



Eastern Rockingham Corridor Study Richmond County STIP Project U-5706

Concurrence Point 3: LEDPA/Preferred Alternative February 22, 2023

PURPOSE OF TODAY'S MEETING

The purpose of today's meeting is to present information in support of Concurrence Point 3, the Least Environmentally Damaging Practicable Alternative (LEDPA), for the Eastern Rockingham Corridor Study. Formal concurrence on the LEDPA will be requested following this meeting, either by email or at a follow-up meeting. A map showing the project location and study area is included as **Figure 1**.

PROPOSED ACTION

The Eastern Rockingham Corridor Study is included in NCDOT's 2020-2029 State Transportation Improvement Program (STIP) as Project U-5706. The project would connect US 74 Business in the southeastern part of Rockingham to US 1 and SR 1423 (Richmond Road) in the city's northeastern area. The total length of the project is about 3.5 miles.

PROJECT PURPOSE

The purpose of the proposed project, as approved by the Merger Team on May 10, 2017, is to provide direct connectivity between commercial areas along US 74 Business and residential areas northeast of central Rockingham and reduce conflicts between through traffic and local traffic on Long Drive.

PROJECT STATUS

On December 6, 2017, the Merger Team concurred with carrying forward three alternatives (Alt. 1, Alt. 4, and Alt. 5) to study in detail. On May 7, 2019, the Merger Team concurred with hydraulic recommendations for each of the major hydraulic crossings on each alternative.

DETAILED STUDY ALTERNATIVES

These three alternatives are shown on **Figure 2** and are described below.

Upgrade Existing Roadways – Alternative 1

The corridor for Alternative 1 follows existing SR 1646 (Long Drive) and SR 1423 (Richmond Road) from US 74 Business to SR 1424 (Roberdell Road) (see **Figure 3**). Long Drive is currently a three-lane roadway with a center turn lane and Richmond Road is a two-lane roadway.

The portion of Alternative 1 on Long Drive between US 74 Business and US 1 is proposed to be four lanes separated by a 23-foot raised median with curb and gutter and sidewalks on both sides. The portion of Alternative 1 on Richmond Road between US 1 and Roberdel Road is proposed to be three lanes with two 12-foot through lanes and a 16-foot center turn lane. Ten-foot shoulders (four-foot paved) will be provided on both sides of the road. Proposed typical sections for

Alternative 1 are shown on **Figure 4**. Approximately 100 feet of total right of way would be required for Alternative 1. No control of access is proposed with this alternative.

Alternative 4

The corridor for Alternative 4 would provide a direct route for through traffic from the commercial areas along US 74 Business to residential areas in northeast Rockingham (see **Figure 5**). It generally follows SR 1641 (Clemmer Road) until it crosses SR 1624 (County Home Road.) It then continues on new location, turning northeastward before crossing Falling Creek. It then turns back toward the northwest, roughly following SR 1645 (Mt. Olive Church Road) to US 1. From that point, the alternative continues northward on new location, where it would then intersect and follow existing SR 1626 (Old Aberdeen Road) to Richmond Road.

Alternative 5

Like Alternative 4, Alternative 5 starts at Clemmer Road and ends at the intersection of Old Aberdeen Road and Richmond Road (see **Figure 6**). It follows existing Clemmer Road from US 74 Business to County Home Road, then runs northeast until Falling Creek. It then follows a straighter path to US 1 than Alternative 4, following the same path as Alternative 4 along Old Aberdeen Road.

Portions of Alternatives 4 and 5 between US 74 Business and SR 1624 (County Home Road) are proposed to be three lanes with two 12-foot through lanes and a 16-foot center turn lane. Ten-foot shoulders (four-foot paved) will be provided on both sides of the road. Portions of Alternatives 4 and 5 between County Home Road and US 1 will be two lanes. Ten-foot shoulders (four-foot paved) will be provided on both sides of the road. Portions of Alternatives 4 and 5 between US 1 and Richmond Road will be three lanes with two 12-foot through lanes and a 16-foot center turn lane. Ten-foot shoulders (four-foot paved) will be provided on both sides of the road. Proposed typical sections for Alternatives 4 and 5 are shown on **Figure 7**.

Approximately 150 feet of total right of way would be required to accommodate the proposed improvements along Alternative 4 and Alternative 5. The new location segments of Alternatives 4 and 5 will have limited control of access and the segments that follow existing road segments will have no control of access.

HYDRAULIC RECOMMENDATIONS

There are three existing major hydraulic crossings on Alternative 1. Alternatives 4 and 5 each have one major hydraulic crossing, at a large wetland area. Based on agency input at the Concurrence Point 2A Merger Meeting, a 140-foot long bridge was incorporated into Alternatives 4 and 5 where they both cross a large wetland area. **Table 1** lists the hydraulic recommendation for each of the crossings.

Table 1. Structure Recommendations for Major Hydraulic Crossings

Crossing	Alternative	Existing Structure	Recommended Structure
Hitchcock Creek Tributary 2	1	2 @ 42" CMP	1 @ 66" RCP
Hitchcock Creek Tributary 2	1	2 @ 42" CMP	1 @ 66" RCP
North Prong Falling Creek	1	3 @ 12' x 8; RCBC	Retain and Extend
North Prong Falling Creek	4	New Location	140-foot bridge
North Prong Falling Creek	5	New Location	140-foot bridge

STATE ENVIRONMENTAL ASSESSMENT

NCDOT published the State Environmental Assessment (SEA) for the project in June 2022.

Following publication of the SEA, NCDOT received review comments from several environmental resource and regulatory agencies. These comments included the following:

- Comments from US Fish and Wildlife Service (USFWS) noting updated information about the federally protected northern long-eared bat (NLEB) and recommending a text change to the information in the environmental document about the NLEB.
- Comments from the NC Wildlife Resources Commission (NCWRC) noting general concerns about the potential direct and indirect impacts of each of the detailed study alternatives.
- Comments from the NC Division of Water Resources (NCDWR) noting that the project's final design plans should provide treatment of stormwater runoff through best management practices.

PUBLIC HEARING

NCDOT held a public open house and a formal Corridor Public Hearing on September 15, 2022, to present details on the three detailed study alternatives under consideration for the project. The hearing was held at Cole Auditorium at Richmond Community College in Hamlet. About 70 members of the public attended the meeting in person and another 14 people attended virtually. During the Public Hearing, 11 people made formal comments. During the public comment period, which ended on October 14, 2022, 44 comments were received. **Table 2** shows the number of comments expressing support or opposition to a particular alternative.

Table 2. Comparison of Detailed Study Alternatives

Alternative	Support (#)	Oppose (#)
1	6	4
4	1	5
5	11	1

The most common concern raised in the comments was concern about residential relocations, with many citing lower residential impacts as the reason for selecting Alternative 5. Some comments referenced existing traffic safety issues and concerns about environmental justice impacts to the Philadelphia community, an African-American neighborhood near US 1, east of Mt. Olive Church Road. A few comments questioned the need for the project.

NCDOT PREFERRED ALTERNATIVE

Table 3 summarizes the potential environmental impacts for each of the three detailed study alternatives.

Table 3. Detailed Study Alternatives – Comparison of Impacts*

Environmental Resource		Alternative 1	Alternative 4	Alternative 5
Jurisdictional streams (linear feet)	High	154	219	0
	Medium	64	534	174
	Low	842	91	92
	Total	1,060	844	266
Jurisdictional wetlands (acres)	High	0	2.7	2.0
	Med	<0.1	1.9	1.2
	Low	0.3	0.1	0.6
	Total	0.4	4.7	3.8
100-year floodplain (acres)		1.4	1.5	1.7
Water supply watershed critical area (acres)		1.3	21.7	20.3
Protected species adversely affected		1**	1**	1**
Historic properties adversely affected		1	0	0
Archaeological sites affected		0	0	0
Agricultural operations affected		0	1	1
Residential relocations		22	16	13
Business/nonprofit relocations		8	1	1
Noise Impacted Receptors		36	3	5
Potential hazardous materials sites		12	3	3
Prime farmland soils (acres)		4.8	40.9	45.8
Cost estimates		\$49,600,000	\$44,900,000	\$43,000,000

*Impacts calculated within slope stakes.

