



# PROPOSED KINSTON BYPASS PROJECT

## CITIZENS INFORMATIONAL WORKSHOPS FEBRUARY 23 AND 25, 2010

Welcome to this evening's meeting for the Kinston Bypass Project.

The purpose of this meeting is to provide you with information and obtain your input regarding the proposed project. You will have an opportunity to review study area maps and displays, talk with the project team members, and offer your input.

### Participating in Tonight's Meeting

#### 1. Sign In and Collect Handouts

Sign in at the registration table, pick up a set of handouts and provide your contact information to receive future mailings.

#### 2. Learn About the Study and Ask Questions

Project displays and other materials are available to help you learn more about the project. Project team members are also present to answer your questions and discuss the project; team members are identified by nametags.

#### 3. Provide Your Input

This information packet includes a comment sheet which includes questions corresponding to this evening's workshop stations. Please feel free to write any additional comments on the maps and displays presented at the stations. We appreciate you taking the time to provide input. The information you provide will help the North Carolina Department of Transportation (NCDOT) develop the project by including input from all stakeholders prior to project decisions being made. Please submit your comments tonight or mail your comments to the address on the comment sheet by **April 30, 2010**.

### Project History and Status

The Kinston Bypass is shown in the City of Kinston Comprehensive Transportation Plan as well as the NCDOT State Transportation Improvement Program. The State Transportation Improvement Program includes cost estimates for priority projects identified by municipalities or metropolitan planning organizations in order to distribute state and federal funds. NCDOT started planning and engineering studies for the Kinston Bypass Project in the late 1990's; however, the project was placed on hold as the Crescent Road Project (now known as C. F. Harvey Parkway) became a higher priority due to the Global TransPark industrial development north of Kinston. In May of 2009, NCDOT restarted the project by requesting input from city, town, and county officials as well as state and federal resource agencies.

### Tonight's Workshop Stations

- Show us Where you Live and Work
- Project Presentation
- Project Background
- Existing Conditions
- General Needs for the Project
- Study Process and Project Schedule
- Citizens Comments

## **Description of the Project**

The City of Kinston Comprehensive Transportation Plan and the State Transportation Improvement Program show the Kinston Bypass as a new highway south of Kinston, that will provide two travel lanes for each direction separated by a median. Access to this new highway will take place on main roads by interchanges. No properties will have direct access to the new highway. The proposed highway would run from US 70 near LaGrange in Lenoir County to US 70 near Dover in Craven County.

Even though the City of Kinston Comprehensive Transportation Plan and State Transportation Improvement Program show the Kinston Bypass as a new highway south of Kinston, a full range of alternatives will be considered including Do-Nothing/No Build, northern and southern bypasses around Kinston, as well as upgrading existing US 70.

## **General Need for Project**

Traffic congestion exists around Kinston and along existing US 70 and existing US 70 Bypass. Additionally, US 70 from Raleigh to Morehead City is designated as a Strategic Highway Corridor for the State of North Carolina, which would include improving and upgrading this section of US 70 to provide two travel lanes in each direction separated by a median, with access to the highway provided only on main roads by interchanges.

NCDOT hopes you will complete your comment sheet to assist in identifying any additional transportation related problems along US 70/US 70 Bypass or in the region.

## **Strategic Highway Corridors**

The North Carolina Board of Transportation (NCBOT) has established a vision for North Carolina that includes developing a network of safe and reliable high-speed facilities to accommodate statewide and regional travel. The NCBOT adopted the Strategic Highway Corridor Vision Plan in 2004 which identifies the US 70 corridor (Corridor 46) from Raleigh to Morehead City. Corridor 46 proposes a freeway as the corridor vision for US 70 from I-40 in Wake County to the end of the proposed Havelock Bypass in Craven County, and as a boulevard from the end of the proposed Havelock Bypass to Morehead City.



For more information on NCDOT Strategic Highway Corridors, please visit:  
<http://www.ncdot.org/doh/preconstruct/tpb/shc/>.

## **Project Cost**

Funding for right of way acquisition and construction of the proposed project is not included in the State Transportation Improvement Program. The total estimated cost for the project is close to 181 million dollars, which includes roughly 170 million dollars for construction and 9.8 million dollars for right of way acquisition.

