

***Annual Review of the
Erosion and Sedimentation Control Program
Delegation to the
North Carolina Department of Transportation,
Division of Highways
November 20, 2025***

Performed By:

*North Carolina Department of Environmental Quality
Division of Energy, Mineral and Land Resources
Land Quality Section*

Report By:

Graham Parrish, PE, State Sedimentation Engineer



TABLE OF CONTENTS

TABLE OF CONTENTS	2
INTRODUCTION	3
GENERAL CONDITIONS OF THE PROGRAM	3
COMMON ABBREVIATIONS AND TERMS	4
PROGRAM OVERVIEW	6
EDUCATIONAL AND RESEARCH EFFORTS	6
DOT INTERNAL INSPECTION PROCESS AND ONSITE DOCUMENTATION MANAGEMENT	6
COMMUNICATION AND PROJECT PROGRESSION	8
PROJECT REVIEWS	8
PROJECTS SELECTED	9
REVIEWED PROJECT LOCATIONS	10
PROJECT REVIEW SUMMARIES	11
NC-45 from Washington County Line to US-17	11
Bridge 20 over Neuse River and Bridge 34 over Neuse River overflow on NC 55	13
Lenior Bridge 168 Over Briery Run on SR 1578	16
NC 211 from SR 1500 (Midway Rd.) to NC 87	18
I-95 and US 70 Bus., Exit 95 Interchange from Outlet Center Drive to West of Yelverton Grove Road	22
Replace Bridge 69 over US 70 on NC 50	25
US 74 at NC 72 and NC 130	27
Bridge 1 over US 29 on SR 2817 and Bridge 151 over US 29 on US 158	30
US 64 from Asheboro Bypass to East of I 73/US 220	33
NC 8 (Winston Rd) from US 29/US 70 to SR 1846 (Arrington Rd.)	37
Dual Roundabouts North and South of SR 5544 (Catawba Ave.) and US 21 Intersection in Cornelius	39
Bridge over Watauga River and Left Turn Lane at SR 1112 (Broadstone Rd) on NC 105	42
Replace Bridge 89 on SR 1351 (Castle Ford Rd) over South Fork New River	45
US 74 at SR 1168 (N. Academy St./ Lattimore Rd.) and Bridges 48 and 49 on US 74 over Sandy Run Creek	47
I-26 from NC 280 (Exit 40) to I-40 and New I-26 Diverging Diamond Interchange (Exit 35)	50
US-276 (Russ Ave) from US-23/74 to US-23 BUS (Main Street) in Waynesville	54
ITEMS NOTED AND RECOMMENDATIONS FOR IMPROVEMENT	57
CONCLUSION	58

INTRODUCTION

The North Carolina Department of Environmental Quality, Division of Energy, Mineral, and Land Resources, Land Quality Section (DEMLR) conducted a review of the delegated North Carolina Department of Transportation Erosion and Sedimentation Control Program between September 3, 2025, and October 21, 2025. This review and the results reported here are in accordance with requirements of the Sedimentation Control Commission (SCC) delegation to the North Carolina Department of Transportation (NCDOT), §113A-54(d)(2) and §113A-56(b).

§113A-54. POWERS AND DUTIES OF THE COMMISSION

(d) In implementing the erosion and sedimentation control program, the [Sedimentation Control] Commission shall:... (2) Assist and encourage other State agencies in developing erosion and sedimentation control programs to be administered in their jurisdictions. The Commission shall approve, approve as modified, or disapprove programs submitted pursuant to G.S. 113A-56 and from time to time shall review these programs for compliance with rules adopted by the Commission and for adequate enforcement.

§113A-56. JURISDICTION OF THE COMMISSION

(b) The [Sedimentation Control] Commission may delegate the jurisdiction conferred by G.S. 113A-56(a), in whole or in part, to any State Agency that has submitted an erosion and sedimentation control program to be administered by it, if the program has been approved by the Commission as being in conformity with the general State program.

GENERAL CONDITIONS OF THE PROGRAM

The NCDOT Division of Highways Erosion and Sedimentation Control Program was originally delegated by the Sedimentation Control Commission in 1974 with an updated delegation agreement being approved in 1991. General conditions of the delegated program include but are not limited to the following statements: The NCDOT's Standard Specifications for Roads and Structures shall provide the basic erosion and sedimentation control requirements to be implemented by the NCDOT. The NCDOT will utilize designs and design criteria for application of its erosion and sediment control program that are consistent with minimum standards promulgated by the Sedimentation Control Commission. The NCDOT shall provide adequate rights of way or easements to accommodate installation and maintenance of appropriate erosion and sediment control measures. The NCDOT will take all reasonable measures to protect all public and private property from siltation damage caused by any Departmental activities. The NCDOT will prepare, or have prepared, erosion and sediment control plans consistent with the

Sedimentation Control Commission standards governing all land disturbing activity it undertakes which uncovers one or more contiguous acres of erodible surface. Erosion and Sediment Control plans prepared by and for the NCDOT shall address the following basic control objectives:

1. Identification of Critical Areas,
2. Limit Time of Exposure,
3. Limit Exposed Areas,
4. Control Surface Water and Control Sedimentation, and
5. Manage Stormwater Runoff.

COMMON ABBREVIATIONS AND TERMS

NCDOT:	North Carolina Department of Transportation
NCDEQ:	North Carolina Department of Environmental Quality
DEMLR:	The NCDEQ Division of Energy Mineral and Land Resources
DWR:	The NC DEQ Division of Water Resources
SPCA:	Sedimentation Pollution Control Act of 1973
NPDES:	National Pollutant Discharge Elimination System
NCG01:	The NC general permit which allows for construction stormwater discharge under the NPDES.
REU:	Roadside Environmental Unit: The NCDOT division who are responsible for implementing the delegated Erosion and Sediment Control Program.
FOE:	Field Operations Engineer: Field staff in the REU who are responsible for conducting compliance inspections on all projects. Each FOE covers 2 NCDOT divisions and typically has 1-2 assistants or “Staff Engineers”
ESC	Erosion and Sediment Control
Environmentally Sensitive Areas (ESA):	A designation created by the NCDOT and applies to areas which include HQWs and 303(d)s, wetlands, outstanding resource waters, critical areas, regulated riparian buffers, CAMA areas of environmental concern, Threatened and endangered species habitats and trout waters. The ESA is defined as a 50-foot buffer zone on both sides of the stream or water feature.
Trout Water (TW):	A DWR classification intended to protect freshwaters that have conditions that sustain and allow for natural trout propagation and survival and for year-round maintenance of stocked trout.
TIP:	State Transportation Improvement Plan
ICA:	Immediate Corrective Action
PCN:	Permit Consultation Needed

VMP:	Vegetation Management Procedure
State Force Construction:	A type of construction project performed by internal NCDOT forces on secondary and primary roadways. These include bridge maintenance and roadway maintenance projects which are not contacted out.
Contract Construction:	Type of construction project that may contain traditional Bid-Build or Design-Build projects. Projects are let for bidding out of the Central and Division Offices and conducted by external forces.
Bid-Build:	Projects are let and awarded to contractors and completed in accordance with a set of plans developed by a design firm and approved by the NCDOT.
Design-Build:	Projects are let and awarded to a designer and contractor team based on a proposed scope of work. The team then completes the design and after approval, begins work on the project in accordance with said plans.
Let/ Letting/ Let Date	Refers to the awarding of a contract to the winner in the bidding process. Contract Construction projects are posted for bidding by contractors or design/contractor teams respectively. Various bids will be accepted and evaluated before one being awarded. The Let Date refers to the date which the contract is formally awarded to the winning bidder.
Self-Inspections:	The NPDES/SPCA self-monitoring inspections are to be conducted at least weekly and within 24 hours of a rain event of 1 inch or greater. These should be documented and include the daily rainfall data.
Monthly Roadside Environmental Unit Inspections:	These inspections are to be conducted by the Roadside Environmental Unit monthly for all projects. Inspections are given a score of 0-10. Monthly inspections resulting in a score of 0-6 are to be issued an ICA.

