PUBLIC MEETING MAP

FEDERAL PROJECT STP-1500(6)
TIP PROJECT I-4739 STATE PROJECT 3.6595.1.1

ALTERNATIVE 3

I-40 FROM SWIFT CREEK BRIDGE
TO JUST NORTH OF SR 1525 (CORNWALLIS ROAD)
AND IMPROVEMENTS TO NC 42 AND SR 1010 (CLEVELAND ROAD)
JOHNSTON COUNTY

OCTOBER 2017
ROLL 1 OF 1

LEGEND

- 🟫 BUILDINGS
- 🟩 EXISTING RIGHT OF WAY
- 🟩 PROPOSED RIGHT OF WAY
- 🟩 PROPOSED EASEMENTS (DRAINAGE, CONSTRUCTION, UTILITIES)
- ⬜ EXISTING ROADWAY
- ▨ EXISTING ROADWAY TO BE REMOVED
- 🟧 EXISTING ROADWAY TO BE RESURFACED
- 🟨 PROPOSED ROADWAY
- 🟥 PROPOSED STRUCTURES, ISLAND, CURB AND GUTTER
- ▨ EXISTING STRUCTURES, ISLAND, CURB AND GUTTER TO BE RETAINED
- ▨ EXISTING STRUCTURES, ISLAND, CURB AND GUTTER TO BE REMOVED
- 🟦 LAKES, RIVER, STREAMS AND PONDS
- 🟪 EXISTING UTILITY EASEMENT
- ▨ CEMETERIES
- ● PROPOSED CONTROL OF ACCESS
- ● EXISTING CONTROL OF ACCESS
- 2015 / 2040 PRESENT AVERAGE DAILY TRAFFIC / FUTURE AVERAGE DAILY TRAFFIC
- PROPERTY LINES
- WLB WETLAND LIMITS BOUNDARY
- EXISTING TRAFFIC SIGNAL
- PROPOSED TRAFFIC SIGNAL

2009 NCDOT AERIAL PHOTOGRAPHY

IMPACTS AND DRIVEWAY TIES

[illegible]

DESIGN DATA

Functional Classification = INTERSTATE
Design Speed = 75
Maximum Superelevation = 0.08

100 50 0 100 200

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

-L-

PIs Sta 119+33.51
θs = 1°00' 12.3"
Ls = 200.00'
LT = 133.34'
ST = 66.67'

PI Sta 130+58.09
Δ = 20°59' 34.4" (LT)
D = 1°00' 12.3"
L = 2,092.11'
T = 1,057.92'
R = 5,710.00'

PIs Sta 141+58.96
θs = 1°00' 12.3"
Ls = 200.00'
LT = 133.34'
ST = 66.67'

PIs Sta 162+29.59
θs = 2°15' 42.0"
Ls = 300.00'
LT = 200.02'
ST = 100.01'

PI Sta 180+23.45
Δ = 48°03' 46.5" (RT)
D = 1°30' 28.0"
L = 3,187.65'
T = 1,694.37'
R = 3,800.00'

PIs Sta 196+17.25
θs = 2°15' 42.0"
Ls = 300.00'
LT = 200.02'
ST = 100.01'

PIs Sta 240+26.85
θs = 0°59' 59.7"
Ls = 200.00'
LT = 133.34'
ST = 66.67'

PI Sta 257+85.78
Δ = 32°54' 26.5" (LT)
D = 0°59' 59.7"
L = 3,290.96'
T = 1,692.27'
R = 5,730.00'

PIs Sta 274+51.16
θs = 0°59' 59.7"
Ls = 200.00'
LT = 133.34'
ST = 66.67'

-LCDEB-

PIs Sta 12+09.17
θs = 1°04' 27.5"
Ls = 150.00'
LT = 100.00'
ST = 50.00'

PI Sta 15+95.29
Δ = 9°36' 23.8" (LT)
D = 1°25' 56.6"
L = 670.67'
T = 336.12'
R = 4,000.00'

PIs Sta 19+79.84
θs = 1°04' 27.5"
Ls = 150.00'
LT = 100.00'
ST = 50.00'

PIs Sta 39+94.56
θs = 2°19' 26.0"
Ls = 300.00'
LT = 200.02'
ST = 100.02'