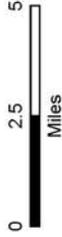
**KINSTON BYPASS  
STIP PROJECT NO. R-2553  
PROJECT VICINITY MAP**

**Legend**

-  Draft Project Study Area
-  Municipal Boundaries
-  County Boundary
-  Kinston Regional JetPort
-  Global Trans Park (GTP)
-  Stream
-  Open Water
-  US Highway
-  NC Highway
-  State Route
-  Local Road
-  Railroad



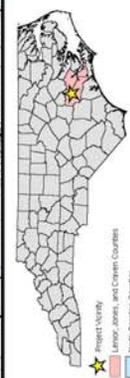
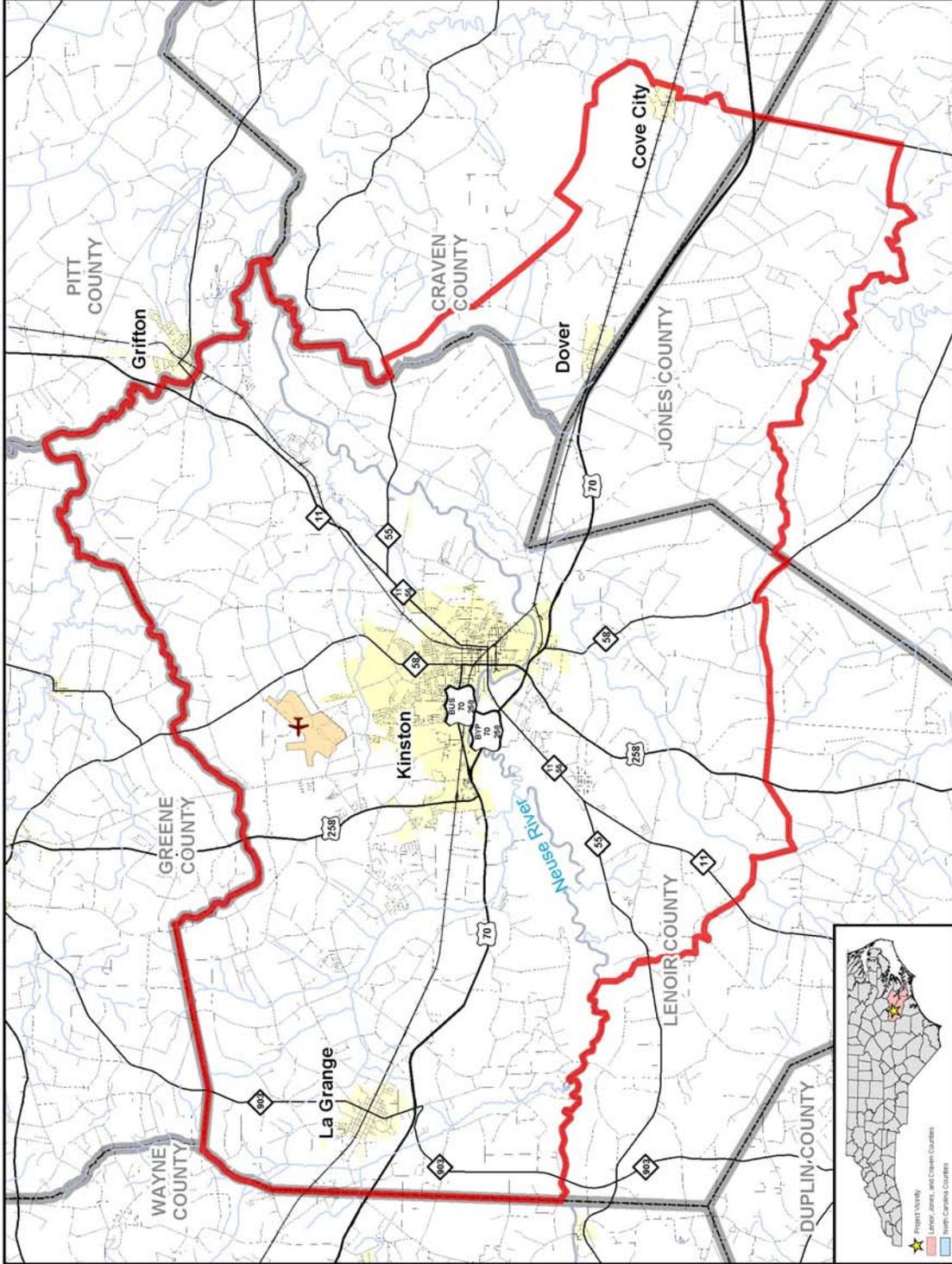
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NC Department of Transportation  
Division of Highways  
Project Development and  
Environmental Analysis Branch

This map is for reference only.  
Sources: ESRI Inc., USGS, CGIA,  
NCDOT, and URS.

October 2009



## **Project Schedule**

NCDOT has started planning and engineering studies in order to document existing conditions within the project study area. The findings of these initial studies and comments received at the workshops, as well as those that are mailed in, will help NCDOT prepare a "Purpose and Need Report". This report will document the need for the project and define objectives that the project will attempt to accomplish. The Purpose and Need establishes a framework to develop project alternatives that will be evaluated in the State Draft Environmental Impact Statement. To obtain more citizen input on the next phase of the project, NCDOT anticipates holding a second round of Citizens Informational Workshops in the Fall of 2010. The second round of workshops will present preliminary study corridors, which will be developed by identifying areas where construction of the proposed project will have minimal impacts to the natural and human environments. Dates for major milestones of the project are shown below.

