APPENDIX D

Public Comments Summary
<table>
<thead>
<tr>
<th>Name</th>
<th>Email Address</th>
<th>How did you hear about the meeting?</th>
<th>Are you a?</th>
<th>How often do you travel?</th>
<th>Do you have any concerns about the Preferred Alternative concept shown today?</th>
<th>What do you have feedback about the Preferred Alternative shown above?</th>
<th>NB Route</th>
<th>SB Route</th>
<th>Other Comments</th>
<th>Comment Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Larry Singer</td>
<td><a href="mailto:LarrySinger@gmail.com">LarrySinger@gmail.com</a></td>
<td>Daily</td>
<td>Yes</td>
<td>How often do you travel?</td>
<td>Do you have any concerns about the Preferred Alternative concept shown today?</td>
<td>What do you have feedback about the Preferred Alternative shown above?</td>
<td>Orange</td>
<td>Orange</td>
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<tr>
<td>Grant Cost</td>
<td><a href="mailto:grantcost@live.com">grantcost@live.com</a></td>
<td>Neighborhood Facebook Page</td>
<td>Yes</td>
<td>How often do you travel?</td>
<td>Do you have any concerns about the Preferred Alternative concept shown today?</td>
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<tr>
<td>Kennesha</td>
<td><a href="mailto:kennesha@kennesha.com">kennesha@kennesha.com</a></td>
<td>Facebook Post: 28 tabulations</td>
<td>Yes</td>
<td>How often do you travel?</td>
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<tr>
<td>Anette Powell</td>
<td><a href="mailto:anettepowell@aol.com">anettepowell@aol.com</a></td>
<td>How did you hear about the meeting?</td>
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<td>Karen Sties</td>
<td><a href="mailto:sties@bellsouth.net">sties@bellsouth.net</a></td>
<td>How did you hear about the meeting?</td>
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<td>LeDonna Singer</td>
<td><a href="mailto:lsingerne@yahoo.com">lsingerne@yahoo.com</a></td>
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<td>Robert Kennedy</td>
<td><a href="mailto:robkiv@yahoo.com">robkiv@yahoo.com</a></td>
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<td>Marc &amp; Janet</td>
<td><a href="mailto:marcjanet@gmail.com">marcjanet@gmail.com</a></td>
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<td>Suzanne</td>
<td><a href="mailto:suzanneparks@gmail.com">suzanneparks@gmail.com</a></td>
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<td>Greg Howes</td>
<td><a href="mailto:greghowes1871@gmail.com">greghowes1871@gmail.com</a></td>
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<td>Tactical</td>
<td><a href="mailto:tacticalroute@gmail.com">tacticalroute@gmail.com</a></td>
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<td>Robert Powell</td>
<td><a href="mailto:roberpowell@gmail.com">roberpowell@gmail.com</a></td>
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<td>Martin Wrenn</td>
<td><a href="mailto:martinwrenn@alumni.wlu.ca">martinwrenn@alumni.wlu.ca</a></td>
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<td>Neeta Tuber</td>
<td><a href="mailto:NeetaTuber@gmail.com">NeetaTuber@gmail.com</a></td>
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</table>
Gary Chartron gc@chartronlaw.com Midland Bank Yes I am a resident Daily

Jeffrey Votila Yes Daily

I am a resident of Torrence Chapel. I currently have 2 options to turn left onto Catawba from this intersection. With that change we will have only one realistic option and Knox Road will be even worse than Torrence Chapel.

Dale Croteau drc@lcrinc.com West Bank Yes I am a resident 8 days a week

Yes, the most serious problem we currently face is that if a second orange at 1-77 south is going to be added to expedite traffic from southbound Catawba traffic, you are going to have to purchase land (3-6 feet on the steep slope at the 1-77 level of the property line). So it is currently standing if you can or can’t use the right lane of Old Catawba because it is no access to Knox Road. This is a huge oversight and the entire plan unwavering for S7 traffic.

