U-5791 - CP 4A Meeting-20261118_100353-Meeting Recording

November 18, 2026, 3:03PM

29m 45s

Stewart, Alex D 0:03
Hear us.

Headrick, Hannah S 0:03
Too many people, too many people, yeah, and the laning lady didn't go until the end of the day, but...

Stewart, Alex D 0:12
Hey, Hannah, can you hear us?

Headrick, Hannah S 0:13
Mike Stewart, can you hear us? We can't hear us, but we can't. We can hear the sound, but we can hear them. How about now? All right, now we can hear y'all. Not very well, but hopefully it'll work. I'll max it off.

Somerville, Amanetta 0:23
We can hear you online.

Headrick, Hannah S 0:35
OK, can someone speak again, please?

Stewart, Alex D 0:38
Testing, good morning.

Headrick, Hannah S 0:40
Yes, we got. Thank you.
So are they willing to hear it into the computer then? Yeah, it's not working.
Let's see what's it.
I can someone speak again.

Stewart, Alex D 0:59
Good morning, everyone. Can you guys hear us?

Headrick, Hannah S 1:00
I like that.
Nice. I had to click a few things. Good morning, everybody. We're here for the year 5791 meeting. Beijing second. OK.
But still around the introductions. We'll start off here in the room. I'm Hannah Hedrick. I'm with the Environmental Policy Unit. I'm Bob Boot with Adkins Realis. I'm the consult project manager.
Matt Martin. I'm with the Army Floor of Engineers. Hello, I am Gary Jordan with the US Fish and Wildlife Service. I'm Tom Hildebrand with Akins Realis of Roadway Design. Mason Harden Division Three Project Development Environmental.

Cusack, Matthew T 2:02
I'll kick off the callers. I'm Matt Cusack, supporting Bob on the environmental for Atkins Realis.

Headrick, Hannah S 2:10
Hey, Kathy.

Brittingham, Cathy 2:14
Good morning, it's Kathy Briddingham, Division of Coastal Management.

Headrick, Hannah S 2:19
Chris.

Chris Coursey 2:23
Here's Corsi, City of Jacksonville.

Headrick, Hannah S 2:26
Lauren.

DF **Dix, Lauren F** 2:29
Lauren Dix, Atkins Realis Planning.

HS **Headrick, Hannah S** 2:33
Uh, Katie.

HE **Harville, Katie E** 2:35
Katie Harville, NCDOT Environmental Policy.

HS **Headrick, Hannah S** 2:40
Is that?

HR **Howard, Zachary R** 2:43
Zach Howard, NTDOT, Project Manager for U5791.

HS **Headrick, Hannah S** 2:49
John.

JJ **Jamison, John** 2:53
John Jamison, NCDOT Environmental Policy.

HS **Headrick, Hannah S** 2:56
Uh, Steven?

LS **Lane, Stephen** 2:59
Steve Lang, Coastal Management.

HS **Headrick, Hannah S** 3:02
David.

LD **Leonard, David** 3:04
David Leonard, NCDOT Division 3.

HS **Headrick, Hannah S** 3:08
Paul.

MJ **Mohler, Paul J** 3:11
Paul Moler, NCDOT Archaeology Group.

HS **Headrick, Hannah S** 3:15
Scott.

SJ **Scott Jones** 3:17
Scott Jones, US Army Corps of Engineers, Water Transportation Branch.

HS **Headrick, Hannah S** 3:22
Charles.

SR **Smith, Charles R** 3:24
Charles Smith, dot Hydraulics.

SH **Snider, Holley** 3:29
Holly Snyder, Division of Water Resources.

HS **Headrick, Hannah S** 3:33
Amanetta.

SA **Somerville, Amanetta** 3:37
Good morning, I'm Annetta Somerville with EPA Region 4.

HS **Headrick, Hannah S** 3:41
Mark.

SK **Staley, Mark K** 3:44
Mark Staley, NCDOT, Roadside Environmental Unit.

Headrick, Hannah S 3:48
Spare to me.

Stephanie Kutz 3:54
Stephanie Coates, City of Jacksonville.

Headrick, Hannah S 3:57
Steven.
Steven Adams.

Stephen Adams 4:05
Yeah, Steven Adams here, transportation planner for City of Jacksonville.

Headrick, Hannah S 4:10
Um, Alex.

Stewart, Alex D 4:12
Good morning, Alex Stewart, NCDOT Division 3 Project Development.

Headrick, Hannah S 4:16
Okay, so I think that's everyone online. If anyone joined late, feel free to introduce yourself.
from Shippo.
Okay.
That's not.
OK, Bob, are you? I'm not connecting.
My teams is not connecting.
On the internet.
Any of the Jacksonville folks representing the NPO today?