<b>Citizens Informational Workshop #1 (Purpose and Need)*</b>	<b>February 2010</b>
<b>Citizens Informational Workshop #2 (Preliminary Corridors)*</b>	<b>Fall 2010</b>
<b>Citizens Informational Workshop #3 (Alternatives)*</b>	<b>Winter 2011</b>
<b>State Draft Environmental Impact Statement</b>	<b>Fall 2013</b>
<b>Corridor Design Public Hearing*</b>	<b>Spring 2014</b>
<b>State Final Environmental Impact Statement</b>	<b>Spring 2015</b>
<b>State Record of Decision</b>	<b>Summer 2015</b>
<b>Design Public Hearing*</b>	<b>Fall 2015</b>
<b>Right of Way Acquisition</b>	<b>Post 2015</b>
<b>Construction</b>	<b>Post 2015</b>

\* Indicates opportunities for citizen input.

**Note: Project Team members are available for community small group meetings as needed**

## **Concerns**

The NCDOT realizes individuals and businesses close to a proposed project want to be informed of the potential impacts the project might have on their homes and businesses. However, exact information is not available at this stage of the planning process. Additional environmental and design studies will be performed before any right of way limits for the proposed project can be established. More detailed information will be available and presented to the public after preliminary study corridors have been developed.

To obtain the most up to date information on the Kinston Bypass Project, please visit the project website, call the project hotline, or contact the NCDOT Project Manager.

**Need more information?  
Have concerns or comments?**

Visit the project web site at  
<http://www.ncdot.gov/projects/kinstonbypass/>  
or call the Project Hotline at 1-800-233-6315 **(English & Spanish)**

### **or contact:**

Mr. Mark Pierce, PE, NCDOT  
Email: [mspierce@ncdot.gov](mailto:mspierce@ncdot.gov)  
Phone: (919) 733-7844 ext. 214  
Address: 1548 Mail Service Center  
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Mr. Chris Werner, PE, URS Corporation (NCDOT consultant)  
Email: [christopher\\_werner@urscorp.com](mailto:christopher_werner@urscorp.com)  
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Morrisville, NC 27560

# North Carolina Department of Transportation Kinston Bypass Project

## Comment Sheet

February 2010

### Contact Information (Please Print)

Name: \_\_\_\_\_

Mailing Address (including zip code): \_\_\_\_\_

Please check if you would like to be added to the project mailing list.  Yes  No

How did you hear about the meeting? (Please check all of the following which apply)

Postcard  Newspaper  Radio  Friend/Family  Other: \_\_\_\_\_

Are you a member of a civic or business group, home owners association or non-profit agency? If so, please list your affiliation: \_\_\_\_\_

### General Need for the project:

The North Carolina Department of Transportation (NCDOT) State Transportation Improvement Program has the Kinston Bypass project programmed as a new highway that will provide two lanes in each direction separated by a median with access to the new highway provided only on main roads by interchanges. General needs for the Kinston Bypass identified thus far include:

- Traffic congestion exists around Kinston and along existing US 70 and existing US 70 Bypass.
- Existing US 70 is one of the primary east-west corridors in Eastern North Carolina providing a connection to cities between Morehead City and Raleigh.

### Your comments on the Kinston Bypass project are important. Please provide responses to the following questions:

1) Do you encounter traffic congestion when driving around Kinston or along existing US 70 and existing US 70 Bypass?

Yes  No If yes, please answer the following:

1a) where does the congestion occur? \_\_\_\_\_

\_\_\_\_\_

1b) what do you think causes the congestion? \_\_\_\_\_

\_\_\_\_\_

1c) in your opinion, is the congestion unreasonable? \_\_\_\_\_

\_\_\_\_\_

2) Existing US 70, provides a connection from Morehead City to Raleigh and cities in between, serving local and regional traffic. Some of the regional uses of US 70 consist of travel to and from points such as Crystal Coast, Global TransPark, Morehead City Port, Seymour Johnson Air Force Base and Cherry Point Marine Corps Air Station. US 70 also serves as a major hurricane evacuation route in the event of an oncoming storm.

2a) Do you feel existing US 70 and existing US 70 Bypass serves mostly local traffic, regional traffic, or both?  
 Local Traffic  Regional Traffic  Both

2b) Do you feel existing US 70 and existing US 70 Bypass can accommodate the regional demands of Eastern North Carolina in addition to the local demands?

Yes  No If no, please describe why not. \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