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Suggested routes for restricted left turns are provided at both Knox Rd and Torrence Chapel Rd to access Mt. Carmel Ave. All restricted local routes are not expected to see Knox Rd exclusively. As part of the preferred alternative, improvements are being proposed on the unintended Knox Rd/One Norman Dr approach of W. Catawba Ave to accommodate the additional traffic on Knox Rd.

Neil Cook neilcook@blackmore.com Charlotte Observer Yes I am a resident 4-6 days a week

Belk & Sarah White belkswhit@charlotteobserver.com Charlotte Observer Yes I am a resident 4-6 days a week

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Robert & Sarah White Lake Norman Realty Yes I am a resident 4-6 days a week

Robert & Sarah White Lake Norman Realty Yes I am a resident 4-6 days a week

Local Paper Yes, I am a business owner/employee 4-6 days a week

Nate Davis E28P Yes, I am a resident Daily

I like that 3 flow options exist. It will be interesting to see how the drivers utilize the routes. Hopefully achieving a “3 route” flow equilibrium.

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Mariel Carr marielcarr@bellsouth.net Charlotte Observer Yes I am a resident 4-6 days a week

Suggested routes for restricted left turns are provided at both Knox Rd and Torrence Chapel Rd to access Mt. Carmel Ave. All restricted local routes are not expected to see Knox Rd exclusively. As part of the preferred alternative, improvements are being proposed on the unintended Knox Rd/One Norman Dr approach of W. Catawba Ave to accommodate the additional traffic on Knox Rd.

Kim Carnahan kcarnahan97531@gmail.com Charlotte Observer Yes, I am a resident 4-6 days a week

Suggested routes for restricted left turns are provided at both Knox Rd and Torrence Chapel Rd to access Mt. Carmel Ave. All restricted local routes are not expected to see Knox Rd exclusively. As part of the preferred alternative, improvements are being proposed on the unintended Knox Rd/One Norman Dr approach of W. Catawba Ave to accommodate the additional traffic on Knox Rd.
Eldon Olszewski elolszewski@meadhunt.com Head Door Yes, I am a resident  Daily

things change as the needs of the residents change and the future grows.

Traffic congestion is a real problem in the area, and this project aims to address it. The proposed changes include adding a dedicated right-turn lane on EB W. Catawba Ave from Liverpool Pkwy to access old Torrence Chapel Rd. This is a huge improvement for drivers!

Vaughn Miller vaughn_miller@meadhunt.com Head Door Yes, I am a resident  Daily

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Adele Forsyth adele_forsyth@meadhunt.com Newspaper Yes, I am a resident  Daily

newly the Preferred Alternative Solution to have "Old Torrence Chapel Road" from East to West go Southbound.

The new方案 is a huge improvement for drivers and residents!

Eldon Olszewski elolszewski@meadhunt.com Head Door Yes, I am a resident  Daily

Traffic congestion is a real problem in the area, and this project aims to address it. The proposed changes include adding a dedicated right-turn lane on EB W. Catawba Ave from Liverpool Pkwy to access old Torrence Chapel Rd. This is a huge improvement for drivers!

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Jodi Archer jodiarcher4@gmail.com
Renten lrenten@yahoo.com
Laura Armadillo
Adam Jenkins adamc.jenkins@gmail.com
Mark Slonim lakedout@bellsouth.net
Aline Gaines againes7@carolina.rr.com
Philip Renten prenten@yahoo.com

mailed to my home Yes, I am a resident Daily Yes! My concern is that it is NOT an acceptable “solution” to the actual “problem” of
My daughter forwarded me
local news print Yes, I am a resident Daily
Thru HOA Yes, I am a resident 1-3 days a week
Yes, I am a resident Daily Yes!! It is not acceptable. No left turns from Torrence Chapel onto Catawba Ave is a terrible
change to the plan as published. Although I'm clearly no expert on traffic routing/design, it makes no sense to have residents suggest that the one home plan/phase B had previously envisioned. Should be made such that the existing pavement that would no longer be used for the plan in the revised should be left in place. That sounds like a first place and could make some very possible travel direction. I'm fairly certain it would meet in accident. Although not a part of the plan I heard quite a few people mention to add an additional turn lane here from Catawba to southbound I-77. That would be an improvement that would help one cross-reach...even seemingly minor injury due to so many structural on the property.

