

	Date	Commentor	Issue	Resident Comment	Response
1	1/16/2018	Gibilaro, Carl (NCDOT)	U-5108, Northcross Dr Ext	I was taking a look at Appendix D of the Draft conformity determination report and have a question. If you look at the attached (Appendix D, Page 17) shouldn't U-5108 now start at NC 73 (Sam Furr Road) instead of at Westmoreland Road or is the change reflected somewhere else? This is the project Sean and I talked to you about a few weeks ago that we wanted to extend.	An outdated version of the project list may have been inadvertently placed in the draft CDR. The final version will include the updated project limits of NC 73 to Westmoreland Road.
2	1/22/2018	Grant, Andrew (Town of Cornelius)	I-3311, I-5405, I-4750 (I-77 Express Lanes Project)	Please provide information on the funding sources for the managed lanes connection to I-277. Were the two direct connects' cost savings included in the \$7.5M of "extra" Bonus Allocation funds that the POC has recently recommended reallocation? If so, why is the total cost savings only \$7.5M, and not more? Also, please confirm all of the projects' savings that were included in the POC's \$7.5M (original cost/allocation and new cost/allocation), as I believe there are approximately 3 - 4 BA projects that will be delivered cheaper than originally thought.	<p>1. An error was discovered within the project sheet for I-3311C (I-85 to I-277). The \$47 million are unfunded for a previous iteration of the of I-3311B segment between I-485 and Catawba Avenue. The funding associated with the I-3311C (I-85 to I-277) section of the I-77 project has always been included within the \$76 million NCDOT Funding for Construction (public funds). This is not new public funding.</p> <p>2. The funds shown within the Horizon Year 2025 project list of the MTP are the TIP funds to be spent, and not the total project cost (i.e. funds that have already been spent on an active project are not included in the MTP cost).</p> <ul style="list-style-type: none"> • The \$7.5 million in available BA funding to reallocate to eligible projects was derived from the following projects. This is a one-time reallocation of funding. There is not anticipated to be any additional BA funding from the I-77 project to reallocate in the future. <ul style="list-style-type: none"> o The total authorized project cost for the I-77 and Lakeview Road project is \$41.0 million and the total project cost for the I-77 and Hambright Road project is \$34.9 million. o MPO approved \$4 million of BA funding total for both I-77 corridor study and the Oaklawn Avenue and I-77 bridge replacement in Charlotte that was not programmed in the TIP. o The \$1 million programmed for the US 21 corridor planning study (U-5904) in Charlotte did not move forward and was part of the \$7.5 million reallocation. o Lastly, there was a total net savings of \$2.578 million on the four BA projects that were negotiated between NCDOT and the I-77 Mobility Partners as shown below. <p>Project Authorized BA funding amount Documented Change Order Value (8/10/2017) Net Change I-77 and Lakeview Road HOT Lane Interchange \$41,025,000 \$36,557,143 +\$4,467,857 I-77 Exit 30 (Griffith St) Northbound and Southbound Ramp Roundabouts Project \$3,300,000 \$1,195,747 +\$2,104,153 I-77 and Hambright Road HOT Lane Interchange Project \$34,950,000 \$39,410,767 -\$4,460,767 Torrance Creek Tributary Greenway Underpass of I-77 \$6,100,000 \$5,633,315 +\$466,685 TOTAL Net Change available BA Project Funding \$2,577,928</p> <p>For the projects shown above planning-level cost estimates were used, then change orders became necessary once the design progressed. Periodic change orders are a normal part of the construction process.</p>
3	1/24/2018	Andersen, Christine	3151 - Ardrey Kell Rd.	Please lend my voice to those who are calling for widening on Ardrey Kell Rd. as an immediate need! Rea Farms is yet to be completed and another townhouse neighborhood is on the books for development. We can barely take the traffic we have now. Waiting until 2045 for this problem to be addressed is ridiculous.	1) The Project along Ardrey Kell Road (3148) has been submitted to NCDOT for consideration for funding in the 2020-2029 Transportation Improvement Program development process. More information will be known about this in the Spring of 2018. If this project is funded, it may be amended into an earlier horizon year of the MTP. 2) The FHWA requires that MPOs use a methodology to prioritize project submittals in the MTP and also require that the plan be fiscally constrained based upon anticipated revenues throughout the life of the MTP. Committed projects within the CRTPO's TIP are assigned to the 2025 horizon year of the MTP. Projects in the 2035 and 2045 horizon years are programmed based upon their score based upon the CRTPO's methodology. The projects that were identified in this submittal were not committed projects within the TIP, therefore they were allocated to the 2035 and 2045 horizon years.
