



Memorandum

To: Merger Team Members

Date: 1/5/2026

Project #: R-5869

From: VHB Engineering, R-5869 Consultant Team

Re: R-5869 Merger Screening Summary Memo

Project Information

NCDOT STIP project R-5869 proposes to upgrade US 17 to interstate standards (Future I-87) from south of US 17 Business (Edenton Road Street) to north of SR 1220 (Wiggins Road) in Perquimans County, North Carolina. See Figure 1 in Appendix 1.

Three (3) alternatives are under consideration:

- › Upgrade Existing (Alternative 1A) – New interchange at New Hope Road and improve the existing alignment of US 17 with north and south frontage roads to address changes in access; replace the bridges over the Perquimans River
- › Upgrade Existing (Alternative 1B) – New interchange at Wiggins Road and improve the existing alignment of US 17 with north and south frontage roads; replace the bridges over the Perquimans River
- › New Location Bypass (Alternative 2) – Bypass on a new location roadway west of Hertford with an interchange at Grubbs Road and a new bridge over the Perquimans River

This project is currently programmed in the NCDOT STIP as three (3) sections:

- › R-5869A – New interchange at New Hope Road
- › R-5869B – New interchange at Harvey Point Road, grade separated crossing at Wynne Fork Road
- › R-5869C – Upgrade US 17 corridor to interstate standards; replace the bridges over the Perquimans River

Project Scoping Report Purpose and Need

The Project Scoping Report, dated March 2025, identified the following preliminary purpose and need:

- The purpose of the proposed project is to improve mobility, connectivity, and safety on US 17 within the project extents, supporting the NCDOT STC plan to upgrade US 17 (Corridor O) to interstate standards from US 64 in Williamston, NC, to the Virginia border. US 17 is a key component of the regional economic development strategy, facilitating the transportation of agricultural products to the Port of Virginia and local markets.

Desktop Resource Screening

Summarized in Table 1 are the findings of a preliminary desktop screening of potential project impacts based on draft preliminary design with an additional 25-foot buffer from slope stakes. See Figure 2 – Environmental Features in Appendix 1.

Table 1. Preliminary Resource Evaluation

Evaluation Factor	1A – New Hope	1B – Wiggins	2 – Bypass
Stream Impacts* in linear feet	3,053	3,455	6,449
Pond Impacts* in acres	6.04	7.77	1.53
Wetland Impacts* in acres	18.09	28.13	47.40
CAMA AECs	n/a	n/a	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.
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	Likely	Likely
Construction Cost	\$377,100,000	\$467,700,000	\$480,200,000

*Totals do not include impacts from the proposed Perquimans River bridge crossings because design details were not available.

Merger Screening Supporting Documents

This information packet includes documents and plans to date that support this project. Table 2 summarizes contents of and key points from the documents, reports and plans that have been reviewed and included to assist in determining if this project should be carried out under the merger process.

Table 2. Summary of Supporting Documents

Appx #	Document	Date	Summary
N/A	2016 CTP (Project Data Sheet not available)	11/02/16	<ul style="list-style-type: none"> › Upgrade the existing US 17 facility to interstate standards from the south end of Perquimans County to the north end. › Convert US 17 intersections at Edenton Road and Creek Drive/New Hope Road to interchanges. › Convert US 17 intersections at Wynne Fork Road and Church Street/Harvey Point Road to grade-separated intersections.
1	Figures	2025 Data	<ul style="list-style-type: none"> › Figure 1. Project Vicinity Map › Figure 2. Environmental Features Map › Figure 3. Preliminary Designs
2	Project Scoping Report (FSU Express Design process)	03/17/25	<ul style="list-style-type: none"> › R-5869A and R-5869B, no PSR available for R-5869C › 2025 screenings and cost estimates for interchange areas › Conceptual design
3	Merger Pre-Screening	08/26/25	<ul style="list-style-type: none"> › Merger Screening recommended for all alternatives
4	SPOT Submittal (supported by FSU Express Design)	07/07/25	<ul style="list-style-type: none"> › H090285: US 17 at SR 1300 (New Hope Road) convert at-grade intersection to interchange › H090286: US 17 at SR 1336 (Harvey Point Road) and SR 1338 (Wynne Fork Road) convert at-grade intersection to an interchange › H230513: US 17 upgrade to interstate from US 17 Business (Edenton Road) to SR 1220 (Wiggins Road)
5	Bridge Inspection Report; over Perquimans River	12/11/23	<ul style="list-style-type: none"> › US 17 Bridge #710014 (SB) and Bridge #710080 (NB) <ul style="list-style-type: none"> • Sufficiency Ratings: SB - 73.05 and NB - 95.08

Appx #	Document	Date	Summary
			<ul style="list-style-type: none">• The SB bridge is 60 years old, and the substructure needs significant rehabilitation to bring the piles into a state of good repair.• NB bridge deck is 32 ft wide, and interstate standards require a 40-ft deck to accommodate two 12 ft travel lanes with 6 ft inside shoulder and 10 ft outer.<ul style="list-style-type: none">› Recommended approach for Alt 1A or 1B: shift traffic to the NB bridge to demolish and replace the SB bridge, then shift traffic to the new SB bridge to demolish and replace the NB bridge.
n/a	Public Input Summary		<ul style="list-style-type: none">› In response to the Start of Study letter, Perquimans County noted concerns regarding bypassing Hertford; project team met with County Manager to introduce project and discuss concerns. No other public outreach conducted to date.

