thus should have been funded as are so many other roads in the state - not by a foreign company. Whoever originally made this deal knew little or nothing about negotiating and has set us up for a future filled with frustration, failing finances, and probable litigation. I hope you will be able to make it right for all of us!

Thank you,

[REDACTED]

Tracking Number: 3RS34CXX21**

Sent By: [REDACTED]

Date/Time: 6/6/2017 3:49 PM

Comment:

To whom it may concern,

I am writing in reference to damage that occurred to my tire while driving thru the construction zone being done on I-77 North, in route to Goodwill on June 4, 2017, located 14420 Statesville Road, Huntersville NC off of exit 23. After shopping and upon returning to my vehicle, I noticed a piece of paper that was placed on my windshield. I read the note and it stated that there was a nail in my right passenger side tire. Immediately I observed the tire in question and there was indeed a nail with a bright orange piece surrounding it. I took my car to a tire repair shop located two buildings down and they advised me it came from a construction site. I had just gone thru the construction site on I-77 North. I just purchased my vehicle in November of last year and it came with four new tires. I would appreciate it if someone would provide me with the next steps to resolve this matter.

Thanks in advance,

[REDACTED]

Tracking Number: PFTPLAJ6ID****Sent By:** [REDACTED]**Date/Time:** 6/4/2017 12:26 PM**Comment:**

I-77 debris (rocks) came & hit with my car windshield. I was travelling I-77 NB from exit 31 to Exit 42. there was construction zone opening @ Exit 35 -36 for entering trucks inside of zone. 1 construction truck ahead of me went in to zone & small rocks came to my car, one of them was too big & hit my windshield. Now there is small crack now getting bigger. How I can claim & complaint for damage.

Tracking Number: 7OG12RRHM1**Sent By:** [REDACTED]**Date/Time:** 6/8/2017 8:43 AM**Comment:**

Need major improvement on I-77 north approaching Exit 23 where concrete barriers slowly narrow the far right lane away. Arrows on the road are nearly invisible and warning signs on the other side of the concrete barriers do not get your attention. I witness near accidents daily when driving through there. Need bright/clear arrows on the road and flashing signs. Please fix this ASAP.

Tracking Number: U1AE00CUR**Sent By:** [REDACTED]**Date/Time:** 6/10/2017 8:50 AM**Comment:**

My question is why would our state official sell out our states road work and tolls to another country??? I was told the people that made this decision don't even live in this area of NC. Don't you think the people that live in that area should make those decisions? Rt 77 is a mess and it will only get worse. I would finish the road with NO tolls as soon as possible. Keep our jobs within our state and don't sell out NC roads just for \$\$\$.

Tracking Number: QPHU5TQ3GH**Sent By:** [REDACTED]**Date/Time:** 6/12/2017 1:46 PM**Comment:**

I will never run a tool road as you crooks just pocket the money and don't fix the roads. It just another moronic tax. Why did you raise the fuel taxes anyway? You lied and said it would fix the roads.

Tracking Number: JHVAARA9R3 *****Sent By:** [REDACTED]**Date/Time:** 6/16/2017 4:32 PM**Comment:**

I have just had to replace a 2nd tire due to debris left on the construction project. When the first tire was damaged, i didn't get a chance to see what hit me, this time i saw the weighted base from a construction marker left partially in the lane. It was black and i didn't see it until the last minute, fortunately i managed to get to a tire shop before it blew out causing accident or injury. I have photos, and notes of mile marker/lane/position of materials. Please contact me to advise how i can get refunded for the damage.

Tracking Number: 9B6GLOX38Y**Sent By:** [REDACTED]**Date/Time:** 6/19/2017 2:31 PM

Comment:

what is the advantage to buy an EZ pass? What does it cost per month or year to use the EZpass? If we do buy an EZ pass does it still cost the driver the same high toll rates or will we have a discount?

Thank you

Tracking Number: F1EXHE43N0**Sent By:** [REDACTED]**Date/Time:** 6/22/2017 10:47 AM**Comment:**

There should be no express lanes or toll roads in NC. Let everyone be equal and we pay enough tax to build the roads. NO TOLL ROADS!!!!

Tracking Number: 8ILC0SLDFN**Sent By:** [REDACTED]**Date/Time:** 6/23/2017 1:58 PM**Comment:**

I drive 77 every day. I have seen so many accidents since Centura started the road project. Also southbound lanes from 36 all the way down to at least exit 25 has ruts in the road ! Northbound is the same way it happened when They dug out the white lines . Also I don't understand why we need to pay if they do not make a profit ! So far every road they built they've gone bankrupt don't understand why The old governor even let it go through.

Tracking Number: 5GT1710T62**Sent By:** [REDACTED]**Date/Time:** 6/23/2017 5:41 PM**Comment:**

Why was this contract approved when what was suggested by ncdot years ago were additional GP lanes from exit 36 to exit 19.

Tracking Number: M04TBGHC97**Sent By:** [REDACTED]**Date/Time:** 6/24/2017 7:34 AM**Comment:**

Can the toll lanes contract be cancelled? We are pay a higher gas tax than an other southern state, as well as pay more and fees/taxes like tags for trailers and inspection charges

Tracking Number: 1Y0YI9YQN0**Sent By:****Date/Time:** 6/24/2017 7:50 AM**Comment:**

The toll lanes will never relieve congestion. The company (Cintra) will go bankrupt and the citizens of this area deserve the same general purpose lanes as I-40 and I-85. We paid the same gas tax. This is ALL politics at its worst.

Tracking Number: O494MTBFYC**Sent By:****Date/Time:** 6/26/2017 12:49 PM**Comment:**

Horrible idea bad for civil rights at that an invasion of privacy and all on a federally funded and state funded PUBLIC interstate? Lost your damn minds.

Tracking Number: 967QYC7DOB**Sent By:** [REDACTED]**Date/Time:** 6/26/2017 3:19 PM**Comment:**

I'm concerned about the restriction on NCDOT and other government entity to widen the public lanes of I-77 for years after completion of the toll lanes. This region's population is increasing and we shouldn't constrain our ability to serve the region's residents and businesses with additional lanes if needed.

Tracking Number: 6L8VWHTI70

Sent By: [REDACTED] **Date/Time:** 6/27/2017 1:51 PM

Comment:

I have lived in this area my whole life and daily commute on 1-77. That being said I think the toll lanes will not help our current gridlock situation considering the bulk of the traffic is semi trucks and out of state people traveling to the beach or south for vacation. Toll lanes are intended for local commuters who use the highway everyday which again is not the majority of the traffic. Also funds from the toll do not even benefit our state as toll fees will go to a company in Spain. All they need to do is add one lane so traffic has room to merge on the highway without stopping traffic... Sincerely, Local Tax Paying Citizen

Tracking Number: WEPA463P2D **

Sent By: [REDACTED] **Date/Time:** 6/26/2017 10:39 PM

Comment:

Who do I need to contact or what steps do I need to take to be reimbursed for tire damage that occurred on Interstate 77 South at Exit 135 (Brawley School Road)? A metal piece of a reflector caused the damage as I was moving into the exit lane today, June 26, 2017, at approximately 13:25. The tire had to be replaced with a new tire and I also kept the damaged tire for proof, as well as pictures.

Tracking Number: LJ5VSJDPYY

Sent By: [REDACTED] **Date/Time:** 6/28/2017 7:28 AM

Comment:

Will be using the I-77 tollway on July 21, 017. I noticed that the tolls can be paid by EZ Pass. I have an Illinois EZ Pass now, will this also work on I-77?

7/1/2017

Tracking Number: DW5Q9H1QP1

Sent By: [REDACTED] **Date/Time:** 7/1/2017 2:55 PM

Comment:

What is the expected fee for use of the express lanes? I do not find that information posted anywhere. Thanks

Tracking Number: P55X7S76IL

Sent By: [REDACTED] **Date/Time:** 7/3/2017 2:20 PM

Comment:

I took a look at the I-77 Express Lanes map and have some questions about how and when motorists will exit the toll lanes and subsequently the interstate.

First of all, what exactly is a "Transfer Area"?

And in regards to exiting the toll lanes - for example, if traveling on northbound I-77 in the toll lane with the intent to exit the toll lane and then exit the interstate at Northcross shopping center (located at exit 25), where would the motorist exit? How long a stretch of road would they have to move from the left to the right lane? 1/2 mile? 1 mile? In my experience, lots of motorists exit from northbound I-77 at exits 23, 25 and 28. If many cars exit toll lanes then have to get from the left to the right lanes within one mile, how will this reduce traffic gridlock? And, folks exiting the toll lanes to exit the interstate at these exits will, in many cases, have to

reduce speed from 45-55 mph in order to merge, change lanes and ultimately exit. At exit 23, in particular, US21 to the east of the exit is a very short distance from the interstate, and traffic backs up on Gilead Rd. now, while many folks are trying to exit. How will this affect backups on the freeway as well as people moving from the left to the right lanes and ultimately trying to exit. I can't see how having so many people having to merge from left to right will not have a very bad affect on traffic flow.

Tracking Number: RJ6UUQ9PDN

Sent By: [REDACTED] **Date/Time:** 7/3/2017 2:28 PM

Comment:

I took a look at the I-77 Express Lanes map and have some questions about how and when motorists will exit the toll lanes and subsequently the interstate.

First of all, what exactly is a "Transfer Area"?

And in regards to exiting the toll lanes - for example, if traveling on northbound I-77 in the toll lane with the intent to exit the toll lane and then exit the interstate at Northcross shopping center (located at exit 25), where would the motorist exit? How long a stretch of road would they have to move from the left to the right lane? 1/2 mile? 1 mile? In my experience, lots of motorists exit from northbound I-77 at exits 23, 25 and 28. If many cars exit toll lanes then have to get from the left to the right lanes within one mile, how will this reduce traffic gridlock? And, folks exiting the toll lanes to exit the interstate at these exits will, in many cases, have to reduce speed from 45-55 mph in order to merge, change lanes and ultimately exit. At exit 23, in particular, US21 to the east of the exit is a very short distance from the interstate, and traffic backs up on Gilead Rd. now, while many folks are trying to exit. How will this affect backups on the freeway as well as people moving from the left to the right lanes and ultimately trying to exit. I can't see how having so many people having to merge from left to right will not have a very bad affect on traffic flow.

Another question -- there are 2 toll lanes northbound until Gilead Rd (a heavily used exit). There are 3 interstate lanes also going to two lanes at Gilead Rd. So, theoretically there are 5 lanes of traffic going north. I already mentioned Gilead Rd. Exit 23 is a heavily used exit. You are setting up a real choke point (worse than what is there now). You have 5 lanes of traffic essentially going to 3, with people merging left to get out of the "exit only" lane, two lanes of toll road merging to one and people merging from the toll lane to a now narrower interstate. How is this going to work?

Has anyone connected with the project actually stood on the bridges at exit 23 or exit 25 to observe what traffic is like now? Especially exit 23 when the interstate already goes from 3 to 2 lanes?

I can't see how the proposed set up will make things better for the already congested part of northbound I-77. Please enlighten me

Tracking Number: 9CPRN50TY3

Sent By: [REDACTED] **Date/Time:** 7/8/2017 5:49 PM

Comment:

The lane lines on I-77 north prior to exit 23 are horrible and confusing. The paint looks like someone smudged it all over the place and the previous lines are visible making it difficult to tell where you are supposed to be. This is a dangerous area and my wife was almost sideswiped twice due to lane confusion.

OVER AND OVER again. Just read www.wideni77.org for all rebuttals to Cintra toll contract. NCDOT has raped Lake Norman and we all know this is NC's future:
<http://www.texasturf.org/2012-06-01-03-09-30/latest-news/public-private-partnerships/2218-texans-angered-over-sh-130-bankruptcy-deal-that-wipes-out-money-owed-to-taxpayers>

Tracking Number: YNACFJBQX0

Sent By: [REDACTED] **Date/Time:** 7/10/2017 3:22 PM

Comment:

There is nothing good about the I-77 HOT lane contract. I am a prisoner in my house several hours a day due to traffic congestion. The HOT lanes will not help. Regional businesses are being hurt by the inability of trucks to get through the Lake Norman bottleneck. The HOT lanes will not help. Nearby surface roads are overrun with traffic and this will only get worse. Historic buildings in Davidson are being damaged by the heavy traffic. The Cintra contract is an economic disaster for the entire state of North Carolina. Kill it!

Tracking Number: T46FDJF5HN

Sent By: [REDACTED] **Date/Time:** 7/10/2017 4:02 PM

Comment:

I don't really understand why you keep requesting us to complete surveys and such. I am against the CINTRA LEXUS Toll Lanes for the Wealthy. This contract SHOULD NEVER HAVE BEEN SIGNED!!! It is a BAD contract for NC! And NO contract of this magnitude should have been a non-BID contract!!! How much do these sub-par toll lanes actually cost NC Taxpayers:

\$ 98 MILLION - INITIAL NC TAXPAYER COST

\$148 MILLION - BONUS MONEY

\$300 MILLION - CINTRA TIFIA LOANS-TAXPAYER BACKED LOANS

\$ 75 MILLION - STATE CONTRACTED TO SUBSIDIZE CINTRA

\$ 1 MILLION/YEAR - NC WILL PAY CINTRA A YEAR FOR THE LIFE OF THE CONTRACT (\$50 MILLION)

If CINTRA does NOT go bankrupt (unlikely since only 5-10% of all drivers will ever use the LEXUS Toll Lanes for the Wealthy - few cars = no profits for CINTRA = CINTRA GOING BANKRUPT...it's simple math!), the 26 miles of toll lanes will cost NC ... \$671 MILLION!!!

In 2006, NCDOT stated it would cost \$200 MILLION to expand I77 4 lanes from I485 to Mooresville!!!

PLUS BILLIONS OF \$ IN TOLLS - THAT WILL PROBABLY END UP IN SPAIN - GROWING SPAIN'S ECONOMY & CREATING JOBS IN SPAIN!!!

YIKES \$671 MILLION or \$200 MILLION ... and NCDOT picked \$671 MILLION - SHAME ON THE NCDOT, THOM TILLIS & EX-Governor McCrory!

I have no intentions of EVER purchasing a transponder OR using the exorbitantly expensive toll lanes - that DISCRIMINATE against the WORKING POOR and MIDDLE CLASS!

If you need more information - accurate information - please refer to wideni77.org

Tracking Number: EJLG1L1V9Y

Sent By: [REDACTED] **Date/Time:** 7/10/2017 4:40 PM

Comment:

The contract with Cintra is corruption at it's finest. NCDOT should be ashamed of themselves for

thinking that signing this no-bid contract was a smart decision. After Cintra files bankruptcy, North Carolina will be left to foot the bill. Simply adding an additional GP lane would've cost a fraction of the cost of this contract.

The fact that there will be merging traffic from both the left and the right onto a two lane highway is going to increase traffic incidents.

Do you get your Civil Engineering degrees in a Cracker Jack Box?

You will be exposed and you will pay for your greed and stupidity.

Thanks NCiDiOT!!!!

Tracking Number: 8FRF7D64XV

Sent By: [REDACTED] **Date/Time:** 7/10/2017 5:05 PM

Comment:

Good afternoon,

I am so appalled at the contract which has been signed with Cintra to construct toll lanes on our one and only major route to anywhere in this area. You have made it impossible to make medical appointments on time unless one leaves an hour or so early to hopefully arrive on time if an appointment is anywhere between 7:30 and 9:30 in the morning. There are so many reasons this contract is an abomination that it would be impossible to write them all out here. Why are the folks at the NCDOT penalizing the folks who live and work in this area. We have paid taxes and tolls and fees upon fees yet what we have paid is being earmarked for everywhere else in this state but here. This is a local, if not national, disgrace. Our DOT has become a joke in this and other parts of the country.

Nobody wants to drive through here so forget about any further true economic development or tourism dollars.

I am thoroughly disgusted.

Tracking Number: DIFF6ID30X

Sent By: [REDACTED] **Date/Time:** 7/10/2017 9:06 PM

Comment:

NCDOT,

Once again my family is writing to provide feedback on the I77 Toll Lane contract. This contract must be cancelled because they are not designed to relieve congestion in the LKN area. They rely on congestion to make a profit off taxpayers and my family cannot afford to use them. My tax dollars were used to subsidize construction, my gas tax dollars have been collected for years, and the public right away was given to a foreign entity to profit off my family with nothing in return for us to use that improves our quality of life. Fix the roads the right way and help all the residents of LKN versus to foreign partner and politicians whom benefit from this treachery.

Tracking Number: TQTSMQWP7W

Sent By: [REDACTED] **Date/Time:** 7/11/2017 1:49 AM

Comment:

I'm outraged by the deception of our legislators--our road tax funds were re-directed toward other uses for years, while I77 expansion was neglected, despite astronomical growth in this region. Now we are further punished by a toll road implementation that disrupts our lives and puts our safety at risk EVERY DAY. No other part of NC has had to endure such infrastructure neglect.

I live off of exit 36, and am rarely able to travel south, as I77 and secondary roads are constantly gridlocked. Shopping and dining locally is virtually impossible. Firetrucks and ambulances cannot reach us or transport us to medical facilities in a timely manner. Further, there is NO WAY for us to evacuate in the event of an emergency.

PLEASE cancel the Cintra contract, and use our road tax contributions for implementation of the greatly overdue improvements to the infrastructure of this area. It's the right thing to do.

Thank you.

Tracking Number: 9Y9UICW0TN

Sent By: [REDACTED] **Date/Time:** 7/11/2017 7:55 AM

Comment:

I live in hickory NCAA, and had no idea there were toll roads were passed in NC. Reading here, looks like just One lane. It was not marked well evidently. Looked like road construction . Can my bill be forgiven?

Tracking Number: SVMC9HGHD7

Sent By: [REDACTED] **Date/Time:** 7/11/2017 8:57 AM

Comment:

In many areas of the country that have a managed lane project, there is "ONE" managed lane. This project has TWO managed/toll lanes in most of the 26 miles.

Considering this area of Charlotte and I77 HAVE NEVER BEEN WIDENED SINCE IT WAS BUILT IN 1970...there are only two lanes each direction. AND there will be only two general purpose lanes going forward, so for the past 47 years and for another 50 = almost 100 years...we are stuck with only two general purpose lanes (as you know adding another lane would be a compensation event triggering payment to add another lane), THEREFORE if the cost is too much to cancel this contract- PLEASE MAKE ONE OF THE MANAGED LANES A GENERAL PURPOSE LANE. And then no managed lane from exit 28 to exit 36 , making this a general purpose lane which then creates 3 general purpose lanes from exit 36 for the entire 26 miles.

This change would satisfy LKN residents, truckers and CINTRA still makes money. The state would need to pay whatever the price for the general purpose lane from Exit 36 to Exit 23 which is what the residents have asked for all along...just one more general purpose lane.

Tracking Number: V9YMP5UKOB

Sent By: [REDACTED] **Date/Time:** 7/11/2017 9:29 AM

Comment:

1. The most congested highway in the state (based on my view of google maps on a typical Sunday afternoon) doesn't meet criteria for state money?!?
2. Letting a private company profit from govt choosing to skimp on its responsibilities?!? Sounds like a politician's favorite phrase, "never waste a good crisis."
3. Cost of project is way over estimated considering widening I77 between Charlotte and I485 is not needed.
4. Does nothing for congested main clt artery. Toll rates will be set to ensure congestion. Having traffic in the general purposes lanes is the only way they make money.
5. Doubling # of onramps will only create more congestion and decrease safety.
6. Is this really a private money investment? I understand many of the loans are taxpayer backed. I hope this is a myth.

Tracking Number: WYCCXOK31A

Sent By: [REDACTED] **Date/Time:** 7/11/2017 10:00 AM

Comment:

Since 2012, thousands of us have given honest and constructive citizen feedback to NC

I-77 Comment Retention

August 1, 2017

Tracking Number: HQ28BD1NST

Sent By: [REDACTED] **Date/Time:** 7/25/2017 8:44 PM

Comment:

My wife and I commute together from the LKN area. We are a middle class family with 1 small child. We were utilizing the HOV lane. This project is going to take that right away from us. We will potentially go from a free drive to one that costs a few hundred dollars per month. We don't have it to spend. This project was not meant to alleviate congestion, let's be honest. It was done so that someone could check a box somewhere that says the politicians created a public private project. I want the right to use the HOV lane with 2 passengers to remain if this ridiculous and shady project must go through. It's not fair to change it to 3 to force us into the lanes... Thank you

Tracking Number: 3QXSLXNOXX

Sent By: [REDACTED] **Date/Time:** 7/26/2017 9:37 AM

Comment:

Dust clouds again today in the causeway north of exit 28. 9:30 AM July 26
No water trucks anywhere from MM 35 - MM 23

Tracking Number: E8T6Q4OJL8

Sent By: [REDACTED] **Date/Time:** 7/27/2017 5:52 PM

Comment:

Yes, I understand the need for all this construction and this is a concern for the safety of our vehicles while this is going on. The I-77 and exit Brookshire Blvd. had been under construction for a while with barrels and debris on the exit. Let along the bumpy concrete. Last night my sister in law and her brother were coming off that exit. My sister in law was first and said she hit a large object that was in the exit area and it must have hit under her tire and then flung up and her brother was coming up behind her and he hit it also and it flung up and hit his gas tank and put a hole in the tank and out came all the gas. Now I as a taxpayer that pays for all the maintenance on the roads is there not a clean up crew that would come around the exit there and get rid of the concrete that is sitting there just waiting to ruin someone's car or maybe worse flying up and hit a windshield and hurt or cause a person to have a wreck. I think that the DOT should have to pay for repairs that are caused by this work. I hope to hear back from someone on this issue

*Forwarded to Brian Davis

Tracking Number: JLTO1JQU92

Sent By: [REDACTED] **Date/Time:** 7/28/2017 3:27 PM

Comment:

Suggestions from concerned citizen that uses I77 daily for everything

We only have one way up and down from North Charlotte. The tolls do not provide a solution for the growing traffic that is not local or not willing/able to pay for tolls. Why can we not have an additional single public lane for general use and add tolls where they are needed

Example. Virginia and West Virginia have tolls through out their major interstate for a nominal fee. Why can't NC adopt similar approach to charge a use fee coming into our state on I77 and I 95 and collect at the borders to help pay for major road usage. This would provide funds for current infrastructure

Second never sign an agreement for anything lasting 50 years. No other business in the world

would sign an agreement.

Third, plan for future not for past. Toll road may never be used once autonomous driving starts and would then fail and revert back to public source funds

Based on this, many changes should be made to existing contract or cancel and start over. Or just pay contractor for work and cancell operating agreement.

Thanks

Tracking Number: UIQU1MOHXX

Sent By: [REDACTED] **Date/Time:** 7/28/2017 7:12 PM

Comment:

Cintra has spent less than 2 million dollars on the toll lane project. Get out of this contract before bankruptcy occurs. SC is way ahead of NC in Transportation. If bankruptcy occurs, millions of dollars in debt will be passed on to the citizens. Thank you.

Tracking Number: 7XUGKE2XDG

Sent By: [REDACTED] **Date/Time:** 7/28/2017 8:42 PM

Comment:

The I-77 toll project is ridiculous and dangerous. I feel like I am taking my life in my hands every time I drive to Charlotte. We are seriously considering a move to South Carolina, something I never would have imagined. Please cancel the CINTRA contract. We need general use lanes. Please help us!

Tracking Number: 23LNHP5YY6

Sent By: [REDACTED] **Date/Time:** 7/31/2017 3:00 PM

Comment:

I was hoping to address a dangerous situation in regards to the project. The current change to Exit 11 from south bound I77 currently has drivers currently in the exit lane in danger of other drivers crossing the solid white line exiting directly into Brookshire Freeway East (I277 south). I was almost sideswipped by a driver yesterday.

Best regards,
[REDACTED]

Tracking Number: WUQB6JPY26

Sent By: [REDACTED] **Date/Time:** 7/31/2017 3:27 PM

Comment:

Mercator report to CRTPO

1. Terminate the contract
2. Modify.. possible modifications Defer/eliminate tolling of certain lanes/segments; Establ. frequent user discounts; Allow HOV-2 for some period of time; Eliminate/modify compensation for the building of additional non-tolled infrastructure
3. Work with CRTPO to identify & advance additional improvements to address mobility issues in the corridor,i.e.;; Construct auxiliary lanes between interchanges or strengthening outside shoulders for peak hour use; Address roadway bottlenecks that hamper movement of trucks
4. Develop preliminary plans to negotiate & finance the purchase of the toll lanes after completion.

