

Appendix F

Public Involvement Materials

I-5405

- Comments received at Citizens Informational Workshops
- Emailed Comments
- Town of Huntersville comment letter
- Citizens Informational Workshop invitation
- Citizens Informational Workshop handout

I-3311C and I-4750AA

- Comments received at Citizens Informational Workshops
- Emailed Comments
- Citizens Information Workshop handout

Appendix F

I-5405 Items



Contact Information [-Please Print-]
 Name: Low Raymond
 Mailing Address: 21211 Pumba Ct, Cornelius NC 28031
 [-Please remember to include your zip code-]

How did you hear about the meeting?
 Newsletter Newspaper Friend/Family Other: NWMPD Website

Comments
 Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. I-77 currently experiences congestion during the morning and evening rush hours. Do you feel adding High Occupancy / Toll lanes would help reduce congestion along I-77? Why or why not?

I believe it would benefit the PM congestion period more as people are more frustrated as they take longer to reach their non-work destinations. I suggest HOT lanes, building 2 in each direction.

2. When you think about the potential impacts of this project, please tell us how concerned you are with each of the following. Use a scale of 1 to 5 (with 1 being something that concerns you very much and 5 being something that you are least concerned).

Potential impacts to the environment 4
 Potential impacts to local residents 6
 Potential impacts to local businesses 5
 Emergency response time 1
 Safety 2
 Other (please explain) Economic Impact

3. Would you be willing to pay a toll to use the HOT lanes?

Yes, if I was able to save 5 minutes or more otherwise I would wait it out.

4. Other comments or questions.

I'd like to see ramp metering studied at Exits 25, 25.5, and 23 for SB morning rush.

Goes forward, I think you should say that ~~that~~ HOT 72 would operate the same as a HOV lane since that is what they know now.

Despite what a T&R study might show, I believe it would be better to build 2 HOT lanes in each direction. If they are not fully utilized or provide the estimated revenue, one lane could be converted to general purpose.

Virginia Mabry -or- Carl Gibilaro PE
 NCDOT Transportation Program Mgmt Atkins
 1595 Mail Service Center 5200 Seventy Seven Center Dr, Suite 500
 Raleigh, NC 27699-1595 Charlotte, NC 28217
 vmabry@ncdot.gov carl.gibilaro@atkinsglobal.com
 Ph: 919-707-6604 Ph: 704-522-7275

Please return your comment form to the designated box or mail to the address above by May 21, 2012.



Contact Information [-Please Print-]
 Name: Donald M. Harris
 Mailing Address: 12428 Meetinghouse Dr., Cornelius, NC 28031
 [-Please remember to include your zip code-]

How did you hear about the meeting?
 Newsletter Newspaper Friend/Family Other:

Comments
 Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. I-77 currently experiences congestion during the morning and evening rush hours. Do you feel adding High Occupancy/Toll lanes would help reduce congestion along I-77? Why or why not?
THE HOT LANES WOULD HELP BUT ARE THE WORST POSSIBLE SOLUTION. I HAVE MUCH EXPERIENCE TRAVELING AND RECOMMEND LEARNING AND SEEING HOW OTHER ATLANTA HOT LANES WORK.

2. When you think about the potential impacts of this project, please tell us how concerned you are with each of the following. Use a scale of 1 to 5 (with 1 being something that concerns you very much and 5 being something that you are least concerned).

- Potential impacts to the environment 5
- Potential impacts to local residents 3
- Potential impacts to local businesses 2
- Emergency response time 2
- Safety 1
- Other (please explain) 1

I DO NOT BELIEVE THE ROI FOR HOT LANES IS ACCEPTABLE. HOT LANES ARE ALSO NOT THE BEST CHOICE FOR MANAGING TRAFFIC DURING RUSH HOURS. IF A TOLL (BEST) OR HOTLANE (WORST) IS CHOSEN I STRONGLY SUGGEST A PARTNERSHIP WITH EZ PASS SYSTEM.

Citizen's Informational Workshop #1

3. Would you be willing to pay a toll to use the HOT lanes?

DEFINITELY. ONLY IN EMERGENCY OR RUSH HOURS. ADAFTA LANES ARE VIRTUALLY VACANT IN NON-RUSH HOURS.

4. Other comments or questions.

I HAVE MUCH EXPERIENCE TRAVELING ALL OVER THE U.S. ON BUSINESS. FROM FREEMANS TO TRAPPIES TO HOT LANES. HOT LANES ARE THE WORST IDEA.

THANK YOU FOR CONDUCTING THIS PUBLIC INFORMATION SESSION. IT WAS WELL DONE.

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Please return your comment form to the designated box or mail to the address above by May 21, 2012.



Contact Information [-Please Print-]
 Name: John Poon
 Mailing Address: P.O. Box 691283 Charlotte Nc 28217
 [-Please remember to include your zip code-]

How did you hear about the meeting?
 Newsletter Newspaper Friend/Family Other

Comments
 Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. I-77 currently experiences congestion during the morning and evening rush hours. Do you feel adding High Occupancy / Toll lanes would help reduce congestion along I-77? Why or why not?
Keep going. Improving.

2. When you think about the potential impacts of this project, please tell us how concerned you are with each of the following. Use a scale of 1 to 5 (with 1 being something that concerns you very much and 5 being something that you are least concerned).

- Potential impacts to the environment
- Potential impacts to local residents
- Potential impacts to local businesses
- Emergency response time
- Safety
- Other (please explain)

3. Would you be willing to pay a toll to use the HOT lanes?

Yes

4. Other comments or questions.

continues to thank!
Thanks
John Poon

Virginia Mabry
 NCDOT Transportation Program Mgmt
 1595 Mail Service Center
 Raleigh, NC 27699-1595
 vmabry@ncdot.gov
 Ph: 919-707-6604

-or-

Carl Gibillaro PE
 Atkins
 5200 Seventy Seven Center Dr, Suite 500
 Charlotte, NC 28217
 carl.gibillaro@atkinsglobal.com
 Ph: 704-522-7275

Please return your comment form to the designated box or mail to the address above by May 21, 2012.



Contact Information [-Please Print-]
 Name: Tom Carbone
 Mailing Address: 123 Brashear Dr. Maarsville, NC 28117
 [-Please remember to include your zip code-]

How did you hear about the meeting?
 Newsletter Newspaper Friend/Family Other:

Comments
 Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. I-77 currently experiences congestion during the morning and evening rush hours. Do you feel adding High Occupancy/Toll lanes would help reduce congestion along I-77? Why or why not?
YES, they would help
Also need them between Exit 330-25!!!

2. When you think about the potential impacts of this project, please tell us how concerned you are with each of the following. Use a scale of 1 to 5 (with 1 being something that concerns you very much and 5 being something that you are least concerned).

Potential impacts to the environment 1
 Potential impacts to local residents 3
 Potential impacts to local businesses 3
 Emergency response time 5
 Safety 5
 Other (please explain) ---

3. Would you be willing to pay a toll to use the HOT lanes?

YES

4. Other comments or questions.

Other Concern: Exit 30 southbound off ramp.
This is getting harder to get turn left to get to DAVIDSON TRAFFIC, at times, is allowed back to I-77.

That exit needs a Round-About!!!
LAKE
Exit
DAVIDSON

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Please return your comment form to the designated box or mail to the address above by May 21, 2012.



Contact Information [-Please Print-]
 Name: Mike MacIntyre
 Mailing Address: 1909 Bluff Inlet Road, Cornelius, NC 28031
 [-Please remember to include your zip code-]

How did you hear about the meeting?
 Newsletter Newspaper Friend/Family Other

Comments
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1. I-77 currently experiences congestion during the morning and evening rush hours. Do you feel adding High Occupancy/Toll lanes would help reduce congestion along I-77? Why or why not?
Yes. Intentional lanes will help avoid the delays that are caused by the merging delays in both directions in both AM and PM. Additionally, the HOT will encourage carpooling or provide forams

2. When you think about the potential impacts of this project, please tell us how concerned you are with each of the following. Use a scale of 1 to 5 (with 1 being something that concerns you very much and 5 being something that you are least concerned).

Potential impacts to the environment 1
 Potential impacts to local residents 1 - I think forcing up capacity on 21 and 15 will greatly help local residents
 Potential impacts to local businesses 3 - I don't think there will be much impact
 Emergency response time 1
 Safety 1
 Other (please explain) ---

3. Would you be willing to pay a toll to use the HOT lanes?

I use the bus, so I don't think I will.

4. Other comments or questions.

Please provide future design for exits/entry ramps directly to form I-77 to be built when funding becomes available.

Consider entry/exit at Westover Road

Virginia Mabry -or- Carl Gibilaro PE
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 Ph: 919-707-6604 Ph: 704-522-7275

Please return your comment form to the designated box or mail to the address above by May 21, 2012.



Contact Information [-Please Print-]
 Name: VAINE HOFFMAN
 Mailing Address: 213 BARRIE DRIVE STONEY 28164
 [-Please remember to include your zip code-]
 How did you hear about the meeting?
 Newsletter Newspaper Friend/Family Other:

Comments
 Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. I-77 currently experiences congestion during the morning and evening rush hours. Do you feel adding High Occupancy / Toll lanes would help reduce congestion along I-77? Why or why not?

ABSOLUTELY

2. When you think about the potential impacts of this project, please tell us how concerned you are with each of the following. Use a scale of 1 to 5 (with 1 being something that concerns you very much and 5 being something that you are least concerned).

Potential impacts to the environment 3
 Potential impacts to local residents 1
 Potential impacts to local businesses 1
 Emergency response time 1
 Safety 1
 Other (please explain)

3. Would you be willing to pay a toll to use the HOT lanes?

ABSOLUTELY WILLING REGULAR
TAKING ONE VARIATION

4. Other comments or questions.

PLEASE REVEAL
CLARA TO SEE A FAST
MOVING PROJECT!

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Please return your comment form to the designated box or mail to the address above by May 21, 2012.



State Transportation Improvement Program Project No. I-5405

Contact Information [-Please Print-]

Name: RADHA KRISHNA SIVANMURUKALA

Mailing Address: 808 Corporate Centre Dr. # 410, Charlotte, NC - 28226

How did you hear about the meeting?

Newsletter Newspaper Friend/Family Other: NCDOT website

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. I-77 currently experiences congestion during the morning and evening rush hours. Do you feel adding High Occupancy/Toll lanes would help reduce congestion along I-77? Why or why not?
Yes they will help reduce number of cars on the facility and help speed up this project.

2. When you think about the potential impacts of this project, please tell us how concerned you are with each of the following. Use a scale of 1 to 5 (with 1 being something that concerns you very much and 5 being something that you are least concerned).

- Potential impacts to the environment *5*
- Potential impacts to local residents *1*
- Potential impacts to local businesses *2*
- Emergency response time *3*
- Safety *1*
- Other (please explain) _____

3. Would you be willing to pay a toll to use the HOT lanes?
Yes - Days to add toll paying for every Highway project are long gone - new tolls are not in thinking and on top of that we keep adding other taxes to fund with Highway Trust Fund. Someone has to pay.

4. Other comments or questions.

Virginia Mabry -or- Carl Gibilario PE
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Please return your comment form to the designated box or mail to the address above by May 21, 2012.

