

DETAILED STUDY ALTERNATIVES CARRIED FORWARD

US 17 from south of Edenton Road Street to north of Wiggins
Road

Perquimans County

STIP Project R-5869

North Carolina Department of Transportation

Division 1



MERGER CONCURRENCE POINT NUMBER 2

May 14, 2026

1. Introduction

Lead federal agency: Federal Highway Administration (FHWA)

Primary points of contact for the subject project are:

| Agency | Name |
|---|---------------------|
| Federal Highway Administration (FHWA) | Seth Welcher |
| US Army Corps of Engineers (USACE) | Kyle Barnes |
| North Carolina Division of Water Resources (NCDWR) | Paul Nyarko |
| North Carolina Division of Coastal Management (DCM) | Cathy Brittingham |
| US Environmental Protection Agency (USEPA) | Amanetta Somerville |
| US Fish and Wildlife Service (USFWS) | Gary Jordan |
| North Carolina Division of Marine Fisheries (DMF) | Charlie Deaton |
| North Carolina Water Resources Council (NCWRC) | Travis Wilson |
| North Carolina Historic Preservation Office (NCHPO) | Luan Cao |
| Albemarle Rural Planning Organization (RPO) | Ethan Sommers |
| North Carolina Department of Transportation | Kim Gillespie |
| VHB | Lauren Triebert |

The purpose of this meeting is to reach concurrence on CP 2, determining the detailed study alternatives to carry forward..

1.1 Project Description

The North Carolina Department of Transportation (NCDOT) proposes to upgrade US 17 to interstate standards (Future I-87) from south of US 17 Business (Edenton Road Street) to north of Wiggins Road (SR 1220) in Perquimans County, North Carolina. The full project corridor is approximately 5.2 miles long and is identified in the State Transportation Improvement Program (STIP) as Project No. R-5869A/B/C, WBS No. 47894.1.1, Federal Aid No. n/a. The project location is shown in Figure 1.

Three (3) alternatives are under consideration:

- Alternative 1 Upgrade Existing: Improve the existing alignment of US 17 to meet interstate standards with frontage roads to address changes in access due to new interchanges; replace the existing US 17 bridges over the Perquimans River.
 - Alternative 1A – Includes a new interchange at New Hope Road (SR 1300) and US 17 on the north side of the Perquimans River.
 - Alternative 1B – Includes a new interchange at Wiggins Road (SR 1220) and US 17 on the north side of the Perquimans River.
- Alternative 2 – Bypass on a new location roadway west of Hertford with a new interchange at Grubb Street (SR 1110), including a new crossing and associated bridge over the Perquimans River.

1.2 Cost Estimate and Merger Plan

The project costs, as estimated in the current STIP, are shown in Table 1. The proposed project schedule, included in Table 2, is based on the Merger Plan. The schedule and cost estimates are drafts and subject to change.

Table 1. 2026 - 2035 STIP R-5869 Cost Estimate

| Phase | Estimated Costs | | |
|--------------------|----------------------|---------------------|----------------------|
| | R-5869A* | R-5869B* | R-5869C** |
| Right of Way | \$29,300,000 | \$5,301,000 | \$3,500,000 |
| Utilities | \$2,600,000 | \$880,000 | \$1,000,000 |
| Construction Total | \$70,800,000 | \$53,900,000 | \$135,000,000 |
| Total | \$102,700,000 | \$60,081,000 | \$139,500,000 |

*Funded for Preliminary Engineering Only; cost accounts for Alternative 1A, as programmed in the STIP

**Not Funded

Table 2. Draft R-5869 Merger Plan Schedule*

| Milestone | Anticipated Date |
|----------------------------|------------------|
| CP 2 meeting | May 2026 |
| CP2A meeting | TBD |
| Public Meeting | TBD |
| CP 3 (LEDPA Determination) | TBD |
| NEPA Document | TBD |
| CP 4A | TBD |
| CP 4B | TBD |
| CP 4C | TBD |
| Begin ROW Acquisition | TBD |
| Begin Construction | TBD |

*Draft, subject to change

2. Summary of CP 1 Project Purpose and Need

2.1 Identified Purpose and Need Statement

The purpose of the proposed project, inclusive of the NCDOT STIP designated sections of R-5869A, B and C, is to improve mobility and connectivity on US 17 from south of US 17 Business (Edenton Road Street) to north of Wiggins Road (SR 1220) in Perquimans County, supporting the NCDOT STC plan to upgrade the larger US 17 corridor (from US 64 in Williamston, NC to the Virginia border) to interstate standards to help promote the economic vitality of the corridor. This project is also needed to comply with the Congress approved Future I-87 designation of this route. US 17 is a key corridor in the regional economic development strategy, delivering products to the Port of Virginia and local markets.