REQUEST JIM TAYLOR MEET WITH JIM PUCKETT & KURT NAAS, FOUNDER WIDEN I-77. HOW SOON CAN THIS HAPPEN?

Tracking Number: 0IDMPAU199

Sent By: [REDACTED] **Date/Time:** 8/1/2017 6:10 PM

Comment:

Hello,

I need information on who to speak to in regards to damages to my windshield that occurred on Monday July 31,2017 around 3:00-3:30pm. Can someone give me a call that can help me with this issue.

Thanks,
[REDACTED]

Forwarded to Brian Davis

Tracking Number: CWMQJRRVI3

Sent By: [REDACTED] **Date/Time:** 8/2/2017 4:48 PM

Comment:

Davidson Exit#30 on the south bound exit ramp of I-77.... The contractor has placed a storage/shipping container very close to Griffith Street. This obstructs the vision of drivers trying to turn left from the southbound exit ramp onto Griffith. It makes for a dangerous situation. I drive through here a few times a day. I'm hoping you can get it moved.

Forwarded to Nat Hunter

Tracking Number: UFK96GGE5G

Sent By: [REDACTED] **Date/Time:** 8/3/2017 1:32 PM

Comment:

Had one of the construction workers act like he was throwing his bottle of mountain dew at me this morning while riding my Harley to work. While this didn't cause me to lose control as I saw what he was doing, it could have possibly caused a major serious accident. The road is already dangerous enough then you have someone who is working trying to make people crash. It was highly uncalled for.

[REDACTED]

Tracking Number: 0LGL44ALM1

Sent By: [REDACTED] **Date/Time:** 8/10/2017 5:30 PM

Comment:

This project is flawed on so many fundamental levels:

1. The tolls that are going to be charged are prohibitively expensive to the majority of people who travel along this stretch of road.
2. The only way to get people to consider moving out of general purpose lanes and paying the exorbitant tolls is to make the level of congestion in those lanes intolerable. As a result, these toll lanes will do nothing to actually improve the flow of traffic in the general purpose lanes.
3. The toll lane project is going to cost 400% more than general purpose lanes would cost! Estimates to build two new general purpose lanes in each direction from exit 21 to exit 36 are approximately \$150 million. The toll lane system is going to cost \$655 million! Of that, \$249 million is going to be coming directly from tax payers. How can anyone possibly consider that to be an example of good stewardship of our tax dollars?
4. These tolls will have a negative impact upon the local economy, siphoning millions of dollars a year to a foreign company that could be better spent to support local businesses.
5. We should not be dealing with a foreign company like CINTRA who has a failing track record for similar projects in Texas and Indiana.

Simply put, this project is an example of highway robbery. Please help us to stop the madness before it truly is too late. I-77 is in desperate need of widening, but this is not the way to get that done. The funds to widen with general purpose lanes are obviously available based upon how much is going to be spent to build these toll lanes. The fact that certain politicians in the past have been unwilling to stop this project despite the evidence and the will of the electorate

implies a certain level of corruption that must be going on behind closed doors. It takes courage and integrity to stand up and do the right thing. This toll project can be stopped and we need you to do it. Stop the tolls and stop them now.

Tracking Number: 6WY6131MVG

Sent By: [REDACTED] **Date/Time:** 8/10/2017 7:28 PM

Comment:
NO TOLLS!!!!!!

Tracking Number: H2AULGD13U

Sent By: [REDACTED] **Date/Time:** 8/10/2017 8:59 PM

Comment:
I am totally opposed to toll lanes on I-77, the ONLY north-south highway in this area. My tax dollars have paid for numerous needless road improvements in the eastern part of North Carolina where we've traveled, seeing maybe 3 other cars on the road at a time. This I-77 widening contract smelled bad from the very beginning and is grossly unfair. Lexus lanes -- really? How much more are we going to do to separate the haves from the have-nots? And how far out of the way are tourists going to be willing to drive to avoid our area all together? I have friends in Ohio who're already doing that. Toll lanes should be used on highways that are alternatives to the main roads. I-77 IS our main road, and our tax dollars should pay for it.

Tracking Number: ET2YWPJJ37

Sent By: [REDACTED] **Date/Time:** 8/11/2017 8:42 AM

Comment:
No tolls period. Many people have said they would no longer take 77 to travel so they will end up on the "back roads". This will be a nightmare for all the towns involved. I've lived in many states & countries and toll roads never work for the people it only makes money for companies!!! And apparently the politicians that voted for it!!

Tracking Number: R6VY7U9359

Sent By: [REDACTED] **Date/Time:** 8/11/2017 9:07 AM

Comment:
I think you should continue on with the project and install the toll lanes. You can remove the toll lanes once the road is paid for, as other states such as Kentucky has done. There should be discounts for residents in Mecklenburg and surrounding counties since they have to use it to get to work. Out-of-state drivers use I-77 as much or more than local folks, and I think they should have to contribute to the upkeep of our roads. Once the balance owed for the construction is paid from the tolls, you can take out the tolls, and even make one lane an HOV. It seems like a smart, proven win-win to me. Do not abandon the project! We have all suffered too long with the congestion and backups for it to be all for nothing!

Tracking Number: WASKF1I46J

Sent By: [REDACTED] **Date/Time:** 8/11/2017 9:49 AM

Comment:
Please cancel the toll lanes and turn this project into general lanes that will not be as dangerous or expensive

Tracking Number: 2ANUC8AFRM

Sent By: [REDACTED] **Date/Time:** 8/11/2017 10:21 AM

Comment:
While I would have preferred general purpose lanes, please get these toll lanes completed as quickly as possible. These toll lanes were approved about the time I moved here 13 years ago. tired of all these people complaining when they were not involved in the issue until 8 to 10 years too late in the planning process.

Tracking Number: XP1F8XEIN8

Sent By: [REDACTED] **Date/Time:** 8/11/2017 10:23 AM

Comment:

I will be the first purpose to pay the toll when traffic is slow in the general purpose lanes. The expansion of 77 is late but we are ready for it to be completed.

Tracking Number: NMHC6YIBCG

Sent By: [REDACTED] **Date/Time:** 8/11/2017 10:28 AM

Comment:

I smile every time I see another new section of asphalt. I have my transponder and I am ready to use it. I will be waving at the complainers as I pass them.

Tracking Number: VBR1PQFGT3

Sent By: [REDACTED] **Date/Time:** 8/11/2017 10:51 AM

Comment:

Hello!

Have a question about payment procedure for future express lines on I77. I saw this method: "identifiable carpools of three or more people," How do you plan identify the cars with kids in its car seats? Would I use express line with wife and kid in carseat for example? How do you plan identify such kind cars?

Thank you

Tracking Number: 4WPV2B63EC

Sent By: [REDACTED] **Date/Time:** 8/11/2017 11:06 AM

Comment:

I fully believe that the contract should be cancelled. ,What is needed is more free lanes every ones use. There have been several comparisons to the toll lane in Atlanta. The big difference is that they 4 - 8 free lanes and 1 toll lane, not 2 free and 2 toll. An absolute horrible contract!

Tracking Number: MMP8EWFJHL

Sent By: [REDACTED] **Date/Time:** 8/11/2017 11:42 AM

Comment:

The area of I-77 between North of Charlotte should be expanded to handle the increased population of the area before a toll lane is added. A two lane main road comes nowhere close to accommodating the greatly increased population of the area. The addition of a private partnered toll lane will not alleviate this over capacity and may make the situation worse, one only needs to look to Atlanta and other metropolitan areas for evidence.

Tracking Number: YW2UQW6W2G

Sent By: [REDACTED] **Date/Time:** 8/11/2017 12:07 PM

Comment:

Well this is about the third time you ask for the public to send in their comments . And the third response from me . PLEASE STOP THIS INSANE PROJECT and CANCEL THE I-77 TOLLS LANES . For me that's all in a nut shell. I'm not going to list all the problems ,you already KNOW !!! THANK YOU for reading . GOD SPEED and MAKE the RIGHT DECISION . 50 years is to long to bleed the LAKE NORMAN AREA

Tracking Number: L51C367VQA

Sent By: [REDACTED] **Date/Time:** 8/11/2017 12:14 PM

Comment:

Many valid concerns are expressed in the report regarding the project. It seems that the conversion of free (HOV) lanes to toll lanes has been understated and not fully addressed. There is NO FREE travel for vehicles with 3 or more persons as one has to purchase a transponder and maintain a deposit.

However the major concern with the final design is the very poor safety design. The toll lane

design of exiting traffic crossing the path of entering traffic into the toll sections has long been known as a hazard to the safety of drivers and THESE DESIGNS ON INTERSTATE HIGHWAYS ARE BEING REBUILT AND ELIMINATED TO REDUCE DEATHS AND INJURY. The entering and exiting, with related slower vehicle speeds, effectively reduces the high speed toll lanes from 2 to 1 or 1 to 0. The ROAD CURVATURE design at these points further complicates safe travel on the road. Yet these items are a main feature of this project.

In addition the design requires drivers entering or exiting I-77 with the intent of using the toll lanes must quickly cross congested traffic lanes; causing delays in the general traffic lanes and a high risk of either being involved in an accident or causing rear end collisions in the general purpose lanes as traffic breaks for this dangerous driving situation. The one exit/entrance that has been painted near Gilead Road demonstrates this concern. In summary the design of this road, when completed, is clearly a poster for what can go wrong with designing a highway.

Tracking Number: 8OWX0MN19T

Sent By: [REDACTED]

Date/Time: 8/11/2017 1:06 PM

Comment:

I have had the experience of seeing just how well this toll road system does not work in both Austin and Dallas Tx. The main side roads remain over full and the express lanes don't have anyone on them. This has been over the last 4 years. I made the mistake of actually getting on one in Austin because of gridlock and got hit with 20\$ for 4 miles. To put a construction lock for 50 years is criminal. Whoever let the contract should be in jail along with the legal dept who reviewed the contract. I am considering of leaving this state over this just so I dont have to ever drive I77 again.

Tracking Number: 91E74AEDYK

Sent By: [REDACTED]

Date/Time: 8/11/2017 1:32 PM

Comment:

I live in Cornelius and work off of Clanton Rd in Charlotte. I also work for a living, and do not have disposable income to spend on tolls. The new toll lanes, by design, will do absolutely nothing to help the vast majority of people who drive on 77. The ONLY way this project makes money is to ensure that traffic in the GP lanes is slow enough to encourage the use of the toll lanes. When you don't have a choice and cannot afford the tolls, you're screwed. I won't even begin to talk about the other BS parts of the contract, like the part that essentially prohibits any improvement to the other parallel roads... Adding additional GP lanes will keep traffic flowing for years to come. Toll lanes will do the exact opposite. The only thing this project does is line the pockets of politicians and other corrupt officials.

Tracking Number: X2CCXUTAHX

Sent By: [REDACTED]

Date/Time: 8/11/2017 11:23 PM

Comment:

Thank you for the report. Many of us had hoped this would have more tangible opportunities. The suggestions that involve CRTPO are not realistic as it is biased. The suggestions that include altering lane use, etc that may cost the contractor are not viable options unless the contractor is willing. Most of what was suggested is time consuming & we have wasted too much already. Every day this contract is not canceled, the cost increases. My suggestion is to cancel the project immediately. Make revising the project to accommodate trucks and conversion to general purpose lanes, even if it means using the existing contractor to do the work after contract termination.

Tracking Number: BX8M92GP7T

Sent By: [REDACTED]

Date/Time: 8/12/2017 9:52 AM

Comment:

At the very least can you at least make it two or more in the car so there is no charge. We all know it is seldom when there is 3 or more in the car.

Tracking Number: D8J7GF3WTG**Sent By:** [REDACTED]**Date/Time:** 8/12/2017 11:54 AM**Comment:**

Please cancel this project. Everyone knows it's a money making scheme that doesn't help the community. It only enriches the few.

Tracking Number: HNKYMRF1F3**Sent By:** [REDACTED]**Date/Time:** 8/12/2017 1:42 PM**Comment:**

I am a resident in Charlotte. This is one of the worse deals I have ever seen this city make. Please repeal this atrocity of a plan. The only ones that are benefiting from this is the contractor that will be operating it for like the next 100 years. All the businesses and future potential businesses that are lined up through I-77 will be tremendously hurt. Nobody is going to want to pay a toll just to go to IKEA or to a hotel or to North Lake Mall. I'm telling you this is a terrible deal for everyone. Thanks for listening.

Tracking Number: 2YEHYWUBM1**Sent By:** [REDACTED]**Date/Time:** 8/12/2017 4:57 PM**Comment:**

It is a sad day when the people who voted (ie Charlotte owning the largest % of the vote) for the toll roads are the ones who will use it the least. I have to believe that those that signed the contract to give the road construction company the ability to hold that highway space hostage for the next 50 years is probably one of the worst business decisions ever made on behalf this community. There should have been a way to make this a win/win for all. Nobody ever took the time to discuss with the community most financially affected by this decision the best way for all concerned.

Tracking Number: LT59W4RKHS**Sent By:** [REDACTED]**Date/Time:** 8/12/2017 6:50 PM**Comment:**

This project is a mess and nobody wanted toll lanes- this will not alleviate the traffic problems that 77 faces! The real travesty is that the toll lanes will be talking a lane that was previously a FREE HOV lane. As a resident of NC I pay enough taxes that I should not be charged the same price as an out of state car (or anything at all for that matter) to drive on a stretch of road. While under construction I am now avoiding it at all costs when I go north to Mooresville- too many accidents and road hazards from construction.

Tracking Number: K5DUPO4K5J**Sent By:** [REDACTED]**Date/Time:** 8/12/2017 7:07 PM**Comment:**

I am now a one issue voter, and this is the issue. I voted against Mr. McCrory because of the contract and I will easily vote against Mr. Cooper, and everyone else that supports it, if it is not canceled.

Tracking Number: V3KRHQEIAD**Sent By:** [REDACTED]**Date/Time:** 8/13/2017 4:00 PM**Comment:**

As a resident living in Mooresville I travel the I77 corridor quite frequently. Not long ago my husband and I were rear ended as a result of the toll road construction. As a result we sustained about \$6k in damages to our vehicle. Needless to say, I am outraged that the state of NC decided that a toll road would better serve the community instead of using the available space to widen I77. The one narrow lane which is deemed a toll lane is dangerously narrow and accidents are sure to happen. I77 will never have space to be widened because of these toll lanes and that's an Interstate highway paid for by tax payers dollars. As a NC resident I pay personal property tax on my vehicles and that money should be used to expand and make

improvements on the local roadways which I drive on. We should keep these highways public and not let them go to private companies. Residents will now lose the HOV lanes on I77 because of this toll road. I urge the governor and the legislature to reverse the decision of a toll road and just widen the current I77 corridor. If they want a toll road put it further east or west of Charlotte.

Thank you,
[REDACTED]
 Mooresville, NC

Tracking Number: CEG2SSX49Y

Sent By: [REDACTED] **Date/Time:** 8/13/2017 11:14 PM

Comment:

I am against ANY toll lanes or roads in North Carolina. I attended a DOT meeting in Cornelius and expressed my concerns then about how these Express Lanes and paying another entity to use the lanes will not work. BUT the DOT was adamant this is what WE are going to do. I have travelled I77 to CLT for 29 years and I will continue but will not use toll lanes. Where has all the fuel tax and road use tax money went? I485 just got completed the past 5 years. Raleigh is getting its second beltline. Where is the justification??? COME ON NCDOT WAKE UP AND GET YOUR HEAD OUT OF YOUR ass!!! PLEASE!!! I77 should have 6 or 8 lanes all the way from Carowinds to I40, 20 years ago. Almost all vehicles up and down I77 has only one person in it. NOBODY uses the HOV lanes, legally not supposed to. Install general purpose lanes. That's what we are paying taxes for. I am a 61 year old grandfather and cant believe all the IRRESPONSIBILITY I am seeing. Thank you, [REDACTED]

Tracking Number: TS0D5FLWWY

Sent By: [REDACTED] **Date/Time:** 8/14/2017 8:09 AM

Comment:

Here is my view on express lane usage.

- 1) Driver +1 free to access. Driver +2 is just another restriction to force usage
- 2) Set usage time frames. Ie: Driver +1 6am - 10am and 3pm - 7pm. All other hours including weekends are free.

i77 is a primary north/south access for the Lake Norman residents. Charging us to use the highway outside of commuting hours is not in the regions best interest. The fact trucks are not able to access the express lanes guarantees congestion 24/7. If you havent noticed truck usage is very heavy.. These appear to me to be simple adjustments and specific usage times would allow for a usage fee to be establishe immediately based on vehicle flow during the restricted use periods above.

Thank you
[REDACTED]
 Huntersville NC

Tracking Number: E5AA3S7GG0

Sent By: [REDACTED] **Date/Time:** 8/14/2017 8:48 AM

Comment:

I agree with many of the findings of the Mercator draft report, especially this topic:
6.2 The planning process did not provide sufficient opportunities for the public to evaluate the relative merits of express lanes and alternatives without tolls. Too much of this project was done behind close doors, especially with the City of Charlotte. The bulk of this project does not affect the City of Charlotte but more those communities to the North. Having the City of Charlotte as a key decision maker in this project simply isn't right.

In addition, if the traffic volume on I77 from exit 42 to exit 18 is analyzed from a volume perspective I imagine the traffic volume for this 25 mile stretch is as high as any other road segment in the State of North Carolina. Why are tax dollars being spent to improve other areas with significantly less impact while the I77 project is funded through tolls? It doesn't make sense. Finally, the 50 year clause in the contract regarding further improvements is pure insanity. We all know that development along this I77 corridor is going to continue and that road improvements will be needed. I would urge the NCDOT to cancel the existing contract and continue with the project eliminating all toll lanes and making them free access.

Tracking Number: IF45C2C905

Sent By: [REDACTED]

Date/Time: 8/14/2017 10:07 AM

Comment:

Totally unfair for the I77 corridor to gat toll roads when I85 gets multi lane expansion.Never did I see NCDOT or McCrory address problem where it begins. At the mile marker 22 bottleneck. No study I ever saw said the problem starts here so let's begin construction here and widen as monies allow, either 1 lane or 2 to exit 36.I believe NCDOT should buyout Cintra and concentrate on this approach. Do it now or for the next 50 years we will pay for the lack of foresight of our politicians and community leaders.The toll road is wrong. The contract with Cintra is abominable. I won't go into that in this now.

Tracking Number: P5M54KIJMR

Sent By: [REDACTED]

Date/Time: 8/14/2017 2:29 PM

Comment:

After reading the Mercator draft providing feedback requested. This project should include an immediate modification to ensure an adequate baseline of general purpose lanes are available in ALL AREAS of the corridor before express lanes are deployed, specifically North of Charlotte City limits. Leaving the project as-is results in a highly regressive effective use tax that was approved by a majority of decision makers that DO NOT represent them. While taxes have been paid for years, needed upgrades for a high growth area have been ignored and funds have been diverted elsewhere.

If a single managed / express lane is desired to be maintained that is acceptable once other areas of the corridor are brought to an acceptable baseline adequacy. Tolls should not be used as a funding source when ample ROW already exists, but would be an acceptable use only when further expansion is not possible (ie: I-77S to SC state line). The contract with Cintra should be terminated either immediately or at completion of a highly modified scope of work and FULLY owned by the state with any revenues helping with fund completion as local share of project cost matching state and federal funds and also earmarked solely for corridor needs (local match only) without profiting private investors which ARE NOT aligned with the best interest of tax paying NC citizens.

Tracking Number: 2NLQUKMPS1

Sent By: [REDACTED]

Date/Time: 8/14/2017 5:36 PM

Comment:

Way would the dot to okay the tool road knowing 50 years can't build or put any lanes on I77 for 50 years that would send a is this right or wrong, well I think it is wrong!! So pay any amount it takes to pay to get out of the contract, and get Blythe br. to finish job, I worked on i77 in 1970s we did not have any problems like today I thank it is the people that work at the dot are different now, don't have the brains to do the right things or care about the people that drive on i77, so stop them now please, take the money out of our taxes increase the food and shopping tax by 2 cents and let us pay your way out, thanks [REDACTED]

Tracking Number: V47WJENS78

Sent By: [REDACTED]

Date/Time: 8/14/2017 5:45 PM

Comment:

Way would the dot to okay the toll road knowing 50 years can't build or put any lanes on I77 for 50 years that would send a is this right or wrong, well I think it is wrong!! So pay any amount it takes to pay to get out of the contract, and get Blythe br. to finish job, I worked on i77 in 1970s we did not have any problems like today I think it is the people that work at the dot are different now, don't have the brains to do the right things or care about the people that drive on i77, so stop them now please, take the money out of our taxes increase the food and shopping tax by 2 cents and let us pay your way out, thanks [REDACTED]

Tracking Number: 4VY53CCFID**Sent By:** [REDACTED]**Date/Time:** 8/14/2017 9:57 PM**Comment:**

NCDOT created the bottlenecks on I77 by not widening all of I77 to four lanes plus HOV a the same time to ext 36. Added three merge lanes at I485 merging into I77 N, making it six lanes down to two at exit 23.

Selling the bottlenecks to Cintra for a profit is evil. It's inhumane, irresponsible, dangerous and a breach of fiduciary duty to the citizens that pay your salaries.

With the highest gas taxes in the south, the 1/2 cent sales tax Mecklenberg County has been paying for nearly two decades transportation, the ignoring of the 2001 report requiring ten lanes including hardened shoulders to I40, and now a surplus due to more new cars bought and the many increases in DOT fees, you must stop this project.

We still have the bottlenecks that NCDOT CREATED. This project will not relieve congestion, AND YOU KNOW IT. Stop trying to make Lake Norman your money bags, and fix the damn bottlenecks with general purpose pavement.

Tracking Number: QPOK7FVS92**Sent By:** [REDACTED]**Date/Time:** 8/15/2017 10:51 PM**Comment:**

Please cancel the i77 toll lane contract. The traffic in this area is so congested that general purpose lanes are needed to reduce congestion. My family had to sell our home and move from S Mooresville to Cornelius because of the excessive amounts of traffic on 77. I needed access to backroads, which are all now congested also. I shop online in order to avoid traveling to local businesses. Local businesses are losing customers and money, thus closing and moving elsewhere. Cancel the toll lane contract. It is destroying the Lake Norman area.

Tracking Number: QGNF4HYR7I**Sent By:** [REDACTED]**Date/Time:** 8/16/2017 12:56 PM**Comment:**

This project should not have gone forward when there was only one bidder and its lobbyist was McCrory's former campaign manager. NCDOT should have used the \$94M to be given to CINTRA, the \$75M reserve fund and the \$140M bonus fund that "bribed" local officials to approve this project, to fund much of the work for additional general purpose and HOV lane expansion. Additionally the cancellation terms during construction should have been costs incurred plus 10% profit so that this could have been cancelled and paid for reasonably since new public funding was available.

This project should have been scored based on its entirety and not in pieces which kept it from being funded in the first place. Many of us locals would have gladly purchased tax-exempt bonds to do this project instead of paying tolls. NCDOT could have paid for it over time. Instead NCDOT is funding this giveaway, including the contribution of the existing HOV lane we already paid for (question if that is legally possible) almost to the point of having done the project anyway. The cost of toll equipment for \$110M is a total waste of money and was not needed.

In certain areas, Two toll lanes side by side with only 2 or 3 general purpose lanes is way too

much toll lane capacity versus general purpose capacity.

As a minimum, the Express lanes should have been in the center with reverse directions possible for morning and evening rush hour, between I85 and Exit 28. Then an additional general purpose lane in each direction could have been included, which would have been more reasonable. A center section could also have been saved for some future light rail capability.

This project is outdated before it started, and unfairly provides excess express lane capacity versus general purpose capacity. The \$110M for toll equipment is a total waste of money and this should have been all general purpose expansion and HOV expansion.

Please allow construction to be finished, without spending money for any toll equipment, saving that \$110M, and pay the contractor costs plus 10% profit at that time, using municipal bonds to fund the overage from the money that NCDOT has already unfortunately committed and donated to this contractor and local politicians for bonus projects to received their votes. \$94M+\$75M+\$140M. That money would have gone a long way to just adding general purpose and HOV expansion. That is \$300M of the \$500M for the project excluding the \$110M for toll equipment.

