

# STIP Project No. I-6055

## North Carolina Department of Transportation

### Project Data Sheet

January 15, 2025

Essential Project Information				
STIP Project Name	Proposed Upgrade of US 74 to Interstate Standards from US 74 Business east of Hamlet to US 74 Business west of Laurinburg			
STIP Number	I-6055			
County	Richmond & Scotland			
NCDOT Division	8			
ROW Date	FY 2028			
LET Date	FY 2031			
Schedule Considerations	N/A			
Cost Estimates		2024-2033 STIP	Conceptual Project Estimate	
			Upgrade Existing	Upgrade Existing/ Bypass of Laurel Hill
	Construction	\$224,100,000	\$171,100,000	\$184,600,000
	Right-of-Way	\$8,499,000	\$30,401,745	\$27,479,614
	Utilities	\$8,500,000	\$10,182,761	\$8,855,963
	TOTAL	\$241,099,000	\$211,684,506	\$220,935,577
	Construction cost is 2023 prices; right-of-way and utility costs are 2021 prices.			
	Construction estimate assumes all existing bridges and culverts will be replaced. All existing pavement on US 74 will be overlaid. Costs do not include ITS equipment and installation.			
Funding Type	Federally funded through the National Highway Performance Program			

Proposed Project Details	
Project Description	Proposed Upgrade of US 74 to Interstate Standards
Project Limits	US 74 Business east of Hamlet to US 74 Business west of Laurinburg
Typical Section	Four-lane median-divided freeway with 12-foot lanes, 12-foot paved outside shoulders, 4-foot paved inside shoulders, and a 46-foot median
Access Control	Full Control of Access
Design Speed	75 mph
Right-of-Way Width	Approximately 300 feet to 400 feet
Physical or Engineering Constraints	CSX railroad runs parallel to US 74 on the south side and crosses US 74 between McEachin Road and Old Hundred Road
Other Considerations	Right of way and environmental constraints
Survey Request Date	Survey received 10/28/2024
Design Plan	TBD
Construction Recommendation	TBD - will be determined once WZTC phasing has been developed

Project History	
Planning Studies	<p>The <i>Scotland County CTP</i> (2016) recommends upgrading this section of US 74 to interstate standards. The CTP also includes recommendations for an interchange at Old Wire Road (SR 1319) and grade separations at St Johns Church Road (SR 1148) and Laurel Hill Church Road/Elmore Road (SR 1321). The CTP notes that US 74 within Scotland County does not meet the future mobility needs and vision for the I-74 corridor.</p> <p>The <i>Richmond County Strategic Land Use Plan</i> (2022) includes strategies with objectives to support the goals of the Plan. One such strategy: “support NCDOT efforts to complete, upgrade, or widen roads such as Interstate 73/74 and/or state roads within the county” supports the overall goal to “monitor transportation services to meet current and future needs and demands.”</p>
SPOT Description	N/A
Feasibility Studies	FS-1508A - Feasibility Study for US 74 Upgrade to Interstate Standards from east of Hamlet to east of Maxton in Richmond, Scotland, and Robeson Counties (Divisions 6 and 8) was completed in October 2017.
Problem Statement	Scotland County CTP (2016) identified US 74 as needing improvement and noted that US 74 does “not meet the future mobility needs and vision for the I-74 corridor.”
Alternatives Previously Dismissed and Why	The feasibility study considered a northern bypass of Laurel Hill, but this concept was eliminated from further consideration due to several factors, including two additional railroad crossings, two additional miles of roadway, a significantly larger impact to wetland areas, an additional creek crossing, and impacts to the USFWS Safe Harbor tract north of Laurel Hill.

Purpose & Need	
Purpose	The purpose of this project is to upgrade the US 74 corridor to interstate standards to improve the regional and statewide traffic operations, and to enhance the ability of US 74/Future I-74 to serve the regional transportation function in accordance with the North Carolina Strategic Transportation Corridors Plan.
Need(s)	<p>The need for the project includes:</p> <ul style="list-style-type: none"> <li>The urban-type development typical along US 74 includes frequent driveway entrances and at-grade intersections. This allows turning movements that hinder traffic flow. Turning traffic, mixed with through traffic, is highly undesirable from the standpoint of traffic safety and efficiency of the highway.</li> <li>The US 74 corridor, a vital transportation corridor and Strategic Transportation Corridor in the project study area, lacks multimodal highway corridor connections to other major interstates, rail facilities, and ports to leverage multimodal opportunities that will revitalize highway, freight, and barge transportation and improve rural economies through improved access to urban and national markets.</li> </ul> <p>Secondary benefit includes:</p> <ul style="list-style-type: none"> <li>Potential for reduction in total crash rates with the conversion to a full control of access facility.</li> </ul>
Supporting Data	The traffic forecast (November 2024) shows a 40% increase in AADT in some areas in the 2050 design year. In addition, based on crash rate data from the feasibility study, some of the five-year crash rates exceed the statewide average crash rates for similar facility types.

