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 2 OF 2

09/2026

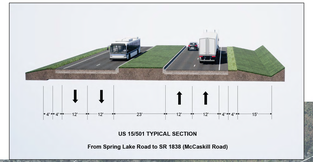
NOTE: The Best-Fit Alignment and West Widening Alternates are the same for most of the project. The two alternates differ from SR 1844 (Campground Road) to north of SR 1285 (Lea Road). The Best-Fit Alignment Alternate is shown on the inset on Roll 2, while the main part of Roll 2 shows the West Widening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

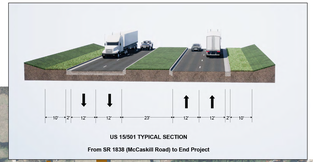
DESIGN DATA - NC 73

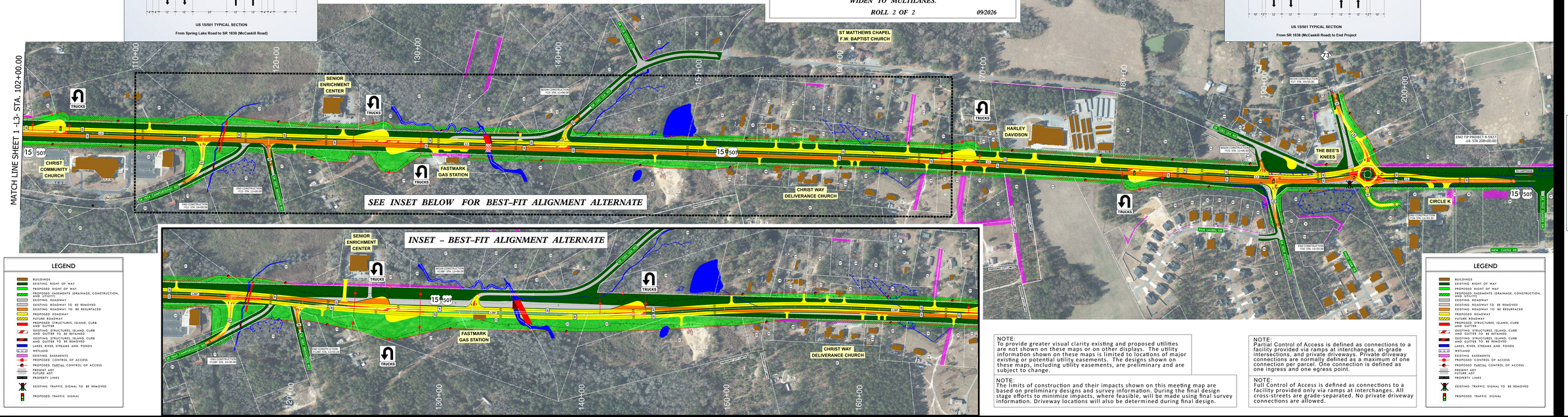
Functional Class. - Collector
Design Speed - 60 MPH
Max. Superelev. - 0.06

DESIGN DATA - US 15/501 (NORTH OF SR 1285 (ENTER LAKE RD))

Functional Class. - Arterial
Design Speed - 60 MPH
Max. Superelev. - 0.04







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
- 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 CONTROL OF ACCESS
- PROPOSED PARTIAL CONTROL OF ACCESS
- PRESENT ADT
- FUTURE ADT
- PROPERTY LINES
- EXISTING TRAFFIC SIGNAL TO BE REMOVED
- PROPOSED TRAFFIC SIGNAL

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.

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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ROLL 2 OF 2