COPY

**TOWN OF CORNELIUS
RESOLUTION OF SUPPORT
I-77 GREENWAY UNDERPASS CONCEPT**

WHEREAS, the proposed I-77 greenway underpass concept between West Catawba Avenue and Westmorland Road connecting McDowell Creek Greenway to the Highway 21 area offers the potential to create a safe crossing under I-77 and avoiding any existing congested road crossings for safe pedestrian and bicycle access providing east-west connectivity through the central area of town; and

WHEREAS, the Town of Cornelius has developed a pedestrian master plan that provides adequate and safe connectivity throughout town and has specifically identified the I-77 greenway underpass as a corridor on the master plan; and

WHEREAS, the Town of Cornelius appreciates the opportunity to collaborate with the North Carolina Department of Transportation in identifying ancillary improvements during the planning phase for the I-77 road widening project currently underway; and

WHEREAS, the Town of Cornelius actively supports sustainability, active transportation and healthy living; and

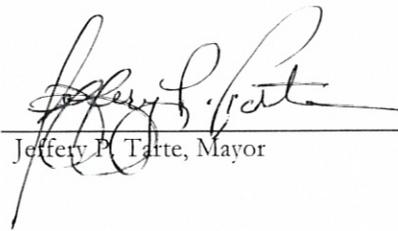
WHEREAS, alternative transportation opportunities also provide key amenities to neighborhoods, provide safe areas for underserved citizens old and young to use for travel, improve the quality of the air by promoting non-motorized transportation, promote healthy lifestyles by offering a place for exercise and recreation, and develop a sense of community through stronger social and family ties and access to community events; and

WHEREAS, this project demonstrates strong collaboration among a broad range of participants and integrates transportation with other public service efforts by enhancing connectivity via an active transportation network to residential areas, businesses, shops, schools, major employers, and regional attractions; and

NOW, THEREFORE, BE IT RESOLVED that the Cornelius Board of Commissioners endorses the I-77 greenway underpass concept and requests NCDOT to plan, design, permit, and develop the crossing as a component of the I-77 road widening project (I-5405).

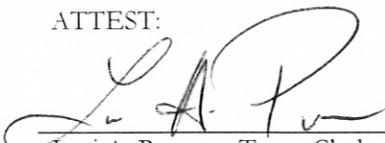
Adopted this 7th day of May 2012.

SEAL



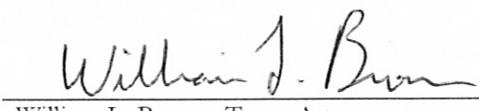
Jeffery P. Tarte, Mayor

ATTEST:



Lori A. Pearson, Town Clerk

AS TO FORM:

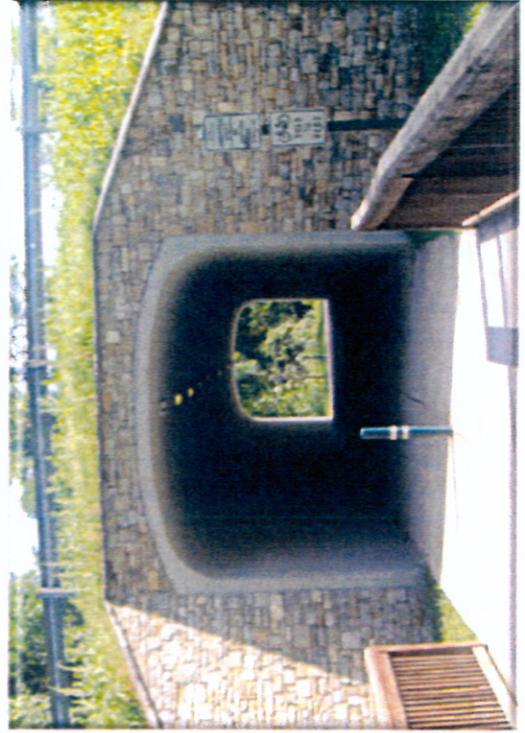


William L. Brown, Town Attorney

I-77 Greenway Underpass Concept Area



Pedestrian Plan Key	
	SCHOOL
	MARTA
	TOWN CENTER AREA
	CAROLINA THREADED TRAIL
	PROPOSED OVERWAY
	PROPOSED SHARED PATH
	PROPOSED PEDESTRIAN BRIDGE
	PROPOSED SIDEWALK
	COMMITTED SIDEWALK
	EXISTING SIDEWALK (ONE SIDE)
	EXISTING SIDEWALK (BOTH SIDES)
	EXISTING OVERWAY
	EXISTING SHARED PATH
	EXISTING PRIVATE FACILITIES



Gibilaro, Carl

From: cgrancag@roadrunner.com
Sent: Monday, May 14, 2012 5:13 PM
To: vmabry@ncdot.gov; Gibilaro, Carl
Subject: I-77 HOT lanes

Virginia Marby and Carl Gibilaro,

I start off by apologizing about how this is written. I have not spent much time writing this because I can only assume that you are like most other government employees, especially politicians, in the fact that you will not truly read it, and instead will just continue to go in whatever direction the money and politicians will take you.

I also wish I could thank you for having the Information Workshop on May 9th, but unfortunately all I saw was a sales pitch by a group of people who know little to nothing about the area or even basic transportation. One of the gentleman, who was very nice, lived here for less than a year, did not know anything about any of the roads and had little if any experience actually driving on busy rush hour roads, so he could not even relate to the true cause/effect of traffic, which obviously makes him incapable of making realistic recommendations for improvements. Some of the others appeared to be a little more knowledgeable, but not familiar with the area or vice versa.

The first thing that people need to realize is that most of the traffic is due to poorly designed, and inadequate number of, crossroads and exit/entrance ramps. If anyone is serious about fixing the traffic problems related to I-77, at a reasonable cost, and encouraging more businesses to come here, than we must start by looking at the true root cause of the problems, which it appears nobody in DOT or any local politician has done. If you would like to further discuss the true root causes of I-77 traffic, please feel free to contact because it can be a challenging thing to discuss without seeing it or at least looking on a map, so instead let's talk about the best way to solve traffic at the most beneficial expenses.

I drive I-77 from 33 to 3 during rush hour every day, and sometimes multiple times a day, and I have also driven on virtually every main road on the East coast, during every time of the day. I have also worked with NY DOT in determining the best way to solve one of the worst roads on Long Island at the best possible price. I can tell you that the cause of most of the traffic on I-77 is the back up of cars trying to merge on and off of I-77 and not the actual volume of cars. Those poorly designed ramps have caused 3 accidents on I-77, which I know of, last week alone.

An accident is caused virtually every day, within 250' of the entrance/exit ramps because of the short distance that cars have to merge and the high volume of vehicles entering/exiting the few exits. As an example, look into Thursday's (5/10/12) accident at exit 31. The southbound truck had to hit the brakes a little extra hard because the vehicles in front of the truck were stopping to allow another truck onto 77 in a short distance. The car then hit the truck from behind (my guess is he/she was also talking, texting, eating, or doing makeup, but you could probably confirm that from the accident report), which obviously caused traffic for hours. This same thing happens every day near at least one of exits 23, 25, 28, 30, or 31, because of the high number of vehicles entering and exiting 77 on the very short entrance/exit ramps because of how few exits there actually are on/off I-77.

Let's start by looking at Section A, southbound. If you were ever on it regularly, you would know that once you get past the nightmare around mile marker 22, it is pretty smooth sailing until after 85 when the poorly designed left merge lane from 85 causes cars to cross over 3 lanes in 1/4 mile to get to exit 12 and then the end of the empty HOV lane causes every car to change lanes before they get to the exit 11 (277) traffic. Want to solve that traffic? Widen the 277 exit to 3 lanes (1 for westbound and 2 for eastbound). Then synchronize the lights in Charlotte and redo some of the roads so that there are more one ways and better turning lanes so that cars can actually move and don't backup the cars getting off of 277. I do understand that you need to consider improving Section A if you plan on improving Sections B and C, but in reality, if you do any of the current proposals for B and C, there will be no need to improve A since the only thing that the proposal for B and C will do is cause more traffic in A, B and C. If you really want to improve section A, you can start by improving Statesville Ave Beaties Ford Rd, and Reames Rd. They can easily be improved by having synchronized lights and proper turning lanes. As for the northbound part of Section A, even with the poorly designed left exit at 11B that causes most of the traffic on 277 and 77, it still usually moves satisfactorily until exit 13, where it is often backed up because of the exit for 85. This can be easily solved by extending that exit and separating it from 77 with a concrete wall, so that vehicles do not go as far as they can and then cut off the vehicles on the ramp which stops the flow on 77. Once 485 is completed, that will decrease many of the cars coming from 85 to 77, but will actually cause even worse traffic on 77 because of the 7 lane to 2 lane merger around mile marker 19.

As far as Section B, the only traffic in either direction is around exit 18 and that is because of the build up on WT Harris, which is caused by the lack of synchronized lights and poorly designed intersections. So the best options would be to either extend the exit/entrance ramps or improve WT Harris. Either way, the northbound exit ramp must be longer and more importantly wider (2 left and 2 right turn lanes, instead of the current 1 lane). Then you could add an exit to 485 from Beaties Ford Rd, which would cause less people to get on 77 in the first place.

As far as Section C, that is the worse area of 77 from South Carolina to West Virginia, and only going to get worse once 485 is complete, but there are some pretty simple solutions for it.

1. Improved exit/entrance ramps - Most of them from exit 18 - 36 are too short and do not have multiple lanes, especially with the few number of exits and poorly designed roads that they connect with which do not have synchronized lights. The primary cause of the backup on I-77 is that vehicles, especially trucks, cannot get on or off I-77 in a safe manner. It is not primarily caused by the volume, it is caused by the short distance of the ramps which makes drivers nervous and slow down to allow other vehicles on safely. It is also the short ramps that cause a majority of the accidents on I-77, by having a vehicle that is merging on I-77 cut off another vehicle already on I-77 and causing every vehicle behind it to suddenly slam on the brakes, until finally one person is not paying enough attention and hits the vehicle in front of them causing a train wreck. In addition, most of the exit ramps do not have proper turning lanes to ease the flow onto the cross road. Many are short, single lanes that do not have the multiple left and right turn lanes that would allow multiple cars to exit the ramp at the same time. (adding an extra 500 - 700 feet to most of the exits would equal less than 1 mile and cost under \$5 mill)

2. Now, the reason that the exit ramps are not properly designed is because it would cause too much traffic in the communities because of the poorly designed crossroads (Gilead, Sam Furr, and Catawba). Specifically, the timing of the lights on each of the crossroads must be properly synchronized to prevent the buildup of traffic on I-77 that is initiated from these crossroads. In addition, most of these crossroads need properly designed turning lanes in order to prevent the backup of everyone stopping for each person that is getting off of the crossroad. (city computer synchronization systems would cost under \$1 mill for all of north Mecklenburg and decrease the number of technicians that drive around adjusting the lights). A great solution would be to eliminate the left turn lanes from the crossroad onto I-77 and have them continuously flowing instead of having 20 cars entering 77 at the same time. (that may cost an additional \$1 mill per exit, but be well worth it)

3. Once the ramps are extended, they would be long enough to add merging lights that would separate the cars that are merging onto I-77 so that they could more easily merge without causing vehicles to stop. I know that there are some incorrect beliefs on the part of NC DOT about whether merging lights work, but anyone who has been on the LIE in NY knows that they work greatly, and you could create a contract with a company that could test it first with temporary lights at their own expense, and if the results are beneficial, they would get the contract. (these lights would be maintained with the synchronization system, so the only cost is the initial set up which would be well under \$1 mill for all 8 lights)

4. The next step would be to add 6' concrete walls to stop people from admiring the view of the water - that would also save lives by decreasing the daily accidents that occur because of incompetent drivers slowing down to look at the water. While you are at it, you should also add trees or walls in the central reservation to prevent people from being nosey looking at accidents on the other side of the road. (under \$1 million)

5. Then add additional exits around mile marker 24 (Stumptown Rd) and either 26 (Westmoreland) or 22 Mt Holly-Huntersville). This will also assist the poorly designed/developed Sam Furr and Gilead Roads and decrease the backup to/from the other exits. There is less traffic on I-77 in the city of Charlotte than there is in Huntersville because there are more exits, there is no HOV/HOT lane in the city. When is there traffic in the city area? When there is a major back up on one of the exits, especially 85 or 277 or Tyvola. (since the roads are already there, it would only be adding the exits/entrance and acquiring some property, so we can estimate that at \$10-15 mill)

6. Then the last stage should be to increase the number of lanes, starting with northbound. The addition of 1 lane from 23 to 25 (along with the new exits and better design of the current exits) will virtually eliminate most of the northbound traffic for the next 5 -10 years (specifically because of the poorly designed merging of 7 lanes to 2 lanes within a couple of miles: 3 standard lanes +1 HOV lane on 77 + 2 lanes from 485 + the exit 23 entrance merging lane). In addition, the last part of 485 will also probably be done some time over the next couple of years; this will also increase the number of vehicles Involved in the 7 lane to 2 lane merge, which will obviously make the traffic even worse.

