

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION
INCOMPLETE PLANS
DO NOT USE FOR R.F.P. ACQUISITION

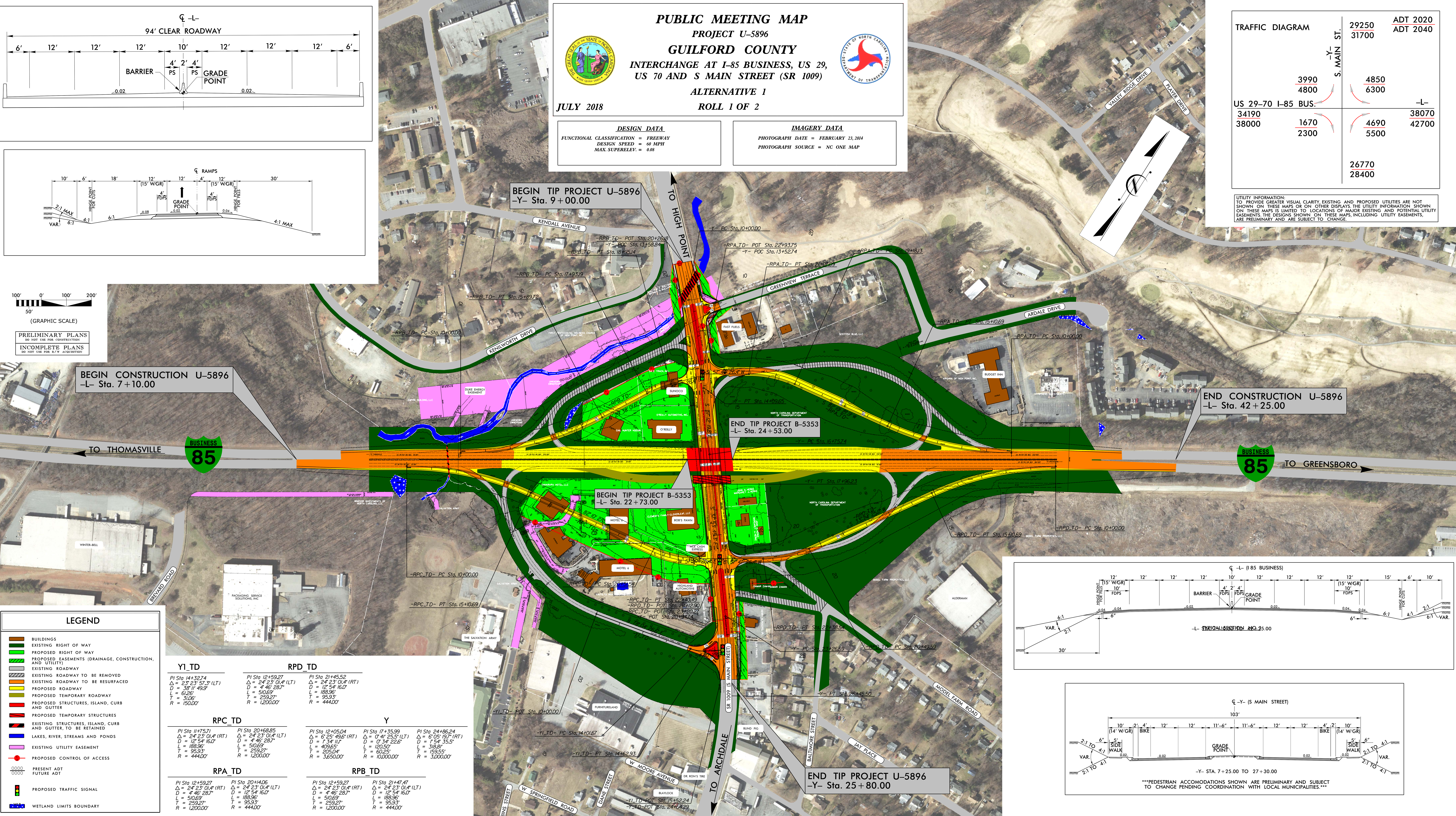
PUBLIC MEETING MAP
PROJECT U-5896
GUILFORD COUNTY
INTERCHANGE AT I-85 BUSINESS, US 29,
US 70 AND S MAIN STREET (SR 1009)
ALTERNATIVE 1
ROLL 1 OF 2

