



STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

JOSH STEIN
GOVERNOR

DANIEL H. JOHNSON
SECRETARY

February 17, 2026

U.S. Army Corps of Engineers
Water Resources Development Act (WRDA)
Transportation Permitting Branch

NC Division of Water Resources
Transportation Permitting Branch

ATTN: Ms. Crystal Amschler,
NCDOT Coordinator

Ms. Amy Annino,
NCDOT Coordinator

Subject: **Section 404 Regional General Permit 50 & 401 Individual Water Quality Certification**
for permanent repairs to US 74 A (Gerton Highway) from Bearwallow Mountain Road in
Gerton to East of the NC 9 intersection in Bat Cave. Henderson County, Division 14, WBS
18314.1045039.

Dear NCDOT Coordinators:

The North Carolina Department of Transportation (NCDOT) proposes the following project as the result of damage caused by Hurricane Helene in late September 2024:

Repairs to 2.17 miles of US 74A from Bearwallow Mountain Road to Grant Mountain Road.

Approvals Requested:

404 Regional General Permit 50. Notification due to the use of an RGP 50.

401 Individual Water Quality Certification. Notification required due to Tr stream designation.

FHWA is the lead federal agency for this project.

General work description:

Several pipes along this route were damaged or obstructed with storm debris. This project proposes to clean, repair, or replace 17 structures. A description of the impact is found in the following tables.

Streams in the Project Area

Permit Site	Stream Name	Status/Class	Perm Fill (loss)	Bank Stabilization	Temporary Impact	ACOE Mitigation Required	DWR Mitigation Required	Impact Description
1	Hickory Nut Creek & UT to same	Perennial	--	95 lf 0.03 ac	35 lf < 0.01 ac	--	--	Permanent bank stabilization is necessary to stabilize and reduce water velocity at the tributary and Hickory Nut Creek confluence. Temporary impacts upstream and downstream of bridge are shown for construction methods and access.
2	UT Hickory Nut Creek		--	--	3 lf < 0.01 ac	--	--	The existing 18" CSP requires removal of debris material and a section to be replaced. The temporary impact is due to outlet protection tying to the jurisdictional stream. Jurisdiction of the stream begins beyond the outlet of the 18" CSP.
3	Hickory Nut Creek	Perennial	433 lf 0.12 ac	110 lf 0.04 ac	39 lf <0.01	433	433	Stream realignment is necessary due to the roadway repair and moving the channel away from the roadway for future hazard mitigation. Permanent bank stabilization is needed downstream of the Konatoga Circle crossing to stabilize the banks and reduce water velocity. Temporary impacts are shown for dewatering upstream and downstream of the channel realignment.
4	UT Hickory Nut Creek		--	--	86 lf < 0.01 ac	--	--	Temporary stream impacts are due to being located within the Temporary Construction Easement. The stream will be repaired if there are any impacts during construction.
5	UT Hickory Nut Creek		9 lf < 0.01 ac	--	18 lf < 0.01 ac	9 lf	9 lf	The existing 6'x4' RCBC requires removal of debris material. Temporary impacts to the stream are required for equipment to access the pipe and for temporary dewatering (pump around) as well as tie in of the ditches at the pipe RCBC inlet. Pipe Removal/Stream daylighting. Permanent stream impacts for outlet protection is needed at the downstream end of the RCBC. The existing 36" RCP will be removed and the stream will be daylighted with a 4' base ditch.
6	Hickory Nut Creek	Perennial	--	--	39 lf 0.01 ac	--	--	Remove Pipe and Replace with Base Ditch/Stream Daylighting. Temporary impacts are illustrated at Hickory Nut Creek due to replacing the existing pipe with a 4' base ditch and tying in the daylighted section of stream to Hickory Nut Creek. This includes impacts to the extent of the construction easement.
7	UT Hickory Nut Creek		--	52 lf < 0.01 ac	15 lf < 0.01 ac	--	--	Bank Stabilization. Existing banks along the stream channel adjacent to the road require permanent bank stabilization. Temporary impacts shown upstream are for dewatering and access, if necessary, during construction.
8	UT Hickory Nut Creek		--	7 lf < 0.01 ac	28 lf < 0.01 ac	--	--	Bank Stabilization. Existing banks along the stream channel and adjacent Site 7 require permanent bank stabilization. Temporary impacts shown upstream are for dewatering and access, if necessary, during construction.
9	Hickory Nut Creek	Perennial	--	97 lf 0.03 ac	31 lf 0.03 ac	--	--	The existing double barrel culvert requires removal of debris material. Temporary impacts upstream and downstream are for dewatering and access, if necessary, during construction. Bank Stabilization. Existing banks along the stream channel adjacent to the road require permanent bank stabilization upstream and downstream of the double barrel crossing of Hickory Nut Creek.
10	Hickory Nut Creek	Perennial	--	--	28 lf <0.01 ac	--	--	24" RCP-IV installation. An energy dissipator pad is being installed at the outlet of the 24" RCP. The 24" RCP is part of the roadway drainage system and is not associated with a jurisdictional stream. The rip rap pad does not tie to Hickory Nut Creek. Temporary impacts are shown at Hickory Nut Creek within the easement for construction access if needed.
11	UT Hickory Nut Creek		87 lf 0.01 ac	17 lf <0.01 ac	8 lf <0.01 ac	87	0	Replace existing 7'x 8' RCBC with an 8'x 8'RCBC. Permanent stream impacts are included for bank stabilization necessary at the inlet of the RCBC. Permanent impacts downstream of the RCBC are to tie the unnamed tributary back to the relocated Hickory Nut Creek (Site 12). Temporary impacts shown upstream of the RCBC are for dewatering and construction access.
12	Hickory Nut Creek	Perennial	531 lf 0.2 ac	0	14 lf < 0.01 ac	531	531	Stream realignment. Damage to the roadway structure from Hurricane Helene requires the permanent realignment of the channel at this location.
13	Hickory Nut Creek	Perennial	33 lf < 0.01 ac	0	72 lf 0.01 ac	33	33	Slope Repair / Construction Easement. Temporary impacts are illustrated at this location due to the construction easement. Permanent impacts along Hickory Nut Creek are for installation of the rip rap at embankment at the base of the grouted base ditch necessary for the slope repair.

Permit Site	Stream Name	Status/Class	Perm Fill (loss)	Bank Stabilization	Temporary Impact	ACOE Mitigation Required	DWR Mitigation Required	Impact Description/ Avoidance and Minimization		
14	UT to Hickory Nut Creek		99 lf 0.01 ac	0	15 < 0.01 ac	99	0	The existing 3.5'x 2.5' RCBC requires removal of debris material. Temporary impacts to the stream are required for equipment to access the pipe and for temporary dewatering (pump around). Slope and drainage system repair. Permanent impacts are needed for updates and repair of the drainage system and slope at this location. A section of stream that is currently daylighted will be placed in a 48" CSP when repairing the slope that failed in this location. Permanent impacts for inlet protection are needed at upstream end of the 3.5' x 2.5' RCBC. An energy dissipator pad is needed at the outlet of the drainage system.		
15	UT Hickory Nut Creek		78 lf < 0.01 ac	--	3 lf < 0.01 ac	78	0	Install New 36" RCP-IV This location requires changes to the drainage system with installation of a new 36" RCP, stabilization of the existing channel with a 3' base ditch at the inlet of the pipe, and backfill of the stream channel which is directly adjacent to the roadway. Temporary impacts to the stream are required for equipment to access the pipe and for temporary dewatering (pump around).		
16	UT Hickory Nut Creek		40 lf < 0.01 ac	--	42 lf < 0.01 ac	40	0	Remove existing 18" RCP and replace with 48" RCP-IV This location requires changes to the drainage system associated with Site 15. An existing 18" RCP under the road will be replaced with a new 48" RCP with inlet and outlet protection. Temporary impacts to the stream are required for equipment to access the pipe and for temporary dewatering (pump around).		
17	UT Hickory Nut Creek		105 lf < 0.01 ac	--	18 lf < 0.01 ac	105	--	Channel realignment and 2' x 4'RCBC debris removal. Stream impacts are due to storm debris blocking the existing 2'x4' RCBC at the inlet which caused a secondary channel to form along the roadway. The existing RCBC will be cleaned and retained. The stream will then be reestablished to a single channel and reconnected to the 2'x4' RCBC crossing.		
18	UT Hickory Nut Creek		99 lf 0.02 ac	--	14 lf < 0.01 ac	99	--	Removal of existing 24" CMP and installation of new 30" RCP-IV/30" CSP/30" RPC-III. Permanent impacts are a result of stabilization of the existing channel with 3' base ditch at the inlet and outlet protection. Temporary impacts to the stream are required for equipment to access the pipe and for temporary dewatering (pump around).		
19	Hickory Nut Creek	Perennial	774 lf 0.29 ac	--	59 0.02 ac	774	774	Stream realignment. Damage to the roadway structure from Hurricane Helene requires the permanent realignment of the channel at this location.		
20	Hickory Nut Creek	Perennial	198 lf 0.07 ac	--	68 lf 0.03 ac	198	198	Stream realignment. Damage to the roadway structure from Hurricane Helene requires the permanent realignment of the channel at this location.		
21	Hickory Nut Creek	Perennial	765 lf 0.25 ac	--	76 lf 0.03 ac	765	765	Stream realignment. Damage to the roadway structure from Hurricane Helene requires the permanent realignment of the channel at this location.		
22	Hickory Nut Creek	Perennial	23 lf < 0.01 ac	--	17 < 0.01 ac	23	23	Removal of existing concrete box culvert (size unknown) and installation of new 48" RCP-IV. Stream realignment. Inlet stabilization at the 48" RCP inlet at the special "V" ditch tie-in and stream realignment at the outlet to tie into the relocated Hickory Nut Creek. Temporary impacts to the stream are required for equipment to access the pipe and for temporary dewatering (pump around).		
Sheet Totals:			3,274 lf 1 ac	378 lf 0.09 ac	728 lf 0.20 ac	3,274	0			
			3,652 lf 1.09 ac							

Wetlands in the Project Area

Permit Site	Excavation in Wetlands (loss)	Temporary Impacts in Wetlands	ACOE Mitigation Required	Impact Description/ Avoidance and Minimization
4	<0.01 ac	--	*	Excavation for the channel realignment. A small amount (<0.01 ac) of permanent excavation in wetlands occurs at this location due to the channel realignment at Site 3. Additional hand clearing (0.06 ac) is illustrated in wetlands within the Temporary Construction Easement. *Due to the small amount of wetland impacts at this location, NCDOT does not propose mitigation for this activity.

