DESIGN PUBLIC MEETING MAP

TIP NO. U-5307
WBS: 47027.1.1 F.A: NHS-0001(138)
WAKE COUNTY
U.S. 1
FROM INTERSTATE 540 TO
PURNELL RD. (S.R. 1909) /HARRIS RD. (S.R. 1931)
UPGRADE ROADWAY TO CONTROLLED ACCESS FACILITY
SHEET 10B OF 10
December 2021

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
- TEMPORARY ROADWAY / DETOURS
- FUTURE 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
- CEMETERIES
- WETLANDS
- PROPOSED SIDEPATH/GREENWAY
- HISTORIC PROPERTY BOUNDARY
- PARKS
- PROPOSED CONTROL OF ACCESS
- EXISTING CONTROL OF ACCESS
- PRESENT ADT
- DESIGN ADT
- PROPERTY LINES
- CITY AND TOWN LINES
- COUNTY LINES
- EXISTING TRAFFIC SIGNAL
- EXISTING TRAFFIC SIGNAL TO BE REMOVED
- PROPOSED TRAFFIC SIGNAL
- TRANSMISSION TOWER

DESIGN DATA		
Functional Class.	=	Freeway
Design Speed	=	70 mph
Max Superelev.	=	0.08

PRELIMINARY PLANS
NOT FOR CONSTRUCTION
OR RIGHT OF WAY
INCOMPLETE PLANS

SCALE
100' 0' 100' 200'
50'

AERIAL DATE: SPRING 2021
SOURCE: NC ONE MAP

NOTE:
FULL CONTROL OF ACCESS IS DEFINED AS CONVENTIONAL ACCESS, RESTRICTED ACCESS, OR NO DIRECT ACCESS. CONVENTIONAL ACCESS MEANS THE RIGHT OF ACCESS TO, FROM, OR ACROSS A HIGHWAY OR STREET WITHOUT ANY LIMITATIONS OTHER THAN THE GENERAL LEGAL LIMITATIONS PRESCRIBED BY LAW. RESTRICTED ACCESS MEANS THE RIGHT OF ACCESS IS PROVIDED BUT THE RIGHT OF ACCESS TO, FROM, OR ACROSS A HIGHWAY OR STREET MAY BE DENIED OR LIMITED BY REASONABLE RULES OR REGULATIONS PRESCRIBED BY THE CONTROLLING AUTHORITY. NO DIRECT ACCESS MEANS NO RIGHT OF ACCESS TO, FROM, OR ACROSS A HIGHWAY OR STREET.

IMPACTS AND DRIVEWAY TIES

LIMITS OF CONSTRUCTION SHOWN ALONG THE MAINLINE ROADWAY ARE THOSE LIKELY TO BE NECESSARY TO ACCOMPLISH THE PROJECT. HOWEVER, THE FINAL DESIGN MAY REQUIRE ADJUSTMENTS TO THE LIMITS SHOWN. THE FINAL DESIGN WILL ATTEMPT TO MINIMIZE IMPACTS TO ADJACENT PROPERTIES. THE FINAL DESIGN WILL ALSO ATTEMPT TO MAINTAIN ACCESS TO ADJACENT PROPERTIES. HOWEVER, SOME DRIVEWAYS MAY BE CLOSED DURING CONSTRUCTION.

UTILITY INFORMATION

TO PROVIDE GREATER LEVEL OF DETAIL EXISTING AND PROPOSED UTILITIES ARE SHOWN ON THE PLANS. THE DATA SHOWN WAS OBTAINED DURING THE UTILITY INFORMATION GATHERING. THE DATA SHOWN IS BELIEVED TO BE ACCURATE AS OF THE DATE OF PUBLICATION. THE UTILITIES INCLUDED ARE THOSE THAT MAY BE IN CONFLICT WITH THE PROJECT. THE LOCATIONS AND TYPES OF UTILITIES SHOWN ARE BASED ON THE BEST INFORMATION AVAILABLE AT THE TIME OF PUBLICATION.

THIS PROJECT IS WITHIN THE MUNICIPAL BOUNDARIES OF THE CITY OF RALEIGH AND TOWN OF WAKE FOREST.

RESTRAINERS ARE CONSIDERED AN INDICATED REFINEMENT. RESTRAINERS WILL BE ADDED AT THE DISCRETION OF THE DIVISION, BASED ON SITE SPECIFIC, FIELD DETERMINATIONS.

CROSSWIND DEVELOPMENT INC
JOHN T. & LILLIE T. HINSON
WALTER C. HOLLINGSWORTH
ROBIN RANDELL & MARY HOLLAND HOPSON SR
EARL L. PLEASANTS
WAKE UNION BAPTIST CHURCH

MATCHLINE –Y8– 18+00.00 INSET A

MATCHLINE –Y8– 53+00.00

MATCHLINE –Y25B– 50+50.00 SHEET 9

MATCHLINE –L– 542+00.00 SHEET 9

MATCHLINE –Y8– 53+00.00 INSET B

WAKE UNION BAPTIST CHURCH

WAKEFIELDSHOME ACRES

JOYNER PARK COMMUNITY CENTER

HARRIS TEETER

RICHLAND CREEK ELEMENTARY SCHOOL

END PROJECT U-5307D

TO FRANKLINTON

PURNELL RD

HARRIS RD

DEER PATH

A

B

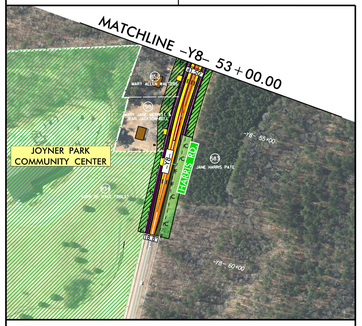
C

OPTION 2

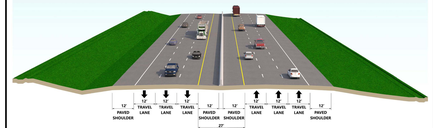
MATCHLINE –Y8– 18+00.00

INSET A

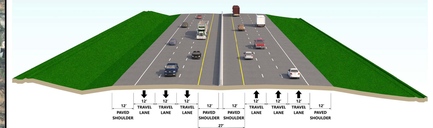
-Y8- S.R. 1909 PURNELL / S.R. 1931 HARRIS ROAD



INSET B



-L- U.S. 1 CAPITAL BOULEVARD



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RS&H