

13-09-0017



**NO NATIONAL REGISTER OF HISTORIC PLACES
ELIGIBLE OR LISTED ARCHAEOLOGICAL SITES
PRESENT OR 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: **Str# 850019** County: **Surry**
 WBS No: **17BP.11.R.71** Document: **Minimum Criteria**
 F.A. No: **n/a** Funding: ☒ State ☐ Federal
 Federal Permit Required? ☒ Yes ☐ No Permit Type: **NWP #3 or14**

Project Description:

This project calls for the replacement Bridge No. 19 on SR 1307 (Mountain Park Road) over the South Fork Mitchell River in Surry County. The archaeological Area of Potential Effects (APE) for the project is defined as a 720-foot (219.46 meter) long corridor running 360 feet (109.73 meters) northeast and 360 feet southwest along Mountain Park Road from the center of Bridge No. 19. The corridor is approximately 150 feet (45.72 meters) wide extending 75 feet (22.86 meters) on either side of the road from its present center.

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

13-09-0017**RECOMMENDATION**

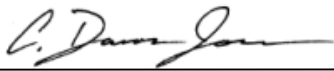
An archaeological survey and evaluation of proposed replacement of Bridge No. 19 in Surry County was conducted in November 2013, by New South Associates. During the course of the survey, one previously unidentified isolated finds (31SR200) was located within the project APE. This archaeological resource is recommended not eligible for the NRHP, and no further archaeological investigations are needed for this project. I concur with this recommendation as the proposed bridge replacement project will not impact significant archaeological resources. If the project expands and impacts subsurface areas beyond the defined APE, further archaeological consultations will be necessary.

SUPPORT DOCUMENTATION

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

Other:

Signed:



C. Damon Jones
NCDOT ARCHAEOLOGIST

12/12/13

Date

13-09-0017

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

The project's Area of Potential Effects (APE) along Bridge No. 19 on SR 1307 (Mountain Park Road) over the South Fork Mitchell River in Surry County was subjected to an intensive archaeological survey (Figure 1). In November 2013, New South Associates, Inc., completed shovel testing within the project APE at 30-meter intervals to identify potential archaeological resources that might be impacted by the proposed undertaking. The APE for this study measured approximately 720 feet (219.46 meters) long by 150 feet (45.72 meters) wide and it measures 108,000 square feet or 2.23 acres in size. The APE is drained by the South Fork Mitchell River and a very narrow floodplain. The northwest quadrant consists of a very steep slope, the southwest quadrant is a plowed field with moderate slope, the northeast quadrant consists of an unnamed stream and associated wetland soils, and the southeast quadrant is moderately sloped with an existing transmission line corridor (Figure 2). Soils within the APE consist of Colvard and Suches (CsA) sandy loam, which are well drained with less than 3 percent slope on the floodplain. To the north of the river the wooded uplands soils are Woolvine-Fairview-Westfield complex (WoE). These soils are well-drained loams with greater than 25 percent slopes (USDA Soil Survey 2013).

A map review and site files search was conducted by Mr. C. Damon Jones of the North Carolina Department of Transportation (NCDOT) Archaeologist, at the Office of State Archaeology, on September 30, 2013. This search found that a comprehensive archaeological survey has never been conducted at this location and no archaeological sites have been recorded within a one-mile of the proposed project. Jones also reviewed historic maps (North Carolina maps website) as well as the HPOWEB GIS Service (<http://gis.ncdcr.gov/hpoweb/>). There are no known historic resources located within the APE that may have intact archaeological resources. A review of historic highway, topographic, and soil maps found indication of a road and bridge as early as 1891, but no structures were located in the immediate vicinity of the APE until 1932 where a soil survey map plots structures near the bridge, but likely outside of the APE.

The intensive archaeological survey excavated a total of nine shovel tests at 30-meter intervals (98.43 feet) along two transects, one located on either side of the existing road within the APE (Figure 3). Four shovel tests could not be excavated due to the presence of steep slope on the northwest and northeast section of the APE. Three radial shovel tests were excavated around the single positive shovel test at 15-meter (49.21 feet) intervals with an additional radial 30 meters southwest of the original positive. All shovel tests measured at least 30-centimeters (12 inches) in diameter and were excavated to at least 10 centimeters (4 inches) into sterile subsoil. All excavated soils and sediments were screened through mesh screen (0.64 centimeter, 0.25 inch), and all shovel tests were backfilled. A visual inspection of the surface was also done in conjunction with subsurface testing. A typical soil profile in the southeast quadrant, at the positive shovel test, was 0 to 5 centimeters of brown (7.5YR4/4) loam (Stratum I) and 5 to 10 centimeters of brown (7.5YR4/4) silt (Stratum II), and 10-15 centimeters of red (2.5YR4/8) clay (Stratum III). In the southwest quadrant, a typical profile contained red (2.5YR4/6) sandy clay from the surface.

