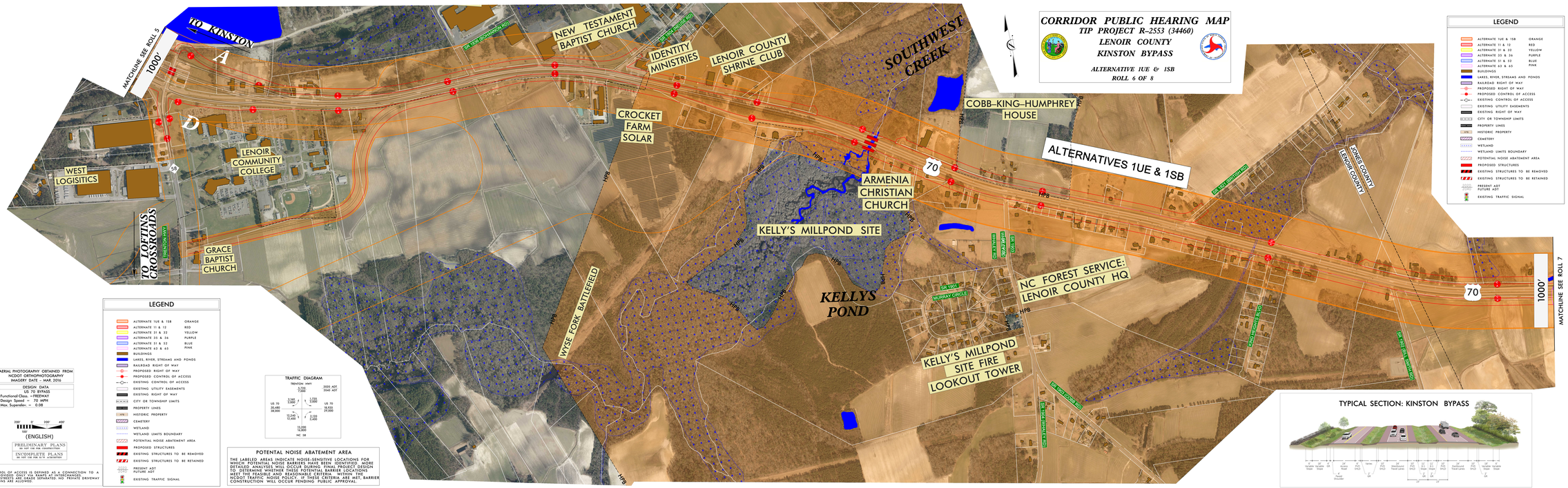
CORRIDOR PUBLIC HEARING MAP

TIP PROJECT R-2553 (34460)
LENOIR COUNTY
KINSTON BYPASS

ALTERNATIVE 1UE & 1SB
ROLL 6 OF 8



LEGEND

ALTERNATE 1UE & 1SB	ORANGE
ALTERNATE 1I & 1J	RED
ALTERNATE 2I & 2J	YELLOW
ALTERNATE 3S & 3A	PURPLE
ALTERNATE 5I & 5J	BLUE
ALTERNATE 6S & 6S	PINK
BUILDINGS	
LAKES, RIVER, STREAMS AND PONDS	
RAILROAD RIGHT OF WAY	
PROPOSED RIGHT OF WAY	
PROPOSED CONTROL OF ACCESS	
EXISTING CONTROL OF ACCESS	
EXISTING UTILITY EASEMENTS	
EXISTING RIGHT OF WAY	
CITY OR TOWNSHIP LIMITS	
PROPERTY LINES	
HISTORIC PROPERTY	
CEMETERY	
WETLAND	
WETLAND LIMITS BOUNDARY	
POTENTIAL NOISE ABATEMENT AREA	
PROPOSED STRUCTURES	
EXISTING STRUCTURES TO BE REMOVED	
EXISTING STRUCTURES TO BE RETAINED	
PRESENT ADT / FUTURE ADT	
EXISTING TRAFFIC SIGNAL	

AERIAL PHOTOGRAPHY OBTAINED FROM:
NCDOT ORTHOPHOTOGRAPHY
IMAGERY DATE – MAR 2016

DESIGN DATA
US 70 BYPASS
Functional Class. – FREEWAY
Design Speed = 70 MPH
Max. Superelev. = 0.08

200' 0' 200' 400'
1" = 100'
(ENGLISH)

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

NOTE:
FULL CONTROL OF ACCESS IS DEFINED AS A CONNECTION TO A GRADE SEPARATED INTERCHANGE OR A RIGHT-IN/RIGHT-OUT. ALL CROSS-STREETS ARE GRADE SEPARATED. NO PRIVATE DRIVEWAY CONNECTIONS ARE ALLOWED.

TRAFFIC DIAGRAM

TRENTON HWY

	5,250 / 7,000			2029 ADT / 2040 ADT
US 70 / 30,480 / 38,000	3,360 / 5,000	12,240 / 17,400	3,120 / 5,000	US 70 / 18,920 / 29,000
			10,200 / 16,800	

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POTENTIAL NOISE ABATEMENT AREA

THE LABELED AREAS INDICATE NOISE-SENSITIVE LOCATIONS FOR WHICH POTENTIAL NOISE BARRIERS HAVE BEEN IDENTIFIED. MORE DETAILED NOISE STUDIES WILL BE PERFORMED DURING DESIGN TO DETERMINE WHETHER THESE POTENTIAL BARRIER LOCATIONS MEET THE FEASIBLE AND REASONABLE CRITERIA. WITHIN THE NCDOT TRAFFIC NOISE POLICY, IF THESE CRITERIA ARE MET, BARRIER CONSTRUCTION WILL OCCUR PENDING PUBLIC APPROVAL.

TYPICAL SECTION: KINSTON BYPASS

10' Outer Shoulder
8' Inner Shoulder
12' Median
Varies
12' Median
10' Outer Shoulder
12' Travel Lane
12' Travel Lane
12' Travel Lane
12' Travel Lane
10' Outer Shoulder
8' Inner Shoulder
12' Median
10' Outer Shoulder
8' Inner Shoulder