PI Sta 57+38.73
Δ = 47°56' 18.5" (RT)
D = 1°32' 57.4"
L = 3,094.27'
T = 1,644.19'
R = 3,698.25'

PIs Sta 72+88.83
θs = 2°19' 26.0"
Ls = 300.00'
LT = 200.02'
ST = 100.02'

PIs Sta 96+51.57
θs = 0°34' 22.6"
Ls = 120.00'
LT = 80.00'
ST = 40.00'

PI Sta 97+56.51
Δ = 1°14' 24.8" (LT)
D = 0°57' 17.2"
L = 129.87'
T = 64.94'
R = 6,000.00'

PIs Sta 98+61.44
θs = 0°34' 22.6"
Ls = 120.00'
LT = 80.00'
ST = 40.00'

PIs Sta 106+74.18
θs = 0°33' 16.1"
Ls = 120.00'
LT = 80.00'
ST = 40.00'

PI Sta 107+83.28
Δ = 1°16' 37.8" (RT)
D = 0°55' 26.9"
L = 138.20'
T = 69.10'
R = 6,200.00'

PIs Sta 108+92.38
θs = 0°33' 16.1"
Ls = 120.00'
LT = 80.00'
ST = 40.00'

-LCDWB-

PI Sta 15+49.11
Δ = 13°54' 50.8" (LT)
D = 1°16' 23.7"
L = 1,092.81'
T = 549.11'
R = 4,500.00'

PIs Sta 21+32.81
θs = 0°45' 50.2"
Ls = 120.00'
LT = 80.00'
ST = 40.00'

PIs Sta 25+06.91
θs = 0°30' 38.9"
Ls = 100.00'
LT = 66.67'
ST = 33.33'

PI Sta 28+48.72
Δ = 6°17' 47.9" (LT)
D = 1°01' 17.9"
L = 616.33'
T = 308.48'
R = 5,608.25'

PIs Sta 31+89.90
θs = 0°30' 38.9"
Ls = 100.00'
LT = 66.67'
ST = 33.33'

PIs Sta 51+93.87
θs = 2°12' 09.7"
Ls = 300.00'
LT = 200.02'
ST = 100.01'

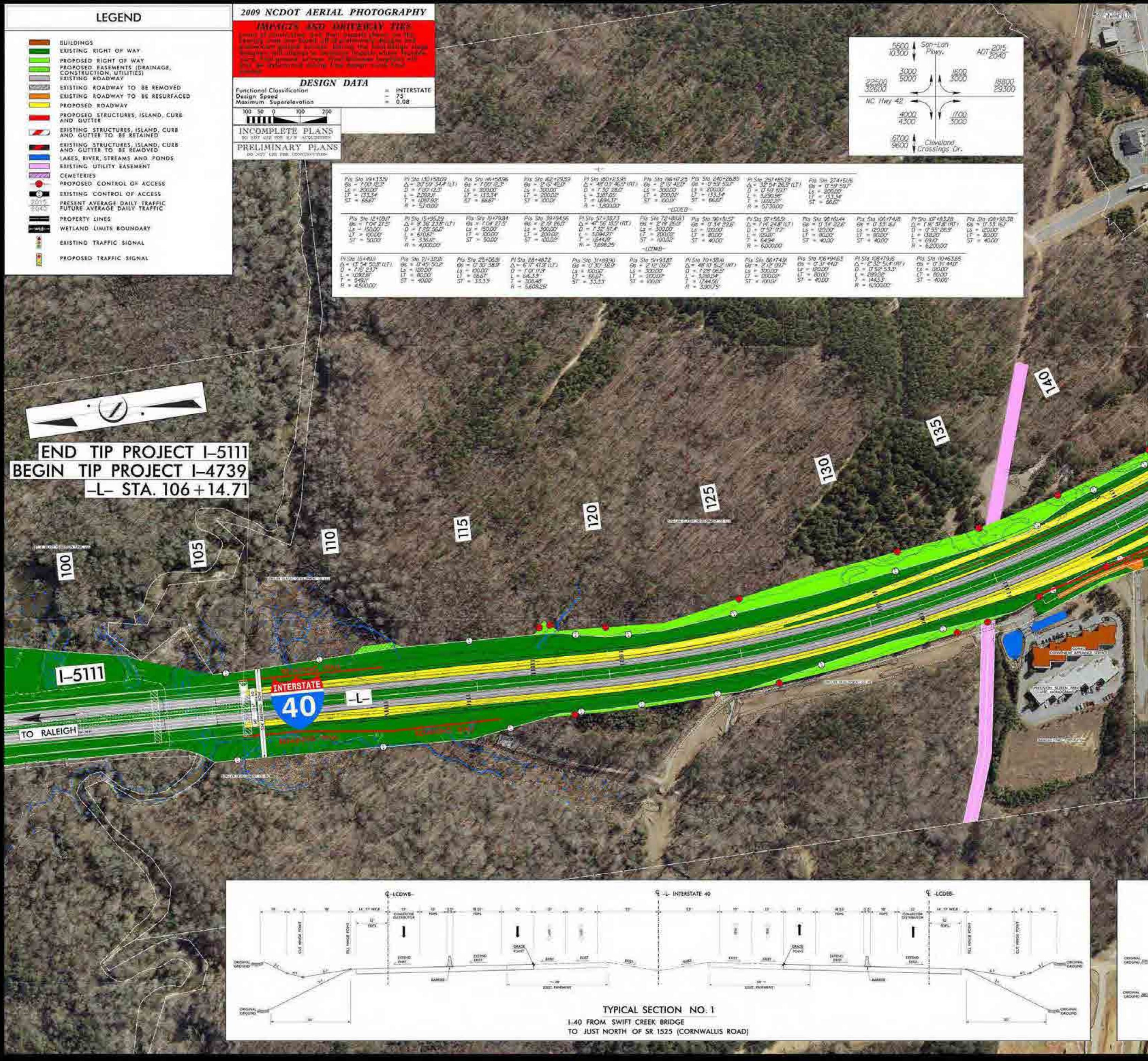
PI Sta 70+38.41
Δ = 48°10' 51.2" (RT)
D = 1°28' 06.5"
L = 3,281.04'
T = 1,744.56'
R = 3,901.75'

