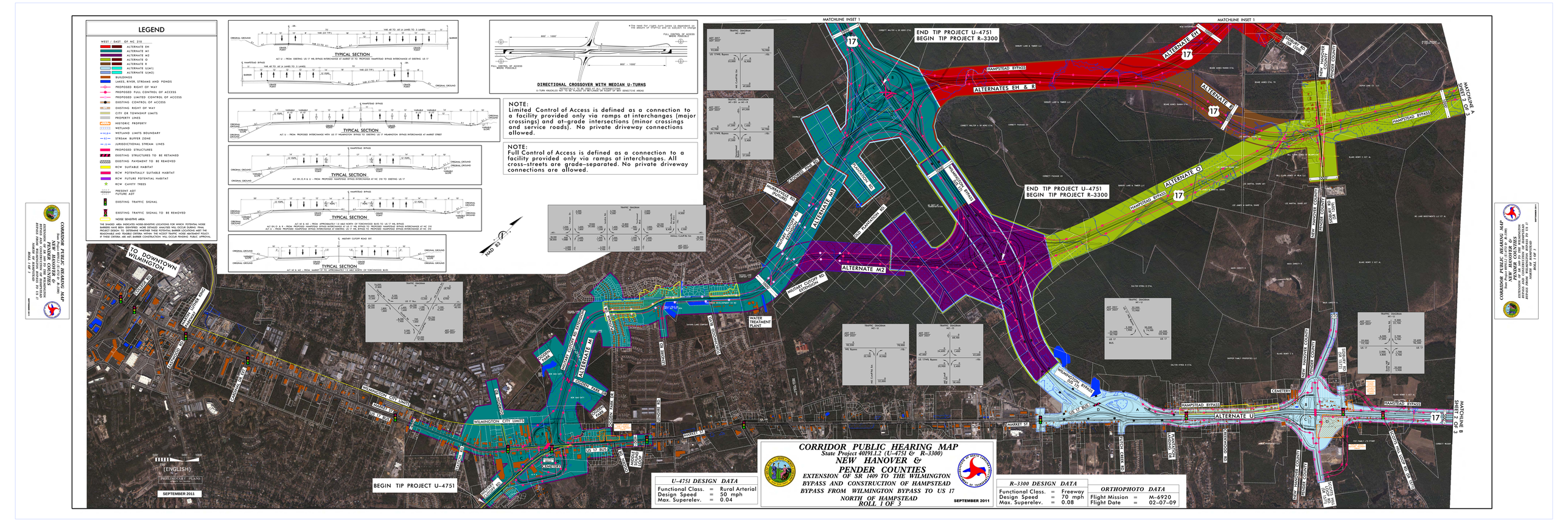

LEGEND
WEST / EAST OF NC 210
ALTERNATE EH
ALTERNATE M1
ALTERNATE M2
ALTERNATE O
ALTERNATE R
ALTERNATE U(M1)
ALTERNATE U(M2)
BUILDINGS
LAKES, RIVER, STREAMS AND PONDS
PROPOSED RIGHT OF WAY
PROPOSED FULL CONTROL OF ACCESS
PROPOSED LIMITED CONTROL OF ACCESS
EXISTING CONTROL OF ACCESS
EXISTING RIGHT OF WAY
CITY OR TOWNSHIP LIMITS
PROPERTY LINES
HISTORIC PROPERTY
WETLAND
WETLAND LIMITS BOUNDARY
STREAM BUFFER ZONE
JURISDICTIONAL STREAM LINES
PROPOSED STRUCTURES
EXISTING STRUCTURES TO BE RETAINED
EXISTING PAVEMENT TO BE REMOVED
RCW SUITABLE HABITAT
RCW POTENTIALLY SUITABLE HABITAT
RCW FUTURE POTENTIAL HABITAT
RCW CAVITY TREES
PRESENT ADT
FUTURE ADT
EXISTING TRAFFIC SIGNAL
EXISTING TRAFFIC SIGNAL TO BE REMOVED
NOISE SENSITIVE AREA
THE SHADED AREA INDICATES NOISE-SENSITIVE 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 CRITERIA FOR FEASIBILITY AND REASONABLENESS. IF THESE CRITERIA ARE MET, BARRIER CONSTRUCTION WILL OCCUR PENDING PUBLIC APPROVAL.
