



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

February 13, 2004

MEMORANDUM TO: Mr. H. Allen Pope, P.E.
Division 3 Engineer

FROM: Philip S. Harris, III, P.E., Manager
Office of the Natural Environment
Project Development and
Environmental Analysis Branch

SUBJECT: New Hanover County, Wilmington Bypass from just east of US
421 to just west of Interstate 40; Work Order Number
8.U250902; TIP Number R-2633CA.

Attached is the Letter of Refinement issued by the DCM for the above referenced project. All environmental permits have been received for the construction of this project.

PSH/eah

Attachment

cc: Mr. Art McMillan, P.E.
Mr. Omar Sultan
Mr. Jay Bennett, P.E.
Mr. David Chang, P.E.
Mr. Randy Garris, P.E.
Mr. Greg Perfetti, P.E.
Mr. Mark Staley
Mr. Mr. John F. Sullivan, III, FHWA
Mr. Mason Herndon, Division 3 Environmental Officer

MAILING ADDRESS:
NC DEPARTMENT OF TRANSPORTATION
PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS
1598 MAIL SERVICE CENTER
RALEIGH NC 27699-1598

TELEPHONE: 919-733-3141
FAX: 919-733-9794

WEBSITE: WWW.DOT.ORG

LOCATION:
TRANSPORTATION BUILDING
1 SOUTH WILMINGTON STREET
RALEIGH NC



North Carolina Department of Environment and Natural Resources
Division of Coastal Management
Charles S. Jones, Acting Director

Michael F. Easley, Governor

William G. Ross Jr., Secretary



January 20, 2004

Gregory J. Thorpe, Ph.D., Manager
Project Development and Environmental Analysis
N.C. Department of Transportation
1548 Mail Service Center
Raleigh, NC 27699-1548

RE: Letter of Refinement for CAMA Permit No. 130-00, TIP No. R-2633C, Wilmington Bypass from just east of US 421 to just west of Interstate 40, New Hanover County.

Dear Dr. Thorpe:

This letter is in response to the N.C. Department of Transportation's (NCDOT's) letter dated 11/6/03 requesting a Letter of Refinement for CAMA Permit No. 130-00. Please note that the letter was not received by the Division of Coastal Management (DCM) until 12/3/03. The NCDOT letter requests modifications to the temporary work bridge design on the west end of the above referenced project.

The temporary work bridge design authorized by the original CAMA permit for this project consisted of two main trestles running parallel to the alignment of the permanent bridge foundations with finger piers extending between the main trestles adjacent to each footing. On 4/23/02, DCM issued a CAMA permit modification authorizing multiple changes to the project, including a modified temporary work bridge design on the east end of the project. On 2/10/03, DCM issued a Letter of Refinement authorizing a refined temporary work bridge design on the west end of the project.

Subsequently, the permittee has determined that additional changes are needed to the temporary work bridge design on the west end of the project. In the 11/6/03 letter, the permittee is requesting authorization to construct 4 additional finger piers off the existing main trestle, adjacent to and east of Bents 12, 14, 15 and 27. These finger piers will be within the footprint of those depicted on the original permit drawings, but were not included in the modified drawings that were authorized in the Letter of Refinement issued by DCM on 2/10/03. The finger piers at Bents 12, 14 and 15 are required to set the girders on the Ramp D structure at the tie to the main structure. Due to the length of this structure, the finger pier at Bent 27 is required as a platform for the drill shaft slurry tanks so adequate flow for this operation can be maintained.

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Phone: 919-733-2293 \ FAX: 919-733-1495 \ Internet: www.nccoastalmanagement.net

The proposed finger piers require 38 additional 2-ft pipe piles. However, by adding these piers the Ramp D work trestle and the previously authorized finger pier at Bent 13 have been reduced in length, removing 14 piles from these structures. Therefore, NCDOT is requesting a total of 24 additional pipe piles, which will increase temporary impacts by 75.36 square feet over what was authorized in the Letter of Refinement issued by DCM on 2/10/03. The total temporary impacts still remain lower than what was authorized by the original CAMA permit.

Please be advised that through this **Letter of Refinement**, DCM conveys its determination that this request as described in the 11/6/03 NCDOT letter is consistent with existing State rules and regulations and is in keeping with the original purpose and intent of CAMA Permit No. 130-00, with the following conditions:

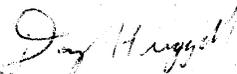
- 1) In accordance with Condition No. 4 of the CAMA permit modification that was issued by DCM on 4/23/02, an as-built workplan drawing for all of the temporary work bridges constructed for this project shall be submitted to DCM before the expiration date of this CAMA permit.

NOTE: The refined temporary work bridge design will result in less temporary wetland impacts than was anticipated in the original permit application, and the temporary work bridge modifications are entirely within the impact area that is depicted on the permit drawings that were authorized when this CAMA Permit was issued on 8/25/00. Therefore, revised permit drawings depicting the temporary work bridge modifications authorized by this Letter of Refinement are not required prior to construction.

- 2) This permit does not eliminate the need to obtain any additional state, federal or local permits, approvals or authorizations that may be required.
- 3) This Letter of Refinement must be attached to the original of CAMA Permit No. 130-00, which was issued on 8/25/00, as well as all subsequent amendments, modifications, letters of refinement and/or renewals, and all documents must be readily available on site when a Division representative inspects the project for compliance.
- 4) All conditions and stipulations of the active permit remain in force unless altered herein.

