



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

JOSH STEIN  
GOVERNOR

May 7, 2026

DANIEL H. JOHNSON  
SECRETARY

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

NC Division of Water Resources  
Transportation Permitting Branch

ATTN: NCDOT Coordinator

NCDOT Coordinator

Subject: Application for:  
**Section 404 Permit and 401 Water Quality Certification as the result of Hurricane Helene Response for the Replacement of Bridge 192 over Pigpen Creek on SR 1333 (Upper Pig Pen Road) in Yancey County, Division 13, WBS DF18313.2100413.PR.**

Dear NCDOT Coordinators:

The North Carolina Department of Transportation (NCDOT) proposes the following project as the result of damage caused by Hurricane Helene in September 2024: Restoration of Bridge 192 over Pigpen Creek.

**Approvals Requested:**

**404 Nationwide Permit 3:** Notification required due to:

- 1) greater than 0.008 ac (348 ft<sup>2</sup>) of impacts other than temporary dewatering (project has 479 ft<sup>2</sup>).
- 2) A biological conclusion of other than no effect.

**401 General Certification 8562** Written authorization not required/ for the record only.

FEMA is the lead federal agency for this project.

**Brief Damage Summary and Current Temporary/ Emergency Structure:**

The previous 17-foot long, two-span bridge was critically damaged by the storm. The structure was temporarily shored is currently SR 1333.

**Proposed Replacement:**

A new single-span, 20-foot-long bridge will replace the damaged bridge, in the same location as the previous bridge.

An onsite detour is required as SR 1333 has no outlet. Two, 48" corrugated steel pipes will be used to handle the temporary detour.

**Avoidance and Minimization:**

- The proposed bridge will have no direct discharge into the creek.
- Stormwater runoff is discharged as far away from the stream and at the lowest velocities practicable.
- Bank stabilization is proposed to stabilize the stream banks.

**Proposed Activities in Streams:**

Impact Site	Impact Category	Permanent Fill	Bank Stabilization	Temporary Impacts	Permit Proposed/ Impact Description	
Site 1 Pigpen Creek	Maintenance Exemption	--	--	--	--	
	Non-Notifying	--	--	--	--	
	Notification Required (Not After the fact)		--		Site 1A 32 lf (< 0.01 ac)	Temporary impact for the double 48” corrugated steel pipes for the temporary detour.
			--	Site 1B: 16 lf (< 0.01 ac)	--	Bank stabilization is required for abutment protection. (This impact is just upstream of the bridge).
			--	Site 1C: 21 lf (< 0.01 ac)	--	Bank stabilization will be required to stabilize the banks due to the upland excavation required to accommodate the longer bridge opening.
			--	Site 1D 21 lf (< 0.01 ac)	--	Bank stabilization is required for abutment protection. (This impact is just upstream of the bridge).
		--	--	Site 1E: 10 lf (<0.01 ac)	Temporary impact required for potential dewatering operations.	
Notification Required (After the fact)	--	--	--	--		
	<b>Totals:</b>	--	<b>58 lf 0.01 ac</b>	<b>42 lf &lt; 0.01 ac</b>		

The information above is provided in accordance with the “U.S. Army Corps of Engineers, Wilmington District’s Information for Hurricane Helene Recovery and Repair Work Conducted by the North Carolina Department of Transportation in Waters of the U.S.” dated February 10, 2025.

**Bridge 192 Before:**



**Bridge 192 After:**



## Endangered Species Act

Protected Species listed from IPaC<sup>1</sup> as of the date of this application:

Common Name	Habitat Present	Survey Dates	Proposed Biological Conclusion	FWS Concurrence Remarks
Gray bat	Yes	n/a	May Affect, Likely to Adversely Affect	Attached
Tricolored bat	Yes	n/a	May Affect, Likely to Adversely Affect	Attached
Small whorled pogonia	No	6/12/2025	No Effect	n/a
Viginia Spiraea	No	6/12/2025	No Effect	n/a
Bog Turtle <sup>2</sup>	n/a	n/a	n/a	n/a
Monarch butterfly (Proposed) <sup>3</sup>	n/a	n/a	n/a	n/a
Eastern Hellbender (Proposed) <sup>3</sup>	n/a	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 Eastern hellbender and 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 Surveys Required	
Archaeology	No Surveys Required	
Tribal Coordination	Tribe	Response
Tribal Coordination Letters were sent to the following Tribes on July 11, 2025:	Catawba Indian Nation	No response received
	Eastern Band of Cherokee Indians	No response received
	Muscogee (Creek) Nation	No response received
	Cherokee Nation	No response received
	United Keetoowah Band of Cherokee Indians in Oklahoma	No response received

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

Sincerely,

 Digitally signed by Michael Turchy

Michael A. Turchy  
 Environmental Coordination and Permitting Group Leader

PCN

U.S. Army Corps of Engineers (USACE)  
**NATIONWIDE PERMIT PRE-CONSTRUCTION NOTIFICATION (PCN)**

For use of this form, see 33 CFR 330; the proponent agency is CECW-CO-R.

**Form Approved -**  
**OMB No. 0710-**  
**0003**  
**Expires: 2027-10-31**

**DATA REQUIRED BY THE PRIVACY ACT OF 1974**

**Authority** Rivers and Harbors Act, Section 10, 33 USC 403; Clean Water Act, Section 404, 33 USC 1344; Regulatory Program of the Corps of Engineers (Corps); Final Rule 33 CFR 320-332.

**Principal Purpose** Information provided on this form will be used in evaluating the nationwide permit pre-construction notification.

**Routine Uses** This information may be shared with the Department of Justice and other federal, state, and local government agencies, and the public and may be made available as part of the agency coordination process.

**Disclosure** Submission of requested information is voluntary, however, if information is not provided the permit application cannot be evaluated nor can

The public reporting burden for this collection of information, 0710-0003, is estimated to average 11 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or burden reduction suggestions to the Department of Defense, Washington Headquarters Services, at [whs.mc-alex.esd.mbx.dd-dod-information-collections@mail.mil](mailto:whs.mc-alex.esd.mbx.dd-dod-information-collections@mail.mil). Respondents should be aware that notwithstanding any other provision of law, no person shall be subject to any penalty for failing to comply with a collection of information if it does not display a currently valid OMB control number.

**PLEASE DO NOT RETURN YOUR RESPONSE TO THE ABOVE EMAIL.**

One set of original drawings or good reproducible copies which show the location and character of the proposed activity must be attached to this application (see *sample drawings and/or instructions*) and be submitted to the district engineer having jurisdiction over the location of the proposed activity. An application that is not completed in full will be returned.

**(ITEMS 1 THRU 4 TO BE FILLED BY THE CORPS)**

1. APPLICATION NO.	2. FIELD OFFICE CODE	3. DATE RECEIVED 05/07/2026	4. DATE APPLICATION COMPLETE
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**(ITEMS BELOW TO BE FILLED BY APPLICANT)**

<p>5. APPLICANT'S NAME</p> <p>First – Robert                      Middle –                      Last – Crowther</p> <p>Company – NCDOT</p> <p>Company Title –</p> <p>E-mail Address – <a href="mailto:recrowther@ncdot.gov">recrowther@ncdot.gov</a></p>	<p>8. AUTHORIZED AGENT'S NAME AND TITLE (<i>agent is not required</i>)</p> <p>First –                                      Middle –                                      Last –</p> <p>Company –</p> <p>E-mail Address –</p>
<p>6. APPLICANT'S ADDRESS</p> <p>Address – 1598 Mail Service Center</p> <p>City – Raleigh    State – NC    ZIP – 27699                      Country – US</p>	<p>9. AGENT'S ADDRESS</p> <p>Address –</p> <p>City –    State –    ZIP –                      Country –</p>
<p>7. APPLICANT'S PHONE NOs. with AREA CODE</p> <p>a. Business                      b.                      c. Fax</p> <p>+19197076112</p>	<p>10. AGENT'S PHONE NOs. with AREA CODE</p> <p>a.                                      b.                                      c. Fax</p>





33. Pre-construction notification is hereby made for one or more nationwide permit(s) to authorize the work described in this notification. I certify that the information in this pre-construction notification is complete and accurate. I further certify that I possess the authority to undertake the work described herein or am acting as the duly authorized agent of the applicant.

Robert Crowther

05/07/2026

SIGNATURE OF APPLICANT

DATE

SIGNATURE OF AGENT

DATE

The pre-construction notification must be signed by the person who desires to undertake the proposed activity (applicant) and, if the statement in Block 11 has been filled out and signed, the authorized agent.

18 U.S.C. Section 1001 provides that: Whoever, in any manner within the jurisdiction of any department or agency of the United States knowingly and willfully falsifies, conceals, or covers up any trick, scheme, or disguises a material fact or makes any false, fictitious or fraudulent statements or representations or makes or uses any false writing or document knowing same to contain any false, fictitious or fraudulent statements or entry, shall be fined not more than \$10,000 or imprisoned not more than five years or both.

**Instructions for Preparing a  
Department of the Army  
Nationwide Permit (NWP) Pre-Construction Notification (PCN)**

**Blocks 1 through 4.** To be completed by the Corps of Engineers.

**Block 5. Applicant's Name.** Enter the name and the e-mail address of the responsible party or parties. If the responsible party is an agency, company, corporation, or other organization, indicate the name of the organization and responsible officer and title. If more than one party is associated with the preconstruction notification, please attach a sheet of paper with the necessary information marked Block 5.

**Block 6. Address of Applicant.** Please provide the full address of the party or parties responsible for the PCN. If more space is needed, attach an extra sheet of paper marked Block 6.

**Block 7. Applicant's Telephone Number(s).** Please provide the telephone number where you can usually be reached during normal business hours.

**Blocks 8 through 11.** To be completed, if you choose to have an agent.

**Block 8. Authorized Agent's Name and Title.** Indicate name of individual or agency, designated by you, to represent you in this process. An agent can be an attorney, builder, contractor, engineer, consultant, or any other person or organization. Note: An agent is not required.

**Blocks 9 and 10. Agent's Address and Telephone Number.** Please provide the complete mailing address of the agent, along with the telephone number where he / she can be reached during normal business hours.

**Block 11. Statement of Authorization.** To be completed by the applicant, if an agent is to be employed.

**Block 12. Proposed Nationwide Permit Activity Name or Title.** Please provide a name identifying the proposed NWP activity, e.g., Windward Marina, Rolling Hills Subdivision, or Smith Commercial Center.

**Block 13. Name of Waterbody.** Please provide the name (if it has a name) of any stream, lake, marsh, or other waterway to be directly impacted by the NWP activity. If it is a minor (no name) stream, identify the waterbody the minor stream enters.

**Block 14. Proposed Activity Street Address.** If the proposed NWP activity is located at a site having a street address (not a box number), please enter it in Block 14.

**Block 15. Location of Proposed Activity.** Enter the latitude and longitude of where the proposed NWP activity is located. Indicate whether the project location provided is the center of the project or whether the project location is provided as the latitude and longitude for each of the "corners" of the project area requiring evaluation. If there are multiple sites, please list the latitude and longitude of each site (center or corners) on a separate sheet of paper and mark as Block 15.

**Block 16. Other Location Descriptions.** If available, provide the Tax Parcel Identification number of the site, Section, Township, and Range of the site (if known), and / or local Municipality where the site is located.

**Block 17. Directions to the Site.** Provide directions to the site from a known location or landmark. Include highway and street numbers as well as names. Also provide distances from known locations and any other information that would assist in locating the site. You may also provide a description of the location of the proposed NWP activity, such as lot numbers, tract numbers, or you may choose to locate the proposed NWP activity site from a known point (such as the right descending bank of Smith Creek, one mile downstream from the Highway 14 bridge). If a large river or stream, include the river mile of the proposed NWP activity site if known. If there are multiple locations, please indicate directions to each location on a separate sheet of paper and mark as Block 17.

**Block 18. Identify the Specific Nationwide Permit(s) You Propose to Use.** List the number(s) of the Nationwide Permit(s) you want to use to authorize the proposed activity (e.g., NWP 29).

**Block 19. Description of the Proposed Nationwide Permit Activity.** Describe the proposed NWP activity, including the direct and indirect adverse environmental effects the activity would cause. The description of the proposed activity should be sufficiently detailed to allow the district engineer to determine that the adverse environmental effects of the activity will be no more than minimal. Identify the materials to be used in construction, as well as the methods by which the work is to be done.

Provide sketches when necessary to show that the proposed NWP activity complies with the terms of the applicable NWP(s). Sketches usually clarify the activity and result in a quicker decision. Sketches should contain sufficient detail to provide an illustrative description of the proposed NWP activity (e.g., a conceptual plan), but do not need to be detailed engineering plans.

The written descriptions and illustrations are an important part of the application. Please describe, in detail, what you wish to do. If more space is needed, attach an extra sheet of paper marked Block 19.

**Block 20. Description of Proposed Mitigation Measures.** Describe any proposed mitigation measures intended to reduce the adverse environmental effects caused by the proposed NWP activity. The description of any proposed mitigation measures should be sufficiently detailed to allow the district engineer to determine that the adverse environmental effects of the activity will be no more than minimal and to determine the need for compensatory mitigation or additional mitigation measures.

**Block 21. Purpose of Nationwide Permit Activity.** Describe the purpose and need for the proposed NWP activity. What will it be used for and why? Also include a brief description of any related activities associated with the proposed project. Provide the approximate dates you plan to begin and complete all work.

**Block 22. Quantity of Wetlands, Streams, or Other Types of Waters Directly Affected by the Proposed Nationwide Permit Activity.** For discharges of dredged or fill material into waters of the United States, provide the amount of wetlands, streams, or other types of waters filled, flooded, excavated, or drained by the proposed NWP activity. For structures or work in navigable waters of the United States subject to Section 10 of the Rivers and Harbors Act of 1899, provide the amount of navigable waters filled, dredged, or occupied by one or more structures (e.g., aids to navigation, mooring buoys) by the proposed NWP activity.

For multiple NWPs, or for separate and distant crossings of waters of the United States authorized by NWPs 12 or 14, attach an extra sheet of paper marked Block 21 to provide the quantities of wetlands, streams, or other types of waters filled, flooded, excavated, or drained (or dredged or occupied by structures, if in waters subject to Section 10 of the Rivers and Harbors Act of 1899) for each NWP. For NWPs 12 and 14, include the amount of wetlands, streams, or other types of waters filled, flooded, excavated, or drained for each separate and distant crossing of waters or wetlands. If more space is needed, attach an extra sheet of paper marked Block 22.

**Block 23. Identify Any Other Nationwide Permit(s), Regional General Permit(s), or Individual Permit(s) Used to Authorize Any Part of Proposed Activity or Any Related Activity.** List any other NWP(s), regional general permit(s), or individual permit(s) used or intended to be used to authorize any part of the proposed project or any related activity. For linear projects, list other separate and distant crossings of waters and wetlands authorized by NWPs 12 or 14 that do not require PCNs. If more space is needed, attach an extra sheet of paper marked Block 23.

**Block 24. Compensatory Mitigation Statement for Losses of Greater Than 1/10-Acre of Wetlands and/or of Greater Than 3/100-Acre of Stream Bed When Pre-Construction Notification is Required.** Paragraphs (c) and (d) of NWP general condition 23 require compensatory mitigation at a minimum one-for-one replacement ratio for all wetland losses that exceed 1/10-acre and/or for all losses of stream bed that exceed 3/100-acre, unless the district engineer determines in writing that either some other form of mitigation is more environmentally appropriate or the adverse environmental effects of the proposed NWP activity are no more than minimal without compensatory mitigation, and provides an activity-specific waiver of this requirement. Describe the proposed compensatory mitigation for wetland losses greater than 1/10 acre and/or for losses of stream bed that exceed 3/100-acre, or provide an explanation of why the district engineer should not require wetland and/or stream compensatory mitigation for the proposed NWP activity. If more space is needed, attach an extra sheet of paper marked Block 24.

**Block 25. Is Any Portion of the Nationwide Permit Activity Already Complete?** Describe any work that has already been completed for the NWP activity.

**Block 26. List the Name(s) of Any Species Listed As Endangered or Threatened under the Endangered Species Act that Might be Affected by the Nationwide Permit Activity.** If you are not a federal agency, and if any listed species or designated critical habitat might be affected or is in the vicinity of the proposed NWP activity, or if the proposed NWP activity is located in designated critical habitat, list the name(s) of those endangered or threatened species that might be affected by the proposed NWP activity or utilize the designated critical habitat that might be affected by the proposed NWP activity. If you are a Federal agency, and the proposed NWP activity requires a PCN, you must provide documentation demonstrating compliance with Section 7 of the Endangered Species Act.

**Block 27. List Any Historic Properties that Have the Potential to be Affected by the Nationwide Permit Activity.** If you are not a Federal agency, and if any historic properties have the potential to be affected by the proposed NWP activity, list the name(s) of those historic properties that have the potential to be affected by the proposed NWP activity. If you are a Federal agency, and the proposed NWP activity requires a PCN, you must provide documentation demonstrating compliance with Section 106 of the National Historic Preservation Act.

**Block 28. List the Wild and Scenic River or Congressionally Designated Study River if the Nationwide Permit Activity Would Occur in such a River.**

If the proposed NWP activity will occur in a river in the National Wild and Scenic River System or in a river officially designated by Congress as a "study river" under the Wild and Scenic Rivers Act, provide the name of the river. For a list of Wild and Scenic Rivers and study rivers, please visit <http://www.rivers.gov/>.

**Block 29. Nationwide Permit Activities that also Require Permission from the Corps Under 33 U.S.C. 408.** If the proposed NWP activity also requires permission from the Corps under 33 U.S.C. 408 because it will temporarily or permanently alter, occupy, or use a Corps federal authorized civil works project, indicate whether you have submitted a written request for section 408 permission from the Corps district having jurisdiction over that project.

**Block 30. Other Information Required For Nationwide Permit Pre Construction Notifications.** The terms of some of the Nationwide Permits include additional information requirements for preconstruction notifications:

- \* NWP 3, Maintenance –information regarding the original design capacities and configurations of the outfalls, intakes, small impoundments, and canals.
- \* NWP 31, Maintenance of Existing Flood Control Facilities –a description of the maintenance baseline and the dredged material disposal site.
- \* NWP 33, Temporary Construction, Access, and Dewatering –a restoration plan showing how all temporary fills and structures will be removed and the area restored to pre project conditions.
- \* NWP 44, Mining Activities –if reclamation is required by other statutes, then a copy of the final reclamation plan must be submitted with the pre construction notification.
- \* NWP 45, Repair of Uplands Damaged by Discrete Events –documentation, such as a recent topographic survey or photographs, to justify the extent of the proposed restoration.
- \* NWP 48, Commercial Shellfish Aquaculture Activities –(1) a map showing the boundaries of the project area, with latitude and longitude coordinates for each corner of the project area; (2) the name(s) of the species that will be cultivated during the period this NWP is in effect; (3) whether canopy predator nets will be used; (4) whether suspended cultivation techniques will be used; and (5) general water depths in the project area (a detailed survey is not required).
- \* NWP 49, Coal Remining Activities –a document describing how the overall mining plan will result in a net increase in aquatic resource functions must be submitted to the district engineer and receive written authorization prior to commencing the activity.
- \* NWP 50, Underground Coal Mining Activities –if reclamation is required by other statutes, then a copy of the reclamation plan must be submitted with the pre construction notification.

If more space is needed, attach an extra sheet of paper marked Block 30.

**Block 31. Signature of Applicant or Agent.** The PCN must be signed by the person proposing to undertake the NWP activity, and if applicable, the authorized party (agent) that prepared the PCN. The signature of the person proposing to undertake the NWP activity shall be an affirmation that the party submitting the PCN possesses the requisite property rights to undertake the NWP activity (including compliance with special conditions, mitigation, etc.).

### **DELINEATION OF WETLANDS, OTHER SPECIAL AQUATIC SITES, AND OTHER WATERS**

Each PCN must include a delineation of wetlands, other special aquatic sites, and other waters, such as lakes and ponds, and perennial, intermittent, and ephemeral streams, on the project site. Wetland delineations must be prepared in accordance with the current wetland delineation manual and regional supplement published by the Corps. The permittee may ask the Corps to delineate the special aquatic sites and other waters on the project site, but there may be a delay if the Corps does the delineation, especially if the project site is large or contains many wetlands, other special aquatic sites, and other waters. The 45 day PCN review period will not start until the delineation is submitted or has been completed by the Corps.

### **DRAWINGS AND ILLUSTRATIONS**

#### **General Information.**

Three types of illustrations are needed to properly depict the work to be undertaken. These illustrations or drawings are identified as a Vicinity Map, a Plan View or a Typical Cross Section Map. Identify each illustration with a figure or attachment number. For linear projects (e.g. roads, subsurface utility lines, etc.) gradient

drawings should also be included. Please submit one original, or good quality copy, of all drawings on 8½x11 inch plain white paper (electronic media may be substituted). Use the fewest number of sheets necessary for your drawings or illustrations. Each illustration should identify the project, the applicant, and the type of illustration (vicinity map, plan view, or cross section). While illustrations need not be professional (many small, private project illustrations are prepared by hand), they should be clear, accurate, and contain all necessary information.

#### **ADDITIONAL INFORMATION AND REQUIREMENTS**

For proposed NWP activities that involve discharges into waters of the United States, water quality certification from the State, Tribe, or EPA must be obtained or waived (see NWP general condition 25). Some States, Tribes, or EPA have issued water quality certification for one or more NWPs. Please check the appropriate Corps district web site to see if water quality certification has already been issued for the NWP(s) you wish to use. For proposed NWP activities in coastal states, state Coastal Zone Management Act consistency concurrence must be obtained, or a presumption of concurrence must occur (see NWP general condition 26). Some States have issued Coastal Zone Management Act consistency concurrences for one or more NWPs. Please check the appropriate Corps district web site to see if Coastal Zone Management Act consistency concurrence has already been issued for the NWP(s) you wish to use.