TYPICAL SECTION
ALT U - FROM EXISTING US 17 WB BYPASS INTERCHANGE AT MARKET ST TO PROPOSED HAMPSTEAD BYPASS INTERCHANGE AT EXISTING US 17
TYPICAL SECTION
ALT U - FROM PROPOSED INTERCHANGE WITH US 17 WILMINGTON BYPASS TO EXISTING US 17 WILMINGTON BYPASS INTERCHANGE AT MARKET STREET
TYPICAL SECTION
ALT EH, O, R & U - FROM PROPOSED HAMPSTEAD BYPASS INTERCHANGE AT NC 210 TO EXISTING US 17
TYPICAL SECTION
ALT M1 & M2 - FROM APPROXIMATELY 1.0 MILE NORTH OF TORCHWOOD BLVD TO US 17 WB BYPASS
ALT U - FROM PROPOSED HAMPSTEAD BYPASS INTERCHANGE AT EXISTING US 17 WB BYPASS TO PROPOSED HAMPSTEAD BYPASS INTERCHANGE AT NC 210
TYPICAL SECTION
ALT M1 & M2 - FROM MARKET ST (APPROXIMATELY 0.3 MILE NORTH OF TORCHWOOD BLVD)
DIRECTIONAL CROSSOVER WITH MEDIAN U-TURNS
U-TURN KNUCKLES ADJUSTED AS NEEDED TO AVOID IMPACTS TO ENVIRONMENTALLY SENSITIVE AREAS
NOTE:
Limited Control of Access is defined as a connection to a facility provided only via ramps at interchanges (major crossings) and at-grade intersections (minor crossings and service roads). No private driveway connections allowed.
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.
MATCHLINE INSET 1
MATCHLINE INSET 1
END TIP PROJECT U-4751
BEGIN TIP PROJECT R-3300
END TIP PROJECT U-4751
BEGIN TIP PROJECT R-3300
ALTERNATES EH & R
ALTERNATE EH
ALTERNATE R
ALTERNATE O
ALTERNATE M2
ALTERNATE M1
ALTERNATE U
HAMPSTEAD BYPASS
WILMINGTON BYPASS
MIDPARK CUTOFF RD EXTENSION
MIDPARK CUTOFF RD
HUMPHREYS RD
CONCORD CHURCH RD
CONCORD PKWY
CONCORD RD
TORCHWOOD BLVD
NEW HANOVER COUNTY
PENDER COUNTY
MATCHLINE A SHEET 2 OF 3
MATCHLINE B SHEET 2 OF 3
MATCHLINE A SHEET 3 OF 3
MATCHLINE B SHEET 3 OF 3
TO DOWNTOWN WILMINGTON
COLLEGE RD
MARK TRAIL PKWY
HOLLYWOOD RD
CASTLE HAYNE RD
WILMINGTON CITY LIMITS
MARKET ST
US 17 BUS
BEGIN TIP PROJECT U-4751
SMITH CREEK RD
GORDON RD
CEMETERY
WATER TREATMENT PLANT
MAD 83
(ENGLISH)
PRELIMINARY PLANS
SEPTEMBER 2011
CORRIDOR PUBLIC HEARING MAP
State Project 40191.1.2 (U-4751 & R-3300)
NEW HANOVER & PENDER COUNTIES
EXTENSION OF SR 1409 TO THE WILMINGTON BYPASS AND CONSTRUCTION OF HAMPSTEAD BYPASS FROM WILMINGTON BYPASS TO US 17
NORTH OF HAMPSTEAD
ROLL 1 OF 3
SEPTEMBER 2011
U-4751 DESIGN DATA
Functional Class. = Rural Arterial
Design Speed = 50 mph
Max. Superelev. = 0.04
R-3300 DESIGN DATA
Functional Class. = Freeway
Design Speed = 70 mph
Max. Superelev. = 0.08
ORTHOPHOTO DATA
Flight Mission = M-6920
Flight Date = 02-07-09