DESIGN PUBLIC MEETING MAP

PROJECT 50283.1.1(R-5709)

MOORE /HOKE COUNTIES

WIDEN NC 211 TO A MULTI-LANE DIVIDED HIGHWAY
FROM U.S.15-501 IN ABERDEEN (MOORE COUNTY) TO WEST PALMER ST.
(S.R. 1240) – MOCKINGBIRD HILL RD. (S.R. 1311) IN RAEFORD (HOKE COUNTY)

JULY 2019 ROLL 2 OF 4

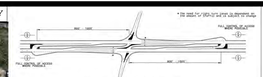
FEBRUARY 2017 NCONEMAP AERIAL PHOTOGRAPHY

DESIGN DATA – MOORE COUNTY

Functional Classification	= MINOR ARTERIAL
Design Speed	= 50 MPH
Maximum Superelevation	= 0.04

DESIGN DATA – HOKE COUNTY

Functional Classification	= MINOR ARTERIAL
Design Speed	= 50 MPH
Maximum Superelevation	= 0.04



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DESIGN DATA – HOKE COUNTY

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LEGEND

- BUILDINGS
- EXISTING RIGHT OF WAY
- EXISTING RAILROAD RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED EASEMENTS (DRAINAGE, CONSTRUCTION, AND UTILITY)
- EXISTING ROADWAY
- EXISTING ROADWAY TO BE RESURFACED
- EXISTING ROADWAY TO BE REMOVED
- PROPOSED ROADWAY
- PROPOSED STRUCTURES, ISLAND, CURB AND GUTTER
- EXISTING STRUCTURES, ISLAND, CURB AND GUTTER TO BE RETAINED
- LAKES, RIVER, STREAMS AND PONDS
- PARKS
- PROPOSED CONTROL OF ACCESS
- PROPOSED PARTIAL CONTROL OF ACCESS
- CEMETERIES
- WETLANDS
- PROPERTY LINES
- CITY, TOWN, & COUNTY LINES

HORIZONTAL SCALE 1" = 200'

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

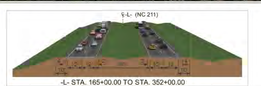
INCOMPLETE PLANS
DO NOT USE FOR RIGHT OF WAY PURCHASE

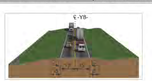
IMPACTS AND DRIVEWAY TIES

LIMITS OF CONSTRUCTION AND THESE IMPACTS SHOWN ON THIS DRAWING ARE BASED ON THE CURRENT STAGE OF DESIGN AND PRELIMINARY GROUND SURVEY. FURTHER DESIGN AND PRELIMINARY GROUND SURVEY MAY BE REQUIRED TO ADDRESS ADDITIONAL ISSUES NOT KNOWN AT THIS TIME. THESE ADDITIONAL ISSUES MAY INCLUDE, BUT NOT LIMITED TO, ADDITIONAL IMPACTS, ACCESS MODIFICATIONS, AND REQUIREMENTS FOR ADDITIONAL RIGHT OF WAY AND EASEMENTS DURING FINAL DESIGN USING FINAL SURVEY.

UTILITY INFORMATION:
TO PROVIDE GREATER VISUAL CLARITY, EXISTING UTILITY INFORMATION HAS BEEN REMOVED FROM THIS MAP. THE LOCATIONS OF OVER HEAD UTILITIES SHOWN ON THIS MAP ARE BASED ON THE CURRENT STAGE OF DESIGN AND PRELIMINARY GROUND SURVEY. FURTHER DESIGN AND PRELIMINARY GROUND SURVEY MAY BE REQUIRED TO ADDRESS ADDITIONAL ISSUES NOT KNOWN AT THIS TIME. THESE ADDITIONAL ISSUES MAY INCLUDE, BUT NOT LIMITED TO, ADDITIONAL UTILITY CONFLICTS, AND REQUIREMENTS FOR ADDITIONAL UTILITY CHANGES DURING FINAL DESIGN.

PARTIAL CONTROL OF ACCESS IS DEFINED AS ONE INTERCHANGE PER MILE, PLUS ADDITIONAL ACCESS POINTS FOR FARMS, FIRE STATIONS, ETC. THAT THE DOT DEEMS NECESSARY. THE PARTIAL CONTROL OF ACCESS ON MOORE AND JONESTOWN ROADS POINT MAY BE ADJUSTED TO ALLOW FOR ACCESS TO THE FUTURE ROUNDABOUT. THE PARK ACCESS TO THE 211 RAFT POINT IS ALSO A FEW





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