



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

JOSH STEIN
GOVERNOR

J.R. "JOEY" HOPKINS
SECRETARY

September 15, 2025

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

NC Division of Water Resources
Transportation Permitting Branch
2090 U.S. 70 Highway
Swannanoa, NC 28778-8211

ATTN: Ms. Crystal Amschler,
NCDOT Coordinator

Ms. Amy Annino,
NCDOT Coordinator

Subject: **Section 404 Nationwide Permit 3 & 401 Individual Water Quality Certification**
for permanent repairs to US 74 A (Gerton Highway) from Bearwallow Mountain Road in
Gerton to East of the NC 9 intersection in Bat Cave. Henderson County, Division 14, WBS
18314.1045039.

Dear Madams:

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

Repairs to 1.25 miles of US 74A from the Buncombe/Henderson County line to Cottage Hill Road.

Approvals Requested:

404 Nationwide Permit 3. Notification required at sites 1, 2, 4, 8 and 9 due to the project's location in a Designated Trout Watershed with impacts to a wetland.

401 Individual Water Quality Certification. Notification required at sites 8 and 9 due to stream impacts exceeding 40 linear feet.

Notification is not required at sites 3, 5, 6, and 7.

FHWA is the lead federal agency for this project.

General work description:

Several pipes along this route were damaged or obstructed with storm debris. This project proposes to clean, repair, or replace 9 structures.

Impact Site	Impact Category	Wetland Impact: Hand Clearing	Surface Waters: Permanent Fill	Bank Stabilization	Surface Waters: Temporary Impacts	Permit Proposed / Impact Description
Site 1 UT to Hickory Creek	Maintenance Exemption	--	--	--	--	--
	Non-Notifying	--	--	--	--	--
	404 Notification Required (Not After the Fact)	<0.01	--	--	9	NWP 3: The existing 18" RCP requires removal of debris material. Temporary impact to streams and hand clearing in wetlands are required for equipment to access the pipe and for temporary dewatering (pump around).
	Notification Required (After the Fact)	--	--	--	--	--

Impact Site	Impact Category	Wetland Impact: Hand Clearing	Surface Waters: Permanent Fill	Bank Stabilization	Surface Waters: Temporary Impacts	Permit Proposed / Impact Description
Site 2 UT to Hickory Creek	Maintenance Exemption	--	--	--	--	--
	Non-Notifying	--	--	--	--	--
	404 Notification Required (Not After the Fact)	<0.01	--	--	12	NWP 3: The existing 24" RCP requires removal of debris material. Temporary impact to streams and hand clearing in wetlands are required for equipment to access the pipe and for temporary dewatering (pump around).
	Notification Required (After the Fact)	--	--	--	--	--

Impact Site	Impact Category	Wetland Impact: Hand Clearing	Surface Waters: Permanent Fill	Bank Stabilization	Surface Waters: Temporary Impacts	Permit Proposed / Impact Description
Site 3 UT to Hickory Creek	Maintenance Exemption	--	--	--	--	--
	404 and 401 Non-Notifying	--	15	--	7	NWP 3: The existing pipe requires replacement. The new pipe will be 4' longer than the previous pipe, and have a riprap apron at the outlet. Temporary impact to streams is required for equipment to access the pipe and for temporary dewatering (pump around).
	Notification Required (Not After the Fact)	--	--	--	--	--
	Notification Required (After the Fact)	--	--	--	--	--

Impact Site	Impact Category	Wetland Impact: Hand Clearing	Surface Waters: Permanent Fill	Bank Stabilization	Surface Waters: Temporary Impacts	Permit Proposed / Impact Description
Site 4 UT to Hickory Creek	Maintenance Exemption	--	--	--	--	--
	Non-Notifying	--	--	--	--	--
	404 Notification Required (Not After the Fact)	<0.01	--	--	15	NWP 3: The existing 36" CMP requires removal of debris material. Temporary impact to streams and hand clearing in wetlands are required for equipment to access the pipe and for temporary dewatering (pump around).
	Notification Required (After the Fact)	--	--	--	--	--

Impact Site	Impact Category	Wetland Impact: Hand Clearing	Surface Waters: Permanent Fill	Bank Stabilization	Surface Waters: Temporary Impacts	Permit Proposed / Impact Description
Site 5 UT to Hickory Creek	Maintenance Exemption	--	--	--	--	--
	404 and 401 Non-Notifying	--	15	--	21	NWP 3: The existing pipe requires replacement. The new 30" pipe will be 23 lf longer than the previous pipe. Jurisdiction of this system begins at the outlet of the pipe. Temporary impact to streams is required for equipment to access the pipe and for temporary dewatering (pump around).
	Notification Required (Not After the Fact)	--	--	--	--	--
	Notification Required (After the Fact)	--	--	--	--	--

Impact Site	Impact Category	Wetland Impact: Hand Clearing	Surface Waters: Permanent Fill	Bank Stabilization	Surface Waters: Temporary Impacts	Permit Proposed / Impact Description
Site 6 UT to Hickory Creek	Maintenance Exemption	--	--	--	--	--
	404 and 401 Non-Notifying	--	--	10	--	NWP 3: The existing pipe requires replacement. The new 18" pipe will be the same length as the previous pipe. (Jurisdictional begins at the outlet of the pipe, so no temporary pump around is anticipated.)
	Notification Required (Not After the Fact)	--	--	--	--	--

Impact Site	Impact Category	Wetland Impact: Hand Clearing	Surface Waters: Permanent Fill	Bank Stabilization	Surface Waters: Temporary Impacts	Permit Proposed / Impact Description
Site 7 UT to Hickory Creek	Maintenance Exemption	--	--	--	--	--
	404 and 401 Non-Notifying	--	5	--	11	NWP 3: The existing pipe requires repair. The last 8' of this 24" RCP requires replacement. This will result in 5 ft of permanent impact. Temporary impact to streams is required for equipment to access the pipe and for temporary dewatering (pump around).
	Notification Required (Not After the Fact)	--	--	--	--	--
	Notification Required (After the Fact)	--	--	--	--	--

Impact Site	Impact Category	Wetland Impact: Hand Clearing	Surface Waters: Permanent Fill	Bank Stabilization	Surface Waters: Temporary Impacts	Permit Proposed / Impact Description
Site 8 UT to Hickory Creek	Maintenance Exemption	--	--	--	--	--
	Non-Notifying	--	--	--	--	--
	404 and 401 Notification Required (Not After the Fact)	<0.01	7	--	49	NWP 3: The existing 18" RCP requires removal of debris material. The permanent impact is the result of a rip rap apron to stabilize the outlet. Temporary impact to streams and hand clearing in wetlands are required for equipment to access the pipe and for temporary dewatering (pump around).
	Notification Required (After the Fact)	--	--	--	--	--

Impact Site	Impact Category	Wetland Impact: Hand Clearing	Surface Waters: Permanent Fill	Bank Stabilization	Surface Waters: Temporary Impacts	Permit Proposed / Impact Description
Site 9 UT to Hickory Creek	Maintenance Exemption	--	--	--	--	--
	Non-Notifying	--	--	--	--	--
	404 and 401 Notification Required (Not After the Fact)	--	48	--	28	NWP 3: The existing 4x4 Box Culvert requires removal of debris material. The permanent impact is the result of bank stabilization at the entrance and exit of the to stabilize the banks and reduce water velocity. Temporary impact to streams and hand clearing in wetlands are required for equipment to access the pipe and for temporary dewatering (pump around). Note: Drawings appear to make this a slight stream relocation. However, the stream will be returned to its pre-Helene condition.
	Notification Required (After the Fact)	--	--	--	--	--

Category Totals	Impact Category	Wetland Impact: Hand Clearing	Surface Waters: Permanent Fill	Bank Stabilization	Surface Waters: Temporary Impacts
	Maintenance Exemption	--	--	--	--
	Non-Notifying (3, 5, 6, 7)	--	35	10	39
	Notification Required (Not After the Fact) 404 1,2,4,8,9	<0.01 ac	55	--	113
	Notification Required (Not After the Fact) 401 8,9	--	55	--	77
	Notification Required (After the Fact)	--	--	--	--
Grand Totals		<0.01 ac	90	10	152

The information above is provided in accordance with the " US Army Corps of Engineers, Wilmington District's Information for Hurricane Helene Recovery and Repair Work Conducted by the North Carolina Dept of Transportation in Waters of the US " dated February 10, 2025.

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

Common Name	Habitat Present	Survey Dates	Proposed Biological Conclusion	FWS Concurrence Remarks
Gray bat Northern long-eared bat Tricolored bat (Proposed)	Yes	n/a	May Affect, Likely to Adversely Affect (under PBO/PCO)	Concur (attached)
White irisette	Yes	6/9-10/2025	No Effect	n/a
Small whorled pogonia	Yes	6/9-10/2025	No Effect	n/a
Rock gnome lichen	No	n/a	No Effect	n/a
Bog turtle ²	No	n/a	Not Required	n/a
Monarch butterfly (Proposed) ³	Unknown	n/a	n/a	n/a
Eastern Hellbender (Proposed) ³	Unknown	n/a	n/a	n/a
<p>1 IPaC – Information for Planning and Consultation (US Fish and Wildlife Service)</p> <p>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.</p> <p>3 Due to the recent listings of monarch butterfly within the proposed action area, NCDOT does not have complete information at this time. It is anticipated that construction will be complete by the timeframes proposed for full listing, should the species be formally listed.</p>				

Historic Resources Summary (documentation included)

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

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

Sincerely,

Digitally
signed by
Michael
Turchy

Michael A. Turchy
Environmental Coordination and Permitting Group Leader

ePCN



Pre-Construction Notification (PCN) Form

For Nationwide Permits and Regional General Permits
(along with corresponding Water Quality Certifications)

December 4, 2023 Ver 4.3

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.

Also, if at any point you wish to print a copy of the E-PCN, all you need to do is right-click on the document and you can print a copy of the form.

Below is a link to the online help file.

<https://edocs.deq.nc.gov/WaterResources/DocView.aspx?dbid=0&id=2196924>

A. Processing Information

If this is a courtesy copy, please fill in this with the submission date.

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

☒ Yes ☐ No

Is this project connected with ARPA funding or S.L. 2023-134 (earmark)? *

☐ ARPA ☐ S.L. 2023-134 (earmark) ☒ No

County (or Counties) where the project is located: *

Henderson

Is this a NCDMS Project? *

☐ Yes ☒ No

Click Yes, only if NCDMS is the applicant or co-applicant.

DO NOT CHECK YES, UNLESS YOU ARE DMS OR CO-APPLICANT.

Is this project a public transportation project? *

☒ Yes ☐ No

This is any publicly funded by municipal, state or federal funds road, rail, airport transportation project.

Is this a NCDOT Project? *

☒ Yes ☐ No

(NCDOT only) T.I.P. or state project number:

WBS # *

18314.1045039

(for NCDOT use only)

1a. Type(s) of approval sought from the Corps: *

- ☒ Section 404 Permit (wetlands, streams and waters, Clean Water Act)
☐ Section 10 Permit (navigable waters, tidal waters, Rivers and Harbors Act)

Has this PCN previously been submitted? *

☐ Yes
☒ No

1b. What type(s) of permit(s) do you wish to seek authorization? *

- ☒ Nationwide Permit (NWP)
☐ Regional General Permit (RGP)
☐ Standard (IP)

1c. Has the NWP or GP number been verified by the Corps? *

☐ Yes ☒ No

NWP Numbers (for multiple NWPS):

List all NW numbers you are applying for not on the drop down list.

1d. Type(s) of approval sought from the DWR: *

check all that apply

- ☐ 401 Water Quality Certification - Regular ☐ 401 Water Quality Certification - Express
- ☐ Non-404 Jurisdictional General Permit ☐ Riparian Buffer Authorization
- ☒ Individual 401 Water Quality Certification

1e. Is this notification solely for the record because written approval is not required?

*

For the record only for DWR 401 Certification:

☐ Yes ☒ No

For the record only for Corps Permit:

☐ Yes ☒ No

1f. Is this an after-the-fact permit application? *

☐ Yes ☒ No

1g. Is payment into a mitigation bank or in-lieu fee program proposed for mitigation of impacts?

If so, attach the acceptance letter from mitigation bank or in-lieu fee program.

☐ Yes ☒ No

Acceptance Letter Attachment

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

FILE TYPE MUST BE PDF

1h. Is the project located in any of NC's twenty coastal counties? *

☐ Yes ☒ No

1j. Is the project located in a designated trout watershed? *

☒ Yes ☐ No

You must submit a copy to the appropriate Wildlife Resources Commission Office.

Link to trout information: <http://www.saw.usace.army.mil/Missions/Regulatory-Permit-Program/Agency-Coordination/Trout.aspx>

B. Applicant Information



1a. Who is the Primary Contact? *

Michael Turchy

1b. Primary Contact Email: *

maturchy@ncdot.gov

1c. Primary Contact Phone: *

(xxx)xxx-xxxx

(919)707-6157

1d. Who is applying for the permit? *

☐ Owner

(Check all that apply)

☒ Applicant (other than owner)

1e. Is there an Agent/Consultant for this project? *

☐ Yes ☒ No

2. Owner Information

2a. Name(s) on recorded deed: *

NCDOT

2b. Deed book and page no.:

2c. Contact Person:

(for Corporations)

2d. Address *

Street Address

1598 Mail Service Center

Address Line 2

City

Raleigh

Postal / Zip Code

27699

State / Province / Region

NC

Country

US

2e. Telephone Number: *

(xxx)xxx-xxxx

(919)707-6157

2f. Fax Number:

(xxx)xxx-xxxx

2g. Email Address: *

maturchy@ncdot.gov

3. Applicant Information (if different from owner)

3a. Name: *

Michael Turchy

3b. Business Name:

(if applicable)

3c. Address *

Street Address

1598 Mail Service Center

Address Line 2

City

Raleigh

Postal / Zip Code

27699

State / Province / Region

NC

Country

US

3d. Telephone Number: *

(919)707-6157

(xxx)xxx-xxxx

3e. Fax Number:

(xxx)xxx-xxxx

3f. Email Address: *

maturchy@ncdot.gov

C. Project Information and Prior Project History

1. Project Information

1a. Name of project: *

Helene Repairs to 1.25 miles of US 74A from the Buncombe/Henderson County line to Cottage Hill Road

1b. Subdivision name:

(if appropriate)

1c. Nearest municipality / town: *

Gerton

2. Project Identification

2a. Property Identification Number:

(tax PIN or parcel ID)

2b. Property size:

(in acres)

2c. Project Address

Street Address

Address Line 2

City

Postal / Zip Code

State / Province / Region

Country

2d. Site coordinates in decimal degrees

Please collect site coordinates in decimal degrees. Use between 4-6 digits (unless you are using a survey-grade GPS device) after the decimal place as appropriate, based on how the location was determined. (For example, most mobile phones with GPS provide locational precision in decimal degrees to map coordinates to 5 or 6 digits after the decimal place.)

Latitude: *

35.48386

ex: 34.208504

Longitude: *

-82.35314

-77.796371

3. Surface Waters

3a. Name of the nearest body of water to proposed project: *

Hickory Creek

3b. Water Resources Classification of nearest receiving water: *

C; Tr

Surface Water Lookup

3c. What river basin(s) is your project located in? *

Broad

3d. Please provide the 12-digit HUC in which the project is located. *

030501050302

[River Basin Lookup](#)

4. Project Description and History

4a. Describe the existing conditions on the site and the general land use in the vicinity of the project at the time of this application: *

Helene damaged roadway facility. Mixed Residential.

4b. Have Corps permits or DWR certifications been obtained for this project (including all prior phases) in the past? *

☐ Yes ☒ No ☐ Unknown

4f. List the total estimated acreage of all existing wetlands on the property:

0

4g. List the total estimated linear feet of all existing streams on the property:

(intermittent and perennial)

300

4h. Explain the purpose of the proposed project: *

The purpose of this project is to repair (and replace where needed) damaged crossline drainage pipes, and restore US 74 A due to damage caused by Hurricane Helene.

4i. Describe the overall project in detail, including indirect impacts and the type of equipment to be used: *

see enclosed cover letter.

5. Jurisdictional Determinations

5a. Have the wetlands or streams been delineated on the property or proposed impact areas? *

☒ Yes ☐ No ☐ Unknown

Comments:

5b. If the Corps made a jurisdictional determination, what type of determination was made? *

☐ Preliminary ☐ Approved ☒ Not Verified ☐ Unknown ☐ N/A

Corps AID Number:

Example: SAW-2017-99999

5c. If 5a is yes, who delineated the jurisdictional areas?

Name (if known):

Agency/Consultant Company:

Other:

6. Future Project Plans

6a. Is this a phased project? *

☐ Yes ☒ No

Are any other NWP(s), regional general permit(s), or individual permits(s) used, or intended to be used, to authorize any part of the proposed project or related activity? This includes other separate and distant crossing for linear projects that require Department of the Army authorization but don't require pre-construction notification.

D. Proposed Impacts Inventory

1. Impacts Summary

1a. Where are the impacts associated with your project? (check all that apply):

☒ Wetlands ☒ Streams-tributaries ☐ Buffers
☐ Open Waters ☐ Pond Construction

2. Wetland Impacts

If there are wetland impacts proposed on the site, then complete this question for each wetland area impacted.

"W." will be used in the table below to represent the word "wetland".

