PUBLIC MEETING MAP

TIP NO. U-5951

ONSLOW COUNTY

US 17 BUS. AT US 17

INTERCHANGE IMPROVEMENTS

ALTERNATIVE 1

DIVERGING DIAMOND INTERCHANGE

August 2018

AERIAL DATE: FEBRUARY 2016
SOURCE: NC ONE MAP

RS&H

-L- CURVE DATA

PI Sta 20+19.36	PI Sta 23+16.35	PI Sta 28+40.41	PI Sta 33+19.74
Δ = 6° 21' 28.3" (LT)	Δ = 4° 00' 48.7" (RT)	Δ = 7° 56' 17.6" (RT)	Δ = 5° 23' 11.4" (RT)
D = 2° 51' 30.1"	D = 1° 49' 11.7"	D = 1° 34' 35.5"	D = 1° 43' 46.5"
L = 278.88'	L = 175.01'	L = 199.69'	L = 468.15'
T = 139.56'	T = 56.56'	T = 100.15'	T = 210.83'
R = 2,200.00'	R = 1,500.00'	R = 3,000.00'	R = 3,300.00'

PI Sta 35+25.56	PI Sta 39+18.24	PI Sta 45+09.36	PI Sta 50+03.49
Δ = 1° 40' 53.3" (LT)	Δ = 23° 09' 01.4" (LT)	Δ = 22° 46' 37.3" (RT)	Δ = 22° 16' 56.4" (LT)
D = 2° 11' 30.1"	D = 28° 38' 52.4"	D = 22° 55' 05.9"	D = 19° 05' 54.9"
L = 76.37'	L = 80.81'	L = 98.54'	L = 166.81'
T = 38.18'	T = 40.86'	T = 49.92'	T = 59.06'
R = 2,500.00'	R = 200.00'	R = 250.00'	R = 300.00'

-LNB- CURVE DATA

PI Sta 22+27.77	PI Sta 25+10.23	PI Sta 33+02.12
Δ = 12° 43' 32.0" (LT)	Δ = 12° 33' 59.4" (RT)	Δ = 11° 46' 39.2" (LT)
D = 14° 19' 26.2"	D = 11° 49' 51.6"	D = 19° 05' 54.9"
L = 177.15'	L = 130.06'	L = 90.99'
T = 88.97'	T = 65.37'	T = 46.87'
R = 400.00'	R = 485.00'	R = 300.00'

-LSB- CURVE DATA

PI Sta 19+36.98	PI Sta 21+44.77	PI Sta 25+10.23	PI Sta 33+19.74	PI Sta 36+19.90
Δ = 5° 26' 39.2" (LT)	Δ = 9° 33' 32.0" (LT)	Δ = 12° 33' 59.4" (RT)	Δ = 8° 51' 58.0" (LT)	Δ = 20° 16' 51.7" (RT)
D = 1° 54' 35.5"	D = 14° 19' 26.2"	D = 11° 49' 51.6"	D = 19° 05' 54.9"	D = 11° 07' 31.4"
L = 285.06'	L = 133.75'	L = 68.33'	L = 92.95'	L = 182.37'
T = 142.64'	T = 66.97'	T = 34.19'	T = 46.87'	T = 92.17'
R = 3,000.00'	R = 400.00'	R = 180.00'	R = 300.00'	R = 590.00'

PI Sta 39+48.34	PI Sta 46+48.65	
Δ = 5° 01' 05.8" (RT)	Δ = 5° 35' 43.0" (LT)	
D = 1° 38' 13.3"	D = 5° 39' 43.0"	
L = 143.65'	L = 60.98'	
T = 71.84'	T = 30.99'	
R = 3,500.00'	R = 1,024.00'	

