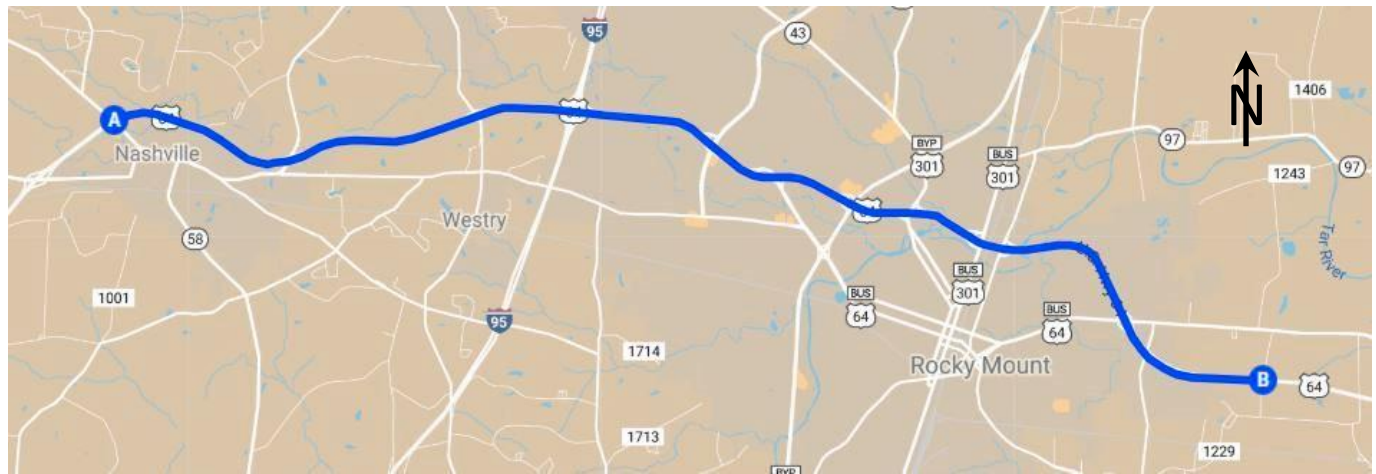


PROJECT SCOPING REPORT SUMMARY

SPOT ID: H170851 STIP NO.: U-6149	FACILITY: FUTURE I-87 (US 64) OTHER PRINCIPAL ARTERIAL	DIVISION: 4	FIRM: RK&K
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EXISTING FACILITY CHARACTERISTICS:		PROPOSED FACILITY CHARACTERISTICS:	
Existing No. of Lanes: 4 Existing Median: Yes Existing control of access: <input type="checkbox"/> No Control <input type="checkbox"/> Partial Control <input type="checkbox"/> Limited Control <input checked="" type="checkbox"/> Full Control ADT: 20,800 – 41,300 (2015 No Build, FS-1504A Traffic Forecast, Nov. '15)	Structures: <input type="checkbox"/> Culvert(s) <input checked="" type="checkbox"/> Bridge(s) B-630296: 6,725 sf B-630118: 4,473 sf B-630297: 7,258 sf B-630119: 5,072 sf B-630122: 6,458 sf B-630123: 8,820 sf B-630294: 10,151 sf B-630127: 9,870 sf B-630154: 6,962 sf B-630163: 34,752 sf B-630162: 34,752 sf B-630169: 11,286 sf B-630176: 8,232 sf B-630172: 8,442 sf B-630179: 26,166 sf B-630188: 12,293 sf B-630185: 7,728 sf B-630209: 6,039 sf B-630210: 6,351 sf	Proposed No. of Lanes: 4 Addition of Median(s): No Proposed control of access: <input type="checkbox"/> No Control <input type="checkbox"/> Partial Control <input type="checkbox"/> Limited Control <input checked="" type="checkbox"/> Full Control ADT: 33,100 – 65,100 (2040 Build, FS-1504A Traffic Forecast, Nov. '15)	Structures: <input type="checkbox"/> Culvert(s) <input checked="" type="checkbox"/> Bridge(s) B-630296: 7,039 sf (Widen) B-630118: 5,964 sf (Replace) B-630297: 7,258 sf (Retain) B-630119: 6,762 sf (Replace) B-630122: 6,450 sf (Replace) B-630123: 8,700 sf (Replace) B-630294: 10,625 sf (Widen) B-630127: 10,340 sf (Widen) B-630154: 7,072 sf (Replace) B-630163: 34,752 sf (Retain) B-630162: 34,752 sf (Retain) B-630169: 11,286 sf (Retain) B-630176: 11,368 sf (Replace) WB US 64: 6,272 sf (Temp.) B-630172: 11,658 sf (Replace) EB US 64: 6,400 sf (Temp.) B-630179: 26,166 sf (Retain) B-630188: 12,293 sf (Retain) B-630185: 7,728 sf (Retain)