4	1/25/2018	Huss, David	3147 - Ballantyne Commons Pkwy, 3150 - Johnston Rd, 3151 - Ardrey Kell Rd.	I would suggest that these projects are needed now, but definitely need to be addressed prior to the dates in the draft. It's already to the point that traffic in these areas are hindering growth.	1) Projects along Ardrey Kell Road (3148, 3151), Johnston Road (3150), and Ballantyne Commons Parkway (3147) have been submitted to NCDOT for consideration for funding in the 2020-2029 Transportation Improvement Program development process. More information will be known about this in the Spring of 2018. If these projects are funded, they may be amended into an earlier horizon year of the MTP. 2) The FHWA requires that MPOs use a methodology to prioritize project submittals in the MTP and also require that the plan be fiscally constrained based upon anticipated revenues throughout the life of the MTP. Committed projects within the CRTPO's TIP are assigned to the 2025 horizon year of the MTP. Projects in the 2035 and 2045 horizon years are programmed based upon their score based upon the CRTPO's methodology. The projects that were identified in this submittal were not committed projects within the TIP, therefore they were allocated to the 2035 and 2045 horizon years.

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5	1/30/2018	Ferr, Inga	Mooresville Area Projects	<p>Many projects pushed to 2045 are needed now. City is growing at a huge rate! Mooresville should get more projects due to population growth. Funds should be allocated proportional to traffic volume and population. Too many funds are allocated for pedestrian/bike lanes. They are not needed on every road. We see these unused in many areas. I77 in the main city has the fiasco of toll lanes, while \$200 M is spent just few miles up. Meanwhile the only viable side road, old 115, has no expansion planned. This road gets at a stand still together with i77!</p>	Thank you for your comment.
6	2/2/2018	Davis, Patricia	E123 - NC 115/Faith Rd-Campus Lane Intersection Improvements	<p>The improvement of intersection NC115 and Faith Rd. is long overdue. It is a very dangerous situation with crumbling pavement along the ravine side of Faith Rd. and very heavy traffic with long delays to pass through the intersection. Traffic is increasing due to more houses being built off of Faith Rd., and even though Faith Rd. was resurfaced, pot holes have appeared on the east bound side of Faith Rd. just east of NC115, maybe due to the heavy truck traffic? When I-77 has traffic problems, NC115 is total gridlock. Please consider the improvements to this intersection and start work ASAP before individuals suffer serious accidents.</p>	<p>This is a committed project that is currently in progress. Real estate acquisition is underway and construction of this project will begin later this year. The scope of this project will include the realignment of Faith Road to line up with Campus Lane, and the construction of left turn lanes in all four approaches of the intersection.</p>
7	2/4/2018	Eschert, Ray	<p>3148: widening from Ardrey Kell to Ballantyne Commons Parkway / McKee Road 3147 : Widening of Ballantyne Commons Parkway from Annalexa Lane to Williams Pond Lane 3150 : Johnston Road widen from Lancaster Highway to Ballantyne Commons Parkway. 3151: Ardrey Kell Road widen from Marvin Road to Tom Short Road</p>	<p>As a resident of South Charlotte since 1978 I have to stress that there are 4 road projects that need to be expedited and moved forward sooner than the Horizon year indicated. The Southern area that these road service are being overly stressed due to the impact not just from our growth within but more so because of the growth and expansion in both Union County and South Carolina / Fort Mill. Which feed through our area daily. There must be relief sooner than later before the roads become parking lots (which is already somewhat of a daily issue now) Consideration on these projects is appreciated.</p>	<p>1) Projects along Ardrey Kell Road (3148, 3151), Johnston Road (3150), and Ballantyne Commons Parkway (3147) have been submitted to NCDOT for consideration for funding in the 2020-2029 Transportation Improvement Program development process. More information will be known about this in the Spring of 2018. If these projects are funded, they may be amended into an earlier horizon year of the MTP. 2) The FHWA requires that MPOs use a methodology to prioritize project submittals in the MTP and also require that the plan be fiscally constrained based upon anticipated revenues throughout the life of the MTP. Committed projects within the CRTPO's TIP are assigned to the 2025 horizon year of the MTP. Projects in the 2035 and 2045 horizon years are programmed based upon their score based upon the CRTPO's methodology. The projects that were identified in this submittal were not committed projects within the TIP, therefore they were allocated to the 2035 and 2045 horizon years.</p>