Tracking Number: G3GOMGKW49

Sent By: [REDACTED] **Date/Time:** 8/16/2017 2:51 PM

Comment:

The I-77 toll lane project is Out and Out Extortion! NIP it in the BUD now before the weed takes root. NO Way to the Tollway!!!

Pay up to big companies to use what TAX dollars have already paid for, the I-77 Interstate Road. It's part of the National Interstate Highway system; Not a private driveway.

I for one say; NO Way to any Tollway in NC. I was a kid when they built I-77 and it was paid for by tax dollars, not private companies. It is Down right Extortion to turn it into some companies CASH COW and force people to pay to use roads our tax dollars have all ready paid for.

Unless there is a Free route that does not inconvenience locals from driving I-77 it is plain EXTORTION to turn I-77 into a toll road.

Oh sure, you will promise only one lane will be a toll road but everyone knows it's just the start and on top of that; Why in Gods name would anyone willing pay a toll charge when it does not offer any thing more than what the non-toll lanes give? Before a year is up some GREEDY group will makeup a reason that the entire I-77 from State line to State line should be a toll way.

I resonantly had the misfortune to get stuck on the I-94 part and I site the Illinois toll way as a whole as "Extortion" to the public. Being from NC I had no idea I couldn't freely drive on U.S. Interstate roads without paying. I must have blown through 4 or 5 toll areas before I realized I had to pull off and pay. I made one wrong turn and it cost me almost \$18.00 to get back on the right road I needed to be on and then got a bill in the mail (with extra fees) because I didn't stop and pay or have a electronic payment that tracks my truck. You have to pay to get on, pay to get off then pay to get back on just to be stopped a mile down the road to pay the toll for the main road again.

The State of Illinois is eaten up with Cancer and dying because of it. A Cancer called Tollways or roads. I turned down a \$90,000.00 plus a year job there because of the headache on their toll fees. It's not worth the good pay to put up with the cancer. No wonder they have such a high murder rate. You can't go to work unless you pay tolls and you can't pay the tolls unless you

work. It's like working for the company store and never getting it paid off.

To allow even 1 toll road in NC is wrong and opens the door for others to be put in. By GOD people are having a hard enough time paying bills and now you want to FORCE us to pay to go to work and back home. Kiss my NC, well you know what.

<https://www.illinoistollway.com/travel-information/maps>

Sincerely,

██████████

Maps - Illinois Tollway
www.illinoistollway.com

The Illinois Tollway Virtual Map is an interactive map designed to assist customers in finding location-specific information.

Tracking Number: J1IFMWN0QT

Sent By: ██████████

Date/Time: 8/16/2017 3:34 PM

Comment:

Toll lanes are going to diminish the quality of life for Mooresville and the surrounding towns. We are already dealing with congestion, and by forcing drivers to use the side roads through Davidson, Corneilous, Huntersville it will make their towns a nightmare. It will also adversely affect the merchants in those towns.

Tracking Number: RSOPJ5CHPL

Sent By: ██████████

Date/Time: 8/17/2017 9:30 AM

Comment:

Sirs:

I have two issues. The first is that I see the toll lanes as a money grab by the State as a way to increase revenues without providing any additional services or increasing taxes. The State will also gain additional revenue by sale of EZPass equipment. The EZPass should be given free to anyone that requests it.

The real issue I have is that all roads in Meck County are very crowded. Building a road with additional lanes that cannot be used by the general motorist will only lead to additional congestion. I propose that the toll lanes be installed as currently designed. However, if the average 5 minute speed drops 10 MPH below the posted Maximum Speed Limit, the toll lanes are opened and all toll for 30 minutes before opening and 30 minutes after opening be voided.

This simple plan would not cost the State a dime if the road is properly designed and constructed to handle existing traffic; however, if the State failed then tolls would not be collected.

██████████

Tracking Number: W9RUXXJKO0

Sent By: ██████████

Date/Time: 8/17/2017 12:12 PM

Comment:

My comments made at CRTPO last night:

It is the design of the far Northern section of the I-77 project that I'm addressing tonight, but that is just one of my many concerns about this contract and the review.

CRTPO was asked to affirm the concept of managed lanes as a regional concept. It has never

going out of our country, not in, and that it really won't alleviate the problem. Shame on past and present politicians, and shame on the NCDOT. If you lived in this area, I guarantee you would not have voted for this. Businesses will and are already suffering. Please Please cancel this contract.

Tracking Number: 8QTDGYEUOA

Sent By: swabbott

Date/Time: 8/17/2017 1:55 PM

Comment:

Forwarded to [I-77 Express Lanes] by [PIO] (swabbott)

Sent By: [REDACTED]

Date/Time: 8/17/2017 1:52 PM

Comment:

I filed a letter to a company that is the toll road as directed by the people investigating the options. It will not let me post it. I used the web site that was in The C Observer

Tracking Number: 7IXDEVXCQY

Sent By: [REDACTED]

Date/Time: 8/17/2017 2:08 PM

Comment:

I oppose the toll lanes on I-77: I have driven up and down I-77 multiple times a year for the past 10 years before settling in the Huntersville,NC area. The toll project was rushed and a terrible contract to get into. I know the toll project will not alleviate any traffic mess only make it worse. The only way to fix the mess of traffic is to cancel the toll project contract and widen I-77. Multiple other toll projects by this company have failed and the burden of the cost is on the states and tax payers. There is no win in this contract for the state. Widening I-77 is the only way to fix the traffic problems, majority of the communities along I-77 are opposed to the toll project and their voices aren't being heard. I want my voice heard, I oppose the toll lanes on I-77.

Tracking Number: YUONXMRGIA

Sent By: [REDACTED]

Date/Time: 8/17/2017 2:29 PM

Comment:

Hello, I would like to voice my continued concern for this I-77 toll lane project. I see that construction is progressing & it makes me sadder by the day that the NCDOT has not cancelled this awful contract & moved forward on our own to widen I-77 from downtown Charlotte north to Mooresville. Handing this specific project over to a foreign entity brings absolutely ZERO positives to North Carolina & only hampers residents such as myself for decades to come. First, let me begin with the obvious. How exactly is this lane supposed to "relieve congestion" when lanes like this RELY on congestion for usage/profit? If there aren't any slowdowns/wrecks/bottlenecks, Cintra makes no money from these lanes. So inevitably, we will continue to see endless rush hour gridlock in the general purpose lanes, while a handful of bank executives who can actually afford to travel in the toll lanes zip by to work then back home again in time for Timmy's soccer game. We have STILL yet to hear how much they'll charge at rush hour to travel to/from uptown. I'm gonna go out on a limb here & guess it'll be quite expensive...

Also, the fact that we can't even boycott this horrendous project once its up & running because my tax dollars are apparently still on the hook! Why the heck did the NCDOT agree to pay up to 80% of Cintra's outstanding debt once these lanes open & inevitably fall short of ridership/profit estimates?! Correct me if I'm wrong, but isn't Cintra a private company who assumed the risk of operating these lanes when they agreed to the contract? So why does 80% of the Cintra's \$300mill+ risk primarily fall back onto North Carolina & it's taxpayers?!?! Also, the fact that North Carolina would apparently have to give Cintra a kickback just to add future general purpose lanes?! Are you kidding me? Who the heck wrote this absurd contract to begin with?!

Wait, I know! Some corrupt politicians who 'just happened' to own land where future interchanges would be built as part of this project or who simply wanted free & clear travel lanes for their expensive jaunts into/out of uptown Charlotte. This proposition never once saw a ballot & that is ludicrous! Please, I implore the NCDOT to cancel this awful contract & offer Cintra money for the work thus far completed! If Cintra is upset, then let them take us to court. I dare them! Then this highly corrupt company & their even more highly corrupt bidding process can be exposed for who they really are. I dare them to take us to court for a penny more than the NCDOT offers to make them go away. Thank you for your time & consideration. Please cancel this contract!!!

- [REDACTED]

Tracking Number: N5L5MOCQS2

Sent By: [REDACTED] **Date/Time:** 8/18/2017 8:43 AM

Comment:

The current plan to widen I77 has been pushed through without public input by a group governed by the City of Charlotte who voted in favor of a project that disregards the local government and citizens. It is unfair to those living in the Lake Norman area and who will be impacted for the next 50 years by a contract that was pushed through without proper oversight and input. If a toll road is required, make all of I77 a toll and pay off the expansion then remove the toll. Do not make 50% of the road a toll and the rest clogged with trucks who cannot pay as the new lanes were not designed for heavy trucks. People forget the original expansion of I77 from Charlotte was to be expanded to three lanes to exit 28 in the early 2000's. The State "ran out of money" and the three lanes ended at exit 23. If a third lane was needed then, why isn't it needed now? We are being unfairly punished and demand a fair and equitable solution. Having a toll lane solution for the next 50 years isn't forward thinking it is absurd thinking. I have voted against any and every political candidate who isn't against the current solution and I will continue to do so. As a tax payer we have rights and they are being ignored. Stop this abomination now.

Tracking Number: WRAA7D5UV3

Sent By: [REDACTED] **Date/Time:** 8/18/2017 9:23 AM

Comment:

The business model for Mobility Partners I-77 toll lane project insures that the two public use lanes will remain congested so that the company can profit from toll revenues. The "mobility" in the Mobility Partners name is an oxymoron. This congestion on I-77, from the 485 interchange through Exit 36, is both unsafe and hurting businesses in the Lake Norman area. My wife owns an executive office suite business at Exit 25 and has lost clients due to the traffic congestion throughout the corridor. Contrast NC's plan with what our neighbor to the south is planning; 2 billion dollars worth of infrastructure development without tolls, and it is not hard to discern who will lag in attracting new economic development. The I-77 expansion needs to be a public project, funded by the public for the benefit of the public.

Tracking Number: FMKWN76VRV

Sent By: [REDACTED] **Date/Time:** 8/18/2017 11:45 AM

Comment:

Cancel the toll lanes. This is not good for North Carolina. Not only will NC not see revenues from the toll lanes but the monies will go to a foreign company. These should be general purpose lanes for ALL to use and get the money from gas tax revenue. It may cost to cancel the contract now but it will cost North Carolinians in the long run NOT to cancel it. The best time to plant a tree was 20 years ago. The second best time is now. The best time to cancel the toll lanes was in the past (or never approve them). The second best time to cancel the toll lanes is now.

Tracking Number: W6YVLK4NUS

Sent By: [REDACTED] **Date/Time:** 8/18/2017 4:10 PM

Comment:

How are these expensive toll lanes going to alleviate congestion? At a cost of more than \$5000 per year to commute from Mooresville to Charlotte, no one working can afford to use them. This makes this public road project discriminatory. How can our state government commit to a 50 year contract with any company, let alone a foreign owned company. Our children do not deserve to be strapped with this burden. This whole project unconstitutional to me.

Tracking Number: O0XQ3BIFBW

Sent By: [REDACTED] **Date/Time:** 8/18/2017 4:39 PM

Comment:

Cancel I-77 Toll Contract. Never seen such a negative, irresponsible road plan (and we've lived in Atlanta, Chicago, Nashville, Michigan and South Charlotte (living through 485 widening)). You owe your tax paying citizens a better return for their investment. CANCEL THIS CONTRACT!!!!!!!!!!

Thank you for your time and attention to this matter.

[REDACTED]

P.S.--We personally have two separate vehicles with cracked windshields--both from I-77 construction zone ??

Tracking Number: 8BCHKSHRVY

Sent By: [REDACTED] **Date/Time:** 8/18/2017 4:59 PM

Comment:

CANCEL THE TOLLS

Tracking Number: N7KYWP33RW

Sent By: [REDACTED] **Date/Time:** 8/18/2017 5:00 PM

Comment:

It is still mind blowing that we would give away all rights to an American interstate highway for a half century. That's the first thing that's wrong. Secondly, I'm a lifelong resident of Charlotte. If there was an opportunity for the public to know about this and comment early on, it wasn't publicized very well at all. Everyone knows lanes are needed desperately on the interstate. The way it's being done I don't agree with and would encourage you to reconsider.

Tracking Number: UTD9S9C0A2

Sent By: [REDACTED] **Date/Time:** 8/18/2017 5:08 PM

Comment:

Please stop toll contract.

Charlotte Citizen,
[REDACTED]

Tracking Number: WUNFFWQ470

Sent By: [REDACTED] **Date/Time:** 8/18/2017 5:12 PM

Comment:

Please cancel the I77 toll contract with Cintra. It does not represent a realistic solution for road congestion in the north mecklenburg region as paying for guaranteed travel time is at odds with a reduction in congestion for all drivers.

Tracking Number: INSYBAD0CH**Sent By:** [REDACTED] **Date/Time:** 8/18/2017 5:20 PM**Comment:**

Please stop the I 77 toll lanes and make them free. Cancel the contract with Cintra and hire and pay local workers to finish the free lanes. Local people need jobs. It is sheer madness driving to work on 77 with the construction going on. People have died because of this stupidity that you created. Please make it go away soon.

Tracking Number: 83VNIGDOQ8**Sent By:** [REDACTED] **Date/Time:** 8/18/2017 5:27 PM**Comment:**

Cancel the Cintra contract completely! FIX the bottlenecks NCDOT/Charlotte created with general purpose lanes immediately! Widen 21 and 115 immediately in LAKE NORMAN to the Charlotte city limits.

Tracking Number: YPYEVJRWCY**Sent By:** [REDACTED] **Date/Time:** 8/18/2017 5:29 PM**Comment:**

Please cancel the i77 contract with Cintra. It has negatively affected my work environment. I have lost customers. There aren't enough free lanes for the trucking industry and my shipments are late. I may have to move my business out of North Carolina. Please use common sense and cancel this contract. [REDACTED]

Tracking Number: AVPKR3L913**Sent By:** [REDACTED] **Date/Time:** 8/18/2017 5:46 PM**Comment:**

Cancel this contract, it will save the taxpayers money in the long run. This toll lane does not help ease traffic

Tracking Number: N6UGKYEJGV**Sent By:** [REDACTED] **Date/Time:** 8/18/2017 5:52 PM**Comment:**

Please immediately cancel the entire contract with Cintra for the I-77 toll lanes project!

Tracking Number: TB031M5RAN**Sent By:** [REDACTED] **Date/Time:** 8/18/2017 5:54 PM**Comment:**

Cancel the Cintra Contract TODAY. I don't want toll lanes. Our area NEEDS a minimum of 3 additional general purpose lanes.

Tracking Number: 16V1LLJNXJ**Sent By:** [REDACTED] **Date/Time:** 8/18/2017 6:01 PM**Comment:**

Please cancel the toll lane project that nobody will use on the regular. Instead spend my tax dollars installing normal lanes that everyone will use on a daily basis.

Tracking Number: CEHJLX5RL3**Sent By:** [REDACTED] **Date/Time:** 8/18/2017 6:13 PM**Comment:**

Please cancel the tolls.

Thank you,
[REDACTED]
Cornelius, NC

Tracking Number: BSM33SJ00H**Sent By:** [REDACTED] **Date/Time:** 8/18/2017 6:36 PM**Comment:**

It is imperative to modify the current contract with Cintra. It is crippling our quality of life, our small businesses and commerce. I feel like a prisoner in my own home due to the constant gridlock in North Mecklenburg county, not to mention fear. There are way too many fatalities and serious accidents on I77. I moved here 3 years ago, pay big taxes and regret moving here only because of this traffic nightmare. Please change this to a plan that makes more sense for our community.

Tracking Number: 1V5SAIBGM4**Sent By:** [REDACTED] **Date/Time:** 8/18/2017 8:45 PM**Comment:**

I-77 contract is the worst contract ever negotiated. Should be illegal to be this incompetent and have the ability to execute contracts of this size. Should be cancelled immediately!

Tracking Number: 2HL2GW0822**Sent By:** [REDACTED] **Date/Time:** 8/18/2017 9:40 PM**Comment:**

Completely cancel the Cintra contract NOW!

Tracking Number: S3C2U529CH**Sent By:** [REDACTED] **Date/Time:** 8/19/2017 12:06 AM**Comment:**

I am against the i77 toll lane project with Cintra. Worst idea ever!

Tracking Number: GPNATKN7BH**Sent By:** [REDACTED] **Date/Time:** 8/19/2017 8:08 AM**Comment:**

This toll lane is a terrible idea that will only serve to limit growth and drive people and revenue out of Charlotte and the surrounding areas. It will do nothing to alleviate the current traffic problem. The only thing it's good for is making money for the toll company.

Tracking Number: 1706IIDYP3**Sent By:** [REDACTED] **Date/Time:** 8/19/2017 8:13 AM**Comment:**

The contract with Cintra is bad for Charlotte and will not allow us to continue to grow like we have been. With traffic getting worse and busier every day, we need the ability to add lanes as needed and not be held to existing lanes by a private company we may end up having to subsidize. Has a Cintra contract worked for any other city?! It won't work here either.

Tracking Number: 5AWUXX7Q2M**Sent By:** [REDACTED] **Date/Time:** 8/19/2017 8:18 AM**Comment:**

I saw a post on Facebook about the cintra contract for i77 tolls and that you guys would be considering feedback from the public. Keep the tolls - I honestly don't care. Toll lanes - as a state - are the least of your problems. Educating drivers and stricter road laws should be the state's concern if you ask me. I'm a Brit. I come from a country with static and mobile speed cameras on tons of roads, I come from a country that has automated cameras to catch you talking on the phone, whilst driving (unless handsfree) and issues you a fine automatically. There are SO many accidents here, and they're not accidents through acts of god or anything like that, they are from people - being stupid. I took my driving test in a moorville when I became a legal permanent resident. I was on the road for 7 minutes after axing the theory test. There is simply no way that instructor could have known I was a competent driver. I performed

an emergency stop and a parallel park... that was it, literally 500 yards from the dmV. There's a saying here that a lot of expats use - 'You found your license on the back of a cereal box' - and it's true, they'll just give one to anyone. This is what needs addressing - not worrying about toll lanes. People who care about that, are just people looking for an argument - it's a bullshit waste of time because they'll never be happy. So it costs a dollar to go one exit, so what? You don't have to use it. Other people like me who don't give a damn will use it, easing congestion in the two free lanes anyway... whatever. I will say this though, in the event of an accident in lane one, one lane of the toll lanes should be opened up for free until the traffic passes, then reestablish charges after it. If there is an accident in lane 1 and 2 or just 2 and blocking both - open up both toll lanes for free until it's safe to use the normal lane again. That's my 2 cents.

Tracking Number: 21KCBCJXQK

Sent By: [REDACTED] **Date/Time:** 8/19/2017 8:28 AM

Comment:

horrible horrible deal for all of us taxpayers, and cintra is a terrible company to boot. cannot believe its gotten this far into the process, and must end now.

Tracking Number: I4OOREL1YX

Sent By: [REDACTED] **Date/Time:** 8/19/2017 9:24 AM

Comment:

The toll lanes are a bad deal for this area. 50 years of infrastructure freeze leading to one of the fastest growing area is not a sustainable answer. The only people who this deal will help is Cintra. Don't pad their wallets by sacrificing your taxpayer's money.

Tracking Number: 60IHDGSHKP

Sent By: [REDACTED] **Date/Time:** 8/19/2017 10:02 AM

Comment:

As a daily commuter on 77, a voter and taxpayer, I encourage you to cancel this contract immediately and give us more general purpose lanes!

Tracking Number: ML1XOQ692A

Sent By: [REDACTED] **Date/Time:** 8/19/2017 10:46 AM

Comment:

Please cancel the I 77 toll contract. It is not a solution. Thank you.

Tracking Number: B34YKQDOM4

Sent By: [REDACTED] **Date/Time:** 8/19/2017 10:47 AM

Comment:

I think this is a disgrace, toll roads have done nothing for the people of the state. The only that they ever do is put more money into the hands of the government so that they can waste it on their own pet projects. I have seen this many times in the northeast. The people have paid for the toll roads with their taxes and now are being told to pay again for something they already paid for.

Tracking Number: R9O5BB5XGX

Sent By: [REDACTED] **Date/Time:** 8/19/2017 12:13 PM

Comment:

The toll road will make things on I-77 even worse, and is unfair to people who would be unwilling to pay so much money to be in a stretch of road for so little time. Open the roads to everyone, how it should be. Can't believe we have to tell you this as taxpayers.

Tracking Number: OOREOYKKB6

Sent By: [REDACTED] **Date/Time:** 8/19/2017 1:01 PM

Comment:

Cancel this contract. I own a business when I could 28 and this will totally shut us down. Last project on the exit 28 Bridge cost us 30% of our business.

Tracking Number: 0RVQ53A8H1

Sent By: [REDACTED] **Date/Time:** 8/19/2017 1:10 PM

Comment:

The conversion of EXISTING HOV lanes into toll roads in an atrocious contract is the most asinine decision. Please correct this and find an actual solution.

Tracking Number: INL8R32AAV

Sent By: [REDACTED] **Date/Time:** 8/19/2017 1:25 PM

Comment:

Completely cancel the Cintra contract NOW!

Tracking Number: G8KIPJ7J70

Sent By: [REDACTED] **Date/Time:** 8/19/2017 2:07 PM

Comment:

The toll lane contract should be cancelled and a State buyout should occur!

Tracking Number: PW4TDI8GMS

Sent By: [REDACTED] **Date/Time:** 8/19/2017 4:35 PM

Comment:

Pleeeeee cancel this dreadful mistake of the I-77 toll road at the Lake Norman area!!! What a HUGE greed-driven mistake this is!!! This traffic nonsense is affecting people's quality of life in this area, along with businesses being frustrated and leaving here!! It takes a ridiculous amount of time to travel this road to get to work, and all the tractor trailers on this road; which it is going to get much worse they say, with so many people ordering online now, and if these reasons are not enough, then last but not least!!!! is, if there ever was any disaster in the Lake Norman area, requiring a fast evacuation, NOW you are talking MAJOR MAJOR disaster and a possibility of a mass loss of life! (the nuclear power plant for one possible disaster)
Please hear our voices!

THANK YOU FOR LISTENING TO US! I speak for tens of thousands!

Tracking Number: SYI9QMEF5T

Sent By: [REDACTED] **Date/Time:** 8/19/2017 4:50 PM

Comment:

Please do not proceed with this contract. I think it will cost too much for users and it is silly that any tolls obtained do not stay within the state or country.

Tracking Number: NEC1SA33B7

Sent By: [REDACTED] **Date/Time:** 8/19/2017 11:09 PM

Comment:

Anything the NC Turnpike Authority touches is tainted. The mayor of Cornelius heads it...can we say conflict of interest? Cancel the pay to play contract...NOW!

Tracking Number: 7PF3YU700B

Sent By: [REDACTED] **Date/Time:** 8/20/2017 7:45 AM

Comment:

Please cancel the contract for the toll lanes for I-77

Tracking Number: R1S4YO7S7B

Sent By: [REDACTED] **Date/Time:** 8/20/2017 7:50 AM

Comment:

Please cancel the Cintra toll lanes now on I-77.

Tracking Number: CW7NQMC4SI**Sent By:** [REDACTED]**Date/Time:** 8/20/2017 9:00 AM**Comment:**

We do not want toll lanes!!!

Tracking Number: WFX5EQEQLO**Sent By:** [REDACTED]**Date/Time:** 8/20/2017 12:34 PM**Comment:**

As a Lake Norman citizen, the toll lane project has affected me deeply, not only as a commuter into uptown Charlotte for my job (takes me an hour on a good day to go one way of 27 miles), but also as a taxpayer. The citizens of LKN were screwed over by this back room deal by the State as well as local government with no opportunity for us to voice our opposition to a "done deal".

Fact, the toll lanes will not significantly reduce congestion.

Fact, the toll lanes (charging outrageous toll fees) only benefit a corrupt foreign company and not the citizens to which you serve.

Fact, you have made this central corridor of travel a deathtrap by allowing sub par construction take precedence over safety of your citizens.

I could go on about how further we were hosed by our state government (funds from our gas tax were "reallocated"; widening of 77 with general pupose lanes should have gone through the state's Strategic Transportation Initiative scoring system that most likely put the project in the top 10% of all projects, and would have outscored over twenty projects that are currently slated to receive funding to name JUST TWO OF MANY egregious issues), but i wont since you know them very well.

You should be ashamed of how poorly you serve the citizens in this area. It's disgusting.

Cancel the Cintra contract NOW and start serving the citizens fairly.

