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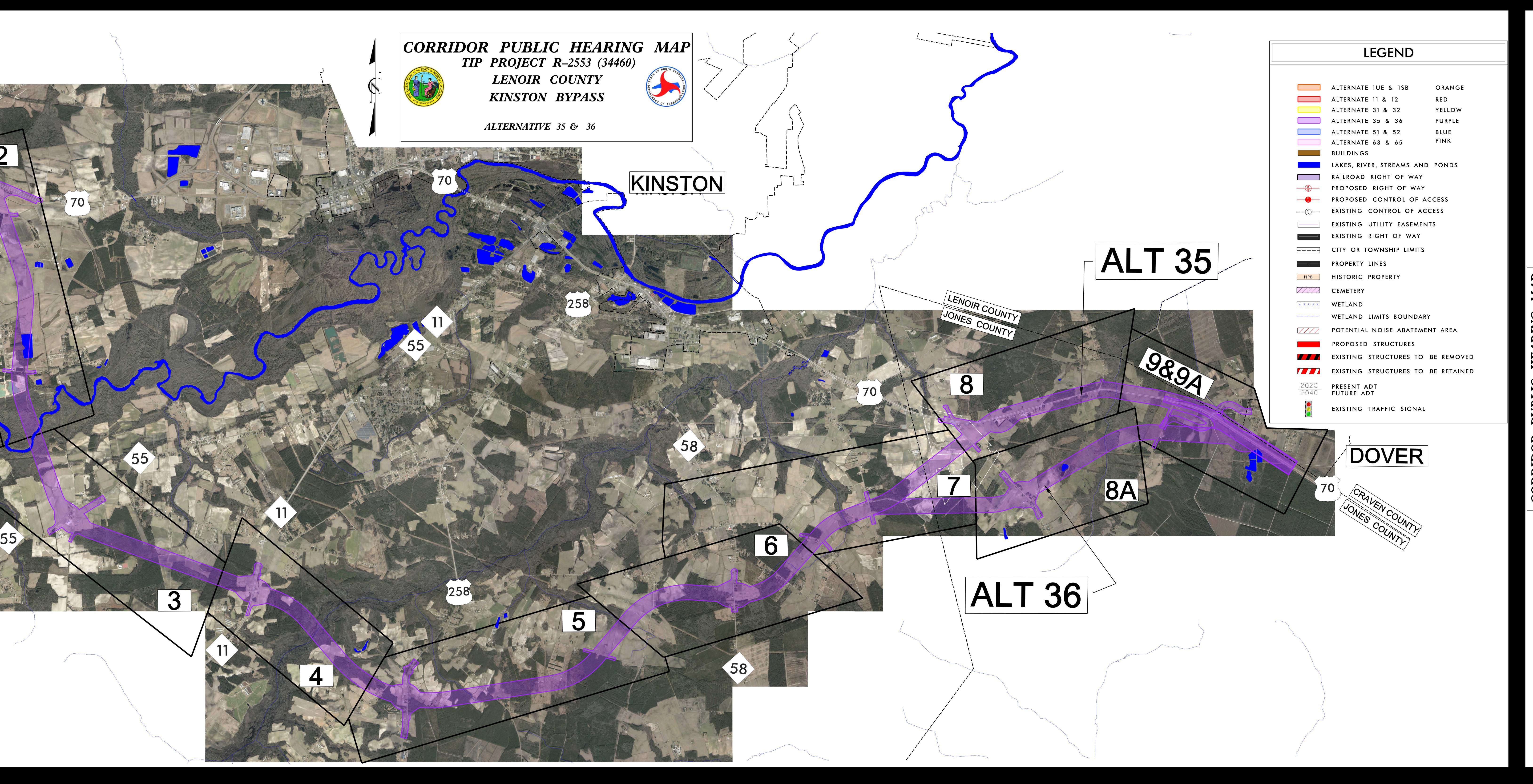


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NAP OF TRANSPORTATION . WINTON

	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 AC	CESS			
— — (°, A) — —	EXISTING CONTROL OF ACC	CESS			
	EXISTING UTILITY EASEMENT	٢S			
	EXISTING RIGHT OF WAY				
	CITY OR TOWNSHIP LIMITS				
	PROPERTY LINES				
HPB	HISTORIC PROPERTY				
	CEMETERY				
	WETLAND				
	WETLAND LIMITS BOUNDARY				
	POTENTIAL NOISE ABATEMEN	NT AREA			
	PROPOSED STRUCTURES				
	EXISTING STRUCTURES TO	BE REMOVED			
	EXISTING STRUCTURES TO	BE RETAINED			
<u>2020</u> 2040	PRESENT ADT FUTURE ADT				





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RRIDOR PUBLIC HEARING TIP PROJECT R-2553 (34460) LENOIR COUNTY KINSTON BYPASS ALTERNATIVE 35 ROLL 1 OF 8

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	RIVEWAY CONNECTIONS ARE	
	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	
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	EXISTING RIGHT OF WAY	
	CITY OR TOWNSHIP LIMITS	
	PROPERTY LINES	
HPB-	HISTORIC PROPERTY	
	CEMETERY	
* * * * *	WETLAND	
	WETLAND LIMITS BOUNDARY	
	POTENTIAL NOISE ABATEMEN	NT AREA
	PROPOSED STRUCTURES	
	EXISTING STRUCTURES TO	BE REMOVED
	EXISTING STRUCTURES TO	BE RETAINED
2020	PRESENT ADT FUTURE ADT	
	EXISTING TRAFFIC SIGNAL	

