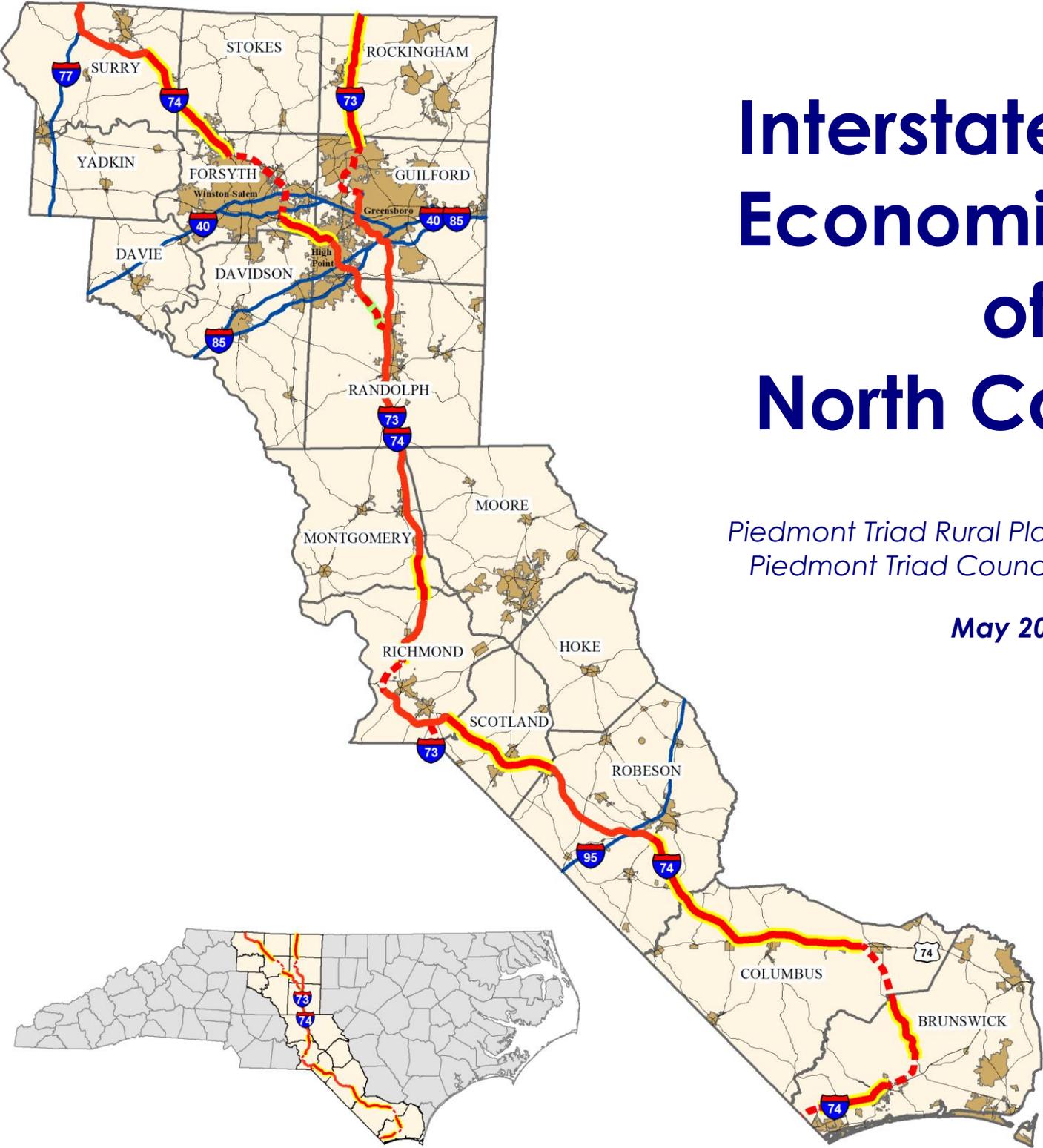


Interstate 73/74 Economic Atlas of North Carolina

*Piedmont Triad Rural Planning Organization
Piedmont Triad Council of Governments*

May 2011



Interstate 73/74 Economic Atlas of North Carolina

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**Prepared by
Piedmont Triad Rural Planning Organization &
Piedmont Triad Council of Governments**

**In partnership with:
Cape Fear RPO • Greensboro Urban Area MPO • High Point Urban Area MPO • Lumber River RPO
Northwest Piedmont RPO • Winston-Salem Urban Area MPO**

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Route data courtesy of the North Carolina Department of Transportation and Lead Planning Agencies

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The Great Lakes Mid-Atlantic Route

The Great Lakes Mid-Atlantic Interstate route was first identified by Congress as a High Priority Corridor in the Intermodal Surface Transportation and Efficiency Act (ISTEA) of 1991, and later amended in the Transportation Equity Act for the 21st Century (TEA-21) in 1996. Since that time, the route has grown into two proposed interstate roads: Interstate 73 planned to connect Sault St. Marie, Michigan to Georgetown, South Carolina and Interstate 74 which will connect Portsmouth, Ohio to Myrtle Beach, South Carolina. These new routes follow existing Interstates in some places and will consist of new roadway in others as they pass through Michigan, Ohio, West Virginia, Virginia, North Carolina and South Carolina.

Though the routes have been approved by Congress, no federal dollars have been directly appropriated for construction. Since the first economic atlas was released in 2004, the North Carolina Department of Transportation has funded and constructed numerous projects within these planned corridors.

Interstate improvements are eligible for federal funding through both the National Highway System and Surface Transportation Program.

Interstate Impacts

Interstate routes have a significant impact on the states, counties and regions through which they pass. In North Carolina alone, the economic conditions in counties which are home to an interstate route are significantly better than those counties without an interstate.

Interstate Corridor Counties, North Carolina

Population, 2010	5,969,959
Population Growth Rate, 2000-2010	21.2%
Employment, 2009	2,668,214
Net Jobs Lost or Gained, 2000-2009	(4,508)
Employment Growth Rate, 2000-2009	-0.2%
Unemployment Rate, 2010	10.1%
Per Capita Income, 2008	\$32,939
Poverty Rate, 2005-2009	13.8%

Non-Interstate Corridor Counties, North Carolina

Population, 2010	3,565,524
Population Growth Rate, 2000-2010	14.2%
Employment, 2009	1,099,981
Net Jobs Lost or Gained, 2000-2009	(46,911)
Employment Growth Rate, 2000-2009	-4.1%
Unemployment Rate, 2010	10.5%
Per Capita Income, 2008	\$30,307
Poverty Rate, 2005-2009	17.3%

Sources: US Census Bureau (Population), NC Employment Security Commission (Employment, Job Growth, Unemployment Rate), US Bureau of Economic Analysis (Per Capita Income), US Census Bureau (Poverty). Data compiled by the Piedmont Triad Council of Governments.

Even in our current economic climate, the positive economic impact that Interstates bring to the North Carolina communities they serve cannot be overstated. The purpose of this document is to illustrate the current and planned routes for Interstates 73 and 74, and demonstrate the current economic conditions in the communities along the proposed corridor.

The North Carolina Corridor

The twelve counties in North Carolina through which Interstate 73/74 will pass feature both rural and urban landscapes, impacting more than 17% of the population in North Carolina. The following tables summarize the current economic conditions in North Carolina and specifically, the twelve counties within the proposed interstate corridor.

