DESIGN PUBLIC HEARING MAP

TIP NO. U-5307
WBS: 47027.1.1 F.A: NHS-0001(138)
WAKE COUNTY
US 1
FROM INTERSTATE 540 TO
PURNELL RD. (SR 1909) /HARRIS RD. (SR 1931)
UPGRADE ROADWAY TO CONTROLLED ACCESS FACILITY
GRESHAM LAKE ROAD EXTENSION BETTERMENT OPTION 3

June 2023

RS&H

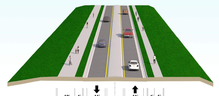
DESIGN DATA

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

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION
INCOMPLETE PLANS

SCALE
100' 0' 100' 200'
50'

AERIAL DATE: SPRING 2021
SOURCE: NC ONE MAP



-Y9C- GRESHAM LAKE ROAD

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
- EXISTING 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
- POTENTIAL NOISE ABATEMENT AREA
- PROPOSED CONTROL OF ACCESS
- EXISTING CONTROL OF ACCESS
- PRESENT ADT
- FUTURE ADT
- PROPERTY LINES
- CITY AND TOWN LINES
- COUNTY LINES
- EXISTING TRAFFIC SIGNALS
- EXISTING TRAFFIC SIGNALS TO BE REMOVED
- PROPOSED TRAFFIC SIGNAL
- TRANSMISSION TOWER

NOTE:
1. THE CONTROL OF ACCESS IS DEFINED AS CONDITIONING THE ACCESS TO PROPERTY ALONG THE RIGHT OF WAY OF DESIGNATED HIGHWAYS. THE CONTROL OF ACCESS DOES NOT PROHIBIT ALL ORDINARY CONNECTIONS, HOWEVER IT CONTROLS THE LOCATION, SIZE, TYPE AND NUMBER OF CONNECTIONS TO THE HIGHWAY. THE RIGHT OF OWNERSHIP OF ABUTTING PROPERTY AND THE RIGHT OF ACCESS BETWEEN THE PROPERTY AND THE HIGHWAY IS NOT AFFECTED BY THE DESIGNATION OF HIGHWAY.

IMPACTS AND DRIVEWAY TIES

COUNTS OF CONSTRUCTION AND THREE IMPACTS EXISTING ON THIS PROJECT INCLUDE: ONE (1) RESIDENTIAL DRIVEWAY TIE WILL BE REQUIRED AND ACCESS TO ONE (1) BUSINESS WILL BE SLIGHTLY IMPACTED DURING CONSTRUCTION. ONE (1) RESIDENTIAL DRIVEWAY TIE WILL BE REQUIRED AND ACCESS TO ONE (1) BUSINESS WILL BE DETERMINED DURING FINAL DESIGN (SEE FINAL SURVEY).