8	2/5/2018	Schwebel, Irving	<p>3148: widening from Ardrey Kell to Ballantyne Commons Parkway / McKee Road 3147 : Widening of Ballantyne Commons Parkway from Annalexa Lane to Williams Pond Lane 3150 : Johnston Road widen from Lancaster Highway to Ballantyne Commons Parkway. 3151: Ardrey Kell Road widen from Marvin Road to Tom Short Road</p>	<p>The need to accelerate MTP projects 3148,3147,3150 and 3151 has never been greater. MTP 3151 is not due to 2045 and my great concern is how to move emergency vehicles when this road is bottle necked. There is more growth planned for this area in addition to the congestion that exists. Ardrey Kell is a major corridor for those vehicles from South Carolina. There is a high school and elementary school located on Ardrey Kell. Have any tests been performed to test the time it would take for first responders to arrive at these two schools now vs a 4 lane road? All other cases will begin to erode growth and development in this area due to congestion. I urge CRTPO to think what would happen if there is a loss of growth and a loss of revenue.</p>	<p>1) Projects along Ardrey Kell Road (3148, 3151), Johnston Road (3150), and Ballantyne Commons Parkway (3147) have been submitted to NCDOT for consideration for funding in the 2020-2029 Transportation Improvement Program development process. More information will be known about this in the Spring of 2018. If these projects are funded, they may be amended into an earlier horizon year of the MTP. 2) The FHWA requires that MPOs use a methodology to prioritize project submittals in the MTP and also require that the plan be fiscally constrained based upon anticipated revenues throughout the life of the MTP. Committed projects within the CRTPO's TIP are assigned to the 2025 horizon year of the MTP. Projects in the 2035 and 2045 horizon years are programmed based upon their score based upon the CRTPO's methodology. The projects that were identified in this submittal were not committed projects within the TIP, therefore they were allocated to the 2035 and 2045 horizon years. 3) First Responders base their response times off of current traffic conditions and not on future projected traffic volumes. Of course state law does require that motorists provide first responders with adequate passage within a congested area.</p>

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9	2/6/2018	Nwasike, Victoria	3148 (Providence Rd) 3147 (Ballantyne Commons Pkwy) 3150 (Johnston Rd) 3151 (Ardrey Kell Rd.)	I would like to leave a public comment about the following Projects included in the 2045 MTP: 3148 (Providence Rd) 3147 (Ballantyne Commons Pkwy) 3150 (Johnston Rd) 3151 (Ardrey Kell Rd.) These projects are vital to reduce congestion and improve mobility in the South Charlotte/Ballantyne area, especially as development continues to grow at a rapid rate. It would be appreciated if these projects can be considered for funding sooner than what is projected in the MTP since they are greatly needed in our already congested area.	1) Projects along Ardrey Kell Road (3148, 3151), Johnston Road (3150), and Ballantyne Commons Parkway (3147) have been submitted to NCDOT for consideration for funding in the 2020-2029 Transportation Improvement Program development process. More information will be known about this in the Spring of 2018. If these projects are funded, they may be amended into an earlier horizon year of the MTP. 2) The FHWA requires that MPOs use a methodology to prioritize project submittals in the MTP and also require that the plan be fiscally constrained based upon anticipated revenues throughout the life of the MTP. Committed projects within the CRTPO's TIP are assigned to the 2025 horizon year of the MTP. Projects in the 2035 and 2045 horizon years are programmed based upon their score based upon the CRTPO's methodology. The projects that were identified in this submittal were not committed projects within the TIP, therefore they were allocated to the 2035 and 2045 horizon years.