2a. Site # * (?)	2a1 Reason * (?)	2b. Impact type * (?)	2c. Type of W. *	2d. W. name *	2e. Forested *	2f. Type of Jurisdiction * (?)	2g. Impact area *

1	Pipe repair	T	Seep	1	No	Both	0.010 (acres)
2	Pipe repair	T	Seep	2	No	Both	0.010 (acres)
4	Pipe repair	T	Seep	4	No	Both	0.010 (acres)
8	Pipe repair	T	Seep	8	No	Both	0.010 (acres)

2g. Total Temporary Wetland Impact

0.040

2g. Total Permanent Wetland Impact

0.000

2g. Total Wetland Impact

0.040

2i. Comments:

3. Stream Impacts

If there are perennial or intermittent stream impacts (including temporary impacts) proposed on the site, then complete this question for all stream sites impacted.

"S." will be used in the table below to represent the word "stream".

	3a. Reason for impact * (?)	3b.Impact type *	3c. Type of impact *	3d. S. name *	3e. Stream Type * (?)	3f. Type of Jurisdiction *	3g. S. width * Average (feet)	3h. Impact length * (linear feet)
S1	Pipe Repair	Temporary	Dewatering	UT Hickory Creek	Perennial	Both	1 Average (feet)	9 (linear feet)
S2	Pipe Repair	Temporary	Dewatering	UT Hickory Creek	Perennial	Both	1 Average (feet)	12 (linear feet)
S3	Site 4 Pipe Repair	Temporary	Dewatering	UT Hickory Creek	Perennial	Both	1 Average (feet)	15 (linear feet)
S4	Site 8 Pipe Repair	Permanent	Culvert	UT Hickory Creek	Perennial	Both	1 Average (feet)	49 (linear feet)
S5	Site 8 Pipe Repair	Temporary	Culvert	UT Hickory Creek	Perennial	Both	1 Average (feet)	7 (linear feet)
S6	Site 9 Pipe Repair	Permanent	Culvert	UT Hickory Creek	Perennial	Both	1 Average (feet)	48 (linear feet)
S7	Site 9 Pipe Repair	Temporary	Culvert	UT Hickory Creek	Perennial	Both	1 Average (feet)	28 (linear feet)

** All Perennial or Intermittent streams must be verified by DWR or delegated local government.

3i. Total jurisdictional ditch impact in square feet:

0

3i. Total permanent stream impacts:

97

3i. Total temporary stream impacts:

71

3i. Total stream and ditch impacts:

168

3j. Comments:

See cover letter for detailed description of impacts.

E. Impact Justification and Mitigation

1. Avoidance and Minimization

1a. Specifically describe measures taken to avoid or minimize the proposed impacts in designing the project: *

see enclosed cover letter

1b. Specifically describe measures taken to avoid or minimize the proposed impacts through construction techniques: *

see enclosed cover letter

2. Compensatory Mitigation for Impacts to Waters of the U.S. or Waters of the State

2a. Does the project require Compensatory Mitigation for impacts to Waters of the U.S. or Waters of the State?

☐ Yes ☒ No

2b. If this project DOES NOT require Compensatory Mitigation, explain why:

NC Stream Temperature Classification Maps can be found under the Mitigation Concepts tab on the Wilmington District's [RIBITS](#) website.

F. Stormwater Management and Diffuse Flow Plan (required by DWR)

*** Recent changes to the stormwater rules have required updates to this section .***

1. Diffuse Flow Plan

1a. Does the project include or is it adjacent to protected riparian buffers identified within one of the NC Riparian Buffer Protection Rules?

☐ Yes ☒ No

For a list of options to meet the diffuse flow requirements, click [here](#).

If no, explain why:

2. Stormwater Management Plan

2a. Is this a NCDOT project subject to compliance with NCDOT's Individual NPDES permit NCS000250? *

☒ Yes ☐ No

Comments:

G. Supplementary Information

1. Environmental Documentation

1a. Does the project involve an expenditure of public (federal/state/local) funds or the use of public (federal/state) land? *

☒ Yes ☐ No

1b. If you answered "yes" to the above, does the project require preparation of an environmental document pursuant to the requirements of the National or State (North Carolina) Environmental Policy Act (NEPA/SEPA)? *

☒ Yes ☐ No

1c. If you answered "yes" to the above, has the document review been finalized by the State Clearing House? (If so, attach a copy of the NEPA or SEPA final approval letter.) *

☒ Yes ☐ No

2. Violations (DWR Requirement)

2a. 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)? *

☐ Yes ☒ No

3. Cumulative Impacts (DWR Requirement)

3a. Will this project (based on past and reasonably anticipated future impacts) result in additional development, which could impact nearby downstream water quality? *

☐ Yes ☒ No

3b. If you answered "no," provide a short narrative description.

4. Sewage Disposal (DWR Requirement)

4a. Is sewage disposal required by DWR for this project? *

☐ Yes ☐ No ☒ N/A

5. Endangered Species and Designated Critical Habitat (Corps Requirement)

5a. Will this project occur in or near an area with federally protected species or habitat? *

☒ Yes ☐ No

5b. Have you checked with the USFWS concerning Endangered Species Act impacts? *

☒ Yes ☐ No

5c. If yes, indicate the USFWS Field Office you have contacted.

Asheville

5d. Is another Federal agency involved? *

☒ Yes ☐ No ☐ Unknown

What Federal Agency is involved?

FHWA

5e. Is this a DOT project located within Division's 1-8? *

☐ Yes ☒ No

5f. Will you cut any trees in order to conduct the work in waters of the U.S.? *

☒ Yes ☐ No

5g. Does this project involve bridge maintenance or removal? *

☐ Yes ☒ No

Link to the NLEB SLOPES document: http://saw-reg.usace.army.mil/NLEB/1-30-17-signed_NLEB-SLOPES&apps.pdf

5h. Does this project involve the construction/installation of a wind turbine(s)?* *

☐ Yes ☒ No

5i. Does this project involve (1) blasting, and/or (2) other percussive activities that will be conducted by machines, such as jackhammers, mechanized pile drivers, etc.? *

☒ Yes ☐ No

5j. What data sources did you use to determine whether your site would impact Endangered Species or Designated Critical Habitat? *

See enclosed Consultation from the USFWS.

6. Essential Fish Habitat (Corps Requirement)

6a. Will this project occur in or near an area designated as an Essential Fish Habitat? *

☐ Yes ☒ No

6b. What data sources did you use to determine whether your site would impact an Essential Fish Habitat? *

EFH Mapping.

7. Historic or Prehistoric Cultural Resources (Corps Requirement)

Link to the State Historic Preservation Office Historic Properties Map (does not include archaeological data: <http://gis.ncdcr.gov/hpweb/>)

7a. Will this project occur in or near an area that the state, federal or tribal governments have designated as having historic or cultural preservation status (e.g., National Historic Trust designation or properties significant in North Carolina history and archaeology)? *

☐ Yes ☒ No

7b. What data sources did you use to determine whether your site would impact historic or archeological resources? *

See inclosed Section 106 documentation

8. Flood Zone Designation (Corps Requirement)

Link to the FEMA Floodplain Maps: <https://msc.fema.gov/portal/search>

8a. Will this project occur in a FEMA-designated 100-year floodplain? *

☐ Yes ☒ No

8c. What source(s) did you use to make the floodplain determination? *

FEMA Mapping

Miscellaneous

Comments

Permit Package can be found here:

<https://xfer.services.ncdot.gov/pdea/EnvironmentalPermits/Helene%20US%2074A%20Henderson/US%2074%20A%202025-09-15%20Application%20Package.pdf>

Please use the space below to attach all required documentation or any additional information you feel is helpful for application review. Documents should be combined into one file when possible, with a Cover Letter, Table of Contents, and a Cover Sheet for each Section preferred.

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

US 74 A 2025-09-15 Application Package.pdf

18.03MB

File must be PDF or KMZ

Signature

*

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

- The project proponent hereby certifies that all information contained herein is true, accurate, and complete to the best of my knowledge and belief'; and
- 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 have given true, accurate, and complete information on this form;
- I agree that submission of this PCN 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 PCN form.

Full Name: *

Michael Turchy

Signature *

A rectangular box containing a handwritten signature in black ink that reads "Michael Turchy".

Date

9/15/2025

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: TIP/Proj No: 18314.1045039 County(ies): Henderson Page 1 of 2

General Project Information

WBS Element:		TIP Number:	18314.1045039	Project Type:	Other	Date:	8/18/2025
NCDOT Contact:	Nathan Tanner, PE			Contractor / Designer:	Davin Morrison, PE		
	Address: NCDOT Highway Division 14 253 Webster Road Sylva, NC 28779				Address: HDR, Inc. 440 South Church Street, Suite 1200 Charlotte, NC 28202-2075		
	Phone: 828 331-5213				Phone: 980 337-5181		
	Email: ntanner@ncdot.gov				Email: davin.morrison@hdrinc.com		
City/Town:	Gerton & Bat Cave			County(ies):	Henderson		
River Basin(s):	Broad			CAMA County?	No		
Wetlands within Project Limits?	No						

Project Description

Project Length (lin. miles or feet):	1.08	Surrounding Land Use:	Forested and Low Density Residential					
	Proposed Project			Existing Site				
Project Built-Up Area (ac.)	3.2	ac.	3.2	ac.				
Typical Cross Section Description:	Maintain existing two lane highway with 10' wide travel lanes, shoulders, and roadside ditches where Hurricane Helene storm damage to the roadway was minimal or did not occur. Where damage has occurred, roadway will be reconstructed to match existing width. Where slopes have failed reinforced slopes are proposed.			Pre-Hurricane Helene, US 74A was a two lane highway with 10' wide travel lanes with narrow shoulders and roadside ditches. Post-Hurricane Helene, the road was heavily damaged at several locations.				
Annual Avg Daily Traffic (veh/hr/day):	Design/Future:	3000	Year:	2040	Existing:	1500	Year:	2017

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

This SMP is for Work Package 2 from the Henderson and Buncombe County line to Bearwallow Mountain Road. A separate SMP will be submitted for Work Packages #3 and #4 from Bearwallow Mountain Road to Grant Mountain Road for Work Package #3 and from Grant Mountain Road to NC 9 for Work Package #4.

Impacts will be kept to a minimum by only replacing pipes that were damaged during Hurricane Helene and cleaning out pipes that were silted in during the hurricane.



North Carolina Department of Transportation

Highway Stormwater Program
STORMWATER MANAGEMENT PLAN
FOR NCDOT PROJECTS

(Version 3.02; Released April 23, 2024)

WBS Element: TIP/Proj No.: 18314.1045039 County(ies): Henderson Page 2 of 2

General Project Information

Waterbody Information

Surface Water Body (1):	Hickory Creek	NCDWR Stream Index No.:	9-14
NCDWR Surface Water Classification for Water Body	Primary Classification:	Class C	
	Supplemental Classification:	Trout Waters (Tr)	
Other Stream Classification:			
Impairments:			
Aquatic T&E Species?	Comments:		
NRTR Stream ID:		Buffer Rules in Effect:	N/A
Project Includes Bridge Spanning Water Body?	Yes	Deck Drains Discharge Over Buffer?	No
Deck Drains Discharge Over Water Body?	No	(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):	UT to Hickory Creek	NCDWR Stream Index No.:	9-14
NCDWR Surface Water Classification for Water Body	Primary Classification:	Class C	
	Supplemental Classification:	Trout Waters (Tr)	
Other Stream Classification:			
Impairments:			
Aquatic T&E Species?	Comments:		
NRTR Stream ID:		Buffer Rules in Effect:	N/A
Project Includes Bridge Spanning Water Body?	Yes	Deck Drains Discharge Over Buffer?	
Deck Drains Discharge Over Water Body?	No	(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?	
Deck Drains Discharge Over Water Body?		(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)			

09/08/2025

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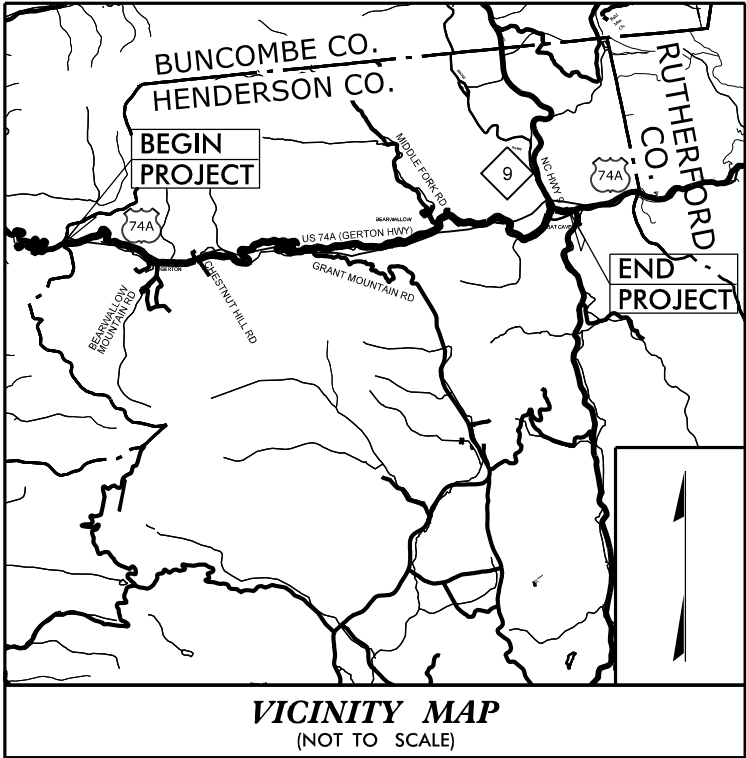
TIP PROJECT: 18314.1045039

CONTRACT:

STATE OF NORTH CAROLINA
DIVISION OF HIGHWAYS

PERMIT DRAWING
SHEET 1 OF 15

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	18314.1045039	1	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
----	N/A	P.E.	
----	N/A	ROW	
----	N/A	CONST.	



VICINITY MAP
(NOT TO SCALE)

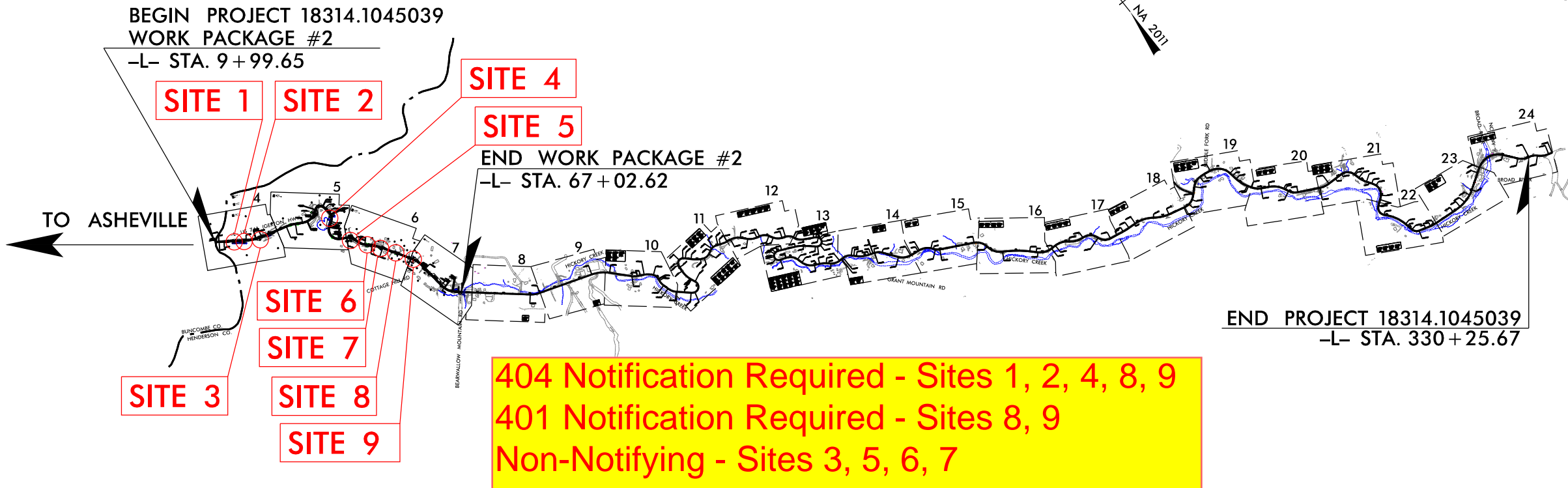
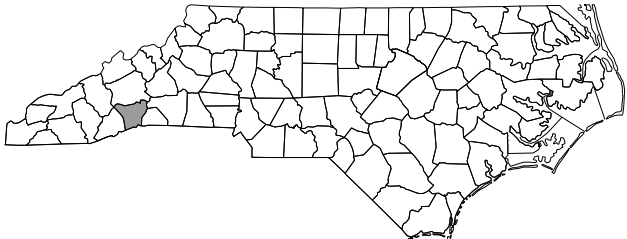
HENDERSON COUNTY

LOCATION: US 74A (GERTON HWY) FROM WEST OF SR
1693 (BEARWALLOW MOUNTAIN RD) TO US 64
(CHIMNEY ROCK RD)

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

WORK PACKAGE #2: US 74A (GERTON HWY) FROM BUNCOMBE
COUNTY LINE TO SR 1693 (BEARWALLOW MOUNTAIN RD)

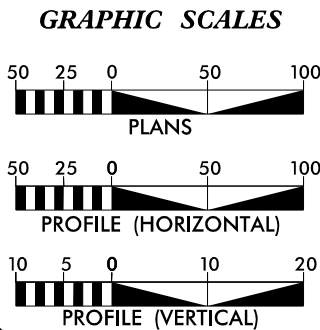
WETLANDS AND
SURFACE WATER
IMPACTS 8/27/2025



404 Notification Required - Sites 1, 2, 4, 8, 9
401 Notification Required - Sites 8, 9
Non-Notifying - Sites 3, 5, 6, 7

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

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UNLESS ALL SIGNATURES COMPLETED



DESIGN DATA

ADT 2022 = 1,500
ADT 2040 = 3,000

K = %
D = %
T = 8 %
V = 40 MPH

FUNC CLASS =
MINOR ARTERIAL

PROJECT LENGTH

LENGTH ROADWAY WORK PACKAGE #2 = 1.08 MILES

TOTAL LENGTH TIP PROJECT US-74A = 6.066 MILES

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

2024 STANDARD SPECIFICATIONS

RIGHT OF WAY DATE: -

LETTING DATE: -

PHILLIP E. ROGERS, PE
PROJECT ENGINEER

MATTHEW J. WERDER, PE
PROJECT DESIGN ENGINEER

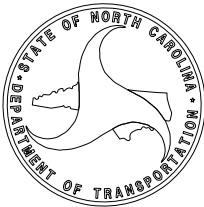
NATHAN R. TANNER, PE
NCDOT CONTACT

HYDRAULICS ENGINEER

SIGNATURE: P.E.

