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FINAL ENVIRONMENTAL ASSESSMENT

**REQUEST FOR SECTION 26a APPROVAL TO
REPLACE BRIDGE NO. 61 ON STATE ROUTE (SR) 197,
TIP PROJECT NO. B-1443
AND BRIDGE NO. 143 ON SR 1304,
TIP PROJECT NO. B-2848
OVER THE NORTH TOE RIVER MILES 11.8 AND 0.5,
RESPECTIVELY**

YANCEY AND MITCHELL COUNTIES, NORTH CAROLINA

TENNESSEE VALLEY AUTHORITY

NOVEMBER 2006

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The Proposed Decision and Need

North Carolina Department of Transportation (NCDOT) proposes to replace existing bridge Nos. 61 and 143 on State Routes (SR) 197 and 1304, respectively, over the North Toe River at Miles 11.8 and 0.5, respectively. Both bridges are located on the Yancey and Madison County line. Bridge No. 61 would be replaced on a new alignment to the southeast just upstream of the existing structure. Bridge No. 143 is located in a meander of the North Toe River approximately 2,500 feet upstream of its confluence with the Cane River. It would be replaced on a new alignment just downstream of the existing structure.

Based on the lack of a suitable offsite detour route, traffic would be maintained on the existing structures during construction of both new bridges. Demolition would involve temporarily dropping components of both the old bridges in the North Toe River. NCDOT would be required to obtain Tennessee Valley Authority (TVA) approval under Section 26a of the TVA Act for both new bridges. Because these projects would take place at the same time and would affect the same river and environmental resources, TVA has evaluated both of these similar actions in this Environmental Assessment (EA).

Bridge Maintenance Unit records indicate that Bridge No. 61 has a sufficiency rating of 49.2 (out of 100 points) and is fast approaching the end of its useful life. It is considered to be structurally deficient due to deteriorating structural integrity and functionally obsolete due to narrow roadway geometry on the bridge. According to the 2002 NCDOT Bridge Inspection Report, Bridge No. 143 has a sufficiency rating of 23.0 and is considered structurally deficient. The original bridge rails were replaced with metal guardrails in 1980 due to their deteriorating condition. Replacement of both these inadequate structures would result in safer traffic operations. Bridge No. 143 primarily serves local traffic while Bridge No. 61 is classified as a rural major collector.

TVA responded to a scoping notice on SR 1304 (TIP #-2848) in March 1997. TVA received an initial 26a permit application for bridge replacement on SR 197 (TIP #B-1443) and SR 1304 in October 2003 and February 2004, respectively. Because both projects were anticipated to impact aquatic endangered species and Bridge No. 61 on SR 197 was determined to be eligible for listing on the National Register of Historic Places (NRHP), TVA participated with other appropriate federal and state agencies in the Endangered Species Act (ESA), Section 7 consultation and National Historic Preservation Act (NHPA), Section 106 compliance processes.

Because of the effects on endangered species and historic properties, TVA decided to prepare an environmental assessment (EA) to document the considerations relating to the impacts on these sensitive environmental resources prior to issuance of its Section 26a permits for these projects.

Other Environmental Reviews and Documentation

Additional information on the existing conditions of SR 197 and RS 1304 in the immediate vicinity of Bridge Nos. 61 and 143 can be found in the Federal Highway Administration (FHWA)/NCDOT, May 2003, Categorical Exclusion document and Final Section 4(f) Evaluation for these projects (Attachments 1 and 2). These FHWA/NCDOT documents are incorporated herewith by reference. FHWA signed Final Categorical Exclusion and Section 4(f) Evaluations for SR 1304 and SR 197 in June 30, 2003 and September 2, 2003, respectively. Section 4(f) of the Department of Transportation Act of 1966 prohibits the taking of public parkland or historic properties unless there is no feasible and prudent alternative and unless measures to minimize harm have been considered. Neither SR 1304 nor SR 197 bridge replacements involve any right-of-way acquisition or easement for any land protected under Section 4(f). However, Bridge No. 61 on SR 197 is eligible for listing on the NRHP and its removal would be mitigated in accordance with Memorandum of Agreement (MOA) stipulations (see Impacts Evaluated, Cultural Resources below).

TVA also recently released the Nolichucky Flood Remediation Environmental Impact Statement (2006). It examined and evaluated alternative ways of remedying sediment deposition in Nolichucky Reservoir at Nolichucky River Mile 46. Many issues related to historical land use and affects of past mining in the river drainage, including North and South Toe Rivers are discussed in that EIS.

