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
- PROPOSED ART
- PROPERTY LINES
- WETLAND LIMITS BOUNDARY
- CITY LIMIT LINE

200 0 200' 400'
100'
(ENGLISH)

DESIGN DATA
Functional Class. = Arterial
Design Speed = 65 mph
Max. Superelev. = 0.08

PRELIMINARY PLANS
SUBJECT TO CHANGE WITHOUT NOTICE

NC 24 & SR 1844(BLAKE RD.)

680 1000 -Y6- | SR 1844
240 440 / 400 600 | NC 24 19920
15720 NC 24 / 25000 -L- | -L- 25200
2009 ADT 3500 ADT

NC 24 & SR 1843(MAGNOLIA CH RD.)

680 1000 -Y7- | SR 1843
240 440 / 400 600 | NC 24 15672
15920 NC 24 / 25200 -L- | -L- 24460
468 -300 / 740 -300
SR 1843 -Y7-
508 940
2009 ADT 3500 ADT

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

2240 3200 -Y8- | SR 1850
1720 480 / 1600 480 | NC 24 17164
15612 NC 24 / 24460 -L- | -L- 19220
2808 -300 / 4440 -300
SR 1850 -Y8-
3448 3240
2009 ADT 3500 ADT

NC 24 & SR 1851(BAINBRIDGE RD.)

1640 2600 -Y9- | SR 1851
720 440 / 1000 480 | NC 24 10480
17164 NC 24 / 19220 -L- | -L- 16400
1404 -300 / 2220 -300
SR 1851 -Y9-
1884 3020
2009 ADT 3500 ADT

NC 24 & EXIST. NC 24

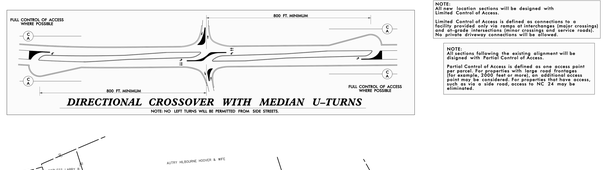
10480 NC 24 / 16400 -L- | -L- NC 24 15680
3200 -100 / 5600 -100 | 3200 -100 / 5600 -100
EXIST. NC 24 -Y10A-
3200 5600
2009 ADT 3500 ADT

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 interchanges (interchange ramp crossings) and at-grade intersections (minor crossings and service roads). No private driveway connections will be allowed.

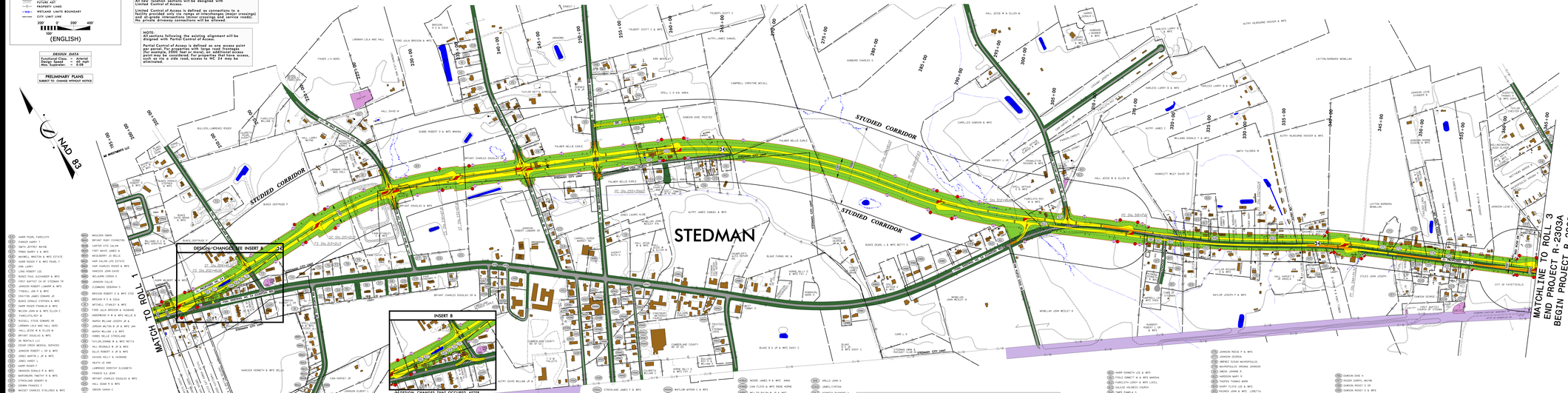
NOTE:
Sections following the existing alignment will be designed with Partial Control of Access.

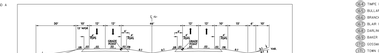
Partial Control of Access is defined as one access point per parcel. For properties with large road frontages (for example, 2000 feet or more), an additional access point may be allowed. Other access points, if necessary, such as via a side road, access to NC 24 may be eliminated.



DIRECTIONAL CROSSOVER WITH MEDIAN U-TURNS

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





PROPOSED NC 24 TYPICAL SECTION

Pt Sta 1741.53
Pt Sta 1814.52
Pt Sta 2031.62
Pt Sta 2044.47
Pt Sta 2073.03
Pt Sta 2313.95
Pt Sta 2701.46
Pt Sta 2705.46
Pt Sta 2961.68
Pt Sta 3010.58
Pt Sta 3054.68
Pt Sta 3058.68
Pt Sta 3313.95
Pt Sta 3317.95
Pt Sta 3571.46
Pt Sta 3575.46
Pt Sta 3829.68
Pt Sta 3833.68
Pt Sta 4087.95
Pt Sta 4091.95
Pt Sta 4346.22
Pt Sta 4350.22
Pt Sta 4604.49
Pt Sta 4608.49
Pt Sta 4862.76
Pt Sta 4866.76
Pt Sta 5121.03
Pt Sta 5125.03
Pt Sta