

MEMORANDUM – MEETING SUMMARY

SUBJECT: STIP Project No. R-5808: Improvements to U.S. 158 from Acorn Hill Road to the Pasquotank County Line

MEETING PURPOSE: The purpose of this meeting was to review the previous coordination and progress that had been made on the R-5808 project prior to the project being temporarily suspended in 2020 and discuss the coordination that had taken place with NCDOT and USACE over the past year.

MEETING DATE, TIME, and LOCATION: April 21, 2021, 10:00 A.M., Video Conference Call

PARTICIPANTS:

	Agency/Organization	Attendee	Email
	FHWA – NC Division	Seth Wilcher	seth.wilcher@dot.gov
	NCDCM	Cathy Brittingham	cathy.brittingham@ncdenr.gov
	NCDCM	Greg Daisey	greg.daisey@ncdenr.gov
	NCDCCR – HPO	Renee Gledhill-Earley	renee.gledhill-earley@ncdcr.gov
	NCDEQ – Marine Fisheries	James Harrison	james.harrison@ncdenr.gov
	NCDEQ – Water Resources	Garcy Ward	garcy.ward@ncdenr.gov
	NCDEQ – Water Resources	Robert Patterson	robert.patterson@ncdenr.gov
	NCDOT – Division 1	Ryan Shook	rlshook@ncdot.gov
	NCWRC	Travis Wilson	travis.wilson@ncwildlife.org
	USACE	Kyle W. Barnes	kyle.w.barnes@usace.army.mil
	USACE	Monte K. Matthews	monte.k.matthews@usace.army.mil
	USEPA	Amanetta Somerville	somerville.amanetta@epa.gov
	USFWS	Gary Jordan	gary_jordan@fws.gov
	USFWS – Great Dismal Swamp	Chris Lowie	chris_lowie@fws.gov
NCDOT Staff	NCDOT – Cultural Resources	Matt Wilkerson	mtwilkerson@ncdot.gov
	NCDOT – Division 1	Barry Hobbs	bhobbs@ncdot.gov
	NCDOT – Division 1	Paul Williams	pcwilliams2@ncdot.gov
	NCDOT – Division 1	Randy Midgett	rmidgett@ncdot.gov
	NCDOT – Division 1	Roham Lahiji	rlahiji@ncdot.gov
	NCDOT – Engineering Coordination & Safety Branch	Becky Hendricks	behendricks@ncdot.gov
	NCDOT – Environmental Coordination and Permitting	Chris Rivenbark	crivenbark@ncdot.gov
	NCDOT – Environmental Policy Unit	Colin Mellor	cmellor@ncdot.gov
	NCDOT – Environmental Policy Unit	Mike Sanderson	jmsanderson@ncdot.gov
Consultant	Kimley-Horn	Carroll Collins	carroll.collins@kimley-horn.com
	Kimley-Horn	Colin Frosch	colin.frosch@kimley-horn.com
	Kimley-Horn	Jason Hartshorn	jason.hartshorn@kimley-horn.com
	Kimley-Horn	Stephen Holland	stephen.holland@kimley-horn.com
	Kimley-Horn	Teresa Gresham	teresa.gresham@kimley-horn.com
	Kimley-Horn	Vince Riccio	vince.riccio@kimley-horn.com

Presentation

Colin Frosch began the meeting by conducting roll call of attendees and outlining the purpose of the meeting. Colin went through a brief presentation which summarized the merger packet and attachments provided to the Merger Team prior to the meeting. Topics covered, and outlined in more detail in the Merger Re-initiation Meeting packet, include:

- Project description
- Previous Merger Team coordination and completed Concurrence Points (C.P.)
- Outcome from C.P. 3 and 4A meeting held in April 2020
- Coordination with USACE since April 2020
- Next Steps

Discussion

Amanetta Somerville asked for clarification regarding what was described as “careful construction methods” in the Justification Document prepared by NCDOT, and the difference between the mitigation costs for Alternative 1 and 2, with and without buffers. Stephen Holland explained that as the project progresses to future stages with more detailed designs, the construction methods would consider additional measures that can be taken to reduce the construction footprint of the project. Colin explained that the mitigation costs estimated in Table 4 of the justification document reflect an approximately \$300,000 difference between Alternative 1 (\$1.86 million) and Alternative 2 (\$1.57 million) using the agreed to buffers to estimate impacts. This could be reduced to a difference of approximately \$100,000 between Alternative 1 (\$810,000: \$1.05 million reduction) and Alternative 2 (\$600,000: \$930,000 million reduction) if the impacts are estimated without a buffer. Attendees agreed that although it was not likely that the design would not require any buffers, the comparison was helpful information.

Kyle Barnes requested additional information regarding the difference in the material composition of the fill and construction methods for the undercut and fill procedure in Alternative 1 and 2. Randy Midgett and Stephen Holland explained that the undercut and fill procedure would be needed for both alternatives, and the difference lies in the material that would be used on either side and the earthwork methodology. Settlement of the fill over time would be possible in both Alternatives but could be minimized with evaluation of open graded or lighter fill materials. In Alternative 1, a select fill material most likely composed of sandy material from a local commercial borrow pit would be used. When excavation occurs on the south side of U.S. 158, where no open water is present, ground water may be exposed but because all sides of the excavated box cut area will remain in place with soil, it would be considered a confined area and sand can be used. In Alternative 2, the undercut on the north side of U.S. 158 would encounter open water and therefore not be considered a confined area. This scenario requires cofferdams and dewatering methodologies be used and that the fill placed in the excavated area be Class VII select material. This material was described as large rock boulders which would need to be sourced from a quarry, anticipated to be located in Wilson County. This material would increase cost based on the additional travel distance and the premium that trucking companies place on shipment of the material due to its size and weight.

Kyle asked whether additional information was available for the assertion that the earthwork and trucking costs would be lower for Alternative 1. Colin explained that the methodology used to calculate comparative cost estimates on this project was to first calculate the estimated cost of Alternative 1 (\$28 million), use this as a baseline, and then identify components of Alternatives 2 and 3 which would increase the respective costs of those alternatives.

Next Steps

NCDOT will continue to coordinate with USACE and EPA to discuss and provide the additional information necessary to make a LEDPA decision for the project. Once USACE and EPA are comfortable making that decision, the CP 3 and 4A meeting will be held. It is currently anticipated this meeting will be held in May 2021.

Action Items

- NCDOT and Kimley-Horn will coordinate with USACE and EPA to provide additional information such that a LEDPA decision can be made at the next Merger Meeting.