JULY 2018

DESIGN DATA FUNCTIONAL CLASSIFICATION = FREEWAY DESIGN SPEED = 60 MPH MAX. SUPERELEV. = 0.08	IMAGERY DATA PHOTOGRAPH DATE = FEBRUARY 23, 2014 PHOTOGRAPH SOURCE = NC ONE MAP
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TRAFFIC DIAGRAM	29250 31700	ADT 2020 ADT 2040
	3990 4800	4850 6300
US 29-70 I-85 BUS.	34190 38000	-L- 38070 42700
	1670 2300	4690 5500
	26770 28400	

UTILITY INFORMATION:
TO PROVIDE GREATER VISUAL CLARITY, EXISTING AND PROPOSED UTILITIES ARE NOT SHOWN ON THESE MAPS OR ON OTHER DISPLAYS. THE UTILITY INFORMATION SHOWN ON THESE MAPS IS LIMITED TO LOCATIONS OF MAJOR EXISTING AND POTENTIAL EASEMENTS. THE DESIGNS SHOWN ON THESE MAPS, INCLUDING UTILITY EASEMENTS, ARE PRELIMINARY AND ARE SUBJECT TO CHANGE.



BEGIN CONSTRUCTION U-5896
-L- Sta. 7+10.00

BEGIN TIP PROJECT U-5896
-Y- Sta. 9+00.00

BEGIN TIP PROJECT B-5353
-L- Sta. 22+73.00

END TIP PROJECT B-5353
-L- Sta. 24+53.00

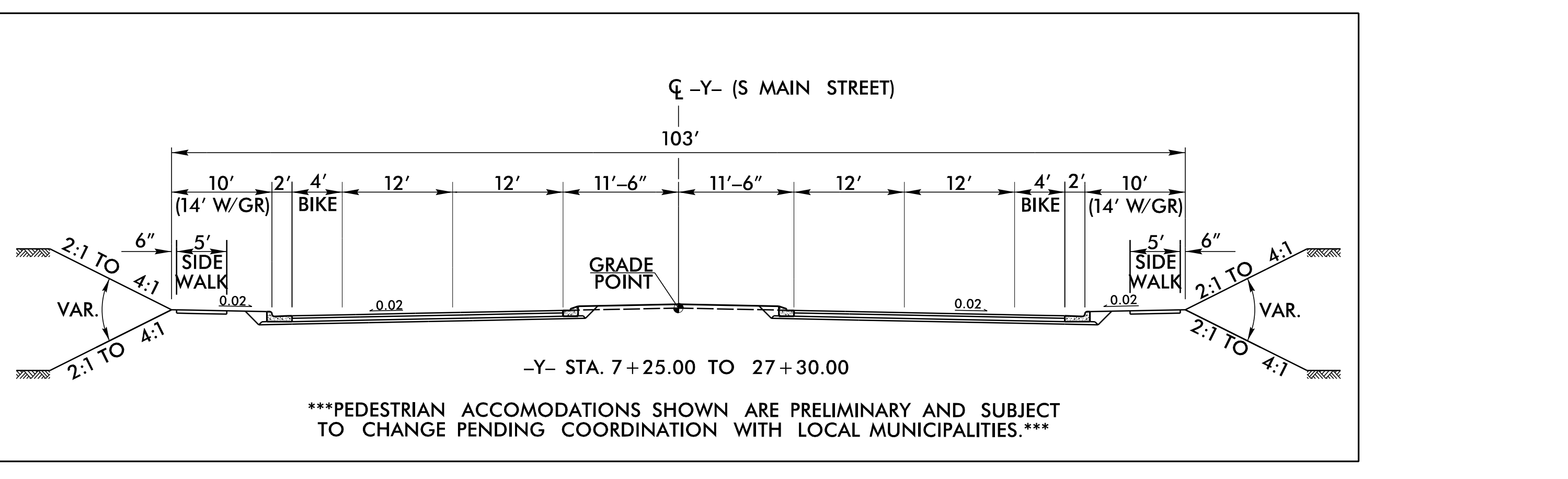
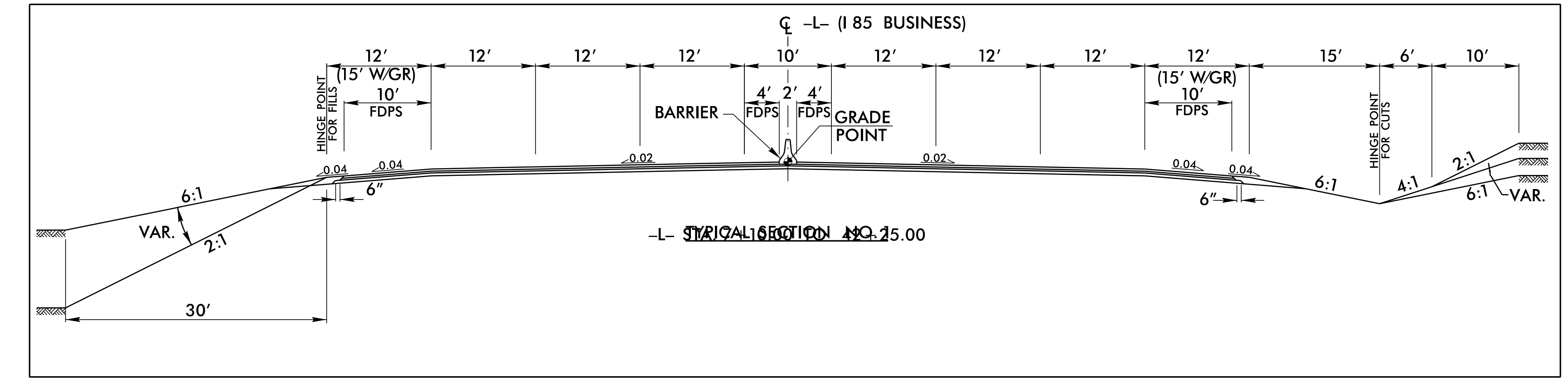
END CONSTRUCTION U-5896
-L- Sta. 42+25.00

