

LEGEND

- ALTERNATIVE TYRRELL NORTH
- ALTERNATIVE DARE NORTHERN BYPASS
- ALTERNATIVE DARE NORTH-1
- ALTERNATIVE DARE NORTH-2
- ALTERNATIVE DARE SOUTHERN BYPASS
- TYRRELL & DARE NORTH-SIDE WIDENING
- TYRRELL & DARE SOUTH-SIDE WIDENING
- EXISTING BUILDING
- LAKES, RIVERS, STREAMS AND PONDS
- PROPOSED CONTROL OF ACCESS
- PROPOSED PARTIAL CONTROL OF ACCESS
- CHANNEL RELOCATION
- COUNTY LINES
- PROPERTY LINES
- HISTORIC PROPERTY
- WETLAND
- WETLAND LIMITS BOUNDARY
- MANAGED RESOURCES
- PROPOSED STRUCTURES
- EXISTING STRUCTURES TO BE REMOVED
- EXISTING STRUCTURES TO BE RETAINED
- PROPOSED PAVEMENT
- PAVEMENT REMOVAL
- PRESENT ADT
- FUTURE ADT

PRELIMINARY PLANS  
SUBJECT TO CHANGE

SEE DETAIL SHEETS 3A & 3B

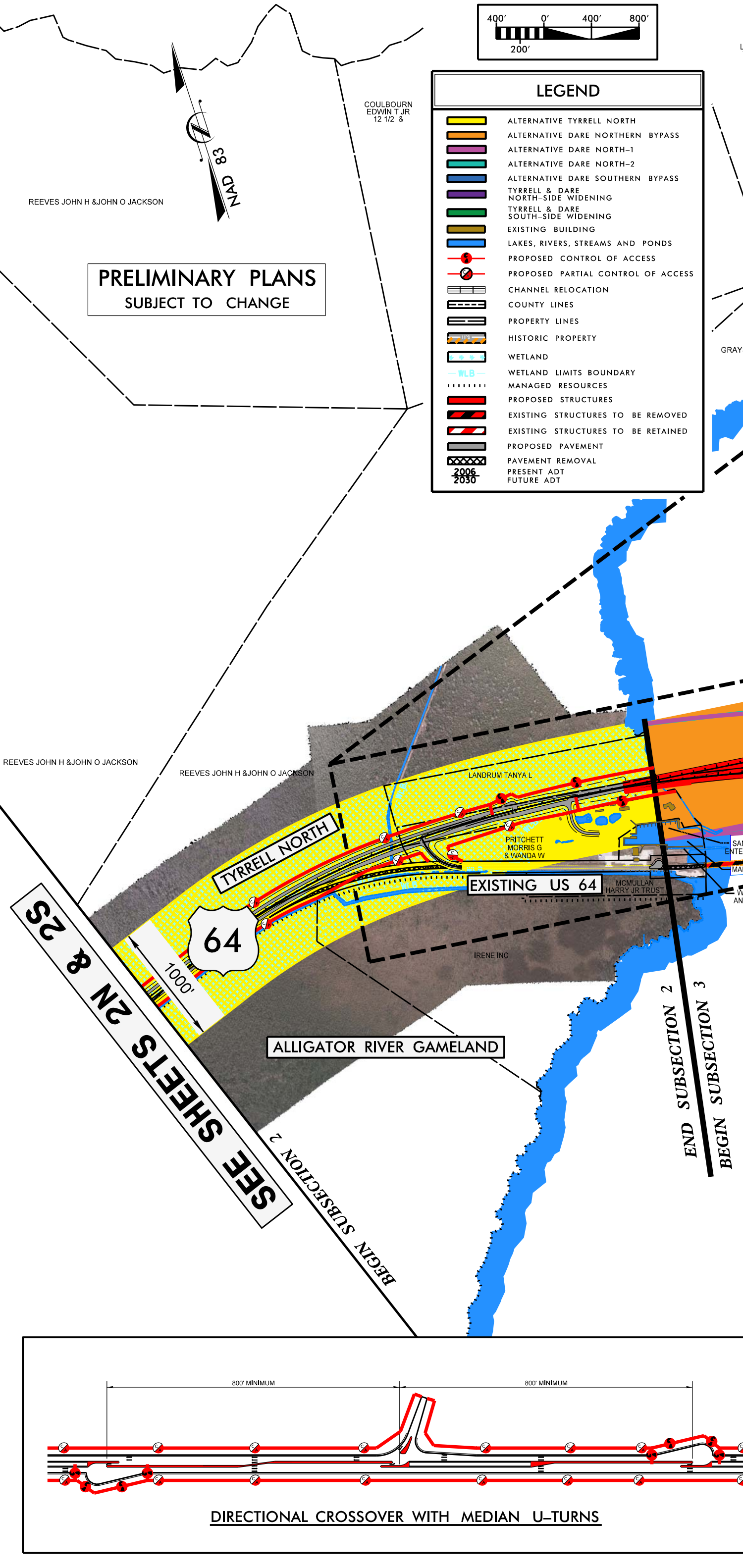
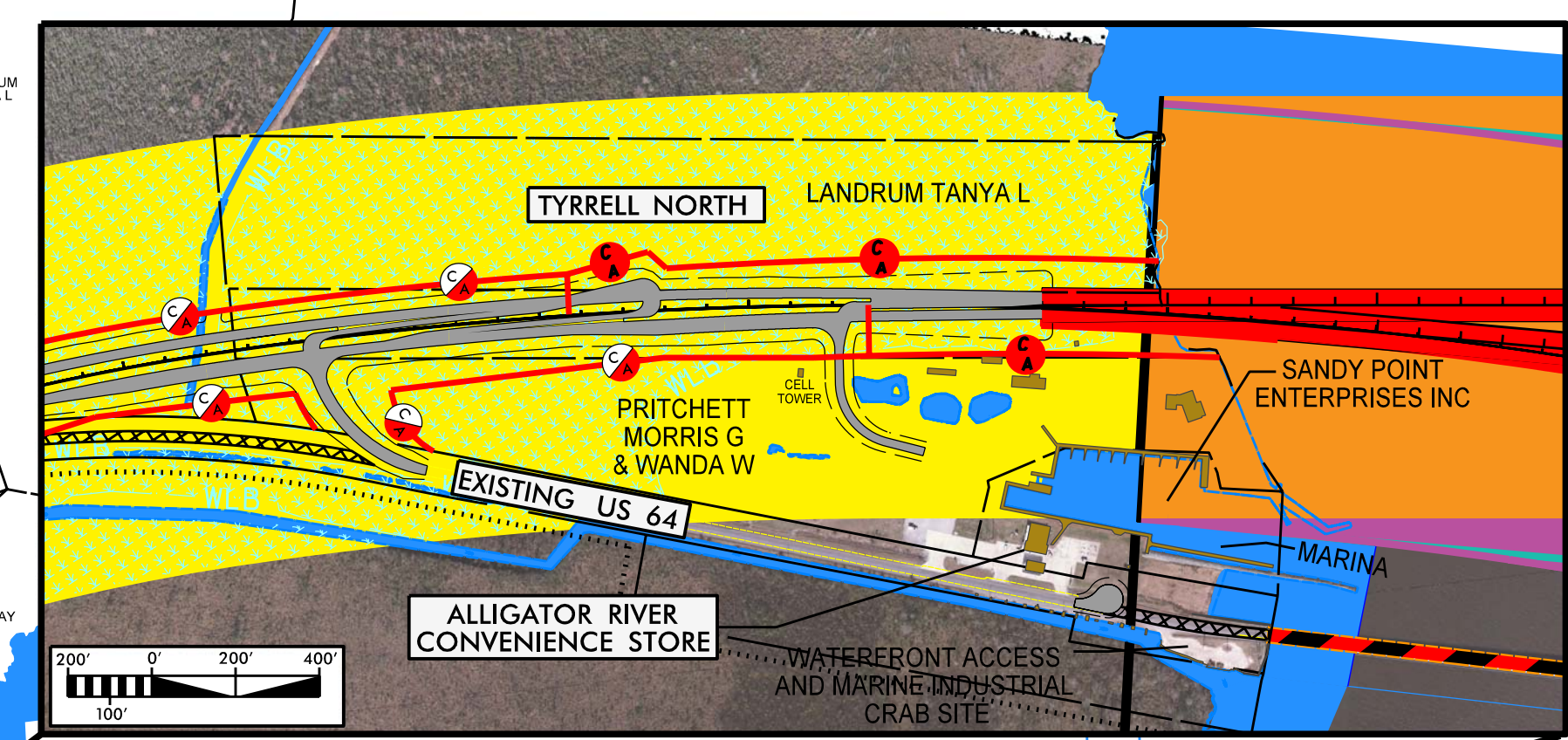
BEGIN TIP PROJECT No. R-2544  
END TIP PROJECT No. R-2545