**Appendix B.** Aquatic Resource Inventory:

<i>Aquatic Resource Name</i>	<i>State</i>	<i>Cowardin System</i>	<i>Cowardin Class</i>	<i>HGM Class</i>	<i>Local Waterway Name</i>	<i>Measurement Type</i>	<i>Measurement Amount</i>	<i>Measurement Units</i>	<i>Waters Type</i>	<i>Latitude</i>	<i>Longitude</i>
Pigpen Creek	NORTH CAROLINA				Pigpen Creek	Linear	200	FOOT	DELIN.NOJD-404	35.974667	-82.270167

**Appendix C. Impact Inventory:**

<i>Water Name</i>	<i>Impact Name</i>	<i>Activity</i>	<i>Type of Material Being Discharged</i>	<i>Resource Type</i>	<i>Permanent Loss (Y/N)</i>	<i>Impact Duration</i>	<i>Amount Type</i>	<i>Proposed Length</i>	<i>Proposed Width</i>	<i>Proposed Amount</i>	<i>Amount Units</i>
Pigpen Creek	Site 1 Temporary Detour	Discharge of fill material	Double 48"corrugated steel pipes	River/Stream	No	Temporary	Fill Area	32	1	32	Square Feet
Pigpen Creek	Site 1B Bank Stabilization	Discharge of fill material	Rip Rap	River/Stream	No	Permanent	Fill Area	16	1	16	Square Feet
Pigpen Creek	Site 1C Bank Stabilization	Discharge of fill material	Rip Rap	River/Stream	No	Permanent	Fill Area	21	1	21	Square Feet
Pigpen Creek	Site 1D Bank Stabilization	Discharge of fill material	Rip Rap	River/Stream	No	Permanent	Fill Area	21	1	21	Square Feet
Pigpen Creek	Site 1E Temporary Dewatering through use of Dykes	Discharge of fill material	Rip Rap	River/Stream	No	Temporary	Fill Area	10	1	10	Square Feet

**Provide any additional information you may have about the proposed quantity of wetlands, streams, or other types of waters directly affected by the proposed activity. This level of detail is helpful to better understand the type of impacts that are proposed for your project.**

Site 1: Temporary impact for the double 48" corrugated steel pipes for the temporary detour.

Site 1B: Bank stabilization is required for abutment protection. (This impact is just upstream of the bridge).

Site 1C: Bank stabilization will be required to stabilize the banks due to the upland excavation required to accommodate the longer bridge opening.

Site 1D: Bank stabilization is required for abutment protection. (This impact is just upstream of the bridge).

Site 1E: Temporary impact required for potential dewatering operations.

**Appendix H.** Supporting Information:

<i>Document Type</i>	<i>Document Created Date (YYYY-MM-DD)</i>	<i>Document Label</i>	<i>Information Source/Citation</i>	<i>Uploaded file name</i>
Threatened Endangered Species Report	2025-02-11	USFWS Concurrence	USFWS	Yancey 192 2025-02-11 USFWS Concurrence.pdf
Historic Properties Cultural Resources Information	2025-05-07	Historic Architecture	NCDOT	Yancey 192 2025-05-07 HAL No Survey Required.pdf
Historic Properties Cultural Resources Information	2025-05-08	No Archaeological Survey Required	NCDOT	Yancey 192 2025-05-08 No Archaeological Survey Required.pdf
Historic Properties Cultural Resources Information	2025-07-11	Tribal Coordination	NCDOT	Yancey 192 2025-07-11 Tribal Coordination Letter Distribution.pdf
Project Plans	2026-05-05	Permit Drawings	NCDOT	Yancey 192 2026-05-04 Permit Drawings.pdf
Other Information	2026-05-07	Application Cover Letter / Impact Descriptions	NCDOT	Yancey 192 2026-05-05 Application Cover Letter.pdf

U.S. Army Corps of Engineers (USACE)

**PERMIT INFORMATION SHEET**

PERMIT FORM TYPE

ENG 6082

DATE RECEIVED

05/07/2026

TYPE OF PERMIT YOU'RE REQUESTING

Standard

Letter Of Permission

General Permit

APPLICABLE STATUTORY AUTHORITY

Section 404 Clean Water Act

Section 10 Rivers and Harbors Act

Section 103 of the Marine Protection, Research, and Sanctuaries Act

DO YOU PROPOSE COMPENSATORY MITIGATIONS?

No

**COASTAL DISTRICT**

WOULD THE PROJECT OCCUR IN THE TERRITORIAL SEAS OR OCEAN WATERS?

No

DESCRIBE THE ACTIVITY'S RELATIONSHIP TO THE BASELINE FROM WHICH THE TERRITORIAL SEA IS MEASURED

**SECTION 408 USACE CIVIL WORKS PROJECTS**

WILL THE PROPOSED ACTIVITY REQUIRES PERMISSION FROM THE USACE PURSUANT TO 33 U.S.C. 408 BECAUSE IT WILL ALTER OR TEMPORARILY OR PERMANENTLY OCCUPY OR USE A U.S. ARMY CORPS OF ENGINEERS FEDERALLY AUTHORIZED CIVIL WORKS PROJECT?

Yes

No

I'm not sure

IF YES, HAVE YOU SUBMITTED A WRITTEN REQUEST FOR SECTION 408 PERMISSION FROM THE USACE DISTRICT HAVING JURISDICTION OVER THAT PROJECT?

Yes

No

**GENERAL PERMIT INFORMATION**

WILL THE PROPOSED ACTIVITY RESULT IN A LOSS TO WETLANDS OR WATERS THAT EXCEEDS NATIONAL OR DISTRICT THRESHOLDS?

No

U.S. Army Corps of Engineers (USACE)

APPLICATION FOR DEPARTMENT OF THE ARMY PERMIT – PARTNER APPENDIX

For use of this form, see 33 CFR 325. The proponent agency is CECW-COR.

**AUTHORITIES:** The Department of Army Corps of Engineers (Corps) and partner entities have established a joint process for activities impacting jurisdictional waterways that require review and/or approval of both the Corps and its partners. Department of Army permits are required by Section 10 of the Rivers & Harbors Act of 1899 for any structure(s) or work in or affecting navigable waters of the United States and by Section 404 of the Clean Water Act for the discharge of dredged or fill materials into waters of the United States, including adjacent wetlands. This supplemental information is provided to the partner entity along with the standard regulatory forms.

PARTNER INFORMATION

<b>ORGANIZATION:</b> NC Division of Water Resources (DWR)	<b>PARTNER ID:</b>	<b>NAME AND CODE:</b> <b>Form Name:</b> NATIONWIDE/GENERAL/INDIVIDUAL PERMIT - DWR 401 Application Form NC Division of Water Resources Application Information <b>Form Code:</b> NCDWR 401
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In North Carolina, many activities covered by Nationwide and Regional General Permits, as well as Individual Permits, also require a 401 Water Quality Certification from the Division of Water Resources. To streamline the application process for both the U.S. Army Corps of Engineers (USACE) and the North Carolina Division of Environmental Quality (NCDEQ) - Division of Water Resources (DWR), we have collaborated on this joint application form.

This joint application form serves to fulfill reporting requirements for both agencies under Sections 401 and 404 of the Clean Water Act, and Section 10 of the Rivers and Harbor Act of 1899, for specific activities permitted through Nationwide Permits (NWP), Regional General Permits (RGP), and Individual Permits. The RRS is now the preferred method for submitting application information for these permits.

For questions, please contact the USACE at (910) 251-4633.

The Wilmington District and the North Carolina Department of Environmental Quality (NCDEQ) have collaborated to develop a Joint Permit Application (JPA) within the Regulatory Request System (RRS) for use with Nationwide Permits (NWP) and Regional General Permits (RGP), as well as, Individual Permits. This system functions similarly to previous versions of the Pre-Construction Notification form (also known as e-PCN). The RRS is an online platform that enables applicants to electronically upload and submit all required information to the reviewing agencies.

The RRS JPA fulfills the application and reporting requirements for both the U.S. Army Corps of Engineers (USACE) and NCDEQ for activities authorized under Sections 401 and 404 of the Clean Water Act, as well as Section 10 of the Rivers and Harbors Act of 1899.

Projects that fall within the North Carolina Division of Coastal Management (NCDWM) review area, will need to coordinate their application with NCDWM directly. To learn more, visit the [NCDWM website](https://www.deq.nc.gov/about/divisions/division-coastal-management).

USACE/NCDWR Joint Application Form for Nationwide Permits, Regional General Permits, and Individual Permits (along with corresponding Water Quality Certifications)

**\*\*PLEASE NOTE: THE SYSTEM IS STILL UNDER DEVELOPMENT, AND DATA CURRENTLY DOES NOT TRANSMIT ELECTRONICALLY TO NCDEQ'S DIVISION OF WATER RESOURCES (DWR). UNTIL FURTHER NOTICE, APPLICANTS MUST SUBMIT COMPLETED RRS JPA DOCUMENTS THROUGH [NCDEQ'S "PROJECT SUBMITTAL INTERIM FORM" WEBSITE](https://edocs.deq.nc.gov/Forms/Supplemental-Information-Form).\*\***  
 [Additional Instructions](https://edocs.deq.nc.gov/WaterResources/Browse.aspx?dbid=0&startid=3890140)

SUPPLEMENTAL INFORMATION COLLECTED

ADDITIONAL CONTACT INFORMATION - Property Owner

- Is the owner the same as the applicant?
  - Yes

- Provide Primary Property Owner information
  - Please see the JPA\_ContactReport.xlsx to review the provided contact data.
- Provide Additional Property Owner information
  - Please see the JPA\_ContactReport.xlsx to review the provided contact data.

**PROCESSING INFORMATION -**

- Does the project involve maintenance dredging funded by the Shallow Draft Navigation Channel Dredging and Aquatic Weed Fund OR involve the distribution or transmission of energy or fuel (including natural gas, diesel, petroleum, or electricity)?
  - No
- Is this project connected with (American Rescue Plan Act) ARPA funding or S.L. 2023-134 (earmark)?
  - No
- Please select:
  - Not Applicable (Question not presented)
- Please provide the DWI ARPA Funding Project Number (ie: SRP-W-ARP-1234 or SRP-W-134-1234):  
 \*The DWI Funding Project number can be located on the "Letter of Intent to Fund" (LOIF) or "Offer and Acceptance Letter". If you do not know your DWI project #, please contact your DWI project manager or fund recipient (e.g., LGU).
  - Not Applicable (Question not presented)
- Is this a NC Division of Mitigation Services (NCDMS) Project? Note - Select Yes only if NCDMS is the applicant/co-applicant.
  - No
- Is this project a public transportation project?
  - Yes
- Is this a NC Department of Transportation (NCDOT) project?
  - Yes
- (NCDOT only) T.I.P. (Transportation Improvement Program) or state project number:
  - Not Applicable (Question not presented)
- (NCDOT only) WBS #
  - Not Applicable (Question not presented)
- Application for NC Division of Water Resources (DWR) Certification.  
 Type(s) of approval sought from the DWR? (Select all that apply)
  - 401 Water Quality Certification - Courtesy Copy Only
- Is this a modification OR new project with existing ID?
  - No
- Please provide the DWR ID number.
  - Not Applicable (Question not presented)

- Is the project located in any of NC's twenty coastal counties?
  - No
- Is the project located within a NC Division of Coastal Management (DCM) Area of Environmental Concern (AEC)?
  - Not Applicable (Question not presented)
- Is the project located in a designated trout watershed? [Learn more about Trout](https://www.saw.usace.army.mil/Missions/Regulatory-Permit-Program/Agency-Coordination/Trout.aspx)
  - Yes
- If yes, attach a copy of existing correspondence from the Wildlife Resource Commission Office.
  - Yancey 192 2025-06-30 WRC Scoping Comments.pdf File(s) Uploaded

**WATERS DETAILS -**

- Name of nearest waterbody? [Surface Water Lookup](https://experience.arcgis.com/experience/7073e9122ab74588b8c48ded34c3df55/)
  - Pigpen Creek
- Does the proposed activity impact perennial or intermittent streams?
  - Yes
- Please ensure that the Aquatic Resource Inventory section includes all perennial and intermittent streams and be sure to identify them with appropriate Cowardin codes.  
(Click the Aquatic Resources Inventory in the menu on the left to navigate to that section.)  
- Use the Cowardin Code "R2 or R3" for perennial. Use Cowardin Code "R4" for intermittent.  
\*\*\*IF NO CODE PROVIDED, WATERS WILL BE ASSUMED TO BE PERENNIAL.
  - Not Applicable (Question not presented)

**NON-JD IMPACT DETAILS - NOTE: Questions only appear in this section when 'Non-404 Jurisdictional Waters Permit' has been included among the Type(s) of approval sought from the DWR.**

- Will the project result in impacts to Non-404 JD waters?
  - Not Applicable (Question not presented)
- Please ensure that the associated Non-404 Jurisdictional Waters have been entered in the Aquatic Resource Inventory section of the Permit Application. Use the Aquatic Resource Type of "DELIN.NOJD-404".  
(Click the "Aquatic Resources Inventory" option in the menu on the left to navigate to that section.)
  - Not Applicable (Question not presented)

**BUFFER IMPACTS AND MITIGATION SUMMARY - Additional impacts and mitigation not previously covered in this application: Buffers**

- Will project occur in an area subject to state riparian buffer regulations?
  - No
- Will project result in any impacts within a protected riparian buffer?
  - Not Applicable (Question not presented)

- Which protected basin(s) is the project located within?
  - Not Applicable (Question not presented)
  
- Other Protected Basin
  - Not Applicable (Question not presented)
  
- Are the buffer regulations implemented by a delegated local government?
  - Not Applicable (Question not presented)
  
- Please specify which local government.
  - Not Applicable (Question not presented)
  
- Impact Details
  - Please see the JPA\_DynamicTableReport.xlsx to review the provided data.
  
- Total Temporary Buffer Impacts
  - Not Applicable (Question not presented)
  
- Total Permanent Buffer Impacts
  - Not Applicable (Question not presented)
  
- Total Combined Buffer Impacts
  - Not Applicable (Question not presented)
  
- Will the project result in an impact within a protected riparian buffer that requires buffer mitigation?
  - Not Applicable (Question not presented)
  
- If yes, you must fill out this entire section - please contact DWR for more information.  
 Identify the square feet of impact to each zone of the riparian buffer that requires mitigation. Calculate the amount of mitigation required in the table below.
  - Please see the JPA\_DynamicTableReport.xlsx to review the provided data.
  
- How is buffer mitigation proposed to be met?
  - Not Applicable (Question not presented)
  
- If payment to mitigation bank or NCDMS, attach a valid statement of availability or DMS acceptance letter. OR Attach mitigation plan for review.
  - Not Applicable (Question not presented)

**STORMWATER MANAGEMENT PLAN -**

- Does this project disturb >1 acre of land?
  - Yes
  
- Is this an NCDOT project subject to compliance with NCDOT's Individual NPDES permit NCS000250?
  - Yes
  
- Is this project subject to review and approval under a state post-construction stormwater program (DEMLR) or state-approved local government stormwater program?
  - Not Applicable (Question not presented)

- What entity has reviewed/is reviewing the Stormwater Management Plan?
  - Not Applicable (Question not presented)
  
- What is the Stormwater Management Plan status?
  - Not Applicable (Question not presented)
  
- Does this project meet the requirements for low density projects as defined in 15A NCAC 02H.1003(2)? For details on how Low Density Projects are characterized, click the help icon.
  - Not Applicable (Question not presented)
  
- For low density projects, submit documentation including built-upon area (BUA) delineation, percent BUA calculations, stormwater drainage plan, and designs for vegetated conveyances.
  - Not Applicable (Question not presented)
  
- For all High Density projects submit a Stormwater Management Plan that includes stormwater control measures for water quality treatment.
  - Not Applicable (Question not presented)

**STORMWATER MANAGEMENT IN BUFFERED BASINS - All stormwater generated from high ground within regulated buffer basins must be in compliance with the stormwater management requirements of the applicable buffer rules.**

**NOTE: Questions only appear in this section when 'Will project occur in an area subject to state riparian buffer regulations?' is answered Yes.**

- Does the project comply with the stormwater management requirements of the applicable buffer rules?
  - Not Applicable (Question not presented)
  
- Please explain why the project does not comply.
  - Not Applicable (Question not presented)

**ENVIRONMENTAL DOCUMENTATION -**

- Is an environmental document required under NCEPA (01 NCAC 25 .0100)?
  - Yes
  
- Has the document review been finalized by the State Clearing House?
  - Yes
  
- Comments
  - Not Applicable (Question not presented)
  
- Attach a copy of the SEPA final approval document.
  - Yancey 192 2025-12-01 CE.pdf File(s) Uploaded

**VIOLATIONS -**

- Is the site in violation of DWR Water Quality Certification Rules (15A NCAC 2H .0500), Isolated Wetland Rules (15A NCAC 2H .1300), or DWR Surface Water or Wetland Standards or Riparian Buffer Rules (15A NCAC 2B .0200)?
  - No

- Please explain.
  - Not Applicable (Question not presented)

**CUMULATIVE IMPACTS -**

- Will this project (based on past and reasonably anticipated future impacts) result in additional development?
  - No
- Provide a qualitative or quantitative cumulative impact analysis in accordance with the most recent DWR policy. [Learn more about Cumulative Impact Policy]([https://files.nc.gov/ncdeq/Water%20Quality/Surface%20Water%20Protection/401/Policies\\_Guides\\_Manuals/CumulativeImpactPolicy.pdf](https://files.nc.gov/ncdeq/Water%20Quality/Surface%20Water%20Protection/401/Policies_Guides_Manuals/CumulativeImpactPolicy.pdf))
  - Not Applicable (Question not presented)
- If not, provide a short narrative description.
  - Repair of bridge damaged by Hurricane Helene.

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[Additional Instructions](<https://edocs.deq.nc.gov/WaterResources/Browse.aspx?dbid=0&startid=3890140>)

# Project Submittal Interim Form



Updated March 16, 2026

*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)
- Modification/New Project with Existing ID
- Other Agency Comments
- Re-Issuance\Renewal Request
- New Project
- More Information Response
- Pre-Application Submittal
- Stream or Buffer Appeal

**\* If this is a GP reissuance/renewal please reference the date of the plans and PCN that were originally verified.**

**New Project** - Please check the new project type if you are trying to submit a new project that needs an official approval decision.

**Pre-Application Submittal** – Please check the pre-application submittal if you just want feedback on your submittal and do not have the expectation that your submittal will be considered a complete application requiring a formal decision.

**Modification/New Project With An Existing ID** - Please check this box if you are submitting for a new phase of an existing project, a modification to an existing project or for any additional impacts to an existing project for an official approval decision.

**More Information Response** - Please check this type if you are responding to a request for information from staff and you have an ID# and version for this response.

**Other Agency Comments** - Please check this if you are submitting comments on an existing project.

**Re-issuance\Renewal Request** – Please check this if you are submitting for a re-issuance\renewal prior to expiration date for the corresponding 401/404. If submitting after the expiration date or if modification needed use Modification\New Project with Existing ID option.

## Submittal Type: \*

Application Attachments

## Project Contact Information

---

### Name:

Robert Crowther

*Who is submitting the information?*

### Email Address: \*

recrowther@ncdot.gov

## Project Information

---

**Project Name: \***

NCDOT / Helene Bridge 192 / Pigpen Creek / Upper Pig Pen Road (SR 1333) / Yancey / Div 13 / DF18313.2011361.PR

**Is this a public transportation project? \***

Yes  No

**Is this a DOT project? \***

Yes  No

**TIP#:**

**WBS#:**

DF18313.2011361.PR

(Applies to DOT projects only)

**Project Status**

Pre-let  Under Construction  Utility Relocation Underway

If you selected "Re-Issuance/Renewal Request" or "Modification/New Project with Existing ID" for your project type at the top of this form, please enter the current status of your project.

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

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 or S.L. 2023-134 (earmark)? \***

ARPA  S.L. 2023-134 (earmark)  No

**Is this application being filed jointly with another party involved with this project? \***

Yes  No

---

**County (ies) \***

Yancey

**Please upload all files that need to be submitted.**

[Click the upload button or drag and drop files here to attach document](#)

Generated_Crowther_41004_46792_0_Appx_C_Impacts.pdf	71.44KB
Generated_Crowther_41004_46792_0_Appx_H_Supporting_Files.pdf	52.67KB
Generated_Crowther_41004_46792_0_ENG_6082_PCN.pdf	546.02KB
Generated_Crowther_41004_46792_0_NCDWR 401_JPA_Report.pdf	94.35KB
Generated_Crowther_41004_46792_0_Permit_Additional_Info.pdf	217.89KB
Yancey 192 2025-02-11 USFWS Concurrence.pdf	773.19KB
Yancey 192 2025-05-07 HAL No Survey Required.pdf	363.52KB
Yancey 192 2025-05-08 No Archaeological Survey Required.pdf	10.9MB
Yancey 192 2025-06-30 WRC Scoping Comments.pdf	608.81KB
Yancey 192 2025-07-11 Tribal Coordination Letter Distribution.pdf	693.17KB
Yancey 192 2025-12-01 CE.pdf	521.19KB
Yancey 192 2026-05-04 Permit Drawings.pdf	1.3MB
Yancey 192 2026-05-05 Application Cover Letter.pdf	523.51KB
Generated_Crowther_41004_46792_0_Appx_B_Aquatic_Resources.pdf	51.12KB

[Only pdf or kmz files are accepted.](#)

**Describe the attachments or add comments:**

\*

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:**

# Permit Drawings



North Carolina Department of Transportation

Highway Stormwater Program  
**STORMWATER MANAGEMENT PLAN**  
 FOR NCDOT PROJECTS



(Version 3.02; Released April 23, 2024)

WBS Element: N/A      TIP/Proj No: EEDB 00226.004      County(ies): Yancey      Page 1 of 2

**General Project Information**

WBS Element:	N/A	TIP Number:	EEDB 00226.004	Project Type:	Bridge Replacement	Date:	10/14/2025
NCDOT Contact:	Joel M. Davis		Contractor / Designer:		DRMP / Ryan P. Mitchell		
Address:	Assistant Division Bridge Program Manager		Address:	5808 Faringdon Place			
	20 Old 74			Suite 100			
	Asheville, NC 28803			Raleigh, NC 27609			
Phone:	(828) 488-0902		Phone:	(919) 650-1038			
Email:	jmdavis4@ncdot.gov		Email:	rmitchell@drmp.com			
City/Town:	Unincorporated		County(ies):	Yancey			
River Basin(s):	French Broad		CAMA County?	No			
Wetlands within Project Limits?	No						

**Project Description**

Project Length (lin. miles or feet):	0.06	Surrounding Land Use:	Rural with forested land and a few residential parcels					
<b>Proposed Project</b>			<b>Existing Site</b>					
Project Built-Upon Area (ac.)	1.3	ac.	0.1	ac.				
Typical Cross Section Description:	Two-lane crowned roadway with 9' lanes with variable slopes and 2' shoulders. 19' out-to-out bridge width, including 6" shoulder widths on bridge.			17' overall length, with a 15.9' clear roadway, grass shoulders, and a superstructure depth of about 1.5'. It carries a slightly sloped two-lane roadway post-Helene.				
Annual Avg Daily Traffic (veh/hr/day):	Design/Future:	N/A	Year:	N/A	Existing:	270	Year:	2025

**General Project Narrative:  
 (Description of Minimization of Water Quality Impacts)**

The North Carolina Department of Transportation (NCDOT) proposes to replace bridge #990192 on SR-1333 (Pig Pen Rd) across Pig Pen Creek. The project is located in Yancey County, northeast of the town of Burnsville, NC. The project is an in-line replacement of the existing bridge with an on-site detour route. Additional drainage improvements are proposed upstation/downstation of the proposed bridge. Rip rap / bank stabilization at pipe outlets and the proposed bridge embankment has been incorporated to minimize erosion on slopes where vegetation will not be adequate. NCDOT standards for ground cover, vegetation, and slope stabilization will be adhered to during the life of this project, and will be specified in the NCDOT Erosion and Sediment Control Plan for the project.



