

NCDOT MINIMUM CRITERIA DETERMINATION CHECKLIST

October 19, 2021

TIP Project No.: U-5857

State Project No.: 46384.1.1

Project Location:

SR 1406 (Rockfish Road) and new route (Gillis Hill Road Extension), SR 1406 (Rockfish Road) from SR 1003 (Camden Road) to north of Westfield Drive and Gillis Hill Road extension from north of Westfield Drive to SR 1418 (Lindsay Road) in Hoke County. Widen to multi-lanes, part of on new location.

Project Description:

STIP Project U-5857 begins at SR 1003 (Camden Road) and ends east of SR 1418 (Lindsay Road) and is divided into two segments.

The Rockfish Road segment proposes to widen approximately 2.4 miles of SR 1406 (Rockfish Road). This segment begins at SR 1003 (Camden Road) and ties into the second segment. The proposed typical section of the existing two-lane road to be widened is a four-lane divided curb and gutter facility with a raised grass median of 17.5 feet in width.

The second segment, Gillis Hill Road Extension, proposes to widen and extend SR 1420 (Gillis Hill Road) approximately 1.5 miles on new location. The proposed typical section consists of a four-lane divided facility with a raised grass median up to 23 feet in width and grass shoulders.

For both segments, there are two 12-foot travel lanes in each direction. The design speed is 50 mph, with a proposed posted speed of 45 mph. The new Gillis Hill Road extension includes the construction of a grade-separated rail crossing over the Aberdeen & Rockfish Railroad and a quadrant left interchange at SR 1422 (Phillipi Church Road). The School Drive at-grade rail crossing would be closed.

U-5857 is being developed in coordination with STIP U-5798, the Widening of SR 1102/SR 1420 (Gillis Hill Road) and U-5753, the Widening of SR 1305 (Wayside Road) and SR 1418 (Lindsay Road).

It is anticipated that traffic will be maintained on-site during construction through a shift in traffic lanes. The roadway will not be closed to traffic and access will be maintained to properties.

The proposed project is included in the approved 2020-2029 North Carolina State Transportation Improvement Program (STIP) with right-of-way acquisition scheduled for Fiscal Year (FY) 2027 and construction for FY 2028. Figure 1 (Appendix A) shows the project vicinity, and Figures 2A and 2B (Appendix A) present the environmental features in the project areas.

Purpose and Need

The purpose for the proposed project is to address the anticipated increase in traffic volumes in the 2040 Build Year conditions. SR 1406 (Rockfish Road) is a primary local travel corridor connecting southeastern Hoke County with the community of Rockfish and the City of Raeford. The population in Hoke County is projected to increase at a rate of 2.5% annually, which is more than double the statewide projection for population growth. Traffic is expected to increase along with the population growth, and the number of commuters traveling from surrounding communities through Rockfish to Fort Bragg and the City of Fayetteville is also expected to increase. Refer to Traffic below for details on the anticipated increased volumes from the traffic forecast. The proposed action will serve local residents and commuters by helping address future traffic conditions and maintaining acceptable levels of service (LOS) in the vicinity of the Rockfish community.

The need for the proposed action consists of three components: deficiencies in roadway geometry, roadway safety and crashes, and capacity deficiencies.

- **Roadway Geometry:** The intersecting roads of SR 1406 (Rockfish Road), SR 1418 (Lindsay Road), SR 1422 (Phillipi Church Road), and John Deere Drive converge at an at grade rail crossing, Aberdeen & Rockfish Rail, which bisects SR 1406 (Rockfish Road). The convergence of these four roads and the railroad crossing occurs within an approximate 200-foot segment of SR 1406 (Rockfish Road).
- **Safety and Crashes:** The crash rate on the segment of SR 1406 (Rockfish Road) between SR 1418 (Lindsay Road) and SR 1422 (Phillipi Church Road) (crossing the railroad) is nearly 19 times greater than the statewide average crash rate.
 - A key component of roadway safety in the Gillis Hill Road extension project area is the consideration of grade-separating the existing rail crossing. The NCDOT threshold for grade-separation is based on the number of trains per day and the projected annual average daily traffic (AADT). This threshold is exceeded in future traffic conditions; therefore, a grade-separated rail crossing is recommended.
- **Traffic and Capacity:** The intersection of SR 1406 (Rockfish Road), SR 1418 (Lindsay Road), SR 1422 (Phillipi Church Road), and John Deere Drive is currently functioning at a LOS F (failing) due to the SR 1418 (Lindsay Road) westbound movement. In 2040 this intersection continues to function at a LOS F due to the deterioration of the SR 1422 (Phillipi Church Road) eastbound movement.

The primary purpose of the proposed action is to improve roadway geometry, improve safety, and improve congestion in the Rockfish community and at the intersection of SR 1406 (Rockfish Road), SR 1418 (Lindsay Road), SR 1422 (Phillipi Church Road), and John Deere Drive where an at-grade railroad crossing exists.

SR 1420 (Gillis Hill Road), Gillis Hill Road Extension, and SR 1406 (Rockfish Road) will provide the necessary interconnectivity between the anticipated growth to the west of the study area and the Fayetteville Outer Loop.

Anticipated Permit or Consultation Requirements:

A Section 404 Permit will be required due to anticipated impacts to wetlands and streams. The permit type will be determined as the design is refined and impacts are determined. The United States Army Corps of Engineers (USACE) holds the final discretion as to what type of permit will be required to authorize project construction. If a Section 404 Permit is required, then a Section 401 Water Quality Certification (WQC) from the North Carolina Division of Water Resources (NCDWR) will be needed

Special Project Information:

Traffic:

In 2017, the traffic volume on SR 1406 (Rockfish Road) varied between 8,100 and 13,500 vehicles per day. By 2040, the traffic volume is projected to increase to between 16,200 and 28,400 vehicles per day (up to 135% from the existing conditions). The traffic volumes on the segment of SR 1406 (Rockfish Road) between SR 1418 (Lindsay Road) and SR 1422 (Phillipi Church Road) (crossing the railroad) are projected to increase from the current (2017) volume of 9,900 to 10,300 vehicles per day to a range of 11,800 to 20,100 vehicles per day by 2040.

Population and employment growth are the primary reasons for the anticipated increase of approximately 10,000 vehicles per day along SR 1420 (Gillis Hill Road), Gillis Hill Road Extension, and SR 1406 (Rockfish Road) within the project limits. In addition to the new trips that will be generated by the population and employment growth adjacent to the corridor, roadway network changes in the vicinity of the project will also contribute to the increase in traffic volume along SR 1406 (Rockfish Road), Gillis Hill Road Extension, and SR 1420 (Gillis Hill Road). To the east of the project, the Fayetteville Outer Loop (I-295) is being constructed and will have interchanges at US 401 and SR 1003 (Camden Road). The proposed Fayetteville Outer Loop will provide interstate connectivity for the region, which will promote development in the area.

Logical Termini:

The 2040 traffic forecast shows that the project in combination with U-5753 (Wayside Road and Lindsay Road widenings) and U-5798 (Gillis Hill Road widening to the north) projects, would create an upgraded, interconnected road network between southeastern Hoke County and the cities of Raeford and Fayetteville.

The southern terminus of the project is SR 1003 (Camden Road), which is the first major intersection south of the Rockfish community, and traffic volumes are consistently maintained to this point. South of here, the traffic patterns change. STIP Project U-6051, the Widening of SR 1003 (Camden Road) between SR 1406 (Rockfish Road) and the Fayetteville Loop (Proposed I-295), will connect directly to STIP U-5857 at SR 1406 (Rockfish Road).

The northern terminus of the project will tie to the southern terminus of U-5798 north of SR 1418 (Lindsay Road) on SR 1420 (Gillis Hills Road).

Alternatives Evaluation:

No Build

The no build alternative does not meet the purpose and need for the project nor improve mobility or reduce congestion, and thus is not a viable alternative.

Build

The widening segment includes the addition of two through lanes (one additional in each direction) along SR 1406 (Rockfish Road) with three unsignalized intersections becoming signalized.

Three alternatives were developed for the new location segment:

- Alternative 1A: This alternative is proposed as a four-lane divided facility on new location west of “downtown” Rockfish from SR 1406 (Rockfish Road) in the vicinity of Westfield Drive/Eastfield Drive to SR 1418 (Lindsay Road) at SR 1420 (Gillis Hill Road). This alternative includes a grade separated rail crossing and interchange with SR 1422 (Phillipi Church Road) and two interchange ramps. School Drive would be closed at the existing at grade rail crossing while the existing SR 1406 (Rockfish Road) would remain open at the existing at-grade rail crossing.
- Alternative 1B: This alternative is identical to Alternative 1A with exception to the interchange: the two-ramp design in Alternative 1A is replaced with a Quad Left (single ramp) in Alternative 1B. This alternative was developed after the public meeting in an effort to reduce potential impacts to streams, wetlands and residents.
- Alternative 2: This alternative is proposed as a four-lane divided facility on new location realigning SR 1406 (Rockfish Road) and SR 1418 (Lindsay Road) east of “downtown” Rockfish. The proposed new location roadway includes a grade-separated rail crossing. School Drive would remain open at the existing at-grade rail crossing while the existing SR 1406 (Rockfish Road) would be closed at the existing at-grade rail crossing. Two new connections from the new alignment roadway to SR 1406 (Rockfish Road) would be provided, one on each side of the rail line:
 - SR 1422 (Phillipi Church Road) traffic would access the new location roadway on the south side of the rail line via a new connector which would utilize a portion of the existing SR 1406 (Rockfish Road).
 - SR 1406 (Rockfish Road) would be realigned to allow traffic on the north side of the rail line to access the new location roadway. This SR 1406 (Rockfish Road) realignment would begin on SR 1406 (Rockfish Road) east of the Eulon Loop and continue north/northeast to join the new location roadway at a point south of the SR 1420 (Gillis Hill Road)/SR 1418 (Lindsay Road) intersection.

Agency Involvement:

The NCDOT, USACE, and NCDWR concurred that the merger process is not necessary for this project.

Recommended Alternative Selection:

The Recommended Alternative 1B, widens Rockfish Road to a four-lane divided facility and four-lane new location divided facility on new location with a grade-separated rail crossing and a quad left interchange. The proposed design speed is 50 mph.

Estimated Project Costs

Right of Way	\$17,961,555
Utility Relocation	\$5,607,000
Construction	\$46,000,000

Note: Cost estimates are preliminary and will be updated as part of the final design process.

Design Exceptions:

There are no anticipated design exceptions for the project.

Bicycle and Pedestrian Accommodations:

There are no existing bicycle or pedestrian facilities along SR 1406 (Rockfish Road) or SR 1102/1420 (Gillis Hill Road).

NCDOT coordinated with Hoke County officials for the County's interest in bicycle lanes and the need and maintenance of sidewalks. The Hoke County Planning Director and Board of Commissioners verified there is not a need for bicycle lanes and do not want the responsibility or liability for maintaining sidewalks.

Community Impacts:

The Recommended Alternative would displace an estimated 37 residences and 4 business. This alternative was favored in the majority (78%) of public comments received. No public facilities, health care facilities, community and cultural facilities, or religious institutions are anticipated to be displaced by either project. No parks or recreation areas will be impacted by the project. All potential displacements are habitable structures and are occupied.

Historic Architecture:

In December 2018 and September 2019, a screening of the original and revised project study areas revealed one property potentially eligible for listing in the National Register (NRHP), Woods Store (HK0043) located at the intersection of SR 1406 (Rockfish Road) and John Deere Drive. An Historic Structures Survey Report prepared July 2019 recommended Woods Store as not eligible for the NRHP, and the North Carolina State Historic Preservation Office (NCHPO) concurred with the finding in September 2019. There are no architectural or landscape resources affected and the project is in compliance with both North Carolina General Statute (GS) 121-12(a) and Section 106 of the National Historic Preservation Act (NHPA) for historic architecture (Appendix B).

Archaeological Resources:

An Intensive Archaeological Survey and Evaluation was conducted on one potentially eligible site within or in proximity to the project study area. This site is described as the Wood Family Cemetery and is located on SR 1406 (Rockfish Road) approximately 1,000 feet south of Sandy Bottom Lane. Fieldwork was conducted May 13-17 and 29-30, 2019. The Wood Family Cemetery was recommended Not Eligible for the NRHP (Appendix B).

Public Involvement:

Both segments of the project were shown at all public involvement activities. The first public outreach activity for the project was conducted on August 10, 2017 with the public to introduce the project. This meeting was held at the request of the public at the Rockfish Town Hall Building and was advertised to the community by the local community leadership. More than 75 people attended this meeting. A question-and-answer session was conducted.

The Local Officials Meeting was held on April 9, 2019, at the Rockfish Town Hall. The Public Meeting for the project was held on April 23, 2019, at the Tabernacle Baptist Church on Lindsay Road in Rockfish. More than 200 people attended the Public Meeting, and a large number of comments were received through email, phone calls, and the project websites. Figures 3A and 3B (Appendix A) show the proposed projects as presented at the Public Meeting.

A total of 94 comments were received regarding the new location segment alternatives during the comment period, 73 (78%) favored Alternative 1A/1B, 9 (10%) favored Alternative 2, 7 comments did not express a preference, and 5 comments requested more information. A total of 21 comments (of the 94) were focused specifically on the two alternatives presented at the public meeting. All of these 21 commenters preferred the design of Alternative 1A/1B. The public concerns included the closing of SR 1418 (Lindsay Road) and SR 1406 (Rockfish Road) with the implementation of Alternative 2, and several commenters were concerned that Alternative 2 would prevent future economic development of the “downtown” Rockfish community. All 21 commenters opposed these potential road closures. Generally commenters expressed concern for residential impacts, business impacts, property and right of way impacts, drainage and flood control, traffic and roadway safety.

Census data analyzed within the project demographic study area (DSA) do not indicate a notable presence of populations meeting the criteria for Environmental Justice, nor were minority, low-income, or non-EJ Title VI communities observed within the Direct Community Impact Area (DCIA) for each project during the field visit or noted by local planners. In addition, Census data do not indicate Limited English Proficiency (LEP) populations meeting the U.S. Department of Justice LEP Safe Harbor threshold or a notable presence within the DSA. Based on this analysis, no notably adverse community impacts are anticipated with either project and no Environmental Justice populations appear to be affected; thus, impacts to minority and low-income populations do not

appear to be disproportionately high and adverse. Benefits and burdens resulting from the projects are anticipated to be equitably distributed throughout the community, and no denial of benefit is expected. No disparate impacts are anticipated under Title VI and related statutes.

Hazardous Materials:

Seven (7) environmental sites of concern were identified within the study area. Three (3) sites of concern are shown to be within the proposed right-of-way. The project design will continue to consider avoidance of these seven sites. NCDOT will evaluate mitigation measures as needed in order to avoid these sites.

PART A: MINIMUM CRITERIA

<i>Item 1 to be completed by the Project Manager.</i>		YES	NO
1.	Is the proposed project listed as a type and class of activity allowed under the Minimum Criteria Rule in which environmental documentation is not required?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

PART B: MINIMUM CRITERIA EXCEPTIONS

<i>Items 2 – 4 to be completed by the Project Manager.</i>		YES	NO
2.	Could the proposed activity cause significant changes in land use concentrations that would be expected to create adverse air quality impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3.	Will the proposed activity have secondary impacts or cumulative impacts that may result in a significant adverse impact to human health or the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4.	Is the proposed activity of such an unusual nature or does the proposed activity have such widespread implications, that an uncommon concern for its environmental effects has been expressed to the Department?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Item 5-8 to be completed by Division Environmental Officer.</i>			
5.	Does the proposed activity have a significant adverse effect on wetlands; surface waters such as rivers, streams, and estuaries; parklands; prime or unique agricultural lands; or areas of recognized scenic, recreational, archaeological, or historical value?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
6.	Will the proposed activity endanger the existence of a species on the Department of Interior's threatened and endangered species list?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
7.	Could the proposed activity cause significant changes in land use concentrations that would be expected to create adverse water quality or ground water impacts?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

8. Is the proposed activity expected to have a significant adverse effect on long-term recreational benefits or shellfish, finfish, wildlife, or their natural habitats? ☐ ☒

PART C: COMPLIANCE WITH STATE AND FEDERAL REGULATIONS

Items 9- 12 to be completed by Division Environmental Officer.

- | | YES | NO |
|--|-------------------------------------|-------------------------------------|
| 9. Is a federally protected threatened or endangered species, or its habitat, likely to be impacted by the proposed action? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 10. Does the action require the placement of temporary or permanent fill in waters of the United States? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 11. Does the project require the placement of a significant amount of fill in high quality or relatively rare wetland ecosystems, such as mountain bogs or pine savannahs? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 12. Is the proposed action located in an Area of Environmental Concern, as defined in the coastal Area Management Act? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Items 13 – 15 to be completed by the Project Manager.

- | | | |
|--|-------------------------------------|--------------------------|
| 13. Does the project require stream relocation or channel changes? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|-------------------------------------|--------------------------|

Cultural Resources

- | | | |
|---|--------------------------|-------------------------------------|
| 14. Will the project have an “effect” on a property or site listed on the National Register of Historic Places? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 15. Will the proposed action require acquisition of additional right of way from publicly owned parkland or recreational areas? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Response to Question #9

Red-cockaded woodpecker: Potential foraging habitat and potential nesting habitat for the Red-cockaded woodpecker were found. Additional surveys for the red-cockaded woodpecker will be completed prior to permitting.

Northern long-eared bat: The United States Fish and Wildlife Service (USFWS) has developed a programmatic biological opinion (PBO) in conjunction with the FHWA, the USACE, and NCDOT for the northern long-eared bat (NLEB) in eastern North Carolina. The PBO covers the entire NCDOT program in Divisions 1-8, including all NCDOT projects and activities. The programmatic determination for the NLEB for the NCDOT program is “May Affect, Likely to Adversely Affect”. The PBO provides incidental take coverage for NLEB and will ensure compliance with Section 7 of the Endangered Species Act for five years for all NCDOT projects with a federal nexus in Divisions 1-8, which includes Hoke County, where the project is located.

Response to Question #10

The current estimated impacts for the Recommended Alternative are based on the stream and wetland features in the WEX files and were calculated within the proposed slope stakes plus 25 feet. The estimated impacts are:

- wetland acreage is 2.8 acres.
- calculated stream length 1490 linear feet.

The potential impacts occur in the vicinities of Copper Creek Drive, Sweet William Way, Vicky Lane, and throughout the corridor for the new location segment.

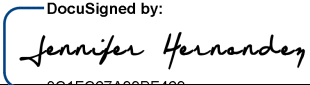
Response to Question #13

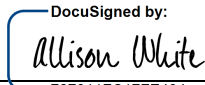
Stream relocation and/or culvert installation are likely to be needed throughout the project corridor.

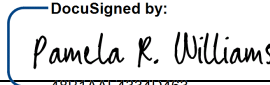
PART D:(To be completed when either category #8, 12(i) or #15 of the rules are used.)

Items 16- 22 to be completed by Division Environmental Officer.

16. Project length: _____
17. Right of Way width: _____
18. Project completion date: _____
19. Total acres of newly disturbed ground surface: _____
20. Total acres of wetland impacts: _____
21. Total linear feet of stream impacts: _____
22. Project purpose: _____

Prepared by:  _____ Date: 10/19/2021
Jennifer Hernandez, PE
Project Manager – Divisions 5 & 8
North Carolina Department of Transportation

Reviewed by:  _____ Date: 10/19/2021
Allison White
Senior Project Manager – Divisions 5 & 8
North Carolina Department of Transportation

Approved by:  _____ Date: 10/19/2021
Pam Williams
Project Manager – Divisions 5 & 8
North Carolina Department of Transportation

PROJECT COMMITMENTS

SR 1406 (Rockfish Road) Widening and SR 1420 (Gillis Hill Road Extension)

Hoke County

WBS 46384.1.1 and 50158.1.1

TIP Project No. U-5857

COMMITMENTS FROM PROJECT DEVELOPMENT AND DESIGN

NCDOT Environmental Analysis Unit (EAU):

Additional surveys for the red-cockaded woodpecker will be completed prior to project permitting.

NCDOT Environmental Analysis Unit (EAU), Archaeology

If there is no way to avoid impacting the Wood Family Cemetery, additional consultation between NCDOT's Right of Way (ROW) and Environmental Analysis Units (EAU) and the Office of State Archaeology (OSA) will be required to identify graves, both marked and unmarked, in the impact area and arrange for their relocation per North Carolina General Statutes 14-148, 14-148, 65, and 70. The ROW agent will notify archaeologist Brian Overton of the EAU (bpoverton@ncdot.gov, 919 707-6081) at least two months in advance of the ROW acquisition of any cemetery parcels in order to determine if the OSA will require archaeological investigations to identify and remove unmarked burials. Should OSA require archaeological investigations in relation to the likelihood of unmarked burials being impacted within the cemetery, three months will be required to complete the investigations after ROW has acquired all necessary cemetery parcels. The final disposition of any interments recovered during the archaeological investigations will be determined by NCDOT's ROW Unit and the EAU in consultation with OSA.

NCDOT GeoEnvironmental Section

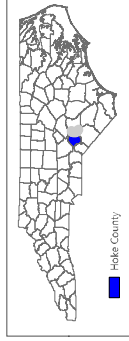
NCDOT-GeoEnvironmental will re-evaluate potential hazardous waste sites near the proposed project to determine whether soil and groundwater assessments are necessary prior to right of way acquisition.

NCDOT Division 8 - Schools and Emergency Services

NCDOT will coordinate construction activities with Hoke County Schools (Tom Paris, Exec Dir. at 910-875-9271) and Hoke County Emergency Services (James Bullard, Chief at 910-904-8992) at least one month prior to construction.