Endangered Species Act: Protected Species listed from IPaC¹ as of the date of this application:

Common Name	Habitat Present	Survey Dates	Proposed Biological Conclusion	FWS Concurrence Remarks
Gray bat Northern long-eared bat Tricolored bat (Proposed)	Yes	n/a	May Affect, Likely to Adversely Affect (under PBO/PCO)	Concur (attached)
White irisette	Yes	6/9-10/2025	No Effect	n/a
Small whorled pogonia	Yes	6/9-10/2025	No Effect	n/a
Rock gnome lichen	No	n/a	No Effect	n/a
Bog turtle ²	No	n/a	Not Required	n/a
Monarch butterfly (Proposed) ³	Unknown	n/a	n/a	n/a
Eastern Hellbender (Proposed) ³	Unknown	n/a	n/a	n/a

1 IPaC – Information for Planning and Consultation (US Fish and Wildlife Service)
 2 Similarity of Appearance (Threatened); A species that is threatened due to similarity of appearance with another listed species and is listed for its protection.
 3 Due to the recent listings of monarch butterfly within the proposed action area, NCDOT does not have complete information at this time. It is anticipated that construction will be complete by the timeframes proposed for full listing, should the species be formally listed.

Historic Resources Summary (documentation included)

106 Topic	Findings	
Historic Architecture	No Historic Properties Present	
Archaeology	No Surveys Required	
Tribal Coordination	Tribe	Response
Tribal Coordination Letters were sent to the following Tribes on January 6, 2025:	Catawba Indian Nation	<i>No response received</i>
	Cherokee Nation	<i>No response received</i>
	Eastern Band of Cherokee Indians	<i>No response received</i>
	Muscogee (Creek) Nation	<i>No response received</i>
	United Keetoowah Band of Cherokee Indians in Oklahoma	<i>No response received</i>

If you have any questions or need additional information, please contact Michael Turchy, at maturchy@ncdot.gov or (919) 707-6157.

Sincerely,


 Digitally signed by
 Michael Turchy

Michael A. Turchy
 Environmental Coordination and Permitting Group Leader

epoch

Permit Drawings



North Carolina Department of Transportation

Highway Stormwater Program
STORMWATER MANAGEMENT PLAN

(Version 3.02; Released April 23, 2024)

FOR NCDOT PROJECTS

WBS Element:	TIP/Proj No:	18314.1045039	County(ies):	Henderson	Page	1	of	2
General Project Information								
WBS Element:	TIP Number:	18314.1045039	Project Type:	Other	Date:	0710/2025		
NCDOT Contact:	Nathan Tanner, PE			Contractor / Designer:	Davin Morrison, PE			
	Address:	NCDOT Highway Division 14 253 Webster Road Sylva, NC 28779			Address:	440 South Church Street Suite 1200 Charlotte, NC 28202-2075		
	Phone:	828 331-5213			Phone:	980 337-5181		
	Email:	nrtanner@ncdot.gov			Email:	davin.morrison@hdrinc.com		
City/Town:	Gerton & Bat Cave			County(ies):	Henderson			
River Basin(s):	Broad			CAMA County?	No			
Wetlands within Project Limits?	No							
Project Description								
Project Length (lin. miles or feet):	2.17	Surrounding Land Use:	Forested, Low Density Residential, Commercial, and Transportation					
Proposed Project								
Project Built-Upon Area (ac.)	6.9	ac.	6.5 ac.					
Typical Cross Section Description:	Maintain existing two lane highway with 10' wide travel lanes, shoulders, and roadside ditches where Hurricane Helene storm damage to the roadway was minimal or did not occur. Where damage has occurred, roadway will be reconstructed with two 11' wide travel lanes, 3' wide shoulders (6' wide with guardrail), expressway gutter, and roadside ditches.							
Annual Avg Daily Traffic (veh/hr/day):	Design/Future:	3000	Year:	2040	Existing:	1500	Year:	2017
General Project Narrative: (Description of Minimization of Water Quality Impacts)	This SMP is for Work Package 3 from Bearwallow Mountain Road to Grant Mountain Road. A separate SMP will be submitted for Work Package 4 from Grant Mountain Road to NC 9. Retaining walls and/or 1.25:1 grouted rip rap embankments will be used to repair severely damaged roadway fill slopes adjacent to Hickory Nut Creek. The stream will be relocated to its pre-storm location where needed to protect the roadway. Stream impacts will be kept to a minimum by only relocating the stream where needed, installing retaining walls to keep fill slopes out of the stream, and armoring the roadway embankment with a 1.25:1 grouted rip rap to reduce the impacts that may be caused by a standard 2:1 fill slope. Rip rap aprons and standard base ditches will be used to capture flow from culverts that pass under the roadway to help reduce outlet velocities and erosion.							



(Version 3.02; Released April 23, 2024)

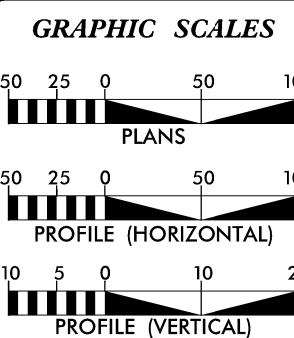
North Carolina Department of Transportation

Highway Stormwater Program
STORMWATER MANAGEMENT PLAN
FOR NCDOT PROJECTS



Page 2 of 2

WBS Element:	TIP/Proj No.:	18314.1045039	County(ies):	Henderson	Page	2	of	2
General Project Information								
Waterbody Information								
Surface Water Body (1):	Hickory Nut Creek		NCDWR Stream Index No.:	9-14				
NCDWR Surface Water Classification for Water Body		Primary Classification:	Class C					
		Supplemental Classification:	Trout Waters (Tr)					
Other Stream Classification:								
Impairments:								
Aquatic T&E Species?		Comments:						
NRTR Stream ID:				Buffer Rules in Effect:	N/A			
Project Includes Bridge Spanning Water Body?	Yes	Deck Drains Discharge Over Buffer?	No	Dissipator Pads Provided in Buffer?				
Deck Drains Discharge Over Water Body?	No	(If yes, provide justification in the General Project Narrative)		(If yes, describe in the General Project Narrative; if no, justify in the General Project Narrative)				
Surface Water Body (2):	UT to Hickory		NCDWR Stream Index No.:	9-14				
NCDWR Surface Water Classification for Water Body		Primary Classification:	Class C					
		Supplemental Classification:	Trout Waters (Tr)					
Other Stream Classification:								
Impairments:								
Aquatic T&E Species?		Comments:						
NRTR Stream ID:				Buffer Rules in Effect:	N/A			
Project Includes Bridge Spanning Water Body?	Yes	Deck Drains Discharge Over Buffer?	N/A	Dissipator Pads Provided in Buffer?	N/A			
Deck Drains Discharge Over Water Body?	No	(If yes, provide justification in the General Project Narrative)		(If yes, describe in the General Project Narrative; if no, justify in the General Project Narrative)				
Surface Water Body (3):			NCDWR Stream Index No.:					
NCDWR Surface Water Classification for Water Body		Primary Classification:						
		Supplemental Classification:						
Other Stream Classification:								
Impairments:								
Aquatic T&E Species?		Comments:						
NRTR Stream ID:				Buffer Rules in Effect:				
Project Includes Bridge Spanning Water Body?		Deck Drains Discharge Over Buffer?		Dissipator Pads Provided in Buffer?				
Deck Drains Discharge Over Water Body?		(If yes, provide justification in the General Project Narrative)		(If yes, describe in the General Project Narrative; if no, justify in the General Project Narrative)				



DESIGN DATA

2017 = 1,500
ADT 2040 = 3,000
T = 8 %
V = 40 MPH

FUNC CLASS = MINOR ARTERIAL

PROJECT LENGTH

LENGTH ROADWAY WORK PACKAGE #3	= 2.167 MILES
TOTAL LENGTH TIP PROJECT US-74A	= 6.250 MILES

HDR Prepared In the Office of:
HDR Engineering, Inc. of the Carolinas
440 S Church St, Suite 1200 Charlotte, NC 28202
N.C.B.E.L.S. License Number: F-0116

2024 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE:

LETTING DATE:

PHILLIP E. ROGERS, PE
PROJECT ENGINEER

MATTHEW J. WERDER, PE
PROJECT DESIGN ENGINEER

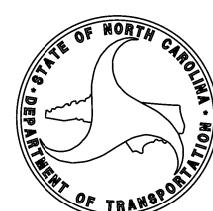
NATHAN R. TANNER, PE
NCDOT CONTACT

HYDRAULICS ENGINEER

SIGNATURE: _____ P.E.

ROADWAY DESIGN ENGINEER

SIGNATURE: _____ P.E.