PROGRAM OVERVIEW

The NCDOT's Delegated Erosion and Sedimentation control program is implemented and administered by the Roadside Environmental Unit (REU). The REU includes a plan review staff as well as field operations staff. Erosion and Sediment Control (ESC) plans, with the exception of design-build projects, are designed and submitted to the NCDOT for review and approval prior to a project being let. The ESC plans for design-build projects are designed by the joint Designer-Contractor team and then submitted to the NCDOT for review and approval prior to beginning construction but after the contract for the project has been awarded. Once construction has begun, the NCDOT is responsible for two types of inspections on each project: weekly NPDES/SPCA self-monitoring inspections (self-inspections) and monthly REU inspections.

Over the past fiscal year from July 2024 through June 2025, the NCDOT reports that the REU reviewed and approved 627 ESC plans for Contract Construction, NC Turnpike Authority, Division Construction/Bridge/Maintenance, Vertical Construction and Rail Projects. The NCDOT reports that the REU conducted a total of 4,280 compliance inspections on projects of various types across all 14 NCDOT Highway Divisions and issued 8 ICAs and 4 ICA extensions on 8 different projects, respectively. The NCDOT also has utilized a temporary suspension of work imposed by the Division Engineers 42 times during this period.

EDUCATIONAL AND RESEARCH EFFORTS

The NCDOT has contracted with N.C. State University to train and certify contractors, engineers and other staff in the design, installation, management, and inspection of erosion and sedimentation control practices. There are three levels of certification offered: Level I and Level II certification for installers and site supervisors, and Level III certification for designers. All ESC plans must be designed by someone who has a Level III Certification and project contracts require that at least a Level I certified installer, and a Level II certified foreman are onsite to facilitate all ESC work. The NCDOT also continually funds research on innovative sedimentation and turbidity control measures. The NCDOT also maintains a list of approved products that can be utilized in the construction of a project. Manufacturers submit materials and products for review and approval by the NCDOT. New products undergo lab testing and review to ensure that the necessary specifications are met. Products and materials may also be field tested on specific projects to ensure they perform as intended before being given full approval and added to the list.

DOT INTERNAL INSPECTION PROCESS AND ONSITE DOCUMENTATION MANAGEMENT

The NCDOT is responsible for two types of inspections on each project: NPDES/SPCA Self-Monitoring Inspections (Self-inspections) and monthly REU inspections. Self-inspections for all active projects are conducted at least weekly and within 24 hours of a rain event of 1.0 inch or

greater. Self-inspections are conducted by a NCDOT ESC Level II certified inspector from the contractor team and are also to be signed off by the Resident Engineer or their designee who is also Level II certified. Self-inspections are to be conducted by the office of the County or District Engineer for all State Force projects.

The REU inspections are conducted by one of seven REU Field Operation Engineers (FOEs) or their staff. Generally, each FOE has one or two additional Field Operation Staff Engineers who assist with the project inspections. Each FOE and their staff cover two of the fourteen DOT Highway Divisions across the state. All projects are to be inspected monthly by the REU. Inspections are typically conducted in conjunction with the personnel who are conducting the self-inspections. The FOE will give each project a score from 0-10 for the following: installation of measures, maintenance of measures, effectiveness of measures, plan implementation and overall project evaluation. An overall project evaluation score of 0-6 results in the issuance of an “Immediate Corrective Action” report (ICA). An ICA alerts NCDOT Management to an issue that needs immediate attention and corrective actions. The project personnel are then charged with correcting the situation as directed by the Chief Engineer or their designee. Notification and subsequent reports on projects that have received an ICA are distributed to the Chief Engineer, Division Engineer, State Roadside Environmental Engineer, DEMLR Regional Engineer, and the DEMLR State Sediment Engineer. ICAs issued and follow-up reports during each quarter are reported to the Sedimentation Control Commission during the subsequent quarterly meeting.

The NCDOT also has the ability to direct the contractor to suspend certain work and re-dedicate resources to repairing or maintaining erosion control measures or cleanup efforts if necessary. These temporary suspension of work orders can be issued by the Resident or Division Engineer and can be, but are not required to be, issued based on the recommendation from the FOE. A temporary suspension of work order is not exclusively utilized when erosion and sediment control issues are present. Contractors may also elect to shut down a project voluntarily and rededicate resources to address erosion control issues with guidance from the Resident Engineer and the FOE. In these cases, similar recommendations may have been made by the Resident Engineer or FOE, but typically no formal temporary suspension of work order is issued.

Standard Provisions of a project contract and NCDOT policy dictate that a set of marked up As-Built ESC plans be maintained for all projects with a significant amount of land disturbance. These As-Built are to include the date that measures are installed and removed along with any “redline” changes or revisions that are made to the plan. In addition to the As-Built erosion and sediment control plans on Design-Build projects the Design-Build team is responsible for developing and maintaining a Vegetation Management Procedure (VMP). The VMP is to include but is not limited to; outlining plans for ground stabilization during and after the clearing and grubbing phase, plans for stabilization during phased work at or near jurisdictional water bodies,

plans for winterization, and details and procedures for fertilizer topdressing, supplemental seeding, mowing and repair seeding. The VMP should be updated on a monthly basis and closely coordinated with the grading and hauling operations. The VMP should also include a set of marked up plans showing when and where permanent, temporary, repair seeding, and fertilizer topdressing have been performed.

COMMUNICATION AND PROJECT PROGRESSION

NCDOT personnel maintain communication throughout the design and construction of a project. Pre-construction meetings between the contractors and NCDOT staff are held prior to construction for all projects. DEMLR and other environmental agency staff are invited to attend these meetings as well. During preconstruction meetings, REU staff discuss critical areas of concern and review the ESC requirements. In addition to pre-construction meetings, monthly meetings are held between NCDOT staff and the contractor's workforce to discuss erosion control and other items that may need attention throughout the life of the project. Thorough discussions between contractors, NCDOT and REU staff, frequent meetings, and coordination beyond the monthly REU inspections are often held. REU staff and the respective Division Environmental Officers also maintain consistent communication with the US Army Corps of Engineers (USACE) and NCDEQ DWR when jurisdictional areas are present on a site. These frequent and open channels of communication help to take a proactive approach to addressing potential erosion control concerns and facilitate quick responses to corrective actions and repairs that are needed.

PROJECT REVIEWS

Seventeen Contract Construction projects were chosen across the state, at random, with varying stages of construction, size, budget, and significance of the project. Selected projects consist of new roadway construction, various roadway improvements and bridge replacements. Projects reviewed were between approximately >5% and 85% complete. No State Force projects were reviewed during this review.

NCDOT personnel from the REU, Division Offices, District Offices, Resident Offices and Contractor representatives accompanied DEMLR personnel from the Central and Regional Offices on the projects reviewed. Each project review consisted of reviewing the erosion control plan for adequacy, examining the project files, and an onsite inspection.

