

# I-6055 - CP1 Meeting-20260617\_100021-Meeting Recording

June 17, 2026, 2:00PM

29m 33s

● **Headrick, Hannah S** started transcription

**HS** **Headrick, Hannah S** 0:04

Alright.

Thank you. So thank you all for joining us today for a 6055 CP1 meeting. We will go around the table and get everyone introduced and then we will run down the virtual list and then

Move forward. Is that so? Sure. Good morning, Virginia Mangry, Bob McDonald.

Eileen Mihu, Mark McDonald. Jay McInnis with DRMP. I'm assisting Division 8 with this project. Isabella Neary with DRMP. I'm assisting Jet.

Adrian Lambert with Three Oaks Engineering System Craig.

Craig Young with Three Oaks Engineering. We're supporting Monmac. David Martin, who is Monmac. Rob Ridings, TWR. Seth Walter of Federal Highway. John Jameson, Environmental Policy. Assistant Katie. Katie Harville, Environmental Policy Unit. And just real quick.

Morgan, can you confirm that you guys can hear us good?

**WD** **Weatherford, Morgan D** 1:13

Yeah, I can, we can hear you.

**HS** **Headrick, Hannah S** 1:15

Excellent, thank you.

**WD** **Weatherford, Morgan D** 1:15

I can, yeah.

**HS** **Headrick, Hannah S** 1:18

Alright, so it looks like we've got one phone in.

Can we get an introduction for that person?



**+19\*\*\*\*\*35** 1:30

This is Gary Jordan with the U.S. Fish and Wildlife Service on the phone.



**Headrick, Hannah S** 1:35

Alright, thank you.

Let's see, Andrew Covington.



**Andrew Covington** 1:41

Yes, this is Andrew Covington from Patriot Engineering with the traffic analysis.



**Headrick, Hannah S** 1:49

Rex.



**Badgett, Rex** 1:51

But we're expanding Division 8DO.



**Headrick, Hannah S** 1:57

Lawn.



**Cao, Luan T** 1:59

Blund Cal State Historic Preservation Office, Environmental Review Specialist.



**Headrick, Hannah S** 2:00

The.

Crazy.

Yeah, yes. Yeah, OK. Sorry. Darien.



**Darrien Locklear** 2:15

Did I assume you said Darien?



**Headrick, Hannah S** 2:17

Yes.



**Darrien Locklear** 2:19

Yes, Darian Locklear from the Lumber River Council of Governor. I'm here with Miss Janet, who is our RPO director.

**HS** **Headrick, Hannah S** 2:26

Thank you, Christine.

**FE** **Farrell, Christine E** 2:29

Hey, Christine Farrell, Environmental Policy Unit.

**HS** **Headrick, Hannah S** 2:34

Renee.

**GR** **Gledhill-earley, Renee** 2:38

Renee Gledhill Early, State Historic Preservation Office.

**HS** **Headrick, Hannah S** 2:42

Zachary.

**HZ** **Hussey, Zachary** 2:45

Zach is the Division 8 traffic engineer.

**HS** **Headrick, Hannah S** 2:50

Janet.

**JR** **Janet Robertson** 2:53

Janet Robertson, Lumber River, RPO.

**HS** **Headrick, Hannah S** 2:58

Jay.

**JT** **Jay Twisdale** 3:00

Yes, good morning. Jay Twisdale, TGS engineer supporting the hydraulics unit.

**HS** **Headrick, Hannah S** 3:06

Peter?

**PT** **Peter Trencansky** 3:10  
Peter was Patriot Transportation Engineering, and we did the traffic analysis.

**HS** **Headrick, Hannah S** 3:16  
Marissa.

**SP** **Sarzaeim, Parisa** 3:19  
Harris also has a with DWR.

**HS** **Headrick, Hannah S** 3:23  
And another.

**SA** **Somerville, Amanetta** 3:25  
Good morning, all. This is Amineta Somerville with EPA Region 4.

**HS** **Headrick, Hannah S** 3:30  
Mark.

**TC** **Thompson, Mark C** 3:33  
Paul Thompson, with the Natural Environmental Engineer.

**SK** **Staley, Mark K** 3:33  
This is Mark State.

**HS** **Headrick, Hannah S** 3:39  
Do we have two marks? Yeah, which two? Ohh, I'm sorry. Ohh, OK, so Mark Staley, please.

