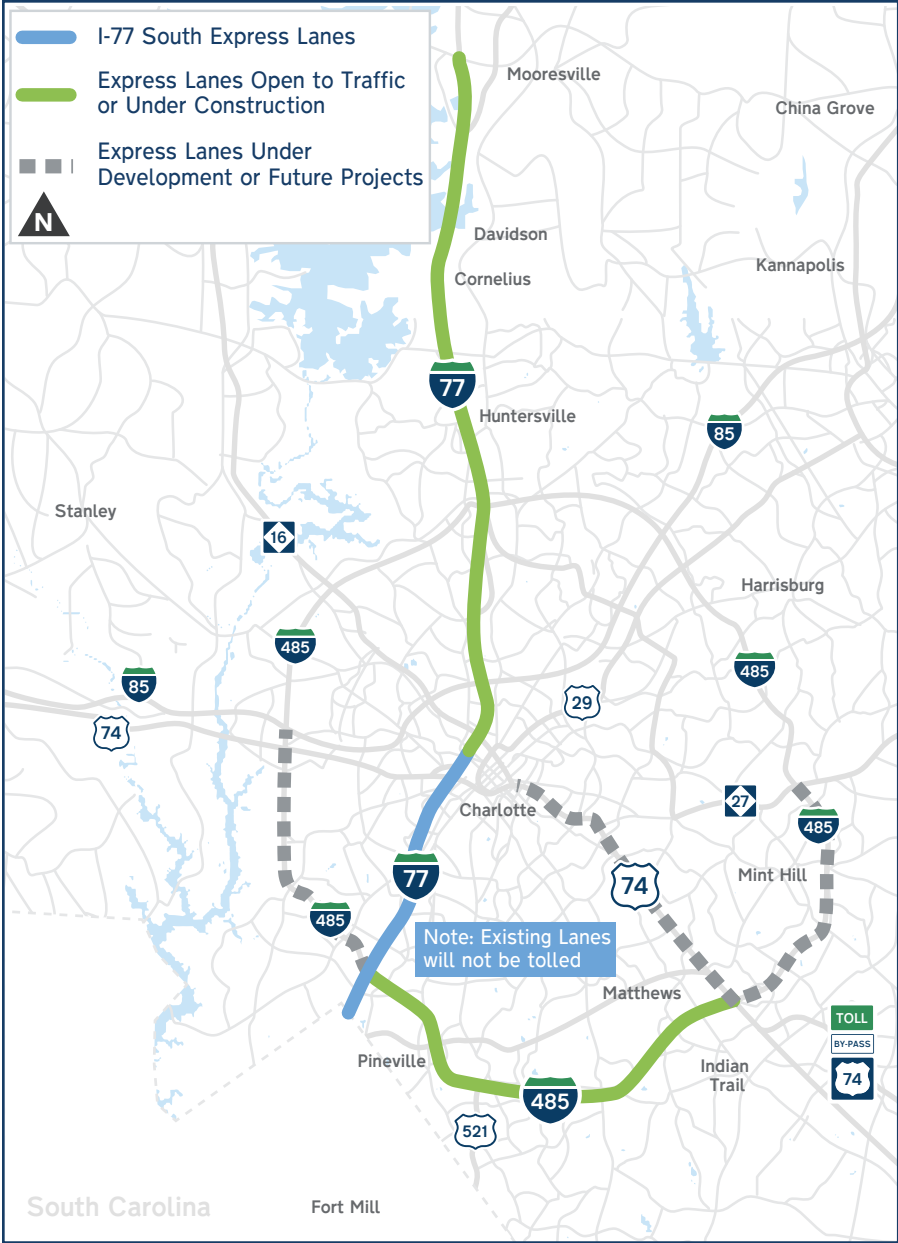
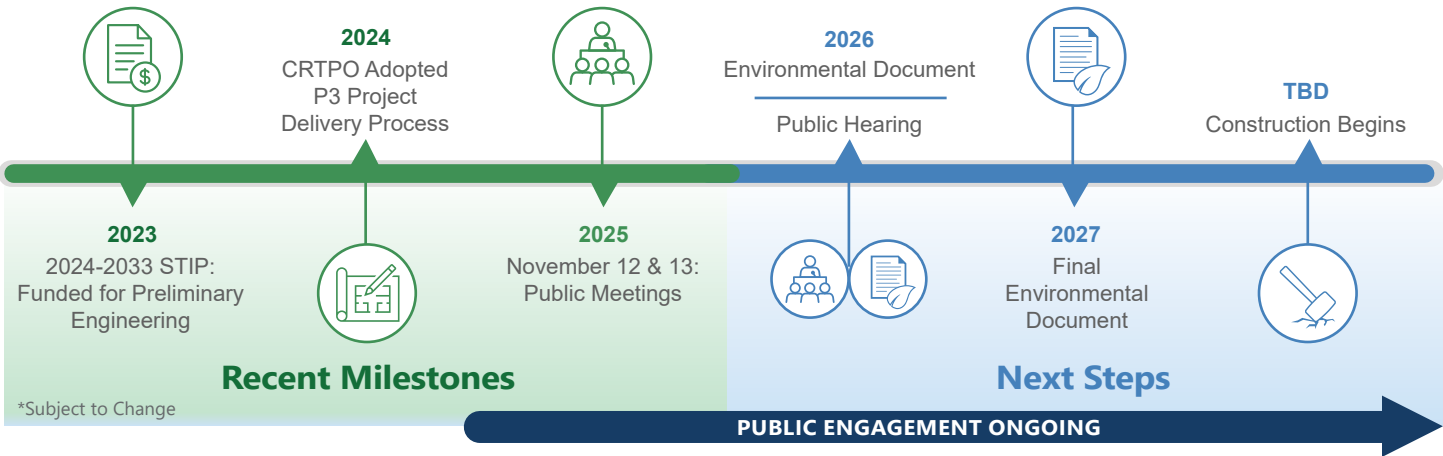


