



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

JOSH STEIN
GOVERNOR

DANIEL H. JOHNSON
SECRETARY

March 19, 2026

MEMORANDUM TO: Becca Gallas, P.E.
Division 5 Engineer

FROM: Alan Shapiro, P.E.
NCTA Chief Engineer

SUBJECT: Triangle Expressway Southeast Extension (Complete 540) from NC 55 Bypass in Apex to US 64/264 (I-87) in Knightdale, Wake and Johnston Counties; Federal Aid No. STP-0540(19), STP-0540(20), and STP-0540(21); WBS Nos. 37673.1.TA1, 35516.1.TA1, and 35517.1.TA1; STIP Project Nos. R-2721, R-2828, and R-2829

DocuSigned by:
Alan Shapiro
B149124683BD45D...

Attached are the modified US Army Corps of Engineers (USACE) Phased Section 404 Individual Permit, NC Division of Water Resources (NCDWR) Section 401 Individual Water Quality Certification, Neuse Riparian Buffer Authorization, and Non-404 Jurisdictional Wetlands and Waters Permit for the construction of the Triangle Expressway Southeast Extension (Complete 540) from NC 55 Bypass in Apex to US 64/264 (I-87) in Knightdale, Wake and Johnston Counties. STIP Nos. R-2721, R-2828, and R-2829. ***The changes are based on the December 3, 2025 email request for modification of the permit to authorize change of impacts at Site 23 on the R-2829A section of the project.*** Subject to any requisite permit modifications, all environmental permits have been received for the construction of the final design sections of this project.

A copy of this permit package is posted on the NCDOT website at:
[https://xfer.services.ncdot.gov/pdea/EnvironmentalPermits/I-540%20\(R-2721%20R-2828%20R-2829\)/R-2829A%20Wake%20Johnston/](https://xfer.services.ncdot.gov/pdea/EnvironmentalPermits/I-540%20(R-2721%20R-2828%20R-2829)/R-2829A%20Wake%20Johnston/)

- cc: w/o attachment (see website for attachments)
- Mr. Ron Davenport, P.E. Contracts Management
- Mr. Clarence Coleman, P.E., FHWA
- Mrs. Heather Montague, Division 5
- Mr. Mark Craig, P.E., Division 5
- Mr. Boyd Tharrington, P.E., Deputy Chief Engineer
- Mr. Bill Martin, P.E., Programming and TIP
- Mr. Timothy Ritacco, Utilities Unit
- Mr. Matt Lauffer, P.E., Hydraulics Unit
- Mr. David Snoke, P.E., Structures Management Unit
- Mr. Mark Staley, Roadside Environmental
- Mr. John Jamison, Environmental Policy Unit
- Ms. Beth Harmon, NCDMS
- Ms. Deanna Riffey, Natural Environment Unit-Environmental Coordination & Permitting

Mailing Address:
NC DEPARTMENT OF TRANSPORTATION
TURNPIKE AUTHORITY
1599 MAIL SERVICE CENTER
RALEIGH, NC 27699-1599

Telephone: (919) 707-2700
Fax: (919) 715-5511
Customer Service: 1-877-368-4968

Website: www.ncdot.gov

Location:
2501 AERIAL CENTER PARKWAY
SUITE 200
MORRISVILLE, NC 27560

404/401

Permits

From: [Alsmeyer, Eric C CIV USARMY CESAW \(USA\)](#)
To: [Duprey \(Sage Group\), Nicole J](#)
Cc: [Riffey, Deanna](#); [Abi Sheffey](#); [Ridings, Rob](#)
Subject: [External] Minor mod approval RE: R-2829A C500 (Permit site 23): Complete 540; DA# SAW-2009-02240.
Date: Friday, December 5, 2025 8:20:02 AM
Attachments: [image002.png](#)
[image003.png](#)
[image007.png](#)
[251203_R-2829A_revised_hydro_design_rcbc_C500_PS23.pdf](#)
[241212_Revised_Special_Conditions_Complete_540_Wake-Johnston.pdf](#)

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Nikki: Reference the Department of the Army permit issued to the North Carolina Turnpike Authority, (NCTA) on October 24, 2019, and subsequently modified, to authorize the discharge of fill material into waters of the United States, for construction of the Triangle Expressway Southeast Extension (Complete 540) from NC 55 Bypass in Apex to US 64/264 (1-87) in Knightdale, Wake and Johnston Counties. Sections included within this permit are R-2721, R-2828, and R-2829.

Also, please reference your 12/3/2025 email below, requesting modification of the permit to authorize change of impacts at Permit Site 23, for R-2829A. The modification is necessary to correct a discrepancy between the structure design and the hydraulics design, causing incorrect slope and lateral ditch angle design, leading to a design with ditch flow into a culvert wingwall. The new design changes the lower end of the lateral ditch to an angled pipe that avoids the wingwall, and adds riprap slope protection on the opposite bank.

The proposed 404 impact change is summarized below:

Site 23: 0.002 acres of Mechanized Clearing converted to Permanent Fill for culvert riprap slope protection.

Additional compensatory mitigation is not required because the original mechanized clearing wetland impact also required compensatory wetland mitigation.

The Corps has completed the evaluation of your request and has determined that it is appropriate and reasonable, and that no public notice is required for this modification. Therefore, the permit is modified as requested and as shown on the enclosed R-2829A Mod Hydro Drawing, received 12/3/2025.

The special conditions for the permit are also enclosed, and have not changed from the revised Special Conditions provided with the December 13, 2024 modification. The revised permit expiration date remains December 31, 2029.

Please reply or call if you have any questions or if I may serve you in any other way.

The Wilmington District is committed to providing the highest level of support to the public. To help us ensure we continue to do so, please complete the Customer Satisfaction Survey located at <https://regulatory.ops.usace.army.mil/customer-service-survey/>.

Eric

Eric Alsmeyer

Project Manager

Work Cell: 919.817.1570

Regulatory - WRDA / Transportation Branch

US Army Corps of Engineers, Wilmington District

3331 Heritage Trade Drive, Suite 105, Wake Forest, NC 27587

Regulatory

Homepage: <http://www.saw.usace.army.mil/Missions/RegulatoryPermitProgram.aspx>

You can now submit jurisdictional determinations through the Regulatory Request System (RRS) at the following link: <https://rrs.usace.army.mil/rrs>



For help with submitting an application through the online Regulatory Request System (RRS), please visit: <https://rrs.usace.army.mil/rrs/support>

From: Ridings, Rob <rob.ridings@deq.nc.gov>

Sent: Thursday, December 4, 2025 11:39 AM

To: Duprey (Sage Group), Nicole J <ext-njduprey@ncdot.gov>; Alsmeyer, Eric C CIV USARMY CESAW (USA) <Eric.C.Alsmeier@usace.army.mil>

Cc: Riffey, Deanna <driffey@ncdot.gov>; Abi Sheffey <asheffey@SAGEECOLOGICAL.COM>

Subject: [Non-DoD Source] RE: [External] RE: R-2829A C500 (Permit site 23)

Nikki & Eric: Here's the in-field 401 mod.

Let me know if anything else needed!

Rob Ridings

Environmental Specialist
401/Buffer Transportation Permitting (DOT Divisions 4-5)
Division of Water Resources, NC Department of Environmental Quality
rob.ridings@deq.nc.gov
919-707-8786

From: Ridings, Rob
Sent: Thursday, December 4, 2025 8:44 AM
To: Duprey (Sage Group), Nicole J <ext-njduprey@ncdot.gov>
Cc: Riffey, Deanna <driffey@ncdot.gov>; Abi Sheffey <asheffey@SAGEECOLOGICAL.COM>;
Alsmeyer, Eric C CIV USARMY CESAW (USA) <Eric.C.Alsmeier@usace.army.mil>
Subject: RE: [External] RE: R-2829A C500 (Permit site 23)

Nikki,

I'll type up an in-field mod today and get it to you and Eric right away.

The In-field will be sent to you in DocuSign to sign as the on-site representative, so keep your eyes open for that.

FYI: I think if Alexis finds this issue in numerous other culverts, we'd need to lump them together as a Regular Mod for those. But in order to make sure this site isn't held-up, I can do in-field for it.

Let me know if any concerns.

Thanks

Rob

From: Alsmeyer, Eric C CIV USARMY CESAW (USA) <Eric.C.Alsmeier@usace.army.mil>
Sent: Thursday, December 4, 2025 8:08 AM
To: Duprey (Sage Group), Nicole J <ext-njduprey@ncdot.gov>; Ridings, Rob <rob.ridings@deq.nc.gov>
Cc: Riffey, Deanna <driffey@ncdot.gov>; Abi Sheffey <asheffey@SAGEECOLOGICAL.COM>
Subject: [External] RE: R-2829A C500 (Permit site 23)

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Nikki: I understand the situation. We can handle it by email, as long as I get the 401 (in-field) mod.

Please reply or call if you have any questions or if I may serve you in any other way.

The Wilmington District is committed to providing the highest level of support to the public. To help us ensure we continue to do so, please complete the Customer Satisfaction Survey located at <https://regulatory.ops.usace.army.mil/customer-service-survey/>.