PIs Sta 86+74.91
θs = 2°12' 09.7"
Ls = 300.00'
LT = 200.02'
ST = 100.01'

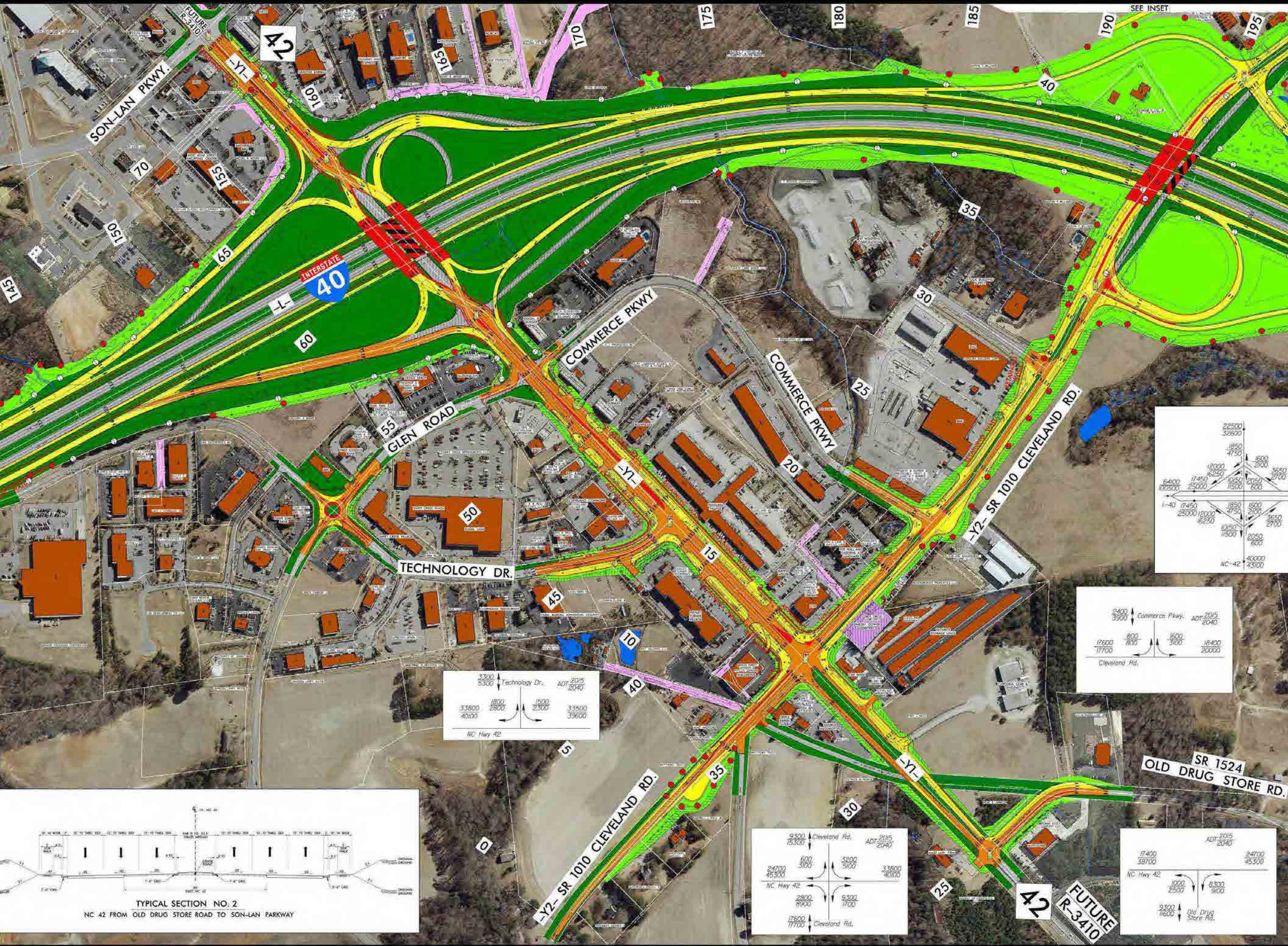
PIs Sta 106+94.63
θs = 0°31' 44.0"
Ls = 120.00'
LT = 80.00'
ST = 40.00'