Appendices

Appendix 1

Figures

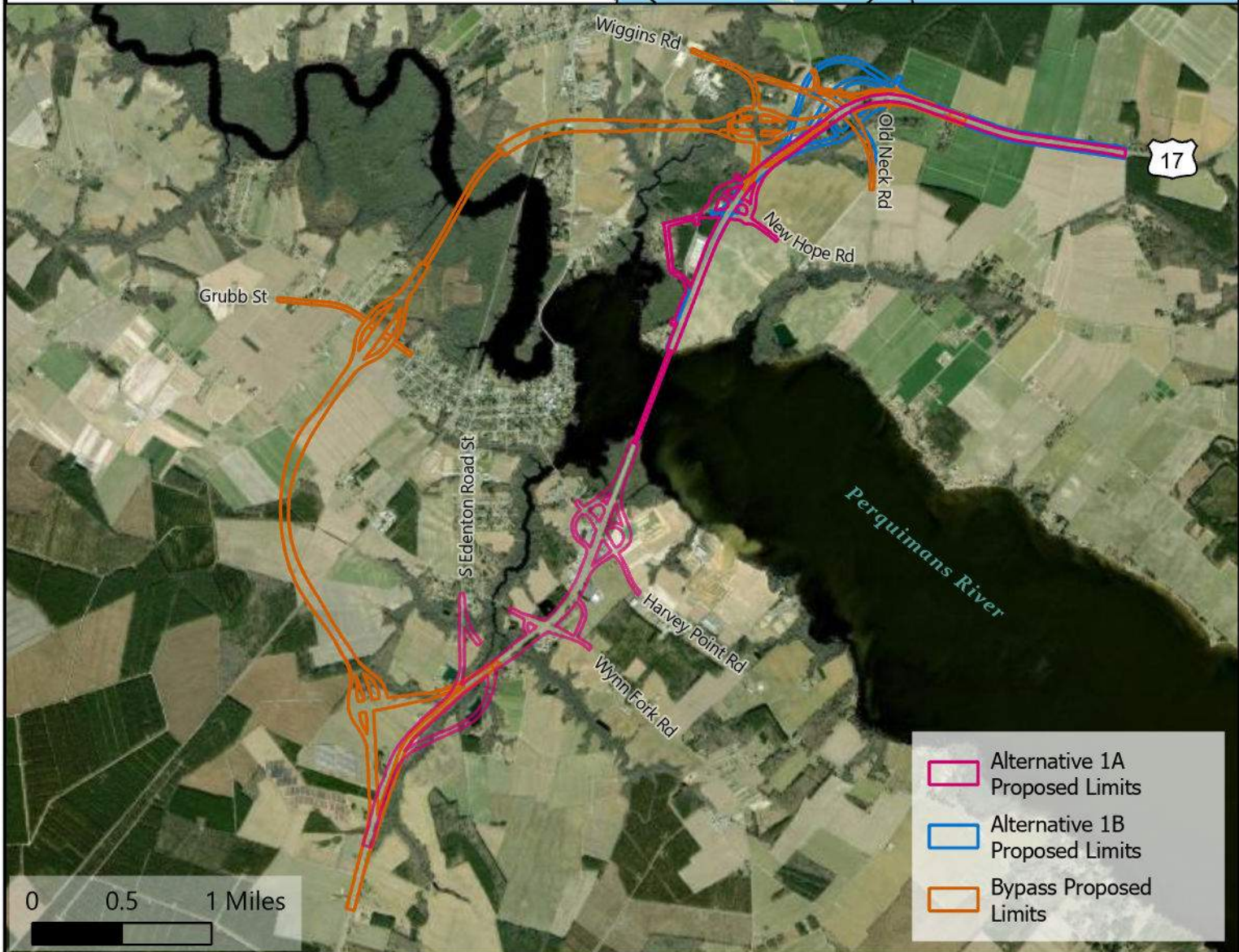
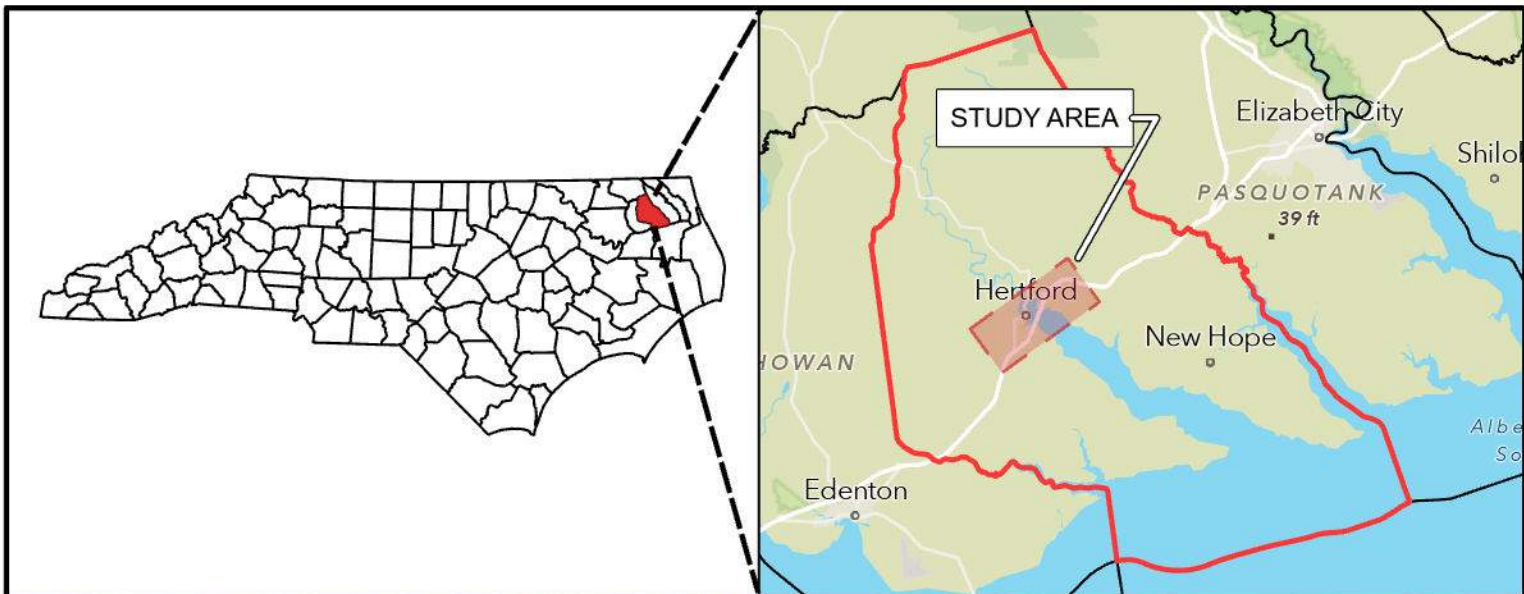
Figure 1. Project Vicinity Map


Figure 2. Environmental Features Map

Figure 3. Preliminary Designs

- [Upgrade Existing \(Alternative 1A\)](#)
- [Upgrade Existing \(Alternative 1B\)](#)
- [New Location Bypass \(Alternative 2\)](#)

*Provided links are for design plots available via NCDOT File XFER site (External Collaboration Access)





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

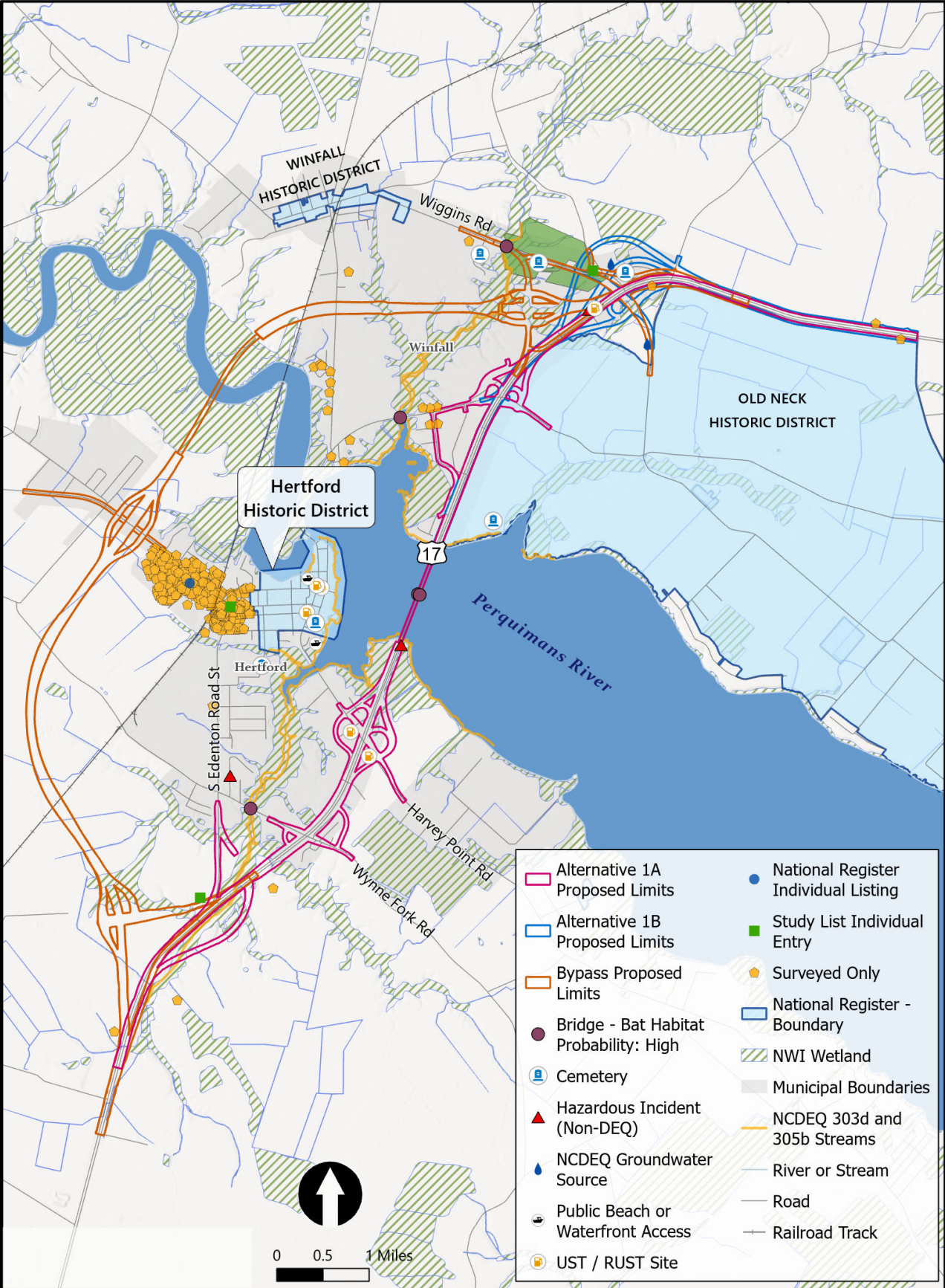
VICINITY MAP

**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:	Sept. 2025

**Figure
1**



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:	Dec. 2025

Figure 3. Preliminary Designs

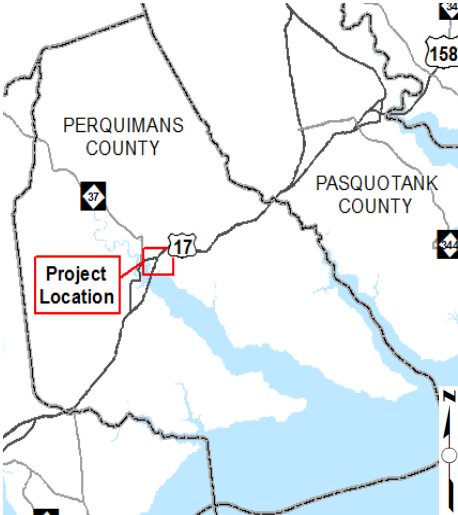
- [Upgrade Existing \(Alternative 1A\)](#)
- [Upgrade Existing \(Alternative 1B\)](#)
- [New Location Bypass \(Alternative 2\)](#)

