

I-6055 CP1 Pre-Meeting (US 74 - Upgrade arterial to interstate in Scotland and Richmond Counties)- 20260514_130402-Meeting Recording

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41m 6s

● **Headrick, Hannah S** started transcription

HS **Headrick, Hannah S** 0:21

Okay, so as Katie mentioned, this is TIP project I-6055, the pre-CP1 meeting. The lead federal agency for this project is FHWA, and then I've just provided the contact list there that was in the handout.

So the project description, it's US 74 future I-74 of the proposed upgrade of US 74 to interstate standards from US 74 business east of Hamlet to US 74 business west of Laurinburg. And the project is located in Richmond and Scotland counties.

Yeah.

US 74 in our study area provides access to Laurel Hill, an unincorporated community, provides access to residences and businesses, and the business development along the corridor is concentrated at the intersections.

The proposed project is included in several local area plans. The Scotland County CTP notes that US 74 future I-74 as not meeting the future mobility needs and vision for the I-74 corridor. It identifies US 74 as a strategic transportation corridor.

The Scotland County Comprehensive Plan notes that the upgrade of US 74 to I-74 is the number one transportation priority for Scotland County.

But.

And then the North Carolina Strategic Transportation Corridors Vision Plan, Corridor U, is what includes our project. And it mentions A long-term vision of a freeway cross-section with a minimum of four lanes and median and interchange only access for this project.

The.

So here's just roughly the cost estimates that are included in the step with the total cost of \$275.6 million.

We held a merger screening meeting on April 9th. At this time, there are numerous unknowns regarding the project, including resources that need to be further

evaluated or analyzed to understand if there are conflicts among the resources. So a decision was made that the project should follow the merger process.

And then here is just generally a proposed schedule of the merger meetings. This project is funded for preliminary engineering only, so I don't have a right of way or a construction date, but we will be taking it through CP2.

Yeah.

Here's a map showing other TIP projects in the area. HO0002 installing broadband IPS flood monitoring, and then HS 2008 E converting an intersection in the Laurel Hill area into an RCI.

A little bit about the project corridor. The existing conditions, US 74 is a four lane median divided facility that winds on intersections to accommodate turn lanes. US 74 is a primary arterial freeway expressway. These are typically roadways that serve major centers of activity, carry high traffic

lines and facilitate long trips. There are 13 accurate intersections along the corridor, numerous driveways that intersect US 74. Noted the speed limit there. And there's also a railroad that owned by CSX that parallels US 74, the length of the project.

Crossing.

crossing US 74 at one location with the grade separation within our study area.

Here's a location map in just several of the accurate intersections along the corridor. Some of these are median openings, some of them are directional crossovers. There are farming operations and active agriculture along the corridor.

The land use surrounding US 74 in this area is mostly wooded, undeveloped, or agriculture.

And, as I mentioned, the development is predominantly concentrated at the intersections along the corridor.

Some of the environmental features, the project is located within the Lumber River Basin. The project intersects 2 FEMA streams, Joe's Creek and Gunswamp Creek.

There are two resources determined eligible for listing in the National Register.

We've got geo-environmental sites along the corridor, vulnerable communities, and several community resources.

churches, small businesses along the corridor.

So the need for the project. In North Carolina, the proposed I-74 is planned to extend from the Virginia state line in Surry County to the South Carolina state line in Brunswick County. This 10 mile section of US 74 between Hamlet and Laurinburg is the only non-freeway segment of the 151 mile portion of the proposed I-74 corridor.

In addition, US 74 is a North Carolina strategic transportation corridor.

US 74 is also part of the nation's strategic highway network, a corridor that is critical to the Department of Defense's domestic operations.

And then just reiterating, there's a lot of accurate intersections, frequent driveways that hinder traffic flow and impede traffic operations. And the accurate intersections, the driveways also are less desirable from a traffic safety and efficiency perspective.

There's a total of 350 crashes.

within a five-year period within the study area, including seven crashes where a fatality occurred.

Then the project purpose, proposed purpose, improving regional and statewide mobility in the I-74 corridor by implementing improvements that are consistent with current interstate standards. The project will also provide several benefits, as you can see there, improving traffic operations, enhancing mobility of the corridor,

And.

providing interstate connection to other major interstates rail facilities and ports. In addition, reduced potential for crashes due to the elimination of the driveways is another desirable outcome.

So here's the purpose and need statement, and this is also the statement that's included on the occurrence form. I guess I'll just read it real quick. 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.