North Carolina Department of Transportation

Highway Stormwater Program  
STORMWATER MANAGEMENT PLAN  
FOR NCDOT PROJECTS



(Version 3.02; Released April 23, 2024)

WBS Element: N/A      TIP/Proj No.: EEDB 00226.004      County(ies): Yancey      Page 2 of 2

General Project Information

Waterbody Information

Surface Water Body (1):	Pig Pen Creek		NCDWR Stream Index No.:	7-2-62		
NCDWR Surface Water Classification for Water Body	Primary Classification:		Class C			
	Supplemental Classification:		Trout Waters (Tr)			
Other Stream Classification:	None					
Impairments:	None					
Aquatic T&E Species?	No	Comments:				
NRTR Stream ID:	N/A				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)		
(If yes, provide justification in the General Project Narrative)						

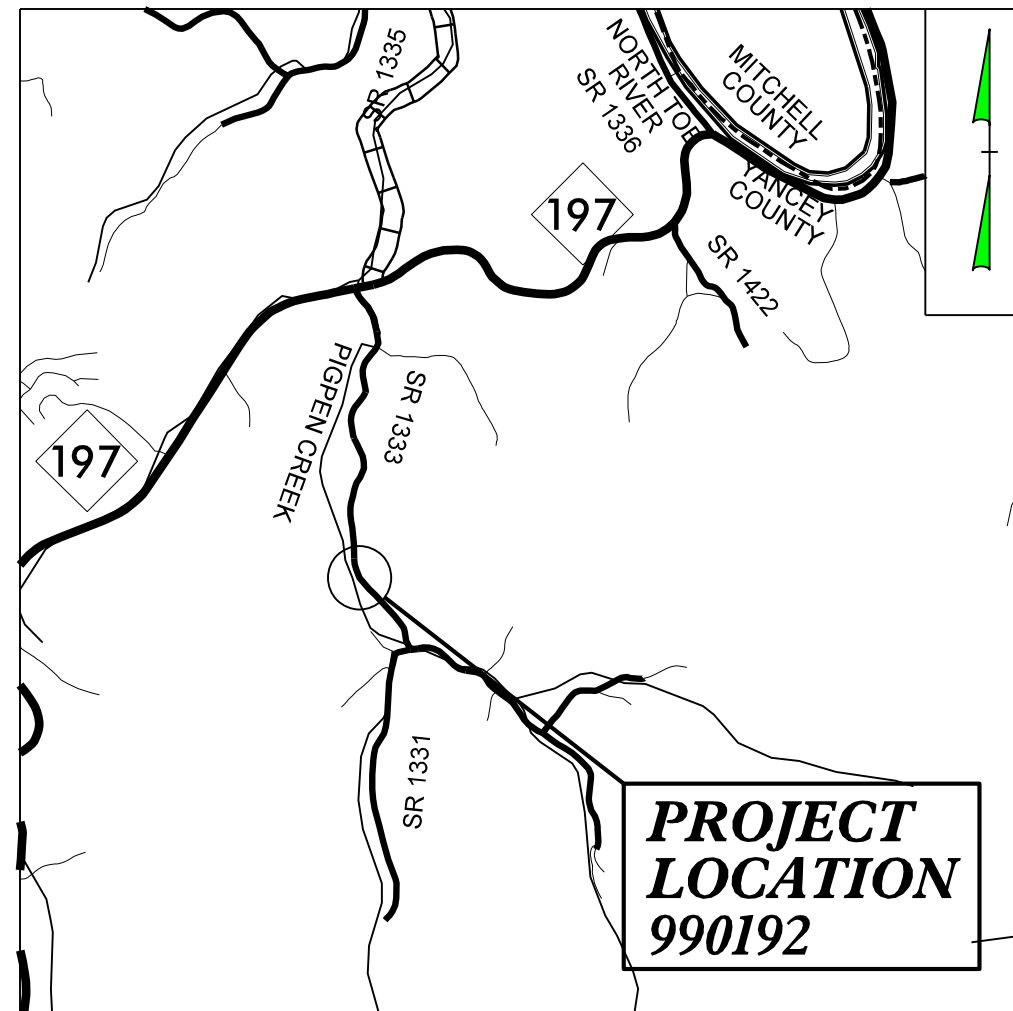
Surface Water Body (2):			NCDWR Stream Index No.:			
NCDWR Surface Water Classification for Water Body	Primary Classification:					
	Supplemental Classification:					
Other Stream Classification:						
Impairments:						
Aquatic T&E Species?		Comments:				
NRTR Stream ID:					Buffer Rules in Effect:	
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)		
(If yes, provide justification 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)		
(If yes, provide justification in the General Project Narrative)						

PROJECT: 990192

CONTRACT: C205065

See Sheet 1A For Index of Sheets



VICINITY MAP (NTS)

PRELIMINARY ROADWAY PLANS  
JULY 14, 2025

STATE OF NORTH CAROLINA  
DIVISION OF HIGHWAYS

YANCEY COUNTY

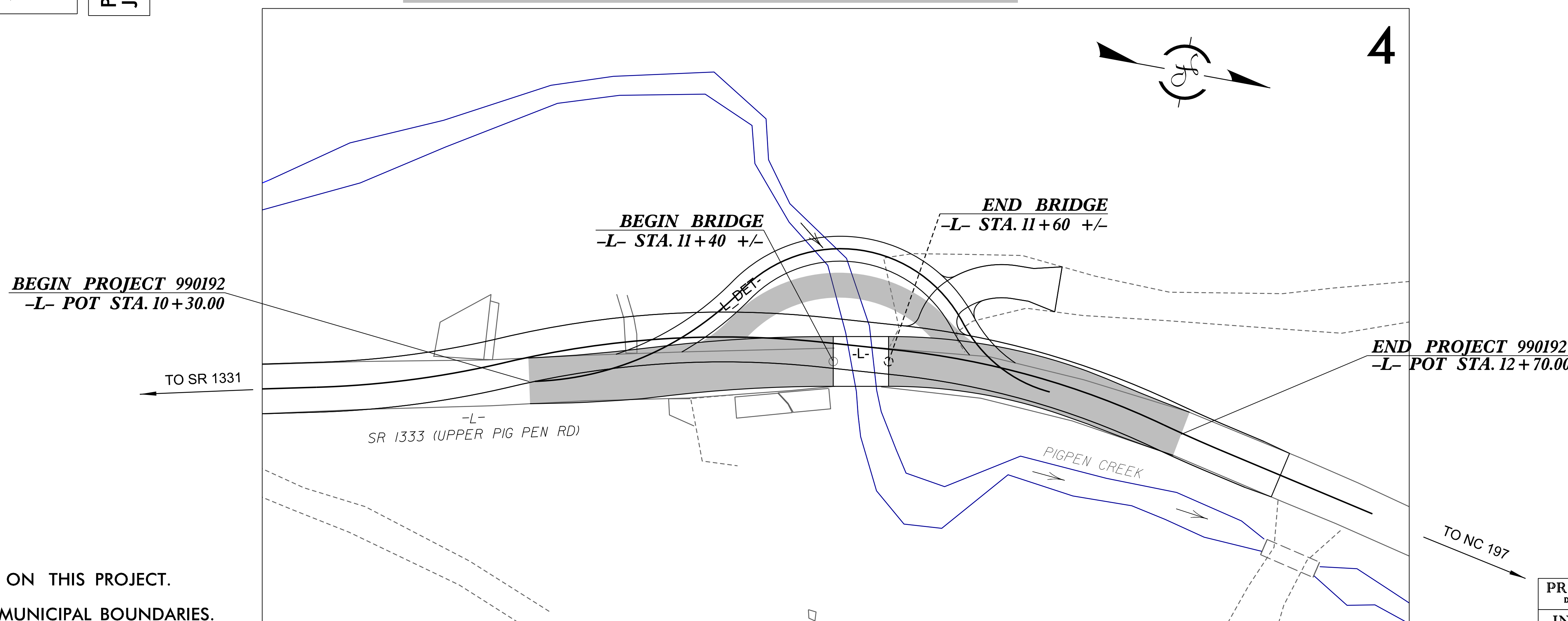
LOCATION: *REPLACE BRIDGE NO. 990192 ON  
SR 1333 (UPPER PIG PEN RD)  
OVER PIGPEN CREEK*

TYPE OF WORK: *GRADING, DRAINAGE, PAVING, STRUCTURE*  
APRIL 2026

WETLAND AND SURFACE WATER IMPACTS PERMIT

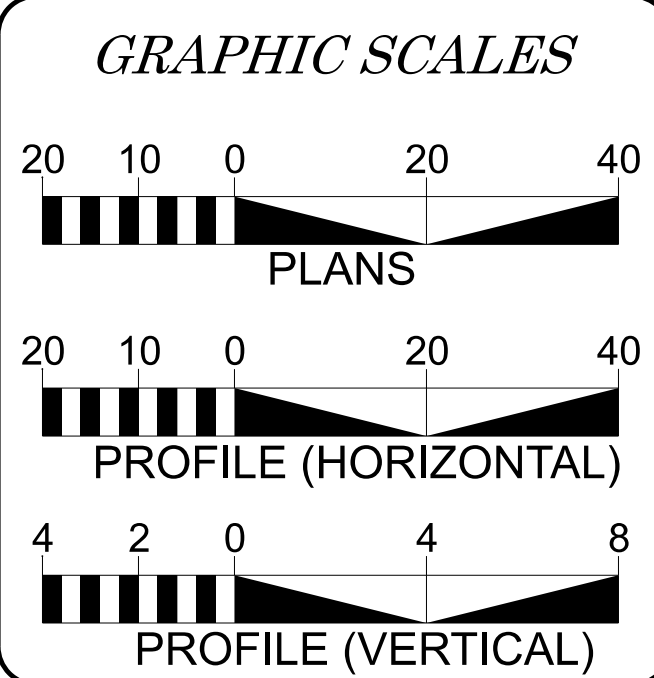
STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	990192	11	
STATE PROJ. NO.	F. A. PROJ. NO.	DESCRIPTION	
DF18313.2100413.PR	HELENE	P.E.	

PERMIT DRAWING  
SHEET 1 OF 5



THERE IS NO CONTROL OF ACCESS ON THIS PROJECT.  
THIS PROJECT IS NOT WITHIN ANY MUNICIPAL BOUNDARIES.  
CLEARING ON THIS PROJECT SHALL BE PERFORMED TO THE LIMITS ESTABLISHED BY METHOD II.

PRELIMINARY PLANS  
DO NOT USE FOR CONSTRUCTION  
INCOMPLETE PLANS  
DO NOT USE FOR R/W ACQUISITION  
DOCUMENT NOT CONSIDERED FINAL  
UNLESS ALL SIGNATURES COMPLETED



DESIGN DATA

ADT 2025 =	270
ADT =	N/A
K =	N/A %
D =	N/A %
T =	N/A % *
V =	20 MPH
* TTST =	DUAL
FUNC CLASS =	LOCAL
	SUB-REGIONAL

PROJECT LENGTH

LENGTH OF ROADWAY TIP PROJECT 990192 =	0.054 MILES
LENGTH OF STRUCTURE TIP PROJECT 990192 =	0.004 MILES
TOTAL LENGTH OF TIP PROJECT 990192 =	0.058 MILES

PLANS PREPARED BY:

FOR  
NCDOT ALTERNATIVE DELIVERY UNIT

2024 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE:

LETTING DATE:

TIMOTHY A. KLOTZ, PE  
PROJECT ENGINEER

COOPER A. BOLZ, EI  
PROJECT DESIGN ENGINEER

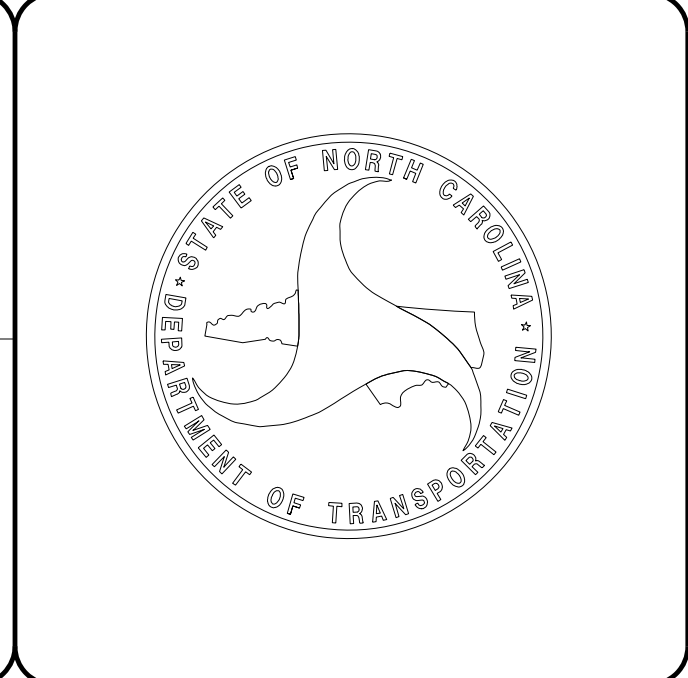
ROB COUSINS, PE  
NCDOT PROJECT MANAGER

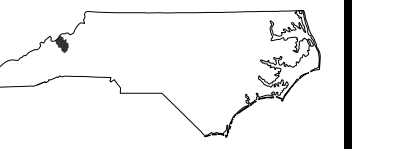
HYDRAULICS ENGINEER

SIGNATURE: \_\_\_\_\_ P.E.

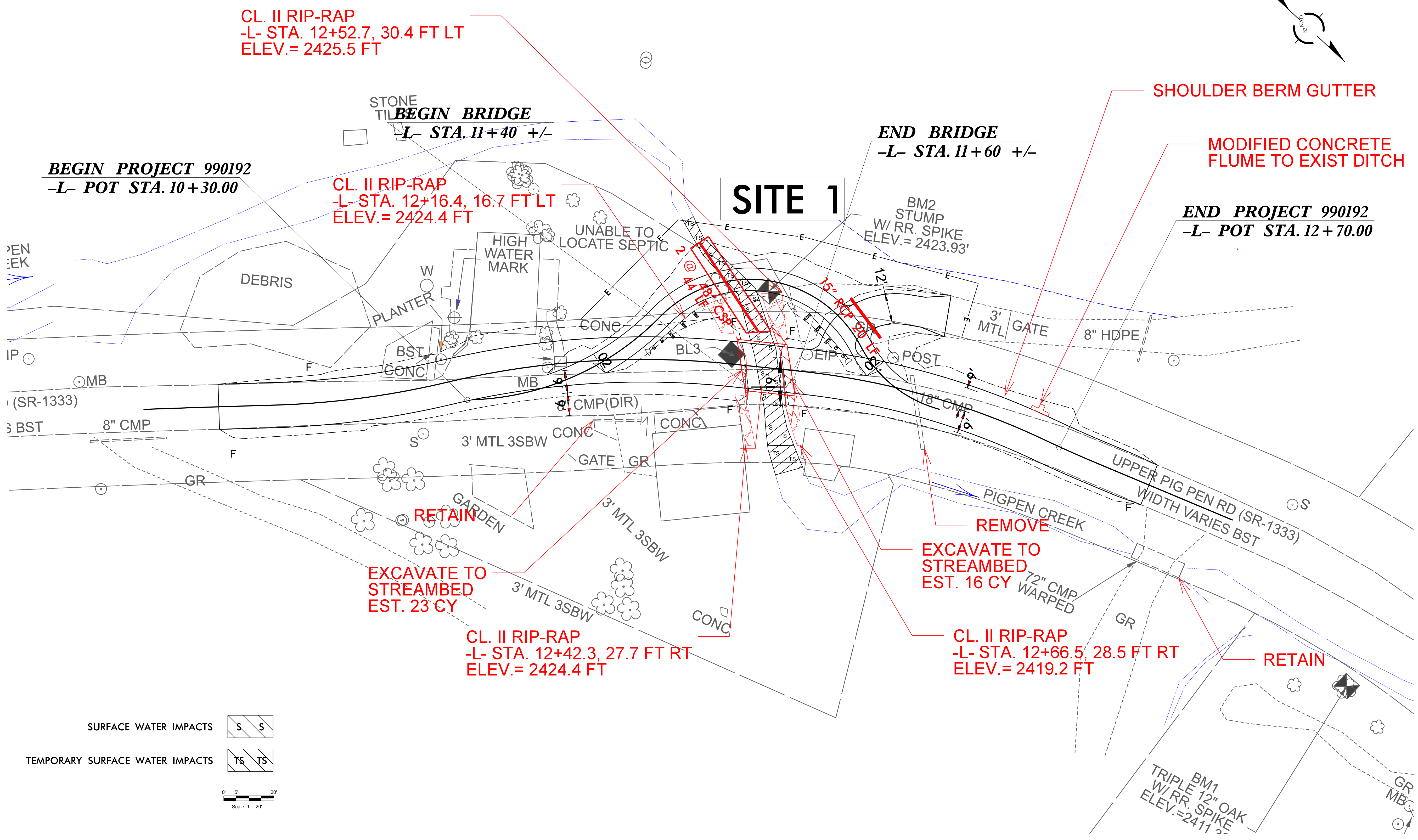
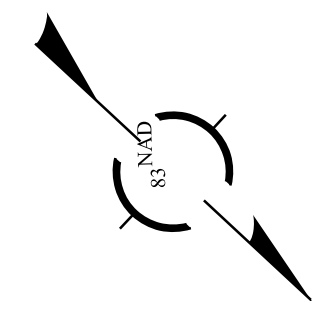
ROADWAY DESIGN ENGINEER

SIGNATURE: \_\_\_\_\_ P.E.



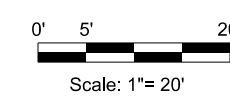


PERMIT DRAWING  
SHEET 2 OF 5



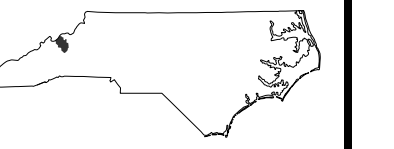
SURFACE WATER IMPACTS

TEMPORARY SURFACE WATER IMPACTS

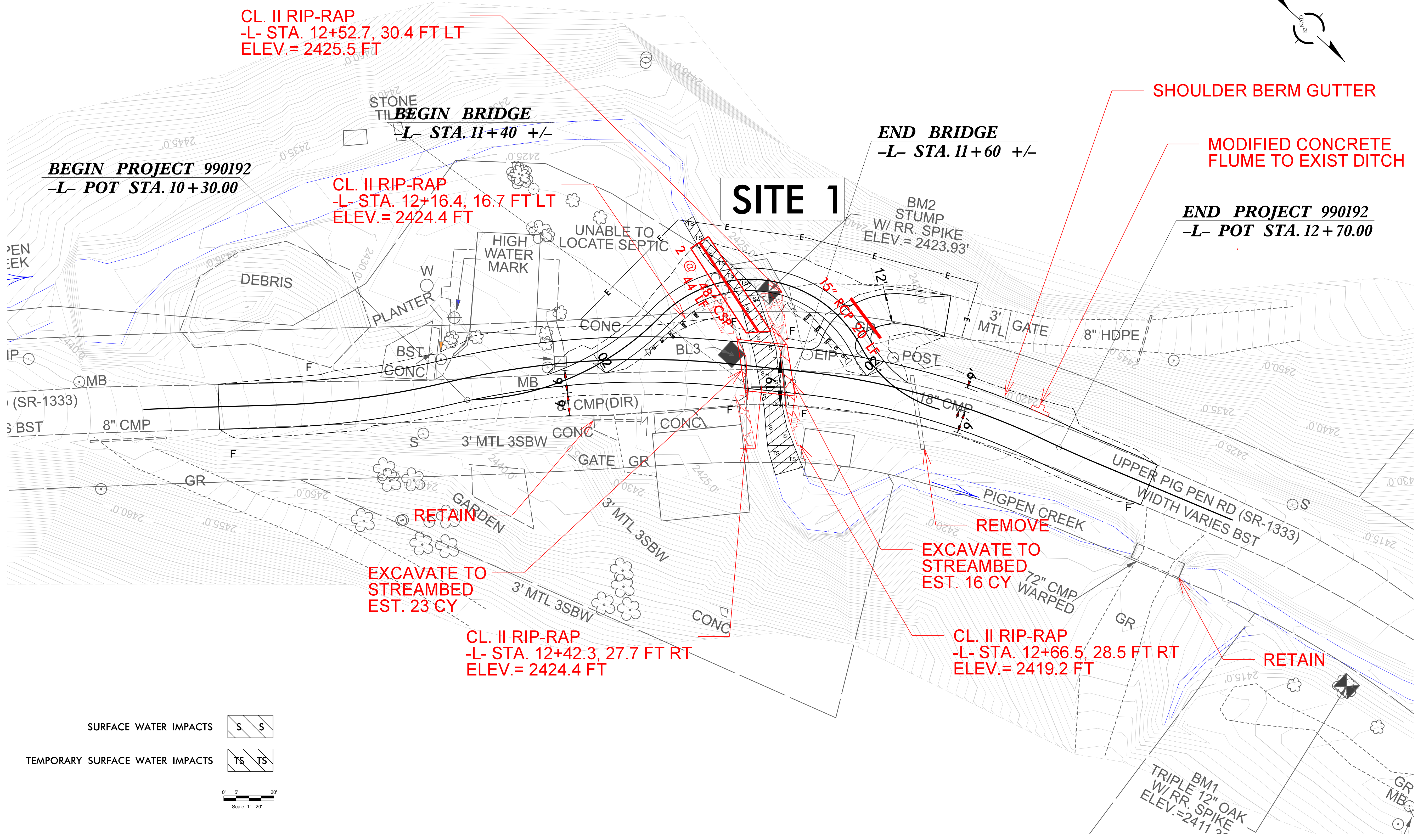
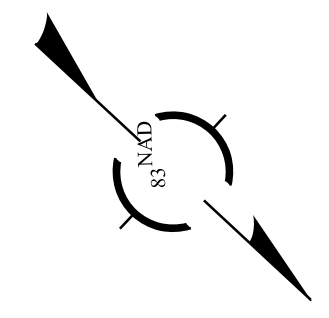