As far as southbound the addition of 1 lane from 24 (would be the new Stumptown Road exit) to around 21 (where it goes from 2 lanes to 4 lanes) would solve most of the AM congestion that backs up all the way to exit 31 because of the short

merging lane and cars/buses that jump over to the left/HOA lanes and cause the backup. (for the 4 miles, it should be around \$17 - 22 million)

7. Another simple improvement to most of the roads in NC would be the use of half way decent reflectors, both on the roads and on the side railings. NC has the worst reflectors than virtually any other state, and all the local politicians instead fight to have much more costly lights installed. If you drive through states like Virginia, Florida, or South Carolina, you will see that they have slightly larger, but much better reflectors that prevent the need of lights and prevent many accidents, especially the type of accidents that Charlotte is known for over the past few years - people driving on the wrong side of the exit/entrance. This will also decrease traffic in during the dark times of the day because it allows people to more easily see the roads ahead. (aprox \$1 - 2 million)

I am all for having a separate company run virtually anything instead of having our overspending, mismanaging government run it. But, thinking that any company can make money out of this is about as smart as saying that Mi-Connections, the NASCAR Hall of Fame, or the National White Water Center would be profitable, or that school districts would be able to operate in a reasonable budget. As we know, the NASCAR Hall of Fame made up an estimation that at least 250,000 people would visit it each year. When the public saw it, they laughed at the fact that more than 125 people per hour would enter it. Go figure, we were right and the local politician's were wrong, and they have been averaging about 110,000 per year or 55 per hour. We are in a similar situation here. Same thing with Mi-Connections, the new leader of this project, Thunberg, caused Mooresville and Davidson to be more than \$90 million in debt and rapidly growing, with no chance of ever breaking even, and the customers are paying the same exact price as the customers of their competitors with fewer benefits. No business, unless fully funded by the government would expect to invest over \$150 million dollars and 3 years of work, to have huge administrative expenses for an estimated income of about \$2,200 per day or \$790,000 per year (350 cars per hour for 3 hours for 5 days of the week at \$3 per car). If they didn't have any future expenses (labor, maintenance, etc..), it would take them about 180 years to break even.

All of that work could be done for \$25-45 million and will not have to require future operating expenses that the HOT lane will have. And best of all it will actually have better traffic results than spending the proposed \$75-100 million that is being proposed along with the continuous operating expenses for unused lanes. As for the next steps, create a new tax for all new development - all new commercial construction must pay a 1 time fee per square foot and all new residential must pay a lower rate, but maybe per bedroom. Then, properly manage the projects so the you do not overspend as DOT always does (Brawley School Road is a prime example, it took twice as long and cost twice as much as it should have if it was designed and managed properly, and Catawba Avenue is another great example of poorly designed project).

If you want to truly improve the transportation in the area, so that local businesses can boom, so that more people will want to come here, and then in return you will have more income taxes paid, do it right for once, stop making excuses and blaming other people. Get rid of Thunberg, listen to the people who use the roads every day, stop wasting money on lame excuses, stop all current projects, design a short and long term plan that actually uses common sense, and then mangle the project properly.

The proposal for only adding HOT lanes north of I-485 is the same solution method of forming MI-Connections, the same as having Mecklenburg open the NASCAR Hall of Fame, you will get the same poor results as CMS - which we all know that the result will be spending twice as much money for less than half of the possible solution.

Let's use some common sense, and reality, instead of your make believe theory that people will use HOT or HOV lanes. Here is a more realistic analysis of your proposal: If we average 2,000 vehicles on the 2 lanes of I-77 per hour during rush hours (in either direction), with less than 2% of them having the ability to use an HOV lane, and we expect to increase the population by more than 2% per year, that means that in 20 years we will have about 3,000 vehicles per hour. If 30% of the 3,000 use the HOV/HOT lanes, that still leaves more than 2,100 vehicles on the 'current' two lanes. If you look at the fact that of the 2,000 vehicles about 15% are tractor trailers, that means about 300 of them are, which means that will increase to about 450 in 20 years.

Then, let's look at the income factor, if you use 10 years from now, with the 2,500 vehicles per hour those same number and say that 30% of them (in each direction, during both of the 2 hours of rush hour, 52 weeks of the year) pay \$3 for the HOT, you are talking an annual income of less than \$4.7 million. With the plans of letting another business own the lanes, what business is going to spend the \$125 - 200 million to build 32 miles of road, then pay the high maintenance of the roads and technology to calculate and collect the tolls, with the hope of breaking even after 25 years, at the earliest, if they had no

expenses. Or you can spend \$30-50 million, to solve the traffic, and encourage the growth and development that will lead to the additional tax income needed to complete the project.

If you want to improve traffic, limit (possibly even decrease) pollution, increase the demand for businesses to relocate or expand here, decrease the number of lives that are lost because of accidents, and do it for the best possible dollar value, that is within your budgeted amount and has the ability to be adjusted for future development - you must start by looking at what truly causes the traffic on I-77?

Mile markers 19 - 31 of I-77 has more accidents than exits 1 - 18 and has less than half of the volume. Does anyone know why? It has virtually nothing to do with volume and is only related to design!

Too many people have personal lives or jobs or live in locations prevent them from using HOV and/or HOT lanes. This is no longer the 1940's - 70's were everyone lived and worked in similar locations and didn't have their children's after school activities control their lives. And gas is already \$4 per gallon, so people cannot afford to pay another \$1 - \$4 each way.

HOT lanes will have no impact on traffic, and/or the number of cars on the road. Let's look at the numbers. If we have 2,000 cars per hour using this part of I-77 in one direction, and we use a high number of 10 % of the cars using the HOT lane (less than 2% use the HOV lane) that is 200 cars per hour. If population continues grows at a low 2% per year, in 4 years by the time they are done with the HOT lanes that will = 2,200 cars per hour, minus the 10% we hope would use the HOT lane and we will have the same number of cars on the same 2 lanes.

--

Chris Grancagnolo

704-660-9476

This message has been checked for threats by Atkins Group IS



May 31, 2012

Virginia Mabry, PE, NCDOT
Eric Midkiff, PE, NCDOT
Carl Gibilaro, PE, Atkins

Subject: TIP Project I-5405, Categorical Exclusion Environmental Document

Dear Colleagues:

NCDOT has suggested that a Categorical Exclusion (CE) environmental document is an appropriate analysis tool to study the environmental impacts of a major investment in High Occupancy Toll (HOT) lanes on I-77 between I-85 and Catawba Avenue (Exit 28) in Cornelius. I believe that a CE is the appropriate choice only if a thorough study of transportation needs in the travel corridor between Charlotte and Statesville places the proposed investment within a strategic regional context. Without such a regional study and strategic investment strategy, it will be extraordinarily difficult to determine the cumulative and secondary impacts of the proposed project. Furthermore, without the overarching study, it is not possible to determine if the proposed project represents the best use of the public's scarce transportation resources in the corridor.

The corridor includes current I-77, NC 115, and the Atlantic, Tennessee, and Ohio rail line (partially now removed) between Charlotte and Statesville. Travel needs include a wide ranging and undetermined mix of commercial and personal mobility usage including interstate commerce and travel, suburban commuting patterns both now and in the evolution of the metro area, and interchange to interchange local traffic created by a lack of supplemental system. Understanding the relative needs of the different types of movement and the best manner (including potential modifications of land use patterns) to support these movements is crucial to evaluating the investment proposal.

To date, the analysis project has focused solely on the conversion of the existing High Occupancy Vehicle (HOV) lanes to operate as HOT lanes and then two construction options best described as 1) extending the HOT lanes to Catawba Avenue and 2) adding an additional HOT lane in each direction to supplement the lanes in option 1. Operating the physical lanes for 2+ or 3+ carpoolers to use the lane for free are two options within the physical construction parameters and presumably will result in differential usage levels of the investment.

Several written, electronic, and personal communications from the Mecklenburg-Union Metropolitan Planning Organization's (MUMPO's) Technical Coordinating Committee's (TCC's) I-77 task force and from me have indicated that the proposed project's affect on several issues need to be determined. In summary, those are:

- 1) How does the proposed project fit in an overall strategy that is environmentally and fiscally achievable for mobility and development patterns in this corridor?
- 2) What is the impact of the proposed project on the proposed Red Line Regional Rail project?

- 3) What are the impacts to and operational issues at each interchange along the project? More traffic will be delivered to these interchanges with impacts both at their contact with the general purpose lanes AND with the intersections and adjacent local system at the top of the ramps. Just as with a conventional road widening, the intersections of the main road with its access points must be part of the analysis.
- 4) What is the potential for and benefits of direct connections to and from the HOT lanes from either new or existing bridges that cross I-77? The benefits would accrue to both users of the HOT lanes and relief at existing general purpose interchanges. These direct connections could significantly enhance usage since the necessity to both cross the congested general purpose lanes and to intermingle with the currently congested general purpose interchanges would be eliminated. Locations previously identified as potential connection points include Cindy Lane, Alexanderana Road, Hambright Road, Stumptown Road, and Westmoreland Road.
- 5) What are the impacts to and operational issues at either end of the I-5405 project if subsequent projects do not occur in a timely fashion?
- 6) How do we ensure that the proposed project does not preclude or make more expensive other investments in the corridor, i.e. additional crossings of the interstate and modifications to interchanges?
- 7) What are the implications of private sector delivery and management of the HOT lanes to the public goals of encouraging transit usage and more efficient use of the existing general purpose lanes?
- 8) If any bridge crossing of I-77 is replaced as part of the project or expanded in width, that replacement or expansion needs to provide full accommodations for bicyclists and pedestrians on both sides of the bridge.

I wholeheartedly commend NCDOT for pursuing both innovative infrastructure design and operations (HOT lanes) and delivery concepts (P3.) Your local partners are committed to working with you to ensure that as we evaluate and implement these choices, we understand how they meet long term state and local needs so that the investments create the communities we desire.

Sincerely,



William S. Coxe
Transportation Planner

Cc: Huntersville Town Board
Greg Ferguson



I-77 High Occupancy/Toll (HOT) Lanes

State Transportation Improvement Program Project No. I-5405

YOU'RE INVITED!

The North Carolina Department of Transportation (NCDOT), in partnership with the Mecklenburg-Union Metropolitan Planning Organization (MUMPO) and the Federal Highway Administration (FHWA), invites you to attend a Public Information Workshop about the proposed conversion of existing High Occupancy Vehicle (HOV) lanes to High Occupancy/Toll (HOT) lanes on I-77 in Mecklenburg County. **Please see the cover of this mailing for details about the meeting locations and times.**

The map to the right depicts the project limits, which are I-77 from I-277 (Brookshire Freeway) to West Catawba Avenue (Exit 28). The project includes converting existing I-77 HOV lanes to HOT lanes and extending them northward to Exit 28 along with potentially adding a second HOT lane in each direction. **All improvements would occur within the existing right of way.**

WORKSHOP PURPOSE

This workshop is being held to inform the community of the proposed introduction of HOT lanes along portions of I-77. Project maps and information will be displayed at the workshop, and agency and consultant staff will be there to discuss the project and answer your questions. NCDOT wants to hear your thoughts about this project. The workshop is an open house format and will not include a formal presentation, so we encourage you to drop by any time to ask questions and provide comments.

