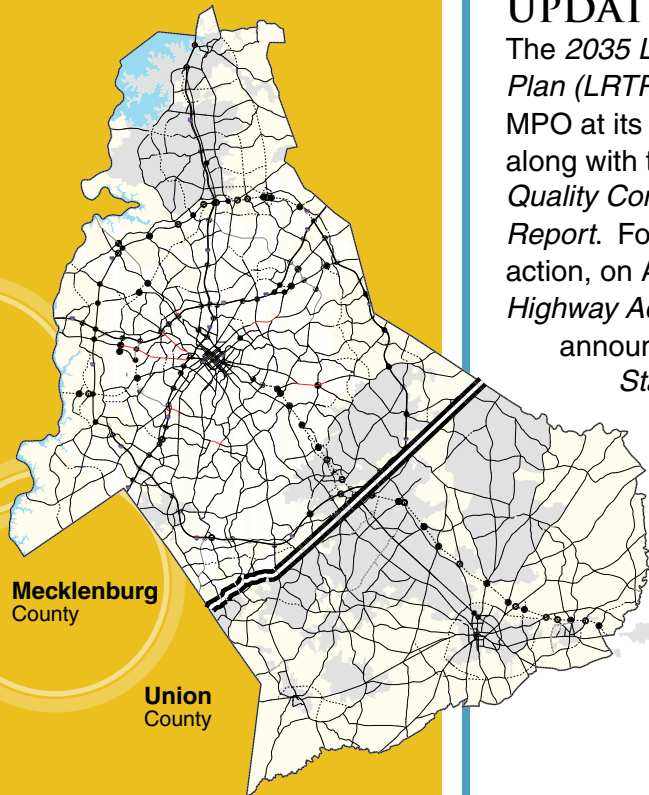


Upcoming Meetings

MPO – July 21, 2010
MPO – Sept 15, 2010

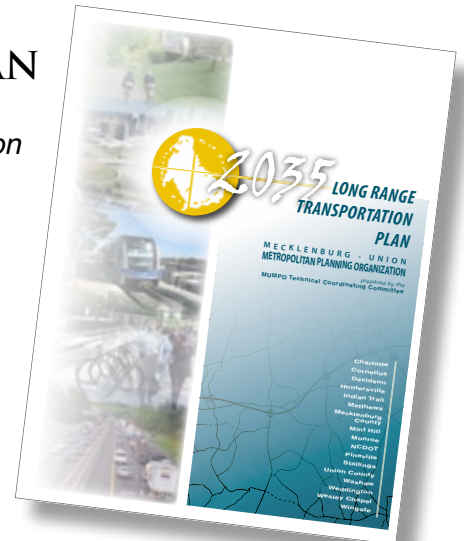


2035 LONG-RANGE TRANSPORTATION PLAN UPDATE:

The *2035 Long Range Transportation Plan (LRTP)* was adopted by the MPO at its March 24 meeting, along with the adoption of the *Air Quality Conformity Determination Report*. Following the MPO's action, on April 28, the *Federal Highway Administration (FHWA)*

announced that the *United States Department of Transportation (USDOT)* had

approved the 2035 LRTP and accompanying Air Quality Conformity Determination Report for MUMPO. The effective approval date for both the 2035 LRTP and the Conformity Determination Report was May 3, 2010. Both documents can be found on the MUMPO website at



www.mumpo.org

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Mayor Lynda Paxton
Town of Stallings

TCC Chairman
Wayne Herron
City of Monroe

TCC Vice-Chairman
Bill Coxe
Town of Huntersville

I-485 UPDATE:

Governor Perdue and Transportation Secretary Gene Conti were in Charlotte the first week of June to sign the award letter for the contract for the final leg of the I-485 loop. The project consists of an eight-lane freeway that will complete the remaining 5.1 miles of the loop from NC 115 to I-85 in northeast Charlotte. Blythe Construction, Inc, who was the low bidder, was awarded the contract. It is anticipated that this portion of the I-485 loop will be finished by December 2014. The proposed interchange at I-85 and I-485, which will complete the Charlotte Outer Belt, is planned to be let for bid later this summer.



I-77 HOV-to-HOT LANES STUDY:



Project limits:

black line - Existing HOV
red line - Prop. Extension

The entire length of the project would be converted to HOT lanes.

A feasibility study along I-77, from I-85 to Exit 30 in Davidson, was conducted from February 2009 to February 2010 to determine the feasibility of extending the existing high occupancy vehicle (HOV) lanes, converting the HOV lanes to high occupancy toll (HOT) lanes and to allow general purpose traffic on the right shoulders. The existing HOV lanes on I-77, beginning at the Brookshire Freeway in Charlotte and continuing into Huntersville, opened in December 2004 and represent the only HOV facility in North Carolina.



Example of what a Toll Zone could look like.

The conclusion of the study has led to a recommendation to convert the existing HOV lanes to HOT lanes and extend them to Catawba Avenue, which would result in a HOT lanes project on I-77 covering 18 miles in the southbound direction and 14 miles in the northbound direction. No construction would be required along either causeway, and it would provide travel benefits and improve traffic flow along I-77 until future widening could be accomplished. It was also concluded that this would make better use of the existing HOV lanes and provide more choices for commuters.

Many options are available when considering the financial feasibility of the project, and the project could be completed by the end of 2013. This study was presented to the MPO at its May meeting, and was well received. Action was taken by the MPO to endorse the concept of converting the existing HOV lanes on I-77 to HOT lanes, and extending the lanes to Catawba Avenue.

Contact

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If you know anyone who would like to be added to our mailing list, please e-mail us

info@mumpo.org

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Next newsletter

July – September 2010