**Northern long-eared bat – Programmatic Biological Conclusion is “May Affect, Likely to Adversely Affect”

NCDOT recommends Alternative 5 for the U-5706 project. Alternative 5 would meet the project’s purpose by reducing conflicts between through traffic and local traffic on Long Drive and providing direct connectivity between commercial areas along US 74 Business and residential areas northeast of central Rockingham. NCDOT has selected Alternative 5 as the preferred alternative for the following reasons:

- Alternative 5 would have lower stream impacts than the other two alternatives.
- Alternative 5 would require the fewest overall home and business relocations, as well as the fewest minority-owned or occupied homes relocations.
- Alternative 5 has lower overall wetland impacts than Alternative 4.
- Alternative 5 would have the lowest cost among the alternatives.
- Local government representatives have indicated their support for Alternative 5.
- Alternative 5 presents the best opportunity for minimizing the overall environmental impacts of the project.

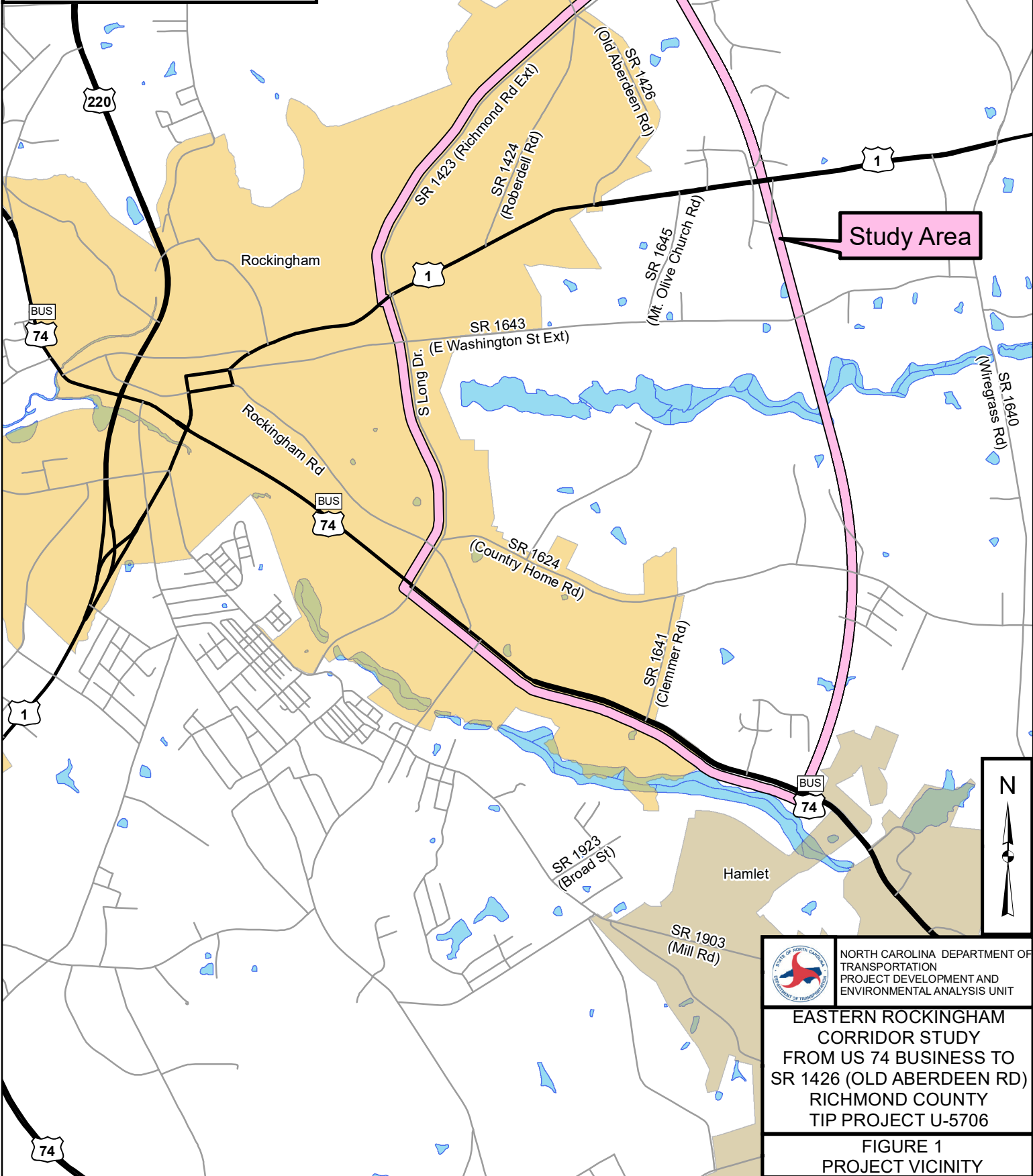
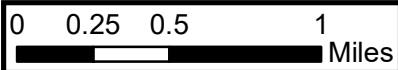
Alternative 1 is not recommended for the project for the following reasons:

- Alternative 1 would require relocating over twice the number of homes and businesses as Alternative 5.
- Alternative 1 would relocate the most minority-owned or occupied homes of any of the alternatives.

- Alternative 1 would have the highest stream impacts of any of the alternatives.
- Alternative 1 would adversely affect a National Register-eligible expansion to the Rockingham National Register Historic District.
- Alternative 1 would affect more sites potentially containing hazardous materials than any of the alternatives.
- Alternative 1 would not meet the project purpose of reducing conflicts between through traffic and local traffic as well as Alternatives 4 or 5.

Alternative 4 is not recommended for the project for the following reasons:

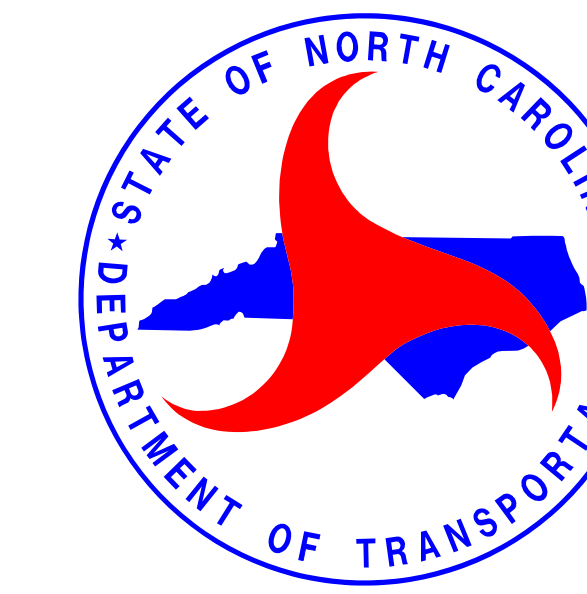
- Alternative 4 would have the highest wetland impacts of any of the alternatives.
- Alternative 4 would have higher stream impacts than Alternative 5.
- Alternative 4 would require more home and business relocations than Alternative 5.
- Alternative 4 would relocate more minority-owned or occupied homes than Alternative 5.