Alternatives and Comparison

The final FHWA/NCDOT environmental analysis included in Attachments 1 and 2 considered three action alternatives for replacement of Bridge No. 143 on SR 1304 and five action alternatives for replacement of Bridge No. 61 on SR 197. For both Bridge Nos. 143 and 61, a No Action and "Rehabilitation" Alternative were considered, but because of the poor condition of the existing structures, eliminated from further study. Under a No Action Alternative both bridges would become increasingly unsafe and eventually use would be prohibited.

The three action alternatives for replacement of Bridge No. 143 all would consist of a multi-span bridge having a clear roadway width of 24 feet with 2 travel lanes totaling 20 feet in width and a 2-foot wide shoulder on each side. The roadway approaches would have a 20-foot wide pavement width and 2-foot wide unpaved shoulders. Each bridge alternative only varied in its proposed length and placement with regard to the existing bridge location. Alternative A would be the second shortest and located approximately 500 feet downstream from the existing Bridge No. 143. Alternative B would be the shortest and located about 50 feet downstream of the existing bridge. Alternative C would be the longest of the three alternatives and be located about 50 feet upstream of the existing bridge. Alternative B would be the least costly and shortest, result in less environmental impact than Alternative A or C, and would not encroach on McKinney Branch, a small tributary of the North Toe River just upstream of the existing bridge on the left descending bank. Therefore, to replace existing Bridge No. 143, Alternative B is recommended as the preferred alternative by FHWA/NCDOT.

Existing Bridge No. 61 would be replaced by a bridge of sufficient width to provide for two (2) 11-foot wide lanes with sufficient shoulder widths. The five action alternatives also vary in length and distance from the existing bridge. Alternative 1 would be approximately 92 feet upstream of the existing structure and be about 312 feet in length. It would have 22 feet of lane width, 3-foot shoulders, and be on a straight alignment. Improvements to

approaches would require disturbance for a distance of 920 feet to the south and 480 feet to the north. Alternative 2 would be approximately 197 feet upstream of the existing structure and would also be about 312 feet in length with the same width as Alternative 1. It would be mostly on straight with a short curved section at the south end. Approaches would require disturbance for a distance of 902 feet to the south and 380 feet to the north. Alternative 3 would be approximately 121 feet downstream of the existing bridge structure and be about 345 feet in length. It would have two (2) 12-foot travel lanes with 3-foot wide shoulders. It would be on a straight alignment. Approaches would require disturbance for a distance of 985 feet to the south and 540 feet to the north. Alternative 4 would be approximately 131 feet upstream of the existing bridge structure and, same as Alternatives 1 and 2, be about 312 feet in length. Travel lanes and shoulder widths would be the same as Alternative 3. Similar to Alternative 2, it would be mostly straight with a short curved section at the south end. Approaches would require disturbance for a distance of 223 feet to the south and 197 feet to the north. Alternative 4A would be approximately 180 feet upstream of the existing bridge structure and would be about 360 feet in length. The new bridge would be on a curved alignment. Two (2) travel lanes would total 36 feet in width with and the inside shoulder 8 feet wide to accommodate horizontal sighting distance. The outside shoulder would be 3 feet wide. Approaches would require disturbance for a distance of 213 feet to the south and 59 feet to the north. To replace existing Bridge No. 61, Alternative 4A is the preferred alternative by FHWA/NCDOT because it minimizes impacts on the sensitive natural ecosystems in the vicinity of the project and provides a safe, economical design.

Affected Environment and Evaluation of Impacts

Site Description

Both SR 1304 and SR 197 bridge replacement projects are located on the Yancey/Mitchell County line within the Blue Ridge Mountain Physiographic Province. Both bridges cross the North Toe River and are 11.3 river miles apart. Bridge No. 143 is located on SR 1304 approximately 1.4 miles south of SR 197 in the community of Hunt Dale and Bridge No. 197 is located near Red Hill, North Carolina. Bridge No. 143, the downstream structure, is approximately 2,500 feet upstream of the river's confluence with the Cane River. At the existing Bridge No. 143 location, the North Toe River has a drainage area of approximately 440 square miles consisting of mostly steep, heavily wooded, mountainous terrain with scattered rural residential development. Slightly more agricultural land and residential use occurs in the vicinity of Bridge No. 61 and local topography is characterized by rolling hills with steep slopes in some places. Both projects lie approximately 12 miles north of Burnsville, North Carolina and just south of a portion of the Pisgah National Forest and Game Land with Rich and Pumpkin Patch Mountains to the north and Green and Cane Mountains to the south. Elevations along this reach of the river between the bridges range from about 2,040 to 2,200 feet above mean sea level.