North Carolina

Population, 2010	9,535,483
Population Growth Rate, 2000-2010	18.5%
Employment, 2009	3,768,195
Net Jobs Lost or Gained, 2000-2009	(51,419)
Employment Growth Rate, 2000-2009	-1.3%
Unemployment Rate, 2010	10.2%
Per Capita Income, 2008	\$31,255
Poverty Rate, 2005-2009	15.1%

I-73/74 Counties

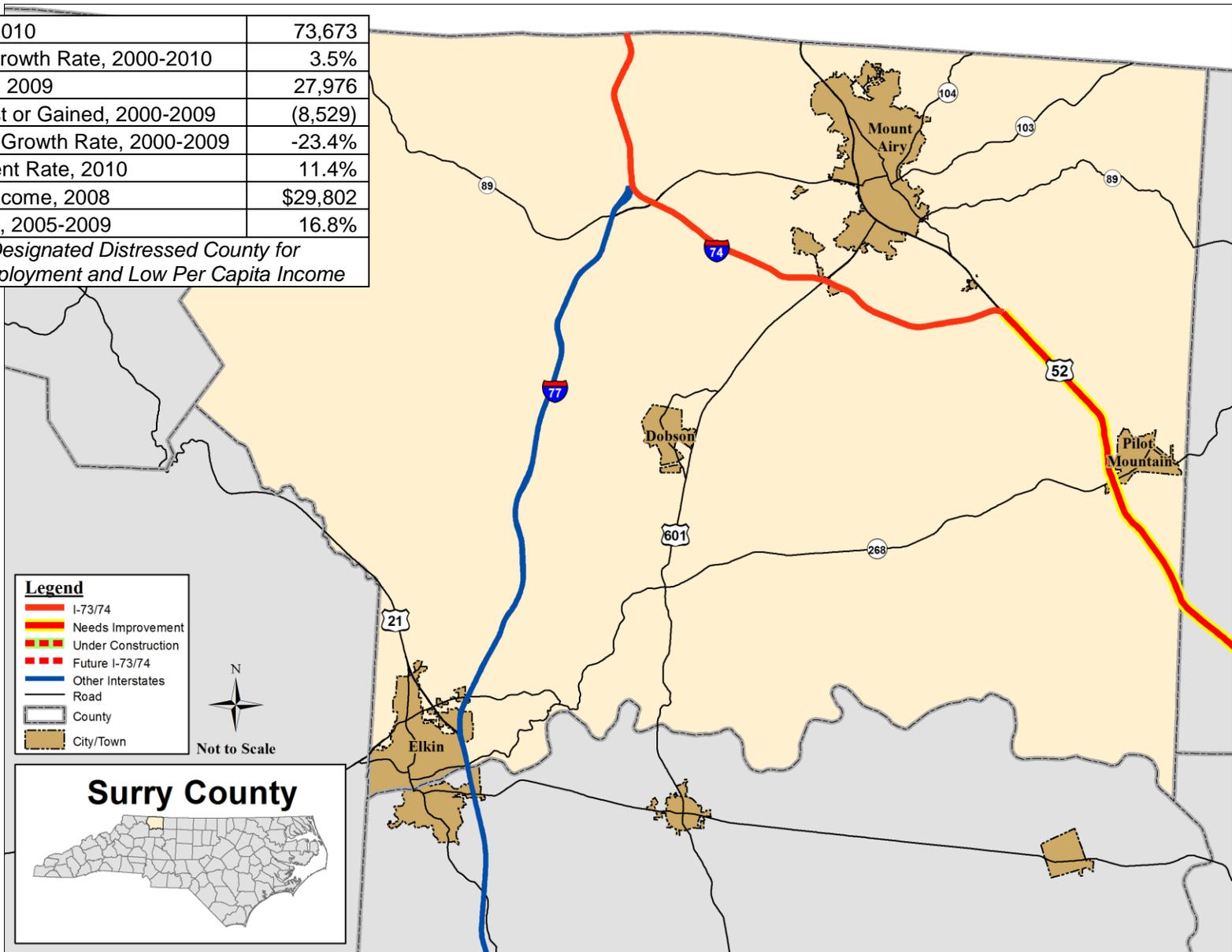
Population, 2010	1,605,836
Population Growth Rate, 2000-2010	12.6%
Employment, 2009	662,188
Net Jobs Lost or Gained, 2000-2009	(54,801)
Employment Growth Rate, 2000-2009	-7.6%
Unemployment Rate, 2010	10.9%
Per Capita Income, 2008	\$29,916
Poverty Rate, 2005-2009	17.3%

Sources: US Census Bureau (Population), NC Employment Security Commission (Employment, Job Growth, Unemployment Rate), US Bureau of Economic Analysis (Per Capita Income), US Census Bureau (Poverty). Data compiled by the Piedmont Triad Council of Governments.

The counties within the I-73/74 Corridor have experienced a more significant economic downturn than the state of North Carolina as a whole, with a greater number of net job losses than the entire state. Additionally, nearly every county within the corridor has been designated as ‘distressed’ by the Economic Development Administration.

