CORRIDOR PUBLIC HEARING MAP

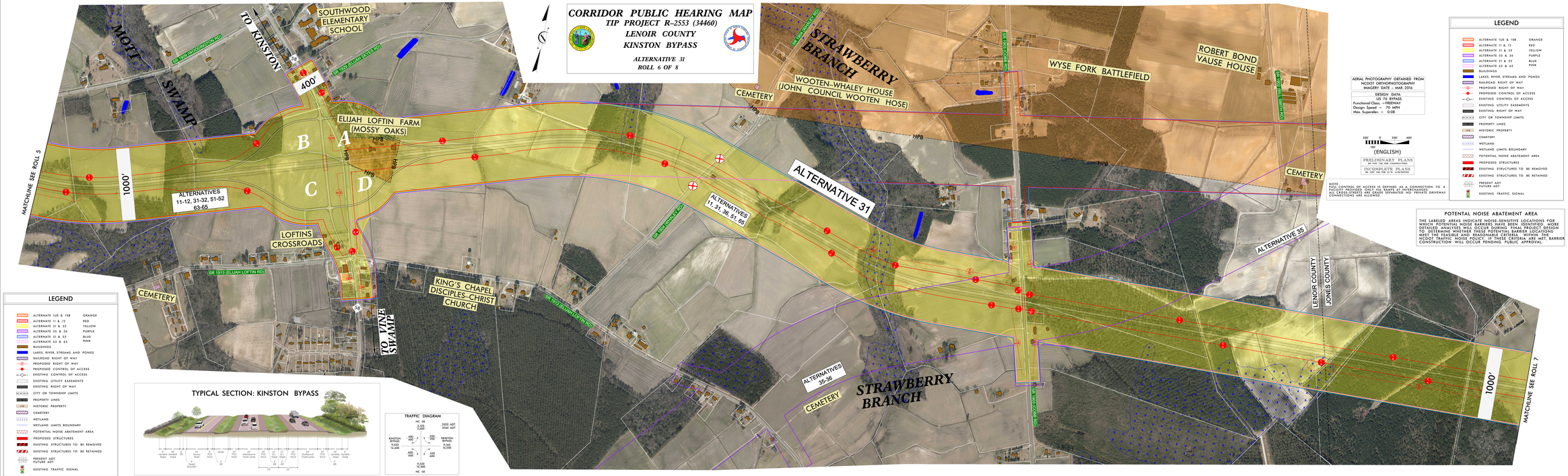
TIP PROJECT R-2553 (34460)

LENOIR COUNTY

KINSTON BYPASS

ALTERNATIVE 31

ROLL 6 OF 8



LEGEND

- ALTERNATE 1UE & 1SB — ORANGE
- ALTERNATE 11 & 12 — RED
- ALTERNATE 31 & 32 — YELLOW
- ALTERNATE 35 & 36 — PURPLE
- ALTERNATE 51 & 52 — BLUE
- ALTERNATE 63 & 65 — 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

TYPICAL SECTION: KINSTON BYPASS

TRAFFIC DIAGRAM

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'

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 PUBLIC ROADWAY. ALL CROSS-STREETS ARE GRADE SEPARATED. ALL CROSS-STREETS AND GRADE SEPARATED NO PRIVATE DRIVEWAY CONNECTIONS ARE ALLOWED.

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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 ANALYSIS 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.

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