FOR -L- PROFILE, SEE SHEET 5

REVISIONS

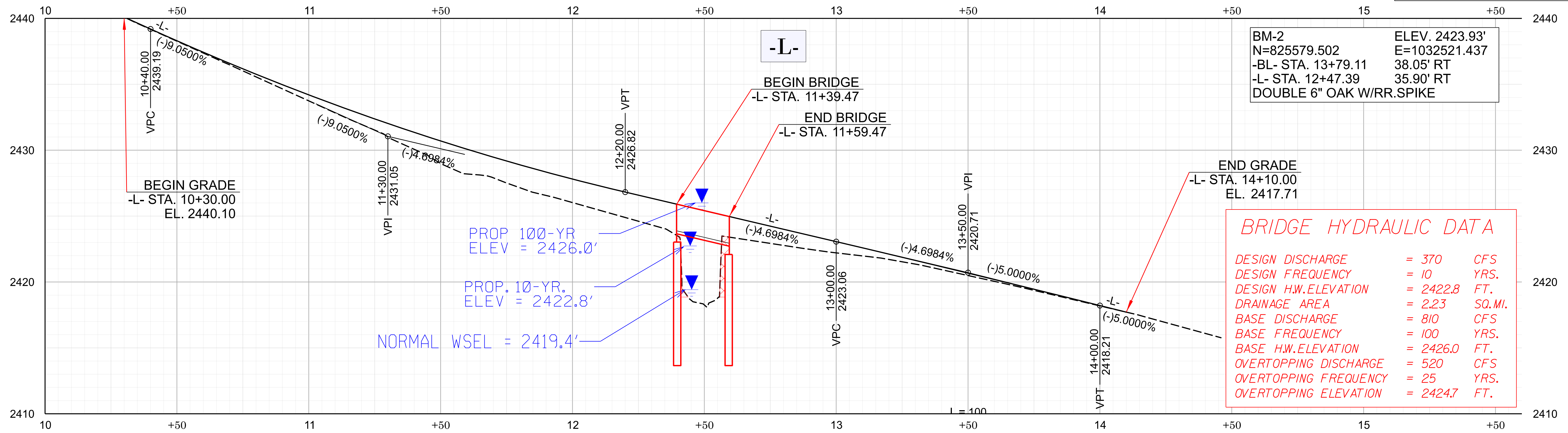


PERMIT DRAWING  
SHEET 3 OF 5



FOR -L- PROFILE, SEE SHEET 5

REVISIONS



BM-2  
N=825579.502      ELEV. 2423.93'  
-BL- STA. 13+79.11    38.05' RT  
-L- STA. 12+47.39    35.90' RT  
DOUBLE 6" OAK W/RR.SPIKE

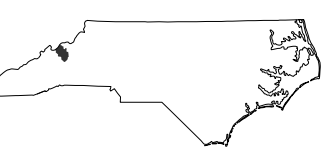
**BRIDGE HYDRAULIC DATA**

DESIGN DISCHARGE	= 370	CFS
DESIGN FREQUENCY	= 10	YRS.
DESIGN H.W.ELEVATION	= 2422.8	FT.
DRAINAGE AREA	= 2.23	SQ. MI.
BASE DISCHARGE	= 810	CFS
BASE FREQUENCY	= 100	YRS.
BASE H.W.ELEVATION	= 2426.0	FT.
OVERTOPPING DISCHARGE	= 520	CFS
OVERTOPPING FREQUENCY	= 25	YRS.
OVERTOPPING ELEVATION	= 2424.7	FT.

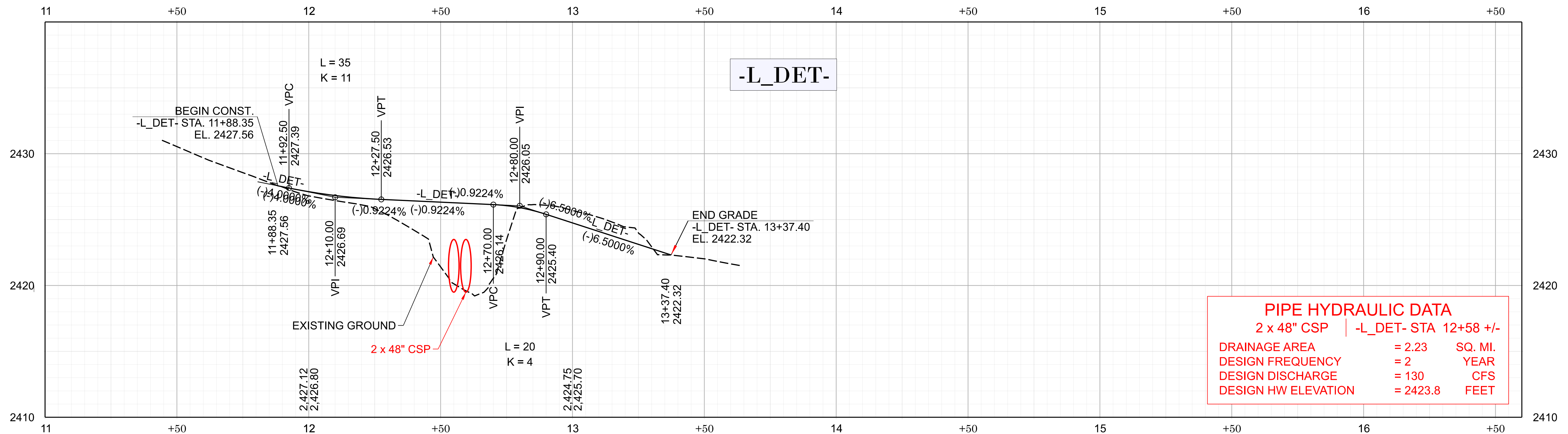
PROP 100-YR  
ELEV = 2426.0'

PROP. 10-YR.  
ELEV = 2422.8'

NORMAL WSEL = 2419.4'



REVISIONS



**PIPE HYDRAULIC DATA**  
2 x 48" CSP | -L\_DET- STA 12+58 +/-

DRAINAGE AREA	= 2.23	SQ. MI.
DESIGN FREQUENCY	= 2	YEAR
DESIGN DISCHARGE	= 130	CFS
DESIGN HW ELEVATION	= 2423.8	FEET

### 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- 12+16/12+41	Detour Culvert						< 0.01		32		
1b	-L- 12+41/12+47	Rip Rap Abutment						< 0.01		16		
1c	-L- 12+47/12+54	Bridge Opening						< 0.01		21		
1d	-L- 12+54/12+61	Rip Rap Abutment						< 0.01		21		
1e	-L- 12+61/12+66	Downstream of Project							< 0.01		10	
<b>TOTALS*:</b>								0.01	< 0.01	59	42	0

\*Rounded totals are sum of actual impacts

NOTES:  
 Linear impacts were measured along stream centerline.  
 Linear permanent impacts supersede temporary impacts where the two overlap along stream centerline.

NC DEPARTMENT OF TRANSPORTATION  
 DIVISION OF HIGHWAYS  
 10/20/2025  
 YANCEY COUNTY  
 990192  
 50647.1.1  
 SHEET 5 OF 5

# ESA Consultation

**Biological and Conference Opinions and Informal Consultations – Batch Format**

**Replace Multiple Crossing Structures Destroyed by Tropical Storm Helene in  
Buncombe, McDowell, Yancey Counties, North Carolina**

Service Log #25-110 through 25-117



Prepared by:

U.S. Fish and Wildlife Service  
Asheville Ecological Services Office  
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Asheville, North Carolina 28801

**JANET MIZZI** Digitally signed by JANET MIZZI  
Date: 2025.02.11 08:27:38 -05'00'

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Janet Mizzi  
Field Supervisor  
Asheville Ecological Services Field Office  
Asheville, North Carolina

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## Consultation History

**December 2, 2024:** Discussion between U.S. Fish and Wildlife Service (Service) and North Carolina Department of Transportation (NCDOT) regarding consultation batching processes and applicable avoidance and minimization and conservations measures for projects related to Tropical Storm (TS) Helene damage.

**December 3-6, 2024:** Email correspondence between the Service and NCDOT discussing aspects of batching process and need for a virtual discussion.

**December 11, 2024:** Virtual meeting between NCDOT and the Service to discuss batching process and avoidance and minimization and conservations measures.

**December 12, 2024:** NCDOT submitted batched request for informal and formal consultation to the Service.

**December 30-31, 2024:** Service asked NCDOT questions about project impact estimates and NCDOT provided responses.

**January 2, 2025:** Phone discussion between NCDOT and the Service regarding aquatic impact area estimates.

**January 7, 2025:** NCDOT provided needed information on aquatic impact area estimates. Receipt of complete information and official start of formal consultation process.

## Background

On September 27, 2024, TS Helene moved across a large swath of Western North Carolina (WNC). Extreme rainfall and high winds resulted in catastrophic damage across much of the region. Record flooding occurred throughout several watersheds, destroying thousands of transportation sites as well as homes and entire communities. Widespread landslides and timber fall contributed to the damage. In the wake of this disastrous event, the North Carolina Department of Transportation (NCDOT) is tasked with responding to, repairing, and [to the extent possible] replacing the transportation infrastructure destroyed by TS Helene. The following informal and formal consultations are presented in batched format to streamline and expedite review of one group of many similar projects. The format utilized in this consultation is intended for TS Helene-related projects and is tailored to the unique challenges and constraints precipitated by this event. Biological determinations presented below are based on the best available scientific data at the time of this document and incorporate the expertise of WNC’s Service and partner resource agency biologists.

## Projects

The table below represents the projects reviewed in this batch of TS Helene-related projects. Work will involve the replacement of damaged or wholly destroyed crossing structures, which may include minimal tree clearing, grading, demolition, and in-water construction. The current estimated timeline is for these projects to be carried out over the next two years. Additional description of the project-associated activities is provided in Section 2 of this document.

**Table 1. Batched Consultation Projects – Crossing Structures**

Structure Number	Waterbody	County	Location	Service Log No.
100203	Beetree Creek	Buncombe	35.61262942, - 82.42700924	25-110
100396	Ashworth Creek	Buncombe	35.50593694, -82.37427045	25-111

100464	Cane Creek	Buncombe	35.5418638, -82.3808703	25-112
100716	Garren Creek	Buncombe	35.5263751, -82.3720587	25-113
580111	North Fork Catawba River	McDowell	35.8345383, -82.0022521	25-114
990062	Ayles Creek	Yancey	35.883833, -82.2178591	25-115
990097	South Toe River	Yancey	35.8711714, -82.1968074	25-116
990194	North Toe River	Yancey	36.0046242, -82.1931341	25-117

## Informal Consultation

The NCDOT assessed each project location addressed in this document for the presence of suitable habitat for listed species and for the potential effects of project work on listed species with suitable habitat present. The following table outlines the project locations and associated “No Effect” (NE) and “May Affect, Not Likely to Adversely Affect” NLAA determinations, with supporting biological rationale.

**Table 2. Species NLAA and NE Determinations**

Structure Number	Waterbody	Service Log No.	NE and NLAA Species
100203	Beetree Creek	25-110	<b>NE:</b> Appalachian elktoe ( <i>Alasmidonta raveneliana</i> ), mountain sweet pitcher plant ( <i>Sarracenia rubra sp. jonesii</i> ), rock gnome lichen ( <i>Gymnoderma lineare</i> ). <b>Rationale:</b> Absence of suitable habitat
100396	Ashworth Creek	25-111	<b>NE:</b> Appalachian elktoe, mountain sweet pitcher plant, rock gnome lichen, white irisette ( <i>Sisyrinchium dichotomum</i> ) <b>Rationale:</b> Absence of suitable habitat
100464	Cane Creek	25-112	<b>NE:</b> Appalachian elktoe, mountain sweet pitcher plant, rock gnome lichen, white irisette. <b>Rationale:</b> Absence of suitable habitat
100716	Garren Creek	25-113	<b>NE:</b> Appalachian elktoe, mountain sweet pitcher plant, rock gnome lichen, white irisette. <b>Rationale:</b> Absence of suitable habitat
580111	North Fork Catawba River	25-114	<b>NE:</b> Appalachian elktoe, small whorled pogonia ( <i>Isotria medeoloides</i> ) <b>Rationale:</b> Absence of suitable habitat
990062	Ayles Creek	25-115	<b>NLAA:</b> Gray bat ( <i>Myotis grisescens</i> ), northern long-eared bat ( <i>Myotis septentrionalis</i> ), tricolored bat ( <i>Perimyotis subflavus</i> ). <b>Rationale:</b> Lack of suitable roosting habitat. <b>NE:</b> Appalachian elktoe, small whorled pogonia, rock gnome lichen, Virginia spiraea ( <i>Spiraea virginiana</i> ). <b>Rationale:</b> Absence of suitable habitat.

990097	South Toe River	25-116	<b>NLAA:</b> Gray bat, northern long-eared bat, tricolored bat. <b>Rationale:</b> Lack of suitable roosting habitat. <b>NE:</b> Small whorled pogonia, rock gnome lichen, Virginia spiraea. <b>Rationale:</b> Absence of suitable habitat.
990194	North Toe River	25-117	<b>NE:</b> Gray bat, rock gnome lichen, small whorled pogonia, tricolored bat, Virginia spiraea. <b>Rationale:</b> For bats, absence of roosting habitat – bridge structure completely gone. For plants, absence of suitable habitat.

In instances where suitable habitat is absent from the action area, or where project actions would not result in impacts to suitable habitat within the action area, we agree that NE determinations are appropriate.

The NLAA determinations for listed bats are based on the presence of suitable riparian roosting, commuting, or foraging habitat and the lack of suitable roosting habitat, as addressed in the table. For these projects, adverse impacts to riparian habitat are not expected. Additionally, general protective measures will be implemented to the maximum extent possible. These measures are listed in Section 2.3 of this document, below, and further serve to reduce the likelihood that project work could adversely affect any bats occurring within the action areas.

We believe the requirements under section 7 of the ESA are fulfilled for the species addressed above in relation to the designated projects. However, obligations under section 7 of the ESA must be reconsidered if: (1) new information reveals impacts of this proposed action that may affect listed species or critical habitat in a manner not previously considered, (2) this proposed action is subsequently modified in a manner that was not considered in this review, or (3) a new species is listed or critical habitat is determined that may be affected by the proposed action.

On September 14, 2022, the Service published a proposal in the Federal Register to list the tricolored bat as endangered under the ESA. As a result, NCDOT has requested a conference for the tricolored bat as the projects may be on-going after the effective date of any final listing rule, if one is published. Based on the information provided and the analysis discussed for listed bat species above which also has applicability here, we have determined that the proposed projects will not jeopardize the continued existence of the tricolored bat. Additionally, we would concur with the NCDOT’s determination that the projects are NLAA the tricolored bat should the species become listed.

On December 13, 2024, eastern hellbender (*Cryptobranchus alleganiensis alleganiensis*) was proposed for listing as endangered under the ESA. Species proposed for listing are not afforded protection under the ESA; however, as soon as a listing becomes effective, the prohibitions against jeopardizing its continued existence and “take” will apply. Information provided by NCDOT after the originally submitted consultation request for the subject projects indicates that NCDOT has chosen not to conference on eastern hellbender but will consider the species and coordinate with partner resource agencies as project actions move forward.

# Biological Opinion and Conference Opinion

## 1. Introduction

A biological and conference opinion (Opinion) is the document that states the opinion of the Service in accordance with section 7 of the Endangered Species Act of 1973, as amended (16 U.S.C. 1531-1543) (ESA), as to whether a Federal action is likely to jeopardize the continued existence of species listed as endangered or threatened; or result in the destruction or adverse modification of designated critical habitat.

This document transmits the Service's biological and conference opinions (Opinion) and is based on our review of the proposal to replace several crossing structures (Table 1) and their effects on the federally endangered Appalachian elktoe (*Alasmidonta raveneliana*), federally endangered gray bat (*Myotis grisescens*), federally endangered northern long-eared bat (*Myotis septentrionalis*), and federally proposed endangered tricolored bat (*Perimyotis subflavus*). This Opinion is based on information provided in the assessment submitted to the Service by the NCDOT, field investigations, correspondence between NCDOT and the Service, communications with experts on the affected species, and other sources of information as cited. The Federal Highway Administration is the lead Federal action agency for these projects, with consultation authority delegated to the NCDOT.

## 2. Proposed Action

As defined in the Service's section 7 regulations (50 CFR 402.02), "action" means "all activities or programs of any kind authorized, funded, or carried out, in whole or in part, by Federal agencies in the United States or upon the high seas." The "action area" is defined as "all areas to be affected directly or indirectly by the Federal action and not merely the immediate area involved in the action." The direct and indirect effects of the actions and activities must be considered in conjunction with the effects of other past and present Federal, state, or private activities, as well as the cumulative effects of reasonably certain future state or private activities within the action areas.

### 2.1 Action Areas

The project action areas are all areas of construction and include any portions of the project waterbodies, as indicated in Table 1, that may be affected by direct or indirect effects. The action areas are comprised of the:

- 1.) Project construction limits including all project related work such as tree-clearing and grading.
- 2.) Limits of sedimentation effect, anticipated to extend 100 meters (m) (328 feet (ft)) upstream from each bridge and 400 m (1,314 ft) downstream from each crossing structure in each respective river.

### 2.2 Project Description

The details of the proposed project designs for each of the crossing structures in Table 1 are not yet known, given the mass response/repair/rebuild efforts for the hundreds of infrastructure failure projects due to TS Helene destruction. The scale of destruction from TS Helene, and associated response efforts, compel a batched consultation response, and the design-build process be expedited. Thus, exact designs and associated action area impact details are not known at the time of this review. However, project activities and estimated impacts, based on the "knowns" associated with NCDOT's crossing structure replacement work, are available. At the time of this consultation, the expectation is that the majority of

the replacement bridges will be concrete box beam or cored slab structures and the culvert structures will be the same or similar materials to those previously in place. The general and expected elements of these crossing structure replacement projects are described below. The current estimated timeline is for these projects to be carried out over the next two years.

### ***In-water impacts***

Considering the range in structure and waterbody sizes analyzed in this review, and basing amounts on past similarly-sized structure and waterbody NCDOT crossing structure projects in WNC, the estimate of combined temporary and permanent in-water impacts for these projects range from 0.01 – 0.35 acres (or 4,356 – 15,246 square feet) per structure. Some structure replacements will fall in the lower portion of that range of in-water impacts while some will fall in the higher range. These impacts may be in the form of work pad causeways, bent removal and/or placement, and placement of stream-bank stabilization materials.

### ***Tree Clearing, Access Roads, and Demolition***

The maximum estimate for tree clearing at structure replacement locations is 0.10 acre. That amount will likely be less at most locations, given the variability in site conditions and the extreme scour (and resulting loss of riparian vegetation) during TS Helene flooding. The season during which clearing will occur is not known for each location. Clearing and grading will occur to allow for access roads and general construction functionality.

Where damaged structures or portions of damaged structures remain in place, demolition will occur. The details of demolition activities and seasonality of demolition will vary by project.

## **2.3 Avoidance and Minimization and Conservation Measures**

NCDOT will employ the following agency Standards, Guides, and Best Practices to avoid and minimize project mediated activities that could negatively impact listed/proposed species or their habitat.

### **2.3.1 Avoidance and minimization measures (AMMs)**

**General** (regardless of species): The following General AMMs will be implemented on all projects to minimize impacts to listed/proposed species and habitat:

General AMM1. NCDOT will ensure that all operators, employees, and contractors working in areas of suitable habitat for federally listed/proposed species are aware of all NCDOT environmental commitments, including all applicable AMMs and all associated NCDOT guidance documents.

General AMM2. Best management practices (BMP) and sediment and erosion control (SEC) measures will be utilized to prevent non-point source pollution, control storm water runoff, and minimize sediment damage to avoid and reduce overall water quality degradation.

General AMM3. Areas of disturbance, such as tree clearing, grubbing, and grading, will be limited to the maximum extent possible.

**Aquatics**- The General AMMs above will minimize impacts to listed/proposed aquatic species. **To the maximum extent possible**, the following AMMs will also be incorporated into project work – though implementation of all aquatic AMMs below cannot be guaranteed at the time of this consultation, given the scale, scope, and timeline constraints addressed previously.

- Aquatic AMM Structure – To the maximum extent possible, structure will be built in the same location as the previous structure, with minimal impact [such as in-water bents] to water resource, built to NCDOT’s current improved highway and hydraulic standards.
- Aquatic AMM Equipment – To the maximum extent possible, heavy machinery will not be utilized within the waterbody. Additionally, staging and storage areas for equipment and materials will be managed in such a way to ensure that potential spills and leaks do not have access to the waterbody.
- Aquatic AMM Temporary and Permanent Fill – Any temporary fill (i.e. causeways) or permanent (i.e. bents/piers) fill in excess of what was previously present will be avoided and minimized to the maximum extent possible.
- Aquatic AMM Abutments - Existing abutments will be completely removed unless removal results in destabilizing of banks or increases the adverse effect to listed/proposed aquatic species.
- Aquatic AMM Deck Drains – Deck drains that empty directly to the waterbody below will not be included in new bridge designs. Surface water drainage transport will be designed to incorporate improved treatment prior to drainage entering the waterbody.
- Aquatic AMM Erosion Control Matting – Coir fiber matting will be utilized instead of plastic or other synthetic matting.

**Bats** - The General AMMs will minimize impacts to listed and proposed bat species. **To the maximum extent possible**, the following AMMs will also be incorporated into project work – though implementation of all bat AMMs below cannot be guaranteed at the time of this consultation, given the scale, scope, and timeline constraints addressed previously.

- Bat AMM Noise - Percussive activities will occur only after tree clearing within the action area has been completed, helping to reduce the exposure of any tree-roosting bats within the action area to high decibel noise.
- Bat AMM Lighting - No new lighting will be added to the action area. Any lighting needed for night work will be directed at the work area and shielded from surrounding waters/landscape, only on when needed, no brighter than necessary, and blue light emissions will be limited.
- Bat AMM Riparian Planting – Disturbed riparian areas will be replanted with native, fast-growing tree and shrub species where feasible, with the understanding that plantings likely cannot be done in utility/drainage/construction easements.

### 2.3.2 Conservation Measures (CMs)

CMs represent actions, pledged in the project description, that the action agency will implement to further the recovery of the species under review. The beneficial effects of CMs are considered in making determinations of whether the projects will jeopardize the species under consideration in this document.