Isolated find 31SR200 was identified during regular interval shovel testing on the south side of the South Fork Mitchell River in the southeast quadrant of the APE. It consists of single metavolcanic flake located in shovel test 4-3 (Figures 4). Radial shovel tests were excavated at 15-meter intervals to the north, south, and east. No radials could be excavated to the west due to the presence of the road. The isolated find is located underneath a power line corridor; the ground has been cleared with signs of extensive erosion. No evidence of features was identified, and none are expected. Isolated find 31SR200 has no potential to provide further important information beyond that which has already been documented. New South recommends that 31SR200 is not eligible for listing in the NRHP under any of the four criteria. No further work is recommended for this site.

Based on the shovel testing results, no further archaeological investigations are required for the proposed replacement of Bridge No.19 in Surry County. The proposed improvements will not impact any archaeological resources.

Figure 1. Topographic Map showing the location of the Project APE.

Figure 2. View of SR1307 (Mountain Park Road), looking northwest.

Figure 3. Aerial View of the Project Area showing Shovel Test Results.

Figure 4. 31SR200 Site Map.

Shawn Patch
Archaeologist
New South Associate, Inc.

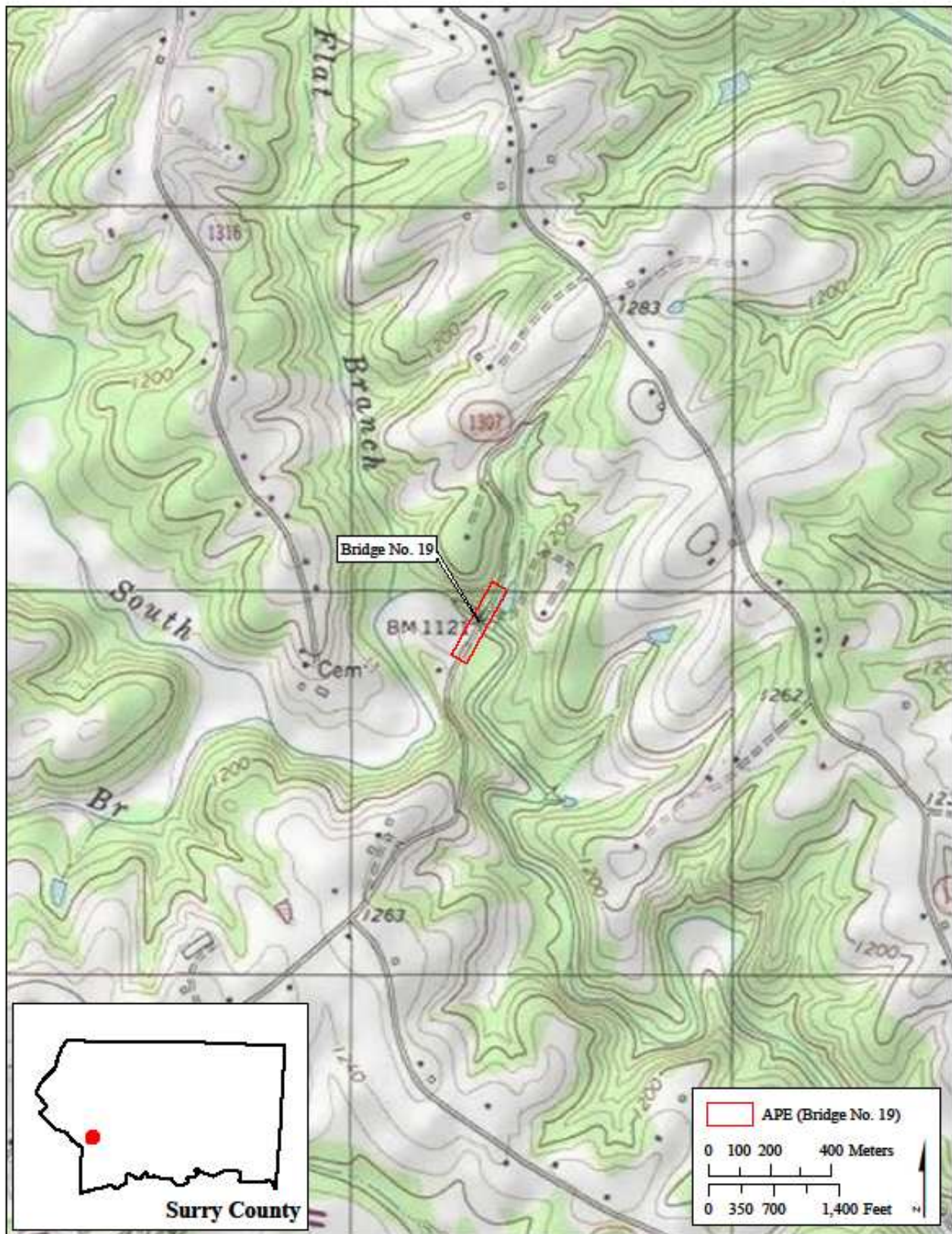


Figure 1. Topographic Map showing the location of the Project APE.

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



Figure 2. View of SR1307 (Mountain Park Road), looking northwest.



Figure 3. Aerial View of the Project Area showing Shovel Test Results.

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Figure 4. 31SR200 Site Map.