**EASTERN ROCKINGHAM
CORRIDOR STUDY
FROM US 74 BUSINESS TO
SR 1426 (OLD ABERDEEN RD)
RICHMOND COUNTY
TIP PROJECT U-5706**

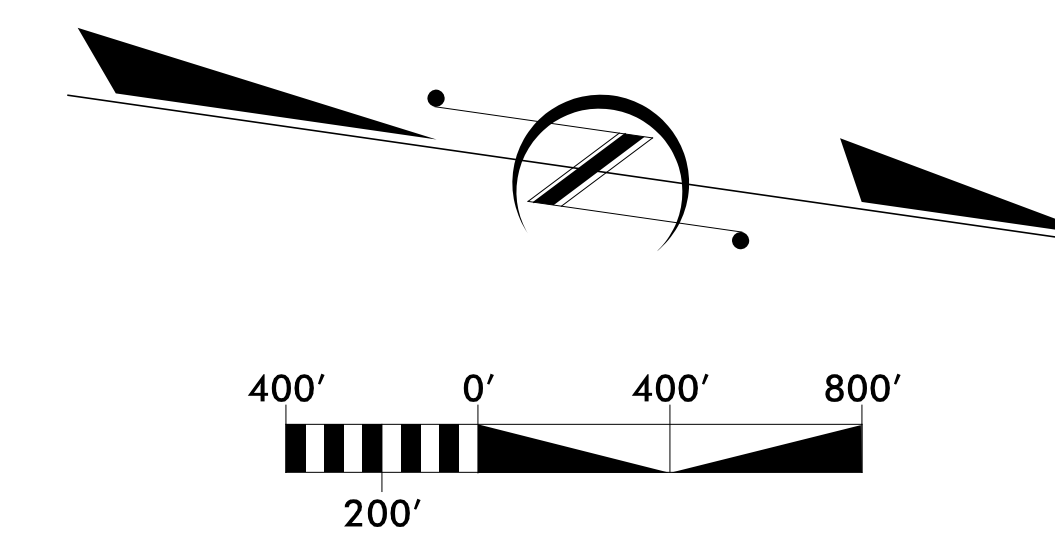
**FIGURE 1
PROJECT VICINITY**

**Eastern Rockingham Corridor Study
Richmond County
STIP Project U-5706**



LOCHNER
2840 PLAZA PLACE, SUITE 202
RALEIGH, NC 27612
(919) 571-7111

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION



LEGEND	
	STUDY AREA BOUNDARY
	ORANGE CORRIDOR
	GREEN CORRIDOR
	RED CORRIDOR
	BLUE CORRIDOR
	BROWN CORRIDOR
	100 YEAR FLOOD PLAIN
	FLOODWAY
	CRITICAL WATERSHED
	PROTECTED WATERSHED
	CITY LIMITS
	PARK BOUNDARY
	STREAMS AND PONDS
	WETLAND BOUNDARY LIMITS (NWI)
	EDUCATIONAL INSTITUTIONS
	PLACES OF WORSHIP
	CEMETERY
	HOSPITAL

**BEGIN
PROJECT
U-5706**

**END PROJECT
U-5706**

HAMLET

ROCKINGHAM

**RICHMOND
PLAZA**

**FIRSTHEALTH RICHMOND
MEMORIAL HOSPITAL**

**HINSON LAKE
PARK**

**WASHINGTON
STREET SCHOOL**

CITY LAKE

**LONGLEAF
ACRES**

**GRIFFIN
TOYOTA**

**GRIFFIN CHRYSLER
DODGE JEEP**

DORAL WOODS

**FALLING CREEK
WATERSHED**

**RICHMOND SENIOR
HIGH SCHOOL**

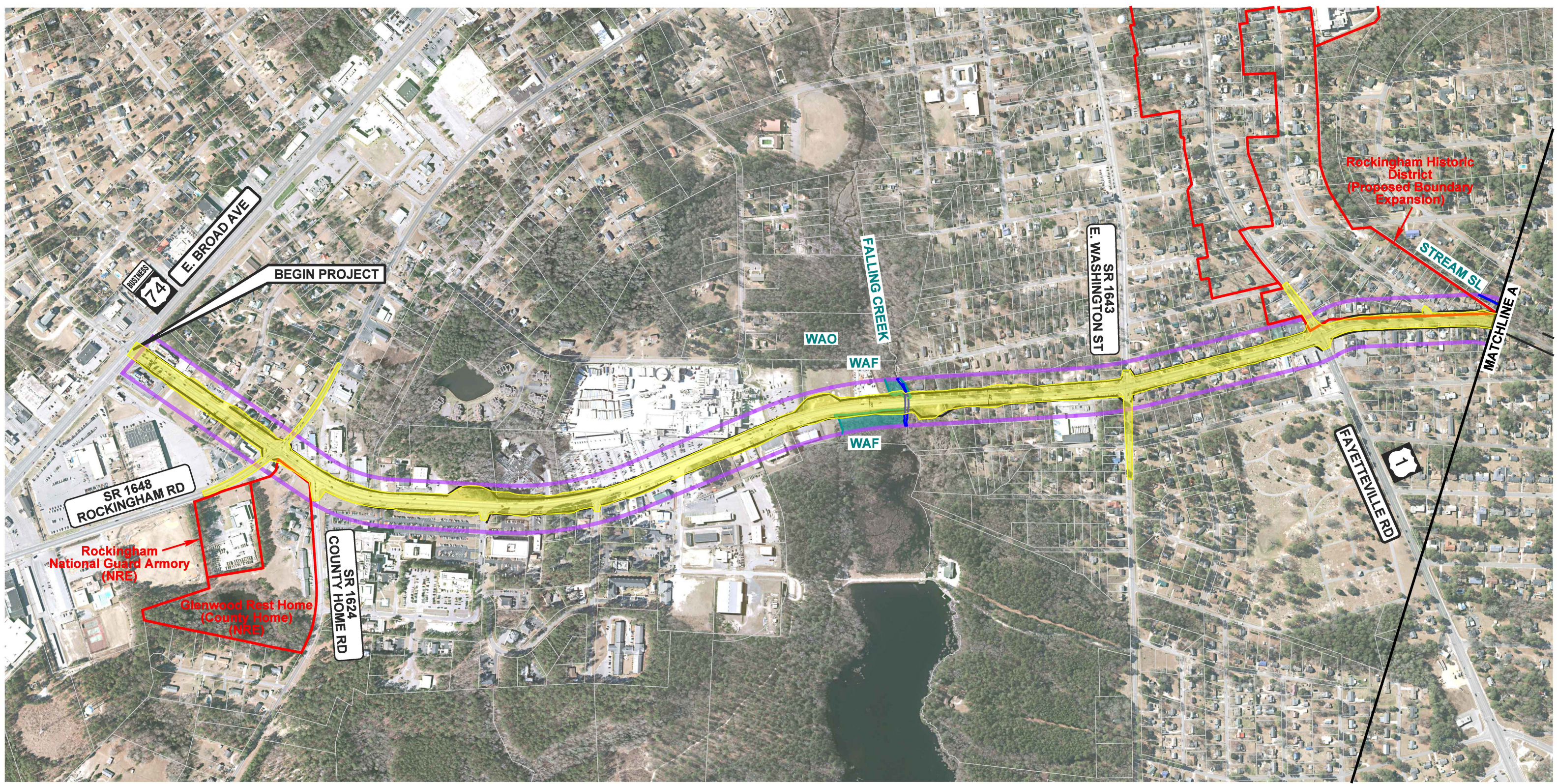
**HITCHCOCK CREEK
WATERSHED**

ALTERNATIVE LEGEND

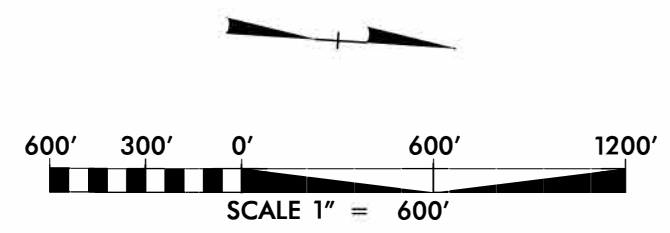
ALTERNATIVE 1		ALTERNATIVE 4				
	B		G	O	R	G
		ALTERNATIVE 5				
			G	O	Br	G

*STIP Project R-2501
(US Rockingham Bypass)
Selected Alternative Study
Corridor - Unfunded - Not
a Part of this Study*