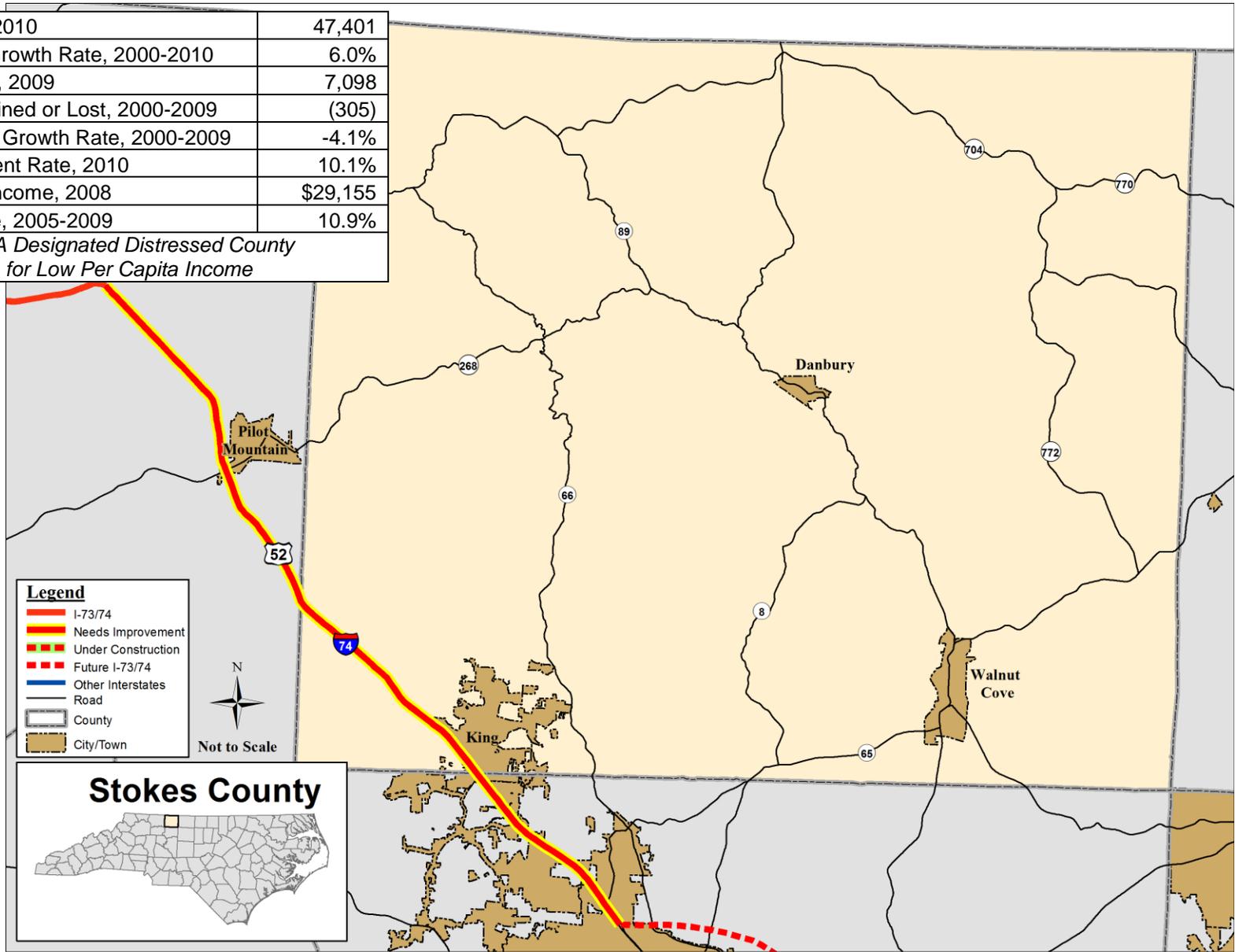
Surry County

Population, 2010	73,673
Population Growth Rate, 2000-2010	3.5%
Employment, 2009	27,976
Net Jobs Lost or Gained, 2000-2009	(8,529)
Employment Growth Rate, 2000-2009	-23.4%
Unemployment Rate, 2010	11.4%
Per Capita Income, 2008	\$29,802
Poverty Rate, 2005-2009	16.8%
<i>EDA Designated Distressed County for High Unemployment and Low Per Capita Income</i>	



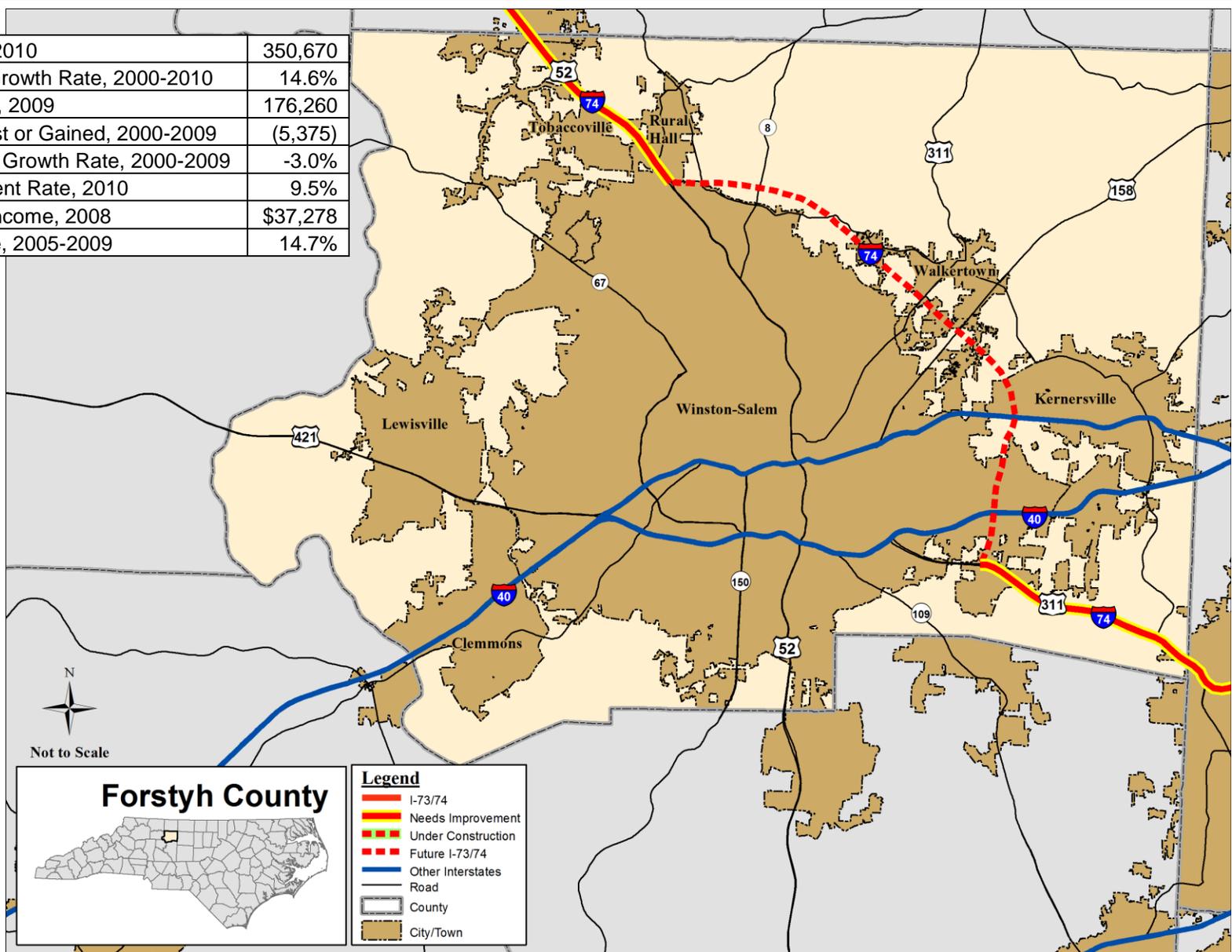
Stokes County

Population, 2010	47,401
Population Growth Rate, 2000-2010	6.0%
Employment, 2009	7,098
Net Jobs Gained or Lost, 2000-2009	(305)
Employment Growth Rate, 2000-2009	-4.1%
Unemployment Rate, 2010	10.1%
Per Capita Income, 2008	\$29,155
Poverty Rate, 2005-2009	10.9%
<i>EDA Designated Distressed County for Low Per Capita Income</i>	