Appendix A

Figures



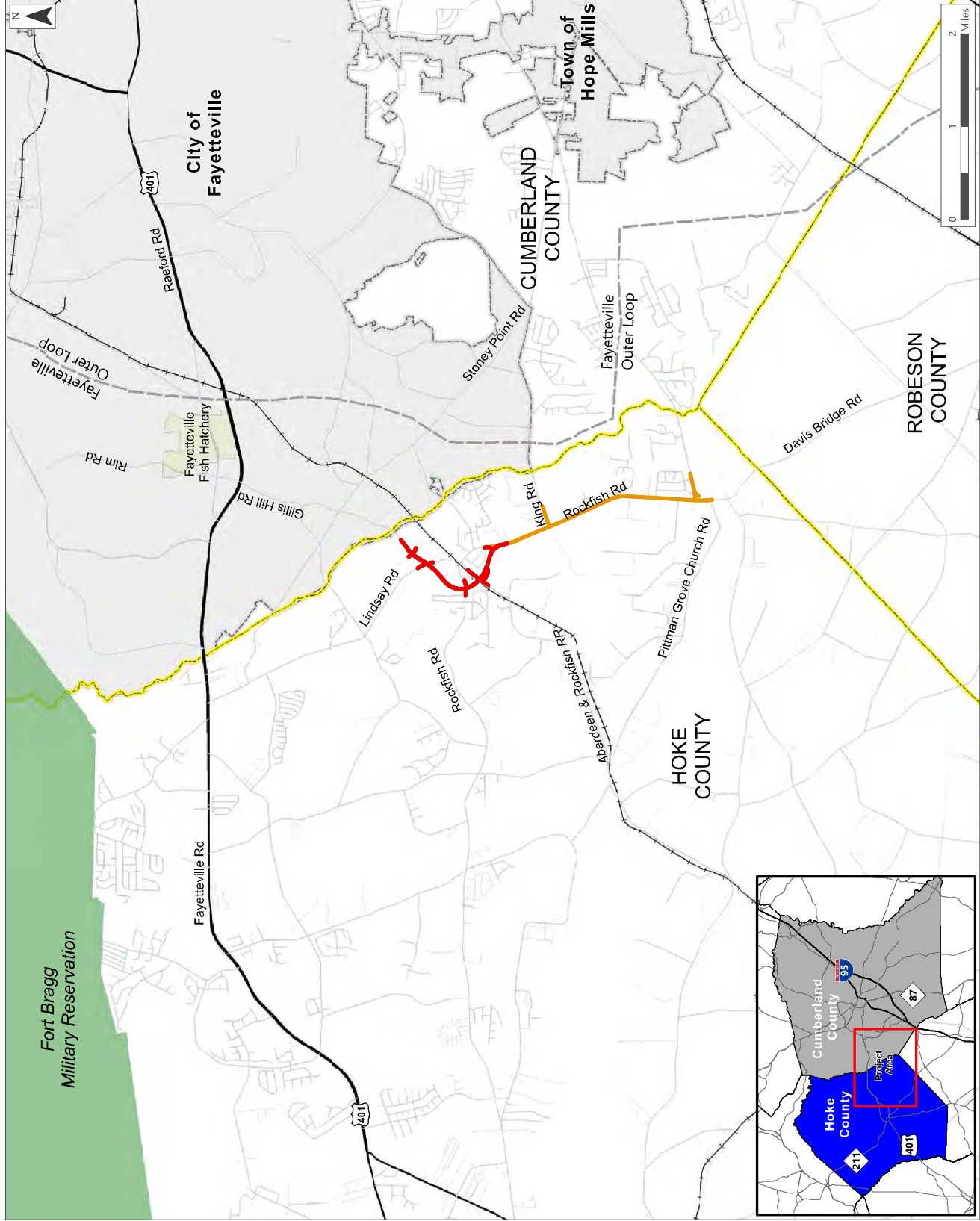
Legend

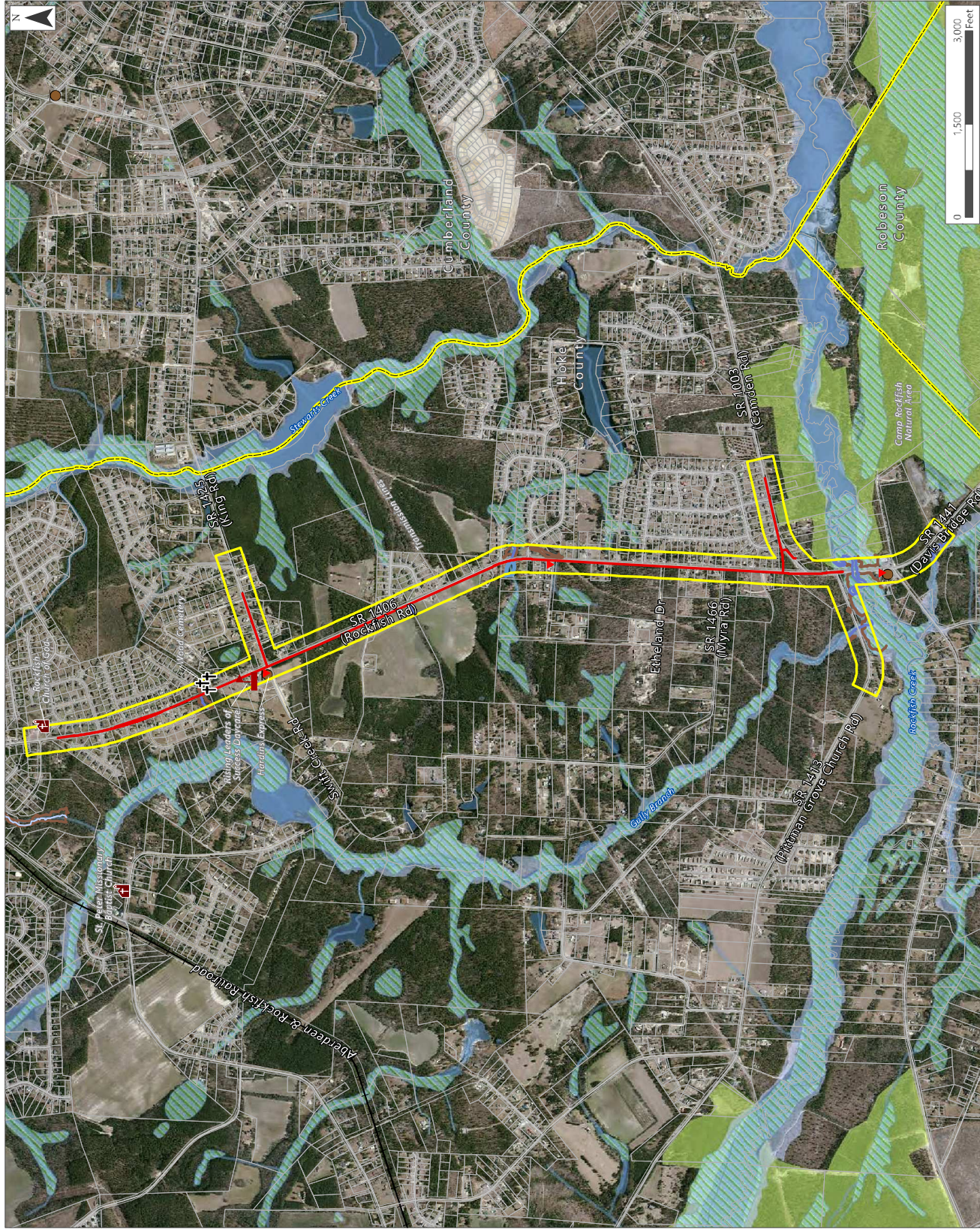
- Proposed New location
- Proposed Widening
- Railroad
- Federal Land
- Municipal Boundary
- County Boundary

U-5857 Rockfish Road Widening and Gills Hill Road Extension
SR 1406 (Rockfish Road) and new route (Gills Hill Road Extension) SR 1406 (Rockfish Road) from SR 1003 (Camden Road) to North of Westfield Drive and Gills Hill Road Extension from North of Westfield Drive to SR 1418 (Lindsay Road), Widen to Multi-Lanes, part of on new location.

Division 8	TIP No: U-5857
	
December 2019	

Figure 1
Vicinity Map





Location Public Meeting Map

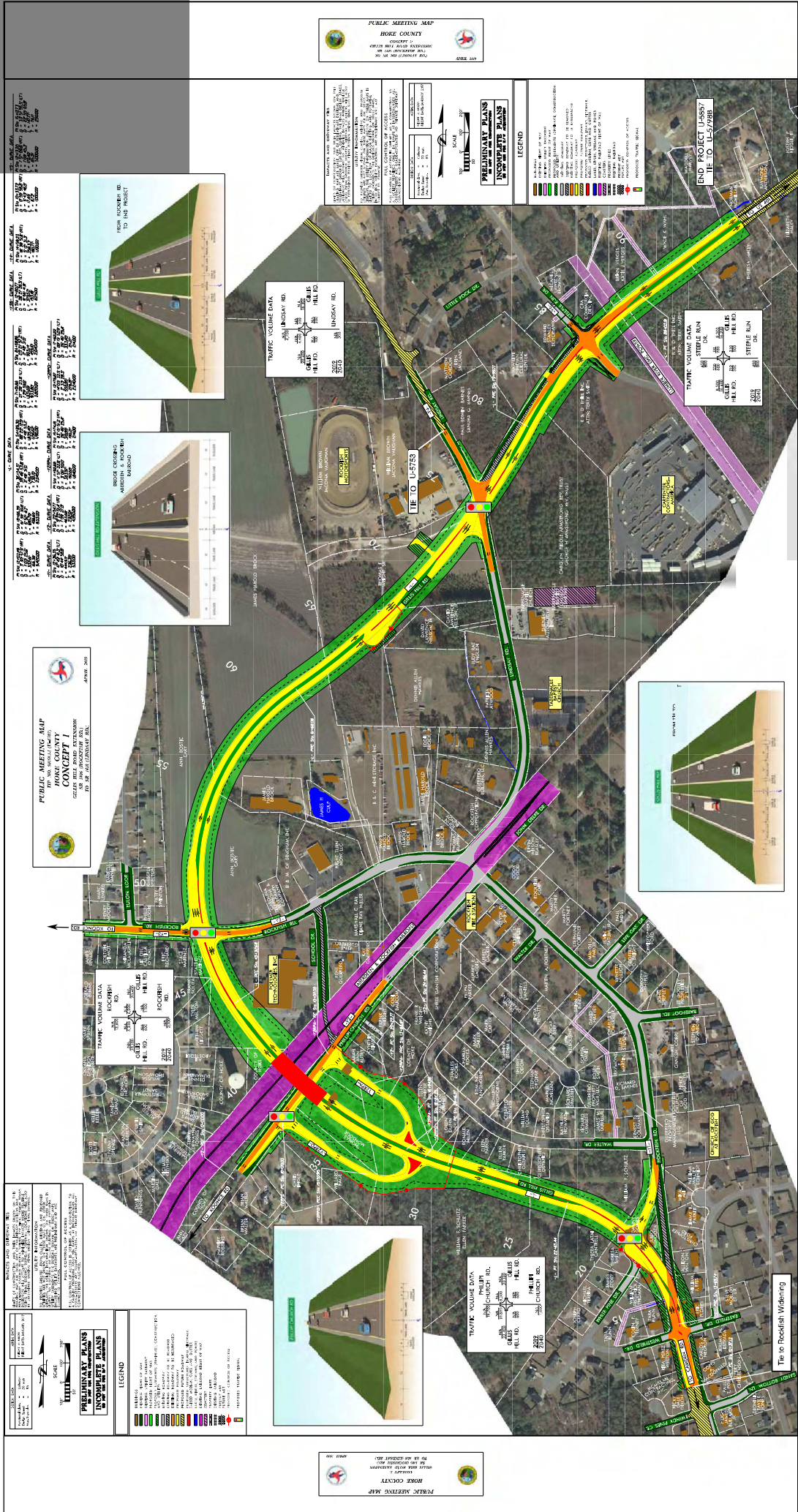


Figure 3B - W5857 Right Ventricle Meeting Map of @ 2

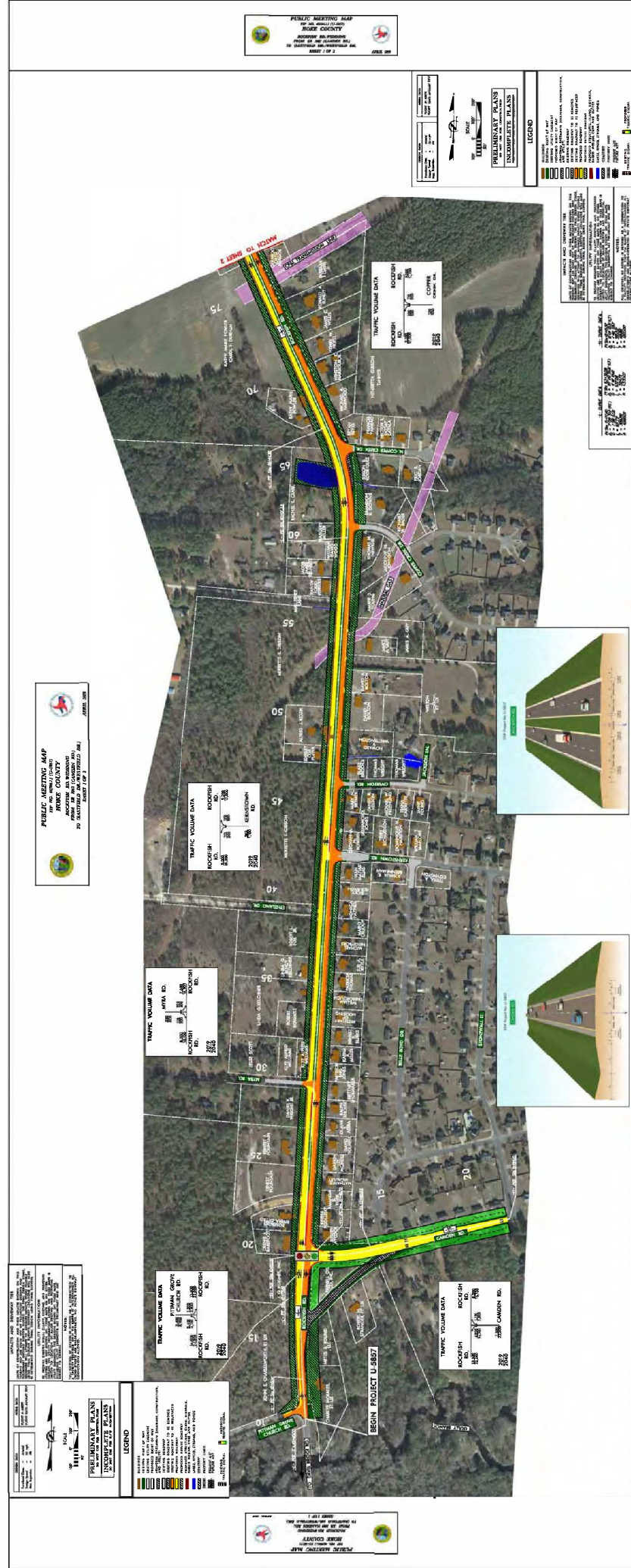
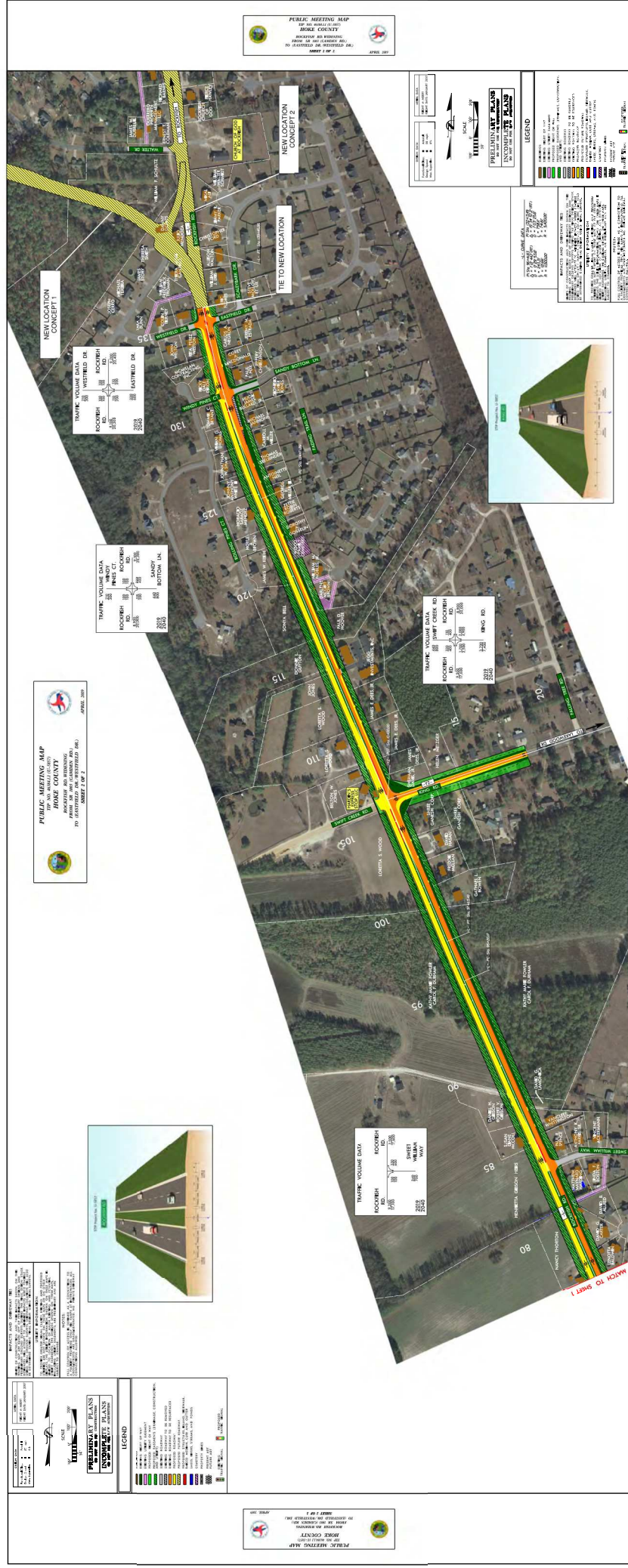


Figure 3B - Wavelength-Dependent Melting of DNA 2



Appendix B

Compliance Forms - Archaeology and Historic Architecture



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: U-5857 County: Hoke
 WBS No: 46384.1.1 Document: STATE EA / FONSI
 F.A. No: Funding: ☒ State ☐ Federal
 Federal Permit Required? ☒ Yes ☐ No Permit Type: USACE tbd

Project Description: NCDOT proposes extending SR 1420 (Gillis Hill Road) from near SR 1406 (Rockfish Road) to between SR 1418 (Lindsay Road) and Stewarts Creek. The result would include large sections of divided, four lane new location roadway, realignment and some widening of existing facilities. Two alternatives are being studied, and some preliminary planning design is available though is subject to change. Note there is apparently overlap with the widening of SR 1420 towards the northeast, U-5798 (PA 18-003-0035), for which an archaeological survey was recommended and is already underway.

The project is about 1.6 miles (about 8,200 feet) in length for the longest alternative. The width varies greatly on the complex new location project which involves crossroads and grade separations within the designs. The project width measured from preliminary designs of the alternatives varies between 100 and 525 feet.

For purposes of this investigation, the archaeological Area of Potential Effects (APE) includes all areas and soils likely to be disturbed during the construction of the roadway including right of way, cut and fill lines and easements. Currently based on the current study area and designs of the two current alternatives, the APE may be refined as designs are further developed.

The project is state funded though federally permitted by the USACE, thus Section 106 of the National Historic Preservation Act applies.

SUMMARY OF ARCHAEOLOGICAL RESOURCES REVIEW: ***SURVEY REQUIRED***

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

USGS mapping and aerial photography was examined (see Figures 1 and 2). Where possible on segments of existing roads, virtual drive-by views using both Bing and Google Maps were examined to better establish existing conditions and context. This was not possible in areas of new location. Roughly a third of the APE is wooded with another third being open fields. Industrial or commercial properties make up the remaining area. The two alternatives cross the fields and wooded areas. Most of the landforms are relatively flat though the southwestern portion includes sloped hillsides and a drainage.

A visit to the Office of State Archaeology for background research showed several archaeological reviews within a moderate distance to the project area, general, in some cases overlapping the APE though most did not receive further archaeological investigations. The related U-5857 (PA 18-03-0042) and U-5798 (PA 18-03-0035) are both widening projects from the south and north which tie-in at the current project. Both were recommended for archaeological survey. There are no documented archaeological sites within the APE. Please note that there may be overlap of the APE coverage in these interrelated projects, especially U-5798.

According to USGS mapping and GIS-based cemetery information maintained by NCDOT archaeologist, Paul Mohler, there are no known cemeteries within the APE, though one is mapping a moderate distance to the east near Tabernacle Church.

Based on the landforms, and other factors like distance to water and soil types or conditions, undocumented archaeological sites may be present within the archaeological APE for the project. These undeveloped landforms may contain intact, significant archaeological resources, ones that might be eligible for listing on the National Register of Historic Places.

An archaeological survey including a complete surface inspection and areas of limited subsurface testing is recommended for this project under Section 106 to identify any significant archaeological sites which may be eligible for listing on the National Register of Historic Places within the APE. We can complete these investigations using one of the Archaeology Group's on-call firms or if Division 8 would like to manage and complete the survey they can use a NCDOT prequalified archaeologist under contract with one of the Division's on-call firms. We can provide a scope of work for the Division to use, but we do need to know within seven days which path the Division plans to follow. All products produced by the Division's consultant will need to be submitted to the Archaeology Group for review, acceptance, and submittal to the Office of State Archaeology as per the Programmatic Agreement. We would be happy to discuss this approach with you.

SUPPORT DOCUMENTATION

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

FINDING BY NCDOT ARCHAEOLOGIST – *SURVEY REQUIRED*



NCDOT ARCHAEOLOGIST

2/22/2019

Date

tbd

Proposed fieldwork completion date

18-03-0041



**NO NATIONAL REGISTER OF HISTORIC PLACES
ELIGIBLE OR LISTED ARCHAEOLOGICAL SITES
AFFECTED 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: **U-5857** *County:* **Hoke**
WBS No: **46384.1.1** *Document:* **STATE EA / FONSI**
F.A. No: *Funding:* ☒ State ☐ Federal
Federal Permit Required? ☒ Yes ☐ No *Permit Type:* **USACE tbd**

Project Description:

The North Carolina Department of Transportation (NCDOT) proposes extending SR 1420 (Gillis Hill Road) from near SR 1406 (Rockfish Road) to between SR 1418 (Lindsay Road) and Stewarts Creek. This would result in large sections of new divided, four lane roadway, as well as realignment and some widening of existing facilities. Two alternatives are being studied; the longest alternative is roughly 1.6 miles (about 8,200 feet) in length and the width varies greatly from between 100 and 525 feet, due to crossroads and grade separations. For the purposes of the archaeological investigation, the Area of Potential Effects (APE) includes the areas and soils likely to be disturbed during construction of the roadway including the right-of-way, cur and fill lines, and easements.

SUMMARY OF ARCHAEOLOGICAL FINDINGS

The North Carolina Department of Transportation (NCDOT) Archaeology Group 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)
- ☐ There are National Register listed ARCHAEOLOGICAL SITES within the project's area of potential effects. (Attach any notes or documents as needed).
- ☐ 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.

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

S&ME, Inc. (S&ME), on behalf of the NCDOT, performed an archaeological resources survey for the planned extension of SR 1420 (Gillis Hill Road) from near SR 1406 (Rockfish Road) to between SR 1418 (Lindsay Road) and Stewarts Creek in Hoke County, North Carolina (Figures 1 and 2). S&ME was

provided two alternatives for the proposed project, the longest alternative is roughly 1.6 miles (about 8,200 feet) in length and the width varies from between 100 and 525 feet.