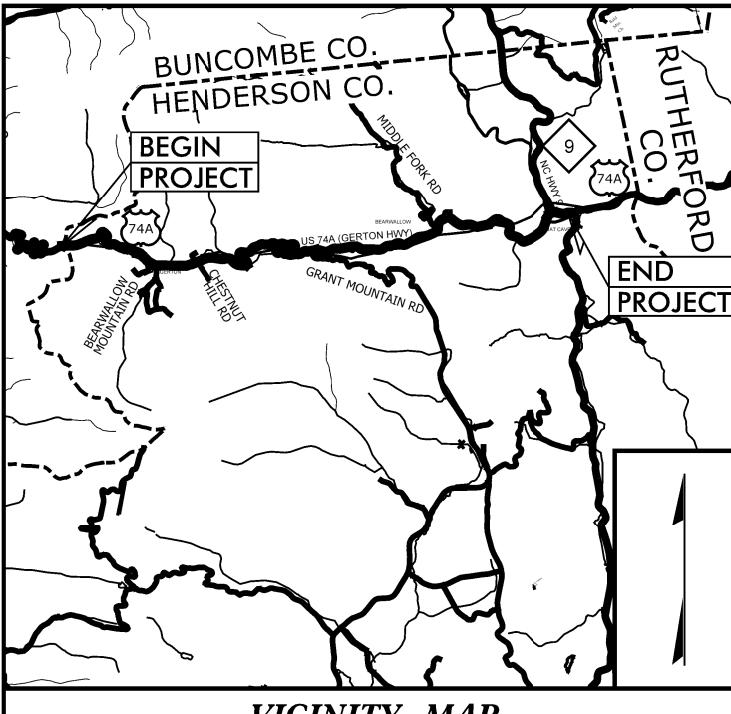


STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

PERMIT DRAWING
SHEET 1 OF 24

STATE	STATE PROJECT REFERENCE NO.	HEET NO.	TOTAL SHEETS
N.C.	18314.1045039	1	

STATE PROJ. NO. F.A. PROJ. NO. DESCRIPTION
----- ----- P.E.
----- ----- ROW



HENDERSON COUNTY

LOCATION: GERTON HWY (U.S. HWY 74A) FROM WEST OF BEARWALLOW MOUNTAIN RD TO CHIMNEY ROCK ROAD (U.S. HWY 64)

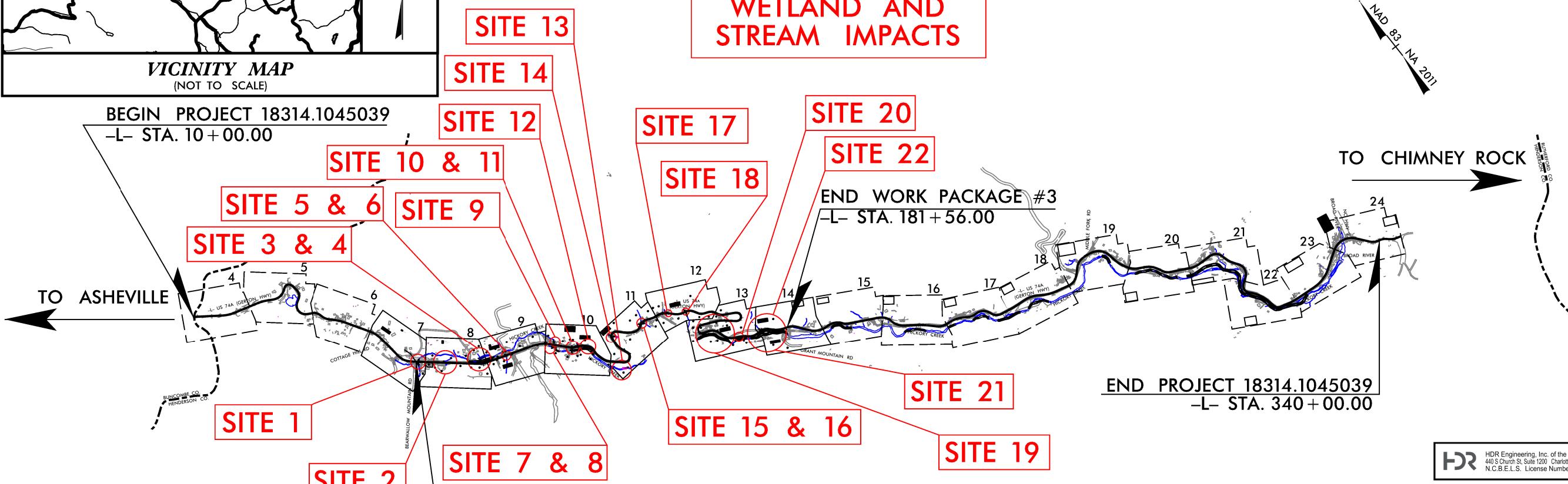
TYPE OF WORK: GRADING, PAVING, DRAINAGE, AND STRUCTURES



WORK PACKAGE #3: BEARWALLOW MOUNTAIN ROAD TO GRANT MOUNTAIN ROAD

WETLAND AND STREAM IMPACTS

NAD 83
NA 2011

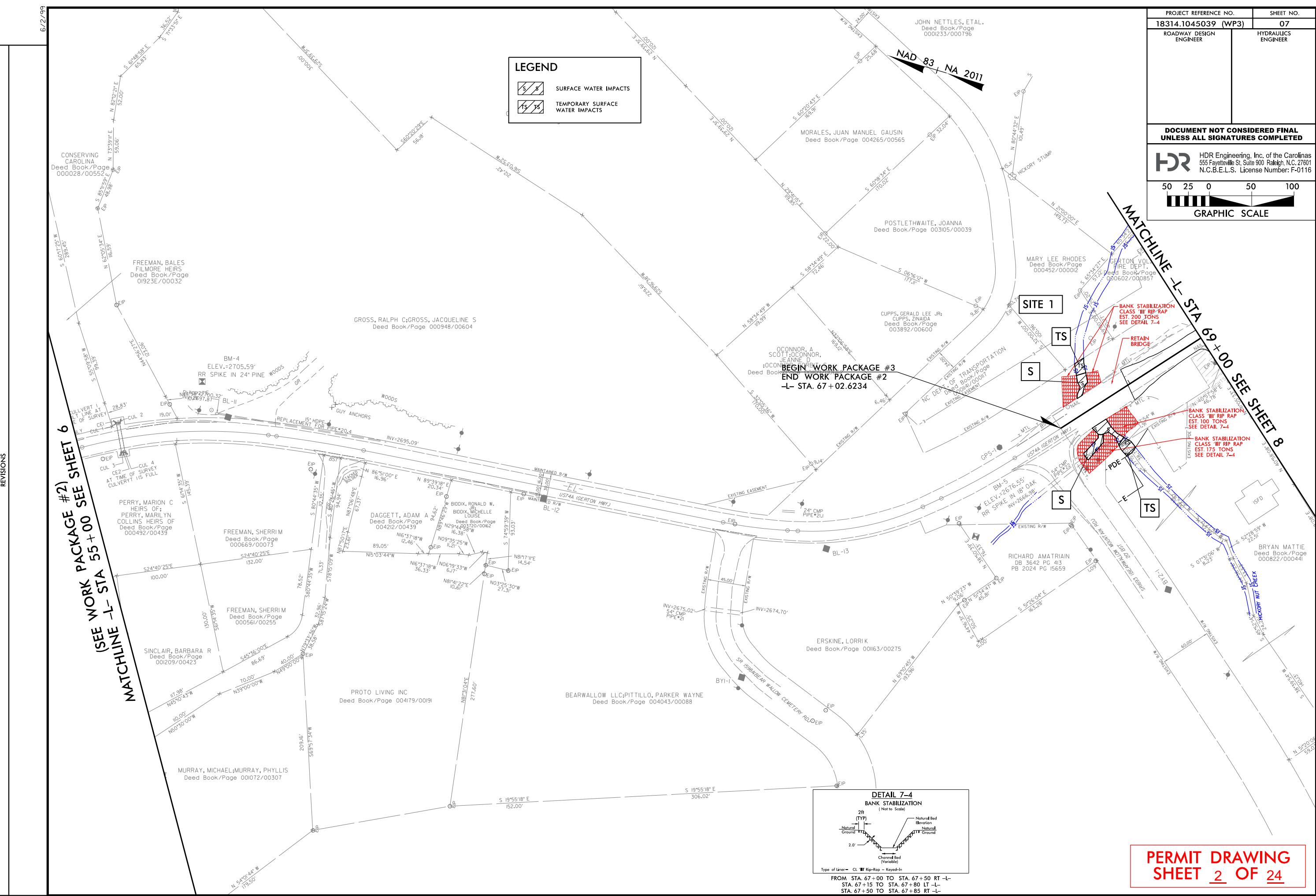


NOTES:

1. CLEARING ON THIS PROJECT SHALL BE PERFORMED TO THE LIMITS ESTABLISHED BY METHOD II.
2. THIS IS A NO CONTROL OF ACCESS PROJECT.

HDR HDR Engineering, Inc. of the Carolinas
440 S Church St, Suite 1200 Charlotte, NC 28202
N.C.B.E.L.S. License Number: F-0116

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED



WORK PACKAGE #2 SHEET 6
(SEE WORK PACKAGE #2 SHEET 6)
SEE STA 55+00 SEE
WATCHLINE -L-

CONSERVING
CAROLINA
Deed Book/Page
000028/00552
N 71° E
E 85° S 85° 59' E
S 45° 58' E
E 65° 58' E
N 62° 05' 34" E
S 60° 42' 55" W
S 28° 45' W

GROSS, RALPH C;GROSS, JACQUELINE
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PACKAGE #2)
SEE
55 + 00
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PERRY, MARILYN
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000492/00439

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SINCLAIR, BARBARA R
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001209/00423

