














LEGEND

-  BUILDINGS
-  EXISTING RIGHT OF WAY
-  PROPOSED RIGHT OF WAY
-  PROPOSED EASEMENTS (DRAINAGE, CONSTRUCTION, AND UTILITY)
-  EXISTING ROADWAY
-  EXISTING ROADWAY TO BE RESURFACED
-  PROPOSED ROADWAY
-  PROPOSED STRUCTURES, ISLAND, CURB AND GUTTER
-  EXISTING STRUCTURES, ISLAND, CURB AND GUTTER TO BE RETAINED
-  EXISTING STRUCTURES, ISLAND, CURB AND GUTTER TO BE REMOVED
-  PROPERTY LINES
-  HISTORIC PROPERTY BOUNDARY
-  PROPOSED TRAFFIC SIGNAL

PUBLIC MEETING MAP
PROJECT R-5725
GUILFORD COUNTY
PROPOSED IMPROVEMENTS TO NC 68 FROM
FOGLEMAN ROAD (SR 2129) TO NC 150/OAK RIDGE
ROAD (SR 2137)
ALTERNATE 2



<p>-L1-</p> <p>PI Sta 13+11.43 Δ = 0° 29' 23.8" (LT) D = 0' 04' 43.2" L = 622.85' T = 311.43' R = 72838.42' S_v = Exist.</p>	<p>-L2-</p> <p>PI Sta 20+45.17 Δ = 28° 04' 21.0" (LT) D = 17' 05' 54.9" L = 146.99' T = 75.00' R = 300.00' S_v = NC</p>	<p>-L2-</p> <p>PI Sta 10+75.00 Δ = 28° 04' 21.0" (RT) D = 17' 05' 54.9" L = 146.99' T = 75.00' R = 300.00'</p>	<p>-L2-</p> <p>PI Sta 14+20.93 Δ = 1° 32' 26.8" (LT) D = 0' 39' 49.7" L = 232.1' T = 116.06' R = 8,651.32'</p>			
<p>-L3-</p> <p>PI Sta 15+74.82 Δ = 8° 13' 31.3" (RT) D = 2° 24' 22.1" L = 75.86' T = 37.93' R = 2,381.22'</p>	<p>-L2-</p> <p>PI Sta 25+10.49 Δ = 5° 07' 59.8" (RT) D = 3° 22' 13.2" L = 270.99' T = 135.78' R = 1700.00'</p>	<p>-L3-</p> <p>PI Sta 27+57.35 Δ = 22° 11' 20.9" (LT) D = 9° 32' 57.5" L = 232.36' T = 117.66' R = 600.00'</p>	<p>-L3-</p> <p>PI Sta 11+17.47 Δ = 22° 09' 20.0" (RT) D = 9° 32' 57.5" L = 232.0' T = 117.47' R = 600.00'</p>			
<p>-L3-</p> <p>PI Sta 13+54.29 Δ = 8° 13' 40.9" (RT) D = 3° 22' 13.2" L = 244.13' T = 122.28' R = 1700.00'</p>	<p>-L2A-</p> <p>PI Sta 27+46.42 Δ = 5° 07' 51.4" (RT) D = 3° 40' 12.0" L = 470.57' T = 235.23' R = 2,453.91'</p>	<p>-L2B-</p> <p>PI Sta 11+76.02 Δ = 17° 21' 04.4" (RT) D = 7° 15' 00.0" L = 103.38' T = 51.70' R = 2,000.00'</p>	<p>-L2C-</p> <p>PI Sta 13+12.01 Δ = 68° 46' 43.9" (LT) D = 57° 16' 44.8" L = 116.55' T = 65.91' R = 100.00'</p>			
<p>-Y2A-</p> <p>PI Sta 18+79.58 Δ = 12° 08' 44.0" (LT) D = 6° 01' 52.1" L = 201.38' T = 101.07' R = 950.00' S_v = Exist.</p>	<p>-Y2A-</p> <p>PI Sta 22+07.68 Δ = 14° 57' 51.5" (RT) D = 8° 11' 06.4" L = 182.92' T = 91.93' R = 700.00' S_v = 4%</p>	<p>-Y2A-</p> <p>PI Sta 25+51.28 Δ = 25° 31' 43.6" (LT) D = 28° 38' 52.4" L = 183.07' T = 91.93' R = 200.00' S_v = 3%</p>	<p>-Y2B-</p> <p>PI Sta 10+64.24 Δ = 35° 36' 48.8" (RT) D = 28° 38' 52.4" L = 124.31' T = 64.24' R = 200.00'</p>	<p>-Y2B-</p> <p>PI Sta 11+76.02 Δ = 2° 57' 42.3" (RT) D = 2° 57' 53.2" L = 103.38' T = 51.70' R = 2,000.00'</p>	<p>-Y2C-</p> <p>PI Sta 14+59.82 Δ = 28° 38' 52.4" L = 116.55' T = 65.91' R = 200.00'</p>	<p>-Y2C-</p> <p>PI Sta 21+14.11 Δ = 5° 40' 45.2" (LT) D = 1° 35' 53.2" L = 355.37' T = 177.83' R = 3,985.20'</p>
<p>-RABT1-</p> <p>PI Sta 10+00.00 Δ = 360° 00' 00.0" (LT) D = 143' 14' 22.0" L = 0.00' T = 0.00' R = 40.00'</p>	<p>-RABT2-</p> <p>PI Sta 10+00.00 Δ = 360° 00' 00.0" (LT) D = 143' 14' 22.0" L = 251.33' T = 0.00' R = 40.00'</p>	<p>-RABT3-</p> <p>PI Sta 10+00.00 Δ = 360° 00' 00.0" (LT) D = 143' 14' 22.0" L = 251.33' T = 0.00' R = 40.00'</p>	<p>-DRIVE1-</p> <p>PI Sta 11+34.07 Δ = 46° 02' 11.1" (LT) D = 57' 17' 44.8" L = 80.35' T = 42.49' R = 100.00'</p>	<p>-DRIVE2-</p> <p>PI Sta 10+40.49 Δ = 44° 05' 26.3" (RT) D = 57' 17' 44.8" L = 76.95' T = 40.49' R = 100.00'</p>		

1" = 100'
(ENGLISH)

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

INCOMPLETE PLANS
DO NOT USE FOR PERMITS OR ADJUSTMENTS

DESIGN DATA

FUNCTIONAL CLASS: RURAL PRINCIPAL ARTERIAL
DESIGN SPEED: 45 MPH
MAXIMUM SUPERELEVATION: 4%

DATE OF ORTHOPHOTOGRAPHY: 2018