Aquatic CM: Aquatics Contribution - For individual bridge projects that are Likely to Adversely Affect (LAA) aquatic species, the NCDOT will contribute\* \$10,000 for each project structure to the N.C. Nongame Aquatic Species Fund (or subsequently renamed fund).

Aquatic CM: Relocation - For projects that are LAA aquatic species, prior to project construction, the Service – Asheville Field Office Aquatics Recovery Lead and NCDOT liaison and the NC Wildlife Resources Commission (NCWRC) NCDOT liaison will be contacted to discuss the potential for mussel relocation, if applicable and practicable.

\*Contribution amount reached through discussion between NCDOT aquatics group and Service aquatics recovery biologist, with contribution amounts tailored to support ongoing and upcoming conservation and recovery efforts for Appalachian elktoe.

Bat CM - Tree Clearing Bat Fund Contribution: For individual bridge projects that are LAA bat species during tree removal, the NCDOT will contribute a payment\*\* to the N.C. Nongame Terrestrial Species Fund (or other Service-approved Fund) in support of the recovery of federally protected bat species.

Bat CM Structure Removal Bat Fund Contribution: For individual bridge projects that are LAA bat species during structure removal, the NCDOT will contribute a payment\*\*\* to the N.C. Nongame Terrestrial Species Fund (or other Service-approved Fund) in support of the recovery of federally listed bat species.

\*\*Contributions made will be based on a 2:1 ratio multiplier specified for the non-volant pup season (May 15-July 31). This ratio offers the most protective coverage based on the current unknowns surrounding time-of-year clearing. The amount will be determined using the United States Department of Agriculture Farm Real Estate Value for North Carolina for 2024 (\$5,190/acre).

[https://www.nass.usda.gov/Publications/Todays\\_Reports/reports/land0824.pdf](https://www.nass.usda.gov/Publications/Todays_Reports/reports/land0824.pdf)

If tree clearing amount is unknown, an assumed clearing acreage of 0.1 acre will be used based on estimates from previous clearing work at crossing structures (NCDOT 2015). The formula is calculated as follows:

$\$5,190 \times 0.1 \text{ ac} = 519 \times 2 \text{ (critical life stage multiplier)} = \$1,038 \text{ contribution.}$

\*\*\*Structures with documented bat use are generally larger than the average bridge, with a median size of 0.10 acre (length x width) (Service 2020b). Therefore 0.10 acre per crossing structure is used to calculate the amount of suitable bat habitat lost for projects involving structure impacts. However, the impacts to bats that may be displaced during structure demolition/construction are considered temporary in nature because the replacement structures are understood to provide adequate roosting habitat, as addressed in the project description. Additionally, the structures being analyzed here are all damaged and understood to provide reduced areas of suitable bat roosting habitat. Therefore, the 1.5:1 ratio multiplier was determined to be appropriate. If the structures are demolished between March 15 – November 15 (the period during which gray bats could be present on the landscape, which also encompasses the northern long-eared bat and tricolored bat active seasons) a structure-related payment will be made; if not, no structure-related payment will be made. The formula is calculated as follows:  $\$5,190 \times 0.1 \text{ ac} = 519 \times 1.5 \text{ (temporary impact multiplier)} = \$779 \text{ contribution/structure.}$

### 3. Status of the Species

This section summarizes best available data about the biology and current condition of the Appalachian elktoe, gray bat (*Myotis grisescens*), northern long-eared bat (*Myotis septentrionalis*), and tricolored bat (*Perimyotis subflavus*) throughout their ranges that are relevant to formulating an opinion about the actions. More in-depth species information such as species status assessments can be found at the species-specific pages at the Service’s Environmental Conservation Online System (ECOS): [ecos.fws.gov/ecp/](https://ecos.fws.gov/ecp/)

### 3.1 Appalachian Elktoe

<b>Scientific Name:</b>	<i>Alasmidonta raveneliana</i>
<b>Status:</b>	Endangered
<b>Date of Listing:</b>	November 23, 1994
<b>Critical Habitat:</b>	Designated in 2002

#### 3.1.1 Description and Life History

The Appalachian elktoe is a freshwater mussel endemic to the Blue Ridge Physiographic Province of WNC. This species exists in several small populations in the Upper Tennessee River system of North Carolina and Tennessee, inhabiting relatively shallow medium-sized creeks and rivers with cool, well-oxygenated, and moderate- to fast-flowing water.

Lea (1834) described the Appalachian elktoe from the French Broad River (FBR) system in North Carolina. Its shell is thin but not fragile, oblong, and somewhat kidney-shaped, with a sharply rounded anterior margin and a broadly rounded posterior margin. The periostracum (outer shell) of the Appalachian elktoe varies in color from dark brown to yellowish-brown in color. Rays may be prominent in some individuals, usually on the posterior slope, and nearly obscure in other specimens. The reproductive cycle of the Appalachian elktoe is similar to that of other native freshwater mussels. Males release sperm into the water column, which is then taken in by the female through their siphons during feeding and respiration. The females retain the fertilized eggs in their gills until the larvae (glochidia) fully develop, after which they are released into the water and attach to appropriate species of fish hosts. Juveniles then detach from their fish host and sink to the stream bottom where they may continue to develop, provided that suitable substrate and water conditions are present (Service 2002).

#### 3.1.2 Status and Distribution

The Appalachian elktoe is known only from the mountain streams of WNC and eastern Tennessee. It is found in gravelly substrates often mixed with cobble and boulders, in cracks of bedrock, and in relatively silt-free, coarse sandy substrates (Service 1996).

Although the complete historic range of the Appalachian elktoe is unknown, available information suggests that the species once lived in the majority of the rivers and larger creeks of the upper Tennessee River system in North Carolina, with the possible exception of the Hiwassee and Watauga River systems. In Tennessee, the species is known only from its present range in the main stem of the Nolichucky River. At the time of listing, two known populations of the Appalachian elktoe existed: the Nolichucky River, including its tributaries (the Cane River and the North Toe River); and the Little Tennessee River and its tributaries. The record in the Cane River was represented by one specimen found just above its confluence with the North Toe River (Service 1996). Since listing, the Appalachian elktoe has been found in additional areas. These occurrences include extensions of the known ranges in the Nolichucky River (North Toe River, South Toe River, and Cane River) and the Little Tennessee River (Tuckasegee River and Cheoah River) as well as a rediscovery in the FBR basin (Pigeon River, Little River, Mills River, and the main stem of the FBR). Many of these newly discovered populations are relatively small in numbers and range.

The Appalachian elktoe has experienced declines in two populations across its range. A sudden die-off in the Little Tennessee River, (once considered the largest and most secure population of this animal), occurred from 2005 – 2015. Surveys in 2017, 2018 and 2019 produced very low numbers, indicating a

remnant population, but the population is limited and only a tiny fraction of its previous size. The species has also declined in the lower portion of the Nolichucky River. Appalachian elktoe were once common in all three tributaries of the Nolichucky River: North Toe, South Toe and Cane River. In 2008, a fish kill linked to a waste-water plant failure resulted in the death of most of the Appalachian elktoe in the Cane River. Beginning in 2013, the Appalachian elktoe population in the lower South Toe River declined steeply which coincided with a major highway construction project and only occurred downstream of receiving streams in the project footprint. Appalachian elktoe are still present in the North and South Toe Rivers, but at reduced densities. It appears that the North Toe population is limited by urban runoff and mining effects to the river. The other populations of Appalachian elktoe appear to be stable (Tuckasegee, Cheoah, and Pigeon Rivers) or expanding (FBR). A remnant population known in the Cheoah River since the early 2000's is presently being augmented by the NCWRC with hatchery-propagated individuals sourced from the Tuckasegee River. This effort appears to be successful in bringing this population back to a viable state. Prior to 2004, the FBR population appeared to be confined to two tributary streams (Little River and Mills River), but over the last few years the known range of Appalachian elktoe in the main stem of the FBR has expanded and it now appears to be well established, albeit at low density, over a broad area. At the time of this document, impacts to Appalachian elktoe from TS Helene in September of 2024 remain largely unknown. Extreme flooding and scour in many of the rivers occupied by the species is believed to have resulted in reduced abundance in several locations, while other areas likely lost fewer individuals.

### 3.1.3 Threats

The decline of the Appalachian elktoe throughout its historic range has been attributed to a variety of factors, including sedimentation, point and nonpoint-source pollution, and habitat modification (impoundments, channelization etc.). The low numbers of individuals and the restricted range of most of the surviving populations make them extremely vulnerable to extirpation from a single catastrophic event or activity. Catastrophic events may consist of natural events, such as flooding or drought, as well as human influenced events, such as toxic spills associated with highways or railroads.

Natural flooding events combined with alteration of watersheds can lead to large fluctuations in abundance observed in Appalachian elktoe populations. Record catastrophic flooding in the range of Appalachian elktoe occurred during TS Helene during late September 2024. Many areas inhabited by Appalachian elktoe were severely damaged by erosive flooding, bedload scour, and bank failures. Observations immediately after the flooding in October 2024 revealed that despite severe flooding, certain portions of Appalachian elktoe occurrences in North Carolina, such as the upper Pigeon River, were relatively intact. Those observations indicate that the species is likely to remain in most of the affected areas, though individual numbers were likely greatly reduced in many inhabited locations. Portions of the FBR basin experienced catastrophic flooding in late summer 2021 as a result of the remnants of Tropical Storm Fred. The flooding likely resulted in loss of Appalachian elktoe individuals within populations in the hardest-hit portions of the Pigeon, Mills and French Broad Rivers.

Siltation resulting from improper erosion control of various types of land use, including agriculture, forestry, road construction, and development, has been recognized as a major contributing factor to the degradation of mussel populations (Service 1996). Siltation degrades substrate and water quality, increasing potential exposure to other pollutants, and direct smothering of mussels (Ellis 1936). The abrasive action of sediment on mussel shells has been shown to cause erosion of the outer shell, which allows acids to reach and corrode underlying layers (Harman 1974).

Sewage treatment effluent has been documented to significantly affect the diversity and abundance of mussel fauna (Goudreau *et al.* 1988). Goudreau *et al.* found that recovery of mussel populations might not occur for up to 2 river miles (3.22 kilometers) below points of chlorinated sewage effluent. Most of the water bodies where Appalachian elktoe still exist have relatively few point source discharges within the watershed and are rated as having "good" to "excellent" water quality by the North Carolina Division of Water Resources.

The introduction of exotic species, such as the Asian clam (*Corbicula fluminea*) and zebra mussel (*Dreissena polymorpha*), pose significant threats to native freshwater mussels. Competitive interactions for space, food, and oxygen between these species and native mussels, possibly at the juvenile stages (Neves and Widlak 1987) are the main concerns. At the time the Appalachian elktoe was listed, the Asian clam was not known from the stretch of the Little Tennessee River that it occupies; however, it has been observed in the Little Tennessee River in recent years and, as mentioned earlier, may be a contributing factor to the decline of that population. When the Appalachian elktoe was listed, it was speculated that, due to its restricted distribution, it "may not be able to withstand vigorous competition" (Service 1996).

### 3.2 Gray Bat

<b>Scientific Name:</b>	<i>Myotis grisescens</i>
<b>Status:</b>	Endangered
<b>Date of Listing:</b>	April 28, 1976
<b>Critical Habitat:</b>	None designated

#### 3.2.1 Description and Life History

The gray bat is a medium-sized insectivorous bat with an overall length of about 3.5 inches and a wingspan of 10 to 11 inches. As the name implies, gray bats have gray fur, but the hair often bleaches to reddish-brown by early summer. The gray bat largely occurs in limestone karst areas, meaning a landscape marked by caves, sinkholes, springs and other features, of the southeastern and midwestern United States.

Gray bats use caves year-round for roosting and hibernating. Seasonal occupancy of caves differs between summer roost and winter hibernacula, and gray bats are known to migrate more than 300 miles between the two. While gray bats are predominantly found roosting in caves, they are known to roost in structures including buildings, bridges and culverts. Bats emerge from summer roosts early in the evening and forage along waterbodies adjacent to forested areas. The species has been documented traveling from a few miles to 20 or more miles between their day roosts and nightly foraging areas.

Adult bats mate upon arrival at the wintering caves in September or early October. Hibernation occurs in deep vertical caves in the winter, where colder temperatures are preferable. Gray bats require consistently cold temperatures to maintain hibernation and conserve energy in the winter months. The adult females will emerge from hibernation in late March or early April. At that time, the females who have mated will begin their pregnancy, while dispersing to maternity caves. Males and juveniles emerge shortly after the females and disperse to bachelor caves. Gray bats are documented using bridges and culverts as roosting habitat during the spring, summer, and fall and show strong philopatry to their summer ranges and typically use the same roost sites year after year (Tuttle 1976; Martin 2007). Gray bats are most commonly observed in bridges of concrete material and their preferred roosting location is in the vertical expansion joints of a bridge deck above piers (NCDOT 2023a), though they can also roost in clogged deck drains and other sheltered areas on crossing structures. According to approximately 2,000 bridge surveys conducted throughout WNC from 2000 - 2023, gray bats have been recorded roosting in bridges

at a usage rate of 3% (NCDOT 2023a), with bridge use observed in the covered area from March – November. Up to 1,000 individuals, including males and females, have been observed day-roosting throughout the summer in expansion joints between box beams at two separate bridges (Weber et al. 2020). Sporadic summer use of other concrete type bridges has also been noted for smaller numbers of day-roosting gray bats (NCDOT, 2023a). Gray bats have also been observed within culverts, most commonly of concrete material.

Gray bats primarily forage over open water bodies, such as rivers, streams, lakes, and reservoirs, and associated riparian areas (Tuttle 1976; LaVal et al. 1977; Weber et al. 2020). While foraging, the gray bat consumes a variety of insects, most of which are aquatic (Brack and LaVal 2006). Bats typically travel individually or in small groups that forage in an area for a short period before moving to another area. Studies suggest that gray bats visit multiple foraging areas during the night and travel frequently between these areas.

### 3.2.2 Status and Distribution

The primary range of gray bats is concentrated in the cave regions of Alabama, Arkansas, Kentucky, Missouri and Tennessee, though its overall range stretches from Virginia to Oklahoma, and Missouri to Alabama. WNC is on the eastern edge of the bat's range. In North Carolina, the gray bat is currently documented from 14 western counties and is possible in an additional 10 counties. Most gray bat occurrences in WNC are centered on the French Broad and Pigeon River watersheds. Gray bats are generally present in North Carolina from March 15 to November 15, when they leave for winter hibernacula. It is believed that many of the gray bats in North Carolina migrate to hibernacula in Tennessee, using the French Broad River as a commuting pathway. The closest active hibernaculum is near Newport, Tennessee (Weber et al. 2020), approximately 20 miles from the border with Haywood and Madison Counties in North Carolina.

Ellison et al. (2003) of the U.S. Geological Survey (USGS) statistically analyzed 1,879 observations of gray bats obtained from 334 roost locations in 14 south-central and southeastern states. They determined that 94.4% of the populations showed stable or increasing populations while 6% revealed a decreasing population. For populations where there was a downward population trend, decreases in population numbers were mostly attributed to continued problems with human disturbance. This increasing population trend has been reflected in the work of Sasse et al. (2007), Martin (2007), and again by Elliott in 2008 in looking at high-priority caves. It is estimated that more than 95% of the species range-wide population hibernate in only 9 caves.

Emergence counts conducted by Indiana State University researchers at known roosts in WNC from 2018-2019 suggested there were at least 2,820 gray bats in the French Broad River basin (Weber et al. 2020). Due to 2024 flooding associated with TS Helene, these numbers may be significantly lower now, though at the time of this document, the impacts from Helene on imperiled species numbers are still unknown. Throughout WNC, there are 58 current element occurrences of the gray bat based on N.C. Natural Heritage Program, NCWRC, and NCDOT records; most are from built structures (largely bridges). The number of gray bats found at each occurrence range from 1 to about 1,500 bats, with some roosts surveyed in the Weber et al. (2020) study hosting >1,000 gray bats during certain times of the season. The most recent winter population estimate of gray bats in the closest hibernaculum to the action area (Rattling Cave, near Newport TN) was 250,689 bats (TWRA 2019).

### 3.2.3 Threats

Cave disturbance and alteration, loss of forested habitat, pollution of waterways, and significant natural factors including those caused by climate change (flooding, freezing, and forest destruction) are threats to gray bats. Gray bats have been infected by the invasive fungus *Pseudogymnoascus destructans*, the causative agent of white-nose syndrome (WNS), a fungal disease contributing to the declines of several bat species in the U.S.; however, WNS is not considered a major threat to the species.

## 3.3 Northern long-eared Bat

<b>Scientific Name:</b>	<i>Myotis septentrionalis</i>
<b>Status:</b>	Endangered
<b>Date of Listing:</b>	April 1, 2015 as Threatened; November 30, 2022 as Endangered
<b>Critical Habitat:</b>	None designated

### 3.3.1 Description and Life History

The northern long-eared bat is a wide-ranging species, found in 37 states and eight provinces in North America. The species typically overwinters in caves and mines and spends the remainder of the year in forested habitats. As its name suggests, the northern long-eared bat is distinguished by its long ears, particularly as compared to other bats in the genus *Myotis*.

Northern long-eared bats are a forest bat species that roosts in a variety of forest types and structures. They are known to roost in trees and have also been documented using roost sites such as buildings, artificial roosts, and bridges. During the active season, northern long-eared bats typically roost singly or in maternity colonies underneath bark or more often in cavities or crevices of both live trees and snags (Service 2023). Males' and non-reproductive females' summer roost sites may also include cooler locations, such as caves and mines (Service 2023). With one exception, all bridge roost records in Northern Carolina are associated with a water crossing. There are no records of northern long-eared bats roosting in culverts in North Carolina, though they have been documented using culverts in other states. Northern long-eared bats will overwinter in caves or mines and have been documented using railroad tunnels, storm sewers, and bunkers. Length of hibernation varies depending on location. They may hibernate singly or in small groups and can be found hibernating in open areas but typically prefer caves with deep crevices, cracks, and bore holes that protect from drafts. They typically hibernate from September or October to March or April. More than 780 hibernacula have been documented within the northern long-eared bat range.

Prior to hibernation between mid-August and mid-November, bat activity will increase during the evenings at the entrance of a hibernaculum (fall swarming). Suitable fall swarming habitat is similar to roosting, foraging, and commuting habitat selected during the summer and is most typically within 4-5 miles of a hibernaculum (Service 2023). Likewise, in the spring they emerge from and stage near hibernacula before moving to maternity areas typically in early April to mid-May; however, they may leave as early as March. Northern long-eared bats also roost in trees near hibernacula during spring staging, and Thalken et al. (2018) found that roost trees were situated within 1.2 miles (2km) of hibernacula during spring staging and the early maternity season. The species migrates relatively short distances between maternity areas and hibernacula.

Northern long-eared bats are more likely to forage under the canopy on forested hillsides and ridges (Nagorsen and Brigham 1993) rather than along riparian areas (Brack and Whitaker 2001; LaVal et al. 1977). Because of this, alternative water sources like seasonal woodland pools may be an important source of drinking water for these bats (rather than just streams and ponds; Francl 2008). Mature forests

may be an important habitat type for foraging (Service 2015). Northern long-eared bats have a diverse diet including moths, beetles, flies, leafhoppers, caddisflies, and arachnids (Service 2020a), which they catch while in flight or by gleaning insects off vegetation (Ratcliffe and Dawson 2003).

### 3.3.2 Status and Distribution

The species' range includes all or portions of 37 eastern and mid-western states and the District of Columbia in the U.S. The northern long-eared bat's range also includes eight Canadian provinces. In WNC, the species range includes all or portions of 26 counties in the western portion of the state.

Prior to the emergence of WNS, northern long-eared bat was abundant and widespread throughout much of its range with 737 occupied hibernacula, a maximum count of 38,181 individuals and its range being spread across >1.2 billion acres in 29 states and 3 Canadian provinces. Numbers vary temporally and spatially, but abundance and occurrence on the landscape were stable (Cheng et al. 2022, p. 204; Wiens et al. 2022, p. 233). Currently, declining trends in abundance and occurrence are evident across much of northern long-eared bat's summer range. Range-wide summer occupancy declined by 80% from 2010–2019. Data collected from mobile acoustic transects found a 79% decline in range-wide relative abundance from 2009–2019 and summer mist-net captures declined by 43–77% compared to pre-WNS capture rates.

There are approximately 169 element occurrences for northern long-eared bat in NC, based on N.C. Natural Heritage Program records, 19 of which are considered historical. The number of bats found at each occurrence ranges from one to more than 80. There have been 22 documented hibernacula, all in caves or mines; however, northern long-eared bats have not been observed using hibernacula in North Carolina since 2014 (NCWRC personal communication September 2022). The Service estimates that there has been an occupancy drop of 85% and a 24% loss of winter colony sites across the Southeast Representation Unit (RPU) overall since 2006 when white-nose syndrome was first documented (Service 2022a).

### 3.3.3 Threats

The primary factor influencing the viability of the northern long-eared bat range-wide population is WNS. Other primary factors that influence the decline in northern long-eared bat numbers include wind energy mortality, effects from climate change, and habitat loss.

## 3.4 Tricolored Bat

<b>Scientific Name:</b>	<i>Perimyotis subflavus</i>
<b>Status:</b>	Proposed Endangered
<b>Date of Proposed Listing:</b>	September 14, 2022
<b>Critical Habitat:</b>	None proposed

### 3.4.1 Description and Life History

The tricolored bat is one of the smallest bats in North America. The once common species is wide-ranging across the eastern and central US and portions of southern Canada, Mexico and Central America. As its name suggests, the tricolored bat is distinguished by its unique tricolored fur that appears dark at the base, lighter in the middle and dark at the tip.

During the winter, tricolored bats are found in caves and mines, although in the southern US, where caves are sparse, tricolored bats are often found roosting in culverts. During the spring, summer and fall,

tricolored bats are found in forested habitats where they roost in trees, primarily among leaves. Additionally, tricolored bats have been observed roosting among pine needles, eastern red cedar (*Juniperus virginiana*), within artificial roost structures, beneath porch roofs, bridges, concrete bunkers, and rarely within caves. Female tricolored bats form maternity colonies and switch roost trees regularly. Maternity colonies typically consist of 1 to several females and pups. They usually have twins in late spring or early summer, which are capable of flight in four weeks.

During the winter, across much of their range tricolored bats hibernate in caves and mines; although, in the southern United States, where caves are sparse, they often hibernate in culverts, as well as sometimes in tree cavities and abandoned water wells. In the southern US, hibernation length is shorter compared to northern portions of the range and in the warmest portions of its range. Hibernating tricolored bats do not typically form large clusters; most commonly roost singly, but sometimes in pairs, or in small clusters of both sexes away from other bats (Service 2021). Tricolored bat hibernacula following population crashes from WNS generally host <100 individuals (Service 2021), though solitary hibernation can often occur with this species (Whitaker and Hamilton 1998).