Yes, I am a resident Daily

Thru HOA Yes, I am a resident

Glenda Gaines

My daughter forwarded me to this. Yes, I am a resident Daily

Dale Archer
Public Meeting Notice emailed to me Yes, I am a resident Daily

Matthew Bocchetta

Yes, I am a resident Daily

Yes, I am a resident

Cheryl Adams

Yes, I am a resident Daily

Yes, I am a resident Daily

Yes, I am a resident Daily

Jodi Archer

No major concerns. I'm really concerned about the ignorance of residents who seem unable to separate emotion from the data presented for the traffic study. I am personally a fan of traffic circles; however, I know many drivers are unable to navigate traffic circles. I do see many residents who suggest that the one home plan/phase B had previously envisioned. Should be made such that the existing pavement that would no longer be used for the plan in the revised should be left in place. That sounds like a first place and could make some very possible travel directions. I'm fairly certain it would meet in accident. Although not a part of the plan I heard quite a few people mention to add an additional turn lane here from Catawba to southbound I-77. That would be an improvement that would help one cross-reach...even seemingly minor injury due to so many structural on the property.

Cheryl Adams

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Yes, I am a resident

Glenda Gaines

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Dale Archer
Public Meeting Notice emailed to me Yes, I am a resident Daily

Matthew Bocchetta

Yes, I am a resident Daily

Yes, I am a resident

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From a friend No Daily

I live off of Torrence Chapel and am concerned about not being able to turn left onto Catawba. I think we will end up going down Knox Rd and they can’t handle all of that traffic. I won’t sit at a stop light on Catawba to go straight onto Liverpool. We use a traffic circle and then sit at a light on Catawba to turn right!

The traffic circles at Torrence Chapel/Knox Rd and at Fresh Market/Shopping Center:

Red: Again, I won’t sit through two stop lights to make my turn.

Orange: Same as above!

DOT really needs to put in an extra lane on Catawba heading eastbound for I-77 S traffic! One dedicated lane for I-77 southbound traffic will do a lot to lessen traffic!

Adding a dedicated right-turn lane on EB W. Catawba Ave from Liverpool Pkwy/Torrence Chapel Rd to the I-77 SB Ramp is being considered and will be added to the preferred alternative.
EMAIL #1:

Thank you for your time and interest in what is best for the residents and businesses on the Torrence Chapel peninsula.

Mariel, thank you for sending this note.

The map built from base last night shows how area used to be Norman Blvd, and as you look how close that intersection is to Bethel Church Rd and think about the proposed approach, the problems that are currently at the Torrence Chapel intersection will likely be multiplied at the Norman Blvd. Given the proximity of the two locations, I believe this intersection will probably be the most challenging.

The simple improvements that Mariel mentions will eliminate over 80% of the problems.

· Keep the traffic circle at Knox and Torrence Chapel is a great idea.
· The simple improvements that Mariel mentions will eliminate over 80% of the problems.
· By closing off that 1st entrance to FM shop ctr, you can take back that middle lane. All the way back to where Old Torr Chapel currently dumps on Torr and Chapel. The Xs mean this road/entrance won’t work any longer.
· Adding 1 lane on EB W. Catawba Ave (2 lanes from EB W. Catawba Ave and 1 lane from WB W. Catawba Ave) is dangerous and is a safety concern.
· Adding a dedicated right-turn lane on EB W. Catawba Ave from Liverpool/Wyov/Torrence Chapel Rd to the I-77 SB is being considered and will be added to the preferred alternative. There are some concerns with the suggested design. In order to shift the through lanes onto Old Torrence Chapel Rd, the intersection at Knox Rd will likely be shifted to a five-leg roundabout which would cause significantly more impacts to the key Design charact- teristics depend-ency (KDH) when compared to the Preferred Alternative. The merge area that is being shown on the I-77 SB being 2 lanes coming from Old W. Catawba Ave and 1 lane from WHW W. Catawba Ave is dangerous and is a safety concern.

