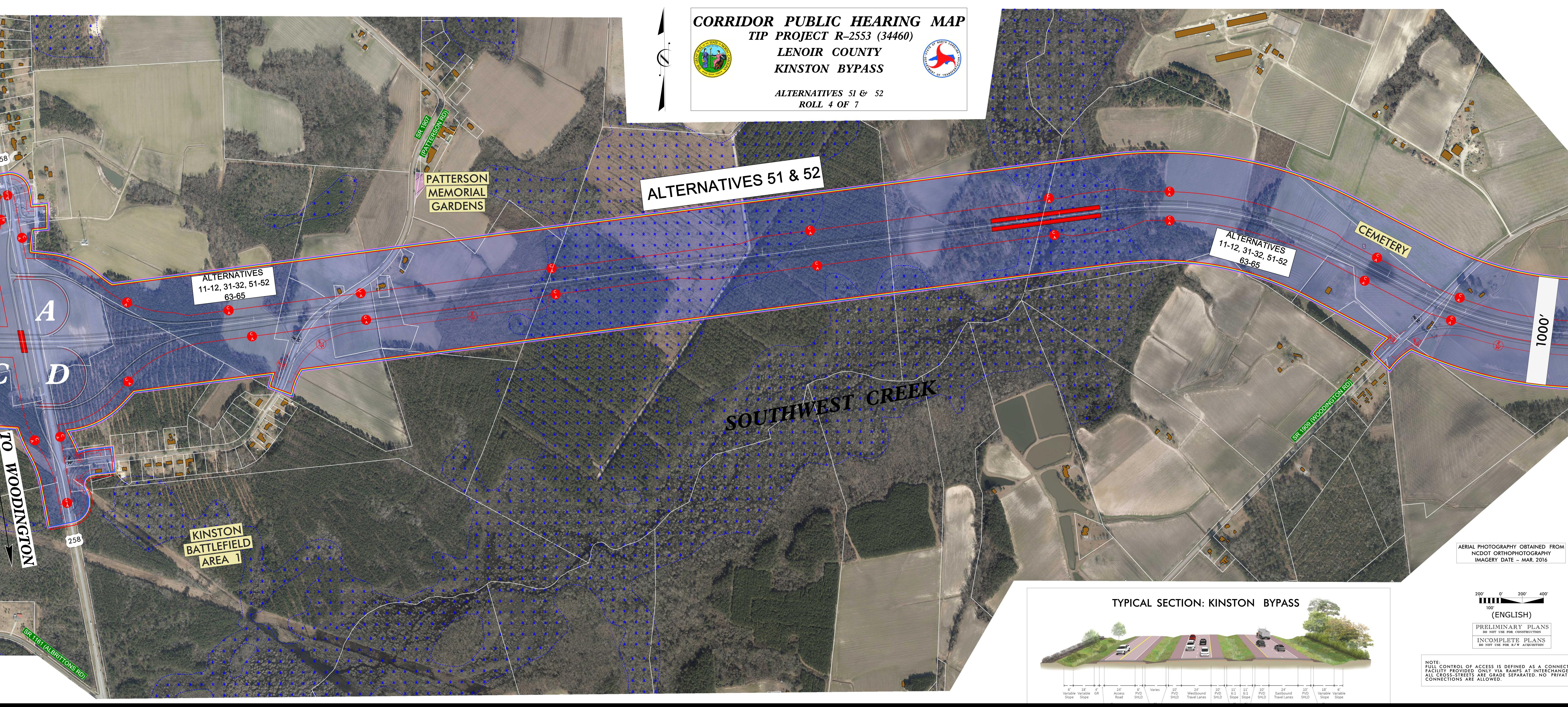


	MATCHLINE SEE ROLL 3	
LEGEND		
ALTERNATE 11 & 12REALTERNATE 31 & 32YEALTERNATE 35 & 36PLALTERNATE 51 & 52BLALTERNATE 63 & 65PIBUILDINGSILAKES, RIVER, STREAMS AND PCRAILROAD RIGHT OF WAYPROPOSED RIGHT OF WAYPROPOSED CONTROL OF ACCES	ED ELLOW JRPLE .UE NK ONDS	
CEMETERY WETLAND WETLAND LIMITS BOUNDARY POTENTIAL NOISE ABATEMENT PROPOSED STRUCTURES EXISTING STRUCTURES TO BE EXISTING STRUCTURES TO BE PRESENT ADT FUTURE ADT	REMOVED	Image: Non-structure       TRAFFIC DIAGRAM         US 258 $\frac{8,040}{8,200}$ $\frac{2020 \text{ AI}}{2040 \text{ AI}}$ KINSTON $\frac{2,080}{1,600}$ $\frac{800}{800}$ KINSTON         Minimum Arrows $\frac{1,360}{18,400}$ $\frac{1,680}{2,000}$ $\frac{800}{800}$ KINSTON $\frac{1,680}{2,000}$ $\frac{800}{800}$ $\frac{7,640}{8,600}$ $\frac{7,640}{8,600}$ US 258
	ALTERNATE 1UE & 1SB O ALTERNATE 11 & 12 RE ALTERNATE 31 & 32 YE ALTERNATE 31 & 32 YE ALTERNATE 35 & 36 PU ALTERNATE 51 & 52 BI ALTERNATE 63 & 65 PI BUILDINGS LAKES, RIVER, STREAMS AND PO RAILROAD RIGHT OF WAY PROPOSED RIGHT OF WAY PROPOSED CONTROL OF ACCESS EXISTING CONTROL OF ACCESS EXISTING CONTROL OF ACCESS EXISTING RIGHT OF WAY CITY OR TOWNSHIP LIMITS PROPERTY LINES HISTORIC PROPERTY CEMETERY WETLAND WETLAND LIMITS BOUNDARY POTENTIAL NOISE ABATEMENT A PROPOSED STRUCTURES EXISTING