-Y1- CURVE DATA

PIs Sta 11+33.35	PIs Sta 15+92.58	PIs Sta 20+44.94
θs = 2° 23' 14.4"	Δ = 18° 34' 46.4" (RT)	θs = 2° 23' 14.4"
Ls = 200.00'	D = 2° 03' 14.4"	Ls = 200.00'
LT = 133.35'	L = 778.28'	LT = 133.35'
ST = 66.68'	T = 392.58'	ST = 66.68'
	R = 2,400.00'	

-Y2- CURVE DATA

PI Sta 13+38.71	PI Sta 21+30.50
Δ = 39° 22' 44.8" (RT)	Δ = 60° 43' 59.9" (LT)
D = 11° 48' 48.8"	D = 11° 48' 48.8"
L = 333.34'	L = 514.07'
T = 173.56'	T = 284.17'
R = 485.00'	R = 485.00'

-RPA- CURVE DATA

PI Sta 12+19.21	PI Sta 21+43.63	PI Sta 21+38.98	PI Sta 25+43.21	PI Sta 30+09.38
Δ = 14° 04' 50.6" (RT)	Δ = 13° 13' 17.8" (LT)	Δ = 43° 11' 41.5" (RT)	Δ = 19° 29' 29.7" (LT)	Δ = 115° 46' 09.9" (RT)
D = 3° 11' 40.6"	D = 35° 48' 35.5"	D = 10° 38' 22.0"	D = 1° 55' 03.7"	D = 35° 48' 35.5"
L = 436.22'	L = 583.20'	L = 410.08'	L = 1,096.50'	L = 323.29'
T = 219.27'	T = 408.50'	T = 740.73'	T = 553.21'	T = 254.91'
R = 1,775.00'	R = 160.00'	R = 187.00'	R = 2,988.00'	R = 160.00'

-RPBSPUR- CURVE DATA

PI Sta 29+63.40
Δ = 61° 28' 51.2" (LT)
D = 17° 21' 44.5"
L = 354.10'
T = 196.25'
R = 330.00'

-RPB- CURVE DATA

PI Sta 12+49.21	PI Sta 21+43.63	PI Sta 21+38.98	PI Sta 23+60.38
Δ = 14° 04' 50.6" (RT)	Δ = 13° 13' 17.8" (LT)	Δ = 43° 11' 41.5" (RT)	Δ = 37° 51' 18.4" (LT)
D = 3° 11' 40.6"	D = 35° 48' 35.5"	D = 10° 38' 22.0"	D = 5° 43' 46.5"
L = 436.22'	L = 583.20'	L = 410.08'	L = 662.44'
T = 219.27'	T = 408.50'	T = 740.73'	T = 343.89'
R = 1,775.00'	R = 160.00'	R = 187.00'	R = 1,000.00'

-RPBSPUR- CURVE DATA

PI Sta 29+63.40	PI Sta 30+09.38
Δ = 61° 28' 51.2" (LT)	Δ = 115° 46' 09.9" (RT)
D = 17° 21' 44.5"	D = 35° 48' 35.5"
L = 354.10'	L = 323.29'
T = 196.25'	T = 254.91'
R = 330.00'	R = 160.00'

-RPC- CURVE DATA

PI Sta 13+22.26	PI Sta 15+95.59	PI Sta 16+90.07	PI Sta 21+24.00
Δ = 5° 22' 22.3" (LT)	Δ = 92° 20' 03.5" (LT)	Δ = 84° 53' 57.4" (RT)	Δ = 43° 42' 24.2" (LT)
D = 19° 05' 54.9"	D = 33° 42' 12.2"	D = 31° 49' 51.6"	D = 7° 33' 31.7"
L = 279.46'	L = 271.96'	L = 266.72'	L = 518.22'
T = 140.80'	T = 171.17'	T = 164.65'	T = 304.00'
R = 300.00'	R = 170.00'	R = 180.00'	R = 758.00'