EMAIL #2:

Thank you for sending this note.

The highlighted yellow is the proposed modifications. We are not changing the entire intersection at I-77. We are only looking at the intersection at Knox Rd & Eastbound Catawba. This is the intersection closest to Bethel Church Rd.

In addition, these pictures illustrate the need for changes to the Knox/Torrence Chapel interchange. This was my wife’s Toyota Highlander, feel free to use these pictures as needed.

EMAIL #3:

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EMAIL #4:

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EMAIL #5:

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In addition, these pictures illustrate the need for changes to the Knox/Torrence Chapel interchange. This was my wife’s Toyota Highlander, feel free to use these pictures as needed.
Thank you for your time last week to discuss options for relieving traffic congestion from Torrence Chapel Road. Some of these suggestions might have issues with right of way, but I would think paying a premium for right-of-way would provide better cost-benefit than some of the proposed roundabout options.

1. Catawba Avenue west bound - add an access lane or two for I-77 southbound traffic. With so few on the westbound lane at the I-27 traffic light, many cars are 'stacked' on Catawba and Torrence Chapel just waiting to access the interstate. The current design defies one of the greatest advantages of a Diverging Diamond Interchange. The current design creates unnecessary congestion on Catawba/Westmoreland the Torrence chapel intersection. This option, along with 2) would provide significant improvement at minimal cost.

2. I totally agree with eliminating on-shafts access to the shopping center on Torrence Chapel. This would allow two long lanes to exist and reduce the traffic signal left turn much more efficiently. Excellent use of facilities to relieve traffic.

3. I'm not convinced that a roundabout is needed at the shopping center entrance. A simple turn lane should suffice and the "bonus allocation" funds could be better spent elsewhere. See suggestions below.

4. I'm only off of the I-77 left turn option is eliminated (what a mess for travelers/inhabitants accessing Taco Bell, Midas, and the shopping center), the volume of cars that would be directed to Torrence Rd would 'stack' back and restrict exit from I-77. I don't think it would be possible to allow exiting the roundabout volume to the left turn signal at One Norman Place would be efficient. Additionally, a short lane should be provided to allow unimpeded left turns to I-77. The proposed "180" roundabout concept near the post office seems crazy to me. Locals will inundate the parking lots and circumvent this expensive and unnecessary idea. This seems to be a poor use of funds.

5. From my experience living in the area it seems that money would be much better spent by adding a few hundred feet of west bound lane beyond action Rd so one lane could pass through the intersection much more efficiently. Much better use of "bonus allocation" funds.

6. Similarly, adding additional lanes on Catawba in both directions at Westmoreland would make the intersection more efficient. Much better use of "bonus allocation" funds.

7. As a neighborhood changing the timing at the Catawba/Westmoreland light so traffic doesn't back up a half mile in each direction while Westmoreland has essentially no back up.

Please help to stop the poor decisions for roadworks in Cornelius. Although we're paying for all this recent work, I've not heard even one Cornelius resident who agrees with or finds just if it is too necessary.

The new project to eliminate left turns from Torrence Chapel Rd onto Catawba Ave is the most ridiculous one. In its proposed plan, your consultant is misunderstanding the volume and frequency of traffic being sent west on Knox Rd and then sent onto already congested Catawba Ave.

