Project Tracking No.:

16-01-0039

REVISED

NO 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:	**B-5699**	*County:*	**Columbus**
WBS No:	**45653.1.1**	*Document:*	**MMC**
F.A. No:	**NA**	*Funding:*	☒ State ☐ Federal

Federal Permit Required? ☒ Yes ☐ No *Permit Type:* **nwp3 or nwp14**

Project Description: NOTE, THIS REVISED REVIEW includes both the original Br. No. 0068 and also the nearby structure, Bridge No. 0077, which has been added to the scope of the TIP # B-5699 project. It replaces the original review, dated 5/6/2016, though the conclusions are the same.

NCDOT proposes to replace Bridges No. 0068 and No. 0077 on NC 214 over Green Swamp in Columbus County with a single bridge of 700 feet in length. While state-funded, a federal permit is required from the USACE, therefore, Section 106 of the National Historic Preservation Act applies. An offsite detour is planned. Design was not available at the time of review, though the actual project footprint is likely to overlap the existing facility with some minor work possible outside the existing ROW for drainage or fill. For purposes of this revised review that now includes the location of a second bridge, the Area of Potential Effects (APE) has been expanded eastward to incorporate Br. No. 0077 and also has approaches lengthened somewhat to ensure adequate coverage (~405 feet from both west and east). The APE can be described as about 1600 feet (0.30 miles) in total length with 75 feet width either side of the centerline (total 150 feet wide), centered between the two existing bridges. Much of the APE may be considered disturbed by the existing roadway, possible utilities and the bridge, with the margins less disturbed. An offsite detour will be utilized, reducing the potential project construction footprint.

SUMMARY OF CULTURAL RESOURCES REVIEW

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

Aerial and topographic mapping were examined. The project area along NC 214 is wooded swamp. Virtual drive by viewing was accomplished using Google mapping, where water can be seen adjacent to the roadway within the APE. Wet soils are unfavorable for many of the human activities that leave an easily recognizable archaeological presence. As expected in a swamp, no obvious cemeteries or structures were noted inside the APE during review of these map or the visual examinations. A review of historic mapping confirms that an abandoned rail line runs parallel to NC 214 just south of the highway. USGS mapping from the 1950s names the Atlantic Coast Line, though the 1882 Map of Columbus County (by A. Kirkland 1882) labels the rail line as W.C & A.R.R, prior to the presence of NC 214. Generally, the railroad immediately adjacent to the APE is considered another soil disturbance that diminishes the likelihood of intact archaeological sites.

The Office of State Archaeology was visited to review archaeological mapping and to reference any known archaeological surveys. There are no previously documented sites or archaeological surveys in the vicinity of the undertaking. For this undertaking, the proposed replacement of the existing transportation facility, Bridges Nos. 0068 and 0077, little new soil disturbance is expected relative to the previous modifications. An off-site detour is planned, so no on-site temporary bridge is required adjacent to construction. Much of the APE has been modified for the current roadway, bridge, drainage and earlier railroad, therefore,

expectations are low for encountering new archaeological sites during construction that might be intact and significant.

There are no National Register of Historic Places (NRHP) recorded as eligible or listed archaeological sites within the APE or adjacent to the project area. As a result of this review, we conclude that the likelihood of encountering intact, NRHP-eligible resources is low based on the limited nature of the undertaking, a replace-in-place construction of a single, new bridge, and the preexisting disturbances. The project should be considered compliant with Section 106. No archaeological survey is recommended for this undertaking as currently proposed.

Brief Explanation of why the available information provides a reliable basis for reasonably predicting that there are no unidentified historic properties in the APE:

This proposed bridge project has limited new ground disturbances through wet, low swampy terrain. Review of background archaeological information, examination of mapping and a virtual drive-by suggests low probability that significant, intact archaeological resources would be affected within the APE. Based on the nature of undertaking, replacing the current facility in place on existing alignment, the wetness, and the degree of disturbances within the defined APE, it is unlikely that intact, significant archaeological sites would be encountered or impacted by the project. No archaeological survey is recommended. Therefore, this project should be considered compliant with Section 106.