Eric
Eric Alsmeyer
Project Manager
Work Cell: 919.817.1570

Regulatory - WRDA / Transportation Branch
US Army Corps of Engineers, Wilmington District
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Homepage: <http://www.saw.usace.army.mil/Missions/RegulatoryPermitProgram.aspx>

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For help with submitting an application through the online Regulatory Request System (RRS), please visit: <https://rrs.usace.army.mil/rrs/support>

From: Duprey (Sage Group), Nicole J <ext-njduprey@ncdot.gov>
Sent: Wednesday, December 3, 2025 11:46 PM
To: Alsmeyer, Eric C CIV USARMY CESAW (USA) <Eric.C.Alsmeyer@usace.army.mil>; Ridings, Rob <rob.ridings@deq.nc.gov>
Cc: Riffey, Deanna <driffey@ncdot.gov>; Abi Sheffey <asheffey@SAGEECOLOGICAL.COM>
Subject: [Non-DoD Source] FW: R-2829A C500

Hi Eric!

I have a quick question for you related to an issue recently discovered on R2829A.

You may not be aware but STV was the firm that handled the structure design for 2829A, and RK&K was handling the hydraulic design and impact drawings (amongst other things). I'm not sure how it happened (none of us are really), but STV designed each culvert with a 3:1 fill slope in mind. As you know, we don't do that. The fill slopes are 2:1 for all crossings unless otherwise discussed. This

means that the culverts that Alexis designed (and were permitted) were not the ones being installed – because the structure plans called for a longer culvert to accommodate the 3:1 fill slope.

This was recently discovered at C500 (Permit Site 23) – see the attached sketch provided by Alexis.

The PURPLE line work is the permitted culvert inlet; the lime green is where the headwalls/wingwalls are currently installed. Note that this is all within the permit limits which is why this wasn't noticed as an issue until recently when the lateral base ditch that is coming in from the right was staked and everyone realized it was hitting the wing wall. The solution is to change up the base ditch and convert to a pipe with elbow so it can be piped and outlet into the riprap dissipator pad as originally intended. Alexis confirmed today that it's only about 11cfs that will discharge, so low volume.

The issue is the need to push out the riprap toe protection on the left behind the wing wall; this will push fill into the area identified as permanent mechanized clearing and (currently) temporary excavation for the bypass channel. It's only an increase of 0.002 ac of additional wetland fill, but Abi and I explained to the team that it is an increase and it's more than "0" so a mod is necessary.

As this was an area of mechanized clearing, the impacts have already been mitigated for, so the team wanted me to ask you if this mod request could be handled via email. It will take some work load off of Deanna, it reduces the need to go through the tracker system, and it means I can coordinate directly with Alexis to get the revisions updated and over to you.

She is also going through ALL the other culverts to ensure there are no additional issues.

Let me know your thoughts so I can advise the team how we are to proceed.

Thank you so much!

Nikki

From: Alexis Burke <aburke@rkk.com>
Sent: Wednesday, December 3, 2025 9:56 AM
To: Abi Sheffey <asheffey@SAGEECOLOGICAL.COM>; Nikki Duprey <nduprey@SAGEECOLOGICAL.COM>
Subject: R-2829A C500

Ladies,

Here is the pdf the guys were showing for those 0.002 impact changes at the installed long C500 culvert. We can chat about it in a few,

Alexis

ALEXIS S. BURKE, PE
Technical Manager



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Forum 1, Suite 700

Raleigh, NC 27615

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Revised SPECIAL CONDITIONS

Action ID SAW-2009-02240; Complete 540; TIPS R-2721, R-2828, and R-2829

Note: Special Condition 9 was modified on October 28, 2024, and Special Condition 30 was added on December 12, 2024.

1. **Work Limits:** All work authorized by this permit shall be performed in strict compliance with the attached permit plans submitted on September 12, 2018, and revised on February 8, 2019, which are a part of this permit. The Permittee shall ensure that the construction design plans for this project do not deviate from the permit plans attached to this authorization. Any modification to the attached permit plans must be approved by the U.S. Army Corps of Engineers (Corps) prior to any active construction in waters or wetlands.

2. **Unauthorized Dredge and/or Fill:** Except as authorized by this permit or any U.S. Army Corps of Engineers approved modification to this permit, no excavation, fill, or mechanized land-clearing activities shall take place at any time in the construction or maintenance of this project, within waters or wetlands, or shall any activities take place that cause the degradation of waters or wetlands. There shall be no excavation from, waste disposal into, or degradation of, jurisdictional wetlands or waters associated with this permit without appropriate modification of this permit, including appropriate compensatory mitigation. This prohibition applies to all borrow and waste activities connected with this project. In addition, except as specified in the plans attached to this permit, no excavation, fill or mechanized land-clearing activities shall take place at any time in the construction or maintenance of this project, in such a manner as to impair normal flows and circulation patterns within, into, or out of waters or wetlands or to reduce the reach of waters or wetlands.

3. **Permit Distribution:** The Permittee shall require its contractors and/or agents to comply with the terms and conditions of this permit in the construction and maintenance of this project, and shall provide each of its contractors and/or agents associated with the construction or maintenance of this project with a copy of this permit. A copy of this permit, including all conditions and drawings shall be available at the project site during construction and maintenance of this project.

4. **Preconstruction Meeting:** The Permittee shall conduct an onsite preconstruction meeting between its representatives, the contractor's representatives and the appropriate U.S. Army Corps of Engineers Project Manager prior to undertaking any work within jurisdictional waters and wetlands to ensure that there is a mutual understanding of all terms and conditions contained within the Department of the Army permit. The Permittee shall schedule the preconstruction meeting for a time frame when the Corps, and NCDWR Project Managers can attend. The Permittee shall invite the Corps, and NCDWR Project Managers a minimum of thirty (30) days in advance of the scheduled meeting in order to provide those individuals with ample opportunity to

schedule and participate in the required meeting. The thirty (30) day requirement can be waived with the concurrence of the Corps.

5. Notification of Construction Commencement and Completion: The Permittee shall notify the U.S. Army Corps of Engineers in writing prior to beginning the work authorized by this permit and again upon completion of the work authorized by this permit.

6. Reporting Address: All reports, documentation, and correspondence required by the conditions of this permit shall be submitted to the following: U.S. Army Corps of Engineers, Wilmington District Raleigh Regulatory Field Office, Attn: Eric Alsmeyer, 3331 Heritage Trade Drive, Suite 105, Wake Forest, NC 27587, or eric.c.alsmeyer@usace.army.mil. The Permittee shall reference the following permit number, SAW-2009-02240, on all submittals.

7. Permit Revocation: The Permittee, upon receipt of a notice of revocation of this permit or upon its expiration before completion of the work will, without expense to the United States and in such time and manner as the Secretary of the Army or his authorized representative may direct, restore the water or wetland to its pre-project condition.

8. Reporting Violations: Violation of these permit conditions or violation of Section 404 of the Clean Water Act or Section 10 of the Rivers and Harbors Act shall be reported to the Corps in writing and by telephone at: 919.554.4884, extension 23, within 24 hours of the Permittee's discovery of the violation.

9. Endangered Species

1) The Permittee shall implement all necessary measures to ensure the authorized activity does not kill, injure, capture, harass, or otherwise harm any federally-listed threatened or endangered species, except as authorized by the October 15, 2019 US Fish and Wildlife Service BIOLOGICAL/CONFERENCE OPINION, as modified by the September 30, 2024 ADDENDUM. While accomplishing the authorized work, if the Permittee discovers or observes an injured or dead threatened or endangered species, the U.S. Army Corps of Engineers, Wilmington District Raleigh Field Office, telephone 919.554.4884, extension 23, email to eric.c.alsmeyer@usace.army.mil will be immediately notified to initiate the required Federal coordination.

2) Atlantic Sturgeon: In order to protect the federally-listed Atlantic sturgeon, no temporary causeways or work bridges will block more than 50% of the Neuse River below its ordinary high water mark, and will be removed at the end of the project's construction.

3) DWM Biological Opinion: This Department of the Army permit does not authorize you to take an endangered species, in particular the Dwarf wedgemussel, *Alasmidonta heterodon*. In order to legally take a listed species, you must have separate authorization under the Endangered Species Act (ESA) (e.g., an ESA Section 10 permit, or a BO under ESA Section 7, with “incidental take” provisions with which you must comply). The attached October 15, 2019 US Fish and Wildlife Service BIOLOGICAL/CONFERENCE OPINION, as modified by the September 30, 2024 ADDENDUM (B/CO-A), contains mandatory terms and conditions to implement the reasonable and prudent measures that are associated with “incidental take” that is also specified in the B/CO-A. Your authorization under this permit is conditional upon your compliance with all of the mandatory terms and conditions associated with incidental take of the attached B/CO-A, which terms and conditions are incorporated by reference in this permit. Failure to comply with the terms and conditions associated with incidental take of the BO, where a take of the listed species occurs, would constitute an unauthorized take, and it would also constitute non-compliance with your permit. The U.S. Fish and Wildlife Service is the appropriate authority to determine compliance with the terms and conditions of its B/CO-A, and with the ESA.

