



September 20, 2011

Hancock High School

7084 Stennis Airport Dr.

Kiln, Mississippi 39556

4:30 PM to 7:00 PM

Public Meeting

State Route 43-603

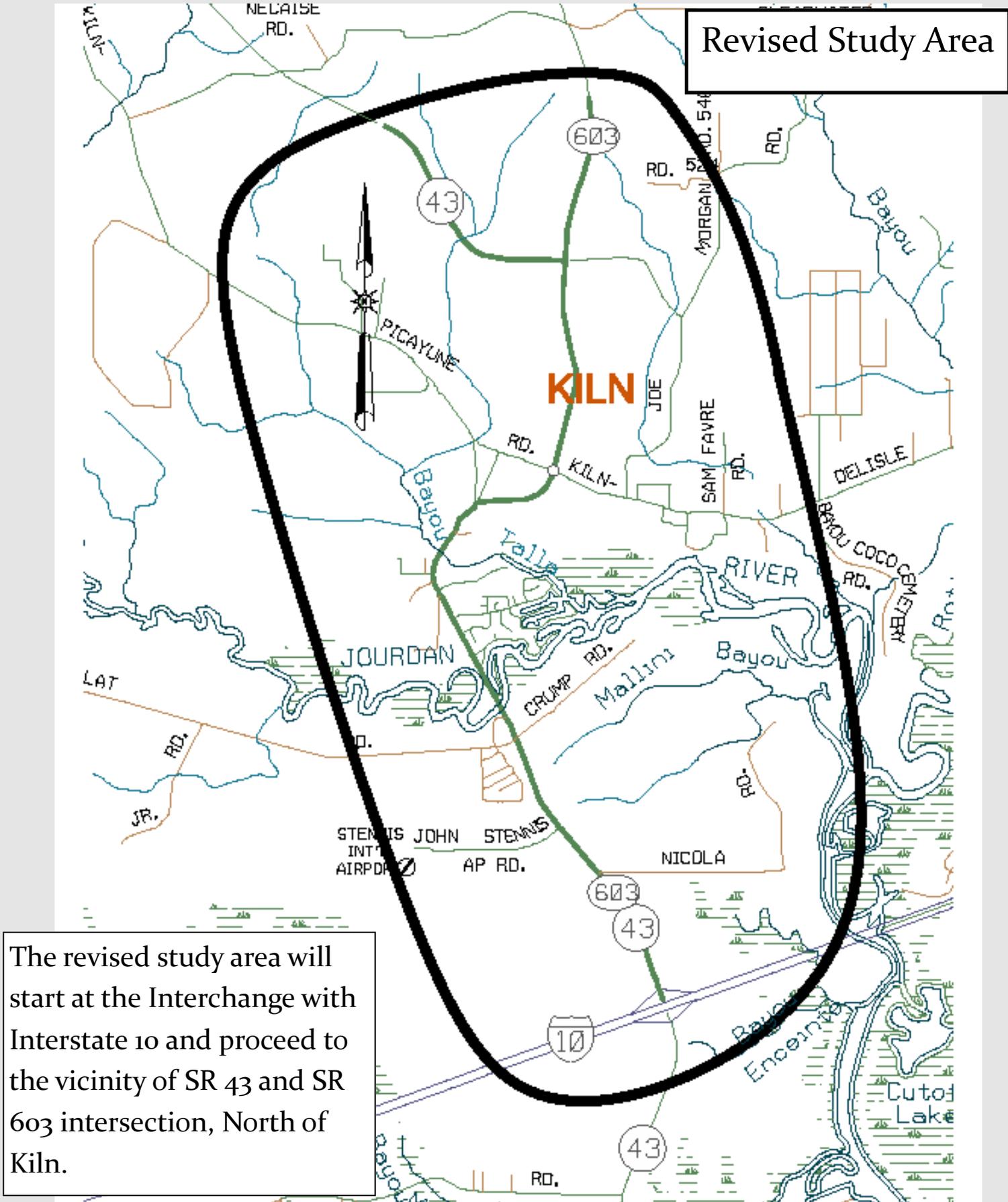
From I-10 to North of Kiln near the
Intersection of State Route 43-603

**A Change in
Focus ...**

Tonight's Public Meeting is being held to inform the general public of the change in focus for the study of State Route 43-603. The study area will start at Interstate 10 and continue to somewhere in the vicinity of State Route 43 and State Route 603 intersection, north of Kiln. The study will investigate methods to reduce traffic congestion, improve safety, and provide emergency evacuation for the surrounding area.