**SK** **Staley, Mark K** 3:41  
Yeah.  
Mark Staley, NCDOT, writes out environmental unit.

**HS** **Headrick, Hannah S** 3:51  
Steve.

**SB Steve B-Corps** 3:53

Good morning, everyone. This is Steve Rogen with Corps of Engineers.

**HS Headrick, Hannah S** 3:59

Jeffrey Schroeder.

**SA Stroder, Jeffrey A** 4:02

This is Jeffrey Stroder, Division Managed STIP Engineer.

**HS Headrick, Hannah S** 4:08

Mark Thompson.

**TC Thompson, Mark C** 4:13

Mark Thompson, Division 8, Roadside Environmental Engineer.

**HS Headrick, Hannah S** 4:17

Thank you, Mark. Do we have anybody else on there? Can you click on the see more at the bottom of that list? Yeah, see more.

Okay, Trent.

**TC Trent Cormier** 4:30

Trent Cormier, Three Oaks Engineering Hydraulics.

**HS Headrick, Hannah S** 4:34

And Morgan.

**WD Weatherford, Morgan D** 4:36

Morgan Weatherford Environmental Policy.

**HS Headrick, Hannah S** 4:39

Already, did I miss anyone?

Excellent. All righty. So I'll turn it over to Aileen. Great. Thanks, Kate. So we're here to talk about TIP project I-6055, which is upgrading US 74 to interstate standards from US 74 business east of Hamlet to US 74 business west of Laurinburg.

I've got a slide presentation.

Go through. And just real quick, while you get that going, I know we had some free meetings with the Corps and Federal Highway and probably the WDR. Any initial comments or anything from the Corps or Federal Highway?

So, part of the lead or anything in those prior conversations, or pick us up.

**SB** **Steve B-Corps** 5:44

This is Steve. No, I don't think I have anything here.

**HS** **Headrick, Hannah S** 5:49

We did a lot of hardsmithing, so I hope everybody liked it.

All right, thanks, y'all.

Thanks, John.

This lead federal agency for this project is FHWA.

As I mentioned, the project is upgrading US 74 to interstate standards in Richmond and Scotland counties.

US 74 provides access to Laurel Hill, a community in Scotland County. It provides access to businesses and residences, and there's business development concentrated at the intersections along the corridor.

The proposed project is included in several local area plans. The CTP recommends upgrading the section of US 74 to interstate standards. The Scotland County Comprehensive Plan notes the upgrade of US 74 to interstate as their number one transportation project priority for Scotland County.

And the North Carolina Strategic Transportation Corridors mentions long-term vision of a freeway cross-section with a minimum of four lanes, median and interchange only access.

Here's the project cost from the STIB.

A merger screening was held for this project April 9th of last year.

At this time, there are no, there are numerous unknowns regarding the proposed project.

including resources that need to be further evaluated or analyzed to understand if there are conflicts among the resources. For that reason, a decision was made to follow the merger process. The proposed project is funded for preliminary engineering only, which is why there are no dates for right of way acquisition or construction.

Some step projects near our proposed project. There's a project to install broadband ITS flood monitoring through the corridor. And there's a project to convert the intersection in Laurel Hill to an RCI, which actually may have been constructed.

Existing US 74 through the corridor is classified as a primary arterial, a freeway expressway in the NCDO2 functional classification system.

Our primary arterial freeway expressway are roadways that serve major centers of activity, carry high traffic volumes, and facilitate long trips. We also have a railroad owned by CSX Transportation that runs parallel to US 74, the length of the project, with one grade separation crossing in the study area.

The proposed project is located between Hamlet and Lorenburg. The land use surrounding US 74 is mostly wooded, undeveloped, or agricultural, with some industrial facilities, churches, small businesses, and single-family residential properties.

The development through the area is primarily concentrated at intersections and we've got several accurate intersections along the corridor.

Some environmental information about the study area. The project is located within the Lumber River Basin. The project intersects 2 FEMA identified streams. We've got some eligible resources for the National Register, geo-environmental sites, vulnerable communities, and several community resources along the corridor.

Yeah.

Some traffic data, the traffic along US 74 ranges from 23,300 vehicles per day to 25,300 in the base year, and 33,700 vehicles per day to 36,600 vehicles per day in 2050. It's an increase of about 45%.

Based on the traffic forecast and the no build capacity analysis for the base year, the overall intersection level of service at St. John's Church Road and Morgan Street in the AM and PM is level of service B with several unsignalized intersections having a lane group operating at level of service E or F.