Supporting the NCDOT strategic transportation corridor plan to upgrade the US 74 corridor through Southwest North Carolina from I-26 in Polk County to US 17 in Wilmington 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 State Line and Surry County to the South Carolina State Line in Brunswick County. The US 74 corridor is key in the regional economic development strategy, providing connections between major cities, other interstates, rail facilities, seaports, airports, and improving rural economies through improved access to urban and national markets.

So then we just give them a few minutes to digest that and see if there's any comments on that. That's fine.

Yes.

Think if memory serves me correctly, I've already been kind of involved in wordsmithing all this one, so I'm good. OK, and it is a lot. There's a need to check that.

Hello.

Steve, but I'll put you in the spotlight if you have any on that first.

SB **Steve B-USACE** 9:38

This is Steve. I'm sorry, I couldn't hear what you just said. It was breaking up.

HS **Headrick, Hannah S** 9:39

Done.

Sorry, I probably turned away from the mic there. I just said I was going to call you out and see if you had any comments about that purpose and needs statement that is written out.

If not, that's fine. I just, I just want to give you a chance.

SB **Steve B-USACE** 9:59

Well.

Well, no, and you've been in enough meetings with me, you know, if you ask a question, you're going to probably...

HS **Headrick, Hannah S** 10:10

Okay.

SB **Steve B-USACE** 10:11

Have to have to hear something, and and and.

HS **Headrick, Hannah S** 10:14

Yes, Sir.

But.

SB **Steve B-USACE** 10:17

It is a lot. I mean, you know, I, I, I, but you know, I, I don't.

I don't, you know, I don't want to get into style or anything like that, because I think that this kind of captures where you all are going, you know, from...

From my standpoint, I, you know, the first thing.
Maybe this is really basic, so if it is, you have to bear with me, but...
The term interstate standards is a term that may not.
may not translate all that well. You know, in my mind, I have my definition of it. And,
you know, I don't know if that's the vision here of, you know, 4 lanes, median, limited
access, that sort of thing.
And, and I didn't know if there was any.
Any any generic discussion about?
that whether or not it needs it be in the project purpose and need or not. Maybe this
is a comment more beyond that, that it's in should be in the document.
to help those like myself, they're a little more remedial, know what the transportation
standards are that are going to be used here and what that's going to, what that
might mean for this project.
So now that you're sorry that you asked me that question, I just...
You know, to answer it directly, the...
I don't have any comments about the purpose and need other than it's a mouthful.
There's a lot there.
But...
is a lead up. I'll leave it to y'all.

HS **Headrick, Hannah S** 12:08

Yeah, I appreciate it.

Look.

Got you. I appreciate the comments. I mean, like you said, we probably won't get into
it in the CP1, but definitely moving forward in the future is peaceful. Make sure to
have some details like that that we give to you.

SB **Steve B-USACE** 12:36

Well, and I appreciate that. I think that that, you know, I'm always talking maybe not
directly at what's in front of us, but what we have to think about as we're moving
through the process here.

And I think that that's that that's all I got to say about that. I mean, you know, a lot of
the purpose and need statements are.

At least some of the ones I've seen recently are a little shorter than this, but you all
have a lot to say here for this segment of rd.

HS **Headrick, Hannah S** 13:09

Yes.

SB **Steve B-USACE** 13:14

And in.

And I don't, I don't really have a problem with that.

HS **Headrick, Hannah S** 13:18

Sir.

Oh.

Steve, this is Seth from Federal Highway. I've been looking at it, I think if we didn't want to kind of trim it a little bit, we could probably take that last sentence off, but maybe, I wouldn't say like throw it away because we could probably use it somewhere in later documentation for this project for background, but we could probably stop it.

I think where it says Brunswick County there and let that feed into another document. How about we just take the first sentence and it's just that's just the purpose statement.

I wouldn't want to lose the needed, but this project's also needed. So what I have typically done in the past is had a basically a one or two sentence purpose statement, and then under that, provided the needs to be addressed by this project are, and then given a bulleted list.

I've seen that.

I.

And that that that was was my recommendation with with this.

So what it would be was the purpose of the proposed action is to complete a missing link and improve regional and statewide mobility in the I-74 corridor between Hamlet and Laurinburg by implementing improvements that are consistent with current interstate standards. The project will provide the following benefits, and then, or well, or actually that could be changed to will address

the following needs, and then just bullet the rest of the paragraph potentially. So in the handout, you know, we had a proposed purpose section. It doesn't include the need statement set that you were saying you liked and EPU didn't like me using this. That's the reason that was taken out.

Didn't like what? If you didn't like me using the term that we were, that this was a missing link. Gotcha. Yeah. What was that?

I'm sorry, what was the what if I was missing link taken out?

The last minute.

Kind of feeds into that.

Yeah.

The.

Good.