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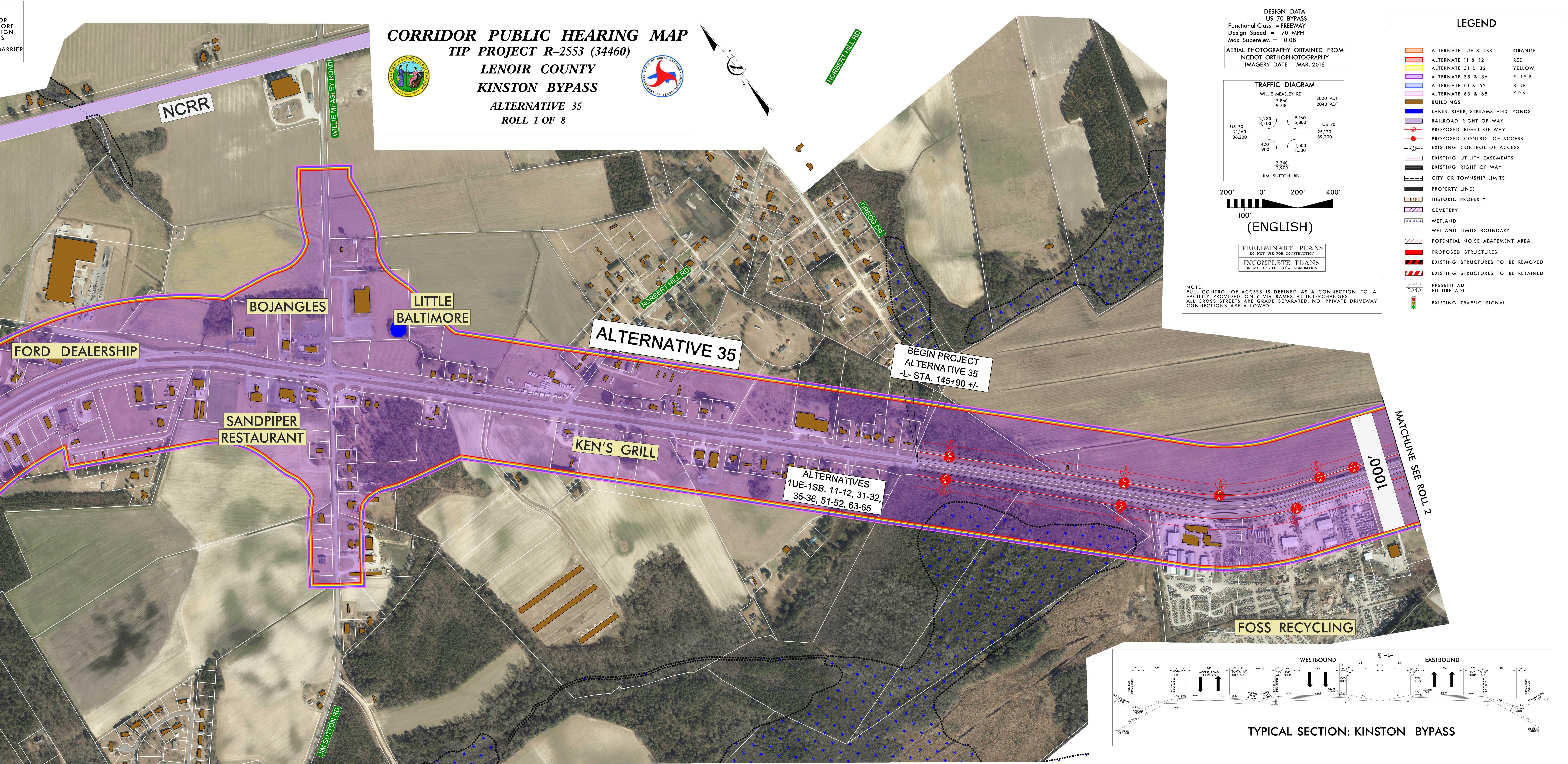
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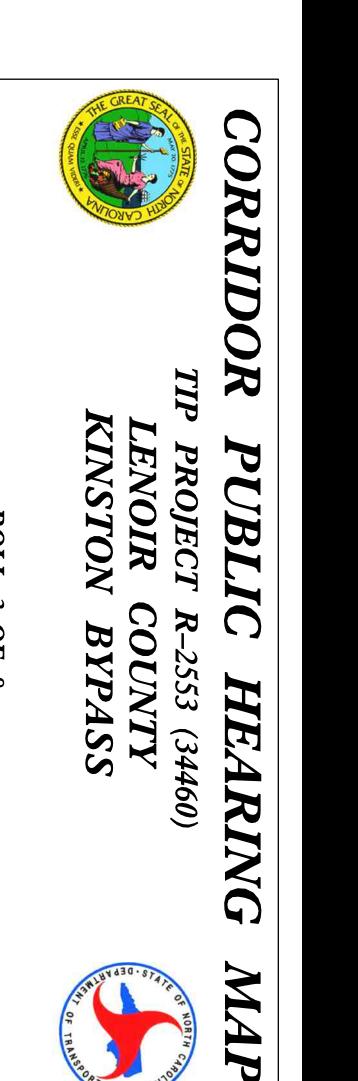
INCOMPLETE PLANS

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.



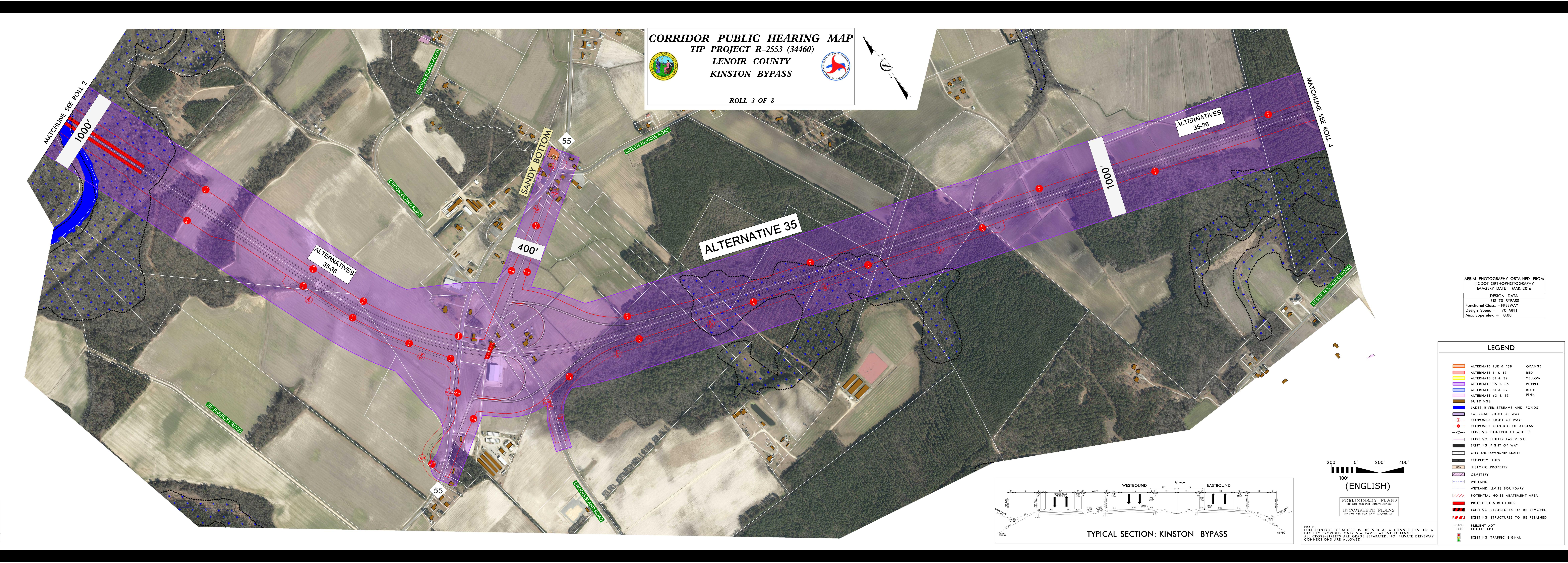
CORRIDOR PUBLIC HEARING MAP TIP PROJECT R-2553 (34460) TIP PROJECT R-2553 (34460) LENOIR COUNTY KINSTON BYPASS KINSTON BYPASS ALTERNATIVE 35 ROLL 1 OF 8



	LEGEND	
	ALTERNATE 1UE & 1SB	ORANGE
	ALTERNATE 11 & 12	RED
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	EXISTING UTILITY EASEMENT	S
	EXISTING RIGHT OF WAY	
	CITY OR TOWNSHIP LIMITS	
	PROPERTY LINES	
НРВ	HISTORIC PROPERTY	
////	CEMETERY	
<u>* * * * *</u>	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	

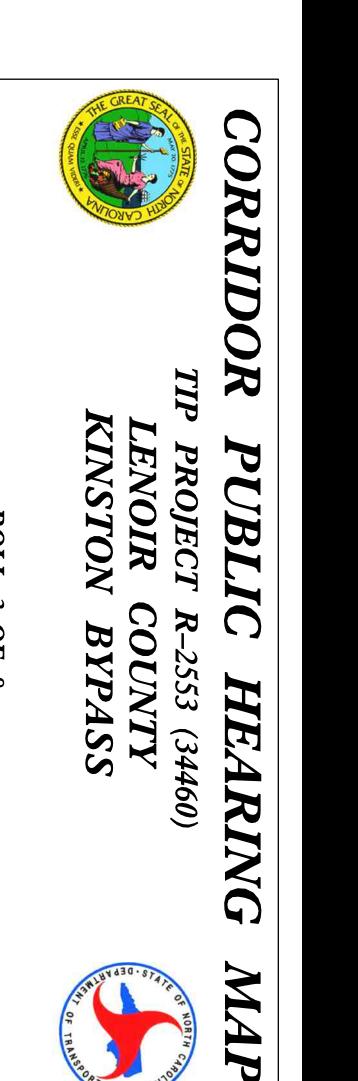
	TRAFFIC	DIAGRA	Μ
		55 2 <u>20</u> 100	2020 ADT 2040 ADT
KINSTON BYPASS 7,480	<u>680</u> 1,00	<u>240</u> 400	KINSTON BYPASS 6,960
13,400	<u>1,120</u> 1,600	<u>1,040</u> 1,200	12,400
		<u>60</u> 300	