PI Sta 108+79.16
Δ = 2°32' 51.4" (RT)
D = 0°52' 53.3"
L = 289.02'
T = 144.53'
R = 6,500.00'

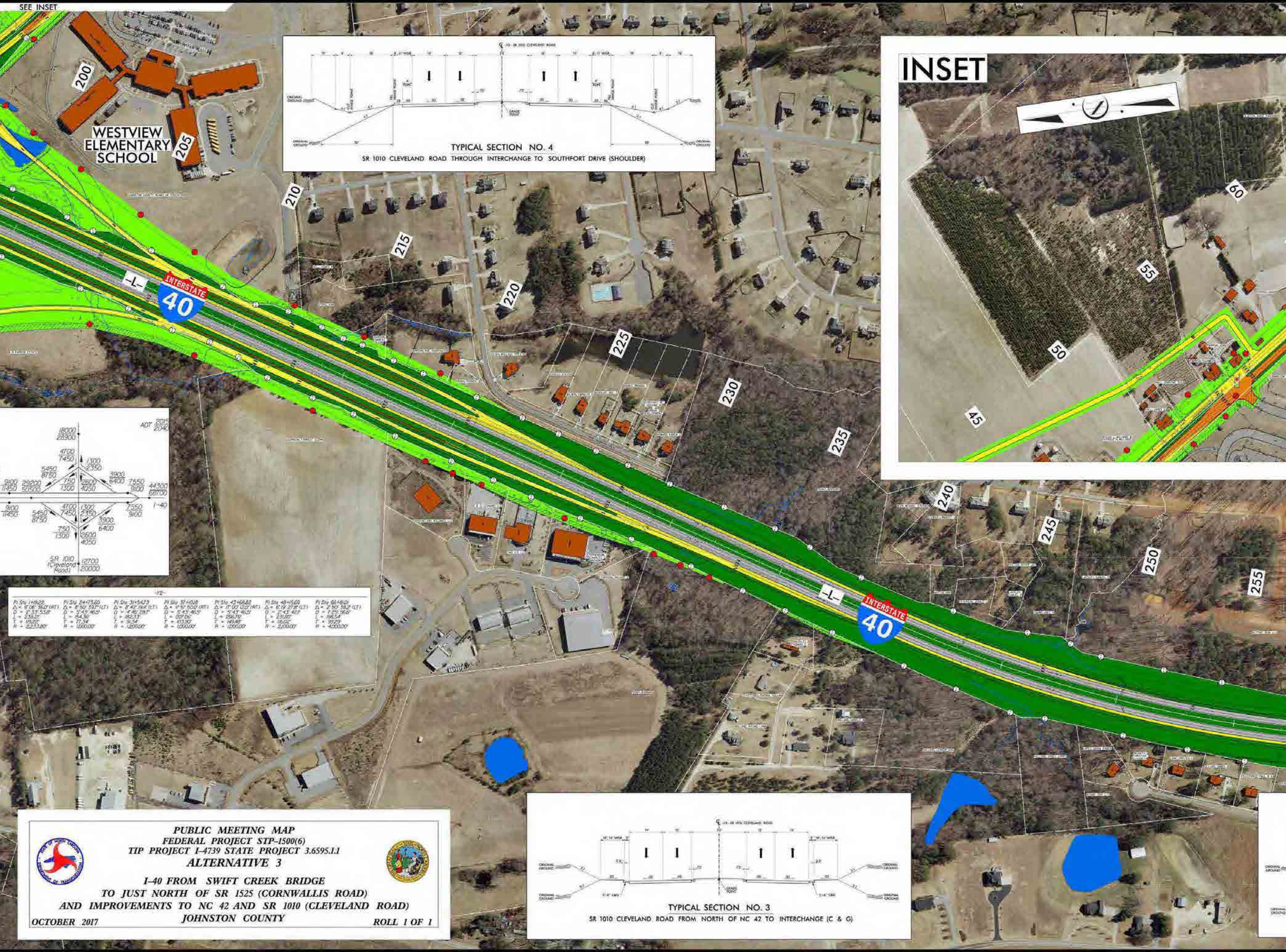
PIs Sta 110+63.65
θs = 0°31' 44.0"
Ls = 120.00'
LT = 80.00'
ST = 40.00'


