

13-09-0019



**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# 850094** County: **Surry**
 WBS No: **17BP.11.R.87** 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 of Bridge No. 94 on SR 1727 (Linville Road) over the Ararat River in Surry County. The archaeological Area of Potential Effects (APE) for the project is defined as a 780-foot (237.74) long corridor running 390 feet (118.87 meters) northwest and 390 feet southeast along Linville Road from the center of Bridge No. 94. 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*)

13-09-0019**RECOMMENDATION**

An archaeological survey and evaluation of proposed replacement of Bridge No. 94 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

13-09-0019

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

The project's Area of Potential Effects (APE) along Bridge No. 94 on SR 1727 (Linville Road) over the Ararat 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 locate and identify potential archaeological resources that might be impacted by the proposed undertaking. The APE for this study measured approximately 780 feet (237.74 meters) long by 150 feet (45.72 meters) wide and is 116,741 square feet (2.68 acres) in size. The northwest quadrant consists of a large section of fill material related to an industrial development, the southwest quadrant includes a moderate-sized hill, the northeast quadrant consists of floodplain deposits and a large ridge at the eastern limit, and the southeast quadrant consists of floodplain deposits and a large ridge at the eastern limit (Figures 2 and 3). Land use indicates extensive modern construction in the northwest quadrant and a large sewer line is present on the west side of the Ararat River. There are three primary soil types within the APE. The terrace and floodplain consist of Colvard and Suches (CsA) sandy loam, which are well drained with less than three percent slope. On the west side of the river the upland is Dillard (DrB) fine sandy loam with 2 to 8 percent slopes. To the east of the river the slope consists of the Rhodhiss-Bannertown complex (RbD), which is very rocky with 15 to 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 the APE or within one mile. 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. The North Carolina Granite Corporation Quarry (SR0003) is a National Register of Historic Places (NRHP) listed resource located to the south. Archaeological resources associated with this property will not be affected by the bridge replacement. A review of historic highway, topographic, and soil maps found indication of the granite quarry, but no indication of the current road or crossing in the vicinity of the bridge until 1932 where a similar road is depicted. Structures are illustrated to the east of the APE, but none appear to be located within the project area.

The intensive archaeological survey excavated a total of ten 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 4). Two shovel tests could not be excavated due slope and disturbances in the northwest and southeast quadrants. 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 floodplain of the Ararat River was 0 to 10 centimeters of brown (7.5YR4/4) loam (Stratum I), 10 to 40 centimeters of brown (7.5YR4/4) sandy loam (Stratum II), and 40-50 centimeters of brown (7.5YR4/4) sandy clay (Stratum III). On the stream terraces, a typical profile contained 0 to 15 centimeters of brown (7.5YR4/4) loam (Stratum I) and 15 to 25 centimeters reddish brown (5YR4/4) sandy clay (Stratum II). Shovel tests on the east side of the Ararat River generally consisted of loose, unconsolidated sediments that are consistent with active stream environments.

Based on the shovel testing results, no further archaeological investigations are required for the proposed replacement of Bridge No.94 in Surry County. The proposed improvements will not impact any archaeological resources.

13-09-0019

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

Figure 2. View of Bridge No. 94, looking west.

Figure 3. View from Bridge No. 94, looking east.

Figure 4. Aerial View of the Project Area showing Shovel Test Results.

Shawn Patch
Archaeologist
New South Associate, Inc.

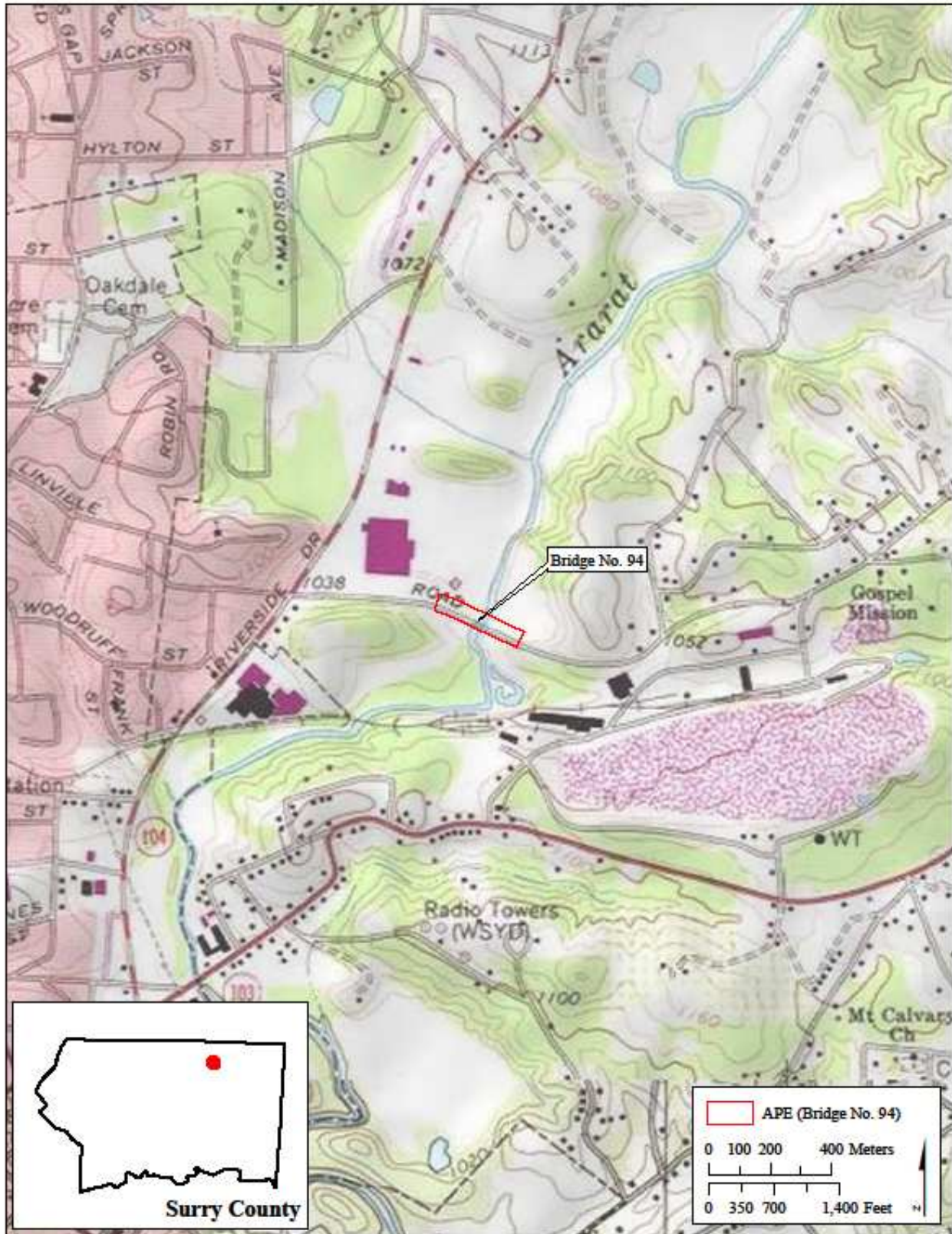


Figure 1. Topographic Map showing the location of the Project APE.



Figure 2. View of Bridge No. 94, looking west.



Figure 3. View from Bridge No. 94, looking east.

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Figure 4. Aerial View of the Project Area showing Shovel Test Results.