DESIGN PUBLIC MEETING MAP

PROJECT 3416.1.1 (R-2303)
F.A. PROJECT STPNHF-F-8-2(17)
CUMBERLAND, SAMPSON & DUPLIN COUNTIES
NC 24 FROM WEST OF SR 1006 (CLINTON RD.) IN CUMBERLAND COUNTY TO 1-40 NEAR WARSAW IN DUPLIN COUNTY
SUMMER 2008 — ROLL 2 OF 6 — R-2303A

LEGEND

- BUILDINGS
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- ALL EASEMENTS
- EXISTING ROADWAY
- EXISTING ROADWAY TO BE REMOVED
- EXISTING ROADWAY TO BE RESURFACED
- PROPOSED ROADWAY
- PROPOSED STRUCTURES, ISLAND, CURB AND GUTTER
- LAKES, RIVER, STREAMS AND PONDS
- RAILROAD RIGHT OF WAY
- CEMETERIES
- PROPOSED FULL CONTROL OF ACCESS
- PROPOSED LIMITED CONTROL OF ACCESS
- PROPOSED PARTIAL CONTROL OF ACCESS
- PRESENT ART
- FUTURE ART
- PROPERTY LINES
- WETLAND LIMITS BOUNDARY
- CITY LIMIT LINE

200' 0' 200' 400'
100'
(ENGLISH)

DESIGN DATA
Functional Class = Arterial
Design Speed = 60 mph
Max. Superelevation = 0.06

PRELIMINARY PLANS
SUBJECT TO CHANGE WITHOUT NOTICE

NC 24 & SR 1844(BLAKE RD.)

680 1000 -Y5- (SR 1844 240 400 / 440 600) NC 24 19920 25200
19720 NC 24 400 -L- 19920 25200
BEGIN ADC 0000 ADT

NC 24 & SR 1843(MAGNOLIA CH RD.)

680 1000 -Y7- (SR 1843 240 400 / 440 600) NC 24 15672 22400
15920 NC 24 400 -L- 15672 22400 448 740 / 300 500
SR 1843 -Y7- 508 940
BEGIN ADC 0000 ADT

NC 24 & SR 1850(WADE-STEDMAN RD.)

2240 3200 -Y8- (SR 1850 320 480 / 400 600) NC 24 19564 19220
19412 NC 24 2240 -L- 19564 19220 2928 4440 / 300 500
SR 1850 -Y8- 3448 5240
BEGIN ADC 0000 ADT

NC 24 & SR 1851(BAINBRIDGE RD.)

1640 2000 -Y9- (SR 1851 720 440 / 640 600) NC 24 10480 16400
17564 NC 24 1000 -L- 10480 16400 1404 2220 / 300 500
SR 1851 -Y9- 1884 3020
BEGIN ADC 0000 ADT

NC 24 & EXIST. NC 24

10480 NC 24 16400 -L- NC 24 13680 22000 / 300 500 / 3200 5200
EXIST. NC 24 -Y10A- 3200 5200
BEGIN ADC 0000 ADT

NOTE:
All new location sections will be designed with Limited Control of Access.

Limited Control of Access is defined as connections to a public road only at grade intersections (minor crossings and at-grade intersections (minor crossings and service roads). No private driveway connections will be allowed.

