I-85 Improvements

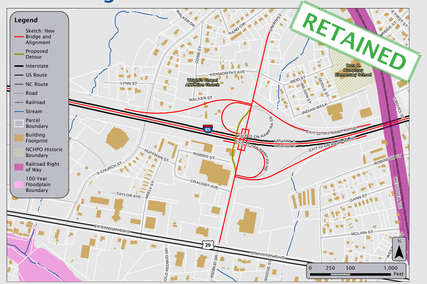
STIP Project Nos. I-5719/U-3608/U-5800 | Gaston County

South Main Street

Exit 22, Bridge 350137

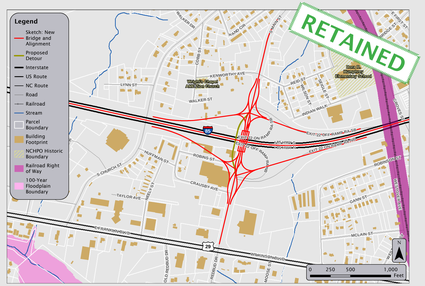
Initial Options

Partial Cloverleaf B (ParClo B) Interchange



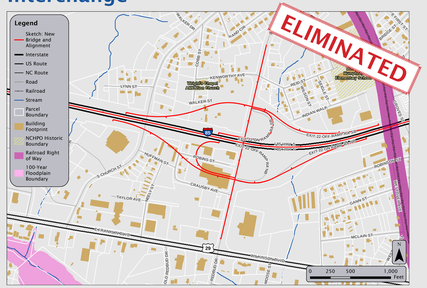
- Would not impact the southwest quadrant and is the most efficient option operationally.
- Would require Crausby Avenue to retain right-in/right-out access only or become a cul-de-sac.
- Would impact new car dealership in northwest quadrant.
- Wider bridge due to increased number of lanes on Main Street when compared to DDI.
- Signalized intersections operate at an acceptable delay.
- Greater interchange ramp impacts in both northwest and southeast quadrants.
- Somewhat higher impacts to streams than the DDI option.
- Would impact New Life Christian Center and Joe Hudson Park.

Diverging Diamond Interchange (DDI)



- The DDI alternative operates with less overall delay per vehicle than the ParCloB. Signalized intersections operate with acceptable delay.
- The new car dealership (northwest quadrant) and much of the southwest quadrant (southeast quadrant) would be relocated.
- Fewer interchange ramp impacts in the southwest quadrant when compared to ParCloB option.
- Higher potential for residential relocations.
- Would impact New Life Christian Center and Joe Hudson Park.
- Would require Crausby Avenue to retain right-in/right-out access only or become a cul-de-sac.

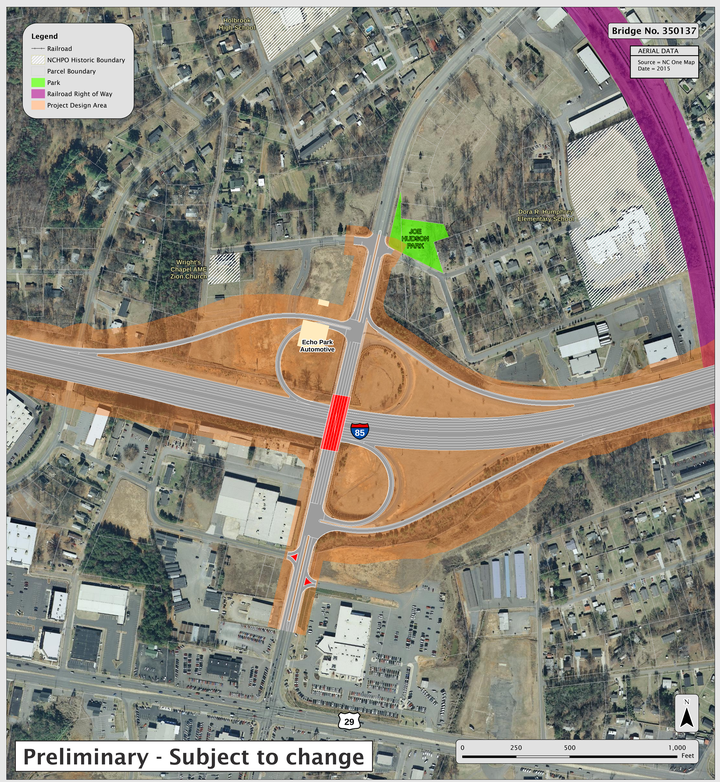
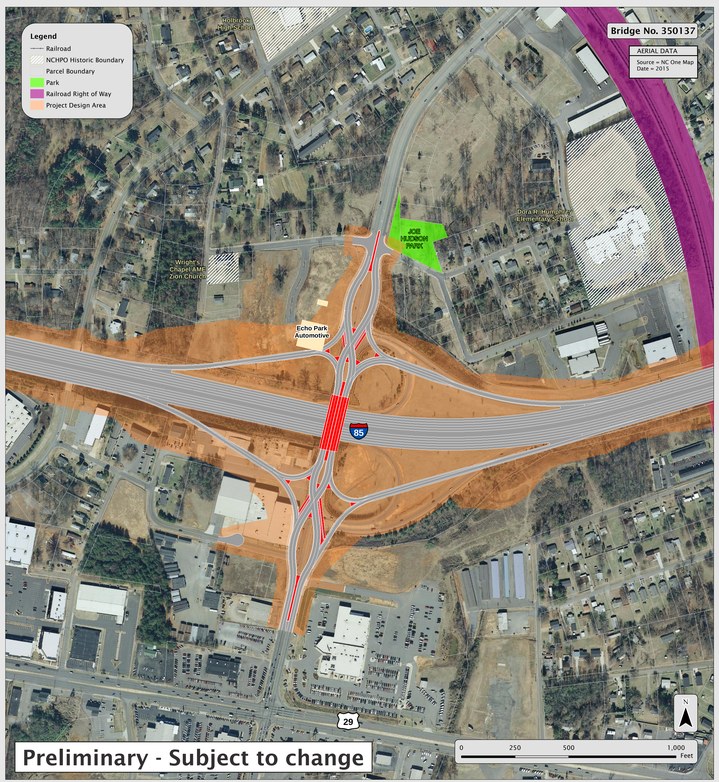
Partial Cloverleaf A (ParClo A) Interchange



- This option is no longer under consideration because it does not improve traffic operations more than the other two options and has higher impacts in the southwest quadrant than the other two options.

Concepts Recommended for Further Study

Partial Cloverleaf B (ParClo B) Interchange



Diverging Diamond Interchange (DDI)