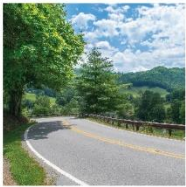




NORTH CAROLINA

Department of Transportation



I-87 Corridor Update

Craig Midgett, Len White, Kristin Barnes, David Keilson, Dana Magliola
North Carolina Department of Transportation

14 JANUARY 2020



I-87 Corridor Update Agenda

- Corridor overview + SPOT Resources
- Division updates:
 - Division 1
 - Division 2
 - Division 4
 - Division 5
- Logistics + Freight profile



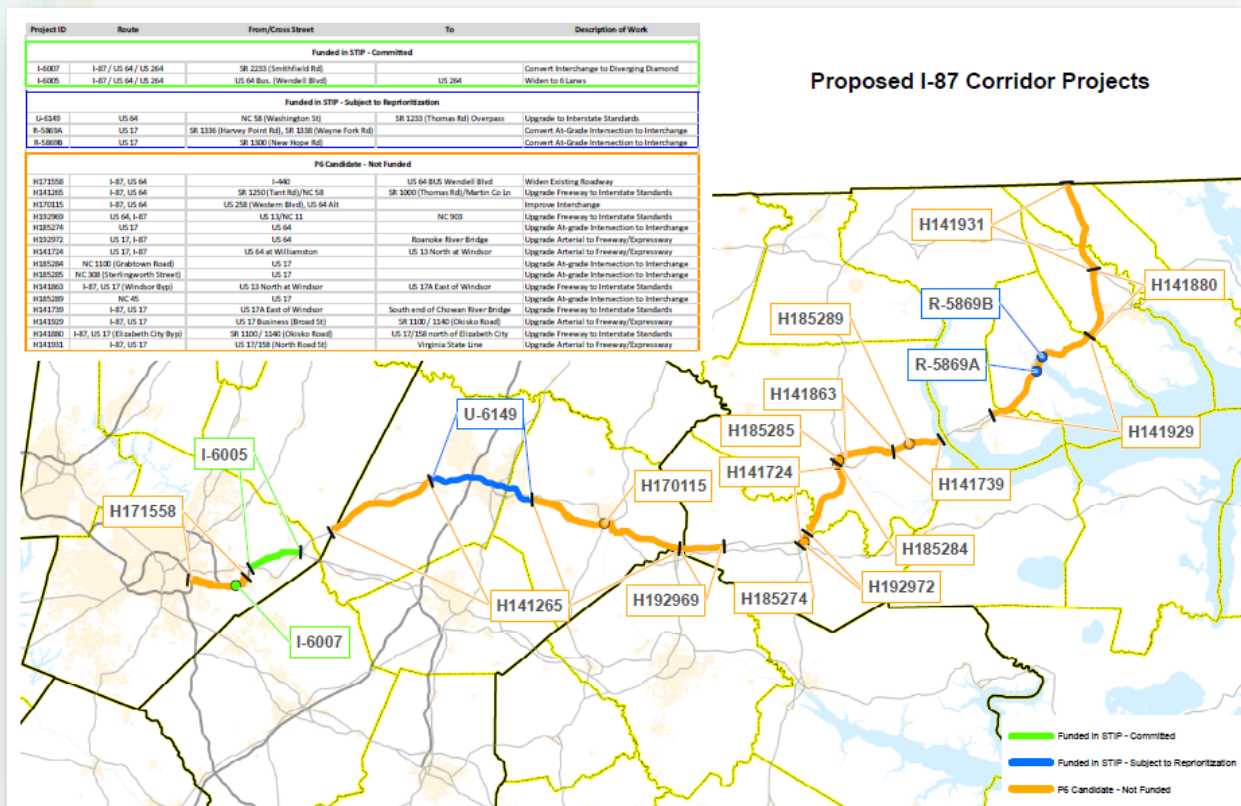


CORRIDOR OVERVIEW

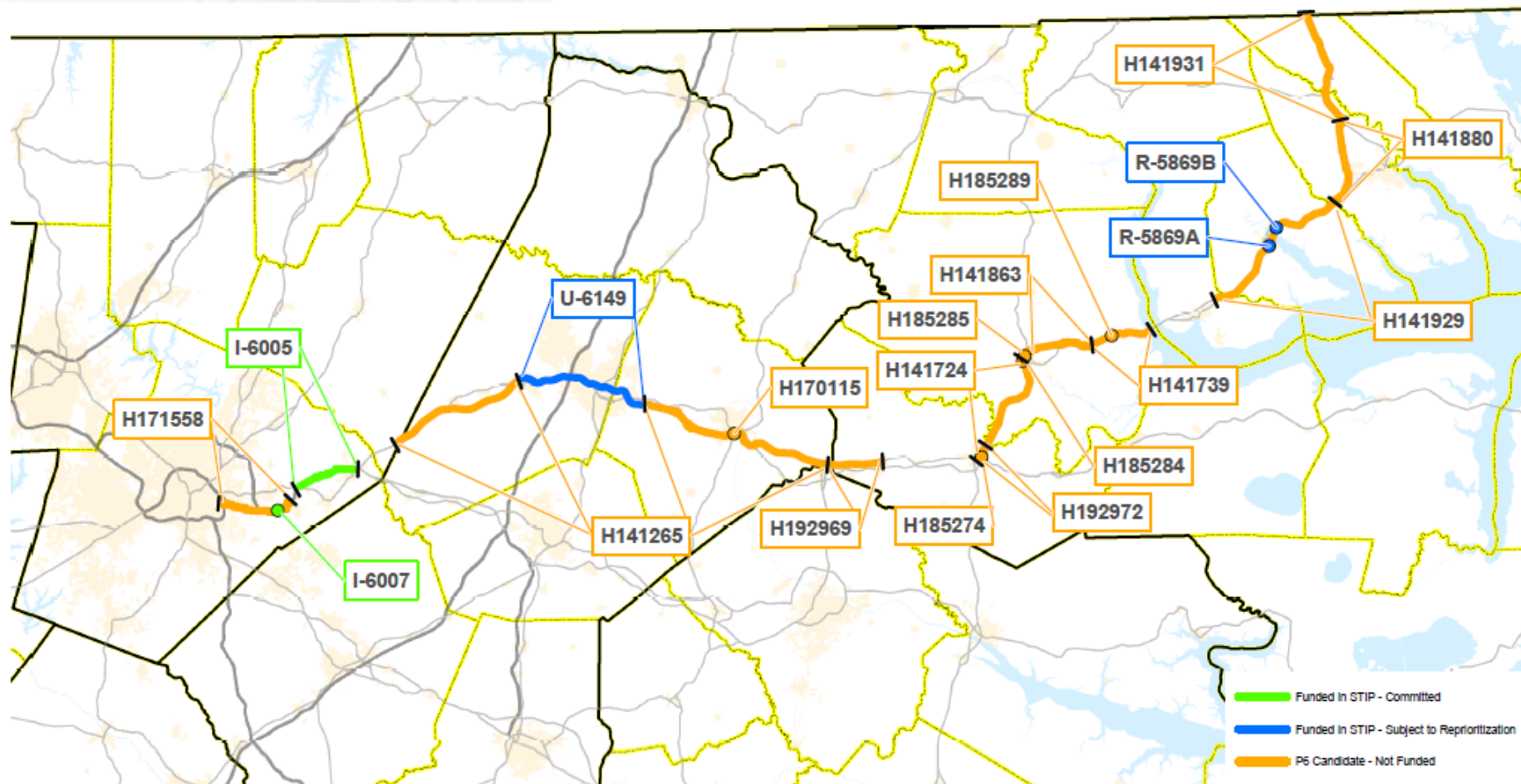
I-87 + Future I-87 Corridor

- The I-87, I-587 and future I-87 corridor crosses 4 NCDOT divisions (W to E):

- Division 5
- Division 4
- Division 2
- Division 1



I-87 + Future I-87 Corridor



**P6 Submitted Projects Involving the Future I-87 Corridor
Sorted by Division**

A PDF will be provided following the presentation.