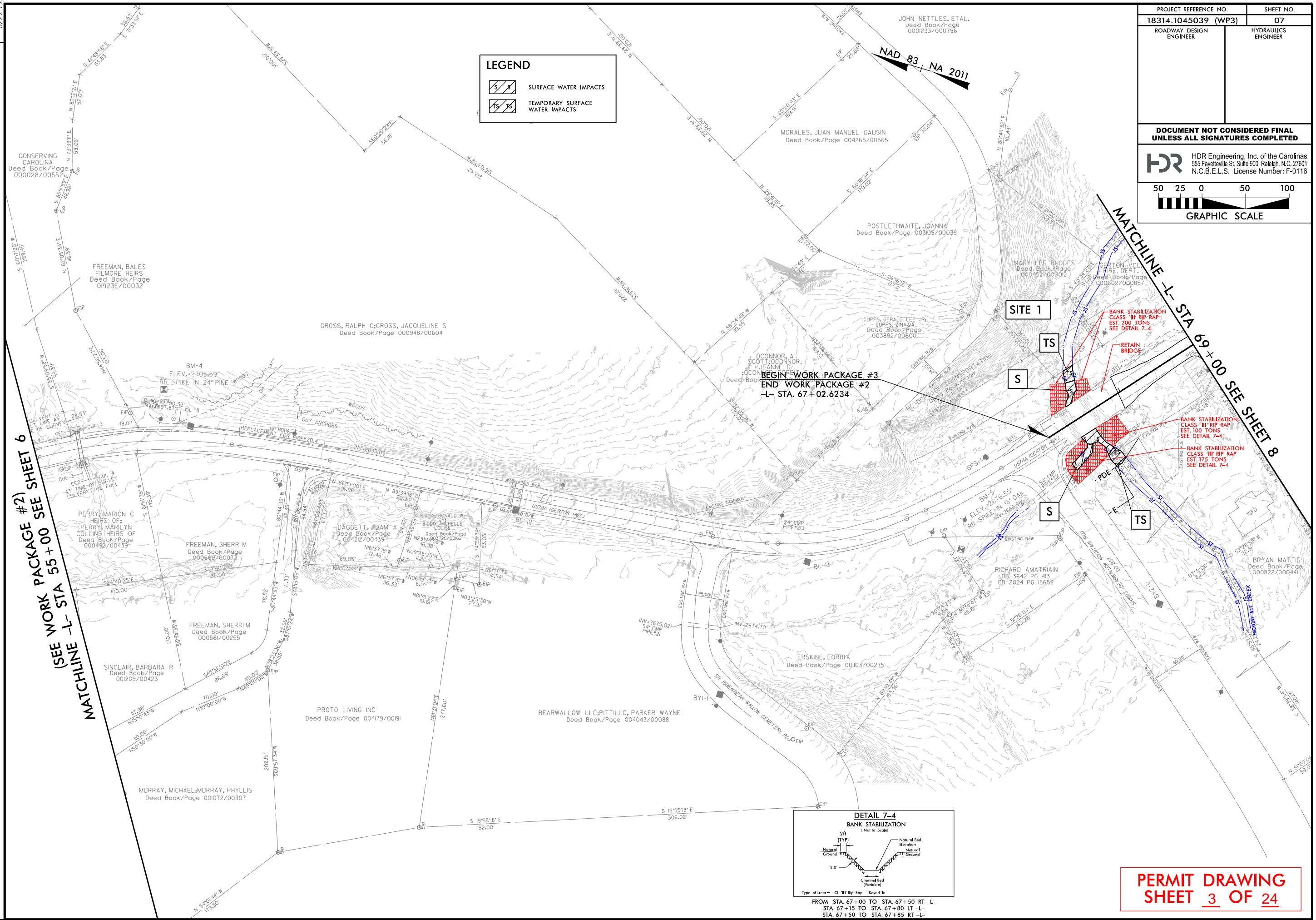
130.00' S87°14'35" W

70.00' N49°00'00" E
86.65' S45°36'00" E
40.00' N72°27'36" W
35.56' S87°15'24" W

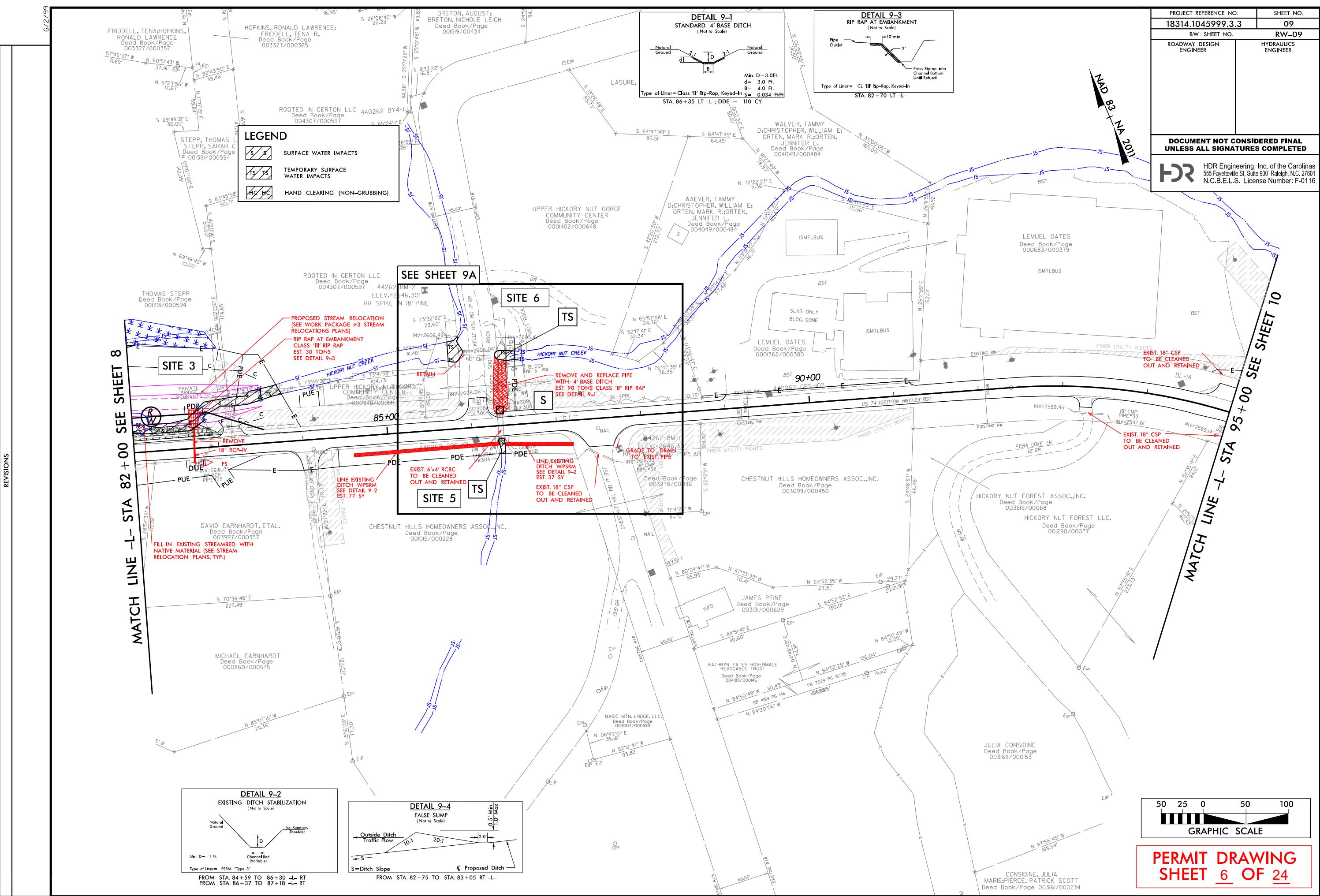
FREEMAN, SHERIM
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000561/00255

MURRAY, MICHAEL;MURRAY, PHYLLIS
Deed Book/Page 001072/00307

A map showing a survey line from point Q to point P. The line is labeled with a bearing of N 54°0'44" W and a distance of 179.50. A vertical line is also shown on the left side of the map.



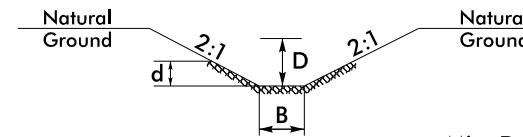
**PERMIT DRAWING
SHEET 3 OF 24**



DETAIL 9-1

STANDARD 4' BASE DITCH

(Not to Scale)



Min. D = 3.0Ft.

d = 3.0 Ft.

B = 4.0 Ft.

S = 0.034 Ft/Ft

Type of Liner = Class 'II' Rip-Rap, Keyed-In

STA. 86 + 35 LT -L-; DDE = 110 CY

DETAIL 9-2

EXISTING DITCH STABILIZATION

(Not to Scale)



Min D = 1 Ft.

Channel Bed (Variable)

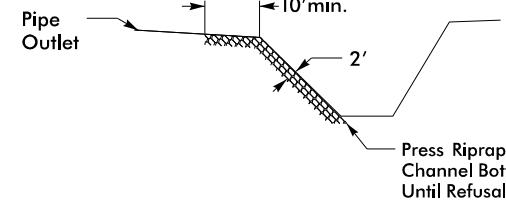
Type of Liner = PSRM "Type 3"

FROM STA. 84 + 59 TO 86 + 30 -L- RT
FROM STA. 86 + 37 TO 87 + 18 -L- RT

DETAIL 9-3

RIP RAP AT EMBANKMENT

(Not to Scale)



Type of Liner = CL 'III' Rip-Rap, Keyed-In

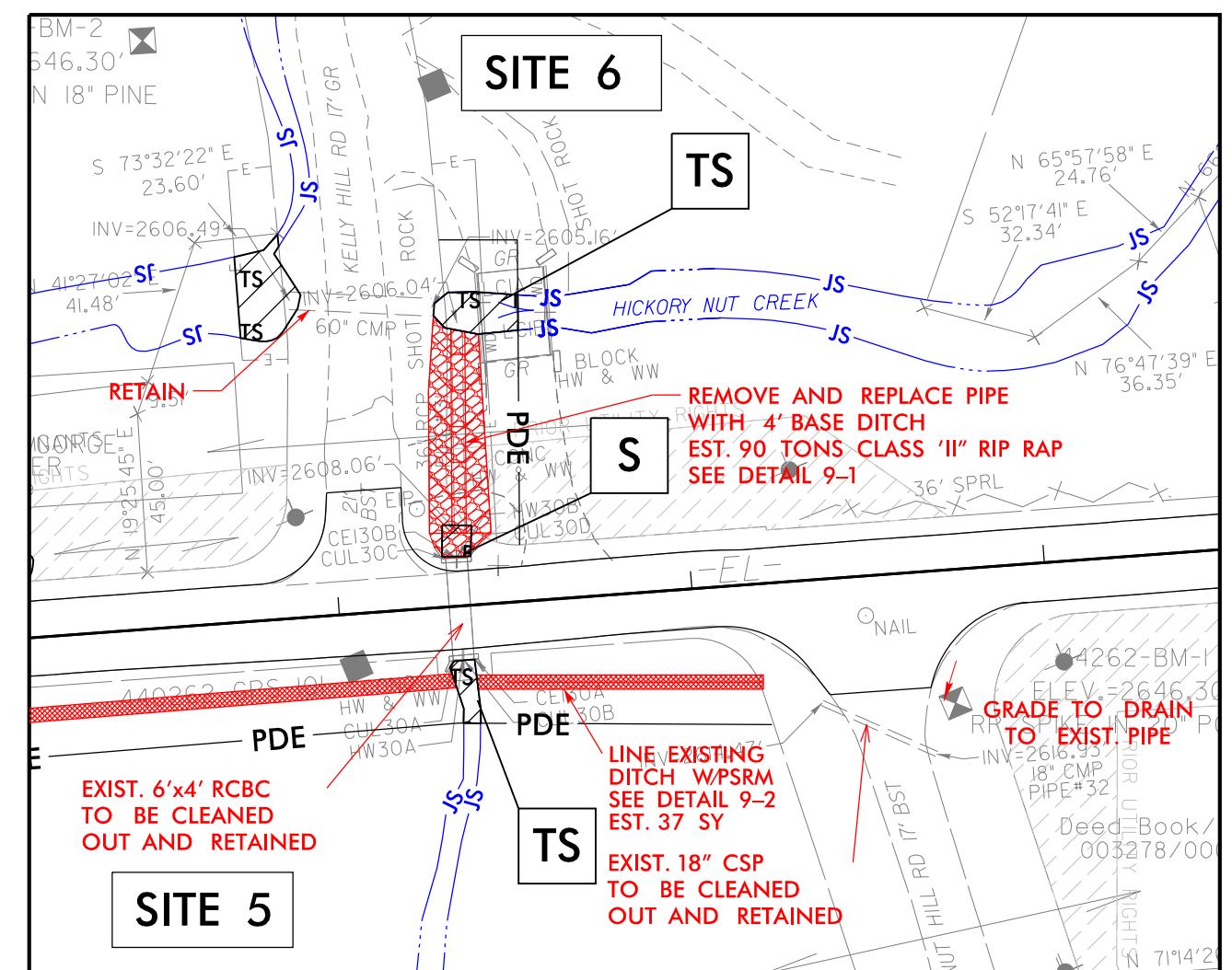
STA. 82 + 70 LT -L-

REVISIONS

PROJECT REFERENCE NO.	SHEET NO.
18314.1045039 (WP3)	09A
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