PROJECT PURPOSE AND NEED

The portion of the I-77 corridor between I-277 (Brookshire Freeway) in Charlotte and north to Exit 28 (Catawba Avenue) is increasingly experiencing traffic volumes that exceed the capacity of the facility. As a result, daily commuters experience congestion, which will worsen if no improvements are made to the corridor. However, improvements to the corridor face physical, environmental, and financial constraints. In response to these constraints, the NCDOT, MUMPO, and FHWA are considering alternative funding options such as tolling to address congestion in the corridor.

WHAT ARE HOT LANES?

High Occupancy/Toll (HOT) lanes are limited-access managed lanes that allow free use for eligible carpoolers, transit riders, and motorcyclists while allowing previously ineligible non-HOV drivers to buy back into the lane for a fee. The number of cars using these lanes can be controlled by varying the fee to encourage free-flowing traffic in the HOT lanes at all times, even during rush hour (i.e. morning and evening). The price would be higher during peak periods when demand is greater and lower during less congested times. If a motorist does not want to pay the toll, they can still use the general purpose lanes at no cost. **The project will not remove any existing general purpose lanes.**

PROJECT STATUS

The project development, preliminary engineering, and environmental studies (including noise, air, and water quality studies) for the project are being conducted in compliance with the National Environmental Policy Act (NEPA) and other applicable laws and regulations. A tolling analysis is also being conducted for the project to determine demand and toll ranges. The final environmental document is scheduled to be completed in June 2012.





**I-77 High Occupancy/Toll (HOT) Lanes
STIP Project No. I-5405**

North Carolina Department of Transportation
Transportation Program Management
Attn: Virginia Mabry, Project Manager
1595 Mail Service Center
Raleigh, North Carolina 27699-1595

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PERMIT #212

**Important Information.
Please read!**

Current Resident or



Public Information Workshops

(The same information will be presented at both meetings. There is no formal presentation so you can stop by anytime.)

I-77 High Occupancy/Toll (HOT) Lanes STIP Proj. No. I-5405

May 9, 2012, 4pm-7pm
Cornelius Town Hall
21445 Catawba Avenue
Cornelius, NC 28031

May 10, 2012, 4pm-7pm
NCDOT Traffic Mgmt. Ctr.
2327 Tipton Drive
Charlotte, NC 28206

In compliance with the Americans with Disabilities Act (ADA), NCDOT will provide auxiliary aids and services for persons with disabilities who wish to participate in the workshop. To receive special services, please contact Mr. Carl Gibilaro at 704-522-7275 by May 4th to provide adequate notice so that arrangements can be made.

**Save
the
Date!**

For questions or comments about the project, please contact:

Carl Gibilaro, P.E. (Consultant Project Manager)
ATKINS
5200 Seventy-Seven Center Drive, Suite 500
Charlotte, NC 28217
Phone: 704-522-7275
Email: carl.gibilaro@atkinsglobal.com

Virginia Mabry (NCDOT Project Manager)
NCDOT Transportation Program Mgmt.
1595 Mail Service Center
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Phone: 919-707-6604
Email: vmabry@ncdot.gov

I-77 High Occupancy/Toll (HOT) Lanes

State Transportation Improvement Program Project No. I-5405



PROJECT STATUS

The project development, preliminary engineering, and environmental studies (including noise, air, and water quality studies) for the project are being conducted in compliance with the National Environmental Policy Act (NEPA) and other applicable laws and regulations. A tolling analysis is also being conducted for the project to determine demand and toll ranges.

TENTATIVE PROJECT SCHEDULE

(subject to change)

Summer 2012 Categorical Exclusion
2013-2015 Construction
2015 Open for Use

FAQS

WILL HOT LANES MAKE MY COMMUTE BETTER OR WORSE?

HOT lanes will give you more choices for planning your commute and should improve commutes across the corridor. By adding capacity and providing users with options, commuters should experience a range of improved conditions regardless of whether they choose to utilize the HOT lane or not. If you carpool, vanpool, or ride transit, you will experience more reliable trip times because the HOT lane will be managed to provide reliable and quicker trip times. If you drive alone, you will have the option to use the HOT lane at a price that will vary depending on the time of day and the amount of traffic in the HOT lane. By varying the pricing, it is possible to manage the HOT lane and ensure consistent trip times throughout the corridor.

WILL EVERYONE HAVE TO PAY TO USE HOT LANES?

No. Eligible carpools, vanpools, motorcycles, and transit will be able to use the HOT lanes without paying. Travel in the adjacent regular general purpose lanes will remain free for drivers at all times.

For project specific information, please contact:

Carl Gibilaro, P.E. (Consultant Project Manager)
ATKINS
5200 Seventy-Seven Center Drive, Suite 500
Charlotte, NC 28217
Phone: 704-522-7275
Email: carl.gibilaro@atkinsglobal.com

OR

Virginia Mabry (NCDOT Project Manager)
NCDOT Transportation Program Mgmt.
1595 Mail Service Center
Raleigh, NC 27699-1595
Phone: 919-707-6604
Email: vmabry@ncdot.gov

INSTEAD OF CREATING TOLL LANES WHY NOT ADD MORE LANES?

Fast growing areas like the Charlotte region will not be able to rid themselves of crippling congestion by merely building additional capacity. At some point, our ability to expand I-77 and other similar roadways will fall due to limitations on available right-of-way. A better managed transportation system will need to deliver the desired efficiencies. HOT lanes allow communities to manage a portion of a given facility to ensure reliable trip times and access to economic hubs while still preserving free alternatives.

WHAT IS VALUE PRICING?

Value pricing is a method of charging drivers a toll for using designated lanes that vary by usage and overall congestion levels in order to provide more reliable travel times. When HOT lanes become too congested, the price increases to reduce the number of cars entering the lane and restore service levels. Therefore, the price will be higher during peak periods when demand is greater and lower during less congested periods. Once a driver enters the HOT lane, the price of that driver's trip is fixed and will not change during the duration of that trip.

I-77 High Occupancy/Toll (HOT) Lanes

State Transportation Improvement Program Project No. I-5405



CITIZENS INFORMATION WORKSHOP

Wednesday May 9, 2012
Cornelius Town Hall, Community Room

Thursday May 10, 2012
NCDOT Traffic Management Center

Welcome to the Citizens Information Workshop for the I-77 High Occupancy Vehicle (HOV) to HOT Lanes conversion. Thank you for coming to tonight's workshop, which is hosted by the North Carolina Department of Transportation (NCDOT).

WORKSHOP PURPOSE

This workshop is being held to inform the community of the proposed introduction of HOT lanes along portions of I-77. This workshop is an open house format. There is NO formal presentation.

Please...

READ this handout.

It contains information on the need for the project, current project activities, and the project schedule.

REVIEW the project displays.

Maps and aerial photographs on display show the overall project study corridor. The Alternative with the greatest impact is shown to represent that potential impacts are contained within the existing right-of-way.

TALK with the project team.

NCDOT and consultant team members are present to answer your questions and discuss the project one-on-one.

TELL us what you think.

Your input counts! Fill out a comment sheet or discuss your comment with a Project Team representative. You may leave your comment sheets at the sign-in table or mail them to the address on the back. Please return your comment forms by May 21st, 2012.

WHAT ARE HOT LANES?

High Occupancy/Toll (HOT) lanes are limited-access managed lanes that allow free use for eligible carpools, transit riders, and motorcyclists while allowing previously ineligible non-HOV drivers to buy back into the lane for a fee. The number of cars using these lanes can be controlled through value pricing via electronic toll collection in order to maintain free-flowing traffic in them at all times, even during the peak of rush hour.

PROJECT PURPOSE

The portion of the I-77 corridor between I-277 (Brookshire Freeway) in Charlotte and north to West Catawba Avenue (Exit 28) is increasingly experiencing traffic volumes that exceed the capacity of the facility. As a result, daily commuters experience congestion, which will worsen if no improvements are made to the corridor. However, improvements to the I-77 corridor face physical, environmental, and financial constraints. In response to these constraints, the NCDOT, MUMPO, and FHWA are considering alternative funding options such as tolling to address congestion in the corridor.

Appendix F

I-3311C and I-4750AA Items

I-77 High Occupancy/Toll (HOT) Lanes

State Transportation Improvement Program Project Nos. I-3311C and I-4750(HOT)



Contact Information

[-Please Print-]

Name: Soree Finley

Mailing Address: 8525 Long Creek Club Drive, #304, 28716

[-Please remember to include your zip code-]

How did you hear about the meeting?

Newsletter Newspaper Friend/Family Other: North Public Radio

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. I-77 currently experiences congestion during the morning and evening rush hours. Do you feel adding High Occupancy / Toll lanes would help reduce congestion along I-77? Why or why not?

I believe HOT lanes may reduce congestion where the interstate narrows to two lanes. The ~~big~~ congestion on I77, between exits 18 to 277 is over rated.
South

2. When you think about the potential impacts of this project, please tell us how concerned you are with each of the following. Use a scale of 1 to 5 (with 1 being something that concerns you very much and 5 being something that you are least concerned).

Potential impacts to the environment	<u>4</u>
Potential impacts to local residents	<u>2</u>
Potential impacts to local businesses	<u>3</u>
Emergency response time	<u>3</u>
Safety	<u>2</u>
Other (please explain)	<u> </u>

3. Would you be willing to pay a toll to use the HOT lanes?

NO. My current travel time from I-77S to 277 past Caldwell is 15 min. ~~to~~ to 20 mins. I would only save five mins by using the toll. The difference is negligible. I drive the same route during the weekends therefore, I can't compare the travel time.

Also, the biggest traffic issue is 277 → I-77N. Northbound of the ~~convergence~~ ~~point~~

4. Other comments or questions.

I believe the workshop could have been publicized better.

Carl Gibilaro, PE (I-3311C)
Atkins
5200 Seventy Seven Center Dr,
Suite 500
Charlotte, NC 28217
carl.gibilaro@atkinsglobal.com
Ph: 704-522-7275

Frank Vick, PE (I-4750 (HOT))
RK&K
900 Ridgefield Drive, Suite 350
Raleigh, NC 27609
fvick@rkk.com
Ph: 919-878-9560

Theresa Ellerby
(I-3311C & I-4750 (HOT))
NCDOT PD&EA Branch
1548 Mail Service Center
Raleigh, NC 27699-1548
tellerby@ncdot.gov
Ph: 919-707-6020

Please return your comment form to the designated box or mail to the address above by September 4, 2012.

I-77 High Occupancy/Toll (HOT) Lanes

State Transportation Improvement Program Project Nos. I-337(C) and I-4750(HOT)



Contact Information

[-Please Print-]

Name: Byron Hansen

Mailing Address: 116616 Commons Creek Dr, Charlotte, NC 28277

[-Please remember to include your zip code-]

How did you hear about the meeting?

Newsletter Newspaper Friend/Family Other: _____

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. I-77 currently experiences congestion during the morning and evening rush hours. Do you feel adding High Occupancy / Toll lanes would help reduce congestion along I-77? Why or why not?

Yes, but only if there are effective and safe transfers to and from interchanges

2. When you think about the potential impacts of this project, please tell us how concerned you are with each of the following. Use a scale of 1 to 5 (with 1 being something that concerns you very much and 5 being something that you are least concerned).

Potential impacts to the environment	<u>3</u>
Potential impacts to local residents	<u>4</u>
Potential impacts to local businesses	<u>4</u>
Emergency response time	<u>3</u>
Safety	<u>4</u>
Other (please explain)	_____

3. Would you be willing to pay a toll to use the HOT lanes?

yes, during rush hour ~~only~~.

4. Other comments or questions.

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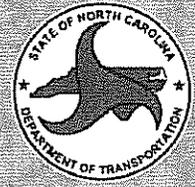
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RK&K
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fvick@rkk.com
Ph: 919-878-9560

Theresa Ellerby
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1548 Mail Service Center
Raleigh, NC 27699-1548
tellerby@ncdot.gov
Ph: 919-707-6020

Please return your comment form to the designated box or mail to the address above by September 4, 2012.

