

13-09-0018



**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# 850034** County: **Surry**
 WBS No: **17BP.11.R.65** Document: **Minimum Criteria**
 F.A. No: **n/a** Funding: ☒ State ☐ Federal
 Federal Permit Required? ☒ Yes ☐ No Permit Type: **NWP #3 or14**

Project Description:

The project calls for the replacement of Bridge No. 34 on NC 104 (Riverside Drive) over Johnson Creek in Surry County. The archaeological Area of Potential Effects (APE) for the project is defined as a 720-foot (219.46 m) long corridor running 360 feet (109.73 m) northeast and 360 feet southwest along Riverside Drive from the center of Bridge No. 34. The corridor is approximately 150 feet (45.72 m) wide extending 75 feet (22.86 m) 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)

13-09-0018**RECOMMENDATION**

An archaeological survey and evaluation of proposed replacement of Bridge No. 34 in Surry County was conducted in November 2013, by New South Associates. No archaeological sites were identified during the course of this survey within the currently defined APE. 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

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

The project's Area of Potential Effects (APE) along Bridge No. 34 on NC 104 (Riverside Drive) over Johnson Creek 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 survey for potential archaeological resources. The purpose of the fieldwork was to investigate the possibility of unknown 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 acre in size. The APE is characterized by floodplain, stream terraces, and gently sloped upland, drained by the Johnson Creek. Land use is split between house lawn and pasture (Figures 2–4). There are three primary soil types within the APE. The terrace and floodplain south of Riverside Drive consist of Colvard and Suches (CsA) sandy loam which is well drained with less than 3 percent slope on the floodplain. The slope to the northeast is Braddock (BbC) fine sandy loam, which is well drained with a slope of 8 to 15 percent. The slope to the southwest is the Woolvine-Fairview-Westfield complex (WoE). These soils are well drained loams with greater than 15 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 the APE. One site (31SR123) has been reported within one mile of the proposed project. Site 31SR123 is located southwest of the current project area on a floodplain of a tributary to the Ararat River. It consists of Late Archaic debitage, prehistoric ceramics, and historic ceramics, and glassware. This site was identified by a local collector and then later investigated by Wake Forest University, but its eligibility for the National Register of Historic Places has not been assessed to date.

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, which may be the location of Riverside Drive, as early as 1896 on the USGS Hillsville topographic map. This map indicates that Sparger's Mill is located at the crossing, but it is possible that the placement is misaligned. The 1921 Surry County map by L.W. Fiscel indicates that Sparger's Mill is further upstream. This map indicates a new structure at the intersection between Crossingham and Riverside Drive, which appears to fall outside of the APE based on later USGS maps. Placement of Sparger's Mill is not confirmed, although based on fieldwork it appears to be not located within the APE.

The intensive archaeological survey excavated a total of 8 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 5). Three shovel tests could not be excavated due to the presence of the Ararat River in the northeast quadrant. This waterway joins with Johnson Creek just south of the bridge. Two additional shovel tests could not be excavated due to roads and driveways in the northwest and southwest quadrants as well. All shovel tests measured at least 30 centimeter (12 inch) 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 floodplain of Johnson Creek was 0 to 10 centimeters of brown (7.5YR4/4) loam (Stratum I) and 10 to 60 centimeters of brown (7.5YR4/4) loamy sand (Stratum II), and 60-70 centimeters of yellow brown (10YR5/8) sand (Stratum III). On the stream terraces and slopes, a typical profile contained red (2.5YR4/6) sandy clay from the surface.

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Based on the shovel testing results, no further archaeological investigations are required for the proposed replacement of Bridge No.34 in Surry County. The proposed improvements will not impact any archaeological resources.