Based on the no bill traffic capacity analysis for the future year, the overall intersection level of service at St. John's Church Road and Morgan Street is also level service B in the A and PM. Again, with several intersection, unsignalized intersections operating at level of service E or F for specified lane groups.

All right, identified needs. The proposed corridor will provide connections between major cities, other interstates, rail facilities, seaports, airports, and will improve rural economies through improved access to urban and national markets.

This 10 mile section of US 74, the proposed project between Hamlet and Lorenburg

is the only non-freeway segment of a 151 mile portion of the proposed I-74 corridor. As I mentioned, there are several accurate intersections and frequent driveways along this section, which allow turning movements that hinder traffic flow and impede traffic operations and mobility. The most common crash pattern along the corridor were rear end slow or stop, totaling 96 crashes of the 350. 50 crashes occurred at or within a mile of the US 74 St. John's Church Road, Morgan Street intersection, which is in Laurel Hill.

Within the project limits, US 74 core does not exceed the critical crash rate for rural US routes.

In addition to the 350 crashes, there were seven crashes where a fatality occurred within the corridor.

The proposed purpose of the project is to improve regional and statewide mobility in the I-74 corridor by implementing improvements that are consistent with current interstate standards. Some other desirable outcomes are a reduced potential for crashes due to the elimination of driveways and accurate intersections.

So before we move to the purpose and needs statement, I wanted to clarify what we mean by interstate standards. Interstates are multi-lane facilities, median divided. They have full control of access, which means interchanges without accurate intersections. They have wide shoulders and lane widths for interstate traveling speeds.

Just.

Which brings us to our purpose and need statement.

which I guess I'll read.

The purpose of the proposed project is to improve regional and statewide mobility in the I-74 corridor between Hamlet and Lorenburg by implementing improvements that are consistent with current interstate standards. Interstates are multi-lane, median divided facilities with full control of access.

interchanges without accurate intersections designed with wide shoulders and lane widths for interstate traveling speeds. These improvements will support the NCDOT strategic transportation corridor plan to upgrade the US 74 corridor through Southwest North Carolina to interstate standards.

will provide connectivity and promote the economic vitality of the corridor.

This project is also needed to comply with the Congress approved future I-74 designation of this route from the Virginia to the South Carolina state lines.

Yes, as a geography nerd, is the Southeast one going?

Well, I guess the...

Yeah.

The corridor, it doesn't just let, like we talk about it running between Hamlet and Lorenburg, which maybe would be southeast, but it actually goes much, much further. It goes to like Surry County or something all the way to Brunswick County. And so that's kind of what we're hitting on here. Maybe just southern North Carolina, my work matters to go across the whole state.

I think we need to end in standards, and just when we thought we were done work.

Well, I'm copied it wrong. I noticed that when I was reading and I got I stumbled a little. Let me just see.

Just.

See, and and you said after interstate.

Uh, interstate centers and will provide.

I happy to wrong, we did have a name.

Okay.

So I can pause here and ask if any of the other agencies on the phone or anyone has any comments or...

I know it's a large statement to absorb.

Southern.

**SA** **Somerville, Amanetta** 15:58

This is Aminetta. I just actually had one minor question. Could you go back to the previous slide? How are we measuring how we promote economic vitality? I don't.

**HS** **Headrick, Hannah S** 15:58

Right.

Sure.

Yes.

I don't think we're looking to measure that. I think that is a secondary benefit that's not a primary decision maker on this. But if I've been involved with our conversations, but that's the way I interpret it.

**SA** **Somerville, Amanetta** 16:21

Okay.

Okay, thank you for that clarification.

**HS** **Headrick, Hannah S** 16:31

And what really the goal we're trying to meet is that it's going to be the strategic transportation corridor that will meet that plan, which would be to have an interstate through there.

If you look at the strategic transportation corridor plan, I'm assuming you'll see talk about economic vitality. So that's what we're kind of pointed towards.

**SA** **Somerville, Amanetta** 16:53

Thank you.

**HS** **Headrick, Hannah S** 16:59

That's the main way to get from the port in Wilmington to places like Charlotte, so that's probably a lot of stuff for the.

the economic vitality goes, what it's speaking towards.

Yeah.

So I'll move on to talk about the project study area, but we can certainly come back if someone has a question.