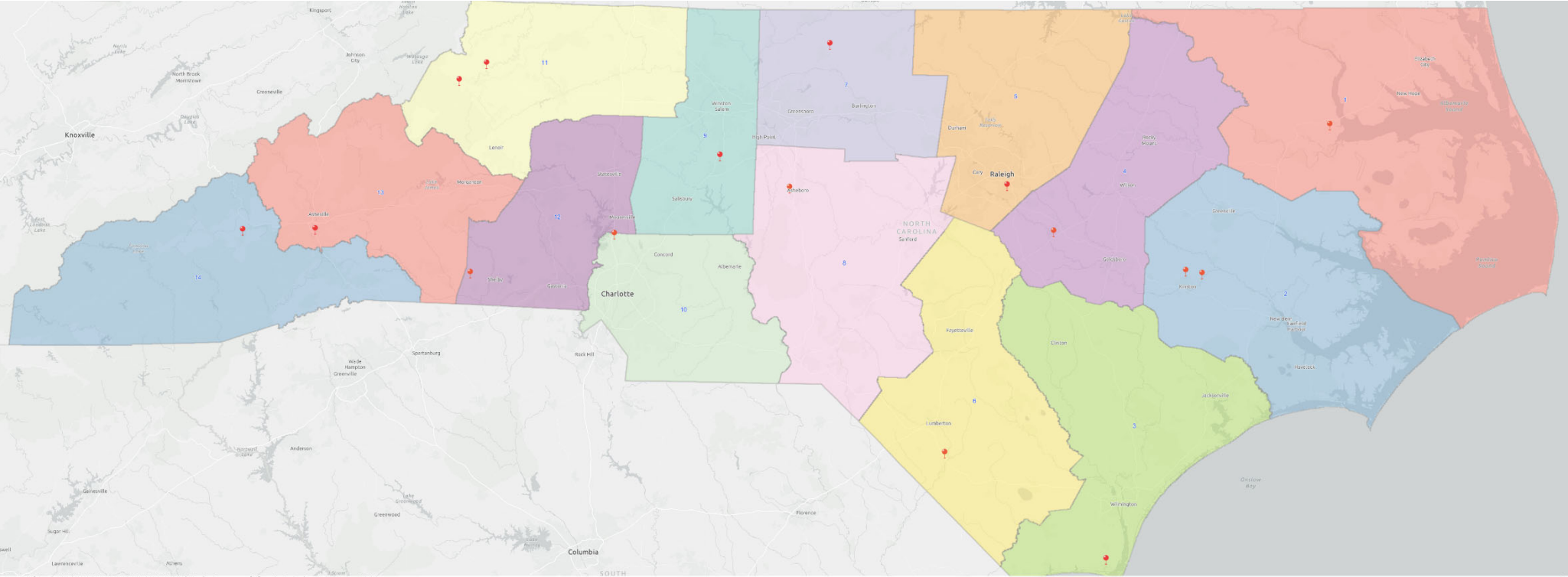
A summary of the projects reviewed follows.

PROJECTS SELECTED

Div.	DEMLR-Region	County	TIP #	Description	Contract Amount	Length (miles)
1	Washington	Bertie	R-5809A	NC 45 from Washington County Line to US 17	\$11,778,894.00	8.096
2	Washington	Lenoir	B-4926	Bridge 20 over Neuse River and Bridge 34 over Neuse River overflow on NC 55	\$15,552,864.38	0.530
2	Washington	Lenoir	BP2-R027	Lenoir Bridge 168 Over Briery Run on SR 1578	\$1,016,106.80	0.088
3	Wilmington	Brunswick	R-5021	NC 211 from SR 1500 (Midway Rd.) to NC 87	\$217,260,048.60	7.244
4	Raleigh	Johnston	I-5972	I-95 and US 70 Bus., Exit 95 Interchange from Outlet Center Drive to West of Yelverton Grove Road	\$38,317,295.15	1.031
5	Raleigh	Wake	B-4654	Replace Bridge 69 over US 70 on NC 50	\$11,657,111.76	0.396
6	Fayetteville	Robeson	R-5751	US 74 at NC 72 and NC 130	\$24,595,851.20	1.105
7	Winston-Salem	Rockingham	BR-0041, BR-0043	Bridge 1 over US 29 on SR 2817 and Bridge 151 over US 29 on US 158	\$26,223,171.08	0.887
8	Winston-Salem	Randolph	U-5813	US 64 from Asheboro Bypass to East of I 73/US 220	\$59,000,442.00	1.972
9	Winston-Salem	Davidson	U-5757	NC 8 (Winston Rd) from US 29/US 70 to SR 1846 (Arrington Rd.)	\$13,458,673.90	0.771
10	Mooreville	Mecklenburg	C-5621	Dual Roundabouts North and South of SR 5544 (Catawba Ave.) and US 21 Intersection in Cornelius	\$14,589,405.00	0.187
11	Winston-Salem	Watauga	R-2566BA	Bridge over Watauga River and Left Turn Lane at SR 1112 (Broadstone Rd) on NC 105	\$20,238,196.05	0.429
11	Winston-Salem	Watauga		Replace Bridge 89 on SR 1351 (Castle Ford Rd) over South Fork New River	\$1, 753,651.47	0.085
12	Mooreville	Cleveland	BR-0012, R-4045	US 74 at SR 1168 (N. Academy St./ Lattimore Rd.) and Bridges 48 and 49 on US 74 over Sandy Run Creek	\$53,095,409.00	2.550
13	Asheville	Buncombe, Henderson	I-4700*	I-26 from NC 280 (Exit 40) to I-40	\$263,010,000.00	7.490
13	Asheville	Buncombe	HE-0001A*	New I-26 Diverging Diamond Interchange (Exit 35)	Added as supplemental to I-4700	1.016
14	Asheville	Haywood	U-5839	US 276 (Russ Ave) from US 23/74 to US-23 BUS (Main Street) in Waynesville	\$42,830,672.60	1.193

* - Projects combined into one review as HE-0001A was added to the I-4700 contract through a supplemental agreement

REVIEWED PROJECT LOCATIONS



PROJECT REVIEW SUMMARIES

NC-45 from Washington County Line to US-17

Type of Project: Contract, Central Let **TIP Number:** R-5809A
NCDOT Div.: 1 **County:** Bertie **Let Date:** 1/21/2025 **Length:** 8.096 miles
Completion %: ~ >5% **ESAs Present:** No **Trout Waters Present:** No
Contract Amount: \$11,778,894.00
Subbasin/ River Basin: Chowan / Chowan, Albemarle / Pasquotank, Lower Roanoke / Roanoke

Recent Rainfall Record:

Date:	8/11/2025	8/12/2025	8/12/2025	8/15/2025	8/18/2025
Amount:	0.5"	1.5"	.35"	.15"	0.2"

Previous NCDOT REU Monthly Inspection Scores:

Date:	6/10/2025	7/24/2025	8/18/2025		
Score:	Pre-Con	No score	9		

Date of Review: September 4, 2025

Summary:

Construction on this project had recently begun in August 2025. No ICAs were issued to this project prior to the day of the review. Self-inspection records and the As-Built ESC Plans appeared to be adequate. This project included an offsite staging area directly adjacent to the project. The REU had approved a reclamation plan for this area. On the day of the review, the construction entrance and perimeter silt fence had been installed on the staging area. Safety fence had been installed throughout the project around some of the drainage easements and clearing of a few trees in these areas had been completed. No other land disturbance had yet begun. Overall, the project was in good condition with no signs of offsite sedimentation noted.