FIGURE 2 - DETAILED STUDY ALTERNATIVES




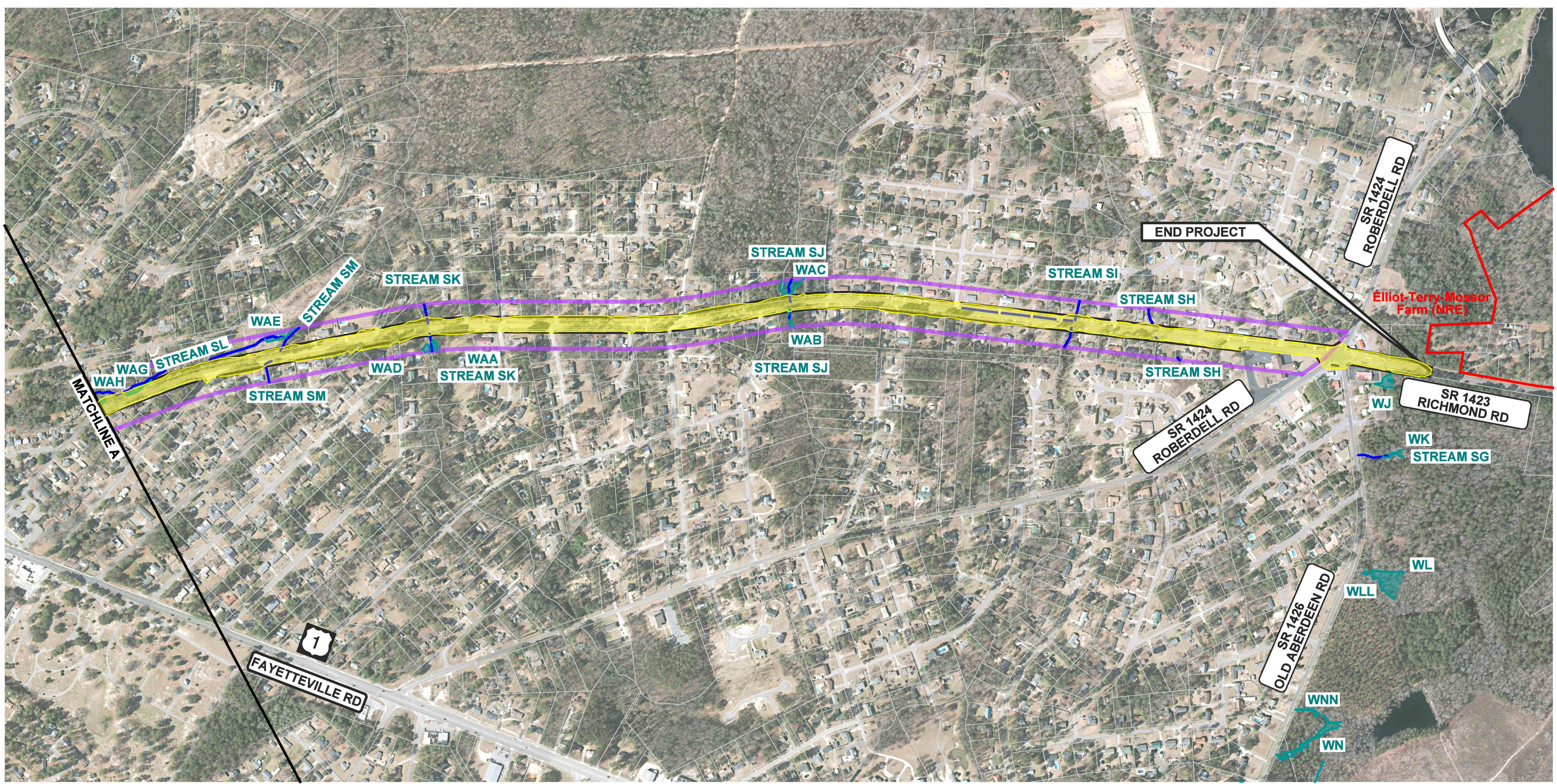
LEGEND	
	Project Alternative Corridor
	Existing Parcel Boundary
	Proposed Right Of Way
	Historic Property Boundary (NR Listed/Eligible)
	Proposed Construction Limits
	Jurisdictional Stream Lines
	Delineated Wetlands










ALT 1
Upgrade existing South Long Drive & Richmond Road to 4-lane Highway with 23' raised median

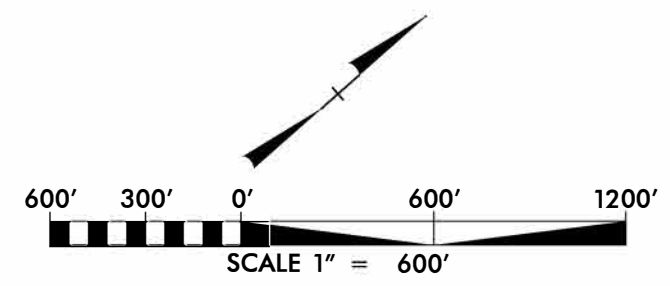
TIP U-5706
EASTERN ROCKINGHAM CORRIDOR STUDY
RICHMOND COUNTY

 North Carolina Department of Transportation	Exhibit 3a
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LEGEND

 Project Alternative Corridor	 Proposed Construction Limits
 Existing Parcel Boundary	 Jurisdictional Stream Lines
 Proposed Right Of Way	 Delineated Wetlands
 Historic Property Boundary (NR Listed/Eligible)	



ALT 1
 Upgrade existing South Long Drive & Richmond Road to 4-lane Highway with 23' raised median