10	2/6/2018	Howard, John (West Boulevard Neighborhood Coalition)	Other Projects	West Boulevard/NC 160 Recommended Projects: 1. Replace train overpass bridge on West Boulevard between Old Steele Creek and Holabird with wider sidewalk. 2. Realign West Tyvola Road with West Boulevard 3. Full streetscape improvement from I-77 to Billy Graham Parkway 4. I-77 underpass improvements (lighting, art, sidewalks)	Thank you for your comments. Your comments will be forwarded to the appropriate NCDOT-Division 10 and Charlotte DOT staff members. There are several bicycle and pedestrian enhancement projects identified in the West Boulevard corridor study that may be considered for funding in the near term. The intersection of Tyvola Road and West Boulevard is identified as "needs improvement" for bicycle and pedestrian modes within the CRTPO's Comprehensive Transportation Plan. In addition, the West Boulevard corridor west of Old Steele Creek Road is also identified as 'needs improvements' for the bicycle and pedestrian modes including the bridge over the Norfolk Southern Rail line. A feasibility study will begin along the I-77 corridor between uptown and South Carolina, and underpass improvements can be considered within this planning effort.
11	2/9/2018	Falcone, Larry	Union County Projects	I live in Stallings, NC in Union County and I serve on the Transportation Advisory Committee for Stallings. We are excited about all of the funded road projects effecting Stallings but have some concerns. Are main concern is Safety but are other concerns are how the proposed projects effect our already over crowded roadways and how the new projects effect them. A blatant example is at the intersection of Stallings Rd and Hwy 74/Monroe Bypass Rd. As you exit 74 either North or South Stallings Rd is widened a short distance and then narrows down to the current two lane Rd. On the South side that leaves a 50 to 75 yard stretch of narrow road before it widens to the newly constructed intersection and traffic light at Indian Trail/Matthews Rd. How idiotic! Surely DOT and the Turnpike authority could have at least extended that short piece of road to include that newly constructed intersection. We see this happening at many other projects and after reviewing the 2045 plan it is apparent that this will happen again and again. Another example is when the Weddington interchange at I-485 is built will Weddington and Pleasant Plains Rds be improved at the same time to handle the heavy traffic that the interchange will dump on these roads? I realize that it all comes down to funding but I think some careful thought needs to be put forth before the engineering for these projects goes forward.	The following response was received from NCDOT-Division 10 staff. The traffic operations along Stallings Road are under temporary conditions as NCDOT has not finished building the full typical section on Stallings Road for the US 74 project. There will be a short two-lane section of Stallings Road between the US 74 project and the Matthews-Indian Trail Road project. NCDOT has evaluated the Stallings Road corridor and determined that transition between the US 74 project and the Matthews-Indian Trail Rd intersection will work adequately when both projects are complete. As for the I-485/Weddington Road interchange project, there are planned improvements along the Pleasant Plains Road corridor from the future I-485 interchange to McKee Road to help improve capacity and traffic operations. These improvements will be necessary due to the increased traffic volume along the Pleasant Plains Road corridor from the future I-485 interchange.
12	2/13/2018	Rumple, Joyce	1016 - Old Mountain Road	I am writing in response to the long-term project by 2045 for the Troutman area--specifically widening Old Mountain Road (from North main Street to Buffalo Shoals Road) from two lanes to four lanes with a median, wide outside lanes and sidewalks. As a homeowner in this area, I am very much against this plan. In addition to taking the front yards of the homeowners on this stretch of road, it would increase traffic and make it more difficult than it currently is for homeowners to pull out of their driveways. Also, why would sidewalks be needed in this area? What is the justification for spending \$102 million on this project?	Our long range traffic projections indicate that a widening of Old Mountain Road will needed by 2045. The traffic projections are based upon population and employment forecasts that were developed with input from Iredell County staff. The project cost has been escalated into 2045 dollars. The 2018 cost estimate for this project is approximately \$39 million. The construction of sidewalks and bicycle lanes would allow residents to access the high school and Downtown Troutman without driving a car.