4) NLEB Programmatic Biological Opinion: 11. The Wilmington District, Federal Highway Administration, U.S. Fish and Wildlife Service (USFWS), and the North Carolina Department of Transportation (NCDOT) have conducted programmatic Section 7(a)(2) consultation for the Northern long-eared bat (NLEB) for NCDOT projects located in Divisions 1-8. The result of this programmatic consultation is a Programmatic Biological Opinion (PBO) issued by the USFWS titled, “Programmatic Biological Opinion – Revised, NCDOT Program Effects on the Northern Long-eared Bat in Divisions 1-8”, dated December 15, 2022. This PBO contains agreed upon conservation measures which would minimize take of NLEB. As noted in the PBO, applicability of these conservation measures varies depending on the location of the project. The USFWS has documented that no reasonable and prudent measures, nor terms and conditions, are necessary or appropriate to minimize the amount or extent of incidental take of NLEB caused by the Action; therefore, the incidental take statement does not provide reasonable and prudent measures for this species. Department of the Army (DA) authorization under general permit or standard permit (Individual Permit) is conditional upon the permittee’s compliance with applicable, agreed upon conservations measures of the PBO, which is incorporated by reference in this permit. Failure to comply with the applicable conservation measures, where a take of the NLEB occurs, would constitute an unauthorized take by the permittee, and would also constitute permittee non-compliance with this permit. The USFWS is the appropriate authority to determine compliance with the terms and conditions of its PBO and the ESA. All PBOs can be found on our website at:
<https://www.saw.usace.army.mil/Missions/Regulatory-Permit-Program/Agency-Coordination/ESA/>.

5) TCB Programmatic Biological Opinion: The U.S. Fish and Wildlife Service’s (USFWS’s) Programmatic Conference Opinion (PCO) titled "NCDOT Program Effects on the Tricolored Bat in Divisions 1-8", dated November 20, 2023, contains

mandatory terms and conditions to implement the reasonable and prudent measures that are associated with “incidental take” that are specified in the PCO. Your authorization under this Corps permit is conditional upon your compliance with all the mandatory terms and conditions associated with incidental take of the PCO, which terms and conditions are incorporated by reference in this permit. Failure to comply with the terms and conditions associated with incidental take of the PCO, where a take of the listed species occurs, would constitute an unauthorized take, and it would also constitute non-compliance with your Corps permit. The USFWS is the appropriate authority to determine compliance with the terms and conditions of its PCO, and with the ESA.

10. Maintain Flows and Circulation Patterns of Waters: Except as specified in the plans attached to this permit, no excavation, fill or mechanized land-clearing activities shall take place at any time in the construction or maintenance of this project, in such a manner as to impair normal flows and circulation patterns within waters or wetlands or to reduce the reach of waters and/or wetlands.

11. Sediment and Erosion Control:

1) During the clearing phase of the project, heavy equipment shall not be operated in surface waters or stream channels. Temporary stream crossings will be used to access the opposite sides of stream channels. All temporary diversion channels and stream crossings will be constructed of non-erodible materials. Grubbing of riparian vegetation will not occur until immediately before construction begins on a given segment of stream channel.

2) No fill or excavation impacts for the purposes of sedimentation and erosion control shall occur within jurisdictional waters, including wetlands, unless the impacts are included on the plan drawings and specifically authorized by this permit. This includes, but is not limited to, sediment control fences and other barriers intended to catch sediment losses.

3) The Permittee shall remove all sediment and erosion control measures placed in waters and/or wetlands, and shall restore natural grades on those areas, prior to project completion.

4) The Permittee shall use appropriate sediment and erosion control practices which equal or exceed those outlined in the most recent version of the “North Carolina Sediment and Erosion Control Planning and Design Manual” to ensure compliance with the appropriate turbidity water quality standard. Erosion and sediment control practices shall be in full compliance with all specifications governing the proper design, installation and operation and maintenance of such Best Management Practices in order to ensure compliance with the appropriate turbidity water quality standards. This shall include, but is not limited to, the immediate installation of silt fencing or similar appropriate devices around all areas subject to soil disturbance or the movement of earthen fill, and the immediate stabilization of all disturbed areas. Additionally, the

project shall remain in full compliance with all aspects of the Sedimentation Pollution Control Act of 1973 (North Carolina General Statutes Chapter 113A Article 4). Adequate sedimentation and erosion control measures shall be implemented prior to any ground disturbing activities to minimize impacts to downstream aquatic resources. These measures shall be inspected and maintained regularly, especially following rainfall events. All fill material shall be adequately stabilized at the earliest practicable date to prevent sediment from entering into adjacent waters or wetlands.

12. Clean Fill: The Permittee shall use only clean fill material for this project. The fill material shall be free of items such as trash, construction debris, metal and plastic products, and concrete block with exposed metal reinforcement bars. Soils used for fill shall not be contaminated with any toxic substance in concentrations governed by Section 307 of the Clean Water Act. Unless otherwise authorized by this permit, all fill material placed in waters or wetlands shall be generated from an upland source.

13. Water Contamination: All mechanized equipment shall be regularly inspected and maintained to prevent contamination of waters and wetlands from fuels, lubricants, hydraulic fluids, or other toxic materials. In the event of a spill of petroleum products or any other hazardous waste, the Permittee shall immediately report it to the N.C. Division of Water Quality at (919) 733-3300 or (800) 858-0368 and provisions of the North Carolina Oil Pollution and Hazardous Substances Control Act shall be followed.

ANADROMOUS FISH / AQUATIC LIFE

14. Aquatic Life Movement: No activity may substantially disrupt the necessary life cycle movements of those species of aquatic life indigenous to the waterbody, including those species that normally migrate through the area. All discharges of dredged or fill material within waters of the United States shall be designed and constructed to maintain low flows to sustain the movement of aquatic species.

15. Prohibitions on Concrete: The Permittee shall take measures necessary to prevent live or fresh concrete, including bags of uncured concrete, from coming into contact with any water in or entering into waters of the United States. Water inside coffer dams or casings that has been in contact with concrete shall only be returned to waters of the United States when it no longer poses a threat to aquatic organisms (concrete is set and cured).

COMPENSATORY MITIGATION

16. In order to compensate for impacts associated with this permit, mitigation shall be provided in accordance with the provisions outlined on the most recent version of the attached Compensatory Mitigation Responsibility Transfer Form. The requirements of this form, including any special conditions listed on this form, are hereby incorporated as special conditions of this permit.

CULTURAL RESOURCES

17. Historic Properties (MOA): The Permittee shall fully implement the Memorandum of Agreement between the Permittee, the North Carolina State Historic Preservation Officer and the U.S. Army Corps of Engineers, Wilmington District, dated last signed 3/11/2018, which is incorporated herein by reference.

CULVERTS

18. Unless otherwise requested in the application and depicted on the approved permit plans, culverts greater than 48 inches in diameter shall be buried at least one foot below the bed of the stream. Culverts 48 inches in diameter and less shall be buried or placed on the stream bed as practicable and appropriate to maintain aquatic passage, and every effort shall be made to maintain existing channel slope. The bottom of the culvert shall be placed at a depth below the natural stream bottom to provide for passage during drought or low flow conditions. Culverts shall be designed and constructed in a manner that minimizes destabilization and head cutting.

19. Measures shall be included in the culvert construction/installation that will promote the safe passage of fish and other aquatic organisms. The dimension, pattern, and profile of the stream above and below a culvert or pipe shall not be modified by widening the stream channel or by reducing the depth of the stream in connection with the construction activity. The width, height, and gradient of a proposed opening shall be such as to pass the average historical low flow and spring flow without adversely altering flow velocity. Spring flow should be determined from gauge data, if available. In the absence of such data, bankfull flow can be used as a comparable level.

20. The Permittee shall implement all reasonable and practicable measures to ensure that equipment, structures, fill pads, work, and operations associated with this project do not adversely affect upstream and/or downstream reaches. Adverse effects include, but are not limited to, channel instability, flooding, and/or stream bank erosion. The Permittee shall routinely monitor for these effects, cease all work when detected, take initial corrective measures to correct actively eroding areas, and notify this office immediately. Permanent corrective measures may require additional authorization by the U.S. Army Corps of Engineers.

21. Culverts placed within wetlands must be installed in a manner that does not restrict the flows and circulation patterns of waters of the United States. Culverts placed across wetland fills purely for the purposes of equalizing surface water shall not be buried, but the culverts must be of adequate size and/or number to ensure unrestricted transmission of water.

PONDS

22. Sediment Sluicing: The release of sediments from ponds (sluicing) is not authorized by this permit. The Permittee shall take all measures necessary to control any bottom

sediments that may be sluiced during the drainage of pond(s) on the project site.

UTILITY LINES

23. Temporary Impacts Restoration Measures: Within thirty (30) days of the date of completing the authorized work, the Permittee shall remove all temporary fills in waters of the United States and restore the affected areas to pre-construction contours and elevations. The affected areas shall be re-vegetated with native, non-invasive vegetation as necessary to minimize erosion and ensure site stability. In wetland areas where pipeline installation via trenching is authorized, wetland topsoil shall be segregated from the underlying subsoil, and the top 6 to 12 inches of the trench shall be backfilled with topsoil from the trench.

24. Cleared wetland areas shall be re-vegetated with a wetland seed mix or a mix of native woody species. Fescue grass or any invasive species such as *Lespedeza* spp., shall not be used within the wetland areas.

25. Prior to construction within any jurisdictional areas, the Permittee shall correctly install silt fencing (with or without safety fencing) parallel with the utility line corridor, on both sides of the jurisdictional crossing. This barrier is to serve both as an erosion control measure and a visual identifier of the limits of construction within any jurisdictional area. The Permittee shall maintain the fencing, at minimum, until the wetlands have re-vegetated and stabilized.

26. Hydraulic Fracturing (Fracking): When directional boring or horizontal directional drilling (HDD) under waters of the United States, including wetlands, the Permittee shall closely monitor the project for hydraulic fracturing or “fracking” and material from the drilling operation leaching to the surface and into jurisdictional areas. Any discharge from fracking or leaching into waters of the United States, including wetlands, shall be reported to U.S. Army Corps of Engineers, Wilmington District Raleigh Field Office, telephone 919.554.4884, extension 23, email to eric.c.alsmeyer@usace.army.mil within 48 hours. Restoration and/or mitigation may be required as a result of any unintended discharges.

