



**NORTH CAROLINA**  
Department of Transportation

# I-77 South Express Lanes

Charlotte City Council: Transportation, Planning & Development Committee

April 6, 2026

Connecting people, products and places safely and efficiently with customer focus, accountability and environmental sensitivity to enhance the economy and vitality of North Carolina

## Agenda

### 1. Engagement Update

- Community Engagement Center (CEC)
- Project Website
- Resident Responses and Council Inquiries

### 2. Updated Preliminary Design Plans

- Summary of Changes
- Example of Updates

# Community Engagement Center (CEC)

## Overview

- Providing project information, offering one-on-one meetings with project staff, and creating opportunities to discuss community enhancements and benefits
- Ongoing resources and meeting space for surrounding communities

## Location

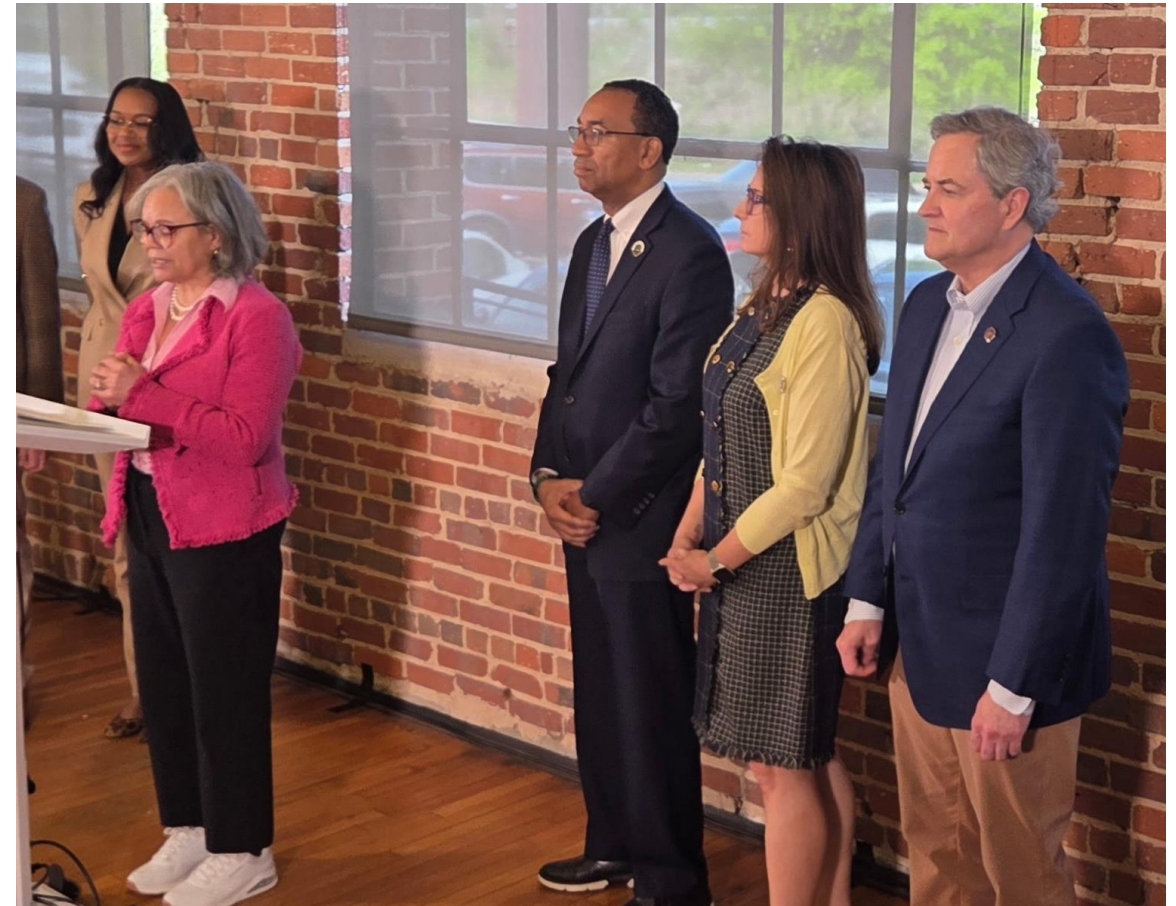
- 1023 W Morehead St (within project corridor)

## Hours of Operations

- Monday – Friday: 10AM – 6PM
- Saturday 9 AM – 1 PM
- Closed Sunday

## Visitor Volume and Engagement Appointments

- **Completed: 32** (29 in-person, 3 virtual)
- **Upcoming: 3** (2 in-person, 1 virtual)
- **5 calls** to Hotline for Booking Assistance