ROADWAY DESIGN ENGINEER

SIGNATURE: P.E.



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REVISIONS

6/2/99

JAMES M CLARKE ELSPETH FAMILY LIMITED PARTNERSHIP
Deed Book/Page 1924/0203

CLARKE DOUGLAS D\CLARKE BETSY
Deed Book/Page 1157/0165

HAMILTON, WILLIAM G\HAMILTON, SUSIE SKINNER CLARKE
Deed Book/Page 001518/00438

JAMES MCCLURE CLARKE AND ELSPETH MCCLURE CLARKE
FAMILY LIMITED PARTNERSHIP
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LEGEND

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JAMES MCCLURE CLARKE AND ELSPETH MCCLURE CLARKE
FAMILY LIMITED PARTNERSHIP
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LEGEND

SURFACE WATER IMPACTS

TEMPORARY SURFACE WATER IMPACTS

HAND CLEARING (NON-GRUBBING)


CLARKE, DOUGLAS DIXON\CLARKE, BETSY HUTCHESON
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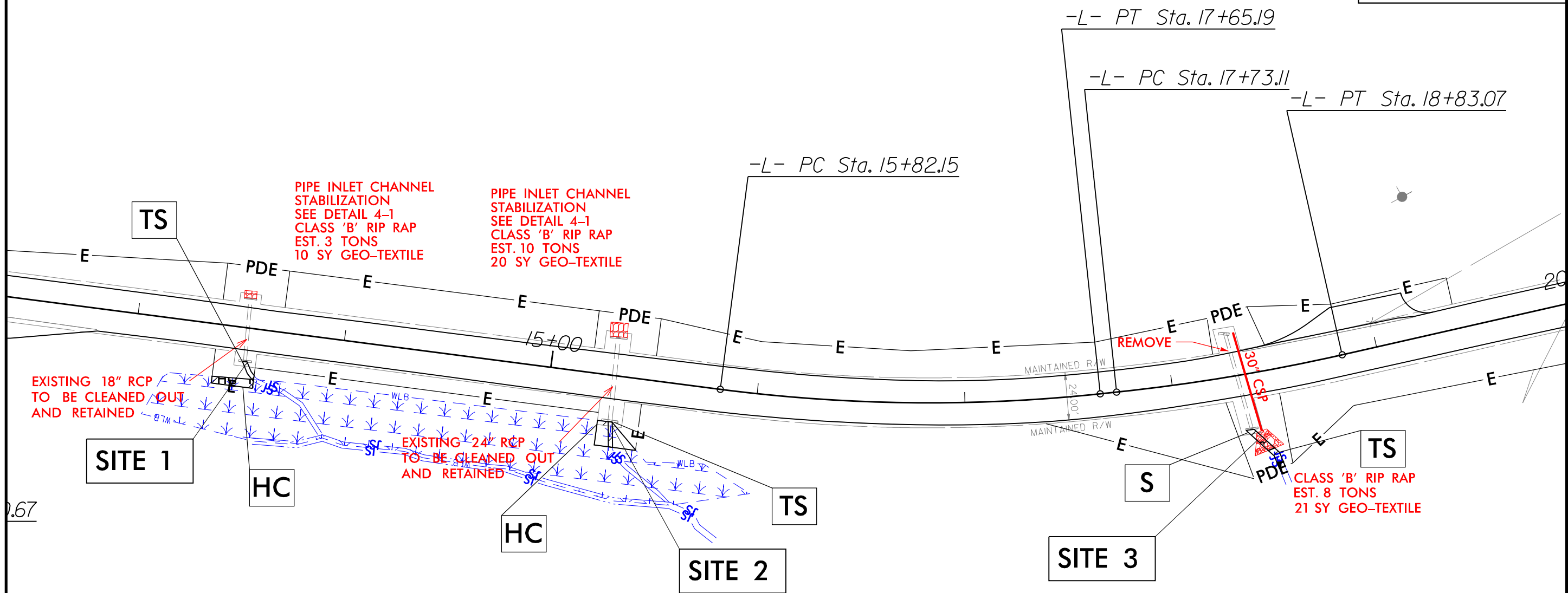
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18314.1045039 (WP2)		04
ROADWAY DESIGN ENGINEER		HYDRAULICS ENGINEER
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<div><div>HDR</div><div>HDR Engineering, Inc. of the Carolinas 555 Fayetteville St. Suite 900 Raleigh, N.C. 27601 N.C.B.E.L.S. License Number: F-0116</div></div>		

DETAIL 4-1
PIPE INLET CHANNEL STABILIZATION
(Not to Scale)

FROM STA. 13+52 TO STA. 13+60 -L- LT
FROM STA. 15+28 TO STA. 15+41 -L- LT

PERMIT DRAWING
SHEET 3 OF 15

PROJECT REFERENCE NO.		SHEET NO.	
18314.1045039 (WP2)		04A	
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PERMIT DRAWING
SHEET 4 OF 15

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REVISIONS

LEGEND



TEMPORARY SURFACE
WATER IMPACTS



HAND CLEARING (NON-GRUBBING)

MATCHLINE -L- STA 22+00 SEE SHEET 4

OZ HOLLOW LLC A NC LL COMPANY
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CLARKE, SINCLAIR B
Deed Book/Page 000690/00487

PIPE INLET CHANNEL
STABILIZATION
SEE DETAIL 5-1
CLASS 'B' RIP RAP
EST. 10 TONS
20 SY GEO-TEXTILE

EXISTING 18" RCP
TO BE CLEANED OUT
AND RETAINED

EXISTING 18" RCP
TO BE CLEANED OUT
AND RETAINED. CONTRACTOR
TO ASSESS PIPE CONDITION

EXISTING 18" RCP
TO BE CLEANED OUT
AND RETAINED. CONTRACTOR
TO ASSESS PIPE CONDITION

-L- PC Sta. 23+91.29

-L- PT Sta. 25+74.78

-L- PC Sta. 27+08.09

-L- PC Sta. 29+32.14

-L- PT Sta. 29+16.11

-L- PT Sta. 30+07.35

-L- PC Sta. 30+88.50

SEE SHEET 5A

-L- PC Sta. 28+10.85

-L- PT Sta. 27+97.04

36" CMP WELBOW
SEE DETAIL 5-2

CLASS 'B' RIP RAP
EST. 5 TONS
14 SY GEO-TEXTILE

EXISTING 36" CMP
TO BE CLEANED OUT
AND RETAINED. CONTRACTOR
TO ASSESS PIPE CONDITION

EXISTING 18" RCP
TO BE CLEANED OUT
AND RETAINED

SITE 4

TS

HC

-L- PT Sta. 36+02.75

-L- PC Sta. 36+72.77

-L- PT Sta. 37+07.82

-L- PC Sta. 37+20.84

-L- PC Sta. 40+69.73

-L- PT Sta. 40+45.89

PT Sta. 41+01.89

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REVISIONS

LEGEND

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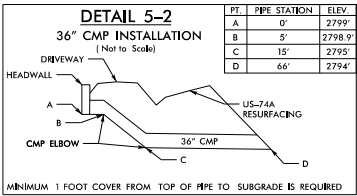
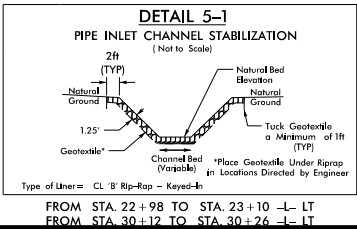
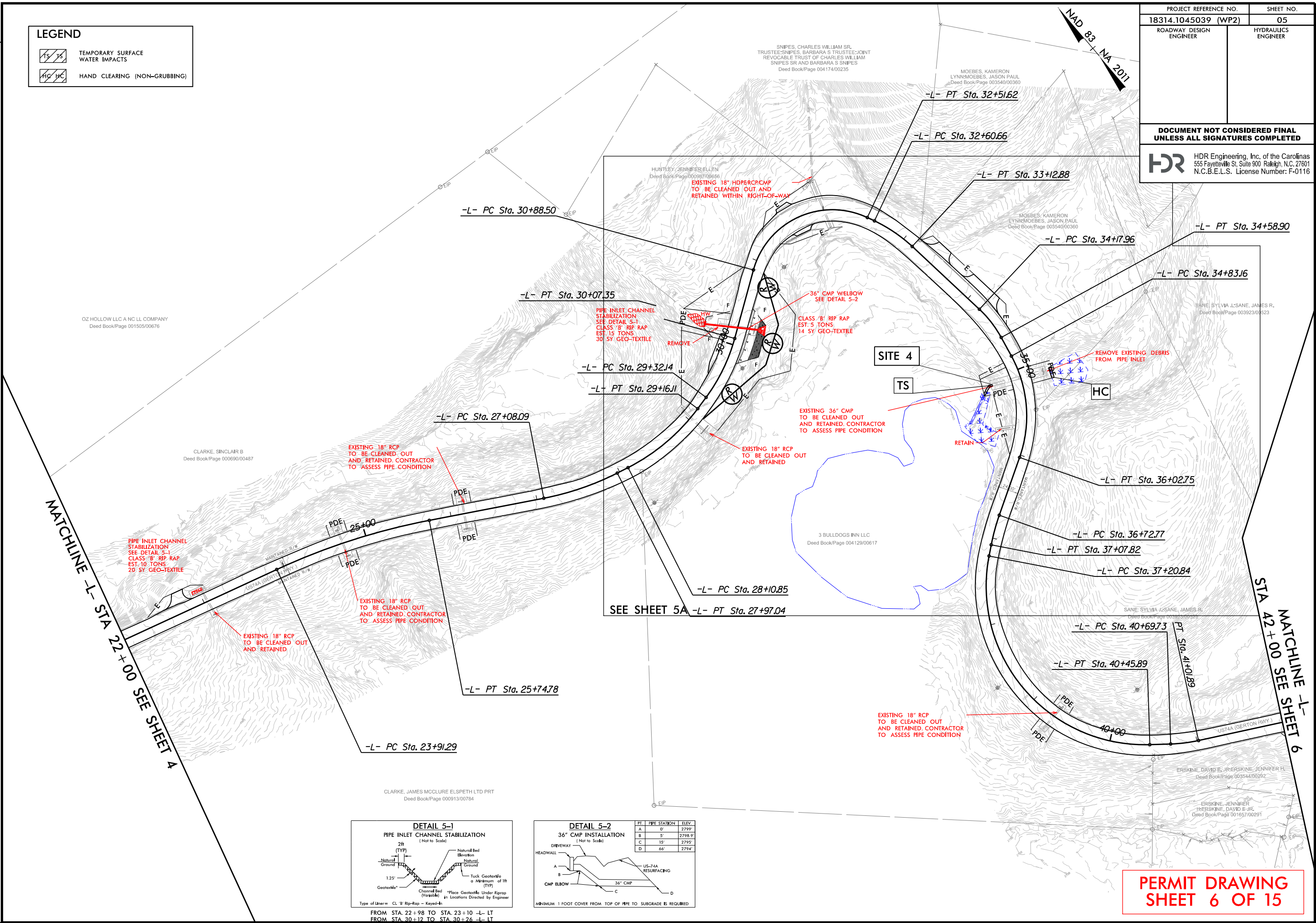
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TEMPORARY SURFACE
WATER IMPACTS

HC

HC

HAND CLEARING (NON-GRUBBING)



PERMIT DRAWING
SHEET 6 OF 15

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REVISIONS

6/2/2025

HUNTLEY, JENNIFER ELLEN
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EXISTING 18" HDPE/RCP/CMP
TO BE CLEANED OUT AND
RETAINED WITHIN RIGHT-OF-WAY

36" CMP WELBOW
SEE DETAIL 5-2


CLASS 'B' RIP RAP
EST. 5 TONS
14 SY GEO-TEXTILE

404 Notification
Required
SITE 4

EXISTING 36" CMP
TO BE CLEANED OUT
AND RETAINED. CONTRACTOR
TO ASSESS PIPE CONDITION

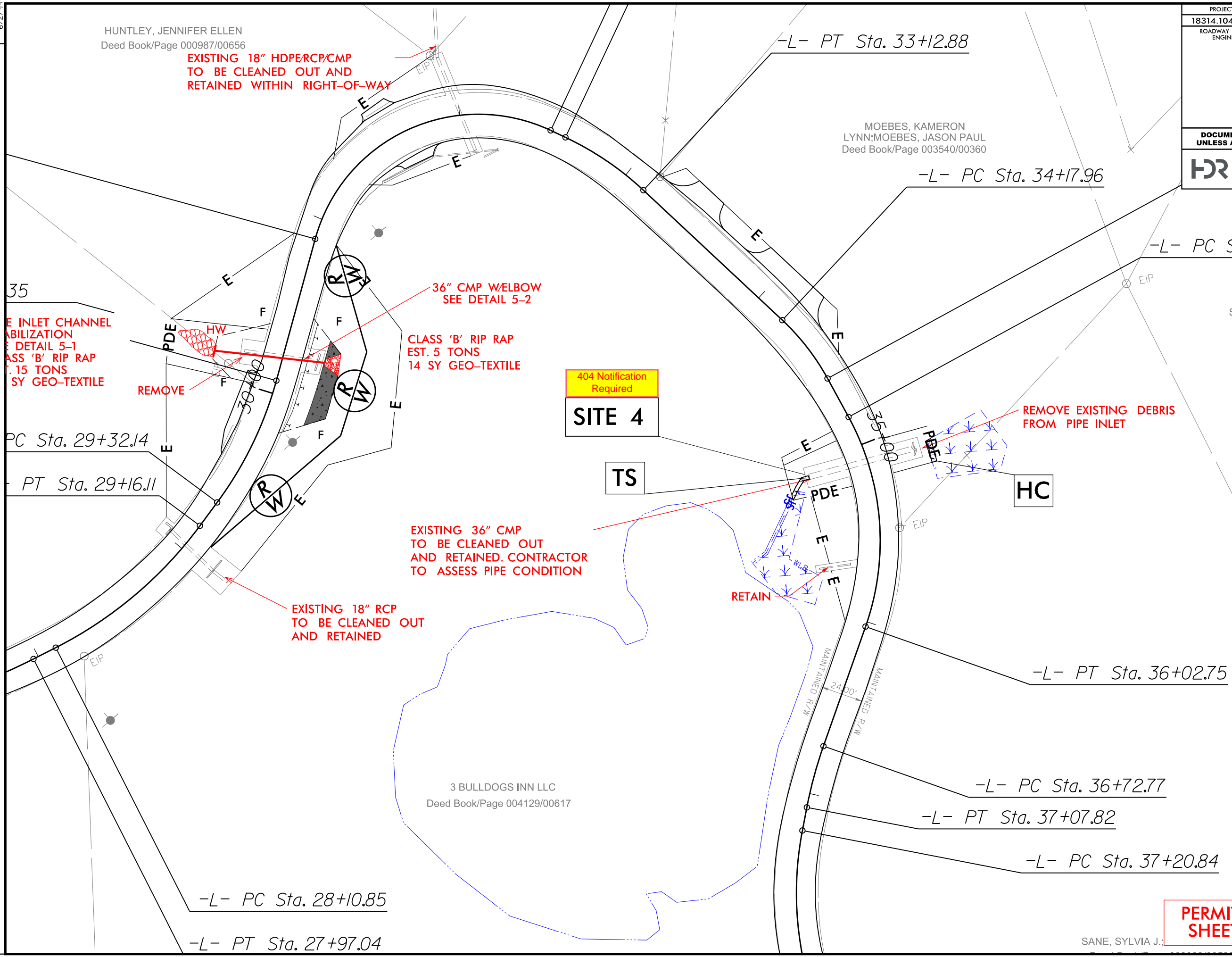
EXISTING 18" RCP
TO BE CLEANED OUT
AND RETAINED

MOEBES, KAMERON
LYNN; MOEBES, JASON PAUL
Deed Book/Page 003540/00360

PROJECT REFERENCE NO.	SHEET NO.
18314.1045039 (WP2)	05A
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
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 HDR Engineering, Inc. of the Carolinas 555 Fayetteville St. Suite 900 Raleigh, N.C. 27601 N.C.B.E.L.S. License Number: F-0116	