-RPCSPUR- CURVE DATA

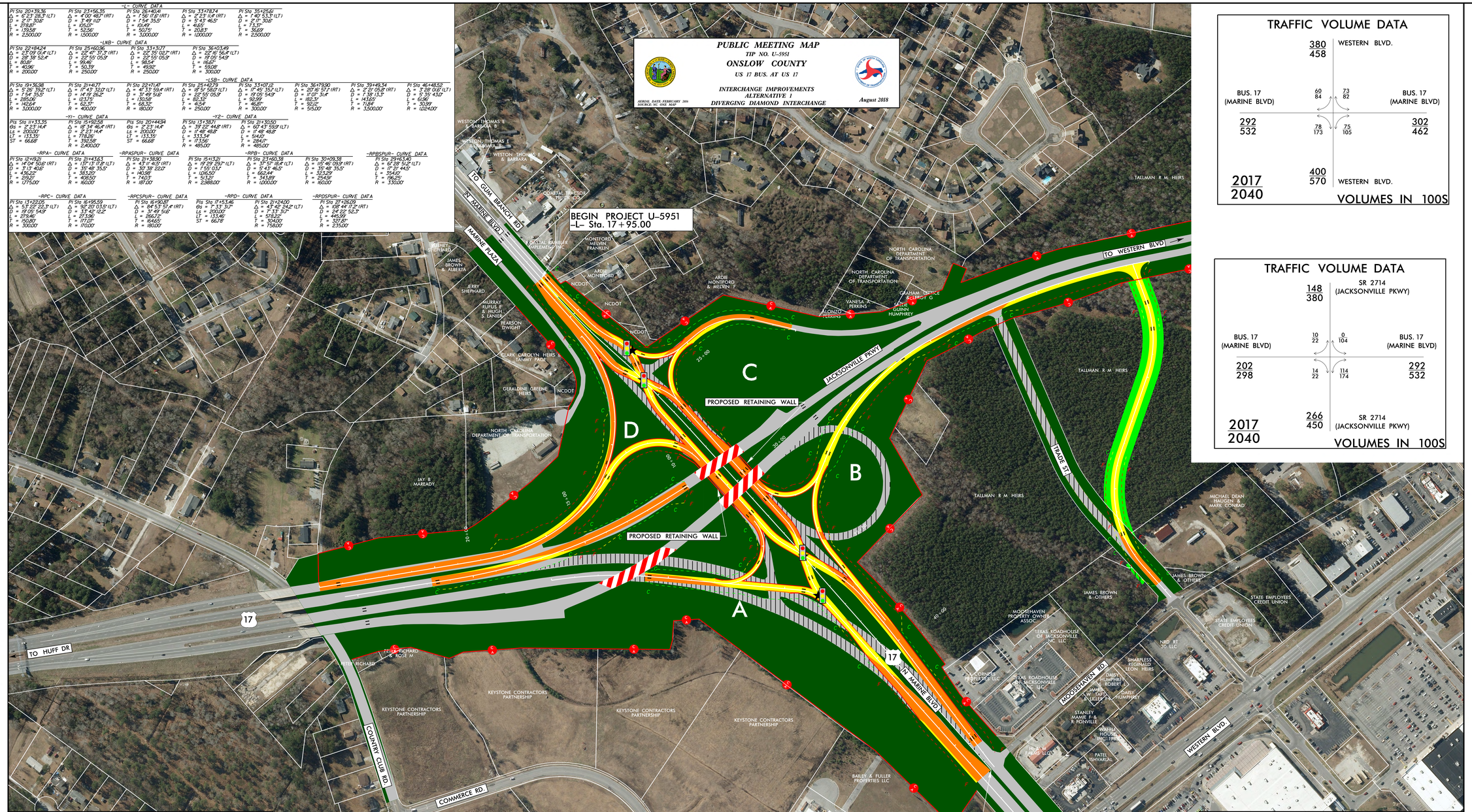
PI Sta 16+90.07	PI Sta 21+24.00
Δ = 84° 53' 57.4" (RT)	Δ = 43° 42' 24.2" (LT)
D = 31° 49' 51.6"	D = 7° 33' 31.7"
L = 266.72'	L = 518.22'
T = 164.65'	T = 304.00'
R = 180.00'	R = 758.00'