Tracking Number: CA839F1G9U**Sent By:** [REDACTED]**Date/Time:** 8/20/2017 1:19 PM**Comment:**

Terminate this damn Cintra contract NOW. Cintra is a provably corrupt, if not incompetent, company by its publicly known history across our country and elsewhere. We don't want toll roads or anything like it. Just add two general, NO COST lanes, PERIOD and then PLEASE leave our state ALONE!

Tracking Number: S4D4JG5469**Sent By:** [REDACTED]**Date/Time:** 8/20/2017 3:38 PM**Comment:**

I write to express my opposition to the Cintra contract for I 77. I - like so many others in the public and in our business community ask that you completely cancel the Cintra contract. Thank you!

Tracking Number: D2S3PI49IO**Sent By:** [REDACTED]**Date/Time:** 8/20/2017 5:05 PM**Comment:**

Please cancel the toll lanes contract.

Tracking Number: G4SU7WYO9P**Sent By:** [REDACTED]**Date/Time:** 8/21/2017 10:55 PM**Comment:**

Cancel this ridiculous contract. Obviously, this was never an even mediocre plan. Listen to us citizens that have to live with this!!!!

Tracking Number: T3FR699JL5**Sent By:** [REDACTED]**Date/Time:** 8/22/2017 10:47 AM**Comment:**

As a low income family in Charlotte I don't feel like any consideration has been given to the impact of tolls on the citizens as a barrier to work. I currently have a job in Mooresville that I will have to quit given current state of travel time and if tolls are only option to get there at a decent time. Roads are being built everywhere in this state why is the biggest metro area the worst in keeping up with needs.

Tracking Number: 7H2QO77VLP**Sent By:** [REDACTED]**Date/Time:** 8/22/2017 12:44 PM**Comment:**

Please cancel this contract for the toll lanes. Most people in North Mecklenburg and South Iredell do not want this project and therefore will most likely not use the toll lanes. I personally would rather sit in traffic than pay hard earned money to a foreign country. Also, riding for free is not possible and down right false, you must purchase/lease a transponder to use the lanes and that is not "free". The number of people using the toll lanes will be much lower than the projected numbers used to justify this project and will ultimately end in bankruptcy. Again please cancel this contract.

Tracking Number: 2XYOTIY5YX**Sent By:** [REDACTED]**Date/Time:** 8/22/2017 5:38 PM**Comment:**

Cancel this contract!

Tracking Number: PVDH98S5U2**Sent By:** [REDACTED]**Date/Time:** 8/22/2017 9:00:54 PM**Comment:**

I travel throughout the country and am never as disappointed as when I return home to the way NCDOT and CRTPO have neglected the I-77 corridor over the last 40 years. To make citizens pay for their neglect is insult on top of injury. I would request that when NCDOT displays the project cost they add the citizens share of toll revenues over 50 years. If people saw the true cost to NC citizens funneling profit to private overseas investors no one would agree to such a sham. Please fix it before it's too late.

Tracking Number: 9VC0HL6CS9**Sent By:** [REDACTED]**Date/Time:** 8/23/2017 4:36:23 PM**Comment:**

Completely cancel the Cintra contract NOW!

Tracking Number: WSBJC51LQO**Sent By:** [REDACTED]**Date/Time:** 8/23/2017 6:12:33 PM**Comment:**

This looks nice on paper. But the constant lane changes cars will be making in and out of the express lanes will only slow down traffic more. And if traffic is slow in the general lanes people who have to exit out of an express lane and can't merge because of stand still traffic will cause backups in the express lanes. And how is the transponder supposed to know if you have three plus people in your car?

Tracking Number: AHIUDVNWFC**Sent By:** [REDACTED]**Date/Time:** 8/23/2017 6:49:17 PM**Comment:**

\$100,000 of tax dollars to a consulting firm to tell NCDOT what it should have already known from the beginning of this project - the public most impacted does NOT support this approach to improving travel on one of the most heavily travelled Interstate corridors in the country. Ceding control of our highways to a foreign firm for 50 YEARS adds insult to injury. We need to find the most viable alternative to ending this contract while still providing improved travel on the continually growing corridor of I-77 from Mooresville to Charlotte, which must accommodate national as well as local traffic.

Tracking Number: EC6P9NACQL**Sent By:** [REDACTED]**Date/Time:** 8/23/2017 6:52:43 PM**Comment:**

The cost of using these toll lanes eventually will impact the area residents. You may never collect enough tolls to validate the costs. Additionally, who will make up any shortfalls if not enough daily tolls are collected to meet contract requirements? Who will improve or add additional roads, reported as a contract violation, that compete directly with the toll lanes for the next 50 years? Who will determine usage needs of large commercial trucks that cannot use these toll lanes or out of state traffic that will not have access to transponders. Come on NCDOT, use your head, this is not serving anyone but special interests. The people of this area have voiced their opinions tirelessly over this I-77 toll for several years and the state political officials have routinely turned a deaf ear to citizen concerns and went right ahead with their plans. Do the right thing, eliminate this wrong toll road usage, improve our I-77 without tolls. We all pay gas taxes for road improvements, use this money and quit punishing Lake Norman area I-77 residents.

Tracking Number: UKP5SN5BAW**Sent By:** [REDACTED] **Date/Time:** 8/23/2017 6:58:44 PM**Comment:**

What a disaster! Terminate the I-77 toll road!

Tracking Number: QORHHQH2Y7**Sent By:** [REDACTED] **Date/Time:** 8/23/2017 7:24:09 PM**Comment:**

This project is a disaster for the Lake Norman region. This is impacting friends, family, and coworkers. It's an assault on our quality of life. Our leaders completely disregarded our opinions and acted in their best interest. I will not give one penny of my hard earned money to a corrupt foreign company. Please do the right thing and cancel this contract.

Tracking Number: 48OPTKBT8T**Sent By:** [REDACTED] **Date/Time:** 8/23/2017 8:59:19 PM**Comment:**

STOP THE TOLL LANES, we already pay too much taxes and fees

Tracking Number: LFYRFQ6TI9**Sent By:** [REDACTED] **Date/Time:** 8/23/2017 9:07:49 PM**Comment:**

I do not believe there should be toll roads on I77 and I think the Cintra contact should be terminated as per the recommendation of The Mercator report. A vast majority of the population agrees. This contract is not in the best interest of the people of Mecklenburg co or North Carolina in general. Thank You.

Tracking Number: O11YAI6IDP**Sent By:** [REDACTED] **Date/Time:** 8/24/2017 9:53:12 AM**Comment:**

I live in Huntersville, NC. I am against the use of toll lanes. We have had some of the highest gas taxes in the southeast for years. Stop wasting the money and terminate this contract. After that ask the Attorney General to investigate who received kickbacks to do this in the first place.

Tracking Number: 1QW4CWIO5Y**Sent By:** [REDACTED] **Date/Time:** 8/24/2017 1:30:02 PM**Comment:**

I live in Huntersville along the I77 corridor. The new lanes are now being completed but I doubt very seriously that it will reduce the traffic congestion since most drivers will avoid using the express lanes due to cost. Because of the congestion on I77, our secondary streets (Statesville road and others) are also clogged with excessive traffic. This will likely continue also due to the fact that most will not pay for using the express lanes. If we lived in NJ where people are used to paying for tolls it might be different. These will be the only toll roads in all of the Charlotte. I seems very unfair to force people that live in this area to be the guinea pigs to this P3 experiment. I have not talked to one person thus far that approves of this project leading to toll lanes. The project should be renamed "I-77 Unused Toll Lanes" vs your current title. Please reconsider and make this a normal state funded project where our taxes will be used to satisfy

the needs of all citizens, even those of us that live in the Lake Norman area. Respectfully Jeffrey A. Schubert

Tracking Number: JYMFYIMIGP

Sent By: [REDACTED] **Date/Time:** 8/24/2017 1:34:46 PM

Comment:

Having moved here from Austin, Tx, I've grown to enjoy riding up and down I-77. After a few years, it had become so congested I was frustrated with the lack of infrastructure. When I learned the expansion project was on the books, I became overjoyed! After reading that it was slated to become a Toll road, I was livid!! I lived right off of SH-130 in Austin and most people did not use it. The toll road here (26 mile toll) only seems to penalize the residents along the I-77 corridor. When cities across the nation become populated with residents, infrastructure has to be in place to accommodate the growth. Tolls aren't the answer for inner (close proximity) city highways. Ban the Tolls for the I-77 project!!! Just expand the lanes!!

Tracking Number: 838CPR9JOU

Sent By: [REDACTED] **Date/Time:** 8/24/2017 2:06:52 PM

Comment:

I was at an event and was seated at the table with a very prominent person on the Charlotte City Council. The subject of I-77 toll came up and my husband and I expressed our disappointment since we live in Cornelius. This person stated that the Lake Norman people just want a "free" ride, and other than a Honey Bake Ham store.... what's really up there? It is obvious that the "public input" was greatly swayed by the people in Charlotte that don't really care about the Lake Norman area nor do they even know the area. This is shameful.

Tracking Number: BY5XDHQDKU

Sent By: [REDACTED] **Date/Time:** 8/24/2017 4:08:44 PM

Comment:

I drive I-77 death trap with my children Monday-Friday daily Huntersville to Mooresville (exit 31) to take my children to school. I am scared every time I drive it! I have had accidents occur right next to me with my children in the car. In addition, I am never sure if I will be able to pick up my children on time or if I will be able to reach them in an emergency because the roads are so unpredictable. In addition, when I-77 is backed up/shut down due to accidents, the secondary roads (which there is only ONE that reaches my children's school) are also at a grid lock. The toll road will NOT fix this situation. I, like so many Lake Norman residents, am unwilling to pay astronomical fees for the transponder rental, the higher tolls during peak hours and potential (which I hear is high) for over charges/fees that are difficult to fight if the toll operators bill the wrong plates. Please, I urge you to cancel this project and make these lanes public as our community deserves.

Tracking Number: BUDOFY613W

Sent By: [REDACTED] **Date/Time:** 8/24/2017 5:07:18 PM

Comment:

I don't understand how other parts of NC have multiple general purpose lanes and they really don't need them, but 77 and the north Mecklenburg/south Iredell counties are almost penalized for having too much traffic by creating a high-cost toll situation. Making tax payers who have already paid for the lanes to pay for them again and again through this project. The majority of people who live in this area are not wealthy and have no other alternative but to drive 77 on a

daily basis. We are late to appointments, picking up kids, God forbid there is an emergency, no alternative routes as suggested by Vi Lyles (as she played on FB during a CRPTO meeting where concerned. Itizens were speaking.) The contract is ridiculous and an all around bad deal for NC and its citizens. Please, please cancel the contract and give us the general purpose lanes we desperately need!

Tracking Number: VH356I6F6S

Sent By: [REDACTED] **Date/Time:** 8/24/2017 8:07:27 PM

Comment:

Cease plans to build HOT lanes on I-77 in the Lake Norman region and to continue the project with General Purpose Lanes.

Tracking Number: MKUNGRGACJ

Sent By: [REDACTED] **Date/Time:** 8/24/2017 9:21:15 PM

Comment:

Tolls are a bad idea. The current HOV lanes on I77 North are underutilized yet the number of riders will go from to to 3 AND you must purchase equipment and register. No congestion relief is provided for average taxpayers. The few wealthy drivers might not be impacted but the average driver will be. It appears that there would be great monetary incentives for congestion on the standard lanes. Is it really safe to promote lane closures and congestion. As someone who drives I77 everyday, the tolls are a dreaded thing. Since the ones who voted FOR these tolls don't have to drive it, it was an easy decision. How about watching out for the regular folks who pay taxes, fuel taxes, and road taxes. NO TOLLS unless you are willing to move here and drive them yourself. Raleigh has a toll beltway that has been a bust - please learn from that.

Tracking Number: VNN1K001DE

Sent By: [REDACTED] **Date/Time:** 8/24/2017 9:31:45 PM

Comment:

No consideration was given to the economic consequences of these toll lanes. There was no economic development study, no thought to the impact to our real estate, hospitality and retail markets, and no consideration regarding the lost revenue that our businesses are already starting to see. Increased road capacity is typically good for economic development, but this will not be the case in Lake Norman due to the guarantee of the even greater congestion the I-77 toll road plan will create. Also missing in the planning process for the toll roads was awareness of the number of parents and students driving to and from charter and private schools in the Lake Norman region, including 1,600 students at Pine Lake Prep, 1,597 students at Lake Norman Charter School, and 1,300 students at the Community School of Davidson alone! While paying to drive in the toll lanes might improve travel time to the Queen City, that luxury comes at the expense of tens of thousands of residents from Huntersville to Mooresville. Toll lanes at the lake is bad for our citizens, bad for our communities, and bad for our commerce! What does it say when every local elected official from the towns impacted as well as the county, state elected officials, and chamber of commerce who zealously have opposed this project say about the merits and future success of the plan shoved down our community's throat. It will fail miserably and be the poster child for why P3 projects will not work in N Carolina.

Tracking Number: X5HUUI10KF

Sent By: [REDACTED] **Date/Time:** 8/25/2017 11:20:20 AM

Comment:

Please cancel the contract with Cintra immediately. It was a poorly done agreement, and will have a long term negative impact on the entire area. I am firmly against it!

Tracking Number: M622EKEQAI

Sent By: [REDACTED] **Date/Time:** 8/25/2017 11:37:52 AM

Comment:

We have lived in 7 different states and have been in NC for 10 years. The decisions regarding funding of road projects never cease to amaze and annoy me. But, specifically regarding the I-77 toll lanes - why are you being so short-sighted? One lane isn't going to do it for 50 years? Why are we having to pay a toll to get to Charlotte when NC widened other highways (I-85) without a toll and in parts that have limited traffic - think north of Salisbury. We used to go into Charlotte for the theatre and dinner. We don't do that anymore because it can take an hour one way and I'm not paying a toll. You are impacting the economic growth of Charlotte with this project. Now that you've made this big mess, I think you should very quickly add a Parkway from either Charlotte or the north side of 485 up to Mooresville between 85 and 77 allowing people who live North of the city to have one more option to travel South on. If you move quickly, there is a lot of open land that hasn't been developed. I would expect if you are efficient, you could complete this in 5 years. It could be like the Merritt Parkway in CT, which is a very pretty road to travel on - but limit the exits to keep traffic flowing. Also, why haven't you widened the right turn lane on Davidson-Concord road at the Davidson/Huntersville line. If I want to turn on Sam Furr - 73 from Davidson-Concord Rd (heading South) there is often a line a 1/2 mile long to just get to the light. That intersection is a mess!! Thank you for giving me a chance to give you my input. I

Tracking Number: 00T640A8FO

Sent By: [REDACTED] **Date/Time:** 8/25/2017 12:14:58 PM

Comment:

I have many issues with the toll lanes, and most of them have been rehashed several times on this site. Safety concerns about cars crossing multiple lanes at once to exit the highway from the toll lanes and ineffective/expensive policing of adherence to the toll policies are only two of them. Mostly, I feel betrayed that other parts of the metro are getting more attention and the full use of my tax dollars. The I-85 corridor now has additional general purpose lanes and a custom-built rail line, paid for in part by my highway use taxes. But, when our leaders failed to negotiate right of way on an EXISTING rail line and said there wasn't enough money to build general purpose lines for the LKN area, they really showed that our area was not a priority. I feel that the public is willfully mislead at times. For example, on this site under the heading of 'Express Lanes: The Power to Choose', the first two lines are "Express lanes offer drivers a choice: Pay a toll and use the express lanes to avoid travel delays or continue driving on the general-purpose lanes for free." Our elected officials and the project leaders should never EVER refer to general-purpose lanes as FREE. Those lanes are paid for with our tax dollars. Anyone burning gasoline in this state is paying for those, whether they know it or not. Do not use the public's ignorance of their own taxation as a way to make them feel comfortable with your unfairness.

Tracking Number: 972T5QMHS

Sent By: [REDACTED] **Date/Time:** 8/25/2017 12:41:29 PM

Comment:

This toll lane contract should be terminated. I and most people I speak to will never use the toll lane to and from Charlotte. You are going to create a very expensive ghost lane and resolve nothing.

Tracking Number: 72P2I9XP36

Sent By: jhharris1 **Date/Time:** 8/28/2017 9:20:45 AM

Comment:

Forwarded to DOT User [Logann C. Graham] by [PIO] (jhharris1)

Sent By: acbarksdale **Date/Time:** 8/25/2017 9:28:08 AM

Comment:

Forwarded to [Turnpike] by [PIO] (acbarksdale)

Sent By: [REDACTED] **Date/Time:** 8/25/2017 9:21:50 AM

Comment:

Hello I am very concerned about the toll lane on I77. Please, please vote against the toll lane, it is not too late. Even though it will cost us, it will be worse if it goes in. The expense of the toll on young working people having to travel into Charlotte every day is astronomical. Also the tax payer will have to make up the difference if they don't receive their base amount. I've never heard of such a bad contract before 50 Years?? Are we crazy! Please reconsider - I know many, many businesses are against this horrible contract. PLEASE RECONSIDER Thank you.

Tracking Number: VHPIQIDUK4

Sent By: [REDACTED] **Date/Time:** 8/25/2017 12:42:34 PM

Comment:

This project should never have been established as a P3. We are dealing with a major well travelled interstate highway that should be in the hands of State control and maintenance. Contracting a foreign country and guaranteeing an annual payout for the life of the contract is crazy. I am appalled that our state NCDOT planners are now pushing back saying they didn't get enough public input in the beginning is irresponsible. There was plenty of resistance then as well as now. Fix it NCDOT. Do the right thing and take back ownership of the projects. Americans need jobs.

Tracking Number: AF391F6S4G

Sent By: [REDACTED] **Date/Time:** 8/25/2017 12:51:32 PM

Comment:

I am a UNCC student and actually studied public sentiment and local and state response to the toll lane issue, so I'm very in touch with the debate and both sides. I'm also a 2 year resident of Huntersville. I agree with the report that the public was not properly engaged, and even when they were, the facts were misleading or not given at all. Furthermore, the communities have very vocally been against this project, yet officials have continued forward with their own gain. Here's what I do see happening once this project is complete: - Additional congestion on the road due to all the merge points - Additional accidents: people will have to cross over from the on ramp, across 2 lanes of presumably stopped traffic just to enter the express lanes, and vice versa. Public opinion is already so low and against the use of this project, that NO ONE will let anyone merge in or out, causing road rage as well. - Negative impact on local economy: those taking the entire express route that would have stopped to eat or go to the lake otherwise, would continue all the way through to SC. Why even stop in Charlotte or Lake Norman just to have to cross over stopped or slowed traffic? Having open access general purpose lanes would prevent this problem, since people can enter and leave the highway when they want freely. - Impacted emergency response times: we've already seen it happen during construction multiple times. Ambulances and Fire Trucks can't get through the

congestion/barriers to save someone's life. Imagine that happening in the boarded up express lanes. Please, NCDOT. Take this report into consideration. Cancel the contract, and turn these into GENERAL PURPOSE lanes. If the construction must absolutely continue, and I really hope it doesn't for the sake of the state and this region, then please, take over operation.

Tracking Number: S53LGYEB74

Sent By: [REDACTED] **Date/Time:** 8/25/2017 9:56:34 PM

Comment:

I am a Cornelius resident who also works off 77 and Tyvola Rd. In the 20 plus years that I have lived in NC, there have been a few traffic projects that were not only unnecessary, but the time during the project building was unbearable. (Namely the Exit 28 DDD, The 77 HOV lane, Independence Blvd for the last 20 years... but I digress). This toll project was NEVER asked for, needed or wanted. All 77 needed was a few tweaks and widening to make it bearable. The toll project is an ill conceived and is a hardship to tax payers, travelers of 77 and will provide NO GAIN to the citizens. Even if it was a good idea, the toll pricing will be absolutely outrageous. Maybe .25 or .50 each way, MIGHT be acceptable. But \$8 or so each way is a crime against the people of the Charlotte area. We cannot afford that to go to work everyday. The answer (since 77 GP lanes have not been added) is to use 115 or 21 which are getting overused already from everyone avoiding the construction. This is a problem wrapped in a conundrum. Please cancel the toll project, add the GP lanes only and manage traffic in a safe and sane manner. the only ones benefiting are the builders and whomever they 'persuaded' into thinking this horror story was a good idea.

Tracking Number: KGL4QUFN5N

Sent By: [REDACTED] **Date/Time:** 8/26/2017 12:14:29 AM

Comment:

A 50-year contract is ridiculous to agree to in today's society. Especially considering the upcoming technology of self-driving cars. It has the potential to cripple the economy of Mecklenburg county because it puts financial decisions in the control of a foreign entity that has no interest in the community. I-77 has the worst consistent traffic in North Carolina and the completion of additional general purpose lanes should be at the top of the NCDOT project list.

Tracking Number: H7BJL9H0CV

Sent By: [REDACTED] **Date/Time:** 8/26/2017 7:07:50 AM

Comment:

Thank you for accepting public comments regarding the I-77 project. As a Huntersville resident for over 10 years, the project to date has been miserable. We're subject to unsafe driving conditions with the narrow lanes, debris, mis-marked lanes, uneven pavement and a longer commute every day into and out of Charlotte. We also are suffering from increased traffic on the surface roads, since people divert from 77 to 115 or 21 to avoid the work, and therefore further clog our town streets and the increased volume is degrading the quality of those roads as well. I'm sure the project doesn't include resurfacing those roads, but it should. We are in traffic for 15-20 or more additional minutes a day in each direction, increasing exhaust emissions, adding wear and tear to our cars, spending more on gasoline than before, and reducing the quality of life in the area due to the congestion, noise and unimproved commute to date. In the current plan, what are we looking forward to, as a benefit for the ordinary person? No additional travel lanes for us after 2+ years of construction that impacts everyone on the road. Zero benefit at all; we're just hoping enough people choose to take and can afford the toll lanes to reduce our traffic

in the non-toll lanes. This has been a frustrating experience for the thousands of people who commute every day, and I'm sure to those who try and travel through the region as the road is buried in traffic nearly around the clock in both directions. I'm sure an added non-toll travel lane will make an enormous difference to us, as well as a safer construction approach. We all understand projects need to be paid for somehow, but I-85 has been under some continuous local construction for decades and does not have a toll, 485 was built in the same manner, but 77 has lagged far behind in effectively supporting the traffic it bears. Thank you for providing a forum and for hopefully listening to us.

Tracking Number: LMVCCMN1M5

Sent By: [REDACTED] **Date/Time:** 8/26/2017 10:19:59 AM

Comment:

In response to the I-77 widening debacle, I would like to say toll lanes should not be necessary. Why aren't the high taxes we pay being used to build roads? To add insult to injury, we have been put at the mercy of a foreign country that can levy whatever tolls they wish for the NEXT 50 YEARS!!! What is wrong with this picture? If North Carolina has dug us into a hole we cannot get out of, for heaven's sake, get this project away from Spain and let the state run the roads. At least the money raised could be put back into paying the state back for our investment. And, whatever happens, do NOT leave I-77 torn up for the next 10 years while the legislature fiddles around trying to figure out what to do. No wonder people have no confidence in their elected officials. It is quite obvious that the welfare of the people of the state is not their priority. If it were, we would not find ourselves in this mess.

Tracking Number: TRL34M8FIJ

Sent By: [REDACTED] **Date/Time:** 8/26/2017 11:30:08 AM

Comment:

I have watched as the project grew in expected expense from "\$56.9 million cost (in 2009 dollars) to convert the existing HOV lanes on I-77 and extend one express lane in each direction" to over \$600 million ... 10 times initial projection. If road was HOV ... as the old road, which worked ... into Charlotte, cameras and expensive photo equipment would not be needed. I am also watching new bridges being reconstructed (at exit 31) needlessly, to justify added expense. Also northbound HOV lane between milepost 18 and 23 torn out. Seems there is a lot of waste ... and political games ... in order to justify increased cost. Express lanes are discriminatory toward those of low income who must travel the highway to get to work in Charlotte. It seems I-77 with wealthy neighborhoods at Lake Norman was targeted for the luxury toll lanes because some could afford them, while relegating two lanes to out of state traffic, commercial traffic, and low-income drivers. It should be noted that I-85 through Concord and NC-16 have been constructed as free roads during this same period of time. High income population is not as prevalent in these areas. The total population (poor and rich) will need to pay off the road if toll collection fails. Discriminatory roads should be illegal. Toll roads which require membership (as the I-85 toll road which requires a Peachtree pass) are discriminatory and harm tourist impression of an area. People from rural areas north of Charlotte who only occasionally use I-77 would not be allowed to drive on express lanes without "membership" in a club they would not often use. It should be noted that quality contractors would not accept the project. Cintra's credit rating is B+ at best, and it shows in their work. Cars are driving on pavement cut out in strips to remove paint strips. Reflectors are flying into windshields. Crashes have doubled because speed limit is high, and for other factors. Quality of care for the residents of the region and North Carolina in general is non-existent. Is there a kickback for representatives who pushed the project? I hope someone is looking!