TIP U-5706
 EASTERN ROCKINGHAM
 CORRIDOR STUDY
 RICHMOND COUNTY


 North Carolina Department of Transportation

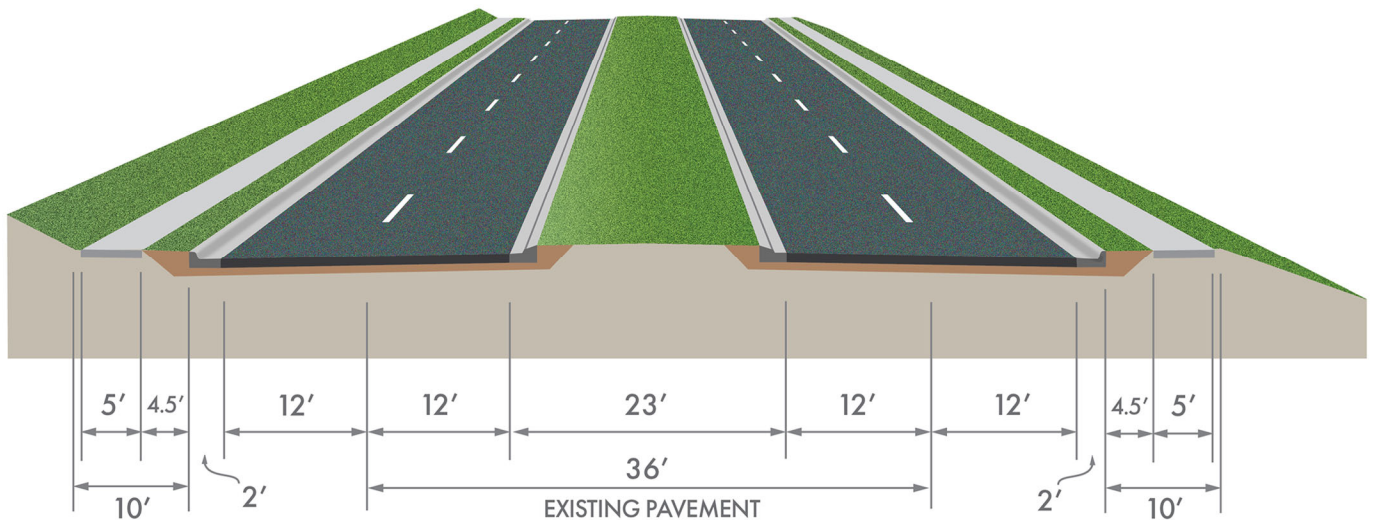
Exhibit **3b**

Figure 4

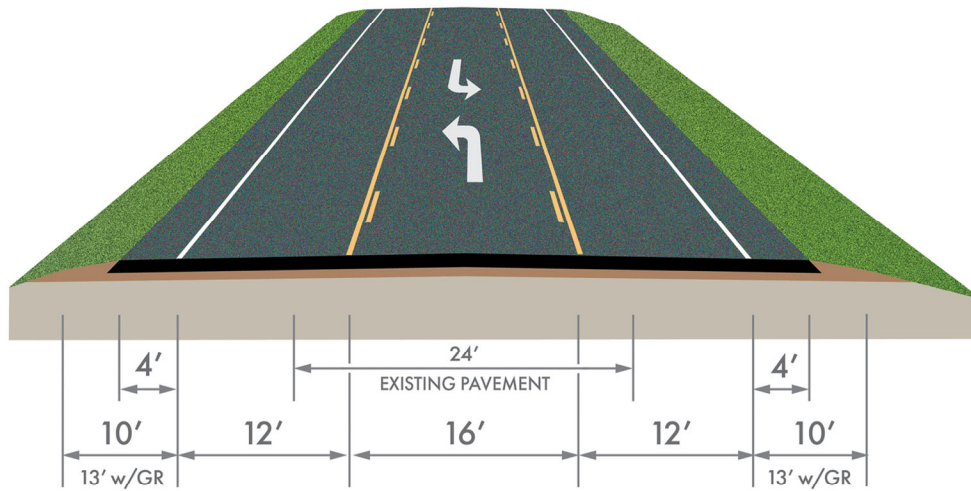
TYPICAL CROSS SECTIONS – Alternative 1

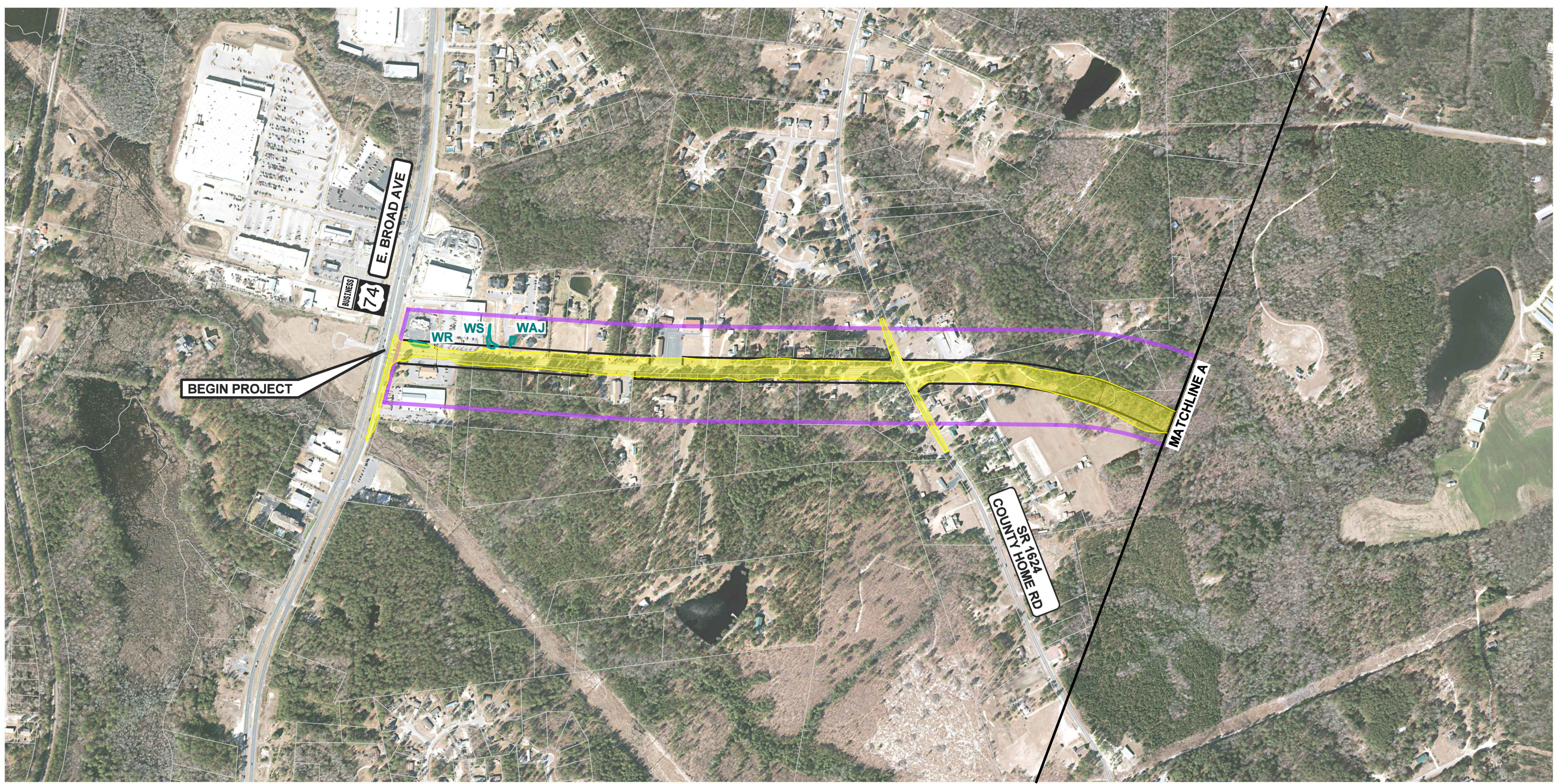
Eastern Rockingham Corridor Study,
Richmond County (STIP U-5706)

From US 74 Business (E. Broad Ave) to US 1 (Fayetteville Rd)










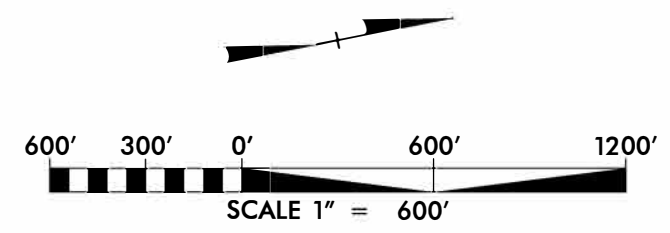
From US 1 (Fayetteville Rd) to SR 1424 (Roberdell Rd)