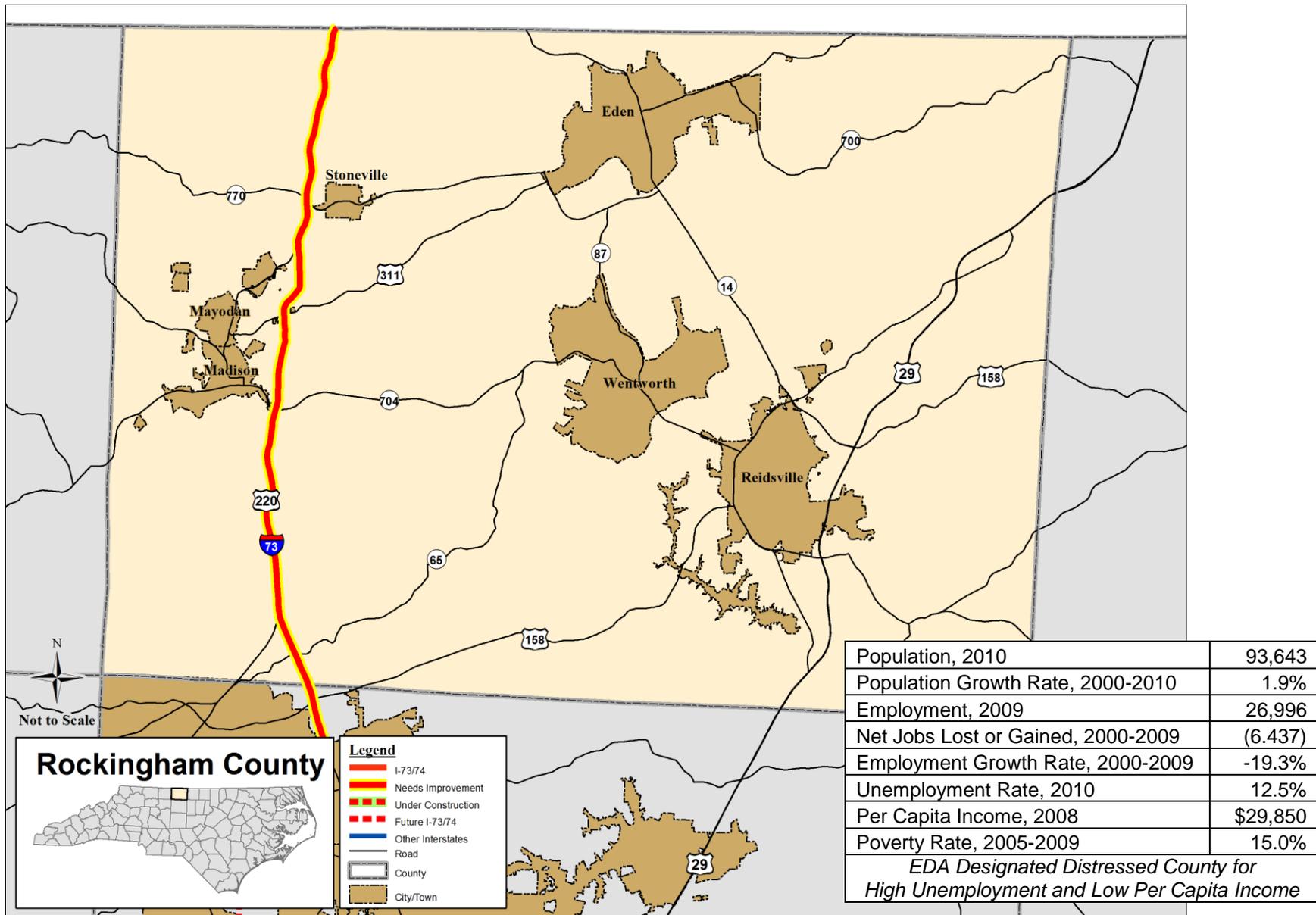


Forsyth County

Population, 2010	350,670
Population Growth Rate, 2000-2010	14.6%
Employment, 2009	176,260
Net Jobs Lost or Gained, 2000-2009	(5,375)
Employment Growth Rate, 2000-2009	-3.0%
Unemployment Rate, 2010	9.5%
Per Capita Income, 2008	\$37,278
Poverty Rate, 2005-2009	14.7%