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

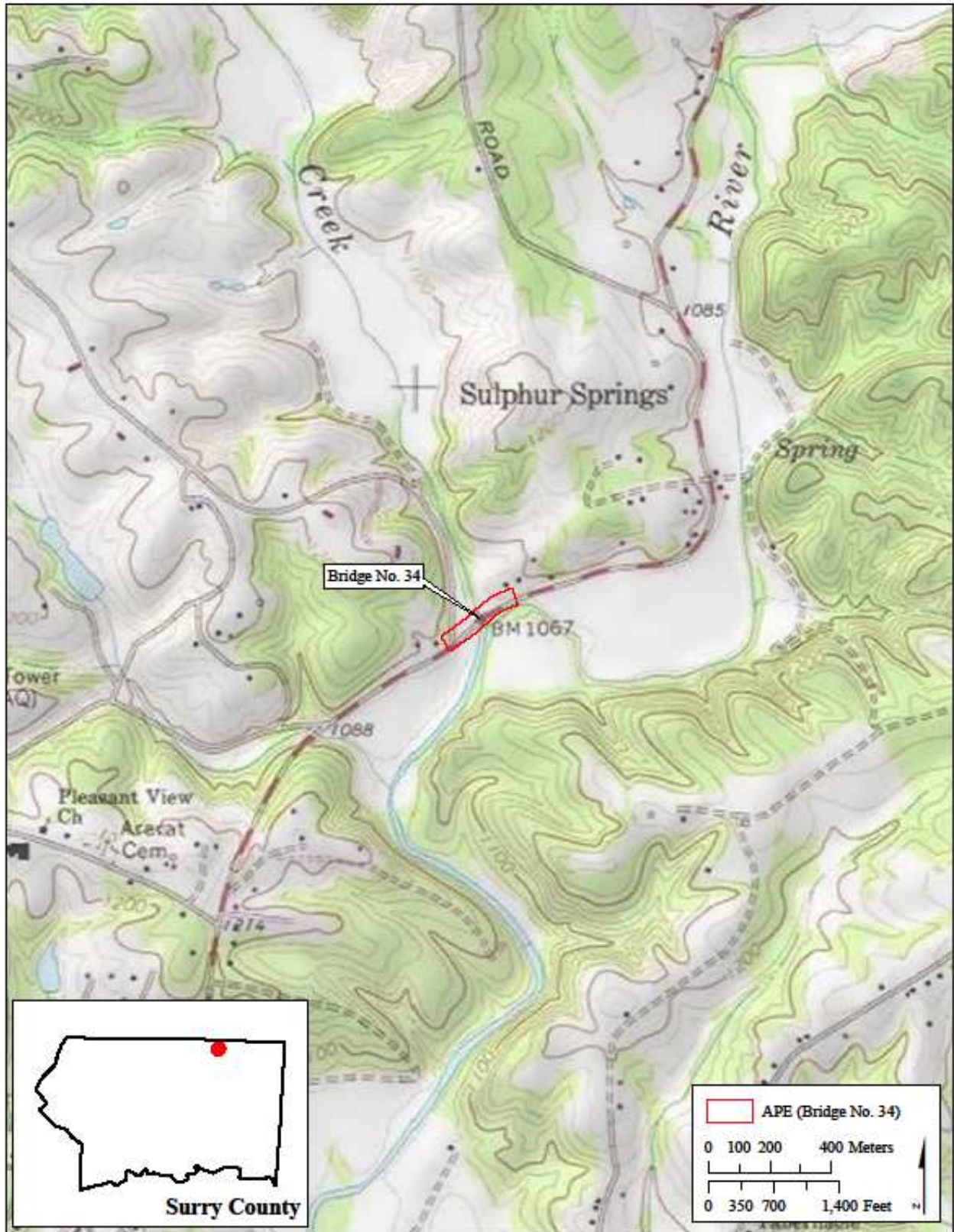
Figure 2. View of Bridge No. 34, looking northeast.

Figure 3. View from Bridge No. 34, looking northeast.

Figure 4. View of Bridge No. 34, looking southwest.

Figure 5. Aerial View of the Project Area showing Shovel Test Results.

Shawn Patch
Archaeologist
New South Associate, Inc.



Source: Mount Airy North USGS 7.5' Topographic Quadrangle

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



Figure 2. View of Bridge No. 34, looking northeast.