ADT 2015 / 2040
5600 / 10300
San-Lan Pkwy.
3000 / 5000
1600 / 3000
22500 / 32600
18800 / 29300
NC Hwy 42
4000 / 4300
1700 / 3000
6700 / 9600
Cleveland Crossings Dr.
END TIP PROJECT I-5111
BEGIN TIP PROJECT I-4739
-L- STA. 106+14.71
100
105
110
115
120
125
130
135
140
I-5111
INTERSTATE 40
-L-
TO RALEIGH
CONVENIENT APPLIANCE SERVICE
℄ -LCDWB-
℄ -L- INTERSTATE 40
℄ -LCDEB-
COLLECTOR DISTRIBUTOR
CUT HINGE POINT
FILL HINGE POINT
GRADE POINT
EXTEND EXIST
EXIST
BARRIER
EXIST. PAVEMENT
ORIGINAL GROUND

TYPICAL SECTION NO. 1
I-40 FROM SWIFT CREEK BRIDGE
TO JUST NORTH OF SR 1525 (CORNWALLIS ROAD)



SEE INSET
FUTURE R-3410
42
-Y1-
SON-LAN PKWY.
INTERSTATE 40
-L-
40
35
30
25
20
15
10
5
0
45
50
55
60
65
70
145
150
155
160
165
170
175
180
185
190
195
COMMERCE PKWY
GLEN ROAD
TECHNOLOGY DR.
-Y2- SR 1010 CLEVELAND RD.
SR 1524
OLD DRUG STORE RD.
42
FUTURE R-3410
22500 / 32600
1850 / 4750
1600 / 2100
12000 / 16250
3650 / 2700
64100 / 100500
17450 / 25000
10150 / 11500
2050 / 600
I-40
17450 / 25000
12000 / 16250
1850 / 4750
1600 / 2100
3650 / 2700
10150 / 11500
2050 / 600
NC-42
40000 / 43100
2400 / 3900 Commerce Pkwy.
ADT 2015 / 2040
17600 / 17700
800 / 800
1600 / 3100
18400 / 20000
Cleveland Rd.
3300 / 5300 Technology Dr.
ADT 2015 / 2040
33800 / 40100
1800 / 2800
1500 / 2300
33500 / 39600
NC Hwy 42
9300 / 15300 Cleveland Rd.
ADT 2015 / 2040
600 / 3100
3200 / 5100
24700 / 45300
33800 / 40100
NC Hwy 42
2800 / 8900
9300 / 1700
17600 / 17700 Cleveland Rd.
ADT 2015 / 2040
17400 / 38700
24700 / 45300
NC Hwy 42
1000 / 2500
8300 / 9100
9300 / 11600 Old Drug Store Rd.
GRADE POINT
ORIGINAL GROUND
TYPICAL SECTION NO. 2
NC 42 FROM OLD DRUG STORE ROAD TO SON-LAN PARKWAY