*Provided links are for design plots available via NCDOT Connect (External Collaboration Access)

Appendix 2

Project Scoping Report
(from FSU Express Design process)

PROJECT SCOPING REPORT - SUMMARY

SPOT ID: R-5869A(FORMERLY R-4458)	FACILITY: INTERSECTION AT US 17 BUSINESS AND SR 1300 (NEW HOPE ROAD)	DIVISION: 1	FIRM: AECOM; REV VHB
	EXISTING FACILITY CHARACTERISTICS: Existing No. of Lanes: 4 Existing Median: Yes Existing control of access: <input type="checkbox"/> No Control <input checked="" type="checkbox"/> Partial Control <input type="checkbox"/> Limited Control <input type="checkbox"/> Full Control ADT: 12,900 - 14,000 (2015) Structures: <input type="checkbox"/> Culvert(s) <input type="checkbox"/> Bridge(s)	PROPOSED FACILITY CHARACTERISTICS: 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: 25,100 - 27,000 (2040) Structures: <input type="checkbox"/> Culvert(s) <input checked="" type="checkbox"/> Bridge(s) 1 Bridge proposed	
	PROJECT DESCRIPTION: <i>(Include project scope and location, including Municipality and County. Refer to the attached project location map and photos.)</i> The proposed project would convert the at-grade intersection to a grade-separated interchange at US 17 Business and SR 1300 (New Hope Road) in the town of Winfall of Perquimans County, North Carolina. The project would eliminate the at-grade intersections of Croft Drive and Cooperative Way with US 17. See above for the general vicinity map. Figure 1 shows the preliminary conceptual design and location of environmental features within the project area (Appendix B). May 2022 Conceptual Design: https://connect.ncdot.gov/site/scoping/Div01/H090286/R-5869A%2005092022.pdf		
PRELIMINARY PURPOSE AND NEED: <i>Is there preliminary information on the purpose and need for the project included in a CTP, LRTP, or other study? If yes, summarize.</i> The purpose of the proposed project is to upgrade the at-grade intersection at US 17 Business and SR 1300 (New Hope Road) to a grade-separated interchange, to improve mobility, connectivity, and safety. Improvements are needed to maintain mobility along the US 17 corridor. The proposed project would upgrade the existing facility to interstate standards. The entire US 13/17 corridor from US 64 in Williamston to Virginia is being evaluated for upgrade to interstate standards as a part of NCDOT feasibility study FS-1501A, which is currently in progress. The 2016 Perquimans County CTP notes that US 17 improvements are needed to maintain mobility along the corridor. The CTP includes a project (PER02-H) to implement upgrades to US 17 to reach interstate standards from Chowan County to Pasquotank County.			
COST ESTIMATES, 2025 UPDATE: Right of Way: \$ 29,300,000 Utilities: \$ 2,600,000			

Construction: \$70,800,000

FINDINGS AND RECOMMENDATIONS:

Note recommended document type and summarize findings from Screening Checklist.

The proposed project would require the acquisition of right-of-way along the existing roadway as well as in new locations where the proposed alignment may diverge from the existing US 17 alignment. In addition, the proposed project would change access control from partial to full control of access along US 17. While this would promote traffic flow, it would also impact residential and commercial establishments that currently directly connect to US 17. The proposed project would also come into contact with wetlands and streams in the project area. Given the proximity of the Old Neck Historic District to the project area, state funding should be considered due to extensive requirements associated with an Individual Section 4(f) approval.

The type of environmental document anticipated in the next phase of project development is either a Categorical Exclusion or, if state-funded, a Minimum Criteria Determination Checklist.

ATTACHMENTS:

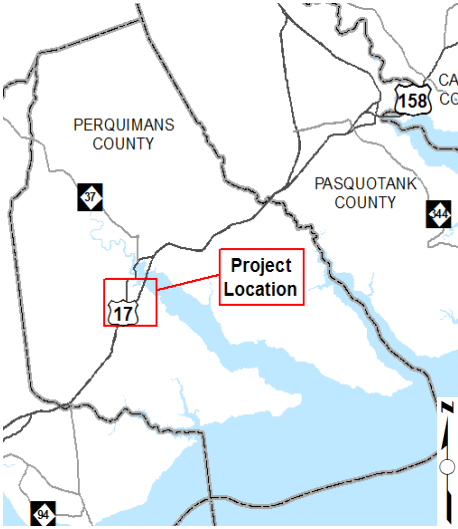
Project Scoping Report – Technical Report

Project Scoping Report – Screening Checklist – (Appendix A)

Conceptual Design(s) – (Appendix B)

Cost Estimates (Construction and Right of Way) – (Appendix C)

PROJECT SCOPING REPORT - SUMMARY

SPOT ID: R-5869B (FORMERLY R4459)	FACILITY: US 17 AT SR 1336 (HARVEY POINT ROAD) AND SR 1338 (WYNNE FORK ROAD)	DIVISION: 1	FIRM: AECOM
	EXISTING FACILITY CHARACTERISTICS: Existing No. of Lanes: 4 Existing Median: Yes Existing control of access: <input type="checkbox"/> No Control <input checked="" type="checkbox"/> Partial Control <input type="checkbox"/> Limited Control <input type="checkbox"/> Full Control ADT: 12,300 - 12,900 (2015) Structures: <input type="checkbox"/> Culvert(s) Number, Size(s) <input type="checkbox"/> Bridge(s) Number, Size(s)	PROPOSED FACILITY CHARACTERISTICS: 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: 23,900 - 25,100 (2040) Structures: <input type="checkbox"/> Culvert(s) Number, Size(s) <input checked="" type="checkbox"/> Bridge(s) 3 Bridges proposed	
	PROJECT DESCRIPTION: <i>(Include project scope and location, including Municipality and County. Refer to the attached project location map and photos.)</i> The proposed project would convert the at-grade intersections to grade-separated interchanges at US 17 Business and SR 1336 (Harvey Point Road) and SR 1338 (Wynne Fork Road) in the town of Hertford of Perquimans County, North Carolina. See above for the general vicinity map. Figure 1 shows the preliminary conceptual design and location of environmental features within the project area (Appendix B).		
PRELIMINARY PURPOSE AND NEED: <i>Is there preliminary information on the purpose and need for the project included in a CTP, LRTP, or other study? If yes, summarize.</i> The purpose of the proposed project is to upgrade the at-grade intersections at US 17 Business and SR 1336 (Harvey Point Road) and SR 1338 (Wynne Fork Road) to grade-separated interchanges to improve mobility, connectivity, and safety. Improvements are needed to maintain mobility along the US 17 corridor. The proposed project would upgrade the existing facility to interstate standards. The entire US 13/17 corridor from US 64 in Williamston to Virginia is being evaluated for upgrade to interstate standards as a part of NCDOT feasibility study FS-1501A, which is currently in progress. The 2016 Perquimans County CTP notes that US 17 improvements are needed to maintain mobility along the corridor. The CTP includes a project (PER02-H) to implement upgrades to US 17 to reach interstate standards from Chowan County to Pasquotank County.			
COST ESTIMATES: Right of Way: \$ 5,300,000 Utilities: \$ 900,000 Construction: \$53,900,000			

FINDINGS AND RECOMMENDATIONS:

Note recommended document type and summarize findings from Screening Checklist.