A background literature review and records search was conducted at the North Carolina Office of State Archaeology (OSA) and at the State Historic Preservation Office (SHPO) in Raleigh. The records examined at SHPO included a review of National Register and survey files for properties listed in or eligible for inclusion in the National Register and an examination of HPOWEB, a GIS-based program containing information about aboveground historic resources in North Carolina. Records examined at OSA included master archaeological site maps, state archaeological site files, and associated archaeological reports. The area examined was a 0.5-mile radius around the APE.

A review of the files and records at SHPO and OSA indicated there are two archaeological sites (31CD2208 and 31HK4009) and one previously completed survey for a cell tower (Weidner 2018) within the 0.5-mile search radius; not shown on the OSA GIS system, due to the recent nature of the undertakings, are two additional previously completed NCDOT surveys and one cemetery (31HK4015). One of the archaeological sites (31HK4009) is within the current project APE and the two NCDOT surveys overlap or are directly adjacent to the current survey area (Sittig 2019; Overton 2019).

The U-5798 Gillis Hill Road widening project APE overlaps the northern portion of the current APE, from roughly 75-m north of Lindsay Road (SR 1418) to Stewarts Creek. During the survey of this area, archaeological site 31HK4009 was identified south of Gillis Hill Road. The site is a non-diagnostic prehistoric isolated find and is recommended as not eligible for inclusion in the NRHP (Sittig 2019).

As part of the background research, the Collett map (1770); the Price-Strother map (1808); the MacRae-Brazier map (1833); the Kerr Cain map (1882); a 1900 railroad map; a United States Department of Agriculture (USDA) Soil Map of Hoke County (1921); North Carolina Department of Transportation (NCDOT) maps from 1938, 1953, and 1968; and United States Geological Survey (USGS) 7.5-minute topographic quadrangles from 1950, 1972, and 1983 were examined.

The Collett map shows the APE is located in an area labeled Cumberland County, in a sparsely populated area north of the Rock Fish River (Figure 3). The 1808 Price-Strother map shows the APE located in Cumberland County, with the town of Fayetteville being established to the east (Figure 4). The 1833 MacRae-Brazier map shows the APE located along an unnamed road between Stewart's Creek and Jumping Gully, with a few structures in and around the project APE (Figure 5). The Kerr Cain map shows a railroad ending in Fayetteville and an unnamed road in the vicinity of the APE (Figure 6).

The 1900 railroad map depicts two rail lines crossing Cumberland County and intersecting in Fayetteville; a proposed rail line is located in the vicinity of the APE (Figure 7). The USDA soil map of Hoke County (1921) shows that Hoke County and the community of Rockfish had been established; numerous roadways, residences, and a church are shown in the vicinity of the current APE (Figure 8). The NCDOT highway map from 1938 shows the expanding community of Rockfish and the growing road network and urban development in and around the area; numerous buildings are depicted in the vicinity of the project APE (Figure 9). The NCDOT maps from 1953 and 1968 do not show much detail, other than the continuously growing network of roads (Figures 10 and 11). The 1950 *Clifdale* USGS topographic map of the northern portion of the project area shows the area to be rural with little development (Figure 12); by 1983, the updated *Clifdale* topographic map shows the addition of numerous buildings in the vicinity of the project APE (Figure 13). The 1972 *Parkton* USGS topographic map of the remaining project APE shows numerous structures and buildings in and around the survey area, as well as the cemetery just outside the northern portion of the project area (Figure 14).

There are nine soil types located within the APE (Figure 15); their descriptions can be found in Table 1 (USDA Web Soil Survey, Accessed May 10, 2019). The National Wetland Inventory (NWI) Mapper shows two riverine habitats within the project APE (Figure 16).

Table 1. Specific soil types found within the project APE.

Soil Name	Drainage	Location	Slope	Percent of APE
Blaney loamy sand	Well drained	Low hills	2–8%	1.7%
Blaney loamy sand	Well drained	Low hills	5–15%	4.6%
Candor sand	Somewhat excessively drained	Ridges	1–8%	5.3%
Faceville loamy sand	Well drained	Ridges	2–6%	7.6%
Goldsboro loamy sand	Moderately well drained	Marine flats	0–2%	6.7%
Johnston loam	Very poorly drained	Flood plains		2.2%
Norfolk loamy sand	Well drained	Marine flats	0–6%	51.1%
Rains sandy loam	Poorly drained	Carolina bays	0–2%	2.7%
Wagram loamy sand	Ridges	Ridges	0–6%	25.7%

On May 13–17 and 29–30, 2019, S&ME completed an archaeological intensive survey within the APE. A pedestrian survey was initially conducted throughout the APE, to determine what locations were to be systematically shovel tested, based on the current conditions of the project area. Areas near the intermittent stream associated with Gully Branch had standing water and were not surveyed; areas of extensive urban development, including both residential and commercial buildings, as well as areas with buried utilities and disturbance associated with roadway and railroad construction were pedestrian surveyed (Figures 17 through 20). The northeastern limits of the current project area have been intensively surveyed in association with the U-5798 Gillis Hill Road Widening Project; this includes the area from roughly 75-m north of Lindsay Road (SR 1418) to Stewarts Creek (Sittig 2019) and this area was not surveyed during the current investigation.

Shovel tests were excavated along transects placed 100 feet (30 meters) apart and excavated at 100-foot (30-meter) intervals along the transect. Shovel tests were at least 38-cm (15 inches) in diameter and excavated to sterile subsoil. The shovel test locations were recorded with a Trimble GPS unit. Soil from the shovel tests was screened through ¼-inch wire mesh and soil colors were determined through comparison with Munsell Soil Color Charts. Four areas were systematically shovel tested and totaled 24.3 acres, resulting in 104 shovel tests being excavated (Figure 21); no archaeological sites were identified during the investigations, however, one cemetery, the Tabernacle Baptist Church of Rockfish cemetery (31HK4011), has been recorded and is located to the east of the project APE. The four areas that were shovel tested and the cemetery will be discussed in greater detail below.

Area 1

Area 1 is located in the southern portion of the project APE, in a wooded area east of Philippi Church Road and west of Rockfish Road (Figures 21 through 23). A total of 24 shovel tests were excavated along four transects in this 6.8-acre area; a typical soil profile consisted of 30 cm of a pale brown (10YR 6/3) sand, terminating with 10+ cm (30–40+ cmbs) of strong brown (7.5YR 5/6) sandy clay subsoil (Figure 24).

Area 2

Area 2 is located in the western portion of the project APE, in agricultural fields, north of Rockfish Road and west of Lindsay Road (Figures 21, 25, and 26). A total of 56 shovel tests were excavated along eight

transects in this 12.7-acre area; a typical soil profile consisted of 32 cm of a brown (10YR 5/3) sand, terminating with 10+ cm (32–42+ cmbs) of strong brown (7.5YR 5/8) sandy clay subsoil (Figure 27).

Area 3

Area 3 is located in the northern portion of the project APE, in an open field used for overflow parking for the Rockfish Motorsports complex, southwest of the Lindsay Road and Gills Hill Road intersection (Figures 21, 28 and 29). A total of 16 shovel tests were excavated along four transects in this 2.3-acre area; a typical soil profile consisted of 5 cm of a brown (7.5YR 5/4) sand, terminating with 10+ cm (15–25+ cmbs) of strong brown (7.5YR 5/6) compact sand (Figure 30).

Area 4

Area 4 consists of two areas located on the east side of Lindsay Road, north and south of the Gill Hill Road intersection, in wooded and fallow areas (Figures 21, 28, 31, and 32). A total of eight shovel tests were excavated along two transects in this two-acre area; a typical soil profile consisted of 35 cm of a yellowish brown (10YR 5/4) sand, terminating with 10+ cm (35–45+ cmbs) of strong brown (7.5YR 5/6) sandy clay subsoil (Figure 33).

Tabernacle Baptist Church of Rockfish Cemetery (31HK4011)

The cemetery, 31HK4011, is located to the east of Lindsay Road, roughly 550 feet south from the Lindsay Road and Gillis Hill Road intersection (Figures 1 and 2). The roughly 0.4-acre cemetery measures approximately 270 feet east/west and 75 feet north/south and is bounded by Tabernacle Baptist Church of Rockfish property to the west, wooded areas to the north and east, and a car dealership/mechanic shop to the south (Figure 34). Two posts were placed at the western cemetery corners, along with a bench and plaque, as part of an Eagle Scout project (Figures 34 and 35). The cemetery is active and contains roughly 119 burials that date primarily to the late twentieth to twenty-first centuries, with a few interments from the early to mid-twentieth century (Table 2).

The cemetery marker is located within the project APE (Figures 34 and 36), but the Eagle Scout boundary markers are approximately 15-meters (50 feet) east of the project APE, while the closest graves are roughly 40-m (130 feet) east of the project APE (Figure 34). Due to the modern nature of the cemetery and its presence outside the project APE, the cemetery will not be impacted by the project as it is currently proposed and was not evaluated for inclusion in the National Register of Historic Places (NRHP); however, the cemetery was recorded with OSA as part of the cemetery recordation project and given a state site number.

SUPPORT DOCUMENTATION

See attached: ☒ Map(s) ☐ Previous Survey Info ☒ Photos ☐ Correspondence
Signed:



7/05/2019

NCDOT ARCHAEOLOGIST

Date



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: **U-5857**

County: **Hoke**

WBS No: **46384.1.1**

Document: **STATE EA / FONSI**

F.A. No:

Funding: ☒ State ☐ Federal

Federal Permit Required?

☒ Yes

☐ No

Permit Type: **USACE tbd**

Project Description: NCDOT proposes widening of SR 1406 (Rockfish Road) from near or south of SR 1418 (Barefoot Road) to SR 1413 (Pittman Grove Church Road) to four lanes. Some intersections will be improved as part of this project. Widening would occur that expands sections of two-lane roads to four lanes, possibly divided. New Right of Way and easements are expected.

At this time, a best fit widening is proposed along the existing SR 1406 roadway and is under further development and design. The current project is under 2.7 miles at about 14,256 feet in length. The width varies with a study area of about 450 feet wide for the widening with still in development construction limits falling within 200 feet of total width. portion and 800 feet wide for the new location sections of the proposed road.

For purposes of this investigation, the archaeological Area of Potential Effects (APE) includes all areas and soils likely to be disturbed during the construction of the roadway including right of way, cut and fill lines and easements. Generally based on the current study area, the APE may be refined as designs are further developed.

The project is federally funded and permitted, thus Section 106 of the National Historic Preservation Act applies.

SUMMARY OF ARCHAEOLOGICAL RESOURCES REVIEW: ***SURVEY REQUIRED***

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

USGS mapping and aerial photography was examined (see Figures 1 and 2). Sections of virtual drive-by using both Bing and Google Maps were examined to better establish existing conditions and context. Roughly half of the corridor has been developed into residential neighborhoods. Large portions are wooded and there are some active agricultural fields. Most of the landforms are relatively flat where the road passes through drainages, creeks, ponds and swamps are noted nearby.

A visit to the Office of State Archaeology for background research showed several archaeological reviews within a moderate distance to the project area, in some cases overlapping the APE though most did not receive further archaeological investigations. One larger parcel that touches SR 1406 towards the south of the project has been recommended for survey, though it unclear if the survey was conducted. There are few archaeological sites recorded in the vicinity with most of them concentrated along historic roads or at elevation changes overlooking drainages. There are no recorded archaeological sites (including NRHP archaeological properties) within the study area.

One known cemetery is present on the east side of SR 1406 (Rockfish Road) near the Deep Creek Lane cul-de-sac. Identified on project mapping and USGS mapping, the Wood Family Cemetery can also be seen in aerials and using virtual driveby tools like Bing or Google Maps. This is also on the GIS database of

cemeteries maintained by NCDOT Archaeologist, Paul Mohler. According to the Find A Grave website, there are about 32 documented burials on the parcel dating from around 1900-1960. Current design has a cut bisecting the parcel which would impact graves that can be seen close to the existing roadway. Design should consider completely avoid the cemetery, effectively holding the ROW on the east side of SR 1406. Otherwise, if not feasible, individual burials would need to be removed and relocated under a combination of NC G.S. 65 and/or 70. The early preliminary plans impact an estimated half of the cemetery with a cut slope stake as currently proposed.

Based on the landforms, and other factors like distance to water and soil types or conditions, undocumented archaeological sites may be present within the archaeological APE for the project. There is potential for intact, significant archaeological resources, ones that might be eligible for listing on the National Register of Historic Places.

An archaeological survey including a complete surface inspection and areas of limited subsurface testing is recommended for this project under Section 106 to identify any significant archaeological sites which may be eligible for listing on the National Register of Historic Places within the APE. We can complete these investigations using one of the Archaeology Group's on-call firms or if Division 8 would like to manage and complete the survey they can use a NCDOT prequalified archaeologist under contract with one of the Division's on-call firms. We can provide a scope of work for the Division to use, but we do need to know within seven days which path the Division plans to follow. All products produced by the Division's consultant will need to be submitted to the Archaeology Group for review, acceptance, and submittal to the Office of State Archaeology as per the Programmatic Agreement. We would be happy to discuss this approach with you.

SUPPORT DOCUMENTATION

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

FINDING BY NCDOT ARCHAEOLOGIST – *SURVEY REQUIRED*



NCDOT ARCHAEOLOGIST

2/21/2019

Date

tbd

Proposed fieldwork completion date



**NO NATIONAL REGISTER OF HISTORIC PLACES
ELIGIBLE OR LISTED ARCHAEOLOGICAL SITES
AFFECTED 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: **U-5857** County: **Hoke**
 WBS No: **46384.1.1** Document: **STATE EA / FONSI**
 F.A. No: Funding: ☒ State ☐ Federal
 Federal Permit Required? ☒ Yes ☐ No Permit Type: **USACE tbd**

Project Description:

The North Carolina Department of Transportation (NCDOT) proposes widening SR 1406 (Rockfish Road) from near or south of SR 1418 (Barefoot Road) to SR 1413 (Pittman Grove Church Road). Widening would occur that would expand sections of two-lane road to four lanes, possibly divided, as well as new right of way and easements, and some intersection improvements. A best fit widening is proposed along the existing SR 1406 roadway and is under further development and design. The current project is under 2.7 miles, roughly 14,256 feet in length; the width varies, with a study area of roughly 450 feet, and the still in development construction limits falling within 200 feet. For the purposes of the archaeological investigation, the Area of Potential Effects (APE) includes the areas and soils likely to be disturbed during construction of the roadway including the right-of-way, cut and fill lines, and easements.

SUMMARY OF ARCHAEOLOGICAL FINDINGS

The North Carolina Department of Transportation (NCDOT) Archaeology Group 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)
- ☐ There are National Register listed ARCHAEOLOGICAL SITES within the project's area of potential effects. (Attach any notes or documents as needed).
- ☐ 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.

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

S&ME, Inc. (S&ME), on behalf of the NCDOT, performed an archaeological resources survey for the proposed widening of SR 1406 (Rockfish Road) from near or south of SR 1418 (Barefoot Road) to SR

1413 (Pittman Grove Church Road) in Hoke County, North Carolina (Figures 1 and 2). The current APE is under 2.7 miles, roughly 14,256 feet, long and roughly 450 feet wide.

A background literature review and records search was conducted at the North Carolina Office of State Archaeology (OSA) and at the State Historic Preservation Office (SHPO) in Raleigh. The records examined at SHPO included a review of National Register and survey files for properties listed in or eligible for inclusion in the National Register and an examination of HPOWEB, a GIS-based program containing information about aboveground historic resources in North Carolina. Records examined at OSA included master archaeological site maps, state archaeological site files, and associated archaeological reports. The area examined was a 0.5-mile radius around the APE.

A review of the files and records at SHPO and OSA indicated there is one archaeological site (31HK0010) and two previously completed surveys, one for NCDOT project U-2519 (Abbot et al. 2005) and the other for a cell tower (Weidner 2018), within the 0.5-mile search radius. Site 31HK0010 is a prehistoric lithic and ceramic scatter that was recorded in 1979 and has not been evaluated for inclusion in the National Register of Historic Places (NRHP). The archaeological site and both survey areas are not within the current survey area.

As part of the background research, the Collett map (1770); the Price-Strother map (1808); the MacRae-Brazier map (1833); the Kerr Cain map (1882); a 1900 railroad map; a United States Department of Agriculture (USDA) Soil Map of Hoke County (1921); North Carolina Department of Transportation (NCDOT) maps from 1938, 1953, and 1968; and a United States Geological Survey (USGS) 7.5-minute topographic quadrangle from 1972 was examined.

The Collett map shows the APE located in an area labeled Cumberland County, in a sparsely populated area north of the Rock Fish River (Figure 3). The 1808 Price-Strother map shows the APE located in Cumberland County with the town of Fayetteville being established to the east (Figure 4). The 1833 MacRae-Brazier map shows the APE located along an unnamed road between Stewart's Creek and Jumping Gully, with a few structures in and around the project APE (Figure 5). The Kerr Cain map shows a railroad ending in Fayetteville and an unnamed road in the vicinity of the APE (Figure 6).

The 1900 railroad map depicts two rail lines crossing Cumberland County and intersecting in Fayetteville; a proposed rail line is located in the vicinity of the APE (Figure 7). The USDA soil map of Hoke County (1921) shows that Hoke County and the community of Rockfish had been established; numerous roadways and residences are shown in the vicinity of the current APE (Figure 8). The NCDOT highway map from 1938 shows the expanding community of Rockfish and the growing road network and urban development in and around the area; numerous buildings are depicted in the vicinity of the project APE (Figure 9). The NCDOT maps from 1953 and 1968 do not show much detail, other than the continuously growing network of roads (Figures 10 and 11). The 1972 *Parkton* USGS topographic map shows numerous structures and buildings in and around the survey area, as well as Wood Cemetery within the project APE (Figure 12).

There are nine soil types located within the APE (Figure 13); their descriptions can be found in Table 1 (USDA Web Soil Survey, Accessed May 10, 2019). The National Wetland Inventory (NWI) Mapper shows two freshwater forested/shrub wetlands, one riverine habitat, and one freshwater emergent wetland within the project APE (Figure 14).

Table 1. Specific soil types found within the project APE.

Soil Name	Drainage	Location	Slope	Percent of APE
Blaney loamy sand	Well drained	Low hills	2–8%	3.0%
Blaney loamy sand	Well drained	Low hills	8–15%	3.5%
Candor sand	Somewhat excessively drained	Ridges	1–8%	8.8%
Faceville loamy sand	Well drained	Ridges	2–6%	1.3%
Goldsboro loamy sand	Moderately well drained	Marine flats	0–2%	1.6%
Johnston loam	Very poorly drained	Flood plains		2.3%
Lakeland sand	Excessively drained	Low hills	1–8%	23.4%
Norfolk loamy sand	Well drained	Marine flats	0–6%	10.3%
Wagram loamy sand	Well drained	Ridges	0–6%	45.9%

On May 13–17 and 29–30, 2019, S&ME completed an archaeological intensive survey within the APE. A pedestrian survey was initially conducted throughout the APE to determine what locations were to be systematically shovel tested, based on the current conditions of the project area. Areas near the wetland, the intermittent stream, and manmade pond in the central portion of the APE were wet and not surveyed; areas south of Wood Cemetery, in the vicinity of Gully Branch, were wet and sloped and not surveyed; and the sloped area north of Rockfish Creek was not surveyed due to steep slope and wet areas associated with the wetland; areas of extensive urban development including both residential and commercial buildings, as well as areas with buried utilities and disturbance associated with roadway construction, were pedestrian surveyed (Figures 15 through 18).

Shovel tests were excavated along transects placed 100 feet (30 meters) apart and excavated at 100-foot (30-meter) intervals along the transect. Shovel tests were at least 38-cm (15 inches) in diameter and excavated to sterile subsoil. The shovel test locations were recorded with a Trimble GPS unit. Soil from the shovel tests was screened through ¼-inch wire mesh and soil colors were determined through comparison with Munsell Soil Color Charts. Five areas were systematically shovel tested and totaled 17.7 acres, resulting in 104 shovel tests being excavated (Figure 19); three archaeological sites (31HK4012 through 31HK4014) and one cemetery (31HK4015, Wood Cemetery) were identified and recorded during the investigations. The five areas that were shovel tested and the archaeological sites and cemetery will be discussed in greater detail below.

Table 2. Archaeological Site Summary.

Site Number	Site Type	Recommendation
31HK4012	20 th century house site	Not Eligible
31HK4013	Prehistoric lithic scatter	Not Eligible
31HK4014	Prehistoric lithic and ceramic scatter; Historic artifact scatter	Not Eligible
31HK4015	Wood Cemetery	Not Eligible

Area 1

Area 1 is located in the northern half of the project APE, in a mix of wooded areas and agricultural fields (Figures 20 through 22). A total of 69 shovel tests were excavated in this portion of the project APE and two typical soil profiles were encountered: plow zone transitioning to an intact layer and terminating with compact sand and plow zone followed by an intact layer with no compact soils or subsoils encountered. Three archaeological sites (31HK4012 through 31HK4014) were identified in this area and are discussed in greater detail below.

Site 31HK4012

Site Number: 31HK4012	NRHP Recommendation: Not Eligible
Site Type: House Site	Elevation: 210 ft AMSL
Components: 20 th Century	Landform: Hilltop
Quad Name: Parkton	Distance to Water: 825 m/2,706 ft to Stewarts Creek
UTM Coordinates: E677391, N3872088 (17N, NAD 83)	Soil Type: Wagram loamy sand
Site Dimensions: 100 m NW/SE x 45 m NE/SW	Vegetation: Agricultural field/Wooded area
Artifact Depth: 0–50 cmbs	No. of STPs/Positive STPs: 22/8

Site 31HK4012 is a twentieth century house site, located on a hilltop adjacent to Rockfish Road (Figures 1 and 2). The site is located in an agricultural field and wooded area, measures approximately 100 m northwest/southeast by 45 m northeast/southwest, and is bounded by two negative shovel tests to the northwest, northeast, and southeast and by Rockfish Road to the southwest (Figures 23 and 24).

Twenty-two shovel tests were excavated in and around site 31HK4012; a typical shovel test consisted of 20 cm of 10YR 3/2 (very dark grayish brown) sand, terminating with 60+ cm (20–80+ cmbs) of 10YR 6/4 (light yellowish brown) sand; subsoil was not encountered (Figure 25). A total of 120 historic artifacts were recovered from the plowzone of the site. The artifacts consisted of two pieces of plain whiteware, 97 pieces of glass (61 clear, 16 window, nine brown, six light green, two aqua, one green, one milk, and one cobalt blue), five pieces of metal hardware (three wire nails and two bolts), one metal spoon, three bottle caps, one metal clothespin, three pieces of unidentified metal, six pieces of brick, one piece of slag, and two pieces of lightbulb (Appendix B). In addition to the artifacts, a poured concrete foundation, what appears to be a brick and mortar chimney fall, a cinder block foundation, and a concrete lined well were seen on the surface of the site (Figures 26 through 29).