SEE INSET
WESTVIEW ELEMENTARY SCHOOL
200
205
210
215
220
225
230
235
240
245
250
255
-L-
INTERSTATE 40
INSET
45
50
55
60
ADT 2015/2040
18000/28900
4700/7450
1300/2350
5450/8750
3900/5400
9100/11450
29200/50500
750/1300
2600/4050
7550/9100
44300/58700
I-40
9100/11450
5450/8750
4700/7450
1300/2350
7550/9100
3900/6400
750/1300
2600/4050
SR 1010 (Cleveland Road)
12700/20000
TYPICAL SECTION NO. 4
SR 1010 CLEVELAND ROAD THROUGH INTERCHANGE TO SOUTHFORT DRIVE (SHOULDER)
TYPICAL SECTION NO. 3
SR 1010 CLEVELAND ROAD FROM NORTH OF NC 42 TO INTERCHANGE (C & G)
ORIGINAL GROUND
GRADE POINT

-Y2-

PI Sta 1+19.22	PI Sta 24+75.60	PI Sta 31+54.73	PI Sta 37+10.18	PI Sta 43+68.82	PI Sta 48+15.69	PI Sta 66+81.01
Δ = 6°06' 36.0" (RT)	Δ = 8°50' 39.7" (LT)	Δ = 8°42' 19.4" (LT)	Δ = 17°51' 50.0" (RT)	Δ = 17°00' 12.0" (RT)	Δ = 6°19' 27.8" (LT)	Δ = 2°50' 38.2" (LT)
D = 2°33' 53.8"	D = 5°43' 46.5"	D = 4°46' 28.7"	D = 5°43' 46.5"	D = 5°43' 46.5"	D = 2°43' 42.1"	D = 1°25' 56.6"
L = 238.21'	L = 154.36'	L = 182.33'	L = 207.06'	L = 296.78'	L = 231.80'	L = 198.54'
T = 119.22'	T = 77.34'	T = 91.34'	T = 103.90'	T = 149.48'	T = 116.02'	T = 99.29'
R = 2,233.80'	R = 1,000.00'	R = 1,200.00'	R = 1,000.00'	R = 1,000.00'	R = 2,200.00'	R = 4,000.00'

