

13-08-0042



**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.# 490103** County: **Jackson**
 WBS No: **17BP.14.R.108** Document: **Minimum Criteria Sheet**
 F.A. No: **NA** Funding: ☒ State ☐ Federal

Federal Permit Required? ☒ Yes ☐ No Permit Type: **NWP 3, NWP 14, & TVA**

Project Description:

The project calls for the replacement of Bridge No. 103 on SR 1740 (Moses Creek Road) over Moses Creek in Jackson County. The archaeological Area of Potential Effects (APE) for the project is defined as a 600-foot (182.88 m) long corridor running 300 feet (91.44 m) north and 300 feet south along Moses Creek Road from the center of Bridge No. 103. 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)

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

Bridge No. 103 is located southeast of Sylva and east of Cullowhee in the central portion of Jackson County, North Carolina. The project area is plotted at the western edge of the Tuckasegee USGS 7.5' topographic quadrangle (Figure 1).

A map review and site file search was conducted at the Office of State Archaeology (OSA) on August 20, 2013. No previously recorded archaeological sites have been identified within the APE and only three sites (31JK283, 31JK410, and 31JK473) are within a mile radius of bridge. In addition, no existing National Register of Historic Places (NRHP), Locally Designated (LD), Determined Eligible (DE), State Study Listed (SL), or Surveyed Site (SS) properties are within or adjacent to the archaeological APE according to the North Carolina State Historic Preservation Office online data base (HPOWEB 2013). Topographic maps, USDA soil survey maps, aerial photographs (NC One Map), and historic maps (North Carolina maps website) were examined for information on environmental and cultural variables that may have contributed to prehistoric or historic settlement within the project limits and to assess the level of ground disturbance. An archaeological reconnaissance was carried out on September 18, 2013, to evaluate the project area.

Bridge No. 103 and Moses Creek Road cross Moses Creek roughly north to south. The creek drains north and bends to the southwest emptying into Caney Fork. These waterways are part of the Little Tennessee drainage basin. The APE is within the narrow Moses Creek drainage with the creek immediately next to the road (Figure 2). Extremely steep hillside slopes rise quickly on either side of the road and creek (Figure 3). The road runs along a small bench. A gravel pull-off and an unnamed access road have been cut into the hillside to the northeast of the bridge as well (Figure 4). The area is entirely forested and is located on U.S. Forest Service property. Disturbance is limited to past road and bridge construction and improvements. Soils erosion along the narrow shoulder between the road, creek, and hillside appear to be sever with cobbles under the root mat.

The USDA soil survey map shows that the entirely APE falls within the Cullasaja-Tuckasegee complex (CuD) (Figure 5). This soil series consists of well drained sandy loam soils with a heavy concentration of cobbles. Slope is steep and reported to be 15 to 30 percent. However, observations within the APE recorded slope greater than 30 percent in some areas. More than likely, the neighboring Evard-Cowee (EvF) and Edneyville-Chestnut complexes (EdE) enter into the APE. These soils are both well drained with the EvF having a slope of 50 to 95 percent and the EdE with a slope of 30 to 50 percent. Significant archaeological sites are not typically found on slope of 15 percent or more. As a result, it is unlikely a subsurface investigation will provide positive results for archaeological sites and is not recommended.

A review of the site files show that all past archaeological investigations within a mile of the bridge have been carried out by or for the U.S. Forest Service. These investigations have resulted in the identification of three archaeological sites (31JK283, 31JK410, and 31JK473). Site 31JK283 is situated on a ridge top and consists of prehistoric debitage. It has been recommended ineligible for the NRHP. Site 31JK410 is located along a bench on Moses Creek, east of the current project area. This site consists of prehistoric lithic material from an unidentified period and artifacts from an early 20th century domestic household and farm. This site also has been determined ineligible. Lastly, site 31JK473 is the Old Sheep Mt. Mica Mine. Little work has been conducted at this site, and therefore its eligibility has yet to be assessed. Addition investigations over a mile away have identified petroglyphs on soapstone boulders, which could be present along the hillsides within the APE. In addition, the area could contain rock shelters if overhanging rocks are exposed. For these reasons, a reconnaissance of the project area was considered necessary.