END TIP PROJECT U-5896
-Y- Sta. 25+80.00

LEGEND

- BUILDINGS
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- PROPOSED EASEMENTS (DRAINAGE, CONSTRUCTION, AND UTILITY)
- EXISTING ROADWAY
- EXISTING ROADWAY TO BE REMOVED
- EXISTING ROADWAY TO BE RESURFACED
- PROPOSED ROADWAY
- PROPOSED TEMPORARY ROADWAY
- PROPOSED STRUCTURES, ISLAND, CURB AND GUTTER
- PROPOSED TEMPORARY STRUCTURES
- EXISTING STRUCTURES, ISLAND, CURB AND GUTTER, TO BE RETAINED
- LAKES, RIVER, STREAMS AND PONDS
- EXISTING UTILITY EASEMENT
- PROPOSED CONTROL OF ACCESS
- PRESENT ADT
- FUTURE ADT
- PROPOSED TRAFFIC SIGNAL
- WETLAND LIMITS BOUNDARY

Y1_TD PI Sta. 14+32.74 $\Delta = 23' 23" 57.3" (LT)$ $D = 38' 11" 49.5"$ $L = 61.26'$ $T = 31.06'$ $R = 150.00'$	RPD_TD PI Sta. 12+59.27 $\Delta = 24' 23" 01.4" (LT)$ $D = 4' 46" 28.7"$ $L = 510.69'$ $T = 259.27'$ $R = 1200.00'$	RPC_TD PI Sta. 11+75.71 $\Delta = 24' 23" 01.4" (RT)$ $D = 12' 54" 16.0"$ $L = 188.96'$ $T = 95.93'$ $R = 444.00'$	RPA_TD PI Sta. 12+59.27 $\Delta = 24' 23" 01.4" (RT)$ $D = 4' 46" 28.7"$ $L = 510.69'$ $T = 259.27'$ $R = 1200.00'$	Y PI Sta. 12+05.04 $\Delta = 6' 25" 49.5" (RT)$ $D = 1' 34" 22.5"$ $L = 188.96'$ $T = 205.04'$ $R = 3650.00'$	Y PI Sta. 17+35.99 $\Delta = 0' 41" 25.5" (LT)$ $D = 12' 54" 16.0"$ $L = 409.65'$ $T = 60.25'$ $R = 10,000.00'$	Y PI Sta. 24+86.24 $\Delta = 6' 05" 19.7" (RT)$ $D = 1' 54" 35.5"$ $L = 318.81'$ $T = 159.55'$ $R = 3,000.00'$
RPB_TD PI Sta. 20+14.06 $\Delta = 24' 23" 01.4" (LT)$ $D = 4' 46" 28.7"$ $L = 510.69'$ $T = 259.27'$ $R = 444.00'$	Y PI Sta. 21+47.47 $\Delta = 24' 23" 01.4" (RT)$ $D = 12' 54" 16.0"$ $L = 188.96'$ $T = 95.93'$ $R = 444.00'$					



PEDESTRIAN ACCOMMODATIONS SHOWN ARE PRELIMINARY AND SUBJECT TO CHANGE PENDING COORDINATION WITH LOCAL MUNICIPALITIES.