STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

JOSH STEIN
GOVERNOR

DANIEL H. JOHNSON
SECRETARY

01/26/2026

U. S. Army Corps of Engineers
Regulatory Field Office
151 Patton Avenue, Room 208
Asheville, NC 28805

NC Division of Water Resources
Transportation Permitting Branch
1617 Mail Service Center
Raleigh NC 27699-1617

ATTN: NCDOT Coordinator NCDOT Coordinator

Subject: **Modification and Reverification of Regional General Permit 50 & 401 Water Quality Certification** for the Replacement of Bridge No. 67 on US 25/70 over the French Broad River in Madsion County, Division 13, TIP No. B-5895, WBS No**.** 48088.1.1

Dear NCDOT Coordinators:

The North Carolina Department of Transportation (NCDOT) hereby requests modification and reverification of the impacts to potential Waters of the United States for the above referenced project that were previously authorized under an expiring Regional General Permit (RGP) and/or Water Quality Certification (WQC).

Previous Authorization Information

USACE Action ID	SAW-2022-02178	**NCDWR Project No.**	20221362
RGP No.	50	**General Certification No.**	4135
Date Issued	August 12, 2024	**Date Issued**	October 25, 2022

The previous permit application and authorization can be found here:
B-5895 Madison 67

Lead Federal Agency:
☐ FHWA ☒ USACE

Project Status:
☐ Pre-Let ☒ Under Construction

Reverifications Requested:
☐ RGP 31 ☒ RGP 50 ☐ Individual 401 WQC ☒ GC 7679 For the Record Only

Mailing Address:
NC DEPARTMENT OF TRANSPORTATION
ENVIRONMENTAL ANALYSIS UNIT
1598 MAIL SERVICE CENTER
RALEIGH NC 27699-1598

Telephone: (919) 707-6000
Customer Service: 1-877-368-4968
Website: www.ncdot.gov

Location:
1000 BIRCH RIDGE DRIVE
RALEIGH NC 27610

Supporting Documentation of Previous Permitting Decision

Topic	Notes / Changes
Permit Drawings	Change (see attached revised drawings)
Impact Summary	No Change
Mitigation	No Change
Endangered Species Act	No Change (see table below)
Archaeology	No Change
Historic Architecture and Landscapes	No Change
Tribal Coordination	No Tribes Added

Endangered Species Act

Protected Species listed from IPaC[1] as of the date of this request:

Common Name	Habitat Present	Survey Dates	Proposed Biological Conclusion	FWS Concurrence Remarks
Gray bat	Yes	7/28/22	MA-NLAA[2]	MA-NLAA
Northern long-eared bat	Yes	7/28/22	MA-NLAA	MA-NLAA
Tricolored bat	Yes	7/28/22	MA-NLAA	MA-NLAA
Eastern hellbender (P)[3]	N/A	N/A	Not Required	N/A
Monarch butterfly (P)[3]	N/A	N/A	Not Required	N/A

1 IPaC – Information for Planning and Consultation (US Fish and Wildlife Service)
2 MA-NLAA = May Affect, Not Likely to Adversely Affect
3 P = Proposed: Monarch butterfly and eastern hellbender were proposed for federal listing under the Endangered Species Act (ESA) in December 2024. However, no regulatory protections will take effect until the listing is finalized. Until that time, proposed species do not receive formal ESA protections.

Modification Request

NCDOT has determined that a modification to the temporary rock causeway phasing plan will be necessary to construct Bridge 67: The causeway footprint for project B-5895 (SAW-2022-02178) will remain unchanged, however the phasing/timing of causeway placement needs to be adjusted in order to accommodate the equipment needed to properly set the interior girders of the proposed structure (requiring modification of 404 verification due to a change in plans). This adjustment in causeway phasing will not restrict more than 50% of the river at any one time or change the originally authorized impact totals to the French Broad River (Revised Phasing Plan, attached).

As a result of this alteration to causeway phasing, an updated floodplain impact analysis was conducted. This resulted in an estimated increase in the 10 year flood event of 0.5’ (to a new max increase of 1.6’ in water surface elevation, as shown in Table 1 of the attached Floodplain Analysis). This projection did not result in any additional properties being impacted other than those already notified.

Proposed work, including revised causeway phasing, will still comply with all special conditions of the August 12, 2024 verification letter.