I-77 High Occupancy/Toll (HOT) Lanes

State Transportation Improvement Program Project Nos. I-3311C and I-4750(HOU)



Contact Information

[-Please Print-]

Name:

Jim Merrifield

Mailing Address:

122 Cedar Grove Circle,

[-Please remember to include your zip code-]

Davidson NC
28036

How did you hear about the meeting?

Newsletter Newspaper Friend/Family Other: _____

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. I-77 currently experiences congestion during the morning and evening rush hours. Do you feel adding High Occupancy / Toll lanes would help reduce congestion along I-77? Why or why not?

North of I-485 only. Need to widen I-77 to 3 lanes + 1 HOT north of I-485 to Exit 30

2. When you think about the potential impacts of this project, please tell us how concerned you are with each of the following. Use a scale of 1 to 5 (with 1 being something that concerns you very much and 5 being something that you are least concerned).

Potential impacts to the environment

5

Potential impacts to local residents

5

Potential impacts to local businesses

5

Emergency response time

5

Safety

5

Other (please explain)

- Need to maintain functionality of I-77 during construction period.

3. Would you be willing to pay a toll to use the HOT lanes?

The economics of the project seem ~~seem~~ unconvincing to me.

4. Other comments or questions.

- ① - Provide screening along I-77 where it crosses open water between exits 28 and 31.
- ② Improve the north bound exit ramp at Exit 16.
- ③ Only one HOT lane ~~is~~ ^{is} needed south of I-485. Congestion is only a problem north of I-485.
- ④ Consider access restriction (limiters) at all interchanges to reduce congestion.

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RK&K
900 Ridgefield Drive, Suite 350
Raleigh, NC 27609
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Ph: 919-878-9560

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(I-3311C & I-4750 (HOT))
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1548 Mail Service Center
Raleigh, NC 27699-1548
tellerby@ncdot.gov
Ph: 919-707-6020

Please return your comment form to the designated box or mail to the address above by September 4, 2012.

I-77 High Occupancy/Toll (HOT) Lanes

State Transportation Improvement Program Project Nos. I-3311C and I-4750(HOT)



Contact Information

[-Please Print-]

Name: Mac Herring (Mooresville Commissioner)

Mailing Address: 735 North Main Street Mooresville NC 28115

[-Please remember to include your zip code-]

How did you hear about the meeting?

Newsletter Newspaper Friend/Family Other: Team Email

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. I-77 currently experiences congestion during the morning and evening rush hours. Do you feel adding High Occupancy / Toll lanes would help reduce congestion along I-77? Why or why not?

Yes - But Need to Allow for widening to
8 Lanes

2. When you think about the potential impacts of this project, please tell us how concerned you are with each of the following. Use a scale of 1 to 5 (with 1 being something that concerns you very much and 5 being something that you are least concerned).

Potential impacts to the environment	<u>5</u>
Potential impacts to local residents	<u>1</u>
Potential impacts to local businesses	<u>3</u>
Emergency response time	<u>4</u>
Safety	<u>2</u>
Other (please explain)	<u>—</u>

Please Do Not Take My Lower Ranking
on Environment to Mean I Think it
is Not Important

I-77 High Occupancy/Toll (HOT) Lanes

State Transportation Improvement Program Project Nos. I-3311C and I-4750(HOT)



Contact Information

[-Please Print-]

Name: JOHN & COINA PASK

Mailing Address: 103 FOXFIELD PARK DR. MOORESBORO NC 28115

[-Please remember to include your zip code-]

How did you hear about the meeting?

Newsletter Newspaper Friend/Family Other: _____

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. I-77 currently experiences congestion during the morning and evening rush hours. Do you feel adding High Occupancy / Toll lanes would help reduce congestion along I-77? Why or why not?
NO. (1) CURRENT HOV LANES ARE UNDER UTILIZED. ADDING A TOLL AND REQUIRING 3 OCCUPANTS WILL BE MORE OF A DETERENT TO USE. WE NEED MORE LANES ON I77 TO SUPPORT THE OVERBUILT INFRASTRUCTURE AT LATER HOUR

2. When you think about the potential impacts of this project, please tell us how concerned you are with each of the following. Use a scale of 1 to 5 (with 1 being something that concerns you very much and 5 being something that you are least concerned).

Potential impacts to the environment 4

Potential impacts to local residents 2

Potential impacts to local businesses 5

Emergency response time 2

Safety 1

Other (please explain) 1 - COMMUTER TRAFFIC

There are no alternative routes, no high speed rail, etc. so when you take lanes that could be used to help expedite the traffic flow, and restrict them to high occupancy with tolls you are going to create an even greater bottle neck. what is your goal?

TO keep improve traffic or make some 3rd party toll company rich?

3. Would you be willing to pay a toll to use the HOT lanes?

PROBABLY NEVER

4. Other comments or questions.

IF YOU WANT TO CHARGE A TOLL, CHARGE A TOLL TO EVERYONE NOT JUST CERTAIN LANE USERS. WE ARE TAXPAYERS AND FEEL LIKE WE ARE BEING DOUBLE-DIPPED. TAXES AND VEHICLE FEES AND NOW TOLLS? MAKES NO SENSE.

Carl Gibilaro, PE (I-3311C)
Atkins
5200 Seventy Seven Center Dr,
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carl.gibilaro@atkinglobal.com
Ph: 704-522-7275

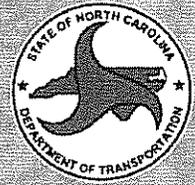
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Ph: 919-707-6020

Please return your comment form to the designated box or mail to the address above by September 4, 2012.

I-77 High Occupancy/Toll (HOT) Lanes

State Transportation Improvement Program Project Nos. I-3311C and I-4750(HOT)



Contact Information

[-Please Print-]

Name:

R. WAYNE STOKDALE

Mailing Address:

19506 HEARTLAND ST.

[-Please remember to include your zip code-]

How did you hear about the meeting?

Newsletter

Newspaper

Friend/Family

Other:

TV & INTERNET

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. I-77 currently experiences congestion during the morning and evening rush hours. Do you feel adding High Occupancy / Toll lanes would help reduce congestion along I-77? Why or why not?

NO

SEE ATTACHED LETTER

2. When you think about the potential impacts of this project, please tell us how concerned you are with each of the following. Use a scale of 1 to 5 (with 1 being something that concerns you very much and 5 being something that you are least concerned).

Potential impacts to the environment

3

Potential impacts to local residents

1

Potential impacts to local businesses

2

Emergency response time

1

Safety

1

Other (please explain)

1

OTHER SOLUTIONS ARE BETTER
CHEAPER & LESS IMPACT ON COMMUNITY

I-77 High Occupancy/Toll (HOT) Lanes

State Transportation Improvement Program Project Nos. I-3311C and I-4750(H)(B)



Contact Information

[-Please Print-]

Name: Alison Levin

Mailing Address: 22351 Country Club Ln, Cornelius NC 28031

[-Please remember to include your zip code-]

How did you hear about the meeting?

Newsletter Newspapers Friend/Family Other: _____
(Several - Observer; Lake Norman Citizen; Herald)

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. I-77 currently experiences congestion during the morning and evening rush hours. Do you feel adding High Occupancy / Toll lanes would help reduce congestion along I-77? Why or why not?

Most likely, yes, and congestion is a perpetual problem, with frequent spillovers onto local roads (Cornelius/Davidson) that affects local residents when there is a major highway incident/backup...

2. When you think about the potential impacts of this project, please tell us how concerned you are with each of the following. Use a scale of 1 to 5 (with 1 being something that concerns you very much and 5 being something that you are least concerned).

Potential impacts to the environment 1
Potential impacts to local residents 1
Potential impacts to local businesses 4
Emergency response time 1
Safety 1
Other (please explain) _____

3. Would you be willing to pay a toll to use the HOT lanes?

Probably not — Don't use 77 for commuting; can use other roads, other times.

4. Other comments or questions.

Concerned about (a) how use of HOT lanes would be regulated or monitored

(b) how people not from this area would be informed (signage?) about restrictions

(c) long-term costs to state if tolls collected are insufficient.

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Theresa Ellerby
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Ph: 919-707-6020

Please return your comment form to the designated box or mail to the address above by September 4, 2012.

I-77 High Occupancy/Toll (HOT) Lanes

State Transportation Improvement Program Project Nos. I-3311C and I-4750(HOT)



Contact Information

[-Please Print-]

Name: ^{WM} Vance Moore

Mailing Address: 396 Juniper Rd. Mooresville, N.C. 28115

[-Please remember to include your zip code-]

How did you hear about the meeting?

Newsletter Newspaper Friend/Family Other: _____

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. I-77 currently experiences congestion during the morning and evening rush hours. Do you feel adding High Occupancy / Toll lanes would help reduce congestion along I-77? Why or why not?
No to Toll Lanes but yes to more lanes. My opinion is the area needs 6 to 8 lanes all the way to I-40 TOLL FREE. If Raleigh can get a second belt line and Charlotte has not one completed we have a PROBLEM. Also the state went to expense of I-85 around Greensboro Toll free.

2. When you think about the potential impacts of this project, please tell us how concerned you are with each of the following. Use a scale of 1 to 5 (with 1 being something that concerns you very much and 5 being something that you are least concerned).

Potential impacts to the environment 3
Potential impacts to local residents 1
Potential impacts to local businesses 1
Emergency response time 1
Safety 1
Other (please explain) _____

3. Would you be willing to pay a toll to use the HOT lanes?

No. This area of HOT lanes; the citizens are being discriminated against. No where else is people going to have to pay to use. I know it is voluntary but then if you ride in HOT you are electronically tickated. I don't think people will use them enough to satisfy the expense.

4. Other comments or questions.

We should still be a state of TOLL FREE HIGHWAYS. It seems our priorities are way out of proportion. Example: Easter NC vs Wester NC.

The HOV lanes are not being used to their potential or intent.

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I-77 High Occupancy/Toll (HOT) Lanes

State Transportation Improvement Program Project Nos. I-3331C and I-4750(HOT)



Contact Information

[-Please Print-]

Name: John Horne

Mailing Address: 16513 Ranger Trail Huntersville 28078

[-Please remember to include your zip code-]

How did you hear about the meeting?

Newsletter Newspaper Friend/Family Other: _____

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. I-77 currently experiences congestion during the morning and evening rush hours. Do you feel adding High Occupancy / Toll lanes would help reduce congestion along I-77? Why or why not?

Yes. EXTREMELY DANGEROUS NOW with no flow once it "locks Down" with work traffic onto cars

2. When you think about the potential impacts of this project, please tell us how concerned you are with each of the following. Use a scale of 1 to 5 (with 1 being something that concerns you very much and 5 being something that you are least concerned).

Potential impacts to the environment 2

Potential impacts to local residents 2

Potential impacts to local businesses 4

Emergency response time 5

Safety 5

Other (please explain) _____

I-77 High Occupancy/Toll (HOT) Lanes

State Transportation Improvement Program Project Nos. I-3311C and I-4750(HOT)



Contact Information

[-Please Print-]

Name: Tara Salmons

Mailing Address: 165 Flanders Dr. Mooresville NC 28117

[-Please remember to include your zip code-]

How did you hear about the meeting?

Newsletter Newspaper Friend/Family Other: _____

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. I-77 currently experiences congestion during the morning and evening rush hours. Do you feel adding High Occupancy / Toll lanes would help reduce congestion along I-77? Why or why not?
No, I don't feel people would utilize the lanes and thus congestion would not be reduced. A varying toll rate would deter use. Very few vehicles travel with three or more persons per vehicle. This in no way reduces volume of vehicles.

2. When you think about the potential impacts of this project, please tell us how concerned you are with each of the following. Use a scale of 1 to 5 (with 1 being something that concerns you very much and 5 being something that you are least concerned).

