

I-95 Widening

From I-95 Business/US 301 (Exit 56) to SR 1002 (Long Branch Road- Exit 71)

Local ID: I-5986A

Purpose: Congestion

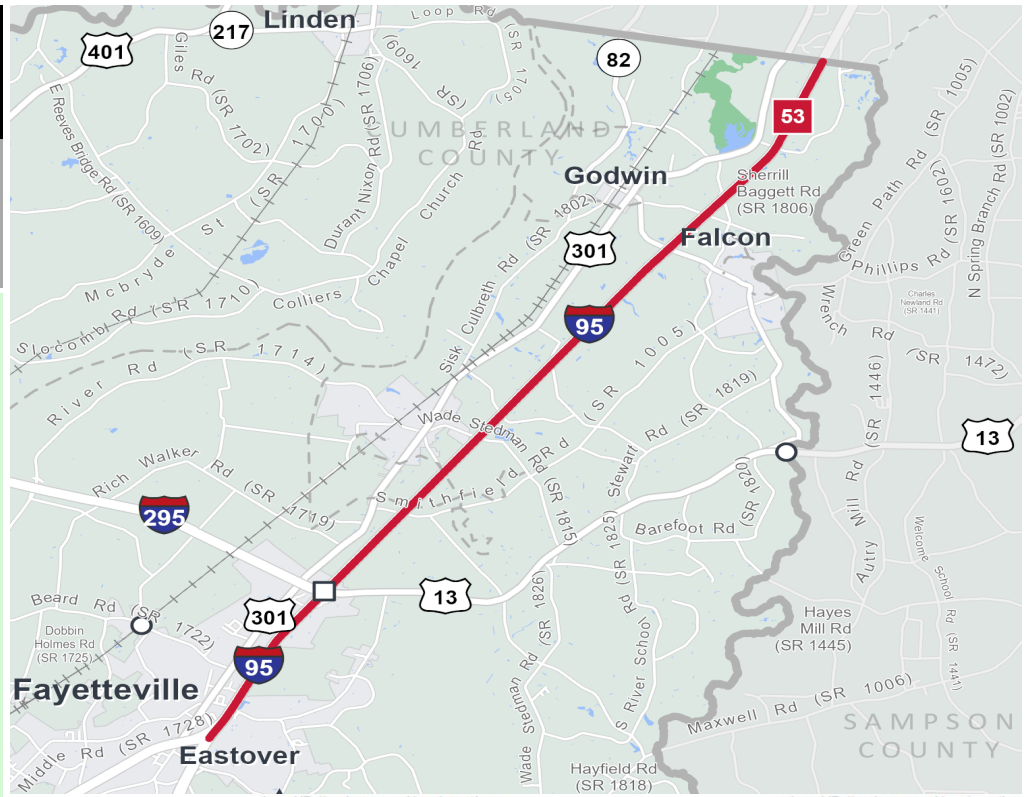
Improvement: Widening

Identified Need

I-95 is projected to be over capacity by year 2045. Improvements are needed to relieve congestion on the existing facility and accommodate projected traffic volumes such that a minimum of Level of Service (LOS) D can be achieved.

Recommendation

This project, I-95 From I-95 Business/US 301 (Exit 56) to SR 1811 (Bud Hawkins Road) (Exit 70), is a Statewide Mobility project that assists with congestion and mobility.



Proposal At A Glance

Highway Class	Congestion & Mobility
Facility Type	Freeway
Typical Section	08 A
Section Options	-
Length (miles)	14.00
Existing ROW (feet)	100-225
Safety Risk Score	-

Proposal Data: 2018 Base Year 2045 Future Year

Improved Route	2018 Base Year		2045 Future Year	
	Existing	Without Proposal*	Without Proposal*	With Proposal
Facility Type	Freeway	Freeway	Freeway	Freeway
Travel Lanes	4	8	8	8
Volume (vpd)	55500-57500	75400-81000	75900-80600	75900-80600
Capacity (vpd)	62400-63200	132500-133000	132500-133000	132500-133000

* Volume (vpd) and Capacity (vpd) values listed under Without Proposal column represents Existing and Committed (E+C) scenario.