SUPPORT DOCUMENTATION

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

FINDING BY NCDOT ARCHAEOLOGIST

NO ARCHAEOLOGY SURVEY REQUIRED

5/15/2017

NCDOT ARCHAEOLOGIST Date

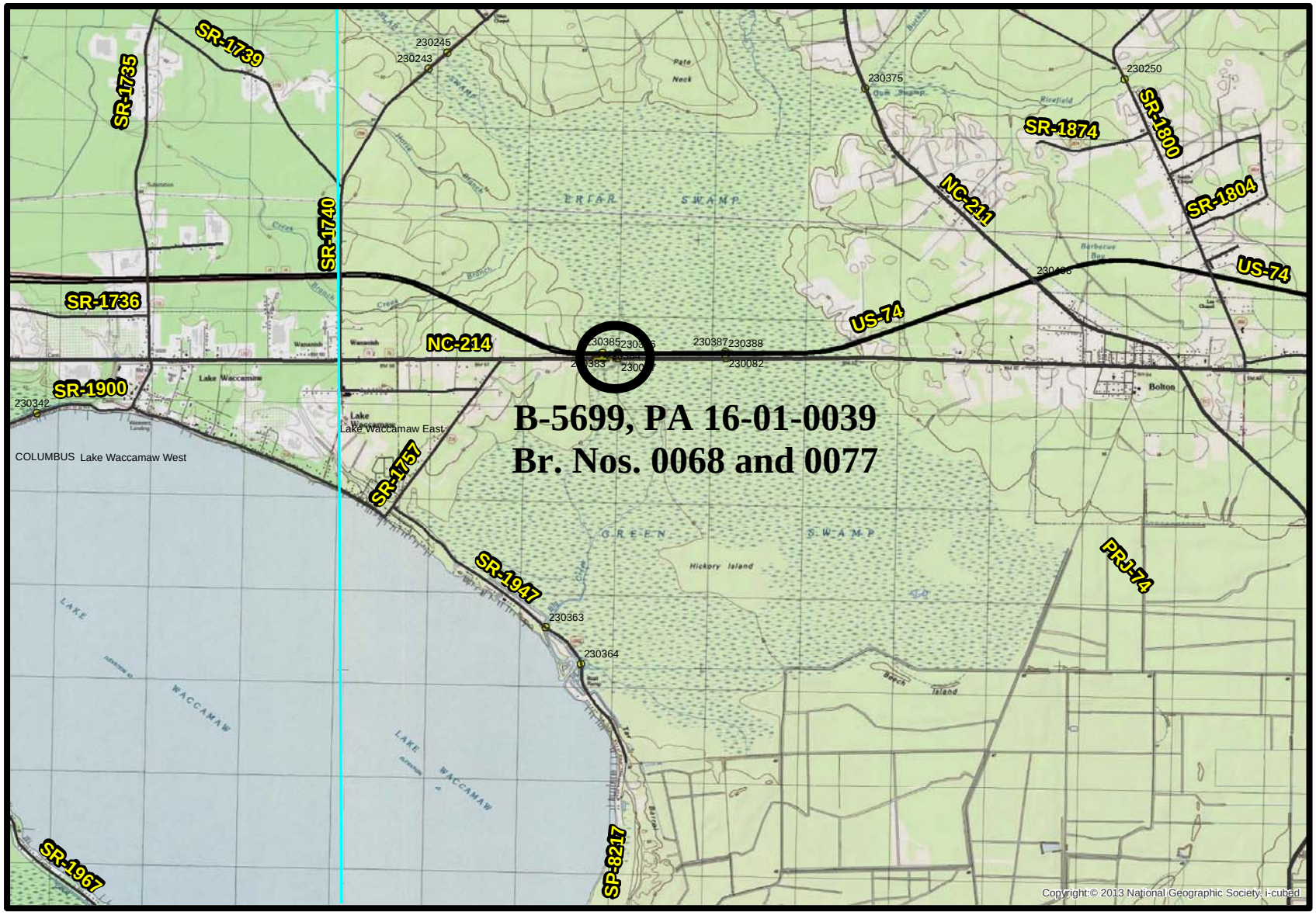


Figure 1. Vicinity of TIP # B-5699, PA # 16-01-0039, on USGS topographic mapping (Lake Waccamaw East) in Columbus County. Bridge Nos. 0068 and 0077 crosses Green Swamp / Big Creek on NC 214.