	B-630214: 9,680 sf B-630215: 11,234 sf B-630216: 10,014 sf B-630217: 10,014 sf B-630290: 9,150 sf B-630291: 8,845 sf B-630292: 7,371 sf B-630293: 7,167 sf B-320134: 8,896 sf B-320133: 9,353 sf B-320136: 22,247 sf B-320135: 21,160 sf B-320139: 8,866 sf B-320138: 8,481 sf B-320140: 21,100 sf B-320343: 14,835 sf B-320145: 5,550 sf		B-630209: 6,321 sf (Widen) B-630210: 6,351 sf (Retain) B-630214: 10,132 sf (Widen) B-630215: 11,234 sf (Retain) B-630216: 10,014 sf (Retain) B-630217: 10,014 sf (Retain) B-630290: 9,150 sf (Retain) B-630291: 8,845 sf (Retain) Exit 469 EB Ramps: 24,700 sf (NEW) B-630292: 7,371 sf (Retain) B-630293: 7,167 sf (Retain) B-320134: 8,896 sf (Retain) B-320133: 9,353 sf (Retain) B-320136: 12,862 sf (Cut/Retain) Exit 470 WB Off-Ramp: 6,100 sf (NEW) B-320135: 23,374 sf (Widen) B-320139: 9,280 sf (Widen) B-320138: 8,877 sf (Widen) B-320140: 21,100 sf (Retain) B-320343: 14,835 sf (Retain) B-320145: 5,550 sf (Retain)
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PROJECT DESCRIPTION:

(Include project scope and location, including Municipality and County. Refer to the attached project location map and photos.)

This project includes impacts and costs associated with upgrading 15.4 miles of Future I-87 (US 64) from NC 58 (W Washington St) [Exit 459] to SR 1233 (Thomas Rd), through the towns of Nashville and Rocky Mount in Nash and Edgecombe counties, and within the Rocky Mount MPO region. This scope of work includes upgrading the mainline to interstate standards as well as additional improvements; including widening paved shoulders, replacing structures as needed, upgrading loop-ramp radii to 30-mph standards, and retaining/increasing the posted speed limit to 70 mph. The proposed typical section consists of 12-foot lanes, 12-foot paved (14-foot total) shoulders, a 68-foot depressed grass median from the beginning of the study to SR 1435 (N Alston St), a 27-foot paved median with concrete barrier from SR 1435 (N Alston St) to east of SR 1603 (N Old Carriage Rd) [Exit 463], a 68-foot depressed grass median from east of SR 1603 (N Old Carriage Rd) [Exit 463] to US 64 BUS [Exit 467], a 46-foot depressed grass median from US 64 BUS [Exit 467] to end of the project. There is also a bifurcation of the eastbound and westbound lanes between US 64 BUS/US 64 ALT (N Raleigh St) [Exit 472] and the end of the study corridor.

PRELIMINARY PURPOSE AND NEED:

Is there preliminary information on the purpose and need for the project included in a CTP, LRTP, or other study? If yes, summarize.

The purpose and need for this project, as indicated in the prior FS-1504A study, is to relieve congestion, to upgrade the facility to interstate standards (to fulfill the specifications of the FAST Act for the “Raleigh-Norfolk/Hampton Roads” corridor), to improve regional mobility, to enhance travel times, and to promote economic opportunities.

ALT. 2 FROM FS-1504A (w/o Rocky Mount Interchange Improvements)

COST ESTIMATES:

Construction: \$68,600,000

Right-of-Way: \$600,000

ITS: \$2,200,000

Total: \$71,400,000

ALT. 2 FROM FS-1504A (with Rocky Mount Interchange Improvements)

COST ESTIMATES:

Construction: \$84,900,000

Right-of-Way: \$10,900,000

ITS: \$2,200,000

Total: \$98,000,000

Note: Costs extracted from FS-1504A (2017) Alt. 2 Sections D and E.

Utility Relocation is included in Right-of-Way. Utility Construction is included in Construction.

FINDINGS AND RECOMMENDATIONS:

Note recommended document type and summarize findings from Screening Checklist.

One alternative was considered in this scoping report, **Alternative 2 (FS-1504A)**. This alternative widens the mainline paved shoulders, replaces or widens structures as needed, increases loop-ramp radii to 30-mph standards, and retains/increases the posted speed limit to 70 mph. Right-of-way impacts along the mainline are minimal, with a small section of temporary construction easement needed east of I-95 [Exit 464] for the Stony Creek bridges. Impacts at Y-lines and interchange ramps are more substantial, with US 64 BUS [Exit 467] having numerous residential takes. The improvements associated with **Alternative 2 (FS-1504A)** will bring the facility up to interstate standards, and are expected to increase statewide/regional mobility, enhance travel times, and promote economic opportunities.

ATTACHMENTS:

Project Scoping Technical Report

Project Scoping_Screening Checklist