Figure 3. View from Bridge No. 34, looking northeast.



Figure 4. View of Bridge No. 34, looking southwest.

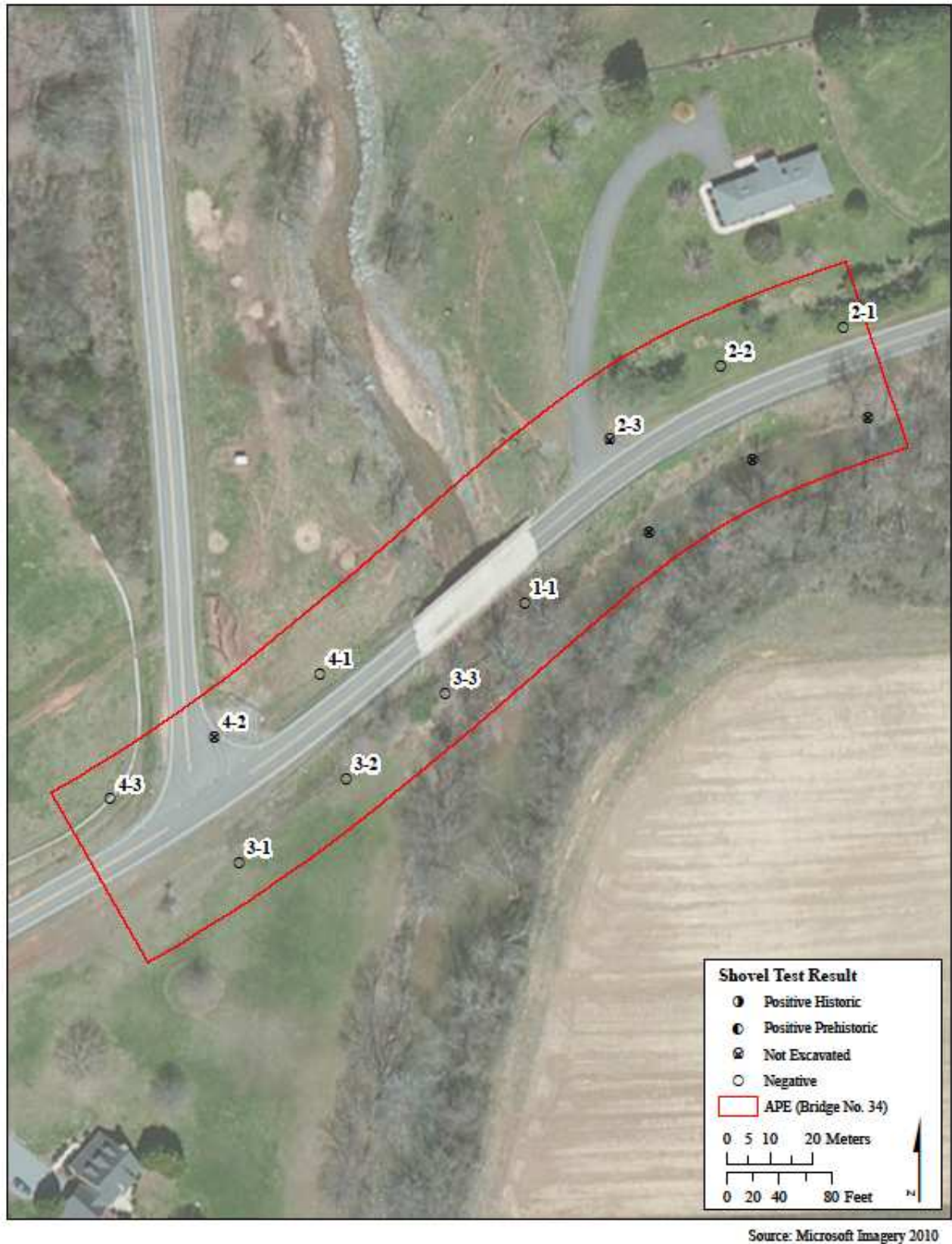


Figure 5. Aerial View of the Project Area showing Shovel Test Results.