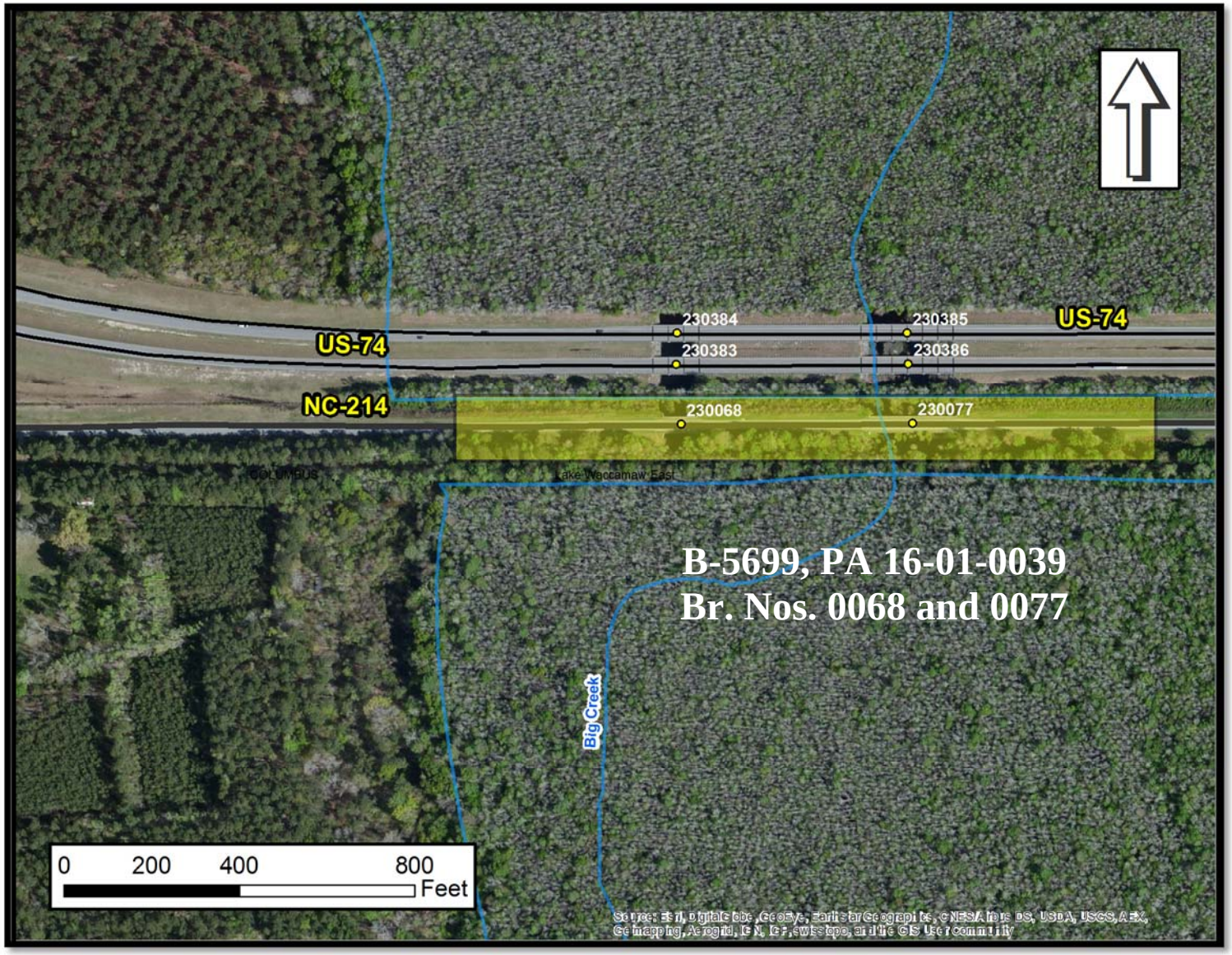


Figure 2. Recent aerial map showing the revised APE in yellow at Bridge Nos. 0068 and 0077 crossing over Green Swamp / Big Creek on NC 214.