Finally, a historic map review was carried out prior to the reconnaissance. Most maps before the 20th century provide few details illustrating just major routes and settlements. The USGS 1907 Cowee

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topographic map is one of the earliest to show the project area with any accuracy (Figure 6). This map illustrates a road alignment similar to Moses Creek Road, but it runs entirely along the northern side of the creek. It does not cross the stream anywhere near the current bridge. This map also depicts no structures in the vicinity of the project area. Thomas Cox's 1924 map of Jackson County shows a similar road lay-out, but this map also illustrates a narrow gage railroad running alongside the road (Figure 7). This railroad would have been used to move logs during timber harvesting. Later maps from the early 20th century provide no additional or useful information due to their scale and/or schematic nature. However, it appears that the current road alignment and bridge over Moses Creek occurred during the late 1920s or early 1930s as highway maps of Jackson County begin to show a bridge within the current project limits. Overall, it appears unlikely any deposits associated with former historic structures will be encountered within the APE

The archaeological reconnaissance investigation at Bridge No. 103 consisted of a surface inspection. No subsurface testing was carried out due to the steep slope along the hillsides and disturbance along the narrow bench where the road is situated. Vegetation and a dense root mat covers the hillsides and bench. Exposed rock is limited mostly to areas that have been previous cut back to allow for Moses Creek Road and the unnamed access road. No soapstone boulders that could possible contain petroglyphs and no exposed rocks that could have provided shelters along the slopes were observed. Also, no evidence of the narrow gage rail road could be found within the APE. This rail line could have been situated further upslope outside the APE or previous located along the current road.

The archaeological investigations for the proposed replacement of Bridge No. 103 suggest no significant archaeological sites are within the APE. This is mostly due to slope in excess of 15 percent or more and previous disturbance cause by the road along the narrow bench. The surface inspection also failed to identify cultural material or features. No further archaeological work is required for replacement of Bridge No. 103 in Jackson County. But should the plans require blasting or the cutting back of slope, contact with the assigned NCDOT archaeologist and coordination with U.S. Forest Service archaeologist Rodney Snedeker will be needed.

SUPPORT DOCUMENTATION

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

Other: **images of historic maps consulted**

Signed:



C. Damon Jones
NCDOT ARCHAEOLOGIST

9/20/13

Date

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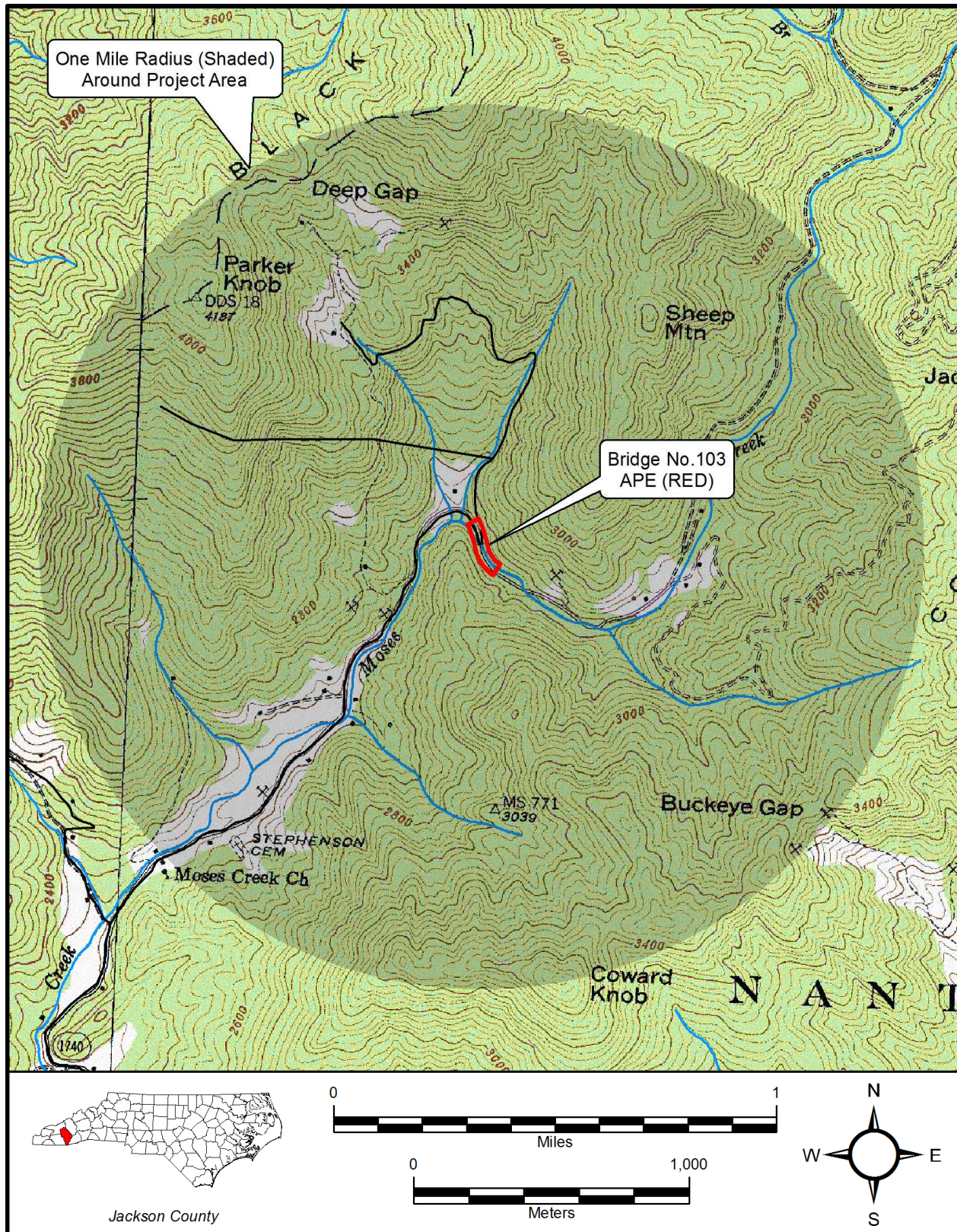


Figure 1. Topographic Setting of Project Area, Tuckasegee (1946; photorevised 1978; photoinspected 1987), NC, USGS 7.5' Topographic Quadrangle.