Here on the side, causing problems.

And then we looked at a similar project that we have in merger right now to see kind of what we could do to tweak that language a little bit that kind of fit to that. It was language that the agencies had already incurred on. And so that's how we came up with this revised version, but it's not set in still, obviously. So I can certainly, like you're saying, Seth, that we can eliminate the last sentence. I even think you could, like, so where, yeah, the STC there. Yes. Yeah, you could do things like to upgrade US 74 corridor through Southwest North Carolina.

Period. And then finally we need to comply, you know, blah, blah, blah, destination of this route from the Virginia state line to the South Carolina, or from the Virginia into South Carolina state lines and drop the county. So you can kind of get some of the details out of there that aren't.

Title, and again, that probably could feed into a background in your later documentation.

In the singing.

But it just kind of trim it up a little bit, so it's more like quick heading.

So that second one, supporting the NCDOT strategic transportation corridor plan to upgrade 74 corridor through Southwest North Carolina. And then take out from here to here, but do you think it needs to keep to interstate standards or? Yeah, we want that, I guess.

And the rest of the sentence will will provide connectivity and provide that. OK, just some of like the locational stuff when you're drilling down to like US 117 and one like, right? I think that maybe we don't have to have that.

OK, that's my tooth sound.

I can make that change and send something back out for the group to look at. At that point, it's half as long as what we get right now, so I feel like that would hit the mark, but I'm up for more suggestions.

Do you want do you want to like type it up and show it to us right now?

Yeah.

Well, yeah, just copy, just copy and paste it out of my PowerPoint.

Again, the other thing is.

There's actually was some other information on the concurrence form, which I was kind of following the example that Katie provided.

Let's see when Word decides to open.

So yeah, I guess there was just this little intro part that talks about...

Just.

The frequent driveway, so it just hits to the need a little bit more.

Um...

So then you're left with...

And I can take out this need part and just have this if that's what the group wants.

You can also go where you're doing the state lines that are and just say from the Virginia to South Carolina state lines. All right, right, right, right.

You?

Shh.

State line after Virginia. Virginia is a South Carolina State.

Is that what you're saying? So, yeah, ohh, the extra word on the statement twice to convert the words.

Yep.

Then should it be lines with an S? Right. So, yeah, we just cut that in half.

SB **Steve B-USACE** 20:33

Hey, this is Steve. I'll jump in here. I mean...

HS **Headrick, Hannah S** 20:36

To.

SB **Steve B-USACE** 20:38

You know, I hate to get in style, but I do like this version.

I like it better than the other. If you're taking a poll, Seth, I like this one a little better.

Now I'm on the record. Thanks.

HS **Headrick, Hannah S** 20:53

Thanks for seconding me there. Yeah, we are taking a poll.

That's good.

Okay. And so then the concurrence form has this intro paragraph, which unless you want me to take that out.

Oh.

OK and then. and then it included the language about the study area, which is taken from the handout.

About the.

Aileen, look at the backup up on purpose. Look at the second sentence purpose of supporting.

consistent with current interstate standards, period, supporting the

Ohh, well, I was gonna play that.

Starting with support, and it's just really weird to me.

I want to rephrase that a little bit.

Gonna put a comma after interstate standards and say the project is the project we provide.

What you're missing, Jay? Yeah, I was sent that second sentence by saying these improvements will support. Yeah, that's fine to be.

Yes, yep, will support, yeah.

Yeah, that's.

I think the noun. Yeah, that's what it was. I think the starting word.

Yeah, I know.

Expanders and provide connectivity or by providing.

Or I could have put comma after standards and then just put providing connectivity.

Yep.

Are we good?

So.

That, you see it's hard in office.

I'm good.

Okay. And then this just talks about the study area, the dimensions, and

Yeah, but the study area will encompass all the direct impacts and temporary construction impacts associated with the project.

So, we're good?

Sounds like.

Yeah.

SB **Steve B-USACE** 24:44

Yeah, I'm good here from the core.
The.

HS **Headrick, Hannah S** 24:51

But.
Great.
Um...
Okay.

Okay, we can come back if we need to. There's only a few things that left that were in the handout, talking about the traffic in the area.
with the forecast and the no-bill traffic.

From the base year to the future year, it's about a 45% increase in the traffic volumes. And then a no build capacity analysis was performed. For the base year, the overall intersection level of service for St. John's Church Road and Morgan Street is level of service B and the AM and PM. And then it notes the unsignalized intersections that have a lane group.

that operate at level of service here after the base year.

And then the information for the future year that the overall intersection level of service for the St. John's Church Road and Morgan Street is B or better in the A and P and peak hours.

