ALTERNATIVE A

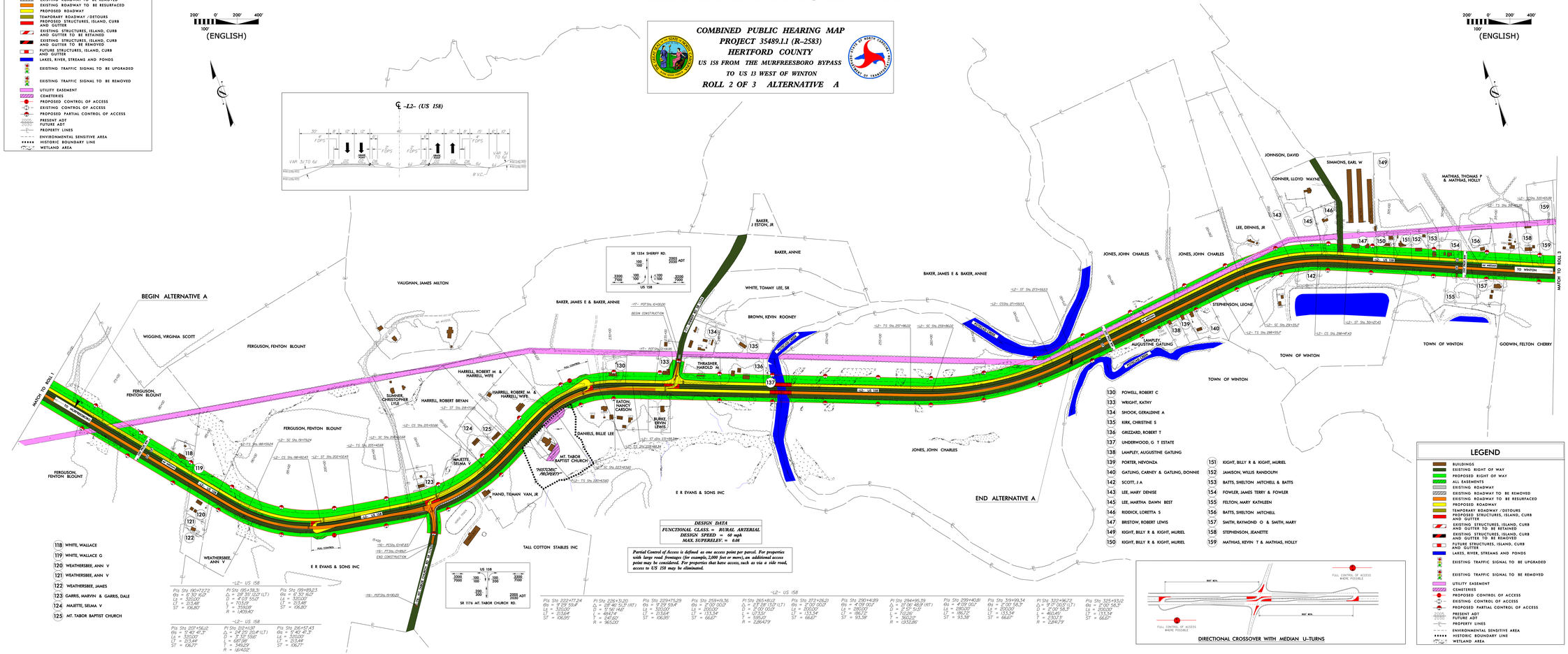
PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

200' 0' 200' 400'
100'
(ENGLISH)

COMBINED PUBLIC HEARING MAP
PROJECT 35489.1.1 (R-2583)
HERTFORD COUNTY
US 158 FROM THE MURFREESBORO BYPASS
TO US 13 WEST OF WINTON
ROLL 2 OF 3 ALTERNATIVE A