The North Toe River lies in the French Broad River Basin. It is a large mountain river with swift flows over bedrock, boulders, woody debris, and sand. Originating in northern Avery County; the North Toe River is 64 miles long from its headwaters to its confluence with the Nolichucky River. The Nolichucky confluence is about one-half (0.5) river mile below Bridge No. 143 and 11.8 river miles below Bridge No. 61. The North Toe River is approximately 180 feet wide at Bridge No. 143 and varies in width from 140 to 150 feet near the existing Bridge No. 61. At Bridge No. 143, gravel bars are present in the river channel just downstream and large rock outcrops occur both upstream and downstream of the existing structure. A series of submersed rock ledges also occurs beginning about 160 feet

downstream. Little or no rooted aquatic vegetation occurs in the river but wood debris and large amounts of sand and sediment deposition is evident. At Bridge No. 61, the river flows west and mainly consists of a straight run. The bed and channel materials consist of bedrock and boulders, as well as micaceous sand. The riparian vegetation consists mostly of deciduous trees and the floodplain appears seasonally flooded along some areas of the bank. Water depth depends upon hydrologic conditions but is usually about 3 feet at each bridge.

From the town of Spruce Pine water supply intake downstream to the confluence of the Nolichucky River, both bridges are on a reach of the North Toe River classified as “C,” supportive of aquatic life propagation and survival, fishing, wildlife, secondary recreation, and agriculture by North Carolina Department of Environment and Natural Resources, Division of Water Quality (DWQ). It is also classified as “Tr,” which means waters characterized as suitable for natural trout propagation and maintenance of stocked trout. No High Quality Waters, Outstanding Resource Waters, or Water Supplies (WS-I or WS-II) occur within one mile of either existing bridge. There are several permitted discharges upstream but the nearest is greater than 10 miles upstream of Bridge No. 143. Despite upstream discharges, water quality in this reach of the North Toe River has been good to good-fair based on ratings assigned by the Benthic Macroinvertebrate Ambient Network (BMAN). Established in 1982 as a part of DWQ’s ongoing monitoring program, BMAN addresses long-term trends in water quality at fixed monitoring sites by sampling for selected benthic macroinvertebrates and then evaluating species richness and overall biomass to assess overall water quality (see Attachments 1 and 2). One station lies about 2.5 miles upstream of Bridge No. 61 and samples from 1984 to 1992 indicated water quality rated between fair and good. Other upstream stations rated the river fair to good. The North Carolina Index of Biotic Integrity (NCIBI), which examines the structure and health of fish communities, is also used as a measure of water quality. There is also a NCIBI station on the North Toe River along SR 197 upstream of Bridge No. 143 and this site received a rating of good in 1992.

No evidence of significant non-point source discharges were noted in the study areas of either project. Neither the North Toe River nor McKinney Branch is designated as a North Carolina Natural or Scenic River, or as a National Wild and Scenic River.

Impacts Evaluated

TVA conducted a review and evaluation of both of the proposed bridge replacement projects. As a result of this review, TVA determined that impacts to natural features such as prime or unique farmland; groundwater; unique or important terrestrial habitats; parklands, state or national forests, trails, greenways, wilderness, scenic or other ecologically critical areas; and wetlands were either none or minor and insignificant. The projects would not result in a change in traffic volumes and, other than temporarily during construction, noise levels would not increase. Other than normally expected solid waste, no air or land emissions of pollutants, hazardous waste or waste requiring special handling and disposal, or negative social or socioeconomic impacts are anticipated. Because roadway safety would be improved, social and socioeconomic impacts of both projects would be locally positive and beneficial. The projects are not in conflict with any plan, existing land use, or zoning regulation. No adverse effect on public facilities or services is expected. There would be minor and temporary stream impacts from increased sediment loads from new bridge construction at both locations and during demolition of both existing structures. Other than the need to build support piers, construction would involve minimal direct long-term physical alterations to the North Toe River. NCDOT’s Best Management

Practices (BMPs) for the Protection of Surface Waters would be followed during all phases of construction. TVA General and Standard Conditions to prevent sediment and water quality impacts would be implemented. In addition, NCDOT's Design Standards in Sensitive Watershed and Guidelines for Construction in Trout Waters would be adhered to during new construction and demolition of both projects. Therefore, overall cumulative water quality and aquatic life community impacts from these projects are expected to be minor.