And then the future Nobel, the following unsignalized intersections have a lane group operating at level of service E or F. So considerably more intersections that aren't operating as well.

And then this is our proposed study area. It's about 3000 feet wide, 1500 feet on either side of the center line. We've extended it 2000 feet along McEachin Road, which is right here.

We've extended the study area about 2,000 feet south of Laurel Hill, which is right here. And as I mentioned, the study area would encompass all of the direct impacts and temporary construction impacts associated with the project.

So I can bring up, I think I only have one or two more slides, and then I can bring up the study area map again if we want to talk about that, or I have the environmental features maps.

If we want to look through those as well.

Yeah, so we're proposing separate meetings for the concurrence points. The next meeting would be CP2. We plan to show the conceptual roadway design for the study alternatives on shell plan sheet mapping with enough design for us to calculate potential impacts.

using a 40-foot buffer from the slope stakes for CP2. Estimating that concurrence.2 would be in the fall.

That's it. So let me bring up.

Ohh.

What's your packet?

Um...

So, here's the study area map that I showed.

So I guess Steve, you and Seth and...

Is it Patty?

Marissa, she said she did. Yeah, green roads. She's still DWR. OK, Ryan. Oh, I didn't.

So I guess that's the majority, that's the information that's in the packet. Thank you for helping with the purpose and needs statement. And then I guess as far as the project study area, did anyone have any comments or? Is that, so would that bow out that will kill there?

OK.

I think in general that's going to be a good idea because...

It's tight there, you got a railroad.

North side, right? Yes, and probably some historic properties as well, looks like.

Thinking of new alignment of seventy-fourth in that section, and that was where I was going about, you got enough room to get set in general, like you're improving existing, but you could kind of come off a lot of there, but...

Yes, when I was talking about the traffic and it was hard because there wasn't a graphic when I was talking about St. John's and Morgan, that's the intersection of Laurel Hill.

And it, it's right on top of literally right on top of.

Yeah, I've driven through that many, many times, and a lot of truck traffic, a lot of truck traffic.

Yeah, I'm worried about the maintenance driving. Yeah, it's just.

Just kind of curious where that added added to the list of resources eligible to community resource. He just said it was a replacement. There's only so many drive-in burger spots left. Yeah. So yes, we expanded the study area there in case we need to

look at

bypassing that area so that we don't, the railroad tracks, yeah, are right there, to your point. Is that in the packet? So this is Google Maps. What's in the packet, so I have the study area and then I have these environmental features maps.

Um...

Go through. So this, I think, is the rural hills. This is the. Oh, now it's going to be a challenge. Presents its own problems.

Yeah, there's a lot of water out there.

So, is there text in the this factor that will kind of explain them the bow out with the study area? It just says what I read, the fact that we're...

was expanded along the kitchen to accommodate a potential realignment and extended further south near Laurel Hill to accommodate a new location alternative to avoid expected high impacts to the community. Absolutely.

Sorry, I shortened when I put in my PowerPoint. I cut that.

In.

CR **Conchilla, Ryan** 31:41

Hi Aileen, this is Ryan Conchilla.

HS **Headrick, Hannah S** 31:42

Is.

Okay.

Hi.

CR **Conchilla, Ryan** 31:48

Hey, I just wanted to mention quick as you as you're going through this.

The areas that we have along the alignment, I know we're still early on in the stage for design, but as the roads widen through these areas that have like large, low lying wetland areas, it would be a good suggestion to look at those areas that are immediately adjacent.

HS **Headrick, Hannah S** 31:56

Yeah.

Is.

Just.

CR **Conchilla, Ryan** 32:13

and what impacts we need. I know, you know, avoidance and minimization is part of what we're trying to do, but projects that have slopes or excessively poorly drained soils are very difficult for construction.

HS **Headrick, Hannah S** 32:26

I.

CR **Conchilla, Ryan** 32:35

We have some similar projects in the area in Division Eight that that we're having challenges with. So I just wanted to mention that.

HS **Headrick, Hannah S** 32:46

Okay.

Don't have any questions.

SB **Steve B-USACE** 32:55

And this is this is Steve. I'll just jump in there. And I think Seth already said, or maybe you did, I'm sorry. I heard somebody say there's a whole lot of waters out there and the Corps agrees. There's A lot. So there's a lot duly noted in.

HS **Headrick, Hannah S** 33:11

Duly noted.

SB **Steve B-USACE** 33:14

And, as we move forward.

HS **Headrick, Hannah S** 33:16

Yeah, we're definitely, this is going to be kind of a textbook example for our competing resources, constructability, those kinds of things, with the railroad and historic properties and wetlands, yeah.