SANE, SYLVIA J.; SANE, JAM
Deed Book/Page 003923/00

**PERMIT DRAWING
SHEET 7 OF 15**



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REVISIONS

6/2/99

LEGEND

S

S

SURFACE WATER IMPACTS

TS

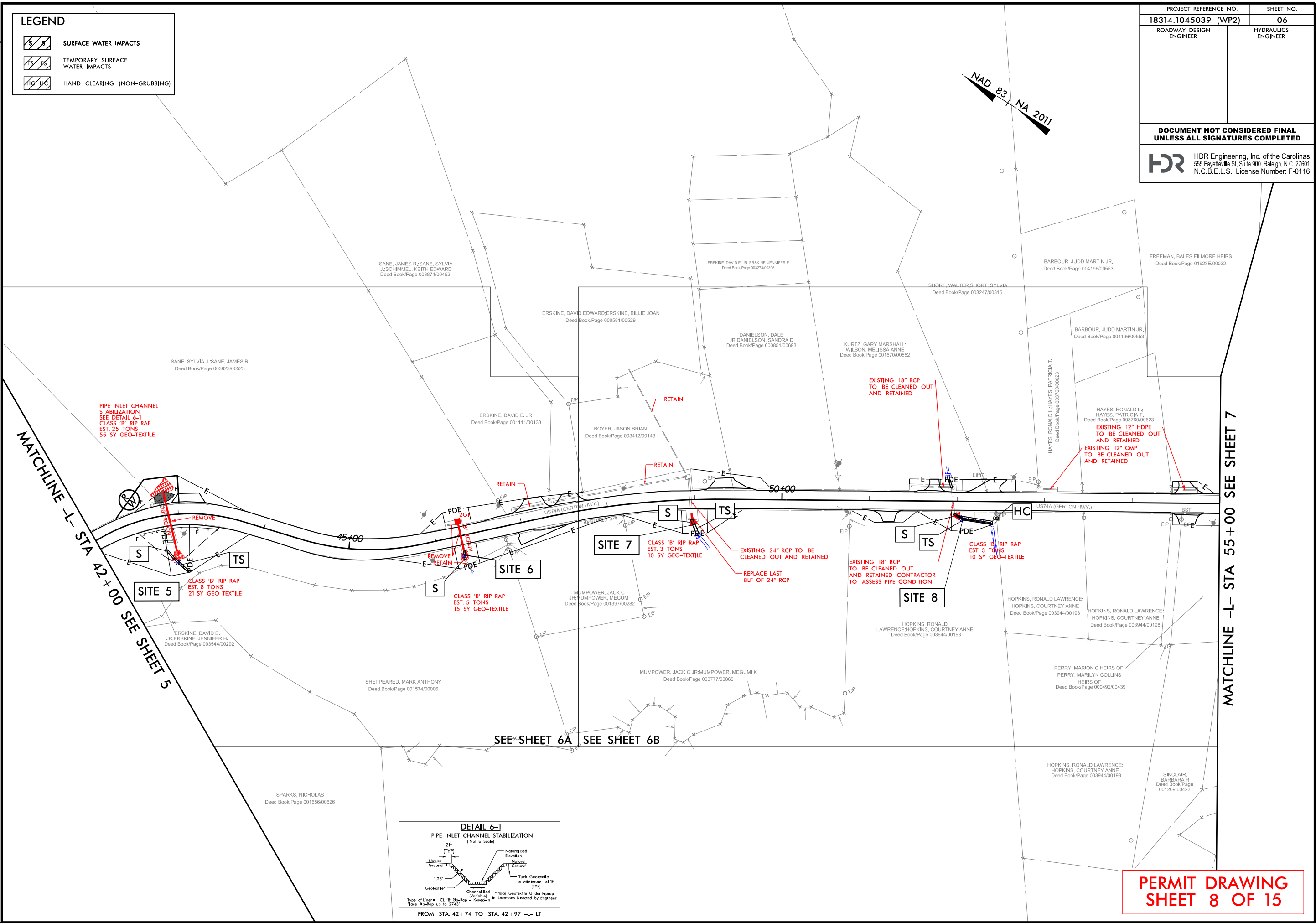
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TEMPORARY SURFACE WATER IMPACTS

HC

HC

HAND CLEARING (NON-GRUBBING)



PROJECT REFERENCE NO.
18314.1045039 (WP2)

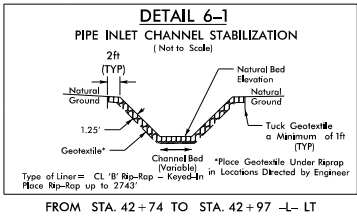
SHEET NO.
06

ROADWAY DESIGN ENGINEER

HYDRAULICS ENGINEER

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555 Fayetteville St. Suite 900 Raleigh, N.C. 27601
N.C.B.E.L.S. License Number: F-0116



PERMIT DRAWING
SHEET 8 OF 15

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REVISIONS

6/2/99

LEGEND

S

S

SURFACE WATER IMPACTS

TS

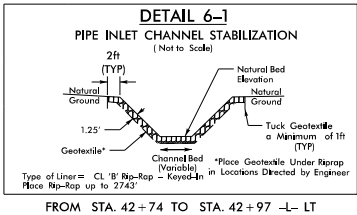
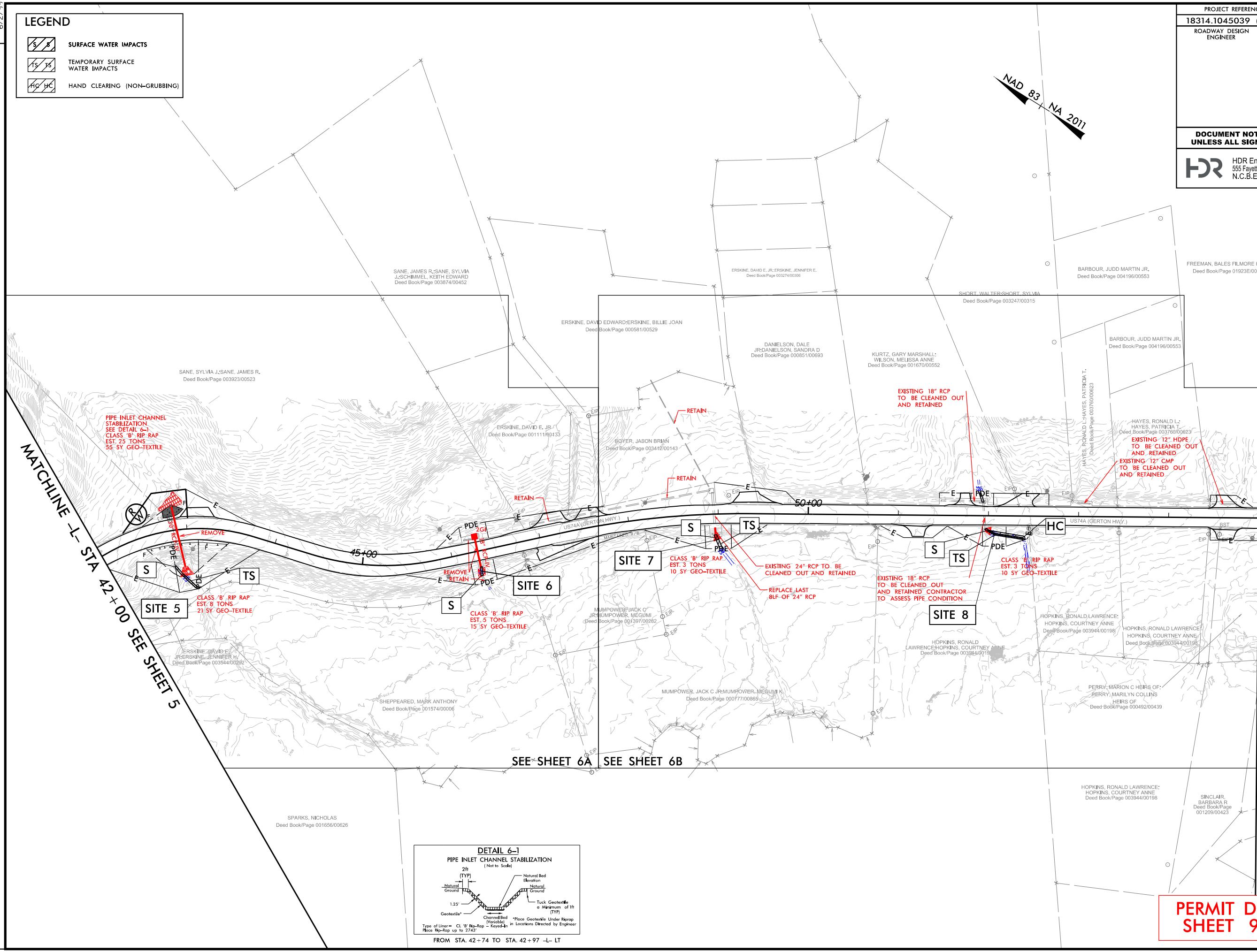
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TEMPORARY SURFACE WATER IMPACTS

HC

HC

HAND CLEARING (NON-GRUBBING)




PLOT DRIVER: NCDOT_color_eng_100.plt
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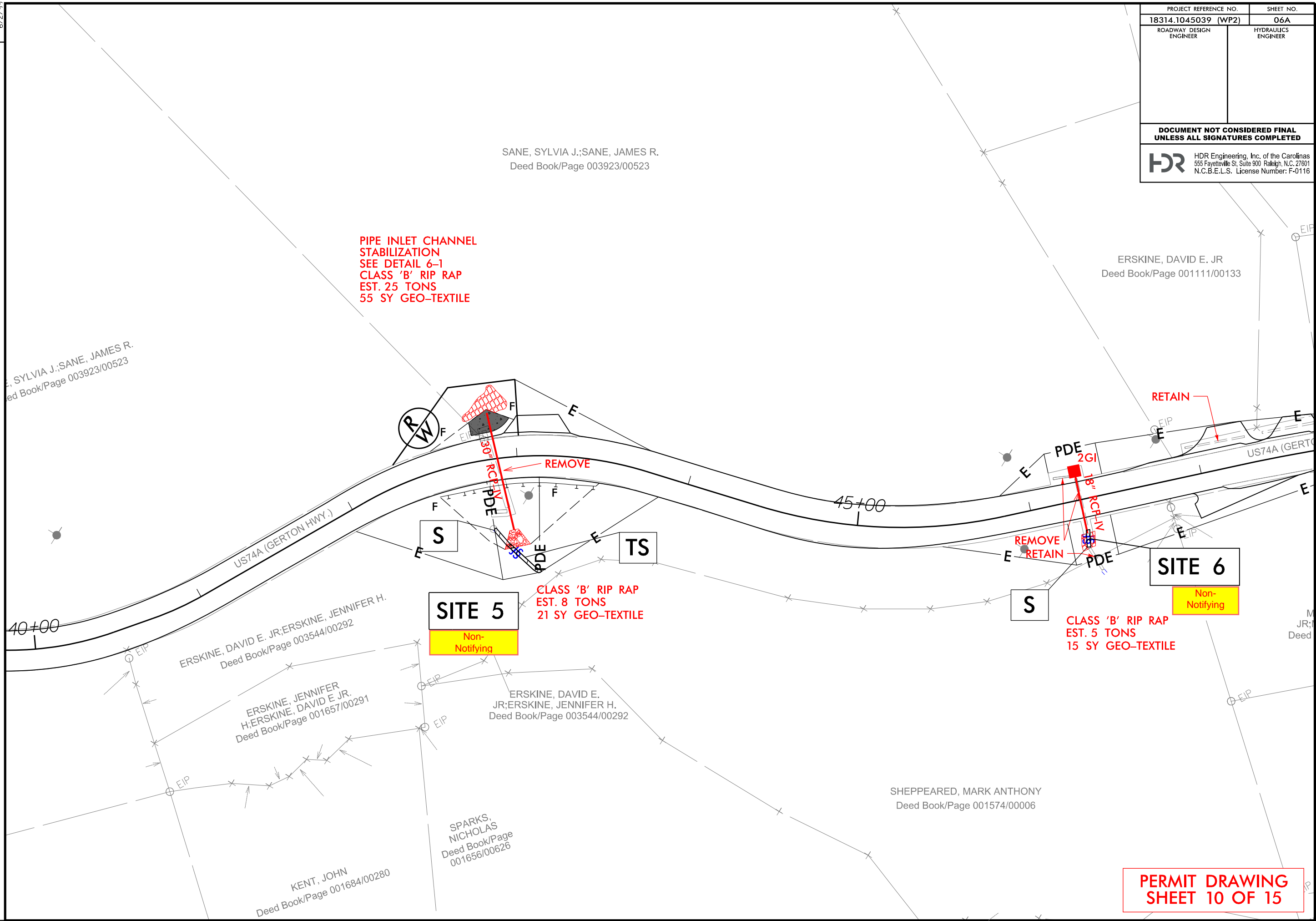
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REVISIONS

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



6/2/99

REVISIONS

LEGEND

SURFACE WATER IMPACTS

TEMPORARY SURFACE WATER IMPACTS

PROJECT REFERENCE NO.

18314.1045039 (WP2)

