PUBLIC MEETING MAP

TIP NOS. U-5771 AND U-5767

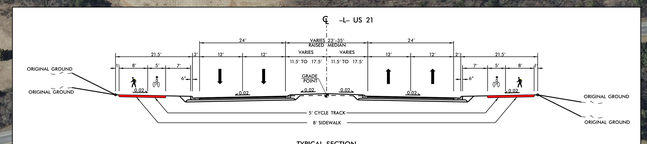
MECKLENBURG COUNTY

U.S. 21 WIDENING FROM
GILEAD RD. TO HOLLY POINT DR. AND FROM
NORTHCROSS CENTER CT. TO WESTMORELAND RD.

ROLL 2 OF 4

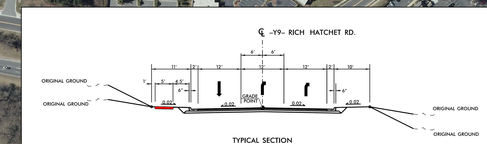
April 2018

AERIAL DATE: MARCH 2015
SOURCE: NC ONE MAP



TYPICAL SECTION
-L- US 21

BIKE AND PEDESTRIAN ACCOMMODATIONS SHOWN ARE PRELIMINARY AND SUBJECT TO CHANGE PENDING COORDINATION WITH LOCAL MUNICIPALITIES.



TYPICAL SECTION
-Y9- RICH HATCHET RD.

BIKE AND PEDESTRIAN ACCOMMODATIONS SHOWN ARE PRELIMINARY AND SUBJECT TO CHANGE PENDING COORDINATION WITH LOCAL MUNICIPALITIES.

MATCHLINE SHEET 1 -L- STA. 65+00

MATCHLINE SHEET 3 -L- STA. 123+00

BEGIN FUTURE PROJECT I-5715

FUTURE PROJECT U-5765

PROPOSED RETAINING WALL

EMERGENCY VEHICLE ACCESS

END PROJECT U-5771
-L- STA. 111+58.36

-L- CURVE DATA

PI Sta 92+33.96	PI Sta 92+33.96	PI Sta 92+33.96	PI Sta 92+33.96	PI Sta 115+02.07
D = 25°28' 44.3" (RT)	D = 25°28' 44.3" (RT)	D = 25°28' 44.3" (RT)	D = 25°28' 44.3" (RT)	D = 12°53' 20.3" (LT)
D = 0°52' 53.3"	D = 0°52' 53.3"	D = 0°52' 53.3"	D = 0°52' 53.3"	D = 0°45' 50.2"
L = 2,890.50'	L = 2,890.50'	L = 2,890.50'	L = 2,890.50'	L = 1,687.18'
T = 1,463.55'	T = 1,463.55'	T = 1,463.55'	T = 1,463.55'	T = 847.16'
R = 6,500.00'	R = 6,500.00'	R = 6,500.00'	R = 6,500.00'	R = 7,500.00'
V = 50 mph	V = 50 mph	V = 50 mph	V = 50 mph	V = 50 mph
SE = RC	SE = RC	SE = RC	SE = RC	SE = NC

-Y6- CURVE DATA

PI Sta 110+03.58
D = 9°50' 12.5" (LT)
D = 12°43' 55.8"
L = 69.40'
T = 34.71'
R = 450.00'

-Y7- CURVE DATA

PI Sta 17+41.54
D = 14°08' 45.7" (LT)
D = 11°27' 33.5"
L = 123.38'
T = 62.01'
R = 500.00'

-Y8- CURVE DATA

PI Sta 11+35.16
D = 25°51' 59.1" (RT)
D = 12°27' 54.8"
L = 157.16'
T = 79.59'
R = 460.00'

-Y9- CURVE DATA

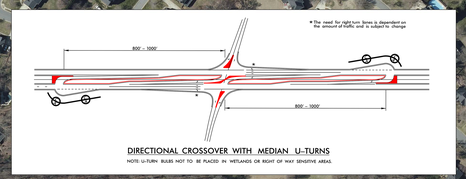
PI Sta 13+09.46	PI Sta 11+25.42
D = 5°08' 57.1" (RT)	D = 36°59' 54.8" (LT)
D = 11°14' 34.4"	L = 234.83'
L = 404.74'	T = 120.46'
T = 202.44'	R = 370.00'
R = 510.00'	
V = 35 mph	
SE = NC	