Alternatives Currently Under Consideration	
Alternative 1	Alternative 1 includes upgrading existing US 74 to interstate standards, which will result in the closure of existing at-grade intersections, proposed grade separations, proposed interchanges, service roads, and improving existing interchanges.
Alternative 2	Alternative 2 follows the same alignment as Alternative 1 until SR 1363 (Fred Carter Road), where a southern bypass around Laurel Hill begins. The southern bypass ties back into the existing alignment at SR 1267 (Devon Drive) and follows the existing alignment until the eastern terminus of the proposed project. This alternative proposes to keep existing US 74 in operation as a business/local route with at-grade intersections and partial control of access.

Public and Agency Coordination	
Anticipated Permits	USACE Section 404/401
Federal Agency Involvement	FHWA is the lead agency. Other agencies involved include USEPA, USACE, USFWS, NCWRC, and NCDWR.
Public Involvement Strategy	NCDOT plans to effectively engage the public regarding the proposed project through a variety of advertising and notification methods and meetings. NCDOT will effectively engage historically disadvantaged communities in the project area and involve all relevant stakeholder groups in the public engagement process as the project progresses.
Merger Screening Date	TBD
Potential Merger Triggers	Streams, wetlands, T/E species or potential habitat, EJ communities, major changes in access

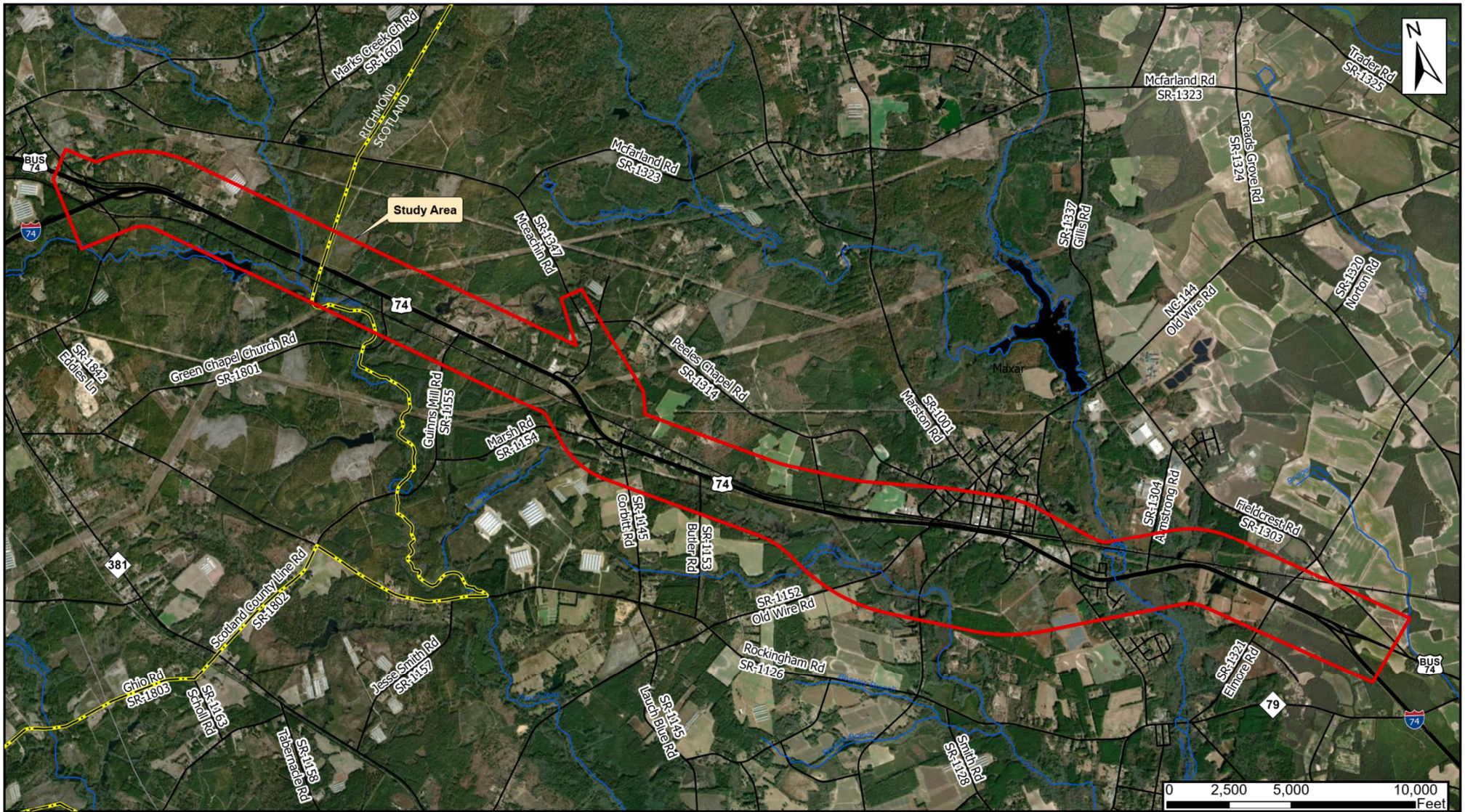
Existing Conditions						
Functional Classification		Primary Arterial - Freeway/Expressway				
Strategic Highway Corridor		Yes				
AADT		Corridor Segment	Base Year No-Build 2024	Future Year No-Build 2050	Future Year Build 2050	
					Alt 1	Alt 2
		US 74 Bus to Old Wire Rd	23,500-24,100	33,700-34,600	35,600-36,500	35,600-36,500
		Old Wire Rd to St Johns Church Rd	23,300	33,800	36,500	36,000
		St Johns Church Rd to Ida Mill Rd	24,300-24,400	35,300-35,400	37,900	39,000-40,000
		Ida Mill Rd to Laurel Hill Church Rd	24,800-24,900	36,000-36,100	37,900-38,000	37,900-38,000
		East of Laurel Hill Church Rd	25,300	36,600	38,000	38,000
Access Control		Partial Control				
Typical Section		Four-lane Median-Divided				
Right-of-Way Width		Varies; approximately 300 feet				
Posted Speed		The 70 mph speed limit at the western project limit decreases to 55 mph within the project limits and reduces to 45 mph through Laurel				