Please contact Cathy Brittingham at (919) 733-2293 x238 or Bill Arrington at (252) 808-2808 if you have any questions or concerns.

Sincerely,



Doug Huggett
Major Permits and Consistency Coordinator

Cc: Lindsey Riddick, NCDOT
Mason Herndon, NCDOT
Bill Arrington, DCM
John Hennessy, DWQ
Dave Timpy, USACE



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

November 6, 2003

Cathy Brittingham
Transportation Project Coordinator
NC Division of Coastal Management
1638 Mail Service Center
Raleigh, NC 27699-1638

RECEIVED

DEC 03 2003

**DIV. OF COASTAL MANAGEMENT
RALEIGH**

Dear Ms. Brittingham:

SUBJECT: Request for Refinement of the Existing CAMA Major Permit (Permit No. 130-00) for the Wilmington Bypass from just east of US 421 to just west of Interstate 40, New Hanover County; State Project No. 8.U250902; Federal Aid Project No. NHF-17(25); TIP No. R-2633CA.

The North Carolina Department of Transportation (NCDOT) proposes to modify its activities in jurisdictional areas in portions of R-2633CA. With this letter, a request is hereby made for a CAMA Letter of Refinement authorizing additional modifications to the temporary work trestle located on the West End of the project.

On February 10, 2003 a Letter of Refinement was issued by your agency, for the modification of the temporary work trestle from the design depicted in the original permit drawings. This modification eliminated the main trestle on the south side of the project and all finger piers except for the south trestle and finger piers at Sta. 34+00 35+00. The north main trestle authorized on Ramp D was also eliminated. One finger pier at Bent 13 extending from the main work trestle to the work trestle at Ramp D remained in the plans.

NCDOT is now requesting authorization to construct 4 additional finger piers off the existing main trestle, adjacent to and east of Bents 12, 14, 15 and 27. These finger piers are within the footprint of those depicted on the original permit drawings but were not included in the modified drawings that were authorized by CAMA on February 10, 2003. The finger piers at Bents 12, 14, and 15 are required to set the girders on the Ramp D structure at the tie to the main structure. Due to the length of this structure, the finger pier at Bent 27 is required as a platform for the drill shaft slurry tanks so adequate flow for this operation can be maintained.

The proposed finger piers require 38 additional 2-ft pipe piles, however by adding these piers, the Ramp D work trestle and the authorized finger at Bent 13 have been reduced in length, removing 14 piles from these structures. Therefore, the total additional temporary impacts in this modification request is 24 pipe piles which will increase temporary impacts by 75.36 square feet over what was authorized in the

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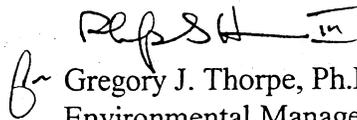
LOCATION:
TRANSPORTATION BUILDING
1 SOUTH WILMINGTON STREET
RALEIGH NC

letter dated February 10, 2003. It should be noted that total temporary impacts remain lower than originally authorized.

Per Condition 4 of CAMA Permit # 130-00, an as-built workplan drawing for all temporary work bridges constructed for this project shall be submitted to DCM before the expiration of CAMA Major Development Permit # 130-00 on December 31, 2005.

If you have any questions or need additional information please do not hesitate to call Ms. Elizabeth Lusk of my staff at 919- 715-1444 or Mr. Mason Herndon in the Third Division at (910) 251-5724.

Sincerely,



for Gregory J. Thorpe, Ph.D.
Environmental Management Director
Project Development and Environmental Analysis Branch

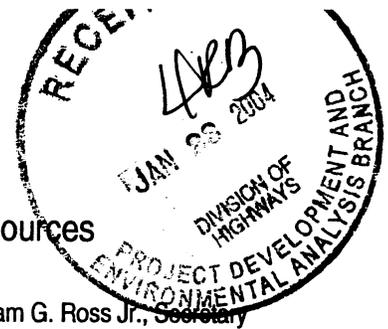
cc: Mr. David Franklin, USACE, Wilmington (Cover Letter Only)
Mr. John Dorney, NCDWQ (7 copies)
Mr. Travis Wilson, NCWRC
Ms. Kathy Matthews, USEPA
Mr. Gary Jordan, USFWS
Mr. Ron Sechler, NMFS
Mr. Michael Street, NCDMF
Ms. Cathy Brittingham, NCDCM
Mr. Bill Arrington, NCDCM
Mr. Jay Bennett, P.E., Roadway Design
Ms. Debbie Barbour, P.E., Highway Design
Mr. David Chang, P.E., Hydraulics
Mr. Greg Perfetti, P.E., Structure Design
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January 20, 2004

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Project Development and Environmental Analysis
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RE: Letter of Refinement for CAMA Permit No. 130-00, TIP No. R-2633C, Wilmington Bypass
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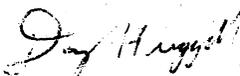
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November 6, 2003

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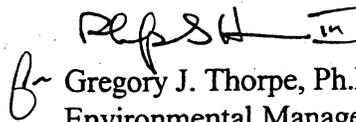
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