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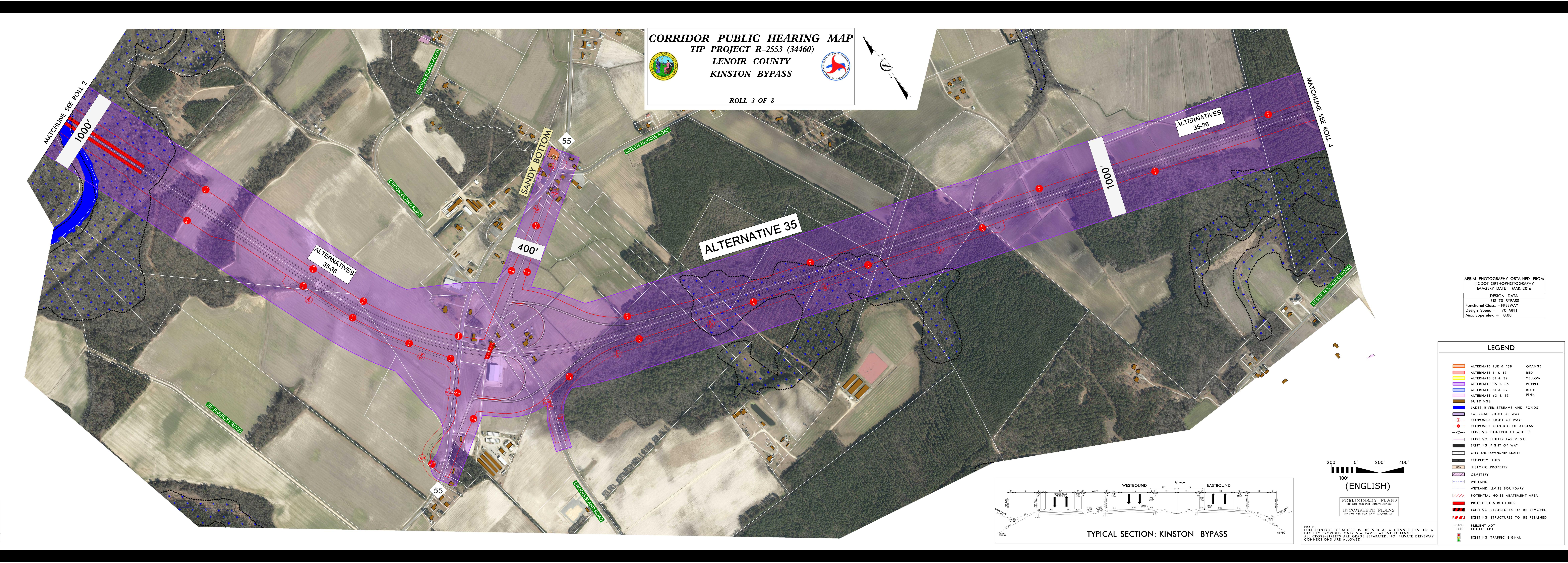
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	EXISTING RIGHT OF WAY	
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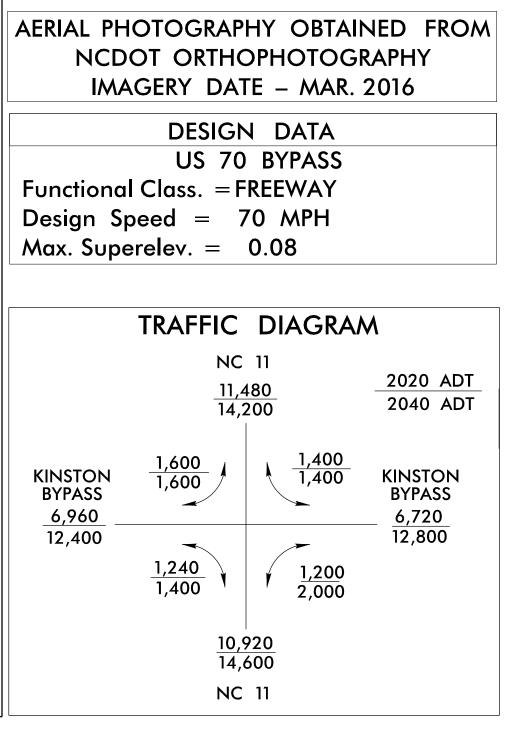


