



**U.S. 64 (Burkemont Avenue) at I-40 (Exit 103)  
Interchange STIP Project No. I-5009**

North Carolina Department of Transportation  
Attention: Ms. Kristina Miller, PE, NCDOT Consultant  
RK&K, 900 Ridgefield Road, Suite 350  
Raleigh, NC 27609

**Project Description**

The North Carolina Department of Transportation (NCDOT) plans to improve the U.S. 64 (Burkemont Avenue) interchange with Interstate 40 (I-40) at Exit 103. The project is included in the State Transportation Improvement Program (STIP) as Project Number I-5009.

The interchange does not meet current NCDOT design standards and traffic volumes through the area are projected to increase. As a result, the interchange is congested during peak traffic hours leading to operational issues, safety concerns and traffic backups on I-40.

The primary purpose of this project is to reduce congestion at the interchange. Other benefits of the project include replacement of a bridge built in 1957, enhanced safety for motorists and pedestrians through the study area and meeting the needs of a growing economy.

**Project Schedule**

The Planning and Preliminary Design phase will be complete in June 2018. Right of way acquisition (to purchase property needed for the project) is scheduled to begin in September 2019 and construction is planned to start in September 2020.

**Project Update**

The purpose of this newsletter is to provide an update on the project since the October 16, 2017 Public Meeting. After consideration of public input, a review of potential impacts, and coordination with the City of Morganton and the NC State Historic Preservation Office, the Tight Diamond Interchange was chosen as the Selected Alternative. The Tight Diamond was referred to as Design Option 2 at the Public Meeting.

The following design revisions have been incorporated into the project based on comments received from the public and local officials.

- The proposed Ross Street intersection is located just north of its existing intersection and provides access with right turning movements in and out (no left turns will be permitted at the new intersection once the project is completed). Motorists traveling northbound along U.S. 64 that would currently turn left onto Ross Street will make a U-turn at the signalized intersection of U.S. 64 with Conley St./Community College Dr. in the future. When exiting Ross St., motorists that would currently turn left onto U.S. 64 will turn right and make a U-turn at the I-40 eastbound on-ramp.
- A new roadway connection from Ross St. to Conley St. was eliminated from the project due to opposition from study area residents and potential impacts along Conley St.
- Due to the elimination of the existing Williams Rd. intersection with the I-40 eastbound ramp, a new two-lane roadway has been included to provide a new connection from U.S. 64 (between the Denny's and Hardee's) to Williams Rd. The roadway will provide right-in/right-out access at its intersection with U.S. 64.
- Driveway access from U.S. 64 to the Magnolia Place Historic Site will be retained and shifted to the south away from the interchange with right-in/right-out access.
- The proposed road elevation along U.S. 64 ties into the existing roadway closer to I-40, reducing property impacts to businesses along U.S. 64. (This is shown with orange shading on pages 2 and 3 as "existing roadway to be resurfaced.")
- Existing sidewalk will be replaced and the potential to include additional sidewalk along U.S. 64 is currently under consideration by NCDOT and the City of Morganton.

**Questions? Comments? Concerns?  
Please Contact Us!**

Please provide comments on the project to the project contacts listed below by **June 1, 2018**. Thank you.

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Project Engineer  
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**Project Information**

Project Information can be found at the following website after May 10, 2018:  
<https://www.ncdot.gov/projects/publicmeetings/>  
Search: I-5009

**For Spanish Language Assistance:**

**Jackie Obediente, PE**  
(919) 589-2728

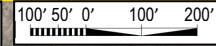
[jackie.obediente@threeroaksengineering.com](mailto:jackie.obediente@threeroaksengineering.com)  
Aquellas personas que hablan español y no hablan inglés, o tienen limitaciones para leer, hablar o entender inglés, podrían recibir servicios de interpretación si los solicitan antes de la reunión llamando al 1-800-481-6494.

**Selected Alternative - Tight Diamond Interchange**

The Tight Diamond Interchange (**shown on Pages 2 and 3**) has been chosen as the selected alternative due to the lower number of impacts and less overall project cost while providing necessary improvements to accommodate future traffic volumes.



