DESIGN PUBLIC MEETING MAP
State Project 40191.1.2 (U-4751)
NEW HANOVER COUNTY
EXTENSION OF SR 1409 TO THE WILMINGTON BYPASS
ROLL 2 OF 2
AUGUST 2012

6/21/2012

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
- GRASS MEDIAN
- 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
- FUTURE STRUCTURES, ISLAND, CURB AND GUTTER
- LAKES, RIVER, STREAMS AND PONDS
- EXISTING UTILITY EASEMENT
- CEMETERIES
- CITY LIMITS
- PROPOSED CONTROL OF ACCESS
- PROPOSED LIMITED CONTROL OF ACCESS
- EXISTING CONTROL OF ACCESS
- PRESENT ADT / FUTURE ADT
- PROPERTY LINES
- EXISTING TRAFFIC SIGNAL
- PROPOSED TRAFFIC SIGNAL
- HISTORIC PROPERTY BOUNDARY
- WETLAND LIMITS BOUNDARY
- JURISDICTIONAL STREAM
- NOISE SENSITIVE AREA

THE SHADED AREA INDICATES NOISE-SENSITIVE LOCATIONS FOR WHICH POTENTIAL NOISE BARRIERS WERE BEING IDENTIFIED. MORE DETAILED ANALYSES WILL OCCUR DURING FINAL PROJECT DESIGN TO DETERMINE WHETHER THESE POTENTIAL BARRIER LOCATIONS MEET THE FEASIBILITY AND REASONABLENESS CRITERIA WITHIN THE NCDOT TRAFFIC NOISE ABATEMENT POLICY. IF THESE CRITERIA ARE MET, BARRIER CONSTRUCTION WILL OCCUR PENDING PUBLIC APPROVAL.

NAD 83

TRAFFIC DIAGRAM

ADT 2017 / ADT 2037

93,000 → 76,900 (US 17/NIL Bypass)
33,000 → 16,900 (NIL Cutoff Rd. Ext.)
49,800

TRAFFIC DIAGRAM

ADT 2017 / ADT 2037

69,700 → 49,200 (Proposed Bypass)
37,300 → 1,400 (SR 1409)
44,700 (US 17/NIL Bypass)
21,500 → 3,400 (SR 1409)
37,500

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

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

NOTE:
Limited Control of Access is defined as a connection to a facility provided only via ramps at interchanges (major crossings) and at-grade intersections (minor crossings and service roads). No private driveway connections allowed.

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.

-M-

PI Sta 209+40.37
66 = 2°40'52.9"
LE = 870.00
LT = 890.00
ST = 50.04'

PI Sta 227+00.70
Δ = 52°22'23.9" (RT)
D = 4°46'45"
L = 1,047.40'
T = 562.35'
R = 1,200.00'
SE = 06

PI Sta 246+28.78
66 = 2°40'52.9"
LE = 870.00
LT = 890.00
ST = 50.04'

-Y8-

PI Sta 454+97.82
Δ = 6°52'54.8" (RT)
D = 0°29'58.8"
L = 1,047.40'
T = 1775.39'
R = 1,465.55'
SE = 025

PI Sta 511+53.06
Δ = 8°40'39.9" (LT)
D = 0°46'58.3"
L = 1,047.40'
T = 1784.25'
R = 1,744.36'
SE = 03

PI Sta 530+47.06
Δ = 2°32'47.6"
R = 1,744.36'
SE = 03
LT = 1965.84'

HAMPSTEAD BYPASS

TYPICAL SECTION

-M- FROM APPROXIMATELY 1.0 MILE NORTH OF TORCHWOOD BLVD TO US 17 NIL BYPASS

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ROLL 2 OF 2

AUGUST 2012

TO I-40

17

WILMINGTON BYPASS -Y8- (US 17)

END TIP PROJECT U-4751
BEGIN TIP PROJECT R-3300
-M1- STA. 232+00

MILD MAGNOLIA RD

CROOKED PINE RD

-M1- MILITARY CUTOFF RD EXTENSION

FUTURE HAMPSTEAD BYPASS

MATCHLINE SHEET 1 OF 2

SR 1409 PLANTATION RD

(28) WATKINS WAYNE J JR GAIL BOWEN
(32) BOOK ELEANOR G
(33) EASON RICHARD NEITAL
(34) ANDERSON TEX ALLEN JUNE C
(35) MAFFETONE JOHN

ORTHOPHOTO DATA

Flight Mission	=	M-7306
Flight Date	=	02-15-12

U-4751 DESIGN DATA

Functional Class.	=	Rural Arterial
Design Speed	=	50 /70 mph
Max. Superelev.	=	0.04 /0.08

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

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WILMINGTON BYPASS -Y8- (US 17)

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