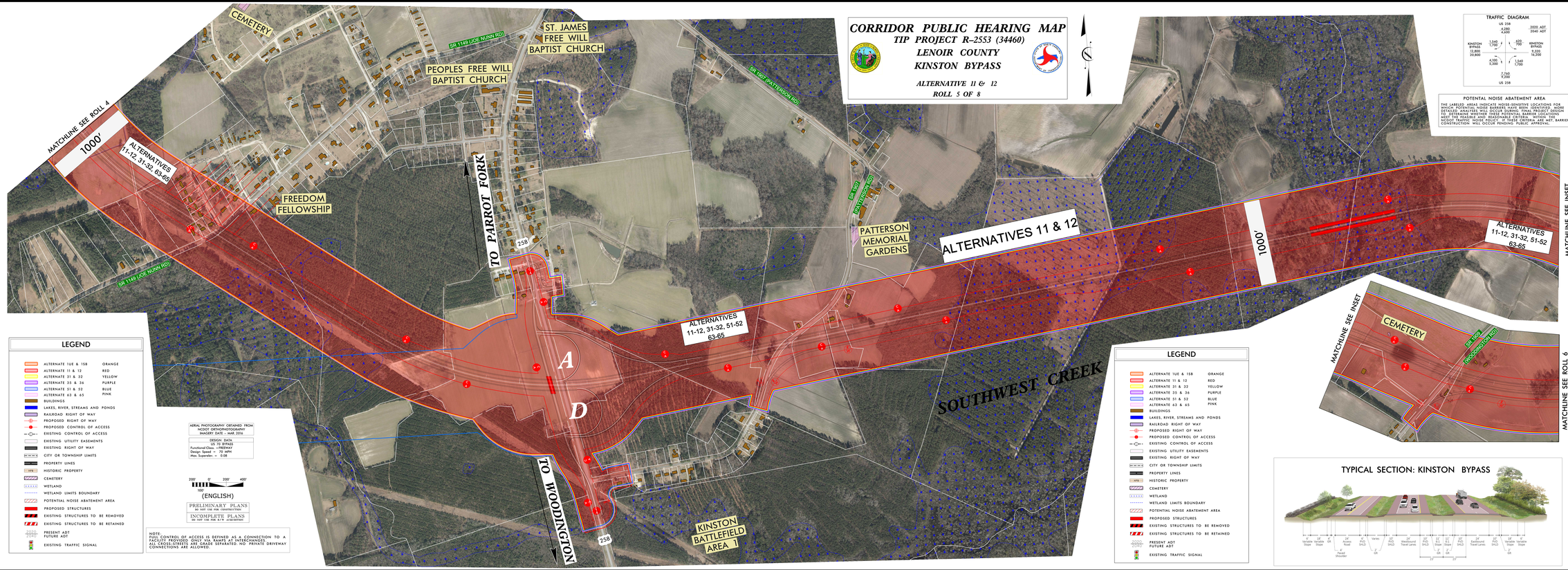
CORRIDOR PUBLIC HEARING MAP

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

ALTERNATIVE 11 & 12
ROLL 5 OF 8



LEGEND

ALTERNATE 1UE & 15B	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	
HPB HISTORIC PROPERTY	
CEMETERY	
WETLAND	
WETLAND LIMITS BOUNDARY	
POTENTIAL NOISE ABATEMENT AREA	
PROPOSED STRUCTURES	
EXISTING STRUCTURES TO BE REMOVED	
EXISTING STRUCTURES TO BE RETAINED	
2020 ADT / 2040 ADT 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'
100'
(ENGLISH)

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

NOTE
THE CONTROL OF ACCESS IS DEFINED AS A CONNECTION TO A FACILITY PROVIDED ONLY AT RAMPS AT INTERCHANGES. ALL CROSS-STREETS ARE GRADE SEPARATED. NO PRIVATE DRIVEWAY CONNECTIONS ARE ALLOWED.

TRAFFIC DIAGRAM

US 258
2020 ADT
2040 ADT
4,280
6,600
KINSTON BYPASS
1,540
1,700
520
590
KINSTON BYPASS
12,800
20,800
8,320
16,200
4,100
5,300
1,540
1,700
7,760
9,200
US 258

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 ABATEMENT AREA. NO FINAL DECISION ON WHETHER THE NOISE BARRIER CONSTRUCTION WILL OCCUR PENDING PUBLIC APPROVAL.

LEGEND

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EXISTING TRAFFIC SIGNAL	

TYPICAL SECTION: KINSTON BYPASS

1:6 Variable Slope
1:6 Variable Slope
6' Paved Shoulder
10' Lane
12' Lane
12' Lane
10' Lane
10' Lane
12' Lane
12' Lane
10' Lane
10' Lane
12' Lane
12' Lane
10' Lane
6' Paved Shoulder
1:6 Variable Slope
1:6 Variable Slope
2' GR
2' GR
2' GR