	Hill, increasing to 55 mph after Ida Mill Road and 70 mph at the end project terminus.
Structures (bridges, RCBC)	10 anticipated crossings (5 per Build alignment); does not include ramps, loops, or service roads that may cross streams
Railroad Involvement	Yes (CSX)
Other Adjacent STIP Projects	HO-0002 (HO-0002B, H0-0002D), HS-2008E

#### **Preliminary Resource Inventory Table**

Utilities	Heavy utility conflicts
Hazardous Materials	There are several UST Active Facilities and UST Incidents within the project area, based on GIS data
Known Potentially Eligible National Register of Historic Places Sites/Districts	According to HPO's website, there are three resources determined eligible for the NRHP adjacent to the project study area: Francis Marion Gibson House (2001), Hector McLean House (2001), and Eugene McCall House (2001).
Other Cultural Resources	A review of the Office of State Archaeology (OSA) database will be performed.  The Catawba Indian Nation will be contacted.
Wetlands	Yes - Freshwater Forested/Shrub Wetlands
Streams	Joes Creek UT to Joes Creek Gum Swamp Creek UT to Gum Swamp Creek Lower Beaverdam Creek
FEMA Floodplain Detailed Study Area	Flood Zone AE - Special Flood Hazard Area inundated by the 100-year flood
Water Supply Watersheds	No
Riparian Buffer Rules	No - the project is in the Lumber River Basin
Active Agriculture	Yes - evidence of active agriculture was observed during a site visit. According to the NC Department of Agriculture and Consumer Services GIS data, the project area is not located in a Voluntary Agricultural District (VAD).
Parks, Greenways, Game Lands, Section 4(f), & Section 6(f) Properties	No
Environmental Justice Populations	Yes - minority and low-income populations are present within the project study area.  There are block groups where 50 percent or more of the population is minority, or "majority minority," and are considered to have a notable environmental justice (EJ) presence.  There are block groups where the percentage of the population in any of the poverty categories (Below Poverty Level, Very Poor, or Near Poor) equals or exceeds 25 percent of the total population of that Block Group and exceeds the county average by five percentage points or more.  No LEP or LA populations are present within the project study area.
Other Resources (i.e., Wild and Scenic Rivers, TVA, Scenic Byways, etc.)	No





North Carolina Department of Transportation  
Division of Highways

I-6055  
US 74/Future I-74  
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from US 74 Business east of Hamlet to US 74 Business west of Laurinburg  
Richmond and Scotland Counties

Study Area