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 3 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

PI Sta 216+20.50
Δ = 27°49'23.8" (RT)
D = 4°00.0000"
L = 1,539.60
T = 709.58
R = 1,284.79

PI= Sta 224+15.12
Δ = 8°18.0000"
D = 3°30.00"
LT = 1,201.04
ST = 1103.71

-L- PT Sta 184+17.06

-L- TS Sta 205+18.02

-L- SC Sta 209+19.22

-L- CS Sta 223+03.08

-L- ST Sta 226+33.08

-L- TS Sta 244+24.20

-L- SC Sta 248+24.20

US52 SB DETOUR

-AKRRB- CSSta. 15+42.11
BEGIN CONSTRUCTION
TIE TO EXISTING

-Y6- POC Sta. 10+25.00
BEGIN CONSTRUCTION

-Y2- POTSta. 15+55.46
END CONSTRUCTION
TIE TO EXISTING

END PROJECT U–2826A
END F.A. PROJECT NHF–52 (14)
–L– STATION 64+00.00 =
PROJECT U–2826B
–L– STATION 207+42.77

END PROJECT U–2826B
END CONSTRUCTION
–AKRRA– Sta. 17+06.33 =
–L– Sta. 231+42.52
TIE TO EXISTING

-Y1- AKRON DRIVE
DHV = 4% DD = 60% D = 60% DUAL = 0 TTST = 0%
4000 4800 600 700 5000 6000
-AKRRB- AKRON DRIVE RAMP B
6500 8700 1300 1500
2300 2600 500 1800
-AKRRA- AKRON DRIVE RAMP A
DHV = 10% DD = 55% D = 55% DUAL = 0 TTST = 0%
14000 19000
DHV = 8% DD = 60% D = 60% DUAL = 0 TTST = 0%
5000 19000 1000 2000
DHV = 8% DD = 60% D = 60% DUAL = 0 TTST = 0%
3000 5000
-Y1- AKRON DRIVE

TYPICAL SECTION
LEO STREET –Y2–

TO LEXINGTON

MATCH TO ROLL 2 OF 4

PAVEMENT REMOVAL

NORFOLK SOUTHERN RAILROAD

LIBERTY STREET

N. PATTERSON AVENUE

LEO STREET

SHERATON STREET

GLENN AVENUE

JONES AVENUE

HEMLOCK DRIVE

TIMBERLOOKS DRIVE

PRIDDY STREET

MINERAL AVENUE

MENDON STREET

-Y1- AKRON DRIVE

-Y2- LEO STREET

-Y6- SHERATON STREET

-L- US 52 SBL

-L- US 52 NBL