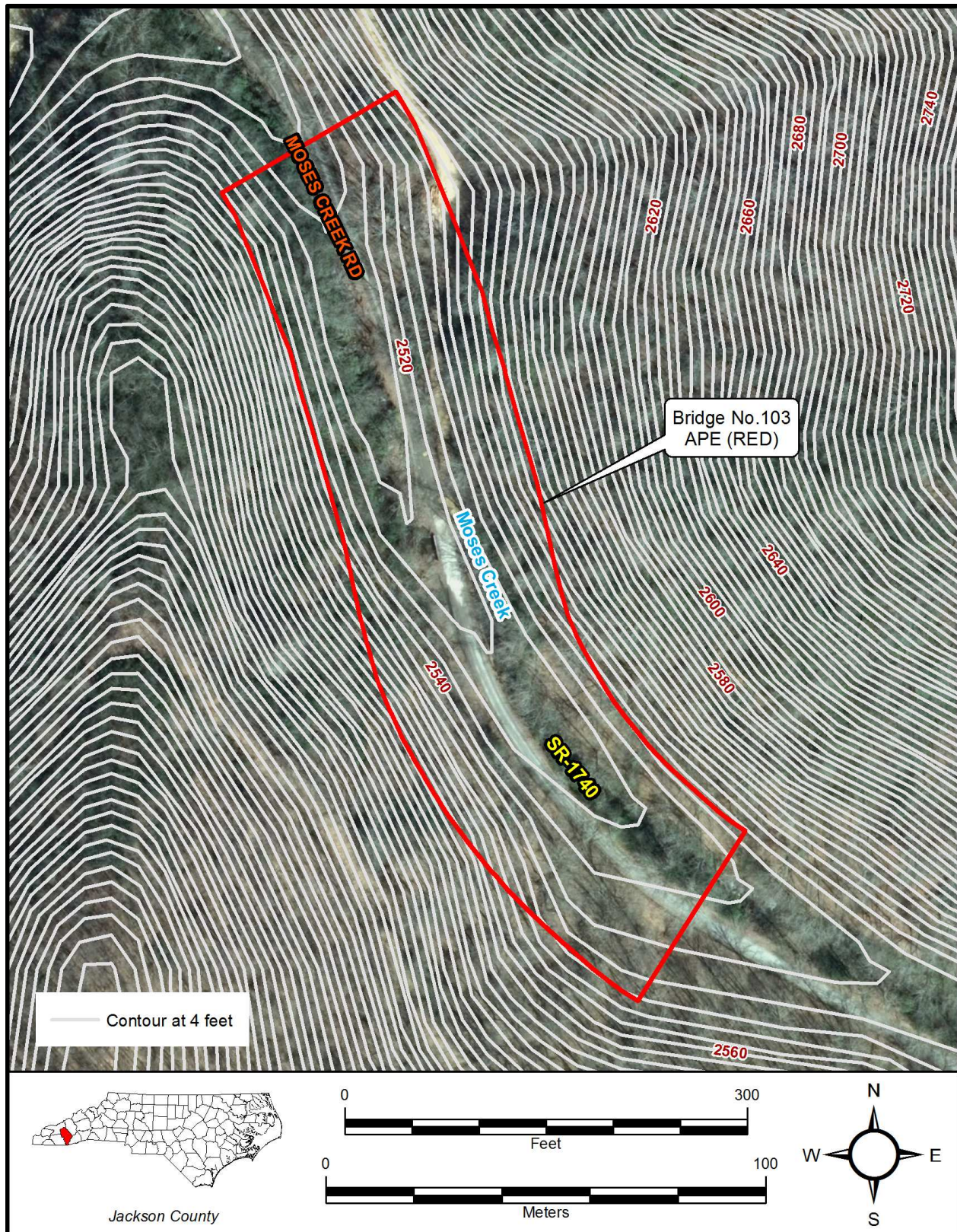


Figure 2. Aerial photograph of the APE showing development and landforms within and near the project area.



Figure 3. General View of the project area showing hillside slope, Moses Creek Road, and the creek looking north.