Charlotte Express Lanes Network



Project Timeline\*



Local Coordination

Small Group Meetings

Beginning in January 2025, NCDOT has presented information about the I-77 South Express Lanes project at 25 small group meetings in local communities, reaching 800+ constituents.

CRTPO Working Group

In October 2024, CRTPO requested NCDOT move forward with a Public-Private Partnership (P3) delivery process and created a working group in partnership with NCDOT to identify project priorities and develop key contract terms.

Some project priorities identified by the working group include:

- Optimize utilization of express lanes and general-purpose lanes with toll rate caps
- Encourage a competitive procurement process
- Increase transparency during all phases of the project (construction, operations, etc.)
- Provide benefits to transit

More information about the CRTPO working group is available on the [project website](#).



I-77 South Express Lanes

STIP Project I-5718 | Mecklenburg County | Public Meetings – November 12 & 13, 2025

Project Overview

This project will upgrade 11 miles of I-77 from the South Carolina State Line to I-277/N.C. 16 (Brookshire Freeway). The proposed improvements include the addition of express lanes, reconstruction of interchanges and non-interchange bridges, and addition of access points and direct connectors to the express lanes.

Per state law, toll projects in North Carolina must be requested and approved by the local planning organization. The Charlotte Regional Transportation Planning Organization (CRTPO) submitted the I-77 South Express Lanes project to NCDOT for prioritization in 2014.

The purpose of the project is to manage congestion by providing an option for reliable travel time along I-77, implement managed lanes consistent with recommendations from the [Fast Lanes Study](#) and [CRTPO's 2050 Metropolitan Transportation Plan](#) and improve traffic operations by increasing travel speed and throughput along I-77.