Tracking Number: V5WD3ISW6I**Sent By:** [REDACTED] **Date/Time:** 8/26/2017 12:21:13 PM**Comment:**

I'm sure all the people that had anything to do with this contract are somewhere else enjoying their money. Anybody that would sign a contract like this had to get something in return. The former Governor was helped out of office because he wouldn't do anything about it so he got what he deserved. I wouldn't use the toll lanes unless my life depended on it. The fact that this contract was rushed to be signed and construction started faster than anything else I have ever seen from the fiefdom called NCDOT says that people had a stake in this moving forward in a hurry. No one signs 50 year no compete contracts. When I tell anyone from out of town about it they can't believe it either. I know that we are a stepchild to Raleigh and Charlotte but we pay a lot of tax and get nothing. If any votes for tax increases come up I will vote against it because I know it will not be used to help the northern Meck and southern Iredell towns even if promised. This project will hurt NC because the truckers are going to go to SC because of the congestion and they can't use the toll lanes even if they wanted to. Enough said I know all we will get is lip service.

Tracking Number: XNV4JLDW8I**Sent By:** [REDACTED] **Date/Time:** 8/26/2017 12:35:38 PM**Comment:**

Cancel the Cintra contact for the ridiculous and unfair I77 toll lanes.

Tracking Number: CCSLT3Y5F5**Sent By:** [REDACTED] **Date/Time:** 8/26/2017 7:35:35 PM**Comment:**

tractor trailer rigs will still be flying down the already existing lanes and those of us also using those lanes in small cars like me will be terrified (more than I am already am of them). maybe a lane should be designated for big rigs only and the other lanes for cars and no tolls. or charge tolls for the big rigs that tear of the roads and leave tire debris all over. I cant afford to pay tolls so I will be using regular lanes. I am not one of those people on the lake in a million dollar home. don't have extra money for tolls when I am trying to survive day to day.

Tracking Number: 4Y7B7IPOLI**Sent By:** [REDACTED] **Date/Time:** 8/27/2017 12:12:54 PM**Comment:**

I 77 project should not include toll lanes at all in my travels around the state of NC, I have noticed so far the triangle area with less traffic then I 77 corridor has the only toll lanes. The Southern end of NC appears to have the worst traffic issues, due to the lack of road expansions to keep up with the tremendous population growth. Mecklenburg county is NC. largest county meaning larger revenue, so why should they have to pay extra to drive in their communities If my memory serves me right several years back a county or 2 was offered DOT funding to widening a section of 321. However they declined and retuned several millions back to NCDOT stating, that 321 did not need more lanes. Now it appears that suddenly they see a need to widen 321 and millions are being spent to do so, I have also notice projects adding lanes to roads around Winston Salem, Greensboro and Lexington; that's more money that should have gone to the I- 77 project several years ago. My concern is also the back and side roads that will increase in traffic due to people who cannot afford toll fees or refuse to travel the toll roads, which could cause problems in the decision makers commute as well. Lets not make this project politics and

pettiness as usual but common sense,ethics and what best for the commerce of NC as a whole.
Sincerely [REDACTED]

Tracking Number: RGPSW5MNAW

Sent By: [REDACTED] **Date/Time:** 8/27/2017 1:24:25 PM

Comment:

As a new resident of Iredell County who must use I-77 to get to Charlotte for work and to see family I am dismayed to learn how the new project will actually work. I've lived in Charlotte and had a summer home at Lake Norman for over 50 years so I have seen the growth in population and traffic. Now I live at the lake permanently and cannot believe the cost of this ill-conceived project intentionally designed NOT to REDUCE congestion, only provide an alternative to it. An expensive alternative borne on the backs of people who live along the corridor. Trucking companies will suffer continued delays but not contribute to the cost of remediation. Vacationers and other travelers will continue to look for "any alternative to I-77." Locals like myself will try any side roads we can but even those are more and more congested. Friends in Charlotte are shocked when I tell them that I currently allow 90 minutes to go from my home off exit 35 if I have an appointment or work in Charlotte. At non-busy times (after 8pm) or Sunday mornings at 6:30 it only takes 45 minutes. The new toll road means I can either PAY to have flexibility to go to Charlotte or continue to contribute to ever-worsening congestion and pollution. This is a disgraceful example of cronyism politics ignoring the will of and impact on the people. We will not be quiet. STOP THE I-77 TOLL PROJECT. COMPLETE AND DELETE.

Tracking Number: T8QNDMHPRX

Sent By: [REDACTED] **Date/Time:** 8/27/2017 1:45:52 PM

Comment:

I still think the I-77 toll lanes are a good idea, I beck it 100%, as many of my friend do! I think the company that is having it built could do a much better job of PR, there PR people have dropped the ball about getting the facts in the news media!

Tracking Number: IQCGO54DP1

Sent By: [REDACTED] **Date/Time:** 8/27/2017 7:53:41 PM

Comment:

Transportation funding should be equitable and consistent keeping with changing growth patterns and urban corridors. The fact that I77 North had been ignored and far beyond adequacy is no reason to self fund. There should be a moratorium on all projects until these can be ranked and funded appropriately and the corridor cap clearly indicates there is no priority of needs in this state. Bring an appropriate baseline to all areas before toll lames are added and do not subject our tax payers P3 funding which had been strongly objected by constituents.

Tracking Number: Q9H3WLGAKY

Sent By: [REDACTED] **Date/Time:** 8/27/2017 11:34:29 PM

Comment:

I very much support the "complete and delete" plan !!!!! I live in The Greens at Birkdale at Exit 25 in Huntersville. Having toll lanes makes no sense at all....all we need are more lanes to handle the traffic flow from the 485 juncture all the way to Mooresville going both North and South. Why should travelers have to pay a company in another country to travel in a toll lane !!!!! Besides, regulating the fee to travel on the toll lane depending on the amount of traveling vehicles or time

of day makes no sense and will be hard on the wallets of our dear citizens. Scrap the toll lane plan !! Just give us more lanes and let the traffic flow and let visitors to our great area freely come to see us !!

Tracking Number: QS0XDRXK0L

Sent By: [REDACTED] **Date/Time:** 8/28/2017 7:18:37 AM

Comment:

I have carefully reviewed and have been involved with the history of this project. Economically continuing with this project makes no sense. It will cost the Lake Norman area billions (est. \$33 to \$40+ billion according to two reputable sources) over the life of the contract, yet it will cost less than \$250 million to buyout Cintra and complete the project. That should be a no brainer. Politically the population in the region have felt betrayed and lied to at every turn in an effort to protect the contractor, and there is substantial evidence to support their claims. This project has been the cause of several local politicians and the governor of NC losing their jobs. If the state continues to ignore the wishes of the people, there will be further political consequences to be paid. The prudent thing to do is cancel the contract and widen I-77 with general purpose lanes.

Tracking Number: FQN48TCQ3A

Sent By: [REDACTED] **Date/Time:** 8/28/2017 7:19:29 AM

Comment:

Please complete the I77 project and buy out the contract. This is the only logical manner to address this mess.

Tracking Number: 120MUL7FGK

Sent By: [REDACTED] **Date/Time:** 8/28/2017 9:54:49 AM

Comment:

There should be no toll lanes at all between Charlotte and Mooresville,if I-85 can be widened without toll lanes then the same reasoning should apply to I-77.How anyone can sign a contract which ties the state's hands for 50 years is inexcusable and borders on being criminal and whoever was responsible should be punished.

Tracking Number: B07BHGBXYK

Sent By: [REDACTED] **Date/Time:** 8/28/2017 11:14:55 AM

Comment:

We are totally against the toll roads! & the 50 yr. contract! Please stop it!! [REDACTED]
[REDACTED]

Tracking Number: NMBC4I6TBK

Sent By: [REDACTED] **Date/Time:** 8/28/2017 11:51:10 AM

Comment:

I want you to know how truly disappointed I am in how catastrophic this project is on where I live. Just to demonstrate how dangerous and frustrating the construction is and ultimately what the road will look like I use all secondary roads to travel to and from in Charlotte every day. By compressing all general purpose traffic on two lanes instead of expanding you have created a

disaster. It's incredibly frustrating and irresponsible of NCDOT. Its time to own up to this mistake and change course!

Tracking Number: B9G0PYN0L2

Sent By: **Date/Time:** 8/28/2017 1:49:47 PM

Comment:

(Post 1 of 2) Regarding the criticism that NCDOT was remiss in their communications regarding the Express Lane project: Citizens or electeds supporting the project, if they speak up, are subjected to public humiliation, to threats of personal violence and business boycotts—which explains why you haven't heard much in the way of support. Elected leaders and community leaders, cloaked in the authority of their positions, held public meetings but would not include NCDOT officials or would expressly prohibit them from attending thus to further their anti-toll narrative without contradiction. Once the lawsuit was filed by Widen I-77 it is likely outside counsel limited public comment by the NCDOT. Perhaps an intended consequence of filing such a long shot lawsuit to begin with—since that would silence those who could counter the misstatements and opinions that were touted as absolute fact. To demonstrate their seeming opposition to the project, a group of electeds in a meeting publicly humiliated DOT officials by questioning their integrity and professional competence. Presentations by DOT officials subsequently ended. Citizens have heard an exaggerated negative narrative about the project by design. Public officials and community leaders who had an obligation to facilitate unbiased public discussions about the project have failed miserably. It is no wonder that there is anger and opposition.

Tracking Number: U18JHFEKDQ

Sent By: **Date/Time:** 8/28/2017 1:50:52 PM

Comment:

(Post 2/2) The larger issue however is the motivation of the electeds and community leaders who "oppose" the project. First, this stopped being about a road and became a vehicle (pun intended) to establish and consolidate political power. Leaders bragged that once they took down the governor and stopped this project that Raleigh will quake when their names are spoken. Citizen groups have been fueled by ego driven leaders who have suddenly found relevance. To their credit this very small but potent group has dominated the discussion abetted by lazy media. Their more radical members post veiled death threats and vulgar comments on social media. They refuse to acknowledge the regulatory, financial and political realities of why a P3 project is the best solution for this corridor. In private most of the Lake Norman area electeds are not opposed to the project but knowing that the likelihood of its being cancelled were non-existent, they had the luxury of publicly opposing the project and its supporters. By passing meaningless resolutions, writing worthless letters and filing DOA legislation they keep the anti-toll vitriol away from their door while preserving their spot on the front row for the ribbon cutting. The bottom line is the managed lanes and the associated bonus allocation projects will transform Lake Norman with 21st century transportation options. Please let the project continue as planned and don't be distracted by those who have ulterior personal motives

Tracking Number: 57DJUKXQ6T

Sent By: **Date/Time:** 8/28/2017 2:26:58 PM

Comment:

We live in the world of social media. Unfortunately too many believe information posted but not backed up by facts. Too many listen only to information they agree with and disregard the rest. The opposition are well organized and use bully tactics to intimidate others. Some elected officials have also joined in, it happened to me. It's not surprising there is a silent majority and

that elected officials who were for the project before they were against it choose not to lead but continue to pacify those against. The project has become a cause celebre. It's given some people relevance, others a sense of power but to what end? The opposition hasn't offered a viable alternative. They have declared war on Charlotte, wanting to be treated as separate from the city yet Lake Norman Visitors & Convention Bureau uses the tag line "The Lakeside of Charlotte". You can't have it both ways. Laughable that officials and some local businessmen continue to claim an interstate is a local road. You can't claim the road project is an economic disaster while continuing to celebrate all the businesses moving to the area. You can't claim "tolls" will devalue homes when prices are skyrocketing and inventory of available homes is thin. The contract should stay in place.

Tracking Number: OSBVG1Q038

Sent By: [REDACTED] **Date/Time:** 8/28/2017 2:52:31 PM

Comment:

I am writing to express deep concern over the I-77 Express Lane project. The traffic situation here has ruined the beauty of living in this area. So many people are considering moving away from it. Toll lanes and the ridiculous conditions that go along with it (high tolls, no further expansion for 50 years) are absurd. Please re-consider and just make additional lanes for all travelers.

Tracking Number: YMH8C29TW3

Sent By: [REDACTED] **Date/Time:** 8/28/2017 4:02:09 PM

Comment:

Hello, We are for the widening of I-77 and we are for the toll - as long as the toll charge is reasonable. We are so sick of sitting in Charlotte traffic every day. We live in Mooresville, My husband has to leave by 6 am every morning in order to reach his office near the airport. We have given up trying to get to Birkdale, to go to downtown Charlotte to restaurants, theater, etc. It is not worth the hassle of sitting in traffic - even on the weekends. We would love to see light rail! Let's get it done! No more delays. Thanks, [REDACTED]

Tracking Number: C1EK6DE5DA

Sent By: [REDACTED] **Date/Time:** 8/28/2017 4:15:44 PM

Comment:

I dont think the express lane is going to make a difference. no one wants to pay to go on the express lane, it still doesn't solve the issue there's too many cars for 2 lanes. I think it needs to be 3-4 lanes either direction would help with traffic. not another thing you have to pay for to get where you need to be going which shouldn't cost you money to skip traffic

Tracking Number: 1M0110H6NM

Sent By: [REDACTED] **Date/Time:** 8/28/2017 8:06:58 PM

Comment:

The addition of a managed toll lane in each direction on I-77 is simply a terrible idea. I travel all over North and South Carolina for work and it's very frustrating to see many un-needed road construction projects going on in less populated areas while we in the economically vibrant Lake Norman area are told we get nothing but toll lanes, We need an additional general purpose lane in each direction period. I think it would be fine if trucks were prohibited from using this lane (allowing it to be built at a lower thickness as planned) I think adding a 4th lane from Cornelius

down that is tolled would be ok. If we move forward with the toll lanes it's going to hurt businesses and homeowners in the Lake Norman area.

Tracking Number: SIY339E78J

Sent By: [REDACTED]

Date/Time: 8/28/2017 9:00:39 PM

Comment:

Background: I am an engineer whose responsibilities have included the economic analysis of alternative plans involving billion dollar facilities. I have also negotiated multi-million dollar contracts. The project will fail since trucks will be in GP lanes. The toll lanes cannot support trucks. However, trucks are the most likely vehicles to be willing to pay a toll. The crossovers will be an incentive for road rage. What should be the response? 1. Terminate the contract as quickly as possible to allow changes to take place before funds are wasted on structures that will either not be needed or insufficient such as barriers and the current under-built express lanes that cannot support trucks. 2. Eliminate managed lanes. 3. Rebuild the new lanes to Interstate standards. 4. Eliminate plans for direct connections and new bridges. They will only serve to add to and slow traffic, 5. Revise the funding plan using the new prioritization process. In the meantime, borrow money to complete the project without P3 complications. 6. Address the problems that cause traffic to slow. For example, extend the entrance and exit ramps beyond current standards to reduce the impact on traffic flow caused by each interchange. Traffic slows at every interchange during heavy traffic. Extending ramps is a low cost solution. If there is less than 1.5 miles between interchanges, join the two ramps as a complete lane. Add signs to entrance ramps to educate: "Accelerate to traffic speed to merge".

Tracking Number: KSBIS6RQOM

Sent By: [REDACTED]

Date/Time: 8/28/2017 10:03:17 PM

Comment:

I encourage the state to assume responsibility for completion of the project as it should have been in the first place. The cost as laid out in this report is not a penalty but a buyout of work completed. As a Charlotte resident I'm discouraged we have shortchanged our region and not kept up with basic needs. As I drive through other areas I'm dismayed at the inequity that exists in highway dollars in this state. Rural areas that don't need it and more capacity than largest metro area. As the report says alternative approaches were never even given a possibility and is was before STI changes. Please make changes quickly before the damage is done. Our region and state must remain competitive. SC is winning with lower taxes all around while our citizens and business have paid the cost.

Tracking Number: 61NJBDR0I

Sent By: [REDACTED]

Date/Time: 8/29/2017 6:08:42 AM

Comment:

From the very beginning, the majority of the people living in the North Mecklenburg communities have been against this project since the roads would be tolled. Public officials voted too quickly and against the wishes and common good of the people and pushed this project through. The burden it will have on people who must commute to Charlotte and beyond on a daily basis is very unfair. With the prices they are talking about charging per one way trip, many people will not use the lanes and the existing roads will be just as clogged up and the state will end up having to pay the lease company extra money each year. There has to be a better way. Much talk is being given to businesses and people moving to Greenville, SC to avoid this expense. They are working on updating major roadways now and posing themselves to gain from our stupidity. The company in charge has such a horrific track record it surprises me that such educated officials would even get involved.

Tracking Number: 3R6HWW0SWK**Sent By:** [REDACTED] **Date/Time:** 8/29/2017 6:58:20 AM**Comment:**

This is the most ludicrous contract ever conceived....Perhaps you should look at the development taking place just north of exit 36 (I 77) up to exit 42.....to think no additional lanes from 36 north for fifty years is extremely short sighted.....actually absurd!!! To give this project to a company with its poor history is also short sighted. This project should NOT have tolls and contain 4 lanes from exit 10 all the way to I 40 junction.... CANCEL THE PROJECT. It will be cheaper in the long run....

Tracking Number: S65C672UGC**Sent By:** [REDACTED] **Date/Time:** 8/29/2017 3:22 PM**Comment:**

I would like to express my negative feeling about this project. I don't feel like a single lane is going to improve traffic flow. The contractors ability to control the construction of future lanes allows for a system which the contractor controls, I assume based on profits or lack their of. I also feel like this toll road is going to impact growth throughout the Lake Norman area. Please consider exiting this contract and return control of this road and growth to the State of North Carolina.

Tracking Number: 6M8E4840GE**Sent By:** [REDACTED] **Date/Time:** 8/29/2017 4:21 PM**Comment:**

One of the reasons I moved to Davidson 15 years ago was because light rail was being planned from the this area to Charlotte. Now traffic is worse than ever, no light rail just a toll road under construction. I/77 is a nightmare but a toll road is not going to help. I will not pay one penny to use it.

Tracking Number: 3DYSOHK8AA**Sent By:** [REDACTED] **Date/Time:** 8/29/2017 8:29 PM**Comment:**

Reading this document only solidified my opinion that the toll roads on I-77 will not be a viable solution to ease the current traffic conditions. Furthermore, this construction will further reduce the safety of the motorists driving on the roadway after construction is complete. As a almost daily driver on this road, it saddens me to know after enduring all the delays the construction has caused, that it will not help the traffic issue for middle income people like myself. The only people who will benefit from the toll lanes will be the upper class commuters who drive BMW's and Mercedes, work in Charlotte, live on Lake Norman, and can afford the toll fees. I'm sure most will add the toll expense to their expense account. The rest of us commuters will be sitting in the traffic every day, watching them fly by in the left toll lanes.

I'm aware of the politicians who voted for this debacle, and plan on exercising my rights as a US citizen, and do my part to vote hem out of office. Please do the right thing and add the general lanes that you should have in the first place.

Tracking Number: JVJPXOV1EQ**Sent By:** [REDACTED] **Date/Time:** 8/29/2017 9:05 PM**Comment:**

Thank you for finally listening to constituents that don't want this project. Officials told it was this zor nothing. There should be investigations for why this came to be. There needs to be fairness across the state in proper funding of basic needs and we have been failed at multiple levels. We are not this NC. Maintain adequate interstate travel without tolls for all people regardless of income. This is of regional and National importance. How are our peer States beating us!

[REDACTED]. Charlotte, NC

Tracking Number: 9PS9UO5LP2**Sent By:** [REDACTED] **Date/Time:** 8/30/2017 1:34 PM**Comment:**

We support Complete and Delete!

Tracking Number: 4WJ9BN7B1Q**Sent By:** [REDACTED] **Date/Time:** 8/30/2017 3:02 PM**Comment:**

Sirs:

I am writing to recommend the "complete and delete" option for I-77. In my opinion this scenario would add extra lanes with trucks using designated lanes. Ideally these extra lanes would be toll-free or a second choice would be state-run toll lanes. If the final decision is for toll-free lanes, there would be no need for toll collecting infrastructure.

Calling the cancellation of the contract a "fine" is a misnomer. The state would be paying for a completed project.

Thanks for this opportunity to comment.

[REDACTED]
Huntersville, NC

Tracking Number: IAM4FENDC4**Sent By:** [REDACTED] **Date/Time:** 8/30/2017 4:50 PM**Comment:**

I'm all for a quicker way to work, but I cannot afford to pay expensive express lane fees. Why not have the fees be based on how long you'll be on the express lanes, like many toll roads work. I should not have to pay the same fee to drive 7 miles on the express lanes as someone who is driving the entire 26 miles.....

Tracking Number: CSQD7ECIU4**Sent By:** [REDACTED] **Date/Time:** 8/30/2017 5:53 PM

Comment:

I am in support of the "complete and delete" plan for I77. The recently released report by Philadelphia-based Mercator Advisors provides helpful info. But complete and delete is essential now. The people have spoken.

Tracking Number: 18OMF90TWE

Sent By: [REDACTED] **Date/Time:** 8/30/2017 7:56 PM

Comment:

I support the concept of express toll lanes. I think the lanes will give commuters an incentive to either take public transit or to carpool which will reduce the number of cars on the road, which I believe is the only way to reduce congestion. The lanes will also give a single driver or 2 person cars the option for a faster commute if they choose to pay for it, at the same time not being forced to pay tolls like in other cities such as Miami. I believe adding only general purpose lanes just eventually just leads to bigger gridlock as drivers have no incentive to take their car off the road. As a public transit user, I look forward to being able to use the express lanes once finished for a quicker commute to Charlotte from Huntersville. Some possible ideas for improvement would include letting carpools use the lanes with 2 people instead of 3 people at no cost. I would also like to see single users of electric cars able to use the express lanes at no cost as well.

Tracking Number: 22M9M6MMCM

Sent By: [REDACTED] **Date/Time:** 8/31/2017 7:43 AM

Comment:

This was a bad deal from the beginning...if the state can get out of this...at any cost, I am for that.
Think what the parallel roads to 77 will become...

Tracking Number: 9DJM3IPOVD

Sent By: [REDACTED] **Date/Time:** 8/31/2017 9:23 AM

Comment:

complete and delete this terrible project
PLEASE CHANGE THE STATUS OF THESE LANES AS THEY ARE NOW

Tracking Number: E06Y8UVBM3

Sent By: [REDACTED] **Date/Time:** 8/31/2017 1:12 PM

Comment:

I respectfully request that you convert the toll lanes of the I77 project to general use lanes. The traffic is not just inconvenient but unsafe. Quality of life in this area is declining. I never thought I would want to leave the state, but South Carolina may be a better place to live. I will shop on Amazon and cook at home to avoid the traffic. Please, please no tolls!!!

Tracking Number: BYJ2OF0MJK

Sent By: [REDACTED] **Date/Time:** 8/31/2017 2:19 PM

Comment:

NCDOT is spending my tax dollars on highway projects all over NC in much lower traffic areas than the I77 corridor between Charlotte and Mooresville. I do not believe that a toll lane will solve the traffic problem nor do I understand why I as a local resident should be forced to pay to solve this problem.

Tracking Number: T9JL6L6F52**Sent By:** [REDACTED]**Date/Time:** 8/31/2017 2:20 PM**Comment:**

Complete and delete !!!!!

Tracking Number: PEVPIU1CRX**Sent By:** [REDACTED]**Date/Time:** 8/31/2017 2:26 PM**Comment:**

I am completely against the current tool road plan for I-77.

I feel cheated by the state that would allow a company well known for poor business practices to work here. I also feel that the contract is a bad deal for our local residents and would not fix the traffics issues here. We need a fair and transparent deal that gives us a real expectation of traffic congestion relief.

Tracking Number: 2Y6OFT5EE1**Sent By:** [REDACTED]**Date/Time:** 8/31/2017 3:31 PM**Comment:**

I support the "complete and delete" for I-77 widening project. It will affect negatively the area for 50 years. The public does not want toll roads.