NCDOT STANDARD PERMIT CONDITIONS

27. Phased Permit and Mitigation: This permit only authorizes work on Sections A and B of TIP R-2721. Construction on Sections of TIP, R-2828 and R-2829 shall not commence until all the following occur:

(a) final design has been completed for those sections and submitted to the U.S. Army Corps of Engineers (Corps); (b) the Permittee has minimized impacts to waters and wetlands to the maximum extent practicable and the Corps concurs with this assessment through standard Merger 4B and 4C meetings; (c) any modification to the plans have been approved by the Corps in writing; and (d) a final compensatory mitigation plan for the relevant TIP project has been submitted by the Permittee and approved by the Corps.

28. Temporary Fills: Within thirty (30) days of the date of completing the authorized work, the Permittee shall remove all temporary fills in waters of the United States and restore the affected areas to pre-construction contours and elevations. The affected areas shall be re-vegetated with native, non-invasive vegetation as necessary to minimize erosion and ensure site stability.

29. Borrow and Waste: To ensure that all borrow and waste activities occur on high ground and do not result in the degradation of adjacent waters and wetlands, except as authorized by this permit, the Permittee shall require its contractors and/or agents to identify all areas to be used as borrow and/or waste sites associated with this project. The Permittee shall provide the U.S. Army Corps of Engineers with appropriate maps indicating the locations of proposed borrow and/or waste sites as soon as such information is available. The Permittee shall submit to the Corps site-specific information needed to ensure that borrow and/or waste sites comply with all applicable Federal requirements, to include compliance with the Endangered Species Act and the National Historic Preservation Act, such as surveys or correspondence with agencies (e.g., the USFWS, the NC-HPO, etc.). The required information shall also include the location of all aquatic features, if any, out to a distance of 400 feet beyond the nearest boundary of the site. The Permittee shall not approve any borrow and/or waste sites before receiving written confirmation from the Corps that the proposed site meets all Federal requirements, whether or not waters of the U.S., including wetlands, are located in the proposed borrow and/or waste site. All delineations of aquatic sites on borrow and/or waste sites shall be verified by the U.S. Army Corps of Engineers and shown on the approved reclamation plans. The Permittee shall ensure that all borrow and/or waste sites comply with Special Condition 2 of this permit. Additionally, the Permittee shall produce and maintain documentation of all borrow and waste sites associated with this project. This documentation will include data regarding soils, vegetation, hydrology, any delineation(s) of aquatic sites, and any jurisdictional determinations made by the Corps to clearly demonstrate compliance with Special Condition 2. All information will be available to the U.S. Army Corps of Engineers upon request. The Permittee shall require its contractors to complete and execute reclamation plans for each borrow and/or waste site and provide written documentation that the reclamation plans have been implemented and all work is completed. This documentation will be provided to the U.S. Army Corps of Engineers within 30 days of the completion of the reclamation work.

30. Boater Safety Plan: The permittee shall implement the *NEUSE RIVER & NEUSE RIVER GREENWAY TRAIL USER SAFETY PLAN*, attached, submitted 9/16/2024, which would mitigate the impacts to personal watercraft use of this portion of the Neuse River by providing safety signage, buoys, ring buoys, and designated portage routes during construction of bridge spans over the Neuse.



NEUSE RIVER & NEUSE RIVER GREENWAY TRAIL USER SAFETY PLAN

NC 540 (R-2829B)

Triangle Expressway Southeast Extension

from south of SR 2542 (Rock Quarry
Road) to I-87/US 64/US 264

**SUBMITTED
7/22/2025**

Submitted by

FLATIRON



In partnership with



*NC 540 Triangle Expressway Southeast Extension (R-2829B)
from south of SR 2542 (Rock Quarry Road) to I-87 / US 64 / US 264*

Neuse River and Neuse River Greenway Trail Safety Plan

The R-2829B project includes construction activities at, across and above the Neuse River and the existing Neuse River Greenway Trail. This plan provides details of the safety measures to be incorporated into the construction operations to ensure that users of both the Neuse River and the Neuse River Greenway Trail are informed of ongoing construction hazards and are protected from construction activities while passing through the construction area.

General Safety Procedures and Precautions:

Throughout the duration of construction, the Flatiron-Fred Smith JV will have the following measures in place for both the Neuse River and the Neuse River Greenway Trail:

- Flatiron-Fred Smith JV will comply with all Contract and RFP requirements while implementing this safety plan.
- As required per Division One of the NCDOT Standard Specifications Section 108-3, modified by the RFP, Flatiron-Fred Smith JV will provide a Site Specific Safety Plan (SSSP) prior to starting any work. The SSSP with spill control and response plan will be provided to all on-site staff and shall include details on spill prevention and cleanup, marine operations, and emergency/crisis management.
- This plan shall be reviewed annually, at a minimum, by Flatiron-Fred Smith JV and NCDOT to determine if any adjustments need to be made to improve the functionality of the plan or address any changes on-site.
- Regular safety inspections of all equipment will be performed monthly to ensure everything is in proper condition and working order.
- Flatiron-Fred Smith JV will have monitors and/or flaggers to direct river and greenway users away from active or hazardous construction areas and activities.
- Unless work is being performed outside of the allowable public use of the greenway (dawn to dusk), if an overhead operation is ongoing without a greenway trail detour or river user diversion in place, Flatiron-Fred Smith JV will have monitors / flaggers on each side of the construction zone to stop construction work while users pass beneath an overhead operation.

The greenway and river traffic will be shifted to the proposed detour / portage routes when any unprotected overhead work is ongoing in an area. When the new bridge girders are in place, the stay in place decking is installed, and the overhangs with plywood protection are installed, this will prevent materials from falling onto the active portions of the greenway trail or Neuse River.

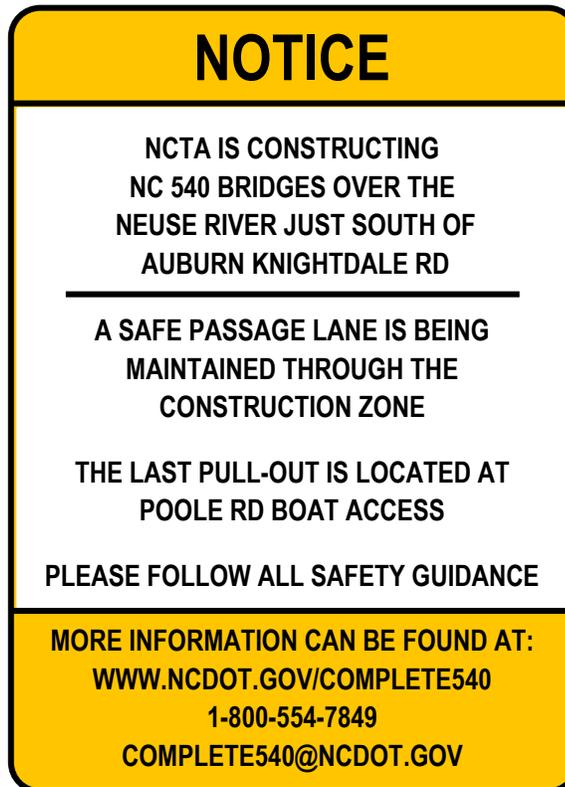
- In the event of a storm being forecast in the area that could result in localized flooding or overtopping the temporary access causeway, Flatiron-Fred Smith JV will remove all materials and equipment in advance of the storm.

Neuse River Specific Safety Precautions:

Paddlers or other users of the Neuse River waterway will be protected from construction operations as follows:

- Advanced warning Signage will be installed and maintained by Flatiron-Fred Smith JV at the following canoe / kayak access points upstream and downstream of the project location:
 - Lower Milburnie Dam (1101 Old Milburnie Rd, Raleigh, NC 27604)
 - Anderson Point Boat Access (20 Anderson Point Drive, Raleigh, NC 27610)
 - Poole Road Boat Access (6501 Poole Rd, Raleigh, NC 27610)
 - Mial Plantation Road Access (near 6008 Mial Plantation Rd, Raleigh, NC 27610)
 - Hwy 42 Boat Launch (2075 NC Highway 42 E, Clayton, NC)
 - Town of Smithfield Boat Ramp (200 N Front St, Smithfield, NC 27577)

The signs will be similar to the image below:



- Ring Buoys will be staged on each side of the river shoreline both immediately upstream and downstream of the construction zone for emergency rescue operations. Each ring

buoy will be equipped with a minimum of 100 feet of rescue line and a throw bag, mounted on a 4x4 timber post.

- Buoys and signage will be installed in the river to direct river users through the safe portion of the waterway (see sketch NEUSE-01).
- The buoys and signage will provide a safe perimeter around the proposed construction access causeway on the northern bank of the river to warn against unauthorized access to the causeway and work area by river users.
- Signage will direct river users if the river passage is open or closed. The passage will be open when it is safe to pass under the proposed bridge construction and there are no overhead activities ongoing. The passage will be closed and require canoe portage when active overhead operations such as bridge girder erection, stay in place form placement or overhang protection installation and removal. A portage route will be cleared and signed to allow for safe portage around the active construction. The portage route will be chosen to minimize the height of the bank to traverse during normal water elevations. In addition, during these closed times, Flatiron-Fred Smith JV will have monitors and flaggers further directing river users of the proper portage route.
- The Flatiron-Fred Smith JV will communicate to NCDOT / NCTA Communications and Marketing Department (CAMD) at least forty-five (45) days in advance of any construction activities that impact use of the Neuse River.