UTILITY INFORMATION

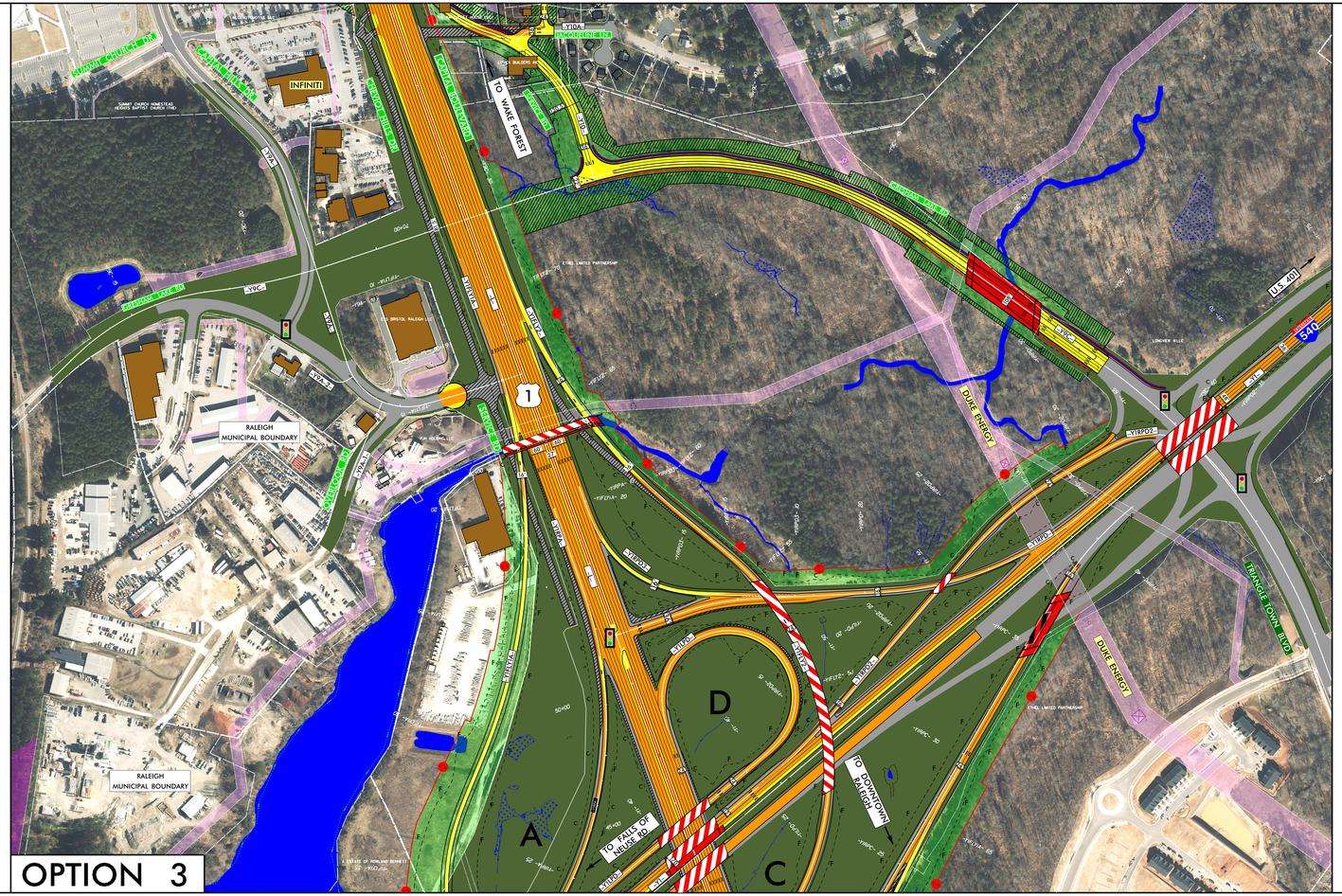
TO PROVIDE GREATER VISUAL CLARITY EXISTING AND PROPOSED UTILITIES ARE NOT SHOWN ON THIS MAP. THE UTILITIES WILL BE SURVEYED FOR DETAILED INFORMATION DURING THE FINAL DESIGN PHASE. UTILITY CONFLICTS WILL BE DETERMINED DURING THE FINAL DESIGN PHASE AND MINIMIZED.

POTENTIAL NOISE ABATEMENT AREA

THE LARGER AERIAL IMAGERY MAYS PROVIDED LOCATIONS FOR POTENTIAL NOISE ABATEMENT AREAS. THE LOCATIONS ARE BASED ON DISTANCE AND FIELD VISITS DURING FINAL PROJECT DESIGN. THE ACTUAL LOCATIONS WILL BE DETERMINED BASED ON HOW THE TRAFFIC AND PREVAILING CRITERIA MEASURE ON PROJECTED NOISE LEVELS. THE LOCATIONS ARE SHOWN ON THE AERIAL STRUCTURES "BUT COULD BE REASONLY ALSO SPACED.

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

BETTERMENTS ARE CONSIDERED ON MUNICIPAL AGREEMENTS. BETTERMENTS ARE PROPOSED ON THIS PROJECT ON GRESHAM LAKE ROAD.



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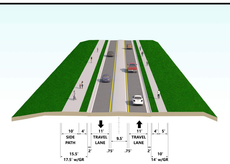

-Y9C- GRESHAM LAKE ROAD

TRAFFIC VOLUME DATA

GRESHAM RD. EXT.		10,700	10,700	
		800	800	
		10,500	11,500	
		10,500	10,500	ACCESS ROAD
GRESHAM RD. EXT.		20,500	22,000	2020 2040

TRAFFIC VOLUME DATA

GRESHAM RD. EXT.		10,700	10,700	
		800	800	
		11,500	11,500	
I-540	77,860 (74,500)	27,500	27,500	80,245 (77,500) I-540
		9,500	9,500	
		37,000	37,000	
TRIANGLE TOWN BLVD.		18,500	18,500	2020 2040

DESIGN DATA

Functional Class.	=	Freeway
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Max. Superelev.	=	0.08

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