3. Project Study Area

The proposed Project Study Area was developed to address the Purpose and Need of R-5869 and is shown in Figure 2. The study area for Alternatives 1A and 1B is generally 900 feet in total width along US 17, ranging from 600 to 1,000 feet at interchanges and Y-lines, starting at Starlight Drive and ending at Union Hall Road. The study area extends along US 17 Business (S. Edenton Road Street), Wynne Fork Road (SR 1338), Harvey Point Road (SR 1336), New Hope Road (SR 1300), and Old Neck Road (SR 1301) to account for the conversion of at-grade intersections to a grade-separated interchange design. For Alternative 2, the study area is generally 900 feet in total width along new location, ranging from 600 to 1,200 feet at interchanges and Y-lines, starting at Starlight Drive and extending along US 17 for approximately 2,000 feet before turning north to bypass the Town of Hertford; the study area curves to the east near Grubb Street (SR 1110), extends across the Perquimans River at a new crossing location, and ties back into US 17 between New Hope Road (SR 1300) and Wiggins Road (SR 1220). The Alternative 2 study area also ends at Union Hall Road (SR 1302).

4. Summary of Alternatives Considered

4.1 No Build Alternative

The No-Build Alternative only includes minor restoration activities to ensure the safety, maintenance, and continued operation of the existing principal arterial. It does not require additional right of way or any improvements to the roadway that would generate impacts on human or natural resources. Although it will not provide the increased mobility and connectivity required to meet the Purpose and Need of the project, the No-Build Alternative will be carried forward to provide a basis for comparison with other alternatives carried forward for detailed study for this proposed action.

4.2 Build Alternatives

Alternative 1

Alternative 1 would improve the existing US 17 alignment to meet interstate design standard specifications. Frontage roads are proposed along the north and south sides of US 17 from near Edenton Road Street to Harvey Point Road, and from north of the Perquimans River to the project terminus. The existing US 17 bridges over the Perquimans River would be replaced.

Under Alternative 1, existing at-grade intersections would be converted to interchanges, reconstructed as grade-separated facilities, or have direct access removed and reassigned to the frontage roads. There are two variations of this alternative, with the difference being the location of the interchange north of the Perquimans River. Table 3 identifies the two configurations of intersection upgrades under consideration.

Table 3. Proposed Intersection Configurations

| Intersection (Cross Street) | Proposed Improvement under the Build Alternative | |
|--------------------------------|--|--------------------------------|
| | Alternative 1A | Alternative 1B |
| Edenton Road Street | Partial Interchange | Partial Interchange |
| Wynn Fork Road | Grade Separation | Grade Separation |
| Harvey Point Road | Partial Cloverleaf Interchange | Partial Cloverleaf Interchange |

| Intersection (Cross Street) | Proposed Improvement under the Build Alternative | |
|--------------------------------|--|---|
| | Alternative 1A | Alternative 1B |
| New Hope Road | Partial Cloverleaf Interchange | Redirect access via the frontage road to the partial cloverleaf interchange at Wiggins Road |
| Wiggins Road | Redirect access via the frontage road to a partial cloverleaf at New Hope Road | Partial Cloverleaf Interchange |
| Old Neck Road | Redirect access via the frontage road to the partial cloverleaf interchange at New Hope Road | Realign to connect to the partial cloverleaf interchange at Wiggins Road |

Alternative 2

Under Alternative 2, the proposed project would construct a new location roadway west of Hertford with an interchange at W. Grubb Street and a new bridge over the Perquimans River. The alignment would also construct two grade-separated railroad crossings (roadway bridges over the existing rail line). The roadway typical section would consist of two 12-foot-wide travel lanes, a 4-foot paved left shoulder, a 10-foot paved right shoulder, and a 46-foot median.