SB **Steve B-USACE** 33:27

Ah.

I see it as quite challenging. So I agree with that. And not only the waters, as Ryan says, some of the soils are challenging out there. So I think we've got our work cut out for us.

HS **Headrick, Hannah S** 33:45

Just.

We didn't have some geotechnical stuff that we didn't do, I guess, because I was ready for buying this calendar there, so right, it's...

The lightning will be more.

Service roads, and right, right.

The.

The.

The 2 listed historic properties are actually right on the edge of the study area and then outside the study area. But

But we don't know what may come up when they DOT does their study.

It.

Virginia, but what did you say about GSI?

I was saying we were getting some high level geotechnical information because we were talking about, well, earlier on we talked about this is near the Triassic Basin.

Okay. So we know that we've had issues with slopes in the past, but I can't remember what the decision was if we were going to wait. Yes, because the project had been on.

Yes.

Can you tell me what Triassic Basin is? So, the Triassic Basin is, well, really, North Carolina is one of the largest.

brick manufacturing soles, if you will, sands used in brick manufacturing like Cherokee. So the brick, there's several down there. But the sole is very granular. It looks like shelf rock, is what I call it. It looks hard, but

Yeah. We had a section, I should say this out loud, years ago on 540, you know, we had to reduce and work through there because it's traffic. So also,

I remember that, knowing what I'm from, folks are from down that way. So I was like, you know what, we might want to live.

Take a look at this. I'm sure Jeffrey and people in the division can speak to it. Is it removal of that soil to construct replacing it? Typically they do that. That's what I'm at. Yeah, excavation replacement.

It'll be really hard to know when you get along.

We've been on 24 outside of the winter, headed toward the Cameron Bass area.

Yeah, well, Barnett County wise, you ride that peak on 24, and it's the highest elevation in Barnett County. And you can see all the sand pits.

The state that I got the world through there, and it's very kind of.

And this here is a little bit down from there.

But a lot of where transmission lines, huge transmission lines are an alternate corner.

It really has everything from Utila Vista.

I guess I was surprised to not see higher truck numbers. Because you know, you really feel the presence when you ride it and the terrain is rolling and the speeds are, you know, this tractor trailers get moving and then the car comes up on the intersection and they've got to stop at a tractor trailer. There's a lot of industries.

All those wire lines that are.

One of the biggest rail yards in the state, right down the road in Hamlet.

It'll be a I think it's a very much needed project.

Sort of like 64 East was back in the day, starting to get that this area grows, it'll be.

Problem.

So I guess from the agency perspective, is there anything else that we should pull together or that I should have available for the CP1 meeting?

that you can think of.

And if not today, feel free to email if you think of something.

Snacks. Would that help? Snacks. Sorry, Craig.

Renee likes donuts.

SB **Steve B-USACE** 38:33

Well, I...

Snacks are always a good suggestion. I don't know whether I don't know whether or not you'll get any questions about interstate standards or not, but you know, some generic discussion about what the those are might that might come up. That'd be the only other comment I have.

HS **Headrick, Hannah S** 38:45

Okay.

The.

And you were talking about control, full control of access, fully grade separated,

maybe some service roads. Did I hear? Yes, yeah, how many service roads? Just that, maybe that level. Quite listing of things that are required for interesting accidents. Yeah.

What did you say first? I said just the elaborates in the interstate, the AASHTO interstate guides for requirements for the interstate facility. Well, yeah, full control and shoulder face shoulder widths.

Good point, Steve.

Bullet list and maybe something else keep, yeah, yeah.

OK, so do we have any other comments or anything like that that Eileen can?

Put together for today.

Yeah.

Online.

All righty. Well, just keep in mind, the CP1 meeting is scheduled for June 17th. So Aileen will have the finalized packet to you guys no later than June 3rd. So we just want to make sure that we have plenty of time to incorporate any other comments that y'all might have.

After today, so just make sure that you'll get that to her as soon as you can.

And we will see you all then. So the only edit to the packet then so far is just the purpose and need statement.

is what I'm hearing. And maybe adding some bulleted about interstate. Defer to Steve, right? I think you could just bring that into the next meeting. Yeah, that's what I was, Aileen, is just be prepared to answer the question. If it becomes a slide in your presentation that just covers what that is. Yes. Yeah.

Thank you, everybody. We appreciate you all.

SB **Steve B-USACE** 40:54
All right, thanks.

HS **Headrick, Hannah S** 40:55
Thank you. This is so yeah.

TL **Teague, Jeff L** 40:56
Thank you.

SB **Steve B-USACE** 40:56
Bye-bye.

● **Headrick, Hannah S** stopped transcription