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07

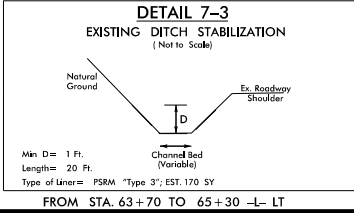
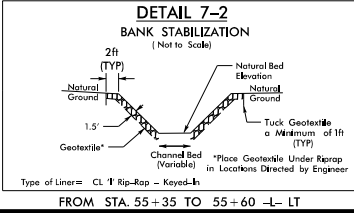
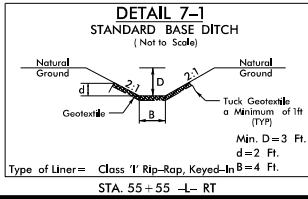
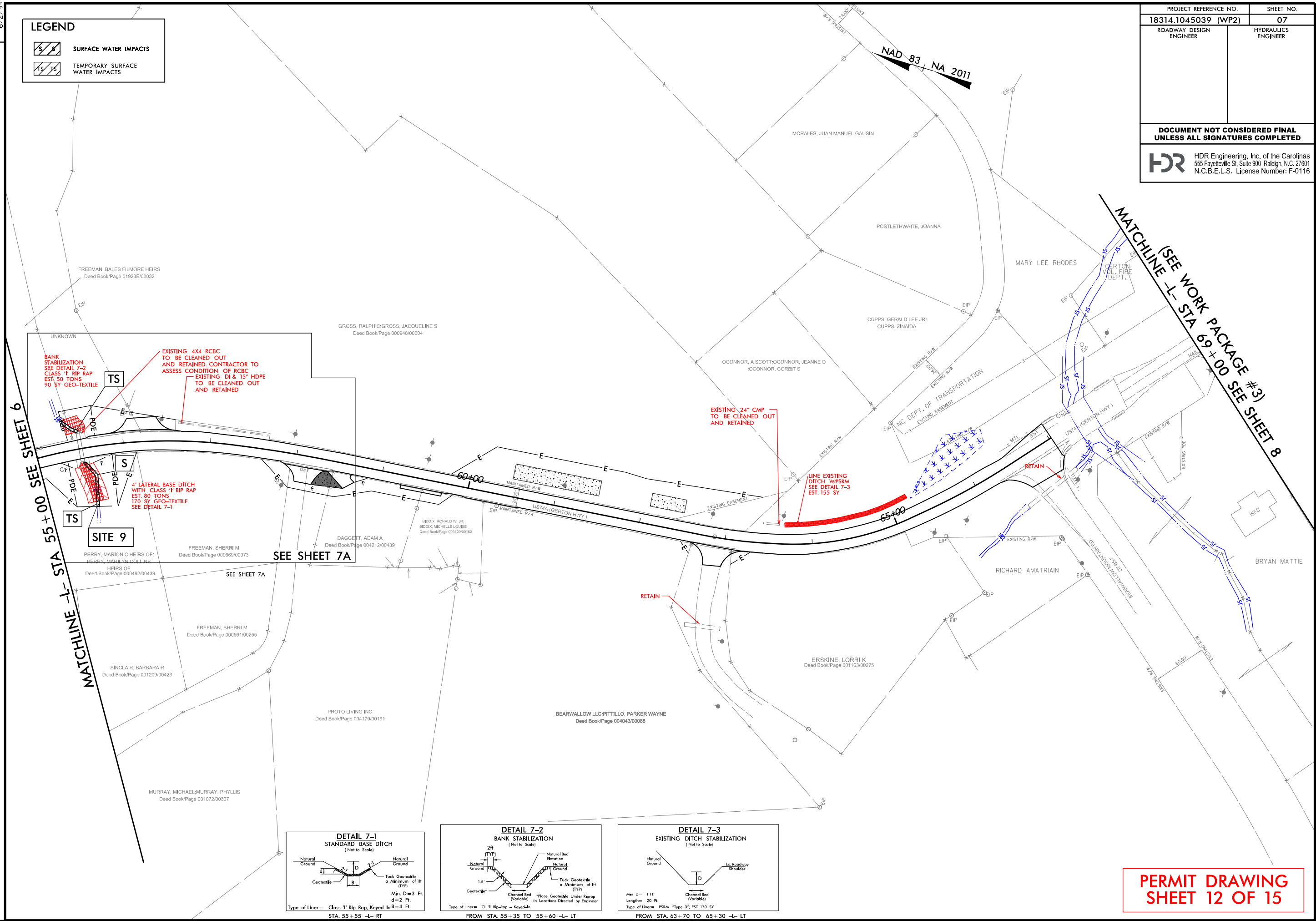
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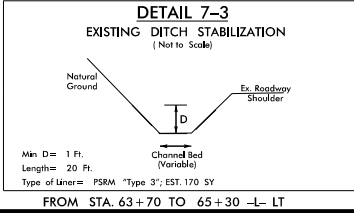
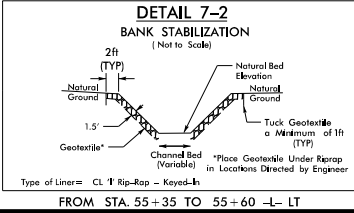
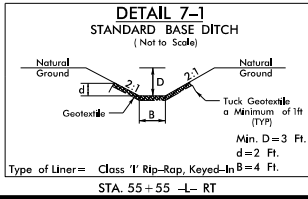
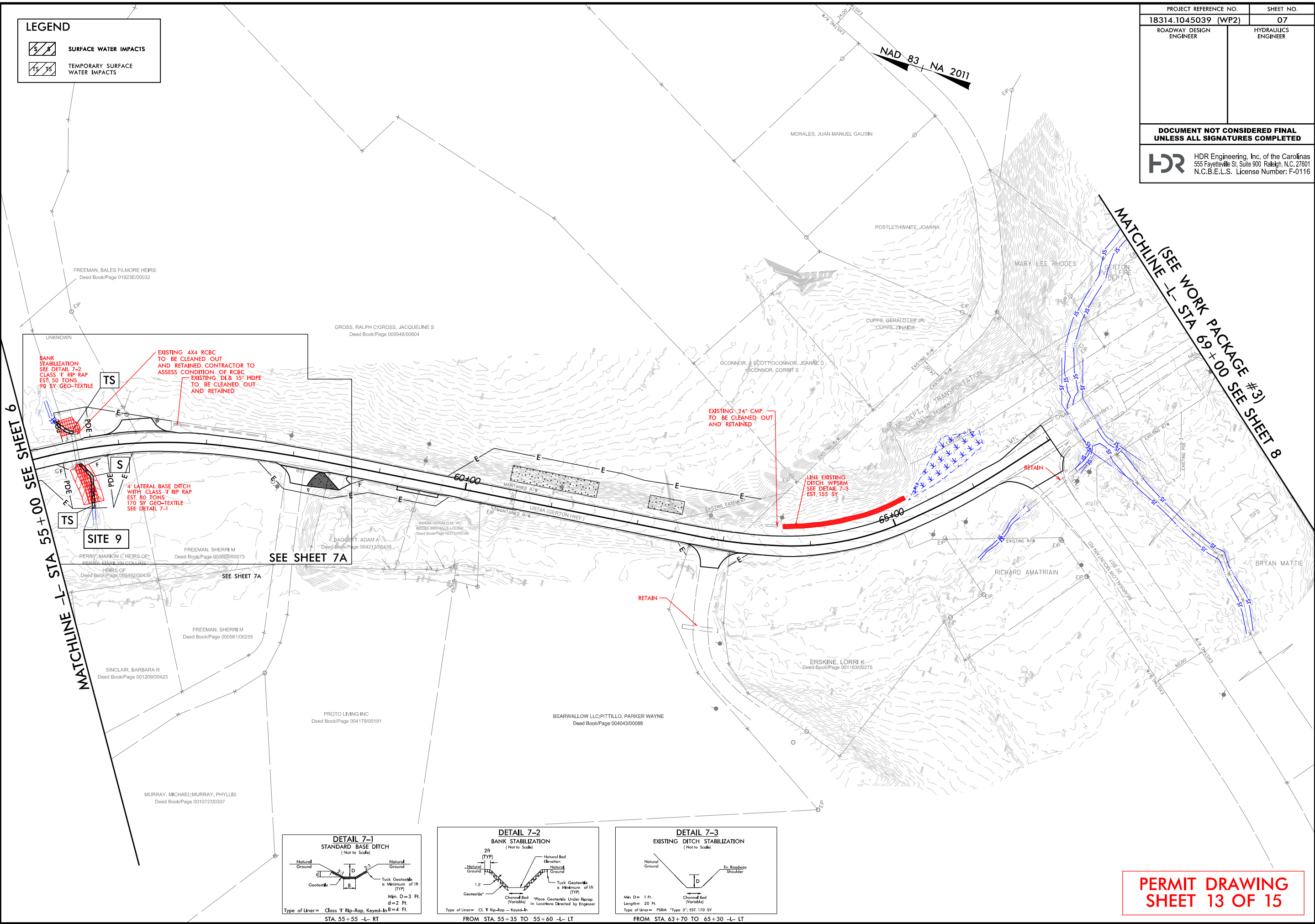
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REVISIONS

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SURFACE WATER IMPACTS

TEMPORARY SURFACE WATER IMPACTS




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SHEET 13 OF 15

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SHEET 14 OF 15

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REVISIONS

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WETLAND AND SURACE WATER IMPACTS SUMMARY												
			WETLAND IMPACTS					SURFACE WATER IMPACTS				
Site No.	Station (From/To)	Structure Size / Type	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	13+54 -L- RT	18" RCP Cleanout					< 0.01		< 0.01		9	
2	15+30 -L- RT	24" RCP Cleanout					< 0.01		< 0.01		12	
3	18+35 -L- RT	30" CSP Installation						< 0.01	< 0.01	15	7	
4	35+08 -L- RT	36" CMP Cleanout					< 0.01		< 0.01		15	
5	42+90 -L- RT	30" RCP Installation						< 0.01	< 0.01	15	21	
6	46+30 -L- RT	18" RCP Installation						< 0.01		10		
7	48+97 -L- RT	24" RCP Extension						< 0.01	< 0.01	5	11	
8	52+00 -L- LT/RT	18" RCP Cleanout					< 0.01	< 0.01	< 0.01	7	49	
9	55+55 -L- LT/RT	Stabilization/Ditch Grading						< 0.01	< 0.01	48	28	
TOTALS*:							< 0.01	< 0.01	< 0.01	100	152	0

*Rounded totals are sum of actual impacts

NOTES:

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

SHEET15OF15

ESA Consultation



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Asheville Field Office
160 Zillicoa Street Suite B
Asheville, North Carolina 28801



July 7, 2025

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

Greetings:

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

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

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

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

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

We appreciate the opportunity for review and comment.

Sincerely,

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

Archaeology



NO NATIONAL REGISTER OF HISTORIC PLACES ELIGIBLE OR LISTED ARCHAEOLOGICAL SITES PRESENT 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 Team.

PROJECT INFORMATION

Project No: **US 74A Helene** *County:* **Henderson**
WBS No: **Helene 44 US74A[ET]6570** *Document:* **CE**
F.A. No: **tbd** *Funding:* ☐ State ☒ Federal
Federal Permit Required? ☒ Yes ☐ No *Permit Type:* (pending) USACE

NCDOT proposes to repair and reestablish portions of the US 74A highway damaged or destroyed by Hurricane Helene parallel Hickory Creek from near Gerton to near Bat Cave in Henderson County. For this emergency restoration and repair for segments of the highway removed from the landscape following devastating flooding, there is potential for federal funding and USACE coordination is expected. Section 106 of the National Historic Preservation Act applies for this federal undertaking.

The project's western limit is west of the intersection of US 74A and Little Pisgah Road (SR 1693). The highway continues eastward near Red Anderson Road (SR 1611). Overall, the project length covers about 6.1 miles of highway including travel lanes which have been removed, destroyed, damaged, or compromised by flooding (see Figure 1). Repair, temporary roadway, or road rebuilding is required throughout the project. Note, PA 24-11-0012 is a related, separate archaeological review of US 64 (Lake Lure Highway) beginning east of the current project, extending from Bat Cave to Chimney Rock.

For the Archaeological Area of Potential Effects (APE), this investigation considers all areas of potential earth disturbing activities, including all the current and any proposed new ROW. The high volume, scouring floods deposited new terrain and reformed or replaced much of the landforms associated with US 74A. This unique circumstance requires earthmoving, fill, and cuts to grade and drain the recently modified terrain. The APE length end to end is about 5.0 miles (26,400 feet). No formal design was available at the time of this review; therefore, the APE width is buffered to allow flexibility to study a range of potential, successful roadway solutions. The width is 200 feet to either side of US 74. Additional investigations were recommended on April 22, 2025, to better map, document, and evaluate site 31Hn432 (the Conner Cemetery) located on an elevated and sloping landform between Possom Hollow Road and US 74A.

SUMMARY OF ARCHAEOLOGICAL FINDINGS

The North Carolina Department of Transportation (NCDOT) Archaeology Team has reviewed the subject project and determined:

- ☒ There are no National Register listed ARCHAEOLOGICAL SITES within the project's area of potential effects. (Attach any notes or documents as needed.)
- ☒ No subsurface archaeological investigations were required for this project.
- ☐ Subsurface investigations did not reveal the presence of any archaeological resources.
- ☐ Subsurface investigations did not reveal the presence of any archaeological resources considered eligible for the National Register.
- ☒ All identified archaeological sites located within the APE have been considered and all compliance for archaeological resources with Section 106 of the National Historic Preservation Act and GS 121-12(a) has been completed for this project.

(continued)

SUPPORT DOCUMENTATIONSee attached: ☒ Map(s) ☐ Previous Survey Info ☒ Photos ☐ Correspondence

Other:

Signed:


JULY 28, 2025

NCDOT ARCHAEOLOGIST

Date

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

The undertaking involves repairs, restoration, and replacement for sections of US 74A, also known as the Gerton Highway, that were badly damaged or destroyed during catastrophic flooding because of Helene's flooding in late September 2024. Damage to the highway and surrounding terrain include landslides, erosion of hillsides and stream channels, and several locations of destroyed roadway. Archaeological site 31Hn432, the Conner Cemetery, is partially or completely within the buffered project APE, outside of assumed ROW (see Figure 2). The cemetery is perched on a ridge spur overlooking the US 74A and Hickory Creek to the south and west. The west, south, and east side of this landform are very steep, nearly vertical side slopes. The landform is flatter at its peak, sloping upward to the northeast where it is flanked by Possom Hollow Road and the larger mountainside beyond.

A landslide covered the northern end of the cemetery in several feet of colluvium. Sheet wash of soils have accumulated at the south, lower end of the cemetery where three horizontal markers were relocated under a cumulative 3-7 inches of repositied soil from uphill. Small erosional gulleys have formed in the cemetery which are shifting a few of the markers that are undercut. The edges of the ridge further eroded during the floods, the greatest on the east side where bedrock is now exposed in the deepened erosional cut. LiDAR-based ground surfaces were created for this study which use very detailed, post-Helene elevation data which has been compared to available earlier elevation data before the recent damage (see Figure 3). Initial visual inspections following Helene suggested the cemetery was threatened by further erosion or undercut slopes. Recent engineering evaluations conclude that the landform is stable, however measures to avoid or reduce further damage are being pursued.

In recent months, actions to stop and help prevent new changes to the cemetery's landform have occurred as part of the storm recovery. Possom Hollow Road, damaged by a collapsed mountain side, has been repaired and restored north and above the cemetery. The deepest of the colluvium which buried the north side of the cemetery close to Possom Hollow Road has been regraded and cut back to approximately the same elevation that existed prior to Helene (see Figure 4). Caretakers have installed a small ditch and berm to redirect runoff away from the cemetery. It is unknown if the mountainside north of Possom Hollow Road is now less stable or, perhaps, more stable after the partial collapse.

The Conner Cemetery is not surrounded by a wall or fence that defines its boundaries. However, the limited, flat topography and very steep side slopes create a terrain feature on which the cemetery is enclosed. The cemetery is active and has regular burials through at least 2018. Maintained by volunteers and family members, photographs from the past fifteen years show a well-groomed lawn and undamaged markers. Evergreen vegetation common at small, southeastern cemeteries is present,

including the low groundcover, periwinkle, and two or more cedar trees (see Figure 5). A small number of ornamentals and flowering bulbs were seen but the blooming period had passed at the time of the survey. A low number of bushes/shrubbery and other trees are inside the cemetery, and older, larger trees are present on the south and western slopes. A utility pole with guy-lines is positioned on the top of the southern slope just south of the cemetery. The placement of memorial, artificial flowers indicate it is regularly visited. The recent redeposit of soil, erosion, bare soil, and nearby grading contradict the established age and setting of the cemetery (see Figure 6).

The primary objective of this investigation was to collect detailed data and condition information for the Conner Cemetery, update the site form (31Hn432) with the NC Office of State Archaeology (OSA), and evaluate its eligibility for listing on the National Register of Historic Place. The cemetery investigation was conducted May 15-16, 2025, by NCDOT archaeologists Brian Overton and Paul J. Mohler. The work included a complete visual inspection of the setting and condition of the landform and cemetery, general and burial specific photography, updating a sketch map provided by the caretaker who is also a family member, recording information and locations using a GPS data collector, and cross referencing known cemetery inventories with observations in the field. Additionally, the Hill Cemetery, located 0.25 miles to the northeast, was briefly visited. The Hill Cemetery name had been incorrectly applied to the Conner Cemetery inventory listed in *Henderson County, North Carolina Cemeteries* compiled by the Henderson County Genealogical and Historical Society (1995). No entry was identified for the Conner Cemetery in the Henderson County Cemetery Survey Records data collected c. 1937-1938 by the Works Projects Administration for the Tombstone Transcription Project (176.1 MARS ID, Series). Find-A-Grave has an entry for the cemetery which includes an inventory, photos of individual graves, and GPS locations.

The graves are arranged by general family groupings and informal rows. Burials appear to have been marked though not always with identifying information, or not until commercial granites replacement stones were installed. Depressions over burials, present at some cemeteries, were absent. Markers are oriented traditionally with headstones on the west side and accompanying footstones to the east, in this case more southeast which reflects the topography of the landform. Markers within the rows are closely spaced, with infrequent gaps within groupings. The length between headstones and footstones varies and several unidentified burials have short grave lengths, likely children.

Many of the headstone markers are crafted and shaped from tabular stone, some finely hewn from natural, local rocks to create a thin cross section with rounded edges. Footstones, mostly shaped fieldstone, are present for most of the observed burials. Visible markings are lacking on most of this category of headstones, with one exception. The name and date of death have been etched onto Ambrose Owensby's original headstone. However, several graves have new, formal, and polished granite markers which add identifying information and dates of birth and death. When present, these replacements are immediately adjacent to the corresponding stone markers. A smaller number of marble gravestone markers are present, most being issued by the US Department of Veterans Affairs in the commonly known forms. The size of the markers varies for both the natural and later polished headstones, except for the well-defined V.A. markers. The natural headstones are all upright in form. There is a combination of upright and horizontal formal granite and marble markers. A small number of temporary funeral home markers were observed during the investigation, though those have permanent headstone now. There are no other observed physical or encountered documentation that suggest there are burials beyond the visual limits of the cemetery or outlying the top of the landform.

A 1986 inspection of the cemetery incorrectly names this the "Hill Family Cemetery," which is the proper name for another graveyard a quarter mile towards the north, on page 277 of *Henderson County, North Carolina Cemeteries*. The data presented, however, does represent the combination of graves marked with names and those without names in other recent inventories and observations

made in the field. The information from the cemetery survey suggests some 59 burials were observed at that time. Since the mid-1980s, an additional seven burials were added during the period of 1990 to 2018. This increases the number of burials present to near 66.

A total of 36 burials were observed and recorded which have identifying information, including names, and dates of birth and death. This represents 36 of 39 named burials according to Find-a-Grave data for the Conner Cemetery, three of which had been concealed towards the southern limits, buried by washes of accumulated soils, but were relocated. Of the three listed but not observed, one has a photograph of the formal, horizontal, granite marker on Find-a-Grave, and is likely also buried near the others found under the layer of accumulated soil in the southwestern corner of the cemetery. The two others are infants believed to have been buried at the cemetery based on death certificate information and, if present, they do not have markers with inscriptions. About 26 of the graves have unadorned markers, or at least no easily seen inscriptions or symbols, usually a shaped headstone with a footstone. The total number of visually confirmed graves is 62.

Mapping included updating an earlier sketch map of the cemetery which included placement, spacing and order of graves and noted some names and death dates. Digital mapping and recording of marker information was conducted using a GPS receiver capable of sub-meter accuracy. The GPS data was postprocessed using Trimble software, however, only 60% of the data points were accurate to less than one meter, 30% within 1 to 2 meters, and 10% between 2 to 5 meters. Errors in the order and row of graves, and two outliers of twenty feet, were identified. With corrections, the resulting map depicts the concentration of graves, extent of the cemetery, and head and foot stone locations (see Figure 7). A very detailed, 3D terrain model was created from available cloud point data extracted from post-Helene LiDAR. This high-resolution mapping shows the exact nature of the terrain, including changes to side slopes, erosional gulleys around and through the cemetery, and details inside the cemetery such as curbing.

Data collected in the field and Find-A-Grave for the 39 individuals were analyzed by NCDOT archaeologist, Paul J. Mohler, which will be summarized and presented here. The time of burial shows that six are 19th century (15.4%), 27 are 20th century (69.2%), and 6 are 21st century (15.4%). Two died as soldiers during the Civil War and are believed to have been the earliest two burials which were placed at “the end of the garden plot.” Two decades have five or more burials from that period, the 1910s (9) when both the flu and deaths from a landslide occurred, and the 1940s (5). Several of the unknown markers may have also died of the flu in the 1910s.