Pursuant to Section 404 of the Clean Water Act (CWA), NCDOT requested authorization for the project under Nationwide Permits 23 (approved categorical exclusions) and 33 (temporary construction access and dewatering) for SR 197 on August 16, 2006 and for SR 1304 on October 6, 2006. DWQ authorizations for both SR 1304 and SR 197 were provided under General Certification Nos. 3403 and 3366 for projects eligible for Corps Nationwide Permits 23 and 33, respectively (Attachments 3 and 4, or see North Carolina General 401 Water Quality Certifications matching the U.S. Army Corps of Engineers (USACE) 404 Nationwide, Regional, and General Permits at <http://h2o.ehnr.state.nc.us/ncwetlands/certs.html>). Written DWQ approval is not required as long as these activities comply with all conditions of the general certifications. Compliance with the conditions of certification would ensure that water quality impacts would not be significant.

Any temporary construction fill material needed for these projects as well as demolition rubble would be removed from the river and the original streambed contour restored. Final bridge designs would ensure that backwater elevation would not be encroached upon beyond the current 100-year floodplain limit; therefore, impacts would be minimized. Yancey and Mitchell Counties are participants in the National Flood Insurance Program (NFIP). However, the North Toe River within the project areas was not included in the Federal Emergency Management Agency NFIP detailed study. Designed flows for these projects were estimated using drainage area calculations for U.S. Geological Survey gauge and rural regression equations. Bridges are included among a class review of a number of repetitive actions that occur in 100-year floodplains that TVA (1) determines, for the actions listed, if there are practicable alternatives to siting in the floodplain; and (2) if no practicable alternatives exist, established review criteria that, if followed, will minimize any adverse impacts that may be associated with the individual actions covered in the class review. Therefore, TVA concludes that there is no practicable alternative to construction in the floodplain of North Toe River. Under the preferred alternatives (Alternatives B for SR 1304 and Alternative 4A for SR 197), anticipated impacts on local flooding and floodplain values would be insignificant. The projects are not expected to increase the level or extent of upstream flooding and would be designed to meet the requirements of the NFIP and all local ordinances.

Endangered Species

The U. S. Fish and Wildlife Service identified 11 and 9 federally listed species in Yancey and Mitchell Counties, respectively, in January 2003. The North Carolina Natural Heritage Program (NHP) also identified a total of 39 species as Federal Species of Concern (FSC) in these counties in February 2003. The species identified as FSC are afforded state protection under the State Endangered Species Act and the North Carolina Plant Protection and Conservation Act of 1979. However, the level of protection given to state-listed species does not apply to NCDOT activities. Based on database reviews and field investigations, the Appalachian elktoe mussel, federally listed as endangered, is the only listed species likely to be affected by the bridge replacement projects.

Appalachian elktoe is a small, subovate to kidney-shaped, freshwater mussel that grows to approximately 3.1 inches in length, 1.4 inches in height, and 1.0 inches in width (see Attachment 1 and USFWS biological opinion for detailed description and ecology). It is endemic to the upper Tennessee River system in the mountains of western North Carolina and eastern Tennessee. Appalachian elktoe habitat is described as riffle areas with gravel and cobble substrates. In North Carolina, this species may now be restricted to the Little Tennessee and Nolichucky drainages. NCWRC surveys have documented this species in the Little Tennessee River in Macon and Swain Counties, Cane River in Yancey County, and Nolichucky and North Toe Rivers in Yancey and Mitchell Counties. NHP records indicate that the Appalachian elktoe has been documented within the North Toe River in and adjacent to the study corridors of both projects. Multiple individual Appalachian elktoe mussels have been observed under the existing bridges as well as within the footprint of the proposed new bridges. USFWS also designated Critical Habitat for this species, portions of which include the North Toe, South Toe, and Cane Rivers. Both the proposed bridge replacement projects are similar in nature and have the potential to impact the Appalachian elktoe and its designated Critical Habitat.