This modification will result in no new impacts in addition to the originally permitted 0.49 acre/113 linear feet of total temporary and 0.001 acre/24 linear feet of total permanent construction impacts.

If you have any questions or need additional information, please contact Erin Cheely at ekcheely@ncdot.gov or (919)707-6108.

Sincerely,

Erin K. Cheely

ECAP Western Team Lead

Project Submittal Interim Form

Updated December 4, 2023

*Please note: fields marked with a red asterisk * below are required. You will not be able to submit the form until all mandatory questions are answered.*

Project Type: *

- ○ For the Record Only (Courtesy Copy)
- ○ New Project
- ◉ Modification/New Project with Existing ID
- ○ More Information Response
- ○ Other Agency Comments
- ○ Pre-Application Submittal
- ○ Re-Issuance\Renewal Request
- ○ Stream or Buffer Appeal

Is this application for a project associated with emergency response/repairs from Hurricane Helene impacts to your project or property? *

○ Yes ◉ No

Project Contact Information

Name:

Erin Cheely

Who is submitting the information?

Email Address: *

ekcheely@ncdot.gov

Project Information

Existing ID #: *

20221362

20170001 (no dashes)

Existing Version: *

1

1

Project Name: *

B-5895 - Bridge 67 on US 25/70 over French Broad River

Is this a public transportation project? *

◉ Yes ○ No

Is this a DOT project? *

◉ Yes ○ No

Is the project located within a NC DCM Area of Environmental Concern (AEC)? *

○ Yes ◉ No ○ Unknown

Does this project involve maintenance dredging funded by the Shallow Draft Navigation Channel Dredging and Aquatic Weed Fund, electric generation projects located at an existing or former electric generating facility, or involve the distribution or transmission of energy or fuel, including natural gas, diesel, petroleum, or electricity? *

○ Yes ◉ No

Is this project connected with ARPA funding? *

○ Yes ◉ No

TIP#: B-5895

WBS#: 48088.1.1

(Applies to DOT projects only)

County (ies) *

Madison

Please upload all files that need to be submited.

Click the upload button or drag and drop files here to attach document

B-5895 2026-01-26 Modification and Renewal Request.pdf 2.78MB

Only pdf or kmz files are accepted.

Describe the attachments or add comments:

Requesting RGP renewal with documentation of previously communicated causeway phasing modification.

*

☑ By checking the box and signing box below, I certify that:

- I, the project proponent, hereby certifies that all information contained herein is true, accurate, and complete to the best of my knowledge and belief.
- I, the project proponent, hereby requests that the certifying authority review and take action on this CWA 401 certification request within the applicable reasonable period of time.
- I agree that submission of this online form is a “transaction” subject to Chapter 66, Article 40 of the NC General Statutes (the “Uniform Electronic Transactions Act”);
- I agree to conduct this transaction by electronic means pursuant to Chapter 66, Article 40 of the NC General Statutes (the “Uniform Electronic Transactions Act”);
- I understand that an electronic signature has the same legal effect and can be enforced in the same way as a written signature; AND
- I intend to electronically sign and submit the online form.