Historic maps show a structure in this location beginning in 1921 and continuing to 1972 (Figures 8, 9, and 12); Google Earth imagery shows the building was gone by 1993 (Figure 30). The historic artifacts recovered from the site are consistent with a twentieth century occupation and, given the poured concrete foundation, cinder block foundation, and historic artifact scatter, the site dates to the twentieth century.

Based on the information presented, it is S&ME's opinion that the site is not known to be associated with events that have made a significant contribution to the broad patterns of history and is not eligible for inclusion in the NRHP under Criterion A; the site is not associated with the lives of significant persons in the past and is not eligible for inclusion in the NRHP under Criterion B. Site 31HK4012 does not embody the distinctive characteristics of a type, period, or methods of construction; represent the work of a master; possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction and, therefore, is recommended not eligible for inclusion in the NRHP under Criterion C. Given that the buildings have been razed, the apparent lack of subsurface features, and the lack of variety in artifact types recovered from the site, it is unlikely that site 31HK4012 will yield significant information on the history of the area and is recommended not eligible for inclusion in the NRHP under Criterion D. As such, S&ME recommends that site 31HK4012 is not eligible for inclusion in the NRHP.

Site 31HK4013

Site Number: 31HK4013	NRHP Recommendation: Not Eligible
Site Type: Prehistoric lithic scatter	Elevation: 220 ft AMSL
Components: Unidentified	Landform: Hilltop
Quad Name: Parkton	Distance to Water: 390 m/1,270 ft to Gully Branch
UTM Coordinates: E677202, N3872345 (17N, NAD 83)	Soil Type: Wagram loamy sand
Site Dimensions: 15 m E/W x 15 m N/S	Vegetation: Agricultural field
Artifact Depth: 23–80 cmbs	No. of STPs/Positive STPs: 11/1

Site 31HK4013 is a prehistoric lithic scatter, located on a hilltop at the intersection of Rockfish Road and

Swift Creek Road (Figures 1 and 2). The site is located in an agricultural field, measures approximately 15 m east/west by 15 m north/south, and is bounded by two negative shovel tests to the south and west, by Swift Creek Road to the north, and by Rockfish Road to the east (Figures 31 and 32).

A total of seven pieces of rhyolite debitage were recovered from below the plowzone, in intact deposits in a single shovel test (Appendix B). In an attempt to clearly define the vertical and horizontal deposits of the site, 11 shovel tests were excavated at 5-m intervals surrounding the initial positive. A typical soil profile at site 31HK4013 consisted of 25 cm of 10YR 5/2 (grayish brown) sand, followed by 75 cm (25–100 cmbs) of 2.5Y 6/4 (light yellowish brown) sand, terminating with 10+ cm (100–110+ cmbs) of 10YR 4/6 (dark yellowish brown) compact sand; subsoil was not encountered, but excavation was terminated at the compact soil change (Figure 33).

The non-diagnostic prehistoric lithic artifacts were recovered from intact deposits; additional close interval shovel testing was completed to the south and west and no other artifacts were identified. Shovel testing to the north and east was not completed due to roadway disturbance. It is likely that the site extended to the north or east and was impacted during either roadway construction or the construction of the gas station directly north of the site.

It is S&ME's opinion that the site is not known to be associated with events that have made a significant contribution to the broad patterns of history and is not eligible for inclusion in the NRHP under Criterion A; the site is not associated with the lives of significant persons in the past and is not eligible for inclusion in the NRHP under Criterion B. Site 31HK4013 does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction and therefore recommended not eligible for inclusion in the NRHP under Criterion C. The isolated nature of the site and the paucity of artifacts suggest that site 31HK4013 is unlikely to yield significant information on the prehistory of the area and is recommended not eligible for inclusion in the NRHP under Criterion D. Based on the information presented above, S&ME recommends that site 31HK4013 is not eligible for inclusion in the NRHP.

Site 31HK4014

Site Number: 31HK4014	NRHP Recommendation: Not Eligible
Site Type: Prehistoric ceramic scatter; Historic glass scatter	Elevation: 220 ft AMSL
Components: Early Woodland; 20 th century	Landform: Hilltop
Quad Name: Parkton	Distance to Water: 650 m/2,133 ft to Gully Branch
UTM Coordinates: E677332, N3872060 (17N, NAD 83)	Soil Type: Wagram loamy sand
Site Dimensions: 40 m E/W x 25 m N/S	Vegetation: Mixed pine and hardwood
Artifact Depth: 0–100 cmbs	No. of STPs/Positive STPs: 16/6

Site 31HK4014 is an Early Woodland ceramic scatter and historic glass scatter, located on a hilltop adjacent to Rockfish Road (Figures 1 and 2). The site is located in an area with mixed pine and hardwood trees, measures approximately 40 m east/west by 25 m north/south, and is bounded by two negative shovel tests to the north, south, and west, and Rockfish Road to the east (Figure 23 and 34).

A total of six artifacts (two prehistoric and four historic) were recovered from six shovel tests. The two prehistoric artifacts included a piece of eroded New River pottery and a residual sherd, both recovered from intact soil deposits below the plow zone; the historic artifacts consisted of four pieces of glass (two clear and two amber) recovered from the plowzone of the site (Appendix B). In an attempt to clearly define the vertical and horizontal deposits of the site, 16 shovel tests were excavated at 5-m intervals in a cruciform pattern around the initial positive. A typical soil profile at site 31HK4014 consisted of 30 cm of 10YR 5/2 (grayish brown) sand, followed by 80 cm (30–110 cmbs) of 10YR 6/4 (light yellowish brown)

sand, terminating with 10+ cm (110–120+ cmbs) of 10YR 4/6 (dark yellowish brown) compact sand; subsoil was not encountered, but excavation was terminated at the compact soil change (Figure 35).

The New River pottery was recovered from intact deposits and dates to the Early Woodland subperiod (3000–1700 B.P.); additional close interval shovel testing was completed to each of the four cardinal directions, revealing one additional pottery sherd and no other prehistoric artifacts. The historic artifacts likely date to the twentieth century and were confined to the plow zone of the site. The 1938 NCDOT map shows an outbuilding in the vicinity of the site (Figure 9), but no evidence of a structure was identified during the investigation.

It is S&ME's opinion that the site is not known to be associated with events that have made a significant contribution to the broad patterns of history and is not eligible for inclusion in the NRHP under Criterion A; the site is not associated with the lives of significant persons in the past and is not eligible for inclusion in the NRHP under Criterion B. Site 31HK4014 does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction and therefore recommended not eligible for inclusion in the NRHP under Criterion C. The minimal quantity and lack of variety of artifact types at the site suggest that site 31HK4014 is unlikely to yield significant information on the prehistory or history of the area and is recommended not eligible for inclusion in the NRHP under Criterion D. Based on the information presented above, S&ME recommends that site 31HK4014 is not eligible for inclusion in the NRHP.

Area 2

Area 2 is located in the northern half of the project APE, in agricultural and fallow fields, southwest of Rockfish Road (Figures 36 and 37). A total of nine shovel tests were excavated in this area; a typical soil profile consisted of 20 cm of a grayish brown (10YR 5/2) sand, followed by 12 cm (20–32 cmbs) of yellow (10YR 7/6) sand, terminating with 10+ cm (32–42+ cmbs) of strong brown (7.5YR 5/8) sandy clay subsoil (Figure 38). No archaeological sites were identified in this area.

Area 3

Area 3 is located in the southern half of the project APE, in agricultural fields, southwest of Rockfish Road (Figures 37 and 39). A total of eight shovel tests were excavated in this area; a typical soil profile consisted of 30 cm of a grayish brown (10YR 5/2) sand, terminating with 10+ cm (30–40+ cmbs) of strong brown (7.5YR 5/8) sandy clay subsoil (Figure 40). No archaeological sites were identified in this area.

Area 4

Area 4 is located in the southern half of the project APE, in an area of mixed pine and hardwoods, west of Rockfish Road; a buried gas line traverses this area (Figures 41 through 43). A total of five shovel tests were excavated in this area; a typical soil profile consisted of 60 cm of a brown (10YR 4/3) sand, terminating with 20+ cm (60–80+ cmbs) of light yellowish brown (2.5Y 6/4) wet sand (Figure 44). No archaeological sites were identified in this area.

Area 5

Area 5 is located in the southern half of the project APE, in an area of mixed pine and hardwoods, west of Rockfish Road; Etheland Drive cuts through the southern portion of this area (Figures 42, 45, and 46). A total of 12 shovel tests were excavated in this area; a typical soil profile consisted of 32 cm of a grayish brown (10YR 5/2) sand, followed by 40 cm (32–72 cmbs) of yellow (10YR 7/6) sand, terminating with 10+ cm (72–82+ cmbs) of strong brown (7.5YR 5/8) sandy clay subsoil (Figure 47). No archaeological sites were identified in this area.

Site 31HK4015 – Wood Family Cemetery

Site Number: 31HK4015 – Wood Family Cemetery	NRHP Recommendation: Not Eligible
Site Type: 20 th century cemetery	Elevation: 220 ft AMSL
Quad Name: Parkton	Landform: Hilltop
UTM Coordinates: E677052, N3872807 (17N, NAD 83)	Distance to Water: 290 m/950 ft to Gully Branch
Site Dimensions: 35 m NE/SW x 32 m NW/SE	Vegetation: Mixed pine and hardwood

Site 31HK4015 is the Wood Family Cemetery, an early to mid-twentieth century cemetery located on a hilltop, directly adjacent to Rockfish Road (Figures 1 and 2). The cemetery is located in an area of mixed pine and hardwood, measures roughly 35 m northeast/southwest by 32 m northwest/southeast, and is bound by fenced residential plots to the north, east, and south, and by the steep embankment down to Rockfish Road to the west (Figures 48 through 51).

The Wood Family Cemetery contains 35 marked burials oriented generally east/west; 31 of them have legible markers (Figure 52; Table 3). The central portion of the cemetery is likely to contain unmarked graves, as a few depressions were noted during the survey, but nothing clearly identifiable as a grave (Figure 53). The Wood Family Cemetery appears to be moderately well maintained, with some larger trees located within its boundaries but most of the smaller brush and vegetative growth cleared out, leaving a surface covered with leaves and pine needles where the majority of the grave markers are highly visible (Figures 48 and 53).

Deed research of the property indicates that it is currently owned by members of the Wood family and has been part of lands primarily owned by Wood relatives since the early twentieth century. A 1985 deed identifies the 115 acre tract surrounding the cemetery as the “Old Homeplace of the Late Young Wood”; in 1926, Meady E. and Young Wood transferred their homeplace property to their sons, James E. and Martin L. Wood (Hoke County Register of Deeds 1985 DB238:834; 1926 DB83:144). It is likely that this parcel is a portion of the 340 acres purchased by Young Wood in 1901 (Cumberland County Register of Deeds 1901 DB112:269). However, despite having burials that date from at least 1906, no mention is made of the cemetery in deed records until it appears in a 1993 plat of approximately 35 acres that was sold to a development company (Hoke County Register of Deeds 1993 PB340:5; Figure 54).

Marked burials within the Wood Family Cemetery range from 1906 to 1971, with more than half of the interments with legible dates (n=17) occurring before 1930; only five of the graves with readable burial years were added in 1950 or later. The earliest burials in the cemetery are of Jeff Homes, who died in February 1906 at age 24, and the infant of J. R. and S. F. Pope, from August 1906; both of these burials are the only one of their surname in the cemetery (Figure 55). Although identified as the “Wood Cemetery” on the topographic map, the cemetery appears to be associated with a handful of families, including Barefoot, Bethea, Blue, Brock, and Norton, most of whom were at least distantly related. For instance, Arthur Barefoot, Monroe Barefoot, Nazro Barefoot, Joanna (Barefoot) Blue, and Fannie (Barefoot) White were all siblings and Ida M. (Barefoot) Blue was their cousin; additionally, Leslie (Norton) Barefoot, wife of Monroe Barefoot, and Minnie Lee (Norton) Barefoot, wife of Nazro Barefoot, and John Daniel Norton were also siblings and were children of James Duncan Norton and Jeanette (Morris) Norton, who are also buried in the cemetery (United States Census Bureau 1860, 1870, 1880, 1900, 1910, 1920, 1930, 1940). Census records indicate that the majority of the individuals interred in the Wood Family Cemetery were farmers who owned relatively small tracts of land, none of whom gained particular notoriety over other surrounding farmers.

The Wood Cemetery is a traditional Southern Folk Cemetery. Research into rural cemeteries throughout the south has created a broad definition of a Southern folk cemetery, which was usually a smaller cemetery located close to a homestead, containing burials of one or two related families (Clauser 1994). “The upland folk cemetery is a distinctive type of burial ground widely dispersed across the south...characterized by hilltop locations, scraped ground, mounded graves, east-west grave orientation,

creative decorations expressing the art of making do, preferred species of vegetation, the use of graveshelters, and cults of piety” (Meyer 1989:108). Clauser defined the layout of such cemeteries as “ordered chaos”; although most examples of this type of cemetery have a rectangular form, with graves oriented west-east, in discernable rows, there is much variation among different examples (1994). Site 31HK4015 fits these three broad pattern markers (Figures 48 through 52).

Table 3. Legible Marked Burials in the Wood Family Cemetery.

Name on Marker	Birth Date	Death Date
Arthur Barefoot	June 13, 1894	November 20, 1922
Earnest Barefoot	August 15, 1917	May 6, 1919
Gladys Barefoot	September 24, 1925	July 9, 1926
Infant Daughter Barefoot	September 10, 1929	September 10, 1929
Leslie Barefoot	July 9, 1885	April 21, 1934
Minnie Lee Barefoot	September 15, 1891	September 27, 1941
Monroe Barefoot	May 6, 1882	September 22, 1928
Nazro A. Barefoot	June 24, 1889	April 14, 1950
Nelia B. Brock Barefoot	May 5, 1903	February 21, 1950
Edward Allen Bethea	August 11, 1901	November 24, 1971
Leslie Jeanette Bethea	April 16, 1906	December 26, 1987
Calvin Blue	August 6, 1923	January 19, 1924
Ida M. Blue	October 6, 1888	September 16, 1919
Joanna Blue	November 3, 1884	April 13, 1959
John Calvin Blue	October 23, 1880	March 23, 1937
Margaret Brock	September 9, 1929	June 16, 1930
Manda Hearlison	February 19, 1891	March 1, 1912
Jeff Holmes	November 15, 1881	February 8, 1906
Duncan J. Norton	May 29, 1931	March 14, 1952
Elisha McKenley Norton	October 8, 1902	May 18, 1949
Eva Norton	September 20, 1923	January 5, 1924
James Duncan Norton	October 9, 1845	June 1, 1913
Jennette Norton	June 7, 1857	March 29, 1932
John Daniel Norton	August 24, 1879	May 9, 1928
John W. Norton	September 16, 1921	May 23, 1935
Lula Belle Norton	February 11, 1881	April 17, 1917
Maggie E. Norton	January 5, 1901	March 25, 1939
Infant of JR and SF Pope	August 20, 1906	August 20, 1906
Fannie White	February 18, 1896	November 11, 1922
Meadie Eliza Wood	February 10, 1856	December 4, 1943
Young Wood	February 10, 1853	June 26, 1927

One of the hallmarks of the Southern folk cemetery is the variation in grave markers from cemetery to cemetery, ranging from wooden stakes, to fieldstones, to cement markers. Although location and economic status influenced the type of markers, the temporal division between pioneer cemeteries, transitional cemeteries, and modern cemeteries is also a significant factor in marker choice. Although fieldstone was the most commonly used marker material in earlier cemeteries, by the early twentieth century, “commercial cement [had become] widely and inexpensively available...[and] many rural folk

began using it to fashion grave markers (Jordan 1982:49 from Clauser 1994). During this period, short epitaphs and more details were generally included on the markers, although the forms themselves often remained simple. The majority of the burials at 31HK4015 fit this pattern (Figures 56 through 59). During the mid- to late twentieth century, temporary metal grave markers, often supplied by funeral homes and having paper or embossed numbers to convey the name and dates of the individual, also became common in rural folk cemeteries; this type of marker is also evident in the Wood Family Cemetery (Figure 60).

The Wood Family Cemetery (31HK4015) is an early through mid-twentieth century traditional Southern Folk Cemetery. Cemeteries are not usually considered eligible for listing in the NRHP, however, they can be eligible under certain Criteria Considerations, usually Criteria Consideration D. Criteria Consideration D states that: “a cemetery is eligible if it derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events.” Based on the information presented, it is S&ME’s opinion that site 31HK4015 does not meet the standards outlined in this Criteria Consideration. The site is not associated with events that have made a significant contribution to the broad patterns of history (Criterion A), is not associated with the lives of significant persons in the past (Criterion B), does not embody the distinctive characteristics of a type, period, or methods of construction; represent the work of a master; possess high artistic values; or represent a significant and distinguishable entity whose components may lack individual distinction (Criterion C), and is unlikely to yield significant information on the history of the area (Criterion D). As such, site 31H4015 is recommended ineligible for inclusion in the NRHP.

Although the cemetery is not eligible for inclusion in the NRHP, the vast majority of the cemetery, including the 35 marked graves, are within the current APE (Figure 49). The existing cut line of the embankment currently extends into the cemetery boundary and is not a straight line, as the embankment extends to the west to accommodate a grave that is on the edge of the embankment (Figure 51). There is very little space in this location to widen the roadway and not impact graves. It is recommended that the roadway not expand to the east of Rockfish Road in this section of the APE. If there is no way to avoid impacting the grave sites, additional work will need to be completed to identify graves, both marked and unmarked, in the impact area and relocate them to a new location per North Carolina state law (GS 65, GS 70, GS 14-148 and GS 14-149).

SUPPORT DOCUMENTATION

See attached: ☒ Map(s) ☐ Previous Survey Info ☒ Photos ☐ Correspondence
Signed:



NCDOT ARCHAEOLOGIST

7/12/2019

Date

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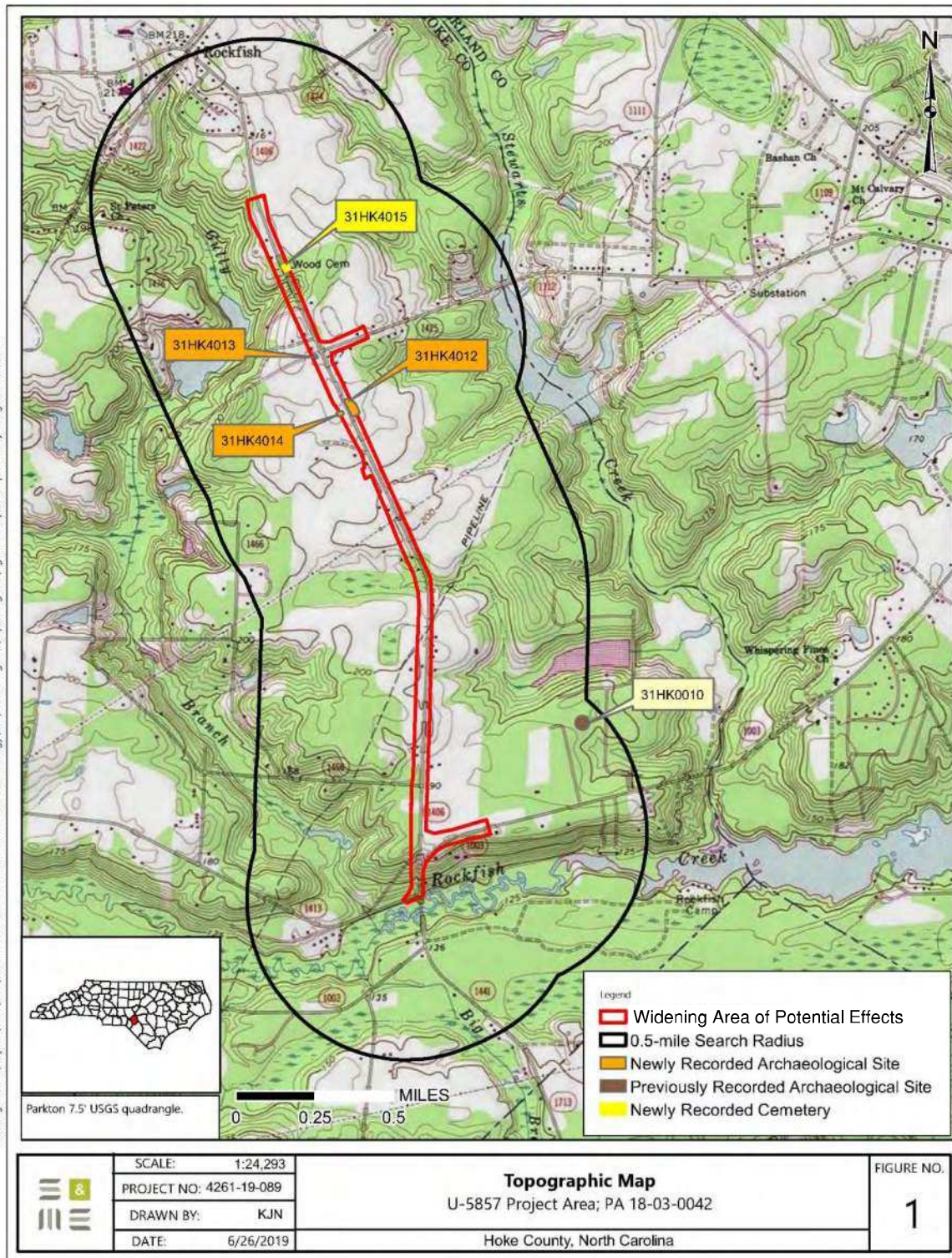
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Weidner, Kara