Stephanie Kutz 5:23
Yes, we're all with the MPO.

Headrick, Hannah S 5:25

All right. Thank you.
Yeah.
Lawrence, since I'm not connecting, would you be able to share your screen in the presentation in the meetings folder?

Dix, Lauren F 5:42
Yes, let me just give me one second.

Headrick, Hannah S 5:47
Sorry.
Um, are you connecting to Teams? Okay, I haven't tried to connect to Teams.
I'm on team, but I've been trying to be.

Cusack, Matthew T 6:15
Were you able to get on the guest Wi-Fi at dot there, Bob?

Headrick, Hannah S 6:19
Yeah.
Maybe Microsoft has decided to, uh, crash again, yeah, go Barker's tech week.
You have it on.

Howard, Zachary R 6:39
If needed to, Bob, you can send me the PowerPoint presentation and I can share it through Teams.

Dix, Lauren F 6:45
Here, I've got it.

Headrick, Hannah S 6:45
Yeah, or. No, we're not allowed to use something. They've disabled USB works. I understand. Can't connect to Google Drive, can't use Dropbox. Yeah.

Dix, Lauren F 6:48
One second.

Headrick, Hannah S 7:04

We locked down, yep.

Here we go.

Alright, well I apologize for some technical issues.

So, Lauren, I apologize if you can just flip through. I kind of give you a...

Notice. So thank you everybody for attending. Today's meeting is for CP4A, avoids and minimization. I'll walk through, we've already walked through the introductions. I'll go through purpose. I'll briefly kind of highlight some of the points from the previous concurrence points.

and then go through what we put together for today for avoidance and minimization.

Next slide.

Again, today's purpose is to review the avoidance and minimization measures that we've taken to date.

So just a little bit of an overview and history. Everybody knows where the project is. It's in Oslo County, Jacksonville Parkway Extension.

So this project is extending from Western Boulevard up to US 17 and it also includes the extension of Henderson Drive.

The current cost that's in the STIP from June 26th is 181.3 million. We have completed a cost estimate for the selected alternative, which is 142 million.

So just a brief summary of the purpose and need and study area. The concurrence.1 was completed in 2021. A lot of congestion along the existing roads. It's projected to worsen and there's a lot of or lack of mobility choices in the area.

So the purpose is to improve the transportation network within the study area by alleviating existing and future congestion along the existing roads and improving mobility.

So in April of 19, 2023, we carried forward at CP2, 3 alternatives. We had a lot of iterations around some development for the 2B and 2C, so that's why we have alternative 1B revised.

to be revised and to see revised. To ease the public approach or public facing of the alternatives, we changed the names to alternative one, two, and three for the state EA and state funds.

But the...

These for three that we carry forward in April. CP2A also.

Next slide, please.
So 2A was the bridging decisions and alignment review. The table shows that for alternative 3, which is 2C revised, we had at the time one
one major structure at Wolf Swamp.
So about public involvement since the beginning, you know, since 2018, we had a newsletter, a virtual public meeting in August of 2021, updated and updated the website in 23.
Um...
And then we published the state EA State Environmental Assessment in September of 2025, had a public comment period.
And then we had a combined public hearing in October of 2025. This was an informal meet and greet at the very beginning, and then we had a formal presentation.
Most of the concerns were impacts to residents, the environment, the purpose of the project and access to the properties.
So then at concurrence.3, which is the least environmentally damaging practical alternative, in February 25, 26,
We selected alternative 3 as our selected alternative.
This is the typical section we had at the time for it. So for Jacksonville, we had 23 foot median. And then for Henderson Drive, we also had the 23 foot median. So as you'll see in our points minimization, we do that.
Um...
So since the state EA, we've had the public hearing summary. We also coordinated with the city of Jacksonville Fire Station in May of 26. We updated the website in July, basically addressing the selected alternative for the public.
We distributed A newsletter, and then in September of 26th, we published the state finding of the significant impacts. And then we just recently updated the project website to all state on the state policy.
So today, the focus of the meeting will be on the avoidance and minimization measures. You have, yeah, that's, I have those printed out, Jordan, if you want to see. So everything I'm showing or printed out is in the packet.
But I'll focus on the next. The next slide is the.
The avoidance and minimization measures that we've taken, and I'll start at, I'll go through them numerically. So number one was reducing the typical section for Henderson Drive. We have reduced the typical to 17 1/2 feet. We've also reduced the lane widths, we're going to use curb and gutter, and then that will reduce the