In accordance with Section 7 of the ESA, FHWA/NCDOT initiated informal consultation with the USFWS in 1997. Subsequently, formal consultation on both projects was begun and a May 12, 2005 biological assessment (BA) addressing all the potentially affected federally listed species in the area was forwarded to the USFWS. In its June 23, 2005, response to the FHWA, USFWS indicated that it had not received all the information necessary to initiate formal consultation for projects B-1443 (SR 197) and B-2848 (SR 1304) as well as provided other more specific comments. By letter dated March 30, 2005, TVA also commented on this BA. By letter dated February 17, 2006, FHWA submitted the final BA to USFWS (Attachment 5).

On July 6, 2006, the USFWS issued its biological opinion (BO) and concurred that the bridge replacement projects would have no effect on 11 federally listed species and indicated that the requirements of Section 7 of the ESA had been fulfilled. The BO describes potential impacts to the Appalachian elktoe and its Critical Habitat. It concludes that the bridge replacement projects are not likely to jeopardize the continued existence of Appalachian elktoe or adversely modify its designated Critical Habitat in the North Toe River (see Attachments 1 and 2). This conclusion is based on compliance with mandatory terms and conditions and reasonable and prudent measures listed in the BO and the conservation measures proposed by NCDOT.

The mandatory measures have been incorporated into the bridge specific design, construction, and demolition plans for both the replacement projects. They include strategic placement of deck drains on the new bridges to direct storm water runoff into vegetated buffers or catch basins, reducing the size and number of piers in the river as well as the area of impact, and reducing the bridges' effects on stream-flow patterns at these sites. They also include removal of mussels from the impact areas and relocating them to suitable habitat upstream. North Carolina erosion and sediment control guidelines, entitled "Design Standards in Sensitive Watersheds (DSSW)" would be implemented during the design and construction of the projects, as appropriate. When crossing streams that contain federally listed species, NCDOT has committed to implement erosion and sediment control guidelines that go beyond both the standard BMPs and DSSW, regardless of DWQ classification. These areas are designated "Environmental Sensitive Areas" on erosion control plans. Numerous other conservation measures would be implemented during bridge demolition that include removing asphalt in a manner that prohibits material from

entering the river, removing fill material from piers, prohibiting use of explosives, and limiting use of selected equipment and minimal in-river equipment landing (temporary causeway) areas.

Cultural Resources

The Robert Griffith House, a property placed of the North Carolina State Historic Preservation Officer (SHPO) study list in January 1987, occurs in the vicinity of this project. On May 1, 1997, the SHPO concurred that there were no properties eligible for the NRHP in the vicinity of the SR 1304 bridge (see Attachment 6 and Concurrence Form for Properties not Eligible for the National Register of Historic Places in Attachment 1).

However, the FHWA, in consultation with the North Carolina SHPO, determined that Bridge No. 61 is eligible for the NRHP. Replacement of the bridge would have an adverse impact on the structure. Subsequently, the FHWA, NCDOT, Advisory Council on Historic Preservation (ACHP and SHPO) signed a MOA under Section 106 of the NHPA on October 13, 1998 for the SR 197 bridge replacement project. When implemented by NCDOT, commitments identified in the MOA would mitigate the effects of the proposed undertaking on the bridge. The MOA states that prior to the demolition of Bridge No. 61, NCDOT would record the bridge in accordance with the Historic Structures Recordation Plan. TVA concurs with this determination and the proposed mitigation, and subsequently signed the MOA as a concurring party on October 19, 2004 (Attachment 7).

Public Review

NCDOT initiated scoping in February 1997 and requested preliminary agency comments on a number of roadway improvement projects, including SR 1304 bridge replacement project. Subsequently, comments from the North Carolina SHPO, Mitchell County Board of Education, State of North Carolina Department of Environment, Health, and Natural Resources, USFWS, TVA, and USACE were received. Coordination meetings, in which TVA participated, were also conducted during the multi-year project review process. Concurrence meetings to discuss potentially eligible historic properties that could be affected by the undertaking were also conducted during the project review process.

NCDOT also initiated scoping in March 1997 on the SR 197 bridge replacement project. Subsequently, comments from North Carolina SHPO, ACHP, NCWRC, USFWS, and DWQ were received. Interagency coordination meetings were also conducted during the project review process.