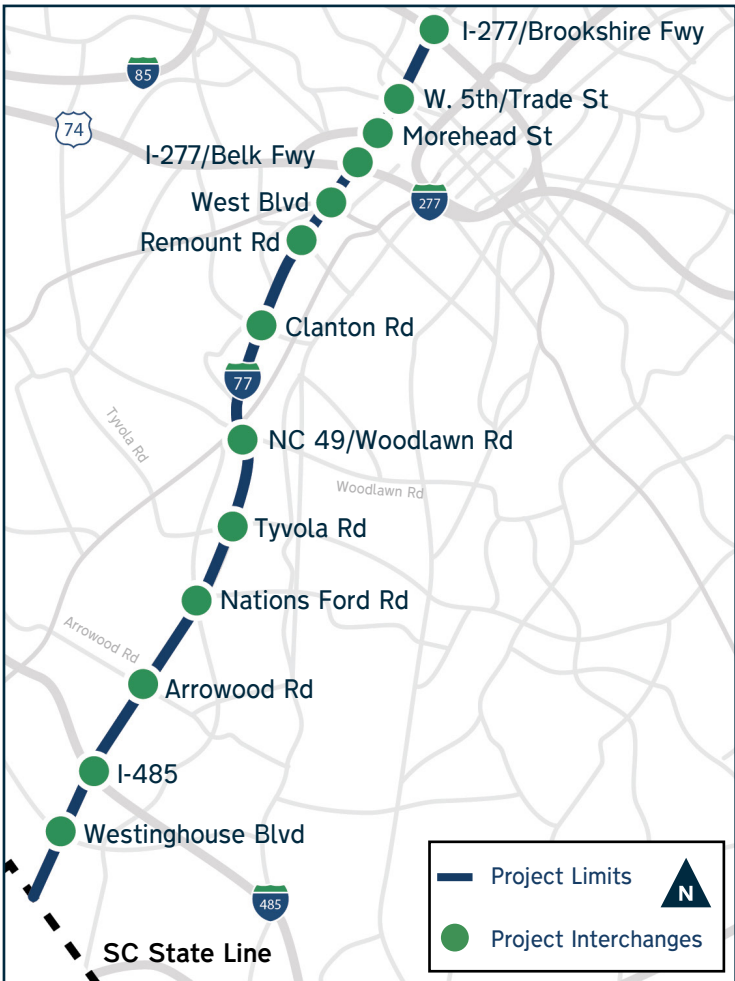
Project benefits include:

- Managing congestion by providing an option for travel time reliability
- Reducing congestion-related crashes
- Supporting planned economic growth

Meeting Purpose

This is the first series of public meetings for the I-77 South Express Lanes, State Transportation Improvement Program (STIP) Project I-5718. Project team members are available to provide information on this project and answer questions or receive any comments you may have. The intent of the meeting is to introduce the project and explain the project development process.

A comment card is included with this handout. You may leave the comment card with a project team member or mail it to us later.



For more project information



Scan to visit the project website  
<https://www.ncdot.gov/projects/i-77-south-express-lanes>

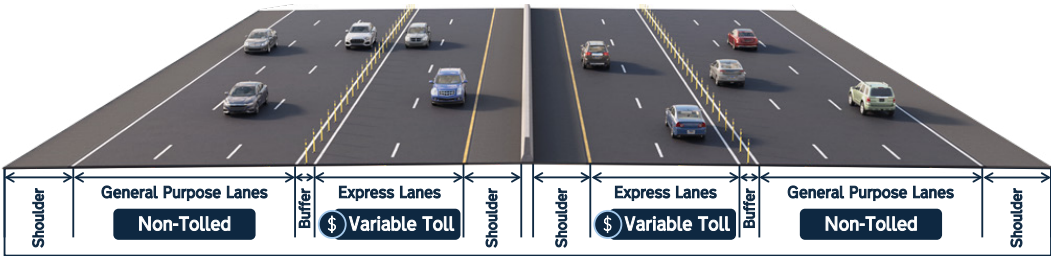
1-800-254-0498      i-77south@ncdot.gov

1-800-481-6494  
 (ayuda para personas que no hablan inglés)