After living through the insanity of the diverging diamond disaster. I beg you to consider other options that allow left turns from Torrence Chapel Rd onto Catawba. I strongly OPPOSE the plan for the new Torrence Chapel Rd traffic pattern.

I'm adamantly opposed to this proposed intersection change. My address is:
21206 Captiva Ct
Cornelius
NC
I too am adamantly opposed to this proposed intersection change.

I was strongly opposed to the proposal for the roundabouts and no left turns from Torrence Chapel to Catawba Ave.

I was opposed to the design concepts for the new Torrence Chapel/One Norman Dr interchange. Based on the design, cars will now be able to turn left onto Catawba Ave which would in turn send a significant amount of traffic downtown Rd to get to Catawba Ave. Every neighbor that I have spoken to who lives down Torrence Chapel Rd feels exactly the same way which is that they are strongly OPPOSED to it. I was not surprised to learn that people who live down Torrence Chapel Rd about this design feels exactly the same way which is that they are strongly OPPOSED to it.

New road construction cannot handle the volume of cars that would be forced to turn down this route if the design is implemented. It would also create a major congestion problem at the light to the north to the Bank of America building.

Also, please do not proceed with this proposed traffic pattern and consider other options. Thanks for your time and consideration.

I heard the story about the new proposed traffic pattern in the Lake Norman Citizen yesterday then I received a group text from 10 of my neighbors expressing outrage. They shared things like "this is crazy" or "we have to stop this." I have been living off of Torrence Chapel Rd for 13 years. One of the best things about where I live is that I can just "hop right on and off I-77" and stay away from the traffic mess that is Catawba Ave (although it’s a disaster, but that’s another story). Your proposal for the roundabouts and no left turns from Torrence Chapel to Catawba Ave, are to be heard... UNDISCUSSED.

There seems to be a naming issue in this area. Unknown. The diverging diamond, the horrible bridge architecture, the tolls on I-77, and now this proposed roundabout. We don't want any of the other "local solutions" and we don't want this one either. As a local citizen living off Torrence Chapel, I stand with my neighbors in agreement that we say "NO" to your proposed traffic changes.

Appreciate your time and willingness to gather feedback.

Thank you for your feedback.
David & Carolyn

I absolutely believe Torrence Chapel could greatly benefit from a circle and has been on the books for improvement as this is the most awkward intersection.

I am in favor of the round-about in general as a way to improve traffic flow (I travel to and from Davidson daily) and understand there’s not room at the main check on the other alternatives. I’m going to send the comment form to our neighborhood (Captains Point) and Blue Stone residents so others can voice their concerns, but wanted to first I live off Knox Rd and obviously have some concerns about diverting traffic down that access road. In fact, I’d rather it stay as it is then merge into this plan.

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June 29

Jill Conrad
JillConrad71@yahoo.com

Scott Thayer
Scottathayer@gmail.com

Joel Pfyffer
ThePfyffers@yahoo.com

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Thank you for the opportunity to voice my concerns.

I am sure not your favorite person after this week, but I have given you my point of view, if you don’t mind. I have many opinions on what has been going on, but I have not mislaid with all of my neighbors on the subject. What is frustrating is the people responsible for this make a paycheck every week regardless. I don’t have that luxury. They make decisions about transportation and could care less about consequences for businesses and residents.

I see there to be an effort to shield the residents from this process about what will happen to TC/WC interchange. I cannot understand this angle except to get what needs to be done (your jobs regardless of what the folks above think representation is not your job).

This town seems to be a cesspool in the face of DEQ. It seems that NCDOT has all the power in this state and local governments just agree with whatever happens there or risk future “funds”. The irony is, no one, no one is represented by someone who allocates something that 90% of the citizens are against. Again, very frustrating.

If we are truly represented then NCDOT do not permit us from facility road projects that changes the hell, safety, and well being of local residents and businesses.