The proposed project would require the acquisition of right-of-way along the existing roadway as well as in new locations where the proposed alignment may diverge from the existing US-17 alignment and where the proposed access roads would be constructed. The proposed project would involve a change in control of access from partial to full control of access along US-17. While this would promote traffic flow, it would also impact residential and commercial establishments that directly connect to US-17. The proposed project would also come into contact with wetlands and streams at multiple points throughout the project area. Given the proximity of cultural resources to the project area, state funding should be considered due to extensive requirements associated with an Individual Section 4(f) approval.

The type of environmental document anticipated in the next phase of NEPA planning is either a Categorical Exclusion or a State Minimum Criteria Determination.

ATTACHMENTS:

Project Scoping Report – Technical Report

Project Scoping Report – Screening Checklist – (Appendix A)

Conceptual Design(s) – (Appendix B)

Cost Estimates (Construction and Right of Way) – (Appendix C)

Appendix 3

Merger Pre-Screening

R-5869 US 17 (Future I-87), Division 1, Perquimans County
Alternative 1 Upgrade Existing (Alternative 1A new interchange at New Hope Road;
Alternative 1B new interchange at Old Neck Road)
Merger Pre Screening Questionnaire

Guidance for completing the below Merger Pre Screening questions will be posted to NCDOT Connect in the near future. When posted, url will be available here.

Question 1: Is the project likely to require Section 404 approval?

- Yes, Section 404 approval is likely.

If YES, proceed to Question 2. If NO, skip to the Conclusion section.

Question 2: Is the project likely to require a Type III Categorical Exclusion (CE) or higher level of documentation?

- Yes, the project is likely to require a Type III CE OR higher level document.

If YES, proceed to question 3. If NO, skip to conclusion section below.

Question 3: What resources have the potential to be impacted by the project? Use multiselect questions below to mark potential resources.

What Natural Environment resources are likely to be impacted or involved in this project?

- Stream(s)
- Wetland(s)
- Surface water(s)
- CAMA Area(s) of Environmental Concern (AECs)
- T/E Species

What Human Environment resources are likely to be impacted or involved in this project?

- Historic site(s)/District(s)
- EJ community(ies)
- Major change(s) in access

What Public/Stakeholder resources are likely to be impacted or involved in this project?

- Substantial negative comments
- Organized opposition
- Local government opposition
- Other permit(s) required

Question 4: Do any of the involved resources conflict?

- Yes, there appear to be conflicting resources

If YES, Merger Screening is recommended. Skip to conclusion below. If NO, proceed to Question 5.

Question 5: If there are not conflicting resources, could there be substantial impacts to one or more resource(s)?

- NA

Proceed to Conclusion section below.

Conclusion

*** Merger Pre Screening Conclusion** What is the conclusion of Merger Pre Screening activity?

- Merger Screening is recommended.

If Merger Screening is recommended, information should be logged in the ATLAS Workbench Merger tab.

*** Has NCDOT Environmental Policy Unit approved this conclusion?** (Question to be completed by NCDOT EPU)

Yes No

**R-5869 US 17 (Future I-87), Division 1, Perquimans County
Bypass Alternative
Merger Pre Screening Questionnaire**

Guidance for completing the below Merger Pre Screening questions will be posted to NCDOT Connect in the near future. When posted, url will be available here.

Question 1: Is the project likely to require Section 404 approval?

- Yes, Section 404 approval is likely.

If YES, proceed to Question 2. If NO, skip to the Conclusion section.

Question 2: Is the project likely to require a Type III Categorical Exclusion (CE) or higher level of documentation?

- Yes, the project is likely to require a Type III CE OR higher level document.

If YES, proceed to question 3. If NO, skip to conclusion section below.

Question 3: What resources have the potential to be impacted by the project? Use multiselect questions below to mark potential resources.

What Natural Environment resources are likely to be impacted or involved in this project?

- Stream(s)
- Wetland(s)
- Surface water(s)
- CAMA Area(s) of Environmental Concern (AECs)
- T/E Species

What Human Environment resources are likely to be impacted or involved in this project?

- Historic site(s)/District(s)
- EJ community(ies)
- Major change(s) in access

What Public/Stakeholder resources are likely to be impacted or involved in this project?

- Substantial negative comments
- Organized opposition
- Local government opposition
- Other permit(s) required

Question 4: Do any of the involved resources conflict?

- Yes, there appear to be conflicting resources

If YES, Merger Screening is recommended. Skip to conclusion below. If NO, proceed to Question 5.

Question 5: If there are not conflicting resources, could there be substantial impacts to one or more resource(s)?

- NA

Proceed to Conclusion section below.

Conclusion

*** Merger Pre Screening Conclusion** What is the conclusion of Merger Pre Screening activity?

- Merger Screening is recommended.

If Merger Screening is recommended, information should be logged in the ATLAS Workbench Merger tab.

*** Has NCDOT Environmental Policy Unit approved this conclusion?** (Question to be completed by NCDOT EPU)

Yes No

Appendix 4

SPOT Submittal
(supported by FSU Express Design)



Status: Draft

I-87, US-17

TIP#: R-5869B

Cost to NCDOT: \$62,096,000

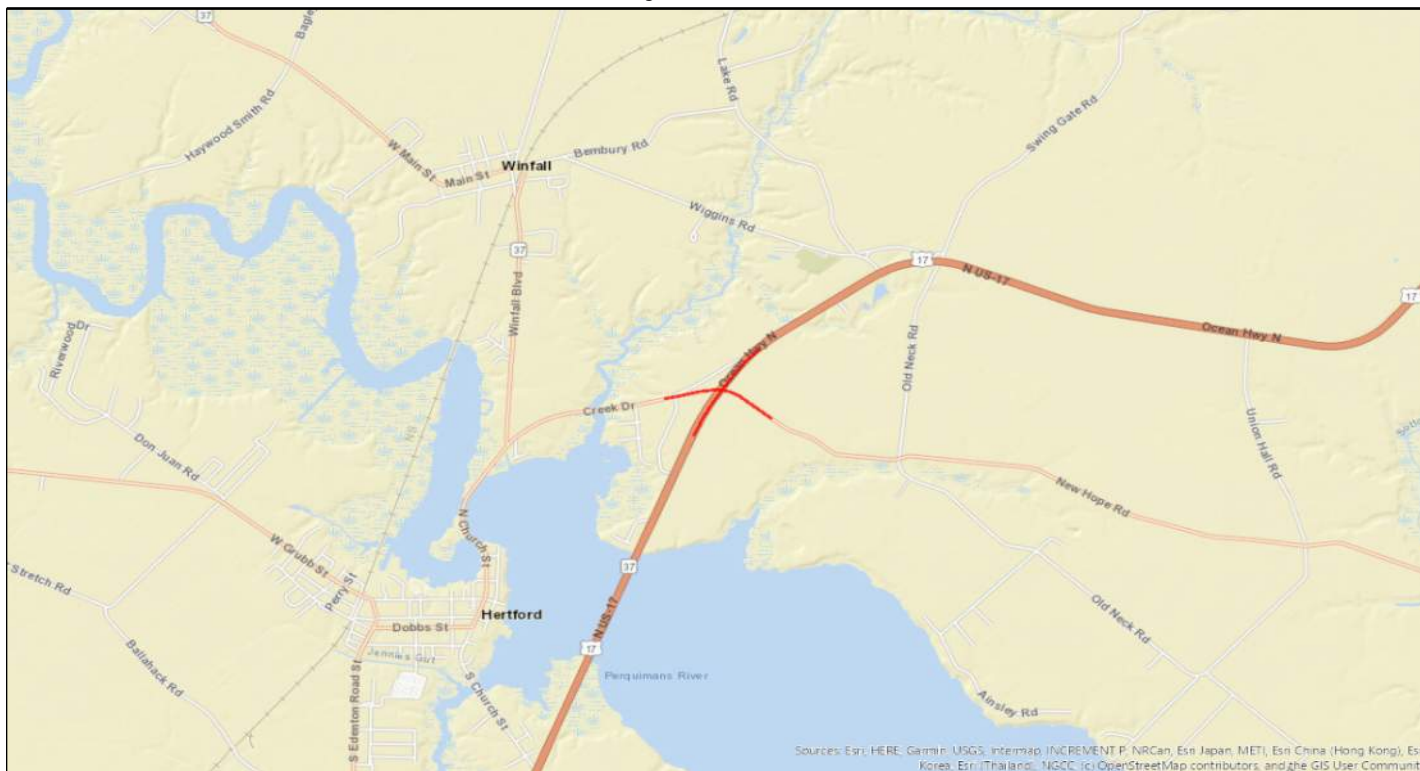
Description:

