PUBLIC HEARING MAP

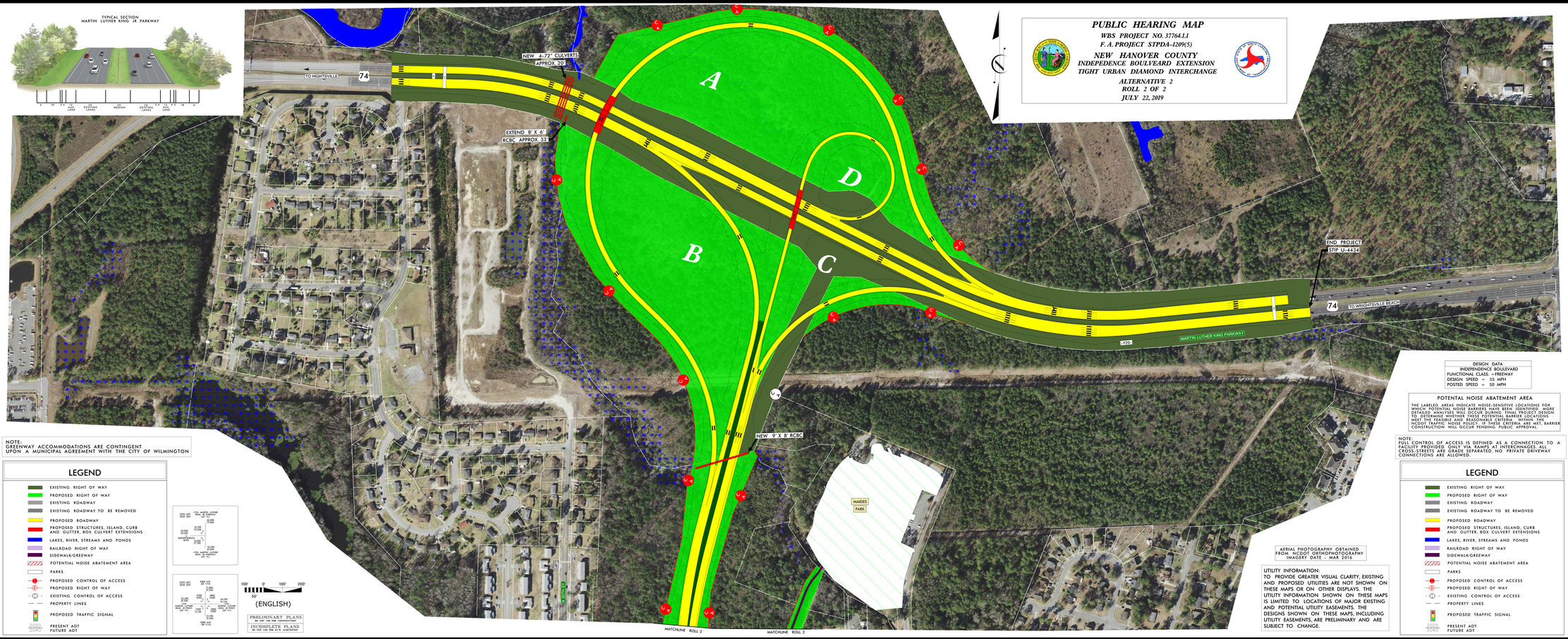
WBS PROJECT NO. 37764.1.1
F.A. PROJECT STPDA-1209(5)

NEW HANOVER COUNTY

INDEPEDENCE BOULVEARD EXTENSION
TIGHT URBAN DIAMOND INTERCHANGE

ALTERNATIVE 2
ROLL 2 OF 2
JULY 22, 2019

TYPICAL SECTION
MARTIN LUTHER KING JR. PARKWAY



NOTE:
GREENWAY ACCOMMODATIONS ARE CONTINGENT UPON A MUNICIPAL AGREEMENT WITH THE CITY OF WILMINGTON

LEGEND

- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- EXISTING ROADWAY
- EXISTING ROADWAY TO BE REMOVED
- PROPOSED ROADWAY
- PROPOSED STRUCTURES, ISLAND, CURB AND GUTTER, BOX CULVERT EXTENSIONS
- LAKES, RIVER, STREAMS AND PONDS
- RAILROAD RIGHT OF WAY
- SIDEWALK/GREEWAY
- POTENTIAL NOISE ABATEMENT AREA
- PARKS
- PROPOSED CONTROL OF ACCESS
- PROPOSED RIGHT OF WAY
- EXISTING CONTROL OF ACCESS
- PROPERTY LINES
- PROPOSED TRAFFIC SIGNAL
- 2020 PRESENT ADT
- 2040 FUTURE ADT

100' 0' 100' 200'
50'
(ENGLISH)

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

INCOMPLETE PLANS
DO NOT USE FOR N.E.P. ANALYSIS

AERIAL PHOTOGRAPHY OBTAINED FROM NCDOT ORTHOPHOTOGRAPHY IMAGERY DATE - MAR 2016

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

DESIGN DATA
INDEPENDENCE BOULEVARD
FUNCTIONAL CLASS. = FREEWAY
DESIGN SPEED = 55 MPH
POSTED SPEED = 50 MPH

POTENTIAL NOISE ABATEMENT AREA

THE LABELED AREAS INDICATE NOISE-SENSITIVE LOCATIONS FOR WHICH NOISE BARRIERS MAY BE CONSIDERED. DURING FINAL PROJECT DETAILED ANALYSES WILL OCCUR DURING FINAL PROJECT DESIGN TO DETERMINE WHETHER THESE POTENTIAL BARRIER LOCATIONS MEET NCDOT NOISE POLICY CRITERIA. IF THESE CRITERIA ARE MET, NCDOT TRAFFIC NOISE POLICY OF THESE CRITERIA ARE MET, BARRIER CONSTRUCTION WILL OCCUR PENDING PUBLIC APPROVAL.

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

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