Eight (8) are documented as under 15 years of age, though the length of several graves suggests there are more than eight infants and children present. Fifteen (15) are of working age, from 15 to 64 years old. The remaining 16 known individuals are 65 years old and older. All ages are represented from newborn through 96, with a median of 51, and average age of 46. However, since many of the unknown graves are likely children, the median and average age for the entire cemetery would be younger.

Nine unique surnames are present in this local, family cemetery. These include Conner/Connor, Freeman, Hill, Anderson, Dalton, Myers, Owensby, Williams, and Winters. A third (13) have the Conner last name, and about a quarter have Freeman (9). The Hills (7) and Andersons (4) make up less than a fifth of the count, and Dalton (2), Myers (1), Owensby (1), Williams (1), and Winters (1) having only one or two named individuals.

While cemeteries are category that is not ordinarily considered eligible for listing in the National Register of Historic Places (NRHP), criteria a-d was reviewed. The Conner Cemetery is not known to be associated with a) significant events, b) person, c) style or quality, or d) likely to yield significant, new historic information. Therefore, site 31Hn432 is not recommended as eligible for

listing in the NRHP. A revised North Carolina Archaeological Site Form will be submitted to the OSA.

Areas of the US 74A highway directly damaged by the Helene's floods suffered significant scouring of soils and these locations are unlikely to have contained and protected archaeological sites, especially significant, intact resources. No intensive field survey was required for the damaged highway corridor except for data collection at 31Hn432. Emergency repair for US 74A has been ongoing as portions of washed-out roadway are temporarily restored for motor vehicle traffic. Some locations within the APE may require new designs, especially near bridges or other areas that have a high risk of future flooding, failure, or hillside slides. Design work is still underway therefore it is unknown if the Conner Cemetery falls within potential construction areas, including required cuts of mountainsides or protection of more vertical slopes. Avoidance of the cemetery is recommended and likely for the road design, however, slope stabilization is being studied for the overall landform. If complete avoidance is not possible, then relocation of burials under North Carolina General Statutes No. 65 or action under NC General Statutes No. 70 would be required.

(This project falls within North Carolina Counties 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 you ensure that this documentation is forwarded to these tribes using the process described in the current NCDOT Tribal Protocol and PA Procedures Manual.)

Table 1. Conner Cemetery (1862-2018 [ACTIVE - 156 years between 1st & most recent burial], [n=39]SEE - <https://www.findagrave.com/cemetery/47153/conner-cemetery>

Surname	Given Names	DOB	DOD	Age
Anderson	Isaiah Michael	March 2, 1992	November 13, 2010	18
Anderson	Margaret Estelle Freeman	November 11, 1930	December 16, 2015	85
Anderson	Mark Freeman	December 28, 1954	August 13, 2007	52
Anderson	William Boyce	March 2, 1992	January 24, 2018	25
Conner	Alexander Lafayette	1838	March 22, 1862	24
Conner	Bertha	December 10, 1914	December 14, 1914	4d
Conner	Bushrod "Bush"	1815	1886	71
Conner	Dove Charlotte "Dovie"	May 12, 1852	February 16, 1940	87
Conner	Gladys P.	April 23, 1918	September 27, 1918	5m
Conner	Ina M. Hill	October 17, 1886	April 11, 1976	89
Conner	John Dort	December 8, 1876	March 15, 1942	65
Conner	Jonathan "John"	February 14, 1834	March 28, 1906	72
Conner	Masey "Massa" Conner	1810	1882	72
Conner	Nancy Adaline Griggs	July 10, 1838	February 26, 1935	96
Conner	Robert J.	1844	April 16, 1862	18
Connor	Gordon	November 16, 1908	February 27, 1960	51
Connor	Wilburn Doc	January 1, 1912	February 19, 1990	78
Dalton	John Jay	May 21, 1943	November 22, 2001	58
Dalton	Robert Tuft	July 14, 1948	August 20, 2008	60
Freeman	Carol	March 7, 1907	April 11, 1924	17
Freeman	Charlie Lee	August 12, 1882	January 11, 1918	35
Freeman	Hollis Horace	February 26, 1908	May 7, 1911	3
Freeman	Maude Naomi Conner	January 6, 1891	October 14, 1978	87
Freeman	Minnie Etta Bailey	May 7, 1915	March 19, 1986	70
Freeman	Plenny Jay, Sr.	January 18, 1887	December 1, 1930	43
Freeman	Robert J.	May 27, 1942	June 3, 1942	1wk
Freeman	Thomas Hendrick	March 17, 1885	May 3, 1910	25
Freeman	Woodrow Ned	July 22, 1913	April 11, 1985	71
Hill	Bonnie	1908	July 16, 1916	8
Hill	Fannie Louise Fowler	July 11, 1878	February 8, 1953	74
Hill	Fred	1905	July 16, 1916	11
Hill	Henry Washington	January 2, 1866	February 18, 1941	75
Hill	Lolie	1898	1899	1
Hill	Rebecca Sawyer	1881	1911	30
Hill	Samuel Hector	August 29, 1911	May 13, 1940	28
Myers	Rufus Cleodus, Sr.	September 25, 1906	July 4, 1938	31
Owensby	Ambrose	1806	January 8, 1891	85
Williams	Tabitha "Bitha" Conner	October 2, 1849	October 28, 1918	69
Winters	Linda Caroline	August 24, 1950	August 26, 1950	2d

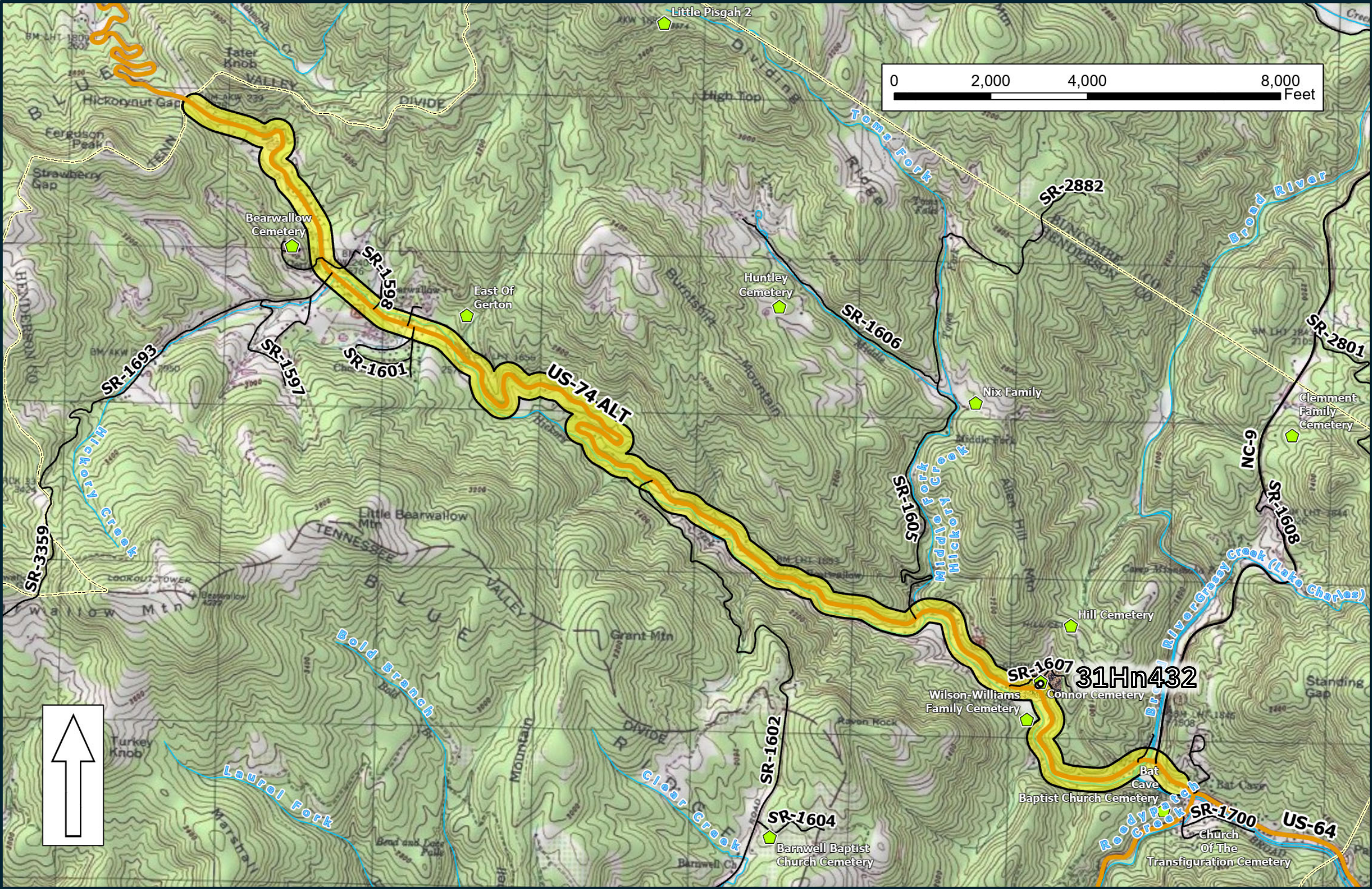


Figure 1. Vicinity for the repair of destroyed, damaged, and compromised portions of US 74A between Gerton and Bat Cave shown on USGS mapping (Bat Cave). The approximate APE is shaded yellow with a black outline. Known cemeteries are labeled.

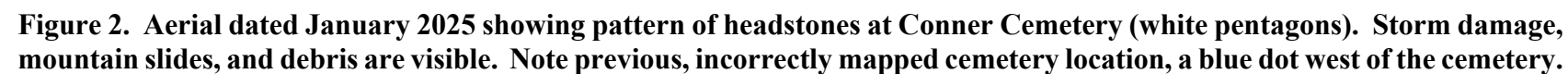




Figure 3. Post-Helene LIDAR-based 3D imaging highlights the extreme topographic setting of the cemetery perched above US 74. The cemetery is flanked by deep drainages, a very steep southern slope, and the mountain slide to the north.



Figure 4. View of Conner Cemetery, facing west on the northern section adjacent to Possom Hollow Road, which has been temporarily repaired following a mountain slide cause by Helene's rains. The photograph highlights that a significant amount of this slide's overburden has been removed from around these northern gravestones.



Figure 5. Conner Cemetery, facing northeast from near the top of the slope over US 74A. Periwinkle, cedars, and other ornamentals survived in this section. Years of sheetwash buried three horizontal markers, though they were relocated and mapped. Note the riprap used for terrain repair in the background at the road and side slope.



Figure 6. Aftermath of Helene-induced mountain slides above Conner Cemetery, facing southeast. The cemetery is seen in the upper right corner. Possum Hollow Rd. is just beyond the picture frame. Note grading and slope stabilization.

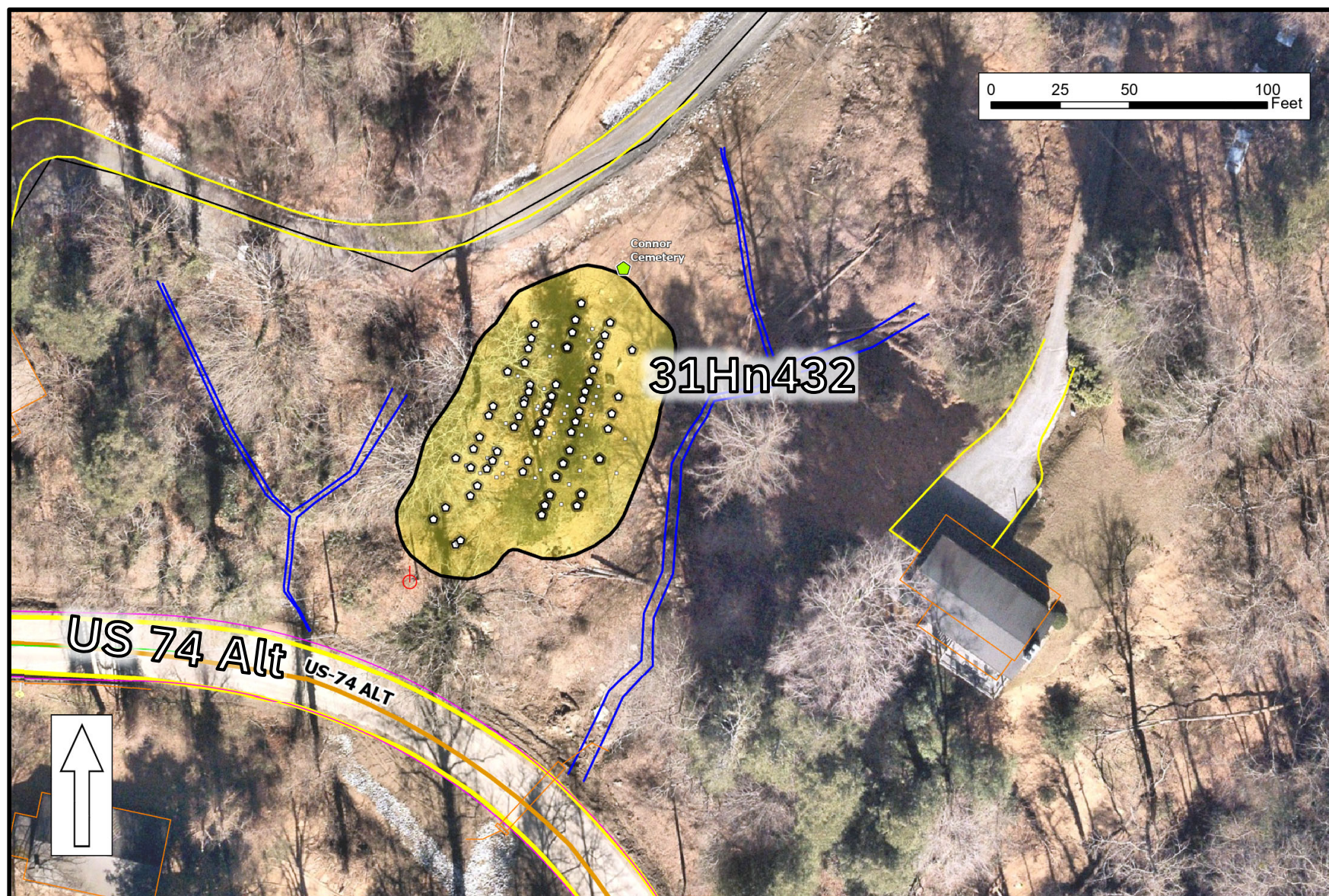


Figure 7. Detailed aerial at Conner Cemetery showing the boundary of archaeological site 31Hn432 (shaded yellow) and immediate surroundings. Emergency repairs from Helene's damage are visible, including grading and placed riprap.

Historic Architecture & Landscapes

Turchy, Michael A

From: Furr, Mary P. <mpfurr@ncdot.gov>
Sent: Thursday, August 21, 2025 12:57 PM
To: Kat Bukowy; Cox, Marissa R; Turchy, Michael A; Stanton, Tyler P; Overton, Brian P
Cc: Jamison, John; Dayton, Jeffrey; Brian Burch
Subject: RE: [External] US 74A Gerton - ETRACS

External Email: Use caution when clicking on links, replying, or opening attachments.

My surveyor said there was nothing in the extended area that warranted further evaluation, so you are good. No ETRACS request needed.

From: Furr, Mary P.
Sent: Friday, July 11, 2025 2:29 PM
To: Kat Bukowy <kbukowy@HNTB.com>; Cox, Marissa R <mrcox2@ncdot.gov>; Turchy, Michael A <maturchy@ncdot.gov>; Stanton, Tyler P <tpstanton@ncdot.gov>; Overton, Brian P <bpoverton@ncdot.gov>
Cc: Jamison, John <johnjamison@ncdot.gov>; Dayton, Jeffrey <jeffrey.dayton@hdrinc.com>; Brian Burch <bburch@hntb.com>
Subject: RE: [External] US 74A Gerton - ETRACS

I have a surveyor headed out there on Monday so I could get her to drive the extended study area and let me know if she see's anything of concern. Unfortunately, I don't trust the HPOWeb for this screening considering how many things I've seen out there that are not on their maps.

From: Kat Bukowy <kbukowy@HNTB.com>
Sent: Friday, July 11, 2025 12:10 PM
To: Cox, Marissa R <mrcox2@ncdot.gov>; Turchy, Michael A <maturchy@ncdot.gov>; Stanton, Tyler P <tpstanton@ncdot.gov>; Furr, Mary P. <mpfurr@ncdot.gov>; Overton, Brian P <bpoverton@ncdot.gov>
Cc: Jamison, John <johnjamison@ncdot.gov>; Dayton, Jeffrey <jeffrey.dayton@hdrinc.com>; Brian Burch <bburch@hntb.com>
Subject: [External] US 74A Gerton - ETRACS

CAUTION: External email. Do not click links or open attachments unless verified. Report suspicious emails with the Report Message button located on your Outlook menu bar on the Home tab.

All,

During our weekly call yesterday we reviewed the plans for letting the first part of construction for US 74A – Gerton (called work package 2). This construction is essentially resurfacing US 74A and cleaning out/repairing/replacing culverts damaged by storm debris. The expectation is that the work is largely within the original maintenance limits of US 74A and the typical section is effectively the same as pre-Helene.