HDR HDR Engineering, Inc. of the Carolinas
555 Fayetteville St, Suite 900 Raleigh, N.C. 27601
N.C.B.E.L.S. License Number: F-0116

25 12.5 0 25 50
GRAPHIC SCALE



LEGEND



SURFACE WATER IMPACTS



TEMPORARY SURFACE WATER IMPACTS

SCALE:
1" = 25' HORIZONTAL
1" = 5' VERTICAL

SITE 9

100 50 0 50 100

EXISTING DOUBLE BARREL 8' X 7' RCBC

2590

EXISTING GROUND
ALONG EXISTING CULVERT

2580

2570

2560

G STA 96+97 -L-
EX. 8' X 7' DOUBLE BARREL RCBC,
GP ELEV.=2556.13
SKEW 115 DEGREES

PROPOSED GROUND

2590

2580

2570

2560

INV. ELEV. = 2572.97 INV. ELEV. = 2572.33

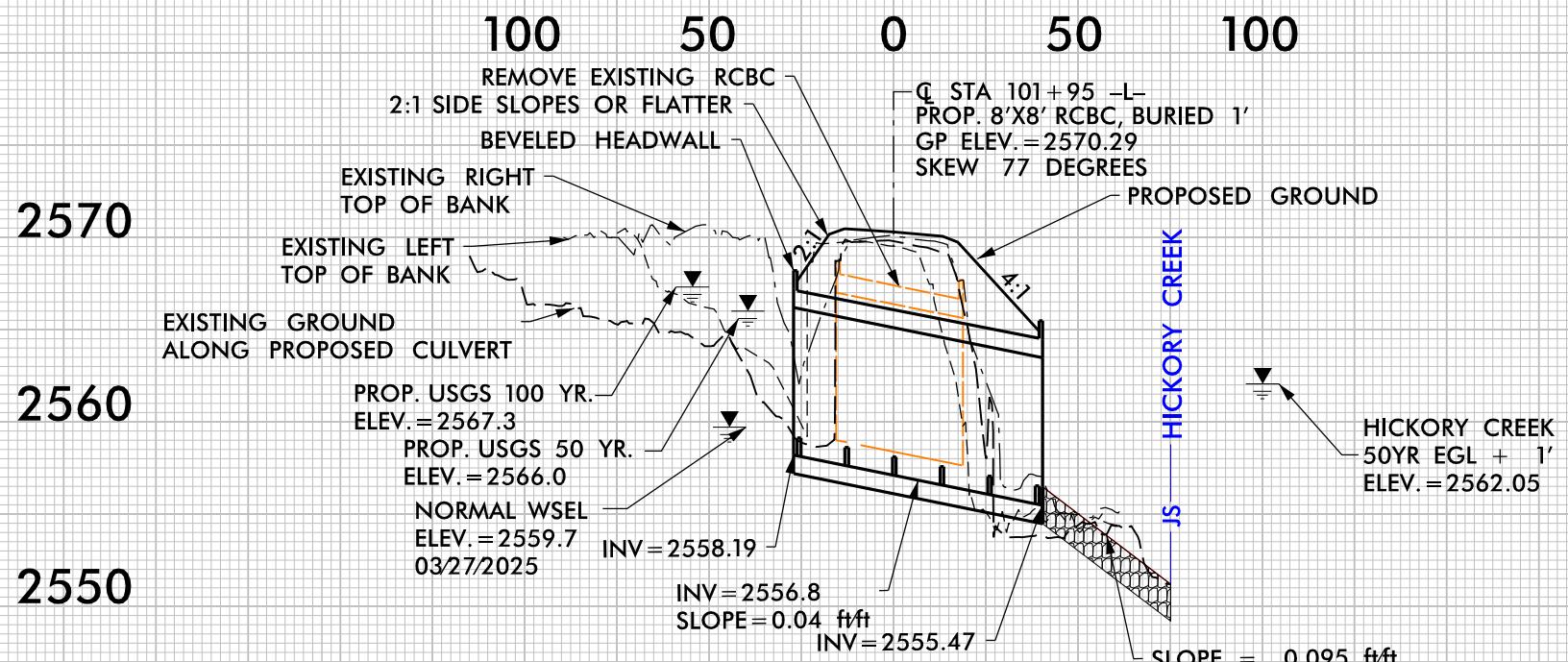
PROFILE ALONG G OF CULVERT

**PERMIT DRAWING
SHEET 11 OF 24**

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UNLESS ALL SIGNATURES COMPLETED

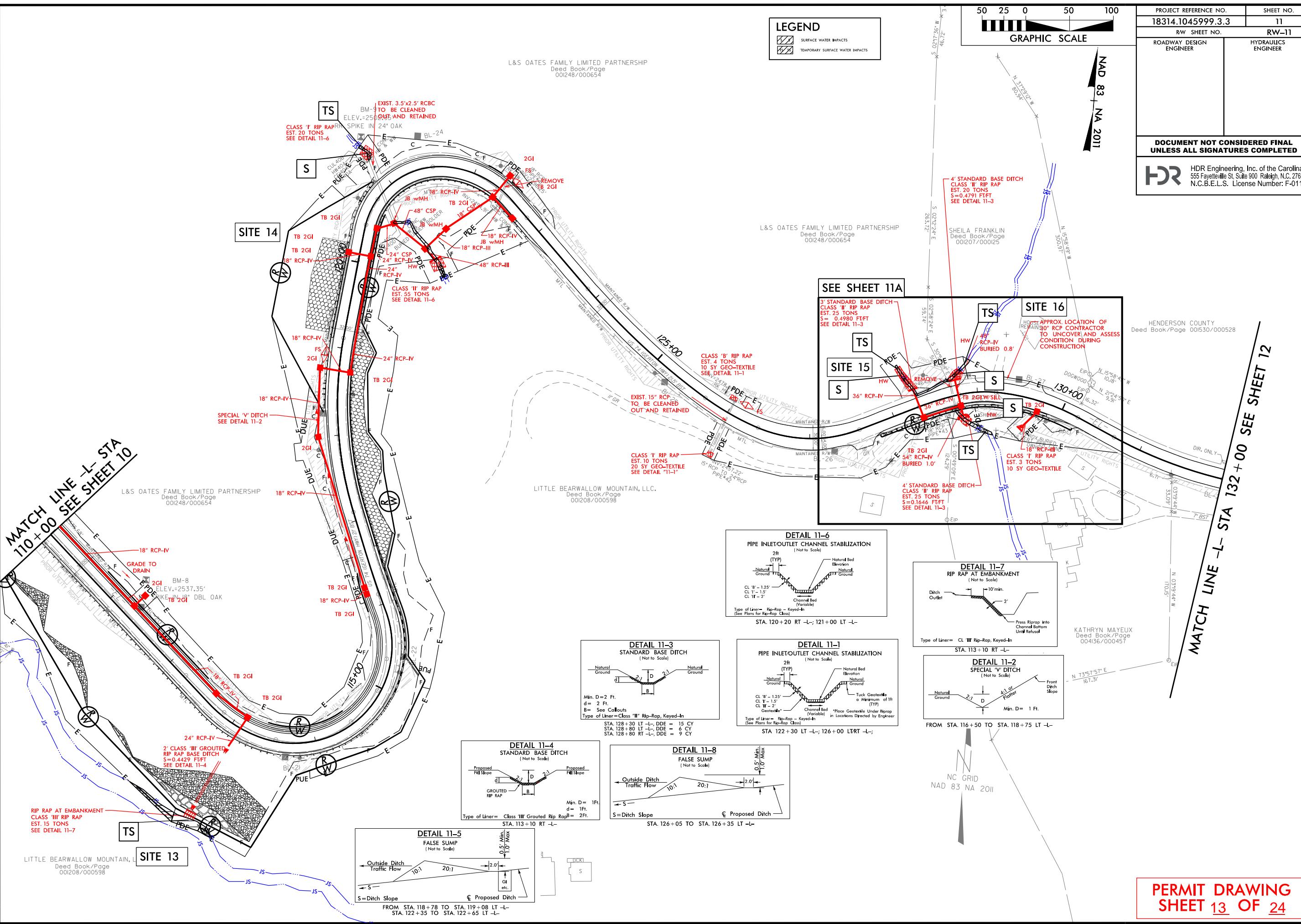
SCALE:
1" = 25' HORIZONTAL
1" = 5' VERTICAL