STRUCTURES TO BE EXISTING STRUCTURES TO BE PRESENT ADT FUTURE ADT	LITERNATE IUE & ISB ORANGE ALTERNATE IUE & ISB ORANGE ALTERNATE II & ISB ORANGE ALTERNATE II & 12 RED ALTERNATE II & 12 RED ALTERNATE 31 & 32 YELLOW ALTERNATE 31 & 32 YELLOW ALTERNATE 33 & 35 PINK BUILDINGS LAKES, RIVER, STREAMS AND PONDS RAILROAD RIGHT OF WAY PROPOSED RIGHT OF WAY PROPOSED RIGHT OF WAY PROPOSED CONTROL OF ACCESS EXISTING UTILITY EASEMENTS EXISTING UTILITY EASEMENTS 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 REEMOVED EXISTING STRUCTURES TO BE REEMOVED



## POTENTAL NOISE ABATEMENT AREA

Design Speed = 70 MPH Max. Superelev. = 0.08

ERIAL PHOTOGRAPHY OBTAINED FROM				
NCDOT ORTHOPHOTOGRAPHY				
IMAGERY DATE – MAR. 2016				

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.

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			
C A	PROPOSED CONTROL OF AC	CESS		
— - (°)— -	EXISTING CONTROL OF ACC	ESS		
	EXISTING UTILITY EASEMENT	S		
	EXISTING RIGHT OF WAY			
<b>—</b> — – –	CITY OR TOWNSHIP LIMITS			
	PROPERTY LINES			
HPB-	HISTORIC PROPERTY			
	CEMETERY			
* * * * *	WETLAND			
	WETLAND LIMITS BOUNDARY			
	POTENTIAL NOISE ABATEMEN	T AREA		
	PROPOSED STRUCTURES			
	EXISTING STRUCTURES TO E	BE REMOVED		
	EXISTING STRUCTURES TO E	BE RETAINED		
2020 2040	PRESENT ADT FUTURE ADT			
	EXISTING TRAFFIC SIGNAL			