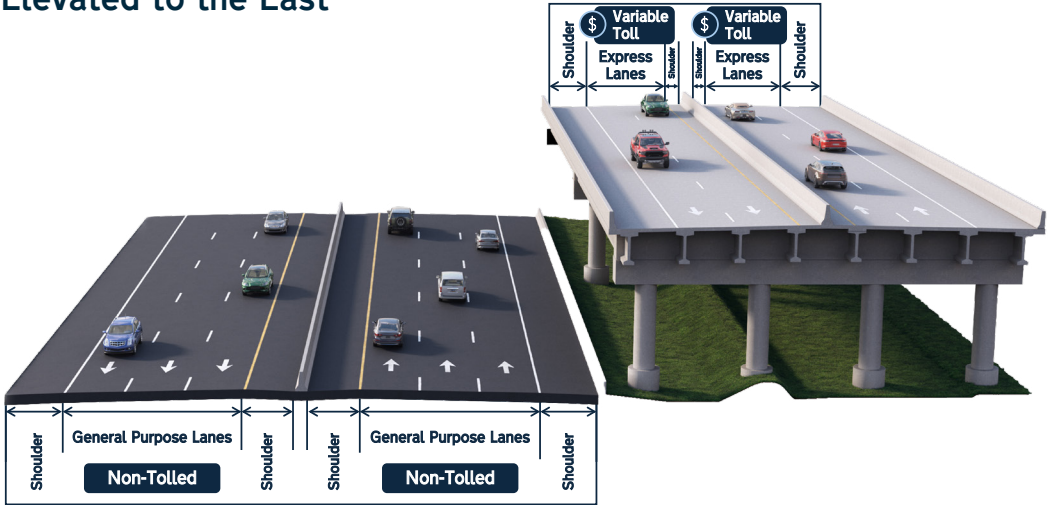
Typical Sections

At-Grade

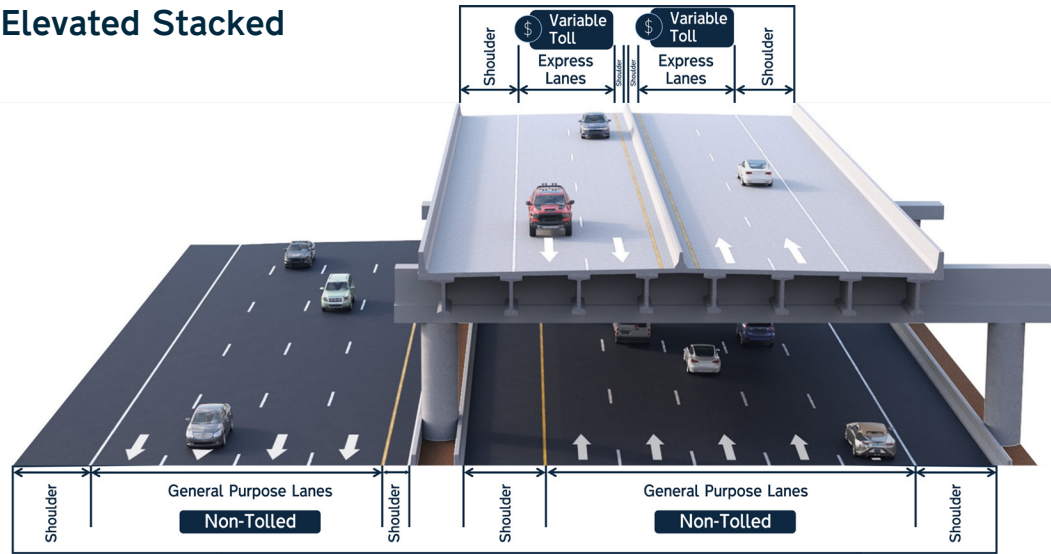


Elevated Express Lanes are being considered to minimize impacts in constrained areas. These Express Lanes could be to the side or shifted over existing lanes, depending on design constraints.