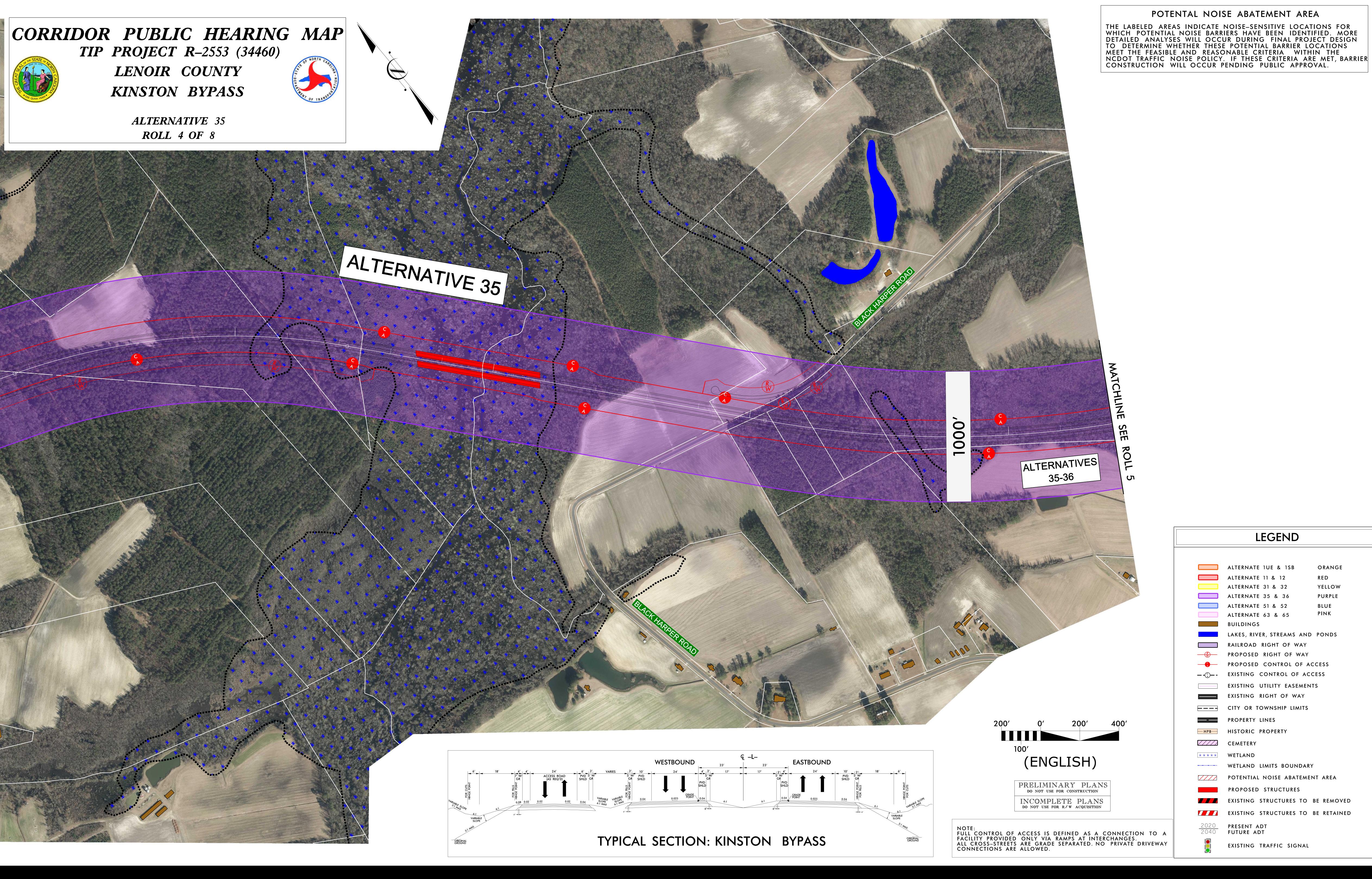
OLL 3 OF 8



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	ALTERNATE 1UE & 1SB	ORANGE	
	ALTERNATE 11 & 12	RED	
	ALTERNATE 31 & 32	YELLOW	
	ALTERNATE 35 & 36	PURPLE	
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	BUILDINGS		
	LAKES, RIVER, STREAMS AN	D PONDS	
	RAILROAD RIGHT OF WAY		
	PROPOSED RIGHT OF WAY		
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	CITY OR TOWNSHIP LIMITS		
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HPB	HISTORIC PROPERTY		
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	WETLAND		
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	POTENTIAL NOISE ABATEM	ENT AREA	
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<u>2020</u> 2040	PRESENT ADT FUTURE ADT		
	EXISTING TRAFFIC SIGNAL		





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	RAILROAD RIGHT OF WAY	
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2020	PRESENT ADT FUTURE ADT	
	EXISTING TRAFFIC SIGNAL	

POTENTAL NOISE ABATEMENT AREA

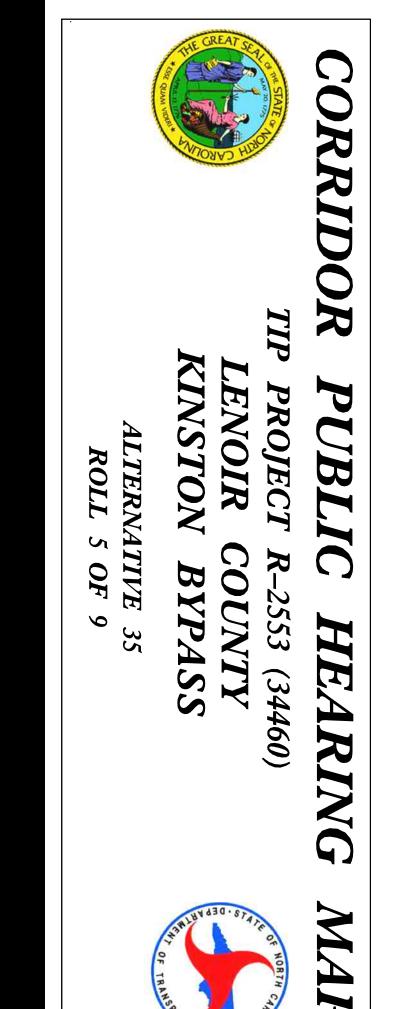
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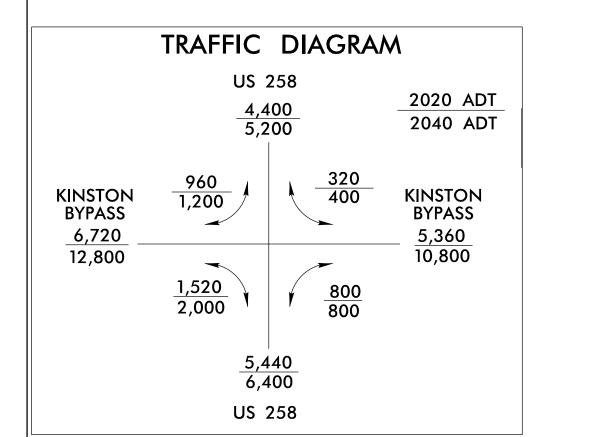
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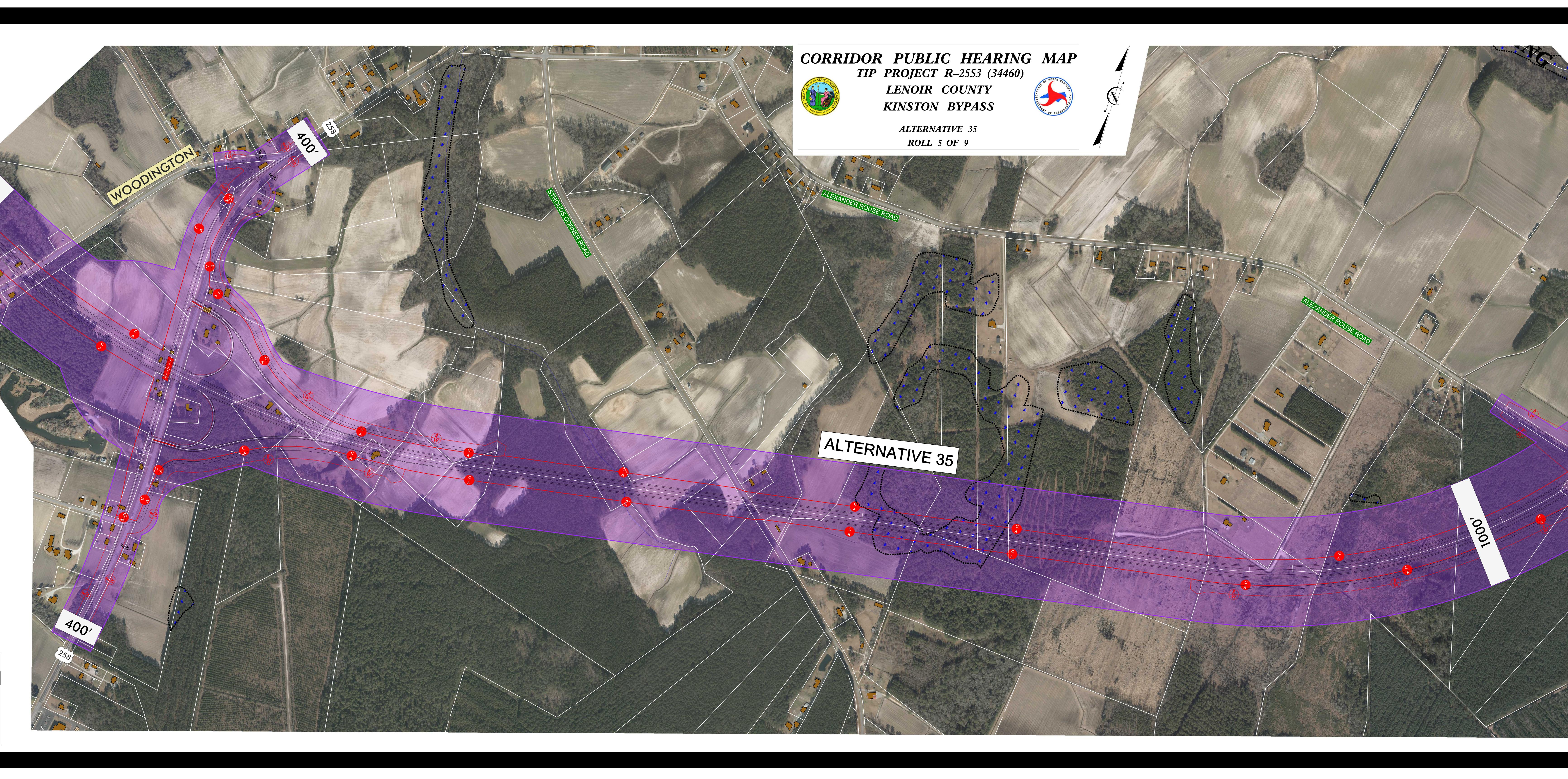
POTENTAL NOISE ABATEMENT AREA