Capacity Data: Year

Facility will be Approaching Capacity (>80%)	-
Facility will be Over Capacity (>=100%)	-

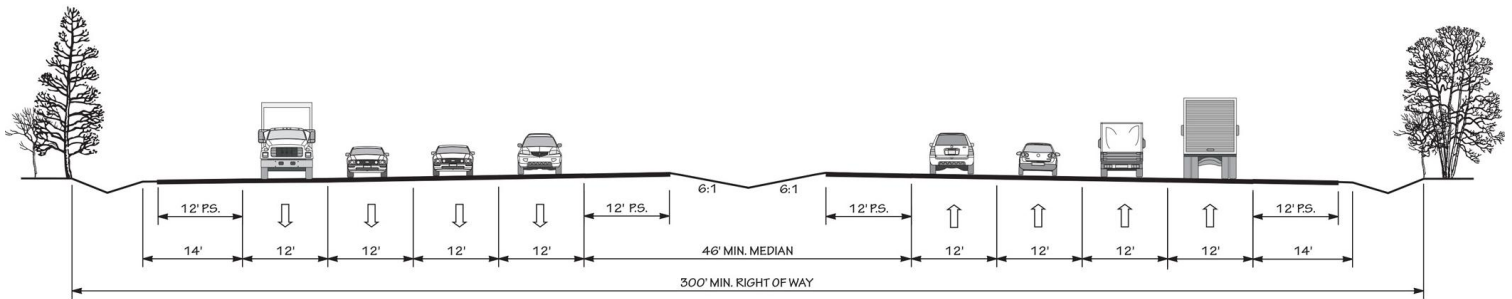


Typical Section Options:

None

TYPICAL SECTION No. 8A

8 LANE DIVIDED (46' DEPRESSED MEDIAN) WITH PAVED SHOULDERS



POSTED SPEED 45-70 MPH

Project History/Linkage to Other Plans**Project History**

This stretch of I-95 was the first portion of the interstate built in North Carolina in the late 1950s. I-95 was a four-lane, median-divided highway through the state when it was completed in 1980.

In the fall of 2017, the N.C. Department of Transportation began developing plans to widen this stretch of I-95. Public meetings were held in October 2018. Right of way acquisition along the corridor is anticipated to start in November 2018. The environmental document (Categorical Exclusion) was signed in January 2019.

The project has been broken into two sections for construction. The southern section, between I-95 Business/U.S. 301 (Exit 56) in Cumberland County and Long Branch Road (Exit 71) in Harnett County, was awarded in August 2019. The department awarded a \$404 million design-build contract to S.T. Wooten of Wilson to complete the design, acquire the right of way and construct the improvements between exits 56 and 71.

NCDOT plans to award a construction contract in July 2021 to widen and improve the northern portion, from exit 71 to exit 81 (the I-40 interchange). Construction on both segments will take about four years to complete.

Preliminary designs and environmental surveys were underway for the detailed study corridors prior to the loss of funding. Prior work performed on the project will be reviewed and might require updating when project studies are restarted in the future.

For more information please refer I-95 project webpage on NCDOT's website: [More Information](#).

Linkage to Other Plans

The project is also included in the 2017 Harnett County CTP, and 2011 Johnston county CTP. The project is included in 2045 FAMPO MTP.

Multimodal consideration

Bicycle and/or pedestrian accommodations would be added to some overpass bridges.

CTP Goal Analysis**Vision, Goals, & Objectives**

An important part of the local, regional, state and national transportation systems, I-95 serves commerce, residential populations, the tourism sector, the military, school systems and medical centers, among other institutions. The interstate is also part of North Carolina's hurricane evacuation route system.

The portion to be widened between exits 56 and 71 is being funded in part by a \$147 million federal Infrastructure for Rebuilding America (INFRA) grant. This 25-mile section is the oldest and busiest in the state for I-95, reaching nearly 60,000 vehicles a day in southern Johnston County, according to a 2016 survey. According to the I-95 Planning and Finance Study Environmental Assessment (2012), congestion will increase and drivers will experience traffic jams, if the highway is not widened.