Elevated to the East

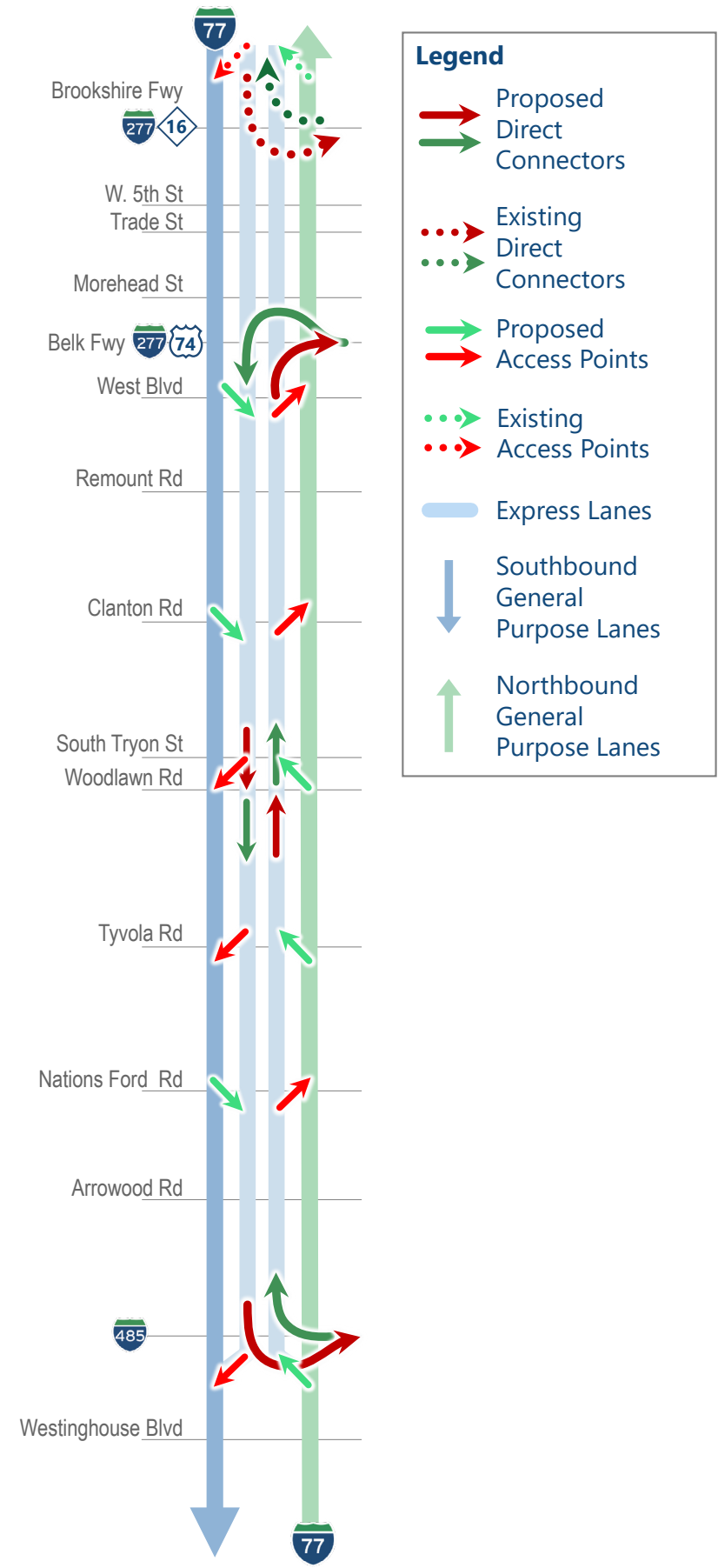


Elevated Stacked



Artistic rendering – for illustrative purposes only, subject to change

I-77 South Express Lanes Proposed Access Points and Direct Connectors

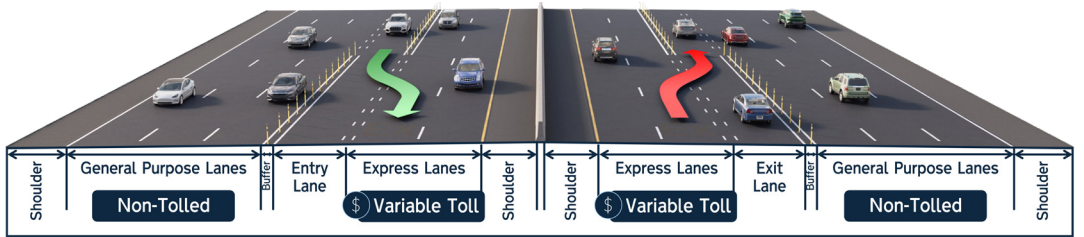


Access In/Out of Express Lanes

Access Points

Access Points are locations where vehicles will be allowed to enter and exit Express Lanes through openings in the separation between General Purpose Lanes and Express Lanes. Access Points will be designed