INDUSTRY FORUM MAP

S.T.I.P. NO. R–2829A&B
FEDERAL AID PROJECT NO. STP–540(21)
WBS NO. 35517.1.TA1

WAKE & JOHNSTON COUNTIES

COMPLETE 540
TRIANGLE EXPRESSWAY SOUTHEAST EXTENSION
I–40 TO I–87/US 64/US 264
MAP 2 OF 4

NORTH CAROLINA Turnpike Authority

TYPICAL SECTION INSIDE INTERCHANGE
–Y24R– US 70
TYPICAL SECTION INSIDE INTERCHANGE
–Y23R– SR 2700 (WHITE OAK RD.)
TYPICAL SECTION
–Y23DET– SR 2547 (WHITE OAK RD.)
TYPICAL SECTION
–L– NC 540
ORIGINAL GROUND
VARIABLE SLOPES
GRADE POINT
CROWN POINT
FUTURE MUP
FUTURE SIDEWALK
SIDEWALK
MATCH TO MAP 1 OF 4
MATCH TO MAP 3 OF 4
BARRINGTON HILLS
HILLINGTON WEST
MEADOWBROOK ESTATES
LAUREN CHASE
LEGEND HILLS
MILLINGTON WEST
HILLINGTON ESTATE
WHITE OAK LANDING
70-EAST MOBILE ACRES & RV PARK
CARDINAL PIPELINE
WHITE OAK RD.
TO RALEIGH
TO WILSONS MILLS
BUSINESS 70
PROPOSED TOLL GANTRY
A
B
C
D
WHITE OAK RD
15,000
27,900
3,800
3,500
1,500
3,000
16,100
22,500
NC 540
13,000
22,400
2,800
3,500
2,000
3,900
14,500
28,800
WHITE OAK RD
2025 ADT
2045 ADT
US 70
48,800
58,500
3,300
5,600
1,800
4,400
13,000
22,400
NC 540
11,300
22,700
3,600
4,500
3,400
6,000
50,700
59,000
US 70
2025 ADT
2045 ADT

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

SCALE: 1" = 200'

LEGEND

🟫	BUILDING
🟩	EXISTING RIGHT OF WAY
🟩	PROPOSED RIGHT OF WAY
▨	PROPOSED EASEMENT (DRAINAGE, CONSTRUCTION, OR UTILITY)
⬜	EXISTING ROADWAY
▨	EXISTING ROADWAY TO BE REMOVED
🟧	EXISTING ROADWAY TO BE RESURFACED
🟨	PROPOSED ROADWAY
🟫	TEMPORARY DETOUR
🟥	PROPOSED STRUCTURE, ISLAND OR CURB AND GUTTER
▨	EXISTING STRUCTURE, ISLAND OR CURB AND GUTTER TO BE RETAINED
▨	EXISTING STRUCTURE, ISLAND OR CURB AND GUTTER TO BE REMOVED
▨	FUTURE STRUCTURE, ISLAND OR CURB AND GUTTER
🟦	LAKE, RIVER, STREAM OR POND
🟪	RAILROAD RIGHT OF WAY
🟪	EXISTING UTILITY EASEMENT
▨	CEMETERY
●	PROPOSED CONTROL OF ACCESS
○	EXISTING CONTROL OF ACCESS
0000 / 0000	PRESENT ADT / FUTURE ADT
═	PROPERTY LINES
▨	PROPOSED NOISE ABATEMENT AREA
🚦	EXISTING TRAFFIC SIGNAL
🚦	PROPOSED TRAFFIC SIGNAL
—WLB—	WETLAND LIMIT BOUNDARY
═	FUTURE GREENWAY (TO BE CONSTRUCTED BY OTHERS)
═	EXISTING GREENWAY
‖	PROPOSED TOLL GANTRY

IN CASE OF A DISCREPENCY BETWEEN THE INDUSTRY FORUM MAPS AND PRELIMINARY DESIGN PLANS, THE PRELIMINARY DESIGN PLANS SHALL GOVERN.

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 location of major existing and potential utility easements. The designs shown on these maps, including utility easements are preliminary and subject to change.

NOTE:
ONLY DRAINAGE STRUCTURES THAT ARE 72" OR LARGER ARE SHOWN. THEY INCLUDE BOTH CROSS PIPES FROM THE 2014 PRELIMINARY HYDRAULIC STUDY FOR ENVIRONMENTAL IMPACT AND ADDITIONAL PIPES ADDED DURING PRELIMINARY PLAN PREPARATION.