PUBLIC MEETING MAP
FEDERAL PROJECT STP-1500(6)
TIP PROJECT I-4739 STATE PROJECT 3.6595.1.1
ALTERNATIVE 3
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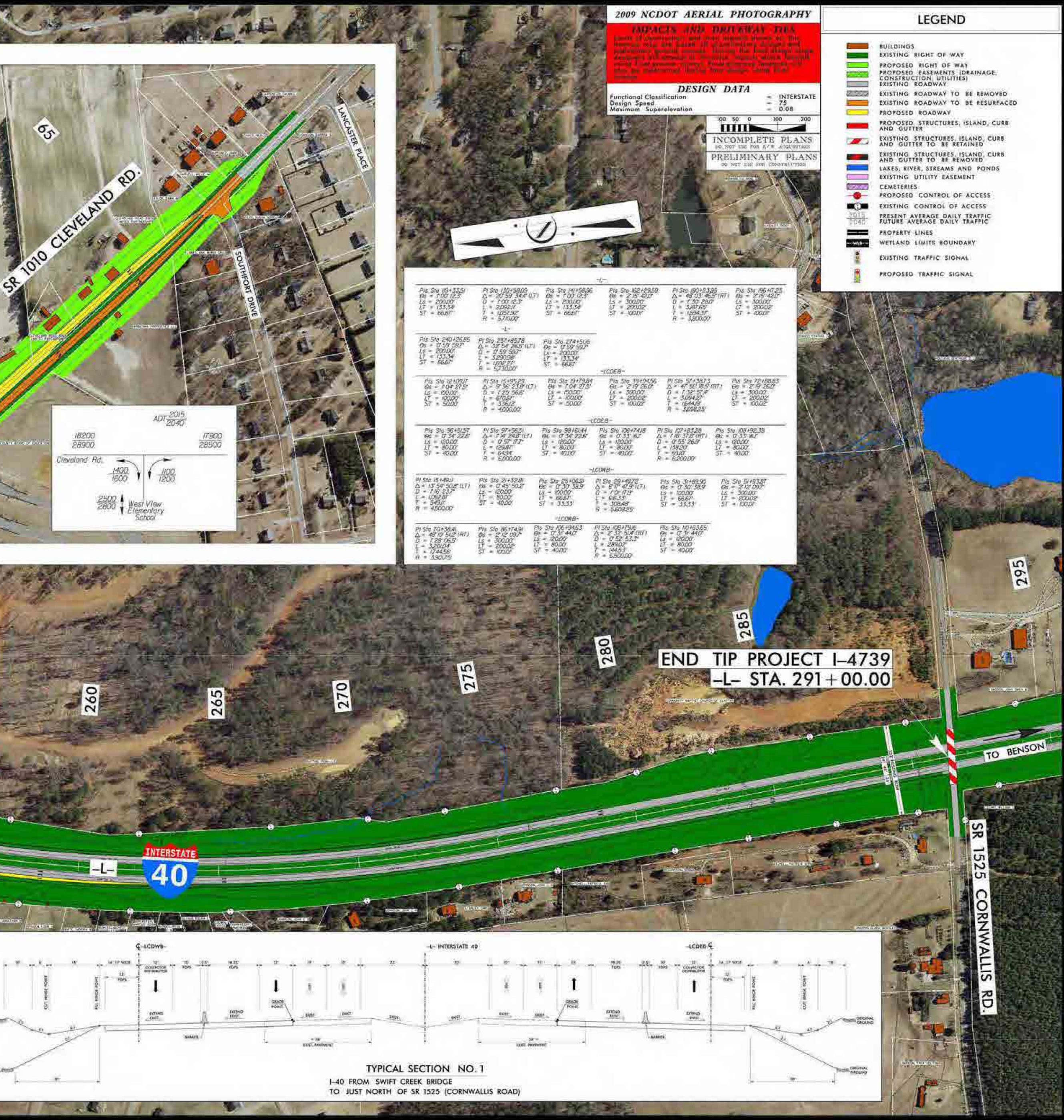
TO JUST NORTH OF SR 1525 (CORNWALLIS ROAD)
AND IMPROVEMENTS TO NC 42 AND SR 1010 (CLEVELAND ROAD)
JOHNSTON COUNTY

OCTOBER 2017

ROLL 1 OF 1


65
SR 1010 CLEVELAND RD.
LANCASTER PLACE
SOUTHFORT DRIVE
ADT 2015/2040
18200
28900
17900
28500
Cleveland Rd.
1400
1600
1100
1200
2500
2800
West View Elementary School
260
265
270
275
280
285
295
END TIP PROJECT I-4739
-L- STA. 291+00.00
TO BENSON
INTERSTATE
40
-L-
SR 1525 CORNWALLIS RD.
100 50 0 100 200
℄ -LCDWB-
-L- INTERSTATE 40
-LCDEB- ℄
14' 12' WIDE
COLLECTOR DISTRIBUTOR
FDPS
CUT HINGE POINT
FILL HINGE POINT
GRADE POINT
EXTEND EXIST.
EXIST.
BARRIER
EXIST. PAVEMENT
ORIGINAL GROUND

2009 NCDOT AERIAL PHOTOGRAPHY

IMPACTS AND DRIVEWAY TIES

[illegible]

DESIGN DATA

Functional Classification = INTERSTATE
Design Speed = 75
Maximum Superelevation = 0.08