Construction Entrance to Staging Area



Safety fence installed and clearing began

Bridge 20 over Neuse River and Bridge 34 over Neuse River overflow on NC 55

Type of Project: Contract, Central Let **TIP Number:** B-4926
NCDOT Div.: 2 **County:** Lenoir **Let Date:** 5/28/2024 **Length:** 0.530 miles
Completion %: ~55 % **ESAs Present:** Yes **Trout Waters Present:** No
Contract Amount: \$15,552,864.38 **Subbasin/ River Basin:** Lower Neuse/ Neuse River
Recent Rainfall Record:

Date:	8/13/2025	8/17/2025	8/18/2025	9/28/2025	9/29/2025
Amount:	0.125"	0.5"	0.25"	0.45"	0.25"

Previous NCDOT REU Monthly Inspection Scores:

Date:	9/18/2025	8/27/2025	7/29/2025	6/25/2025	5/7/2025
Score:	9	9	9	9	9

Date of Review: October 2, 2025

Summary:

Construction on this project began in July 2024. No ICAs had been issued to this project prior to the review. The ESC plan had been revised to address water infiltrating the site during high water periods. Turbidity curtains were installed to prevent sediment from moving offsite during these periods of high-water levels. Revisions had been approved by the REU. Some inconsistencies were noted in the self-inspection reports. Staff should ensure that the reports are completed and fully reflect the conditions onsite. Monthly REU reports indicate maintenance items that are required but those items were not listed on the self-inspection reports surrounding that time. The contractor did initiate a voluntary shutdown following a storm event that caused offsite sediment in March 2025. REU reports noted that cleanup and repairs were completed within 3 days. On the day of the review construction of the new bridge was underway. Perimeter silt fence needed to be repaired in a few areas that had been pushed over during grading below the slope armoring that was being installed. Crews started to make these repairs during the review. Sediment was being tracked onto the work bridge and would need to be cleaned off before the next rain event. Slope drain inlet protection devices had been installed but some needed to be maintained. Dissipator pads needed to be installed at the slope drain outlets. Overall, the project was in good condition with minor maintenance needs. No signs of offsite sedimentation were noted.



Dissipator pads needed at slope drain outlets.



Silt fence repairs started.



Sediment tracking onto work bridge.



Turbidity curtain added to address high-water levels.

Lenior Bridge 168 Over Briery Run on SR 1578

Type of Project: Contract, Division Let **TIP Number:** BP2-R027
NCDOT Div.: 2 **County:** Lenoir **Let Date:** 3/26/2025 **Length:** 0.088 miles
Completion %: ~ 85% **ESAs Present:** Yes **Trout Waters Present:** No
Contract Amount: \$1,016,106.80 **Subbasin/ River Basin:** Middle Neuse / Neuse
Recent Rainfall Record:

Date:	5813/2025	8/16/2025	8/18/2025	9/15/2025	9/30/2025
Amount:	0.15"	1.13"	2.25"	0.13"	0.5"

Previous NCDOT REU Monthly Inspection Scores:

Date:	9/18/2025	8/19/2025	7/8/2025	6/9/2025	5/5/2025
Score:	9	9	No Score	No score	No score

Date of Review: October 2, 2025

Summary:

Construction on this project began in April 2025. No ICAs had been issued to this project prior to the review. This project faced delays due to revisions being made to the pilings. REU conducted regular inspections but did not give a score until the August 2025 inspection as work on the bridge did not begin until then. Self-inspection records and the ESC As-Built plans appeared to be maintained and adequate. On the day of the review, construction of the new bridge was nearing completion. The roadside ditches and approach slopes were being actively graded or had been seeded and mulched with straw. Turbidity curtains had been installed in the stream and appeared to be maintained. Silt fence appeared to be functioning, and signs of previous repairs could be seen. Overall, this project was in good condition, and no signs of offsite sedimentation were noted.



Previous silt fence repairs.



Turbidity curtains installed.



Slopes being fine graded nearing completion.

NC 211 from SR 1500 (Midway Rd.) to NC 87

Type of Project: Contract, Central Let **TIP Number:** R-5021
NCDOT Div.: 3 **County:** Brunswick **Let Date:** 12/17/2021 **Length:** 7.244 miles
Completion %: ~ 60% **ESAs Present:** Yes **Trout Waters Present:** No
Contract Amount: \$217,260, 048.60 **Subbasin/River Basin:** Coastal Carolina / Lumber
 Lower Cape Fear / Cape Fear

Recent Rainfall Record:

Date:	8/15/2025	8/21/2025	8/24/2025	9/7/2025	9/8/2025
Amount:	1.70"	0.10"	0.30"	0.50"	0.50"

Previous NCDOT REU Monthly Inspection Scores:

Date:	8/28/2025	7/16/2025	4/28/2025	2/12/2025	10/24/2025
Score:	8	8	8	8	8

Date of Review: September 23, 2025

Summary:

Construction on this project began in January 2022. No ICAs had been issued to this project prior to the review. Some revisions had been made to the overall roadway and the ESC plans but not all changes were shown in the ESC As-Built plans. All revisions should be reflected in the As-Built plans. Measures that are installed and removed should be noted with the date of installation or removal as well. This project includes one borrow area. A reclamation plan had been approved by the REU for this area. Staff should ensure that the borrow site is noted on all self-inspection reports. The borrow site was located on a parcel with areas that had previously been used for borrowing material for other projects. The reclamation plan did not clearly show the boundaries of the site to be utilized for this project. Revisions to this plan had been made in the field to install a smaller stilling basin while the existing stilling basin was being repaired. This revision had not been shown in the onsite plans. On the day of the review, paving had begun on the new lanes and construction of the new bridges were underway. Finished and inactive slopes had been stabilized or recently matted. Skimmer basins throughout the project were installed and appeared to be maintained. Silt fence had been installed throughout the project and appeared to be maintained. Special sediment control fence and wattle barriers had been installed along the top of the stream banks at each bridge. Turbidity curtains had been installed per the approved plan and appeared to be functioning. The borrow site was active and dewatering of the borrow pit into the stilling basin was occurring. No signs of offsite sedimentation were noted. Overall, this project was in good condition with minor maintenance needs.



Special Sediment Control Fence, Wattles and Turbidity Curtains installed at bridge construction.



Borrow site pit actively dewatering.



Completed slopes recently matted.



Skimmer Basins installed and maintained.

I-95 and US 70 Bus., Exit 95 Interchange from Outlet Center Drive to West of Yelverton Grove Road

Type of Project: Contract, Central Let**TIP Number:** I-5972**NCDOT Div.:** 4 **County:** Johnston **Let Date:** 11/21/2023 **Length:** 1.031 miles**Completion %:** ~ 50% **ESAs Present:** Yes **Trout Waters Present:** No**Contract Amount:** \$38,317,295.15 **Subbasin/River Basin:** Upper Neuse/ Neuse River**Recent Rainfall Record:**

Date:	8/6/2025	8/7/2025	8/11/2025	8/12/2025	8/13/2025
Amount:	0.6"	0.6"	0.25"	1.4"	1.75"

Previous NCDOT REU Monthly Inspection Scores:

Date:	11/14/2024	12/23/2024	3/28/2025	5/19/2025	7/15/2025
Score:	8	8	8	8	8

Date of Review: September 3, 2025**Summary:**

Construction on this project began in April 2024. No ICAs had been issued to this project prior to the review. Self-inspection records and the ESC As-Built plans appeared to be adequate. Revisions to the ESC plan had been made to add and move basins. All revisions had been approved by the REU and were noted in the As-Built plans. On the day of the review, the grading of the intersection was ongoing. One of the side roads was completed and the disturbed areas were being stabilized. Skimmer basins in this section remained in place and REU staff reminded the contractor that they would need to remain until permanent stabilization was established. The construction entrances throughout the site appeared to be functioning. Areas where grading was completed had been matted or seeded and mulched with straw and hydro mulch. Additional basins in the interchange area had been installed. Baffles in one of these basins needed to be repaired. Silt fence throughout the site appeared to be installed correctly with a few areas needing to be maintained. Basins and ditches throughout the site were holding water due to natural drainage backing up in low lying areas. Overall, this project was in good condition with maintenance needs noted. No signs of offsite sedimentation were noted.