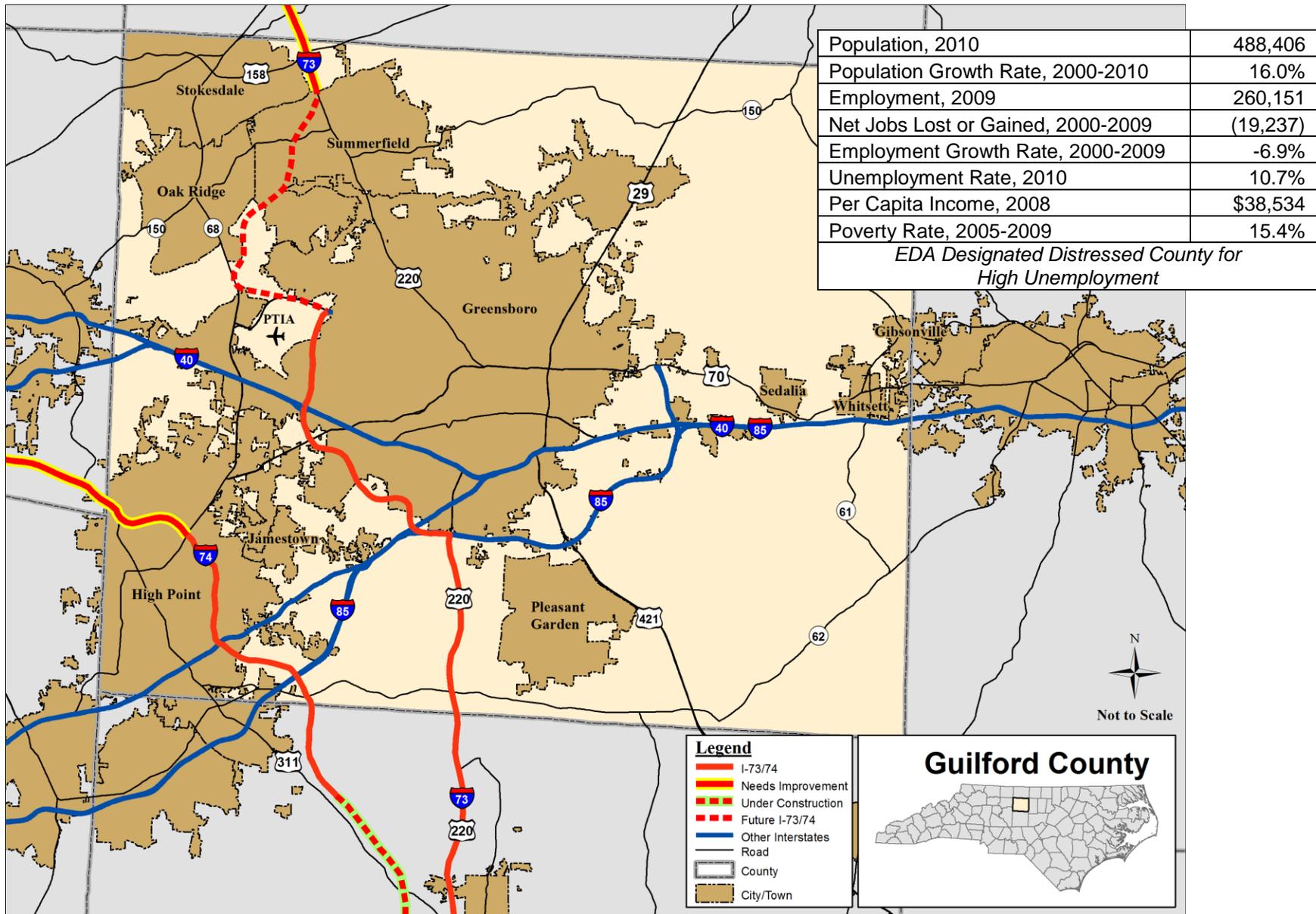
Rockingham County



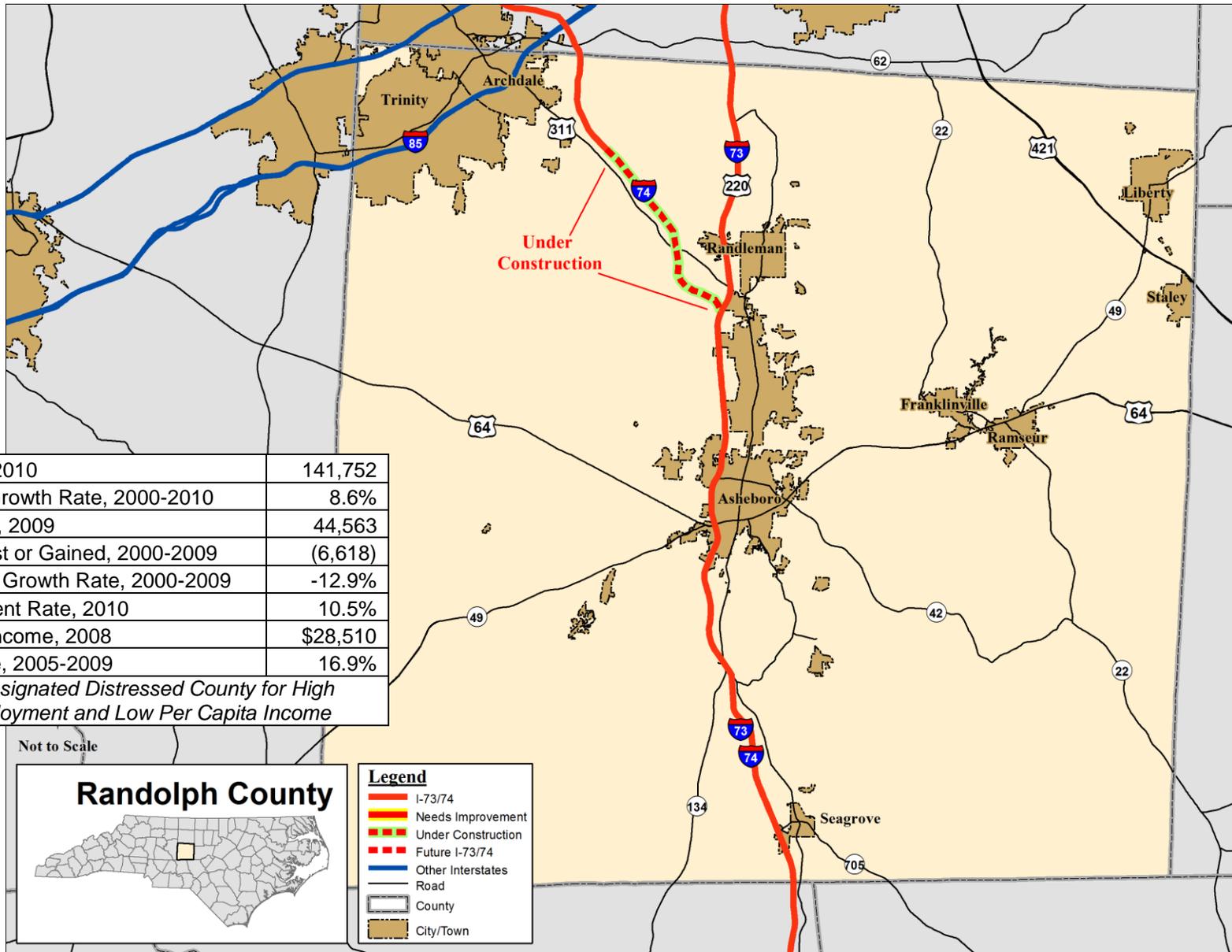
Population, 2010	93,643
Population Growth Rate, 2000-2010	1.9%
Employment, 2009	26,996
Net Jobs Lost or Gained, 2000-2009	(6,437)
Employment Growth Rate, 2000-2009	-19.3%
Unemployment Rate, 2010	12.5%
Per Capita Income, 2008	\$29,850
Poverty Rate, 2005-2009	15.0%

EDA Designated Distressed County for High Unemployment and Low Per Capita Income

Guilford County



Randolph County



Population, 2010	141,752
Population Growth Rate, 2000-2010	8.6%
Employment, 2009	44,563
Net Jobs Lost or Gained, 2000-2009	(6,618)
Employment Growth Rate, 2000-2009	-12.9%
Unemployment Rate, 2010	10.5%
Per Capita Income, 2008	\$28,510
Poverty Rate, 2005-2009	16.9%
<i>EDA Designated Distressed County for High Unemployment and Low Per Capita Income</i>	

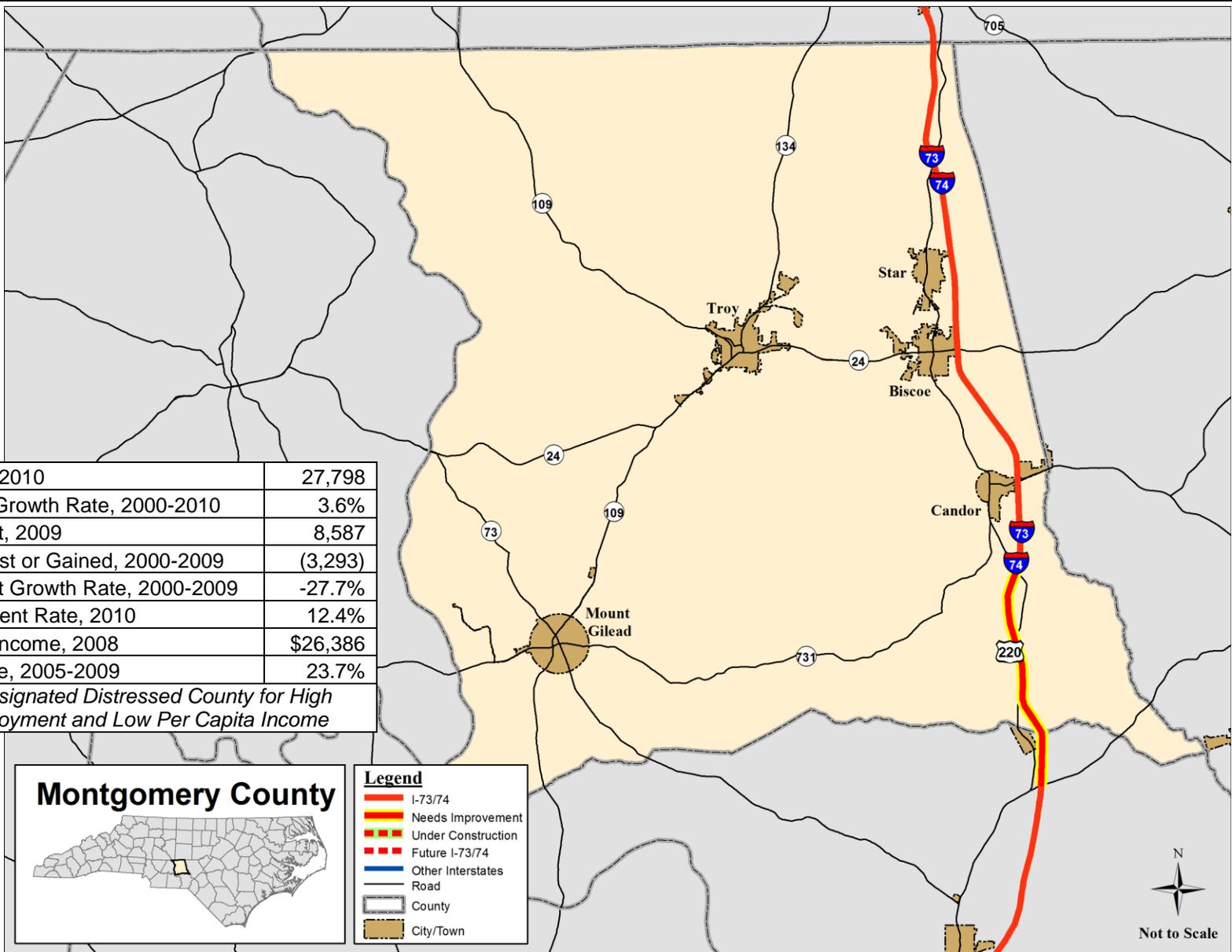
Not to Scale

Randolph County

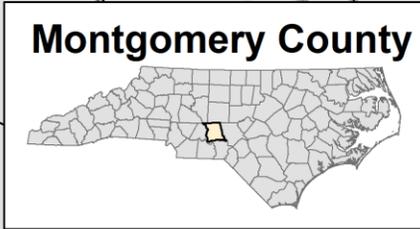
Legend

- I-73/74
- Needs Improvement
- Under Construction
- Future I-73/74
- Other Interstates
- Road
- County
- City/Town