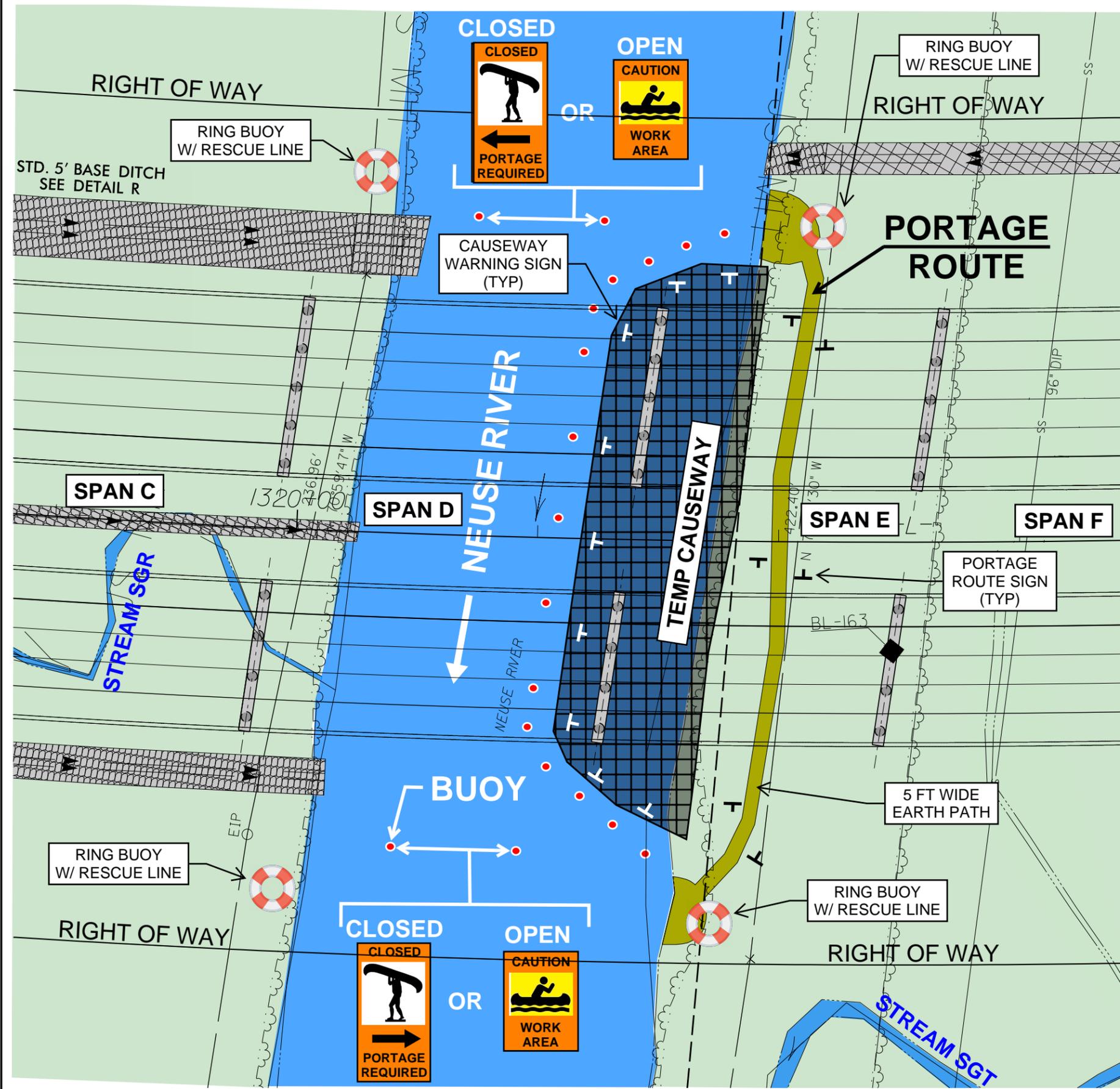
Neuse River Greenway Trail Specific Safety Precautions:

Users of the Neuse River Greenway Trail will be protected from construction operations as follows:

- The Flatiron-Fred Smith JV shall inform NCDOT Division 5 and NCTA at least forty-five (45) days in advance of any construction activities that impact use of the Neuse River Greenway Trail.
- A temporary trail detour route will be constructed and used to divert trail traffic away from active overhead construction activities (see sketches NEUSE-02 through NEUSE-04).
- Prior to beginning construction, orange safety fence will be placed on both sides of the existing greenway trail to keep greenway users on the trail and away from adjacent construction activities and equipment. The limits of the orange safety fence are shown on Figure NEUSE-02 and shall be turned 90 degrees and tied to the nearest tree to “funnel” users between the runs of safety fence. Orange safety fence to be maintained and/or reinstalled at the end of each shift where trail is being used for construction access.
- During the first phase of the bridge construction, trail traffic can be maintained on the existing trail while Bridge Spans C through I are completed. The temporary greenway trail alignment and a portion of the permanent greenway alignment revisions will be constructed during this phase of bridge construction. Paved trail surface to be maintained throughout this phase.

- Once Span C of the bridge is completed, the orange safety fencing will be added to the temporary and permanent trail alignment and greenway trail traffic will be switched to the temporary detour route under completed Span C. Once greenway trail traffic is switched under Span C, construction can commence on Spans A and B as well as the remainder of the permanent greenway alignment revisions.
- Bridge overhang protection removal over the Neuse River Greenway Trail will be done when the trail is closed at night between dusk and dawn.
- With the greenway traffic relocated, the construction of Bridge Spans A and B can be completed and the greenway trail traffic will be shifted to the revised permanent greenway alignment. Orange safety fence is to be placed and maintained along the revised permanent greenway trail for the remainder of the construction contract as well as any portion of the existing trail that remains in use through the construction area.
- The Flatiron-Fred Smith JV shall coordinate installation and removal of greenway protective measures with NCDOT Division 5 and NCTA when crossing the trail. No obstructions that impede the use of the trail shall be left in place after crossing the trail.

Details of the proposed user routing for both the Neuse River and the Neuse River Greenway Trail are provided on the following Figures NEUSE-01 through NEUSE-04.



- PADDLE ACCESS:**
1. PRIOR TO CONSTRUCTION OF BRIDGE SPAN D, PADDLER TRAFFIC WILL BE ROUTED THROUGH THE SOUTHERN SIDE OF THE RIVER USING FLOATING BUOYS AND CAUTION SIGNAGE AS SHOWN BELOW.
 2. DURING LIFTING OF SPAN D BEAMS OR OTHER OVERHEAD OPERATIONS FOR SPAN D, THE RIVER WILL BE CLOSED TO PADDLERS USING THE "PORTAGE REQUIRED" SIGNAGE. NO CONSTRUCTION ACTIVITY IN SPAN E IS ALLOWED WHEN THE PORTAGE ROUTE IS IN USE.
 3. PLACE RING BUOYS FOR EMERGENCY USE AT EACH PORTAGE LANDING AND ON OPPOSITE SIDE OF RIVER..

CAUTION SIGNAGE:



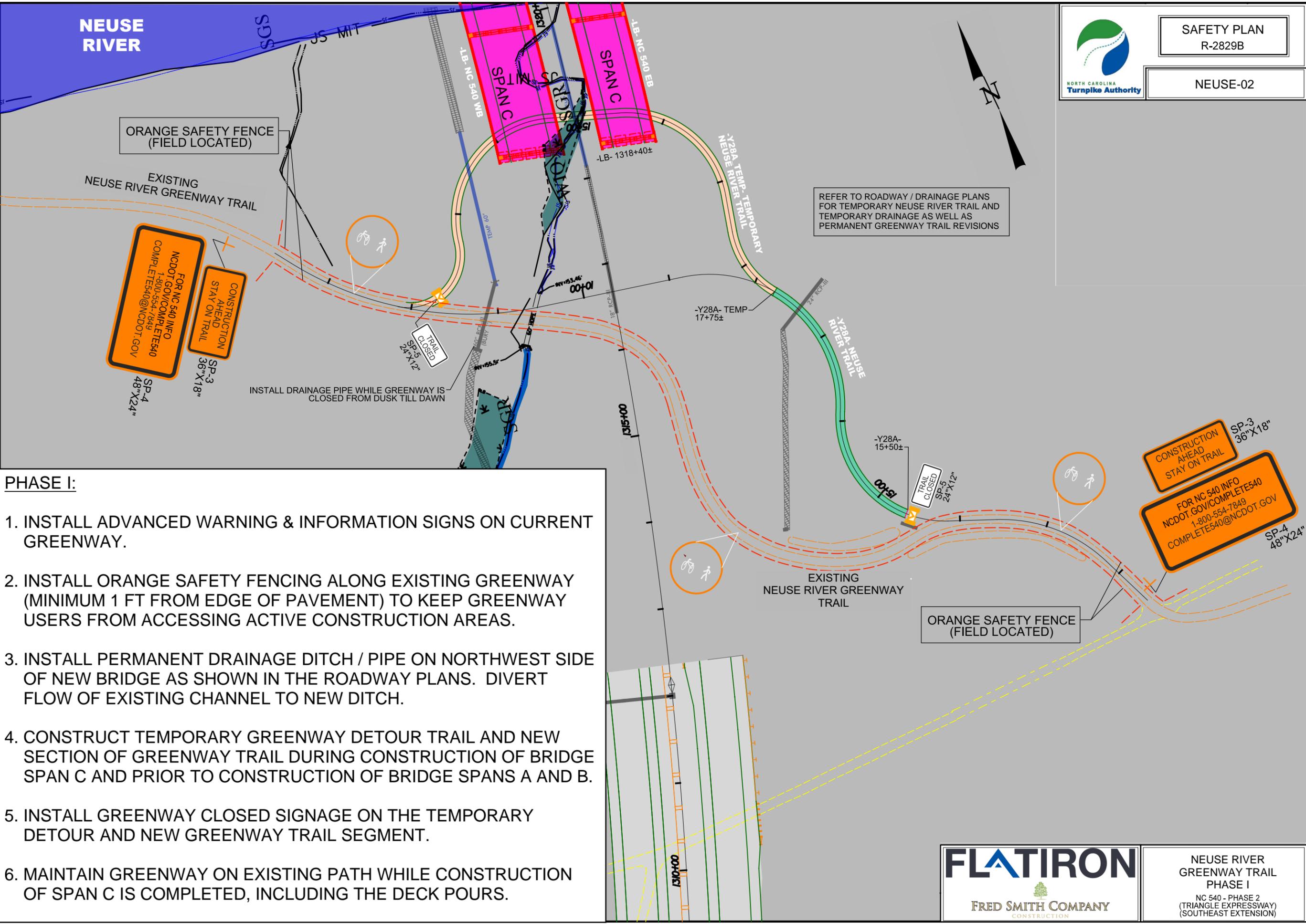
CAUSEWAY WARNING SIGN



PORTAGE ROUTE SIGN



7/2/2025
c:\bms\ice-eng-pw-01\dms59256\NR-2829B TMP 07 AREA 04 PHASE 01.dgn
ReedGentry



REFER TO ROADWAY / DRAINAGE PLANS FOR TEMPORARY NEUSE RIVER TRAIL AND TEMPORARY DRAINAGE AS WELL AS PERMANENT GREENWAY TRAIL REVISIONS

FOR NC 540 INFO
NCDOT.GOV/COMPLETE540
1-800-554-7849
COMPLETE540@NCDOT.GOV

CONSTRUCTION
AHEAD
STAY ON TRAIL
SP-3
36"X18"

SP-4
48"X24"

INSTALL DRAINAGE PIPE WHILE GREENWAY IS CLOSED FROM DUSK TILL DAWN

CONSTRUCTION
AHEAD
STAY ON TRAIL
SP-3
36"X18"

FOR NC 540 INFO
NCDOT.GOV/COMPLETE540
1-800-554-7849
COMPLETE540@NCDOT.GOV

SP-4
48"X24"

PHASE I:

1. INSTALL ADVANCED WARNING & INFORMATION SIGNS ON CURRENT GREENWAY.
2. INSTALL ORANGE SAFETY FENCING ALONG EXISTING GREENWAY (MINIMUM 1 FT FROM EDGE OF PAVEMENT) TO KEEP GREENWAY USERS FROM ACCESSING ACTIVE CONSTRUCTION AREAS.
3. INSTALL PERMANENT DRAINAGE DITCH / PIPE ON NORTHWEST SIDE OF NEW BRIDGE AS SHOWN IN THE ROADWAY PLANS. DIVERT FLOW OF EXISTING CHANNEL TO NEW DITCH.
4. CONSTRUCT TEMPORARY GREENWAY DETOUR TRAIL AND NEW SECTION OF GREENWAY TRAIL DURING CONSTRUCTION OF BRIDGE SPAN C AND PRIOR TO CONSTRUCTION OF BRIDGE SPANS A AND B.
5. INSTALL GREENWAY CLOSED SIGNAGE ON THE TEMPORARY DETOUR AND NEW GREENWAY TRAIL SEGMENT.
6. MAINTAIN GREENWAY ON EXISTING PATH WHILE CONSTRUCTION OF SPAN C IS COMPLETED, INCLUDING THE DECK POURS.

REVISIONS

NO.	DATE	DESCRIPTION	REVISOR	CHECKED BY
1	6-16-25	Y28 & Y28A NEUSE RIVER GREENWAY TRAIL ALIGNMENTS REVISED	CEO	GMK
2	7-21-25	Y28A & Y28A TEMP NEUSE RIVER GREENWAY TRAIL ALIGNMENTS REVISED	KRG	GMK



NEUSE RIVER
GREENWAY TRAIL
PHASE I
NC 540 - PHASE 2
(TRIANGLE EXPRESSWAY)
(SOUTHEAST EXTENSION)

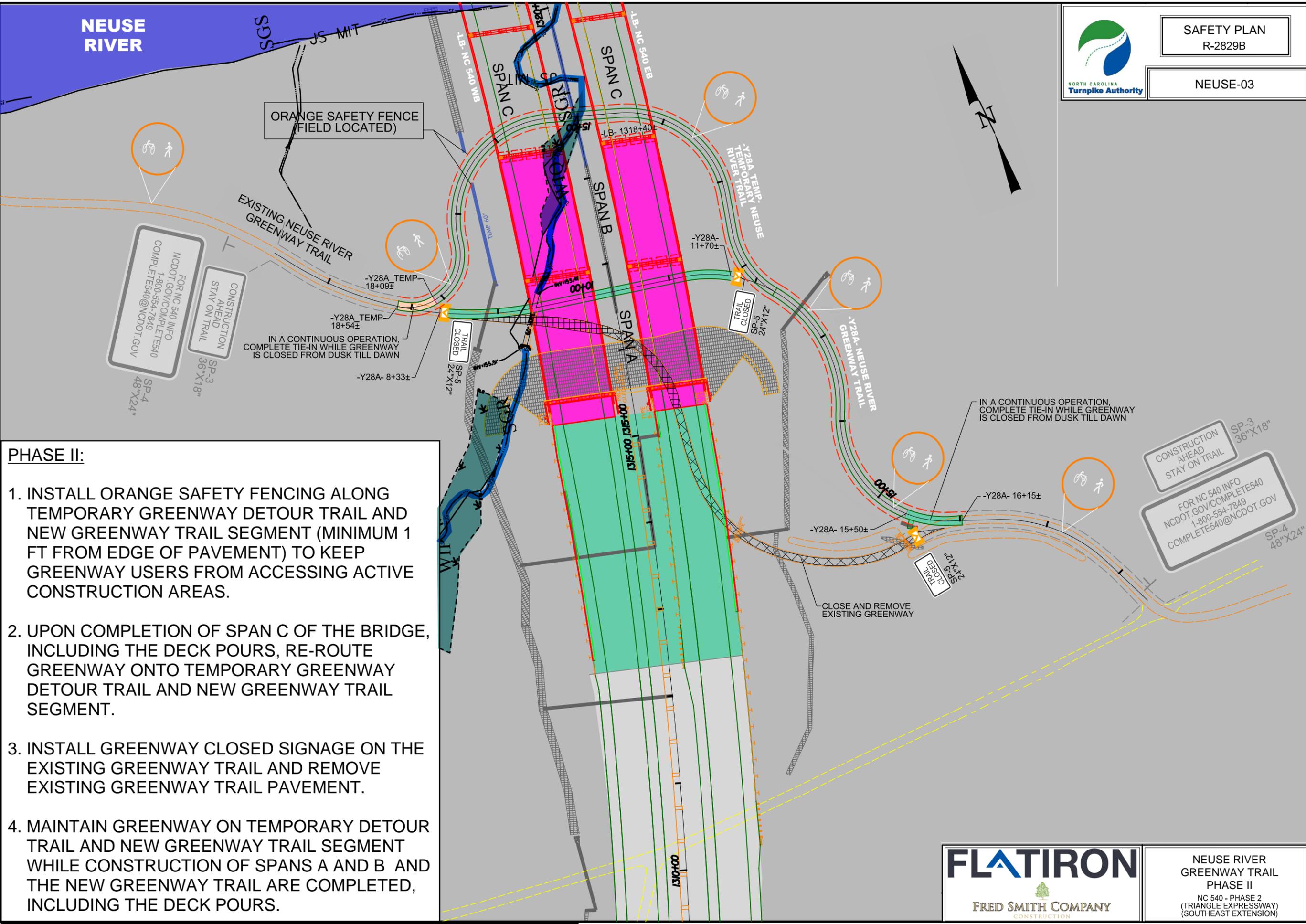


SAFETY PLAN
R-2829B

NEUSE-03



7/2/2025 c:\bms\ice-eng-pw-01\dms59256\1R-2829B TMP 07A AREA 04 PHASE 02.dgn Read:Gentry



PHASE II:

1. INSTALL ORANGE SAFETY FENCING ALONG TEMPORARY GREENWAY DETOUR TRAIL AND NEW GREENWAY TRAIL SEGMENT (MINIMUM 1 FT FROM EDGE OF PAVEMENT) TO KEEP GREENWAY USERS FROM ACCESSING ACTIVE CONSTRUCTION AREAS.
2. UPON COMPLETION OF SPAN C OF THE BRIDGE, INCLUDING THE DECK POURS, RE-ROUTE GREENWAY ONTO TEMPORARY GREENWAY DETOUR TRAIL AND NEW GREENWAY TRAIL SEGMENT.
3. INSTALL GREENWAY CLOSED SIGNAGE ON THE EXISTING GREENWAY TRAIL AND REMOVE EXISTING GREENWAY TRAIL PAVEMENT.
4. MAINTAIN GREENWAY ON TEMPORARY DETOUR TRAIL AND NEW GREENWAY TRAIL SEGMENT WHILE CONSTRUCTION OF SPANS A AND B AND THE NEW GREENWAY TRAIL ARE COMPLETED, INCLUDING THE DECK POURS.