Tracking Number: KJUAKKKHWY**Sent By:** [REDACTED]**Date/Time:** 8/31/2017 4:25 PM**Comment:**

I am against the I-77 toll road. I live in Mooresville and experience the traffic of 77 on a regular basis. I limit my travels anywhere the requires me to use the road, and take alternate routes whenever possible. As a stay-at-home mom of 4 young kids I purposely choose activities that keep me away from Cornelius, Huntersville, and anywhere in Charlotte just because of the traffic.

I believe 77 needs to be widened, but not with a toll road. The taxes I pay should be used to widen the roads. I think the tax money should be redistributed to fill this need for our state. I am okay paying the fine to release the contract with Cintra so that we can have roads that don't require a toll. Please cancel the toll roads, and build us more lanes!

Tracking Number: S0KMA2VU81**Sent By:** [REDACTED]**Date/Time:** 8/31/2017 6:20 PM**Comment:**

I am outraged over this toll lanes fiasco! I grew up in Charlotte and our family has had a home

on Lake Norman since the 1960's. My sister now lives in our family home. She is retired on a fixed income but travels to Charlotte frequently, as does her husband. I am a single mother with a young child and we like to visit often with my sister. What has been explained to me about these toll lanes is absolutely unacceptable! The people who live and work in the immediate region have overwhelmingly said they DO NOT want the toll lanes - both the expense AND the fact that the toll lanes will provide NO relief to the congestion - especially the fact that toll lane fees will INCREASE based on heavier congestion in the other lanes! So the people who are able and willing to pay more can enjoy the toll lanes or take advantage of it on occasion when they are traveling through - but what about the people who LIVE here and need to use this stretch of I-77 on a regular basis? This plan provides no fair, reasonable relief to the increased congestion of the last decade, which is considerable. So the people who live and work here have to bear the burden and provide the funds to support those traveling through?? Plus, trucks aren't allowed in the toll lanes, so they will be with all the "poor folks" who can't afford the fees traveling in the old outer, even more congested lanes - great! This isn't an "express" toll lane anyway - I thought toll lanes were to help keep traffic moving more quickly through a region and thus offered fewer exit/entrance ramps - in this plan, I've never seen so many planned exit ramps in such a short distance! There are SO many people who are SO angry about this whole thing and we are incensed that we have not had opportunity until THIS LATE in the process to fully understand exactly what was happening with this particular plan and given such ridiculously short timeframe to express our anger and concerns. This madness could have been avoided if this had been vetted properly in the first place - do not even want to hear about the "exorbitant penalty fees" from the vendor if anything is changed at this point in the construction. DO THE RIGHT THING and continue building the lanes if you must - but do NOT operate them as toll lanes - just allow them to be additional lanes for ALL traffic at no cost to the taxpayers who live right here and use I-77 as a daily/weekly part of their normal driving route.

Tracking Number: WM6KCFNMT2

Sent By: [REDACTED] **Date/Time:** 8/31/2017 7:16 PM

Comment:

Please stop this debacle. No one will use the toll lanes. The overflow is going to shutdown the other roads that feed this area due to congestion and this can't be improved for 50 years. This is the most knuckleheaded decision I have heard of in a while. Also the people had no input into this decision. Just buy it out, and widen 77 so people can move freely from Charlotte to Mooresville.

Tracking Number: SXEMCMRWMG

Sent By: [REDACTED] **Date/Time:** 9/1/2017 8:28 AM

Comment:

I think making the widened I-77 lanes toll roads are a great dis-service to the community and tourists alike. I believe the community and public should have access to these widened roads under general purpose/traffic lanes.

Tracking Number: DGKY9HCJ6B

Sent By: [REDACTED] **Date/Time:** 9/1/2017 9:05 AM

Comment:

I travel I-77 a few times a year, the last time traffic was terrible, like an accident waiting to happen. I was wondering if NCDOT is planning to switch to working on the road during the night

to free up traffic during the day?
Thank You

Tracking Number: BPYI9ECI3M

Sent By: [REDACTED] **Date/Time:** 9/1/2017 10:33 AM

Comment:

I do not see any problem with this project. Historically turnpikes and toll roads have been very common. Those who do not want to pay do not have to use it.

Tracking Number: RMJOYYQHFB

Sent By: [REDACTED] **Date/Time:** 9/1/2017 2:22 PM

Comment:

To whom it may concern:

?I travel on I- 77 almost daily. I strongly oppose a toll road, especially a toll road that does not have a set price. I favor completion of the project and then cancellation. Complete and delete.

Yours truly,

[REDACTED]

Tracking Number: PD0XGVIB5R

Sent By: [REDACTED] **Date/Time:** 9/2/2017 10:19 AM

Comment:

I believe that the current design of the express lanes limits the Lake Norman area in terms of economic growth potential, job growth, and future competitiveness. The road has needed an additional lane for the last 10 years and now entering a contract that limits the ability to add any additional lanes for 50 years is extremely short-sighted. In addition, the limitation of no truck traffic on the new lanes will further hamper business and commerce growth in the I-77 corridor thus hurting future job growth. One only has to look at the I-85 lane expansion on the northeast side of Charlotte to see how the I-77 expansion could be handled in a similar manner.

Tracking Number: Y22SXA15EL

Sent By: [REDACTED] **Date/Time:** 9/2/2017 1:23 PM

Comment:

I believe the Cintra 50 year contract should be canceled. It is not in the best interest of our affected towns or NC as a whole. The lanes should be completed immediately as general purpose lanes. We all pay for roads through taxes and therefore we should all be free to use any and all lanes constructed. Thank you.

Tracking Number: CW7YQS7QQI

Sent By: [REDACTED] **Date/Time:** 9/2/2017 1:29 PM

Comment:

I support the complete and delete plan wholeheartedly.

Tracking Number: D6IPC682R9

Sent By: [REDACTED] **Date/Time:** 9/2/2017 1:59 PM

Comment:

Please stop the TOLL Lanes! Once you get to exit 23 S and opens up an additional lane, the traffic starts to flow. Another general lane is needed, not a toll RD. that is cost prohibitive for most and an embarrassment for travelers coming thru our county!

Tracking Number: 908H6N5J1Y

Sent By: [REDACTED] **Date/Time:** 9/2/2017 2:04 PM

Comment:

Please do not let the TOLL Roads continue. Another lane for general traffic should ease up the traffic significantly. Also regarding the HOV/commuter lane...suggestion, as the do in California, have the lane "must meet over 2-3 people in the car during HI Traffic hours, and open it up for general traffic during slower ...so HOV during 6:30-9:30am and 4-7pm, General use OTHER TIMES outside of hi traffic . But NO to the TOLL Lanes

Tracking Number: DRIIOB9NEI

Sent By: [REDACTED] **Date/Time:** 9/2/2017 6:42 PM

Comment:

Although the people have voted to not have a toll lane, y'all decided to build it anyways. So y'all should foot the bill and pay to cancel the contact-- not the taxpayers. If you wanted a toll lane, then it should have gone around /bypassed Charlotte. If only the out of owners and rich use the toll lanes, then the rest of the working people will be in the 2 lane traffic jam daily. My husband goes to Charlotte daily for 30 years and the traffic has gotten deplorable. Why not widen the road like I 85?

Please just widen I77 and ditch the toll roads.

Tracking Number: W9UG7NIIQX

Sent By: [REDACTED] **Date/Time:** 9/4/2017 8:47 PM

Comment:

Please delete the I77 toll road.

Tracking Number: K3NI5YAVY0

Sent By: [REDACTED] **Date/Time:** 9/3/2017 2:16 PM

Comment:

Please complete the lanes on I-77 and use as general lanes - no tolls - do whatever is necessary to eliminate any toll expenses - the lanes are needed for general travel - too much traffic and too little space to accommodate what we already are experiencing.

Tracking Number: VXGK1NJ6E7**Sent By:** [REDACTED]**Date/Time:** 9/4/2017 12:26 AM**Comment:**

I totally support to complete and delete the I -77 toll lane project.

Tracking Number: P6SSI3FASO**Sent By:** [REDACTED]**Date/Time:** 9/4/2017 5:36 PM**Comment:**

As a resident in Cornelius with ties to Charlotte that have me traveling this interstate consistently, please buy out the Cintra contract once the construction is completed. This contract should never have been signed as it is, with a 50 year constraining clause that prevents road improvements in the area that will definitely be needed in that span of time. It's hard to believe we have been left with this unbelievable political fallout.

As well, the state apparently never even tried to add free lanes to Mooresville after the initial widening project that left 4 lanes abruptly channeling into 2, which necessarily left the highway with massive tie-ups in the Lake Norman area. There has seemed to be a general malaise by DOT about relieving the overcrowding on this OVER-congested highway FOR DECADES.

It is time DOT and our policy makers correct this mishandling of such an important thoroughfare that affects the lives and commerce of so many citizens and businesses.

Tracking Number: UCSSL17832**Sent By:** [REDACTED]**Date/Time:** 9/4/2017 8:15 PM**Comment:**

Hello,

I support the tolls lanes. As a Cornelius resident I do not just want general purpose lanes. I do not want I-77 to look like the highways in Atlanta, LA, or D.C. I even commute on I-77 and do not think it is that bad. Let's add other transit options like rail or bus too.

Thank you and please keep the tolls!

[REDACTED]

Tracking Number: WXOLTL6I3G**Sent By:** [REDACTED]**Date/Time:** 9/4/2017 8:44 PM**Comment:**

Cancel the toll contract on I77 and provide the extra lanes since we have paid our taxes for this service.

Tracking Number: MS09FALSD4**Sent By:** [REDACTED]**Date/Time:** 9/4/2017 11:43 PM**Comment:**

The people at the the NCDOT who thought this one up should be fired and banned from ever working in any capacity for any NC governmental agency again. If it can be proven that they gained financially in any way, they should be prosecuted and jailed. In 40 years, no additional general purpose lanes were added to I-77 in north Mecklenburg and Iredell counties even though the population of the area exploded. At the same time, roadways were being widened and new roads were being built in eastern NC even though population growth did not warrant it. This is the nature of the corrupt politics we have to deal with in NC. Then you go and really

insult our intelligence by calling them express lanes instead of what they are, toll lanes. I-77 should be 4 general purpose lanes each way from Charlotte to Exit 36 Mooresville and 3 general purpose lanes each way from Exit 36 Mooresville to I-40 in Statesville. Every resident of north Mecklenburg county and Iredell county paid gas tax for decades and received nothing in return for it. Now you expect us to accept toll lanes because you say it is either this or nothing. The higher-ups at the NCDOT are nothing but lying, incompetent scoundrels. The 50-year contract should be canceled when the project is completed, and every additional lane should be a general purpose lane.

Tracking Number: DSM11I3XV8

Sent By: [REDACTED] **Date/Time:** 9/5/2017 1:05 AM

Comment:

The toll lane project for I-77 should be abandoned altogether. The state should complete a buy-out of the project from the construction company and free itself from a 50-year obligation that would undoubtedly cost far more than the \$150 million required to terminate the contract now. Raise taxes, if you must. It's time for the state to raise the revenue required to supply its citizens with adequately maintained roadways (and other infrastructure) without resorting to toll roads all over the state to get from point A to point B. The last thing we need is to become more like Florida or Texas! It's better to pay the money up front than to get nicked and dimed for the next 50 years!

Tracking Number: XAF2PTQXH2

Sent By: [REDACTED] **Date/Time:** 9/5/2017 7:39 AM

Comment:

I am one of those people stuck on I-77 every day. The project of creating paid toll lanes is absurd - we need more lanes for more cars for all people. We all pay taxes and should enjoy all lanes equally. I am for buying out the contract from the contractor and cancelling the toll lanes all together.

Tracking Number: N52BKNXRWU

Sent By: [REDACTED] **Date/Time:** 9/5/2017 7:52 AM

Comment:

The toll lanes will have NC locked in for 50 years as I understand. I also see that big rigs will not participate which accounts for a Tremendous amount on congestion. I don't see how this will be the short or long term fix. I really question how turning over the ability to make improvements, Lane additions etc will by any logic will benefit North Carolina commuters. The state of North Carolina should be ashamed of signing off on this whole questionable contract. When I travel through areas of the eastern part of the state I see the beautiful modern multi lane highways and see a big difference from this area. Please keep North Carolina taxpayers in control and buy out the toll lane debacle.

Tracking Number: AJGP3S9IHR

Sent By: [REDACTED] **Date/Time:** 9/5/2017 11:22 AM

Comment:

I would like the report to discuss the option of toll lane(s) only existing/operating where I-77 has/will have a minimal of 3 General Purpose (GP) lanes. This means the constructed 1 lane

(each direction) from Exit 28 to Exit 36 to be operated as GP lane, and that at least 1 of the two constructed lanes from Exit 19 to Exit 28 also be operated as GP. No area should be economically handicapped by tolls (resulting in either time or money paid) until it has been provided with the same minimal Interstate infrastructure provided elsewhere. Providing a third GP lane thru the LKN area has to be provided to relieve the obstruction caused Lake Norman. The alternates to I-77: Hwy 21 dead ends at the lake, and Hwy 115 is a 2 lane 25 mph road thru the center of Davidson and cannot be widened. [REDACTED], Alternate Cornelius Delegate, CRTPO.

Tracking Number: WWP40MI15L

Sent By: swabbott **Date/Time:** 9/5/2017 2:50 PM

Comment:
Forwarded to [I-77 Express Lanes] by [DMVGeneral] (swabbott)

Sent By: [REDACTED] **Date/Time:** 9/5/2017 1:55 PM

Comment:
I-77 Toll project is a total waste of my tax payer and gasoline tax dollars. From inception this has been a political and DOT miss-managed project. To penalize the I-77 travelers for 50 years is criminal. Gov. Cooper you were elected on the promise of cancel and purchase. Follow through or start looking for your next job. Count on 40,000 vote against if you turn spineless.

Tracking Number: 82U548NGVN

Sent By: swabbott **Date/Time:** 9/5/2017 4:49 PM

Comment:
Forwarded to [I-77 Express Lanes] by [DMVGeneral] (swabbott)

Sent By: jbrockwell **Date/Time:** 9/5/2017 3:49 PM

Comment:
Forwarded to DOT User [Abbott, Steve] by [DMVGeneral] (jbrockwell)

Sent By: [REDACTED] **Date/Time:** 9/5/2017 2:54 PM

Comment:
We vehemently oppose the toll lanes in the Lake Norman to Charlotte section of I-77. We complained about the condition of the road and median during construction, number of accidents and unsafe operations by the contractors. All of our complaints have fallen on deaf ears. We want the lanes currently under construction to be converted as soon as completed to general purpose lanes upon completion.

Tracking Number: OHSTKIME80

Sent By: [REDACTED] **Date/Time:** 9/5/2017 5:12 PM

Comment:
I have been against the Express Lanes (truthfully, they are Toll Lanes) from the day they were first considered. The Lake Norman area is the absolute worst place to experiment with something like this - there are few North/South options besides I-77 due to Lake Norman. I

support completing the construction but then cancelling the toll contract with Cintra and using the new "express" lanes as free general use lanes for cars. Otherwise, the current plan will do nothing to relieve congestion because most people won't be able to afford the tolls, so only the rich will benefit. Please consider the input of the citizens of this region - we're the ones that have to live with this mess (not the government people in Raleigh).

Tracking Number: CHK5JINTX4

Sent By: [REDACTED] **Date/Time:** 9/5/2017 5:26 PM

Comment:

I run a small, but fast growing business based in Mooresville. We manufacture & sell orthopedic surgical products.

We have added 4 new and highly paid positions in the past 2 years and plan to add another 4 staff in the next 18 months to 2 years. We plan to double the size of the business in the next 5 years.

Having a toll lane will negatively affect our business. It will increase the costs of staff coming to and from work and will increase the costs of moving goods around. These are costs that our competitors are not burdened with. Local small businesses should be encouraged to thrive not handicapped.

Tracking Number: 6FB509YHNH

Sent By: [REDACTED] **Date/Time:** 9/5/2017 5:53 PM

Comment:

Complete and delete

Tracking Number: OWEAQL23H

Sent By: [REDACTED] **Date/Time:** 9/5/2017 8:29 PM

Comment:

I have been driving a very long time, and I have NEVER seen a major highway in as much of a mess as I-77 is (in the Charlotte/Mooresville area). I avoid this road 100% of the time and I will continue to do so, whether they finish the toll lanes in the middle or not. I strongly recommend that if you can get out of this contract, please do so immediately!!!! It's a disaster:(:(

Tracking Number: F7VJBC08AX

Sent By: [REDACTED] **Date/Time:** 9/5/2017 8:41 PM

Comment:

I support complete and delete. The current toll project plan is bound to create additional traffic issues and traveling the I-77 corridor will be cost-prohibitive for residents. Please reconsider the Cintra contract.

Tracking Number: XQKWXIH9Y2

Sent By: [REDACTED] **Date/Time:** 9/5/2017 9:04 PM

Comment:

I live in Mooresville and work in Huntersville. This toll road is horribly unfair to us and to NC. The fact that there is a 50 year clause in there was hidden from the public until it was too late. I

work in retail and don't make enough to pay \$20 for a round trip to not get stuck in traffic. It's very unfair and a terrible deal for the lowly citizens.

Tracking Number: 03J31XXPGD

Sent By: [REDACTED]

Date/Time: 9/5/2017 11:20 PM

Comment:

Complete and delete

Tracking Number: 9A7M8D0TYC

Sent By: [REDACTED]

Date/Time: 9/6/2017 12:25 AM

Comment:

To whom it may concern,

The terms of the I77 contract regarding the toll lanes is such a bad deal for North Carolina that it makes me lose 100% of any confidence I might have had in the NCDOT and government in general. The only possible saving grace is the complete and delete option. Please do what's best for most citizens and delete that contract and the associated toll lanes.

Sincerely,

[REDACTED]

Tracking Number: NAE071B0FG

Sent By: [REDACTED]

Date/Time: 9/6/2017 7:35 AM

Comment:

If no general funds are available for normal transportation issues in NC, then toll ROADS might well be a viable (or partial) solution.

But toll LANES only serve to advantage the privileged at the expense of the average citizen.

Worse, toll lanes are not really designed to solve the problem of I-77 congestion in Mecklenburg County.

They serve rather to funnel trucks and cars into the same few limited lanes.

Other issues, especially related to the foreign firm itself and the idea of diverting the money of NC citizens into a corporation abroad, also raise substantial concerns.

All things considered, therefore, I would advise the state to complete the project but to cancel the ill-advised contract.

Tracking Number: SHH2MUM4UC

Sent By: [REDACTED]

Date/Time: 9/6/2017 8:56 AM

Comment:

Living in Cornelius, I do not oppose toll roads. As a child and as an adult I have driven on them all my life. NC did not design I-77 properly so it needs expansion. NC will not pay for it so we have a private business contracted to do it just like toll roads from NY to Fla, to Okla to Calif. Even MO is planning toll road to parallel I-70 due to congestion and road wear. NC needs better highways to develop commerce or we continue to loose to surrounding states. So TOLL ROADS are just fine with me. Do not drop it into my tax life.

Tracking Number: 69MTXEG9GG

Sent By: [REDACTED]

Date/Time: 9/6/2017 10:08 AM

Comment:

I am looking for the information and maps for project R-3833 and do not see anything listed under Iredell Co. Could you please direct me to where I might find that information? Thank you

Tracking Number: Q1C5JCFN99

Sent By: [REDACTED] **Date/Time:** 9/6/2017 10:38 AM

Comment:

I wholeheartedly support the "Complete and Delete" option for the I 77 project. This is just a travesty and whoever let this come to pass should be taken to task for it. The lack of safety is appalling, I know many who will not use it now and take other roads to go North or South. Just the dust alone is a safety hazard for the lack of vision on such a busy road. Why are we being punished for living in Lake Norman? It should never have been started and needs to be stopped now.

Tracking Number: BG2OFSNPGV

Sent By: [REDACTED] **Date/Time:** 9/6/2017 2:01 PM

Comment:

I urge you to find solutions to the problems with this project. The first thing you should do is reduce the 2 toll lanes on each side to one. Or allow 2 or more people in a vehicle to ride toll lanes for free. As a resident of Davidson, I have seen the highway jams when number of lanes are reduced on each side of I-77; i.e. when at Gilead Road exit heading north and 4 lanes reduce to 2, complete log jam. The same thing will happen when 4 lanes at Cornelius are reduced to three heading to Davidson and north. The same trucks and cars will be heading north on those two 'free' lanes and toll lane will not help a bit. Trucks are the major problem in our area of I-77. If you cannot contain trucks to one lane, the congestion happens again when a 'faster' truck thinks it needs to pass a slower truck. You are not helping the residents of North Meck and Iredell Counties who live here and pay taxes here. Just because I-77 doesn't lead to Raleigh is no reason to not spend federal and state tax dollars here on roads, instead farming it out to a private enterprise. I travel a lot of the state and see a lot of road construction on roads leading to Raleigh - I-85 and I-40 specifically. We know who you are taking care of and it's not us. If you can't figure it out, then maybe you should 'complete and delete'.

Tracking Number: WWTCSRNG40

Sent By: [REDACTED] **Date/Time:** 9/6/2017 2:06 PM

Comment:

Please Complete and Delete the toll lane aspect of the I-77 Widening Project. The Citizens that reside north of Charlotte are being penalized and subjected to this event with no voice. It should never have been approved without the public's input.

Tracking Number: 1CH010N0DU

Sent By: [REDACTED] **Date/Time:** 9/6/2017 2:11 PM

Comment:

Please complete this badly mishandled project, have no tolls, and cancel the contract. Our corrupt NC politicians led my McCrory, Berger, and Moore, allowed a non-USA company to be handed this contract and bullied the NCDOT into negotiating for stupid terms that hurt the

citizens of NC and the users of this proposed toll road.
They Republican Senate and Legislator got tremendous push back from a massive number of business leaders and citizens, but ignored them.
I would love to know who they are beholden to for this level of gross decision making.

Tracking Number: 5RJWAKKSC4

Sent By: [REDACTED] **Date/Time:** 9/6/2017 2:29 PM

Comment:

What the State DOT has done to the north Mecklenburg region with this I77 project toll lanes is totally unacceptable to the people of north Mecklenburg as well as visitors coming to the area. It will create a great magnitude of hardship for local residents, businesses and visitors passing through the area. It is unbelievable with the numbers commuting on I77 that no other area in NC will have to bare the extreme costs that will fall on our area. It is unreal that other highways in NC with much less traffic have been provided adequate toll free access and our area is under such distress with this project and will be for 50 years. This project needs to be halted and reworked to provide 4 cost free lanes in each direction. At worst case scenario the state should manage the tolls as in other areas of the state. But it is hard to understand why 245 million dollars of state DOT money was spent around the Asheboro Zoo when working people cannot get road access to work every day in great volumns of traffic in Charlotte on I77.

Tracking Number: 5ESGAAIPTP

Sent By: [REDACTED] **Date/Time:** 9/6/2017 2:29 PM

Comment:

There appears to have been some contradictory information used during the "selling" process of this project to the local municipalities. The various North Mecklenburg Town Commissioners (Davidson/Huntersville/Cornelius....I was a Cornelius Commissioner at the time) were told that the I-77 North corridor widening project was ranked/scored using the pending draft STI model and this corridor scored less than the proposed I-77 South corridor widening project. This is the main reason we were told it would be a 20-25 year waiting period for the I-77 North corridor to be funded. The managed lane project would take less than 5 years and a P3 model was the way all NC interstates would have to be expanded because of funding shortfalls. After I was elected as a State Representative I asked for evidence of this ranking/scoring from the NCDOT. To date, no ranking/scoring has ever been provided as evidence of what the local municipalities were told/sold about this project. It is clear that this was merely undocumented, and perhaps knowingly inaccurate, information used in an effort to sell the region on the project. I have requested this data from the NCDOT on a few occasions and it has never been provided which is telling.

Tracking Number: K6MDYP7KVU

Sent By: [REDACTED] **Date/Time:** 9/6/2017 2:51 PM

Comment:

I encourage the NCDOT to terminate the Express Lane project no matter the cost.

Tracking Number: IQSN2NE137

Sent By: [REDACTED] **Date/Time:** 9/6/2017 4:26 PM

Comment:

There is an option. You can stop the toll road, although it is evident you will not. What you and

Charlotte have done to Mooresville is totally unfair. You have received list after list telling you the damage you are doing to us but it doesn't seem to matter and the people understand why it doesn't matter. If you want a toll road it should be from Virginia to South Carolina so it can punish everyone and not mainly us. YOU SHOULD NEVER CHARGE ANYONE IN OUR TOWN TO RIDE THE TOLL - JUST OUT OF TOWN PEOPLE AND THEN YOU COULD GET SOME RESPECT.