Commitments

NCDOT will rigorously adhere to its BMPs for the Protection of Surface Waters and other specific measures to minimize long-term physical alterations to the North Toe River, its waters, and aquatic life during all phases of construction. TVA General and Standard Conditions to prevent sediment, water quality, and aquatic life impacts will be implemented, in addition to Design Standards in Sensitive Watershed and Guidelines for Construction in Trout Waters. Mitigation measures will include all the provisions of the NCDOT conservation measures and the terms and conditions and reasonable and prudent measures listed in the the USFWS incidental take statement to avoid and minimize effects on Appalachian elktoe mussel and its designated critical habitat.

NCDOT, in consultation with the SHPO, will ensure adherence to the 1998 MOA, under Section 106 of the NHPA, for the SR 197 (Bridge No. 61) bridge replacement project. The MOA states that prior to the demolition of Bridge No. 61, NCDOT would record the bridge in accordance with the Historic Structures Recordation Plan. NCDOT will design the project to meet the requirements of the NFIP and all local floodplain ordinances. NCDOT will also strictly adhere to all conditions of the DWQ General Certification #s 3403 and 3366.

TVA Preparers

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Agencies and Others Consulted

North Carolina Department of Cultural Resources, State Historic Preservation Office

North Carolina Department of Transportation

Federal Highway Administration

North Carolina Department of Environment and Natural Resources, Division of Water Quality

United State Department of the Interior, Fish and Wildlife Service

Reference

Tennessee Valley Authority. 2006. *Final Environmental Impacts Statement – Nolichucky Reservoir Flood Remediation Project*. TVA, River Operations and Environmental Stewardship and Policy. October 2006.

Attachments

Attachment 1 – Final Categorical Exclusion and Final Section 4(F) Evaluation, United States Department of Transportation, Federal Highway Administration, and North Carolina Department of Transportation, Division of Highways, Bridge No. 143 on SR 1304 (Tipton Hill/Ray Road) Replacement Over North Toe River Mile 0.5, Yaney/Mitchell Counties, NC – Federal Aid Project No. BRZ-1304(4), State Project No. 8.2880401, T.I.P. No. B-2848, June 2003

Attachment 2 – Final Categorical Exclusion and Final Section 4(F) Evaluation, United States Department of Transportation, Federal Highway Administration, and North Carolina Department of Transportation, Division of Highways, Bridge No. 61 on SR 197 Replacement Over North Toe River Mile 11.8, Yancey/Mitchell Counties, NC – Federal Aid Project No. BRZ-197(1), State Project No. 8.1900401, T.I.P. No. B-1443, September 2003

Attachment 3 – North Carolina Department of Environment and Natural Resources, DWQ, Section 401 Clean Water Act General Certification #3403 for Projects Eligible for Corps of Engineers Nationwide Permit Number 23 (Approved Categorical Exclusions) and Riparian Area Protection Rules (Buffer Rules), March 2003

Attachment 4 – North Carolina Department of Environment and Natural Resources, DWQ, Section 401 Clean Water Act General Certification #3366 for Projects Eligible for Corps of Engineers Nationwide Permit Number 33 (Temporary Construction, Access, and Dewatering) and Riparian Area Protection Rules (Buffer Rules), March 18, 2002

Attachment 5 – Final Biological Assessment from United States Department of Transportation, Federal Highway Administration to United States Fish and Wildlife Service for Replacement of Bridge Nos. 143 and 61 on SR 1304 and SR 197 Over North Toe River Mile 11.8, Yancey/Mitchell Counties, North Carolina – Federal Aid Project No. BRSTP-197(1), State Project No. 8.1900401, T.I.P. No. B-1443, and Federal Aid Project No. BRZ-1304(04), State Project No. 8.2880401, T.I.P. No. B-2848, dated February 17, 2006

Attachment 6 – Letter from David Brook, North Carolina Department of Cultural Resource to H. Franklin Vick, NCDOT Bridge Group XII, Bridge No. 143 on SR 1304 Over North Toe River, Yancey and Mitchell Counties, B-2848, ER 97-8505 (dated March 3, 1997)

Attachment 7 – Memorandum of Agreement Among the Federal Highway Administration, North Carolina Department of Transportation, and North Carolina State Historic Preservation Officer for the Replacement of Bridge No. 61 on SR 197 Over the North Toe River, Yancey/Mitchell Counties, North Carolina, finalized on October 13, 1998 – Adds TVA to the MOA as a concurring party (signed on October 19, 2004)