

Legend

- ICE Study Area District Boundaries
- Interchange Areas:
 - A - I-85
 - B - US 29-74
 - C - Linwood Rd
 - D - Lewis Rd
 - E - US 321
 - F - Robinson Rd
 - G - Bud Wilson Rd
 - H - NC 274/Union Rd
 - I - NC 279/S New Hope Rd
 - J - NC 273/Southpoint Rd
 - K - Dixie River Rd and I-485
- Design Centerline
- Segment Breaks
- Detailed Study Alternatives
- Parks
- County Lines
- Interstates
- US Routes
- Private Recreation Facilities and Attractions
- Hydrography
- City Limits

Source: Gaston County and Mecklenburg County GIS Map printed April 2009.

0 1.5 3 Miles

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STIP PROJECT NO. U-3321

Gaston County and Mecklenburg County

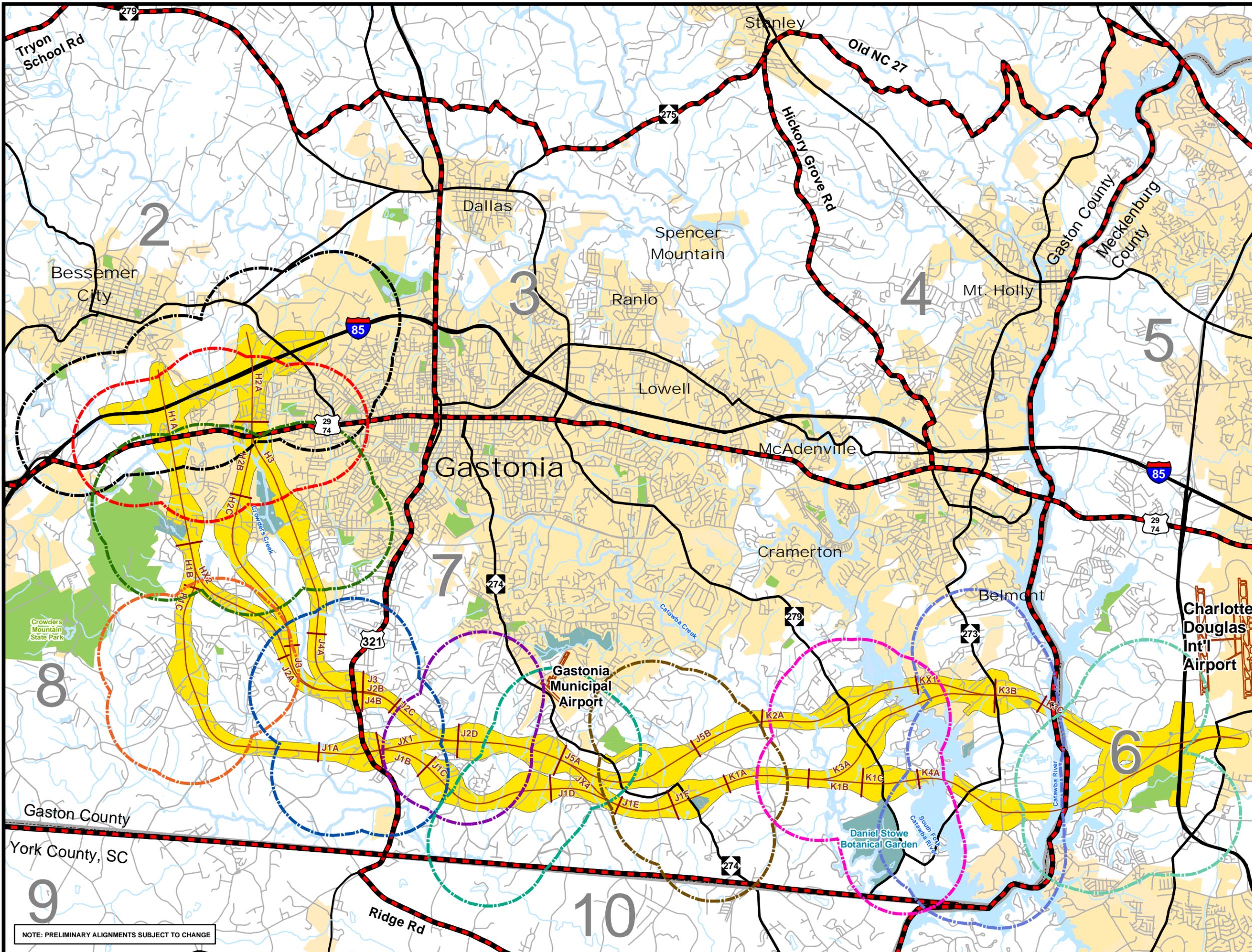
GASTON EAST-WEST CONNECTOR

STUDY AREAS FOR INDIRECT AND CUMULATIVE EFFECTS

NOTE: PRELIMINARY ALIGNMENTS SUBJECT TO CHANGE

Fig 7-1a_StudyAreasInd&CumEffects_AKH 4.10.09

Figure 7-1a



Legend

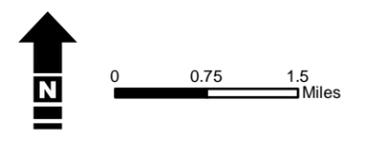
- ICE Study Area
- District Boundaries

Interchange Areas

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Source: Gaston County and Mecklenburg County GIS Map printed April 2009.