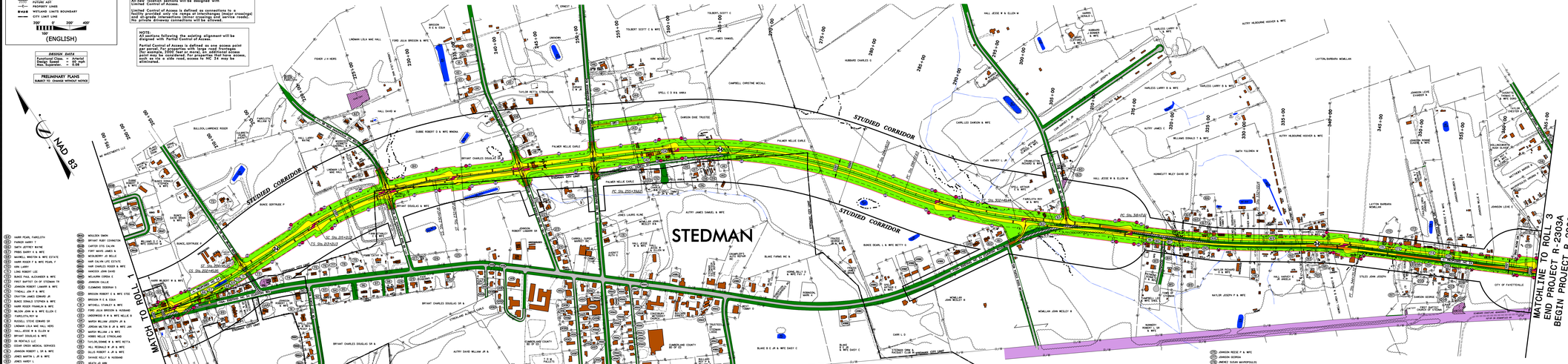
NOTE:
Sections following the existing alignment will be designed with Partial Control of Access.

Partial Control of Access is defined as one access point per parcel. For properties with large road frontages (for example, 2000 feet or more), an additional access point may be allowed if the property is in two parcels, such as via a side road, access to NC 24 may be eliminated.

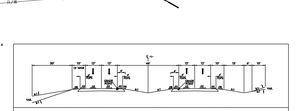
DIRECTIONAL CROSSOVER WITH MEDIAN U-TURNS

FULL CONTROL OF ACCESS WHERE POSSIBLE — 800 FT. MINIMUM — 800 FT. MINIMUM — FULL CONTROL OF ACCESS WHERE POSSIBLE

NOTE: NO LEFT TURNS WILL BE PERMITTED FROM SIDE STREETS.



PROPOSED NC 24 TYPICAL SECTION



Pt Sta 2742+00.0	Pt Sta 2742+52.7	Pt Sta 2813+12.02	
Rs = 7128.28'	Rs = 7128.28'	Rs = 5729.58'	
Ls = 700.00'	Ls = 700.00'	Ls = 1000.00'	
Lt = 1000.00'	Lt = 1273.27'	Lt = 1333.34'	
Ls = 0.00'	Ls = 0.00'	Ls = 0.00'	
St = 80.00'	St = 80.00'	St = 66.67'	
	Lc = 1246.00'		
	Rc = 4000.00'		
	Se = .04		
Pt Sta 2944+47	Pt Sta 3013+53.93	Pt Sta 3134+13.85	
Rs = 5729.58'	Rs = 5729.58' (VIR)	Rs = 5729.58'	
Ls = 1000.00'	Ls = 1000.00'	Ls = 1000.00'	
Lt = 1333.34'	Lt = 1246.00'	Lt = 1333.34'	
Ls = 0.00'	Ls = 0.00'	Ls = 0.00'	
St = 66.67'	St = 62.27'	St = 66.67'	
	R = 4000.00'		
	Se = .04		
Pt Sta 3214+62.26	Pt Sta 3295+56.68		
Δ = 28°09'00.00" (RT)	Δ = 27°36'28.12" (LT)		
D = 3°34'37"	D = 3°34'37"		
L = 1246.00'	L = 1246.00'		
R = 4000.00'	R = 4000.00'		
Se = .03	Se = .03		
Pt Sta 3414+05.5	Pt Sta 3481+05.5		
Δ = 27°36'28.12" (LT)	Δ = 27°36'28.12" (RT)		
D = 3°34'37"	D = 3°34'37"		
L = 1246.00'	L = 1246.00'		
R = 4000.00'	R = 4000.00'		
Se = .03	Se = .03		

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