Before entering hibernacula for the winter, tricolored bats demonstrate ‘swarming’ behavior. The peak swarming period for tricolored bats in much of WNC/eastern Tennessee generally starts in mid to late August and extends into November and is a sensitive period for bats. Suitable fall swarming habitat is similar to roosting, foraging, and commuting habitat selected during the summer. Spring staging is the time period between winter hibernation and spring migration to summer habitat (Service 2023). During this time, bats begin to gradually emerge from hibernation, exit the hibernacula to feed, but re-enter the same or alternative hibernacula to resume daily bouts of torpor (state of mental or physical inactivity). Tricolored bats also roost in trees near hibernacula during spring staging.

Tricolored bats are opportunistic feeders and consume small insects including caddisflies, moths, beetles, wasps, flying ants and flies. The species most commonly forages over waterways and along forest edges

### 3.4.2 Status and Distribution

Tricolored bats have a very wide range that encompasses most of the eastern US from Canada to Florida and west to New Mexico (39 states). They can be found throughout North Carolina and are one of the most commonly encountered cave-dwelling species seen in winter, albeit at much lower densities than prior to the arrival of WNS in the state.

There are 147 NC element occurrences of the tricolored bat based on N.C. Natural Heritage Program records, seven of which are considered historical. The number of bats found at each occurrence range from 1 to 3,000 bats. There have been 79 tricolored bat hibernacula documented, including caves (50), mines (22), root cellars (4), and culverts (3).

For tricolored bats, the Service split the bat’s range into three Representation Units (RPU), two of which, the Northern and Southern RPUs, include the western and eastern halves of WNC, respectively. The Service estimates that, since 2006, the Northern RPU has experienced a 17% decline in summer occupancy and a 57% decline in the number of winter colonies, while the Southern RPU has experienced a 37% decline in summer occupancy and a 24% decline in the number of winter colonies (Service 2021).

### 3.4.3 Threats

WNS is the primary driver of the species’ decline and is predicted to continue to be the primary influence into the future. Wind energy-related mortality is also considered a consequential driver to the bat’s

viability. Although habitat loss is considered pervasive across the species' range, severity has likely been low given historical abundance and spatial extent; however, as tricolored bat's spatial extent is projected to decline in the future (i.e., consolidation into fewer winter and summer colonies) negative impacts (e.g., loss of a hibernaculum or maternity colony) may be significant.

## 4. Environmental Baseline

The environmental baseline includes the past and present impacts of all Federal, State, or private actions and other human activities in the action area, the anticipated impacts of all proposed Federal projects in the action area that have already undergone formal or early section 7 consultation, and the impact of State or private actions which are contemporaneous with the consultation in process [50 CFR §402.02].

The project action areas contain the existing crossing structures and the roadway approaches, along with the existing utilities and surrounding riparian areas in which project work will occur, and are located in the Environmental Protection Agency Blue Ridge Ecoregion in WNC. Past impacts include the original construction and placement of the crossing structures within waterbodies to facilitate transportation in the surrounding locations. Because this document addresses several projects, more detailed information regarding other human activities at each location is not included for the purposes of this consultation review.

### 4.1 Appalachian Elktoe Within the Action Areas

Flooding and scour from TS Helene impacted all waterbodies included in this consultation. Yancey Bridges 097 in South Toe River and 194 in North Toe River were completely destroyed and the structures are gone. These locations are within designated critical habitat for Appalachian elktoe. Post-storm in-water surveys have not been conducted at this time, given all of the constraints already addressed, though discussions regarding site conditions as observed by the Service Asheville Field Office Aquatics Recovery Lead and/or aquatic biologists with NCWRC and NCDOT's Biological Surveys Group have occurred. While the major flood and scour event destroyed the crossing structures and degraded the habitat, the potential for individual Appalachian elktoe to still occur within the action area remains. At the time of this consultation, those individual numbers are believed to be reduced from pre-Helene conditions but are not believed to be zero. Five Appalachian elktoe per structure location are estimated based on pre-TS Helene estimates and anticipated storm losses.

### 4.2 Listed and Proposed Bats Within the Action Areas

#### **Structures**

Portions of damaged Buncombe County crossing structures 203, 396, 464, and 716; and McDowell County crossing structure 111 remain in place; however, suitable structural roosting habitat on all structures is extensively reduced and degraded from pre-storm conditions. For gray bats, primary roost structures can support several hundred to over 1,000 individuals, while the majority of structures with observed roosting gray bats in WNC contain 1 to 10 individuals. The structures supporting those higher numbers of gray bats, whether culvert or bridge, are larger than average. The northern long-eared bats observed roosting on bridges in WNC is between 1 and 2 individuals at any given time. In more detail, Natural Heritage data shows 1 bridge roost location in Graham County, 1 in Madison, and 2 in Swain (all pre-WNS except 1 Swain County location). There are currently no culvert roosting records for northern long-eared bat in NC. Records of tricolored bat roosting in bridges and culverts in WNC consist mainly of 1-2 individual per structure. Within the action areas of these damaged crossing structures, given the degraded and reduced roosting habitat available, and based on existing WNC data, it is estimated that 1 individual per species could be present within each structure at each crossing location.

### ***Trees***

Gray bats are not considered “tree-roosting” species. While individuals have been observed utilizing trees in rare occasions, they are generally considered a cave/structure-specific roosting species; therefore, no gray bats are expected to be roosting in trees within the action areas. Northern long-eared bats and tricolored bats roost in trees during the warmer months. Given the minimal amount of riparian vegetation and trees remaining within the action areas, it is unlikely that high number of bats would be utilizing the small amount of available habitat. Based on that rationale, 1 individual per species (of northern long-eared bat or tricolored bat) could be present in trees within the action area per crossing structure location.

## **5. Effects of the Action**

Under section 7(a)(2) of the ESA, "effects of the action" refers to the consequences, both direct and indirect, of an action on the species or critical habitat. The effects of the proposed action are added to the environmental baseline to determine the future baseline, which serves as the basis for the determination in this Opinion. Should the effects of the Federal action result in a situation that would jeopardize the continued existence of the species, we may propose reasonable and prudent alternatives that the Federal agency can take to avoid a violation of section 7(a)(2).

### **5.1 Appalachian Elktoe**

#### **5.1.1 Proximity of the Action, Nature of the Effect, and Disturbance Duration**

Based on the description of the action and the species’ biology, stressors to the Appalachian elktoe have been identified and are outlined below. The proximity of these actions will be within the waters occupied by Appalachian elktoe [within the action area] and duration of disturbance is expected during the construction phase of project work.

#### **5.1.2 Effects Analysis**

**Direct Impacts** – Direct effects are caused by the action and occur at the same time and place (50 CFR 402.02).

#### ***In-water Work***

In-water work, such as the placement of causeways, demolition of remnant structures (if any), and placement of hard materials for new bents/structures or for bank stabilization, are likely to occur at some or all of the project locations. Installation of temporary causeways may result in adverse effects to Appalachian elktoe and their fish host species due to the potential to bury individuals and harm fish host individuals or disrupt passage or other behavior while they are in place. Causeways also constrict river flows, which could potentially modify the hydrology and physical habitat conditions upstream and downstream of the respective fill areas. Causeways may impact hydrology and the physical habitat of the river. Rock causeway material may be washed away during extremely high flow events, which may kill, crush, or bury individuals, or otherwise degrade mussel habitat downstream of the footprint. Causeways increase the risk of stream bed and bank scour. The habitat downstream of causeways may experience higher velocities until removal. Temporary causeways may also act as physical and high-velocity barriers to fish movement. Demolition and construction may result in the loss of materials in the waterbody. While this isn’t expected, given the implementation of BMPs, it is still possible. Materials that aren’t effectively contained during demolition or construction could serve to crush or bury aquatic species. Similarly, the placement of hard materials within the waterbody may result in crushing or burying Appalachian elktoe.

### ***Alteration of Flows and Channel Stability***

The initial construction of a crossing structure is known to cause changes in the flow of the stream and corresponding erosive processes that can alter the adjacent habitat. Channel instability occurs when scour results in degradation or when sediment deposition leads to aggradation (Rosgen 1996). Since most structures are being replaced in the same locations, any alteration of flows and channel stability associated with the new structures are anticipated to be minor and localized. That said, altering the existing in-water structures has the potential to create flow instability which could impact downstream habitat.

### ***Turbidity and Sedimentation***

Increases in turbidity and sedimentation within the action area during demolition and construction are expected. This can occur from in-water work and from the erosion of bare soil in and surrounding the construction zone, especially during heavy rain events. Sediment accumulations of less than one inch have been shown to cause high mortality in most mussel species (Ellis 1936). Adverse effects to mussels resulting from the accumulation of sediments include smothering, disruption of feeding and breeding activity, alteration of habitat, or some combination. Sediment and erosion control (SEC) devices, when properly designed and maintained, are expected to greatly reduce influxes of turbidity; however, heavy rain events can exceed SEC capacity, resulting in sediment releases which degrade mussel habitat in the vicinity.

In summary, the in-water work within the action areas are likely to adversely affect (LAA) Appalachian elktoe and take is expected. Take may occur in the form of killing, wounding, or harming individuals of the species.

### ***Accidental Spills***

The inadvertent spill or discharge of toxic pollutants, such as diesel fuel, hydraulic oil, and uncured concrete into action area waterbodies could occur during demolition and construction activities and result in mortality of Appalachian elktoe. The type, timing, amount, and proximity to the river of any accidental spills would determine the magnitude of effect to Appalachian elktoe, but may result in death, disrupt feeding or reproductive behaviors, influence animals to expend energy relocating to more favorable habitats, or otherwise reduce fitness. Significant spills resulting from negligent operation are possible, but unlikely to occur. Adhering to measures outlined in the AMMs and CMs will minimize the potential for accidental spills to occur.

Indirect Impacts – Indirect effects are defined as those that are caused by the proposed action and are later in time but are still reasonably certain to occur (50 CFR 402.02).

### ***Operational Effects***

Because these projects are limited to the replacement of damaged or destroyed crossing structures and their approaches, which will not result in changes to traffic volumes, any operational effects above the existing baseline conditions are not expected to occur; or, if they do occur, are expected to be minimal.

## **5.2 Gray Bat, Northern Long-eared Bat, and Tricolored Bat**

### **5.2.1 Proximity of the Action, Nature of the Effect, and Disturbance Duration for Bats**

Based on the description of the action and the species' biology, stressors to gray bat, northern long-eared bat, and tricolored bat have been identified and are shared below. The proximity of these actions will be within the entire action area of each project, including the structures, waterways, riparian zone, and any existing forested areas. Duration of disturbance is expected primarily during the construction phase of project work.

### 5.2.2 Effects Analysis for Bats

Replacement structures: Due to the constraints associated with the TS Helene response, such as the high volume of projects and timeline unknowns, the exact designs of replacement crossing structures are not known at the time of this document. However, according to information provided by NCDOT, the majority of replacement bridge structures are expected to be either cored slab or box beam bridges. Such precast concrete bridges may provide suitable bat roosting habitat depending on factors such as spacing between beams/girders, arrangement above any bents, and other design elements that could result in potential roosting crevices. Generally, concrete is a favorable material for roosting due to its thermal stability.

Direct Impacts – Direct effects are caused by the action and occur at the same time and place (50 CFR 402.02).

#### ***Structure Work***

The demolition of remaining portions of structures, if conducted while bats are present, could result in causing bats to flush, which would expose them to risk of predation and would cause increased energy expenditure and create the need for bats to find alternative roost locations. It could also result in physical wounding or death. High-decibel percussive noises associated with demolition or construction may cause bats roosting in close proximity to flush, exposing them to harm and increased energy expenditure. Additionally, if non-volant pups are present, while adults may be able to flush, pups would be left behind with mortality as the likely outcome. In summary, these activities, should they occur while bats are present, are expected to result in harm to gray bat, northern long-eared bat, and tricolored bat.

#### ***Tree Removal***

The removal of suitable roost trees, if conducted while northern long-eared bats or tricolored bats are present, could result in causing bats to flush, which would expose them to risk of predation and would cause increased energy expenditure and create the need for bats to find alternative roost locations. It could also result in physical wounding or death. Given the presence of alternative forested habitat in close proximity to the action areas, bats could likely find trees for roosting. Harm would be expected in the increased exposure to predation from flushing and from the potential for wounding or killing when trees are felled. Additionally, if non-volant pups are present, while adults may be able to flush, pups would be left behind with mortality as the likely outcome. In summary, these activities, should they occur while bats are present, are expected to result in harm to northern long-eared bat and tricolored bat.

Indirect Impacts – Indirect effects are defined as those that are caused by the proposed action and are later in time but are still reasonably certain to occur (50 CFR 402.02).

If bats were utilizing structures or trees (when considering northern long-eared bat and tricolored bat) within the action areas as roost sites prior to demolition/clearing/construction, and return to those roost sites to find the habitat gone or altered, the bats may then have to expend extra energy in finding alternative roosting areas. While this could occur, it is considered unlikely to result in adverse effects given that replacement structures are expected to offer suitable roosting features and alternative forested habitat is available in close proximity to the action areas.

#### ***Operational Effects***

Because these projects are limited to the replacement of damaged or destroyed crossing structures and their approaches, which will not result in changes to traffic volumes, any operational effects above the

existing baseline conditions are not expected to occur; or, if they do occur, are expected to be minimal.

### 5.3 Cumulative Effects

Cumulative effects are defined as "those effects of future state or private activities, not involving Federal activities, that are reasonably certain to occur within the action area of the Federal action subject to consultation" (50 CFR 402.02). Future federal actions unrelated to the proposed action are not considered because they require separate consultation pursuant to Section 7 of the ESA.

These structure replacements are not expected to induce land development or substantially change the function of the roadways. Any potential effects are anticipated to be localized and consistent with baseline land use patterns. Many private landowners and local governments are recovering from TS Helene and rebuilding homes/businesses and infrastructure. Therefore, there will likely be increased construction in WNC Counties for an undefined period of time. Some of this work will be conducted during seasons when bats are active on the landscape, potentially increasing exposure to construction-related stressors. However, other effects from these private actions cannot be determined at this time.

## 6. Conclusion and Jeopardy Determination

After reviewing the current status of Appalachian elktoe, gray bat, northern long-eared bat, and tricolored bat, the environmental baselines for the action areas, the effects analyses and cumulative effects, the Service's biological and conference opinions are shared below.

### 6.1 Appalachian elktoe

It is the Service's biological opinion that the proposed actions are not likely to jeopardize the continued existence of the Appalachian elktoe. This opinion is based on the following factors: Effects of the actions occur as a result the planned replacement of Yancey County Bridges 097 and 194. The species occurs in approximately 162 river miles in WNC and Eastern Tennessee (as understood pre-Helene); thus, impacts are likely to be limited to about 0.5% of the range-wide occupied habitat. Crossing structure construction activities are likely to negatively affect Appalachian elktoe within the action areas, but the incorporated conservation measures are expected to reduce impacts; notably, relocation efforts that could remove and relocate individual mussels prior to work taking place. Designated critical habitat for this species is present at Yancey Bridge 097 and 194 locations. Based on knowledge of the action area and surrounding portions of the project waters, the projects will not result in adverse modification (that is, "...no direct or indirect alteration that appreciably diminishes the value of critical habitat as a whole for the conservation of listed species" (50 CFR §402.02)) to Appalachian elktoe designated critical habitat.

### 6.2 Gray Bat, Northern Long-eared Bat, and Tricolored Bat

It is the Service's biological and conference opinion that the proposed actions are not likely to jeopardize the continued existence of gray bat, northern long-eared bat, or tricolored bat. This opinion is based on the following factors: Effects of the actions occur as a result the planned replacement of Buncombe County crossing structures 203, 396, 464, and 716; and McDowell County crossing structure 111. These action areas comprise only a small amount of active season habitat within the overall ranges of these species. No changes in the long-term viability of gray bat, northern long-eared bat, or tricolored bat are expected because, given the low numbers of each species which could be expected to occur at each crossing structure location (that is, an estimate of 1 individual per species per structure and an estimate of 1 northern long-eared bat and 1 tricolored bat per forested area within each action area), and the occurrence range-wide of each species – gray bat in 14 states, northern long-eared bat in 37 states, and tricolored bat in 39 states as well as in portions of other North and Central American countries – only a miniscule

percentage of those overall populations may be affected. Crossing structure construction activities are likely to negatively affect gray bat, northern long-eared bat, and tricolored bat within the action areas, but the incorporated conservation measures are expected to reduce impacts.

## 7. Incidental Take Statement

Section 9 of the Endangered Species Act (ESA) and Federal regulations pursuant to section 4(d) of the Endangered Species Act prohibit the take of endangered and threatened species, respectively, without special exemption. Take “means to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct” (16 U.S.C §1532). Harm is further defined by the Service as “an act which actually kills or injures wildlife. Such act may include significant habitat modification or degradation where it actually kills or injures wildlife by significantly impairing essential behavioral patterns, including breeding, feeding or sheltering” (50 CFR 17.3). Incidental taking “means any taking otherwise prohibited, if such taking is incidental to, and not the purpose of, the carrying out of an otherwise lawful activity” (50 CFR 17.3). Harass is defined by the Service as “an intentional or negligent act or omission which creates the likelihood of injury to wildlife by annoying it to such an extent as to significantly disrupt normal behavior patterns which include, but are not limited to, breeding, feeding or sheltering” (50 CFR 17.3). Incidental take is defined as take that is incidental to, and not the purpose of, the carrying out of an otherwise lawful activity. Under the terms of section 7(b)(4) and section 7(o)(2), taking that is incidental to, and not intended as part of, the agency action is not considered to be prohibited under the Endangered Species Act, provided that such taking is in compliance with the terms and conditions of this Incidental Take Statement.

### 7.1 Amount of Take for Appalachian Elktoe

The Service anticipates incidental take of the Appalachian elktoe may occur as a result of the demolition (if applicable) and construction of Yancey County Bridges 097 and 194. Specifically, take of the species may occur as a result of 1) riverbed disturbance in the form of bent removal and causeway construction, operation, and removal, 2) the resulting river instability, scour, sediment movement, and turbidity produced from those activities, and 3) demolition and construction activities around the crossings. During these activities, individual mussels may be crushed; harmed by increases in turbidity and scour, sediment movement, or other water quality degradation; or dislocated because of physical changes in their habitat. These impacts are expected to occur primarily within the structure construction footprints, with the potential for more minor impacts to occur 100 meters upstream and 400 meters downstream of the current structure locations.

Incidental take of Appalachian elktoe is difficult to measure or detect given that 1) mussels are small, aquatic, cryptic, and generally difficult to observe, 2) finding dead or injured mussels during or following project implementation is unlikely, 3) some incidental take is in the form of non-lethal harm and not directly observable; and 4) losses may be masked by seasonal fluctuations in numbers or other causes. Given this, the estimated amount of riverbed disturbance in acres or square feet is used as a surrogate measure of take for this Opinion. Additionally, as discussed in the Environmental Baseline, no more than 5 Appalachian elktoe are estimated to be present within the construction footprint immediately surrounding the structures and, to the best of situational abilities, efforts will be made to relocate individuals if found prior to construction in an effort to reduce mortality.

Therefore, the incidental take permitted by the Opinion would be exceeded if:

1. The construction footprint (placement of permanent fill, causeways, and associated actions) exceeds 0.35 acres (15,226 square feet) at any crossing structure construction location.
2. Take of greater than 5 Appalachian elktoe per project location is observed.

Exceedance of take as defined above will represent new information that was not considered in this Opinion and shall result in reinitiation of this consultation. The incidental take of Appalachian elktoe is expected to be in the form of harm, wounding, or death.

## 7.2 Amount of Take for Gray Bat, Northern Long-eared Bat, and Tricolored Bat

The Service anticipates incidental take of the gray bat, northern long-eared bay, and tricolored bat may occur as a result of the demolition (if applicable) and construction of Buncombe County Bridges 203, 396, 464, and 716; and McDowell County Bridge 111. Specifically, take of these species may occur as a result of flushing, wounding, or direct mortality during demolition activities (if applicable); or, for northern long-eared bat and tricolored bat, take may occur as a result of clearing suitable roost trees during times of year that these bats could be tree-roosting within the action area, which may similarly result in flushing, wounding, or direct mortality during clearing activities.

Incidental take of bats is difficult to measure or detect given that 1) the animals are small, cryptic, and generally difficult to observe, 2) finding dead or injured bats during or following project implementation is unlikely, and 3) some incidental take is in the form of non-lethal harm and not directly observable. Given this, the 1) maximum estimated tree clearing (for northern long-eared bat and tricolored bat only) and 2) number of structures replaced, are used as surrogate measures of take for this Opinion. Additionally, as discussed in the Environmental Baseline, no more than 1 individual of gray bat or 2 individuals of northern long-eared bat or tricolored bat (given structure and tree roosting) are estimated to be present within the action areas of each crossing structure.

Therefore, the incidental take permitted by the Opinion would be exceeded if:

1. \*Tree clearing amount exceeds 0.10 acre at a single structure location for the crossing structures listed at the beginning of section 7.2.
2. Any more than one structure is demolished/replaced per crossing structure, as listed at the beginning of section 7.2.

*\*For northern long-eared bat and tricolored bat only*

Exceedance of take as defined above will represent new information that was not considered in this Opinion and shall result in reinitiation of this consultation. The incidental take of gray bat, northern long-eared bat, and tricolored bat is expected to be in the form of harm, wounding, or death.

## 7.3 Reasonable and Prudent Measures

The Service believes the following reasonable and prudent measure(s) are necessary and appropriate to minimize take of Appalachian elktoe, gray bat, northern long-eared bat, and tricolored bat. These non-discretionary measures reduce the level of take associated with project activities and include only actions that occur within the action area.

1. NCDOT shall ensure that the contractor(s) understands and follows the measures listed in the “Conservation Measures”, “Reasonable and Prudent Measures,” and “Terms and Conditions” sections of this Opinion.
2. NCDOT shall minimize the area of disturbance within the action areas to only the area necessary for the safe and successful implementation of the proposed actions.
3. NCDOT shall monitor and document any take numbers and the surrogate measures of take and report those to the Service in a batched format.

## 7.4 Terms and Conditions

In order to be exempt from the prohibitions of section 9 of the ESA, the Applicant must comply with the following terms and conditions, which implement the reasonable and prudent measures described above and outline required reporting and/or monitoring requirements. When incidental take is anticipated, the terms and conditions must include provisions for monitoring project activities to determine the actual project effects on listed fish or wildlife species (50 CFR §402.14(i)(3)). These terms and conditions are nondiscretionary. If this conference opinion is adopted as a biological opinion following a listing or designation, these terms and conditions will be non-discretionary.