LEGEND

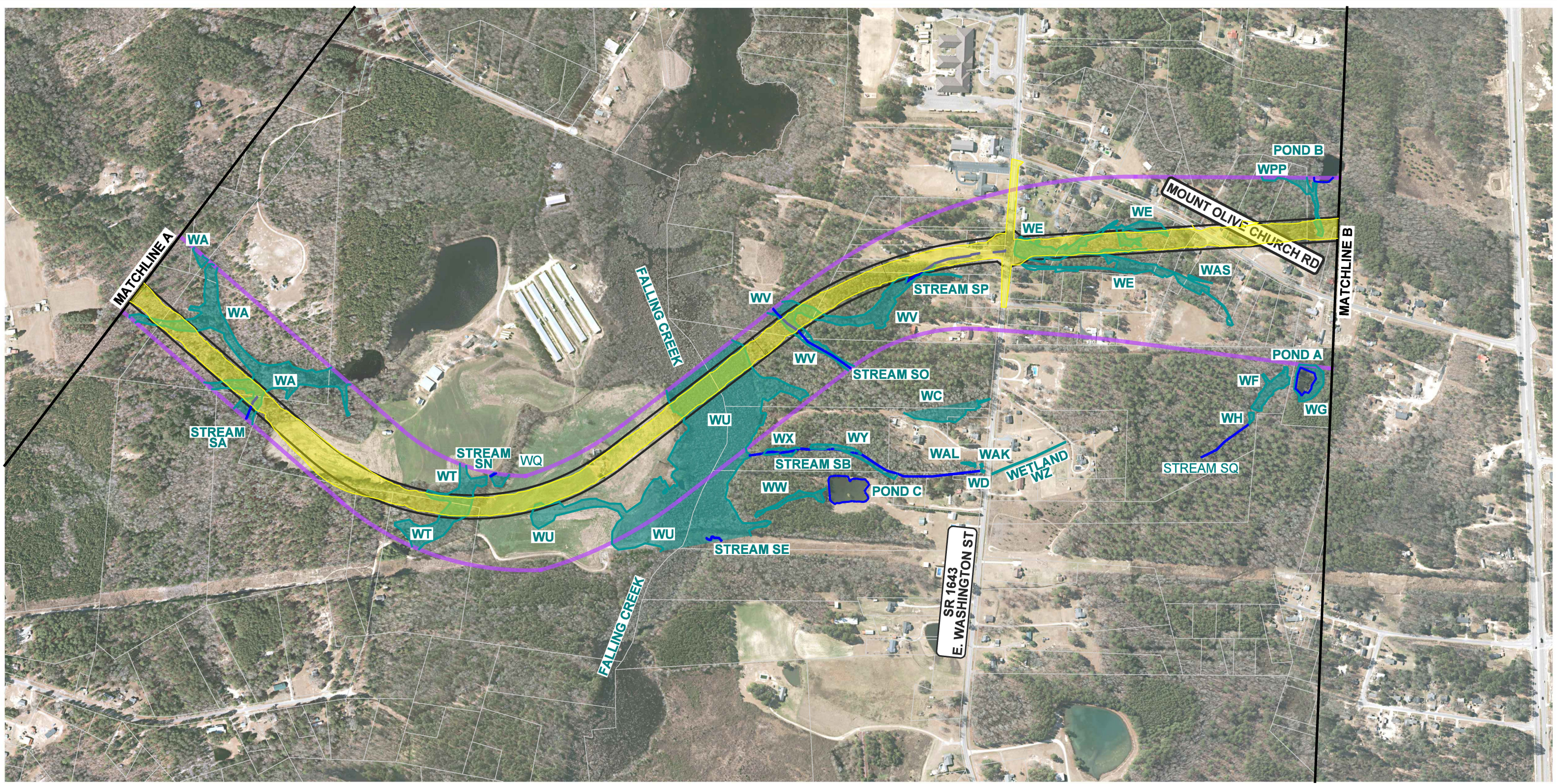
 Project Alternative Corridor	 Proposed Construction Limits
 Existing Parcel Boundary	 Jurisdictional Stream Lines
 Proposed Right Of Way	 Delineated Wetlands
 Historic Property Boundary (NR Listed/Eligible)	










ALT 4
Connector on New Alignment

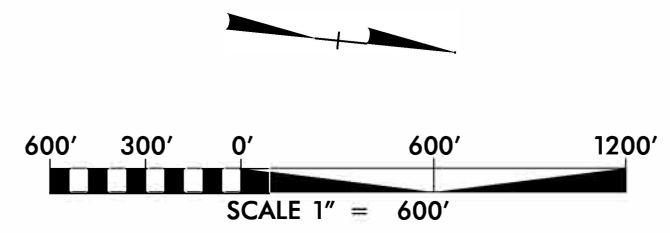
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EASTERN ROCKINGHAM
CORRIDOR STUDY
RICHMOND COUNTY

	North Carolina Department of Transportation	Exhibit 5a
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LEGEND

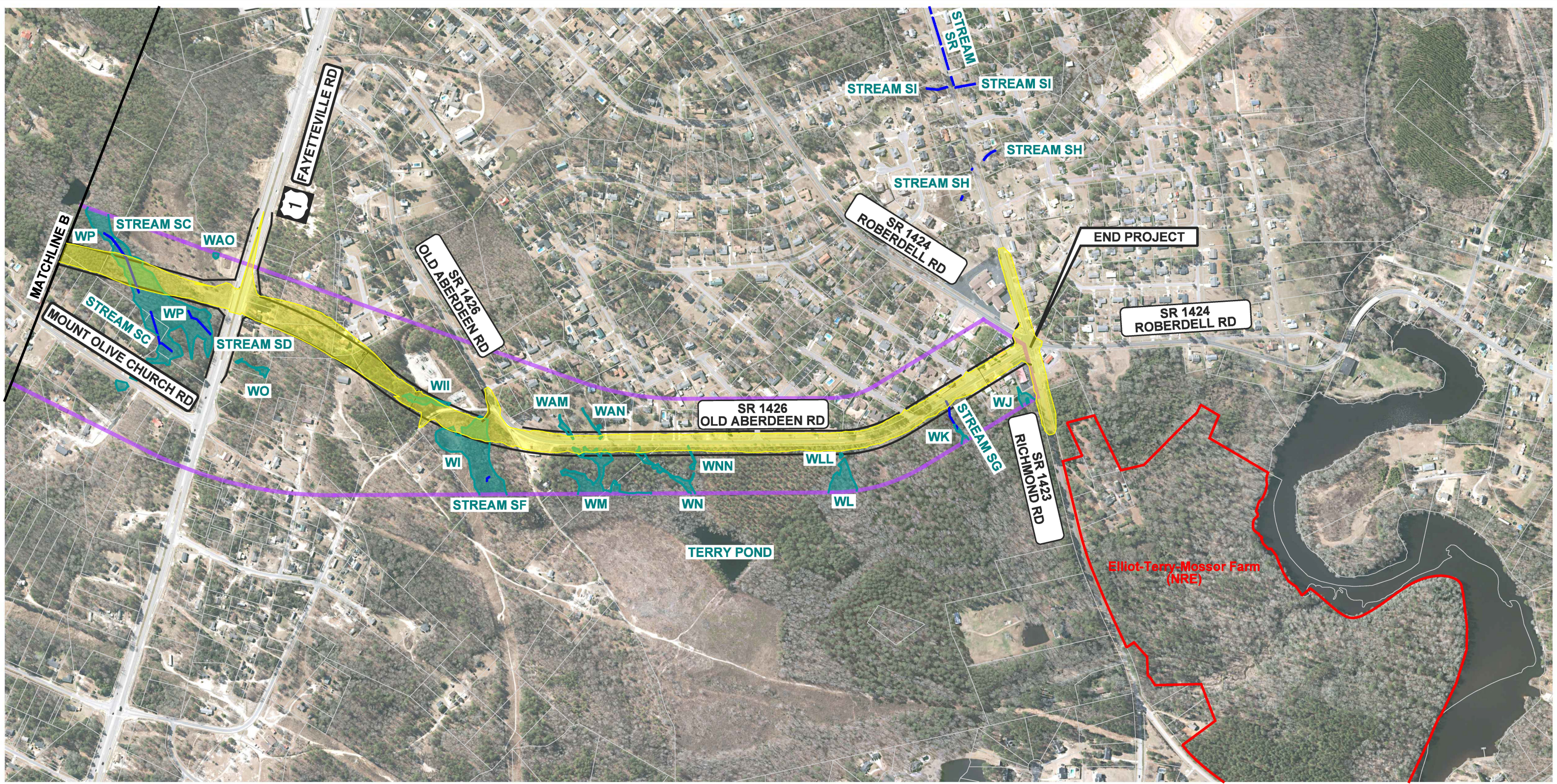
 Project Alternative Corridor	 Proposed Construction Limits
 Existing Parcel Boundary	 Jurisdictional Stream Lines
 Proposed Right Of Way	 Delineated Wetlands
 Historic Property Boundary (NR Listed/Eligible)	




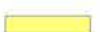





ALT 4
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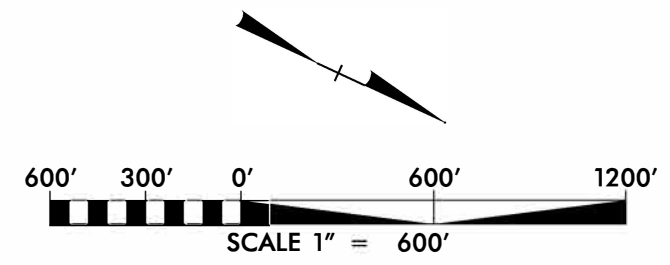
TIP U-5706
EASTERN ROCKINGHAM
CORRIDOR STUDY
RICHMOND COUNTY

	North Carolina Department of Transportation	Exhibit 5b
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LEGEND