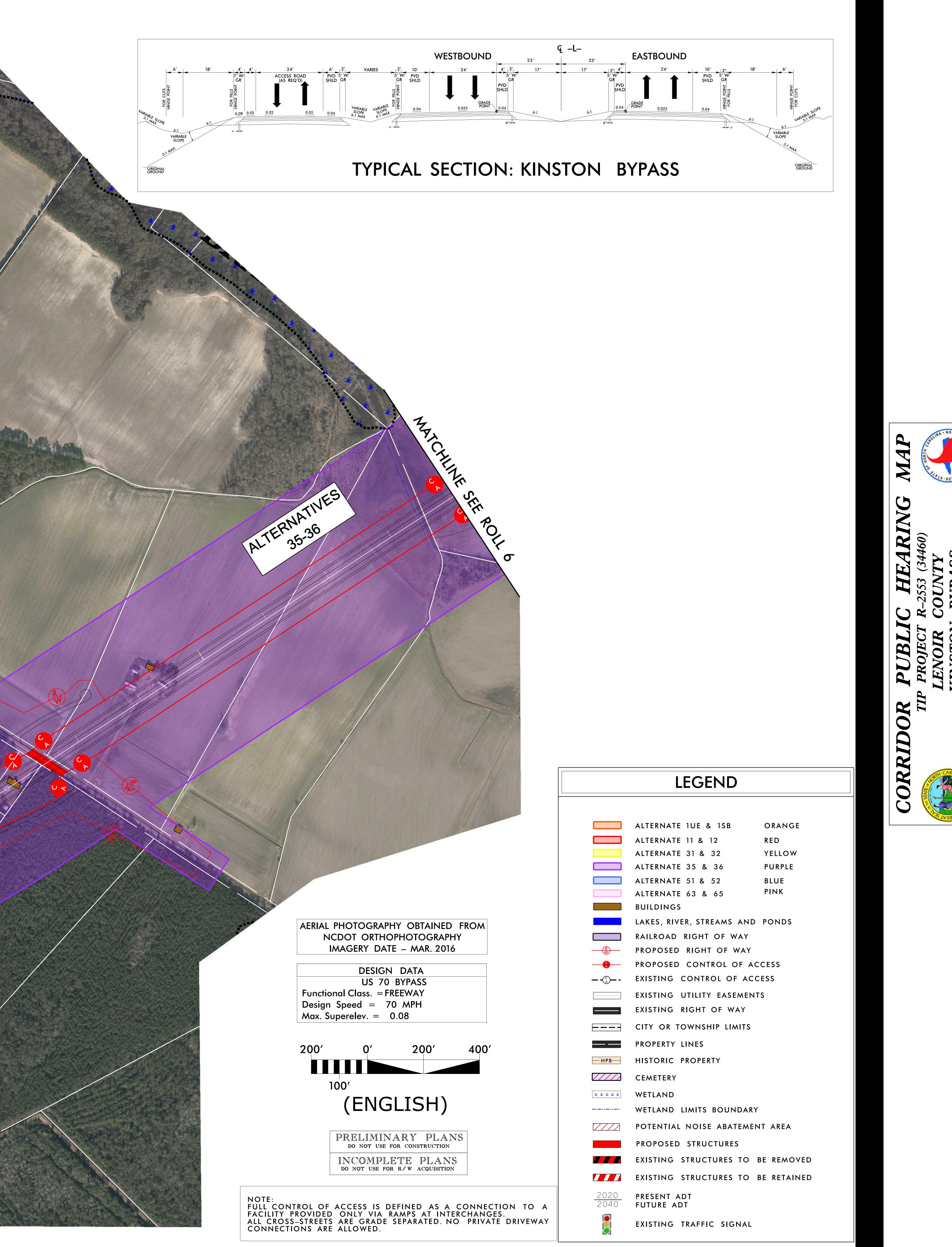
WILL OCCUR PENDING PUBLIC APPROVAL



	LEGEND		
	ALTERNATE 1UE & 1SB	ORANGE	
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	LAKES, RIVER, STREAMS AN	D PONDS	
	RAILROAD RIGHT OF WAY		
	PROPOSED RIGHT OF WAY	/	
	PROPOSED CONTROL OF	ACCESS	
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HPB-	HISTORIC PROPERTY		
	CEMETERY		
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	WETLAND LIMITS BOUNDA	RY	
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<u>2020</u> 2040	PRESENT ADT FUTURE ADT		
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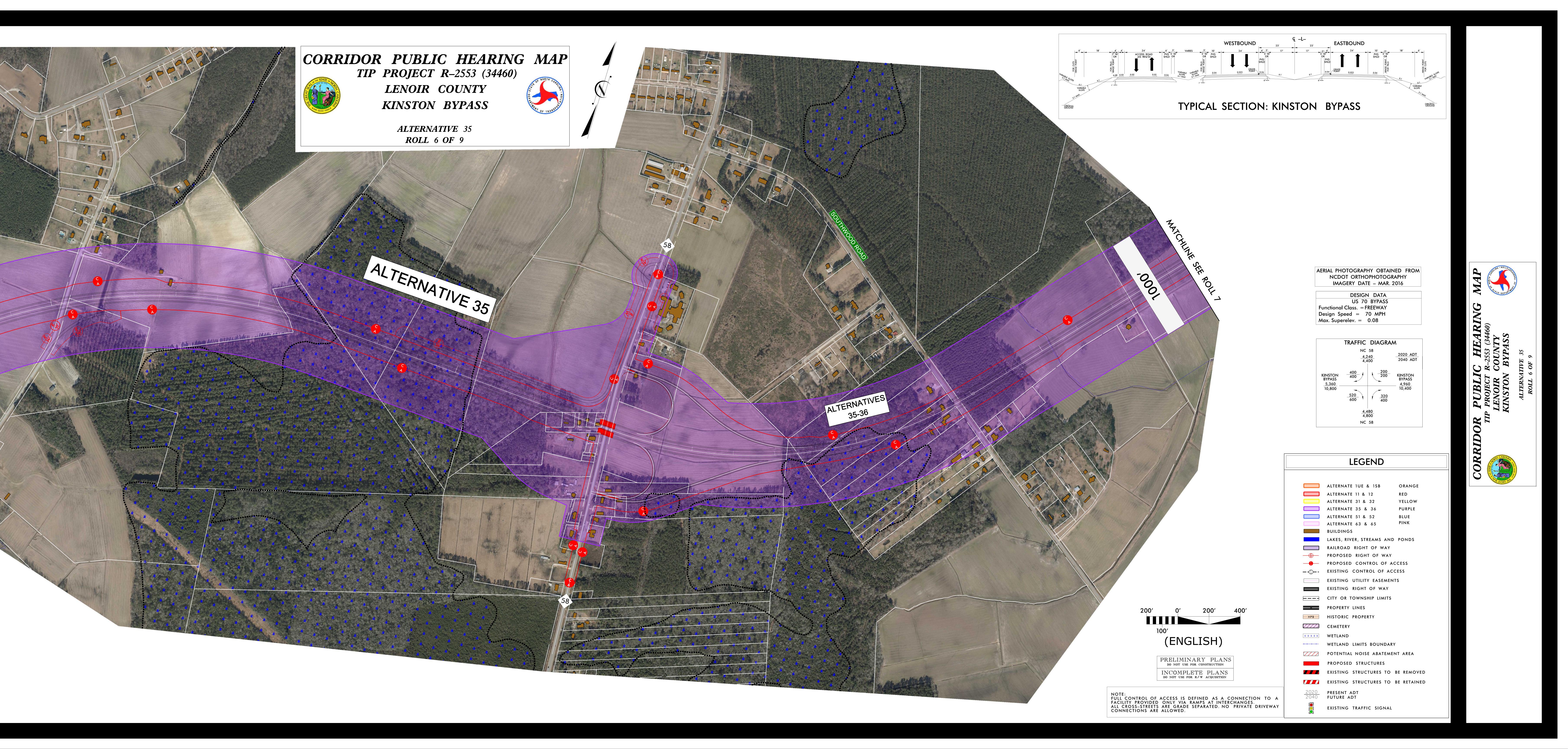