In reviewing those plans we realized that the project doesn't account for all of the likely stream/wetland delineations. I have also come to the conclusion that we (environmental and design) seem to be working under two different sets of limits. The goal upon starting the meeting was to begin construction on this in August. Clearly with the lack of streams/wetlands this will be delayed. To reconcile the limits at least, we've [updated the .shp file](#)

[on SharePoint](#) to extend the study area limits to just west of Little Pisgah Mountain Road/to the county line. Regarding ETRACS:

- Reached out to Brian Overton regarding the No Survey required for archaeology. Brian has preliminarily confirmed this is still true.
- Reviewed HPOWeb and determined that there are no known architectural resources in this area. [@Furr, Mary P.](#) please let me know if you need anything further for this section.
- [@Stanton, Tyler P](#) I think we are still covered under the Section 7 consultation?

Apologies for the slight scramble. Please let me know what you need for ETRACS or other tracking purposes to get this in/out of your queues, as appropriate.

Thanks,

Kat

Kat Bukowy, AICP

Project Manager

Direct (919) 424-0441 **Email** kbukowy@hntb.com

HNTB North Carolina, P.C.

4000 Center at North Hills Street, Suite 500, Raleigh, NC 27609 | www.hntb.com

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Tribal Coordination



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

JOSH STEIN
GOVERNOR

J.R. "JOEY" HOPKINS
SECRETARY

January 6, 2025

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

Dear Dr. Haire,

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

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

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

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

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

Thank you,

A digital signature of John Jamison, appearing as a blue ink scribble over a white background.

John Jamison, NCDOT Environmental Policy Unit Head

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

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

Telephone: (919) 707-6000
Customer Service: 1-877-368-4968

Website: www.ncdot.gov

Location:
1000 BIRCH RIDGE DRIVE
RALEIGH, NC 27610



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

JOSH STEIN
GOVERNOR

J.R. "JOEY" HOPKINS
SECRETARY

January 6, 2025

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

Dear Ms. Toombs,

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

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Thank you,

DocuSigned by:

CA08B4A6412432

John Jamison, NCDOT Environmental Policy Unit Head

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

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STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

JOSH STEIN
GOVERNOR

J.R. "JOEY" HOPKINS
SECRETARY

January 6, 2025

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

Dear Mr. Townsend,

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

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Thank you,

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John Jamison, NCDOT Environmental Policy Unit Head

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

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STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

JOSH STEIN
GOVERNOR

J.R. "JOEY" HOPKINS
SECRETARY

January 6, 2025

PO Box 580
Okmulgee, OK 74447

To Whom it May Concern,

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

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Thank you,

DocuSigned by:

CA064B4A6412E32

John Jamison, NCDOT Environmental Policy Unit Head

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

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STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

JOSH STEIN
GOVERNOR

J.R. "JOEY" HOPKINS
SECRETARY

January 6, 2025

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

Dear Mr. Cain,

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

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John Jamison, NCDOT Environmental Policy Unit Head

Cc: Matt Wilkerson, NCDOT Archaeology Team Leader
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Legend

- US74A Gerton Study Area
- County Boundary
- Stream

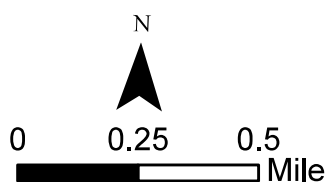


Figure 1.
Study Area Map
 US 74A Gerton Highway
 Hurricane Helene Emergency Repair Project
 in Henderson County

NEPA Document

Type I or II Categorical Exclusion Action Classification Form

STIP Project No.	Hurricane Helene Repairs to US 74A Gerton
WBS Element	18314.1045999CMGC
Federal Project No.	Federal Aid Number

A. Project Description:

The proposed action includes the initial emergency repairs to US 74A (Gerton Highway) from west of Bearwallow Mountain Road in Gerton to east of the NC 9 intersection in Bat Cave, North Carolina. Also included in this project are geotechnical investigations and other engineering investigations needed to continue the emergency reconstruction and finalize the permanent repairs.

To shore up the eroding and failing slopes that were scoured by Hurricane Helene, three sites for preliminary geotechnical work have been identified along US 74A (Gerton Highway) (see Figures 1A-C). Proposed work at each area and an approximate location are listed below:

- Area 1 (35.4585443143, -82.3020830263) – Temporary Soil Nail Wall– Length of Wall – 500'. Height of Wall – 10'. Rows of Nails – 1
- Area 2 (35.4612414178, -82.3097859625) – Temporary Soil Nail Wall– Length of Wall – 200'. Height of Wall – 20'. Rows of Nails – 2
- Area 3 (35.462472027, -82.3139570787) – Temporary Soil Nail Wall – Length of Wall – 300'. Height of Wall – 20'. Rows of Nails – 2

NCDOT constructed access roads on the Hickory Creek side of US 74A within damaged and scoured areas. These access roads will facilitate the geotechnical borings being conducted in the dry. They will be bored through the access road itself, or in adjacent uplands, and not within the streambed.

B. Description of Need and Purpose:

The need for the proposed action is for emergency repairs to the slopes, pavement, and other infrastructure associated with US 74A – Gerton as well as geotechnical investigations to develop designs for the permanent repairs for the corridor.

C. Categorical Exclusion Action Classification:

Type I(A) - 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.
24. Localized geotechnical and other investigation to provide information for preliminary design and for environmental analyses and permitting purposes, such as drilling test bores for soil sampling; archeological investigations for archeology resources assessment or similar survey; and wetland surveys.

E. Special Project Information:

Natural Environment

Raven Rock Mountain, southwest of Area 1, is listed as a Natural Area managed by the NC Natural Heritage Program (NHP) (see Figure 1). The NC NHP Natural Areas are terrestrial and aquatic areas that are of special biodiversity significance and indicate action areas for the conservation of North Carolina's biodiversity. No impacts to Raven Rock Mountain are anticipated with the proposed action.

Hickory Creek, which runs adjacent to US 74A, is listed as a Class C water and trout waters by North Carolina Division of Water Resources (DWR) (see Figure 1). Class C waters are waters protected for uses such as aquatic life propagation, survival and maintenance of biological integrity (including fishing and fish), wildlife, secondary contact recreation, and agriculture. Trout waters indicate supplemental classification intended to protect freshwaters that have conditions that sustain and allow for natural trout propagation and survival and for year-round maintenance of stocked trout. No impacts to Hickory Creek are anticipated with the proposed action.

According to the National Wetland Inventory (NWI), freshwater forested and riverine wetlands are located along Hickory Creek (see Figures 1A-C). No impacts are anticipated with the proposed action.

Threatened & Endangered Species

As of March 2025, there are eight listed or proposed species under the US Fish and Wildlife Service (USFWS) jurisdiction within the vicinity project according to USFWS Information and Planning Consultation (IPaC) database. No Critical Habitat is present (see project file).

Table 1. Federally Protected Species

Scientific Name	Common Name	Federal Status	Biological Conclusion
<i>Perimyotis subflavus</i>	Tricolored bat	PE	Not required
<i>Myotis septentrionalis</i>	Northern Long-eared bat	E	Unresolved
<i>Myotis grisescens</i>	Gray bat	E	Unresolved
<i>Glyptemys muhlenbergii</i>	Bog turtle	SAT	Not required
<i>Danaus plexippus</i>	Monarch butterfly	PT	Not required
<i>Isotria medeoloides</i>	Small whorled pogonia	T	Unresolved
<i>Sisyrinchium dichotomum</i>	White irisette	E	Unresolved
<i>Gymnoderma lineare</i>	Rock gnome lichen	E	No Effect

PE – Proposed Endangered, T – Threatened, SAT - Threatened based on Similarity of Appearance, PT – Proposed Threatened, E- Endangered

Public and Stakeholder Involvement

NCDOT held a public meeting on February 25, 2025 from 5 to 7 PM at Bat Cave Baptist Church. There were 135 attendees present at this public meeting. The public comment period ended March 11, 2025. Initial comments received are focused on regaining access to private property, expedient repair of the roadway, and potential detour routes, and questions regarding personal property.

NCDOT circulated Start of Study letters to agency representatives on January 15, 2025. Responses were received from NC Division of Water Resources (NCDWR), French Broad River Metropolitan Planning Organization (FBRMPO), NC Wildlife Resources Commission (NCWRC), and US Fish and Wildlife Service (USFWS). Responses are included in the project file.

NCDOT/FHWA initiated tribal coordination with the Catawba Indian Nation, the Cherokee Nation, the Eastern Band of Cherokee Indians, the Muscogee Creek Nation, and the United Keetoowah Band of Cherokee Indians in January 2025 (see project file). No responses have been received at the time of this document.

F. Project Impact Criteria Checklists:

F2. Ground Disturbing Actions – Type I (Appendix A) & Type II (Appendix B)			
<p>For proposed improvement(s) that fit Type I Actions (NCDOT-FHWA CE Programmatic Agreement, Appendix A) including 2, 3, 6, 7, 9, 12, 18, 21, 22, 23, 24, 25, 26, 27, 28, &/or 30; &/or Type II Actions (NCDOT-FHWA CE Programmatic Agreement, Appendix B), answer the project impact threshold questions (below) and questions 8–31.</p> <ul style="list-style-type: none"> If any question 1-7 is checked “Yes” then NCDOT certification for FHWA approval is required. If any question 1-30 is checked “Yes” then additional information will be required for those questions in Section G. <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 Precon site; other publications (e.g. the STIP) can be linked directly. Example: (Source: NCDOT HE-0001 NRTR [HE-0001 NRTR.pdf, 2022])</i></p>			
PROJECT IMPACT THRESHOLDS (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: IPaC review, 2025)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2	Does the project result in effects subject to the conditions of the Bald and Golden Eagle Protection Act (BGEPA)? (Source: IPaC 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? (N/A)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4			
5	Does the project involve a residential or commercial displacement, or a substantial amount of right of way acquisition? (Source: N/A)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6	Does the project require an Individual Section 4(f) approval? (Source: NCDOT ATLAS 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: No Archaeological Survey Req Form , 2025, Verbal “No Effect”, 3/27/2025)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other Considerations		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: IPaC review, 2025)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9	Is the project located in anadromous fish spawning waters? (Source: NC Marine Fisheries Commission, 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: NCDOT ATLAS 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: NCDOT ATLAS Screening, 2025; NC DEQ, 2025)	<input type="checkbox"/>	<input checked="" type="checkbox"/>

12	Does the project require a U.S. Army Corps of Engineers (USACE) Individual Section 404 Permit? (Source: NCDOT ATLAS 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: NCDOT ATLAS 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: SHPO Coordination, 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: Gerton GeoEnvironmental Phase I Report, 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: NCDOT ATLAS Screening, 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: NCDOT ATLAS Screening, 2025)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
18	Does the project require a U.S. Coast Guard (USCG) permit? (Source: NCDOT ATLAS Screening, 2025)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
19	Does the project involve Coastal Barrier Resources Act (CBRA) resources? (Source: NCDOT ATLAS 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: NCDOT ATLAS 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: NCDOT ATLAS 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: N/A)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
23	Does the project have a permanent adverse effect on local traffic patterns or community cohesiveness? (Source: N/A)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
24	Will maintenance of traffic or detours cause substantial disruption? (Source: N/A)	<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: N/A)	<input type="checkbox"/>	<input checked="" 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: NCDOT 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: NCDOT 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: NCDOT ATLAS Screening, 2025).	<input type="checkbox"/>	<input checked="" type="checkbox"/>
29	Is the project considered a Type I under the NCDOT Noise Policy? (Source: N/A)	<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: NCDOT ATLAS Screening, 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.')

8. Section 7 Coordination between NCDOT, FHWA and USFWS is ongoing. The proposed action is considered to be No Effect due to no tree clearing. The Hickory Nut Gorge Green Salamander, though not listed, was identified by the agencies as endemic to the area and individuals and habitat have been identified along the project. These locations have been delineated in the field and will be avoided to the extent practicable. Future activities for repairs are currently being considered under formal consultation with USFWS.

H. Categorical Exclusion Approval:

STIP Project No.	<u>Hurricane Helene Repairs to US 74A Gerton</u>
WBS Element	<u>18314.1045999CMGC</u>
Federal Project No.	<u>Federal Aid Number</u>

Prepared By:

<u>4/11/2025</u>	<u>Jeffrey Dayton</u>
Date	Jeffrey Dayton, PE, Planning Lead HDR

Prepared For: Josh Deyton, PE, Division 14 Construction Engineer

Reviewed By:

<u>4/11/2025</u>	<u>Marissa Cox</u>
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.

<u>4/11/2025</u>	<u>John Jamison</u>
Date	John Jamison, PWS Environmental Policy Unit Head North Carolina Department of Transportation

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

<u> </u>	<u>N/A</u>
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.

PROJECT COMMITMENTS

CMGC Project to design and rebuild US 74A

T.I.P Number:

Henderson

Federal Aid Number:

WBS:18314.1045999CMGC

COMMITMENTS FROM PROJECT DEVELOPMENT AND DESIGN

Roadside Environmental Unit - Design Standards in Sensitive Watersheds

Hickory Creek is designated as Trout Waters by the NC Division of Water Resources. NCDOT will implement Design Standards in Sensitive Watersheds.

