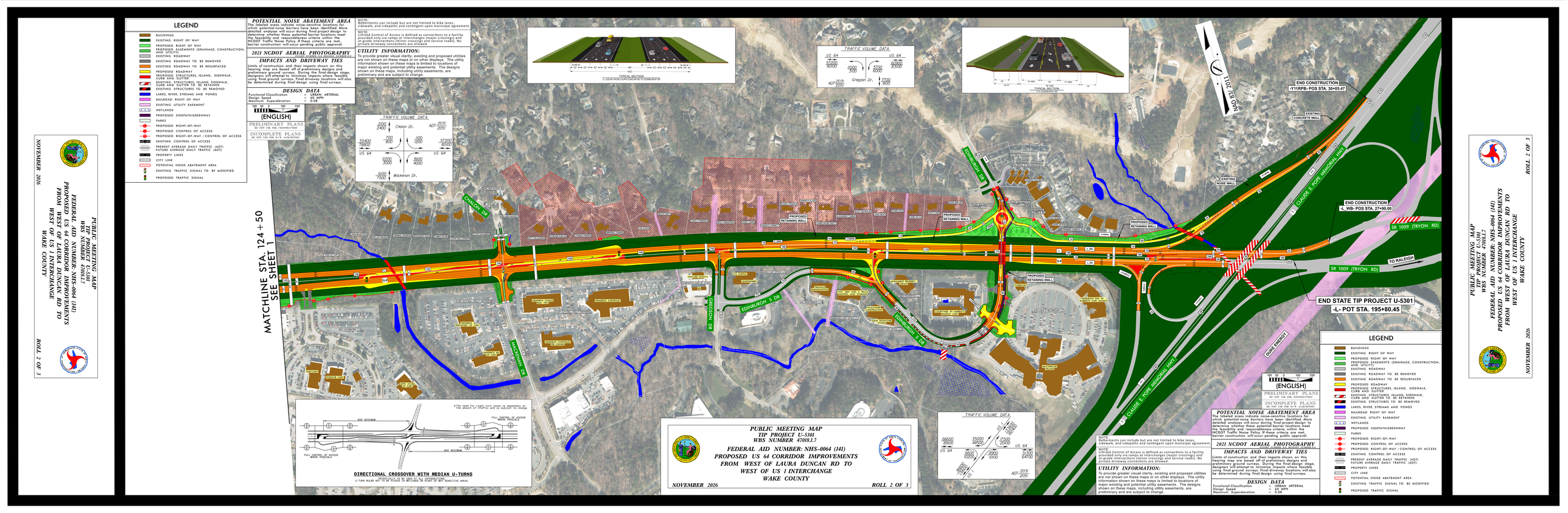

LEGEND
BUILDINGS
EXISTING RIGHT OF WAY
PROPOSED RIGHT OF WAY
PROPOSED EASEMENTS (DRAINAGE, CONSTRUCTION, AND UTILITY)
EXISTING ROADWAY
EXISTING ROADWAY TO BE REMOVED
EXISTING ROADWAY TO BE RESURFACED
PROPOSED ROADWAY
PROPOSED STRUCTURES, ISLAND, SIDEWALK, CURB AND GUTTER
EXISTING STRUCTURES, ISLAND, SIDEWALK, CURB AND GUTTER TO BE RETAINED
EXISTING STRUCTURES TO BE REMOVED
LAKES, RIVER, STREAMS AND PONDS
RAILROAD RIGHT OF WAY
EXISTING UTILITY EASEMENT
WETLANDS
PROPOSED SIDEPATH/GREENWAY
PARKS
PROPOSED RIGHT-OF-WAY
PROPOSED CONTROL OF ACCESS
PROPOSED RIGHT-OF-WAY / CONTROL OF ACCESS
EXISTING CONTROL OF ACCESS
PRESENT AVERAGE DAILY TRAFFIC (ADT)
FUTURE AVERAGE DAILY TRAFFIC (ADT)
PROPERTY LINES
CITY LINE
POTENTIAL NOISE ABATEMENT AREA
EXISTING TRAFFIC SIGNAL TO BE MODIFIED
PROPOSED TRAFFIC SIGNAL
POTENTIAL NOISE ABATEMENT AREA
The labeled areas indicate noise-sensitive locations for which potential noise barriers have been identified. More detailed analyses will occur during final project design to determine whether these potential barrier locations meet the feasibility and reasonableness criteria within the NCDOT Traffic Noise Policy. If these criteria are met, barrier construction will occur pending public approval.