Alternative 2 would reconstruct the existing at-grade intersection at S. Edenton Road Street into a partial interchange, providing drivers with the option to access the upgraded, interstate-standard bypass or remain on the existing US 17 arterial roadway. A conventional diamond interchange is proposed at W. Gibbs Street and Wiggins Road. In addition, the existing at-grade intersection at Old Neck Road would be reconstructed as a grade separation tying to Wiggins Road, providing access to US 17 through that proposed interchange.

4.3 Analysis of Build Alternatives

Table 4 shows environmental features within the Project Study Area for each alternative. Measurements were quantified using a slope-stake limit of 40 feet plus a 25-foot buffer. Streams and wetlands impacts for Alternative 1 are calculated using field-delineated resources; however, they do not identify potential coastal wetlands and have not been verified by the agencies at the time of this report. Streams and wetlands impacts for Alternative 2 are primarily based on data from the NWI database. Where the NWI and field delineation overlap, the field delineation data were used.

Table 4. Preliminary Resource Evaluation

| Evaluation Factor | 1A – New Hope | 1B – Wiggins | 2 - Bypass | No-Build |
|---|---|---|---|---|
| Stream Impacts* | 3,053 linear feet | 3,455 linear feet | 6,449 linear feet | 0 linear feet |
| Pond Impacts | 6.04 acres | 7.77 acres | 1.53 acres | 0 acres |
| Wetland Impacts* | 18.09 | 28.13 acres | 47.40 acres | 0 acres |
| Potential CAMA AECs** | Joint Waters Estuarine and Public Trust (Perquimans River, Raccoon Creek) | Joint Waters Estuarine and Public Trust (Perquimans River, Raccoon Creek) | Inland Public Trust Waters (Perquimans River, Raccoon Creek, Mill Creek) | n/a |
| Known Historic Properties/Section 106 Resources | New Hope Rd Interchange requires right-of-way acquisition from the Old Neck Historic District; coordination with NC HPO will be required. | Wiggins Rd Interchange largely avoids the Old Neck Historic District; coordination with NC HPO will be required. | Right-of-way acquisition of land from the John O. White House (PQ0280) parcel and the Hertford West Historic District; coordination with NC HPO will be required. | Old Neck Historic District |
| T&E species habitat present | Likely For West Indian Manatee, Shortnose Sturgeon, Atlantic Sturgeon, Monarch Butterfly, Rufa Red Knot, and Bald Eagle | | | |
| Bat habitat present | Likely – Perquimans River Bridges | Likely - Perquimans River Bridges and Wiggins Road Bridge | Likely - Wiggins Road Bridge | Likely |
| Prime, Unique, and Locally Important Farmlands | 278.7 acres | 320.2 acres | 426.2 acres | None |
| VAD | 0 | 1 | 3 | None |
| Construction Cost*** | \$377,100,000 | \$467,700,000 | \$480,200,000 | None |
| Improved Access to Economic Resources | Yes – interchange at Harvey Point Road provides improved access to Marine Industrial Park | Yes – interchange at Harvey Point Road provides improved access to Marine Industrial Park | No | No |
| Improved Mobility | High – eliminates at-grade intersections | High - eliminates at-grade intersections | Low – provides an upgraded, interstate route; however, limited connectivity to the existing street network and activity centers | n/a |
| Existing Adjacent Land Uses | Agricultural uses transitioning to commercial and industrial near Hertford, and residential and institutional north of the river. | Agricultural uses transitioning to commercial and industrial near Hertford, and residential and institutional north of the river. | Predominantly agricultural and residential, with institutional uses (including a newly constructed school) north of the river. | Agricultural, commercial, and institutional |

*Totals do not include impacts from the proposed Perquimans River bridge crossings because design details were not available. However, the anticipated impacts for the bridge would be similar in magnitude among all alternatives.

** Potential AECs include public trust areas, public trust shorelines, estuarine waters, estuarine shorelines, and coastal wetlands. Shown in Figure 4 are the North Carolina Coastal Region Evaluation of Wetland Significance (NC-CREWS). Delineations and field determinations of coastal wetlands will be conducted at a later phase of the project.

