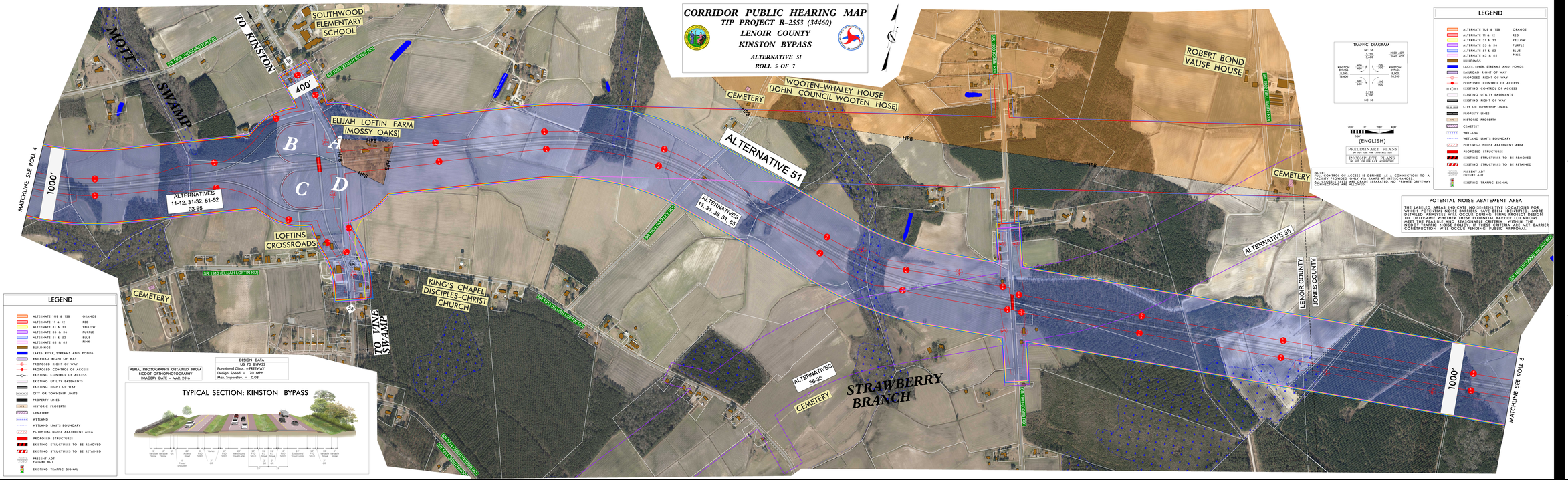
CORRIDOR PUBLIC HEARING MAP

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

ALTERNATIVE 51
ROLL 5 OF 7



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	
HPB 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 / 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

TYPICAL SECTION: KINSTON BYPASS

TRAFFIC DIAMGRAM

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

PRELIMINARY PLANS
NOT FOR CONSTRUCTION
INCOMPLETE PLANS
DO NOT USE FOR RIGHT OF WAY PURCHASE

NOTE:
FULL CONTROL OF ACCESS IS DEFINED AS A CONNECTION TO A FACILITY PROVIDED ONLY VIA RAMPS AT INTERCHANGE LOCATIONS. ROADWAYS WHICH ARE SEPARATED NO PRIVATE DRIVEWAY CONNECTIONS ARE ALLOWED.

POTENTIAL NOISE ABATEMENT AREA

THE LABELED AREAS INDICATE NOISE-SENSITIVE LOCATIONS FOR WHICH POTENTIAL NOISE BARRIERS MAY BE CONSIDERED. MORE DETAILED ANALYSES WILL BE MADE DURING FINAL 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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