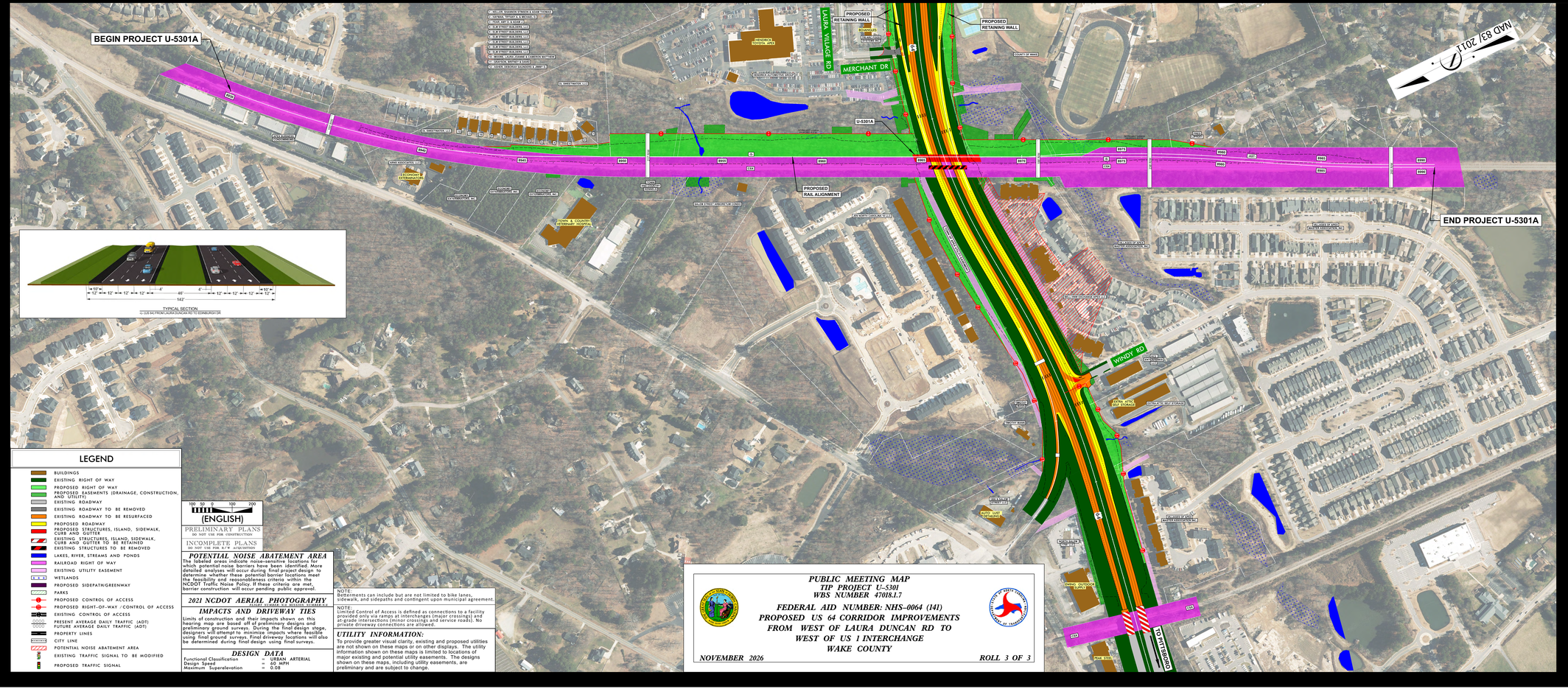


LEGEND

- 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 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

100 50 0 100 200
(ENGLISH)

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

POTENTIAL NOISE ABATEMENT AREA

The shaded areas indicate noise receptive locations for which noise impacts 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 design stage, impacts will be refined to minimize impacts where possible 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

NOTE:
Betterments 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.

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 3 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 3 OF 3*