Signature: *

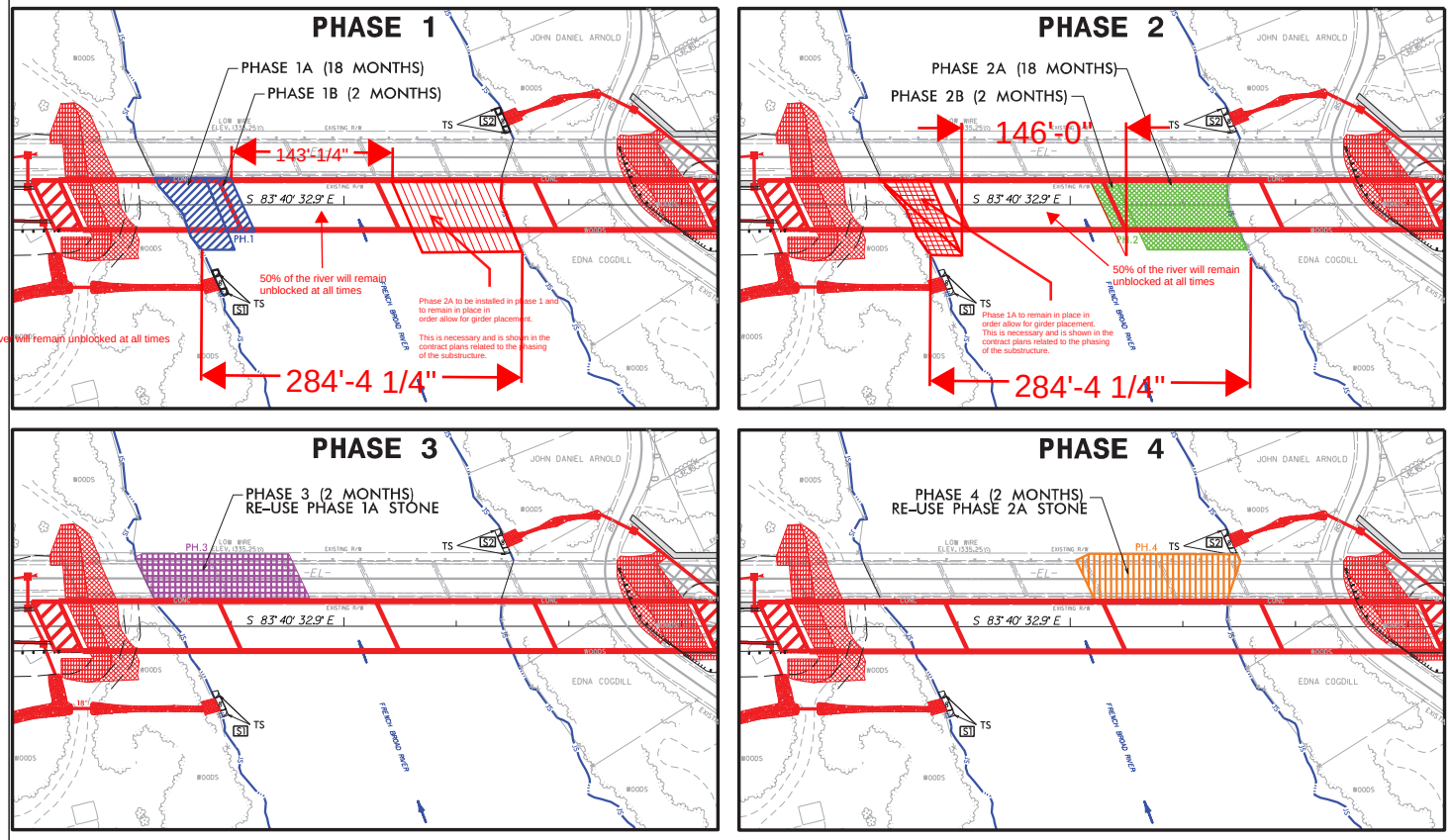
Submittal Date: 1/26/2026

8/17/99

PERMIT DRAWING
SHEET 4 OF 6

100' 0' 100'
GRAPHIC SCALE

TEMPORARY ROCK CAUSEWAY PHASING PLAN



PROJECT REFERENCE NO.	SHEET NO.
B-5895	4
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

INCOMPLETE PLANS
DO NOT USE FOR R/W ACQUISITION

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

PLANS PREPARED BY:

WSP USA
421 FAYETTEVILLE STREET
SUITE 1500
RALEIGH, NC 27601
TEL: 1.919.836.4040
FAX: 1.919.836.4099
LICENSE NO. F-0165

NAD 83 NSRS 2007

NOTES

1. NO MORE THAN 50% OF THE WIDTH OF THE RIVER SHALL BE BLOCKED AT ONE TIME. (PHASES 1 AND 2 CANNOT BE PERFORMED AT THE SAME TIME)
2. RIPRAP CAN BE RE-USED ON SITE FROM PHASE TO PHASE.
3. CAUSEWAYS SHALL BE REMOVED USING LEAST IMAPCTFUL MEASURES POSSIBLE.
4. PHASES 3 AND 4 ARE FOR REMOVAL OF EXISTING BRIDGE BENTS.
5. CONSTRUCTION TIMES SHOWN ARE APPROXIMATE.
6. SITES 1 AND 2, RIPRAP AT EMBANKMENTS, CAN BE CONSTRUCTED AT ANY TIME.

Additional Notes:
1) Phase 1A and 2A would be installed and remain installed during phase 1 and phase 2 to allow for girder erection.
2) Phase 1B and 2B will not be installed during the same time to allow for at least, if not more than, 50% of the width of the river to remain open at all times.
3) The Construction times shown would remain unchanged and as shown are approximate according to existing note 5.