DIVISION UPDATES

Division 1

US 17 (Future I-87) in Chowan Co. (I-6027)

- **Scope:** Pavement Rehabilitation from Bertie Co. Line to Perquimans Co. Line
- **Schedule:** Begin Construction: FY 2025 (\$6,400,000)
- **Project Manager:** Barry Hobbs, P.E., (252) 482-1862, bhobbs@ncdot.gov

US 17 (Future I-87) in Perquimans Co. (I-6030)

- **Scope:** Pavement Rehabilitation from SR 1101 (East Bear Swamp Rd) to US 17 Bus.
- **Schedule:** Begin Construction: FY 2025 (\$5,000,000)
- **Project Manager:** Barry Hobbs, P.E., (252) 482-1862, bhobbs@ncdot.gov



Division 1

US 17 (Future I-87) in Camden Co. (I-6026)

- **Scope:** Pavement Rehabilitation from Pasquotank County Line to Virginia State Line
- **Schedule:** Begin Construction: FY 2025 (\$6,100,000)
- **Project Manager:** Barry Hobbs, P.E., (252) 482-1862, bhobbs@ncdot.gov

US 17 (Future I-87) in Pasquotank Co. (I-6029)

Funding Status: Funded with GARVEE bonds in 2020-2029 STIP

- **Scope:** Pavement Rehabilitation from Perquimans County Line to North End of US 17 Bypass
- **Schedule:** Begin Construction: FY 2020 (\$15,000,000) ; Let: October 15, 2019
- **Action Items Recently Accomplished:**
 - Awarded to Barnhill Contracting
 - Bid Amount: \$4,643,184
 - Construction: Not Started To Date
- **Resident Engineer:** David Otts, P.E., (252) 331-4737, dbotts@ncdot.gov



Division 1

US 17 (Future I-87) In Hertford-Perquimans Co.(R-5869C)

- **Scope:** US 17 South of US 17 Business (Edenton Road) to North of SR 1220(Wiggins Road)
- **Schedule:** Programmed for Planning and Environmental Only-On Hold
- **Project Manager:** Barry Hobbs, P.E., (252) 482-1862, bhobbs@ncdot.gov

US 17 (Future I-87) In Hertford (R-5869A-Formerly R-4459)

- **Scope:** SR 1336 (Harvey Point Road) & SR 1338 (Wynne Fork Road), Convert at-grade intersection to interchange & convert at-grade intersection to grade separation
- **Schedule:**
 - Begin Right of Way acquisition: FY 2027 (\$6,900,000)
 - Begin Construction: FY 2029 (\$30,000,000)
 - Subject to Reprioritization in Prioritization 6.0
- **Project Manager:** Barry Hobbs, P.E., (252) 482-1862, bhobbs@ncdot.gov