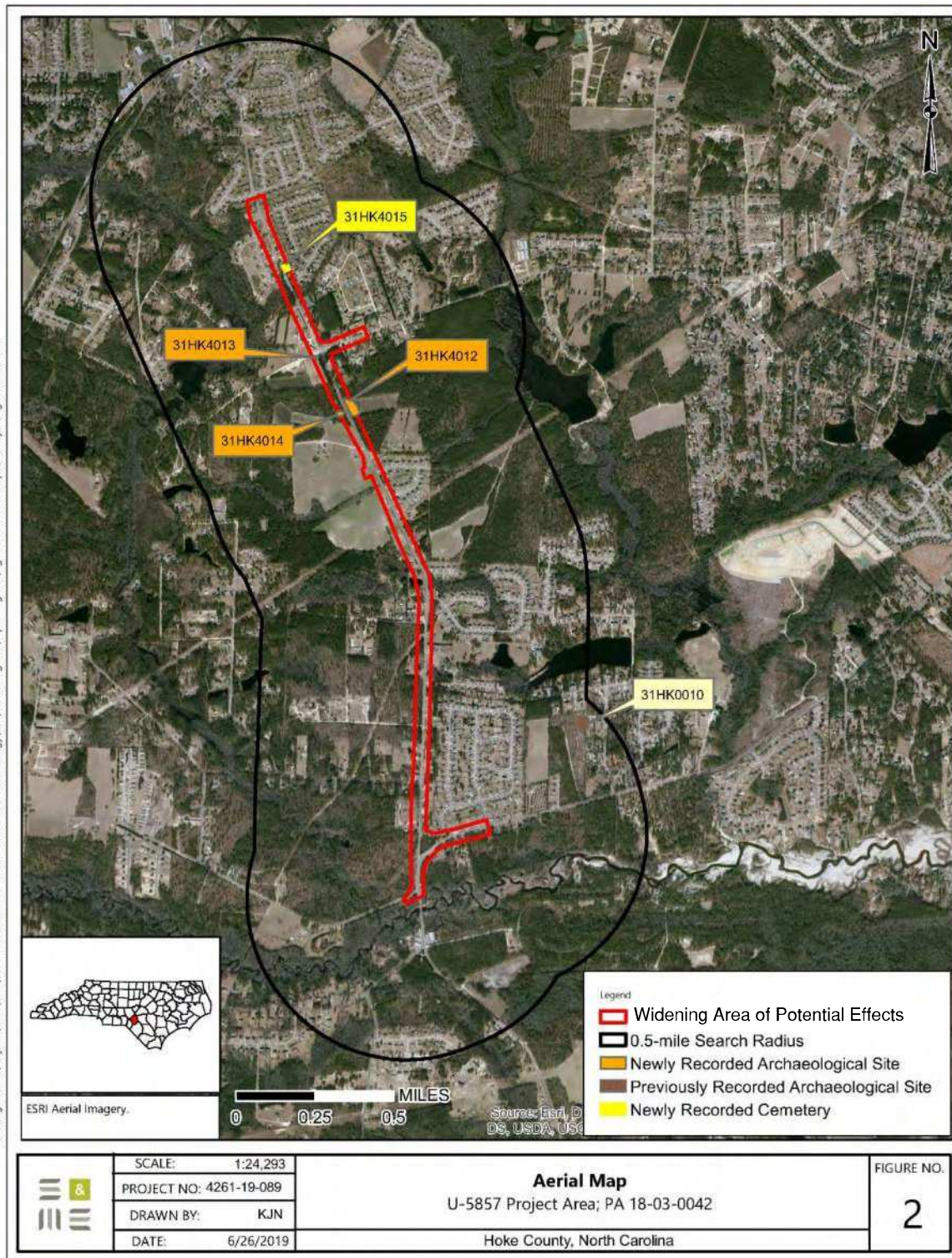
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Appendix A - Figures

Drawing Path: I:\Projects\2019\ENV\4261-19-089 NCDOT U-5857 Archaeology\GIS\U-5857 Figures\Report Figures\Figure 1 - topo.mxd plotted by KJNagle 06-26-2019



Drawing Path: I:\Projects\2019\ENV\4261-19-089 NCD01 U-5/6/ and U-585/ Archaeology\GIS\U-585/ Figures\Report Figures\Figure 2 - aerial.mxd plotted by KJNagle 06-26-2019



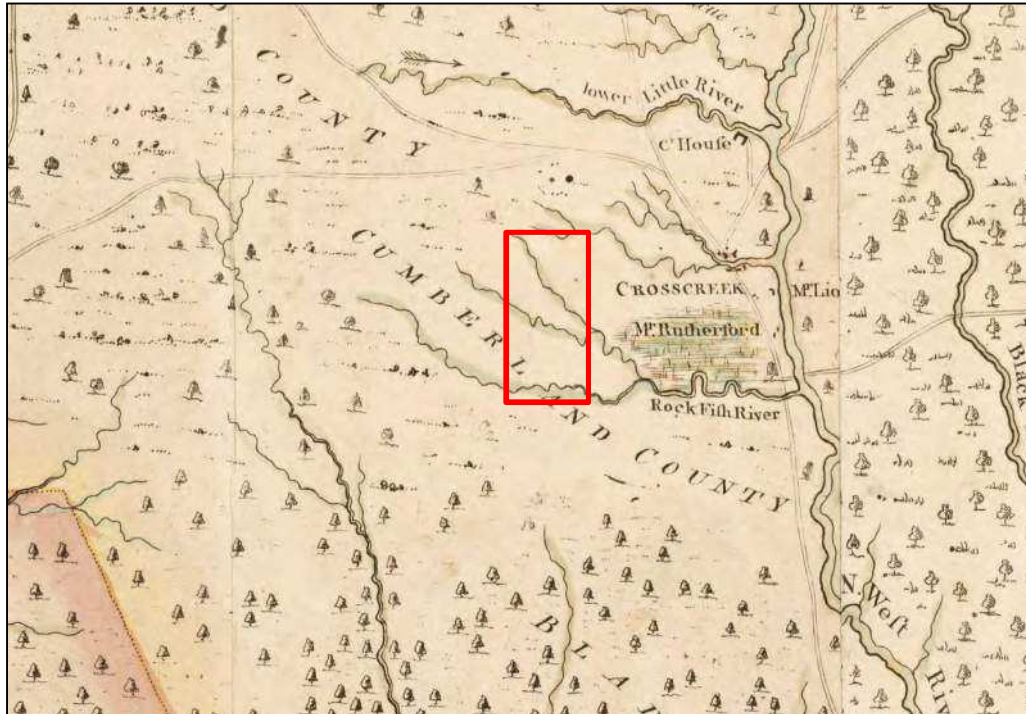


Figure 3. Portion of Collett's map (1770), showing approximate project area.

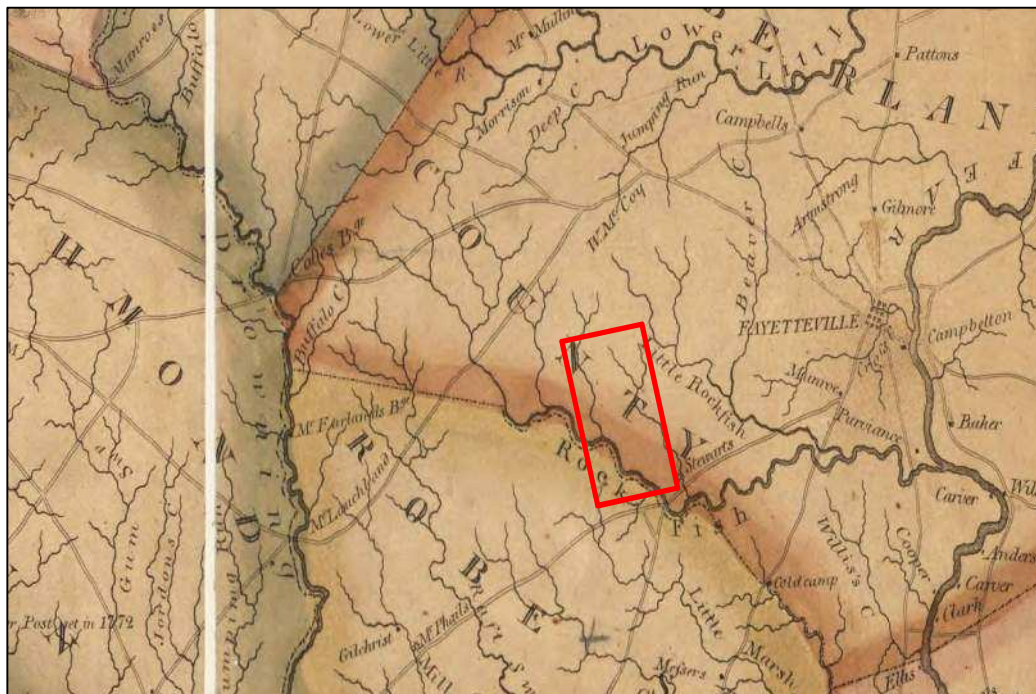


Figure 4. Portion of Price-Strother Map (1808), showing approximate project area.



Figure 5. Portion of MacRae Brazier map (1833), showing approximate project area.

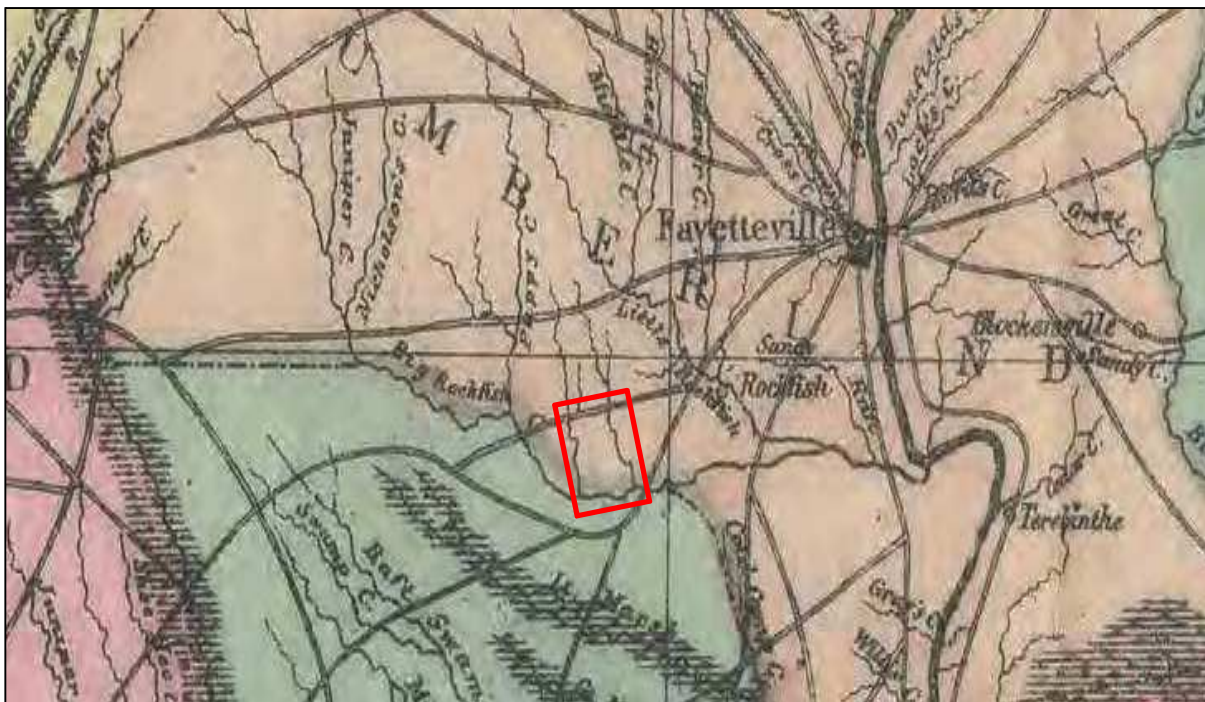


Figure 6. Portion of Kerr-Cain map (1882) of North Carolina, showing approximate project area.

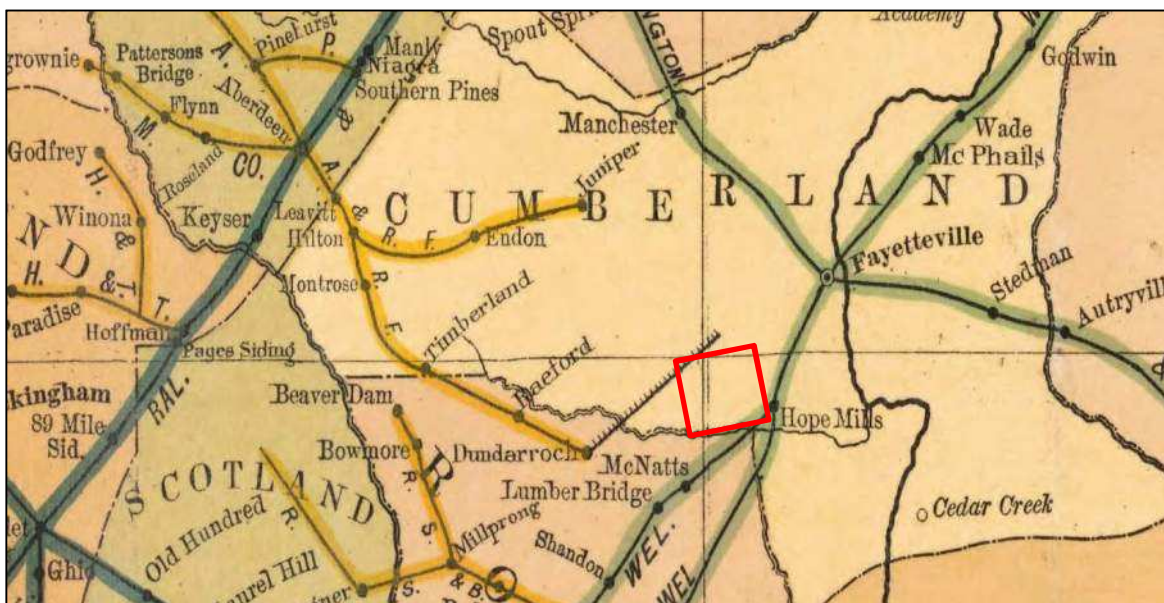


Figure 7. Portion of Railroad Map of North Carolina (1900), showing approximate project area.

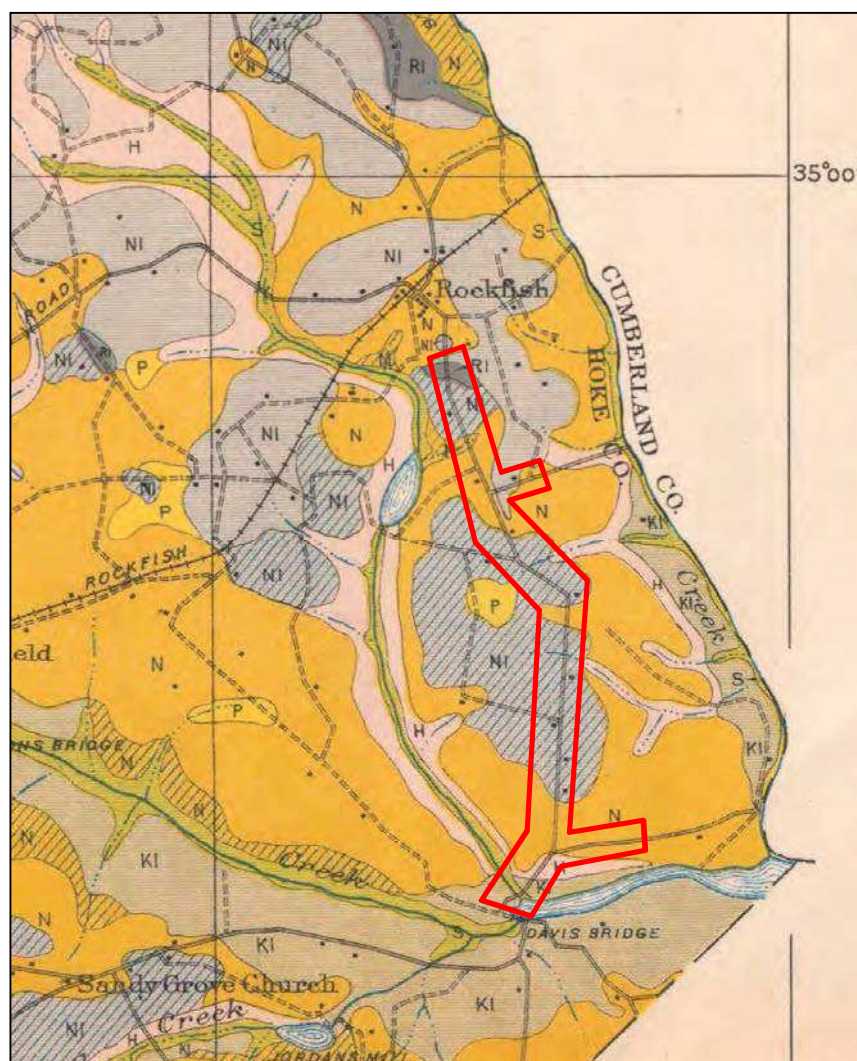


Figure 8. Portion of USDA soil map (1921), showing approximate project area.



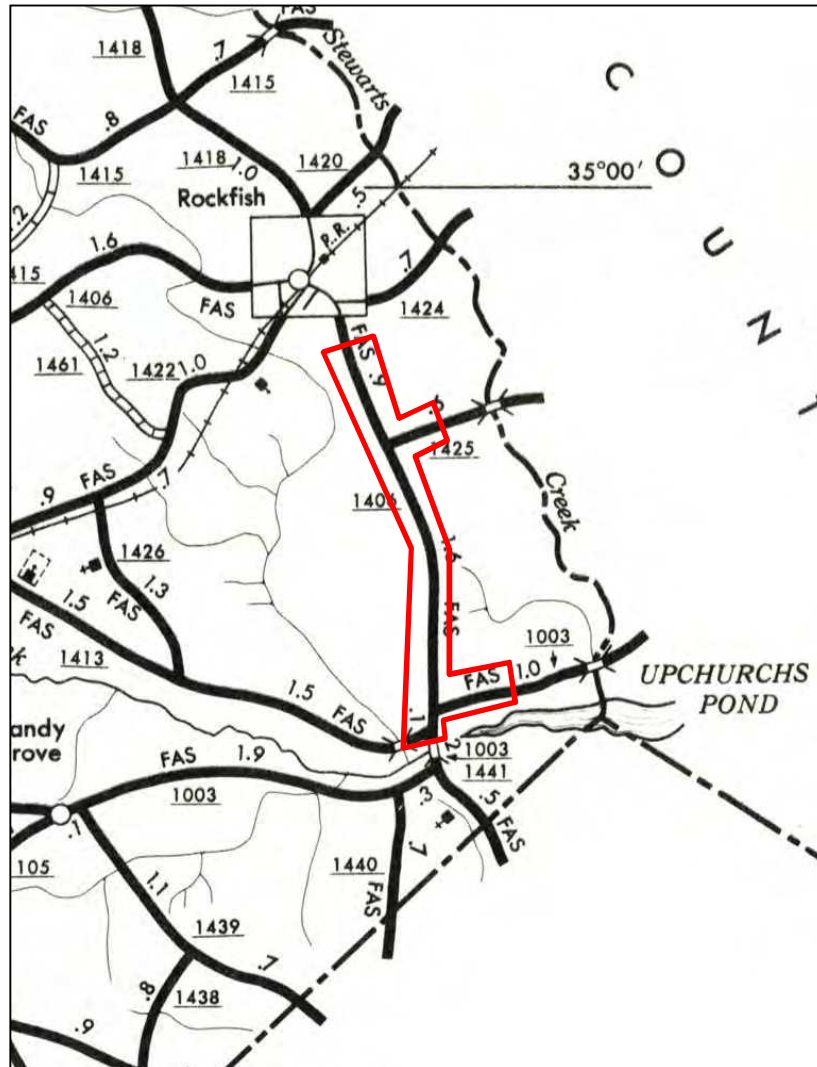
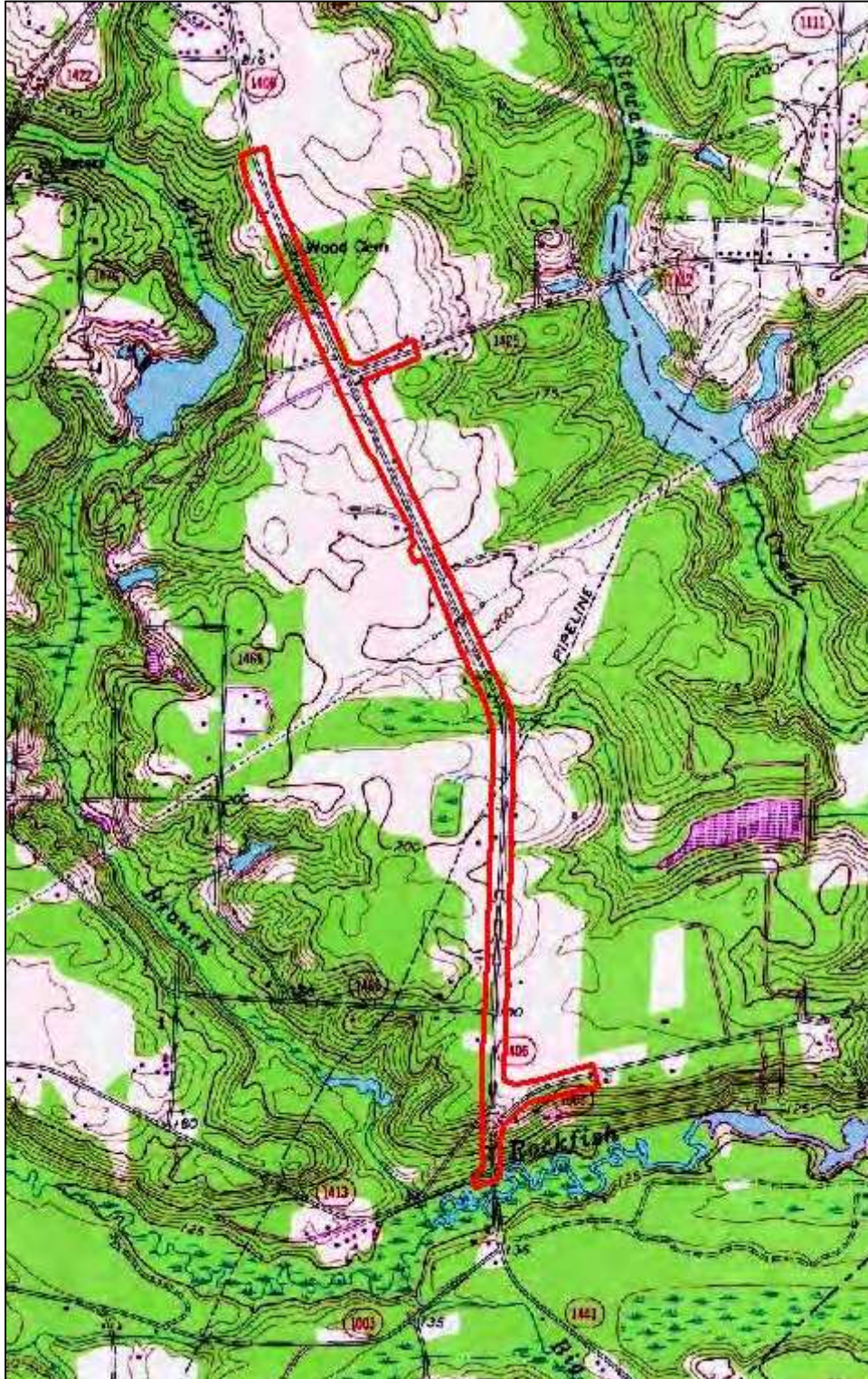
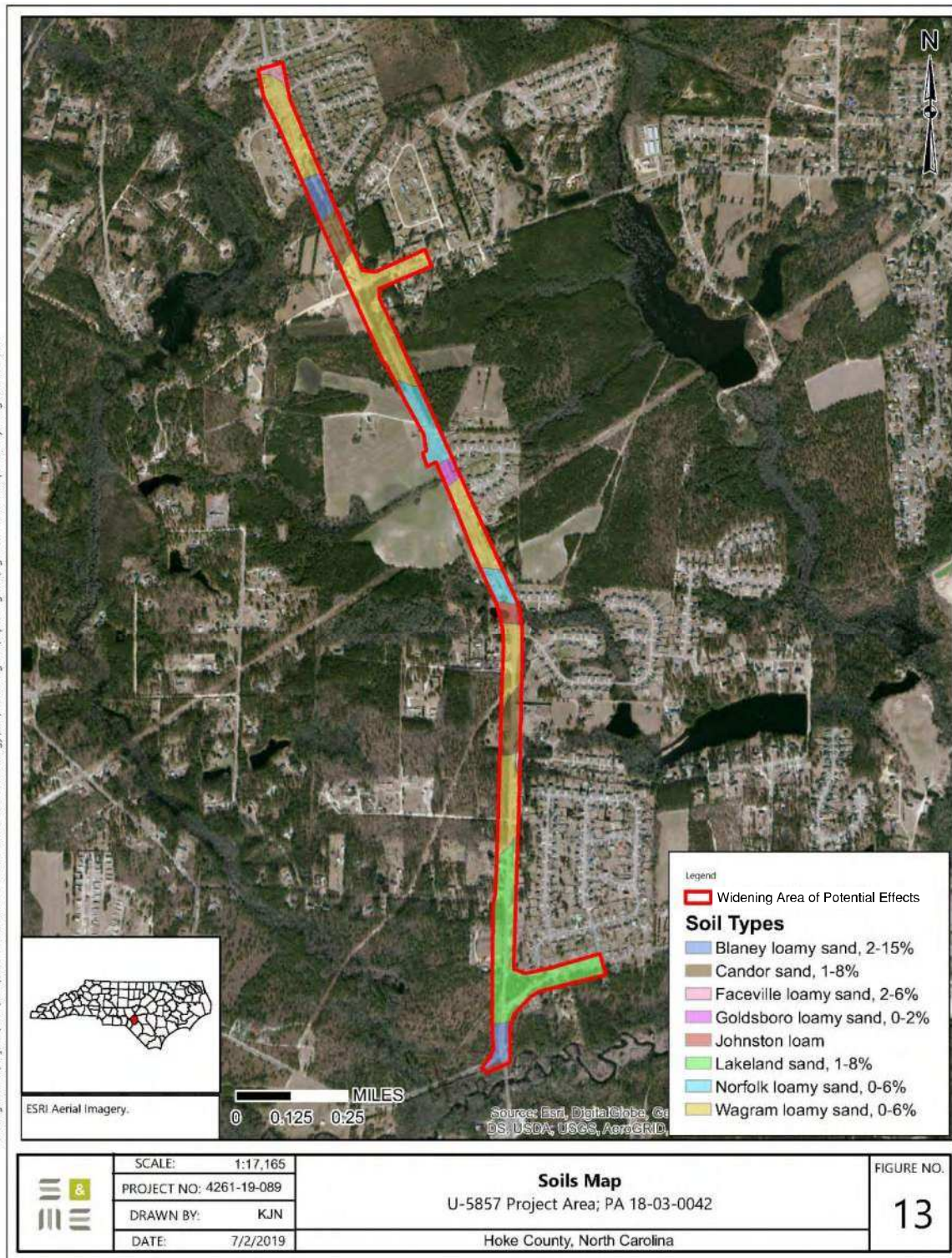