Presented By:





Revised Study Area

The revised study area will start at the Interchange with Interstate 10 and proceed to the vicinity of SR 43 and SR 603 intersection, North of Kiln.

a change in focus ...

Figure 1.

Why This Project?

- Reduced Congestion and Delays
- Improved Safety for the Traveling Public
- Improved Emergency Evacuation

Purpose:

The purpose of this Environmental Impact Statement is to address the transportation, environmental, and safety issues of such a transportation corridor. The proposed improvements will reduce congestion and travel delays occurring on or along the SR 43-603 corridor. The southern termini of the study area is the Interchange with Interstate 10. The northern termini will be somewhere in the vicinity of the intersection of SR 43 with SR 603.

Need:

The proposed project will address the following identified needs:

- To **reduce traffic congestion**
- To **improve the safety**
- To **improve emergency Evacuation**

Your Comments are Important !

All who attend this meeting are encouraged to voice their opinions by visiting the table marked "*Comments*" and completing a Comment Sheet.

Your comments can be mailed to MDOT Environmental Division, P.O. Box 1850, Jackson, Mississippi 39215, or sent by email to

environmentalcomments@mdot.state.ms.us.

FAX 601-359-7355

This project is ongoing and your continued involvement and suggestions will be most appreciated.

QUESTIONS AND ANSWERS ABOUT THE 43/603 STUDIES

Question: Originally MDOT told the public it was studying improvements to 43/603 from I-10 to the 43/603 split just north of Kiln. Then MDOT announced it was going to study a route all the way to I-59. Now it seems that MDOT is back where they started. What happened?

Answer: This study began in 2008. With the recession and the moratorium on Congressional earmarks, MDOT can no longer identify sources of money that would allow construction from I-10 to I-59 in the foreseeable future. However, MDOT can reasonably expect to have sufficient funds to improve 43/603 from I-10 until they split somewhere north of Kiln. It would not be prudent to attempt to develop locations and designs for a highway that might or might not be constructed 30 or 40 years in the future.

Question: Why does MDOT not simply four-lane existing 43/603 through Kiln?

Answer: The curves and right of way limits for existing 43/603 would not meet the minimum safety and design standards for a modern highway.

- Designs that meet the minimum standards, and follow the existing highways as much as possible, do unacceptable damage to existing businesses and homes.
- New utilities placed in existing MDOT Right-of-Way by the County Government would require moving. The cost would be incurred by the County Government.

Question: How can this be a hurricane evacuation route if it stops just north of Kiln?

Answer: It would be ideal for this project to take traffic all the way to Interstate 59 and from there north. However, the project does the best MDOT can afford at this time. It eases movements to get traffic from the south, through the portions of Kiln that are susceptible to storm surge, to the emergency shelters.

Question: Why do MDOT's displays imply that a bridge across the Jourdan east of Kiln would be more expensive?

Answer: The Jourdan River and Bayou Talla are navigable waterways.

- MDOT cannot bridge them in any way that would be a barrier to any vessel that could get under the Interstate 10 Bridge across the Jourdan.
- Since the current 43/603 bridges over the waterways already limit navigation, bridges upstream of the existing bridges need only be as high as the existing ones.
- New bridges downstream from the existing bridges must be as tall and massive as the Interstate 10 bridge.

Question: Will this new road simply bypass Kiln and its businesses, or will it provide some opportunity for economic development and improvement?

Answer: All of the alternatives MDOT has developed provide good access to the Kiln community and its businesses; some provide better access than others. Please take a look at the alternatives and tell us the ones you think would be best for Kiln.