



# I-85 IMPROVEMENTS FACT SHEET

## Project Description and Status

The I-85 Widening Project is three combined TIP projects: **I-3802** will add four additional travel lanes to I-85 from north of NC 73 in Cabarrus County to US 29-601 Connector in Rowan County. Interchange improvements, including reconstruction of existing structures to meet current design standards for vertical clearance, are proposed at US 29-601, Dale Earnhardt Boulevard and Lane Street. The Project is divided into two sections for construction phasing – I-3802A extends from NC 73 to Lane Street in Cabarrus County and I-3802B extends from Lane Street to the US 29-601 Connector in Rowan County.

**I-3610** proposes to reconstruct the existing cloverleaf interchange at NC 152 and US 29-601, reconstruct the interchange at NC 152 and I-85, and improve existing NC 152, which provides access to I-85 between the two interchanges.

**B-5365** proposes to replace Bridge No. 21 and Bridge No. 34 over the Norfolk Southern Railroad and US 29 in China Grove.

I-3802A is currently in the Design-Build process. Designs have been revised in the areas of Winecoff School Road, US 29-601 interchange, and Dale Earnhardt Boulevard interchange.

## Project Schedule

### Right of Way Acquisition

I-3802A: Section A – 2014; Section B – 2018 (includes I-3610)

B-5365: 2017

### Construction

I-3802A: Section A – 2015 (begin); Section B – 2020 (includes I-3610)

B-5365: 2019

These dates are subject to change pending the outcome of NCDOT’s reprioritization process. The draft State Transportation Improvement Plan, which will include the results of the reprioritization effort, will be available for public review and comment in December. The plan is expected to be adopted in June, 2015.

## Project Cost

Section A: \$204,000,000

Section B: \$124,000,000

## Design-Build

Design-Build is a construction process that allows a project to be completed more quickly. Under the traditional model, contracts are awarded separately for design and construction, and those steps occur sequentially. With Design-Build, one contract is awarded for design, right of way and construction. This allows teams of designers and contractors to simultaneously design, acquire right of way and build to complete the project sooner. NCDOT selected the team of Blythe Construction and Parsons Brinckerhoff for the I-3802A Design-Build project.

## Project Contact

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## US 29-601 INTERCHANGE AREA (EXIT 58) FACT SHEET

- Current interchange configuration: Cloverleaf
- Proposed interchange configuration: Diverging Diamond
  - Existing loops and ramps will be removed.
  - Collector-distributor lanes removed along I-85.
  - Existing dual three-lane bridges over I-85 replaced with dual three-lane bridges.
  - New ramps from I-85 to US 29-601.
- Proposed Improvements to roads in the interchange area (**update**):
  - S. Main Street is proposed to be realigned. A new three-lane bridge with sidewalks over I-85 is proposed.
  - The bridge on S. Ridge Avenue over I-85 is proposed to be removed.
  - Country Club Drive is proposed to be widened at its intersection with US 29-601.
  - Sidewalks and bus stops will be addressed with local officials on a case-by-case basis.
  - Connect S. Ridge Avenue to US 29-601 (Cannon Boulevard) with full access intersection at Goodman Circle.
  - *US 29A (S. Main Street) will be realigned to US 29-601 (Cannon Boulevard) with full access intersection at Mall Drive.*
  - *A bridge along the realigned US 29A will be provided over the railroad.*
  - *Existing railroad bridge over US 29A will be removed.*
  - *A new pedestrian tunnel under the railroad will be provided between US 29A and US 29-601.*

*\*Design updates shown in italics.*





## DALE EARNHARDT BOULEVARD INTERCHANGE (EXIT 60) AREA FACT SHEET

- Current interchange configuration: Folded Diamond
- Proposed interchange configuration: Improved Diamond with Directional Ramp (**update**)
  - *Ramps in southeast and northwest quadrants will be modified.*
  - *Existing loop in the northwest quadrant will be removed.*
  - *A new loop will be constructed and the ramp modified in the northeast quadrant.*
  - *A new directional on-ramp in the southeast quadrant for I-85 southbound traffic.*
- Proposed Improvements to roads in the interchange area (**update**):
  - *Dale Earnhardt Boulevard will be widened from north of Jaycee Road to south of Vinehaven Drive.*
  - A new median will be constructed along the widened section of Dale Earnhardt Boulevard/Copperfield Drive.
  - Roxie Street will be widened to provide turn lanes onto Dale Earnhardt Boulevard.
  - A planted median will be constructed along the widened section of Roxie Street.
  - Full access intersection will be provided at Old Earnhardt Road and Dale Earnhardt Boulevard.
  - *Full access intersection at will be provided at Coldwater Ridge Drive and Dale Earnhardt Boulevard.*

\**Design updates shown in italics.*







## WINECOFF SCHOOL ROAD RAILROAD CROSSING AREA FACT SHEET

- Current condition:
  - Badly humped existing railroad crossing.
  - Narrow distance between S. Ridge Avenue and S. Main Street.
- Proposed Improvements (**update**):
  - Existing railroad bridge over I-85 between the S. Ridge Avenue and S. Main Street bridges will be replaced.
  - The new railroad bridge location affects the railroad tracks through the Winecoff School Road railroad crossing.
  - *Winecoff School Road will be realigned to cross under newly constructed bridges for S. Main Street and the railroad going over I-85.*
  - The existing Winecoff School Road railroad crossing will be closed and the realigned Winecoff School Road will maintain the connection the at-grade crossing now provides between S. Main Street and S. Ridge Avenue.
  - *The realignment of Winecoff School Road avoids impacts to properties that are eligible for the National Register of Historic Places.*
  - *A roundabout will be placed at the realigned Winecoff School Road intersection with Stewart Street with connectivity to S. Main Street.*
  - The existing S. Ridge Avenue bridge over I-85 will be eliminated, creating a cost-saving opportunity without substantially affecting local travel patterns.
  - *Right in/right out access will be provided at the Stewart Street entrance to Winecoff Elementary School.*

*\*Design updates shown in italics.*