Figure 11. Portion of the 1968 NCDOT highway map, showing approximate project area.



"NO NATIONAL REGISTER ELIGIBLE OR LISTED ARCHAEOLOGICAL SITES AFFECTED"
form for the Amended Minor Transportation Projects as Qualified in the 2007 Programmatic Agreement.
20 of 51

Drawing Path: I:\Projects\2019\ENV\4261-19-089 NCDOT U-5857 Archaeology\GIS\U-5857 Figures\Report Figures\Figure 13 - soils.mxd plotted by KMagle 07-02-2019



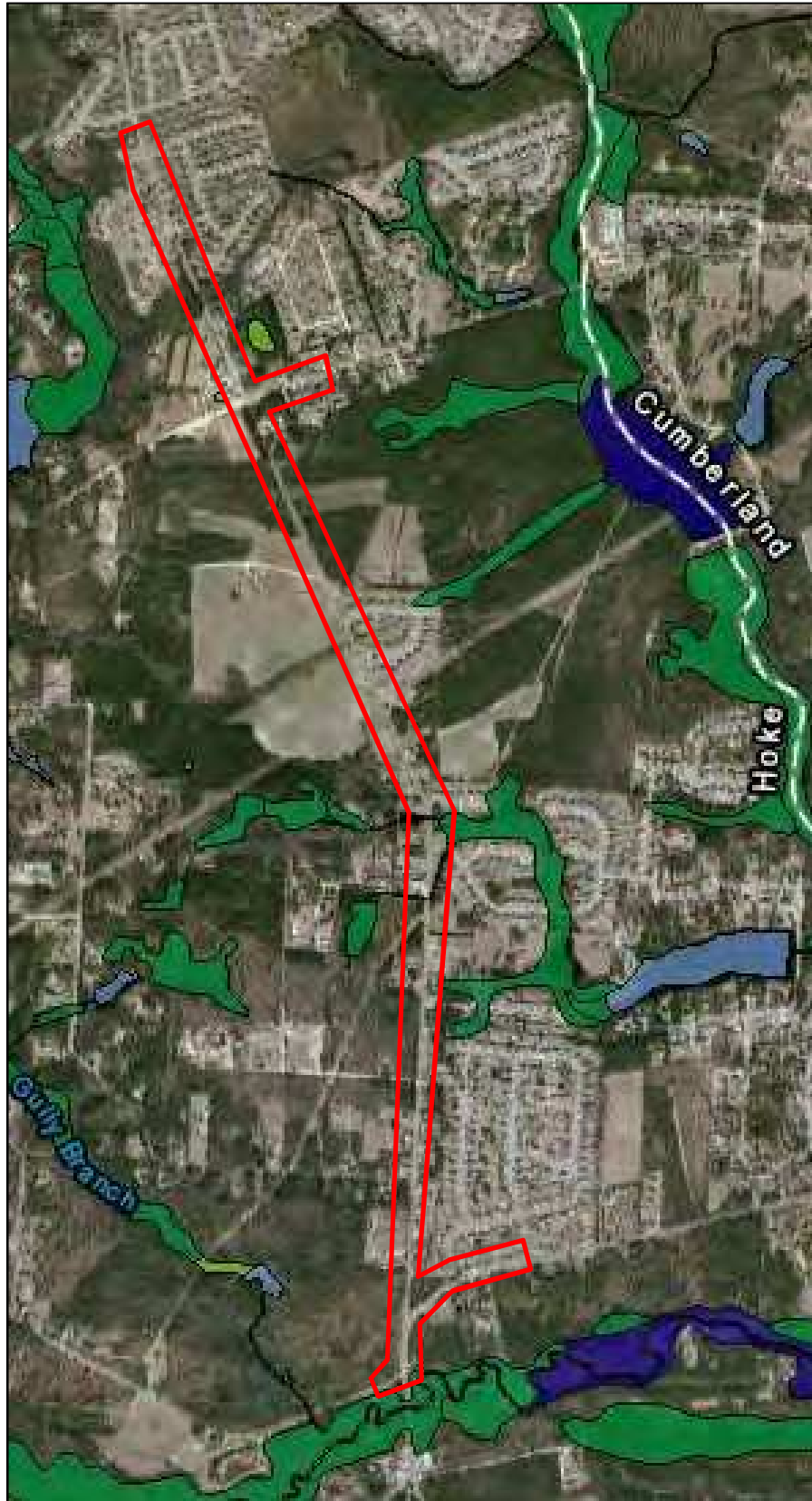


Figure 14. Mapped waterways within the project APE; US Fish and Wildlife Service Map Service.



Figure 15. Typical buried utilities and drainage ditch in APE, facing north.



Figure 16. Typical residential area with buried utilities in the project APE, facing northwest.

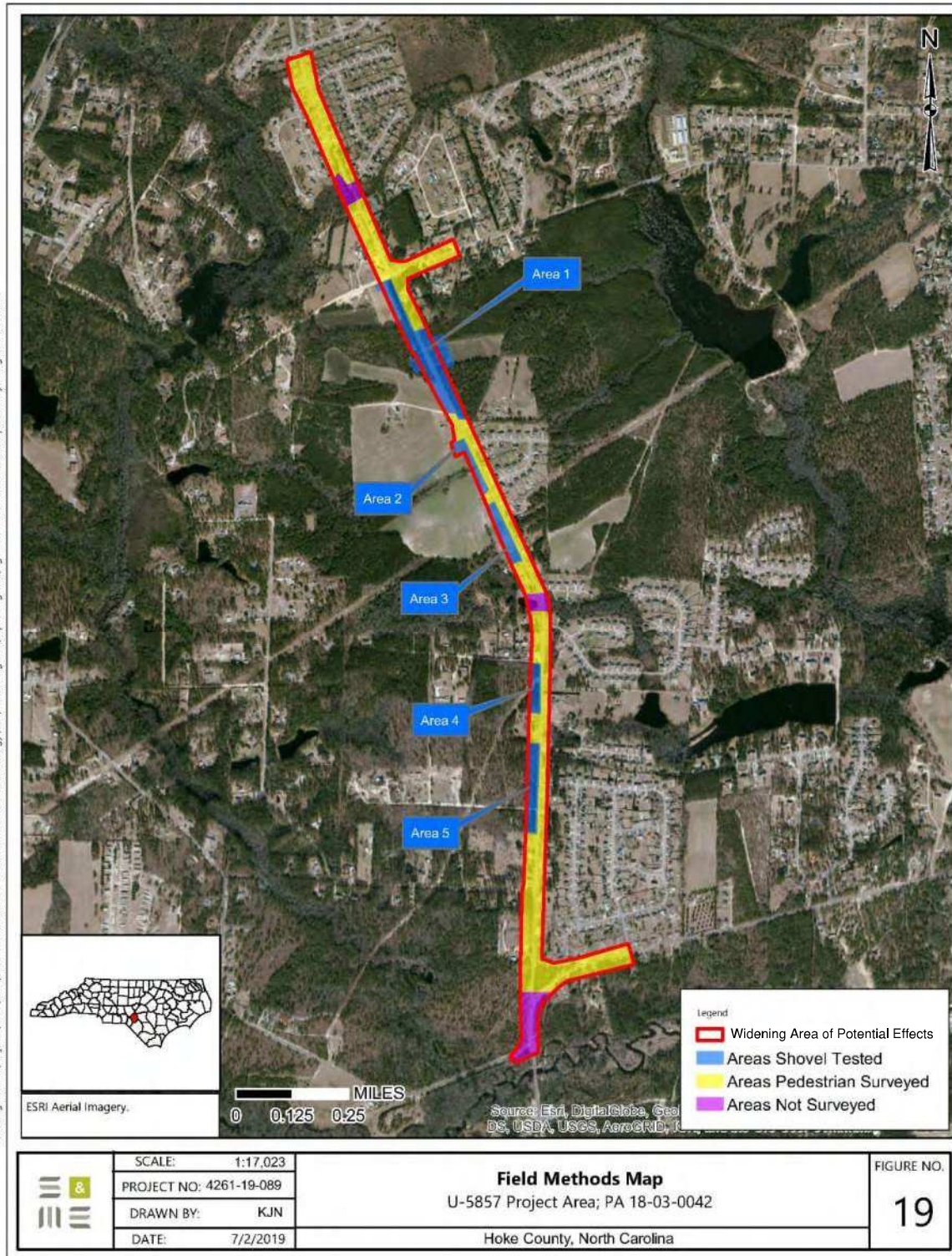


Figure 17. Typical slope near drainages and buried utilities within APE, facing southeast.



Figure 18. Pond in APE, facing southwest.

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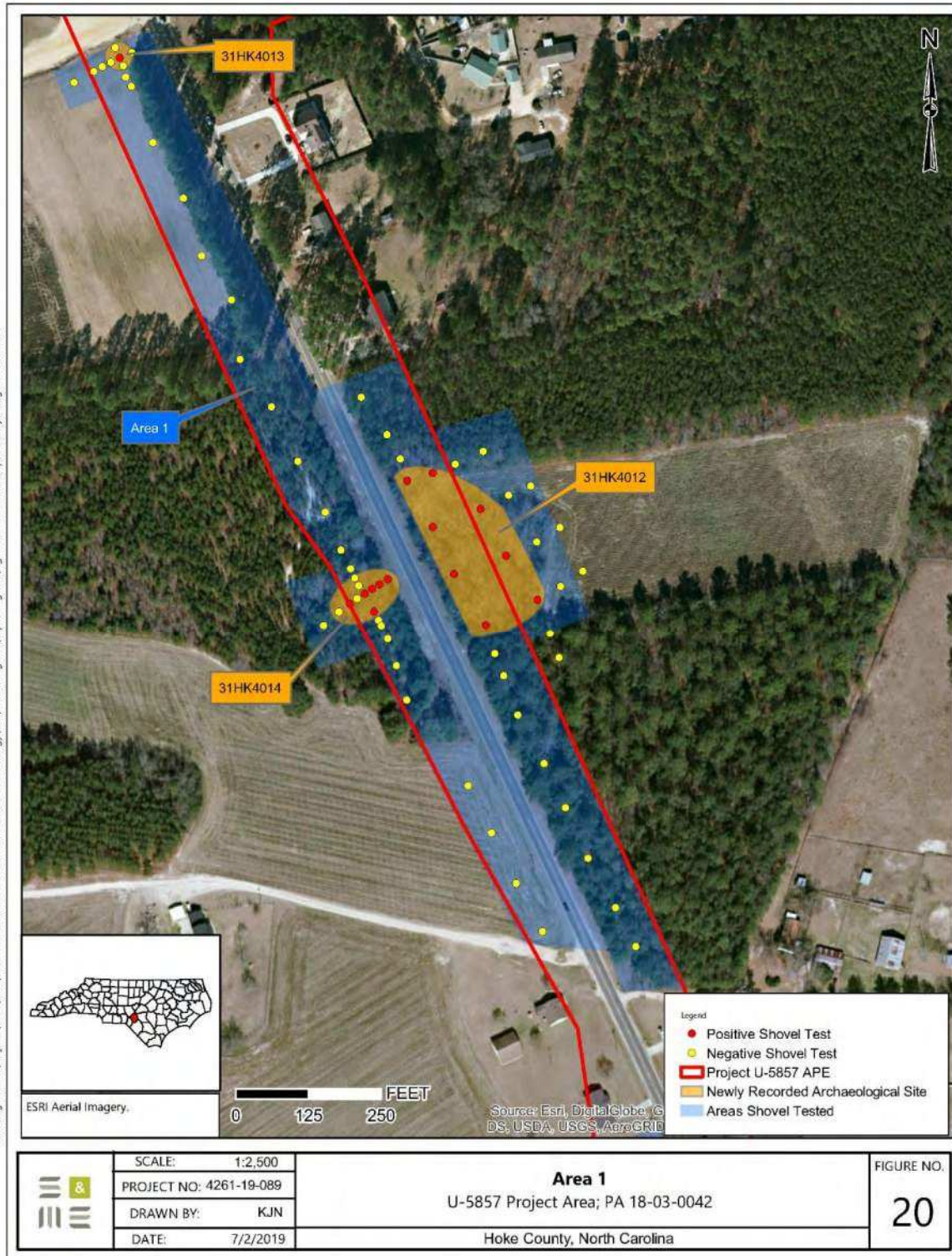




Figure 21. Typical agricultural field and wooded area in Area 1, facing southeast.



Figure 22. Typical agricultural/fallow field in Area 1, facing west.

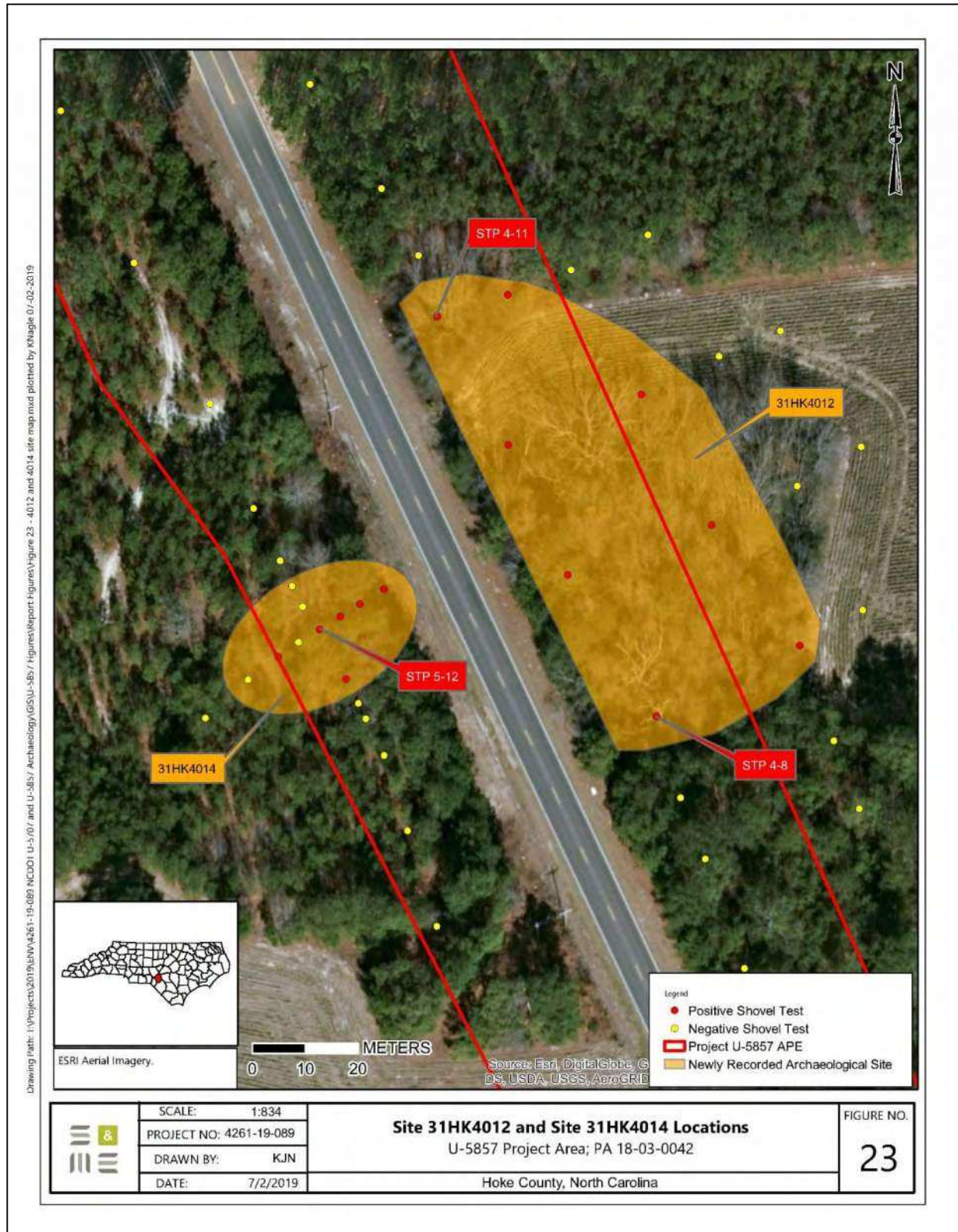




Figure 24. Overview of site 31HK4012, facing east.



Figure 25. Typical shovel test at site 31HK4012.



Figure 26. Poured concrete foundation at site 31HK4012, facing west.



Figure 27. Cinder block foundation at site 31HK4012, facing northwest.



Figure 28. Possible brick chimney fall at site 31HK4012, facing west.



Figure 29. Cement lined well at site 31HK4012, facing northeast.

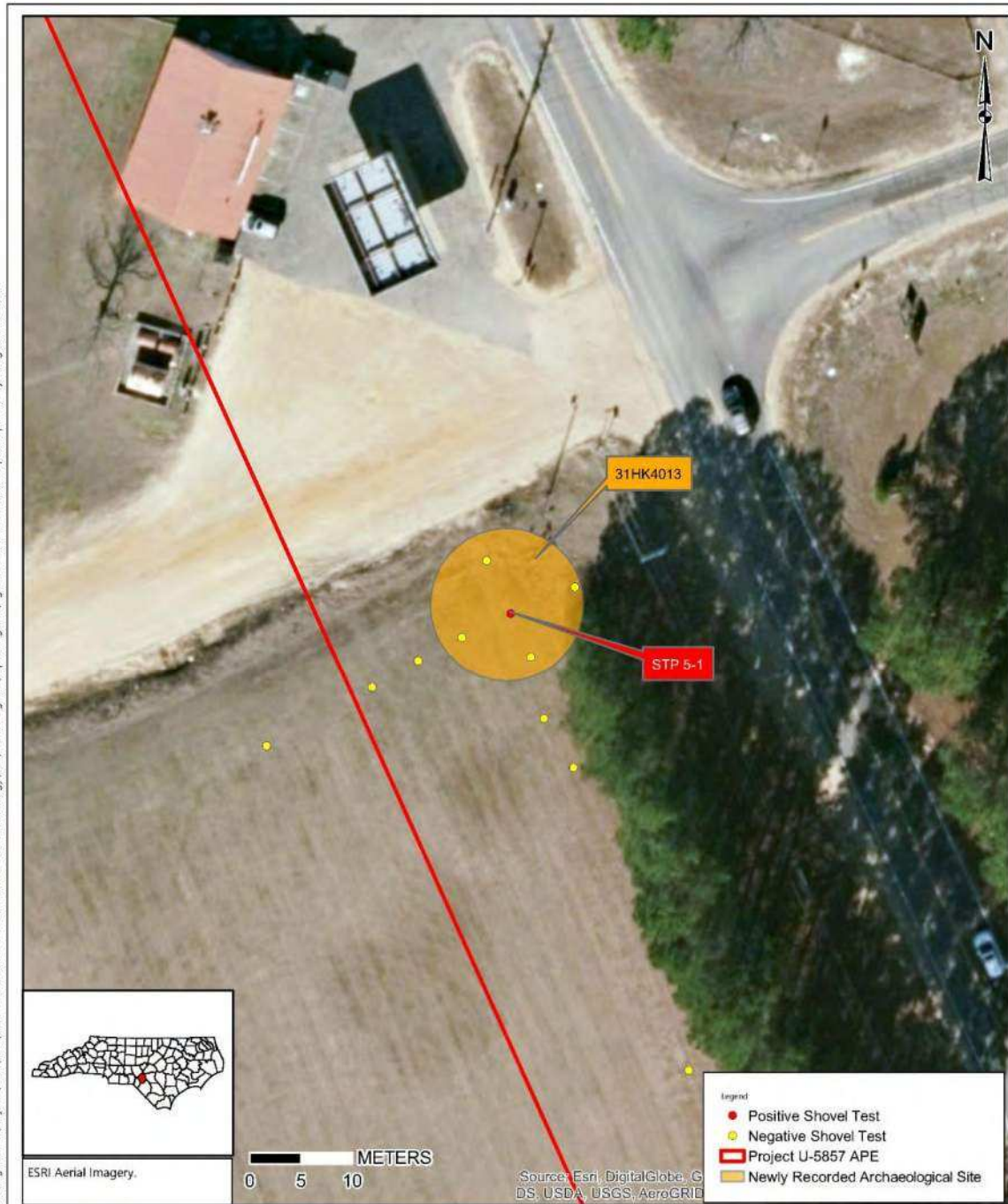


Figure 30. Google Earth imagery from 1993 showing the buildings associated with site 31HK4012 are gone.



