



Transportation

PAT McCrory  
Governor

NICHOLAS J. TENNYSON  
Secretary

March 9, 2016

U.S. Army Corps of Engineers  
Raleigh Regulatory Field Office  
6508 Falls of the Neuse Road, Suite 120  
Raleigh, NC 27609

ATTN: Mr. David Bailey  
NCDOT Coordinator

Subject: **Request for Modification to the Section 404 Individual Permit and Section 401 Water Quality Certification** for the proposed Greensboro Eastern Loop from US 70 Relocation to SR 2303 (Lawndale Drive), Guilford County, Division 7. WBS Element No. 34821.1.1, TIP Nos. U-2525B and U-2525C.

Reference: USACE Individual Permit Action ID SAW-2005-21386, dated April 15, 2014.  
USACE Individual Permit Modification Action ID SAW-2005-21386, October 31, 2014.  
USACE Individual Permit Modification Action ID SAW-2005-21386, December 4, 2014.  
USACE Individual Permit Modification Action ID SAW-2005-21386, March 12, 2015.  
USACE Individual Permit Modification Action ID SAW-2005-21386, July 24, 2015  
NCDWR Project No. 20130918, Certification No. 3978, February 6, 2014.  
NCDWR Project No. 20130918\_v2, Modification to Certification No. 3978, June 24, 2014.  
NCDWR Project No. 20130918\_v3, Modification to Certification No. 3978, October 15, 2014.  
NCDWR Project No. 20130918\_v4, Modification to Certification No. 3978, December 11, 2014.  
NCDWR Project No. 20130918\_v5, Modification to Certification No. 3978, March 18, 2015.  
NCDWR Project No. 20130918\_v6, Modification to Certification No. 3978, July 21, 2015.

Dear Sir:

The North Carolina Department of Transportation (NCDOT) is currently in the process of constructing a four/six-lane divided facility on new location extending from the US 70 relocation to SR 2303 (Lawndale Drive) in Greensboro, Guilford County, North Carolina. The project involves several crossings of streams and tributaries. Construction of the permanent crossing near Rankin Mill Road at required a temporary crossing (Permit Site 37) for which a modification was received on March 12, 2015. Likely due to several overtopping events at the temporary crossing, severe bank erosion has occurred on the downstream side of the temporary crossing. Compounding this problem, is a wetland located less than twenty feet from the eroding bank. Considering the rapid rate of bank erosion and the proximity of the adjacent wetland, NCDOT is proposing to restore the eroded bank



by placing large riprap in the eroded area to help armor the bank against future high flow events and to prevent further bank erosion.

Repair of the bank will involve the placement of Class VII material (at least 50% of rock with diameter of 1.5 to 3 ft, 40% with diameter of 2 inches to 1.5 ft and not more than 10% with less than 2 inches in diameter) placed at a 1.5 to 1.0 slope along the eroded bank. Larger rock will be placed at the bottom to better anchor the project with smaller rock used at the top and to fill in gaps. The height of the riprap from toe of slope will be approximately eleven feet and the linear width along the stream will be 55 linear feet. Heavy machinery will access the proposed area of work from the landward side of the stream through the wetland with no proposed work in the actual stream. Approved temporary matting will be utilized in all portions of the wetland that may be crossed by the heavy machinery with an emphasis on impacting as little of the wetland as possible. At the conclusion of the bank stabilization, a wetland soil and vegetative mix shall be reestablished in the impacted wetland area to return the wetland to pre-existing elevation.

NCDOT also proposes to monitor the bank stabilization for further downstream impacts of the stream bank for six months after the work is completed. Bi-monthly reports will be available with photos and description of the downstream area. NCDOT is committed to feasibly working with the environmental agencies to repair any bank erosion issues resulting from the bank stabilization.

The proposed work will result in 55 linear feet (0.01 acre) of permanent impacts for bank stabilization along North Buffalo Creek and approximately 0.05 acre of temporary impacts to the adjacent wetlands. Impacts within the buffer have already been accounted for in the original permit. The length of time expected to complete the project is three to five days. No additional mitigation is required for these activities.