-Y10- CURVE DATA

PI Sta 13+56.16
D = 25°01' 37.7" (LT)
D = 10°54' 48.5"
L = 238.48'
T = 121.37'
R = 525.00'

-Y11- CURVE DATA

PI Sta 15+08.[illegible]
D = 9°16' [illegible] (LT)
D = [illegible]
L = [illegible]
T = [illegible]
R = [illegible]



* The need for right turn lanes is dependent on the amount of traffic and is subject to change

DIRECTIONAL CROSSOVER WITH MEDIAN U-TURNS

NOTE: U-TURN BULBS MUST TO BE PLACED IN WETLANDS OR RIGHT OF WAY SENSITIVE AREAS.

LEGEND

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- EXISTING UTILITY EASEMENT
- EXISTING DRAINAGE EASEMENT
- EXISTING DMS CONSERVATION EASEMENT
- PROPOSED EASEMENTS (DRAINAGE, CONSTRUCTION, AND UTILITY)
- EXISTING ROADWAY
- EXISTING ROADWAY TO BE REMOVED
- EXISTING ROADWAY TO BE RESURFACED
- PROPOSED ROADWAY
- FUTURE 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
- LAKES, RIVERS, STREAMS AND PONDS
- PRESENT ADT / FUTURE ADT
- PROPERTY LINES
- CITY OR TOWNSHIP LIMITS
- PROPOSED CONTROL OF ACCESS
- EXISTING TRAFFIC SIGNAL
- PROPOSED TRAFFIC SIGNAL

IMPACTS AND DRIVEWAY TIES

LIMITS OF CONSTRUCTION AND THEIR IMPACTS SHOWN ON THIS HEARING MAP ARE BASED OFF OF PRELIMINARY DESIGNS AND ESTIMATES. ADDITIONAL RIGHT OF WAY, CONSTRUCTION EASEMENTS, TEMPORARY EASEMENTS AND OTHER IMPACTS WHERE FEASIBLE WERE LOOKED. FINAL GROUND SURVEYS, DRIVEWAY LOCATIONS WILL ALSO BE DETERMINED DURING FINAL DESIGN USING FINAL SURVEYS.

UTILITY INFORMATION

TO PROVIDE GREATER VISUAL CLARITY, EXISTING AND PROPOSED UTILITIES ARE NOT SHOWN ON THESE MAPS OR ON OTHER HEARING MAPS. THE INFORMATION SHOWN ON THESE MAPS IS LIMITED TO LOCATIONS OF MAJOR EXISTING AND POTENTIAL UTILITIES. ALL UTILITIES, INCLUDING UTILITY EASEMENTS, ARE PRELIMINARY AND ARE SUBJECT TO CHANGE.

DESIGN DATA

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

PRELIMINARY PLANS
NOT FOR USE FOR CONSTRUCTION
INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

SCALE
20' 0' 20' 40' 80'

TRAFFIC VOLUME DATA

28,400 / 36,800	29,300 / 37,900	US 21	US 21
1,550 / 1,900	BANKSIDE DR	2018 / 2040	

TRAFFIC VOLUME DATA

29,300 / 37,900	29,100 / 37,800	US 21	US 21
1,750 / 1,900	NORTHDOWNS LN	2018 / 2040	
700 / 600	HAMPTONS PROFESSIONAL CENTER ENTRANCE		

TRAFFIC VOLUME DATA

29,100 / 37,800	28,400 / 36,800	US 21	US 21
1,700 / 2,700	RICH HATCHET RD	2018 / 2040	
300 / 300	PAPA JOHNS ENTRANCE		

TRAFFIC VOLUME DATA

30,000 / 38,400	31,000 / 39,600	US 21	US 21
850 / 1,000	NOVANT HEALTH ENTRANCE	2018 / 2040	
2,050 / 2,400	CHS ENTRANCE		

TRAFFIC VOLUME DATA

31,650 / 40,800	33,050 / 40,000	US 21	US 21
41,150 / 55,600	SAM FURR RD	2018 / 2040	
45,800 / 56,800	SAM FURR RD		

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U.S. 21 WIDENING FROM
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ROLL 2 OF 4
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RS&H