STIP Project No. B-5895
Madison County

SUMMARY OF TEMPORARY FLOODPLAIN IMPACTS DURING THE CONSTRUCTION OF THE US 25/US 70 BRIDGE OVER THE FRENCH BROAD RIVER

The replacement structure for Bridge 67 over the French Broad River will result in a positive hydraulic effect on the river and the river users. The four-span bridge will only have two bents in the river. The current eight-span bridge has 6 bents located in the river. Fewer bents in the river will reduce the potential for debris to become lodged at the bents and create obstructions for river users.

Riprap causeways will be used during the construction of the proposed bridge and the removal of the existing bridge. This will create a constriction in the river and the water surface elevation (WSE) upstream of the causeways will increase. To minimize the increase in WSE, no proposed causeway will block more than 50% of the river's width. The largest causeway will be constructed during Phases 1 and 2A of construction. It will be constructed to a height at least one foot above the normal water surface and is expected to remain in place for 18 months.

There are several structures, primarily residential, within the floodplain upstream of the bridge that could be impacted by increases in WSE during construction. To determine the potential impacts to these structures, a hydraulic model was created in the US Army Corps of Engineers Hydraulic Engineering Center's River Analysis System (HEC-RAS). The most constricted condition that occurs during Phase 2 was modeled to determine the highest expected WSE increase during construction. The two-year, five-year, and ten-year flood events were evaluated. These events were selected due to the anticipated duration of construction. A maximum increase in WSE of 1.6 feet occurs approximately 256 feet upstream of the bridge at River Station (RS) 575186 during the ten-year flood event. The results of the HEC-RAS model are shown in Tables 1 and 2. Table 1 reports the WSE for the existing condition and the increase change in WSE created by the constricted condition. Six residential structures are impacted by the increase in the ten-year flood event. These structures are identified in Exhibit 1. Four of the structures are cabins in the Hot Springs Campground on the west side of the river. These cabins are elevated with the finish floor above the ten-year WSE. The other two impacted structures are on the east bank of river along Silvermine Road. The ten-year WSE during construction could reach the lowest adjacent grade of these structures but is not expected to reach the finish floor elevation. The extent of these impacts is shown in Exhibit 1. Table 2 reports the impacts of the causeway constriction on channel velocities.

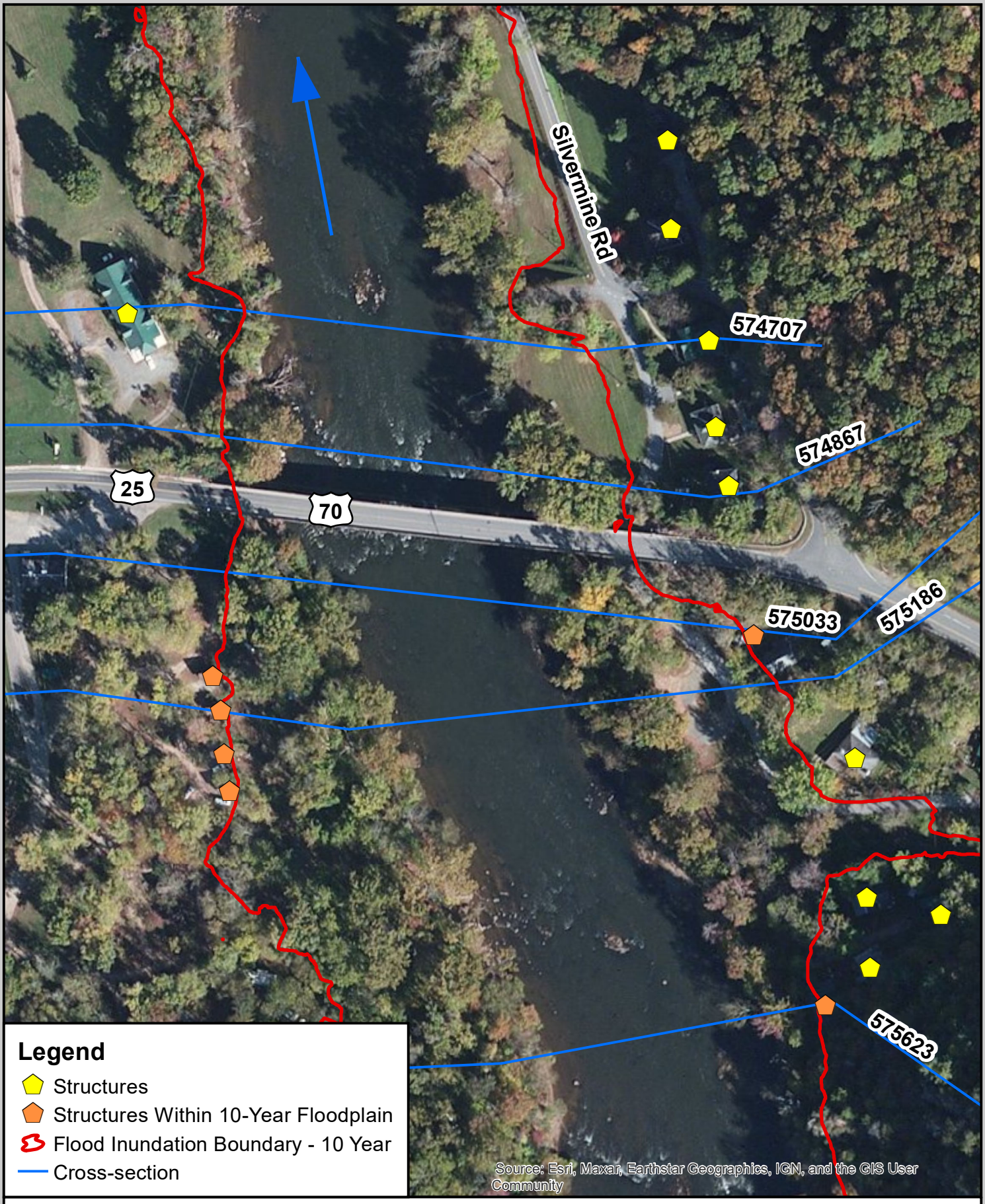
Owners of the potentially impacted properties will be notified of the potential risk of flooding prior to construction of the causeways. It may also be possible to utilize a work bridge between several smaller causeways to reduce the amount of the constriction. Division 13 construction staff will discuss this possibility with the contractor prior to construction.

