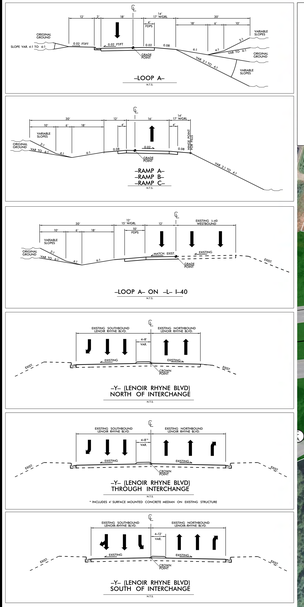
PUBLIC MEETING MAP

PROJECT 50133.1.FS1 – I-5716
CATAWBA COUNTY
INTERCHANGE IMPROVEMENTS
I-40 AND SR 1007 (LENOIR RHYNE BOULEVARD)
ALTERNATIVE A (ROLL 1 OF 1)



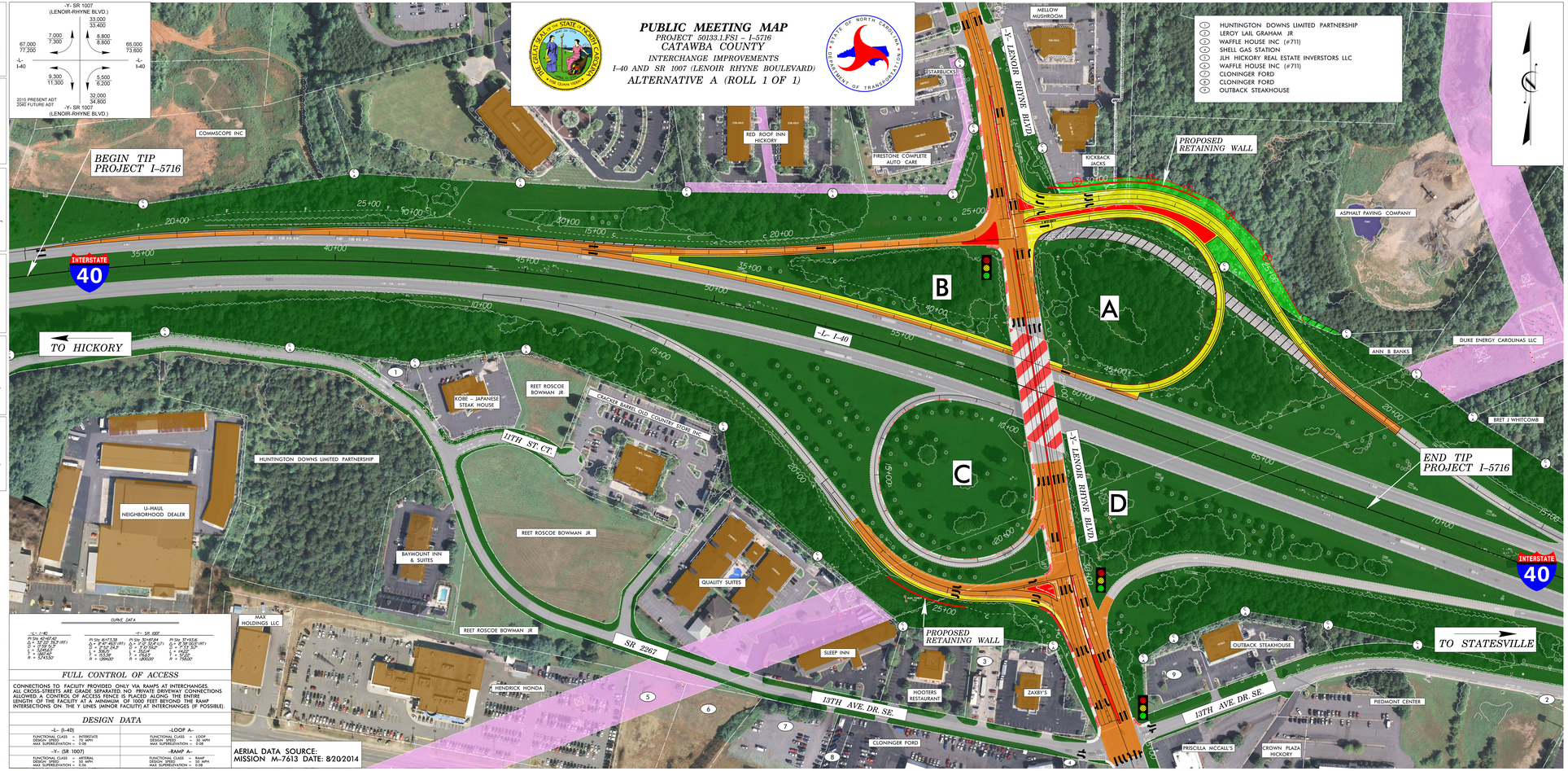
LEGEND

- EXISTING BUILDING
- 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 SIDEWALKS, RETAINING WALLS, STRUCTURES, ISLAND, CURB AND GUTTER
- EXISTING SIDEWALKS, STRUCTURES, ISLANDS, CURB AND GUTTER TO BE RETAINED
- LAKES, RIVERS, STREAMS AND PONDS
- UTILITY EASEMENTS
- PROPOSED CONTROL OF ACCESS / RIGHT OF WAY
- EXISTING CONTROL OF ACCESS
- PROPERTY LINES
- EXISTING TRAFFIC SIGNAL

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

SCALE
50' 0 50' 100'
(ENGLISH)



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I-40 AND SR 1007 (LENOIR RHYNE BOULEVARD)
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CURVE DATA

-L- I-40	-Y- SR 1007	
PI Sta. 40+87.42	PI Sta. 10+73.58	PI Sta. 30+87.84
Δ = 12°22'32.5" (RT.)	Δ = 8°47'49.0" (RT.)	Δ = 7°21'32.4" (LT.)
D = 0°45'37.1"	D = 0°45'36.9"	D = 0°37'59.2"
T = 1,249.67	T = 406.24	T = 322.96
L = 2,497.61	L = 806.13	L = 639.21
R = 5743.50'	R = 7,535.56'	R = 150.00'
	R = 1,084.00'	R = 1,800.00'

FULL CONTROL OF ACCESS

CONNECTIONS TO FACILITY PROVIDED ONLY VIA RAMPS AT INTERCHANGES. ALL CROSS-STREETS ARE GRADE SEPARATED. NO PRIVATE DRIVEWAY CONNECTIONS ALLOWED. A CONTROL OF ACCESS FENCE IS PLACED ALONG THE ENTIRE LENGTH OF THE FACILITY AT A MINIMUM OF 1000 FEET BEYOND THE RAMP INTERSECTIONS ON THE Y LINES (MINOR FACILITY) AT INTERCHANGES (IF POSSIBLE).

DESIGN DATA

-L- (I-40)	-LOOP A-
FUNCTIONAL CLASS = INTERSTATE	FUNCTIONAL CLASS = LOOP
DESIGN SPEED = 75 MPH	DESIGN SPEED = 35 MPH
MAX SUPERELEVATION = 0.08	MAX SUPERELEVATION = 0.08
-Y- (SR 1007)	**-RAMP A-**
FUNCTIONAL CLASS = ARTERIAL	FUNCTIONAL CLASS = RAMP
DESIGN SPEED = 55 MPH	DESIGN SPEED = 35 MPH
MAX SUPERELEVATION = 0.06	MAX SUPERELEVATION = 0.08

AERIAL DATA SOURCE:
MISSION M-7613 DATE: 8/20/2014

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