13	2/14/2018	Shaw, Mark	E375 - Gilead Road Widening	Where can I find information about this specific project?	Referred resident to Bill Coxe at the Town of Huntersville to obtain specific information regarding this project.

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14	2/15/2018	Huntsinger, Todd (Town of Indian Trail)	Indian Trail Projects	Upon reviewing the 2045 comp plan, it doesn't appear that any other small scale widening projects within the roadway network of our jurisdiction (within Indian Trail) complement the present high profile projects. In our opinion, we feel that 2 lanes project branching out of major project such as the connector and Monroe road widening should be looked for widening in this long range program.	Fiscal constraint is a critical requirement of the MTP development process to ensure that the anticipated revenues can fund the list of priority projects. The MTP cannot contain every project within the planning area. CRTPO's MTP criteria is aligned with the NCDOT Prioritization criteria to the greatest degree possible to ensure that the projects within the plan have the best chance of receiving funding in the Transportation Improvement Program development process. 14 projects were submitted within the Indian Trail town limits with 12 of these projects getting dropped in Tier 1 and two of these projects advancing to Tier 2 but did not make it into the fiscally constrained project list. Additional projects within the Indian Trail Town Limits have been submitted to NCDOT for consideration of funding in P5.0.
15	2/15/2018	Williams, Jon	NC 218 Projects	Is there any plans to widen or do anything about the traffic on Hwy 218?	The NCDOT-Division 10 has three roundabout projects along the NC 218 corridor that will be moving forward within the next few years. The locations for these projects are at Mill Grove Road, US 601 and NC 200. The Monroe Expressway project may provide an alternate route of travel in the area. Three widening projects were submitted for evaluation along the NC 218 corridor in Union County. Two of these projects were dropped in Tier 1, and the third project advanced to Tier 2, but did not make it into the fiscally constrained project list. Fiscal constraint is a critical requirement of the MTP development process to ensure that the anticipated revenues can fund the list of priority projects. The MTP cannot contain every project within the planning area. CRTPO's MTP criteria is aligned with the NCDOT Prioritization criteria to the greatest degree possible to ensure that the projects within the plan have the best chance of receiving funding in the Transportation Improvement Program development process.
16	2/15/2018	Talley, Charles	Additional Transit Projects	It is most important that more mass public transportation become available in North Carolina, especially in Mecklenburg, Gaston, Iredell and Catawba counties.	There are three capital transit projects included within the draft 2045 MTP. CATS is currently undertaking corridor studies to define future transit alignments throughout the region. As federal funding is identified to fund these capital projects, they will be amended into the MTP.
17	2/16/2018	Campbell, Jessica	Iredell County Projects	<p>I am writing to comment on the 2045mtp projects specific to the new corridor/exit at Cornelius Road and I-77 in Mooresville, Iredell County. I want to know what work is planned to improve the supporting roads of Bluefield Rd, Cornelius Rd, Judas Rd, and Perth Rd.</p> <p>Bluefield, Cornelius, Judas, and Perth Roads already have significant traffic with portions of the roads with curves, potholes, no shoulder, crumbling, and with erosion resulting steep drop-offs. Currently, there is a lot of construction off of Bluefield, Judas, and Cornelius roads with new homes and businesses going in which is assured to bring even more traffic. What is being done proactively to prepare for the increased traffic for when construction is complete to keep these roads safe?</p> <p>Additionally, Perth Rd has significant traffic already. It is a curvy road with no shoulder and has more noted areas with erosion and steep side drop-offs where tires have gone off the road. Many large semi-trucks use Perth to travel back and forth from Troutman. There are several housing developments, houses, and school bus stops along Perth Rd. The start and stop times of the nearby schools result in frequent back-ups along Perth Rd. I have current concerns about the safety of Perth Rd being compromised with the numerous semi-trucks which travel this road, the frequent stops, and residential traffic along the road. I have concerns semi-trucks traveling this curvy road at the current 45 MPH speed limit will not be able to stop in time and will result in a crash. Cornelius Rd and Perth Rd is also a dangerous intersection and difficult to turn in and out of.