Slopes mulched with straw and hydro mulch



Baffles needing repair.



Additional skimmer basin installed and holding water.



Construction entrance installed.

Replace Bridge 69 over US 70 on NC 50

Type of Project: Contract, Central Let

TIP Number: B-4654

NCDOT Div.: 5 **County:** Wake **Let Date:** 4/16/2024 **Length:** 0.396 miles

Completion %: ~ 25% **ESAs Present:** Yes **Trout Waters Present:** No

Contract Amount: \$11,657,111.76 **Subbasin/ River Basin:** Upper Neuse/ Neuse River

Recent Rainfall Record:

Date:	8/6/2025	8/7/2025	8/11/2025	8/12/2025	8/13/2025
Amount:	2.2"	0.3"	0.7"	0.85"	0.45"

Previous NCDOT REU Monthly Inspection Scores:

Date:	8/25/2025	7/17/2025	6/17/2025	5/8/2025	4/8/2025
Score:	8	8	8	8	No score

Date of Review: September 3, 2025

Summary:

Construction on this project began in September 2024. No ICAs had been issued to the project prior to the review. The resident engineer issued a temporary shutdown of all work except for ESC maintenance and repairs on 4/8/2025. All corrective actions were completed, and the shutdown was lifted on 4/14/2025. Self-inspection records and the As-Built ESC plan appeared to be adequate and maintained. On the day of the review, construction of the new bridge was underway. Silt fence throughout the site had been installed and appeared to be maintained. Wattles and check dams were maintained in the roadside ditches and finished areas along the existing road had been vegetated. Overall, the site was in good condition. No signs of offsite sedimentation were noted



Silt fence outlets and check dams.



Bridge construction underway.



Completed ditches stabilized.

US 74 at NC 72 and NC 130

Type of Project: Contract, Central Let**TIP Number:** R-5751**NCDOT Div.:** 6 **County:** Robeson**Let Date:** 2/21/2023 **Length:** 1.105 miles**Completion %:** ~ 65%**ESAs Present:** No**Trout Waters Present:** No**Contract Amount:** \$24,595,851.20**Subbasin/ River Basin:** Lumber / Lumber**Recent Rainfall Record:**

Date:	9/25/2025	9/26/2025	9/27/2025	9/28/2025	9/29/2025
Amount:	0.5"	0.5"	0.8"	0.7"	0.5"

Previous NCDOT REU Monthly Inspection Scores:

Date:	9/15/2025	8/14/2025	6/24/2025	5/5/2025	2/17/2025
Score:	8	9	9	9	8

Date of Review: September 30, 2025**Summary:**

Construction on this project began in April 2023. No ICAs had been issued to this project prior to the day of the review. However, NCDOT staff noted that there had been multiple short formal and informal shutdowns to prompt ESC repairs and cleanups since the beginning of the project. This project included two borrow sites adjacent to the project. Reclamation plans had been approved by the REU for both sites. Some inconsistencies were noted in the self-inspection reports. Corrective actions that were needed were not noted in the self-inspection reports but were noted in the REU reports around the same time. The borrow sites should also be noted in the self-inspection reports. As-Built ESC plans appeared to be maintained. On the day of the review, construction of the overpass bridge and roundabouts were nearing completion. One of the culvert extensions had recently been completed and backfilling behind the headwall was still needed. The shoulder and slopes adjacent to this culvert extension were being graded. Slope drains throughout the site needed to be extended to the bottom of the ditch and dissipator pads needed to be installed. Both borrow sites were inactive but stilling basins remained installed in case additional material would be needed. Both stilling basins would need to be repaired prior to any pit dewatering being resumed. Disturbed slopes needed to be overseeded. Overall, this site was in good condition with minor maintenance needs noted.



Stilling basins at the borrow pits would need to be repaired before any future use.



Culvert extension installed.



Slope drains need to be extended and dissipator pads installed.

Bridge 1 over US 29 on SR 2817 and Bridge 151 over US 29 on US 158

Type of Project: Contract, Central Let **TIP Number:** BR-0041, BR-0043
NCDOT Div.: 7 **County:** Rockingham **Let Date:** 4/18/2023 **Length:** 0.887 miles
Completion %: ~ 70% **ESAs Present:** No **Trout Waters Present:** No
Contract Amount: \$26,223,171.08 **Subbasin/ River Basin:** Haw/ Cape Fear River
Lower Dan / Roanoke

Recent Rainfall Record:

<u>Date:</u>	9/16/2025	9/24/2025	9/27/2025	9/29/2025	9/30/2025
<u>Amount:</u>	0.125"	0.9"	0.75"	0.65"	0.125"

Previous NCDOT REU Monthly Inspection Scores:

<u>Date:</u>	9/10/2025	8/7/2025	7/8/2025	6/11/2025	5/13/2025
<u>Score:</u>	BR-0041: 8 BR-0043: 8	BR-0041: 8 BR-0043: 9	BR-0041: 8 BR-0043: 8	BR-0041: 8 BR-0043: 8	BR-0041: 8 BR-0043: 8

Date of Review: October 7, 2025

Summary:

Construction on this project began in May 2023. No ICAs had been issued to this project prior to the day of the review. The Self-inspection reports and ESC As-Built plans were consistent and maintained. This project included a borrow/waste site nearby. The REU had approved a reclamation plan for this site. On the day of the review, grading for widening of US 29 was underway. The construction of both bridges were nearing completion. One skimmer basin had been removed as the drainage area to this basin had been completed and stabilized. Another basin appeared to be maintained. Completed slopes had been seeded and mulched with straw or matted. Silt fence throughout the site appeared to be functioning and maintained. One stockpile area on the borrow/waste site had been placed adjacent to the perimeter silt fence. Some larger rocks and concrete debris had been placed in this area and had started to roll down the pile towards the perimeter. These should be monitored to ensure that they do not roll into and damage the silt fence. During the review, a concrete truck washed out directly onto the ground at the borrow site. This washout slurry would need to be cleaned up and a concrete washout needed to be installed prior to any further concrete being poured. Staff gave a reminder to note this corrective action on the next self-inspection reports. Check dams and wattles had been installed or recently repaired throughout the ditches. Overall, this site was in good condition with minor maintenance needs. No signs of offsite sedimentation were noted.



Grading for widening underway.



Check dams and wattles installed.



Concrete truck washing out directly on the ground.



Slope completed and stabilized.