Our project study area. During project scoping, the proposed study area limits were developed to address the purpose and need as described in the step. The limits were then expanded to accommodate a potential roadway realignment of McEachin Road and a potential roadway realignment on new locations south of Laurel Hill, including constructing an interchange at Morgan Street and existing US 74.

The proposed study area encompasses all direct impacts and temporary construction impacts associated with the proposed realignments, interchanges, new location roadways, and potential service roads.

During project scoping, the study area limits were selected to avoid or minimize impacts to nearby wetlands and known cultural resources. As the project progresses through design, additional avoidance and minimization measures will be identified and documented.

And then just following up with the next steps. After we reach concurrence on concurrence point one, we'll move to concurrence point 2. Detailed study alternatives carried forward. We anticipate having that meeting in the fall of this year.

The conceptual roadway designs will be completed based on shell plan sheet mapping. They'll include horizontal, vertical, slope stakes, and then we'll calculate impacts with the 40-foot buffer from the slope stake limits for concurrence point 2. So that's all that I have. I didn't mention at the beginning, but my PowerPoint generally follows the handout that was provided. So I guess I'll open it up now. I'll go back to the study, the purpose and needs statement. I guess if there are any comments or questions about the purpose and need of the project or about the study area.

**SB Steve B-Corps** 19:36

Hey, this is Steve from the Corps. I guess I'll just jump in there. And first, I appreciate all the effort for the wordsmithing. I, you know, this is.

**HS Headrick, Hannah S** 19:47

S.

**SB Steve B-Corps** 19:52

This is a, it's a lot, the purpose and need is big, but I think it kind of captures what we had talked about during our pre-CP1 meeting and what we're kind of working towards here. And I really don't have any further comments on the purpose and need statement at this time.

**HS Headrick, Hannah S** 20:08

Fun.

**SB Steve B-Corps** 20:12

Thanks.

**HS Headrick, Hannah S** 20:14

Thanks, Steve.

Do you have them?

Concurrent sheet, and I do, but I need to make that update. Yes, so we'll just kind of go through the list of books who would be doing concurrence. OK, just to get.

In success today, in a quite verbal, yeah, concurrence on.

the purpose and need statement with the changes we talked about.

**JR Janet Robertson** 20:51  
Excuse me, is one of the changes the changing from Southwest North Carolina?  
Say.

**HS Headrick, Hannah S** 20:58  
Yes, yes, to Southern.

**JR Janet Robertson** 21:00  
Okay. Thank you.

**HS Headrick, Hannah S** 21:08  
It'll open eventually. We have plenty of time.  
Steve, you want to go first? As far as sound like you, you're good to confer on  
purpose and need and set here.

**SB Steve B-Corps** 21:29  
Yeah, this is Steve. It was the minor correction there on the on the geography.

**HS Headrick, Hannah S** 21:33  
The.

**SB Steve B-Corps** 21:39  
I, I don't.  
The core concurs with with this purpose and need statement.

**HS Headrick, Hannah S** 21:52  
Good.  
Federal Highway concurs.  
DWR compares.

**SA Somerville, Amanetta** 22:01  
EPA concurs.

**+19\*\*\*\*\*35** 22:02

Hey, this is a...

This is Gary Jordan on the phone. The US Fish and Wildlife Service concurs.

**HS** **Headrick, Hannah S** 22:12

Thanks, Gary.

WRC.

Is Travis on? I know we've got a 10 o'clock meeting that he probably had to be on, so we'll just double check with him afterwards, but I'm sure, I'm sure he's good. We would have heard from other ones, but...

Renee.

**JR** **Janet Robertson** 22:40

Lumber River RPO concurs.

**HS** **Headrick, Hannah S** 22:44

Thank you, Janet.

Shitbug.

**CT** **Cao, Luan T** 22:48

Shippo concurs.

**HS** **Headrick, Hannah S** 22:55

So we'll get that sent out by email. So do you want me to, do I send it to you? Is that what I should do or do I send it to the, or do I send it through DocuSign to everybody? Yeah, ideally you send it through DocuSign to everybody and just keep Katie in the loop on that DocuSign and put her as a CC if she sees that going through in case, you know.

Set it was on two-week vacation, need to track down clearance place or something.  
OK.

Should be doing that same thing in a month, not soon enough, that's it.

Every Monday, Steve, let's see your hand raised.

**SB** **Steve B-Corps** 23:34

Yeah, I just had a comment about DocuSign. We ran into a snag.