</p> <p>With the large developments going in off of Cornelius and Judas roads and with Cornelius Rd becoming an exit off of I-77, what will be done to improve the safety of Perth Rd and the Cornelius/ Perth intersection to accommodate the influx and rerouting of traffic to improve road safety? Increased traffic on Perth Rd will increase the difficulties residents already have turning in and out of their driveways, developments, and roadways thus making for an even more dangerous roadway. Inclement weather already makes these roadways treacherous. These concerns are heightened if a Cornelius/I-77 exit is put in without projecting how this will affect the traffic patterns and safety of the connecting roads.</p> <p>One final thought, there were some provisions for bike paths in some of the draft plans. Are any provisions being looked to add bike paths to the roads discussed above (Bluefield, Cornelius, Judas, and Perth)? There are many avid bike riders in the areas especially with the nearby bike trails at Lake Norman State Park. I fear for the safety of bike riders as the roads are now with the substantial traffic, frequent semi-trucks, and these roads having no shoulder. What can be done to make these roads safer for bikers and motorists?</p> <p>Overall, the drafts are promising to support safer roads and promote a healthier community. I hope the committee looks at how the roads discussed above will be impacted by the proposed changes and improvements can proactively be made to make these roads safer for travel.</p>	Staff phone call with commentor on 2/16/2018 to address many of the stated concerns.
18	2/16/2018	Fisher, Don	E209 - NC 16 Widening (Rea Rd Ext - Waxhaw Pkwy)	Request you immediately move Hwy 16/Providence widening project from Rea to Waxhaw Parkway up on your calendar. This is imperative for traffic safety. Needs to be done in the next five years at the latest.	Thank you for your comment. The NC 16 widening project is a committed project in the 2018-2027 Transportation Improvement Program with right-of-way acquisition to begin in 2021, and construction to begin 2023. The planning and environmental work has begun for this project. The process to complete the roadway design and real estate acquisition for this project will take several years and for this reason, the project cannot be accelerated any sooner.

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19	2/16/2018	Eschert, Ray (South Charlotte Partners)		<p><i>Comment has been edited for brevity. A full version of the comments can be made available upon request.</i> "Through this letter, we voice our support for the following projects that will help relieve congestion and assist with enhancing the connectivity and mobility that is much needed in South Charloff: "</p> <ul style="list-style-type: none"> - 3148 - Providence Rd. - Widen from Ardrey Kell Rd. to Ballantyne Commons Pkwy i McKee Rd. (Horizon Year 2035) - 3147 - Ballantyne Commons Pkwy - Widen from 2 to 4 lanes from Annalexa Lane to Williams Pond Lane. (Horizon Year 2035) - 3150 - Johnston Rd - Widen from 4lanes to 6lanes from Lancaster Hywy to Ballantyne Commons Pkvy (Horizon Year 2035) - 3151 - Ardrey Kell Rd.- Widen fuom 2lanes to 4lanes from Marvin Rd. to Tom Short Rd. (Horizon Year 2045)" 	Thank you for your comment.
20	2/16/2018	Diedrich, Roger	MTP Plan Content	Comments have been included within February 2018 MPO Agenda Packet.	Staff response will be provided under separate cover and a link will be posted to the MTP project website.
21	2/19/2018	Willis, David	E206 - NC 84 new location/widening	I am trying to find more details about project E206. It is confusing on the 2045 plan. It shows Rea Rd and Marvin School but connects 84 to Waxhaw Indian Trail. These roads have no connectivity. Is this just mislabeled?	<p>The scope of this project is to extend Rea Road miles east from NC 16 to NC 84 near Twelve Mile Creek Road in Weddington. Proposed work also involves widening 2.7 miles of the existing N.C. 84 from two to four lanes from Twelve Mile Creek Road to Waxhaw-Indian Trail Road in Wesley Chapel.</p> <p>This is an ongoing project with real estate acquisition underway, and construction on this project will begin in 2019.</p>