I have been asked to tone down my “rhetoric” etc., not sure how to label it. Best are the last person on earth not defend my business and our community. If not us, then who will defend us and protect us from our government?

I am not alone. I respect and admire those in our community who have chosen to fight for our rights and fight for our community and stand with them. It is a shame that we have come to this. The government is supposed to work for us, it, the common. This seems to have been lost.

Thank you for the feedback.

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June 30

I live off of Torrence Chapel Road and I attended the Cornelius planning meeting on October 20th. I have several concerns with the Parsons Brinkerhoff Preferred Alternative plans.

1. The Preferred Alternative plan is based on an 8% average annual traffic increase. This seems way too low. Just because the Torrence Chapel peninsula is nearly built doesn’t mean the number of vehicles traveling will not increase greatly. This has been proven to be an insufficient number of cars to test with.

Solution: Run the model for 1%-5% increase and see how the Preferred Alternative plan works.

2. There seems to be an effort to shield the residents from this process about what will happen to TC/WC interchange. I cannot understand this angle except to get what needs to be done (your jobs regardless of what the folks above think representation is not your job).

Solution: Run the model for 1%-5% increase and see how the Preferred Alternative plan works.

3. The I-77 South access roads are too close together compared to the BoA and easily access westbound Catawba. The mandatory right turn for westbound Knox traffic creates a single lane progress. The roundabout at BoA creates a single lane progress.

Solution: Petition NCDOT to reinstitute right-on-red at all Diverging Diamond intersections.

4. The traffic circles are all single lane.

Solution: Petition NCDOT to reinstate right-on-red at all Diverging Diamond intersections.

5. The I-77 off ramps can’t turn right on red.

Solution: Petition NCDOT to reinstitute right-on-red at all Diverging Diamond intersections.

6. I am not alone. I respect and admire those in our community who have chosen to fight for our rights and fight for our community and stand with them. It is a shame that we have come to this. The government is supposed to work for us, it, the common. This seems to have been lost.

Thank you for the feedback.

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July 1

As part of the preferred alternative, improvements are being provided on the red-lighted Knox Rd/Oliver Cromer Dr intersection at the Cornelius Ave to accommodate additional traffic to Knox Rd.

The concepts is being modified to provide an additional lane that reduces making a red turn left to utilize and the turn lane will be weighed to provide additional storage when compared to the existing condition.

As part of the preferred alternative, improvements are being provided on the red-lighted Knox Rd/Oliver Cromer Dr intersection at the Cornelius Ave to accommodate additional traffic to Knox Rd.

The concepts is being modified to provide an additional lane that reduces making a red turn left to utilize and the turn lane will be weighed to provide additional storage when compared to the existing condition.

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July 1

Scott Thayer
Scottathayer@gmail.com

Torrence Chapel road. Given traffic issue recommendations, have the Northbound Torrence Chapel traffic go straight through the Catawba light, create a real dead end that runs to the Wendys, then left turn back to Cornelius. Eliminate the entry from Wendys to Torrence, making it a one way.

2. Build a new lane onto Torrence Chapel Road that runs to the Wendys, then left turn back to Cornelius. Eliminate the entry from Wendys to Torrence, making it a one way.

3. Restricting the left-turns from W. Catawba Ave to Liverpool Pkwy and Torrence Chapel Rd was considered as part of this study. Restricting the left-turns will make some drivers enter into intersection delay by removing the preferred alternative approach.

As part of the preferred alternative, improvements are being provided on the red-lighted Knox Rd/Oliver Cromer Dr intersection at the Cornelius Ave to accommodate additional traffic to Knox Rd.

The concepts is being modified to provide an additional lane that reduces making a red turn left to utilize and the turn lane will be weighed to provide additional storage when compared to the existing condition.