Figure 31. Overview of site 31HK4013, facing north.

Drawing Path: I:\Projects\2019\ENV\4261-19-089 NCDOT U-5857 Archaeology\GIS\U-5857 Figures\Report Figures\Figure 32 - 31HK4013 site map.mxd plotted by KNagle 01-02-2019



	SCALE:	1:494	Site 31HK4013 Location U-5857 Project Area; PA 18-03-0042 Hoke County, North Carolina	FIGURE NO. 32
	PROJECT NO:	4261-19-089		
	DRAWN BY:	KJN		
	DATE:	7/2/2019		



Figure 33. Typical shovel test at site 31HK4013.



Figure 34. Overview of site 31HK4014, facing east.



Figure 35. Typical shovel test at site 31HK4014.



Figure 36. Typical vegetation in Area 2, facing southeast.

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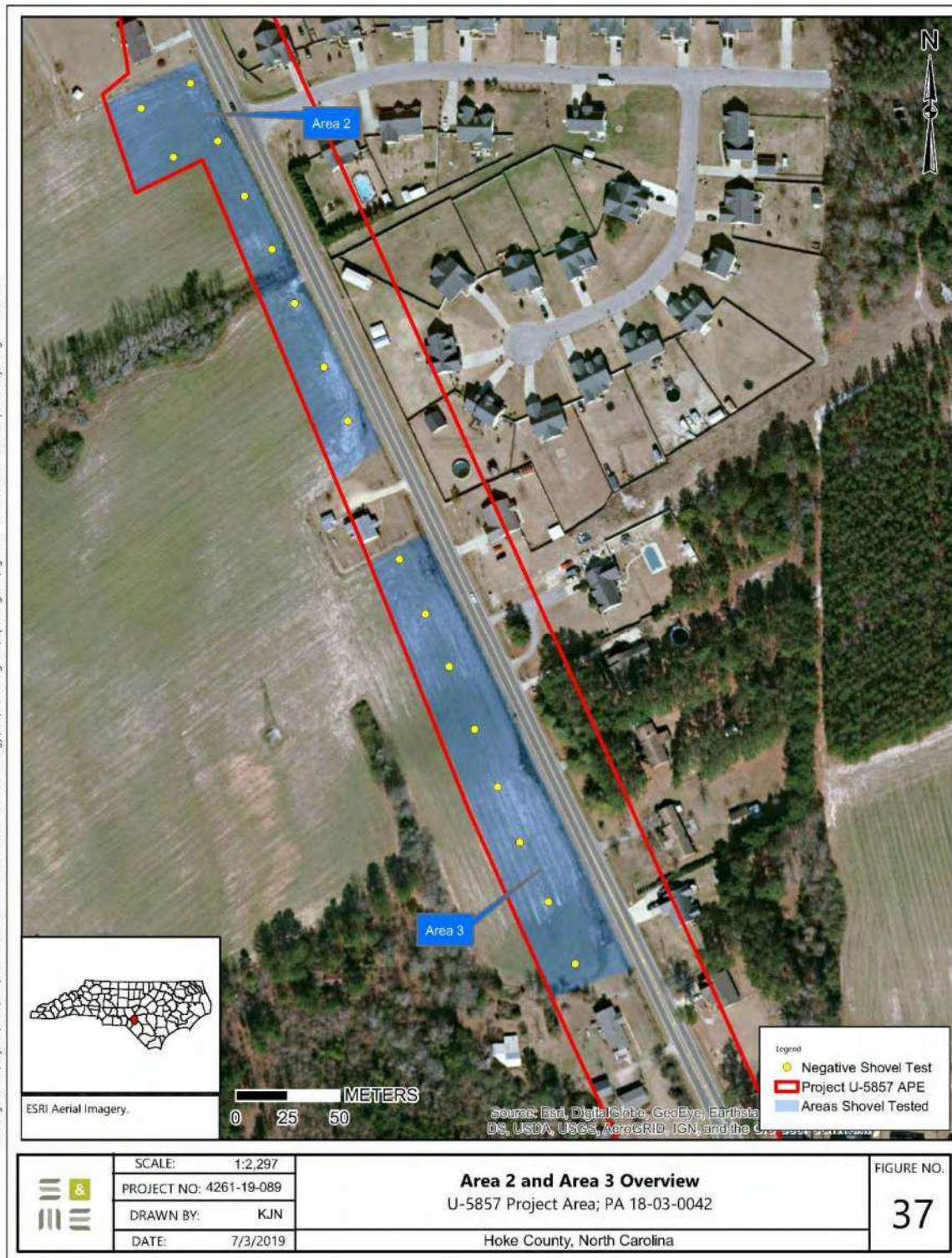




Figure 38. Typical soil profile in Area 2.



Figure 39. Typical vegetation in Area 3, facing southwest.



Figure 40. Typical soil profile in Area 3.



Figure 41. Typical vegetation in Area 4, facing south.

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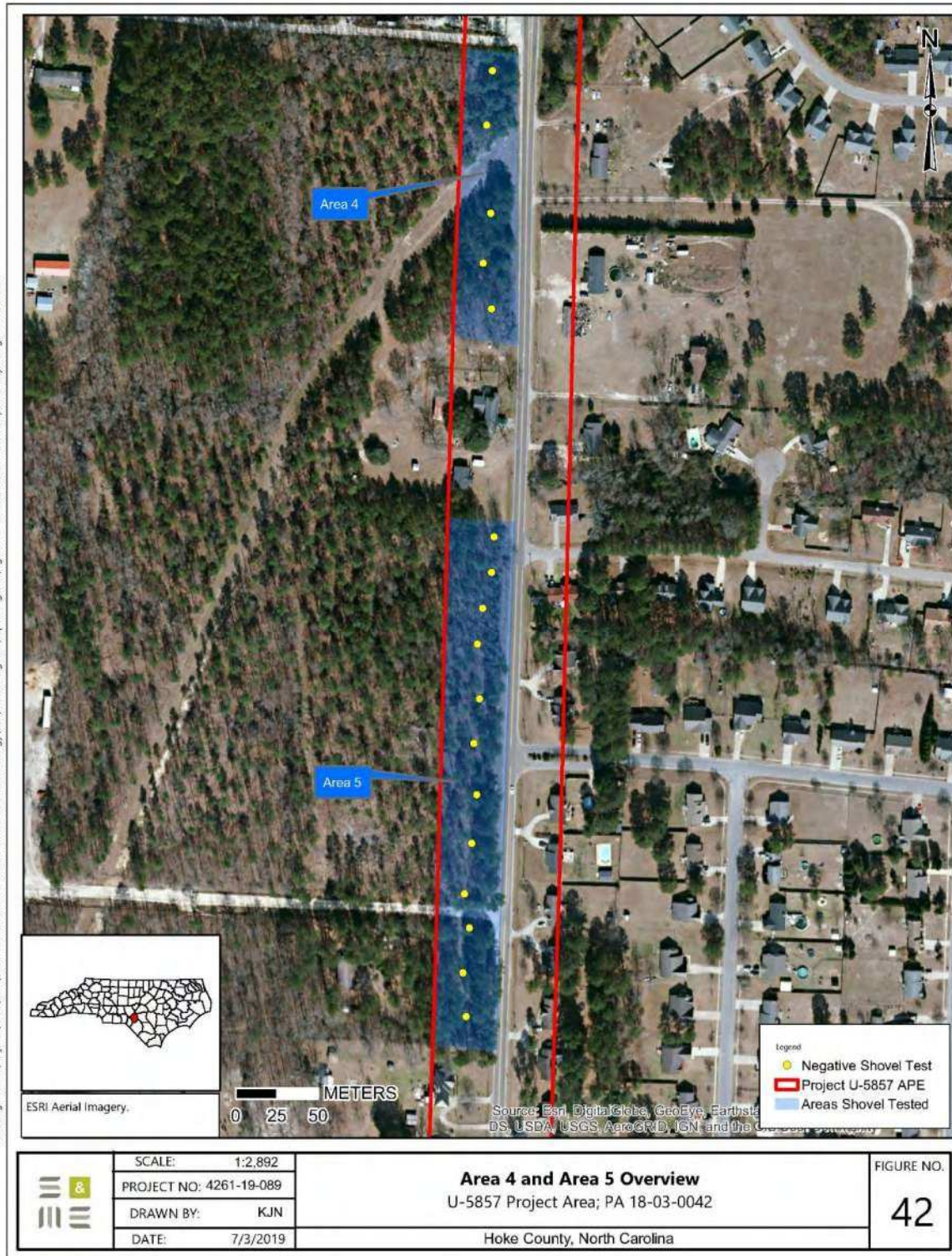




Figure 43. Natural gas pipeline corridor in Area 4, facing southwest.



Figure 44. Typical shovel test profile in Area 4.



Figure 45. Typical vegetation in Area 5, facing south.



Figure 46. Etheland Drive and Rockfish Road intersection in Area 5, facing south.



Figure 47. Typical shovel test profile in Area 5.



Figure 48. Overview of Wood Family Cemetery, facing northeast.

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Figure 50. View of steep embankment from Rockfish Road, facing south.



Figure 51. View of steep embankment from cemetery and headstone on edge of embankment, facing north.

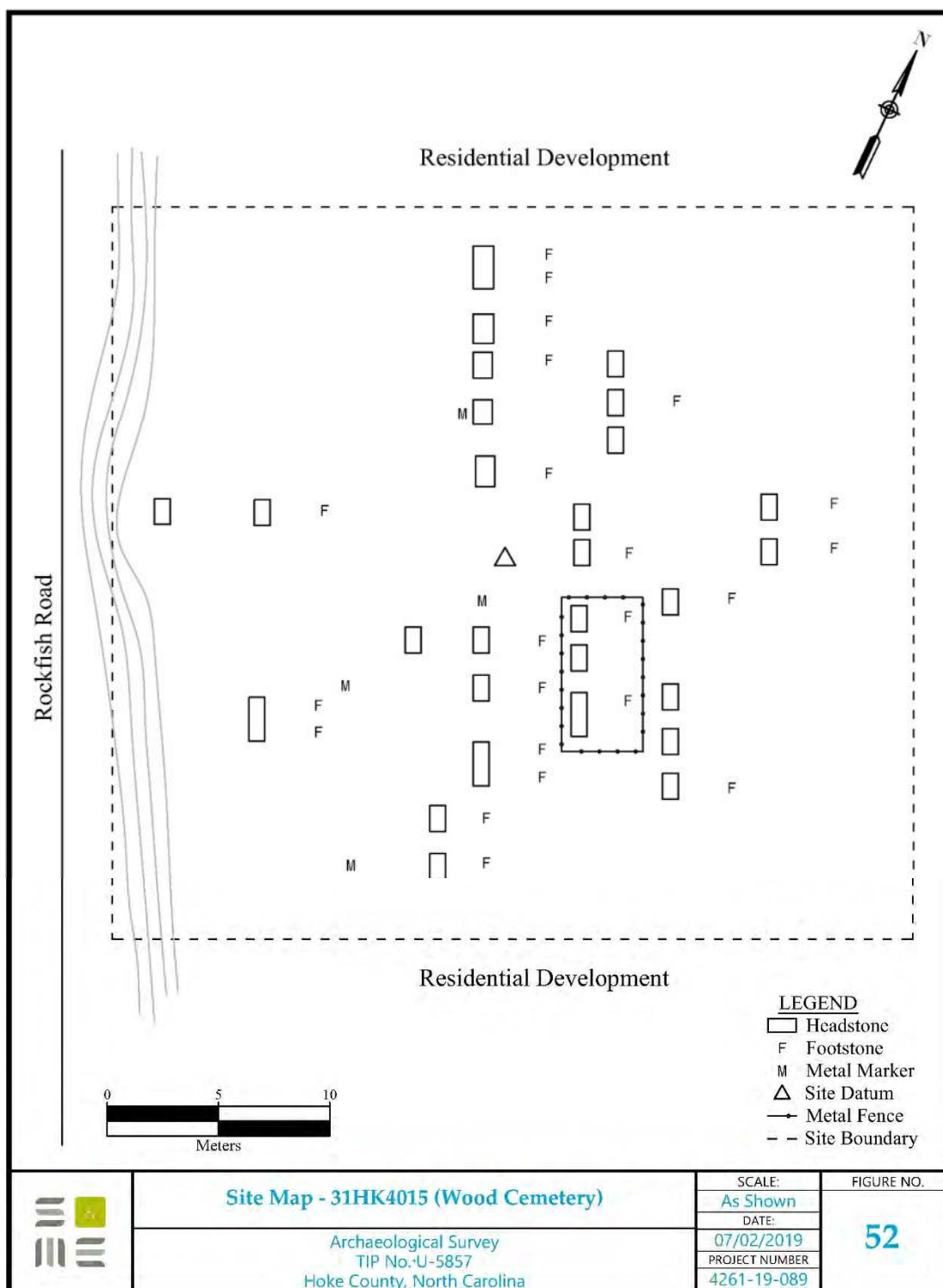




Figure 53. Open area in central portion of cemetery with probable unmarked graves, facing east.

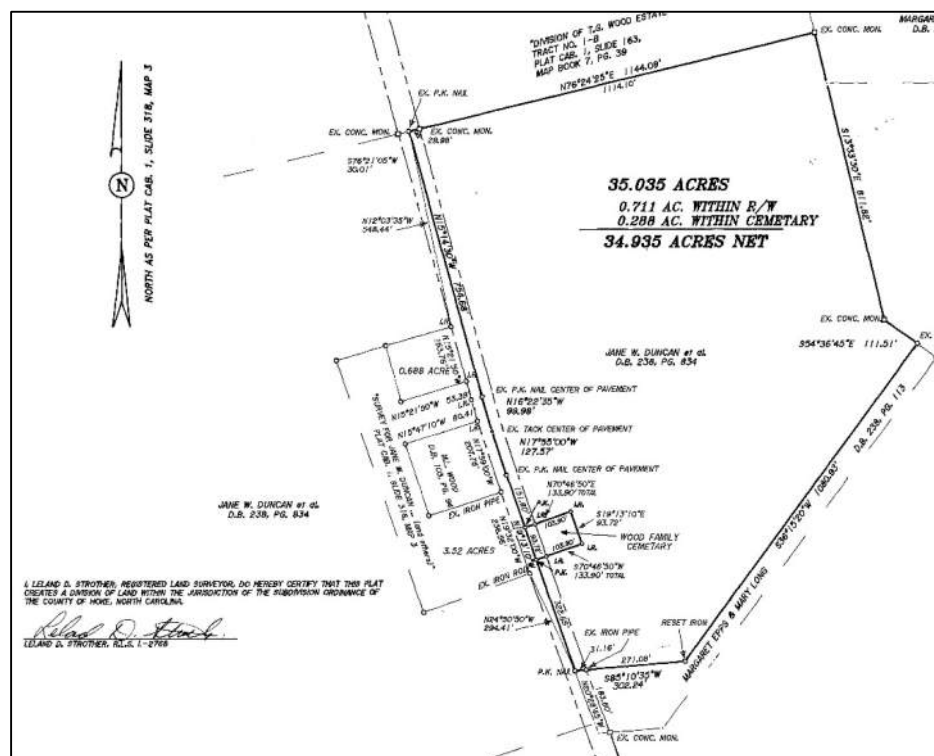


Figure 54. Portion of plat showing Wood Family Cemetery (Hoke County Register of Deeds 1993 PB340:5)



Figure 55. Grave marker for Infant of J. R. and S. F. Pope, facing west.



Figure 56. Grave marker of Medie and Young Wood, facing west.



Figure 57. Grave marker for Eva Norton.

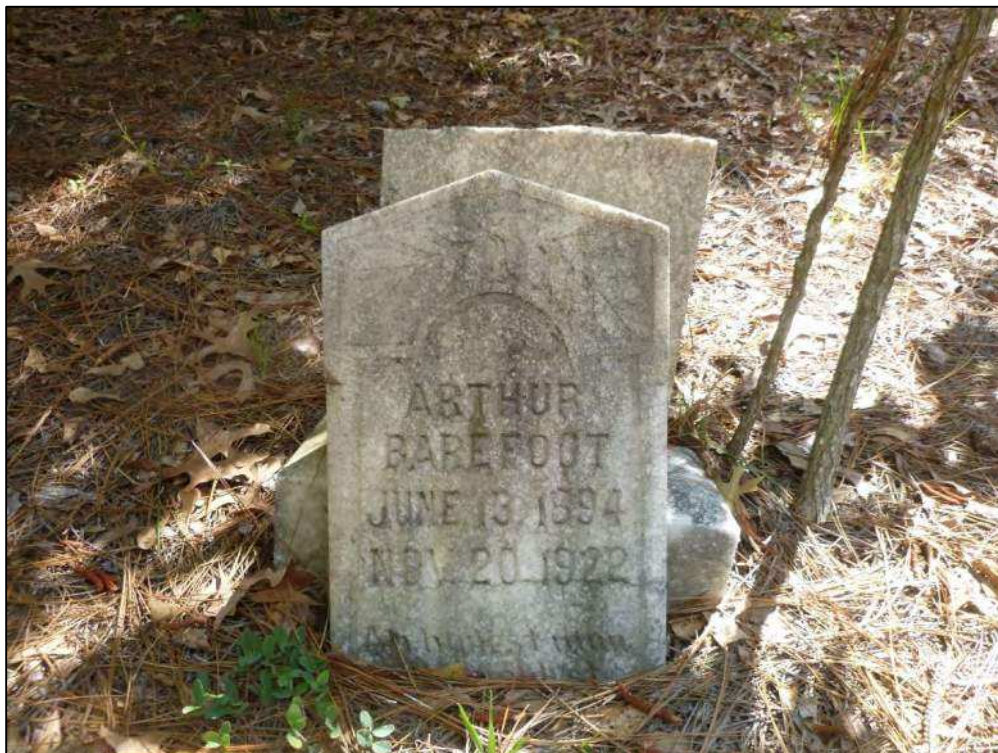


Figure 58. Grave marker of Arthur Barefoot, facing west.

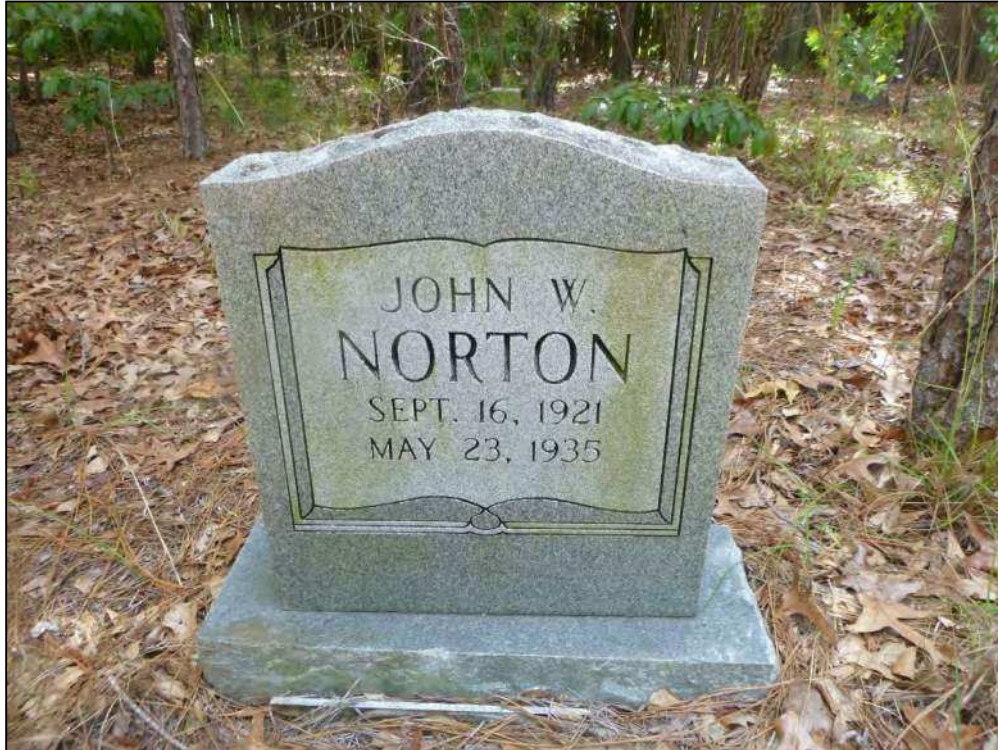


Figure 59. Grave marker of John W. Norton, facing west.



Figure 60. Metal grave marker, facing west.