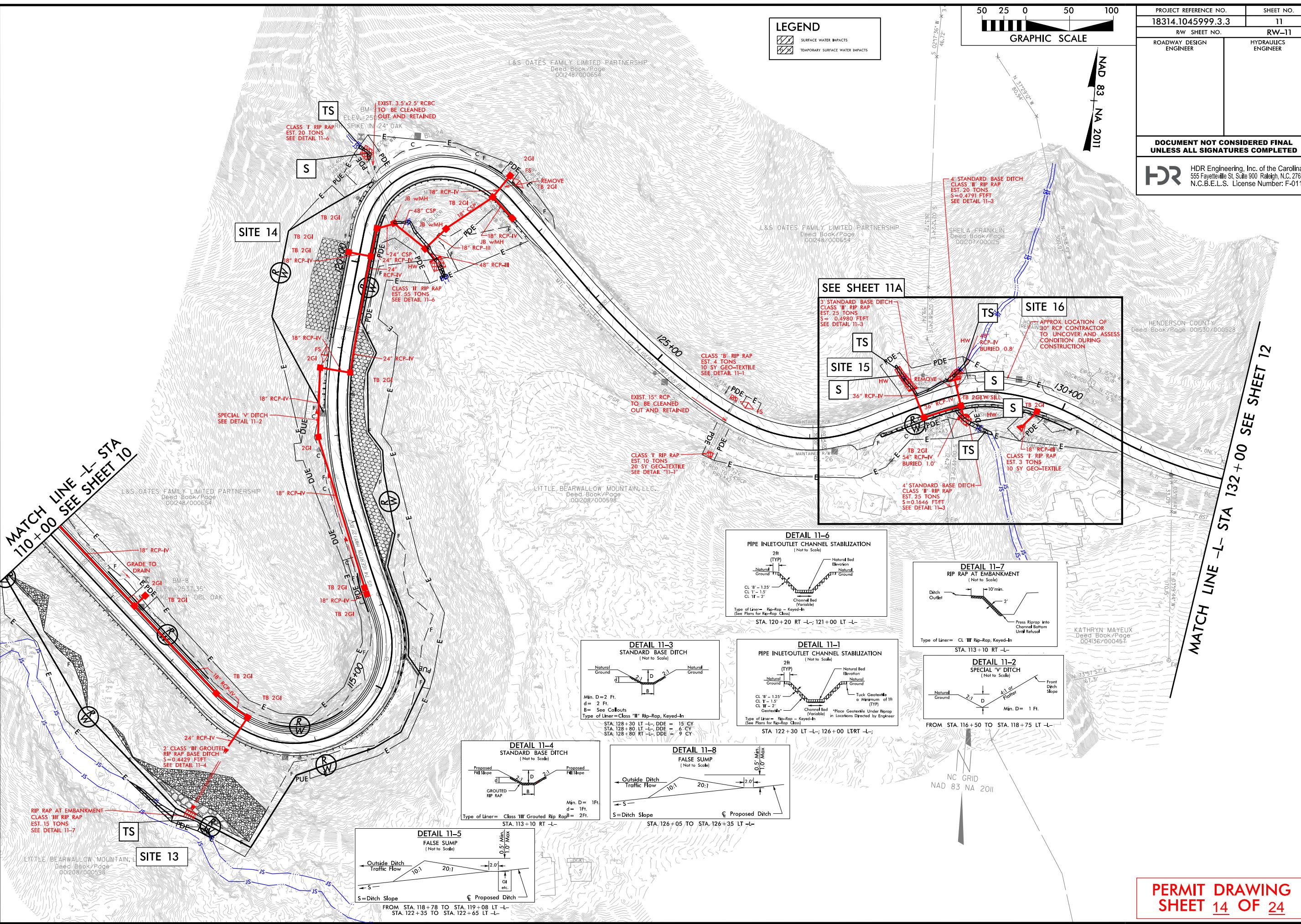
SITE 11



PROFILE ALONG C OF CULVERT

**PERMIT DRAWING
SHEET 12 OF 24**





PROJECT REFERENCE NO.		SHEET NO.
18314.1045039 (WP3)		12A
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER

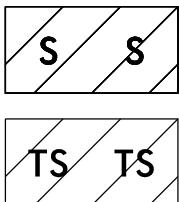
NAD 83 + NA 2011

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HDR HDR Engineering, Inc. of the Carolinas
555 Fayetteville St. Suite 900 Raleigh, N.C. 27601
N.C.B.E.L.S. License Number: F-0116

25 12.5 0 25 50
GRAPHIC SCALE

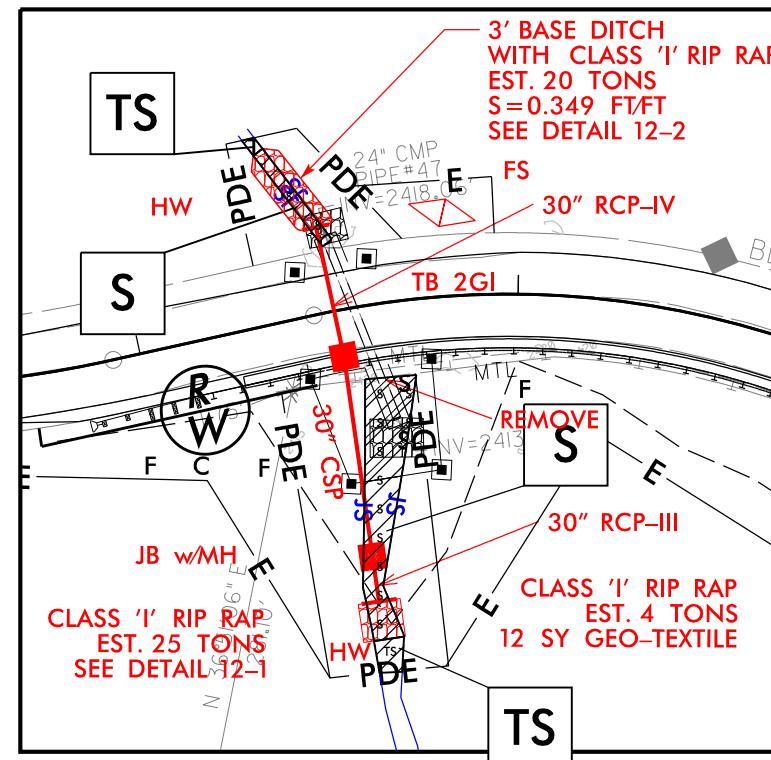
LEGEND



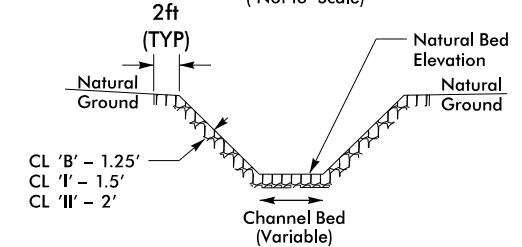
SURFACE WATER IMPACTS

TEMPORARY SURFACE WATER IMPACTS

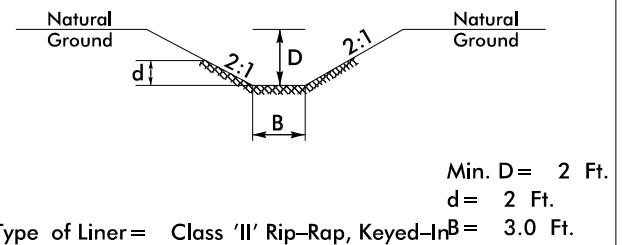
SITE 18



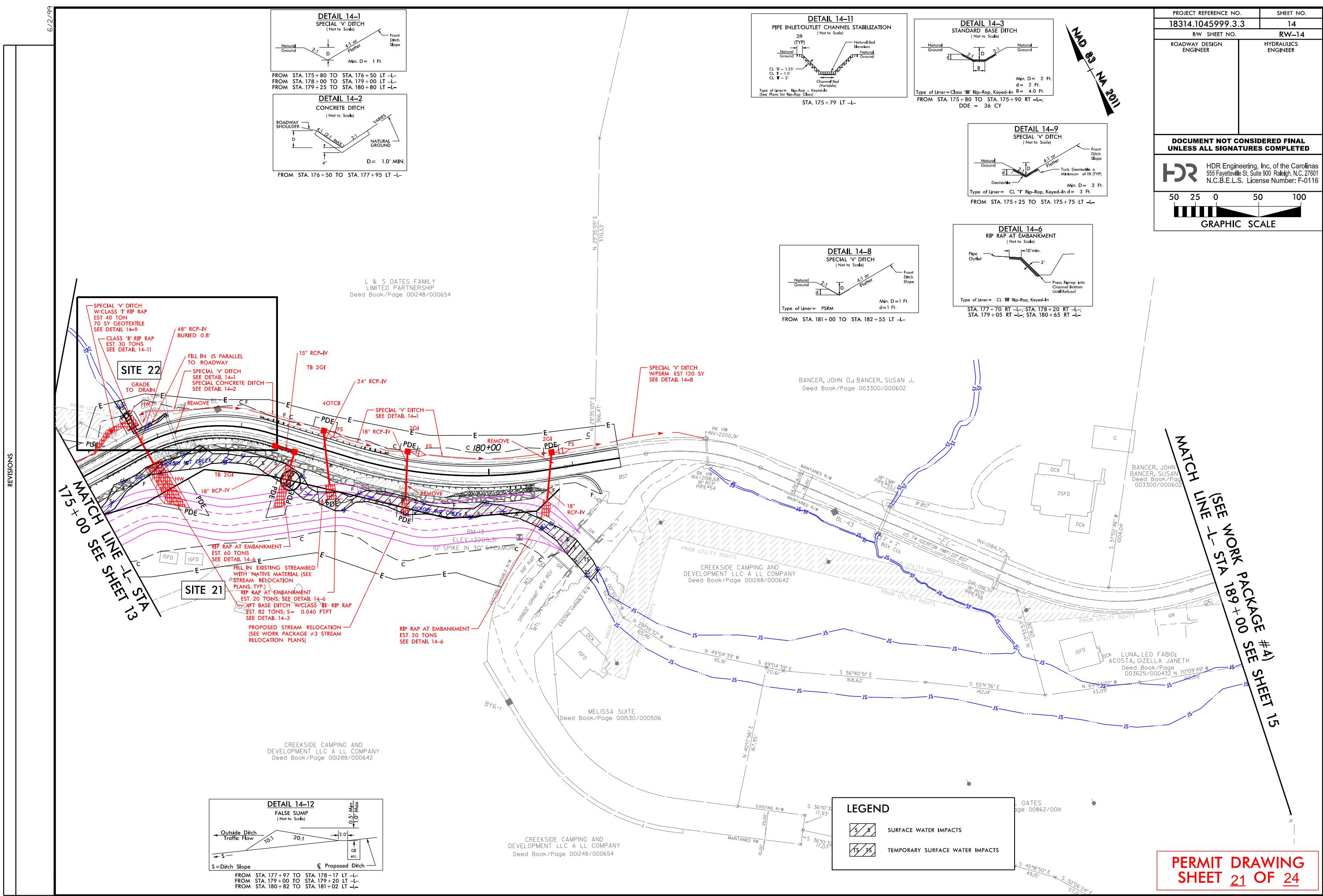
DETAIL 12-1
PIPE INLET/OUTLET CHANNEL STABILIZATION
(Not to Scale)