US 64 from Asheboro Bypass to East of I 73/US 220

Type of Project: Contract, Central Let **TIP Number:** U-5813
NCDOT Div.: 8 **County:** Randolph **Let Date:** 7/16/2024 **Length:** 1.972 miles
Completion %: ~ 25% **ESAs Present:** Yes **Trout Waters Present:** No
Contract Amount: \$59,000,442.00 **Subbasin/ River Basin:** Deep / Cape Fear
 Lower Yadkin / Yadkin Pee Dee
 Upper Pee Dee / Yadkin Pee
 Dee

Recent Rainfall Record:

Date:	9/17/2025	9/25/2025	9/26/2025	9/27/2025	9/28/2025
Amount:	Trace	Trace	0.189"	1.102"	0.134"

Previous NCDOT REU Monthly Inspection Scores:

Date:	9/10/2025	8/12/2025	7/2/2025	6/10/2025	5/1/2025
Score:	Project: 7 Waste/Borrow: 8	8	7	8	8

Date of Review: October 1, 2025

Summary:

Construction on this project began in September 2024. No ICAs had been issued to this project prior to the review. This project included a borrow/waste site adjacent to the project. The REU received and approved a reclamation plan for this borrow/waste site. The contractor initiated a voluntary shutdown following an instance of sediment loss in early July. Self-inspection records were missing the date that corrective actions had been completed and did not fully reflect the items noted in the REU reports from the same day. Staff conducting these self-inspections appeared to be conducting and documenting inspections once a week but not necessarily aware that they should be conducting an inspection and documenting findings within 24 hours of a rain event of 1.0" or more. Staff should also include the borrow/waste site in self-inspection reports. On the day of the review, grading activities were ongoing. Slopes had been matted and signs of repairs to silt fence and silt fence outlets could be seen. Clean water diversions had been installed and appeared to be functioning. Inlet protection measures were maintained throughout the project. Basins throughout the project were not dewatering due to the elevation of the skimmer outlet pipe being too high which decreases the storage area available during future rain events. Slope drains needed to be moved to outlet in the furthest bay from the skimmer device. A stream diversion had been installed for a culvert installation. The silt bag for dewatering the work area was placed directly adjacent to the diversion. Perimeter measures need to be installed to prevent the stone pad from moving into the diversion. Skimmer basins were installed on the borrow/waste site; however, the orifice plate had not been installed in one skimmer device and dissipator pads needed to be installed at the basin outlets. The construction entrance needed to

be reinstalled as tracking was noted out of the borrow/waste site and onto the project area. Overall, the project and borrow/waste site had a number of maintenance and repair needs. No signs of offsite sedimentation were noted.



Skimmer basin not fully dewatering and slope drains in wrong bay.



Silt bag for dewatering culvert installation work area.



Clean water diversion installed.



Borrow/waste site construction entrance.



Slopes matted.

NC 8 (Winston Rd) from US 29/US 70 to SR 1846 (Arrington Rd.)

Type of Project: Contract, Central Let **TIP Number:** U-5757
NCDOT Div.: 9 **County:** Davidson **Let Date:** 9/17/2024 **Length:** 0.771 miles
Completion %: ~ 40% **ESAs Present:** No **Trout Waters Present:** No
Contract Amount: \$13,458,673.90 **Subbasin/ River Basin:** Lower Yadkin / Yadkin Pee Dee

Recent Rainfall Record:

Date:	8/12/2025	8/13/2025	9/25/2025	9/28/2025	9/30/2025
Amount:	1.0"	0.14"	0.50"	0.23"	0.75"

Previous NCDOT REU Monthly Inspection Scores:

Date:	9/4/2025	7/30/2025	6/18/2025	5/5/2025	4/8/2025
Score:	8	8	8	8	8

Date of Review: October 7, 2025

Summary:

Construction on this project began in December 2024. This project had received no ICAs prior to the review. This project included three waste/staging areas. The REU approved reclamation plans for all of these areas. At the time of the review, only one site was actively being utilized. The self-inspection records did not note sediment losses and corrective actions needed that had been noted in the REU reports. The As-Built plans needed to note the installation and removal of measures. Revisions had been added to the As-Built plans once approved by the REU. On the day of the review, portions of the widening had been paved while others were still being graded. Overall, inlet protection measures appeared to be maintained, however, a few needed stone added to ensure the proper height of stone in accordance with the NCDOT standard detail. Completed areas had been seeded and mulched with straw. Silt fence and silt fence outlets appeared to be maintained. Overall, the project was in good condition with minor maintenance needs. No signs of offsite sedimentation were noted.



Drop Inlet Protection measures.



Disturbed Areas seeded and mulched with straw.

Dual Roundabouts North and South of SR 5544 (Catawba Ave.) and US 21 Intersection in Cornelius

Type of Project: Contract, Central Let **TIP Number:** C-5621
NCDOT Div.: 10 **County:** Mecklenburg **Let Date:** 10/17/2023 **Length:** 0.187 miles
Completion %: ~ 40% **ESAs Present:** Yes **Trout Waters Present:** No
Contract Amount: \$14,589,405.00 **Subbasin/ River Basin:** Upper Catawba / Catawba
Recent Rainfall Record:

Date:	8/14/2025	8/15/2025	8/22/2025	8/23/2025	9/5/2025
Amount:	0.169"	0.012"	0.114"	0.02"	2.25"

Previous NCDOT REU Monthly Inspection Scores:

Date:	9/8/2025	9/2/2025	8/6/25	6/30/2025	5/29/2025
Score:	8	8	8	7	8

Date of Review: September 10, 2025

Summary:

Construction on this project began in February 2024. An ICA was issued to this project on 9/25/2024 for sediment losses into the permitted areas and other ESC repairs that were needed. It was noted that some of this sediment was likely coming from offsite upstream properties and through the site before being deposited offsite into the permit areas. An ICA extension was issued during the follow up inspection on 10/02/2024 noting that some corrective actions still needed to be completed. The ICA was lifted on 10/9/2024. Self-inspection reports and As-Built plans appeared to be maintained. On the day of the review, paving of one round about was nearing completion and grading for the second was underway. Completed areas had been seeded and mulched with straw or matted. Minor sediment losses were noted in the self-inspection report from the previous week at a concrete flume discharging runoff offsite. Cleanup of these minor losses had begun, and additional measures had been installed upstream of and around this flume. No sediment appeared to have reached the adjacent stream. Wattles in diversion ditches needed to be spaced properly in this area and the remaining sediment beyond the construction limits needed to be retrieved. Silt fence throughout the site needed to be repaired. At the second roundabout, sediment was being tracked onto the live traffic lanes. Construction entrances needed to be installed, or equipment and vehicles needed to be directed to use the existing entrances. Inlet protection measures needed to be maintained. If a weep hole is to be installed at curb inlets to allow for drainage until the area is brought to final grade, additional wattles or other measures need to be installed to prevent bypass of the inlet protection devices. Overall, this site needed repairs and to retrieve the remaining sediment loss.



Minor sediment loss needing to be retrieved and additional measures added around flume.



Completed areas.



Tracking onto road.



Wattles needed to be properly spaced.

Bridge over Watauga River and Left Turn Lane at SR 1112 (Broadstone Rd) on NC 105

Type of Project: Contract, Central Let**TIP Number:** R-2566BA**NCDOT Div.:** 11**County:** Watauga**Let Date:** 11/16/2021**Length:** 0.429 miles**Completion %:** ~ 50%**ESAs Present:** Yes**Trout Waters Present:** Yes**Contract Amount:** \$20,238,196.05**Subbasin/ River Basin:** Watauga, NC, TN / Watauga**Recent Rainfall Record:**

Date:	9/29/2025	9/30/2025	10/6/2025	10/7/2025	10/19/2025
Amount:	0.32"	0.06"	0.07"	0.01"	0.12"

Previous NCDOT REU Monthly Inspection Scores:

Date:	9/30/2025	8/25/2025	7/24/2025	6/17/2025	5/22/2025
Score:	8	9	9	9	9

Date of Review: October 21. 2025**Summary:**

Construction on this project began in February 2022. This project faced numerous delays due to wildlife related moratoriums where disturbance was not allowed to occur during certain times of the year. The contractor also mobilized crews working on this project to conduct emergency Helene repairs. This project sat idle for approximately a month during this time. Self-inspections were not conducted during this time. When projects are idle for any amount of time, the requirement to conduct self-inspections still applies. No ICAs had been issued to this project prior to the review. Other than the gap in self-inspections, reports appeared to be consistent and maintained. The As-Built ESC plans were maintained. On the day of the review, construction of the bridge was underway and work on the cut slopes for the road widening was continuing. Inlet protection measures were installed, and construction entrances appeared to be maintained. Check dams along active grading work had been installed or recently maintained and the slopes below the new bridge approach had been matted. Overall, this site was in good condition. No signs of offsite sedimentation were noted.



