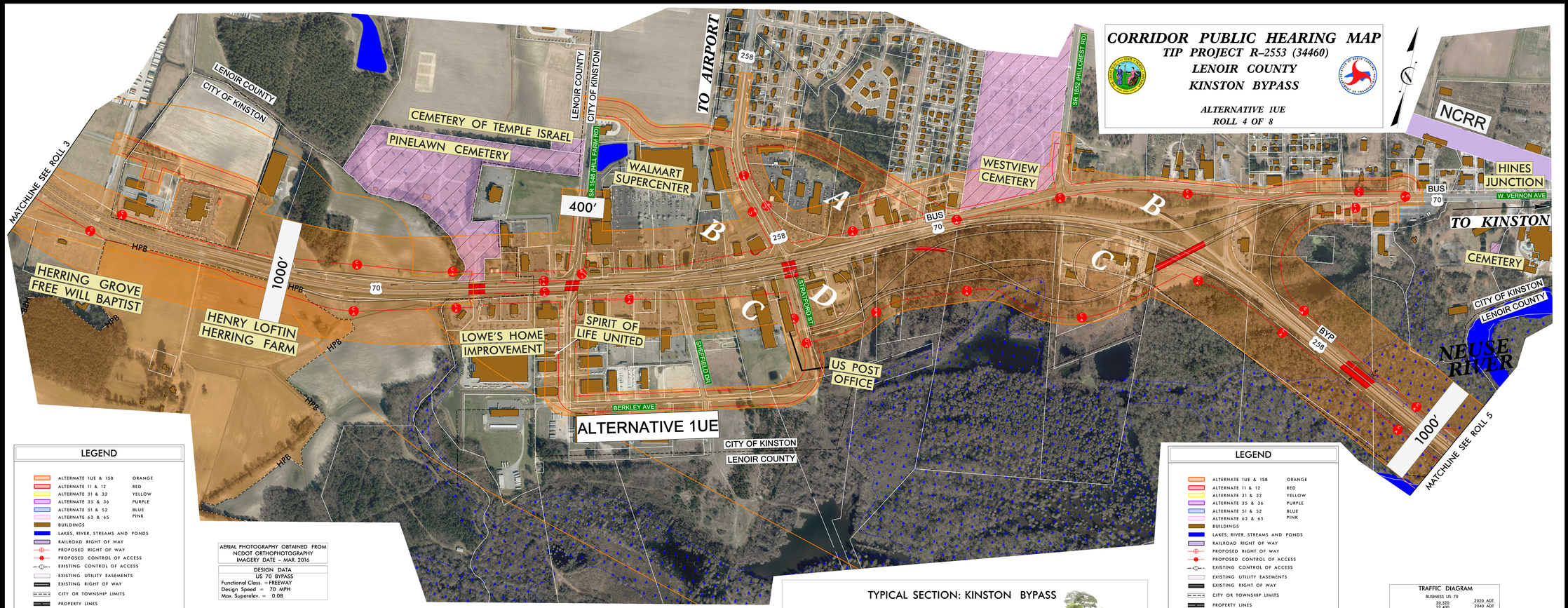
CORRIDOR PUBLIC HEARING MAP
TIP PROJECT R-2553 (34460)
LENOIR COUNTY
KINSTON BYPASS

ALTERNATIVE 1UE
ROLL 4 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 / 2040 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

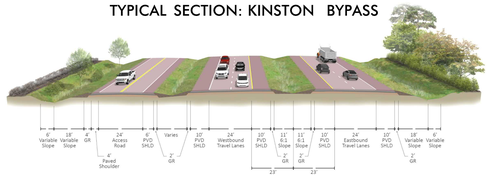
INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

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

TRAFFIC DIAGRAM

US 258
16,920 / 19,000 — 2020 ADT / 2040 ADT
US 70: 23,840 / 24,400
3,400 / 4,600
11,360 / 12,000
US 70: 37,400 / 47,000
2,360 / 3,400
7,960 / 8,600
12,480 / 14,400
SUSSEX ST

TYPICAL SECTION: KINSTON BYPASS



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EXISTING STRUCTURES TO BE RETAINED	
2020 / 2040 PRESENT ADT / FUTURE ADT	
EXISTING TRAFFIC SIGNAL	

TRAFFIC DIAGRAM

BUSINESS US 70
29,320 / 22,400 — 2020 ADT / 2040 ADT
US 70: 37,400 / 47,000
12,480 / 13,600
7,840 / 8,800
US 70: 32,760 / 42,200

POTENTAL NOISE ABATEMENT AREA

THE LABELED AREAS INDICATE NOISE-SENSITIVE LOCATIONS FOR WHICH POTENTIAL NOISE BARRIERS HAVE BEEN IDENTIFIED. MORE DETAILED ANALYSES WILL OCCUR DURING FINAL PROJECT 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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