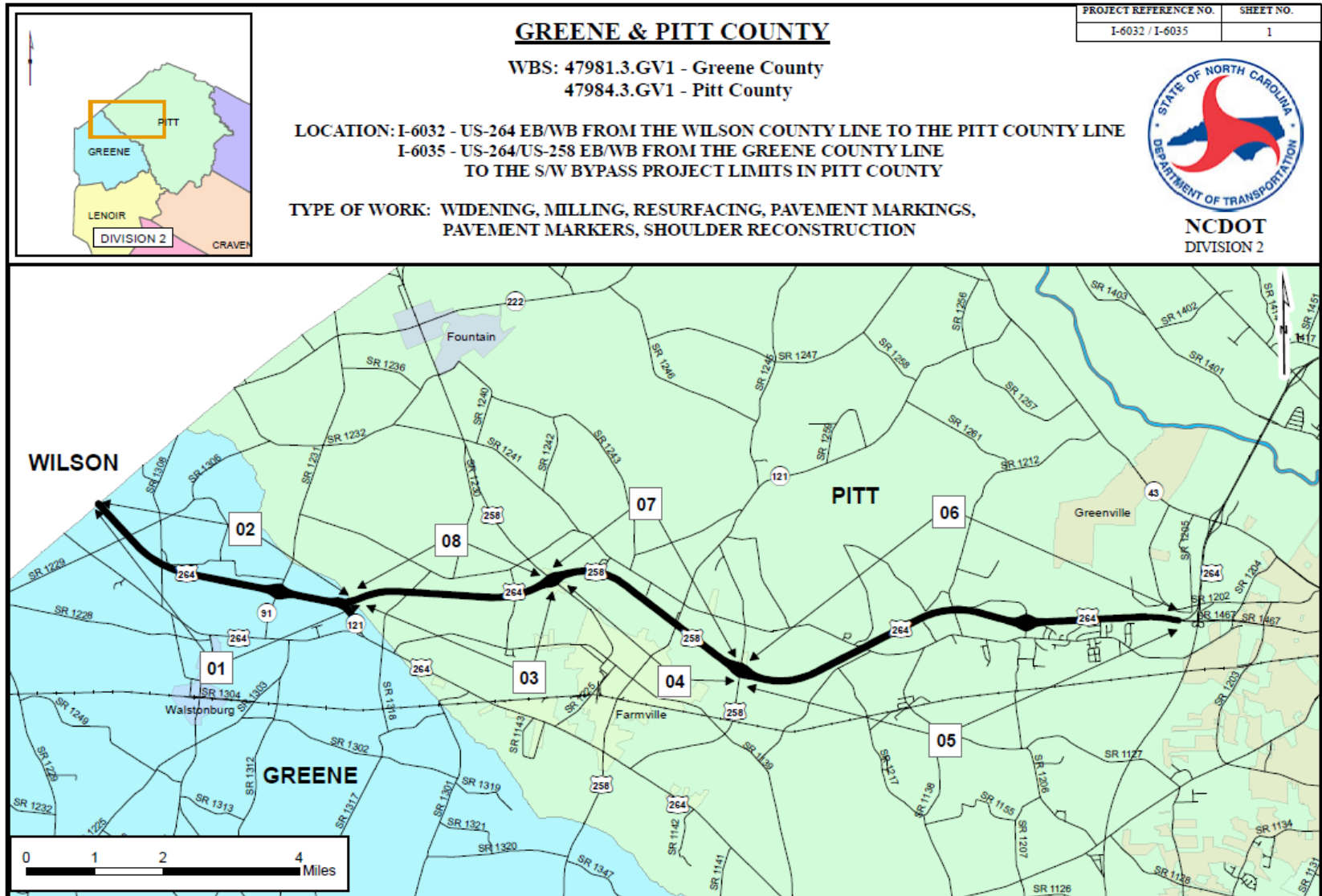
Division 1

US 17 (Future I-87) In Hertford (R-5869B-Formerly R-4458)

- **Scope:** SR 1300(New Hope Road), Convert at grade Intersection to Interchange
- **Schedule:**
 - Begin Right of Way acquisition: FY 2027 (\$3,900,000)
 - Begin Construction: FY 2029 (\$19,800,000)
 - Subject to Reprioritization in Prioritization 6.0
- **Project Manager:** Barry Hobbs, P.E., (252) 482-1862, bhobbs@ncdot.gov



Division 2



Division 2

I-6032 / I-6035

- **Project Description:**
- Widening/Strengthening/Resurfacing Roadway to Interstate Standards
- **Funding Status:**
- Interstate Maintenance Funds
- **Schedule:**
- Awarded to – S T Wooten Corporation
- 91% Complete
- Estimated Completion - Spring 2021