Montgomery County



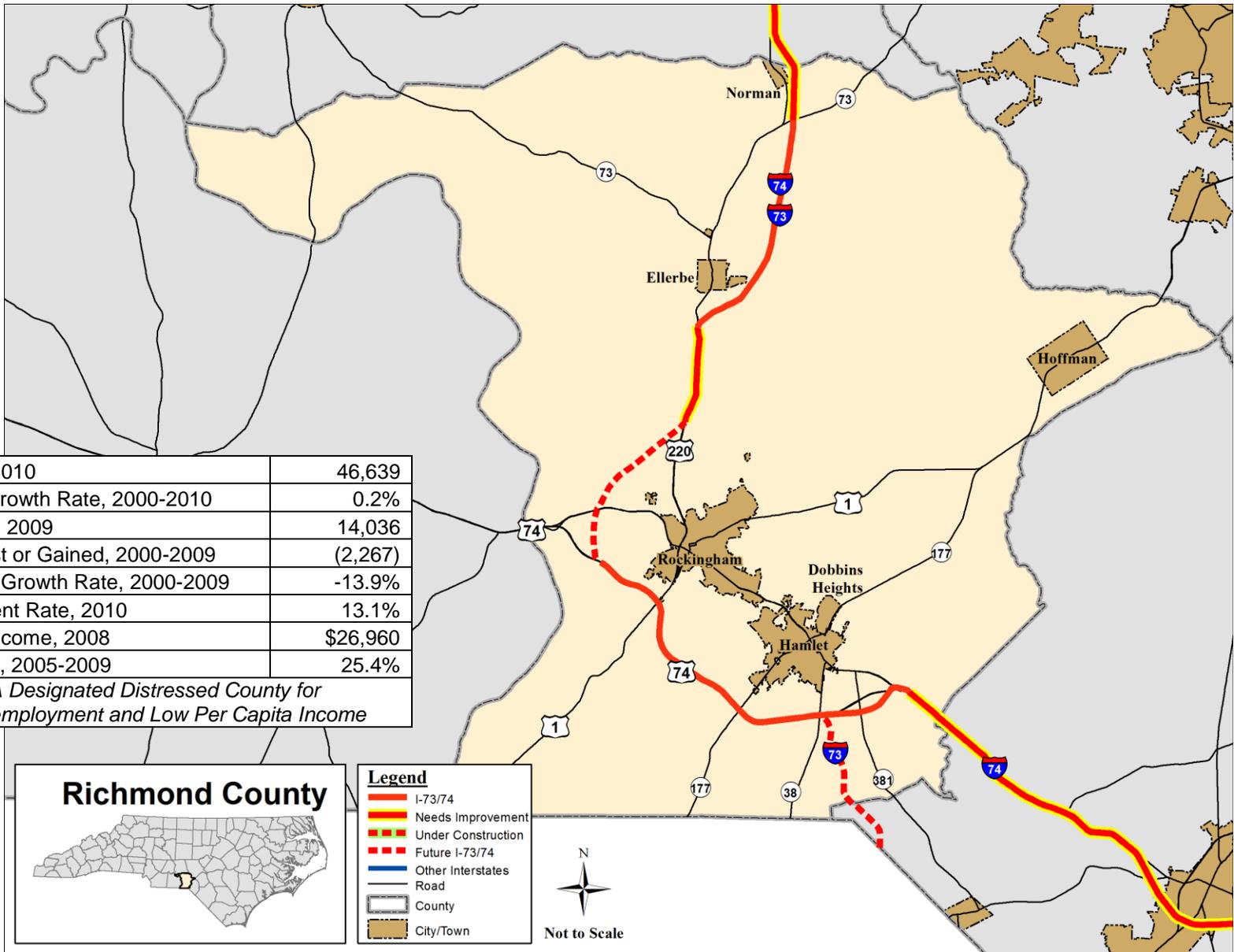
Population, 2010	27,798
Population Growth Rate, 2000-2010	3.6%
Employment, 2009	8,587
Net Jobs Lost or Gained, 2000-2009	(3,293)
Employment Growth Rate, 2000-2009	-27.7%
Unemployment Rate, 2010	12.4%
Per Capita Income, 2008	\$26,386
Poverty Rate, 2005-2009	23.7%
<i>EDA Designated Distressed County for High Unemployment and Low Per Capita Income</i>	



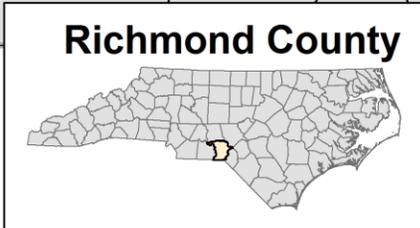
Legend

- I-73/74
- Needs Improvement
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Richmond County



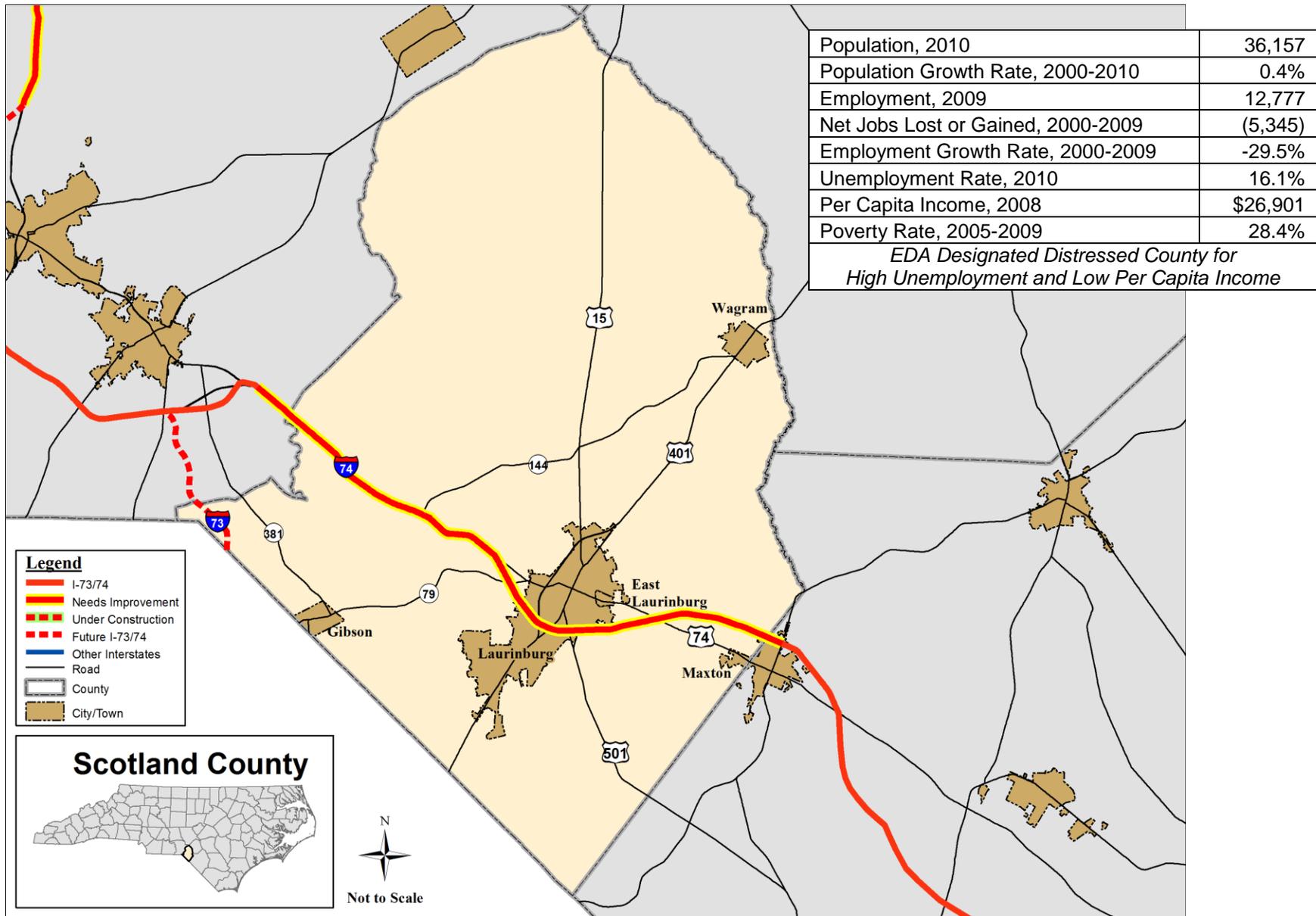
Population, 2010	46,639
Population Growth Rate, 2000-2010	0.2%
Employment, 2009	14,036
Net Jobs Lost or Gained, 2000-2009	(2,267)
Employment Growth Rate, 2000-2009	-13.9%
Unemployment Rate, 2010	13.1%
Per Capita Income, 2008	\$26,960
Poverty Rate, 2005-2009	25.4%
<i>EDA Designated Distressed County for High Unemployment and Low Per Capita Income</i>	