## Community Engagement Center (CEC)



### Early Observations

- High activity
- Virtual appointments high
- Community members arrived with specific concerns rather than exploratory questions
- Visitors zip codes varied
- Visitors consisted of:
  - business owners
  - elected officials
  - longtime residents
  - community advocates

# Community Engagement Center (CEC) Themes

| Themes  | Description                          | NCDOT  |
|---|--------------------------------------|--|
| <b>Project Design Alternatives</b>            | Visitors asking about alternatives   | National Environmental Policy Act (NEPA) & Preliminary Design, further study of tunneling, and four shortlisted developer teams creating designs to further minimize impacts |
| <b>Toll Pricing Equity</b>                    | Toll pricing affecting lower incomes | CRTPO Priority Key Terms (Toll rate caps / maximize lane utilization, HOV 3+ and transit ride for free, discounts for low-income residents)                                  |
| <b>Neighborhood and Environmental Impacts</b> | Construction of the project          | NEPA - following federal and state regulations, Community Engagement Center, Community Benefits  |
| <b>Lack of Information</b>                    | Engagement of Communities            | NEPA engagement, extended listening period, opened Community Engagement Center   |

# Website Updates

## CEC Appointments

- Virtual or In-Person
- Schedule on Project Website
- Call the Hotline (1-800-254-0498)
- Drop-in Appointments Available

## Updated Maps and FAQs:

- [NCDOT: I-77 South Express Lanes - Project Maps](#)
- [NCDOT: I-77 South Express Lanes](#)
- [NCDOT: I-77 South Express Lanes - Frequently Asked Questions](#)

## Community Engagement Center

**Note:** The I-77 South Express Lanes Community Engagement Center will be closed Friday, April 3 through Sunday, April 5 in observance of the holiday weekend. The Center will resume regular business hours on Monday, April 6. Community members can continue scheduling future in-person or virtual appointments while the Center is closed.

The I-77 South Express Lanes Community Engagement Center builds on a broader engagement initiative... of Transportation to hear directly... corridor, which is central to the project's development.

The Community Engagement Center will serve as an ongoing resource and meeting space for surrounding communities, providing project information, offering one-on-one meetings with NCDOT staff and creating opportunities to discuss potential community enhancements and beneficial programs.

Visitors can make virtual and in-person appointments online or by calling 1-800-254-0498. Drop-in appointments are also available.

### Schedule Meeting

Use the scheduling option to book an in-person or virtual meeting with NCDOT's I-77 South project team.

Schedule Meeting →

## NCDOT - I-77 South Express Lanes

### SELECT A SERVICE

General Questions – IN-PERSON

Meet in-person with members of the I-77 S... [Read more](#)  
30 minutes

General Questions – VIRTUAL

Meet virtually with members of the I-77 So... [Read more](#)  
30 minutes

Property Impact Questions – IN-PERSON

Schedule an in-person meeting with memb... [Read more](#)  
30 minutes

Property Impact Questions – VIRTUAL

Schedule a virtual meeting with members o... [Read more](#)  
30 minutes

# Resident Responses & Council Inquiries

## Responses to Resident Inquiries

- Answered all residential inquiries from website and emails
- CEC to address more inquiries as they are received

## City Council Inquiries

- NCDOT has been responding to inquiries from the council weekly
- Responses as of April 3: **49**
- Responses In Progress: **6**

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## I-77 South Express Lanes

### Charlotte City Council Q&A

|    |  |               |         |
|----|--|---------------|---------|
|    | <ul style="list-style-type: none"> <li>• The express lanes use variable pricing to manage demand and maintain reliable travel speeds, rather than becoming congested over a fixed period of time.</li> <li>• Toll rates adjust throughout the day based on traffic conditions to ensure the lanes do not become overcrowded and continue to move efficiently.</li> <li>• The developer will also be required to implement toll rate caps that align pricing with express lane utilization. Rates are lower when traffic is lighter and can only increase as needed to maintain the federally required minimum speed of 45 miles per hour.</li> </ul> |               |         |
| 22 | Request for a comprehensive crash data summary along the current corridor and how the proposed improvements to the corridor will reduce crashes when average speed may also increase.  | Burke (CRPTO) | April 2 |
|    | <ul style="list-style-type: none"> <li>• Available data indicates that the I-77 South corridor experiences approximately 5 to 6 crashes per day, with a crash rate more than 2.5 times higher than the statewide average for similar urban interstates.</li> <li>• Crash patterns along the corridor are closely tied to congestion, including stop-and-go conditions, merging and weaving between closely spaced interchanges, and inconsistent travel speeds.</li> </ul>   |               |         |