1. NCDOT shall adhere to all measures as listed in the Avoidance and Minimization and Conservation Measures section as summarized in this Opinion.
2. The NCDOT will immediately inform the Service if the amount or extent of incidental take in the incidental take statement is exceeded.
3. When incidental take is anticipated, the Terms and Conditions must include provisions for monitoring project activities to determine the actual project effects on listed fish or wildlife species (50 CFR §402.14(i)(3)). In order to monitor the impact of incidental take, the NDOT must report the action impacts on the species to the Service according to the following:
  - a. The NCDOT will submit a report each year not later than September 30 identifying, per individual project (via Service Log # and NCDOT identifiers), the following for the preceding calendar year ending December 31:
    - i. Acreage of in-water impacts, if LAA for Appalachian elktoe.
    - ii. Acreage and dates of tree removal (if any), if LAA for bats (excepting gray bat).
    - iii. Dates of structure removal (if any), if LAA for bats.

## 8. Conservation Recommendations

Section 7(a)(1) of the Endangered Species ESA directs Federal agencies to use their authorities to further the purposes of the Endangered Species ESA by carrying out conservation programs for the benefit of endangered and threatened species. Conservation recommendations are discretionary agency activities to minimize or avoid adverse effects of a proposed action on listed species or critical habitat, to help implement recovery plans, or to develop information.

- **Eastern Hellbender:** Occurrence records for eastern hellbender exist at Yancey County structure 097 in the South Toe River. Ahead of work at this location, coordinate with the NCWRC and the Service to survey for/relocate any hellbender that may be within the action area and vulnerable to impacts from project work.
- **State Species of Concern:** Several aquatic species with North Carolina designations occur at Yancey County structure 194 in the North Toe River. While these species are not currently afforded legal protection under the ESA, we recommend the most protective sediment and erosion control measures possible be used in waters occupied by these species, and we encourage you to coordinate any relocation efforts of such species with the NCWRC.
- **Provide Terrestrial Wildlife Passage:** Where riparian corridors suitable for wildlife movement occur adjacent to a project, a spanning structure that also spans a portion of the floodplain and provides or maintains a riprap-free level path underneath for wildlife passage would provide a safer roadway and facilitate wildlife passage. A 10-foot strip may be ideal, though smaller widths can also be beneficial. Alternatively, a “wildlife path” can be constructed with a top-dressing of finer stone (such as smaller aggregate or on-site alluvial material) to fill riprap voids if full bank plating is required. If a multi-barrel culvert is used, the low flow barrel(s) should accommodate the entire stream width and the other barrel should have sills to the floodplain level and be back-filled to

provide dry, riprap-free wildlife passage and well as periodic floodwater passage.

For the Service to be kept informed of actions minimizing or avoiding adverse effects or benefitting listed species or their habitats, we request notification of the implementation of any conservation recommendations.

## 9. Reinitiation Notice

This concludes formal consultation on the action(s) outlined in the consultation request dated December 12, 2024. As provided in 50 CFR §402.16, reinitiation of formal consultation is required where discretionary Federal agency involvement or control over the action has been retained (or is authorized by law) and if: (1) the amount or extent of incidental take is exceeded; (2) new information reveals effects of the agency action that may affect listed species or critical habitat in a manner or to an extent not considered in this opinion; (3) the agency action is subsequently modified in a manner that causes an effect to the listed species or critical habitat not considered in this opinion; or (4) a new species is listed or critical habitat designated that may be affected by the action. In instances where the amount or extent of incidental take is exceeded, any operations causing such take must cease pending reinitiation.

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# Archaeology



## NO ARCHAEOLOGICAL SURVEY REQUIRED FORM

This form only pertains to ARCHAEOLOGICAL RESOURCES for this project. It is not valid for Historic Architecture and Landscapes. You must consult separately with the Historic Architecture and Landscapes Group.



### PROJECT INFORMATION

Project No: **Br No 0192 Helene flood** County: **Yancey**  
 WBS No: **DF18313.2100413.PR** Document: **CE**  
 F.A. No: Funding:  State  Federal

Federal Permit Required?  Yes  No Permit Type: **USACE, FEMA**

### Project Description:

NCDOT proposes to replace Bridge No. 0192 on SR 1333, Upper Pig Pen Road, over Pigpen Creek in Yancey County (See Figure 1). The new bridge would maintain the same alignment as the current structure which was noted as being built in 1960 (see Figure 2). Hurricane Helene flooding severely damaged the structure and approach; replacement is required. Funding sources for this emergency replacement has not been confirmed, however, USACE permitting is expected. Section 106 of the National Historic Preservation Act applies for this federal undertaking.

Note, the bridge required closure following Hurricane Helene flooding due to damage sustained and the crossing may have reopened to traffic as an emergency, temporary bridge or culvert. Also, the permanent replacement of Bridge No. 193 is currently under review (PA 25-05-0007), 333 feet north of this project.

For the Archaeological Area of Potential Effects (APE), this investigation considers all areas of potential earth disturbing activities associated with the restoration of traffic over a new bridge crossing. The bridge is expected to be built at the same approximate location and alignment. With the bridge near its center, the APE length is about 250 feet (0.05 miles). The APE width is 160 feet (0.03 miles), which allows for grading, cut or fill, or required ROW or easements.

### SUMMARY OF CULTURAL RESOURCES REVIEW

#### *Brief description of review activities, results of review, and conclusions:*

This review included examining coverage and results of previous archaeological investigations and recorded sites within, adjacent or in the immediate vicinity of the APE. Over different landforms but within a mile and a half to two miles of the project are nine mapped archaeological sites, 31Yc1, 31Yc53, 31Yc57-31Yc62, and 31Yc65. Several are mapped within this or nearby valleys. A discussion of two nearby site and their associated archaeological investigations follows below, both for bridge projects on the same road as the current project.

Site 31Yc62 is 600 feet southeast of the project area. The site was evaluated as part of an archaeological review for the replacement of Bridge No. 191 on the same road. Archaeologists recovered artifacts from shovel test pits and a larger test unit which consisted of lithic debitage, bifacial tools, one or two Native American ceramic fragments, and a sherd of pearlware (PA 12-09-0040, ER 13-1976, Bib # 7043). The described stratigraphy from the test unit noted a very high density of pebbles and cobbles underlaying the richer silty loam topsoil of the field. Previous flooding spanning centuries is responsible for redistributing colluvium on the valley floor and reworking the surface and near surface soil composition. The portion of site 31Yc62 within that project's boundary was not considered eligible for listing on the NRHP. It will not be affected by the current undertaking. Similarly, another replacement project for Bridge No. 231 (PA 12-09-0031, ER DDYC11, Bib # 7043) investigated site 31Yc59. About 1890 feet (0.36 miles) away from the current APE to the southeast, quartz and chert debitage, a bifacial tool fragment, two nails, and glass fragments were noted from screened STPs, surface

25-05-0006

inspection, and a small test unit. Stratigraphy was described like the previous project though soils were described as more mixed near the surface though still overlaying a horizon of pebbles, cobbles and stones.

There are several small cemeteries in the surrounding vicinity of the project. The closest is the Peake-Wallace Cemetery about 0.28 miles (1500 feet) to the southeast. It will not be affected by the project.

A brief examination of historic maps found the one hundred- and twenty-year-old Mt. Mitchell sheet of the NC Soil Map (MC160.1902u, MARS Id 3.7.9) useful. A road on the same approximate alignment as SR 1333 existed by 1902 and was depicted on that detailed, accurate mapping. Five houses dot the map along the road on the east side of the small Pigpen Creek. Two examined historic USGS topographic maps, dated 1935 and 1940, show the road shifts alignment and swaps sides with the creek through this portion of valley which has slopes immediately on either side, east and west. Other, later aerials and USGS mapping show other shifts in alignment over the decades. The migrating roadbed and creek bottom demonstrate that this restricted valley bottom has been modified and the terrain artificially reworked.

Not surprisingly, the soil unit covering the APE is extreme in terrain and composition. Buladean-Chestnut complex, central mountain (BtE), has 30 to 50 percent slopes and is stony. Water, moves quickly in this well drained soil, which is characterized by its steep terrain and rocky nature, including the potential presence of cobbles, stones or boulders at the surface. This is like the convex valley bottom soils encountered and described at nearby bridge projects where archaeological test units were excavated. The soil is not static at the creek and roadbeds, but change and, as such, are a poor archaeological context for intact, significant archaeological remains.

The terrain and soils regularly change and are replaced in this narrow portion of the valley. This has occurred over millennia. Severe flooding, most recently following Helene's rain in 2024, damaged the bridge, surrounding approaches, and soils. New debris, boulders, and alluvium replaced what is eroded and washed downstream. This may be the reason why the roadway was shifted and as the creek bottom changed (or was channelized) over the past century. This bridge required emergency repairs to allow transportation through the valley following Helene, another major modification overlapping previous earthmoving and grading. The small APE has poor archaeological integrity, and no intact archaeological sites are expected.

This project falls within a North Carolina County in which the following federally recognized Tribes have expressed an interest: the Catawba Indian Nation, the Cherokee Nation, the Eastern Band of Cherokee Indians, the United Keetoowah Band of Cherokee Indians, and the Muscogee (Creek) Nation. We recommend that this documentation is forwarded to tribes using the process described in the current NCDOT Tribal Protocol and PA Procedures Manual.

#### SUPPORT DOCUMENTATION

See attached:  Map(s)  Previous Survey Info  Photos  Correspondence  
 Photocopy of County Survey Notes Other:

#### FINDING BY NCDOT ARCHAEOLOGIST

NO ARCHAEOLOGY SURVEY REQUIRED



NCDOT ARCHAEOLOGIST

5/8/2025

Date



Figure 1. USGS mapping (Bat Cave) showing the topography and terrain along Pigpen Creek at Br. No. 0192 on SR 1333, Upper Pig Pen Road in Henderson County. The approximate APE is shaded yellow with a black outline close to the center of the map.



**Figure 2. Aerial photography showing the setting for Br. No. 0192 over Pigpen Creek on SR 1333, Upper Pig Pen Road. The image shows conditions after flood damage and emergency repair (January 2025, snowy). The approximate APE is shaded yellow with a black outline.**

Historic  
Architecture  
&  
Landscapes



## HISTORIC ARCHITECTURE AND LANDSCAPES NO SURVEY REQUIRED FORM

This form only pertains to Historic Architecture and Landscapes for this project. It is not valid for Archaeological Resources. You must consult separately with the Archaeology Group.

### PROJECT INFORMATION

<b>Project No.:</b>		<b>County:</b>	Yancey
<b>WBS No.:</b>	DF18313.2100413.PR	<b>Document Type:</b>	Federal CE
<b>Fed. Aid No.:</b>		<b>Funding:</b>	<input type="checkbox"/> State <input checked="" type="checkbox"/> Federal
<b>Federal Permit(s):</b>	<input type="checkbox"/> Yes <input type="checkbox"/> No	<b>Permit Type(s):</b>	
<b>Project Description:</b> Replace Bridge No. 192 on SR 1333 (Upper Pig Pen Road) over Pigpen Creek.			

### SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

<p><b><u>Description of review activities, results, and conclusions:</u></b> Review of HPO quad maps, HPO GIS information, historic designations roster, and indexes was undertaken on May 7, 2025. Based on this review, there are no existing NR, SL, LD, DE, or SS properties in the Area of Potential Effects, which is defined on the following maps. Properties over fifty years of age were identified within the APE and visually surveyed through Google Maps Street View, and from this survey it was determined that all are unremarkable and/or have diminished integrity and do not warrant further evaluation. Bridge No. 192 is not eligible for National Register listing. There are no National Register listed or eligible properties and no survey is required. If design plans change, additional review will be required.</p>
<p><b><u>Why the available information provides a reliable basis for reasonably predicting that there are no unidentified significant historic architectural or landscape resources in the project area:</u></b> HPO quad maps and GIS information recording NR, SL, LD, DE, and SS properties for the Yancey County survey, Yancey County GIS/Tax information, and Google Maps are considered valid for the purposes of determining the likelihood of historic resources being present. There are no National Register listed or eligible properties within the APE and no survey is required.</p>

### SUPPORT DOCUMENTATION

Map(s)   
  Previous Survey Info.   
  Photos   
  Correspondence   
  Design Plans

### FINDING BY NCDOT ARCHITECTURAL HISTORIAN

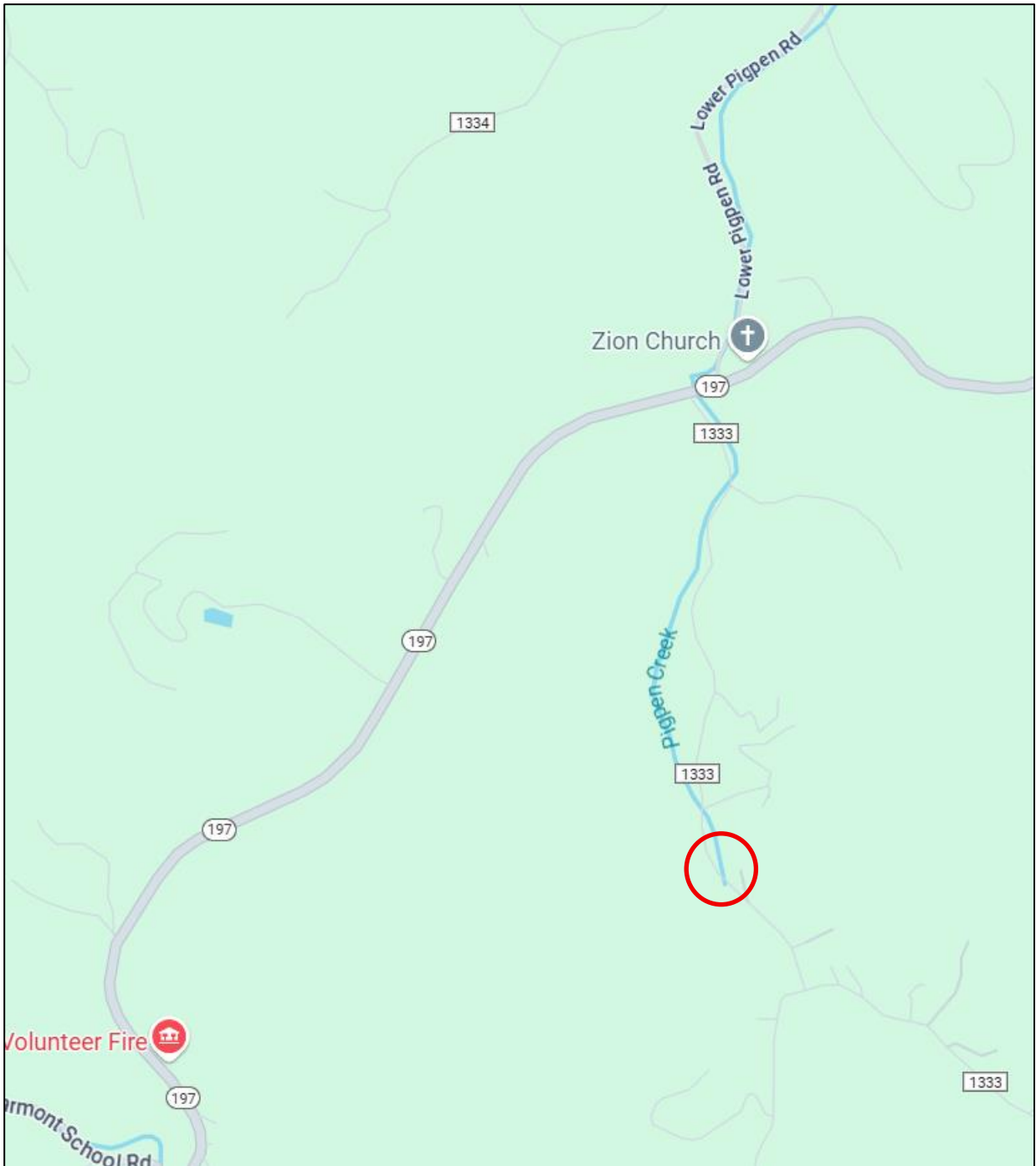
Historic Architecture and Landscapes -- NO SURVEY REQUIRED

*Kate Husband*

NCDOT Architectural Historian

*May 7, 2025*

Date



**Project Location.**



**State Historic Preservation Office GIS.**

# Tribal Coordination

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**From:** Farrell, Christine E  
**Sent:** Friday, July 11, 2025 9:59 AM  
**To:** Turchy, Michael A  
**Subject:** Fw: NCDOT Tropical Storm Helene - Bridge Replacements  
**Attachments:** Tribal Coord Letter- Helene EDB\_07092025.pdf

---

**From:** Farrell, Christine E <cefarrell@ncdot.gov>  
**Sent:** Thursday, July 10, 2025 7:34:00 PM  
**To:** elizabeth-toombs@cherokee.org <elizabeth-toombs@cherokee.org>; russtown@ebci-nsn.gov <russtown@ebci-nsn.gov>; lisa.ebci.thpo@gmail.com <lisa.ebci.thpo@gmail.com>; section106@muscogeenation.com <section106@muscogeenation.com>; rcain@ukb-nsn.gov <rcain@ukb-nsn.gov>; ukbthpo@ukb-nsn.gov <ukbthpo@ukb-nsn.gov>  
**Cc:** Cox, Marissa R <mrcox2@ncdot.gov>; Wilkerson, Matt T <mtwilkerson@ncdot.gov>  
**Subject:** NCDOT Tropical Storm Helene - Bridge Replacements

Dear Tribal Nations,  
NCDOT is working to repair and replace bridges damaged by Tropical Storm Helene in Western North Carolina. A list of 25 bridges currently proposed for repair or replacement are attached for your review.

Sincerely,

**Christine Farrell**  
Environmental Policy Unit  
North Carolina Department of Transportation  
(919) 707 - 6107  
cefarrell@ncdot.gov



*Email correspondence to and from this address is subject to the North Carolina Public Records Law and may be disclosed to third parties.*



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

JOSH STEIN  
GOVERNOR

J.R. "JOEY" HOPKINS  
SECRETARY

Mr. Russell Townsend  
Preservation Specialist  
Eastern Band of Cherokee Indians (EBCI) THPO  
2877 Governor's Island Road  
Bryson City, NC 28713

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

Elizabeth Toombs  
Tribal Historic Preservation Officer  
PO BOX 948  
Tahlequah, OK 74465

Roger Cain  
United Keetoowah Band of Cherokee Indians  
Section 106 Coordinator  
PO Box 746  
Tahlequah, OK 74465

Muscogee (Creek) Nation  
Section 106 Coordinator  
PO BOX 580  
Okmulgee OK 74447

July 8, 2025

Dear Tribal Nations,

The North Carolina Department of Transportation is starting the project development, environmental, and engineering studies to replace 25 bridges across Western North Carolina that were damaged and/or destroyed during Tropical Storm Helene. 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 list of the projects with location information is attached.

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/ State Environmental Policy Act (SEPA) 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.

Please respond by August 8th so that your comments can be used in the scoping of this project. If you have any questions concerning this project, or would like any additional information, please contact me at [cefarrell@ncdot.gov](mailto:cefarrell@ncdot.gov) or (919) 707-6107.

Thank you,

Christine Farrell  
NEPA Program Consultant

cc: Matt Wilkerson, NCDOT Archaeology Group Leader

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

*Telephone:* (919) 707-6000  
*Fax:* (919) 250-4224  
*Customer Service:* 1-877-368-4968

*Location:*  
1000 BIRCH RIDGE DRIVE  
RALEIGH, NC 27610

*Website:* [www.ncdot.gov](http://www.ncdot.gov)

**Helene Express Design Build Bridge Replacements**

**Western North Carolina - July 2025**

<b>Structure #</b>	<b>Structure Type</b>	<b>County</b>	<b>Latitude</b>	<b>Longitude</b>	<b>WBS #</b>	<b>Street Name</b>
100115	Bridge	Buncombe	35.5321	-82.2585	DF18313.2011188	Sand Branch Road
100308	Bridge	Buncombe	35.6349	-82.4711	DF18313.2011271	Bull Creek Road
100380	Bridge	Buncombe	35.6079	-82.4195	DF18313.2011278	Davidson Road
580058	Culvert	McDowell	35.6701	-82.1147	DF18313.1059106	US 70
990157	Bridge	Yancey	35.9509	-82.4056	DF18313.2100309.PR	Elk Shoals Creek Road
990192	Bridge	Yancey	35.9747	-82.2702	DF18313.2100413.PR	Upper Pig Pen Road
990193	Bridge	Yancey	35.9755	-82.2706	DF18313.2100412.PR	Upper Pig Pen Road
990233	Bridge	Yancey	35.9829	-82.2701	DF18313.2100411.PR	Upper Pig Pen Road
100149	Bridge	Buncombe	35.755	-82.3858	DF18313.2011361.PR	Coleman Boundary Rd.
100199	Bridge	Buncombe	35.636	-82.3996	DF18313.2011267.PR	Summer Haven Rd.
100236	Bridge	Buncombe	35.6944	-82.4993	18313.1011132.PR	Ox Creek Rd.
100449	Pipe	Buncombe	35.6702	-82.7929	DF18313.2011391.PR	Sugar Creek Rd.
100463	Bridge	Buncombe	35.5639	-82.2712	DF18313.2011269.PR	Crooked Creek Rd.
580382	Non-NBIS pipe	McDowell	35.6905	-82.0847	DF18313.2059107.PR	Laurel Lane
600050	Bridge	Mitchell	36.017	-82.0856	DF18313.2061198.PR	Stagger Weed Rd.
800573	pipe-culvert	Rutherford	35.5257	-82.1693	DF18313.2081026.PR	Cedar Creek Rd.
990179	pipe	Yancey	35.9066	-82.2615	DF18313.2100590.PR	Lower Georges Fork Rd.
990188	Bridge	Yancey	35.994	-82.2894	18313.1100052.PR	Smith Johnson Rd.
100159	Bridge	Buncombe	35.7092	-82.461	DF18313.2011262.PR	Blackberry Inn Rd.
100846	Bridge	Buncombe	35.5693	-82.2955	DF18313.2011105.PR	Chestnut Hill Rd.
800572	Bridge	Rutherford	35.5102	-82.172	DF18313.2081051.PR	Cedar Creek Road
600087	Bridge	Mitchell	36.1158	-82.1869	DF18313.2061363.PR	Hughes Gap Rd.
600156	Bridge	Mitchell	36.0803	-82.2253	DF18313.2061559.PR	Beans Creek Rd.
100424	Bridge	Buncombe	35.5447	-82.3117	DF18313.2011444.PR	Flat Creek Road
580090	Bridge	McDowell	35.6546	-82.2456	DF18313.2059015.PR	Mill Creek Road

# NEPA Document

# Type I or II Categorical Exclusion Action Classification Form

STIP Project No. Bridge 192, Yancey County, Division 13  
WBS Element DF18313.2100413.PR  
Federal Project No. Federal Aid Number

A. Project Description:

The North Carolina Department of Transportation (NCDOT) intends to replace Bridge 990192 over Pigpen Creek on Upper Pig Pen Road in Yancey County, North Carolina (Division 13). See vicinity map.