Legend	
	I-73/74
	Needs Improvement
	Under Construction
	Future I-73/74
	Other Interstates
	Road
	County
	City/Town

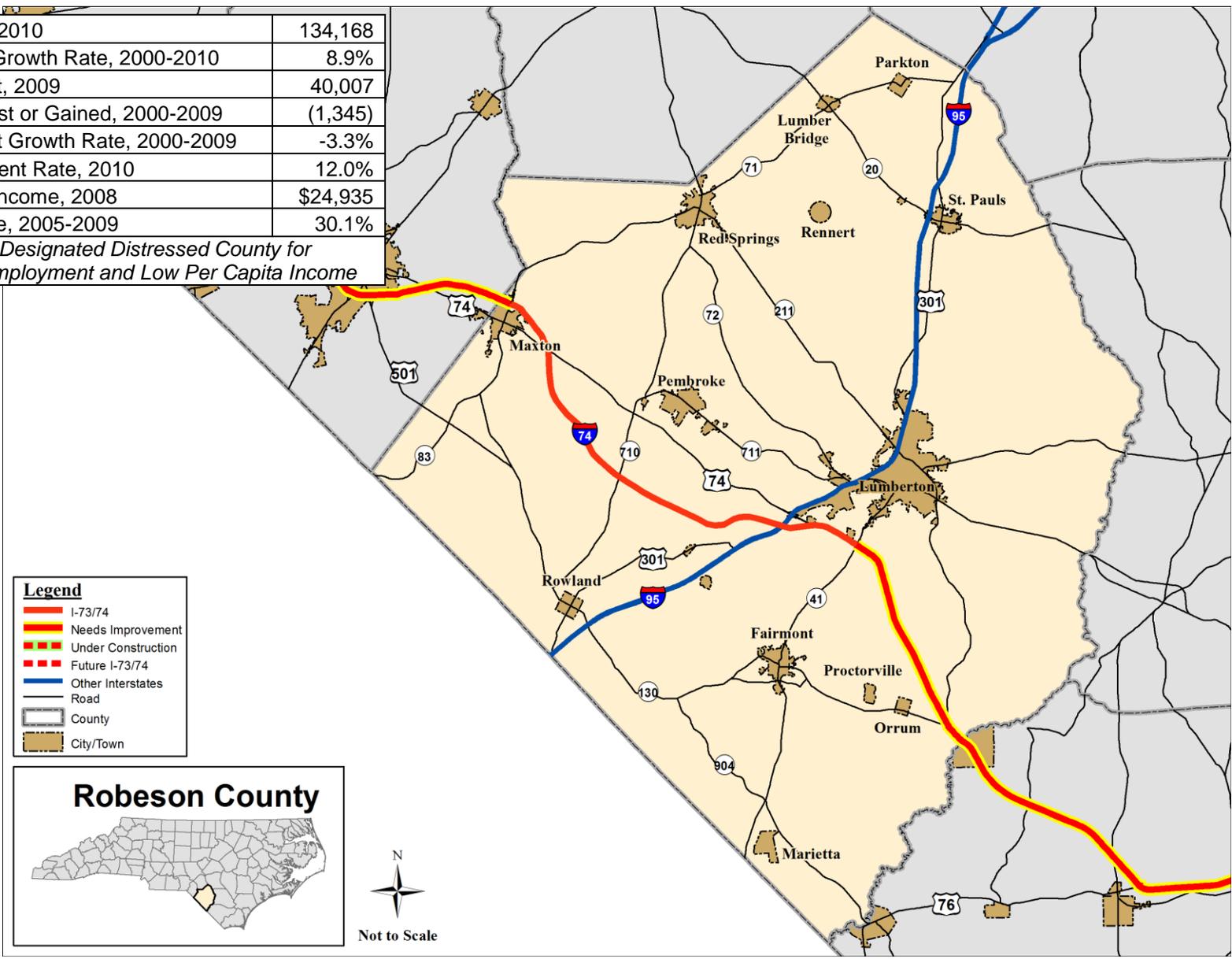


Scotland County



Robeson County

Population, 2010	134,168
Population Growth Rate, 2000-2010	8.9%
Employment, 2009	40,007
Net Jobs Lost or Gained, 2000-2009	(1,345)
Employment Growth Rate, 2000-2009	-3.3%
Unemployment Rate, 2010	12.0%
Per Capita Income, 2008	\$24,935
Poverty Rate, 2005-2009	30.1%
<i>EDA Designated Distressed County for High Unemployment and Low Per Capita Income</i>	



