CORRIDOR PUBLIC HEARING MAP

TIP PROJECT R-2553 (34460)

LENOIR COUNTY

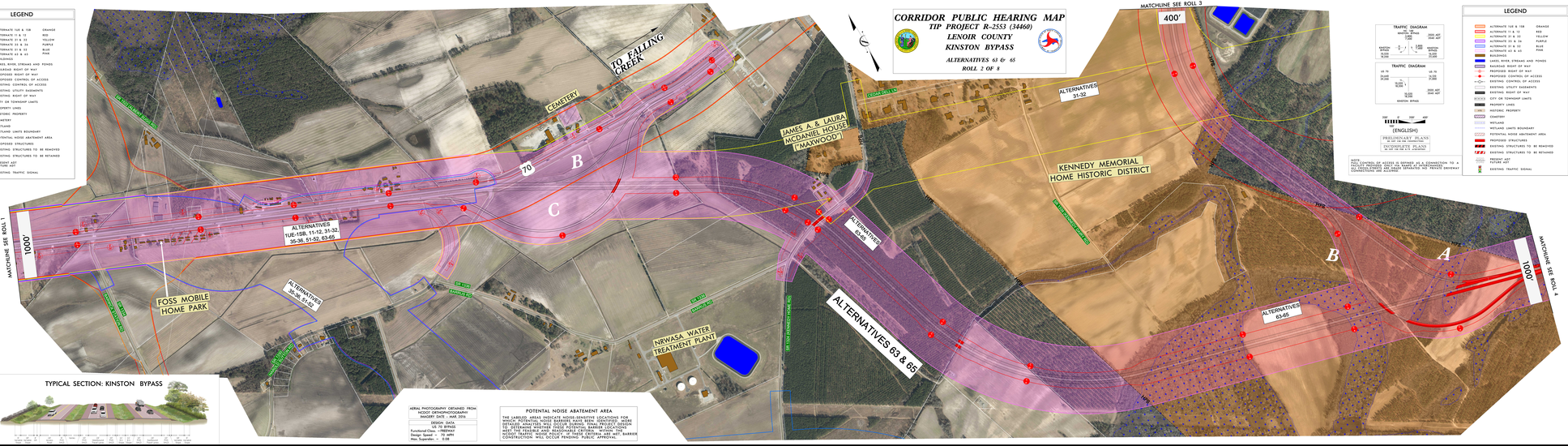
KINSTON BYPASS

ALTERNATIVES 63 & 65

ROLL 2 OF 8

LEGEND

- ALTERNATE 1UE & 1EB — ORANGE
- ALTERNATE 11 & 12 — RED
- ALTERNATE 31 & 32 — YELLOW
- ALTERNATE 35 & 36 — PURPLE
- ALTERNATE 51 & 52 — TEAL
- ALTERNATE 63 & 65 — BLUE
- ALTERNATE 65 & 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 / FUTURE ADT
- EXISTING TRAFFIC SIGNAL



TYPICAL SECTION: KINSTON BYPASS

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

POTENTIAL NOISE ABATEMENT AREA

THE LABELED AREAS INDICATE NOISE-SENSITIVE LOCATIONS FOR WHICH NOISE BARRIERS MAY BE CONSIDERED. ADDITIONAL NOISE DETAILED ANALYSES WILL OCCUR DURING FINAL PROJECT DESIGN TO DETERMINE WHETHER THESE POTENTIAL BARRIER LOCATIONS MEET NCDOT'S ACOUSTIC, ENGINEERING, AND COST CRITERIA PER NCDOT TRAFFIC NOISE POLICY. IF THESE CRITERIA ARE MET, BARRIER CONSTRUCTION WILL OCCUR PENDING PUBLIC APPROVAL.

TRAFFIC DIAGRAM

NO TO GRADE SEPARATION

KINSTON BYPASS — 1,400 — 1,400 — KINSTON BYPASS
16,000 — 16,000
16,000 — 16,000

TRAFFIC DIAGRAM

US 70 — 14,600 — 29,200 — 14,600 — US 70
14,600 — 29,200 — 14,600
15,200 — 18,200 — 15,200
15,200 — 18,200 — 15,200
2000 ADT — 2500 ADT
KINSTON BYPASS

200' 0' 200' 400'
(ENGLISH)

PRELIMINARY PLANS
NOT FOR CONSTRUCTION PURPOSES
INCORPORATES PLANS
IN 1W 1W 2W 2W 3W 3W 4W 4W

NOTE:
FULL CONTROL OF ACCESS IS DEFINED AS A CONNECTION TO A FACILITY PROVIDED ONLY FOR RAMPS AT INTERCHANGES. ALTERNATIVES 1UE & 1EB ESTIMATED THAT THREE DRIVEWAY CONNECTIONS ARE ACCURATE.

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