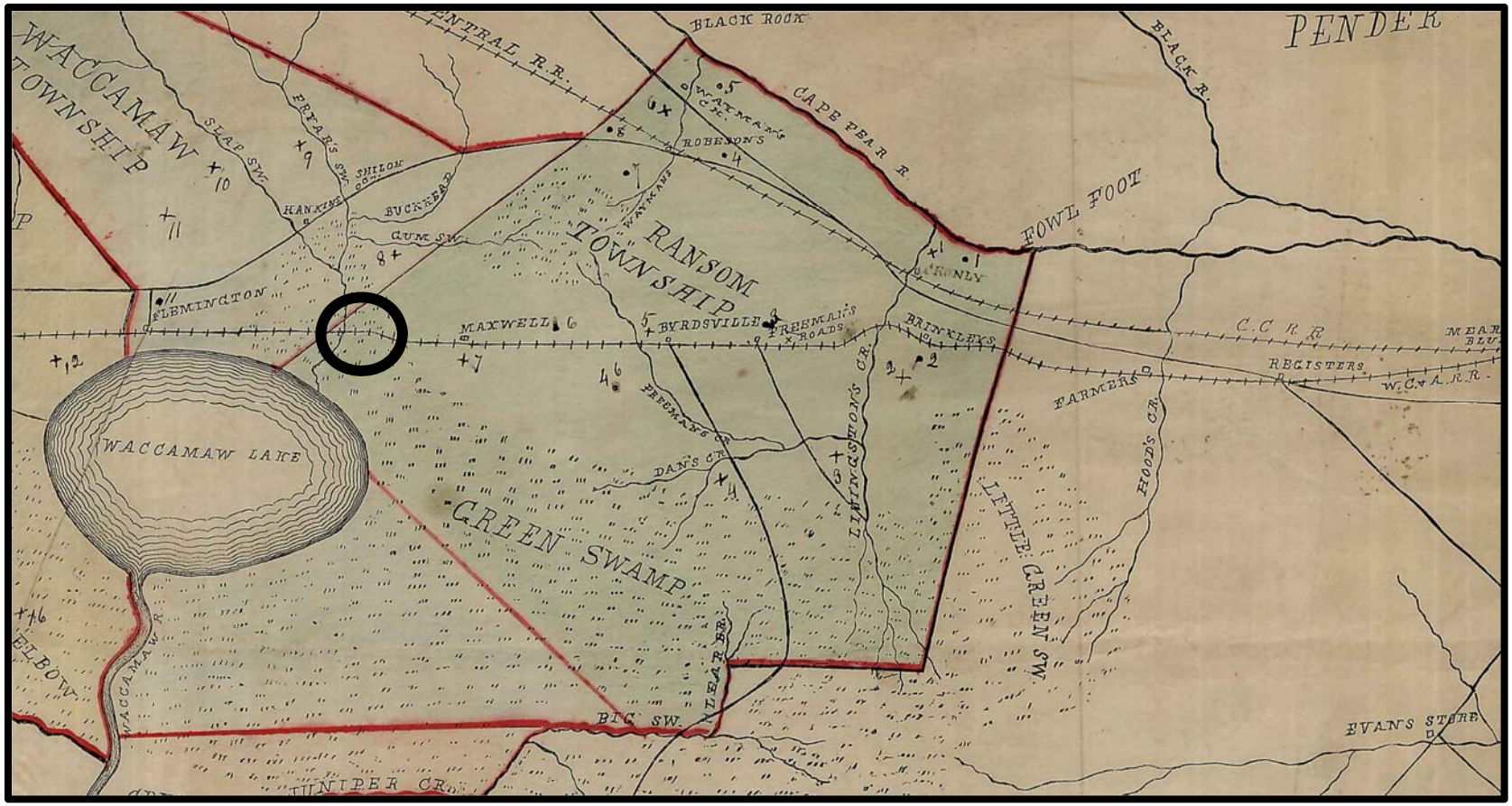


Figure 3. Excerpt of historic Map of Columbus County (A. Kirkland 1882) showing Waccamaw Lake and rail labeled W.C. & A.R.R. passing through Green Swamp prior to highway NC 214. The general project area is circled.