Tracking Number: 5HRFD2VXL9

Sent By: [REDACTED] **Date/Time:** 9/6/2017 5:06 PM

Comment:

FRom the beginning the deal seemed shady to me because there is no common sense being used..North Carolina had money set aside for roads awarded to us from the government in Washington.But I guess someone got their palm greased and awarded the contract to centra .Oh My who could that be?

Tracking Number: KW8W4BRTBS

Sent By: [REDACTED] **Date/Time:** 9/6/2017 6:12 PM

Comment:

Please end this unconstitutional project. I am for the "Complete and Delete" option. Finish the project and widen ROute 77, buy out the contract and revert the planned toll lanes to general purpose lanes

Tracking Number: YAI8F1NHUK

Sent By: [REDACTED] **Date/Time:** 9/6/2017 6:13 PM

Comment:

Please end this unconstitutional project. I am for the "Complete and Delete" option. Finish the project and widen ROute 77, buy out the contract and revert the planned toll lanes to general purpose lanes

Tracking Number: CP43BH81VD

Sent By: [REDACTED] **Date/Time:** 9/6/2017 6:14 PM

Comment:

Complete and delete the I-77 toll lane project.

Tracking Number: 8Y3GB2GHU3

Sent By: [REDACTED] **Date/Time:** 9/6/2017 7:24 PM

Comment:

Hello, I have lived in Cornelius, NC for over 5 years now. I travel I-77 every work day to Charlotte by the airport...That is around 2,600 trips. I leave at 6am to avoid the delays. The only delays I experience is from Cornelius to 485, which is "2 lanes, what I call the "funnel". From 485 to Charlotte or back the other way, I have no issues...I have only been delayed a few times because of an accident. It does not take a rocket scientist to know that we need more lanes for the volume of traffic. I know you know that and I am trying not to be an ass. Obviously you have realized that too. What I am most upset about is the way you are going to pay for this widening of the lanes. If you do the toll lanes, everyone in the lake Norman area will bear the burden of paying for these new lanes. I am all for helping pay for the lanes through a gasoline tax.....that way the millions of people traveling through Charlotte on there way to the beach can

help pay for the new lanes. I-77 is the main route fare in our state and we can't add more lanes without a toll? Absolutely crazy!!! Charlotte's I-77 has been a burden and horrible way for travelers to go through our state and that has been that way for years. What a great way to attract visitors to our great state. They have complained for years and everyone knows that it is a mess to go through Charlotte!!! The toll lanes are not the answer and will hurt businesses in the Lake Norman area. Please reconsider making the lanes open and cancel the contract. I thank you for your time in reading this and hope this problem can be fixed.

Tracking Number: U2SG8ELAOO

Sent By: [REDACTED]

Date/Time: 9/6/2017 7:51 PM

Comment:

Complete and Delete! Please!!

Tracking Number: NAW68TJU5F

Sent By: [REDACTED]

Date/Time: 9/6/2017 10:36 PM

Comment:

Thank you for finally listening to citizens who are nearly unanimously opposed to this project. There has been no equity in transportation programming compared to other regions. The state should ensure all area have minimum standards met for a major metro area before toll lanes are considered. The project should be completed by the state not a P3 investor and reduced in scope to a single managed lanes affording flexibility.

Tracking Number: 0FVSPM15P8

Sent By: [REDACTED]

Date/Time: 9/7/2017 8:53 AM

Comment:

We are encouraging the NCDOT to accept the "Complete and Delete" plan for the I-77 project. We believe this is a travesty that NCDOT has allowed it to get this far without recognizing the voice of the people most affected by the proposed tolls. Please listen now and save jobs and businesses that will suffer.

Tracking Number: RVCPADK39K

Sent By: [REDACTED]

Date/Time: 9/7/2017 11:02 AM

Comment:

We should back out of this deal. Too many red flags; too many limitations on our future growth (with penalties in place); too much discontent. It's not too late!

Tracking Number: JKBG68VOP3

Sent By: [REDACTED]

Date/Time: 9/7/2017 11:44 AM

Comment:

The contract should be cancelled. Lanes should be general purpose. complete the lanes, remove the tolls!

Tracking Number: 257PTMDC9X

Sent By: [REDACTED]

Date/Time: 9/7/2017 12:47 PM

Comment:

For the sake of our community it is in the best interest that the lanes stay as "general purpose" with NO TOLL.
It is my understanding that is this a project that was modeled after other cities including Atlanta. Atlanta being one the cities with the WORST traffic in the US.

Tracking Number: MYT28P7N27**Sent By:** [REDACTED]**Date/Time:** 9/7/2017 1:42 PM**Comment:**

I support the "Complete and Delete". No tolls. And I support rail lines up and down corridors of interstates in and around Charlotte cities and towns

Tracking Number: M14474H2HP**Sent By:** [REDACTED]**Date/Time:** 9/7/2017 2:03 PM**Comment:**

This project is horrible...To have to pay from Charlotte to Mooresville is outrageous for us residents that live in this area...I live off exit 18, Harris Blvd and think what you are doing is highway robbery...I'm for the "complete and delete" option...Finish the widening project, buy out the contract and revert the toll lane plan to general lanes...Thank you

Tracking Number: Q98EQYPNRK**Sent By:** [REDACTED]**Date/Time:** 9/7/2017 2:24 PM**Comment:**

It is disappointing this was the proposed funding mechanism for an area that is essential for the economic vitality of the region. Local citizens bear the burden of costs over 50 years while freight transportation gets no relief and locked down from future expansion. This is extremely short sighted and the region would also not benefit from potential increase in Federal transportation infrastructure investments. I urge the state to deploy options recommended by Mercator to immediately cancel the contract with Cintra as citizens have out cried prior to signing the agreement. The state should then complete the project with a reduced scale of managed lanes and continued long term planning and funding. Bonus allocations should never be used as incentive to bribe local communities which has since seen this evil and non-essential projects should be halted until immediate needs are addressed. Thank you for your solicitation of public input which has been ignored for years.

Tracking Number: CIYYQGVDHN**Sent By:** [REDACTED]**Date/Time:** 9/7/2017 2:49 PM**Comment:**

Please, I'm begging you, do not go through with the I-77 Express Lanes Project. I lived through a similar process with the same company in Southern California with the 91 freeway express lanes - It was disastrous for all involved, especially the local citizens. After years of horrible traffic, legal battles, the state was forced to buy out the contract and manage the lanes to recoup some of the costs. It will be much cheaper to in the long run to improve the roads through the normal government funding.

Tracking Number: U0BJVUKE4G**Sent By:** [REDACTED]**Date/Time:** 9/7/2017 3:01 PM**Comment:**

The express lanes should be offered at a discounted price to working professionals that live in the i-77 corridor. Maybe starting with those that work in the public sector. You could also offer discounted bulk rates to corporations located around the i-77 corridor. For example, Bank of America, Wells Fargo, Duke Energy and Lowes can use this as an incentive to retain good people that would otherwise move from the area due to outrageous commute times. I also think it is imperative that one additional general purpose lane is required between exits 23 and 28. The project will never get public support otherwise. On I-77N, 5 lanes go down to 2 lanes just prior to exit 23 in the busiest part of the highway and additional toll lanes will not alleviate this specific choke point. The build up of traffic between exits 23 and 28 is due to the large residential population that enters and exits the highway at these locations. There are highway on-ramps in Washington DC that use a stoplight to reduce traffic due to merging. A similar method would reduce traffic in the morning heading into uptown Charlotte. In summary, the toll lanes should be built by the existing contractor with an additional general purpose lane added between exits 23 and 28. The contract should be amended to allow the provisions discussed above. Also, the 50-year contract with the foreign operator should be canceled after the lanes are built to allow the city to continue to update the infrastructure according to the growth that is expected. Self-driving cars are coming, and a 50-year highway contract will prevent Northern Charlotte and Huntersville from incorporating this technology into the roadways.

Tracking Number: HYROCUIYFH2**Sent By:** Town of Cornelius**Date/Time:** 9/7/2017 3:27 PM**Comment:**

PLEASE NOTE THIS IS A DUPLICATE SUBMISSION TO DOCUMENT SUBMITTED VIA EMAIL TO I77feedback@ncdot.gov ON 9-7-17.

September 6, 2017

Secretary James H. Trogdon, III
North Carolina Dept. of Transportation
1 South Wilmington St.
1501 Mail Service Center
Raleigh, NC 27699-1501

Dear Secretary Trogdon:

The Town appreciates the opportunity to provide comments to the draft August 2017 NC Turnpike Authority/Mercator review of the Comprehensive Agreement for the I-77 Express Lanes Project. The Cornelius Board of Commissioners has attached its comments to this cover letter.

Please inform us if the Department has questions regarding any of the comments.

Thank you for your consideration of these comments. We look forward to your response.

Respectfully submitted,

Charles L. Travis, Mayor
Woody T. Washam, Mayor Pro-Tem
Jim Duke, Commissioner
Dave Gilroy, Commissioner

Michael F. Miltich, Commissioner
Thurman Ross, Commissioner

Town of Cornelius

Comments to the draft August 2017 NC Turnpike Authority/Mercator review of the Comprehensive Agreement for the I-77 Express Lanes Project
September 6, 2017

- The Mercator report did not address every comment received, but did provide general responses to a sampling of comments. Cornelius submitted two letters to NCDOT: one to Secretary Tennyson (March 9, 2016) and another to Secretary Trogdon (April 4, 2017). These letters have very specific & detailed questions/suggested revisions, of which most have not been responded to. Detailed responses are requested.
- There are four regionally significant transportation projects located in Cornelius that not only provide localized benefits, but also provide improvements to the I-77 network. These projects support the facilities that are north-south parallel routes to I-77 (US 21, NC 115, and Northcross Dr. Ext.) and adjacent to I-77 (West Catawba Ave.), all providing traffic volume relief to I-77. These projects are receiving bonus allocation funds (TIP projects: C-5621, U-5873, U-5108, and U-5906). Without these funds, these projects will likely not be constructed. For years, these projects have been a priority for the Town and are critical to the health of the regional network. This priority existed before the conception of the I-77 Managed Lanes Project, and that priority also exists with or without the I-77 Managed Lanes Project. Construction of these projects is estimated to commence in 2019/2020, as design is actively underway for all of them. The Town has committed its own funds to some of these projects, and has obtained other state/federal funds for some of these projects, as well. The Town requests that regardless of future actions taken by NCDOT relative to the Comprehensive Agreement, that NCDOT remain committed to retaining these projects' current funding levels and current construction schedule.
- The Town requests existing examples of toll lanes being added to just 2 general purpose lanes and information on their performance. The Town requests traffic modeling of the I-77 Managed Lanes project for the entire corridor that analyzes the weave/merge conditions in addition to build/no-build analysis for not only the opening year, but for future years, including intermittent periods (such as, 20 and 40 years into the future) and for the length of the contract (that is, 50 years into the future). Analysis should include operational analysis of the managed lanes and the general purpose lanes to determine levels of service, delay, and overall congestion relief. For further detail, see item #7 of the Town's April 4, 2017 letter.
- There are multiple bottlenecks along I-77. One such area is the bottleneck created at the Lake Norman I-77 causeways. Upon the construction of I-77, US 21 was routed along I-77 from Exit 28 to Exit 33. This US 21 traffic creates additional strain on the already under-capacity I-77. Additional I-77 general purpose lanes are needed to accommodate the general I-77 capacity issues in addition to providing legitimate travel lane capacity for US 21 between Exit 28 and Exit 33.
- The Town suggests that there should be a minimal infrastructure requirement of at least three general purpose lanes in the north Mecklenburg/south Iredell area (i.e., north of I-485) in each direction along I-77 (i.e., three heading northbound, three heading southbound, for a minimum total of six I-77 general purpose lanes).
- The Town submits the following as an option for consideration: Managed lanes only operating in the sections of I-77 that either currently have or will have a minimum of three general

purpose lanes in each direction (minimum total of six I-77 general purpose lanes). Thus, the planned two managed lanes between Exit 28 and Exit 36 would be operated as general purpose lanes, and that at least two of the four planned managed lanes between Exit 19 and Exit 28 would be operated as general purpose lanes.

- The Town reiterates its position stated in both of its previous letters to the Secretaries that the Comprehensive Agreement for the I-77 Express Lanes Project should be cancelled and the project completed with general purpose lanes. In light of this position, the Town recommends the following:

- o The option for completing the project assumes it will be completed as a toll project and tolling operations run for a period of time in order to gauge the fair market value. The report should include an option where the project can be completed without tolling equipment and reverted to a general purpose lane project.

- o The southern section of the project is being undertaken solely to accommodate the private tolling business model. It is the Town's position that this part of the project does not address congestion where it is needed: the bottleneck through Lake Norman. The Town also recognizes that the southern section comprises a material portion of project expense. However, cancelling this part of the project would incur significant site stabilization and project demobilization expense. Therefore, despite the southern section's significant expense and limited utility, the Town recommends it be completed as-is, in the interest of pragmatism. That said, we should all recognize the reality of this southern section.

- Appendix C (Input from Local Jurisdictions) contains the Town's March 9, 2016 letter to Secretary Tennyson, but does not include our April 4, 2017 letter to Secretary Trogon, although it is included in Appendix B (Public Comments). Appendix C should include both Town letters.

Tracking Number: 2YPHCE4H39

Sent By: [REDACTED]

Date/Time: 9/7/2017 4:31 PM

Comment:

I am against the toll road project. The fact that it doesn't allow infrastructure improves adjacent to the toll road is reason enough to cancel the contract. Those areas will continue to grow and cannot be restricted from proper planning due to bad terms in the Cintra contract.

Tracking Number: 9CF922MLNX

Sent By: [REDACTED]

Date/Time: 9/7/2017 5:54 PM

Comment:

Our family does NOT want the I-77 toll lane!!!!

Tracking Number: OBRKYX4DQV

Sent By: [REDACTED]

Date/Time: 9/7/2017 8:37 PM

Comment:

For less than the NC's initial contribution to this project, we could have built one additional general purpose lane to exit 30...years ago. Anyone that drives this route knows the current design of I-77 is significantly flawed and unworkable. It doesn't relieve any of the existing bottle necks at I-85 S & I-77 S or I-77 N at I-77 N at the Brookshire or exit 23. The road is not being built to highway standards and will result in many more crashes for the people trying to enter the toll lanes. The revenues for the project will not be sufficient to cover the net interest on the

loan, so we will be subsidizing a private company, every year, for the next 50 years. Wouldn't be better for everyone to try to end this boondoggle now?

Tracking Number: L9CIS2S4VR

Sent By: [REDACTED] **Date/Time:** 9/7/2017 10:02 PM

Comment:

I do not support any action that would delay the completion of the construction of the express lane project. I also do not support using limited transportation funds to try find a way to renege on our contract. All of these options seem like huge wastes of money.

Tracking Number: D0Y2GH5Q4E

Sent By: [REDACTED] **Date/Time:** 9/7/2017 10:44 PM

Comment:

Please cancel this contract and take control. This P3 approach does not align with citizens interests. It is an embarrassment we have gotten this far. Need to reduced tolls to single HOV /HOT lane with LOCAL control, oversight and long term interest. This corridor should have been expanded 20 years ago.

Tracking Number: AEY2GMBNNP

Sent By: [REDACTED] **Date/Time:** 9/7/2017 11:18 PM

Comment:

I am writing to oppose that the widening of 77 become toll roads. These lanes need to be general purpose given the ongoing growth of Huntersville. I am voting to complete and delete !

Tracking Number: WLUWSQFNFW

Sent By: [REDACTED] **Date/Time:** 9/8/2017 1:31 AM

Comment:

I would like the Complete & Delete Option.

Tracking Number: QHA7WSL0L8

Sent By: [REDACTED] **Date/Time:** 9/8/2017 6:43 AM

Comment:

Changing a taxpayer funded Interstate to a toll road by a private company is wrong. I am against this toll road and will be affected as I use I77 daily.

Tracking Number: GW7RYWWJGN

Sent By: [REDACTED] **Date/Time:** 9/8/2017 7:34 AM

Comment:

For residents using I77 since construction started and into the future when it finally ends, we have been already been paying in terms of extensive traffic congestion and fuel usage. This is largely to due to poor construction approaches where lanes have been narrowed and often little room is left for roadside issues. Further, the fact that those residents in counties farthest out will pay the deepest tolls is completely unfair considering that any DOT project should have similar

benefits and costs to all users. As a comparison, I did not see where users of the new Yadkin River / I85 bridge system and highway expansion are paying tolls. I urge the NC DOT and state representatives to come up with a plan that restores equity payment for this project and lessen the burden to those farther out from the center of the project.

Tracking Number: P6G8VB307P

Sent By: [REDACTED] **Date/Time:** 9/8/2017 7:59 AM

Comment:

Please do not allow toll lanes on I77. Let the project be completed and leave the lanes open for free passage. The toll lanes will hurt the Charlotte economy and only benefit the builder. Thank you.

Tracking Number: OTTIROJQQG

Sent By: [REDACTED] **Date/Time:** 9/8/2017 8:30 AM

Comment:

Please delete the TOLL lanes on I-77 between Charlotte and Exit 36 but complete the widening of the interstate.

Tracking Number: 1UXBTDW86A

Sent By: [REDACTED] **Date/Time:** 9/8/2017 8:37 AM

Comment:

Please delete the toll lanes on I-77 between Charlotte and exit 36 but complete the widening of the road.

Tracking Number: QA9B06B7ER

Sent By: [REDACTED] **Date/Time:** 9/8/2017 8:49 AM

Comment:

This project is disturbing. We pay taxes for roads and expansion, and will continue to pay those taxes. If there was some associated reduction in taxes, this could make sense in theory, but that doesn't seem to be the case.

It also benefits those who can afford to pay tolls, in effect creating a two class system on a key highway. I still fail to understand how our elected officials thought this was a good idea for the people they represent. While that can be addressed at the polls, I would be interested in seeing this entire project minimized or eliminated.

[REDACTED]

Tracking Number: MY9PS5MS75

Sent By: [REDACTED] **Date/Time:** 9/8/2017 9:28 AM

Comment:

I do not support the I77 toll lane project or any of the recommendations of the Mercator report.

I support the "complete and delete" option as presented by the People thru their opposition organization. I also support the removal of ANY public official who defies the opposition of the People and lets this project continue the damage it has already done to our area.

Tracking Number: YXV3TX20LC**Sent By:** [REDACTED]**Date/Time:** 9/8/2017 9:50 AM**Comment:**

Thank you for the opportunity to comment on the draft report. Here are a few points I would like to make:

The public anger about the toll lane project is understated in the report.

The idea that earlier and better communications would have prevented this problem is unlikely.

The list of alternatives to the current plan does not include the most sought after and only practical solution: Turn the toll lanes into general purpose lanes and dump the tolls.

There is a systemic break down of the relationship between NCDOT and the public it serves. At this point continuation of the I-77 Project is a barrier to rebuilding mutual trust.

Tracking Number: 94PYOD825M**Sent By:** [REDACTED]**Date/Time:** 9/8/2017 11:39 AM**Comment:**

End the contract.

Tracking Number: GVSOXBXYL**Sent By:** [REDACTED]**Date/Time:** 9/8/2017 11:51 AM**Comment:**

As a Charlotte resident I strongly encourage the state to consider a new approach and complete a timely expansion to I-77. Engulfing our city in tolls will not allow a competitive long term advantage for the region. Consider expansion efforts such as Amazon recently looking for candidate cities bringing \$5B in potential start up investment. Investing in infrastructure is a drop in the bucket compared to the economic impact on our economy. This along with impact on low income individuals should have been properly studied before locking this region in to long term tolls that go way beyond what is needed for a simple widening project where right of way in plenty in the North corridor. Thank you for your reconsideration.

Tracking Number: PXCSSLN35Q**Sent By:** [REDACTED]**Date/Time:** 9/8/2017 11:53 AM**Comment:**

The worst part of this project is not the inherent tax (toll) on Mecklenburg Co. residents using the road (which is unacceptable), but the contractual stipulation that I-77 in Charlotte cannot be widened for 50 years. With the explosive growth in NC, I-77 will continue to be horrible to use, if it cannot be enlarged to handle the high volume of traffic between downtown Charlotte and I-40 as needed. It is hoped that the NC government desires to encourage growth, rather than discourage it due to poor infrastructure. This project is clearly antithetical to encouraging growth.

Tracking Number: 3HE0SDY59Q**Sent By:** [REDACTED] **Date/Time:** 9/8/2017 11:57 AM**Comment:**

NC DOT is a bunch of good ole boys not concerned with the people. McCrory lost his job because of this project and more will soon I hope.

Tracking Number: WKX3NP2U6J**Sent By:** [REDACTED] **Date/Time:** 9/8/2017 12:10 PM**Comment:**

1. Saving approx \$50 million by not making the 2 new lanes thick enough to handle trucks was a BAD decision. Will cost much more after the fact to fix. It will cost more now to fix, but less then waiting longer.
2. Cintra has a bad financial track record and should have been disqualified.
3. The people who have to travel 77 daily never wanted this project and still do not. The city of Charlotte is NOT directly impact and they do not have to drive it, let alone every day.
4. Gov. McCrory and the NCDOT pushed this contract, extended financial contract deadlines when Cintra missed them, and ignored valid objections. Why? Investigate, follow the money and find out who was paid off.
5. The horrendous daily traffic and frequent accidents during construction are primarily due to scraping/gouging out old lane markings when moving lanes for constructions; this results in cars/trucks constantly jerking to the side.
6. Look to other funding options! NC spent billions of dollars on highways from Rocky Mount to the beach where there is little traffic, but has no \$ for heavily traveled & heavily populated areas? Not buying it.
7. If you have to use tolls, look at alternatives like a flat toll on all lanes of 25 cents or \$1.
8. McCrory and the NC DOT and Cintra lied in presentations & claims that this would ease traffic congestion. They know and have now acknowledged it will not. The only objective is to let a small percentage of cars, at a high price, travel at a faster rate. That is NOT solving congestion. They have now admitted, but NEVER shared, the true goal was to provide a means to get commuter buses from LKN to Charlotte at a better pace. This would never have been approved if they had been honest.
9. The economic impact on the NC trucking industry and businesses that depend on it is, and will continue to, severely impact the Statesville, Lake Norman, and Charlotte areas.
10. Cintra and the NC DOT falsely claim this will add 2 lanes to exit 28 and 1 to exit 36. This is NOT true. The HOV lanes from 277 to exit 23 (ok, to MM 22, but the exit lane is still a third lane to exit 23) are being taken as 1 of the 2 lanes!
10. Mooresville, Cornelius, Davidson, and Huntersville have NO other viable North/South route except for already overloaded 2 lane roads.
11. Waiting until after the construction is done is not the answer.

Tracking Number: UYW0NM32T9**Sent By:** [REDACTED] **Date/Time:** 9/8/2017 12:43 PM**Comment:**

COMPLETE AND DELETE. WE DO NOT WANT TOLL LANES, MAKE THEM GENERAL PURPOSE LANES.

Tracking Number: 4HOPANH74J**Sent By:** [REDACTED] **Date/Time:** 9/8/2017 1:27 PM

Comment:

Please, please, please have the state buy out this Spanish company and turn the extra lanes into general purpose lanes. Why is I-85 6 to 10 lanes from north of Durham to SC line and we cannot get any extra lanes? I have to leave about an hour earlier for doctor appointments as I have no idea how bad the backup--which can happen at any time during the day--is on 77. There is no other way for those of us who live west of I-77 to get to Charlotte unless we go all the way to NC 16. I have paid my tax money the same as those near I-85. Make the extra lanes state owned and free!!!

Tracking Number: 1C7VQPWCDI

Sent By: [REDACTED] **Date/Time:** 9/8/2017 3:11 PM

Comment:

Please listen to the public, we need more lanes NOT TOLLS! I say no to the TOLLS!

Tracking Number: L4S0N4Y8WH

Sent By: David Stark **Date/Time:** 9/8/2017 3:12 PM

Comment:

Please listen to the public, we need more lanes NOT TOLLS! I say no to the TOLLS!