2021 NCDOT AERIAL PHOTOGRAPHY
IMPACTS AND DRIVEWAY TIES
Limits of construction and their impacts shown on this hearing map are based off of preliminary designs and preliminary ground surveys. During the final design stage, designers will attempt to minimize impacts where feasible using final ground surveys. Final driveway locations will also be determined during final design using final surveys.
DESIGN DATA
Functional Classification = URBAN ARTERIAL
Design Speed = 60 MPH
Maximum Superelevation = 0.08
(ENGLISH)
PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION
INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION
NOTE
Retainments can include but are not limited to bike lanes, sidewalk, and sidepaths and contingent upon municipal agreement.
NOTE
Limited Control of Access is defined as connections to a facility provided only via ramps at interchanges (major crossings) and at-grade intersections (minor crossings and service roads). No private driveway connections are allowed.
UTILITY INFORMATION:
To provide greater visual clarity, existing and proposed utilities are not shown on these maps or on other displays. The utility information shown on these maps is limited to locations of major existing and potential utility easements. The designs shown on these maps, including utility easements, are preliminary and are subject to change.
TRAFFIC VOLUME DATA
US 64
5700 / 8000
2000 / 4000
5700 / 6000
6000 / 9000
Gregson Dr.
7200 / 9800
ADT: 2031 / 2051
TYPICAL SECTION
US 64 FROM CHATHAM COUNTY LINE TO EDINBURGH DR
TYPICAL SECTION
US 64 FROM EDINBURGH DR TO CLAUDE E POFF MEMORIAL HWY
TRAFFIC VOLUME DATA
2400 / 2400
Chalon Dr.
ADT: 2031 / 2051
700 / 800
600 / 1200
54400 / 78600
52200 / 76000
US 64
5200 / 7000
3600 / 4000
4600 / 7700
Mackenan Dr.
MATCHLINE STA. 124+50
SEE SHEET 1
CHALON DR
EDINBURGH S DR
GREGSON DR
MACKENAN DR
EDINBURGH N DR
PROPOSED RETAINING WALL
EXISTING NOISE WALL
CLAUDE E POFF MEMORIAL HWY
NO. 921 2011
END CONSTRUCTION -Y11RPB- POS STA. 30+05.47
EXISTING CONCRETE WALL
END CONSTRUCTION -L- WB- POS STA. 27+90.00
SR 1009 (TRYON RD)
TO RALEIGH
END STATE TIP PROJECT U-5301 -L- POT STA. 195+80.45
DUKE ENERGY
DIRECTIONAL CROSSOVER WITH MEDIAN U-TURNS
U-TURN BULBS NOT TO BE USED AT ALL INTERSECTIONS
NOT TO BE USED IN AREAS SENSITIVE OF MFT
*The need for right turn lanes is dependent on the amount of traffic and is subject to change
600' MINIMUM
FULL CONTROL OF ACCESS WHERE POSSIBLE
PUBLIC MEETING MAP
TIP PROJECT U-5301
WBS NUMBER 47018.1.7
FEDERAL AID NUMBER: NHS-0064 (141)
PROPOSED US 64 CORRIDOR IMPROVEMENTS
FROM WEST OF LAURA DUNCAN RD TO
WEST OF US 1 INTERCHANGE
WAKE COUNTY
NOVEMBER 2026
ROLL 2 OF 3
PUBLIC MEETING MAP
TIP PROJECT U-5301
WBS NUMBER 47018.1.7
FEDERAL AID NUMBER: NHS-0064 (141)
PROPOSED US 64 CORRIDOR IMPROVEMENTS
FROM WEST OF LAURA DUNCAN RD TO
WEST OF US 1 INTERCHANGE
WAKE COUNTY
NOVEMBER 2026
ROLL 1 OF 3