B. Description of Need and Purpose:

The Purpose of the project is to replace a structure damaged by floodwaters associated with Tropical Storm Helene which made landfall in Florida on September 26, 2024. The repair/replacement work is needed to restore essential traffic in Western North Carolina.

C. Categorical Exclusion Action Classification:

**Type I(B) - Ground Disturbing Action**

D. Proposed Improvements:

9. The following actions for transportation facilities damaged by an incident resulting in an emergency declared by the Governor of the State and concurred in by the Secretary, or a disaster or emergency declared by the President pursuant to the Robert T. Stafford Act (42 U.S.C. 5121):

a) Emergency repairs under 23 U.S.C. 125; and

b) The repair, reconstruction, restoration, retrofitting, or replacement of any road, highway, bridge, tunnel, or transit facility (such as a ferry dock or bus transfer station), including ancillary transportation facilities (such as pedestrian/bicycle paths and bike lanes), that is in operation or under construction when damaged and the action:

i) Occurs within the existing right-of-way and in a manner that substantially conforms to the preexisting design, function, and location as the original (which may include upgrades to meet existing codes and standards as well as upgrades warranted to address conditions that have changed since the original construction); and

ii) Is commenced within a 2-year period beginning on the date of the declaration.

and/or

28. Bridge rehabilitation, reconstruction, or replacement or the construction of grade separation to replace existing at-grade railroad crossings, if the actions meet the constraints in 23 CFR 771.117(e)(1-6).

E. Special Project Information:

NCDOT conducted a desktop GIS analysis for potential natural and human environment features between November 2024 and May 2025. The study area was defined as a 200-foot buffer around the bridge location. NCDOT is utilizing an Emergency Express Design-Build contracting process to expedite this process. If additional ROW is required, or if the final design results in potential impacts outside of the study area, NCDOT will re-evaluate and document any additional effects.

NCDOT is providing comprehensive public outreach to our western NC communities in lieu of site-specific outreach. As site-specific information becomes available, NCDOT will use its various outreach platforms to inform the public.

A Direct and Indirect Screening Tool (DIST) was used to assess potential impacts to the local community, farm lands, and pedestrian accommodations ([see project site](#)). The bridge location is surrounded by protected farmland. Should any additional ROW or permanent easements be needed after design is available, the preliminary screening process should be initiated with Community Studies.

Coordination letters/emails were sent to the Eastern Band of Cherokee, Catawba Indian Nation, United Keetoowah Band of Cherokee Indians, and the Muscogee (Creek) Nation, on July 10, 2025 ([see project site](#)) with request for comment by August 8, 2025. No response has been received as of the date of this document.

NCDOT conducted a review of the potential cultural resources present within the study area boundary in May 2025. No historic architecture was found and a “no survey required” determination was made ([see project site](#)). A review of potential archeological resources also determined “no survey required” ([see project site](#)).

The United States Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) tool was reviewed between May and July 2025. USFWS lists the following species below as federally protected with potential to be found within the project study area as of this date:

Species Name	Scientific Name	ESA Status	Biological Conclusion	Habitat Present
Gray bat	<i>Myotis grisescens</i>	Endangered	MALAA	Yes
Tricolored bat	<i>Perimyotis subflavus</i>	Proposed Endangered	MALAA	Yes
Appalachian elktoe	<i>Alasmidonta raveneliana</i>	Endangered	No Effect	No
Small whorled pogonia	<i>Isotria medeoloides</i>	Threatened	No Effect	No
Virginia spirea	<i>Spiraea virginiana</i>	Threatened	No Effect	No
Monarch Butterfly	<i>Danaus plexippus</i>	Proposed Threatened	N/A	Unknown
Eastern Hellbender	<i>Cryptobranchus alleganiensis</i>	Proposed Endangered	N/A	Unknown

The Monarch Butterfly was 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, which is anticipated in late 2025 or early 2026. Until that time, proposed species do not receive formal ESA protections. However, federal action agencies are still required to ensure that their actions do not jeopardize the continued existence of the species. Federal action agencies may initiate consultation with the U.S. Fish and Wildlife Service (USFWS) to obtain a conference opinion. If and when the listing is finalized, and at the agency’s request, the Service may adopt the conference opinion as a biological opinion—provided no relevant new information has emerged and no substantial changes to the proposed action have occurred.

The Eastern Hellbender was 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, which is anticipated in late 2025 or early 2026. Until that time, proposed species do not receive formal Endangered Species Act (ESA) protections. However, federal action agencies are still required to ensure that their actions do not jeopardize the continued existence of the species. Federal action agencies may initiate consultation with the U.S. Fish and Wildlife Service (USFWS) to obtain a conference opinion. If and when the listing is finalized, and at the agency’s request, the Service may adopt the conference opinion as a biological opinion—provided no relevant new information has emerged and no substantial changes to the proposed action have occurred.

F. Project Impact Criteria Checklists:

<b>F2. Ground Disturbing Actions – Type I (Appendix A) &amp; Type II (Appendix B)</b>			
<p>For proposed improvement(s) that fit Type I Actions (<a href="#">NCDOT-FHWA CE Programmatic Agreement, Appendix A</a>) including 2, 3, 6, 7, 9, 12, 18, 21, 22, 23, 24, 25, 26, 27, 28, &amp;/or 30; &amp;/or Type II Actions (<a href="#">NCDOT-FHWA CE Programmatic Agreement, Appendix B</a>), answer the project impact threshold questions (below) and questions 8–31.</p> <ul style="list-style-type: none"> <li>• If any question 1-7 is checked “Yes” then NCDOT certification for FHWA approval is required.</li> <li>• If any question 1-30 is checked “Yes” then additional information will be required for those questions in Section G.</li> </ul> <p><i>Source documents should be cited for each question as appropriate. If no source is needed or available, denote as “n/a”. Please note that some “no” answers should have a corresponding email/memo/report cited for that NCDOT discipline. Project reports or memos/emails should be linked to their location on the project’s <a href="#">Precon</a> site; other publications (e.g. the STIP) can be linked directly. Example: (Source: NCDOT HE-0001 NRTR [<a href="#">HE-0001 NRTR.pdf</a>, 2022])</i></p>			
<b>PROJECT IMPACT THRESHOLDS</b> (FHWA signature required if any of the questions 1-7 are marked “Yes.”)		Yes	No
1	Does the project require formal consultation with U.S. Fish and Wildlife Service (USFWS) or National Marine Fisheries Service (NMFS) in which a “likely to adversely affect determination” has been made? (Source: NCDOT “Batched Format Consultation” with FWS, 2025)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2	Does the project result in effects subject to the conditions of the Bald and Golden Eagle Protection Act (BGEPA)? (Source: NCDOT BSG Review, 2025)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3	Does the project generate substantial controversy or public opposition, regarding human and/or natural environment concerns, following appropriate public involvement? (Source: DIST, 2025)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4		<input type="checkbox"/>	<input type="checkbox"/>
5	Does the project involve a residential or commercial displacement, or a substantial amount of right of way acquisition? (Source: Design Recommendation Plan set, 2025)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6	Does the project require an Individual Section 4(f) approval? (Source: EPU GIS Screening, 2025)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7	Does the project result in adverse effects that cannot be resolved with a Memorandum of Agreement (MOA) under Section 106 of the National Historic Preservation Act (NHPA) or result in an adverse effect on a National Historic Landmark (NHL)? (Source: NCDOT Cultural Resources review, 2025)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Other Considerations</b>		Yes	No
8	Is an Endangered Species Act (ESA) determination unresolved or resolved utilizing a Section 7 programmatic agreement? Include in Section G any utilization of a Section 7 Programmatic Agreement. (Source: NCDOT BSG Review, 2025)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9	Is the project located in anadromous fish spawning waters? (Source: EPU GIS Screening, 2025)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10	Does the project impact waters classified as Outstanding Resource Water (ORW), High Quality Water (HQW), Water Supply Watershed Critical Areas, 303(d) listed impaired water bodies, buffer rules, or Submerged Aquatic Vegetation (SAV)? (Source: EPU GIS Screening, 2025)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
11	Does the project impact waters of the United States in any of the designated mountain trout streams? (Source: EPU GIS Screening, 2025)	<input checked="" type="checkbox"/>	<input type="checkbox"/>

12	Does the project require a U.S. Army Corps of Engineers (USACE) Individual Section 404 Permit? (Source: EPU GIS Screening, 2025)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
13	Will the project require an easement from a Federal Energy Regulatory Commission (FERC) licensed facility? (Source: EPU GIS Screening, 2025)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
14	Does the project include a Section 106 of the National Historic Preservation Act (NHPA) effects findings other than a No Effect, including archaeological remains? No matter the effect finding, list any commitments (conditions) in Section I made in association with the effect finding detailed in Section G. (Source: NCDOT Cultural Resources review, 2025)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15	Does the project involve GeoEnvironmental Sites of Concerns such as gas stations, dry cleaners, landfills, etc.? (Source: Design Recommendation Plan set, 2025)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
16	Does the project require work encroaching and adversely affecting a regulatory floodway or work affecting the base floodplain (100-year flood) elevations of a water course or lake, pursuant to Executive Order 11988 and 23 CFR 650 subpart A? (Source: Design Recommendation Plan set, 2025)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
17	Is the project in a Coastal Area Management Act (CAMA) county and substantially affects the coastal zone and/or any Area of Environmental Concern (AEC)? (Source: EPU GIS Screening, 2025)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
18	Does the project require a U.S. Coast Guard (USCG) permit? (Source: EPU GIS Screening, 2025)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
19	Does the project involve Coastal Barrier Resources Act (CBRA) resources? (Source: EPU GIS Screening, 2025)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
20	Does the project involve construction activities in, across, or adjacent to a designated Wild and Scenic River? (Source: EPU GIS Screening, 2025)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
21	Does the project impact federal lands (e.g., U.S. Forest Service (USFS), USFWS, etc.) or Tribal Lands? (Source: EPU GIS Screening, 2025)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
22	Does the project involve any changes in access control to the interstate (modification or construction of an interchange)? (Source: Design Recommendation Plan set, 2025)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
23	Does the project have a permanent adverse effect on local traffic patterns or community cohesiveness? (Source: DIST, 2025)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
24	Will maintenance of traffic or detours cause substantial disruption? (Source: Design Recommendation Plan set, 2025)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
25	Is the project inconsistent with the NCDOT's federally approved 4-year STIP or NCDOT's BMIP, and where applicable, the Metropolitan Planning Organization's (MPO) Transportation Improvement Program (TIP)? (Source: Emergency Response project, not in STIP)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
26	Does the project require the acquisition of lands under the protection of the Land and Water Conservation Fund, the Federal Aid in Fish Restoration Act, the Federal Aid in Wildlife Restoration Act, Tennessee Valley Authority (TVA), Tribal Lands, Dedicated Nature Preserves, or other unique areas or special lands that were acquired in fee or easement with public-use money and have deed restrictions or covenants on the property? (Source: ATLAS Screening, 2025)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
27	Does the project involve Federal Emergency Management Agency (FEMA) buyout properties under the Hazard Mitigation Grant Program (HMGP)? (Source: ATLAS Screening, 2025)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
28	Does the project "use" Section 4(f) property, and/or result in a <i>de minimis</i> determination? (Source: DIST, 2025)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
29	Is the project considered a Type I under the NCDOT Noise Policy? (Source: NA-replace-in-kind)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
30	Does the project impact VAD-enrolled property, or prime or important farmland soil, as defined by the Farmland Protection Policy Act (FPPA)? (Source: DIST, 2025)	<input type="checkbox"/>	<input checked="" type="checkbox"/>

G. Additional documentation as required from Section F; documentation should address the context and intensity (or severity) of the impact. (Required for all questions marked 'Yes.')

1. A “Batched Format Consultation” was completed by NCDOT Biological Surveys Group in May 2025 to address multiple crossing structures damaged by Tropical Storm Helene in Buncombe, Madison, McDowell, Rutherford, and Yancey Counties. The USFWS confirmed the biological conclusions for listed species in July 2025 ([see project site](#)) by issuing either a Biological Opinion, Conference Opinion or Informal Concurrence. NCDOT will follow the Avoidance and Minimization Measures and Conservation Measures included in the green sheet below as well as those listed in the Biological Opinion.

11. Pigpen Creek is a designated trout water per NCDWR Surfacewater Classification system. If a USACE 404 permit is required for this project, it may include requirements related to trout moratoriums. In their comments of June 30, 2025 ([see project site](#)), NCWRC acknowledges that the trout moratorium for January 1, 2026 to April 15th, 2026, has been waived for work at this site but that subsequent moratoria periods should apply.


25. This project is an emergency relief project due to Tropical Storm Helene impacts. Per 40 CFR § 93.126, it is exempt from the requirement to determine conformity because it does not involve substantial functional, locational or capacity changes (23 CFR 450.218(g)).

30. The bridge location is surrounded by protected farmland. Should any additional ROW or permanent easements be needed after design is available, the preliminary screening process should be initiated with Community Studies.

H. Categorical Exclusion Approval:

STIP Project No. Bridge 192, Yancey County, Division 13  
WBS Element DF18313.2100413.PR  
Federal Project No. Federal Aid Number

**Prepared By:**

11/21/2025  
Date   
Katie Harville, NEPA Program Consultant  
Environmental Policy Unit, NCDOT

**Prepared For:** NCDOT Division 13


**Reviewed By:**

11/21/2025  
Date   
Marissa Cox, Western Regional Team Lead  
North Carolina Department of Transportation

- Approved** • If NO grey boxes are checked in Section F, NCDOT approves the Type I or Type II Categorical Exclusion.
- Certified** • If ANY grey boxes are checked in Section F, NCDOT certifies the Type I or Type II Categorical Exclusion for FHWA approval.

Date John Jamison, Environmental Policy Unit Manager  
North Carolina Department of Transportation

FHWA Approved: For Projects Certified by NCDOT (above), FHWA signature required.

12/01/2025  
Date   
for Yolonda K. Jordan, Division Administrator  
Federal Highway Administration

*Note: Prior to ROW or Construction authorization, a [consultation](#) may be required (please see Section VIII of the NCDOT-FHWA CE Programmatic Agreement for more details). Upload final documentation to ATLAS workbench and add commitments to the green sheet and Commitments dashboard.*

I. Project Commitments (attach as Green Sheet to CE Form):

## NCDOT PROJECT COMMITMENTS

WBS/DF DF18313.2100413.PR  
Replace bridge 990192 over Pigpen Creek on Upper Pig Pen Road  
Yancey County  
Federal Aid Project No. **Federal Aid Number**

### COMMITMENTS FROM PROJECT DEVELOPMENT AND DESIGN

#### AVOIDANCE & MINIMIZATION MEASURES (AMMs) FOR LISTED BAT SPECIES

**The following General AMMs will be used to minimize impacts to listed/proposed species and habitat.**

General AMM1. NCDOT will ensure all operators, employees, and contractors working in areas of suitable habitat for federally listed/proposed species are aware of all NCDOT environmental commitments, including all applicable AMMs and all associated NCDOT guidance documents.

General AMM2. Best management practices (BMP) and sediment and erosion control (SEC) measures will be utilized to prevent non-point source pollution, control storm water runoff, and minimize sediment damage to avoid and reduce overall water quality degradation.

General AMM3. Areas of disturbance, such as tree clearing, grubbing, and grading, will be limited to the maximum extent possible.

**The following General AMMs will be used to minimize impacts to listed/proposed bat species.**

Bat AMM Noise - Percussive activities will occur only after the tree clearing within the action area has been completed, helping to reduce the exposure of any tree-roosting bats within the action area to high decibel noise.

Bat AMM Lighting - No new permanent lighting will be added to the action area. Any lighting needed for night work will be directed at the work area and shielded from surrounding waters/landscape, only on when needed, no brighter than necessary, and blue light emissions will be limited.

Bat AMM Riparian Planting – Disturbed riparian areas will be replanted with native, fast growing tree and shrub species where feasible, with the understanding that plantings likely cannot be done in utility/drainage/construction easements.

#### CONSERVATION MEASURES FOR LISTED BAT SPECIES

This project is anticipated to require tree clearing and structure removal which is likely to adversely affect (MALAA) listed bat species. NCDOT will contribute a payment to the N.C. Bat Conservation Fund in support of the recovery of federally listed bat species.

#### CONSULTATION FOR PROPOSED FEDERALLY LISTED SPECIES

##### **Eastern Hellbender**

The Eastern Hellbender was 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, which is anticipated in late 2025 or early 2026. Until that time, proposed species do not receive formal Endangered Species Act (ESA) protections. However, federal action agencies are still required to ensure that their actions do not jeopardize the continued existence of the species. Federal action agencies may initiate

consultation with the U.S. Fish and Wildlife Service (USFWS) to obtain a conference opinion. If and when the listing is finalized, and at the agency's request, the Service may adopt the conference opinion as a biological opinion—provided no relevant new information has emerged and no substantial changes to the proposed action have occurred.

NCDOT Construction or Division Environmental Offices may voluntarily coordinate with the North Carolina Wildlife Resources Commission (NCWRC) to assess and potentially relocate hellbenders from project sites in western North Carolina. It is recommended that they contact the NCWRC liaison at least two months before construction begins.

David McHenry

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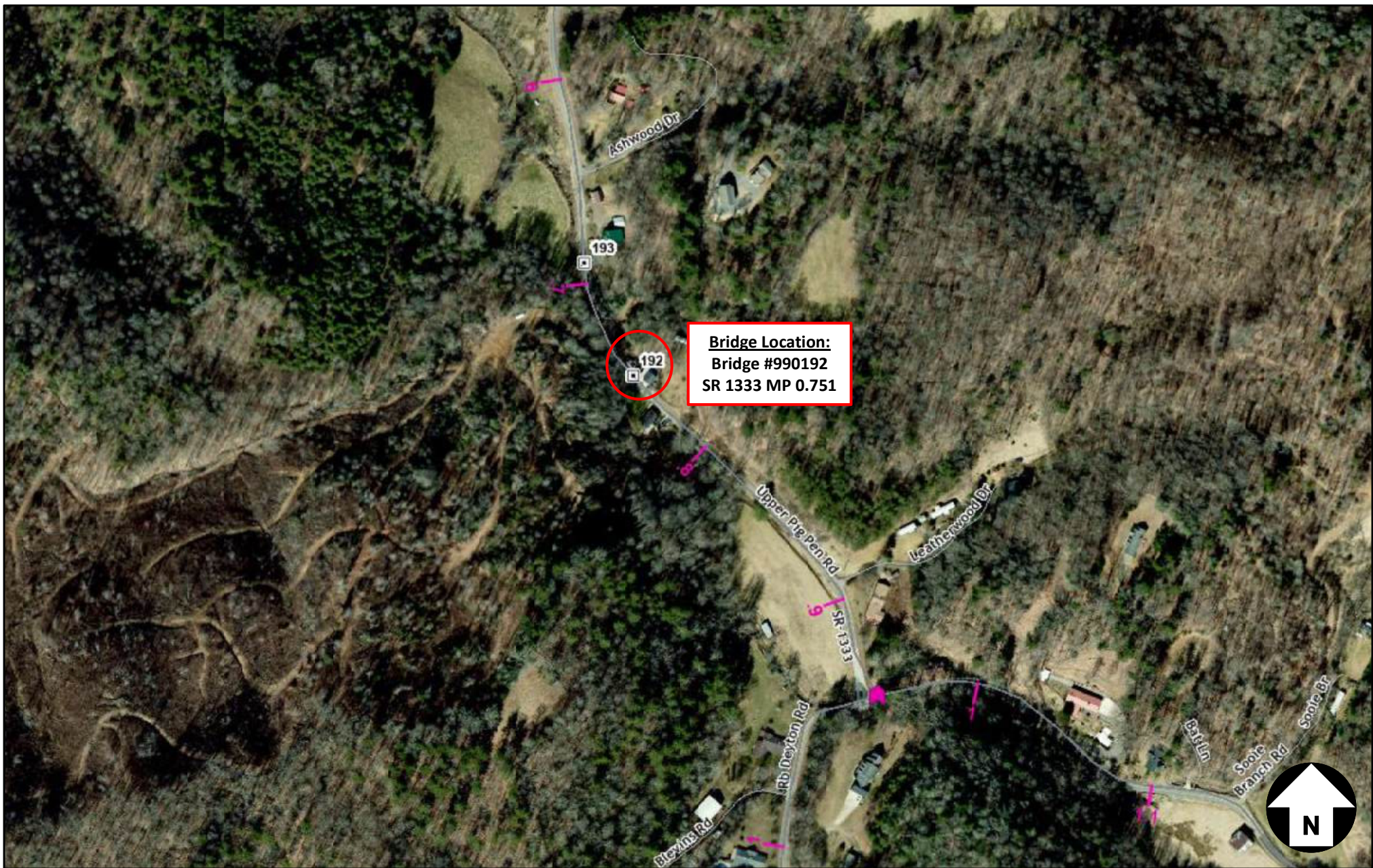
Phone: (828) 476-1966

### **Monarch Butterfly**

The Monarch Butterfly was 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, which is anticipated in late 2025 or early 2026. Until that time, proposed species do not receive formal ESA protections. However, federal action agencies are still required to ensure that their actions do not jeopardize the continued existence of the species. Federal action agencies may initiate consultation with the U.S. Fish and Wildlife Service (USFWS) to obtain a conference opinion. If and when the listing is finalized, and at the agency's request, the Service may adopt the conference opinion as a biological opinion—provided no relevant new information has emerged and no substantial changes to the proposed action have occurred.

### **DESIGN STANDARDS**

The project is located within a WS-II;Tr,HQW stream. NCDOT anticipates incorporating Design Standards for Sensitive Watersheds per 15A NCAC 04B .0124 and as requested in NCWRC comments of June 20, 2025. If a USACE 404 permit is required for the project, additional information related to stream impacts will be addressed there.



Bridge Number	Division	County	Location Description	Latitude	Longitude
990192	13	Yancey	SR 1333 (Upper Pig Pen Rd) in the vicinity of Bridge #990192	35.97465	-82.2701948



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