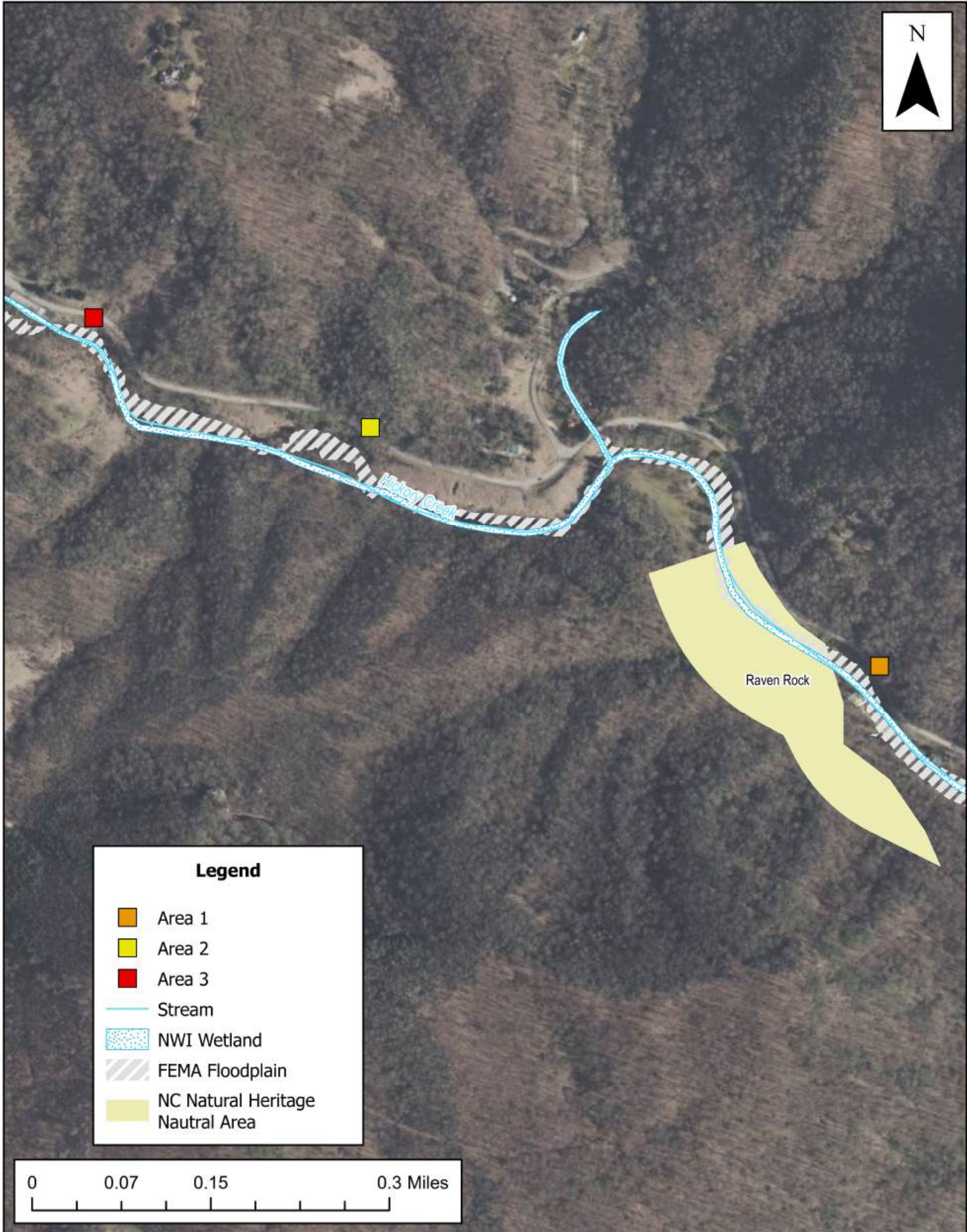
COMMITMENTS FROM PERMITTING

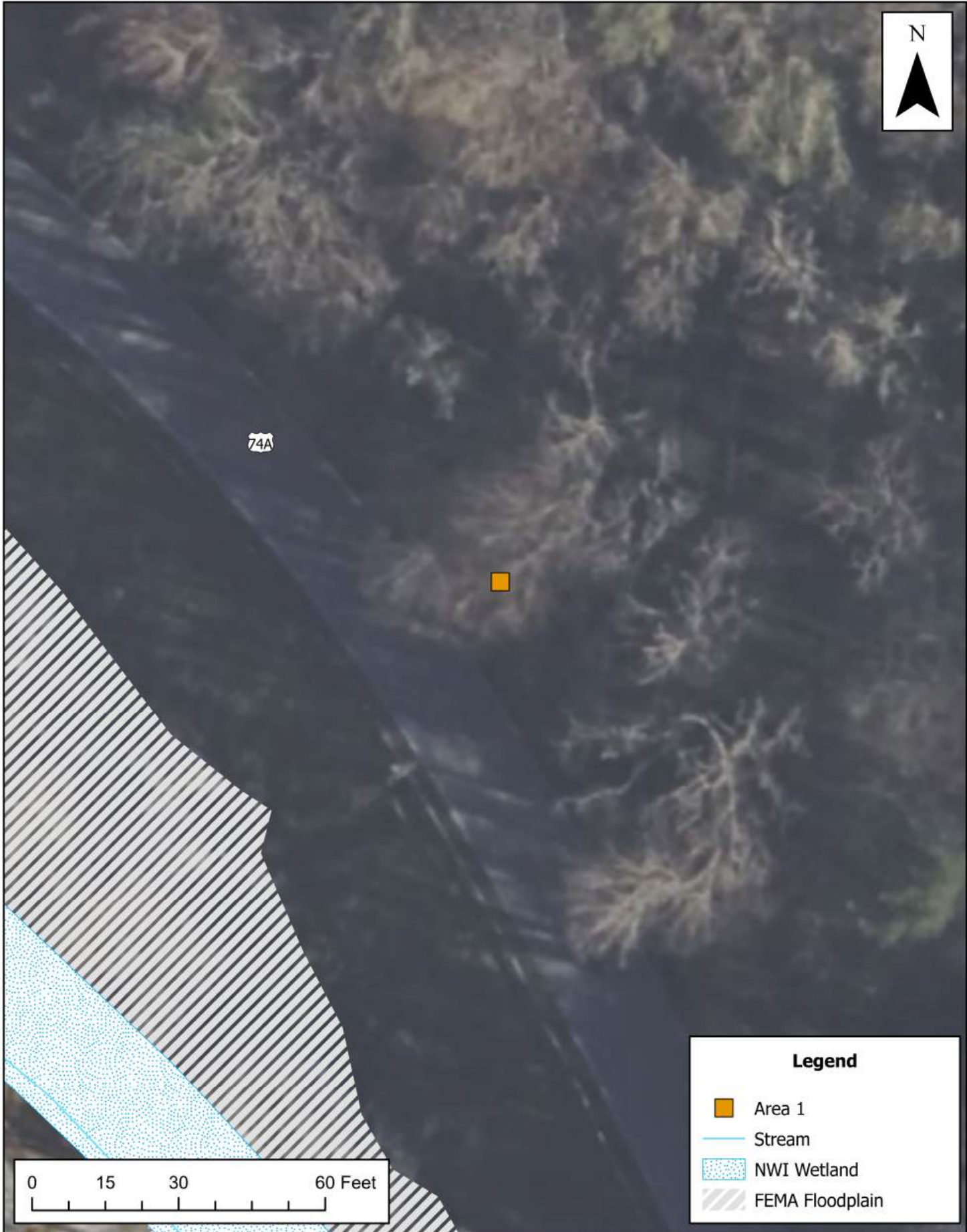
No permitting commitments developed to date.

*****END OF PROJECT COMMITMENTS*****

CMGC Project to design and rebuild US 74A

18314.1045999CMGC









25-01-0001



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: **US 74A Helene** County: **Henderson**
 WBS No: **HELENE 44-US74A[ET]6570** Document: **CE**
 F.A. No: **tbd** Funding: ☐ State ☒ Federal

Federal Permit Required? ☒ Yes ☐ No Permit Type: **USACE**

Project Description:

NCDOT proposes to repair and reestablish portions of the US 74A highway damaged or destroyed by Hurricane Helene parallel Hickory Creek from near Gerton to near Bat Cave in Henderson County. For this emergency restoration and repair for segments of the highway removed from the landscape following devastating flooding, there is potential for federal funding and USACE coordination is expected. Section 106 of the National Historic Preservation Act applies for this federal undertaking.

The project's western limit is near the intersection of US 74A and Bearwallow Mountain Road (SR 1693). The highway continues eastward near Red Anderson Road (SR 1611). Overall, the project length covers about 5.0 miles of highway including travel lanes which have been removed, destroyed, damaged, or compromised by flooding. Repair, temporary roadway, or road rebuilding is required throughout the project. Note, PA 24-11-0012 is a related, separate archaeological review of US 64 (Lake Lure Highway) beginning east of the current project, extending from Bat Cave to Chimney Rock.

For the Archaeological Area of Potential Effects (APE), this investigation considers all areas of potential earth disturbing activities, including all the current and any proposed new ROW. The scouring volume of flooding deposited new terrain and reformed or replaced much of the landforms associated with US 74A. This unique circumstance requires earthmoving, fill, and cuts to grade and drain the recently modified terrain. The APE length end to end is about 5.0 miles (26,400 feet). No formal design was available at the time of this review; therefore, the APE width is buffered to allow flexibility to study a range of potential, successful roadway solutions. The width is 150 feet to either side of US 74.

SUMMARY OF CULTURAL RESOURCES REVIEW

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

This stretch of highway was strongly affected by Hurricane/Tropical Storm Helen in late September 2024. Severe flooding, characterized by massive quantities and rapid flow, raised and surpassed the established banks of Hickory Creek (before meeting with the Broad River near Bat Cave), tributaries, and drainages. The rushing water expanded and reformed channels, obliterating portions of the highway and removing vulnerable ditches, culverts, retaining walls, and other structures or buildings from the landscape. New deposits are now present, consisting of debris, boulders, and alluvium originating upstream and from the mountain slopes (see Figure 3). Most of the APE now has modified terrain, especially at areas closely parallel to Hickory Creek and intersecting streams. The volume and extent of changes caused by flooding results in a partially rearranged landscape with large areas scoured or filled-in with flood deposits. The flooding event combines with major 20th century grading for the roads to leave little chance for intact soils containing cultural materials and living horizons in situ, a poor archaeological context.

There are no recorded archaeological sites within, adjacent or in the nearby vicinity of the APE. Only six archaeological sites are recorded within or just outside of a two-mile buffer of the project. East of the project 1.65 miles, outside of the Broad River valley bottom on a ridge spur, the Native American archaeological site,

25-01-0001

31Rf177. Site 31Hn68 is located southeast of the APE about a mile away, a Native American archaeological site near a previously reviewed debris site (Edney Inn 1 & 2). The Conner Cemetery is present along Possom Hollow Road about 150 feet away on sloped terrain north and more elevated than US 74A. At the study area limits, this established cemetery is unlikely to be affected by the project. The NC Office of State Archaeology lists a small environmental review (ER 16-1278, DN00458) about 0.12 acres in size near the western end of the APE. No survey was recommended. Likewise, an unlabeled area, about 0.5 acres, adjacent to the highway east of the halfway point has been reviewed. It did not result in a survey recommendation. A very recent survey has occurred on the north side of the Broad River about two miles to the east for the "Chimney Rock Borrow Site." No sites were identified on the 45-acre, mostly sloped mountainside (ER 24-2608). Two HPO/OSA reviews for archaeology are noted as inactive for hiking trails in the project vicinity, and received no survey. Also, there are a few, small NCDOT reviews in the general area (ex., PA 12-08-0082 and PA 13-08-0050) that did not receive recommendations for surveying, in addition to PA 24-11-0012, the previously mentioned emergency repairs to US 64/US 74A east of the current project, and three or more associated bridges.

Information regarding the nature of six culverts and pipes were sought and obtained. Descriptions and field images were examined to determine if any of those smaller structures included terracotta block construction or other less common techniques. Materials used were generally listed as concrete or metal pipes, and none of the photographs indicated that the pipes and culverts were made with terracotta blocks, tiles, bricks, or stone.

The terrain in the project area is mountainous and steep. Available aerial, drone and roadside imagery was examined for portions of the highway. LIDAR, 3D imaging, and contour mapping was examined. The APE for urgently required repairs and restoration of services for US 74A, Gerton Highway, between Gerton and Bat Cave, has portions which were swept away by Helene flooding or are otherwise majorly altered. Construction of the highway and other twentieth century development graded the terrain for better use. A large volume of creek bank has been scoured and new alluvium deposited, most recently by Helene flood waters, but also in 1916 when the mountains endured an earlier damaging flood event of similar scale. The probability to encounter and affect undocumented, intact, and significant archaeological sites within the APE is low. No archaeological survey is required. A separate cultural resources review is underway by NCDOT Architecture Historians which will address above ground structures and properties.

This project falls within a North Carolina County 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.

Brief Explanation of why the available information provides a reliable basis for reasonably predicting that there are no unidentified historic properties in the APE:

The undertaking involves needed restoration of travel lanes, drainage, and road shoulders which were removed from the landscape or otherwise damaged due to Hurricane Helene flooding. The greater valley including Hickory Creek and the adjacent US 74A highway witnessed massive amounts of soil and rock displacement. The river and creek banks have changed resulting in other reshaping of the terrain. Earth removed and swept away has been replaced with new alluvium. No archaeological sites are expected to remain where the riverbed and banks have been reformed. Previous road construction work also contributed to the poor archaeological context at damaged areas of the highway. No archaeological survey is warranted for this highway repair project.

SUPPORT DOCUMENTATION

See attached: ☒ Map(s) ☐ Previous Survey Info
☐ Photocopy of County Survey Notes

☐ Photos ☐ Correspondence
 Other:

FINDING BY NCDOT ARCHAEOLOGIST

NO ARCHAEOLOGY SURVEY REQUIRED



NCDOT ARCHAEOLOGIST

3/28/2025

Date

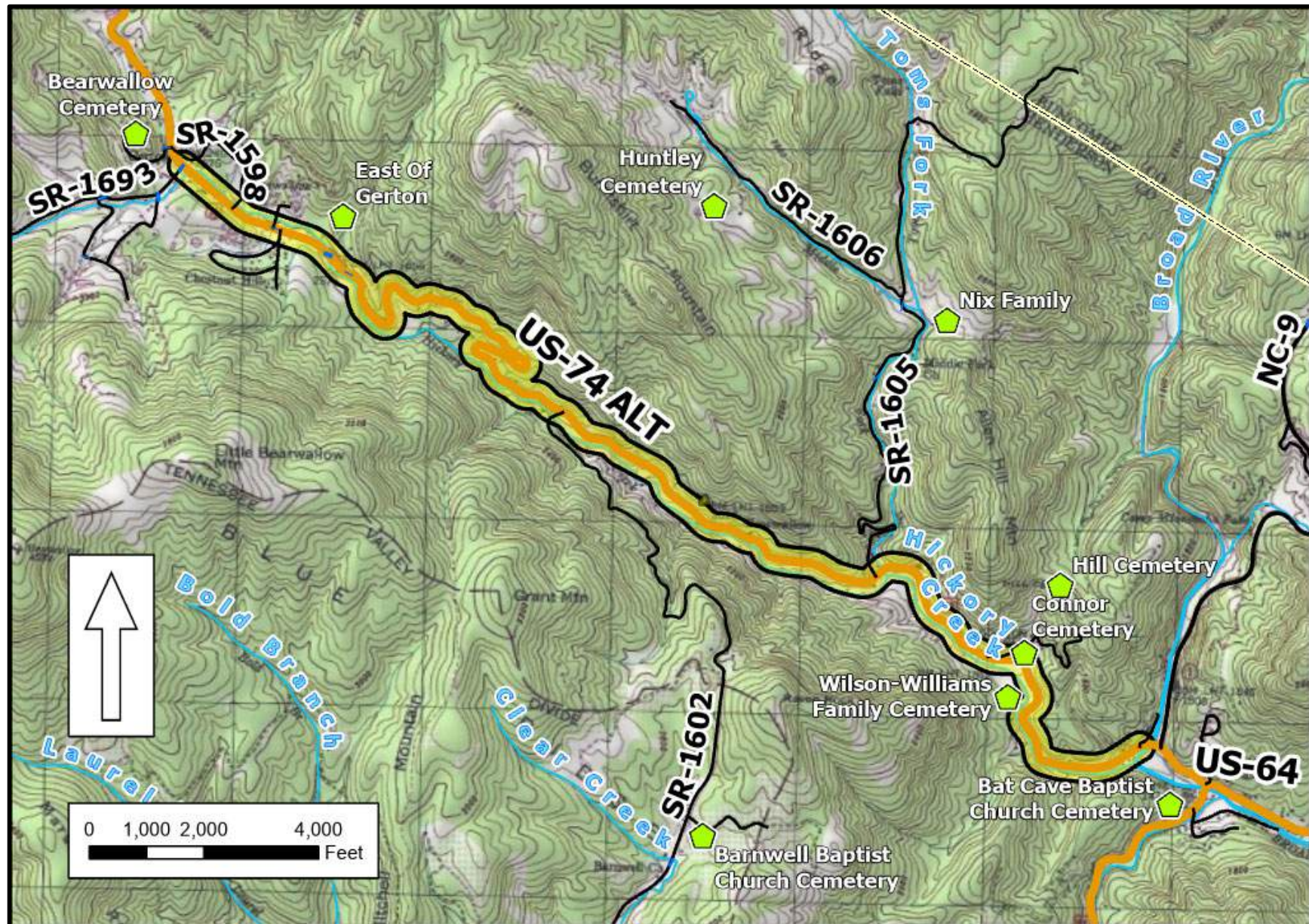


Figure 1. Vicinity for the repair of destroyed, damaged, and compromised portions of US 74A between Gerton and Bat Cave shown on USGS mapping (Bat Cave). The approximate APE is shaded yellow with a black outline. Known cemeteries are labeled.

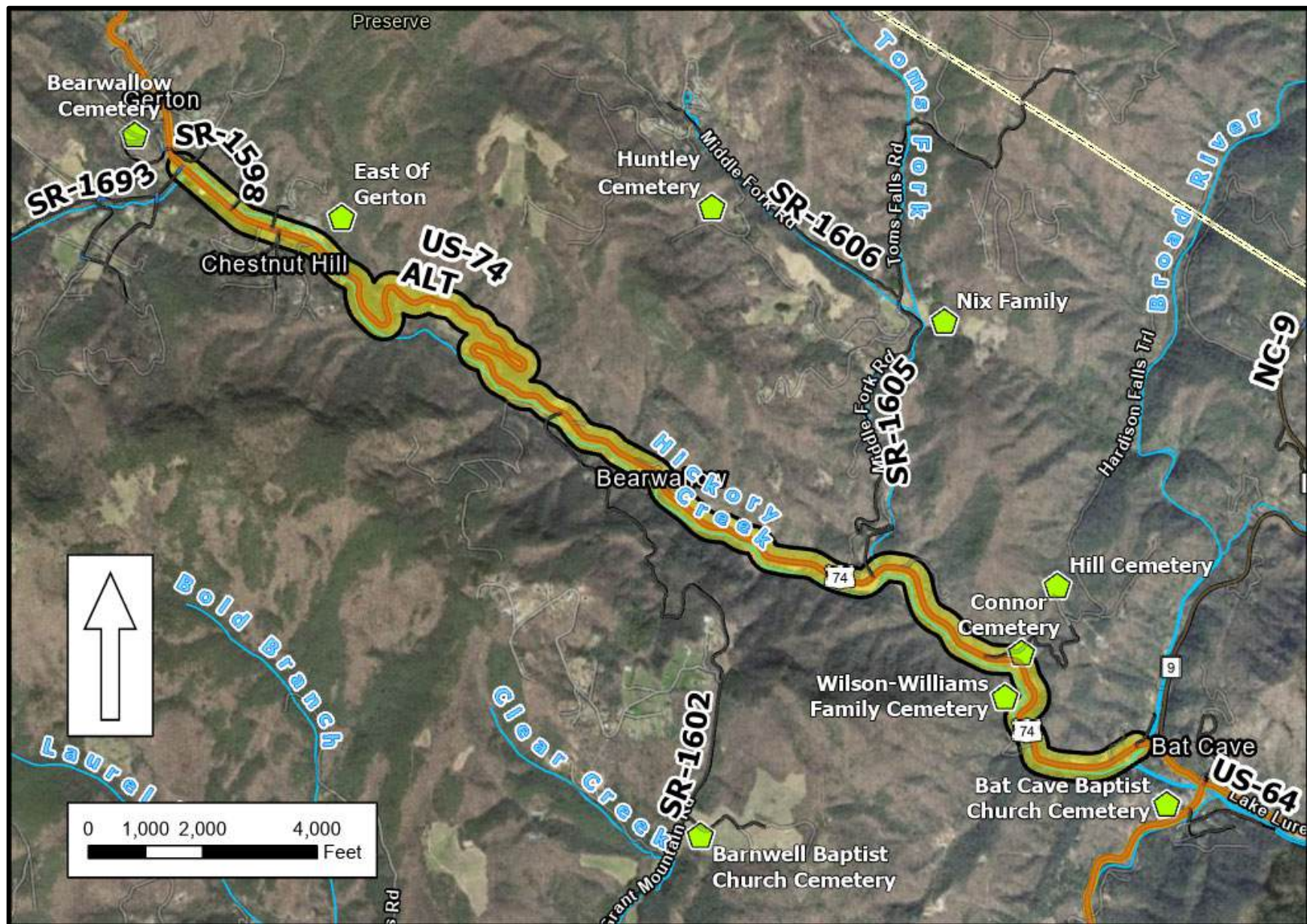


Figure 2. Aerial photograph of the damaged, and compromised portions of US 74A between Gerton and Bat Cave. Helene flooding in narrow valleys damaged the highway and reshaped section of terrain. The approximate APE is shaded yellow with a black outline.