CORRIDOR PUBLIC HEARING MAP  
PROJECT 35487.1.1 / 35492.1.1 (R-2544 & R-2545)  
TYRRELL/DARE COUNTIES  
US 64 IMPROVEMENTS PROJECT  
FROM 0.9 MILE EAST OF COLUMBIA TO US 264  
NEAR MANNS HARBOR  
TYRRELL AND DARE COUNTIES  
EAST LAKE ALTERNATIVES  
ROLL 5 OF 9

LEGEND

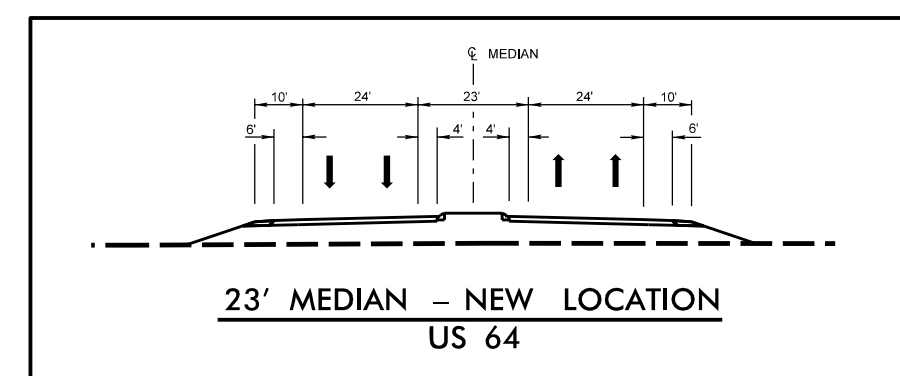
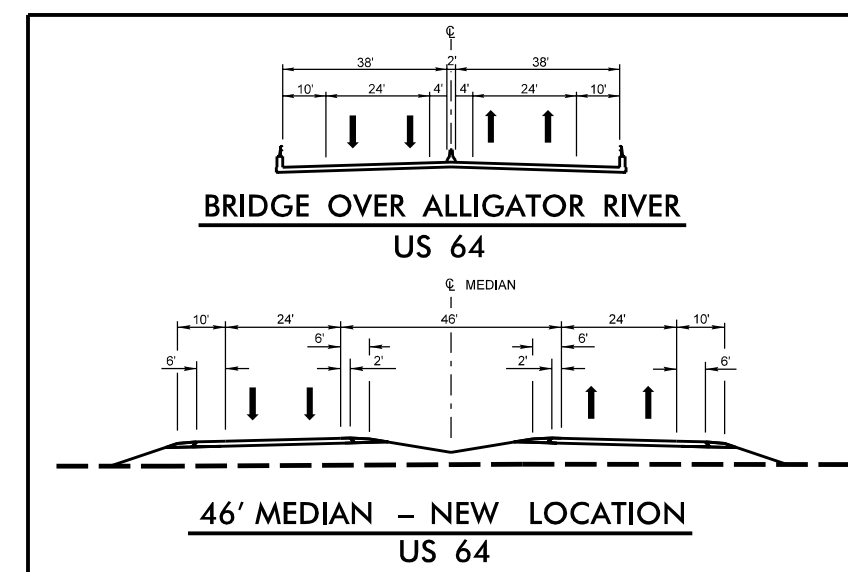
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PARTIAL CONTROL OF ACCESS  
PARTIAL CONTROL OF ACCESS IS DEFINED AS ONE ACCESS POINT PER PARCEL. FOR PROPERTIES WITH LARGE ROAD FRONTAGES (FOR EXAMPLE, 2000 FEET OR MORE), AN ADDITIONAL ACCESS POINT MAY BE CONSIDERED. FOR PROPERTIES THAT HAVE ACCESS, SUCH AS VIA A SIDE ROAD, ACCESS TO US 64 MAY BE ELIMINATED.

FULL CONTROL OF ACCESS  
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 ALLOWED.



| ORTHOPHOTO DATA                   | DESIGN DATA                 |
|-----------------------------------|-----------------------------|
| TYRRELL MISSON 6940 FEB. 17, 2009 | FUNCTIONAL CLASS. *ARTERIAL |
| DARE MISSON 6946 SEPT. 26, 2009   | DESIGN SPEED *40 MPH        |
|                                   | MAX. SUPERELEVATION *0.06   |