Construction entrance is maintained.



Check dams installed or recently maintained.



Slopes matted below new bridge approach.



Drop inlet protection measures installed.

Replace Bridge 89 on SR 1351 (Castle Ford Rd) over South Fork New River

Type of Project: Contract, Division Let**TIP Number:****NCDOT Div.:** 11 **County:** Watauga **Let Date:** 12/07/2023 **Length:** 0.085 miles**Completion %:** ~ 40% **ESAs Present:** Yes **Trout Waters Present:** No**Contract Amount:** \$1,753,651.47 **Subbasin/ River Basin:** Upper New/ New**Recent Rainfall Record:**

Date:	9/28/2025	9/29/2025	9/30/2025	10/1/2025	10/13/2025
Amount:	0.56"	0.03"	0.59"	0.05"	0.01"

Previous NCDOT REU Monthly Inspection Scores:

Date:	10/16/2025	9/23/2025	8/26/2025	7/30/2025	6/25/2025
Score:	7	8	8	8	8

Date of Review: October 21, 2025**Summary:**

The start of construction on this project was delayed as the contractor redirected forces to work on Hurricane Helene related emergency repairs over the winter. The existing bridge for this project was also damaged and washed away during Hurricane Helene. The existing bridge deck needed to be removed from the stream prior to construction of the new bridge. Construction of the new bridge began in March 2025. No ICAs had been issued to this project prior to the review. Inconsistencies were noted with the Self-inspection records. Corrective actions needed were not always listed in the corrective action but were noted by the REU in surrounding inspection reports. On the day of the review, one causeway was still installed while the new bridge end bent was being completed. Roadside ditches had been restabilized and matted with coir fiber matting. The stream bank disturbed by this project as well as the associated project for the existing bridge removal project had been stabilized. One drop inlet protection device needed additional stone. Overall, the project appeared in good condition, and no signs of offsite sedimentation were noted.



Roadside ditch being stabilized.



Completed permanent ditch and stabilized stream bank.

US 74 at SR 1168 (N. Academy St./ Lattimore Rd.) and Bridges 48 and 49 on US 74 over Sandy Run Creek

Type of Project: Contract – Design Build, **TIP Number:** BR-0012, R-4045
Central Let

NCDOT Div.: 12 **County:** Cleveland **Let Date:** 7/18/2023 **Length:** 2.550 miles

Completion %: ~25% **ESAs Present:** No **Trout Waters Present:** No

Contract Amount: \$53,095,409.00 **Subbasin/ River Basin:** Upper Broad/ Broad River

Recent Rainfall Record:

Date:	8/16/2025	8/18/2025	8/21/2025	9/4/2025	9/6/2025
Amount:	0.5"	0.5"	1.25"	0.5"	0.25"

Previous NCDOT REU Monthly Inspection Scores:

Date:	8/26/2025	7/10/2025	6/3/2025	4/28/2025	3/20/2025
Score:	8	8	8	9	9

Date of Review: October 9, 2025

Summary:

Construction on this project began in January 2025. No ICAs had been issued on this project prior to the review. This project is a design-build project, and a vegetative management procedure (VMP) was maintained, along with a VMP As-Built plan showing areas that had been stabilized in accordance with the provisions of the contract and DOT policy and procedures. Self-inspection records were consistent and maintained. This project included a borrow site. The REU had approved a reclamation plan for this area. On the day of the review, bridge construction was underway and the borrow pit was active. NCDOT staff stated that a separate contractor working on Helene-related stream cleanup had recently utilized the project area to access the stream and the areas disturbed by this had been restabilized. The slopes adjacent to the bridge work had been seeded and mulched with straw. The basin adjacent to the bridge appeared to be maintained and functioning. A diversion ditch below the bridge had been recently reworked and matted with wattles installed. Rills adjacent to one of the culvert installations had been recently repaired and the areas disturbed had been matted and a wattle break installed. Skimmer basins throughout the site had recently been maintained by removing accumulated sediment from within the basin and replacing baffles. Dissipator pads needed to be reinstalled on slope drains throughout. Slopes that had been completed were being stabilized. The borrow site basin, perimeter silt fence and diversion ditches had been installed. Overall, this project was in good condition with a few maintenance items noted. No signs of offsite sedimentation were noted.



Rill repairs completed.



Diversion ditch installed with wattles below bridge.



Completed slopes being stabilized.



Skimmer basins recently repaired.

I-26 from NC 280 (Exit 40) to I-40 and New I-26 Diverging Diamond Interchange (Exit 35)

Type of Project: Contract, Central Let**TIP Number:** I-4700 and HE-0001A**NCDOT Div.:** 13 **County:** Buncombe/
Henderson **Let Date:** 7/16/2019 **Length:** 7.490 miles
and 1.016 miles**Completion %:** ~78%**ESAs Present:** Yes**Trout Waters Present:** No**Contract Amount:** \$263,010,000.00 **Subbasin/ River Basin:** Upper French Broad/ French
Broad River**Recent Rainfall Record:**

Date:	9/27/2025	9/29/2025	9/30/2025	10/6/2025	10/7/2025
Amount:	0.138"	0.29"	0.21"	0.04"	0.08"

Previous NCDOT REU Monthly Inspection Scores:

Date:	10/8/2025	9/30/2025	8/25/2025	7/8/2025	6/19/2025
Score:	Permit Area: 8 Remainder: 8 Urgent: 7	Permit Area: 8 Remainder: 8 Urgent: 7	Permit Area: 8 Remainder: 8 Urgent: 7	Permit Area: 8 Remainder: 8 Urgent: 8	Permit Area: 8 Remainder: 8 Urgent: 7

Date of Review: October 15, 2025**Summary:**

This review was conducted on project numbers I-4700 and HE-0001A. HE-0001A was added to this the original contract through a supplemental agreement. Construction on the overall project began in October 2019. This project was reviewed during last year's review. Only activity over the past year was looked at during this review. The project reported sediment losses in May 2025, and the DOT worked with DWR to facilitate proper cleanup. Revisions were made to the plan to add additional basins and other measures in these areas. DWR issued an NOV on 8/8/2025 for sediment losses into a stream and wetland areas. The Resident engineer issued a formal temporary shutdown of work except that required for sediment loss cleanup and other ESC maintenance and repairs. The shutdown was lifted as corrective actions were completed. DWR issued a follow up report lifting the NOV on 9/11/2025. The self-inspection records were complete and appeared consistent with the monthly REU inspection reports conducted around the same time. The ESC As-Built plans were maintained. On the day of the review, work was continuing on the new interchange project and demolition of the existing parkway bridge was underway. Silt fence and the basins that had been added appeared to be maintained. Completed slopes had been vegetated or matted and vegetation was establishing. Some rills were forming along slopes that were still actively being graded. The clean water diversion ditch had been installed and appeared to be functioning. Inlet protection measures were installed throughout the project and appeared to be maintained. Additional check dams had been installed along

ditches and were being maintained. Signs of the cleanup efforts from the most recent sediment loss were noted. Offsite sediment had been retrieved and all areas disturbed during this process had been seeded with a riparian seed mix. Vegetation was establishing throughout these areas. Overall, this project was progressing in accordance with the approved plan. Minor maintenance throughout the site was needed but no signs of offsite sedimentation were noted.



Skimmer basin and adjacent slopes that had been stabilized.



