COMBINED PUBLIC HEARING MAP

PROJECT 34871.1.1 (U-2826B)
F.A. PROJECT # NHF – 52(4)

FORSYTH COUNTY

US 52 OPERATIONAL IMPROVEMENTS FROM I-40 BYPASS TO NC 65*
ROLL 1 OF 4

ALTERNATIVE 9
(PREFERRED ALTERNATIVE)

*STUDY AREA AS LISTED INCLUDES INTELLIGENT TRANSPORTATION SYSTEM IMPROVEMENTS, WHICH ARE NOT SHOWN ON THIS MAP.

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
- RAILROAD RIGHT OF WAY
- PROPOSED CONTROL OF ACCESS
- EXISTING CONTROL OF ACCESS
- PRESENT ADT / FUTURE ADT
- PROPERTY LINES
- RAILROAD
- HISTORIC BOUNDARY
- PROJECT U-2826A
- PROPOSED TRAFFIC SIGNAL
- EXISTING TRAFFIC SIGNAL
- EXISTING TRAFFIC SIGNAL TO BE REMOVED

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

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

US 52

FUNCTIONAL CLASS. = FREEWAY
DESIGN SPEED = 60 MPH
MAX. SUPERELEVATION = MATCH EXISTING

-L- Pts Sta 36+83.49 PI Sta 41+98.08 Pts Sta 47+40.05
Rt = 10° 00' 00" D = 4° 30' 00" Rt = 4° 30' 00"
Δ = 90.00° Δ = 90.00° (LT) Δ = 90.00°
LT = 500.00' T = 500.00' LT = 500.00'
ST = 500.00' LC = 494.56' ST = 500.00'
R = 1,909.24'

Pts Sta 68+84.48 PI Sta 72+40.68 Pts Sta 77+87.74
Rt = 10° 00' 00" D = 4° 30' 00" (RT) Rt = 4° 00' 00"
Δ = 90.00° R = 1,432.39' Δ = 90.00°
LT = 396.82' Δ = 90.00° LT = 396.82'
ST = 113.41' T = 500.00' ST = 113.41'
R = 1,909.86'

-L- POS Sta. 49+01.09 SB
TIE TO EXISTING CURB

-L- Sta. 41+53.00 NB (44' RT)
BEGIN CONSTRUCTION

-L- POS Sta. 47+65.00 NB (44' RT)
TIE TO EXISTING CURB

BEGIN PROJECT U-2826B
BEGIN CONSTRUCTION
-L- Sta. 33+20.95 SB

TO LEXINGTON

TO STATESVILLE

-L- POCSta. 69+68.21 SB
TIE TO EXISTING CURB

-L- POCSta. 68+17.66 NB
TIE TO EXISTING CURB

TO BE CONVERTED FROM ONE-WAY TO TWO-WAY

-L- Sta. 90+40.00 NB
END CONSTRUCTION

-L- Sta. 93+50.00 SB
END CONSTRUCTION

-Y7- POT Sta. 16+41.36 =
-MLK- POT Sta. 21+39.81

-MLKRA- POTSta. 20+99.26 =
-MLK- Sta. 32+90.02

-MLKRB- POTSta. 25+27.23 =
-MLK- Sta. 34+76.80

-MLK R4- PCSta. 17+63.16
BEGIN CONSTRUCTION
TIE TO EXISTING

TO MOUNT AIRY

TO GREENSBORO

MATCH TO ROLL 4 OF 4

MATCH TO ROLL 2 OF 4

-MLK- MARTIN LUTHER KING JR. DRIVE
DHV = 8%
D = 60%
DUAL = X%
TT(T) = X%
5000 9400

-MLKRA- MARTIN LUTHER KING JR. DRIVE, RAMP A
DHV = 8%
D = 60%
DUAL = X%
TT(T) = X%
400 700 5800

LINDEN STREET
400 700 6100

US 52 NB RAMPS
5000 8100

DHV = 8%
D = 60%
DUAL = X%
TT(T) = X%
5000 9400

DHV = 8%
D = 70% + 5X%
DUAL = X%
TT(T) = X%
6300 9800

-MLK- MARTIN LUTHER KING JR. DRIVE

DHV = 8%
D = 60%
DUAL = X%
TT(T) = X%
5000 8800

DHV = 8%
D = 60%
DUAL = X%
TT(T) = X%
400 700 5800

DHV = 8%
D = 60%
DUAL = X%
TT(T) = X%
5000 8100

DHV = 8%
D = 70% + 5X%
DUAL = X%
TT(T) = X%
6300 9800

-MLK- MARTIN LUTHER KING JR. DRIVE

TYPICAL SECTION
US 52 AT STADIUM DRIVE INTERCHANGE

℄ US 52
SBL NBL
VAR 4'-0" PAVED SHLDER
VAR 4'-0" PAVED SHLDER
VAR 2'-0" PAVED SHLDER
VAR 2'-0" PAVED SHLDER
12' TRAVEL LANES
12' TRAVEL LANES
12' INSIDE
12' INSIDE
VAR 4'-0" PAVED SHLDER
VAR 4'-0" PAVED SHLDER
VAR 2'-0" PAVED SHLDER
VAR 2'-0" PAVED SHLDER
ORIGINAL GROUND
SLOPE VARIES
SLOPE VARIES
SLOPE VARIES
SLOPE VARIES
ORIGINAL GROUND
ORIGINAL GROUND
ORIGINAL GROUND

TYPICAL SECTION
US 52 FROM GREYHOUND COURT TO MARTIN LUTHER KING JR. DRIVE

℄ US 52
SBL NBL
VAR 4'-0" PAVED SHLDER
VAR 4'-0" PAVED SHLDER
VAR 2'-0" PAVED SHLDER
VAR 2'-0" PAVED SHLDER
12' TRAVEL LANES
12' TRAVEL LANES
12' INSIDE
12' INSIDE
VAR 4'-0" PAVED SHLDER
VAR 4'-0" PAVED SHLDER
VAR 2'-0" PAVED SHLDER
VAR 2'-0" PAVED SHLDER
ORIGINAL GROUND
SLOPE VARIES
SLOPE VARIES
SLOPE VARIES
SLOPE VARIES
ORIGINAL GROUND
ORIGINAL GROUND
ORIGINAL GROUND