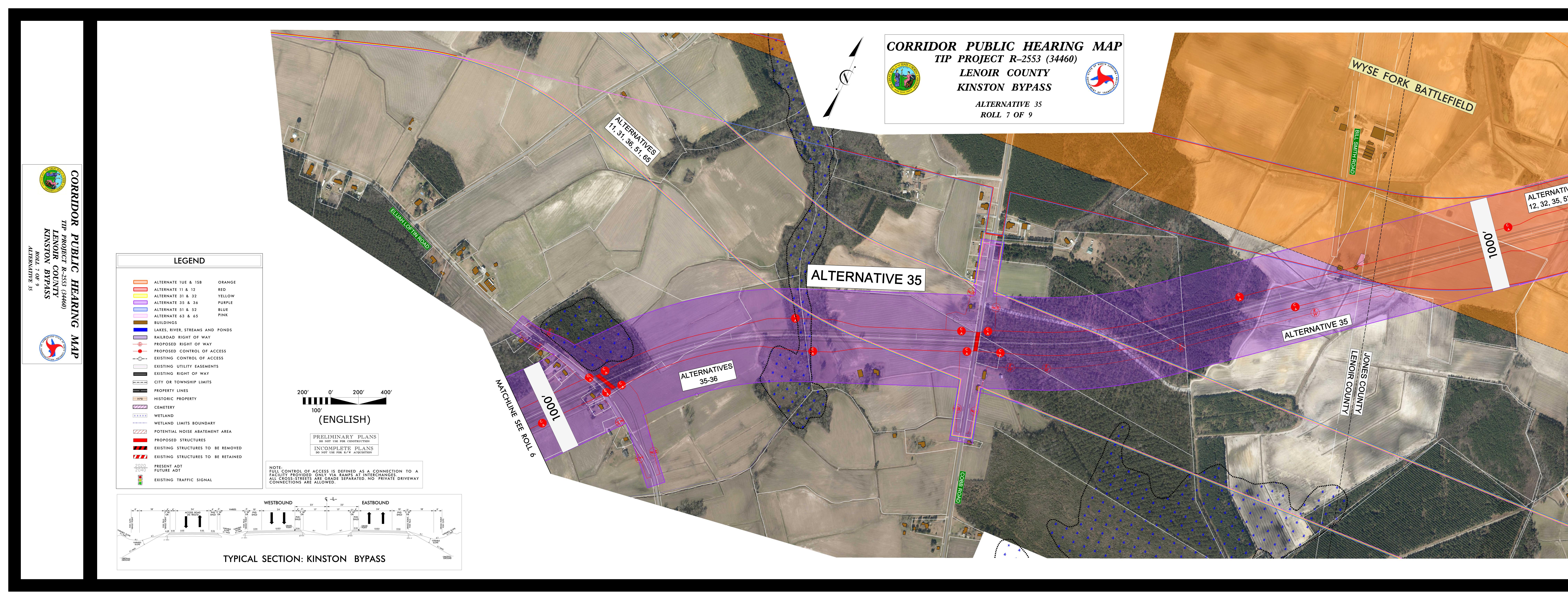


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2020 2040	PRESENT ADT FUTURE ADT	
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POTENTAL NOISE ABATEMENT AREA OISE BARRIERS HAVE BEEN IDENTIFIED WHICH F OCCUR DURING FINAL PROJECT THESE POTENTIAL BARRIER MEET THE FEASIBLE AND REASONABLE CRITERIA WITHIN THE NCDOT TRAFFIC NOISE POLICY. IF THESE CRITERIA ARE MET, BARRIER CONSTRUCTION WILL OCCUR PENDING PUBLIC APPROVAL.









RIAL PHOTOGRAPHY OBTAINED FROM	M
NCDOT ORTHOPHOTOGRAPHY	
IMAGERY DATE – MAR. 2016	
DESIGN DATA	
US 70 BYPASS	
nctional Class. = FREEWAY	
esign Speed = 70 MPH	
ax. Superelev. = 0.08	

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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 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

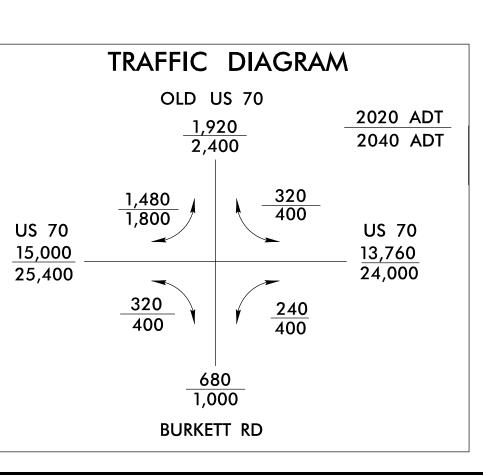


EXISTING TRAFFIC SIGNAL



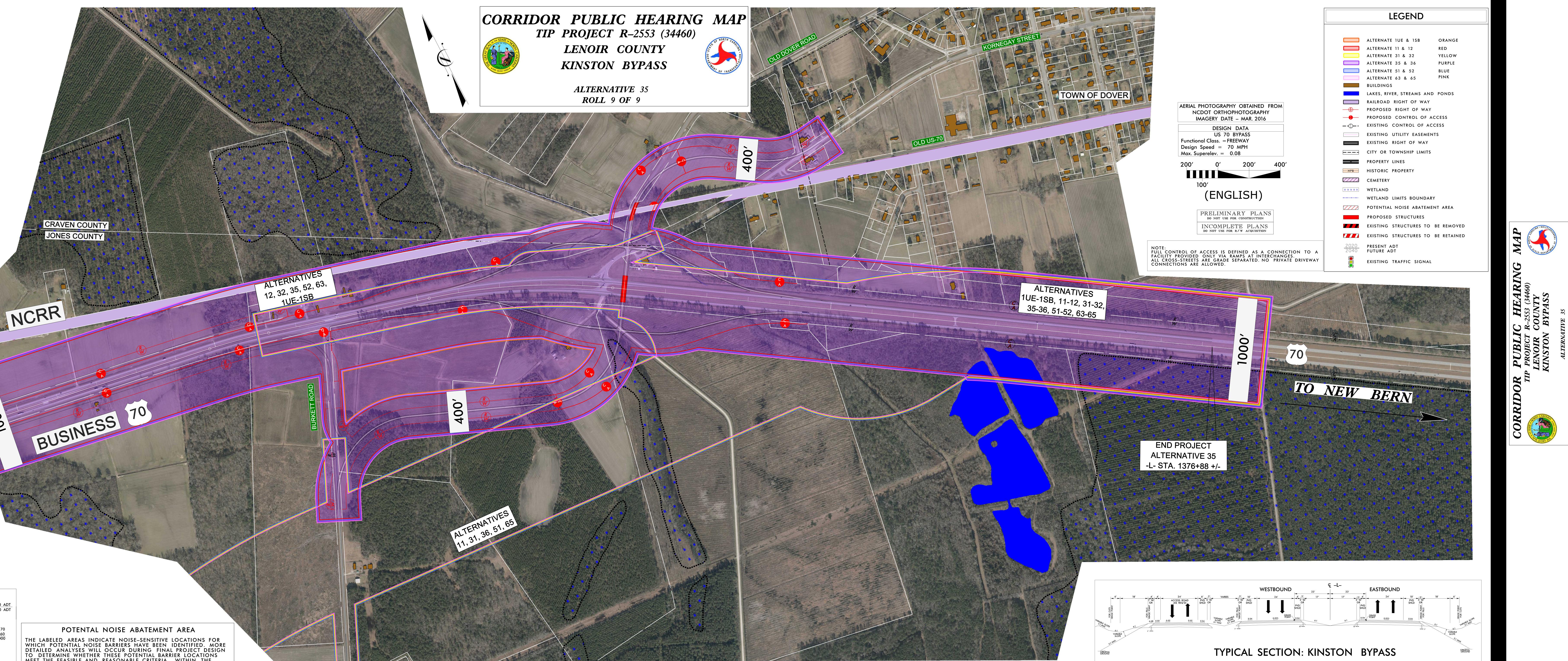
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	EXISTING RIGHT OF WAY	
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HPB	HISTORIC PROPERTY	
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	WETLAND LIMITS BOUNDARY	
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2020 2040	PRESENT ADT FUTURE ADT	
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CRAVEN COUNTY JONES COUNTY