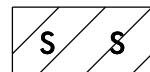
DETAIL 12-2
STANDARD BASE DITCH
(Not to Scale)



**PERMIT DRAWING
SHEET 18 OF 24**



LEGEND



SURFACE WATER IMPACTS

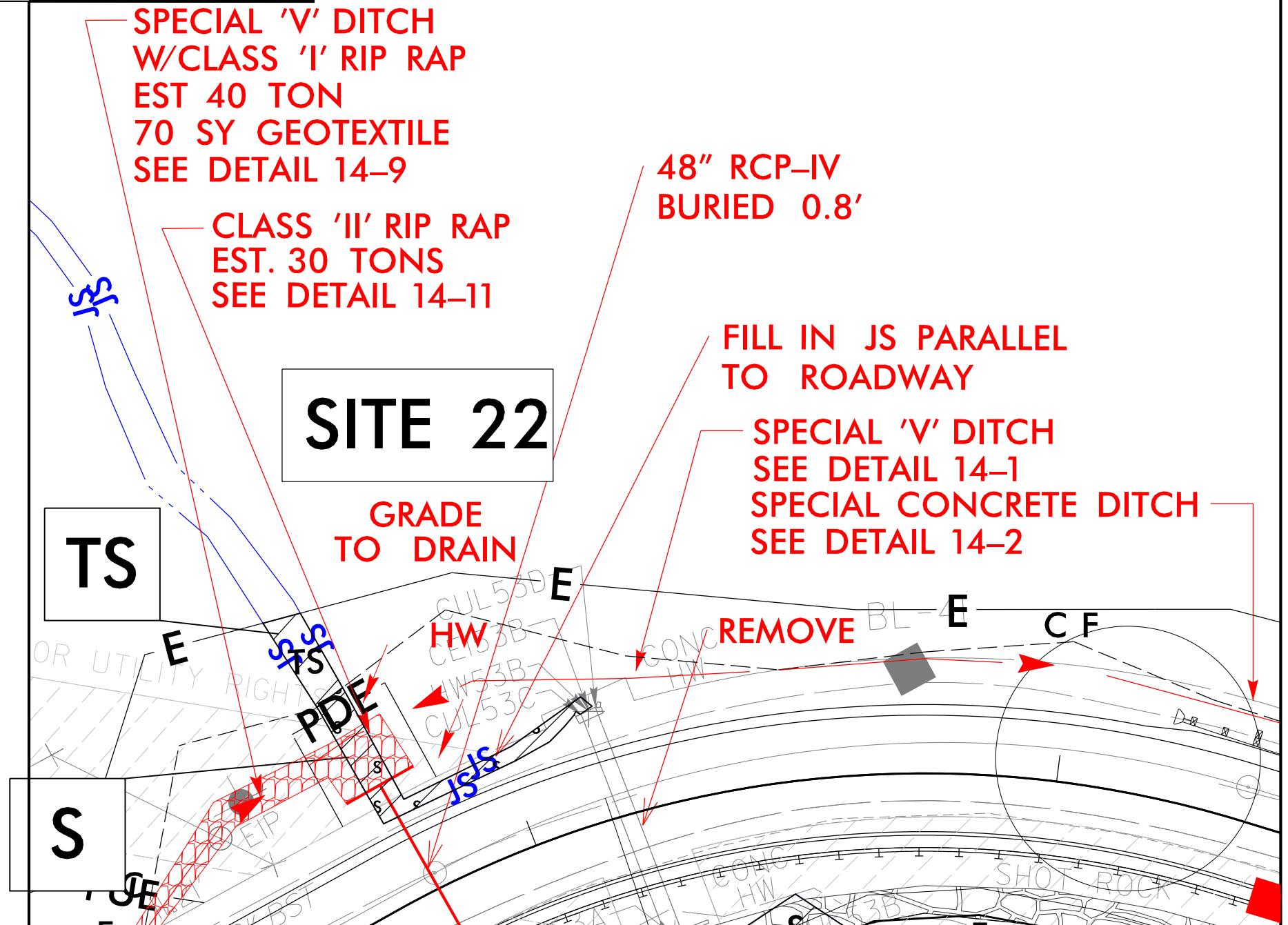


TEMPORARY SURFACE WATER IMPACTS

PROJECT REFERENCE NO.	SHEET NO.
18314.1045039 (WP3)	14A
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	
 HDR Engineering, Inc. of the Carolinas 555 Fayetteville St, Suite 900 Raleigh, N.C. 27601 N.C.B.E.L.S. License Number: F-0116	
 GRAPHIC SCALE	

PERMIT DRAWING
SHEET 23 OF 24

REVISIONS



WETLAND AND SURFACE WATER IMPACTS SUMMARY

Site No.	Station (From/To)	Structure Size / Type	WETLAND IMPACTS					SURFACE WATER IMPACTS				
			Permanent Fill In Wetlands (ac)	Temp. Fill In Wetlands (ac)	Excavation in Wetlands (ac)	Mechanized Clearing in Wetlands (ac)	Hand Clearing in Wetlands (ac)	Permanent SW impacts (ac)	Temp. SW impacts (ac)	Existing Channel Impacts Permanent (ft)	Existing Channel Impacts Temp. (ft)	Natural Stream Design (ft)
1	-L- 67+33 - 67+65	Bank Stabilization Hickory Nut Creek						0.02	< 0.01	61	35	
1	-L- 67+09 - 67+39	Bank Stabilization UT to Hickory Creek						< 0.01		34		
2	-L- 72+82	18" CSP							< 0.01		3	
3	-L- 77+69	Bank Stabilization						0.04	< 0.01	110	17	
3	-L- 79+21- 83+75	Hickory Nut Creek Relocation						0.12	< 0.01	433	22	
4	-L- 80+15 - 81+98	Temp Construction Easement/ Stream Relocation			< 0.01		0.06		< 0.01		86	
5	-L- 86+35 RT	6' X4' Culvert/Daylight Stream						< 0.01	< 0.01	9	18	
6	-L- 86+35 LT	Hickory Nut Creek/Daylight Stream							0.01		39	
7	-L- 96+42 - 97+10 RT	Bank Stabilization						< 0.01	< 0.01	52	15	
8	-L- 96+47 - 96+65 RT	Bank Stabilization						< 0.01	< 0.01	7	28	
9	-L- 96+96	Bank Stabilization						0.03	0.03	97	31	
10	-L- 100+40	Hickory Nut Creek/PDE							< 0.01		28	
11	-L- 101+78 - 102+77	8'X8' RCBC						0.01		87		
11	-L- 101+78 - 102+77	Bank Stabilization						< 0.01	< 0.01	17	8	
12	-L- 100+70 -106+22	Hickory Nut Creek Relocation/Temp Construction Easement						0.20	< 0.01	531	14	
13	-L- 113+05 - 113+24	Rip Rap at Embankment/ Temp Construction Easement						< 0.01	0.01	33	72	
14	-L- 120+98 - 120+12	Pipe Inlet/Outlet Channel Stabilization						< 0.01	0.01	28	15	
14	-L- 120+85	48" CSP						< 0.01		71		
15	-L- 126+81 - 128+71	36" RCP						< 0.01	< 0.01	78	3	
16	-L- 128+69 - 128+90	48" RCP-IV						< 0.01	< 0.01	40	42	
17	-L- 134+25	Ex. 2'X4' RCBC/ Channel Realignment						< 0.01	< 0.01	105	18	
18	-L- 138+52	36" RCP/30" CSP						0.02	< 0.01	99	14	
19	-L- 162+17 - 169+14	Hickory Nut Creek Relocation						0.29	0.02	774	59	
20	-L- 169+92 - 172+46	Hickory Nut Creek Relocation						0.07	0.03	198	68	
21	-L- 173+40 - 180+79	Hickory Nut Creek Relocation						0.25	0.03	765	76	
22	-L- 175+80	48" RCP-IV						< 0.01	< 0.01	23	17	
TOTALS*:					< 0.01		0.06	1.09	0.20	3652	729	0

*Rounded totals are sum of actual impacts

NOTES:

NC DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
JULY 2025
HENDERSON COUNTY
18314.1045039
GERTON HWY - US 74

728

ESA Consultation



United States Department of the Interior



FISH AND WILDLIFE SERVICE
Asheville Field Office
160 Zillico Street Suite B
Asheville, North Carolina 28801

July 7, 2025

Subject: Review Response for Transportation Project(s) Covered by the Western North Carolina Bat Programmatic Biological Opinion

Greetings:

The U.S. Fish and Wildlife Service, Asheville Ecological Services Field Office, has reviewed the project(s) submitted on May 15, 2025 for coverage under the Western North Carolina (WNC) Bat Programmatic Biological Opinion (PBO), issued April 1, 2025. Based on the submitted materials and any supplemental information provided, we confirm the project(s) meet the criteria for coverage under this PBO in accordance with section 7 of the Endangered Species Act of 1973, as amended (16 U.S.C. 1531–1543) (ESA), thus concluding formal consultation for the project(s).

This correspondence conveys our review for listed/proposed bats covered by the WNC Bat PBO only. The lead federal agency (Federal Highway Administration or North Carolina Department of Transportation as their designee, or U.S. Army Corps of Engineers) remains responsible for ensuring that any other listed or proposed species and/or designated critical habitat that occurs within the project action area are addressed in accordance with section 7 of the ESA. For other listed species potentially occurring in the action area, if suitable habitat is absent from the action area, “No Effect” determinations are appropriate. For plants, in instances where suitable habitat is present and botanical surveys conducted during the optimal survey window and within the past one or two years (depending on the species) have negative results, we would concur with a biological determination of “may affect, not likely to adversely affect”.