Appendix B – Artifact Catalog

18-03-0042

Appendix B - U-5857 Road Widening Artifact Catalog

Site #	Cat. #	Provenience	Depth (cmbs)	Ct	Wt (g)	Class	Category	Sub-Category	Type/Description	Material	Temper	Portion	Lithic Size Grade	Notes
31HK4012	1.01 STP 4-8	10-30	8	5.5	Glass	Machine Modified	Und. Vessel	Clear	Plain			Rim		1815 Present
31HK4012	1.02 STP 4-8	10-30	1	16.9	H. Ceramic	Ref. Earthenware	Whiteware	White	Plain					
31HK4012	2.01 STP 4-8-30m at 65	10-40	1	10.4	Metal	Hardware/Tools	Nail	Und. Iron	Wire					1815 Present
31HK4012	2.02 STP 4-8-30m at 65	10-40	1	0.9	Metal	Other	Und. Iron	Whiteware	Plain			Body		
31HK4012	2.03 STP 4-8-30m at 65	10-40	1	2.9	H. Ceramic	Ref. Earthenware	Whiteware	White	Lt. Green			Body		
31HK4012	2.04 STP 4-8-30m at 65	10-40	1	4.4	Glass	Machine Modified	Und. Vessel	Clear	Lt. Green			Body		
31HK4012	2.05 STP 4-8-30m at 65	10-40	1	4.0	Glass	Machine Modified	Und. Vessel	Clear	Clear			Body		
31HK4012	2.06 STP 4-8-30m at 65	10-40	1	4.1	Glass	Machine Modified	Und. Vessel	Clear	Clear			Body		
31HK4012	2.07 STP 4-8-30m at 65	10-40	3	21.7	Other	Masonry	Brick	Machine Made	Machine Made					
31HK4012	3.01 STP 4-9	0-20	1	19.8	Other	Masonry	Brick	Machine Made	Machine Made					
31HK4012	3.02 STP 4-9	0-20	2	2.4	Glass	Machine Modified	Und. Vessel	Clear	Clear					
31HK4012	4.01 STP 4-9-30m at 65	0-50	1	5.3	Metal	Other	Und. Iron	Cap	Cap					
31HK4012	4.02 STP 4-9-30m at 65	0-50	1	1.6	Metal	Other	Und. Iron	Cap	Cap					
31HK4012	4.03 STP 4-9-30m at 65	0-50	1	17.5	Metal	Hardware/Tools	Edt							
31HK4012	4.04 STP 4-9-30m at 65	0-50	1	4.1	Metal	Other	Clothespin							
31HK4012	4.05 STP 4-9-30m at 65	0-50	4	18.5	Glass	Machine Modified	Bottle	Lt. Green	Lt. Green			Body		
31HK4012	4.06 STP 4-9-30m at 65	0-50	2	11.7	Glass	Machine Modified	Tumbler	Clear	Clear					
31HK4012	4.07 STP 4-9-30m at 65	0-50	3	1.8	Glass	Window Glass								
31HK4012	4.08 STP 4-9-30m at 65	0-50	1	1.8	Glass	Machine Modified	Bottle	Clear	Clear			Rim		
31HK4012	4.09 STP 4-9-30m at 65	0-50	1	3.2	Glass	Machine Modified	Und. Vessel	Clear	Clear			Base		
31HK4012	4.10 STP 4-9-30m at 65	0-50	9	8.8	Glass	Machine Modified	Und. Vessel	Clear	Clear					
31HK4012	5.01 STP 4-10	0-60	2	13.0	Other	Other	Lightbulb							
31HK4012	5.02 STP 4-10	0-60	1	7.9	Metal	Other	Und. Metal							
31HK4012	5.03 STP 4-10	0-60	12	16.6	Glass	Window Glass								
31HK4012	5.04 STP 4-10	0-60	1	31.0	Glass	Machine Modified	Tumbler	Clear	Clear			Body		
31HK4012	5.05 STP 4-10	0-60	1	15.7	Glass	Machine Modified	Bottle	Clear	Clear			Rim		
31HK4012	5.06 STP 4-10	0-60	1	3.2	Glass	Machine Modified	Bottle	Green	Cobalt Blue			Body		
31HK4012	5.07 STP 4-10	0-60	1	1.5	Glass	Machine Modified	Bottle	Und. Vessel	Und. Vessel			Body		
31HK4012	5.08 STP 4-10	0-60	1	0.3	Glass	Machine Modified	Und. Vessel	Clear	Clear					
31HK4012	5.09 STP 4-10	0-60	3	3.0	Glass	Machine Modified	Und. Vessel	Spoon	Spoon					
31HK4012	5.09 STP 4-10	0-60	3	10.8	Metal	Other	Und. Iron	Cap	Cap					
31HK4012	6.01 STP 4-10-30m at 65	10-50	1	5.2	Metal	Hardware/Tools	Nail	Wire	Wire					
31HK4012	6.02 STP 4-10-30m at 65	10-50	2	9.9	Metal	Hardware/Tools	Nail	Wire	Wire					
31HK4012	6.03 STP 4-10-30m at 65	10-50	1	6.4	Metal	Hardware/Tools	Nail	Wire	Wire					
31HK4012	6.04 STP 4-10-30m at 65	10-50	1	18.9	Other	Masonry	Brick	Machine Made	Machine Made			Body		
31HK4012	6.05 STP 4-10-30m at 65	10-50	1	16.8	Glass	Machine Modified	Bottle	Brown	Brown					
31HK4012	6.06 STP 4-10-30m at 65	10-50	1	1.8	Glass	Machine Modified	Und. Vessel	Clear	Clear			Base		
31HK4012	6.07 STP 4-10-30m at 65	10-50	1	6.5	Glass	Machine Modified	Dish	Clear	Clear			Base		
31HK4012	6.08 STP 4-10-30m at 65	10-50	1	2.6	Glass	Machine Modified	Und. Vessel	Clear	Clear			Base		
31HK4012	6.09 STP 4-10-30m at 65	10-50	1	1.7	Glass	Machine Modified	Und. Vessel	Clear	Clear			Body		
31HK4012	6.10 STP 4-10-30m at 65	10-50	1	1.7	Glass	Machine Modified	Und. Vessel	Clear	Clear			Base		
31HK4012	6.11 STP 4-10-30m at 65	10-50	1	15.4	Glass	Machine Modified	Bottle	Clear	Clear					
31HK4012	6.12 STP 4-10-30m at 65	10-50	1	4.5	Glass	Window Glass								
31HK4012	6.13 STP 4-10-30m at 65	10-50	29	51.5	Glass	Machine Modified	Und. Vessel	Clear	Clear					
31HK4012	7.01 STP 4-11	0-27	1	1.6	Other	Other	Slag							
31HK4012	8.01 STP 4-11+15m at 65	10-30	2	14.1	Glass	Machine Modified	Bottle	Aqua	Aqua			Body		
31HK4012	8.02 STP 4-11+15m at 65	10-30	1	74.6	Other	Masonry	Brick	Machine Made	Machine Made					
31HK4013	1.01 STP 5-1	23-80	5	1.4	Lithic	Debris	Non-cortical	Rhyolite	Rhyolite				3	
31HK4013	1.02 STP 5-1	23-80	3	0.1	Lithic	Debris	Non-cortical	Rhyolite	Rhyolite				4	
31HK4014	1.01 STP 5-12	30-80	1	5.6	P. Ceramic	Vessel	Ended	New River	Amber			Body		Early Woodland
31HK4014	2.01 STP 5-12+15m at 70	0-35	1	3.4	Glass	Machine Modified	Und. Vessel	Amber	Amber			Body		
31HK4014	3.01 STP 5-12+10m at 70	0-45	1	12.3	Glass	Machine Modified	Und. Vessel	Amber	Amber					
31HK4014	4.01 STP 5-12+10m at 70	0-60	1	3.4	Glass	Machine Modified	Und. Vessel	Clear	Clear					
31HK4014	5.01 STP 5-12+10m at 250	0-20	1	2.7	Glass	Machine Modified	Und. Vessel	Clear	Clear					
31HK4014	6.01 STP 5-12+10m at 160	30-100	1	2.1	P. Ceramic	Vessel	Residual							

Artifact measurements in mm



HISTORIC ARCHITECTURE AND LANDSCAPES NO HISTORIC PROPERTIES PRESENT OR AFFECTED FORM

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

PROJECT INFORMATION

Project No:	U-5857	County:	Hoke
WBS No.:	46384.1.1	Document Type:	
Fed. Aid No:		Funding:	X State Federal
Federal Permit(s):	X Yes No	Permit Type(s):	USACE
Project Description: Extend SR 1102 (Gillis Hill Road) from north of Steeple Run Drive to Westfield Drive in Raeford (no off-site detour specified in review request).			

SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

- ☐ There are no National Register-listed or Study Listed properties within the project's area of potential effects.
- ☐ There are no properties less than fifty years old which are considered to meet Criteria Consideration G within the project's area of potential effects.
- ☐ There are no properties within the project's area of potential effects.
- ☐ There are properties over fifty years old within the area of potential effects, but they do not meet the criteria for listing on the National Register.
- X There are no historic properties present or affected by this project. (Attach any notes or documents as needed.)

Description of review activities, results, and conclusions: HPOWeb reviewed on 12-13 December 2018 and 5 September 2019 and yielded no NR, DE, LD, SL, or SS properties in the Area of Potential Effects (APE). The APE equates with the study area provided in the review request and subsequently expanded (see attached). Hoke County current GIS mapping, aerial photography, and tax information revealed a partly developed APE containing predominantly residential, as well as agricultural, commercial, and institutional resources dating from the 1900s to the 2010s (viewed 12-13 December 2018). All pre-1970 resources are unexceptional (some are also altered) examples of their types. No resources of concern appear in the additions to the original study area. Wood's Store (HK0043), required full evaluation of National Register eligibility (see attached map for location). One cemetery, while not NR-eligible, is present: the Tabernacle Baptist Church of Rockfish Cemetery in Hoke County (PIN: 494850301085).

No comprehensive architectural survey exists for Hoke County, and later studies record no properties in the original APE or its expansion. There are no NR-listed properties in the current APE. Google Maps "Street View" and other visuals confirm the proximity of pre-1970s resources to the proposed construction and the need for an intensive field investigation and assessment of the one property identified above (viewed 12-13 December 2018). The project is reviewed

for compliance with both GS 121-12(a) and Section 106.

Commonwealth Heritage Group, Inc. carried out the investigation and evaluation of the one property in question under the supervision of NCDOT-Historic Architecture and presented findings in a July 2019 technical report. The North Carolina State Historic Preservation Office (NCHPO) has reviewed the report and concurred that Wood's Store is not eligible for listing in the National Register (see attached memo). There are no NR-listed or -eligible resources in the APE. Thus, a finding of "no historic properties affected" will satisfy both GS 121-12(a) and Section 106 compliance requirements.

Should the design of the project change, please notify NCDOT Historic Architecture as additional review may be necessary.

SUPPORT DOCUMENTATION

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

Technical report, photographs, GIS data on file
at NCDOT Historic Architecture and NCHPO; see also <https://connect.ncdot.gov>.

FINDING BY NCDOT ARCHITECTURAL HISTORIAN

Historic Architecture and Landscapes – NO HISTORIC PROPERTIES PRESENT OR AFFECTED

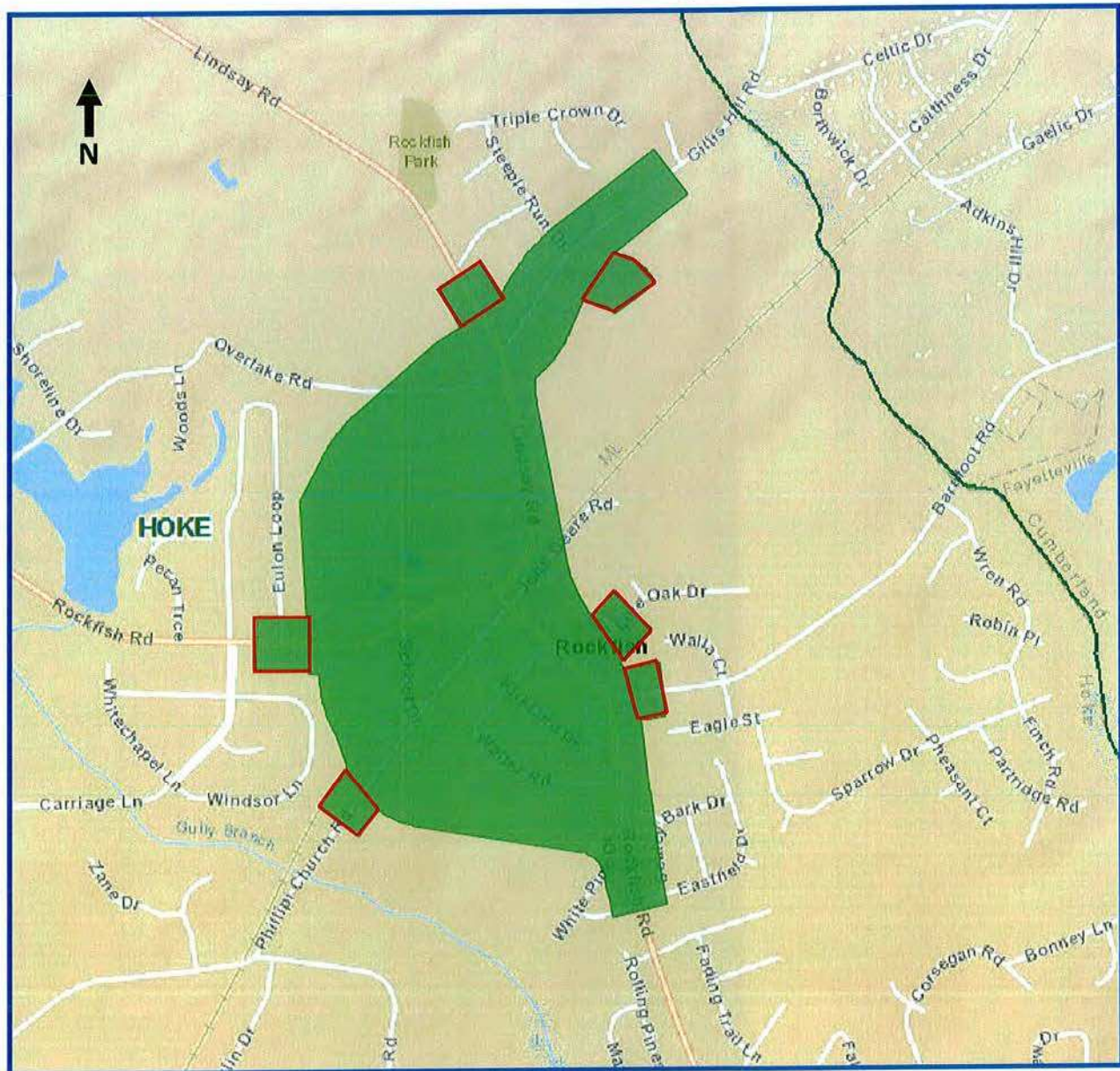
Vanessa E. Patrick

NCDOT Architectural Historian

30 September 2019

Date

U-5857 , Hoke County
WBS No. 46384.1.1
Tracking No. 18-03-0041



Expanded Study Area

U-5857 SR 1102 (Gillis Hill Road) Extension Hoke County
 Additions indicated in red. Base map: HPOWeb, nts.



U-5857 , Hoke County Evaluated Property

Base map: Current Hoke County GIS, nts

1. Wood's Store (HK0043). #7569 Rockfish Road. PIN: 494850301037.
Determined **not** NR-eligible.



North Carolina Department of Natural and Cultural Resources
State Historic Preservation Office

Ramona M. Bartos, Administrator

Governor Roy Cooper
Secretary Susi H. Hamilton

Office of Archives and History
Deputy Secretary Kevin Cherry

September 26, 2019

MEMORANDUM

TO: Vanessa Patrick
Human Environment Unit
NC Department of Transportation

FROM: Renee Gledhill-Earley *Renee Gledhill-Earley*
Environmental Review Coordinator

SUBJECT: Historic Structures Survey Report, Extend SR 1102 from North of Steeple Run Drive
to Westfield Drive, Raeford, PA 18-03-0041, Hoke County, ER 19-2693

Thank you for your August 16, 2019, memorandum transmitting the above-referenced report. We have reviewed the report and concur that the Wood's Store (HK0041) is not eligible for the National Register of Historic Places for the reasons outlined in the report. ³

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919-814-6579 or environmental.review@ncdcr.gov. In all future communication concerning this project, please cite the above referenced tracking number.

cc: Mary Pope Furr, NCDOT, mfurr@ncdot.gov



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

Memorandum

To: Renee Gledhill-Earley
Environmental Review Coordinator
North Carolina State Historic Preservation Office

From: Vanessa E. Patrick
Architectural Historian
NCDOT - Historic Architecture

Date: September 30, 2019

Subject: *Historic Structures Survey Report, Extend SR 1102 (Gillis Hill Road) from North of Steeple Run Drive to Westfield Drive, Raeford, Hoke County.*
PA No. 18-03-0041. ER 19-2693.

Thank you for your recent comments on the above report. We are pleased that you concur with our recommendation that Wood's Store (HK0043) is not eligible for listing in the National Register of Historic Places. We have thus established that there are "no historic properties affected" in the project area, and all documentation supporting the findings is included in our project files.

As always, your help is greatly appreciated. Should questions arise, please contact me at vepatrick@ncdot.gov or 919-707-6082.



V.E.P.



HISTORIC ARCHITECTURE AND LANDSCAPES NO SURVEY REQUIRED FORM

This form supercedes that dated 24 January 2019

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

PROJECT INFORMATION

Project No:	U-5857	County:	Hoke
WBS No.:	46384.1.1	Document Type:	
Fed. Aid No:		Funding:	X State Federal
Federal Permit(s):	X Yes No	Permit Type(s):	USACE

Project Description: Widen SR 1406 (Rockfish Road) from SR 1418 (Lindsay Road) to SR 1003 (Camden Road) (no off-site detour specified in review request). **Project originally reviewed, combined with U-5798, Cumberland County, Hoke County, in January 2019. Subsequently revised study area.**

SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

Description of review activities, results, and conclusions: HPOWeb reviewed on 12-13 December 2018 and 25 September 2019 and yielded no NR, SL, LD, DE, or SS properties in the Area of Potential Effects (APE) and its recent revision (see attached map). Hoke County current GIS mapping, aerial photography, and tax information indicated an APE of some cultivated fields and woodland, undeveloped parcels, and predominantly residential resources dating from the 1960s to the 2010s (viewed 12-13 December 2018 and 25 September 2019). Eight pre-1970 resources are unexceptional (some altered) examples of their types. The APE intersects the western edge of Camp Rockfish, a church campground and retreat center, but at some distance from its buildings (1960 and later) and other defining resources. The northern end of the original U-5857 study area intersected the U-5707 study area, and both included Wood's Store (HK0043). Adjustment of the U-5857 study area now eliminates the store property from its APE; the building remains in the U-5707 APE and has been determined not NR-eligible (see U-5707 review form dated 30 September 2019). Bridge No. 47 on SR 1003 over Rockfish Creek at the southern end of the APE, constructed in 1984, is not NR-eligible as it is neither technologically nor aesthetically significant. Google Maps "Street View" confirmed the absence of critical historic structures and landscapes in the APE (viewed 12-13 December 2018 and 25 September 2019).

No architectural survey is required for the project as currently defined.

Why the available information provides a reliable basis for reasonably predicting that there are no unidentified significant historic architectural or landscape resources in the project area: The APE equates with the study area as currently defined (see attached map). While no comprehensive historic architectural survey of Hoke County exists, county GIS/tax materials and other visuals clearly illustrate the absence of significant architectural resources. No National Register-listed or -eligible properties are located within the APEs.

**Should any aspect of the project design change, please notify
NCDOT Historic Architecture as additional review may be necessary.**

SUPPORT DOCUMENTATION

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

FINDING BY NCDOT ARCHITECTURAL HISTORIAN

Historic Architecture and Landscapes -- NO SURVEY REQUIRED

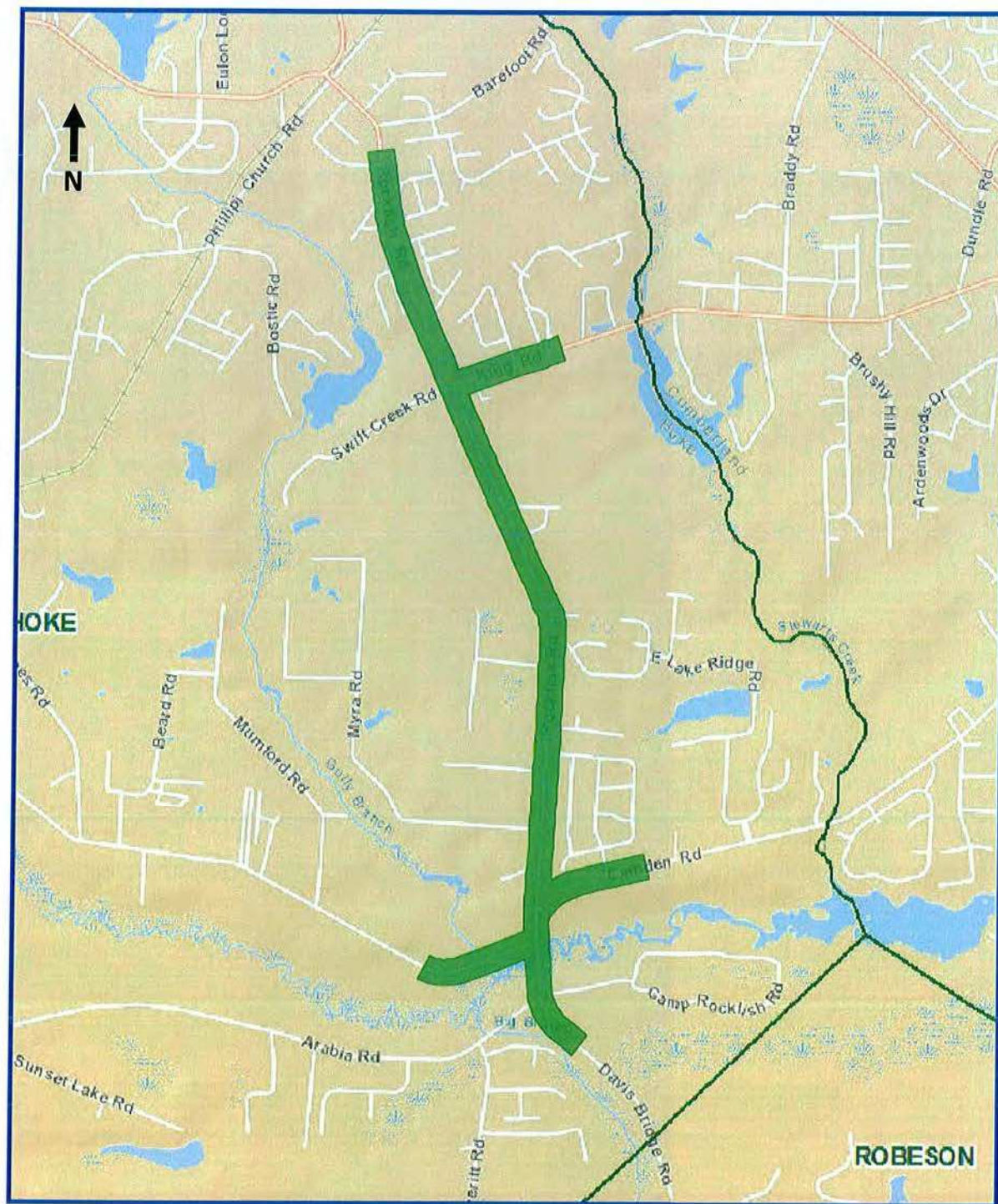
Vanessa E. Patrick

NCDOT Architectural Historian

30 September 2019

Date

U-5857, Hoke County
WBS No. 46384.1.1
Tracking No. 18-03-0042



Revised Study Area

U-5857

SR 1406 (Rockfish Road) Widening

Hoke County

Base map: HPOWeb, nts

NCDOT – Historic Architecture

September 2019

Tracking No. 18-03-0042