I-485 EXPRESS LANES
MECKLENBURG COUNTY

DESIGN PUBLIC MEETING MAP

PROJECT 34331.1.12
(TIP NO. R-2211EC)
PROPOSED INTERCHANGE OF I-485
AT SR 3468 (WEDDINGTON RD)

PROJECT 43609.1.1
(TIP NO. I-5507)
I-485 EXPRESS LANES
FROM I-77 TO
US 74 (INDEPENDENCE BLVD)

PROJECT 39078.1.7
(TIP NO. U-4716AB)
IMPROVE INTERCHANGE OF I-485
AT SR 1009 (EAST JOHN ST–
OLD MONROE RD)

ALTERNATIVE 2

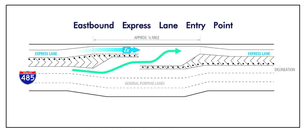
MECKLENBURG COUNTY

ROLL 8 OF 11

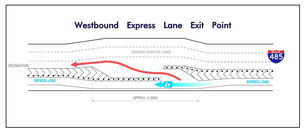
January 2017

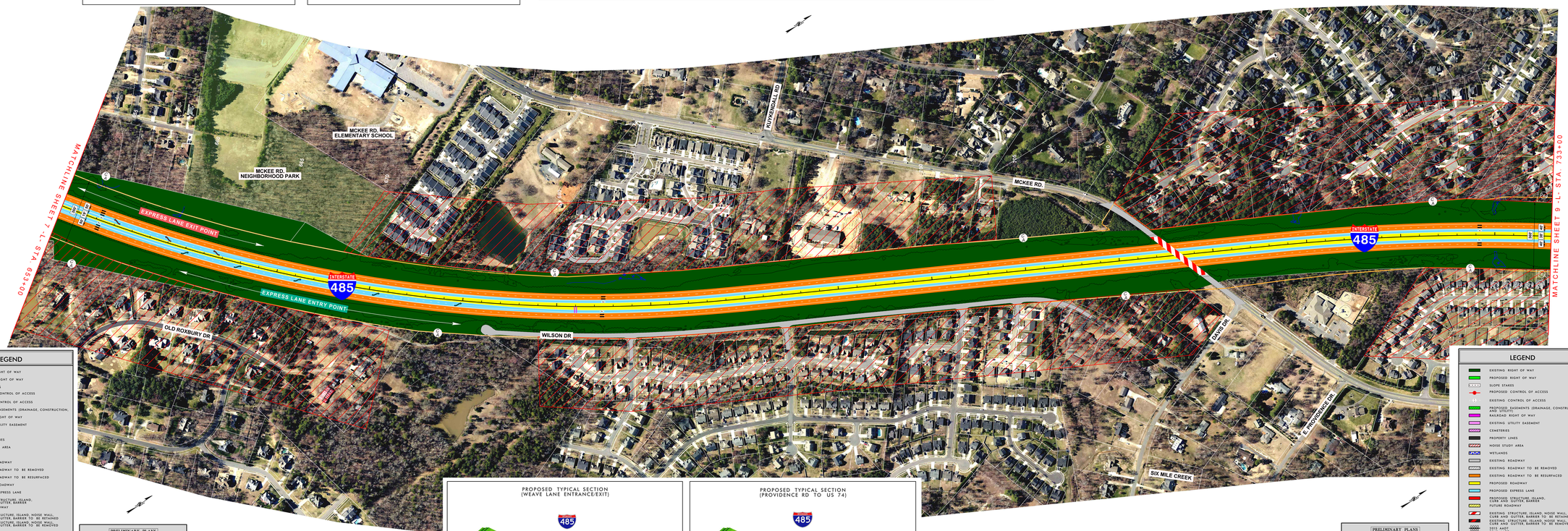
DESIGN DATA		
Functional Class.	=	INTERSTATE
Design Speed	=	75 mph
Max. Superelev.	=	0.08

Eastbound Express Lane Entry Point



Westbound Express Lane Exit Point





LEGEND

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- SLOPE STAKES
- PROPOSED CONTROL OF ACCESS
- EXISTING CONTROL OF ACCESS
- PROPOSED EASEMENTS (DRAINAGE, CONSTRUCTION, AND UTILITY)
- RAILROAD RIGHT OF WAY
- EXISTING UTILITY EASEMENT
- CEMETERIES
- PROPERTY LINES
- NOISE STUDY AREA
- WETLANDS
- EXISTING ROADWAY
- EXISTING ROADWAY TO BE REMOVED
- EXISTING ROADWAY TO BE RESURFACED
- PROPOSED ROADWAY
- PROPOSED EXPRESS LANE
- PROPOSED STRUCTURE, ISLAND, CURB AND GUTTER, BARRIER
- FUTURE ROADWAY
- EXISTING STRUCTURE, ISLAND, NOISE WALL, CURB AND GUTTER, BARRIER TO BE RETAINED
- EXISTING STRUCTURE, ISLAND, NOISE WALL, CURB AND GUTTER, BARRIER TO BE REMOVED
- 2015 AADT / 2040 AADT
- EXISTING TRAFFIC SIGNAL
- PROPOSED TRAFFIC SIGNAL
- PARKS
- LAKES, RIVERS, STREAMS AND PONDS
- DESIGN STUDY AREA BOUNDARY
- EXPRESS LANE
- GENERAL PURPOSE LANE
- EXPRESS LANE ENTRY POINT
- EXPRESS LANE EXIT POINT
- PROPOSED TOLL GANTRY

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

Aerial Photography – March 2014, Mecklenburg County GIS

100' 0' 100' 200'
50'
SCALE

PROPOSED TYPICAL SECTION (WEAVE LANE ENTRANCE/EXIT)

PROPOSED TYPICAL SECTION (PROVIDENCE RD TO US 74)

275	WITZ, DAVID J
276	2014-1 IH BORROWER LP
277	BEDOYA, YENNY L
278	SMITH, TENIA YVETTE
279	VEREEN, WILLIAM D
280	DURANTE, HEATHER N
281	FLATTERY, NUBIA
282	WASSMAN, RICHARD

NOISE STUDY AREA

THE LABELED AREAS INDICATE NOISE STUDY LOCATIONS FOR WHICH POTENTIAL NOISE BARRIERS HAVE BEEN IDENTIFIED. MORE DETAILED ANALYSES WILL OCCUR DURING FINAL PROJECT DESIGN TO DETERMINE WHETHER THESE POTENTIAL BARRIER LOCATIONS WILL MEET THE SIX-YEAR PLAN CRITERIA AND SATISFY NCDOT TRAFFIC NOISE POLICY. IF THESE CRITERIA ARE MET, BARRIER CONSTRUCTION WILL OCCUR PENDING PUBLIC APPROVAL.

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100' 0' 100' 200'
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RS&H