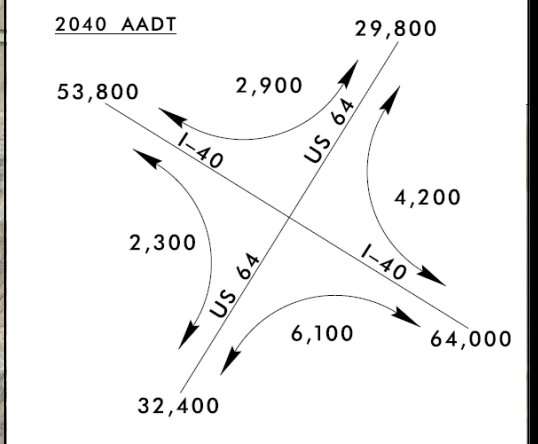
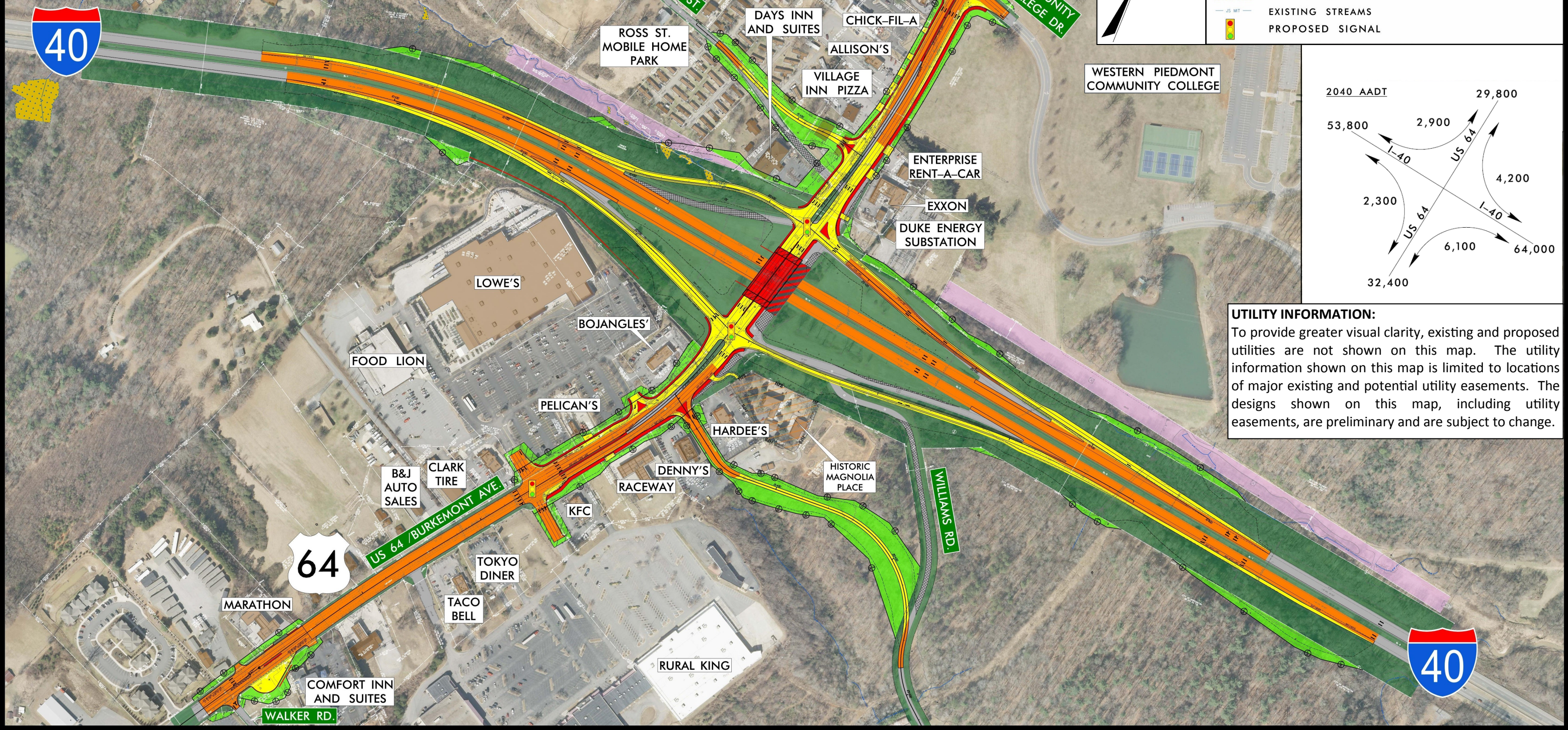
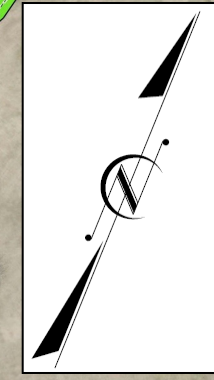
**Selected Alternative - Tight Diamond**  
**State Transportation Improvement Program**  
**Project No. I-5009**  
**Preliminary Design - Subject to Change**  
 Not for Right of Way Acquisition



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**LEGEND**

- EXISTING RIGHT OF WAY
- EXISTING UTILITY EASEMENT
- PROPOSED RIGHT OF WAY
- PROPOSED EASEMENTS
- EXISTING ROADWAY TO BE RESURFACED
- PROPOSED ROADWAY
- PROPOSED STRUCTURES, ISLAND, CURB AND GUTTER
- EXISTING STRUCTURES TO BE REMOVED
- HISTORIC PROPERTY
- EXISTING WETLANDS
- EXISTING STREAMS
- PROPOSED SIGNAL



**UTILITY INFORMATION:**  
 To provide greater visual clarity, existing and proposed utilities are not shown on this map. The utility information shown on this map is limited to locations of major existing and potential utility easements. The designs shown on this map, including utility easements, are preliminary and are subject to change.