Convert at-Grade intersection to an interchange

County(s): Perquimans

MPOS(s)/RPO(s): Albemarle RPO

Project Location



SPOT ID: H090285

Criteria Measures

Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)	0.34	29.32
	Volume (SW 40%, REG 20%, DIV 0%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)		
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)		
Safety (Segments)	Crash Density (20%)		0
	Crash Severity (20%)		
	Critical Crash Rate (20%)		
	Safety Benefit (40%)		
Safety (Intersections)	Crash Frequency (30%)		
	Severity Index (30%)		
	Safety Benefit (40%)		

Criteria	Measure	Raw Value	Scaled value
Economic Competitiveness	% Change in Economy (50%)		
	% Change in Long-term jobs (50%)		
Accessibility / Connectivity	County Economic Indicator (50%)	229	77.82
	Upgrade Roadway Travel Time Savings (50%)		
Freight	Truck Volume (50%)	1,140.9	70.35
	Truck Percentage (50%)	%	%
Multimodal	Multimodal Benefits	0	0
Lane Width	Lane Width Difference (100%)	1	0
Shoulder Width	Paved Shoulder Width Difference (100%)	4	94.8
Pavement Condition	Pavement Condition Rating (100%)	22	65.99

Project Data***Existing Conditions**

Existing Cross-Section:	
Speed Limit (mph):	55
Length (miles):	2
Facility Type:	Multi-Lane Highway
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
Lane Width (ft):	12
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	No
Volume (AADT):	11,257.81
Volume (PADT):	12,307.45
Peak ADT (PADT) Factor:	1.09
Capacity (vpd):	48,330.05
Volume (PADT)/Capacity Ratio:	0.25
% Autos:	89%
% Trucks:	11%
Truck Volume (AADTT):	1,285.64
Total Crashes:	30
Crash Density (seg):	0.37
Crash Severity (seg):	0.88
Critical Crash Rate (seg):	0.22
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	Yes
Pavement Condition Rating:	

Project Benefits

Project Cross-Section:	
Speed Limit (mph):	55
Length (miles):	2
Facility Type:	Freeway
Access Control:	Full
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	4
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	
Travel Time Savings/User:	
In CTP or MTP?	Yes
CTP/MTP Name & Year:	Perquimans CTP 2016
Submitted by:	Division 1
Original Submitter:	Albemarle RPO

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT On!ine tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 1	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
Albemarle RPO	100%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	\$52,026,000	Cost Estimation Tool
Right-of-Way Cost:	\$10,070,000	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$62,096,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$62,096,000	

Project Purpose and Identified Needs

Primary Purpose: US 17 has been designated to become I-87. The purpose of the proposed project is to upgrade US 17 from US 64 in Williamston to Virginia to interstate standards to improve mobility, connectivity, and safety. To meet interstate standards the intersection at SR 1300 and US 17 needs to be converted to an interchange.

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 7.0 Project Summary - Mobility

SPOT ID: H090286

Mode: Highway

Status: Draft

I-87, US-17

From/Cross Street: SR 1336 (Harvey Point Road), SR 1338 (Wayne Fork Road)

Specific Improvement Type: 7 - Upgrade At-grade Intersection to Interchange or Grade Separation

To:

Project Category: Statewide Mobility

Length:

TIP#: R-5869A

Fully Funded in Draft STIP? No

Cost to NCDOT: \$0

Description:

Convert at-Grade intersection to An interchange

Division(s):

County(s):

MPOS(s)/RPO(s):

Project Location



I-87, US-17

SPOT ID: H090286

Criteria Measures

Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)		
	Volume (SW 40%, REG 20%, DIV 0%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)		
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)		
Safety (Segments)	Crash Density (20%)		
	Crash Severity (20%)		
	Critical Crash Rate (20%)		
	Safety Benefit (40%)		
Safety (Intersections)	Crash Frequency (30%)		
	Severity Index (30%)		
	Safety Benefit (40%)		

Criteria	Measure	Raw Value	Scaled value
Economic Competitiveness	% Change in Economy (50%)		
	% Change in Long-term jobs (50%)		
Accessibility / Connectivity	County Economic Indicator (50%)		
	Upgrade Roadway Travel Time Savings (50%)		
Freight	Truck Volume (50%)		
	Truck Percentage (50%)	%	%
Multimodal	Multimodal Benefits		
Lane Width	Lane Width Difference (100%)		
Shoulder Width	Paved Shoulder Width Difference (100%)		
Pavement Condition	Pavement Condition Rating (100%)		

Project Data***Existing Conditions**

Existing Cross-Section:	
Speed Limit (mph):	
Length (miles):	
Facility Type:	
Access Control:	
Functional Classification:	
Terrain Type:	
Lane Width (ft):	
Paved Shoulder Width (ft):	
Roadway has Curb & Gutter?	
Volume (AADT):	
Volume (PADT):	
Peak ADT (PADT) Factor:	
Capacity (vpd):	
Volume (PADT)/Capacity Ratio:	
% Autos:	
% Trucks:	
Truck Volume (AADTT):	
Total Crashes:	
Crash Density (seg):	
Crash Severity (seg):	
Critical Crash Rate (seg):	
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	
Non-Interstate STRAHNET Route?	
Future Interstate Route?	No
Pavement Condition Rating:	

Project Benefits

Project Cross-Section:	
Speed Limit (mph):	
Length (miles):	
Facility Type:	
Access Control:	
Functional Classification:	
Terrain Type:	
DOT Design Lane Width (ft):	
DOT Design Paved Shoulder Width (ft):	
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	
Travel Time Savings/User:	
In CTP or MTP?	Yes
CTP/MTP Name & Year:	Perquimans CTP 2016
Submitted by:	Division 1
Original Submitter:	Albemarle RPO

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT On!ine tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
	0%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
	0%	0	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		0	0

Project Cost and Source

Construction Cost:	#Error	
Right-of-Way Cost:	#Error	
Utilities Cost:	#Error	
Total Project Cost:	#Error	
Other Funding:	\$0	None
Cost to NCDOT :	\$0	

Project Purpose and Identified Needs

Primary Purpose: US 17 has been designated to become I-87. The purpose of the proposed project is to upgrade US 17 from US 64 in Williamston to Virginia to interstate standards to improve mobility, connectivity, and safety. To meet interstate standards the intersection at SR 1336 and US 17 needs to be converted to an interchange.

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.



NCDOT Prioritization 7.0 Project Summary - Mobility

SPOT ID: H230513

Mode: Highway

Status: Submitted

US-17 (US 17)

From/Cross Street: US 17 Bus. (Edenton Road)

Specific Improvement Type: 2 - Upgrade Arterial to Freeway/Expressway

To: SR 1220 (Wiggins Road)

Project Category: Statewide Mobility

Length: 4.01

TIP#: R-5869C

Fully Funded in Draft STIP? No

Cost to NCDOT: \$164,167,000

Description:

