PUBLIC HEARING MAP

PROJECT TIP U-2038 WBS 50989

LENOIR COUNTY

NORTH CAROLINA GLOBAL TRANSPARK
RAIL ACCESS ON NEW LOCATION
FROM NGRR MP EC-22A WEST OF KINSTON
TO NORTH CAROLINA GLOBAL TRANSPARK

ROLL 1 OF 2

PROPOSED ALIGN
EXISTING EDGE

LEGEND

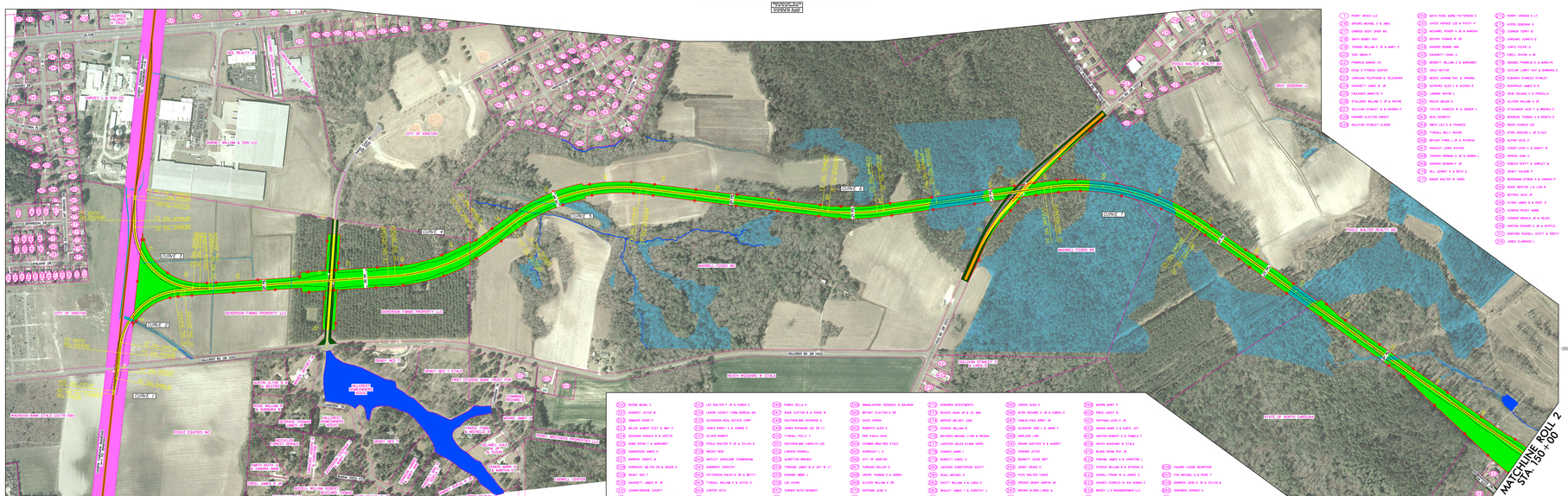
- BUILDINGS
- EXISTING ROADWAY RIGHT OF WAY
- EXISTING ROADWAY - UNDER CONSTRUCTION
- PROPOSED RIGHT OF WAY
- EXISTING ROADWAY
- EXISTING ROADWAY TO BE REMOVED
- EXISTING ROADWAY - UNDER CONSTRUCTION
- EXISTING ROADWAY TO BE RESURFACED
- EXISTING ROADWAY TO BE REPAIRED
- PROPOSED ROADWAY
- PROPOSED RAILROAD
- EXISTING RAILROAD TRACKS
- LAKES, RIVERS, STREAMS AND PONDS
- WETLANDS
- EXISTING RAILROAD RIGHT OF WAY
- PROPERTY LINES
- LIMITS OF CONSTRUCTION
- HIGHWAY CROSSING WITH WARNING DEVICES

PROPOSED SINGLE MAIN TRACK AND SIDING
TYPICAL SECTION

PROPOSED SINGLE MAIN TRACK
TYPICAL SECTION

PROPOSED TYPICAL ROADWAY SECTION
SAND CLAY RD (SR 1553)
SHACKELFORD RD (SR 1607)

PROPOSED TYPICAL ROADWAY SECTION
HULL RD (SR 1557)
DOBBS FARM RD (SR 1573)
ROUSE RD (SR 1572)



CURVE 1	CURVE 2	CURVE 3	CURVE 4	CURVE 5	CURVE 6	CURVE 7	HULL RD CURVE 1	HULL RD CURVE 2
PI Sta 342+53.5	PI Sta 348+56	PI Sta 354+62.8	PI Sta 361+67.3	PI Sta 367+69.8	PI Sta 374+73.3	PI Sta 380+75.8	PI Sta 387+14.3	PI Sta 394+21.4
Δ = 5° 43' 20.0" (LT)	Δ = 4° 58' 38.8"	Δ = 62° 00' 04.0" (LT)	Δ = 50° 50' 52.0" (LT)	Δ = 40° 31' 04.0" (RT)	Δ = 13° 55' 47.0"	Δ = 40° 31' 04.0" (RT)	Δ = 87° 01' 38.0" (LT)	Δ = 90° 40' 16.0" (LT)
D = 1° 50' 00.0"	D = 1° 50' 00.0"	D = 10° 00' 00.0"	D = 5° 50' 00.0"	D = 5° 50' 00.0"	D = 1° 00' 00.0"	D = 5° 50' 00.0"	D = 7° 00' 00.0"	D = 4° 00' 00.0"
L = 312.21'	L = 199.26'	L = 620.00'	L = 1000.00'	L = 1000.00'	L = 1432.39'	L = 1432.39'	L = 1221.05'	L = 1413.27'
T = 156.22'	T = 100.00'	L = 620.00'	L = 1000.00'	L = 1000.00'	L = 1432.39'	L = 1432.39'	L = 1221.05'	L = 1413.27'
R = 1146.89'	R = 1146.89'	R = 573.69'	R = 1432.39'	R = 1432.39'	R = 1146.28'	R = 1146.28'	R = 1146.28'	R = 1146.28'
SE = 0.04'	SE = 0.04'	SE = 0.04'	SE = 0.04'	SE = 0.04'	SE = 0.04'	SE = 0.04'	SE = 0.04'	SE = 0.04'
V = 45 MPH	V = 20 MPH	V = 10 MPH	V = 25 MPH	V = 25 MPH	V = 25 MPH	V = 25 MPH	V = 25 MPH	V = 25 MPH

LEGEND

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TYPICAL SECTION

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