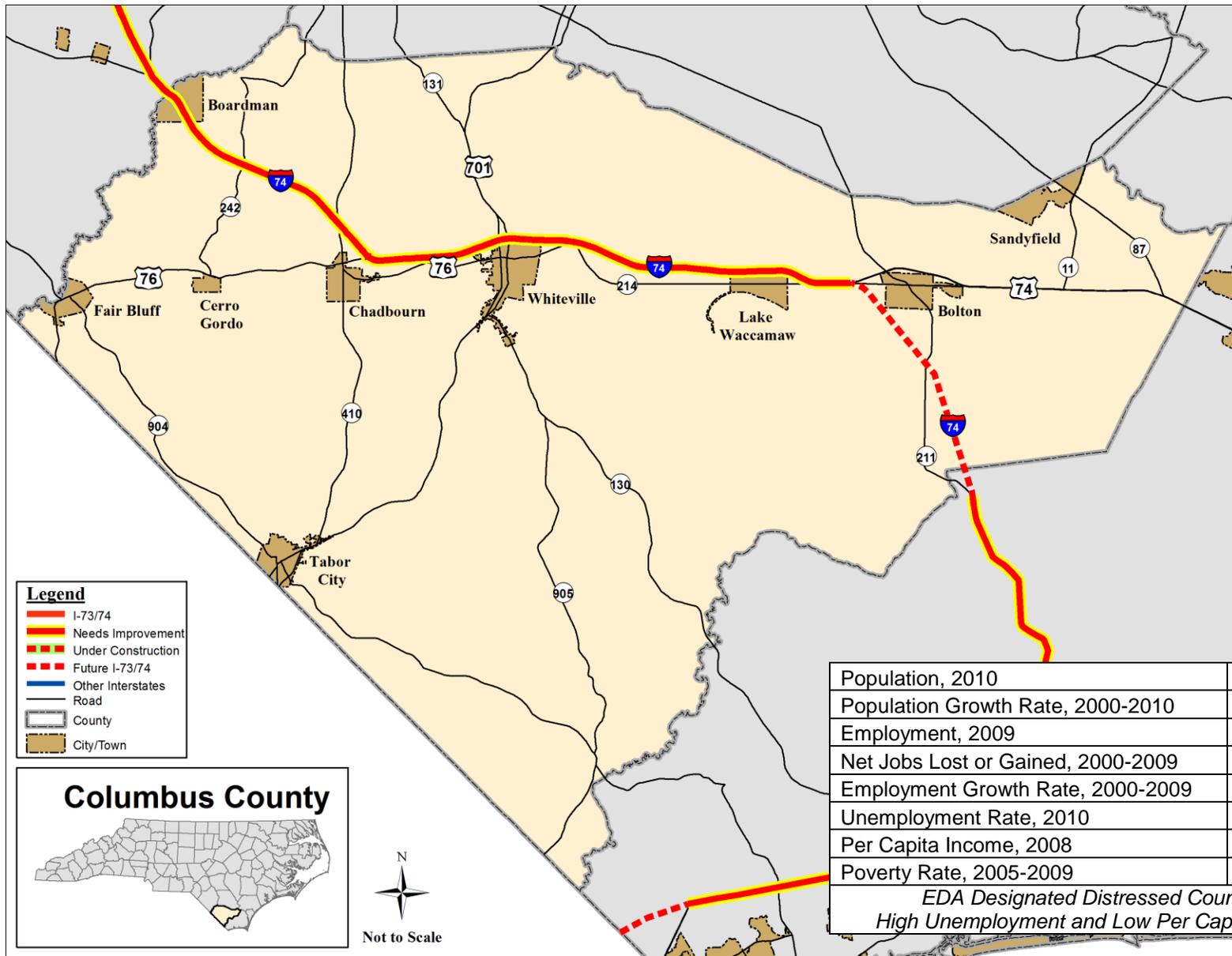
Legend

- I-73/74
- Needs Improvement
- Under Construction
- - - Future I-73/74
- Other Interstates
- Road
- County
- City/Town

Robeson County



Columbus County



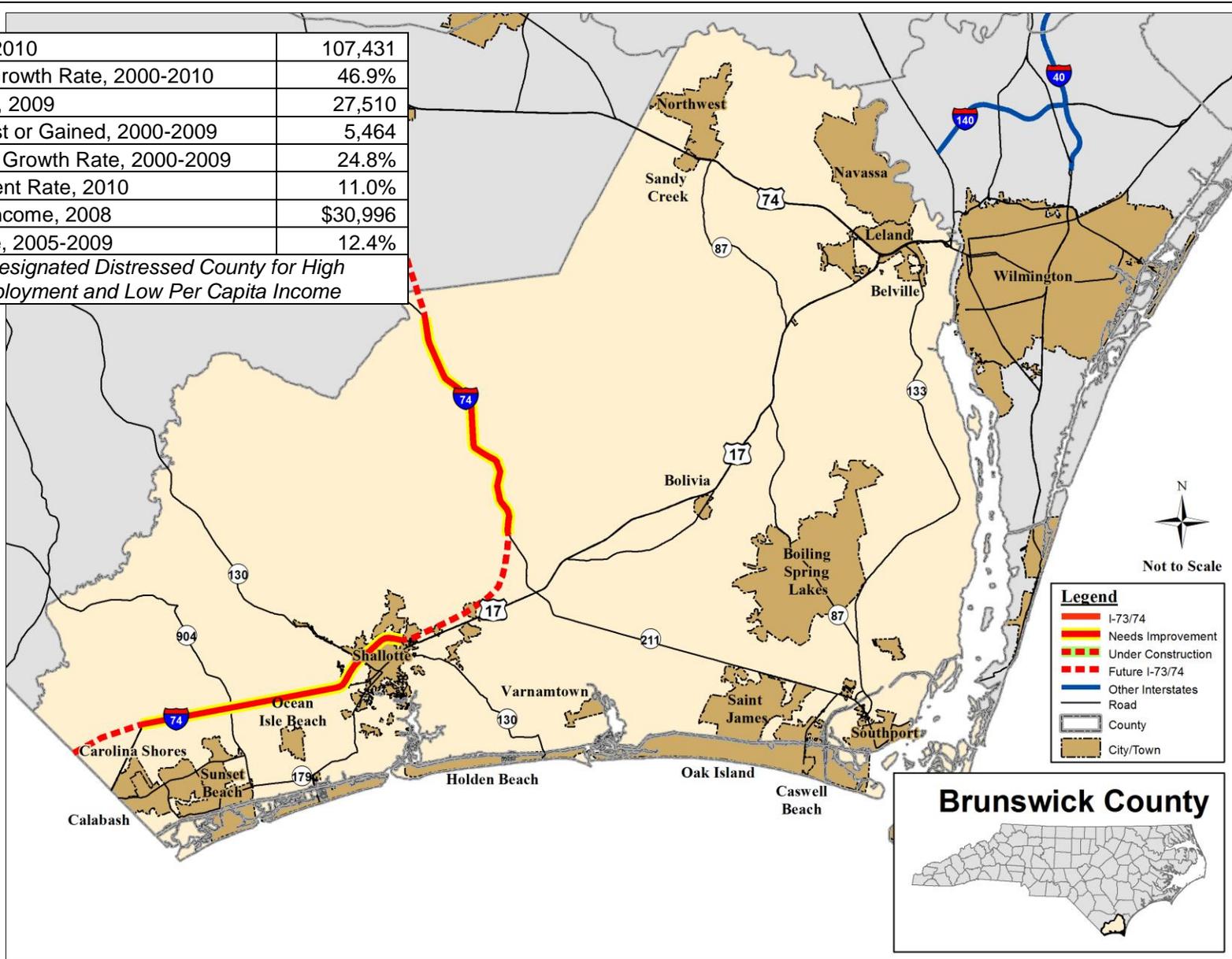
Population, 2010	58,098
Population Growth Rate, 2000-2010	6.1%
Employment, 2009	16,227
Net Jobs Lost or Gained, 2000-2009	(1,514)
Employment Growth Rate, 2000-2009	-8.5%
Unemployment Rate, 2010	12.2%
Per Capita Income, 2008	\$29,688
Poverty Rate, 2005-2009	22.7%

EDA Designated Distressed County for High Unemployment and Low Per Capita Income

Brunswick County

Population, 2010	107,431
Population Growth Rate, 2000-2010	46.9%
Employment, 2009	27,510
Net Jobs Lost or Gained, 2000-2009	5,464
Employment Growth Rate, 2000-2009	24.8%
Unemployment Rate, 2010	11.0%
Per Capita Income, 2008	\$30,996
Poverty Rate, 2005-2009	12.4%

EDA Designated Distressed County for High Unemployment and Low Per Capita Income



The Piedmont Triad Council of Governments is a voluntary association of local governments, enabled by state law to promote regional issues and cooperation among its members. PTCOG has worked to address the diverse urban and rural issues of North Carolina's central Piedmont region for more than 40 years.

The Piedmont Triad Rural Planning Organization consists of five rural counties and twenty-two municipalities united to develop long-range transportation plans for the region, provide transportation information to local governments, develop and prioritize projects for the State Transportation Improvement Program and provide a forum for public involvement in the transportation planning process.