impacts to wetland WA. And it also avoid property impacts for the businesses right at the corner of Western and
Henderson Drive, including the courtyard at Marriott, which we had, we were showing as a displacement in the state EA.
In this area along Henderson, we will also use the two to one rock plated slopes to reduce, to again reduce more impacts to the wetlands in that area.
Moving to #2.
The Verizon store, the corner of the building was impacted by the right away line, so...
We're going to avoid that impact or that displacement, and we're also going to provide them right in, right out behind that row of commercial buildings.
Number 3 will also provide access to the Jacksonville Parkway Fire Station Number 4 during the CDA, the fire station.
is really going to be impacted because of lack of access to the parkway and their response times. So we provided that access so they will be able to both utilize that driveway entrance. We will have a median break.
And will provide it will only be for emergency vehicles only.
A couple of the ball bouts, this ball bout in particular, we shifted S.
to minimize the impact to the wetland and the stream crossing in that area. We have identified an update or not an update, but we had identified this as another major crossing along the alignment that we previously didn't.
the bridging CP meeting.
Number 5 and six, we consolidated the ball bouts. We previously had a left, a northbound left turn in this location, and that we had a set of ball bouts further north in the green hatched area.
So we consolidated the valve outs and removed the valve out that was in the wetlands to the north.
An overall minimization measure that we took for Jacksonville Parkway as a whole was trying to reduce the median to 17 and a half. But because of the roadway design manual and the spacing of the bulb outs and the intersections, we were only able to reduce them.
median to 17 and a half in one location, and that's just south of, if you can go to the next slide.
just south of Drummer Kellum, where the alignment, the turn lanes.
from Drummer Kellum, right after the turn lanes come back into the main alignment,

we can reduce 17 and a half and then go through the whole stretch until the ball bout, the set of ball bouts on the first slide. So if you could scroll back to the previous one,
So the section from that ball ballot.
East to the intersection of Governor Kellum. Is the reduced? It's after the it's 17 1/2, it has to come flare back out to 23. I'm not sure where the exact location is, but I think there's the distance from that ball mountain.
started to reduce. So the wetlands in that area.
Um, we were able to reduce the median in that area. Great.
The one that you, next slide.
So in the state EA, we had displacements. There were two residents on the north side of Drummer Kellum and one on the south. We made a commitment in the state Fonzie to avoid those, and that will be easily done in terms of
designing the roadway and the drainage in that section to avoid those displacements. Two on the north and one on the south. We also will avoid the impacts to the private cemetery, which is to the south of the Jacksonville extension along Governor Kellum.
Um...
Because the alignment goes through that area of Osage Lane, we had bifurcated or landlocked a few of the residential properties on the north side of the alignment. So we're going to provide a driveway
so that they have access.
to their properties.
And then at Wolf Swamp, we raised.
the structure approximately 8 feet, and that will provide access for the farmer to access his property to the south for grazing of his cattle, as well as farming his property on the south. So we've raised it, but we've also separated it.
into two structures and we've offset the two structures. And we've actually shifted it about 20 feet to the south.
We went through a lot of different iterations on the crossing, by raising it, including walls, and finally came down to shifting it and...
offsetting the two structures. So it's a two span structure offset right now. And that's where we minimize the impacts for the wetland and for the stream. Because the way that stream be entered, that's why we had to offset the bridge.
the two bridges because of there's a strong meander and that's why we shifted and

altered and I'm shifting to the wedge stream in practice.
And then one of the bigger things on the northern end was we shifted the entire alignment N. Previously, we were displacing 3 residents and two large sheds in the area along Key Lane. So we shifted the entire alignment just north of those and we'll avoid all those impacts.
And that also avoided wetland impacts that shift. Yeah, the, you can see it in the, I forget what it is. Yeah, I think you were clipping that before and you guys did delineate a little more over there. Yes, there. Yeah.
Cool, that's great.
I know I went through those high level, but any questions?
Was 11 was the, if my memory is right, was the only one where, and that's your bridge. That was the only one that we did have some additional wetland impact to accommodate the farmer path. Yes, from the from the original.
Uh, EA, we did increase a little bit, OK, but we tried to get them back down to comparables.
The next, I don't have...
If you can go to the next slide.
So this is our new typicals. We vary on Jacksonville Parkway extension 17 and a half to 23. We did reduce the entire Henderson Drive extension median to 17.
The next slide is just an overall comparison between the state ADA and the bonds again and now with CP.
Yeah, something three scoring after CP3. So, total, if you go to the next slide.
The total wetlands from the state EA have reduced, that all the cumulative impacts have been reduced from the state EA.
Open waters, we had no impacts. So the stream impacts reduced, the jaws have reduced, and the wetlands have reduced, especially the...
The high WCWAM, sure.
I think the next slide is just a, yeah, just the highlights of the minimization, avoidance and minimizations that we've taken.
So then our next steps after today, we're going to, we're supposed to get final surveys in early December, and then we'll start on final design with our design recommendation plan set next spring-ish. Spring of summer, yep.
And then we'll have CP4B in the fall.
I see. Okay. I saw that. I saw a pop up on my phone. So, SHPO is unable to join us today, but the one confirms that they do not have any objections. We have their