Tracking Number: PK8BYVJOQE

Sent By: [REDACTED] **Date/Time:** 9/8/2017 3:13 PM

Comment:

Please listen to the public, we need more lanes NOT TOLLS! I say no to the TOLLS!

Tracking Number: LK4QJN81MF

Sent By: cwpoucher **Date/Time:** 9/6/2017 9:34 AM

Comment:

Forwarded to DOT User [Logann C. Graham] by [PIO] (cwpoucher)

Sent By: acbarksdale **Date/Time:** 9/6/2017 8:37 AM

Comment:

Forwarded to [Turnpike Projects] by [PIO] (acbarksdale)

Sent By: [REDACTED] **Date/Time:** 9/6/2017 6:12 AM

Comment:

I77 Complete and Delete Supporter

Tracking Number: 72P2I9XP36

Sent By: jhharris1 **Date/Time:** 8/28/2017 9:20 AM

Comment:

Forwarded to DOT User [Logann C. Graham] by [PIO] (jhharris1)

Sent By: acbarksdale

Date/Time: 8/25/2017 9:28 AM

Comment:

Forwarded to [Turnpike] by [PIO] (acbarksdale)

Sent By: [REDACTED]

Date/Time: 8/25/2017 9:21 AM

Comment:

Hello

I am very concerned about the toll lane on I77. Please, please vote against the toll lane, it is not too late. Even though it will cost us, it will be worse if it goes in. The expense of the toll on young working people having to travel into Charlotte every day is astronomical. Also the tax payer will have to make up the difference if they don't receive their base amount. I've never heard of such a bad contract before 50 Years?? Are we crazy! Please reconsider - I know many, many businesses are against this horrible contract. PLEASE RECONSIDER

Thank you.

Tracking Number: VLQRESYVAL

Sent By: kelorbacher

Date/Time: 9/11/2017 2:56 PM

Comment:

Forwarded to DOT User [Logann C. Graham] by [PIO] (kelorbacher)

Sent By: acbarksdale

Date/Time: 9/5/2017 8:27 AM

Comment:

Forwarded to [Turnpike] by [PIO] (acbarksdale)

Sent By: [REDACTED]

Date/Time: 9/4/2017 7:58 AM

Comment:

My husband and I live in Cornelius and use I-77 every day for work. We are strongly in favor of the "complete and delete" option which calls for completing the current lane expansion construction and then purchasing the project from the private owners. This highway should be publicly owned and operated to facilitate the growth and prosperity of the Lake Norman and greater Charlotte area.

Tracking Number: Y1B9SC5XA0

Sent By: [REDACTED]

Date/Time: 9/8/2017 7:06 PM

Comment:

I am for the "Complete and Delete" option. Finish the interstate's widening project, buy out the contract, and revert the planned toll lanes to general purpose lanes. I77 has only 4 lanes and should have been widened years ago. The concept of toll lanes on I77 is not the answer to move traffic on this packed highway and is incredibly unjust to the general public using I77, especially those of us in the Lake Norman area. Therefore, the opposition will not go away. This is your opportunity to make things right and do what the taxpayers want you to do!

Tracking Number: MDU3TEX02U**Sent By:** [REDACTED]**Date/Time:** 9/8/2017 7:24 PM**Comment:**

I am hoping you will cancel the I77 toll project. The entire business plan is dependent on keeping the 2 general purpose lanes as congested as possible in order to raise the toll rate on the toll lanes. This project was started to relieve the congestion on I77, this contract guarantees the continued congestion problem for the next 50 years. I know it will be expensive to cancel, but it will cost the state much more in the long term when it fails. The lessons from building the Concord supersonic plane should not be lost. Once they noted that the plane was not financially viable they could have stopped but many argued that too much money had been spent to stop. Unfortunately this just caused them to waste even more money before the eventual failure. Let us cut our losses where they are now with this toll planguage instead of wasting even more in the future to bail it out. Thank you for your time reading this.

[REDACTED]
Cornelius, NC

Tracking Number: QJQLX7WOX8**Sent By:** [REDACTED]**Date/Time:** 9/8/2017 8:53 PM**Comment:**

I would like the complete and delete option

Tracking Number: WGP77CNRHY**Sent By:** [REDACTED]**Date/Time:** 9/9/2017 12:14 AM**Comment:**

To the privileged few elected folks in lake Norman

I thought u would stop the toll lanes.

U are losers.

I voted for u

Never again

Tracking Number: BJO9JUMRB9**Sent By:** [REDACTED]**Date/Time:** 9/9/2017 8:17 AM**Comment:**

My family moved from South Carolina to Mooresville in 1987 so I could begin a job in Charlotte. The commute eventually grew from 35 minutes to well over an hour before I retired in 2007. The toll lane project is the worst possible solution. No one I know could afford to pay up to \$20 going to a job in Charlotte. My solution: I avoid Charlotte completely. Just because Charlotte City Council thinks the toll road is wonderful and that NCDOT should be able to do anything they want is no reason for me to support their economy. I'll go to Winston-Salem or Greensboro if I need something I can't find locally.

Tracking Number: W00LMP2NFL**Sent By:** [REDACTED]**Date/Time:** 9/9/2017 9:08 AM

Comment:

Greetings, toll lanes do not ease traffic congestion. Those lanes should be constructed and used for buses, car and van pools, bike lanes, etc... to encourage the use of mass transit and other alternatives to cars and to reduce pollution.

Tracking Number: AA9AVLD661**Sent By:** [REDACTED]**Date/Time:** 9/9/2017 9:11 AM**Comment:**

I think it's wrong that the I-77 expansion lanes are going to be toll lanes. All other interstate highway expansion lanes (I-85 is one example) in the area aren't going to have tolls. Why I-77? I think NCDOT should only do tolls on new highways, not expansions (unless on a toll road already)...North Carolina should raise the money for the I-77 expansion by adding \$.01 tax onto gasoline. I-77 expansion will benefit the whole state of North Carolina and paying an extra \$.15 to \$.20 a week, on average, isn't too much to ask.....

Tracking Number: LTDLN563QE**Sent By:** [REDACTED]**Date/Time:** 9/9/2017 9:23 AM**Comment:**

Complete I-77 & Delete the Toll Option

Tracking Number: K3RHHHTLLO**Sent By:** [REDACTED]**Date/Time:** 9/9/2017 9:45 AM**Comment:**

Seems preposterous that the absolutely most frequently traveled highway in the State cannot warrant enough share of State and Federal funding to avoid turning to the private sector toll alternative. This decision adjudicated during the worst economy since the great depression highlights the pitfall of short term thinking. This highway which provides main connectivity between local municipalities as well as multiple states makes the Cintra deal particularly onerous in it's long term limitations from a cost of use and future expansion perspective as well. I can only hope that clarity and reason can somehow prevail and this present course is altered before it is too late.

Tracking Number: BVP9BWHJPM**Sent By:** [REDACTED]**Date/Time:** 9/9/2017 9:46 AM**Comment:**

Just to let you know the perspective of a nc taxpayer on the "PPP" project on interstate 77 from Charlotte to Mooreville. My understanding from news reports and from information released by the DOT is that to add lanes to I 77 will cost approximately 250-300 million dollars. To add lanes under this "PPP" project will cost upwards of 650 million, turn over stewardship/ management to a private owned consortium with a dubious track record and yet charge tolls on top of that. From the taxpayer view it must involve corruption at the highest level for no other reason than the simple arithmetic just doesn't make any sense. And judging by local election results many other tax payers feel the same way. The upper level mgt. of ncdot was deposed in the latest statewide election, not one politician will give a straight answer why the project continues to move forward. The future is certain of this project, it will fail and it will cost the the taxpayers of NC (the actual owners of the highway) money in lost construction time, fines and contractual

fees that we (the taxpayers of nc) never agreed to.
Stop this project now and allocate highway use funds for a sensible project that moves traffic.
77 is the main north south route for trucks on this side of the state let alone being an
evacuation route in case of a nuclear emergency at the Mcguire nuclear plant.
Political offices locally and statewide will continue to turn over until the appropriate sensible
representatives are elected that represent the public good.

Tracking Number: F5XJ0HYQD9

Sent By: [REDACTED] **Date/Time:** 9/9/2017 9:47 AM

Comment:

Vote No to toll on 77! Use nc gas taxes and vehicle taxes as they are supposed to be used!! 77 should have been widened years ago so if you want to charge a toll then states that currently charge tolls on 77 should be the only ones to pay ...not us!

Tracking Number: X4L9VBL7A3

Sent By: [REDACTED] **Date/Time:** 9/9/2017 9:50 AM

Comment:

Vote NO on 77 toll project!!! Widen 77 using nc gas taxes and vehicle taxes not with tolls unless paid by vehicles from states that currently charge tolls on 77!

Tracking Number: HUA3B785AR

Sent By: [REDACTED] **Date/Time:** 9/9/2017 10:14 AM

Comment:

I understand that the toll to travel on the new I-77 lanes will be \$20. That is a lot of money for me! We already don't go into Charlotte from the north because of the traffic. I understand that there is an option called "Complete and Delete." I would like to strongly urge you to take this option. Bless, don't mess, with the people of the Lake Norman area! Thank you!

Tracking Number: BF6HGFMFNW

Sent By: [REDACTED] **Date/Time:** 9/9/2017 11:31 AM

Comment:

The citizens of the Lake Norman area were not given adequate notice, information or a voice in the decision to enter this contract with Cintra for toll lanes. I feel confident the majority of citizens would have voted no to a 50 year contract restricting any changes to transportation adjustments on the only major highway available. From my research, variable toll rates have not worked-anywhere. People need to know that the price they will pay for tolls will remain constant for accurate financial budgeting decision-making to occur. The many interchanges that feed onto I-77 where this project is being built, will make the merging traffic much slower onto I 77 not smoother or faster. I cannot think of any reason the toll roads make sense -except to aggravate more motorists that Charlotte (and NC as a state) is a city to avoid at all costs because of horrendously inefficient, misguided DOT planning errors. Cancel this project now. The state of NC and the city of Charlotte will find a better way to finance this expansion. The residents of the Lake Norman area will work with DOT to do so. Give us this chance. It is the ethical, logical and financially astute action to take. Thank you.

Tracking Number: N2OQD18HXD

Sent By: [REDACTED]

Date/Time: 9/9/2017 12:04 PM

Comment:

As I have previously expressed my concerns regarding the I-77 express lanes contract in general, I wish to specifically address the Mercator Advisors draft report which has been made available for public comment. I have read the report and have attended both CRPTO presentations on it.

First, I would encourage Mercator to specifically include among its options what is being referred to as "Complete and Delete" allowing Cintra to finish most of the project, but for the state to buy out the contract upon completion and operate the facility as general purpose lanes. While this option may be inferred from the other options listed, I believe it warrants separate consideration. This is a sound and viable approach for the following reasons:

1. Based on casual observations, it seems apparent construction on the facility has progressed beyond the point at which it can be reasonably stopped. As a general contractor, I understand the cost of halting the project, stabilizing the site and then remobilizing at a later time. The prudent and responsible approach is to – for the most part – allow Cintra to complete the project.

However, it is imperative that the report recommends and NCDOT begins an immediate engineering analysis and negotiations with Cintra to mitigate the cost of the project. For example, the installation of tolling equipment obviously can be deleted. It is possible the fly bridges which are to feed directly into the toll lanes can be reconfigured as conventional interchanges (and the safety of these center-feed bridges need to be evaluated). In the areas where the two managed lanes separate from the general purpose lanes, additional grading and paving may be necessary to reconnect the lanes as a conventional four-wide highway.

2. While I understand the limitations of the current report as related to the detailed financial impact of the changes to the project, I believe it is both possible and vital to look at the financial implications of these options in general terms. Analysis by the Widen I-77 group has shown the "Complete and Delete" option could cost the state as little as \$204 million in additional funding (net of the current value of the project less state and federal funds already committed to the project.) This is in comparison to NCDOT's the ludicrous, ever-changing and politically motivated estimate of \$800 million

3. In my opinion, it is equally important to look at the cost of doing nothing. By NCDOT's estimation, the total cost of this \$655 million project will be \$13 billion in tolls over the life of the contract. (Oh, by the way, that works out to an interest rate of about 40 percent.) More significantly, a private economic impact study conducted by Widen I-77 shows this project will strip \$32 billion out of the local economy over the course of the contract. (As noted in the report, NCDOT never saw fit to do an economic impact study.) How much would the NC Department of Commerce spend to recruit a billion-dollar industry to the state? Buying out this contract is the best economic investment the State of North Carolina will ever make.

Finally, I would also encourage you to amend the historical perspective section of your report to include the manipulation of when and how the contract was completed in relation to the state's transition from "equity funding" for roads to the current "Strategic Transportation Initiative" (STI) formula. As you know, equity funding allocated transportation dollars by geographic region regardless of need or valued of the projects under consideration. This resulted in "beltways" around small towns, highways where the state wanted to generate traffic rather than addressing current congestion and generally starving the economic engines of the state. Equity funding was the basis on which state officials claimed "there is no money for I-77." STI changed that by basing project approvals on proven engineering data, need and value of the project.

Very cynically – and I would say deceitfully – NCDOT force through the closing of the Cintra contract only days ahead of the effective date of STI. The process was so rushed there were numerous problems with the contract which had to be corrected after closing. (A real estate agent in North Carolina would lose their license for such conduct.) As a result, widening I-77 was never officially scored under STI. In a later public relations ploy, NCDOT hypothetically scored the project under STI, but they only scored the total, 26 mile project and the southern portion from I-277 to I-485. This was intentionally done to skew the results as, 1) the portion of the project from 277 to just north of I-85 is very expensive and, 2) the portion between 85 and 485 already includes eight lanes and relatively little congestion. Under the STI criteria, high cost and low need results in a low score.

Significantly, the northern portion of the project – 485 to Hwy. 150 in Mooresville – was never scored as a stand-alone project. This segment, the original focus of the efforts to widen the road, is heavily congested. It was declared obsolete by the NCDOT in 1990 and is the only remaining four-lane interstate highway through an urban county in the state. Compared to the southern segment, it is a relatively cheap fix with few bridges being widened or replaced and ample right-of-way. While it was never scored by NCDOT, its approximate score was estimated privately (without access to NCDOT's actual formulas) and ranked as the second highest scoring project in the state!

This intentional and deceitful manipulation irreparably damaged the relationship between NCDOT and the communities impacted by this project and is exemplary of how this project was rammed through. It is important for leaders in state government – especially those in the legislature – to understand how the process was manipulated so they can both correct the gross, multi-billion-dollar mistake this contract represents AND ensure it never occurs again.

Respectfully,
[REDACTED]
Cornelius, NC

Tracking Number: SRK18RLPDA

Sent By: [REDACTED] **Date/Time:** 9/9/2017 12:25 PM

Comment:

This toll lane expansion is a terrible idea and an unfair deal to the citizens of the Charlotte area. An expansion along I-77 is desperately needed; one must only drive the interstate or look at google maps anytime during the week to see miles of backed up traffic in one direction or the other. The congestion is at all times of day, but forcing these drivers to shoulder the entire cost of the project is outrageous. North Carolina provides toll-free 6 and 8 interstates between Salisbury and Raleigh, even though the number of lanes is far greater than the need. Here, where the need is greatest, the state abandons us. Why is Charlotte being punished for its success? It's the economic engine of the state, but we are treated like a pariah.

Our state has the highest gas tax in the Southeast. We were once known as the "good roads" state. What happened? How are the billions generated by the gas tax in the Charlotte metro region not enough to fund a simple interstate expansion? Go to Columbia, SC; they are adding lanes to the interstates all around that city and yet not one is a toll lane. The citizens of Mecklenburg County receive 80 cents of every dollar they send to Raleigh. This is a true disgrace that our elected officials believe it is fine to hobble the communities along I-77 like this. This area is one of the fastest growing in the country, yet we will not be able to add additional lanes for 50 years! The \$300 million or so necessary to cancel the contract is a pittance against the long-term cost to the citizens of this state.

Tracking Number: AMN6IPPGY9**Sent By:** [REDACTED]**Date/Time:** 9/9/2017 12:51 PM**Comment:**

I have lived in some big cities in my life and I have never seen a worse idea than the toll roads proposed along I-77. Some thoughts:

1. While some cities use toll roads, nowhere do toll roads make up 1/2 of the interstate. In Atlanta, the toll lane is accompanied by 5 or 6 general use lanes. Nowhere I have ever been has proposed such a high ratio of toll lanes to general use lanes.
2. The communities along this portion of I-77 are some of the fastest growing in the state. In 1990, Davidson, Huntersville and Cornelius had a fewer than 10,000 residents combined. At the 2010 census, there were over 80,000 citizens in these towns alone. In addition, I-77 is the gateway to the most popular attraction in the area--Lake Norman. Punishing the residents of the area for the state's poor planning and budgeting is unconscionable.
3. We have the highest gas taxes of all the neighboring states; why do we even need toll lanes? Further, why shouldn't all the citizens of the state share in the costs for our roads? My taxes go to miles of rural roads in counties I will never travel to, yet is now anathema for the citizens of those places to contribute to creating and maintaining the roads where I live?
4. At the current pace of growth in the Charlotte area, our roads will be inadequate in 10 or 20 years; are we going to use toll roads to pay for our popularity? What happens then as we continue to grow. We can't add any additional lanes to I-77 for 50 years. What do you think that area will look like in 50 years? If we use the same approach along I-485 or I-85, how will we squeeze the millions of new residents onto the interstates that are not permitted to be expanded?
5. Toll lanes will only worsen traffic problems in other parts of Charlotte. The growth along I-77 will inevitably slow as people look to avoid the toll lanes and the continued traffic problems that will still follow. This will worsen traffic along I-85 in Gaston County and north of Concord, where expansion is already needed, but not planned in the near future.

Do not compound the mistake of authorizing toll lanes along I-77 by going through with it. This is an opportunity to step back and seriously consider the effect that this will have on those communities along I-77, the Charlotte area, and the state at large. The millions it may cost now are far less than the billions this will cost us in lost revenue as citizens and businesses flee Charlotte for better managed places.

Tracking Number: HYV9T0Q9K8**Sent By:** [REDACTED]**Date/Time:** 9/9/2017 1:14 PM**Comment:**

My objection to the toll lanes is reasonableness and fairness. I have lived in NC since 1982 and seen my tax dollars used to expand massive interstate improvements around Raleigh (4-5 lanes wide), Greensboro and Winston-Salem (3-6 lanes wide), Asheville and other areas, but I77's two lanes has not been widen. That's 35+ years! Is that reasonable or fair?

In 2015, Gov. Pat McCrory proposed a \$3 billion bond package that would fund new highways virtually all around the state, except Charlotte. Is that reasonable or fair?

NCDOT estimates revenue to be around \$13 billion during the 50-year contract. Is that reasonable and fair for \$13B to leave the local area? Also, why didn't NCDOT decide to manage the I77 contract like they plan to manage future planned toll lanes around Charlotte? Why are our \$'s going to a foreign investor vs. staying locally?

If NCDOT wants to add toll lanes, then what would be fair is to convert a few lanes of those 4-6 lane super highways around Raleigh, Greensboro and Winston-Salem to generate revenue and add free lanes to the I77 corridor. Suggest a study be performed to trade with Cintra management of the I77 toll lanes with management of new Raleigh toll lanes, and convert I77 expansion to free lanes? That would be more reasonable and fairer to the people that have suffered with zero I77 expansion the past 35+ years while watching our tax \$'s expand other NC roads.

Tracking Number: VPCLGSA6SP

Sent By: [REDACTED]

Date/Time: 9/9/2017 4:04 PM

Comment:

complete and delete!!!! These lanes should be free for everyone and General purpose!

Tracking Number: PX0R11S8V5

Sent By: [REDACTED]

Date/Time: 9/9/2017 4:08 PM

Comment:

The proposed changes would make it more difficult for my wife and I to travel from Cornelius to Charlotte, as we are able to use the HOV lane now. When this project is done, we and many other Current HOV users will either have to travel in the 2 free lanes or pay the undetermined toll. We are both retired seniors and the HOV lane is both easier and safer for us to use. Since the toll amount is undetermined, and should be cheap when traffic is light, but unspecified when traffic is heavy- this is quite disturbing for pensioners. This is especially troublesome when the rate is determined by a corporation, for a very long period and that the state may have difficulty funding any additional free lanes in the future.

I would suggest that the state pay for at least one of the lanes for general purpose use by all, or failing that, let the 2 person HOV requirement stand.

Tracking Number: PBKDOAJ8U1

Sent By: [REDACTED]

Date/Time: 9/9/2017 4:16 PM

Comment:

It has been proven that the majority of the public do not want the toll lanes on I-77 and the voice of the people should be heard. The public should have had some voice in this before it was ever approved but they should certainly be heard now and stop this project.

Tracking Number: RM5A7UCETF

Sent By: [REDACTED]

Date/Time: 9/9/2017 4:27 PM

Comment:

Please cancel this contract. It will make congestion worse at each exit due to merging from both directions, meaning people trying to get off and people trying to get on the interstate. Also, I don't care for the fact they are taking an HOV lane that the taxpayers have already paid for. Anyone who reads this contract can see its a ripoff for the people of North Carolina, and puts the state in the position of paying for Cintras failure.

Thank You,
[REDACTED]

Tracking Number: YNSDVI6D62**Sent By:** [REDACTED]**Date/Time:** 9/9/2017 4:34 PM**Comment:**

I am in favor of deleting the contract for the toll lanes on I-77 and complete them as open lanes.

Tracking Number: UUUSFB71TI**Sent By:** [REDACTED]**Date/Time:** 9/9/2017 8:59 PM**Comment:**

With regard to the I-77, toll project, please "complete and delete." Since it would take so much time to stop the project midway, just finish the toll lanes and cancel our contract with the private company. Make the road for regular use.

Tracking Number: 02AGPR9LD2**Sent By:** [REDACTED]**Date/Time:** 9/9/2017 10:59 PM**Comment:**

This project should continue to move forward. I have lived in Huntersville for 20 years. I was well aware of and in favor of the project when the first mention of HOT lanes came about, probably more than 7-8 years ago. It was definitely in the news when MUMPO was making final votes 4-5 years ago. I always considered it an acceptable market solution. The people who didn't know about it should have been paying more attention to local community issues. It was never hidden. Free roads (no tolls) would be great, but waiting 20 years for them would not. The widen-77 idiots seem to forget the toll lanes are OPTIONAL. People who can or want to pay for them will and then everyone else will have less traffic in the same number of lanes they have always had.

To think money is suddenly available to cancel this contract or that other areas of the state will willingly take the financial hit for the Charlotte area and pay penalties is ridiculous.

Tracking Number: R6X0B7DG7P**Sent By:** [REDACTED]**Date/Time:** 9/11/2017 1:34 PM**Comment:**

Just to let you know the perspective of a nc taxpayer on the "PPP" project on interstate 77 from Charlotte to Mooresville. My understanding from news reports and from information released by the DOT is that to add lanes to I 77 will cost approximately 250-300 million dollars. To add lanes under this "PPP" project will cost upwards of 650 million, turn over stewardship/ management to a private owned consortium with a dubious track record and yet charge tolls on top of that.

From the taxpayer view it must involve corruption at the highest level for no other reason than the simple arithmetic just doesn't make any sense. And judging by local election results many other tax payers feel the same way. The upper level mgt. of ncdot was deposed in the latest statewide election, not one politician will give a straight answer why the project continues to move forward. The future is certain of this project, it will fail and it will cost the the taxpayers of NC (the actual owners of the highway) money in lost construction time, fines and contractual fees that we (the taxpayers of nc) never agreed to.

Stop this project now and allocate highway use funds for a sensible project that moves traffic. 77 is the main north south route for trucks on this side of the state let alone being an evacuation route in case of a nuclear emergency at the Mcguire nuclear plant.

Political offices locally and statewide will continue to turn over until the appropriate sensible representatives are elected that represent the public good.

Tracking Number: 9BLG20Q4MF

Sent By: [REDACTED]

Date/Time: 9/13/2017 9:47 AM

Comment:

My husband and I are retired and frequently use the HOV lane on I-77 to travel to Charlotte for doctor appointments and to visit our daughter. The idea that in the future there must be 3 people in a car to use the HOV lane is ridiculous. The lane is hardly used now so why would anyone think that it would have more use with a minimum of 3 people in a car. Using the toll lanes frequently would create a financial burden for us. I ask that you leave the HOV lane as is with a minimum of 2 people in a car.