PUBLIC MEETING MAP

PROJECT 48544 (R-5927)

MOORE COUNTY

US 15/501 FROM THE TRAFFIC CIRCLE IN PINEHURST TO NC 73. WIDEN TO MULTILANES.

ROLL 1 OF 2 **09/2026**

NOTE: The Best-Fit Alignment and West Widening Alternates are the same for most of the project. The two alternates differ from SR 1844 (Campground Road) to north of SR 1285 (Lea Road). The Best-Fit Alignment Alternate is shown on the inset on Roll 2, while the main part of Roll 2 shows the West Widening Alternate.

ORTHOPHOTOGRAPHY DATA
Source: NCDOT Photogrammetry
Year: 2022
INCOMPLETE PLANS
NOT FOR CONSTRUCTION
PRELIMINARY PLANS
100' 50' 0 100' 200'
(ENGLISH)

DESIGN DATA - US 15501 SOUTH OF SR 1213 (JUNIPER LAKE RD)
Functional Class. = Arterial
Design Speed = 60 MPH
Max. Superelev. = 0.04

DESIGN DATA - US 15501 NORTH OF SR 1213 (JUNIPER LAKE RD)
Functional Class. = Arterial
Design Speed = 60 MPH
Max. Superelev. = 0.04

TRAFFIC VOLUME DATA

	MEMORIAL DRIVE	PAGE ROAD	FORREST DRIVE
	7,500 8,000	6,900 9,700	3,700 4,200
	6,000 4,600	5,100 7,400	16,500 20,000
2021 AADT	15,100	7,000	20,700
2051 AADT	25,500	12,400	25,400
LEE-TAYLOR	NO US 15501	YES US 15501	YES US 15501

	FIREWATCH TRACE DRIVE
	1,500 2,200
2021 AADT	4,470
2051 AADT	6,100

TRAFFIC VOLUME DATA

	JUNIPER LAKE ROAD	
	3,700 4,200	2,500 4,200
	20,700 25,400	16,500 20,000
2021 AADT	20,700	16,500
2051 AADT	25,400	20,000
LEE-TAYLOR	NO YES US 15501	YES US 15501

	SPRING LAKE ROAD	
	2,500 4,200	1,400 1,600
2021 AADT	16,500	1,500
2051 AADT	20,000	1,800
LEE-TAYLOR	YES US 15501	NO US 15501

	CAMPGROUND ROAD
	525
2021 AADT	525
2051 AADT	600

TRAFFIC VOLUME DATA

	SPRING LAKE ROAD	
	1,900 2,600	2,500 4,200
	940 1,500	1,500 1,900
2021 AADT	14,675 17,575	13,200 16,100
2051 AADT	17,575	16,100
LEE-TAYLOR	NO US 15501	YES US 15501

	SPRING LAKE ROAD	
	2,500 4,200	1,400 1,600
2021 AADT	13,200 16,100	14,675 16,575
2051 AADT	16,100	16,575
LEE-TAYLOR	YES US 15501	NO US 15501

	CAMPGROUND ROAD
	525
2021 AADT	525
2051 AADT	600

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

NOTE:
The limits of construction and their impacts shown on this meeting map are based on preliminary designs and survey information. During the final design stage efforts to minimize impacts, where feasible, will be made using final survey information. Driveway locations will also be determined during final design.

LEGEND

- BUILDINGS
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED EASEMENTS (DRAINAGE, CONSTRUCTION, SLOPE, ETC.)
- EXISTING ROADWAY
- EXISTING ROADWAY TO BE REMOVED
- EXISTING ROADWAY TO BE RESURFACED
- PROPOSED ROADWAY
- FUTURE 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
- WETLAND
- EXISTING EASEMENTS
- PROPOSED SIDEPATH
- PROPOSED CONTROL OF ACCESS
- PROPOSED PARTIAL CONTROL OF ACCESS
- PRESENT ADT
- FUTURE ADT
- PROPERTY LINES
- EXISTING TRAFFIC SIGNAL TO BE REMOVED
- PROPOSED TRAFFIC SIGNAL

US 15/501 TYPICAL SECTION
From Begin Project to North of SR 1208 (Page Road)

US 15/501 TYPICAL SECTION
From North of SR 1208 (Page Road) to Forrest Drive/Juniper Creek Boulevard

US 15/501 TYPICAL SECTION
From Forrest Drive/Juniper Creek Boulevard to Spring Lake Road

US 15/501 TYPICAL SECTION
From Spring Lake Road to SR 1838 (McCaskill Road)

NOTE:
Partial Control of Access is defined as connections to a facility provided via ramps at interchanges, at-grade intersections, and private driveways. Private driveway connections are normally defined as a maximum of one connection per parcel. One connection is defined as one ingress and one egress point.

NOTE:
Full Control of Access is defined as connections to a facility provided only via ramps at interchanges. All cross-streets are grade-separated. No private driveway connections are allowed.

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