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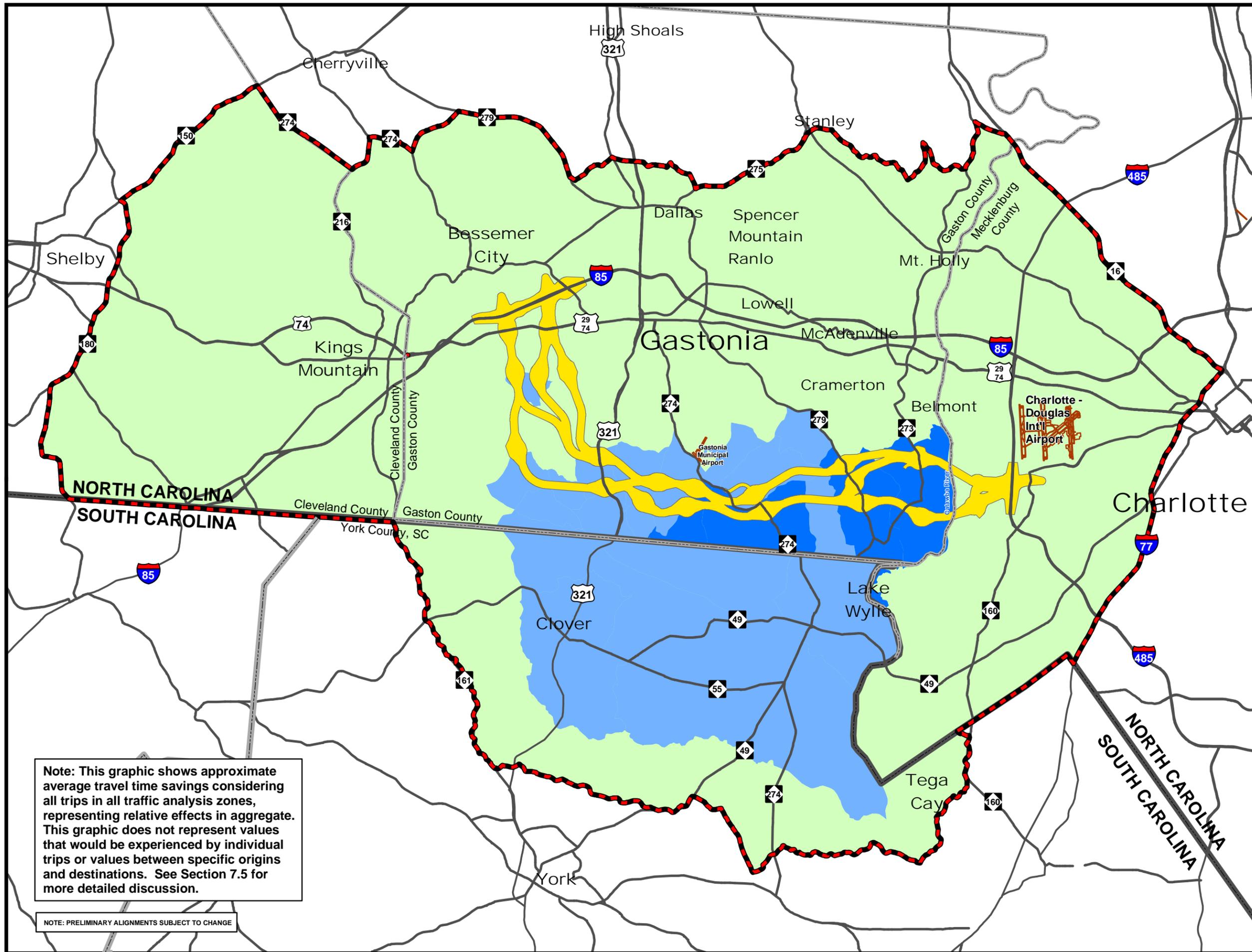
GASTON EAST-WEST CONNECTOR

STUDY AREAS FOR INDIRECT AND CUMULATIVE EFFECTS

Fig 7-1b_StudyAreasInd&CumEffects_AKH 4.10.09

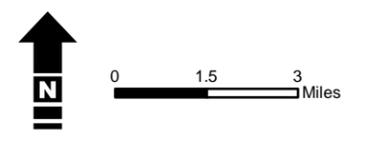
NOTE: PRELIMINARY ALIGNMENTS SUBJECT TO CHANGE

Figure 7-1b



- Legend**
- Difference in Travel Time in the ICE Study Area with Project Compared to No-Build Alternative
 - 11-15 Minute Reduction
 - 5-11 Minute Reduction
 - 0-5 Minute Reduction
 - ICE Study Area
 - County Lines
 - Interstates
 - US Routes
 - Detailed Study Alternatives
 - StateLine

Source: 2006 Metrolina Regional Travel Demand Model
 Gaston County and Mecklenburg County GIS Map printed April 2009.



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 Gaston County and Mecklenburg County

GASTON EAST-WEST CONNECTOR

AVERAGE TRAVEL TIME CHANGES (2030) WITH THE GASTON EAST-WEST CONNECTOR

Note: This graphic shows approximate average travel time savings considering all trips in all traffic analysis zones, representing relative effects in aggregate. This graphic does not represent values that would be experienced by individual trips or values between specific origins and destinations. See Section 7.5 for more detailed discussion.

NOTE: PRELIMINARY ALIGNMENTS SUBJECT TO CHANGE

Figure 7-2