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

LEGEND

🟫	BUILDINGS
🟩	EXISTING RIGHT OF WAY
🟩	PROPOSED RIGHT OF WAY
▨	PROPOSED EASEMENTS (DRAINAGE, CONSTRUCTION, UTILITIES)
⬜	EXISTING ROADWAY
▨	EXISTING ROADWAY TO BE REMOVED
🟧	EXISTING ROADWAY TO BE RESURFACED
🟨	PROPOSED ROADWAY
🟥	PROPOSED STRUCTURES, ISLAND, CURB AND GUTTER
▨	EXISTING STRUCTURES, ISLAND, CURB AND GUTTER TO BE RETAINED
▨	EXISTING STRUCTURES, ISLAND, CURB AND GUTTER TO BE REMOVED
🟦	LAKES, RIVER, STREAMS AND PONDS
🟪	EXISTING UTILITY EASEMENT
▨	CEMETERIES
●	PROPOSED CONTROL OF ACCESS
●	EXISTING CONTROL OF ACCESS
2015 2040	PRESENT AVERAGE DAILY TRAFFIC FUTURE AVERAGE DAILY TRAFFIC
▬	PROPERTY LINES
▬	WETLAND LIMITS BOUNDARY
🚦	EXISTING TRAFFIC SIGNAL
🚦	PROPOSED TRAFFIC SIGNAL

-L-

Pls Sta 119+33.51
θs = 1°00' 12.3"
Ls = 200.00'
LT = 133.34'
ST = 66.67'

PI Sta 130+58.09
Δ = 20°59' 34.4" (LT)
D = 1°00' 12.3"
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T = 1,057.92'
R = 5,710.00'

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θs = 2°15' 42.0"
Ls = 300.00'
LT = 200.02'
ST = 100.01'

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D = 1°30' 28.0"
L = 3,187.65'
T = 1,694.37'
R = 3,800.00'

Pls Sta 196+17.25
θs = 2°15' 42.0"
Ls = 300.00'
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-L-

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ST = 66.67'

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Δ = 32°54' 26.5" (LT)
D = 0°59' 59.7"
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T = 1,692.27'
R = 5,730.00'

Pls Sta 274+51.16
θs = 0°59' 59.7"
Ls = 200.00'
LT = 133.34'
ST = 66.67'

-LCDEB-

Pls Sta 12+09.17
θs = 1°04' 27.5"
Ls = 150.00'
LT = 100.00'
ST = 50.00'

PI Sta 15+95.23
Δ = 9°36' 23.8" (LT)
D = 1°25' 56.6"
L = 670.67'
T = 336.12'
R = 4,000.00'

Pls Sta 19+79.84
θs = 1°04' 27.5"
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Pls Sta 96+51.57
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ST = 40.00'

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ST = 40.00'

PI Sta 107+83.28
Δ = 1°16' 37.8" (RT)
D = 0°55' 26.9"
L = 138.20'
T = 69.10'
R = 6,200.00'

Pls Sta 108+92.38
θs = 0°33' 16.1"
Ls = 120.00'
LT = 80.00'
ST = 40.00'

-LCDWB-

PI Sta 15+49.11
Δ = 13°54' 50.8" (LT)
D = 1°16' 23.7"
L = 1,092.81'
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R = 4,500.00'

Pls Sta 21+32.81
θs = 0°45' 50.2"
Ls = 120.00'
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ST = 40.00'

Pls Sta 25+06.51
θs = 0°30' 38.9"
Ls = 100.00'
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ST = 33.33'

PI Sta 28+48.72
Δ = 6°17' 47.9" (LT)
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Pls Sta 31+89.90
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Ls = 100.00'
LT = 66.67'
ST = 33.33'

Pls Sta 51+93.87
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Ls = 300.00'
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Δ = 48°10' 51.2" (RT)
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L = 3,261.04'
T = 1,744.56'
R = 3,901.75'

Pls Sta 85+74.91
θs = 2°12' 09.7"
Ls = 300.00'
LT = 200.02'
ST = 100.01'

Pls Sta 106+94.63
θs = 0°31' 44.0"
Ls = 120.00'
LT = 80.00'
ST = 40.00'

PI Sta 108+79.16
Δ = 2°32' 51.4" (RT)
D = 0°52' 53.3"
L = 289.02'
T = 144.53'
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Pls Sta 110+63.65
θs = 0°31' 44.0"
Ls = 120.00'
LT = 80.00'
ST = 40.00'

TYPICAL SECTION NO. 1

I-40 FROM SWIFT CREEK BRIDGE
TO JUST NORTH OF SR 1525 (CORNWALLIS ROAD)

PUBLIC MEETING MAP

FEDERAL PROJECT STP-1500(6)
TIP PROJECT I-4739 STATE PROJECT 3.6595.1.1

ALTERNATIVE 3

I-40 FROM SWIFT CREEK BRIDGE
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ROLL 1 OF 1