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July 1

Tom Cook
Tomcook@gmail.com

I am writing on behalf of myself and my family and significant other to report the proposed Catawba Ave. & Liverpool Torrence Chapel Study. We take the position of strongly opposing the proposed to stop left turn onto Catawba and route traffic down Knox Road. Any and all alternatives should be viewed as possible but the current proposal does not solve the problem where none of existed before.

This has been a real problem where none of existed before. The Mayor fits the bill. How are we represented by someone who advocates something that 90% of the citizens are against? Again. Very frustrating.

I have been asked to tone down my “rhetoric” etc., not sure how to label it. Best are the last person on earth not defend my business and our community. If not us, then who will defend us and protect us from our government?

I am not alone. I respect and admire those in our community who have chosen to fight for our rights and fight for our community and stand with them. It is a shame that we have come to this. The government is supposed to work for us, it, the common. This seems to have been lost.

Thank you for the feedback.

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July 1

As the I-77 annual growth rate was determined by NCDOT for adjacent projects in the area so this growth rate was used for this project. Building a dedicated right-turn lane on WB Catawba Ave from Liverpool/Penny Torrence Chapel this I-77 SB ramp is being considered and will be added to the preferred alternative. The realignment of Knox Rd southbound vehicular traffic traveling WB on Toorne Chapel will intersect with the I-77 SB ramp.

The combined traffic from Knox Rd and the roundabout at W. Catawba Ave to Liverpool Pkwy will be added to the preferred alternative. The realignment of Knox Rd southbound vehicular traffic traveling WB on Toorne Chapel will intersect with the I-77 SB ramp.

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The combined traffic from Knox Rd and the roundabout at W. Catawba Ave to Liverpool Pkwy will be added to the preferred alternative. The realignment of Knox Rd southbound vehicular traffic traveling WB on Toorne Chapel will intersect with the I-77 SB ramp.
I would like to say "thank-you" for all you do to assist in making Cornelius a wonderful place to live and raise a family. I know that your job can sometimes be time-consuming and frustrating, so I want to "thank-you" for all you are doing.

I am writing in regards to the proposed changes to the Catawba Ave/Torrence Chapel Rd intersection/TOR-70. I have read through the information and have some questions and concerns regarding these changes.

(1) How are you feeling about the proposed changes to the Catawba Ave/Torrence Chapel Rd intersection/TOR-70? I have read through the information and have some questions and concerns regarding these changes.

(2) Are you familiar with the terms "right in," "right out," "right in or out," "right in to," and "right out of"? I have read through the information and have some questions and concerns regarding these changes.

(3) Are you familiar with the terms "right in," "right out," "right in or out," "right in to," and "right out of"? I have read through the information and have some questions and concerns regarding these changes.

(4) Are you familiar with the terms "right in," "right out," "right in or out," "right in to," and "right out of"? I have read through the information and have some questions and concerns regarding these changes.

(5) Are you familiar with the terms "right in," "right out," "right in or out," "right in to," and "right out of"? I have read through the information and have some questions and concerns regarding these changes.

(6) Are you familiar with the terms "right in," "right out," "right in or out," "right in to," and "right out of"? I have read through the information and have some questions and concerns regarding these changes.
Dear Mayor and Commissioners,

I am writing you about the Catawba Avenue and Torrence Chapel intersection. I have been contacted by several constituents and business owners regarding their concerns about the NCDOT’s currently proposed design at this specific intersection.

I understand that the NCDOT has final engineering design and decision authority on state maintained roads. That said, however, I believe it is incredibly important that the Town of Cornelius pursue its own third-party diligence regarding viable traffic solutions at this specific intersection. One idea, for example, is exploring software technology to optimize intersection traffic flow using a dynamic traffic signal control system.

I respectfully recommend that the Town invest in a third-party traffic consultant to ensure that every reasonable option is considered prior to accepting the NCDOT’s recommendations. I believe that the NCDOT would welcome and benefit from additional expertise outside their department.

Thank you for your consideration in advance and I appreciate your commitment and service to the Town of Cornelius.