to allow adequate distance for vehicles to safely maneuver in and out of the Express Lanes.

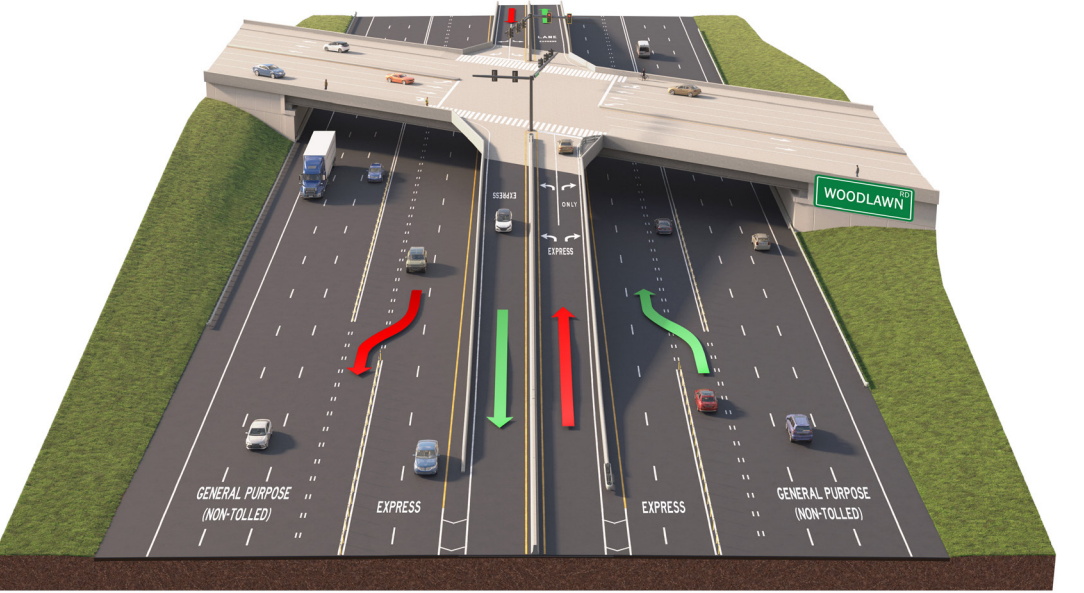
Access Point Typical Section



Direct Connectors

Direct Connectors are exit and entrance ramps that allow vehicles to connect directly to another road without having to leave the Express Lanes, or connect to the Express Lanes directly from another road.

Proposed Woodlawn Rd Direct Connector Typical Section



Artistic rendering – for illustrative purposes only, subject to change