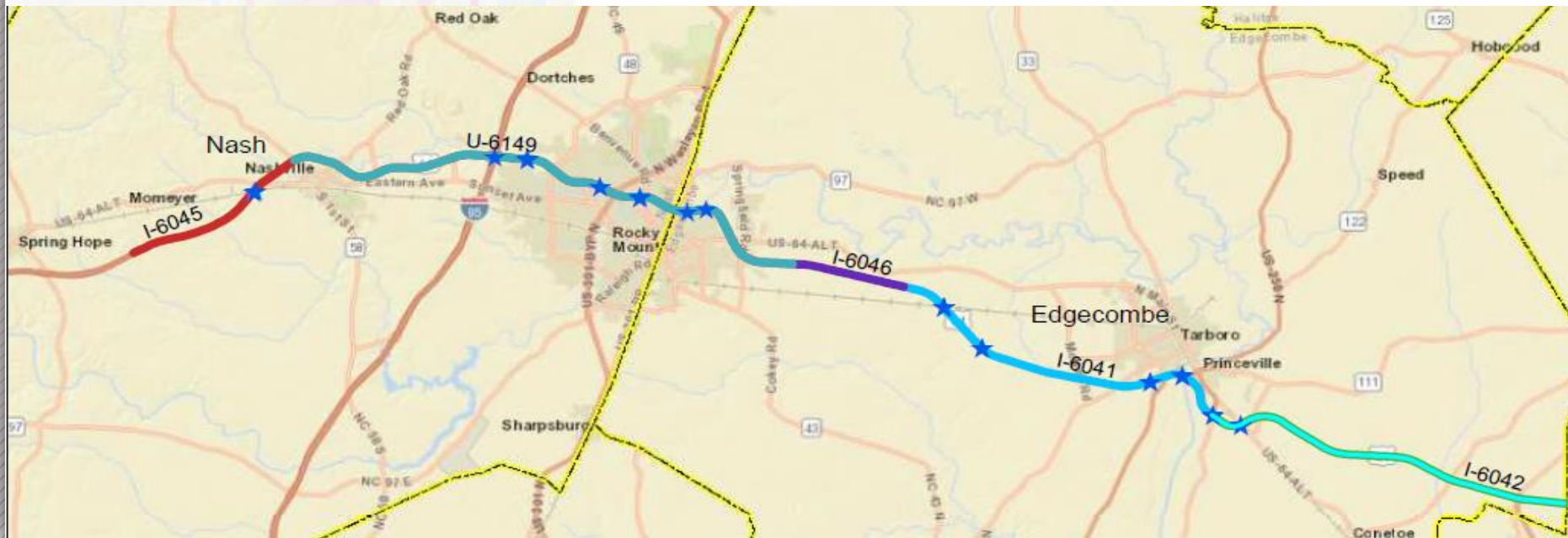


Division 4

- **Currently 4 Interstate Maintenance projects programed along Future I-87**

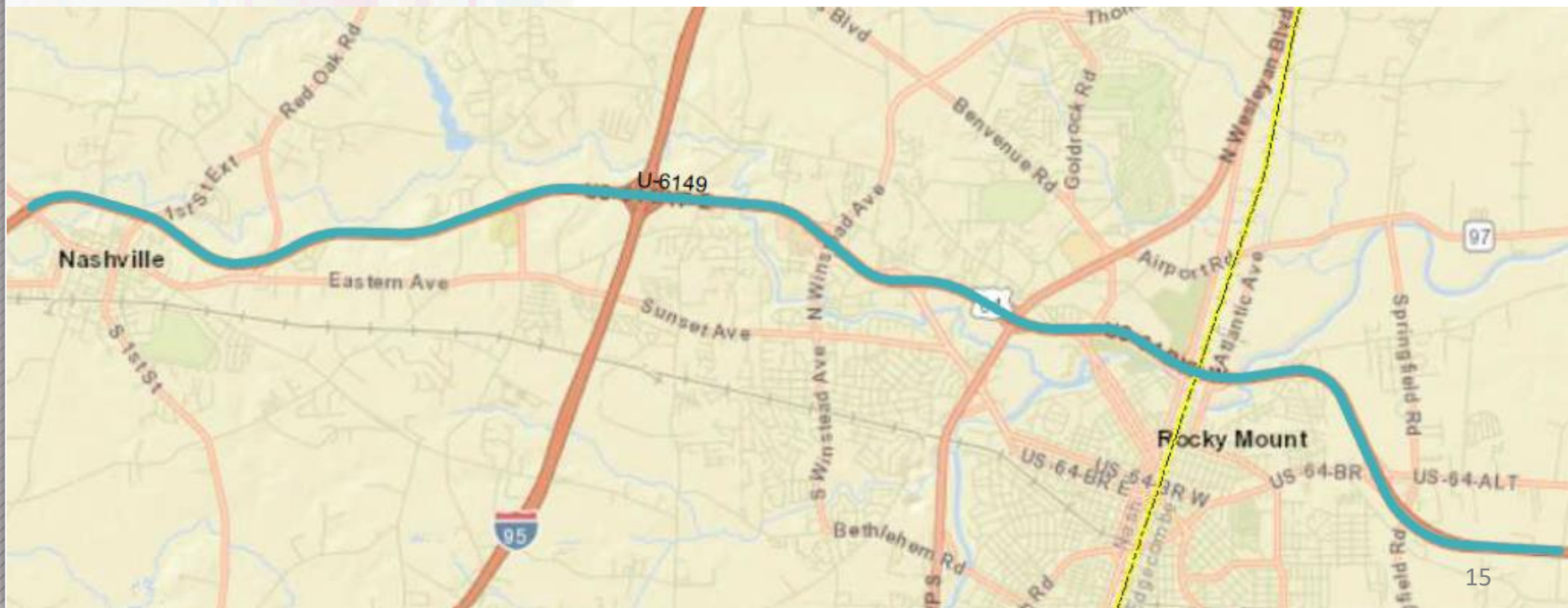
Pavement rehab, shoulder widening, guardrail upgrades, Bridge preservation (A)

- I-6045/A (Let: both 2025)
- I-6041/A (Let: both 2025)
- I-6042/A (Let: 2025, (A) 2024)
- I-6046/A (Let: both 2025)



Division 4

- **1 STIP Project along future I-87**
- US-64 from NC 58 (Washington St) to Thomas Road Overpass. Upgrade to Interstate Standards.
- U-6149 (Portion of ROW and Utilities funded in FY 2029)



Division 5

- Funded and committed STIP projects:
 - I-6005
 - Widen to 6 lanes
 - I-87 from US 64 Business to US 264
 - ROW FY '28, Construction ~2030
 - I-6007
 - I-87/Smithfield Road interchange improvements
 - DDI
 - ROW FY '28, Construction FY '29
- Funded but not committed:
 - U-6101
 - Managed freeway
 - I-87 from I-440 to I-540 (also I-40, I-440, US 1)
 - ROW FY '29, Construction ~ 2031



Division 5

- Interstate Maintenance Projects:
 - I-6001, I-5944
 - I-440 to Nash County
 - Pavement rehab
 - FY 2025
- Projects submitted in P6.0
 - H171558, I-87 widening
 - I-440 to US 64 Business



CONTACT INFORMATION:

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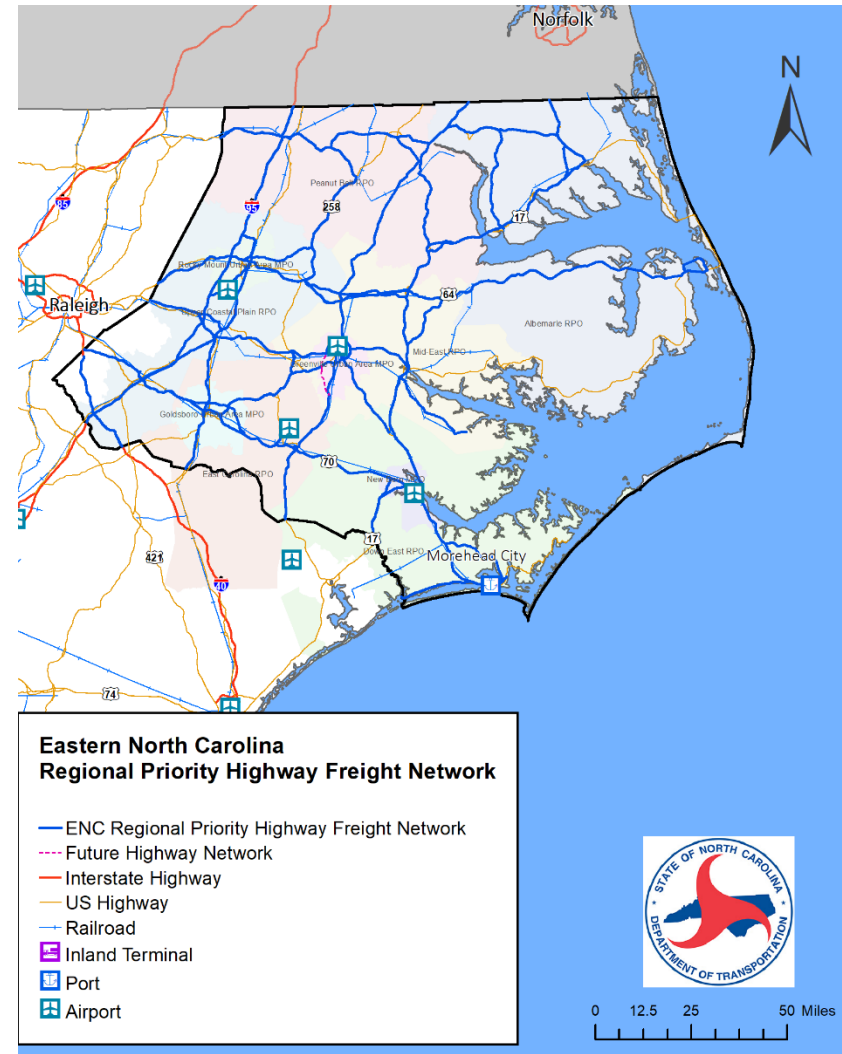


APPENDIX

LOGISTICS + FREIGHT PROFILE

Regional Goods Movement Profile

- 199M+ tons of annual cargo
- 94% by truck volume (87% by value)
- Railroad: 3 classification yards, 340+ at-grade rail crossings
- Port access to MHC, Wilmington, Norfolk
- Industrial air cargo active at KRWI + KISO
- Robust pipeline + fuel infrastructure
- Economic orientation: Hampton Roads



Economic Impacts of Interstates

- Reduced travel times between US counties by 30% between 1960-2010
- Lowered overall cost of transportation for industry
- Improved travel time reliability + supply chain predictability
- Reduced inventory requirements, increasing working capital, improving industrial + commercial re-investment
- Improved market access supports improved public health, domestic supplier access, cost + choice for companies and consumers
- Enables workers to choose from a wider array of employment opportunities



Nadiri, Mamuneas. *Contribution of Highway Capital to Industry and National Productivity Growth*. USDOT, Federal Highway Administration (1996)
Kitchens, Jaworski, et. al. *The Interstate Highway System and the Development of the American Economy*. Univ. of Colorado (2018)
Benefits of Interstate Highways. USDOT, Federal Highway Administration (1983)

Economic Impacts of Interstates

- At the state level (and below) highway infrastructure tends to reallocate (or relocate) economic activity
- Greater public investment offers long-term productivity growth

By industry:

- Nationally traded goods (like manufacturing) have higher earnings after an interstate is opened
- Regionally traded goods (like retail and services), have higher earnings after an interstate is opened in their county
- Counties with an interstate saw earnings rise 6-8% with variation by industrial sector (1969-1993)



Volvo AB, and FedEx platooning trials on I-540 in 2018

Stupak, JM. *Economic impact of Infrastructure Investment*. Congressional Research Service (2018)

Chandra, Amitabh & Thompson, Eric. *Does public infrastructure affect economic activity?: Evidence from the rural interstate highway system*. *Regional Science and Urban Economics*, Elsevier, vol. 30(4) (July 2000)

Corridor Ecosystem: Rural Two-Lane Highways

- Key feeder routes for industry + market access
- *De facto* freight routes
- Safety + road condition concerns