Table 1. Change in Water Surface Elevation for Proposed Construction of US 25 Bridge over the French Broad River

River Station	Approximate Distance from Bridge (feet)	2-YR Flood Event		5-YR Flood Event		10-YR Flood Event	
		Existing WSE	Phase 2	Existing WSE	Phase 2	Existing WSE	Phase 2
		Change in Water Surface Elevation (feet)					
580536	2640	1330.2	0.0	1332.9	0.0	1334.4	0.0
577896	1478	1324.6	-0.1	1327.1	0.1	1328.8	0.1
576418	795	1319.6	0.8	1322.5	0.7	1324.2	0.6
575623	437	1318.0	1.2	1320.3	1.2	1321.6	1.2
575186	153	1317.3	1.4	1319.3	1.5	1320.4	1.6
575033	93	1317.0	1.3	1318.7	1.3	1319.4	1.3
574940 BR U	Bridge US Face	1316.0	1.7	1317.5	1.7	1318.0	1.7
574940 BR D	Bridge DS Face	1315.9	0.0	1317.3	0.0	1317.6	0.0

Table 2. Change in Velocity for Proposed Construction of US 25 Bridge over the French Broad River

River Station	Approximate Distance from Bridge (feet)	2-YR Flood Event		5-YR Flood Event		10-YR Flood Event	
		Existing Velocity	Phase 2	Existing Velocity	Phase 2	Existing Velocity	Phase 2
		Change in Velocity (ft/s)					
580536	2640	11.1	0.0	14.6	0.0	17.0	0.0
577896	1478	6.1	0.1	7.0	-0.1	7.5	-0.1
576418	795	5.9	-0.5	7.0	-0.4	7.8	-0.4
575623	437	7.1	-0.7	9.2	-0.8	10.6	-0.9
575186	153	6.3	-0.8	8.4	-0.9	9.9	-1.1
575033	93	6.6	0.1	9.1	0.1	11.0	0.1
574940 BR U	Bridge US Face	6.9	0.2	9.6	0.2	12.0	0.2
574940 BR D	Bridge DS Face	6.9	0.0	9.8	0.0	12.3	0.0



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Summary of Temporary Floodplain Impacts
During the Construction of the US 25/US 70
Bridge Over the French Broad River

Exhibit 1

0 75 150
Feet
1 inch = 150 feet