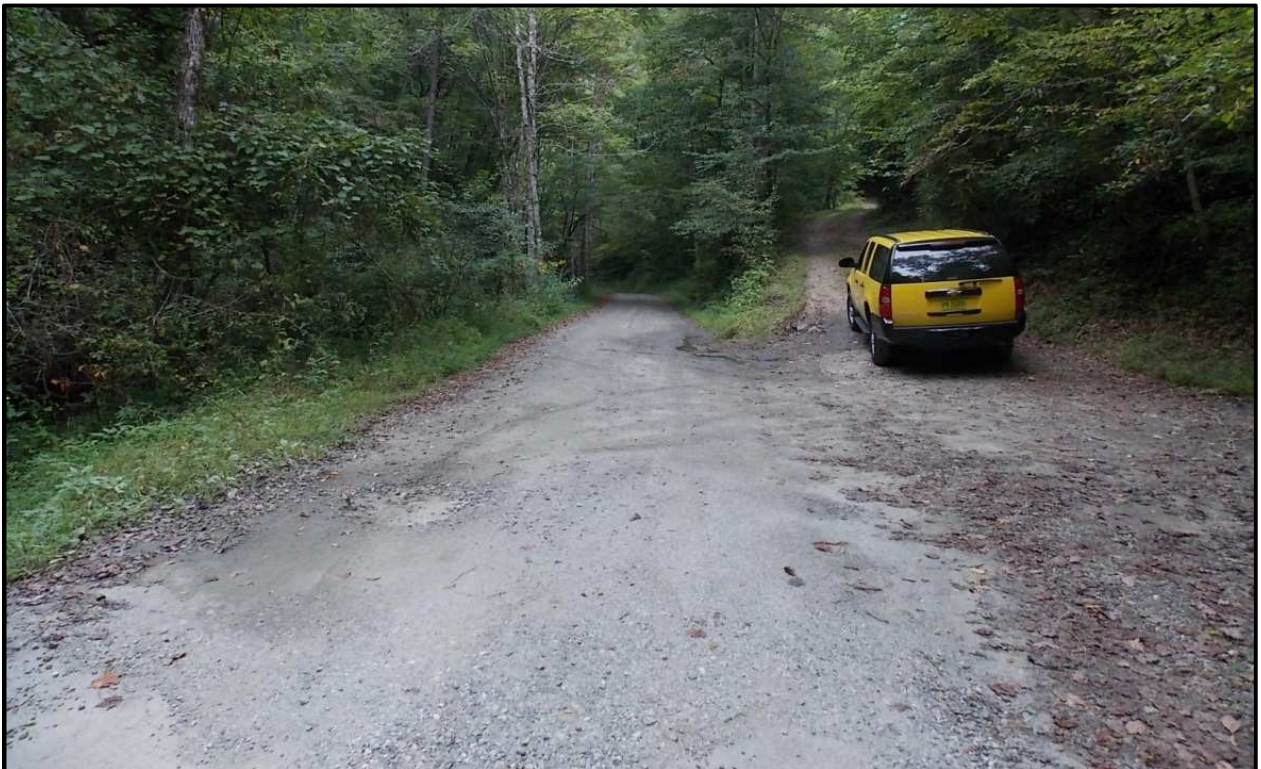


Figure 4. General View of the northern half of the project area showing Moses Creek Road, the pull off, the unnamed access road, and hillside slope looking north.

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Figure 5. Aerial photograph of the APE showing development and soils within and near the project area.