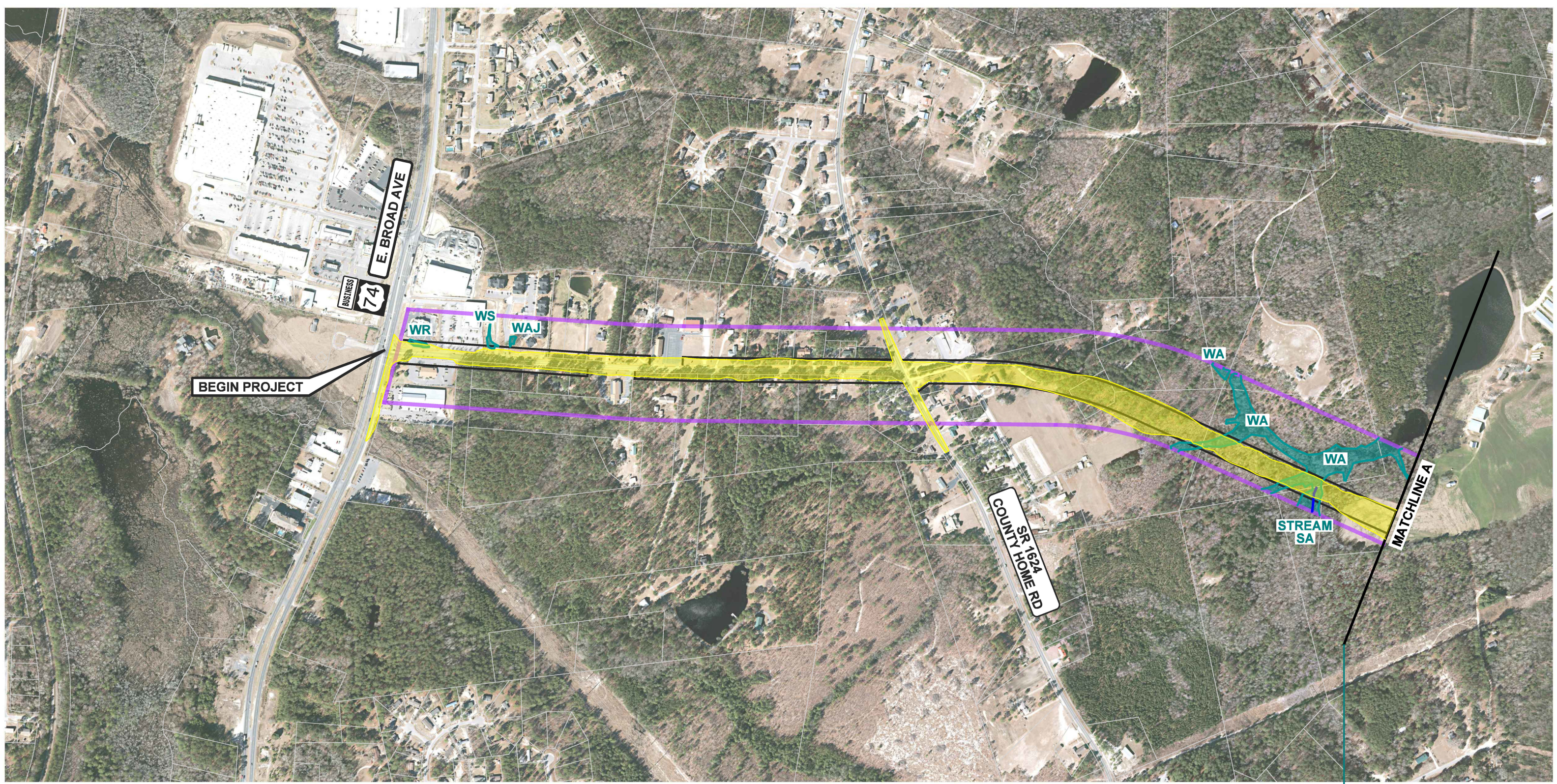
 Project Alternative Corridor	 Proposed Construction Limits
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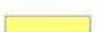





ALT 4
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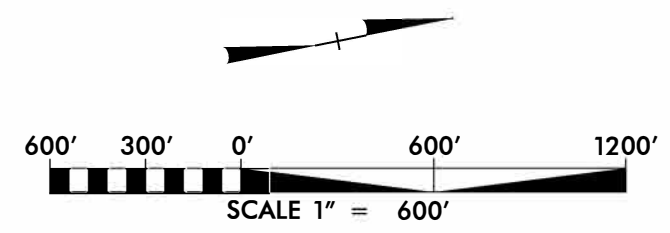
TIP U-5706
EASTERN ROCKINGHAM
CORRIDOR STUDY
RICHMOND COUNTY

 North Carolina Department of Transportation	Exhibit 5c
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LEGEND

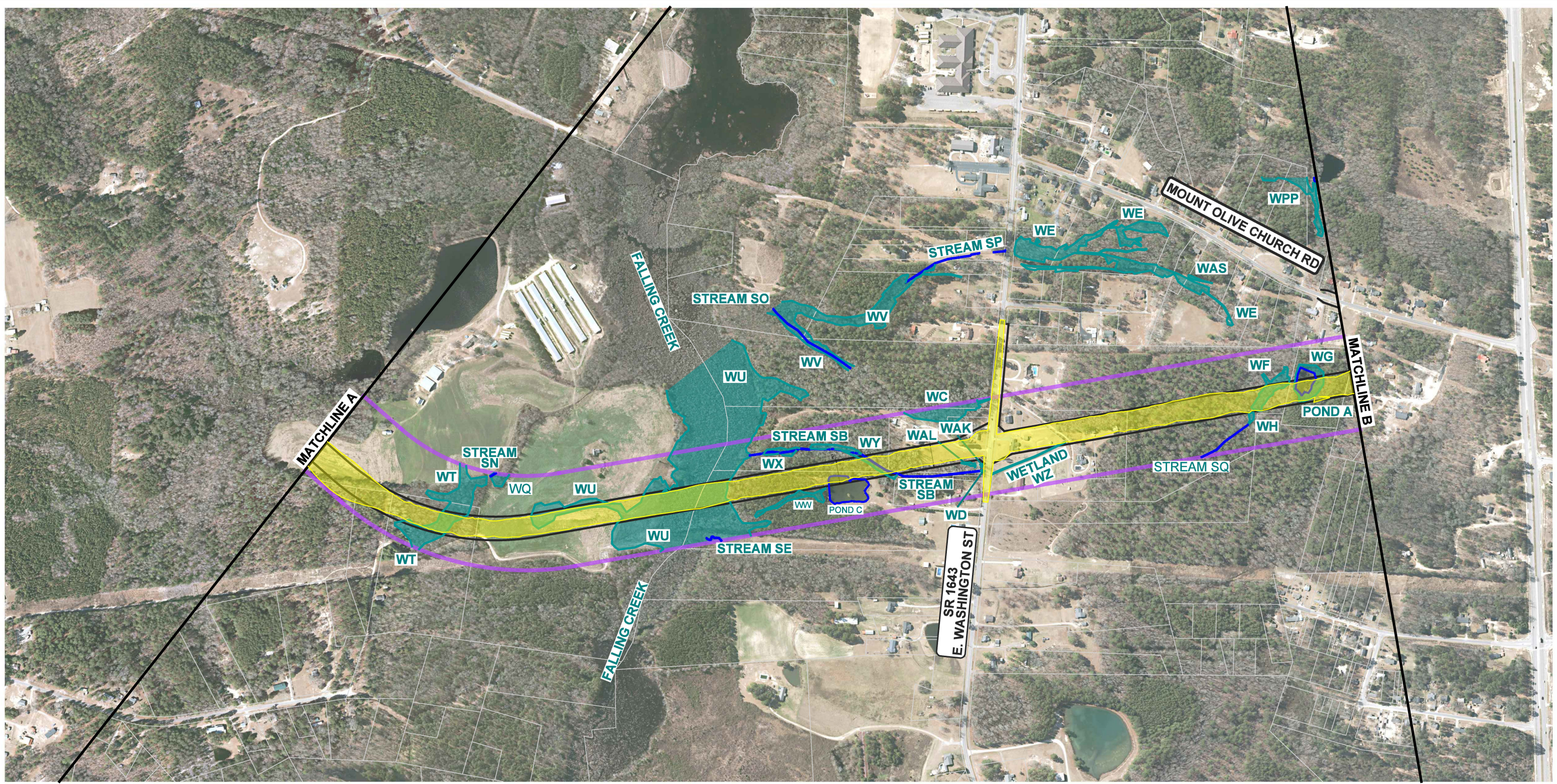
 Project Alternative Corridor	 Proposed Construction Limits
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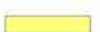