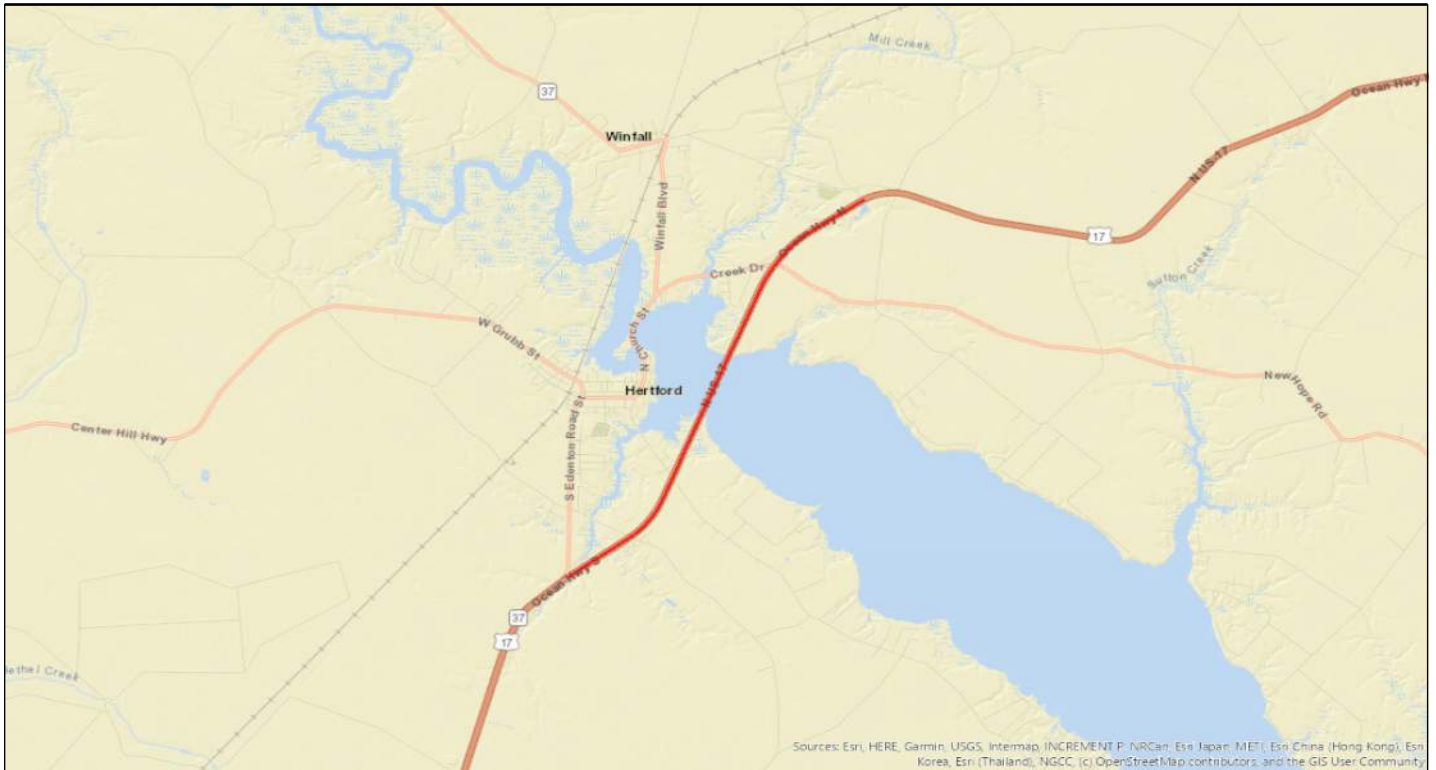
Upgrade Arterial to a controlled access corridor to achieve Interstate Standards.

Division(s): Division 1

County(s): Perquimans

MPOS(s)/RPO(s): Albemarle RPO

Project Location



US-17 (US 17)

SPOT ID: H230513

Criteria Measures

Criteria	Measure	Raw Value	Scaled value
Congestion	Volume/Capacity (SW 60%, REG 80%, DIV 100%)		
	Volume (SW 40%, REG 20%, DIV 0%)		
Benefit-Cost (SW)	Benefit/Cost SW (100%)		
Benefit-Cost (REG/DIV)	Benefit/Cost REG/DIV (100%)		
Safety (Segments)	Crash Density (20%)		
	Crash Severity (20%)		
	Critical Crash Rate (20%)		
	Safety Benefit (40%)		
Safety (Intersections)	Crash Frequency (30%)		
	Severity Index (30%)		
	Safety Benefit (40%)		

Criteria	Measure	Raw Value	Scaled value
Economic Competitiveness	% Change in Economy (50%)		
	% Change in Long-term jobs (50%)		
Accessibility / Connectivity	County Economic Indicator (50%)		
	Upgrade Roadway Travel Time Savings (50%)		
Freight	Truck Volume (50%)		
	Truck Percentage (50%)	%	%
Multimodal	Multimodal Benefits		
Lane Width	Lane Width Difference (100%)		
Shoulder Width	Paved Shoulder Width Difference (100%)		
Pavement Condition	Pavement Condition Rating (100%)		

Project Data***Existing Conditions**

Existing Cross-Section:	4 Lane with Median - Partial Control
Speed Limit (mph):	53
Length (miles):	4.01
Facility Type:	Arterial
Access Control:	Partial
Functional Classification:	Other Principal Arterial
Terrain Type:	Level
Lane Width (ft):	12
Paved Shoulder Width (ft):	0
Roadway has Curb & Gutter?	No
Volume (AADT):	18,850.12
Volume (PADT):	20,275.87
Peak ADT (PADT) Factor:	1.08
Capacity (vpd):	42,598.81
Volume (PADT)/Capacity Ratio:	0.48
% Autos:	89%
% Trucks:	11%
Truck Volume (AADTT):	2,160.22
Total Crashes:	84
Crash Density (seg):	0
Crash Severity (seg):	0
Critical Crash Rate (seg):	0
Crash Frequency (int):	
Severity Index (int):	
Adjusted Property Tax Base Per Capita Rank:	
Population Growth Rank:	
Median Household Income Rank:	
12 Month Average Unemployment Rate Rank:	
Sum County Rank:	
Non-Interstate STRAHNET Route?	No
Future Interstate Route?	Yes
Pavement Condition Rating:	82

Project Benefits

Project Cross-Section:	4A - 4 Lane Divided (46' Depressed Median) with Paved Shoulders
Speed Limit (mph):	65
Length (miles):	4.01
Facility Type:	Freeway
Access Control:	Full
Functional Classification:	Interstate
Terrain Type:	Level
DOT Design Lane Width (ft):	12
DOT Design Paved Shoulder Width (ft):	4
Travel Time Savings for 10 Years (NCSTM) - SW/REG:	
Travel Time Savings in \$ (NCSTM) - SW/REG:	
Travel Time Savings for 10 Years (CALC) - DIV:	
Travel Time Savings in \$ (CALC) - DIV:	
Safety Benefits in \$:	
% Change in Long-term Employment:	
% Change in Economy:	
Future Interstate Completion Factor:	
Does project upgrade how the roadway functions?	
Travel Time Savings/User:	
In CTP or MTP?	No
CTP/MTP Name & Year:	
Submitted by:	Division 1
Original Submitter:	Division One

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT On!line tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact Points	Division Needs Points
Division 1	100%	0	0
	0%	0	0
	0%	0	0
TOTAL Division Points		0	0

MPO/RPO

MPO/RPO	Percent	Regional Impact Points	Division Needs Points
Albemarle RPO	100%	100	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		100	0

Project Cost and Source

Construction Cost:	\$161,670,000	Express Design
Right-of-Way Cost:	\$2,171,000	Express Design
Utilities Cost:	\$326,000	Express Design
Total Project Cost:	\$164,167,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$164,167,000	

Project Purpose and Identified Needs

Primary Purpose: Upgrade arterial to achieve Interstate Standards along the corridor. Corridor needs to be studied in coordination with R-5869A and R-5869B to ensure existing corridor will be utilized.

Note that if the project has been submitted for P7.0 scoring, a separate Identified Needs form will be completed. Please reference this form for more information on the project's needs, justification, and solution.