Review and concurrence under the WNC Bat PBO are considered complete for the following project(s):

Project Title	NCDOT STIP/ID #	USFWS Log #
Widen US 321 from US 70 to SR 1933	U-4700	25-179
Widen US 21 from SR 2136 to Holly Point Drive, and from Northcross Center Ct. to SR 2147	U-5771/U-5767	25-180
Bearwallow Mountain Rd./US74A in-kind repairs	DF18314.2045120 W03290	25-181
US74A Gerton from Bearwallow Mtn Rd to US64/74A/NC9	18314.1045999CMGC	25-182
US74A/Middle Fork Rd./ Tom Falls Rd. repairs	DF18314.2045207 W03292	25-183
Bald Rock Rd. – Gilliam Mtn Rd./Sugarloaf Mtn Rd. repairs	DF18314.2045060 W03289	25-184

NC9 from 74A to Buncombe Co. line repairs	18314.1045035 W0920	25-185
NC88 landslide repair	28DE NC88 landslide	25-186

We appreciate the opportunity for review and comment.

Sincerely,

U.S. Fish and Wildlife Service, Asheville Field Office

Archaeology

Historic Architecture & Landscapes

Tribal Coordination



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

JOSH STEIN
GOVERNOR

J.R. "JOEY" HOPKINS
SECRETARY

January 6, 2025

Dr. Wenonah Haire
Catawba Indian Nation
Tribal Historic Preservation Office
1536 Tom Steven Road
Rock Hill, SC 29730

Dear Dr. Haire,

The North Carolina Department of Transportation is currently working on environmental and engineering studies for the permanent repair to US 74A due to the damage caused by Hurricane Helene. The repair area extends approximately 4.8 miles on US 74A from Bearwall Mountain Road in Gerton to the US 64 / US 74A / NC 9 intersection in Henderson County.

The Federal Highway Administration (FHWA) is the lead federal agency for compliance with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA) and a Permit is anticipated under the Section 404 Process with the USACE. A project vicinity map is attached. The coordinates for this project are approximately: Western terminus: 35.479, -82.348, Eastern terminus: 35.453, -82.289.

We would appreciate any information you might have that would be helpful in evaluating potential environmental impacts of the project including recommendation of alternates to be studied. Your comments may be used in the preparation of a NEPA Environmental Document. In accordance with Section 106 of the NHPA, we also request that you inform us of any historic properties of traditional religious or cultural importance that you are aware of that may be affected by the proposed project. Be assured that, in accordance with confidentiality and disclosure stipulations in Section 304 of the NHPA, we will maintain strict confidentiality about certain types of information regarding historic properties. Additionally, our ongoing studies will be provided to you if any applicable resources are identified.

Please respond by January 31 so that your comments can be used in the scoping of this project. Due to the emergency nature of this project, comments received before January 31 are greatly appreciated.

If you have any questions concerning this project, or would like any additional information, please contact me at johnjamison@ncdot.gov or (919) 707-6140.

Thank you,

A handwritten signature of John Jamison in blue ink.

John Jamison, NCDOT Environmental Policy Unit Head

Cc: Matt Wilkerson, NCDOT Archaeology Team Leader
Crystal Amschler, USACE Project Manager
Clarence Coleman, FHWA NC Division

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



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

JOSH STEIN
GOVERNOR

J.R. "JOEY" HOPKINS
SECRETARY

January 6, 2025

Elizabeth Toombs
Tribal Historic Preservation Officer
PO Box 948
Tahlequah, OK 744465

Dear Ms. Toombs,

The North Carolina Department of Transportation is currently working on environmental and engineering studies for the permanent repair to US 74A due to the damage caused by Hurricane Helene. The repair area extends approximately 4.8 miles on US 74A from Bearallow Mountain Road in Gerton to the US 64 / US 74A / NC 9 intersection in Henderson County.

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Thank you,

DocuSigned by:

CA084B4A6412432

John Jamison, NCDOT Environmental Policy Unit Head

Cc: Matt Wilkerson, NCDOT Archaeology Team Leader
Crystal Amschler, USACE Project Manager
Clarence Coleman, FHWA NC Division

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STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

JOSH STEIN
GOVERNOR

J.R. "JOEY" HOPKINS
SECRETARY

January 6, 2025

Russell Townsend
Tribal Historic Preservation Officer
2077 Governors Island Road
Bryson City, NC 28713

Dear Mr. Townsend,

The North Carolina Department of Transportation is currently working on environmental and engineering studies for the permanent repair to US 74A due to the damage caused by Hurricane Helene. The repair area extends approximately 4.8 miles on US 74A from Bearallow Mountain Road in Gerton to the US 64 / US 74A / NC 9 intersection in Henderson County.

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Thank you,

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John Jamison, NCDOT Environmental Policy Unit Head

Cc: Matt Wilkerson, NCDOT Archaeology Team Leader
Crystal Amschler, USACE Project Manager
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STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

JOSH STEIN
GOVERNOR

J.R. "JOEY" HOPKINS
SECRETARY

January 6, 2025

PO Box 580
Oklmulgee, OK 74447

To Whom it May Concern,

The North Carolina Department of Transportation is currently working on environmental and engineering studies for the permanent repair to US 74A due to the damage caused by Hurricane Helene. The repair area extends approximately 4.8 miles on US 74A from Bearallow Mountain Road in Gerton to the US 64 / US 74A / NC 9 intersection in Henderson County.

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Thank you,

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John Jamison, NCDOT Environmental Policy Unit Head

Cc: Matt Wilkerson, NCDOT Archaeology Team Leader
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STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

JOSH STEIN
GOVERNOR

J.R. "JOEY" HOPKINS
SECRETARY

January 6, 2025

Roger Cain
Section 106 Coordinator
PO Box 746
Tahlequah, OK 74465

Dear Mr. Cain,

The North Carolina Department of Transportation is currently working on environmental and engineering studies for the permanent repair to US 74A due to the damage caused by Hurricane Helene. The repair area extends approximately 4.8 miles on US 74A from Bearallow Mountain Road in Gerton to the US 64 / US 74A / NC 9 intersection in Henderson County.

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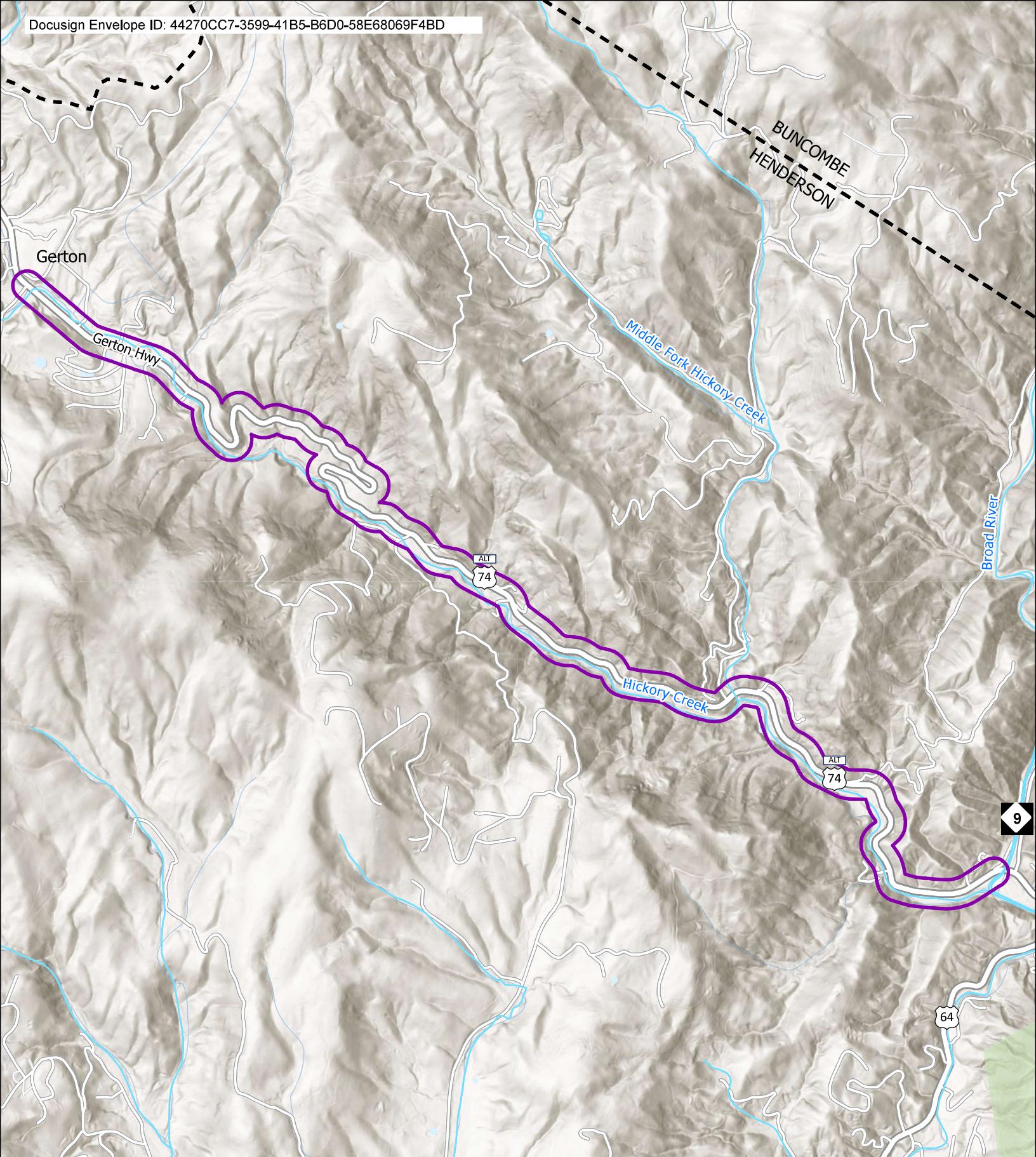
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Legend

- US74A Gerton Study Area
- County Boundary
- Stream

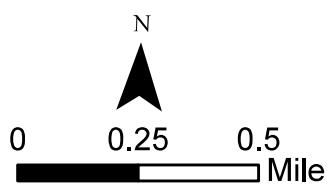


Figure 1.
Study Area Map
US 74A Gerton Highway
Hurricane Helene Emergency Repair Project
in Henderson County

NEPA

Document