PUBLIC MEETING MAP
PROJECT 54016.1.FR1 (U-5724)
WAYNE COUNTY
SR 1560 (ROYALL AVENUE)/
SR 1709 (CENTRAL HEIGHTS ROAD)

JULY 24, 2017

SHEET 1 OF 1

TO SNOW HILL

TO DOWNTOWN GOLDSBORO

NORTH PARK ROAD

-Y1- N. BERKELEY BOULEVARD

-Y2- FALLIN BOULEVARD

-L- ROYALL AVENUE

SR 1560

-L- CENTRAL HEIGHTS ROAD

SR 1709

-Y3- SERVICE ROAD

SR 1759 -Y5- McCLAIN DRIVE

-Y2- N. OAK FOREST ROAD

SR 1711

NORFOLK SOUTHERN RR

POTENTIAL ACCESS BREAK

RIGHT OF WAY TO BE ACQUIRED BY OTHERS

NAD 83-95

LEYENDA

- EDIFICIOS
- DERECHO DE PASO EXISTENTE
- DERECHO DE PASO PROPUESTO
- MITIGACIÓN
- DERECHO DE PASO DE TRANVÍA
- CALLE EXISTENTE
- CALLE EXISTENTE A REMOVER
- CALLE QUE SERÁ REPAVIMENTADA
- CALLE PROPUESTA
- ESTRUCTURAS EXISTENTES QUE SERAN RETENIDAS
- ESTRUCTURAS PROPUESTAS, ISLAS, BORDILLO Y CANAL, Y ACERA
- LÍNEAS DE PROPIEDAD
- CONTROL DE ACCESO
- DERECHO DE PASO
- SEMÁFORO PROPUESTO

LEGEND

- BUILDINGS
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- ALL EASEMENTS
- RAILROAD RIGHT OF WAY
- EXISTING ROADWAY
- EXISTING ROADWAY TO BE REMOVED
- EXISTING ROADWAY TO BE RESURFACED
- PROPOSED ROADWAY
- EXISTING STRUCTURES TO BE RETAINED
- PROPOSED STRUCTURES, ISLAND, CURB AND GUTTER, AND SIDEWALK
- PROPERTY LINES
- CONTROL OF ACCESS
- RIGHT OF WAY
- PROPOSED TRAFFIC SIGNAL

DESIGN DATA

Functional Class. = Urban Collector
Design Speed = 50 mph
Max. Superelev. = 0.04

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

100' 0' 100' 200'
50'

TYPICAL SECTION -L- CENTRAL HEIGHTS ROAD (SR 1709)

TYPICAL SECTION -L- ROYALL AVE (SR 1560)

TYPICAL SECTION -Y1- BERKELEY BLVD (US 13)

TYPICAL SECTION -Y2- OAK FOREST ROAD (SR 1711) -Y2- FALLIN BOULEVARD

TYPICAL SECTION -Y3- SERVICE ROAD 1 -Y5- MCLAIN DRIVE (SR 1759)

2015 ADT / 2040 ADT

-Y1- US 13 (BERKELEY BLVD)

DHV = 9%	22200 / 27800	DHV = 8%
DIR = 55%		DIR = 55%
TTST = 1%		TTST = 1%
DUAL = 2%		DUAL = 2%
-L- ROYALL AVENUE: 9300 / 12300	3600 / 5000	900 / 900 — 6800 / 8100 -L- CENTRAL HEIGHTS ROAD
	3500 / 4700	3700 / 4600
DHV = 8%	24900 / 31200	DHV = 8%
DIR = 55%		DIR = 55%
TTST = 1%		TTST = 1%
DUAL = 2%		DUAL = 2%

-Y2- FALLIN BLVD

DHV = 8%	N/A / N/A	DHV = N/A
DIR = 55%		DIR = N/A
TTST = 1%		TTST = N/A
DUAL = 2%		DUAL = N/A
-L- CENTRAL HEIGHTS ROAD: 6800 / 8100	N/A / N/A	N/A / N/A — 7200 / 9200 -L- CENTRAL HEIGHTS ROAD
	1000 / 1300	1400 / 2400
DHV = 9%	2400 / 3700	DHV = 10%
DIR = 55%		DIR = 60%
TTST = 1%		TTST = 1%
DUAL = 2%		DUAL = 2%

-Y1- US 13 (BERKELEY BLVD) — -Y2- SR 1711 (OAK FOREST ROAD)

-Y1- US 13 (BERKELEY BLVD)

DHV = 8%	24900 / 31200	DHV = 8%
DIR = 55%		DIR = 55%
TTST = 1%		TTST = 1%
DUAL = 2%		DUAL = 2%
-Y3- SERVICE ROAD 1: 100 / 100	100 / 100	300 / 300 -Y3- SERVICE ROAD 1
	200 / 200	
DHV = 8%	25000 / 31300	DHV = 8%
DIR = 55%		DIR = 55%
TTST = 1%		TTST = 1%
DUAL = 2%		DUAL = 2%

-Y1- US 13 (BERKELEY BLVD)

-Y5- SR 1759 (MCLAIN DR)

DHV = 8%	100 / 100	DHV = 9%
DIR = 55%		DIR = 55%
TTST = 1%		TTST = 1%
DUAL = 2%		DUAL = 2%
-Y3- SERVICE ROAD 1: 300 / 300	100 / 100 — 100 / 100	100 / 100 -Y3- SERVICE ROAD 1
	300 / 300	
DHV = 9%	300 / 300	DHV = 8%
DIR = 55%		DIR = 55%
TTST = 1%		TTST = 1%
DUAL = 2%		DUAL = 2%

-Y5- SR 1759 (MCLAIN DR)

MATCH TO INSET (THIS SHEET)
VER AMPLIACION (ESTA HOJA)

MATCH LINE
LINEA COINCIDENTE

POTENCIAL RUPTURA DE ACCESO

-Y4- GATEWAY DRIVE

INSET
RECUADRO DE AMPLIACIÓN