# PUBLIC MEETING MAP
# RECOMMENDED ALTERNATIVE

PROJECT 35993.11 (U-4700)
F.A. PROJECT NHF-321(8)

## CATAWBA, BURKE, AND CALDWELL COUNTIES

US 321 WIDENING FROM US 70 IN HICKORY TO SOUTHWEST BLVD IN LENOIR.

ROLL 1 OF 3

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

NONPLATE PLANS
PRELIMINARY PLANS

DESIGN DATA

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

ADT 2007 TO ADT 2027
DESIGN HOURLY VOLUME (DHV) 2007 TO DESIGN HOURLY VOLUME (DHV) 2027
DIRECTIONAL DISTRIBUTION 2007 TO DIRECTIONAL DISTRIBUTION 2027
TRUCKS 2007 TO TRUCKS 2027

NOISE STUDY AREA

BEGIN TIP PROJECT U-4700
-L- POC Sta. 36+00.00

FULL CONTROL OF ACCESS IS DEFINED AS CONNECTION TO A ROADWAY PROVIDED ONLY VIA RAMPS AT INTERCHANGES. ALL CROSS-STREETS ARE GRADE-SEPARATED. NO PRIVATE DRIVEWAY CONNECTIONS ALLOWED.

PARTIAL CONTROL OF ACCESS IS DEFINED AS ONE ACCESS POINT PER PARCEL FOR PROPERTIES WITH LARGE ROAD FRONTAGES (FOR EXAMPLE, 2,000 FEET OR MORE). AN ADDITIONAL ACCESS POINT MAY BE CONSIDERED FOR PROPERTIES THAT HAVE ACCESS SUCH AS A SIDE ROAD. ACCESS TO US 321 MAY BE ELIMINATED.

END SECTION A
STA. 280+00 SEE ROLL 2
MATCHLINE -L- STA. 280+00

## LEGEND

- BUILDINGS
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED EASEMENTS (DRAINAGE, CONSTRUCTION, AND UTILITY)
- EXISTING ROADWAY
- EXISTING ROADWAY TO BE REMOVED
- EXISTING ROADWAY TO BE RESURFACED
- PROPOSED ROADWAY
- TEMPORARY ROADWAY (DETOURS
- PROPOSED STRUCTURES, ISLAND, CURB AND GUTTER
- EXISTING STRUCTURES, ISLAND, CURB AND GUTTER TO BE RETAINED
- EXISTING STRUCTURES, ISLAND, CURB AND GUTTER TO BE REMOVED
- FUTURE STRUCTURES, ISLAND, CURB AND GUTTER
- RAILROAD RIGHT OF WAY
- EXISTING UTILITY EASEMENT
- CEMETERIES
- PROPOSED CONTROL OF ACCESS
- PROPOSED PARTIAL CONTROL OF ACCESS
- PROPOSED RIGHT-OF-WAY
- EXISTING CONTROL OF ACCESS
- PROPERTY LINES
- FUTURE LANES
- FUTURE ADT
- NOISE STUDY AREA
- HISTORIC PROPERTY BOUNDARY
- WETLAND LIMITS BOUNDARY
- STREAM BUFFER ZONE
- EXISTING TRAFFIC SIGNAL
- PROPOSED TRAFFIC SIGNAL

TYPICAL SECTION

DIRECTIONAL CROSSOVER WITH MEDIAN U-TURNS

TYPICAL SECTION

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