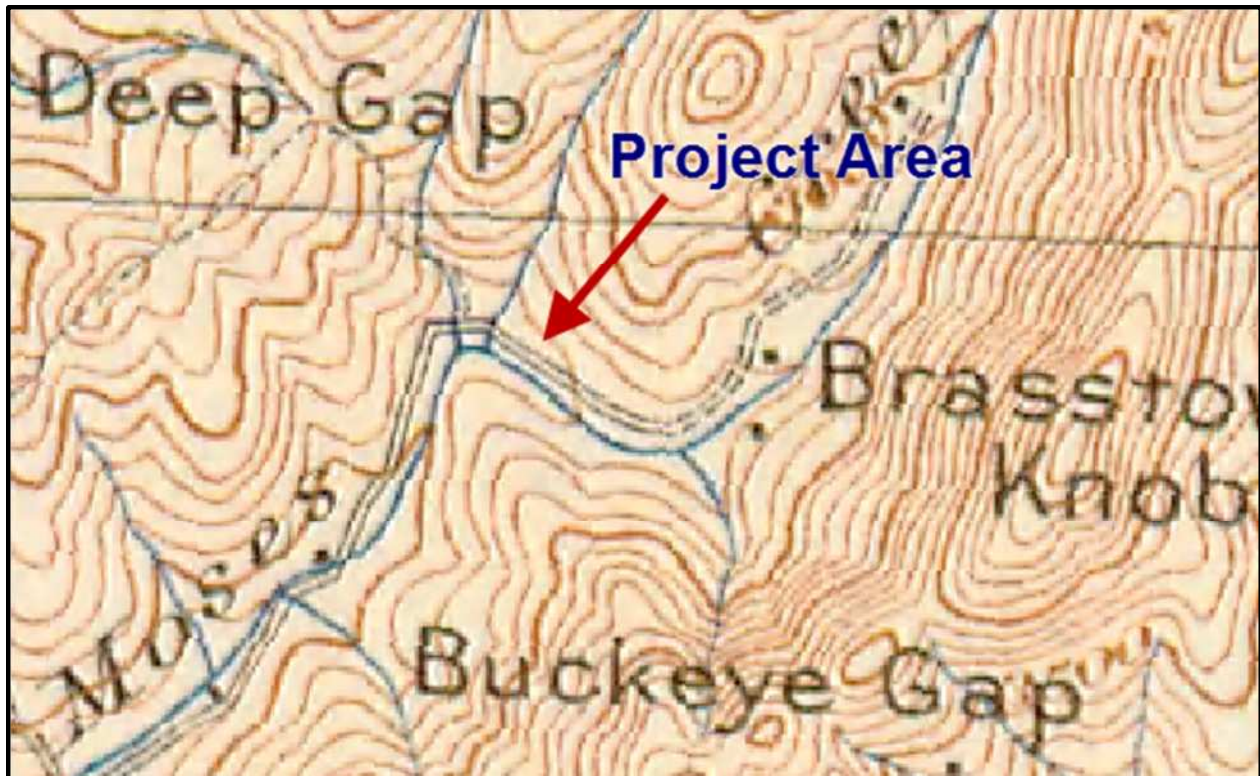


Figure 6. The 1907 USGS Cowee topographic map showing the location of the project area.

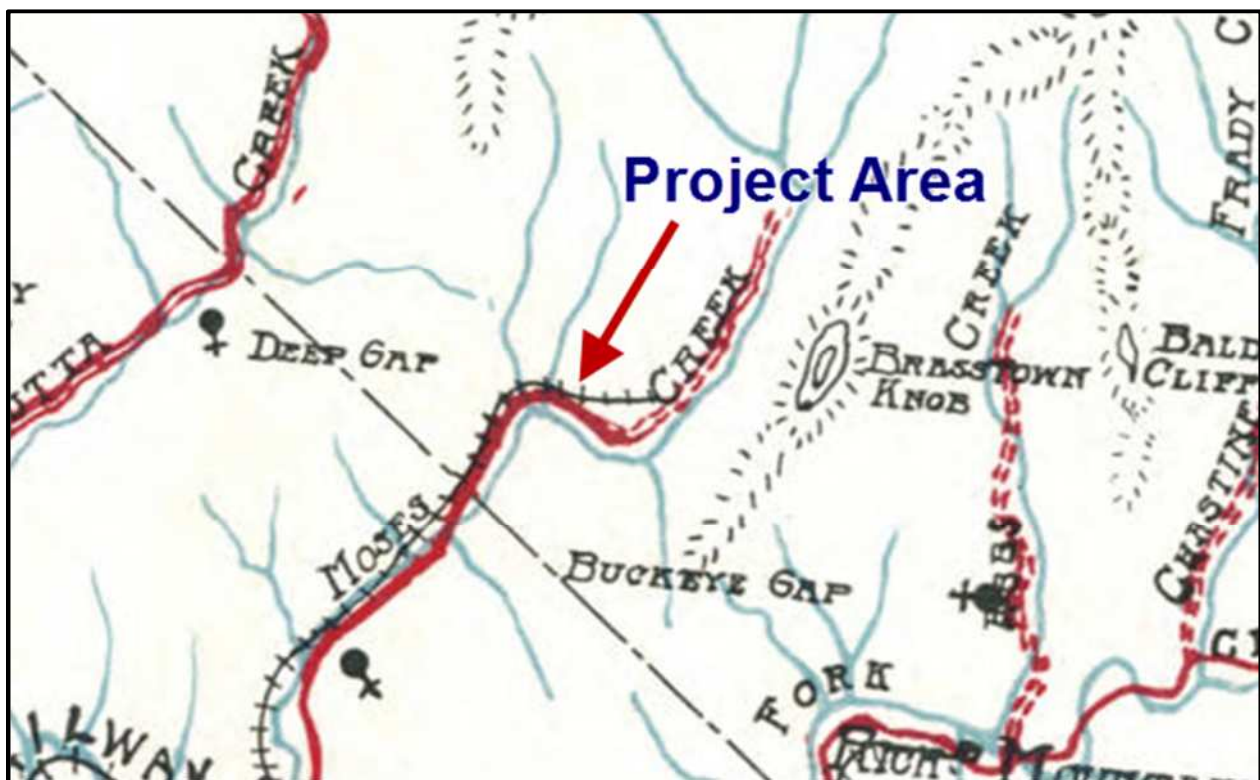


Figure 7. The 1924 Thomas Cox's map of Jackson County showing the location of the project area.