Potential impacts to the environment 3
Potential impacts to local residents 5
Potential impacts to local businesses 5
Emergency response time 3
Safety 5
Other (please explain)

3. Would you be willing to pay a toll to use the HOT lanes?

NO

4. Other comments or questions.

Has anyone seriously considered a commuter train or light rail? - There by generating income, and reducing volume. Also, how will toll fines be disputed should the technology not be effective in identifying the number of occupants in the vehicle? How will the toll amount per volume be determined and how will drivers be notified of the toll amount for the time due to the volume? How long will the project take to complete? Will work take place at night to alleviate already congested morning and afternoon drive times?

This proposal makes no sense and seems to be backward thinking. I am totally against it.

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I-77 High Occupancy/Toll (HOT) Lanes

State Transportation Improvement Program Project Nos. I-3311C and I-4750(HO)1c



Contact Information

[-Please Print-]

Name: DON BARTELL

Mailing Address: 107 IVYRIDGE CT., MOORESVILLE NC 28117

[-Please remember to include your zip code-]

How did you hear about the meeting?

Newsletter Newspaper Friend/Family Other: _____

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. I-77 currently experiences congestion during the morning and evening rush hours. Do you feel adding High Occupancy / Toll lanes would help reduce congestion along I-77? Why or why not?

YES. ADDS MORE CAPACITY. LESS CONGESTION, HIGHER SPEEDS IN HOT LANES.

2. When you think about the potential impacts of this project, please tell us how concerned you are with each of the following. Use a scale of 1 to 5 (with 1 being something that concerns you very much and 5 being something that you are least concerned).

Potential impacts to the environment 5

Potential impacts to local residents 5

Potential impacts to local businesses 3

Emergency response time 3

Safety 1

Other (please explain) 1

TRAVEL TIME; CONGESTION MITIGATION.

3. Would you be willing to pay a toll to use the HOT lanes?

YES, DEFINITELY!

4. Other comments or questions.

LET'S GET ON WITH IT!

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I-77 High Occupancy/Toll (HOT) Lanes

State Transportation Improvement Program Project Nos. I-3511C and I-4750(HOT)



Contact Information

[-Please Print-]

Name: Michael J Archer

Mailing Address: 21100 Catawba Ave. Cornelius, NC

[-Please remember to include your zip code-]

28031

How did you hear about the meeting?

Newsletter

Newspaper

Friend/Family

Other: email

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. I-77 currently experiences congestion during the morning and evening rush hours. Do you feel adding High Occupancy / Toll lanes would help reduce congestion along I-77? Why or why not?

Yes, more available lanes = less congestion (at least in the short run). However, it is utterly ludicrous more resources have not already been channeled to address

2. When you think about the potential impacts of this project, please tell us how concerned you are with each of the following. Use a scale of 1 to 5 (with 1 being something that concerns you very much and 5 being something that you are least concerned).

Potential impacts to the environment 5
Potential impacts to local residents 3
Potential impacts to local businesses 3
Emergency response time 3
Safety 3
Other (please explain) _____

the I-77 corridor, Charlotte to Statesville

3. Would you be willing to pay a toll to use the HOT lanes?

Rarely, but there will, no doubt, be occasions.

4. Other comments or questions.

It is encouraging to see attention being given to this under-served section of our Interstate Highway system, but this is far too small an effort.

Further NC DOT should have done a better job limiting New interstates on ramps where the thoroughfares are already over-burdened.

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I-77 High Occupancy/Toll (HOT) Lanes

State Transportation Improvement Program Project Nos. I-3311C and I-4750(HOT)



Contact Information

[-Please Print-]

Name:

Glenn Broadley

Mailing Address:

17307 Sheldon Bark Dr Cornelius NC 28031

[-Please remember to include your zip code-]

How did you hear about the meeting?

Newsletter Newspaper Friend/Family Other: _____

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. I-77 currently experiences congestion during the morning and evening rush hours. Do you feel adding High Occupancy / Toll lanes would help reduce congestion along I-77? Why or why not?

yes - more lanes must help

2. When you think about the potential impacts of this project, please tell us how concerned you are with each of the following. Use a scale of 1 to 5 (with 1 being something that concerns you very much and 5 being something that you are least concerned).

Potential impacts to the environment 4
Potential impacts to local residents 5
Potential impacts to local businesses 3
Emergency response time 3
Safety 2
Other (please explain) _____

3. Would you be willing to pay a toll to use the HOT lanes?

yes

4. Other comments or questions.

enforcement is a question for me - how?

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I-77 High Occupancy/Toll (HOT) Lanes

State Transportation Improvement Program Project Nos. I-331(C) and I-4750(A)(OTL)



Contact Information

[-Please Print-]

Name: ISAHEHE FAIRLEY

Mailing Address: 8212 CHANDOS PL, HOUTERSVILLE 28078

[-Please remember to include your zip code-]

How did you hear about the meeting?

Newsletter Newspaper Friend/Family Other: _____

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. I-77 currently experiences congestion during the morning and evening rush hours. Do you feel adding High Occupancy / Toll lanes would help reduce congestion along I-77? Why or why not?

Yes - the road has been built capacity full.
was. would love to see the speed of travel
get better instead too

2. When you think about the potential impacts of this project, please tell us how concerned you are with each of the following. Use a scale of 1 to 5 (with 1 being something that concerns you very much and 5 being something that you are least concerned).

Potential impacts to the environment	<u>3</u>
Potential impacts to local residents	<u>3</u>
Potential impacts to local businesses	<u>3</u>
Emergency response time	<u>3</u>
Safety	<u>3</u>
Other (please explain)	<u>180</u>

Since this is mostly privately funded
the cost of the tolls is a concern. How
much control will NC DOT have over tolls.

3. Would you be willing to pay a toll to use the HOT lanes?

yes - don't see the need for toll

4. Other comments or questions.

It would be good if VDOT took a
more long-term view of road construction.
It seems improvements are always too
little, too late.

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I-77 High Occupancy/Toll (HOT) Lanes

State Transportation Improvement Program Project Nos. I-331(C) and I-4750(HOT)



Contact Information

[-Please Print-]

Name: Stephen Finley

Mailing Address: 8212 Chandler Place Huntersville, NC

[-Please remember to include your zip code-]

2807

How did you hear about the meeting?

Newsletter Newspaper Friend/Family Other: _____

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. I-77 currently experiences congestion during the morning and evening rush hours. Do you feel adding High Occupancy / Toll lanes would help reduce congestion along I-77? Why or why not?

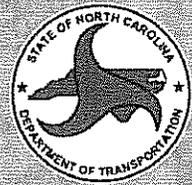
Yes, it would free up more traffic along 77

2. When you think about the potential impacts of this project, please tell us how concerned you are with each of the following. Use a scale of 1 to 5 (with 1 being something that concerns you very much and 5 being something that you are least concerned).

Potential impacts to the environment	<u>1</u>
Potential impacts to local residents	<u>5</u>
Potential impacts to local businesses	<u>3</u>
Emergency response time	<u>4</u>
Safety	<u>2</u>
Other (please explain)	_____

I-77 High Occupancy/Toll (HOT) Lanes

State Transportation Improvement Program Project Nos. I-333(C) and I-4750(HOT)



Contact Information

[-Please Print-]

Name: Van Crawford

Mailing Address: PO Box 2605 Davidson NC 28036

[-Please remember to include your zip code-]

How did you hear about the meeting?

Newsletter Newspaper Friend/Family Other: Davidson News-net

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. I-77 currently experiences congestion during the morning and evening rush hours. Do you feel adding High Occupancy / Toll lanes would help reduce congestion along I-77? Why or why not?

Maybe - NCDOT should be able to get real data (not just opinions) from Atlanta.

2. When you think about the potential impacts of this project, please tell us how concerned you are with each of the following. Use a scale of 1 to 5 (with 1 being something that concerns you very much and 5 being something that you are least concerned).

Potential impacts to the environment 2

Potential impacts to local residents 3

Potential impacts to local businesses 3

Emergency response time 1

Safety 2

Other (please explain) 1

Concrete lane barrier severely limits access and options when incident happens.

3. Would you be willing to pay a toll to use the HOT lanes?

No (hopefully)

4. Other comments or questions.

Need way for non-residents - without transponders - to use HOT lanes - especially high occupancy vehicles.

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I-77 High Occupancy/Toll (HOT) Lanes

State Transportation Improvement Program Project Nos. I-3311C and I-4750(B)(1)



Contact Information [-Please Print-]

Name: Jim McAulay

Mailing Address: 14610 Stumpdown Rd Huntersville NC
[-Please remember to include your zip code-] 28078

How did you hear about the meeting?

Newsletter Newspaper Friend/Family Other: TV

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. I-77 currently experiences congestion during the morning and evening rush hours. Do you feel adding High Occupancy / Toll lanes would help reduce congestion along I-77? Why or why not?

probably temporary but the issue will continue as you bottleneck traffic back down to less lanes

2. When you think about the potential impacts of this project, please tell us how concerned you are with each of the following. Use a scale of 1 to 5 (with 1 being something that concerns you very much and 5 being something that you are least concerned).

Potential impacts to the environment
Potential impacts to local residents 1
Potential impacts to local businesses 5
Emergency response time 4
Safety 2
Other (please explain) 2 own house

We are located between exd 23 + 25 approx 24
our land runs adjacent to 77 South Bound

I-77 High Occupancy/Toll (HOT) Lanes

State Transportation Improvement Program Project Nos. I-3317C and I-4750(HOT)



Contact Information

[-Please Print-]

Name: James S (SID) SMITH

Mailing Address: 21205 BALTIC DR CORNELIUS, NC 28031

[-Please remember to include your zip code-]

How did you hear about the meeting?

Newsletter Newspaper Friend/Family Other: Radio

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. I-77 currently experiences congestion during the morning and evening rush hours. Do you feel adding High Occupancy / Toll lanes would help reduce congestion along I-77? Why or why not?

It may if toll collection is efficient

2. When you think about the potential impacts of this project, please tell us how concerned you are with each of the following. Use a scale of 1 to 5 (with 1 being something that concerns you very much and 5 being something that you are least concerned).

Potential impacts to the environment 4
Potential impacts to local residents 4
Potential impacts to local businesses 4
Emergency response time 1
Safety 1
Other (please explain)

3. Would you be willing to pay a toll to use the HOT lanes?

Occasionally - in a hurry to get to the airport. Otherwise I can wait or take an alternate route.

4. Other comments or questions.

If this work is being done at the same time as the upgrade of exit 28 I am very concerned about the impact to the residents and businesses that use Catawba on a daily basis.

I would much rather the money spent on the HOT lanes be spent on a high speed rail system from downtown Charlotte to Statesville.

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Please return your comment form to the designated box or mail to the address above by September 4, 2012.

I-77 High Occupancy/Toll (HOT) Lanes

State Transportation Improvement Program Project Nos. I-3311C and I-4750(H101)



Contact Information

[-Please Print-]

Name: LAURENCE RAYMOND

Mailing Address: 18530 MAYES RD Hendersonville NC 28078

[-Please remember to include your zip code-]

How did you hear about the meeting?

Newsletter Newspaper Friend/Family Other: TV

Comments

Your opinions about this project are important to us. Please use the space below to include your comments or questions. If you need additional room to write, please take additional comment sheets or include your own letter.

1. I-77 currently experiences congestion during the morning and evening rush hours. Do you feel adding High Occupancy / Toll lanes would help reduce congestion along I-77? Why or why not?

Maybe if it is not too expensive to fix transponders and to set up the accounts. Build a light rail

2. When you think about the potential impacts of this project, please tell us how concerned you are with each of the following. Use a scale of 1 to 5 (with 1 being something that concerns you very much and 5 being something that you are least concerned).

Potential impacts to the environment 2
Potential impacts to local residents 2
Potential impacts to local businesses 2
Emergency response time _____
Safety _____
Other (please explain) _____

How much will it

cost to enforce?

all the cameras will tag the license plates and the DATA will be sold to Google

3. Would you be willing to pay a toll to use the HOT lanes?

NOTHING

I will use the other lanes or
MOVE TO SC

4. Other comments or questions.

- PRIVACY - !!!

