PRELIMINARY PLANS | INCOMPLETE PLANS
DO NOT USE FOR RW CONSTRUCTION | DO NOT USE FOR R/W AGREEMENTS

2013-2015 AERIAL PHOTOGRAPHY

IMPACTS AND DRIVEWAY TIES

Limits of construction and their impacts shown on this hearing map are based off of preliminary designs and alignments. Limits of construction, impacts, and driveway designs will change in the future as more design, field and survey work is performed. Driveway locations will also be determined during final design using field surveys.

NOISE STUDY AREAS

The labeled areas indicate noise study locations for which potential noise barriers have been identified. More detailed analyses will occur during final project design to determine if noise barriers are feasible and meet both the reasonable and feasible criteria within the NCDOT Traffic Noise Abatement Policy. If these criteria are met, barrier construction will occur pending public approval.

DESIGN DATA

Functional Classification	= Arterial
Shoulder Section Design Speed	= 60 mph
Curb & Gutter Section Design Speed	= 50 mph
Shoulder Section Maximum Superelevation	= 0.04
Curb & Gutter Section Maximum Superelevation	= 0.04

LEGEND

- BUILDINGS
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED EASEMENTS (DRAINAGE, CONSTRUCTION, UTILITIES)
- EXISTING ROADWAY
- EXISTING ROADWAY TO BE REMOVED
- EXISTING ROADWAY TO BE RESURFACED
- PROPOSED ROADWAY
- POTENTIAL MULTI-USE PATH
- PROPOSED STRUCTURES, ISLAND, CURB AND GUTTER
- EXISTING STRUCTURES, ISLAND, CURB AND GUTTER TO BE REMOVED
- EXISTING STRUCTURES, ISLAND, CURB AND GUTTER TO BE REMOVED
- LAKES, RIVER, STREAMS AND PONDS
- RAILROAD RIGHT OF WAY
- EXISTING UTILITY EASEMENT
- CEMETERIES
- PROPOSED CONTROL OF ACCESS
- EXISTING CONTROL OF ACCESS
- PRESENT AVERAGE DAILY TRAFFIC
- FUTURE AVERAGE DAILY TRAFFIC
- PROPERTY LINES
- HISTORIC PROPERTY BOUNDARY
- HISTORIC PROPERTY IMPACTS
- WETLAND LIMITS BOUNDARY
- NOISE STUDY AREA
- EXISTING TRAFFIC SIGNAL
- PROPOSED TRAFFIC SIGNAL

- (A) CLARKE MIDDLE (AVG 8)
- (B) CLARKE MIDDLE (GARDEL)
- (C) FULLER CHRISTOPHER (ZOHN)
- (D) GATHER THOMAS ROBERT
- (E) FAULCONY MARK C
- (F) FAULCONY MARK C

TYPICAL SECTION NO. 1
FROM SLANTING BRIDGE ROAD TO KISER ISLAND ROAD (NORTHERN BYPASS)

TO LINCOLNTON

TO MOORESVILLE

HISTORIC PROPERTY

MARSHALL STEAM STATION

MARSHALL STEAM STATION ACCESS

FULL CONTROL OF ACCESS

TYPICAL DIRECTIONAL CROSSOVER AND OFFSET LEFT-TURN DETAIL

NOTE: CLEARANCE NOT TO BE PLACED IN WETLANDS OR BUFFER OF ANY SENSITIVE AREAS.

COMBINED PUBLIC HEARING MAP
PROJECT TIP No. R-2307 EA STP-150(19)
PROJECT TIP No. I-5717 EA NHPP-077-1(221)37
PROPOSED NC 150 CORRIDOR IMPROVEMENTS
FROM NC 16 TO US 21
INCLUDING INTERCHANGE IMPROVEMENTS AT I-77
CATAWBA AND IREDELL COUNTIES, NORTH CAROLINA

AUGUST 2016 | ALTERNATIVE 2 | ROLL 3A OF 6

COMBINED PUBLIC HEARING MAP
PROJECT TIP No. R-2307 EA STP-150(19)
PROJECT TIP No. I-5717 EA NHPP-077-1(221)37
PROPOSED NC 150 CORRIDOR IMPROVEMENTS
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AUGUST 2016 | ALTERNATIVE 2 | ROLL 3A OF 6