

Basic Project Questions

- **Where will the project be located?**

We are in the process of figuring that out. You can help.

Major transportation investments like the Kinston Bypass require a detailed evaluation (called an Environmental Impact Statement or EIS) of multiple alternative locations which meet the transportation needs while being the least disruptive to communities and the environment. At this stage of development there are still multiple alternative locations for the Kinston Bypass under consideration and it is anticipated that a preferred alternative will be selected in the fall of 2018. We are currently soliciting comments on all potential alternatives.

To learn more about the alternatives under consideration, visit the project website www.ncdot.gov/projects/KinstonBypass, and watch the "Overview" project videos.

- **When will the Kinston Bypass be built?**

A portion of the Kinston Bypass is anticipated for construction to begin in Fiscal year 2024.

The project will be constructed in phases. In the 2018-2027 State Transportation Improvement Program (STIP) only one segment, R-2553C, is funded for construction. R-2553C includes the portion between NC 148 to just east of NC 58. R-2553C is scheduled for construction between fiscal years 2024 and 2027. Funding and construction of the remaining four segments have yet to be determined. The other segments will be constructed at a future date.

- **How much will the Kinston Bypass Cost? How will it be funded?**

The Kinston Bypass is estimated to cost approximately \$400M.

The R-2553C section of the project (as described in the above question) is the only portion currently funded at \$130 million. It is anticipated that the entire project – including all necessary improvements between LaGrange and Dover – will cost around \$400 million. These costs include an estimate for acquiring necessary right-of-way, relocating utilities, and the construction of the US 70 bypass itself. The remaining sections (R-2553A, R-2553B, R-2553D, and R-2553E) are unfunded. New funding will need to be allocated in the 2019 STIP.

Currently 100 percent of the funding for R-2553C will come from the State Highway Trust Fund which is a state revenue source generated by the North Carolina state gas tax, motor vehicle use tax, and motor vehicle certificate of title fee. Note that the funding is based on a cost estimate and the actual project costs are subject to change.

- **Who makes project funding decisions? Who makes decisions with regards to scheduling the construction of transportation projects? When are these decisions made?**

State Law uses a formula to evaluate all potential transportation projects throughout the state through a rolling 2-year cycle. The public has an opportunity to participate in identifying funding priorities. The next schedule of programmed funds is anticipated for release by NCDOT in 2019.

The process to get any transportation project funded using state or federal funds is governed by State Law in N.C. G.S. § 136-189.10 which allows projects to be submitted to the state for funding consideration every two years. After submittal, these projects will be evaluated through a statewide formula against all other transportation projects submitted throughout the state. Projects that score the highest through this formula will then be programmed by the state for funding.

The next opportunity these unfunded sections of the Kinston Bypass will have to be funded will be in the 2020-2029 North Carolina State Transportation Improvement Program (STIP) which is anticipated for release in 2019. Although the process of programming transportation funds is governed by state law through a defined formula, NCDOT Division 2 and the Eastern Carolina Rural Planning Organization can impact which projects are considered for review and can award a portion of the final project scores. The public will have an opportunity to participate in the final project scores through public input processes conducted by both NCDOT Division 2 and the Eastern Carolina Rural Planning Organization. These opportunities for public input on final project scores will be advertised by NCDOT and the Eastern Carolina Rural Planning Organization in the spring of 2018.



Questions about the Environmental Impact Statement (EIS)

- **How will the location of the Kinston Bypass be chosen? Who makes these decisions?**

The final project location will be chosen through the creation of a study called a DEIS and the publishing of a subsequent FEIS. We are asking you to participate in this study!

The process of evaluating the best location for a large transportation project and finalizing that project's location is made through the creation of a study called an EIS. The EIS has a draft form (called a draft environmental impact statement or DEIS) and final form (called a final environmental impact statement or FEIS). The DEIS documents the purpose and need for the project, the alternatives analysis and the impacts to the human and natural environment, and will be published for public review and comment before a preferred alternative is selected. The FEIS will further assess the impacts of the preferred alternative. The Kinston Bypass DEIS is anticipated in the summer of 2018 and the Kinston Bypass FEIS is anticipated in the winter of 2020.

During the creation of the DEIS, multiple alternatives are considered. The impacts to the community and to the environment anticipated by the construction of each potential project alternative are compared. Several entities which include the U.S. Army Corps of Engineers, the North Carolina Department of Transportation, the North Carolina Department of Environmental Quality, U.S. Environmental Protection Agency, the U.S. Fish and Wildlife Service, the National Marine Fisheries Service, the N.C. Wildlife Resources Commission, the N.C. Department of Cultural Resources, the U.S. Forest Service, and the National Park Service all share the responsibility to review all potential impacts. These entities also share the final decision-making authority regarding the chosen alternative and the project location. The Eastern Carolina Rural Planning Organization is also invited to participate as an advisory member of this team. Public outreach and public input is a critical part of the creation of the EIS.

To learn more about project decision making, watch the project video titled "Kinston Bypass Project Alternatives, Benefits and Tradeoffs" on the project website www.ncdot.gov/projects/KinstonBypass.

- **When will the final design alignment impacts be available to the public?**

Winter 2020.

Following the selection of a preferred alternative, additional design studies will be undertaken to establish the final right of way requirements. This information will be presented in a FEIS expected to be available in the winter of 2020.

- **What are my opportunities to impact the location of this project?**

As advertised on the website www.ncdot.gov/projects/KinstonBypass and by contacting NCDOT.

The public can participate by reviewing and submitting comments on the alternatives considered for the Kinston Bypass through advertised public input opportunities (which are all also posted on the project website at: www.ncdot.gov/projects/KinstonBypass) or at any time through contacting NCDOT (see additional information on the first page of this document).

