CORRIDOR PUBLIC HEARING MAP

TIP PROJECT R-2553 (34460)

LENOIR COUNTY

KINSTON BYPASS

ALTERNATIVES 31 & 32

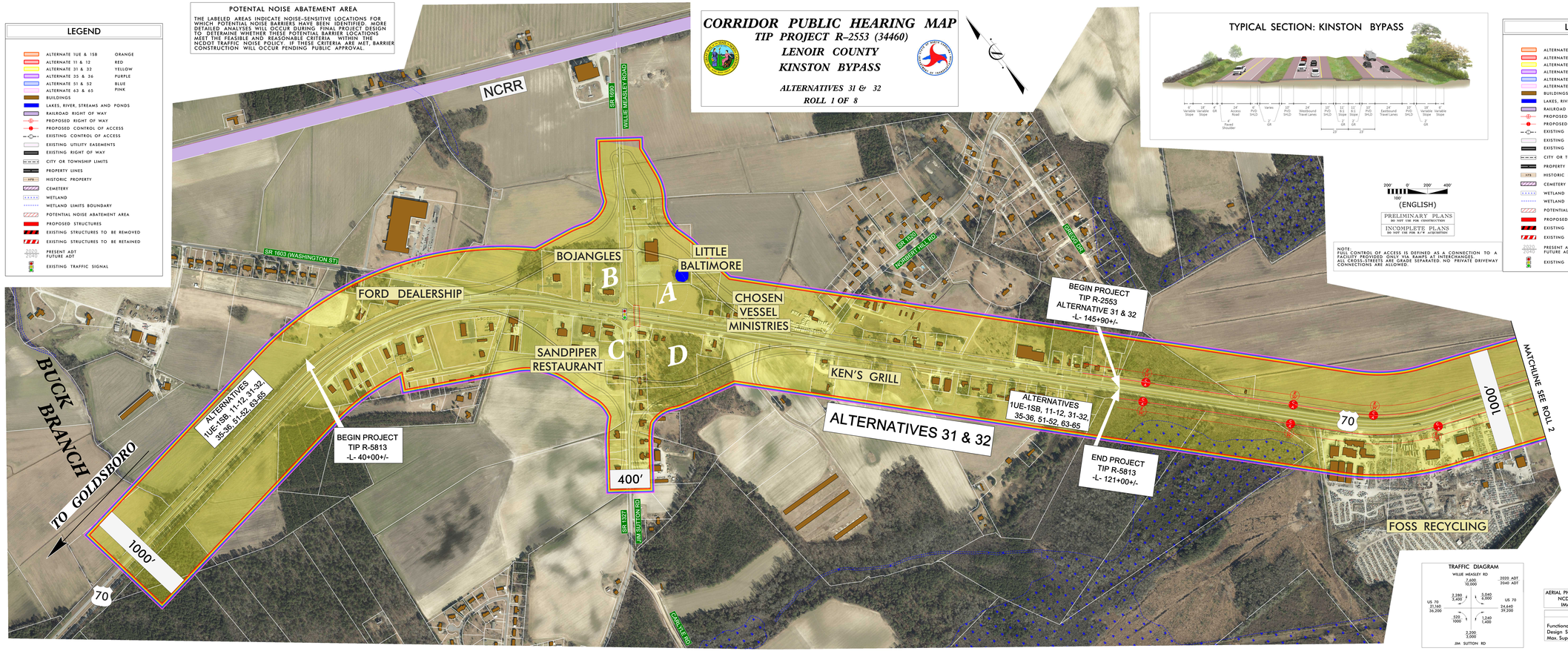
ROLL 1 OF 8

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.

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 2020 / FUTURE ADT 2040
- EXISTING TRAFFIC SIGNAL



TYPICAL SECTION: KINSTON BYPASS

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.

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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

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