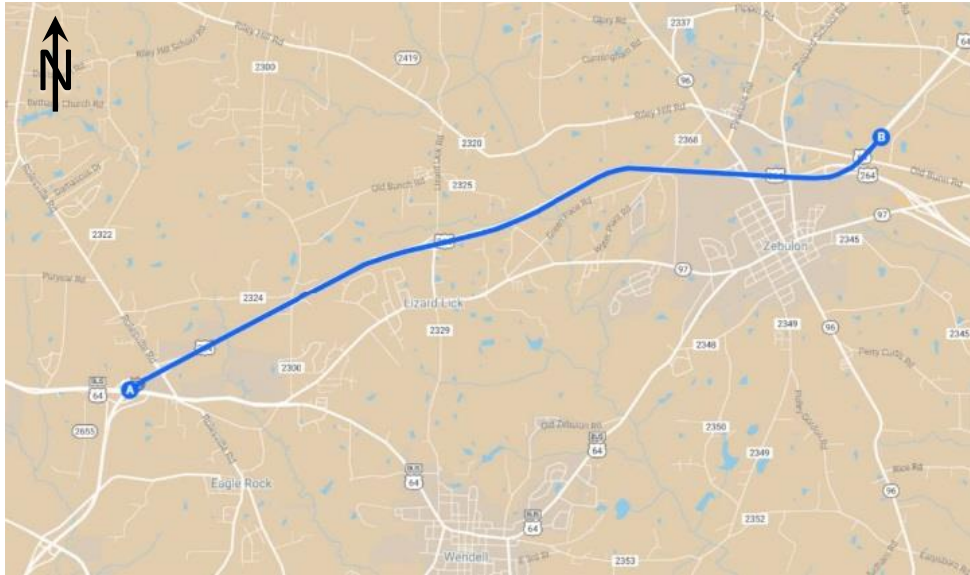


# PROJECT SCOPING REPORT

## Summary

<b>SPOT ID: H171573</b> <b>STIP#: I-6005</b>	<b>FACILITY: FUTURE I-87 (US 64)</b> <b>OTHER PRINCIPAL ARTERIAL</b>	<b>DIVISION: 5</b>	<b>FIRM: RK&amp;K</b>
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<b>EXISTING FACILITY CHARACTERISTICS:</b>		<b>PROPOSED FACILITY CHARACTERISTICS:</b>	
<p>Existing No. of Lanes: 4</p> <p>Existing Median: Yes</p> <p>Existing control of access:</p> <p><input type="checkbox"/> No Control</p> <p><input type="checkbox"/> Partial Control</p> <p><input type="checkbox"/> Limited Control</p> <p><input checked="" type="checkbox"/> Full Control</p> <p>ADT: 50,200 - 58,300 (2015 No Build, FS-1504A Traffic Forecast, Nov. '15)</p>	<p>Structures:</p> <p><input checked="" type="checkbox"/> Culvert(s)</p> <p>C-910979: 2x7'x7' RCBC, 194' L</p> <p><input checked="" type="checkbox"/> Bridge(s)</p> <p>B-910181: 18,750 sf</p> <p>B-190182: 4,410 sf</p> <p>B-190184: 4,452 sf</p> <p>B-910190: 9,044 sf</p> <p>B-910192: 11,454 sf</p> <p>B-910198: 7,602 sf</p> <p>B-910199: 7,602 sf</p> <p>B-910202: 12,198 sf</p> <p>B-910030: 20,528 sf</p> <p>B-910204: 9,870 sf</p> <p>B-910015: 30,008 sf</p> <p>B-910208: 12,084 sf</p>	<p>Proposed No. of Lanes: 6</p> <p>Addition of Median(s): No</p> <p>Proposed control of access:</p> <p><input type="checkbox"/> No Control</p> <p><input type="checkbox"/> Partial Control</p> <p><input type="checkbox"/> Limited Control</p> <p><input checked="" type="checkbox"/> Full Control</p> <p>ADT: 88,200 - 101,200 (2040 Build, FS-1504A Traffic Forecast, Nov. '15)</p>	<p>Structures:</p> <p><input checked="" type="checkbox"/> Culvert(s)</p> <p>C-910979: 2x7'x7' RCBC 194' L (Retain)</p> <p><input checked="" type="checkbox"/> Bridge(s)</p> <p>B-910181: 18,750 sf (Retain)</p> <p><b>B-190182: 6,300 sf (Widen)</b></p> <p><b>B-190184: 6,360 sf (Widen)</b></p> <p>B-910190: 9,044 sf (Retain)</p> <p>B-910192: 11,454 sf (Retain)</p> <p><b>B-910198: 10,860 sf (Widen)</b></p> <p><b>B-910199: 10,860 sf (Widen)</b></p> <p>B-910202: 12,198 sf (Retain)</p> <p>B-910030: 20,528 sf (Retain)</p> <p>B-910204: 9,870 sf (Retain)</p> <p>B-910015: 30,008 sf (Retain)</p> <p>B-910208: 12,084 sf (Retain)</p>