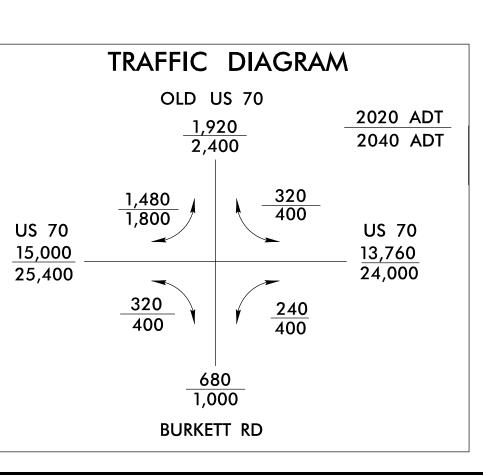
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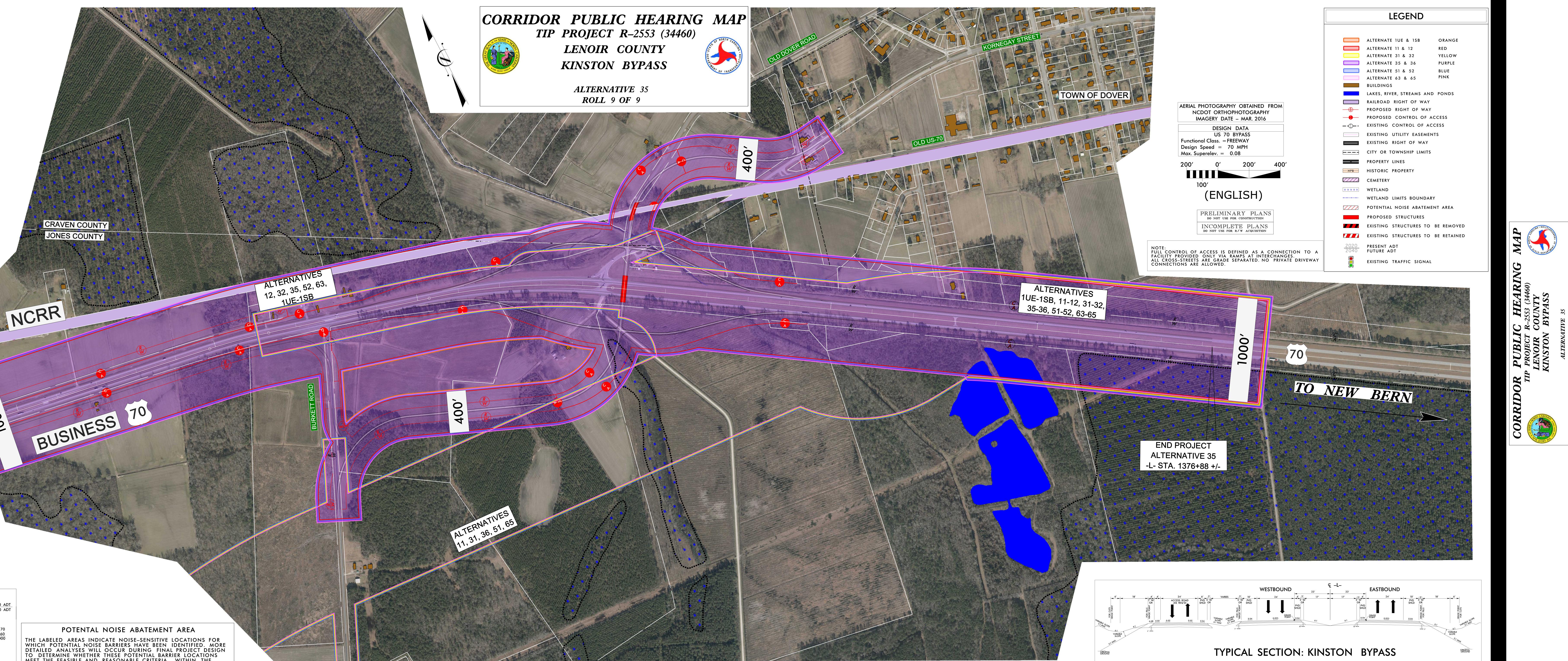
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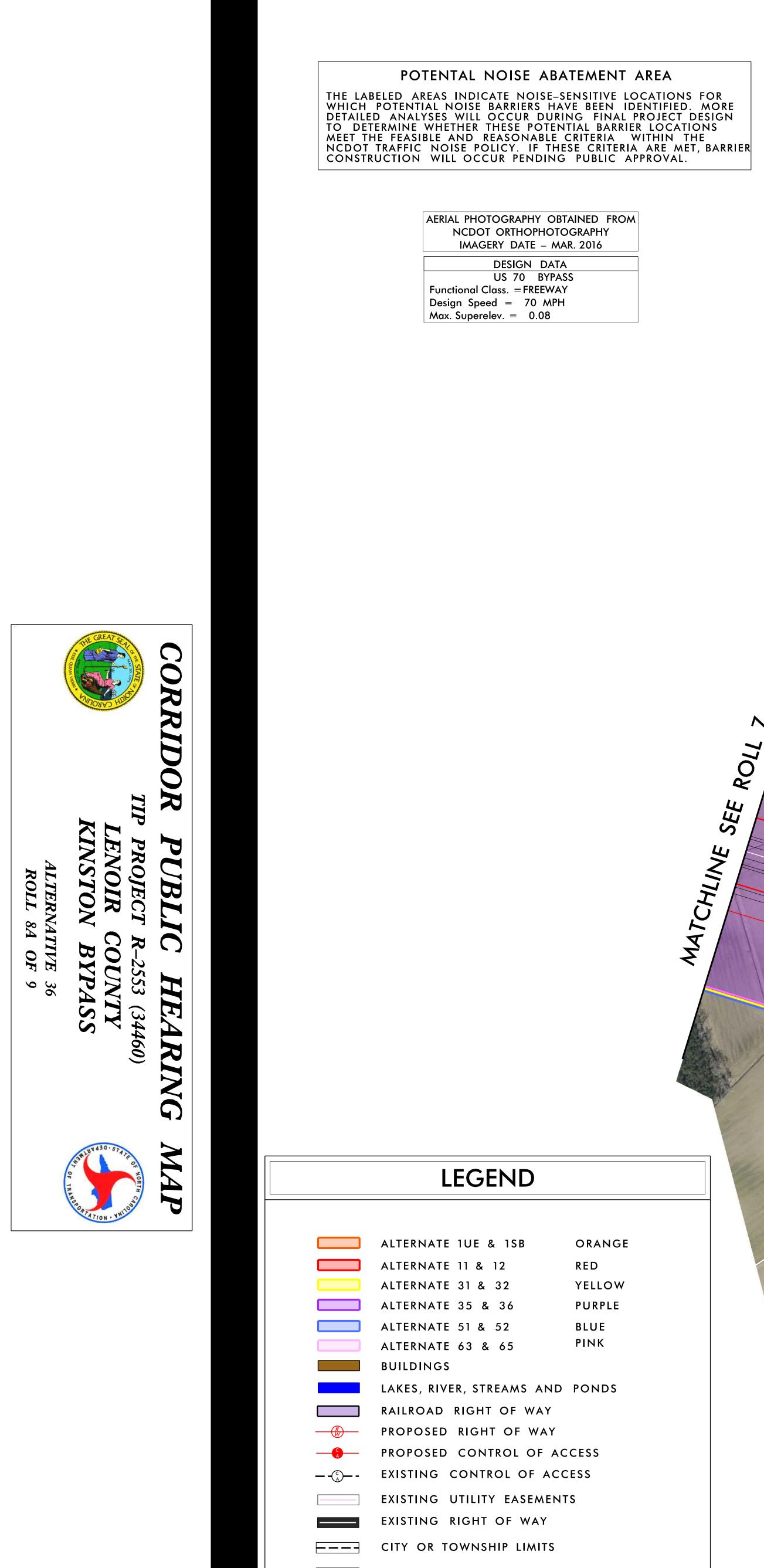
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2020	PRESENT ADT FUTURE ADT	
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CRAVEN COUNTY JONES COUNTY