NOTE:
FULL CONTROL OF ACCESS IS DEFINED AS A CONNECTION TO A FACILITY PROVIDED ONLY VIA RAMPS AT INTERCHANGES. ALL CROSS–STREETS ARE GRADE SEPARATED. NO PRIVATE DRIVEWAY CONNECTIONS ARE ALLOWED.

POTENTIAL NOISE ABATEMENT AREA

THE LABELED AREAS INDICATE NOISE–SENSITIVE LOCATIONS FOR WHICH POTENTIAL SOUND BARRIERS HAVE BEEN IDENTIFIED. MORE DETAILED ANALYSES WILL OCCUR DURING FINAL PROJECT DESIGN TO DETERMINE WHETHER THESE POTENTIAL BARRIER LOCATIONS MEET THE REASONABLE AND FEASIBLE CRITERIA WITHIN THE NCDOT TRAFFIC NOISE POLICY. IF THESE CRITERIA ARE MET, BARRIER CONSTRUCTION WILL OCCUR PENDING PUBLIC APPROVAL.

ORTHOPHOTO DATA:
NC OneMap
2021

DESIGN DATA

FUNCTIONAL CLASSIFICATION = FREEWAY
DESIGN SPEED = 75 MPH
MAX. SUPERELEVATION = 0.08

–L_DBT–	–L_DBT–	–L_DBT–	–L–	–L–	–L–
PIs Sta 968+13.84	PI Sta 986+75.46	PIs Sta 1003+43.86	PI Sta 1081+80.79	PI Sta 1113+99.24	PI Sta 1172+16.96
Θs = 3° 31' 00.8"	△ = 47° 02' 18.9" (LT)	Θs = 3° 31' 00.8"	△ = 4° 39' 12.5" (LT)	△ = 14° 34' 17.0" (RT)	△ = 1° 58' 44.2" (LT)
Ls = 480.00'	D = 1° 27' 55.3"	Ls = 480.00'	D= 0° 13' 45.1"	D= 0° 38' 11.8"	D= 0° 05' 43.8"
LT = 320.06'	L = 3,210.03'	LT = 320.06'	L= 2,030.45'	L= 2,288.87'	L= 2,072.36'
ST = 160.06'	T = 1,701.68'	ST = 160.06'	T= 1,015.79'	T= 1,150.64'	T= 1,036.28'
	R = 3,910.00'		R= 25,000.00'	R= 9,000.00'	R= 60,000.00'
	V = 75mph		V= 75mph	V= 75mph	V= 75mph
	SE = 0.06		SE= NC	SE= 0.03	SE= NC

–Y23R–	–Y23R–	–Y23R–	–Y23R–	–Y23R–	–Y23R–	–Y24–
PI Sta 11+73.32	PI Sta 14+45.46	PI Sta 23+02.45	PI Sta 40+50.65	PI Sta 61+89.66	PI Sta 70+50.17	PI Sta 39+39.63
△ = 9° 41' 40.9" (LT)	△ = 2° 12' 24.4" (LT)	△ = 22° 23' 48.0" (RT)	△ = 65° 35' 19.0" (LT)	△ = 7° 43' 39.4" (LT)	△ = 1° 58' 53.5" (RT)	△ = 7° 17' 36.5" (RT)
D = 2° 48' 12.7"	D = 1° 06' 26.4"	D = 3° 47' 39.9"	D = 3° 16' 26.6"	D = 1° 25' 56.6"	D = 0° 42' 41.6"	D = 0° 29' 59.9"
L = 345.80'	L = 199.29'	L = 590.25'	L = 2,003.29'	L = 539.49'	L = 278.48'	L = 1,458.80'
T = 173.32'	T = 99.66'	T = 298.94'	T = 1,127.55'	T = 270.15'	T = 139.25'	T = 730.39'
R = 2,043.71'	R = 5,174.21'	R = 1,510.00'	R = 1,750.00'	R = 4,000.00'	R = 8,052.22'	R = 11,460.00'
V = 50mph	V = 50mph	V = 50mph	V = 50mph	V = 50mph	V = 50mph	V= 60mph
SE = EXIST.	SE = EXIST.	SE = 0.04	SE = 0.04	SE = 0.03	SE = EXIST	SE= NC

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