ALT 5
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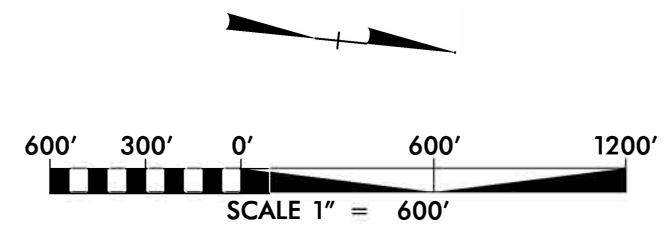
TIP U-5706
EASTERN ROCKINGHAM
CORRIDOR STUDY
RICHMOND COUNTY

	North Carolina Department of Transportation	Exhibit 6a
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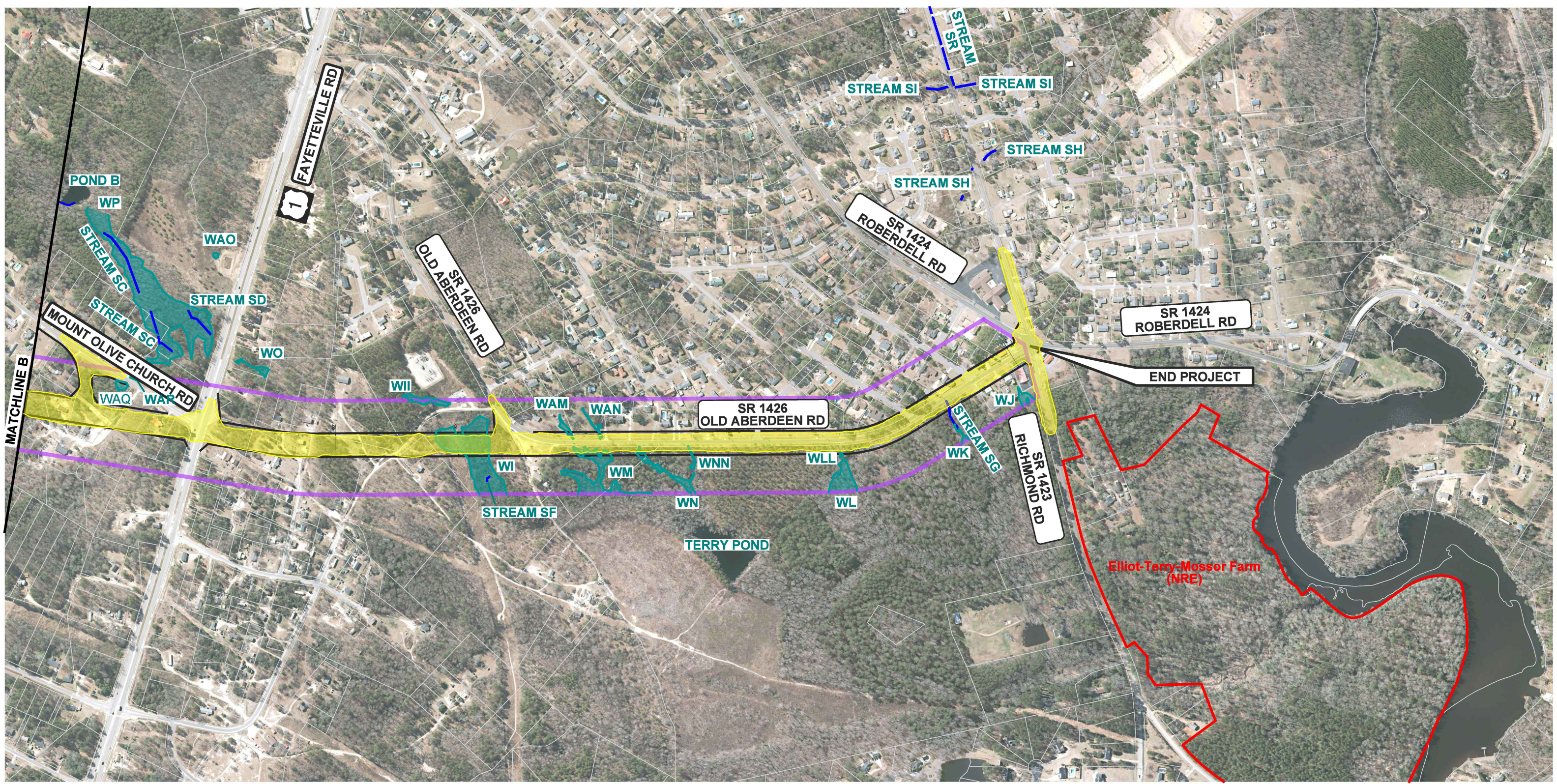
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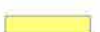





ALT 5
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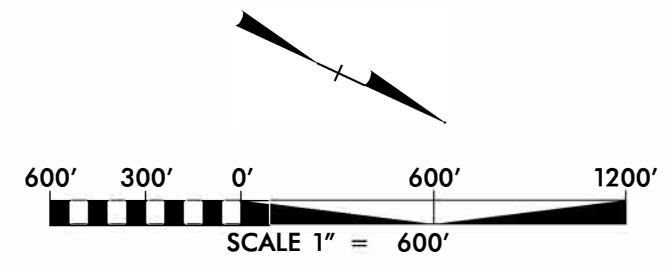
TIP U-5706
EASTERN ROCKINGHAM
CORRIDOR STUDY
RICHMOND COUNTY

	North Carolina Department of Transportation	Exhibit 6b
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LEGEND

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ALT 5
Connector on New Alignment

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RICHMOND COUNTY


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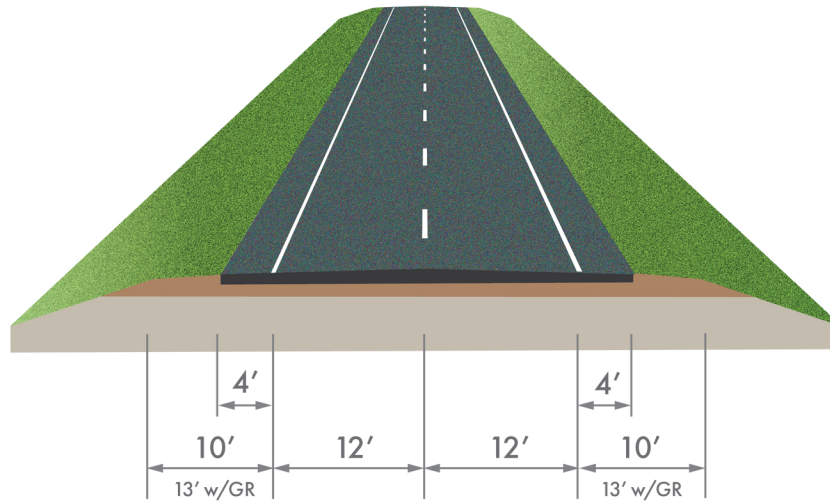
Exhibit **6c**

Figure 5

TYPICAL CROSS SECTIONS – Alternatives 4 & 5

Eastern Rockingham Corridor Study,
Richmond County (STIP U-5706)

From SR 1624 (County Home Rd) to US 1 (Fayetteville Rd)



From US 74 Business (E. Broad Ave) to SR 1624 (County Home Rd)
From US 1 (Fayetteville Rd) to SR 1423 (Richmond Rd)