# Design Revisions Summary (Elevated): Reduced or Eliminated Impacts

## Preliminary Design Updates

### On and Off-ramp Modifications and Realignments

## Resulting Impact Reduction Examples

- SB On-ramp at Nations Ford Road – **reduced** impacts to neighborhood along Ann Marie Drive
- **Greatly reduced** impacts to Dr. Charles L. Sifford Golf Course (*using existing ramp footprint*)
- Modified NB off-ramp north of W. 4<sup>th</sup> Street **reduce** impacts to Frazier Park

### Retaining Walls to Reduce Construction Limits

- **Reduced** impacts to Ramblewood Park and **no impacts** to Dinkins Cemetery (*near I-485*)
- Avoided acquisition of two buildings along Southern Pine Boulevard (*SB On-ramp W. Arrowood Rd*)
- **Reduced** impacts to Dr. Charles L. Sifford Golf Course
- **Reduced** impacts to Irwin Creek Greenway and Revolution Park (*South of West Boulevard*)
- **Reduced** impacts to Abbott Park

### Roadway Alignment Revisions

- Stacked express lanes results in **no impacts** to historic Pinewood-Elmwood Cemetery
- **No impacts** to Wesley Heights, Biddleville Park and North Pinewood Cemetery
- Revised design on Oaklawn Avenue **reduce or eliminate** impacts to homes in McCrorey Heights
- No changes to the existing right-of-way along I-77 SB off-ramp to Brookshire Freeway, resulting in no right-of-way acquisition