***Does not include ROW costs or utility relocation costs

Alternative 1 (Upgrade Existing) would improve roadway conditions to meet current interstate design standards, increase carrying capacity, and eliminate at-grade intersections to improve mobility. It will also provide direct access to land use areas focused on commercial and industrial development. This alternative meets the requirements of the project's Purpose and Need and therefore will be carried forward for detailed study.

4.4. Alternatives Eliminated

- **Alternative 2 Bypass Alignment**

Alternative 2 (Bypass) would result in greater impacts to sensitive environmental and community resources, including wetland impacts and the conversion of prime farmland to transportation use. Other alternatives would provide more direct, less circuitous access to economic centers, like the economic development park along Harvey Point Road.

5. Summary of Public Involvement

Public involvement is planned for a future phase.

6. Avoidance and Minimization

During project scoping, the Study Area corridor limits were developed to avoid impacts to nearby wetlands and known cultural resources.

7. Merger Plan Review/Next Steps

Based on the proposed Merger Plan for the project, NCDOT proposes that the next Merger Meeting be CP 2A (Bridging Decisions and Alignment Review). Prior to the next Merger Meeting, NCDOT will complete the Hydraulic Planning Report. The CP 2A meeting is anticipated to be held in four months; Merger Team members will be notified of any changes that require a revision of this timetable.

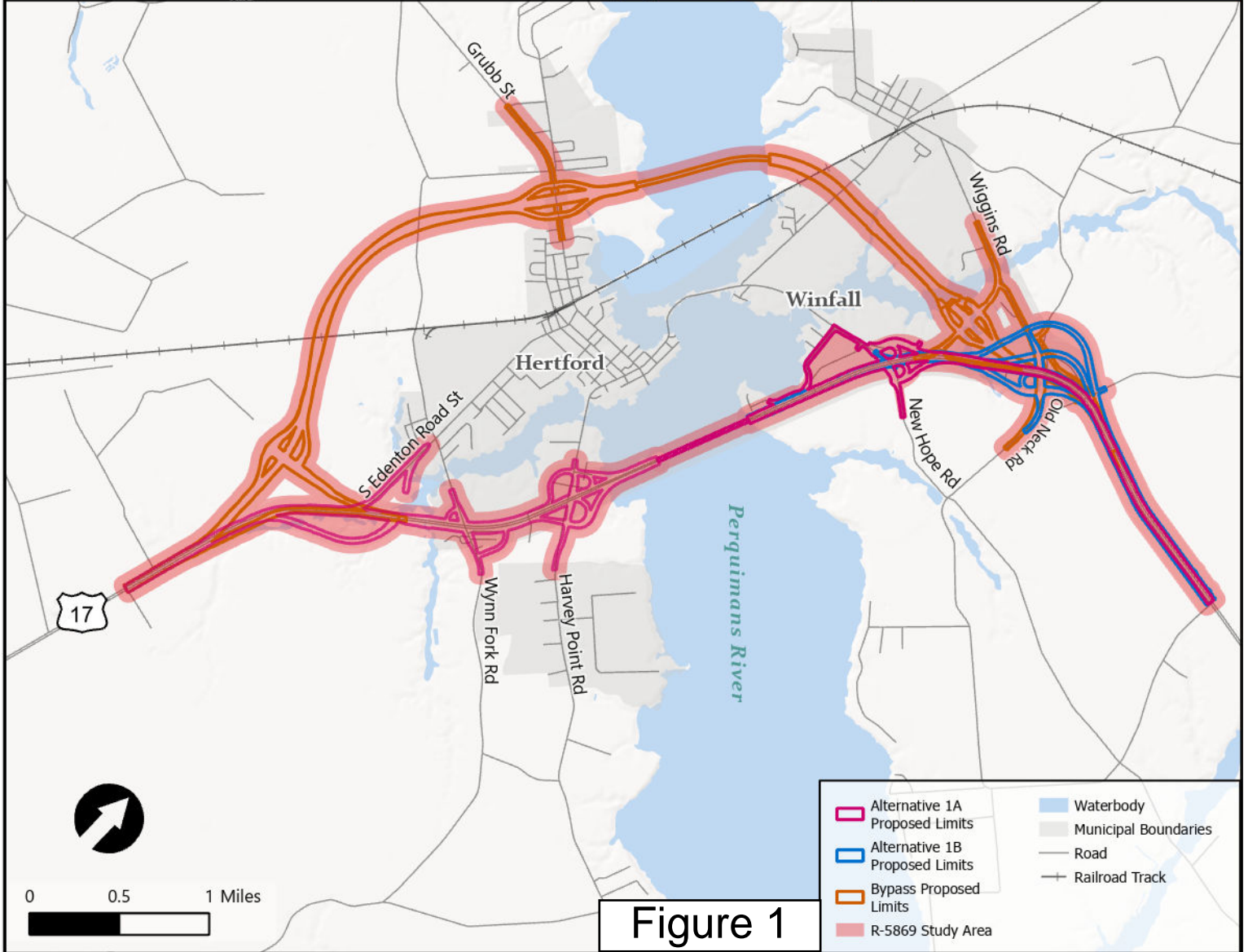
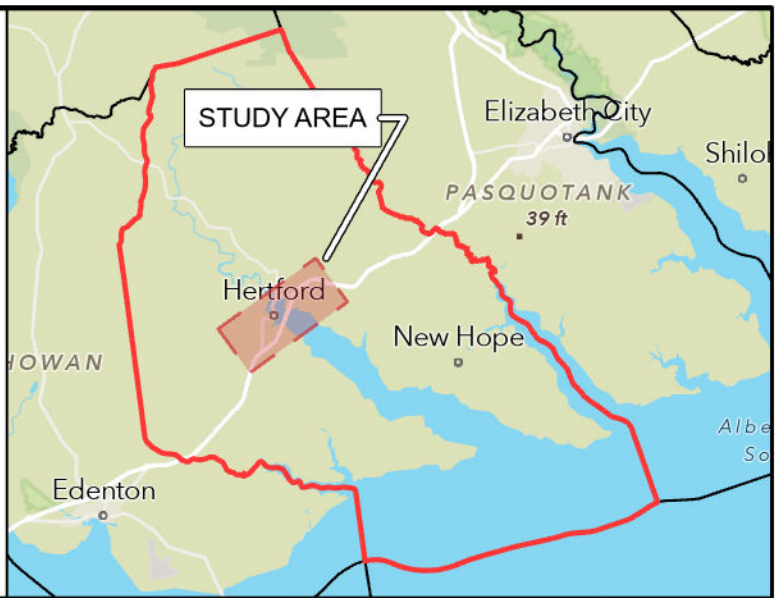
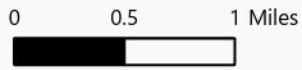


