

Highway Projects in Statewide Funding Category in Charlotte

Route	From / Cross Street	To	Description	Funded by 2025
US-74 Independence Boulevard	I-485	Sardis Road North	Upgrade Corridor to Provide Additional Capacity and Safety Improvements. Includes Improvements to extend Krefeld Drive from existing Krefeld Drive to Sardis Road North, and improvements to Areqipa Drive/Northeast Parkway from Margaret Wallace Road to Sam Newell Road	Yes
US-74 Independence Boulevard	Sardis Road North	Conference Drive	Upgrade Corridor to Provide Additional Capacity and Safety Improvements. Includes Improvements to Krefeld Drive/Independence Pointe Parkway from Crownpoint Executive Drive to Sam Newell Road, improvements to Northeast Parkway from Overcash Drive to Matthews-Mint Hill Road, improvements to Independence Point Parkway from Same Newell Road to NC 51, and improvements to Independence Pointe Parkway from Matthews-Mint Hill Road to Campus Ridge Road	Yes
US-74 Independence Boulevard, NC-27 Independence Boulevard	NC 27 (Albemarle Road)	I-277 (Belk/Brookshire Freeways)	Convert bus lanes to reversible managed (HOT) lanes. Laneage and jersey barriers are already in place. The scope of this project would include the new gantries, striping and gates. Estimated cost is about \$15 Million. There was not an appropriate improvement selection for this project so cross-section 8D was selected. See email documentation from SPOT in link below:	Yes
SR-5901 Billy Graham Parkway	NC 160 (West Boulevard)		Upgrade At-Grade Intersection to Interchange	Yes
SR-5901 Billy Graham Parkway	Morris Field Drive		Construct Grade Separation at the intersection of SR 5901 (Billy Graham Parkway) and Morris Field Drive.	Yes
I-485	I-77	US 74 (Independence Boulevard)	Construct one Express toll Lane in Each Direction within the Existing Median.	Subject to Turnpike Cap being modified
I-77	I-77 , I-277 Brookshire Freeway, US-21 , NC-16 Brookshire Freeway		Improve interchange. This interchange functions as the main entrance into uptown Charlotte for drivers heading from the west and north. The interchange is undersized for the amount of traffic that uses it and needs to provide a safer and more efficient way to handle this traffic. The project would also include a facility for HOT traffic to connect I-77 and I-277.	Partial*
I-77 , US-21	I-277/US 74 (Belk Freeway) [Exit 9]	I-277/NC 16 (Brookshire Freeway) [Exit 11]	Widen existing freeway from eight lanes to ten lanes with interchange improvements. Interchanges proposed in uptown freeway loop study do not match selections in details section. See link below for zip file containing problem statement, concept drawing and cost estimate.	Partial*
I-77 , US-21	Interstate 485 (Governor James G Martin Freeway) [Exit 1]	Woodlawn Road [Exit 6]	Widen six-lane freeway to a ten-lane freeway by constructing four managed lanes (2 in each direction). This project improves I-77 south of Charlotte to I-485, which serves the Lake Wylie area. The project will add capacity to this congested corridor and upgrade the existing interchanges to modern design standards.	Partial*
I-77 , US-21	Woodlawn Road [Exit 6]	I-277/US 74 (Belk Freeway) [Exit 9]	Widen six-lane freeway to a ten-lane freeway by constructing four managed lanes (2 in each direction)	Partial*
I-77	I-277/US 74/NC 27		Improve Interchange. There is some relocation/reorganization of ramps that could not be quantified in the estimate based upon the selections. See interchange conceptual from uptown loop study and problem statement in the attached link.	Partial*

Partial* : Some or all construction activities to be funded post FY25