Will all the data be sold to govt?

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I-77 HOT Lanes Comments

When I arrived at the Public Workshop on 4/18/2012, I was not a supporter of the HOT concept. After discussing the concept with experts present, I became a supporter. This was based primarily on the premise that users of the HOT lanes would be vacating the general lanes and alleviating some of the general lane congestion. Great in theory.

I visited Atlanta, Georgia, two weeks ago and had the opportunity to see HOT lanes in action. I was surprised to see that few to none were using the HOT Lanes either in light traffic or in congested traffic. I asked residents in three different groups that I met with about the HOT lanes and their (the residents) plans for use. Most said they will not use them due to inconvenience (transponder) or price. The area I observed was in the North East I-85 corridor of Atlanta.

In April, I understood that funding for the I-77 HOT Lanes would be thru the private sector. I now read that NC State DOT funds will be required. I would rather see NC State DOT funds be used for the Red Line Regional Rail than for I-77 HOT Lanes.

Bob Guerity

(704) 490-4248

222 Mott Road

Mooresville, NC 28115

bguerity@aol.com

19506 Heartland St.
Cornelius, NC. 28031
August 1, 2012

Town Board Representatives:
Subject: Proposed Toll Road over Lake Norman

Recently there was a news broadcast which suggested that NC. was going to build an additional crossing of Lake Norman and add additional lanes to I-77 and then turn those lanes into a toll road. I think this is a idea asked for one purpose to make money for investors who finance the building costs and then receive a percentage of the tolls. This will not solve our I-77 traffic problems

This proposed solution would simple shift traffic to highways 115 and US 21 at an unreasonable cost to the Davidson, Cornlius and Huntersville bommunities.

There is a much better and cheaper way to solve this problem. Add 2 additional lane s, 1 northbound +1 southbound can be laid in the middle of the current I-77 across the current isthmus over the lake and then place a concrete divider between the two lanes. Then a metal frame could

be constructed over all lanes with traffic control lights, red ● lights and green X'S over each lane. They would be change in the morning and in the evening to increaseghe number of lanes during morning and evening hours to better control traffic by providing four lanes southbound over the lake during the morning hours four lanes northbound to move the evening rush hour traffic. These control lights could control all or any lanes as required by any variety of road conditions

In this way traffic flow would be increased without causing traffic to go on the side roads creating the more traffic problems in our communities. This would save cost over the cost of the tollroad. It's obvious to me, the tollroad proposal will not solve the problem but only allow the investors to pocket the money and get them up to a pay level equal to professional athletes without risking getting physically hurt. Obviously, their proposal has one purpose,

money. . . . money . . . MONEY!

Ressspecfully



R. Wayne Stockdale

cc: file

Gibilaro, Carl

From: Ellerby, Theresa T [tellerby@ncdot.gov]
Sent: Wednesday, August 29, 2012 2:33 PM
To: christian.boggiano@gmail.com
Cc: Hinton, Kimberly D; Midkiff, Eric; Mabry, Virginia G; Frank Vick(fvick@rkk.com); Gibilaro, Carl
Subject: RE: Cornelius I-77 Widening Citizens Information Workshop

Mr. Boggiano:

I appreciate your contacting me to share your concerns about the format of the workshops that were held on August 1 and August 2.

A newsletter was mailed announcing the workshops. The purpose of the workshops, as stated in the newsletter, was to inform the community of the proposed I-3311C and I-4750 HOT projects and to solicit input. A local officials meeting was also held on August 1 to inform local leaders and staff of the proposed project and to also solicit input.

We are currently conducting environmental studies and developing preliminary design plans. Public involvement is a very important part in all phases of project development; so again, we appreciate your input and concerns. While the details of how the HOT Lane will operate are still pending, a few of your questions below can be addressed.

6. What is going to happen with the plan to add two additional regular lanes to I-77 if the HOT lane is added? Will we potentially have five lanes heading in each direction here on the north side of Charlotte (1 HOT lane and 4 regular lanes)? One consultant told me that this was a possibility and another told me that it would never happen. Which is it?

The project you are referring to is the I-4750 project which proposes to widening I-77 from Exit 28 to I-40. (NOTE: The project involving the HOT Lane, from Exit 28 to Exit 36, is referred to as "I-4750 (HOT)"). Environmental studies have been conducted and are still underway for this project, and the traffic forecast is in progress. A determination will be made on the limits of this project and the number of lanes once the environmental studies are complete for the HOT Lane projects.

7. What is going to be done to alleviate the noise issues for residents who live near the highway now that we are looking at increasing the size of the highway 50-150% (i.e. one to three additional lanes)?

A noise analysis will be conducted to determine what measures are needed to abate noise impacts, as necessary and required by the US Code of Federal Regulations Part 772 (23 CFR 772) "Procedures for Abatement of Highway Traffic Noise and Construction Noise" If you need additional information on how this analysis is performed, please let me know.

Again, thank you for your input and attending the workshop. Please contact me at 919-707-6020 if you would like to further discuss the project.

Regards,

Theresa T. Ellerby
NCDOT

From: Hinton, Kimberly D
Sent: Tuesday, August 28, 2012 8:55 AM
To: Ellerby, Theresa T
Subject: FW: Cornelius I-77 Widening Citizens Information Workshop

What is the status of answering the questions?

Kimberly

From: Chris Boggiano [mailto:christian.boggiano@gmail.com]
Sent: Monday, August 27, 2012 9:14 PM
To: Bill Coxe
Cc: Hinton, Kimberly D; Andrew Grant; Anthony Roberts; Chuck Travis; Jeff Tarte
Subject: Re: Cornelius I-77 Widening Citizens Information Workshop

Bill,

Thanks very much for your response. If I had known that or if someone had told me during the meeting I wouldn't have gotten as annoyed.

Thanks again,
Chris

Chris Boggiano
201-600-5977

On Aug 27, 2012, at 9:09 AM, Bill Coxe <bcoxe@huntersville.org> wrote:

Chris,
Sorry you haven't heard back, I sent the following reply to Mayor Tarte and others after I saw your message.
Bill Coxe

*Mayor and Andrew,
Last night I read the comments from Mr. Boggiano. I can certainly relate to the concerns about the operations of the HOT lanes...which many of us share. The quandary is that the meeting was to address the environmental impacts of a physical construction concept. The environmental study is done to satisfy federal law under the National Environmental Policy Act...which does not ask that we address how we operate what gets constructed. New times in the world and the laws dictating public involvement haven't necessarily caught up.
And the truth is that the proposals by the private concession teams will dictate many of the answers to his questions. Those proposals are required to be framed within certain guidelines for NC tolled facilities but I am not yet familiar with those guidelines and how the Request for Proposals requires they be addressed. And finally, the negotiated contract between the NCDOT and any successful concessionaire may alter anything we see in February (due date for the proposals.)
In fairness to Mr. Boggiano, why should he need to understand the distinction of why the meeting was being held? He took his time to come and learn and we couldn't help him much. His frustration is understandable.
Bill*

William S. Coxe
Transportation Planner

Town of Huntersville
PO Box 664
Huntersville, NC 28070-0664
voice: 704.766.2210
fax: 704.992.5528
bcoxe@huntersville.org
www.huntersville.org

From: Christian Boggiano [<mailto:christian.boggiano@gmail.com>]
Sent: Thursday, August 23, 2012 2:51 PM
To: Hinton, Kimberly D
Cc: Andrew Grant; Anthony Roberts; Chuck Travis; Bill Coxe; Jeff Tarte
Subject: Re: Cornelius I-77 Widening Citizens Information Workshop

Kimberly,

I wanted to followup to see if you've had a chance to have someone look into any of my questions.

Thank you,

Chris

On Fri, Aug 3, 2012 at 8:11 AM, Hinton, Kimberly D <khinton@ncdot.gov> wrote:

I'll get that handled for you.

Sincerely,

Kimberly Hinton

Senior Public Involvement Officer

NCDOT - Human Environment Unit

[919/707.6072](tel:9197076072) fax [919/212.5785](tel:9192125785)

From: Andrew Grant [<mailto:Agrant@cornelius.org>]
Sent: Thursday, August 02, 2012 5:57 PM
To: Hinton, Kimberly D
Cc: Anthony Roberts; Chuck Travis; William S. Coxe; 'Jeff Tarte'; 'christian.boggiano@gmail.com'; Andrew Grant
Subject: RE: Cornelius I-77 Widening Citizens Information Workshop

Kimberly,

Please see the below questions from a citizen who attended yesterday's I-77 informational meeting in Cornelius. Please forward them to the appropriate NC DOT department for responses, and ask that department to copy all those on this e-mail thread.

Thanks.

Andrew

From: Jeff Tarte [<mailto:jefftarte41@gmail.com>] **On Behalf Of** Jeff Tarte
Sent: Thursday, August 02, 2012 5:09 PM
To: Andrew Grant
Cc: Anthony Roberts; Chuck Travis; William S. Coxe
Subject: Fwd: Cornelius I-77 Widening Citizens Information Workshop

Andrew:

Would you mind taking a lead to ensure the questions below get answers? Truly great questions.
Thanks much, Jeff

Jeffery P. Tarte

Mayor - Town of Cornelius

[704-907-1421](tel:704-907-1421) Mobile
[704-892-6031](tel:704-892-6031) Town Hall
mayor@cornelius.org

<image001.gif>

Begin forwarded message:

From: Christian Boggiano <christian.boggiano@gmail.com>

Subject: Fwd: Cornelius I-77 Widening Citizens Information Workshop

Date: August 2, 2012 4:44:24 PM EDT

To: jefftarte@epsgreenit.com

Jeff,

I wanted to send you the email I sent to the NCDOT I-77 HOT lane project manager after the disappointing meeting I attended last night. I'm all for widening the highway, but I have no idea why they bothered to have an informational meeting when they did not actually have any information to share.

Considering that voters just soundly rejected Atlanta's self-funded proposal to fix their metro area's messed up roads, I think it's safe to say that most folks are skeptical that their state government will actually do what it promises to do with this sort of stuff. [Here's an article](#) on the Atlanta measure.

Thanks,

Chris

----- Forwarded message -----

From: Christian Boggiano <christian.boggiano@gmail.com>

Date: Wed, Aug 1, 2012 at 6:30 PM

Subject: Cornelius I-77 Widening Citizens Information Workshop

To: Tellerby@ncdot.gov

Cc: Jon Boggiano <jonboggiano@gmail.com>

Theresa,

My brother Jon and I just got back from the Citizens Informational Workshop at the Cornelius Town Hall about the widening of I-77 and the addition of HOT lanes. To be blunt, I was very disappointed. I spoke with three different consultants and none of them were able to answer even the most basic questions about this project.

1. Will there be a cap on how high the toll for the HOT lane can fluctuate under a value pricing system? In an extreme traffic event would it be possible for the HOT lane toll to go as high as \$50 to keep traffic moving in that lane without becoming congested?

2. If there isn't a cap, what will happen during times of extreme traffic in the regular lanes? In other words, if there is a cap set at \$10 and there is an extreme traffic backup in the other lanes, enough people will be willing to pay \$10 to cause traffic in the HOT lane as well so people will be out their toll money without the benefit of actually moving faster through traffic.

3. Will there be any regulatory oversight from NCDOT over toll rates in the future? What is to stop the private company managing the HOT lane from increasing prices faster than inflation 1, 5, 10 or 20 years from now? What is to prevent them from abusing their pricing power down the road as has happened in other areas where public resources were privatized? To be clear, I'm a big fan of public-private partnerships, but I wish someone could speak intelligently about the checks and balances that will be built into the system. From what I can tell, no one present in Cornelius tonight was able to do so.

4. How will the transponder or camera system know if I multiple people in my car and therefore shouldn't need to pay a toll? For example, if I'm supposed to be able to ride for free if I have two people in my car, but one of the two people is my 10 month old daughter in her carseat, how will the system know not to charge me?