I don't know, the last couple months with DocuSign. If you happen to send

something to me and you're not getting anything back, you know, within a day or so, please reach out to me. We've had some...

How do I say?

core security issues with having access, getting notification, being able to sign those documents. So if you send something to me and don't hear something within 24 hours, please let me know.

**HS** **Headrick, Hannah S** 24:03

Okay.

OK, will do. Thanks, Steve. Anyway, you might you might want to email everyone like right before we send it to the document. I don't know what's coming. Yeah. OK.

**SB** **Steve B-Corps** 24:17

Thanks.

**+19\*\*\*\*\*35** 24:18

Up.

Hey, this is Gary Jordan on the phone. I've also had some problems with DocuSign. It works most of the time, but I think our security system, and we have a new computer security system now, and every now and then it keeps DocuSign from coming in. So sometimes I don't see them.

**HS** **Headrick, Hannah S** 24:50

Okay, thanks, Gary. I will send an email to the signatories just prior to sending the DocuSign so that you know that it's coming. And then I can follow up. If I check and I see that you haven't signed, I can follow up and just make sure you got it.

Sounds good, and you don't need the signing order or anything like that? No, I usually just let everyone sign up once, yeah.

Yep.

Thanks, John. Unless you want to ask DOT to sign first, that's fair. Everybody should expect DOT to sign it. Which, speaking of, who signs it for DOT? Who's the official project manager for its, I'm assuming? Jeffrey Strider. Jeff Strider, yeah.

Since we got plenty of time left over here and everybody's together, do you want to, because no one really asked about the study area and how it kind of goes out there that potentially go off alignment, do you want to just give folks kind of a sneak peek

of the constraints and conflicts involved there so they  
Sure, maybe when we get the C.P. two, like, oh yeah, I remember talking about that.  
They'll be like, "Just send me the form on this."  
I assume that was part to bypass the Laurel Hill. Yeah, I think there's a life and  
potential new location alignment there. Right. Right, to look at a bypass of Laurel Hill.  
The intersection that I mentioned with the traffic and  
The crashes within a mile is this intersection here, and this is Laurel Hill.  
So yes, we did scoot down there.  
And then looking at going at me teaching a little bit, but just in case we need a  
potential realignment.  
So for that kind of bow out on the southeastern end there, your sneak peek is, I think  
we got some historic resources there. And obviously, as you go south from Laurel  
Hill, it's pretty wet south from the aerial there.  
So, that's that's your sneak peek at where we're headed with this, but some decisions  
that we'll be making.  
Let me go ahead and get that on folks' radar screen. We also have some constraints  
on the north side of the alignment there because the railroad is extremely close.  
Right. It runs parallel, and this was the one great separation that I mentioned.  
In Laurel Hill, it's really, really, really close.  
Do we feel like we have any relocation of rail that is going to be part of the  
conversation? That's why I'm asking right here right now, early. That would be your  
question. I'll send that by at the table. That's me. I don't expect they'll be moving.  
There's a huge.  
Rail yard, Hamlet, yeah, yeah, so.  
I'm thinking, you know, at that point where we're pushing out really on top of it,  
literally, the existing edge of pavement is shown inside rd.  
Now, I think in the feasibility study, a tight diamond was there, and we know that it's  
going to have to shift further because the tridges were hanging in the air when they  
got part of the town, so.  
We know that's gonna shift, so.  
A lot of coordination left to do there. We did reach out, John, and pretty much all  
they would give us at the time was their pretty much a similar 200 foot ride away. For  
future tracks. One, thanks for your well wishes there. One says good luck with that.

**CT** **Cao, Luan T** 28:44

I don't envy, yeah, I don't envy the person who has to negotiate with Rails.

**HS** **Headrick, Hannah S** 28:49

Seven.

Thanks, sir. Good idea.

All right, well, I appreciate everyone's time.

Today, and again, I'll send an email out before we send the DocuSign for signature.

CP2 this fall sometime? Yes.

Yeah, so we're anticipating.

All right. Great. Well, thank you, everybody.

Well, enjoy your day. Thanks, everybody. Thank you.

**SB** **Steve B-Corps** 29:26

All right, thank you very much. Bye-bye.

**SA** **Somerville, Amanetta** 29:26

Thank you.

**SA** **Stroder, Jeffrey A** 29:28

Thank you.

**JR** **Janet Robertson** 29:30

Thank you.

● **Headrick, Hannah S** stopped transcription