Appendix 5

Bridge Inspection Reports



NC DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
STRUCTURE MANAGEMENT UNIT

ATTENTION: **PAR, SNOOPER USED, CHANGE IN STRUCTURE
DATA, NEW REPAIRS**

Structure Safety Report

Routine Element Inspection - Contract

STRUCTURE NUMBER: 710014 SAP STRUCTURE NO: 0720014 FHWA STRUCTURE NO: 000000001430014
DIVISION: 1 COUNTY: PERQUIMANS INSPECTION DATE: 11/09/2023 FREQUENCY: 24 MONTHS
FACILITY CARRIED: US17S, NC37S MILE POST: _____
LOCATION: 1.8 MI N JCT US17&32BUS
FEATURE INTERSECTED: PERQUIMANS RIVER
LATITUDE: 36° 11' 21.58" LONGITUDE: 76° 27' 21.54"
SUPERSTRUCTURE: RC DECK ON PPC GIRDERS
SUBSTRUCTURE: EBT & BT1-22&37-47:RC CAP/PPC PLS;BT23-36:RCP&B/PLS
SPANS: 48 SPANS. SEE SPAN PROFILE SHEET FOR SPAN DETAILS
☐ FRACTURE CRITICAL ☐ TEMPORARY SHORING ☐ SCOUR CRITICAL ☐ SCOUR PLAN OF ACTION
GRADES: (Inspector/NBI Coding) DECK 6 / 6 SUPERSTRUCTURE 6 / 6 SUBSTRUCTURE 5 / 5 CULVERT N / N
POSTED SV: Not Posted POSTED TTST: Not Posted

OTHER SIGNS PRESENT: NONE



South Approach Looking North

Sign noticed issued for		Number Required
<u>NO</u>	WEIGHT LIMIT	<u>0</u>
<u>NO</u>	DELINEATORS	<u>0</u>
<u>NO</u>	NARROW BRIDGE	<u>0</u>
<u>NO</u>	ONE LANE BRIDGE	<u>0</u>
<u>NO</u>	LOW CLEARANCE	<u>0</u>

DIRECTION OF INSPECTION S-N

DIRECTION MATCHES PLANS YES

INSPECTED BY
FIDEL L. FLORES

SIGNATURE

ASSISTED BY S. L. CHAMBERS, J. E.
ROLFSMEYER, R. J.
FREDETTE

IDENTIFICATION				SUFFICIENCY RATING	73.05
(1) STATE NAME	NORTH CAROLINA	BRIDGE	710014	STATUS =	
(8) STRUCTURE NUMBER (FEDERAL)			1430014		
(5) INVENTORY ROUTE (ON/UNDER)	ON		123000170	CLASSIFICATION	CODE
(2) STATE HIGHWAY DEPARTMENT DISTRICT			1	(112) NBIS BRIDGE SYSTEM	Y
(3) COUNTY CODE (FEDERAL)	143	(4) PLACE CODE	74720	(104) HIGHWAY SYSTEM	Inventory Route is on NHS 1
(6) FEATURE INTERSECTED	PERQUIMANS RIVER			(26) FUNCTIONAL CLASS	Rural Principal Arterial - Other 02
(7) FACILITY CARRIED	US17S, NC37S			(100) STRAHNET HIGHWAY	Not a STRAHNET Route 0
(9) LOCATION	1.8 MI N JCT US17&32BUS			(101) PARALLEL STRUCTURE	The left structure of parallel bridges L
(11) MILEPOINT			0.0	(102) DIRECTION OF TRAFFIC	1-way traffic 1
(12) BASE HIGHWAY NETWORK			1	(103) TEMPORARY STRUCTURE	
(13) LRS INVENTORY ROUTE & SUBROUTE			1	(110) DESIGNATED NATIONAL NETWORK - on national network for trucks	1
(16) LATITUDE	36° 11' 21.58"	(17) LONGITUDE	76° 27' 21.54"	(20) TOLL	On Free Road 3
(98) BORDER BRIDGE STATE CODE		PERCENT SHARED		(21) MAINT -	01
(99) BORDER BRIDGE STRUCTURE NUMBER				(22) OWNER -	01
STRUCTURE TYPE AND MATERIAL				(37) HISTORICAL SIGNIFICANCE -	5
(43) STRUCTURE TYPE MAIN		Steel		CONDITION	CODE
TYPE	Stringer/Multi-beam or girder	CODE	302	(58) DECK	6
(44) STRUCTURE TYPE APPROACH		Prestressed Concrete		(59) SUPERSTRUCTURE	6
TYPE	Stringer/Multi-beam or girder	CODE	502	(60) SUBSTRUCTURE	5
(45) NUMBER OF SPANS IN MAIN UNIT			1	(61) CHANNEL & CHANNEL PROTECTION	9
(46) NUMBER OF SPANS IN APPROACH			47	(62) CULVERTS	N
(107) DECK STRUCTURE TYPE		CODE	1	LOAD RATING AND POSTING	CODE
(108) WEARING SURFACE/PROTECTIVE SYSTEM				(31) DESIGN LOAD	H 20 + Mod 6
(A) TYPE OF WEARING SURFACE		CODE	0	(63) OPERATING RATING METHOD -	Load Factor 1
(B) TYPE OF MEMBRANE		CODE	0	(64) OPERATING RATING -	HS-53 95
(C) TYPE OF DECK PROTECTION		CODE	0	(65) INVENTORY RATING METHOD -	1
AGE AND SERVICE				(66) INVENTORY RATING	HS-29 52
(27) YEAR BUILT			1965	(70) BRIDGE POSTING	No Posting Required 5
(106) YEAR RECONSTRUCTED			2009	(41) STRUCTURE OPEN, POSTED, OR CLOSED	A
(42) TYPE OF SERVICE ON -		Highway		DESCRIPTION	Open, no restriction
OFF -		Waterway	CODE 15	APPRAISAL	CODE
(28) LANES ON STRUCTURE	2	LANES UNDER STRUCTURE	0	(67) STRUCTURAL EVALUATION	5
(29) AVERAGE DAILY TRAFFIC			8750	(68) DECK GEOMETRY	N
(30) YEAR OF ADT	2018	(109) TRUCK ADT PCT	14	(69) UNDERCLEARANCES, VERT & HORIZ	N
(19) BYPASS OR DETOUR LENGTH			1.0	(71) WATERWAY ADEQUACY	9
GEOMETRIC DATA				(72) APPROACH ROADWAY ALIGNMENT	8
(48) LENGTH OF MAXIMUM SPAN			79.0	(36) TRAFFIC SAFETY FEATURES	1111
(49) STRUCTURE LENGTH			2901.0	(113) SCOUR CRITICAL BRIDGES	8
(50) CURB OR SIDEWALK: LEFT	1.7	RIGHT	1.7	PROPOSED IMPROVEMENTS	CODE
(51) BRIDGE ROADWAY WIDTH, CURB TO CURB			28.1	(75) TYPE OF WORK	
(52) DECK WIDTH OUT TO OUT			33.5	(76) LENGTH OF STRUCTURE IMPROVEMENT	
(32) APPROACH ROADWAY WITH (W/ SHOULDERS)			32.0	(94) BRIDGE IMPROVEMENT COST	
(33) BRIDGE MEDIAN		No median	CODE 0	(95) ROADWAY IMPROVEMENT COST	
(34) SKEW	0	(35) STRUCTURE FLARED	0	(96) TOTAL PROJECT COST	
(10) INVENTORY ROUTE MIN VERT CLEAR			999.9	(97) YEAR OF IMPROVEMENT COST ESTIMATE	
(47) INVENTORY ROUTE TOTAL HORIZ CLEAR			28.1	(114) FUTURE ADT	17,500
(53) MIN VERT CLEAR OVER BRIDGE RDWY			999.9	YEAR OF FUTURE ADT	2040
(54) MIN VERT UNDERCLEAR: REFERENCE		N	0.0	INSPECTION	
(55) MIN LAT UNDERCLEARANCE RT: REFERENCE		N	0.0	(90) INSPECTION DATE	11/23
(56) MIN LAT UNDERCLEARANCE LT:			0.0	(91) FREQUENCY	24
NAVIGATION DATA				(92) CRITICAL FEATURE INSPECTION	(93) CFI DATE
(38) NAVIGATION CONTROL -		CODE	1	A) FRACTURE CRIT DETAIL	A)
(111) PIER PROTECTION	In place and functioning	CODE	2	B) UNDERWATER INSP	60 B)
(39) NAVIGATION VERTICAL CLEARANCE			34.0	C) OTHER SPECIAL INSP	C)
(116) VERT - LIFT BRIDGE NAV MIN VERT CLEAR			0.0	SCOUR	
(40) NAVIGATION HORIZONTAL CLEARANCE			56.0		



NC DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
STRUCTURE MANAGEMENT UNIT

ATTENTION: (PAR)

Structure Safety Report

Routine Element Inspection - Contract

STRUCTURE NUMBER: 710080 SAP STRUCTURE NO: 0720080 FHWA STRUCTURE NO: 000000001430080
DIVISION: 1 COUNTY: PERQUIMANS INSPECTION DATE: 11/01/2023 FREQUENCY: 24 MONTHS
FACILITY CARRIED: US17 N, NC37 MILE POST: _____
LOCATION: 1.8 MI.N.JCT.US17&32BUS.