5. If there are any false positives (i.e. if I get charged when I shouldn't be charged), what is the process for getting my money back? Every month my cell phone bill has \$2 or \$3 in random charges that are probably wrong, but it's not worth the trouble to spend the time on the phone fighting with them to get the money back. I can see the same thing happening with this system, especially if I don't see a bill in the mail until a month later and don't remember who was in the car with me at the time I was charged.

6. What is going to happen with the plan to add two additional regular lanes to I-77 if the HOT lane is added? Will we potentially have five lanes heading in each direction here on the north side of Charlotte (1 HOT lane and 4 regular lanes)? One consultant told me that this was a possibility and another told me that it would never happen. Which is it?

7. What is going to be done to alleviate the noise issues for residents who live near the highway now that we are looking at increasing the size of the highway 50-150% (i.e. one to three additional lanes)?

8. Will I have to pay to purchase my transponder? Will there be a monthly fee for my transponder? Who will be issuing the transponders (i.e. EZ-Pass)?

9. Will the HOT lane be maintained separately than the rest of I-77 by the private entity that controls the lane or will it be maintained by NCDOT? If it will be maintained by the private entity, what controls are going to be put in place to make sure they maintain it properly (i.e. let the road quality deteriorate to increase their profitability in the short term)?

Ultimately, the folks present tonight couldn't even begin to answer any of the above questions. Much of it seems to be because there are still studies outstanding that are not yet complete, but a good amount of it was because they've never done something like this before. Either way, I'm not sure why anyone wasted the time and effort to bring these folks to Cornelius when they had no useful information to provide to Cornelius residents who live near I-77. Furthermore, I was very disappointed to hear that there won't be any further attempts to communicate with the local population via informational workshops as more information becomes available to NCDOT and/or its contractors.

To give you an example of what I'm so annoyed, I was told things like "Well, if you want to learn more about HOT lanes you could do a Google search about Atlanta's system," and "You could probably do a search on the NCDOT website." Are you kidding me? Someone paid consultants to travel from Raleigh to Charlotte to tell me to do a Google search? I'm not sure if I'm more annoyed by the apathy displayed in their responses or their actual lack of any useful information.

I apologize if this email is harsh, but I now have a genuine concern about the management of this project. I honestly went into this meeting just out of curiosity to learn what was going to happen in the area over the next few years. I left disappointed and concerned that no one really knows what is going on with this process for a project that's supposed to break ground in just over a year. Are we going to look back 10 years from now and talk about the I-77 HOT lane boondoggle because no one was on top of things in 2012? Just about everyone in this area supports the widening of I-77, and I think HOT lanes are potentially a great way to meet that goal in an era of limited government revenue, but after tonight's "informational workshop" I have serious concerns about the implementation of an otherwise good idea.

Thanks,

Chris

Chris Boggiano

[201-600-5977](tel:201-600-5977)

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

This message has been checked for threats by Atkins IS

I-77 High Occupancy/Toll (HOT) Lanes

Project Nos. I-3311C, I-4750 (HOT), & I-5405



PROJECT STATUS

The project development, preliminary engineering, and environmental studies (including noise, air, and water quality studies) for the project are being conducted in compliance with the National Environmental Policy Act (NEPA) and other applicable laws and regulations. A tolling analysis is also being conducted for the project to determine demand and toll ranges.

ALTERNATIVES TO BE STUDIED IN DETAIL

The No Build or Do Nothing Alternative
This alternative is always an option considered in the planning process.

I-3311C

Alternative 1

Construct one HOT lane in the northbound direction of I-77 from I-277 (Brookshire Freeway) to just north of I-85 as well as along I-277 from I-77 to North Tryon Rd. The lane will continue to Caldwell St. before tying back into the existing lanes. A new bridge is proposed to allow for a direct connection of the HOT lanes between I-77 and I-277. The southbound I-77 lanes that were narrowed during construction of the existing HOV lanes will be widened. (Please note that the existing southbound HOV lanes will have previously been converted to HOT lanes as part of the I-5405 project.) Additional right of way will be required.

Alternative 2

Alternative 2 is similar to Alternative 1; however, two HOT lanes will be added in each direction along I-77 and I-277 within the project limits.

I-4750 (HOT)

Alternative 1

Construct one HOT lane in each direction along I-77 from W. Catawba Ave. (Exit 28) (connecting to I-5405 HOT Lane Project) to north of NC 150 (Exit 36). HOT lanes will be constructed in the median.

I-5405

Convert existing HOV lanes to HOT lanes on I-77 from I-277 (Brookshire Freeway) and extend them northward to W. Catawba Ave. (Exit 28). The project includes a potential additional HOT lane in each direction. (Workshops for this project were held in May 2012. Information will be available upon request.)

Alternatives 1 and 2 for I-3311C and Alternative 1 for I-4750 (HOT) will be designated as HOT3+ lanes.

Carl Gibilano, P.E.
(I-3311C and I-5405)
ATKINS

5200 Seventy-Seven Center Drive, Suite 500
Charlotte, NC 28217
Phone: 704-522-7275
Email: carl.gibilano@atkinsglobal.com

Frank Vick, P.E.
(I-4750 (HOT))
RK&K

900 Ridgefield Drive, Suite 350
Raleigh, NC 27609
Phone: 919-878-9560
Email: fvick@rkk.com

Theresa Ellerby
(I-3311C and I-4750 (HOT))
NCDOT PD&EA Branch

1548 Mail Service Center
Raleigh, NC 27699-1548
Phone: 919-707-6020
Email: telleyby@ncdot.gov

PROJECT SCHEDULE

(Subject to change)

Project No.	Category	Start Date	End Date
I-3311C	Categorical Exclusion Construction	Early 2013	Fall 2013
	Open for Use	2017	
I-4750 (HOT)	Categorical Exclusion Construction	December 2012	Fall 2013
	Open for Use	2015	
I-5405	Categorical Exclusion Construction	July 2012	Fall 2013
	Open for Use	2015	

I-77 High Occupancy/Toll (HOT) Lanes

Project Nos. I-3311C, I-4750 (HOT), & I-5405



CITIZENS INFORMATIONAL WORKSHOP

Wednesday August 1, 2012
Cornelius Town Hall

Thursday August 2, 2012
Ivory Baker Rec Center

Welcome to the Citizens Information Workshop for the I-77 High Occupancy Toll (HOT) Lanes. Thank you for coming to tonight's workshop, which is hosted by the North Carolina Department of Transportation (NCDOT).

WORKSHOP PURPOSE

This workshop is being held to inform the community of the proposed introduction of HOT lanes along portions of I-77. This workshop is an open house format. There is NO formal presentation.

WHAT ARE HOT LANES?

High Occupancy/Toll (HOT) lanes are managed lanes that allow free use for eligible carpoolers, transit riders, and motorists. All other users can access the HOT lanes by paying a fee. The number of cars using these lanes can be controlled by varying the fee to encourage free-flowing traffic in the HOT lanes at all times, even during rush hour (i.e. morning and evening). The price would be higher during peak periods when demand is greater and lower during less congested times. If a motorist does not want to pay the toll, they can still use the existing general purpose lanes at no cost. **The projects will not remove any existing general purpose lanes.**

PROJECT PURPOSE

This portion of the I-77 corridor currently experiences congestion and future traffic forecasts/projections show the congestion worsening if no improvements are implemented. Improvements to the corridor face physical, environmental, and financial constraints requiring innovative solutions. The purpose of the projects is to improve mobility and travel time reliability by managing the traffic flow along these critical portions of I-77.

Please...

READ this handout.

It contains information on the need for the project, current project activities, and the project schedule.

REVIEW the project displays.

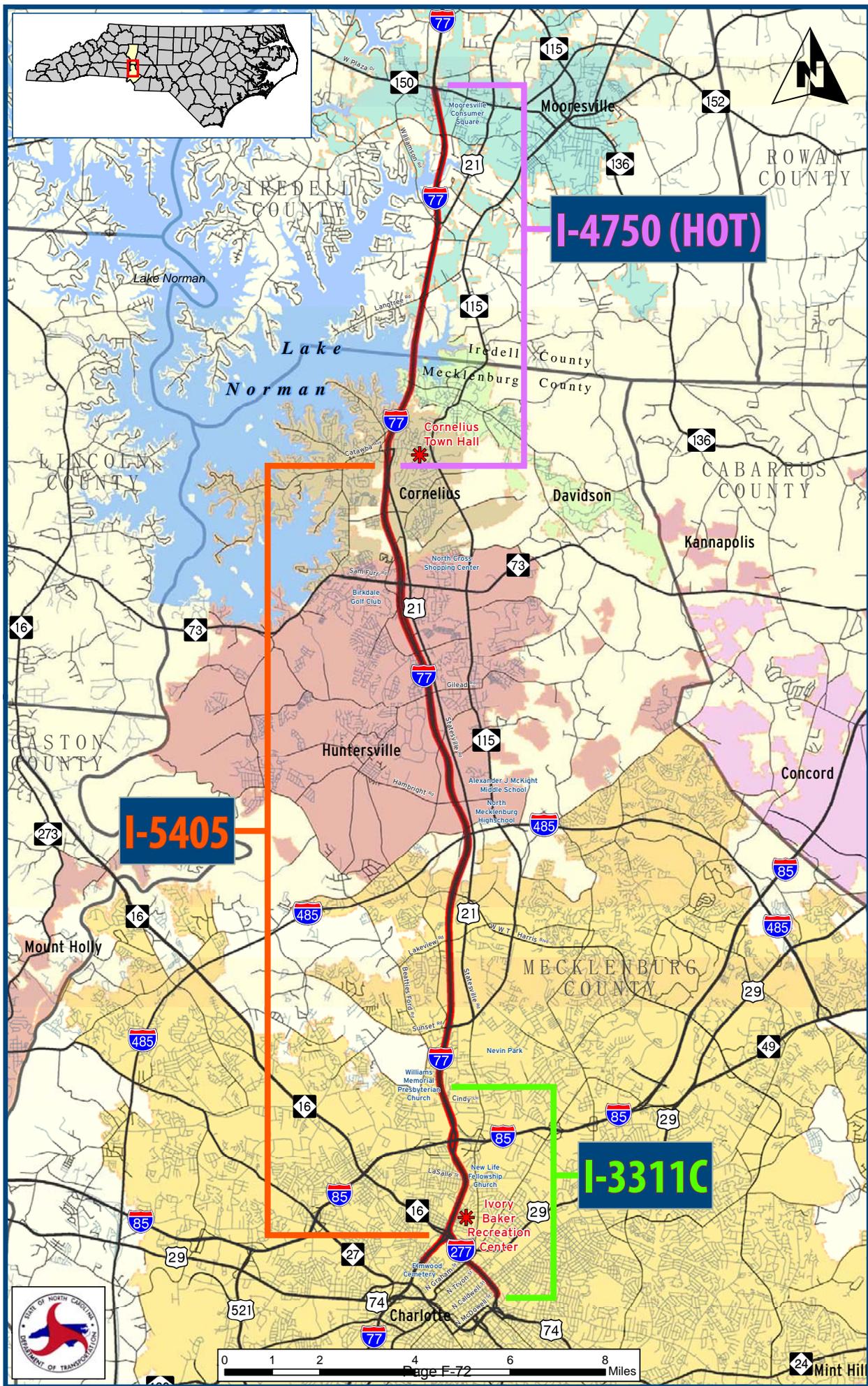
Maps and aerial photographs on display show the overall project study corridor.

TALK with the project team.

NCDOT and consultant team members are present to answer your questions and discuss the project one-on-one.

TELL us what you think.

Your input counts! Fill out a comment sheet or discuss your comment with a Project Team representative. You may leave your comment sheets at the sign-in table or mail them to the address on the back. Please return your comment forms by August 17th, 2012.



I-4750 (HOT)

I-5405

I-3311C