REVISIONS		NO.	DATE	DESCRIPTION	REVISOR	CHECKED BY
Δ	6-16-25	1	Y28 & Y28A NEUSE RIVER GREENWAY TRAIL ALIGNMENTS REVISED	GMK	CEO	GMK
Δ	7-21-25	2	Y28A & Y28A TEMP NEUSE RIVER GREENWAY TRAIL ALIGNMENTS REVISED	GMK	KRG	GMK

CONSTRUCTION AHEAD STAY ON TRAIL SP-3 36"X18"

FOR NC 540 INFO
NCDOT.GOV/COMPLETE540
1-800-554-7849
COMPLETE540@NCDOT.GOV

SP-4 48"X24"



NEUSE RIVER GREENWAY TRAIL PHASE II
NC 540 - PHASE 2 (TRIANGLE EXPRESSWAY) (SOUTHEAST EXTENSION)

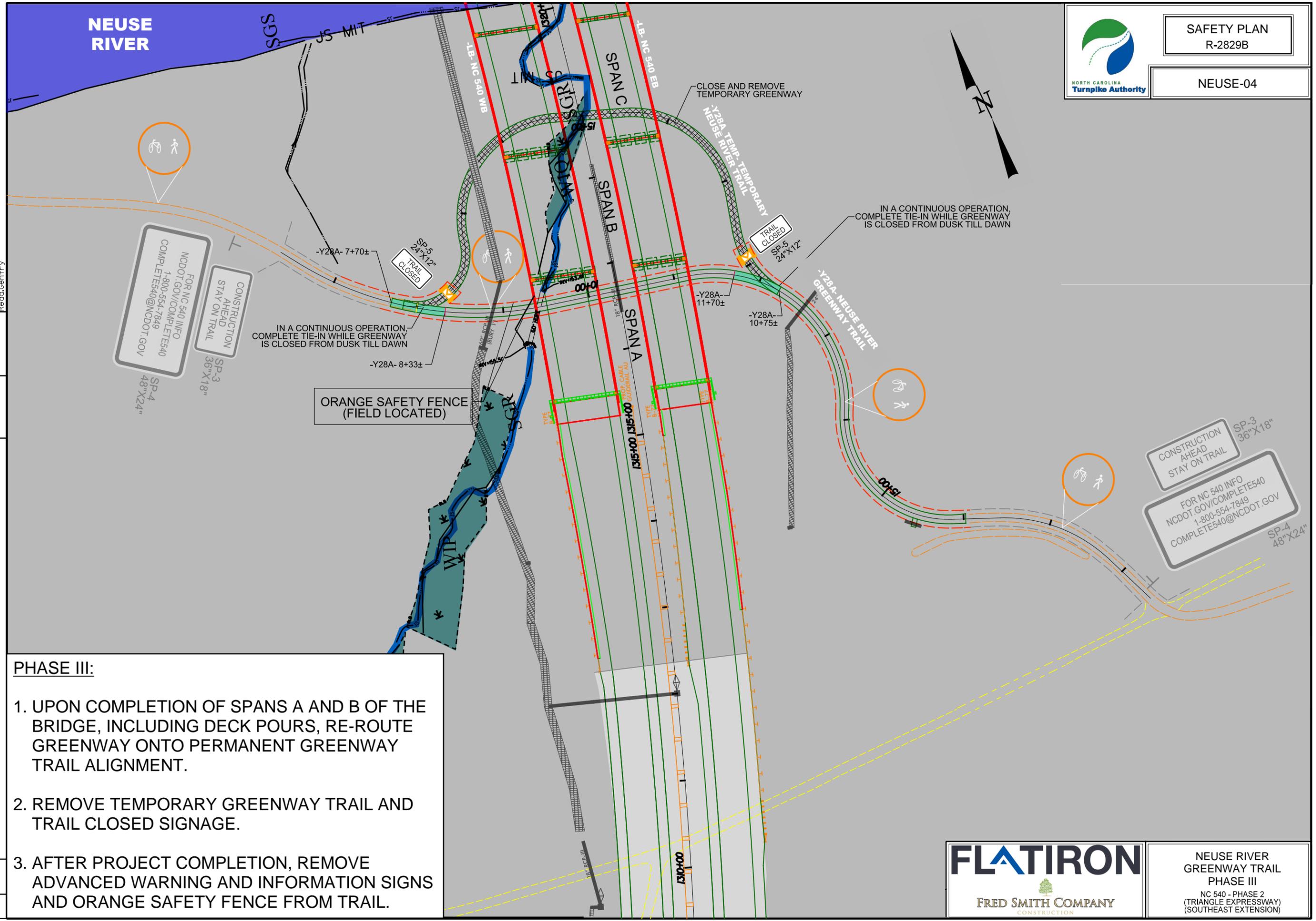


SAFETY PLAN
R-2829B

NEUSE-04



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REVISIONS		NO.	DATE	DESCRIPTION	REVISOR	CHECKED BY
▲	6-16-25	Y28 & Y28A NEUSE RIVER GREENWAY TRAIL ALIGNMENTS REVISED	CEO	GMK		
▲	7-21-25	Y28A & Y28A TEMP NEUSE RIVER GREENWAY TRAIL ALIGNMENTS REVISED	KRG	GMK		

PHASE III:

1. UPON COMPLETION OF SPANS A AND B OF THE BRIDGE, INCLUDING DECK POURS, RE-ROUTE GREENWAY ONTO PERMANENT GREENWAY TRAIL ALIGNMENT.
2. REMOVE TEMPORARY GREENWAY TRAIL AND TRAIL CLOSED SIGNAGE.
3. AFTER PROJECT COMPLETION, REMOVE ADVANCED WARNING AND INFORMATION SIGNS AND ORANGE SAFETY FENCE FROM TRAIL.



NEUSE RIVER GREENWAY TRAIL PHASE III
NC 540 - PHASE 2 (TRIANGLE EXPRESSWAY) (SOUTHEAST EXTENSION)

Permitted Drawings



NORTH CAROLINA
Environmental Quality

JOSH STEIN
Governor

D. REID WILSON
Secretary

RICHARD E. ROGERS, JR.
Director

**North Carolina Division of Water Resources
Transportation Permitting Unit
In-Field Minor 401 Water Quality Certification Modification**

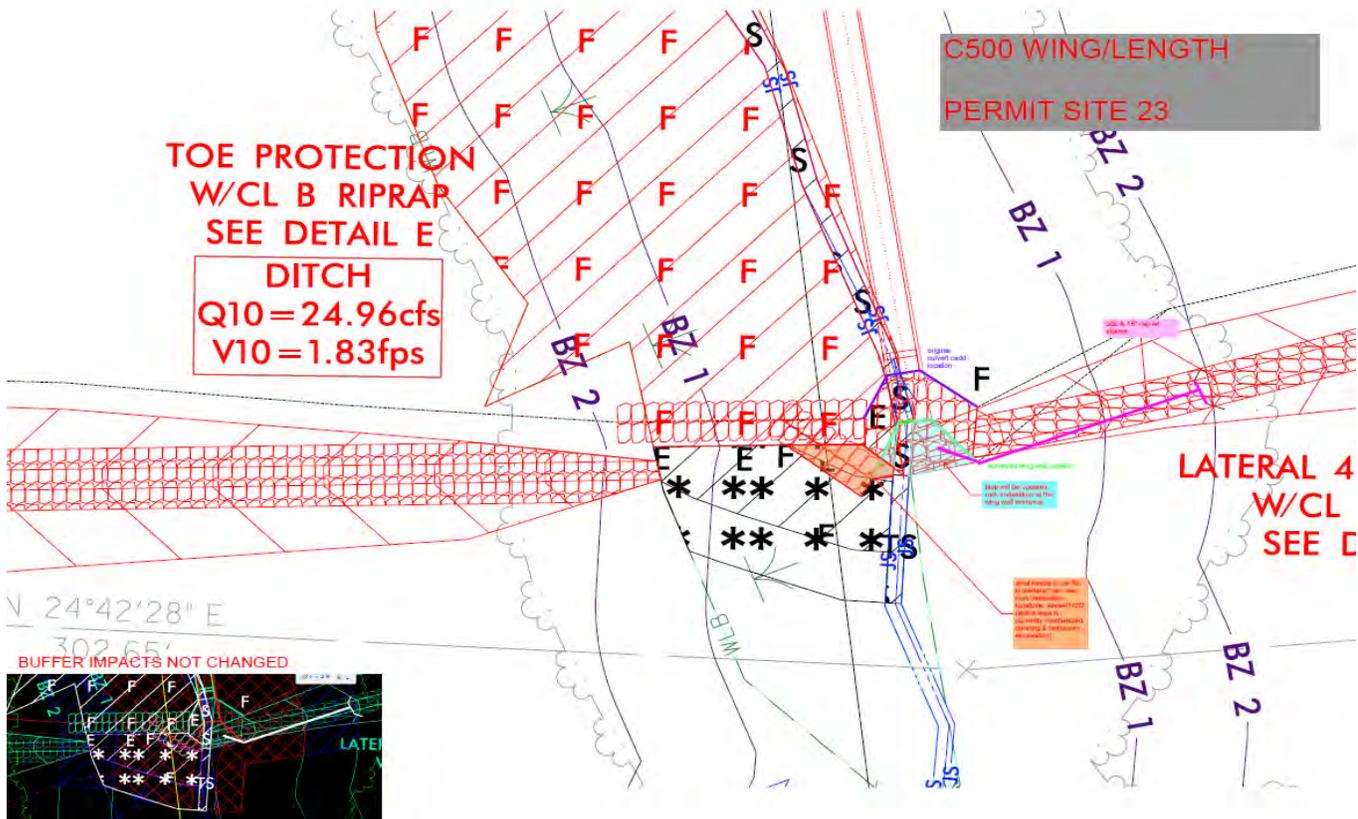
Project Name/ TIP Project No.: R-2829A; NC Hwy 540 Date: December 4, 2025