Potential Impacts**Natural & Human Environmental Context**

Type III Categorical Exclusion Action Classification form was finalized for the project in January 2019.

The design is to widen I-95 between mile markers 56 and 71 are being finalized. Learn about the design revisions and see the updated maps at NCDOT's project [web page](#).

Project Description and Recommendations continued

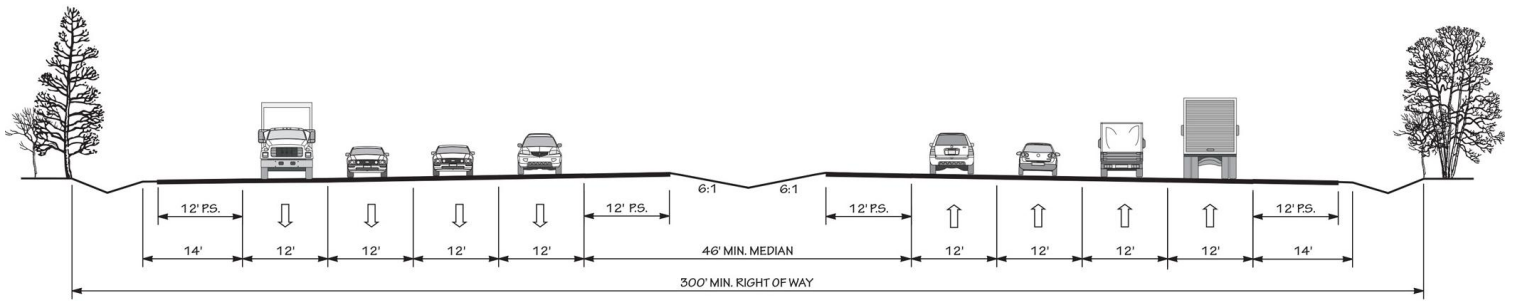
The project has been divided into two segments, with separate contracts. Segment A covers exits 56 to 71, and Segment B covers exits 71 to 81.

Typical Section Options:

None

TYPICAL SECTION No. 8A

8 LANE DIVIDED (46' DEPRESSED MEDIAN) WITH PAVED SHOULDERS



POSTED SPEED 45-70 MPH

Planning and development are underway on a project to widen about 25 miles of I-95 to eight lanes between I-95 Business/U.S. 301 (Exit 56) in Cumberland County and I 40 (Exit 81) in Johnston County, including all of Harnett County. Proposed work also would include rebuilding at least six interchanges with new overpasses, loops and ramps that meet modern standards. Additionally, service roads would be realigned or shifted to meet modern design standards.

H171460 is a SPOT 5.0 Interchange Improvement Project related to I-5986A Project.

Additional Information - Environmental

This project is within 150 feet of:

- Major River(s)
- River(s) and Stream(s)
- NC CREWS (North Carolina Coastal Region Evaluation of Wetland Significance) Area(s)
- Flood Hazard Area(s)
- Land Habitat Indicator Guild(s)
- National Wetlands Area(s)
- Water Supply Watershed Area(s)
- Targeted Local Watershed Area(s)
- Waterbody(ies)

Additional Information - Title VI

This recommendation passes through one or more Census Blocks with the following characteristics:

- Between 0% and 25% identify as African American
- Between 0% and 25% identify as 65+
- Between 0% and 5% identify as Asian

- Between 0% and 1% identify as Hawaiian or Pacific Islander
- Between 5% and 15% identify as Hispanic and Latino
- Between 0% and 5% identify as Over 18 w/ Limited English Proficiency (LEP) - Asian and Pacific Islander
- Between 0% and 5% identify as Over 18 w/ Limited English Proficiency (LEP) - Indo-European
- 0% identify as Over 18 w/ Limited English Proficiency (LEP) - Other
- Between 0% and 5% identify as Over 18 w/ Limited English Proficiency (LEP) - Spanish
- Between 0% and 15% identify as Native American
- Between 5% and 15% identify as Below Poverty Line
- Between 0% and 5% identify as Some Other Race
- Between 5% and 10% identify as Two of More Races
- Between 0% and 15% identify as Households with No Car