Application is hereby made for a modification to the Department of the Army Section 404 Nationwide Permits and NCDENR-DWQ Section 401 Water Quality Certification (WQC). Please see the attached drawings showing the location and outlining the amount of impacts. The NCDOT will comply with all applicable IP and WQC conditions and utilize Best Management Practices during the construction and removal of the project. If you have any questions or need additional information, please contact Erin Cheely at (919) 707-6108.

Sincerely,

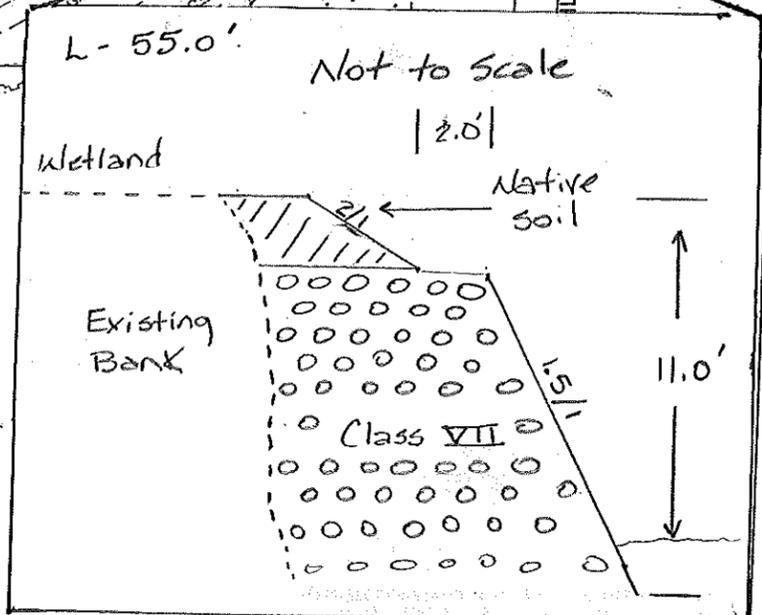
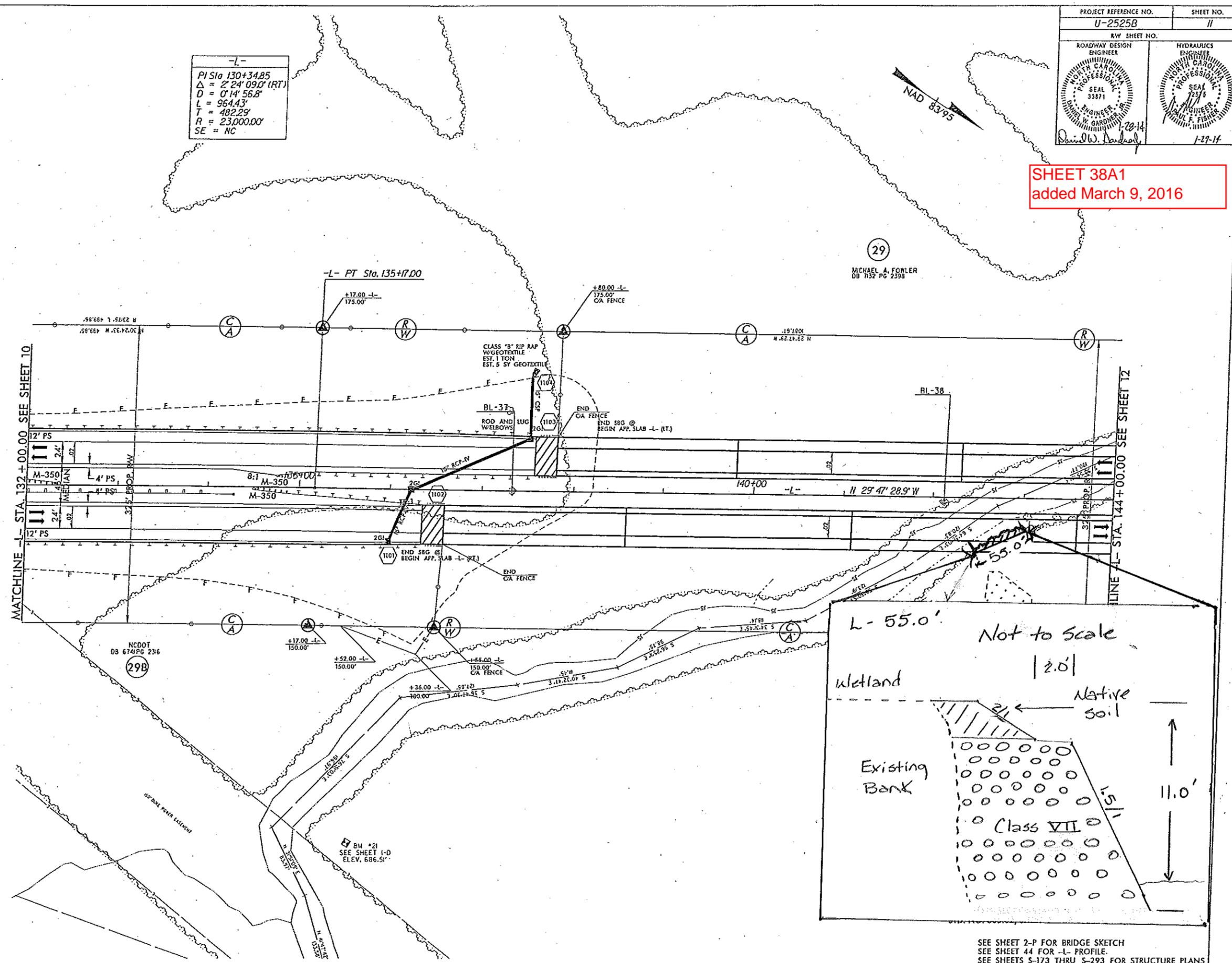
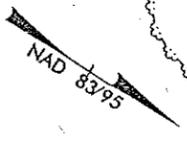