confirms.
Thank you for letting us know, Kate.
And to answer, did we answer John's question? Yeah, I forgot John covered. That's the city of Jacksonville, that's Stephanie and that group.
And then CP4C in the spring of 28.
beginning right away acquisition in 28 and then construction in 31. Okay.
So, anybody got any comments or?
Questions about anything we've done for avoidance or minimization?
Yeah, I appreciate the early coordination on this one. Absolutely. You know, going back, you know, just give me an opportunity to comment on it before the meeting was helpful. Back to where it landed. Anybody else? We thought that would be helpful. Anybody online have any questions or comments or?
On the bonus minimization.

CT **Cusack, Matthew T** 25:50
This is Matt Cusack. I just wanted to say, you know, as Bob did a good job of listing through all the concurrence points, is that we have been feeding environmental information to the design teams throughout the process. And so even in selecting the alternatives, we're doing what we could to manage the environmental impacts.

SH **Snider, Holley** 25:51
No.

CT **Cusack, Matthew T** 26:10
So that's definitely something that's been a part of the whole process.

HS **Headrick, Hannah S** 26:16
Appreciate it. Great to hear. Hannah, I mean.
I thought I saw somebody else come off my somebody else gonna come.

BC **Brittingham, Cathy** 26:23
Oh, it was me, Kathy Brittingham. I just wanted to say I appreciate you including the NC WAM impacts in your comparison table.

Headrick, Hannah S 26:33
Yes, ma'am.

Brittingham, Cathy 26:33
And overall, I think you've done a really great job.

Snider, Holley 26:40
This is Holly with DWR. I concur with Kathy. Also understanding the increase in impacts associated with that farmers need to access this property. So thank you.

Headrick, Hannah S 26:50
Excellent, thank you. So...
But do I guess I'm assuming at this point we have concurrence from all the signatories then? You have concurrence from all the.
Yeah, I'll construct.

Somerville, Amanetta 27:06
Do you have concurrence from EPA?

Headrick, Hannah S 27:09
Thank you.

Brittingham, Cathy 27:11
Yes, from DCM.

Headrick, Hannah S 27:15
DWR. Oh, I think you OK.

Snider, Holley 27:17
Yes.

Headrick, Hannah S 27:25
Travis Wilson. I talked to him this morning. Yeah, he sent me an e-mail saying Travis concurred. He couldn't make it, but he concurred, and we've got concurrence from

CHPO, so I think we're good. Yeah, yeah, that was only 30 minutes of our two hours. Yeah. Got a lot of day left. Yeah. I get some more permits today. Well, we thank everybody for joining. We have concurrence on CP4A and we'll be moving forward to CP4B. What did you say? Spring? Yeah. Yeah.
And this, oh, oh, sorry, I'm accelerating. I appreciate everybody joining, and thank you for your help, and y'all have a good rest of your day.

CT **Cusack, Matthew T** 28:09
Thank you. Good job, Bob.

BC **Brittingham, Cathy** 28:10
Um...

SH **Snider, Holley** 28:10
It will.

LS **Lane, Stephen** 28:10
Thank you.

SD **Stewart, Alex D** 28:11
Thank you.

HS **Headrick, Hannah S** 28:12
Thank you. I assume you're sending out DocuSign. Oh, hey. Yes, we will. Yeah. What I'll do is I'll put a summary together and include it. Yeah. I know some of the federal agencies, including mine, have had intermittent issues with DocuSign.

SK **Stephanie Kutz** 28:13
Thank you, everyone.

HS **Headrick, Hannah S** 28:31
Okay. It's hit or miss. I mean, most of the time it works, but you might want to send out an e-mail saying you're going to send the DocuSign. That way, if we don't get it, I'll know. Yeah, we've had that because I've had that happen to me where somebody sent something to me and I never got notification that was in my inbox. And then

now I've had that happen. So what we'll do is we'll send out the minutes.
And then in that e-mail was saying, here in the minutes, DocuSign and before coming in and we follow it up, if that works. Yeah, there's been a couple where I literally had to print the thing out, physically sign up, scan it, and send it back to the.
Oh, really? Yeah.
Yeah.
I really have to hunt for him, 'cause they natural. I mean, I tell everybody that's what the next steps are gonna be, but...
They hopefully should be used to that. They should be.

Headrick, Hannah S stopped transcription