-RPD- CURVE DATA

PIs Sta 17+43.48	PI Sta 21+24.00
θs = 7° 33' 31.7"	Δ = 43° 42' 24.2" (LT)
Ls = 200.00'	D = 7° 33' 31.7"
LT = 133.46'	L = 518.22'
ST = 66.78'	T = 304.00'
	R = 758.00'

-RPDSPUR- CURVE DATA

PI Sta 27+26.59
Δ = 108° 44' 17.2" (RT)
D = 24° 22' 52.3"
L = 445.99'
T = 327.81'
R = 235.00'



TRAFFIC VOLUME DATA

	380 / 458	WESTERN BLVD.
BUS. 17 (MARINE BLVD)	60 / 84	BUS. 17 (MARINE BLVD)
	73 / 82	
292 / 532	78 / 173	302 / 462
	75 / 105	
	400 / 570	WESTERN BLVD.
2017 / 2040		VOLUMES IN 100S

TRAFFIC VOLUME DATA

	148 / 380	SR 2714 (JACKSONVILLE PKWY)
BUS. 17 (MARINE BLVD)	10 / 22	BUS. 17 (MARINE BLVD)
	0 / 104	
202 / 298	14 / 22	292 / 532
	114 / 174	
	266 / 450	SR 2714 (JACKSONVILLE PKWY)
2017 / 2040		VOLUMES IN 100S

LEGEND

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- EXISTING ROADWAY
- EXISTING ROADWAY TO BE REMOVED
- EXISTING ROADWAY TO BE RESURFACED
- PROPOSED ROADWAY
- PROPOSED STRUCTURES, ISLAND, SIDEWALK, CURB AND GUTTER
- EXISTING STRUCTURES, ISLAND, SIDEWALK CURB AND GUTTER TO BE RETAINED
- EXISTING STRUCTURES, ISLAND, SIDEWALK CURB AND GUTTER TO BE REMOVED
- PROPOSED EASEMENTS (DRAINAGE, CONSTRUCTION, AND UTILITY)
- PRESENT ADT / FUTURE ADT
- PROPERTY LINES
- PROPOSED CONTROL OF ACCESS
- EXISTING TRAFFIC SIGNAL
- PROPOSED TRAFFIC SIGNAL

IMPACTS AND DRIVEWAY TIES

LIMITS OF CONSTRUCTION AND THEIR IMPACTS SHOWN ON THIS DRAWING MAY BE BASED ONLY ON PRELIMINARY DESIGNS AND PRELIMINARY GROUND SURVEYS DURING THE FINAL DESIGN STAGE, THE LIMITS OF CONSTRUCTION MAY CHANGE AND MORE OR LESS LAND MAY BE REQUIRED DURING FINAL GROUND SURVEYS. DRIVEWAY LOCATIONS WILL ALSO BE DETERMINED DURING FINAL DESIGN AND/OR FINAL SURVEYS.

UTILITY INFORMATION

TO PROVIDE GREATER VISUAL CLARITY, EXISTING AND PROPOSED UTILITIES ARE NOT SHOWN ON THESE MAPS OR THE OTHER DRAWINGS IN THIS PROJECT PLAN SET. THE INFORMATION SHOWN IS LIMITED TO LOCATION OF MAJOR EXISTING AND POTENTIAL UTILITIES. ALL UTILITIES, INCLUDING EXISTING AND PROPOSED, INCLUDING UTILITY EASEMENTS, ARE PRELIMINARY AND ARE SUBJECT TO CHANGE.

DESIGN DATA

Functional Class.	=	Urban Arterial
Design Speed	=	60 mph
Max. Superelev.	=	0.06

PRELIMINARY PLANS
DO NOT USE FOR RW CONSTRUCTION

INCOMPLETE PLANS
DO NOT USE FOR RW CONSTRUCTION

SCALE
1" 0' 50' 100' 200'

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