DOT Division: 5 County: Wake DWR Project No. **20181249 ver 28** Permit Type: WQC#4179
DOT Field Staff: Nicole Thomson DWR Field Staff: Rob Ridings

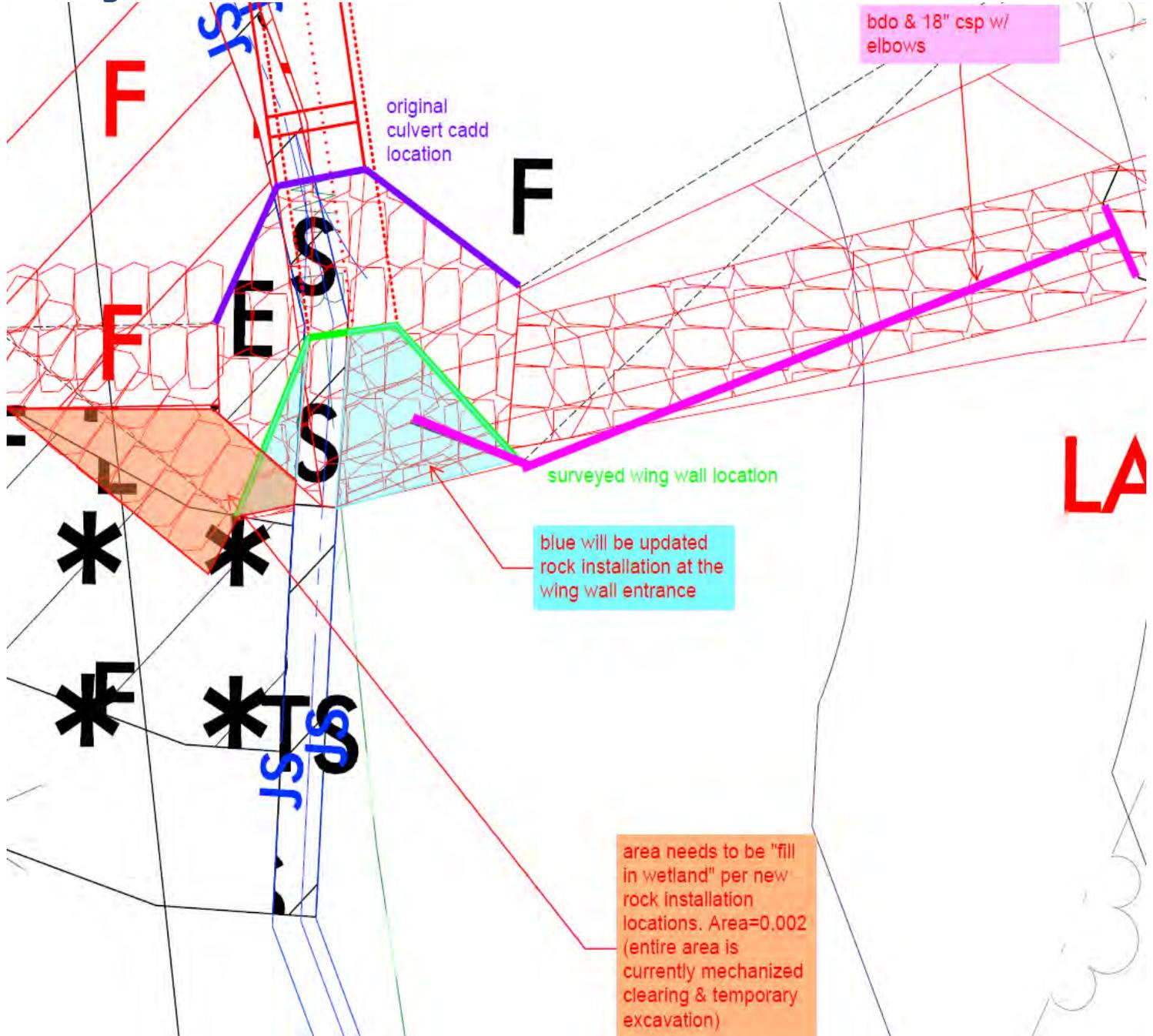
Modification Description

Site 23: Change of Impact: 0.002 acres of Mechanized Clearing converted to Permanent Fill at Site 23: culvert Inlet for riprap bank stabilization.

Modification Sketch:



(Enlarged Version):



This in-field modification is required for the following reasons:

- The information contained in the application or presented in support thereof is incorrect in the following manner:
_____ Incorrect slope and lateral ditch angle discrepancy, leading to ditch flow into culvert wingwall.



- **Conditions under which the original certification was issued have changed in the following manner:**

Part of ditch will be converted to stormwater pipe and angled away from wingwall. Outlet of pipe will need a Riprap dissipator pad. Thus 0.002 acres of wetland impact shall be converted from Mechanized Clearing to Permanent Fill. No other impacts proposed.

This in-field modification is valid only if issued by an authorized agent of the Division of Water Resources, Transportation Permitting Unit ¹.

This in-field modification authorizes the NCDOT to

Convert 0.002 ac of Wetland Impact from Mechanized Clearing to Permanent Fill. Impact is already mitigated for and no change to amount of impacts is proposed. This is for Site 23 on section R-2829A of the Complete 540 Project.

In **WAKE** County. The project shall be constructed as described in the Modification Description and Sketch of this document dated **12/04/2025** to construct the section of **NC 540** that extends from **I-87** to **I-40**. The approved design is that described in the Modification Description and Modification Sketch on Page 1 of this document dated **12/04/2025**. Any further changes to the original Water Quality Certification dated **February 15, 2019, modified most recently December 1, 2025** may require a formal written modification request.

The description of the proposed action provides adequate assurance that the proposed action in the **Neuse** River Basin in conjunction with the proposed development will not result in a violation of applicable Water Quality Standards and discharge guidelines. Therefore, the State of North Carolina certifies that this activity will not violate the applicable portions of Section 301, 302, 303, 306, 307 of PL 92-500 and PL 95-217 if conducted in accordance with the application and conditions hereinafter set forth. Should your project change, you are required to notify the DWR and submit a new application. If the property is sold, the new owner must be given a copy of this Certification and approval letter, and is thereby responsible for complying with all conditions. For this approval to remain valid, you are required to comply with all the conditions listed below. In addition, you should obtain all other federal, state, or local permits before proceeding with your project including (but not limited to) Sediment and Erosion control, Coastal Stormwater, Non-discharge and Water Supply watershed regulations. This Modification Approval shall expire on the same day as the expiration date of the corresponding Corps of Engineers Permit. .

Conditions(s) of Modification Approval:

- 1. As-built drawings of the proposed action shall be submitted to the NC DWR Transportation Permitting Unit within 30 days of completion of the action.**
- 2. All the authorized action activities and conditions of the certification associated with the original Water Quality Certification dated 02/15/2019 and all other corresponding modification still apply except where superseded by this certification.**



3. Modified Site (#23, section R-2829A) shall be constructed in manner requested by NCDOT in accordance with the request dated December 4, 2025. Any variation will require an additional modification.

Failure to construct the proposed action as described in the Modification Description and Sketch on Page 1 of this document and/or violations of any condition herein set forth may result in revocation of this modification approval and may result in criminal and/or civil penalties. This modification approval shall become null and void unless the above conditions are made conditions of the Federal 404 and/or Coastal Area Management Act Permit. If the Corps of Engineers requires a formal written modification to the 404 permit for the proposed action, the NC DWR must require a formal written modification to the 401 WQC, and therefore, this in-field modification is invalid. If additional (wetland, stream, buffer) impacts for this project (now or in the future) exceed (one acre, 150 linear feet, or one-third of an acre/150 linear feet, respectively), or if mitigation is required above and beyond the current mitigation requirement for this project, this in-field modification is invalid and a formal written modification is required.

This in-field modification is effective upon the date the last party signs this document. This in-field modification is made upon mutual agreement between DOT and DWR as indicated by the signatures below and is, therefore, not subject to appeal by either party. Appeals by third parties must be made within sixty (60) days of notification pursuant to the contested case provisions of the Administrative Procedure Act, NC Gen. Stat. §150B-23 et seq.

DWR Field Staff Signature: DocuSigned by:
Robert Ridings
80ECA32C7C38496... _____

Date: 12/4/2025

DOT Field Staff Signature: Signed by:
Mede Duprey
78C1BB6B8AB140E... _____

Date: 12/4/2025

¹ – An authorized agent of the Transportation Permitting Unit is defined as DWR staff that are DOT-funded and review and issue 401 Water Quality Certification for DOT projects. These staff include Central Office and Regional Office personnel.

