CORRIDOR PUBLIC HEARING MAP

TIP PROJECT R-2553 (34460)

LENOIR COUNTY

KINSTON BYPASS

ALTERNATIVE 36

ROLL 9A OF 9A

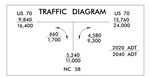
POTENTIAL NOISE ABATEMENT AREA

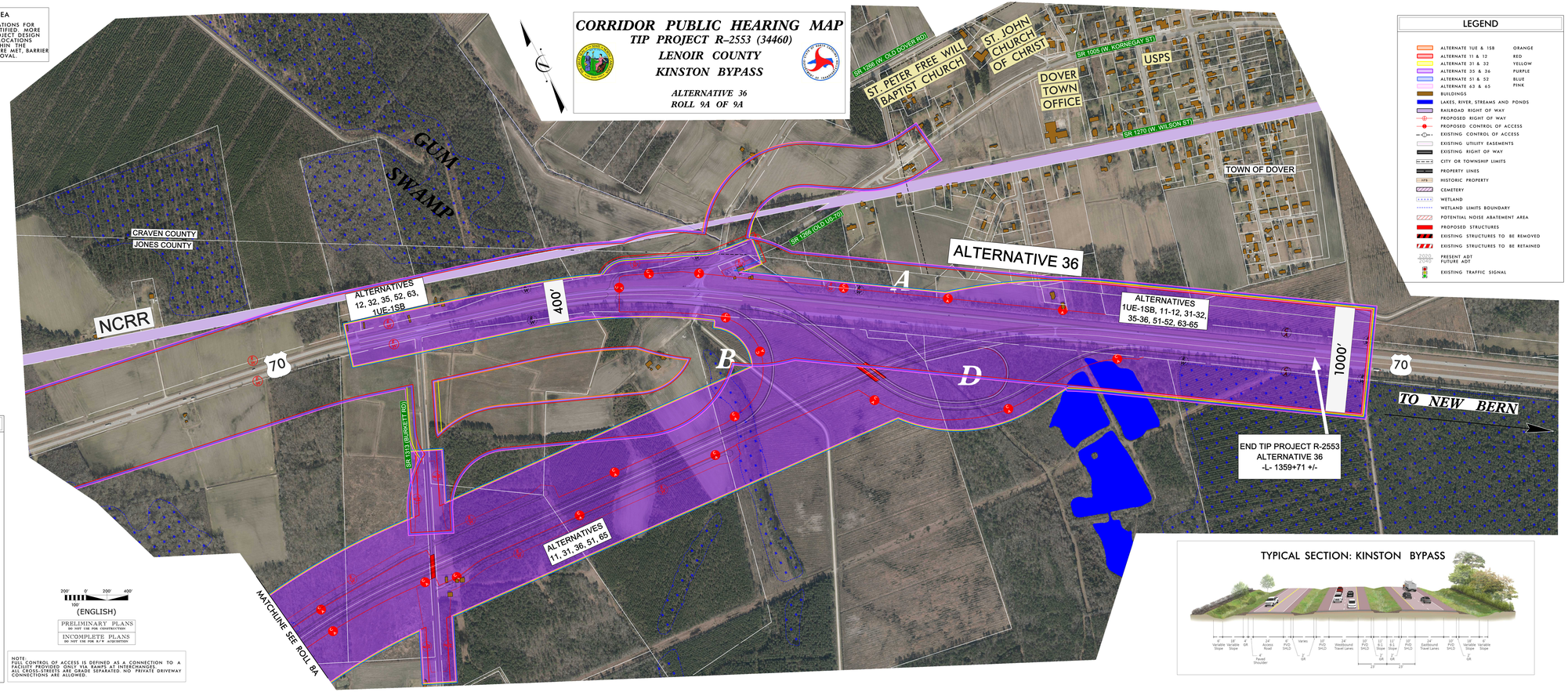
THE LABELED AREAS INDICATE NOISE-SENSITIVE LOCATIONS FOR WHICH POTENTIAL NOISE BARRIERS HAVE BEEN IDENTIFIED. MORE DETAILED ANALYSES WILL OCCUR DURING FINAL PROJECT DESIGN TO DETERMINE WHETHER THESE POTENTIAL BARRIER LOCATIONS MEET THE FEASIBLE AND REASONABLE CRITERIA WITHIN THE NCDOT TRAFFIC NOISE POLICY.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

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

TRAFFIC DIAGRAM





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	
2000 PRESENT ADT / 2040 FUTURE ADT	
EXISTING TRAFFIC SIGNAL	

200' 0' 200' 400'
100'
(ENGLISH)

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

NOTE:
ACCESS 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.

TYPICAL SECTION: KINSTON BYPASS

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LENOIR COUNTY
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ROLL 9A OF 9A