*RS* Richard W. Hancock, P.E., Manager  
Project Development and Environmental Analysis Unit

cc: NCDOT Permit Application Standard Distribution List

**SHEET 38A1**  
added March 9, 2016

-L-  
PI Sta 130+34.85  
 $\Delta = 2' 24" 09.0" (RT)$   
D = 0' 14' 56.8"  
L = 964.43'  
T = 482.29'  
R = 23,000.00'  
SE = NC

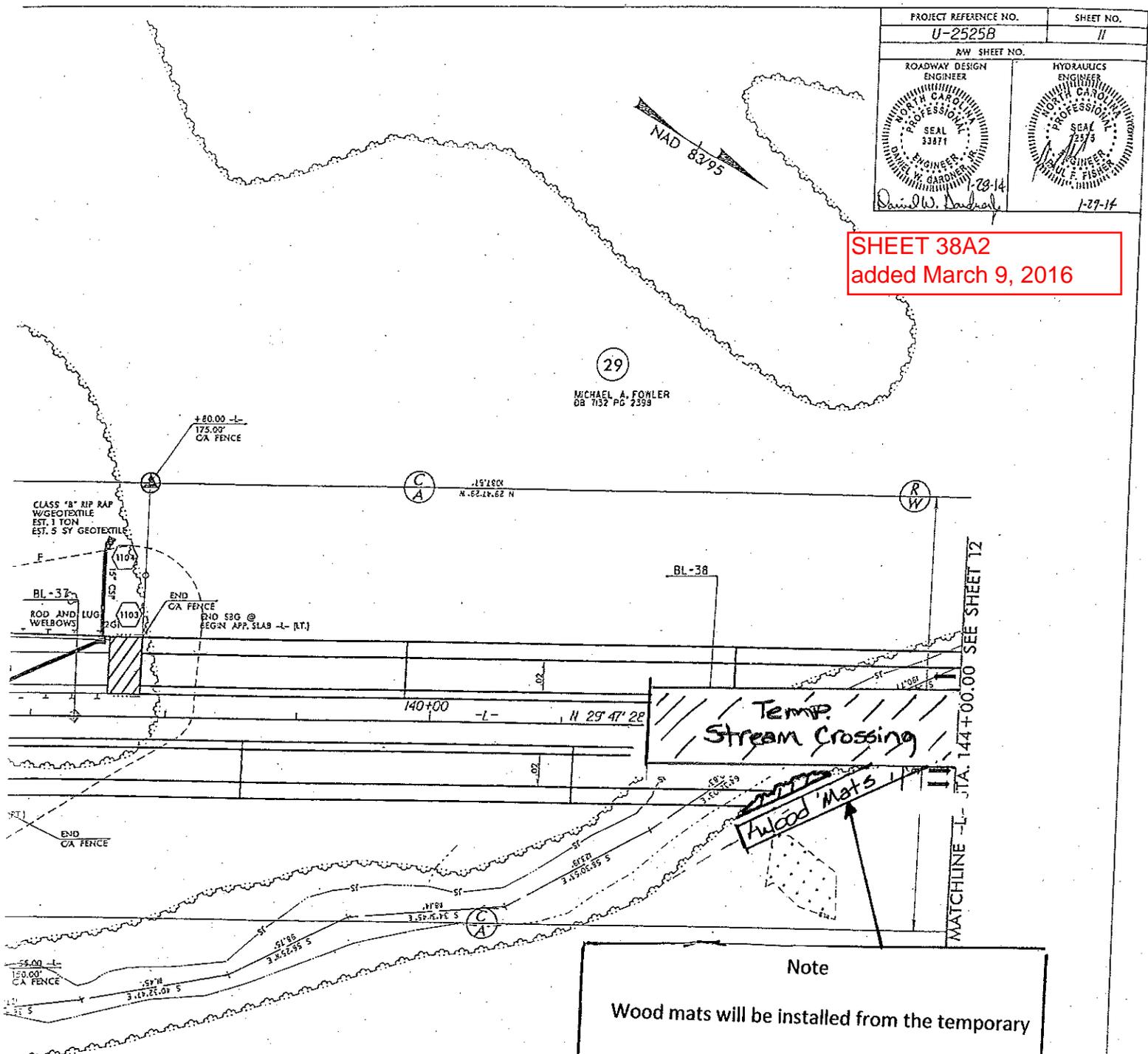


SEE SHEET 2-P FOR BRIDGE SKETCH  
SEE SHEET 44 FOR -L- PROFILE.  
SEE SHEETS S-173 THRU S-293 FOR STRUCTURE PLANS

REVISIONS

PROJECT REFERENCE NO. U-2525B	SHEET NO. II
RW SHEET NO.	
ROADWAY DESIGN ENGINEER MICHAEL A. FOWLER NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 33871 1-28-14 David W. ...	HYDRAULICS ENGINEER MICHAEL F. FISHER NORTH CAROLINA PROFESSIONAL ENGINEER SEAL 33873 1-27-14

**SHEET 38A2**  
added March 9, 2016



**Note**

Wood mats will be installed from the temporary stream crossing to the end of the eroded bank. The work will be performed from the mats. The mats will be removed as the track hoe leaves the area with no permanent impact to the wet land.

NOTE: SEE CROSS-SECTIONS AND ROADWAY STANDARD DRAWINGS, STD. NO. 865.02, SHEET 2 FOR SPECIAL MEDIAN GRADING.

SEE SHEET 2-P FOR BRIDGE SKETCH  
SEE SHEET 44 FOR -L- PROFILE  
SEE SHEETS S-173 THRU S-293 FOR STRUCTURE PLANS

