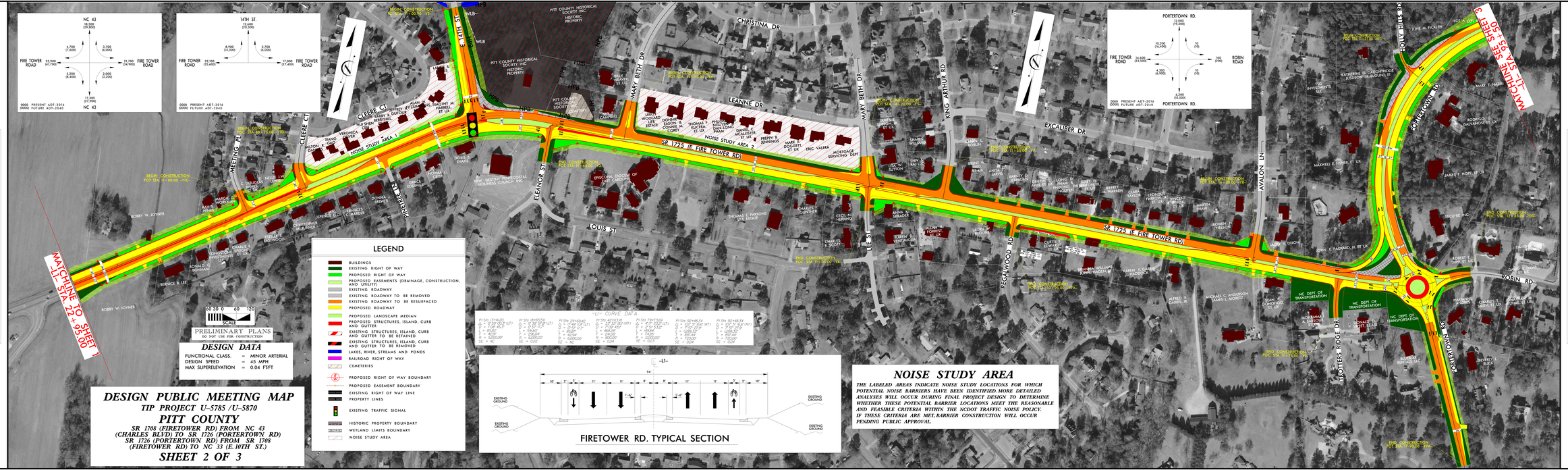
DESIGN PUBLIC MEETING MAP

TIP PROJECT U-5785 /U-5870

PITT COUNTY

SR 1708 (FIRETOWER RD) FROM NC 43
(CHARLES BLVD) TO SR 1726 (PORTERTOWN RD)
SR 1726 (PORTERTOWN RD) FROM SR 1708
(FIRETOWER RD) TO NC 33 (E.10TH ST.)

SHEET 2 OF 3



LEGEND

- BUILDINGS
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED EASEMENTS (DRAINAGE, CONSTRUCTION, UTILITIES)
- EXISTING ROADWAY
- EXISTING ROADWAY TO BE REMOVED
- EXISTING ROADWAY TO BE RESURFACED
- PROPOSED ROADWAY
- PROPOSED LANDSCAPE MEDIAN
- PROPOSED STRUCTURES, ISLAND, CURB AND GUTTER
- EXISTING STRUCTURES, ISLAND, CURB AND GUTTER TO BE RETAINED
- EXISTING STRUCTURES, ISLAND, CURB AND GUTTER TO BE REMOVED
- LAKES, RIVER, STREAMS AND PONDS
- RAILROAD RIGHT OF WAY
- CEMETERIES
- PROPOSED RIGHT OF WAY BOUNDARY
- PROPOSED EASEMENT BOUNDARY
- EXISTING RIGHT OF WAY LINE
- PROPERTY LINES
- EXISTING TRAFFIC SIGNAL
- HISTORIC PROPERTY BOUNDARY
- WETLAND LIMITS BOUNDARY
- NOISE STUDY AREA

DESIGN DATA

FUNCTIONAL CLASS.	=	MINOR ARTERIAL
DESIGN SPEED	=	45 MPH
MAX SUPERELEVATION	=	0.04 FT/FT

-L1- CURVE DATA

PI Sta. 11+46.20	PI Sta. 19+05.54	PI Sta. 24+06.42	PI Sta. 29+03.58	PI Sta. 34+77.55	PI Sta. 52+48.34
Q = 7.08 (LT)	Q = 3.42 (RT)	Q = 14.82 (LT)	Q = 3.42 (RT)	Q = 7.97 (LT)	Q = 7.97 (LT)
T = 109.85	T = 109.85	T = 109.85	T = 109.85	T = 109.85	T = 109.85
L = 219.67	L = 219.67	L = 219.67	L = 219.67	L = 219.67	L = 219.67
R = 5,000.00	R = 6,000.00	R = 6,000.00	R = 5,000.00	R = 5,000.00	R = 5,000.00
SE = NC	SE = 0.02	SE = 0.02	SE = NC	SE = NC	SE = NC
					PI Sta. 52+48.34
					Q = 7.97 (RT)
					T = 109.85
					L = 219.67
					R = 5,000.00
					SE = NC
			PI Sta. 40+03.58	PI Sta. 42+03.58	
			Q = 3.42 (RT)	Q = 3.42 (RT)	
			T = 109.85	T = 109.85	
			L = 219.67	L = 219.67	
			R = 6,000.00	R = 6,000.00	
			SE = 0.02	SE = 0.02	

FIRETOWER RD. TYPICAL SECTION

NOISE STUDY AREA

THE LABELED AREAS INDICATE NOISE STUDY LOCATIONS FOR WHICH POTENTIAL NOISE BARRIERS HAVE BEEN IDENTIFIED.MORE DETAILED ANALYSES WILL OCCUR DURING FINAL PROJECT DESIGN TO DETERMINE WHETHER THESE POTENTIAL BARRIER LOCATIONS MEET THE REASONABLE AND FEASIBLE CRITERIA WITHIN THE NCDOT TRAFFIC NOISE POLICY. IF THESE CRITERIA ARE MET,BARRIER CONSTRUCTION WILL OCCUR PENDING PUBLIC APPROVAL.

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