LEGEND

- BUILDINGS
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- ALL EASEMENTS
- EXISTING ROADWAY
- EXISTING ROADWAY TO BE REMOVED
- EXISTING ROADWAY TO BE RESURFACED
- PROPOSED ROADWAY
- TEMPORARY ROADWAY / DETOURS
- PROPOSED STRUCTURES, ISLAND, CURB AND GUTTER
- EXISTING STRUCTURES, ISLAND, CURB AND GUTTER TO BE RETAINED
- EXISTING STRUCTURES, ISLAND, CURB AND GUTTER TO BE REMOVED
- FUTURE STRUCTURES, ISLAND, CURB AND GUTTER
- LAKES, RIVER, STREAMS AND PONDS
- EXISTING TRAFFIC SIGNAL TO BE UPGRADED
- EXISTING TRAFFIC SIGNAL TO BE REMOVED
- UTILITY EASEMENT
- CEMETERIES
- PROPOSED CONTROL OF ACCESS
- EXISTING CONTROL OF ACCESS
- PROPOSED PARTIAL CONTROL OF ACCESS
- 2005 PRESENT ADT / 2030 FUTURE ADT
- PROPERTY LINES
- ENVIRONMENTAL SENSITIVE AREA
- HISTORIC BOUNDARY LINE
- WETLAND AREA



DESIGN DATA
FUNCTIONAL CLASS. = RURAL ARTERIAL
DESIGN SPEED = 60 mph
MAX.SUPERELEV. = 0.08

Partial Control of Access is defined as one access point per parcel. For properties with large road frontages (for example, 2,000 feet or more), an additional access point may be considered. For properties that have access, such as via a side road, access to US 158 may be eliminated.

Pi Sta 190+17.72 Δs = 6° 30' 16.0" Ls = 320.00' LT = 213.48' ST = 106.80'	Pi Sta 195+58.51 Δs = 28° 19' 10.2" (LT) D = 4° 03' 55.0" Ls = 700.00' T = 353.08' R = 1,409.87'	Pi Sta 199+89.23 Δs = 6° 30' 16.0" Ls = 320.00' LT = 213.48' ST = 106.80'
Pi Sta 207+56.12 Δs = 3° 42' 41.3" Ls = 320.00' LT = 213.44' ST = 106.77'	Pi Sta 212+11.37 Δs = 34° 25' 20.4" (LT) D = 4° 03' 55.0" Ls = 687.58' T = 349.29' R = 1,409.87'	Pi Sta 216+57.43 Δs = 3° 42' 41.3" Ls = 320.00' LT = 213.44' ST = 106.77'

-L2- US 158

Pi Sta 222+17.24 Δs = 9° 09' 59.4" Ls = 320.00' LT = 213.64' ST = 106.85'	Pi Sta 226+51.20 Δs = 68° 46' 16.3" (RT) D = 5° 56' 14.0" L = 484.47' T = 247.60' R = 965.00'	Pi Sta 229+75.29 Δs = 9° 09' 59.4" Ls = 320.00' LT = 213.64' ST = 106.85'	Pi Sta 259+19.36 Δs = 0° 00' 00.0" Ls = 800.00' LT = 133.34' ST = 66.67'	Pi Sta 265+61.12 Δs = 12° 28' 13.2" (LT) D = 3° 01' 00.0" L = 1,173.51' T = 589.69' R = 1,264.79'	Pi Sta 272+26.21 Δs = 0° 00' 00.0" Ls = 200.00' LT = 133.34' ST = 66.67'	Pi Sta 290+41.89 Δs = 4° 09' 00.0" Ls = 280.00' LT = 186.72' ST = 93.38'	Pi Sta 294+95.19 Δs = 51° 06' 48.9" (RT) D = 3° 57' 51.5" L = 712.26' T = 369.62' R = 1,353.86'	Pi Sta 299+40.81 Δs = 4° 09' 00.0" Ls = 280.00' LT = 186.72' ST = 93.38'	Pi Sta 319+99.34 Δs = 2° 00' 58.3" Ls = 200.00' LT = 133.34' ST = 66.67'	Pi Sta 322+96.72 Δs = 9° 17' 00.5" (LT) D = 2° 00' 58.3" L = 460.46' T = 230.73' R = 2,842.79'	Pi Sta 325+93.12 Δs = 2° 00' 58.3" Ls = 200.00' LT = 133.34' ST = 66.67'

DIRECTIONAL CROSSOVER WITH MEDIAN U-TURNS

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