FEATURE INTERSECTED: PERQUIMANS RIVER

LATITUDE: 36° 11' 21.39" LONGITUDE: 76° 27' 20.98"

SUPERSTRUCTURE: RC DECK & PPC PANELS/ PPC GDR. & CONT. STL. PL. GDR.
RC DECK & PPC PANELS/CONT.PPC GIRDERS & STEEL DECK GIRDERS

SUBSTRUCTURE: EBTS:RC CAP/PPC PLS;BTS:RC CAP/PPC PLS&RCP&B /PP FTG.
EBTS:RC CAP/PPC PLS;BTS:RC CAP/PPC PLS&RCP&B /PP FTG. (SPN. 28-30 CONT.)

SPANS: 46 SPANS. SEE SPAN PROFILE SHEET FOR SPAN DETAILS

☐ FRACTURE CRITICAL ☐ TEMPORARY SHORING ☐ SCOUR CRITICAL ☐ SCOUR PLAN OF ACTION

GRADES: (Inspector/NBI Coding) DECK 7/7 SUPERSTRUCTURE 7/7 SUBSTRUCTURE 7/7 CULVERT N/N

POSTED SV: Not Posted POSTED TTST: Not Posted

OTHER SIGNS PRESENT: None



South Approach Looking North

Sign noticed issued for		Number Required
NO	WEIGHT LIMIT	0
NO	DELINEATORS	0
NO	NARROW BRIDGE	0
NO	ONE LANE BRIDGE	0
NO	LOW CLEARANCE	0

DIRECTION OF INSPECTION S-N

DIRECTION MATCHES PLANS YES

INSPECTED BY JASON ROLFSMEYER	SIGNATURE 	ASSISTED BY JEFF BALOGA
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NATIONAL BRIDGE INVENTROY ----- STRUCTURE INVENTORY AND APPRAISAL

12/11/2023

IDENTIFICATION							
(1) STATE NAME	NORTH CAROLINA	BRIDGE	710080	SUFFICIENCY RATING			95.08
(8) STRUCTURE NUMBER (FEDERAL)			1430080	STATUS =			
(5) INVENTORY ROUTE (ON/UNDER)	ON		121000170		CLASSIFICATION		CODE
(2) STATE HIGHWAY DEPARTMENT DISTRICT			1	(112) NBIS BRIDGE SYSTEM			Y
(3) COUNTY CODE (FEDERAL)	143	(4) PLACE CODE	30900	(104) HIGHWAY SYSTEM	Inventory Route is on NHS		1
(6) FEATURE INTERSECTED	PERQUIMANS RIVER			(26) FUNCTIONAL CLASS	Rural Principal Arterial - Other		02
(7) FACILITY CARRIED	US17 N, NC37			(100) STRAHNET HIGHWAY	Not a STRAHNET Route		0
(9) LOCATION	1.8 MI.N.JCT.US17&32BUS.			(101) PARALLEL STRUCTURE	The right structure of parallel bridges		R
(11) MILEPOINT			0.0	(102) DIRECTION OF TRAFFIC	1-way traffic		1
(12) BASE HIGHWAY NETWORK			1	(103) TEMPORARY STRUCTURE			
(13) LRS INVENTORY ROUTE & SUBROUTE			1	(110) DESIGNATED NATIONAL NETWORK - on natiional network for trucks			1
(16) LATITUDE	36° 11' 21.39"	(17) LONGITUDE	76° 27' 20.98"	(20) TOLL	On Free Road		3
(98) BORDER BRIDGE STATE CODE		PERCENT SHARED		(21) MAINT -			01
(99) BORDER BRIDGE STRUCTURE NUMBER				(22) OWNER -			01
STRUCTURE TYPE AND MATERIAL				(37) HISTORICAL SIGNIFICANCE -			5
(43) STRUCTURE TYPE MAIN		Steel Continuous			CONDITION		CODE
TYPE	Stringer/Multi-beam or girder	CODE	402	(58) DECK			7
(44) STRUCTURE TYPE APPROACH		Prestressed Concrete		(59) SUPERSTRUCTURE			7
TYPE	Stringer/Multi-beam or girder	CODE	502	(60) SUBSTRUCTURE			7
(45) NUMBER OF SPANS IN MAIN UNIT			3	(61) CHANNEL & CHANNEL PROTECTION			9
(46) NUMBER OF SPANS IN APPROACH			43	(62) CULVERTS			N
(107) DECK STRUCTURE TYPE		CODE	1		LOAD RATING AND POSTING		CODE
(108)WEARING SURFACE/PROTECTIVE SYSTEM				(31) DESIGN LOAD	H 20 + Mod		6
(A) TYPE OF WEARING SURFACE		CODE	1	(63) OPERATING RATING METHOD -	Load Factor		1
(B) TYPE OF MEMBRANE		CODE	0	(64) OPERATING RATING -	HS-42		75
(C) TYPE OF DECK PROTECTION		CODE	1	(65) INVENTORY RATING METHOD -			1
AGE AND SERVICE				(66) INVENTORY RATING	HS-18		32
(27) YEAR BUILT			1994	(70) BRIDGE POSTING	No Posting Required		5
(106) YEAR RECONSTRUCTED			0	(41) STRUCTURE OPEN, POSTED, OR CLOSED			A
(42) TYPE OF SERVICE ON -		Highway		DESCRIPTION	Open, no restriction		
OFF -		Waterway	CODE 15		APPRAISAL		CODE
(28) LANES ON STRUCTURE	2	LANES UNDER STRUCTURE	0	(67) STRUCTURAL EVALUATION			7
(29) AVERAGE DAILY TRAFFIC			8750	(68) DECK GEOMETRY			N
(30) YEAR OF ADT	2018	(109) TRUCK ADT PCT	14	(69) UNDERCLEARANCES, VERT & HORIZ			N
(19) BYPASS OR DETOUR LENGTH			4.0	(71) WATERWAY ADEQUACY			9
GEOMETRIC DATA				(72) APPROACH ROADWAY ALIGNMENT			8
(48) LENGTH OF MAXIMUM SPAN			120.0	(36) TRAFFIC SAFETY FEATURES			1111
(49) STRUCTURE LENGTH			2902.0	(113) SCOUR CRITICAL BRIDGES			8
(50) CURB OR SIDEWALK: LEFT	0.0	RIGHT	0.0		PROPOSED IMPROVEMENTS		
(51) BRIDGE ROADWAY WIDTH, CURB TO CURB			34.1	(75) TYPE OF WORK		CODE	
(52) DECK WIDTH OUT TO OUT			37.1	(76) LENGTH OF STRUCTURE IMPROVEMENT			
(32) APPROACH ROADWAY WITH (W/ SHOULDERS)			32.0	(94) BRIDGE IMPROVEMENT COST			
(33) BRIDGE MEDIAN		Open median	CODE 1	(95) ROADWAY IMPROVEMENT COST			
(34) SKEW	0	(35) STRUCTURE FLARED	0	(96) TOTAL PROJECT COST			
(10) INVENTORY ROUTE MIN VERT CLEAR			999.9	(97) YEAR OF IMPROVEMENT COST ESTIMATE			
(47) INVENTORY ROUTE TOTAL HORIZ CLEAR			34.1	(114) FUTURE ADT	17,500	YEAR OF FUTURE ADT	2040
(53) MIN VERT CLEAR OVER BRIDGE RDWY			999.9		INSPECTION		
(54) MIN VERT UNDERCLEAR: REFERENCE		N	0.0	(90) INSPECTION DATE	11/23	(91) FREQUENCY	24
(55) MIN LAT UNDERCLEARANCE RT: REFERENCE		N	0.0	(92) CRITICAL FEATURE INSPECTION		(93) CFI DATE	
(56) MIN LAT UNDERCLEARANCE LT:			0.0	A) FRACTURE CRIT DETAIL		A)	
NAVIGATION DATA				B) UNDERWATER INSP	60	B)	09/23
(38) NAVIGATION CONTROL -		CODE	1	C) OTHER SPECIAL INSP		C)	
(111) PIER PROTECTION	In place and functioning	CODE	2	SCOUR			
(39) NAVIGATION VERTICAL CLEARANCE			34.0				
(116) VERT - LIFT BRIDGE NAV MIN VERT CLEAR			0.0				
(40) NAVIGATION HORIZONTAL CLEARANCE			56.0				