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<u>2020</u> 2040	PRESENT ADT FUTURE ADT			
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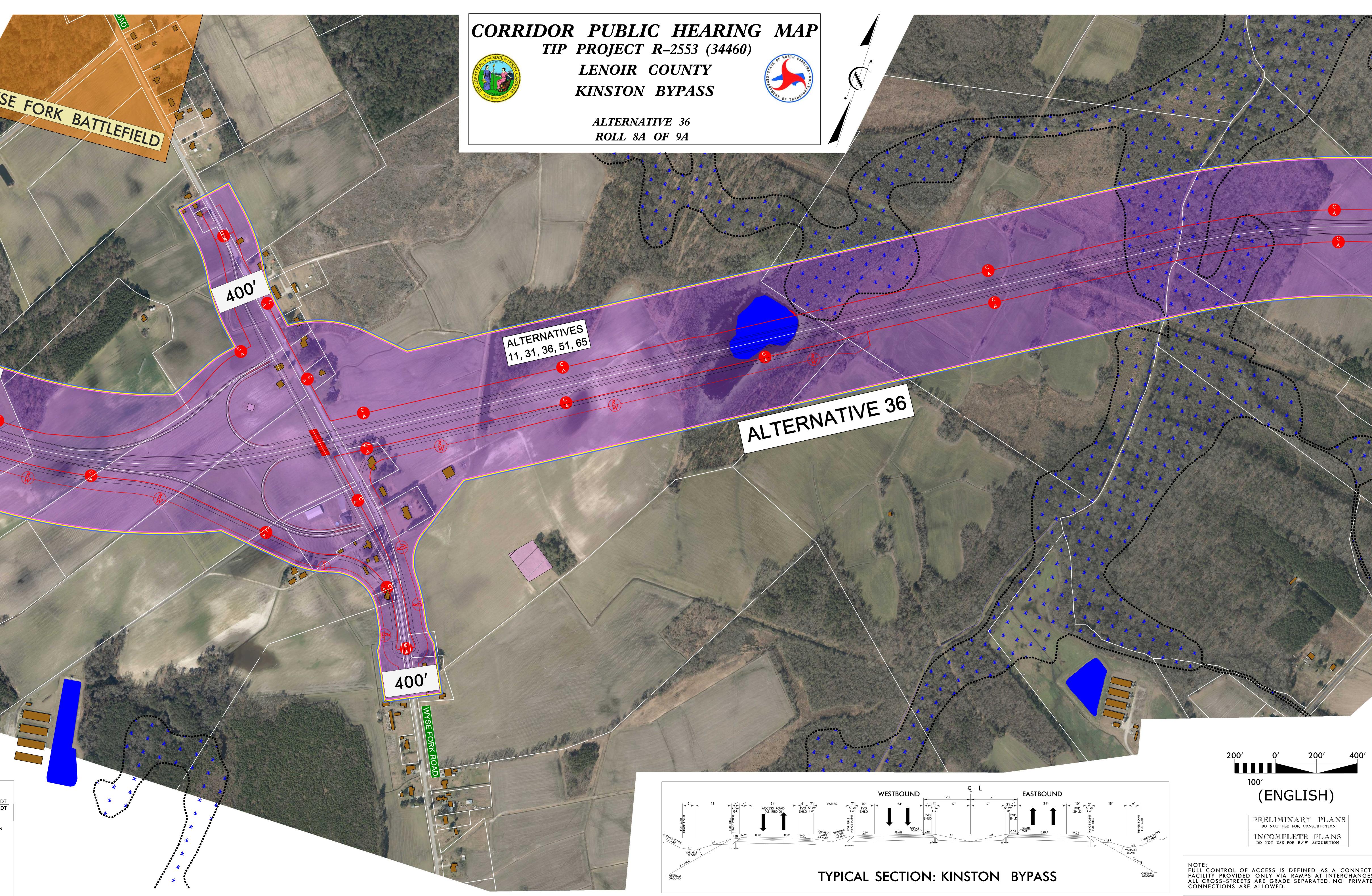
POTENTAL NOISE ABATEMENT AREA

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 NC 58 2020 AD 2040 AD 5.36 10.80 4,480 4,800 NC 58



PROVIDED ONLY VIA RAMPS AT INTERCHANGES. SS-STREETS ARE GRADE SEPARATED. NO PRIVATE DRIVEWAY

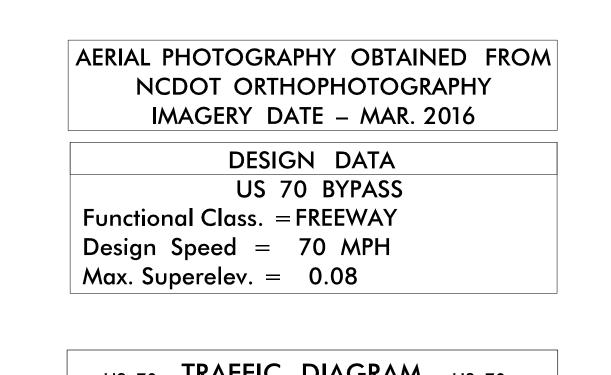
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	EXISTING RIGHT OF WAY	
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HPB	HISTORIC PROPERTY	
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<u>* * * * *</u>	WETLAND	
	WETLAND LIMITS BOUNDARY	
	POTENTIAL NOISE ABATEMENT	FAREA
	PROPOSED STRUCTURES	
	EXISTING STRUCTURES TO B	E REMOVED
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US 70 9,840	IRAFFIC	DIAGRAM	US 70 13,760
16,400	<u>660</u> 1,700	<u>4,580</u> 9,300	24,000
	<u>5,240</u> 11,000 NC 58		2020 ADT 2040 ADT

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EXISTING STRUCTURES TO BE RETAINED

EXISTING TRAFFIC SIGNAL

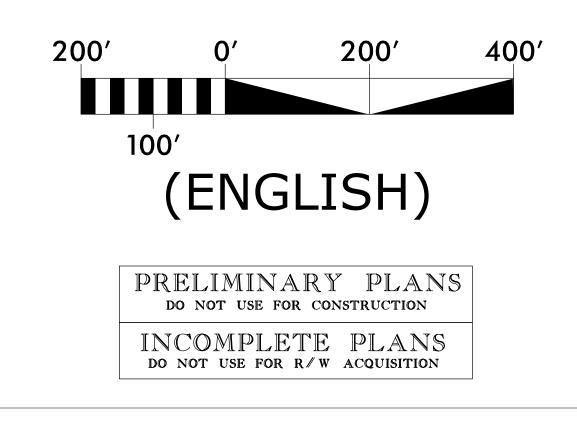
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CRAVEN COUNTY JONES COUNTY

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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.

