

RECEIVED

OCT 26 2005

DIV. OF COASTAL MANAGEMENT
RALEIGH



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY
GOVERNOR

LYNDO TIPPETT
SECRETARY

October 17, 2005

Wanda Goodwin
Division of Coastal Management
367 U.S. 17 South
Elizabeth City, NC 27909

Subject: Permit Refinement request on R-2548 (US 64) associated with the on-site wetland restoration plan for a section of removed roadway in Tyrrell County. (COE Permit # 199703132, DCM Permit # 166-00, WQC Project # 000980)

Dear Wanda,

The North Carolina Department of Transportation is requesting a letter of refinement to major permit # 166-00. The refinement will address permit condition # 25 that references a "mitigation plan for the restoration of the relict ox-bow wetland complex on existing US 64", which was submitted October 17, 2000. I have included with this request a revised "mitigation plan for the restoration of the relict ox-bow".

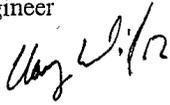
This work is being done to remove a 4,340 feet section of Old U.S. 64 to restore 6.13 acres of bottomland hardwood wetlands. In an effort to assess the soil type and condition of the underlying roadbed material a portion of the roadbed was removed to match the surrounding wetland elevation. This resulted in the excavation of approximately 3-4 feet of roadbed material being removed. The underlying material is characterized as clay to clay loam. There are roots and stumps mixed within the roadbed indicating the majority of the material was not brought in during road construction, but is the native soil. This material has been compacted in areas and will need to be loosened to create favorable root growth and hydraulic movement. The adjacent wetland soil is saturated to the surface and is predominately a clay loam with decaying plant material. In some locations of the adjacent wetland a "A" layer with approximately 2-3 inches of sand is found, before getting into the clay loam. On October 4, 2005 NCDOT Environmental Engineering Group was consulted with in an on-site meeting to determine the necessary depth of excavation (below surrounding wetland elevation) in the roadbed that would be needed to insure proper tree survival rates. The recommendation from the Engineering Group stated the existing roadbed should be excavated to match the existing wetland elevation and then undercut 12 inches and back filled with available material. The backfill material should have some organics and sand that would be mixed with the existing clay material resulting in a soil similar to the surrounding wetland soil. During the undercutting the existing clay soil will be loosened with the excavating equipment. This will help in restoring hydrology through the old roadbed. This recommendation factored in tree survivability and hydraulic restoration.

Based upon these recommendations and a field visit with the Corp of Engineers NCDOT is requesting a permit refinement to major permit # 166-00 that will address the changes in the included mitigation plan.

If you have any questions or need additional information concerning this request, please call Clay Willis at 252-482-7977.

Sincerely,

Anthony Roper, P.E.
Division Engineer


Clay Willis
Division Environmental Officer

Cc: Bob Capehart, NCDOT
Shawn Mebane, NCDOT
Cathy Brittingham, DCM
Bill Arrington, DCM
Wanda Goodin, DCM
Jason Elliott, NCDOT