## Updated Preliminary Maps = Reduce Project Footprint

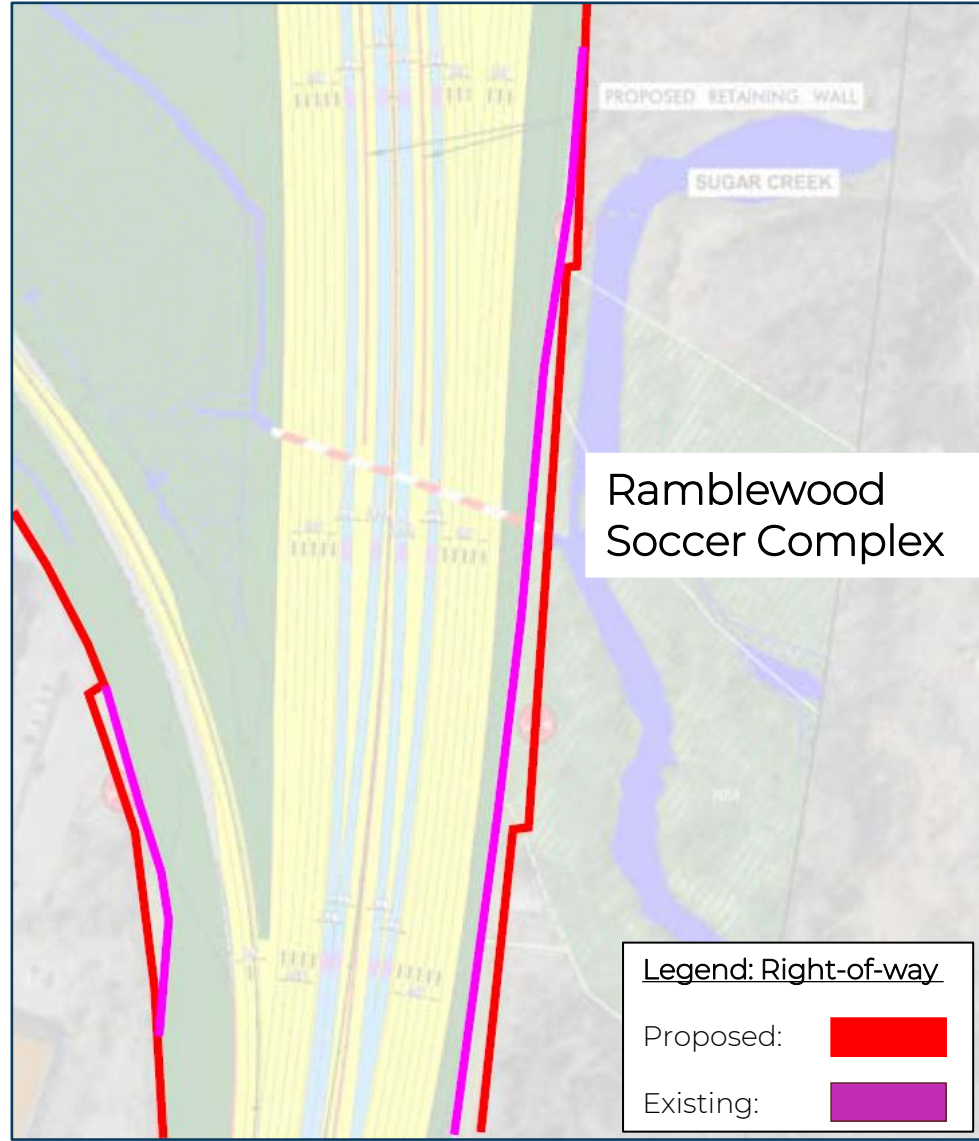
- Added retaining walls

**Eliminated  
or  
Reduced**

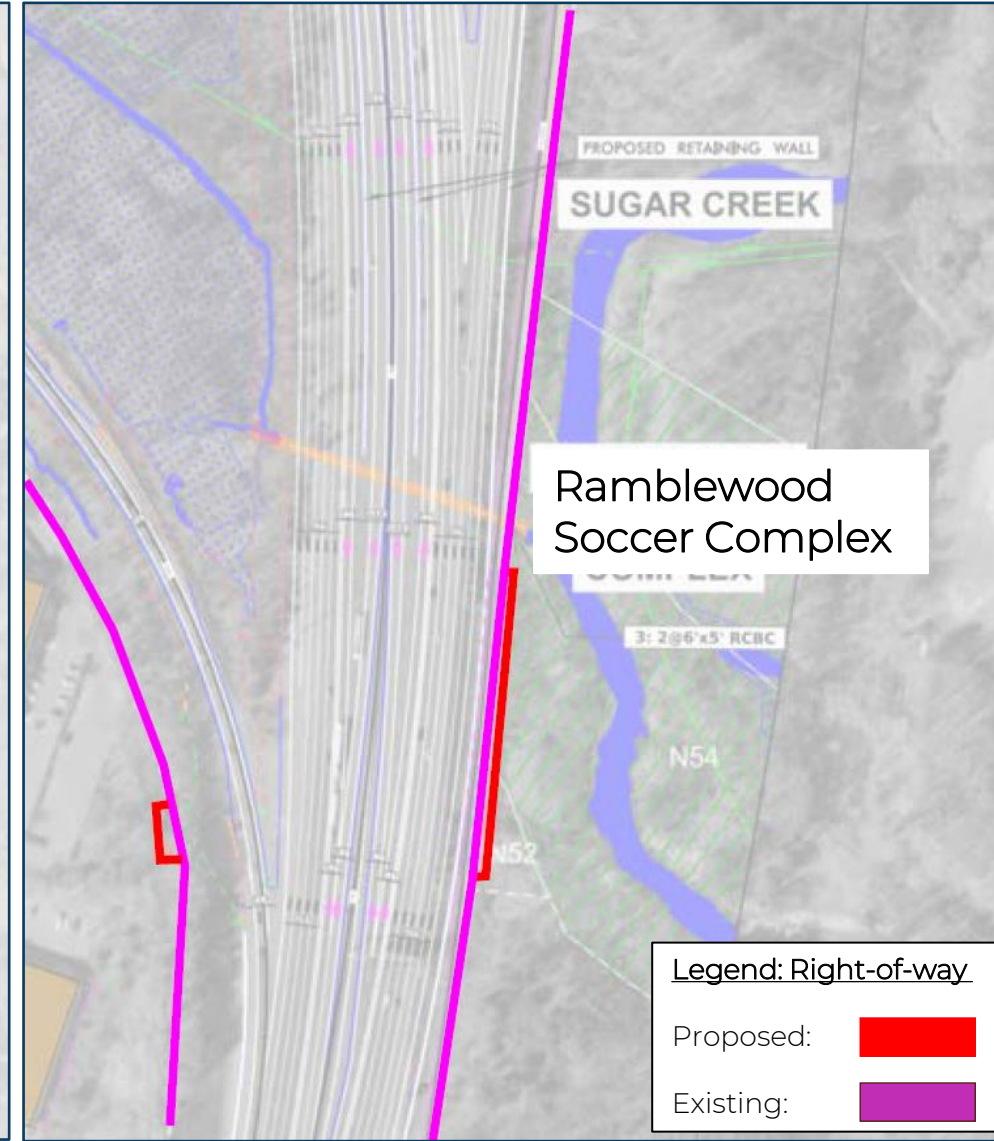
Right-of-way needs

- No impacts to Dinkins Cemetery
- Greatly reduced Park impact

November 2025



March 2026



## Updated Preliminary Maps = Reduce Project Footprint

- Added retaining walls
- Design modifications

**Eliminated  
or  
Reduced**

Right-of-way needs

- Greatly reduced impacts



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