Additional Skimmer Basin installed and Clean Water Diversion



Drop Inlet Protection measures



Areas where sediment cleanup was completed.



Slopes being stabilized.

US-276 (Russ Ave) from US-23/74 to US-23 BUS (Main Street) in Waynesville

Type of Project: Contract, Central Let**TIP Number:** U-5839**NCDOT Div.:** 14 **County:** Haywood **Let Date:** 12/19/2023 **Length:** 1.193 miles**Completion %:** ~ 41% **ESAs Present:** No **Trout Waters Present:** No**Contract Amount:** \$42,830,672.60 **Subbasin/ River Basin:** Pigeon / French Broad**Recent Rainfall Record:**

Date:	9/28/2025	10/1/2025	10/3/2025	10/7/2025	10/8/2025
Amount:	0.5"	0.1"	0.5"	0.5"	0.4"

Previous NCDOT REU Monthly Inspection Scores:

Date:	10/10/2025	9/17/2025	8/20/2025	7/23/2025	6/23/2025
Score:	Permit Area: 9 Remainder: 8	Permit Area: 9 Remainder: 8	Permit Area: 9 Remainder: 8	Permit Area: 8 Remainder: 8	Permit Area: 8 Remainder: 8

Date of Review: October 15, 2025**Summary:**

Construction on this project began in March 2024. Revisions have been made to the ESC plan to add and adjust measures based on the field conditions. All revisions were approved by the REU. Some inconsistencies were noted between the self-inspection records and the monthly REU reports. Staff should ensure that the self-inspection records are complete and fully reflect the conditions on site at the time. No ICAs had been issued to this project prior to the review. The contractor had initiated a voluntary shutdown of all work to make necessary ESC repairs following a water line bust. On the day of the review paving operations were underway and the construction of the bridges were ongoing. The slopes below the bridges had been seeded and mulched with straw. Wattles had been installed in the ditches along the railroad in accordance with the approved plan. The stormwater system was being installed and REU staff gave contractors a reminder to install inlet protection measures as inlets are completed. Finished areas had been seeded and mulched with straw. The perimeter measures had been installed throughout the site and staging areas. There was a small stockpile of contaminated soil onsite. The stockpile had been placed in-between pieces of geotextile and secured with hay bales. The contractor indicated that this soil would be disposed of within the week. Overall, the site appeared to be maintained, and no signs of offsite sedimentation were noted.



Contaminated soils storage.



Completed areas seeded and mulched with straw or matted.



Perimeter measures around staging area.



Bridge construction underway.

ITEMS NOTED AND RECOMMENDATIONS FOR IMPROVEMENT

The NCDOT has developed several internal policies and procedures meant to ensure construction is conducted in accordance with the requirements of the SPCA, NPDES program and other environmental permits. Self-inspection records in some instances were inconsistent with the monthly REU reports conducted on or around the same day. Some records appeared to be incomplete or appeared to not fully capture the corrective actions needed at the time. Overall, the ESC As-Built plans were being marked up and maintained. However, there were a few instances where revisions that had been made were not reflected in the As-Built plans or the date of installation and removal of measures were missing.

- REU staff appear to be noting deficiencies in self-inspection records when seen. However, inconsistencies on some projects persist. Similarly, the As-built ESC plans reviewed were generally adequate while others were missing items or were not being maintained as the project moved into the next phase of the ESC plans. It is recommended that REU staff continue to monitor the self-inspection reports and As-Built plans and continue to provide guidance and training when deficiencies are noted. Deficiencies in documentation that are noted should be addressed by the contractor in a timely manner.

Borrow and Waste sites associated with NCDOT projects qualify for an exemption from the Mining Act. Though a Mining Permit through NCDEQ is not required, the NCDOT has established a process to review and approve reclamation plans for borrow, waste, staging and other areas which are not included within the project right of way and other easements. Approved reclamation plans include agreement language signed by the NCDOT and Landowner that allows the NCDOT to conduct the disturbance activity in accordance with the reclamation plan. It also outlines the provisions for normal monitoring and close-out of the plan. Over the past year, a few instances occurred where the landowner decided to terminate the agreement and no longer allow NCDOT to access the property or the property was sold, and the new owner was unwilling to enter into the same agreement. In these cases, the sites were not completed or stabilized and the responsibility to stabilize the site remained with the NCDOT even though there was no avenue for completing the reclamation plan as approved.

- It is recommended that NCDOT evaluate the current reclamation process and agreements that property owners enter with the department. The DOT should ensure that any and all agreements contain provisions for how a site is to be stabilized and who is responsible for such activity should the agreement prematurely be terminated by either party.

CONCLUSION

The NCDOT has developed a robust erosion and sediment control program with numerous internal policies and procedures designed to ensure projects are designed, constructed and stabilized in a manner that protects adjacent properties and surface waters. The NCDOT funds ongoing research and development of new and innovative erosion control measures and allows for a wide range of both onsite and controlled testing. All ESC plans are required to be designed by personnel who have received the NCDOT ESC Level III certification. Plans are reviewed and approved by the REU to ensure that plans have been designed in accordance with the NCDOT Erosion and Sediment Control Design Manual, the SPCA, the NCG01 general permit and the minimum standards set by the Sedimentation Control Commission. REU field staff conduct regular inspections on all projects and continue to coordinate closely with onsite personnel and other relevant departments such as DEMLR and DWR throughout the construction of a project.

Some inconsistencies were noted in the completion of the self-inspection records and marked up As-Built ESC plans maintained by the contractor. These appeared to be specific to certain projects and were not prevalent on all projects across the state. In most cases, the REU reports noted deficiencies in self-inspection reports and worked with the NCDOT Resident's Office and the contractor to address any issues. Staff should continue to monitor these items and provide guidance and training to resolve any deficiencies.

Overall, it appeared that sites were in good condition and measures were routinely being maintained and repaired. The monthly REU report appeared to be detailed and comprehensive with the appropriate corrective actions and recommendations included. When instances of sediment losses occurred, corrective actions and cleanup operations were instigated in a timely manner and NCDOT staff appear to be able to facilitate a quick response to corrective actions that need to be completed. In instances where corrective actions were not completed in a timely manner, the REU worked with the Resident Engineers Office to issue a formal temporary suspension of work, recommend a voluntary suspension of work or issue an ICA when necessary to prompt a timely response by the contractor. REU staff appeared to be conducting thorough and complete inspections as evidenced by the monthly inspection reports reviewed and the items noted by staff during the field inspection conducted as part of the review.

NCDOT has coordinated with NCDEQ in instances where reclamation plans and agreements were terminated to ensure that the proper responsible party has obtained the necessary approvals and/or permits. It is highly recommended that the DOT review the reclamation plan process and agreements to prevent situations such as these from occurring in the future without a clear process in place and without any gaps in permit and plan approval coverage. REU Staff appear to be knowledgeable of both the erosion control standards and common practices as well

as the projects which were reviewed. Over the past year REU has undergone staff turnover due to retirements and other vacancies. The NCDOT maintains open lines of communication between the contractor, REU staff and various environmental agency staff throughout the life of a project. Overall, the NCDOT has demonstrated their ability to implement the delegated authority to administer an erosion and sediment control program.

DEMLR staff recommend continuing delegation of the Erosion and Sedimentation Control Program to the NCDOT Division of Highways, pursuant to §113A-56. This report will be presented to the Sedimentation Control Commission on November 20, 2025.

This report is based on the 2025 Annual Review of the Erosion and Sedimentation Control Program Delegation to the North Carolina Department of Transportation, Division of Highways conducted between September 3, 2025, and October 21, 2025