**PROJECT DESCRIPTION:**

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

The study includes impacts and costs associated with widening and upgrading 7.5 miles of Future I-87 (US 64) from US 64 Business (Wendell Blvd) to US 64/US 264 Split, from Wendell to Zebulon in Wake County and within the CAMPO region; widening/upgrading from a four-lane divided freeway to a six-lane divided interstate. **Minimum Upgrades Alternative:** widen mainline and upgrade to interstate. **Enhanced Upgrades Alternative:** Minimum Upgrades plus improving loop-ramp radii to 30-mph and traffic operations improvements at the NC 96 (Exit 435) and US 264 (Exit 436) interchanges. Proposed typical sections consist of six 12-foot lanes, with either a 26-foot concrete barrier median (from Wendell Blvd. to west of SR 2329 (Lizard Lick Rd)), or a 36- to 44-foot depressed median with double-faced guardrail from west of SR 2329 (Lizard Lick Rd) to the Future I-87 (US 64)/US 264 split. Based on the six-lane section and the predicted truck traffic, 12-foot paved shoulders are required inside and out. Please also refer to the project location map included on page 1 above.

**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 along the corridor through adding travel lanes (and interchange improvements in Zebulon), to upgrade the facility to interstate standards (to fulfill the specifications of the FAST Act, “Raleigh-Norfolk” corridor), to improve regional mobility, to enhance safety and travel times, and to promote economic opportunities.

**MINIMUM UPGRADE ALTERNATIVE COST ESTIMATES:**

Construction: \$43,300,000  
Right-of-Way: \$0  
ITS: \$200,000  
Total: \$43,500,000

**ENHANCED UPGRADE ALT. (MINIMUM + EXIT 435 + EXIT 436) COST ESTIMATES:**

Construction: \$49,200,000  
Right-of-Way: \$4,400,000  
ITS: \$200,000  
Total: \$53,800,000

Note: 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 six-lane widening alternative scenario was included with this scoping report (additional alternatives were studied in FS-1504A, 2017). The recommended “Enhanced Upgrades Alternative” includes the “Minimum Upgrades Alternative” - widening the existing four-lane divided freeway to six-lane divided interstate, plus “Enhanced” Exit 435 and Exit 436 interchange improvements. There are no anticipated Right-of-Way impacts along the mainline under the “Minimum” alternative. With the “Enhanced” alternative, at both the NC 96 (Exit 435) and US 264 (Exit 436) interchanges, moderate Right-of-Way impacts are anticipated with loop-ramp improvements. Based on the information in this scoping report, the most likely document type would be a Federal Type III CE for this project, with or without the “Enhanced” improvements.

**ATTACHMENTS:**

**Project Scoping Report, Screening Checklist, Conceptual Design**