Figure 1

| | |
|--------------------------------|----------------------|
| Alternative 1A Proposed Limits | Waterbody |
| Alternative 1B Proposed Limits | Municipal Boundaries |
| Bypass Proposed Limits | Road |
| R-5869 Study Area | Railroad Track |



**NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
DIVISION 1**

VICINITY MAP

**IMPROVEMENTS US 17 FROM
S. OF US 17 BUS. (EDENTON ROAD ST)
TO N. OF SR 1220 (WIGGINS RD)**

| | |
|------------------|-------------------|
| County: | Perquimans |
| Division: | 1 |
| Project: | R-5869 |
| Date: | Feb. 2026 |

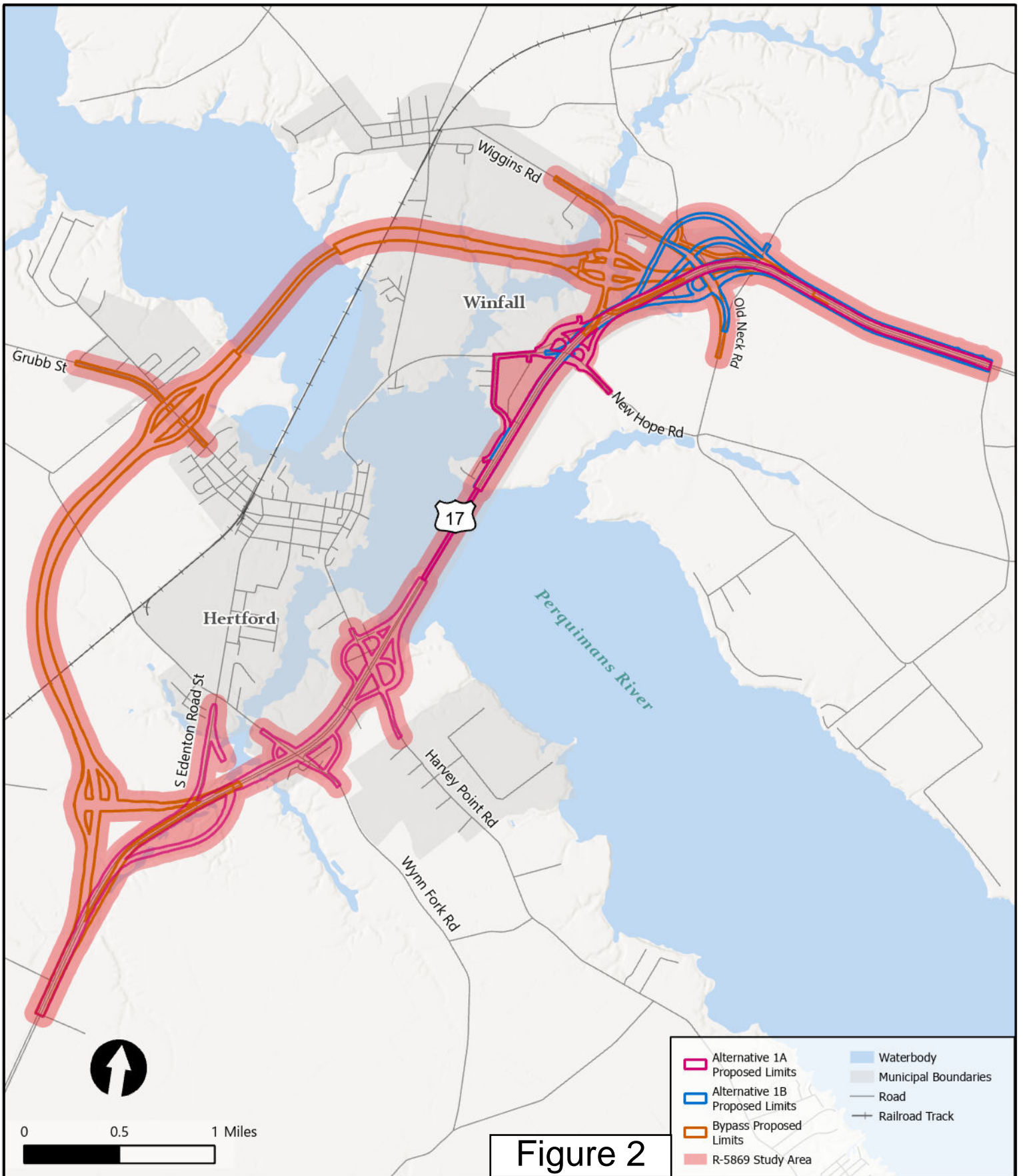


Figure 2

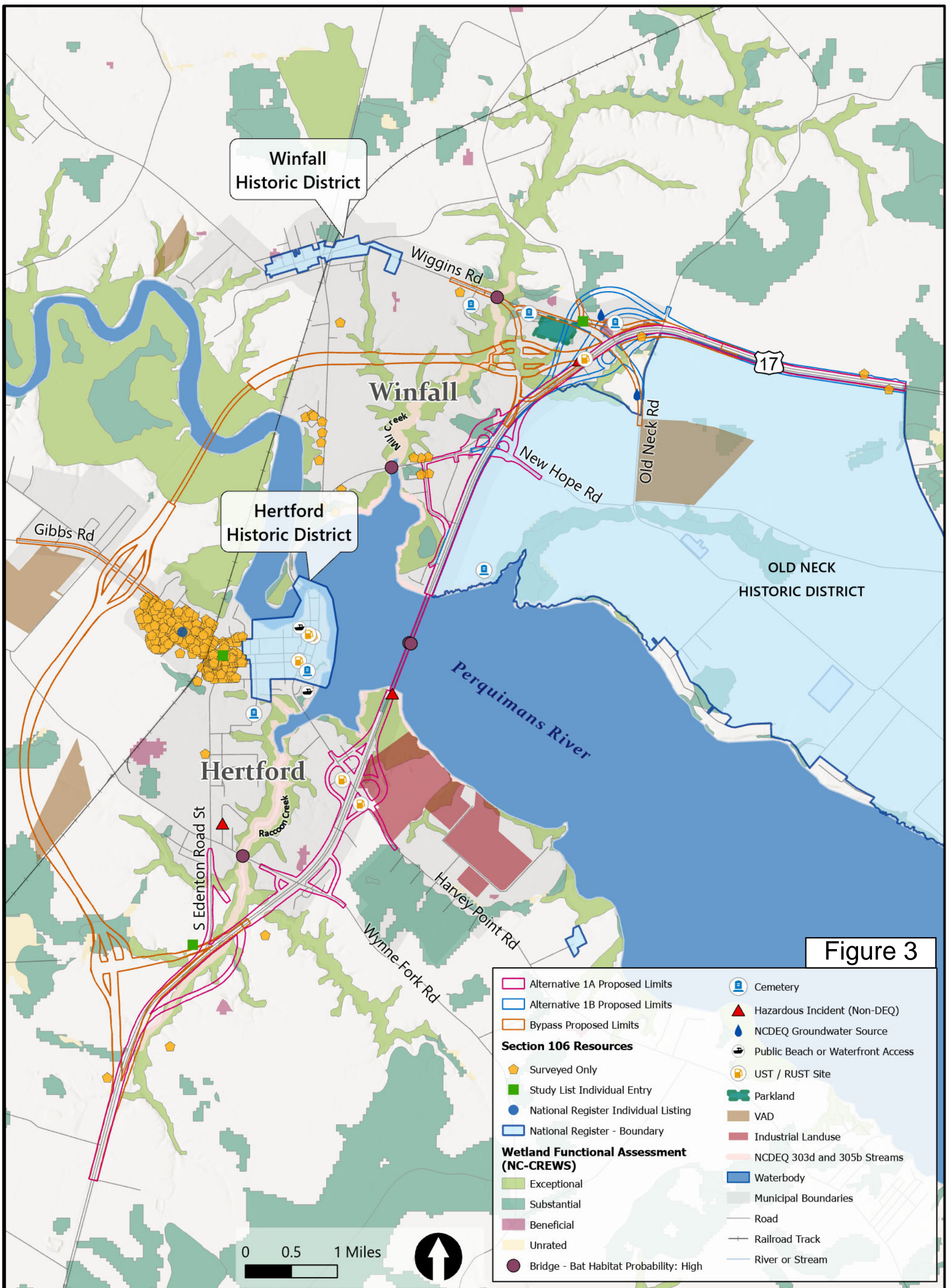


**NORTH CAROLINA DEPARTMENT
OF TRANSPORTATION
DIVISION OF HIGHWAYS
DIVISION 1**

STUDY AREA

**IMPROVEMENTS US 17 FROM
S. OF US 17 BUS. (EDENTON ROAD ST)
TO N. OF SR 1220 (WIGGINS RD)**

| | |
|------------------|-------------------|
| County: | Perquimans |
| Division: | 1 |
| Project: | R-5869 |
| Date: | Feb. 2026 |



NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
DIVISION 1

ENVIRONMENTAL FEATURES

**IMPROVEMENTS US 17 FROM
S. OF US 17 BUS. (EDENTON ROAD ST)
TO N. OF SR 1220 (WIGGINS RD)**

County: Perquimans

Division: 1

Project: R-5869

Date: April 2026

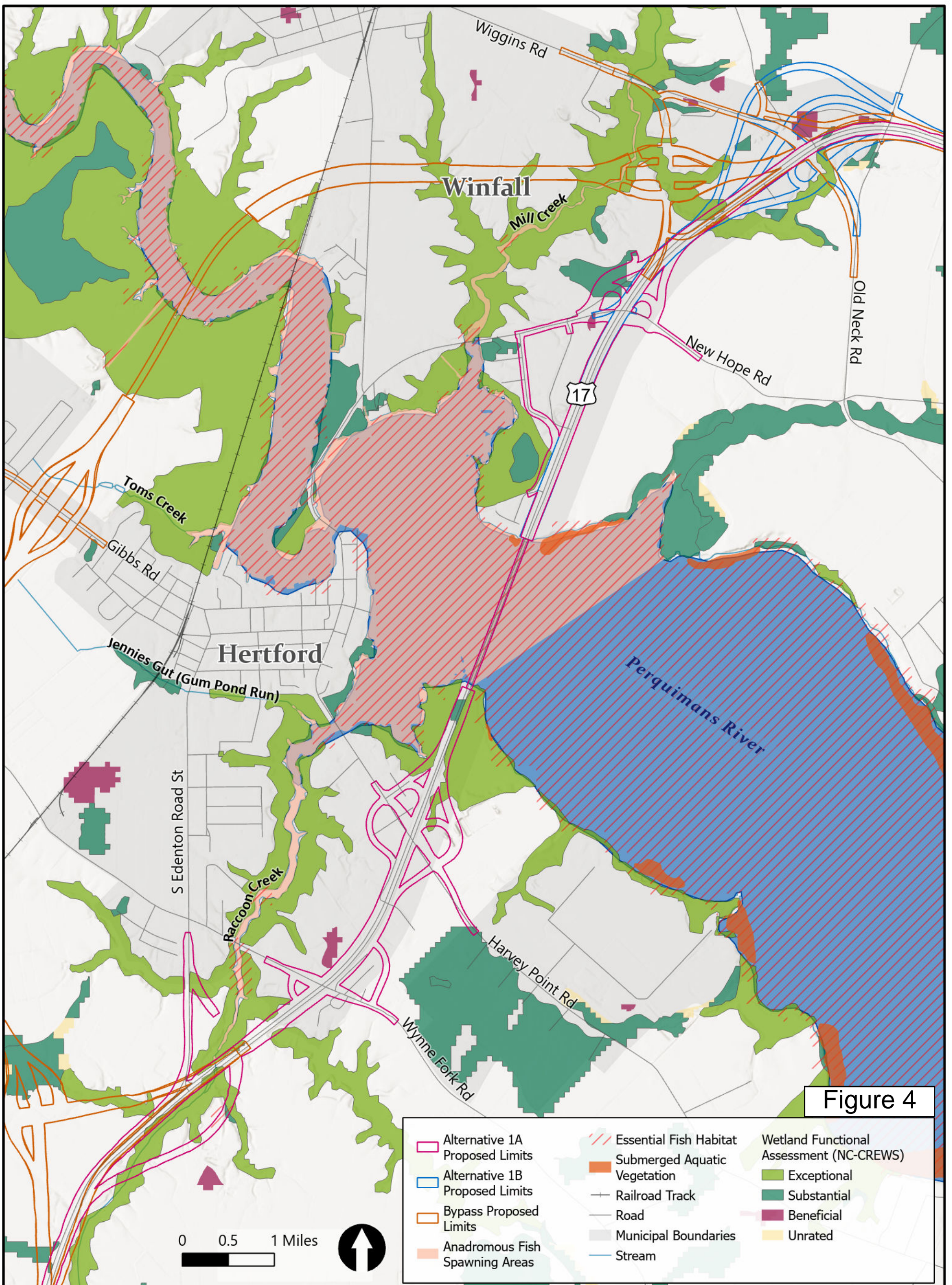


Figure 4

| | | |
|--|--|---|
| <ul style="list-style-type: none"> Alternative 1A Proposed Limits Alternative 1B Proposed Limits Bypass Proposed Limits Anadromous Fish Spawning Areas | <ul style="list-style-type: none"> Essential Fish Habitat Submerged Aquatic Vegetation Railroad Track Road Municipal Boundaries Stream | <p>Wetland Functional Assessment (NC-CREWS)</p> <ul style="list-style-type: none"> Exceptional Substantial Beneficial Unrated |
|--|--|---|



NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
DIVISION 1

AQUATIC FEATURES
IMPROVEMENTS US 17 FROM
S. OF US 17 BUS. (EDENTON ROAD ST)
TO N. OF SR 1220 (WIGGINS RD)

| | |
|-----------|------------|
| County: | Perquimans |
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| Date: | April 2026 |