

**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 Team.

**PROJECT INFORMATION**

Project No: **HE-0005** County: **Guilford**
 WBS No: **50338.1.1** Document: **State MCC**
 Federal Aid No: **N/A** Funding: ☒ State ☐ Federal
 Federal Permit Required? ☒ Yes ☐ No Permit Type: **USACE**

Project Description: NCDOT's Division 7 proposes to conduct roadway construction activities associated with the Boom Roadway Access and Connectivity Project in Greensboro, Guilford County. Although Conceptual Drawings are available, a Study Area was submitted in order to facilitate the environmental review process at this stage. The Study Area consists of two (2) noncontiguous areas: a small area (about 48 acres) centered at the intersection of what is labelled now as Burgess Road and Cornerstone Drive and a large area (about 313 acres) running along the I-73 corridor between NC 68 and the Piedmont Triad International (PTI) Airport. Combined, the two Study Area locations encompass about 361 acres, inclusive of all existing roadways and any modern development.

SUMMARY OF CULTURAL RESOURCES REVIEW***Brief description of review activities, results of review, and conclusions:***

This project was accepted for review on Monday, April 4, 2022. A review of the databases maintained by the Office of State Archaeology (OSA) was received on Friday, April 1, 2022. In the immediate vicinity of and overlapping various portions of the overall Study Area, five (5) archaeological surveys have been conducted (see OSA Biblio #154, #1670, #1925, #4716, and #7276), three of which were for NCDOT projects (TIP# U-510, TIP# U-2012, and TIP# R-2413) whereas the other two were for the PTI Airport. Forty-one (41) archaeological sites have been recorded within one (1) mile of the project area. Digital copies of HPO's maps (Guilford and Summerfield Quadrangles) as well as the HPOWEB GIS Service (<http://gis.ncdcr.gov/hpoweb/>) were last reviewed on Wednesday, April 6, 2022. There are three (3) known historic architectural resources (GF8827 [House], GF8828 [Cain Farm], and GF8823 [Barn]) located within the overall Study Area; however, intact and significant archaeological deposits associated with these resources would not be anticipated within the footprint of the proposed project. In addition, topographic maps, historic maps (NCMaps website), USDA soil survey maps, and aerial photographs were utilized and inspected to gauge environmental factors that may have contributed to historic or precontact settlement within the project limits, and to assess the level of slope as well as modern, agricultural, hydrological, and other erosive-type disturbances within and surrounding the Study Area.

(This project falls within a North Carolina County in which the following federally recognized tribes have expressed an interest: 1) Catawba Indian Nation. We recommend that you ensure that this documentation is forwarded to these tribes using the process described in the current NCDOT Tribal Protocol and PA Procedures Manual.)

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 is a State-funded project for which a Federal permit is anticipated. As part of the project's submittal, permanent/temporary drainage and/or utility easements will be needed although the need for additional ROW was not conveyed; however, impacts beyond the existing ROW along the I-73 corridor will be minimal. If there were no Federal nexus for this project, please know that we would be in compliance with NC GS 121-12a, since there are no eligible (i.e., National Register-listed) archaeological resources located within the Study Area that would require our attention.

From an environmental perspective, the proposed project falls within a highly developed, industrial area surrounding PTI Airport on the Northwest side of Greensboro. The Study Area falls within the Piedmont physiographic region in the north-central part of North Carolina and consists of fourteen (14) different soil types, ranging from the well-drained Clifford (Ck)/Nathalie (Na)/Tomlin (To) soil series to the eroded and sloping Poplar Forest (Pp) soil series to the saturated conditions of the Codorus (Cn) and Hatboro (Hd) soil series. Although roughly 80% of the Study Area consists of well-drained, moderately sloped topography, much of this area has been subjected to varying degrees of development (i.e., highway corridors, golf course construction, airport expansion and infrastructure, and industrial development). Such disturbed conditions would not be ideal for stratigraphically intact archaeological resources to be present.

The Office of State Archaeology (OSA) has reviewed numerous projects within the vicinity of the Study Area for environmental compliance, mostly related to airport upgrades (e.g., ERs 92-0271, 99-7232, 13-1261, 18-2687, 19-5399, 20-0466, and 22-0559) and transportation improvements (e.g., CH 90-1045 and ERs 84-0216, 85-7866, 86-0150, 86-7088, 90-0276, and 05-2832). Various other projects that have been reviewed include borrow pits (ERs 86-8074 and 05-2887), educational and industrial development (ERs 07-2107, 15-1197, and 21-2317), infrastructure/utility improvements (ERs 90-0640, 90-8242, 91-7225, 00-8363, 01-9199, 10-0296, 20-2289, and 21-0043), and recreational/residential development (ERs 18-1523 and 19-1955). OSA did not recommend an archaeological survey for most projects, stating a low probability for intact and significant archaeological resources to be present. However, archaeological surveys were recommended and conducted for many of the airport- and transportation-related projects based on the sheer size and/or length of such projects, which resulted in the documentation of 108 archaeological sites with 1 site determined NRHP-eligible and 7 other sites potentially NRHP-eligible, none of which will be impacted by the proposed project (not all of these sites fall within a one-mile radius of the Study Area). As mentioned before, several of these projects covered sections of the proposed project's Study Area. Two projects (OSA Biblio #154 and #4716) conducted for the expansion of PTI Airport covered much of the area around the intersection of Cornerstone Drive and Burgess Road. In addition, two NCDOT projects covered the area around the interchange at Pleasant Ridge Road (SR 2133) and NC 68 (TIP# R-2413 [OSA Biblio #7276]) and a wooded area east of N. Regional Road (TIP# U-2012 [OSA Biblio #1925]). Based on aerial imagery, this wooded area east of N. Regional Road between the current I-73 corridor and the parcels along Business Park Drive was deemed the only possible landform that could have been surveyed as part of this project; however, Padgett (1985) already looked at this location and did not document any archaeological sites in the area. The third NCDOT project (TIP# U-510 [OSA Biblio #1670]) covered what was called, at the time, the Benjamin Parkway Extension, which is now the mainline for the I-73 corridor on the north side of the airport.

Within five (5) miles of the proposed project, NCDOT's Archaeology Team has reviewed at least thirty-three (33) transportation-related projects for environmental compliance under the Programmatic Agreement (PA) with the State Historic Preservation Office (NC-HPO). An archaeological survey was not recommended for a majority of these projects (23/33) based on a variety of reasons (e.g., poor, saturated and/or eroded/disturbed soil conditions and/or the limited nature of the proposed project). An archaeological survey was recommended for the remaining ten projects; two of these projects were put on hold internally. As a result of the eight surveys, nine archaeological resources were documented, none of

which was deemed eligible for the NRHP. A review of various historic maps (e.g., 1920 Soil Survey Map, 1938 and 1953 Public Works maps) and aerials did not reveal anything of note in proximity to the Study Area other than showing how the landscape (and transportation network) has evolved over the last 100 years. Although not depicted on any maps until the early 1960s (only labelled in 1953), PTI Airport began in the late 1920s. Over time, the surrounding acreage was purchased by the airport authority to accommodate future expansion and strategic development. As the airport expanded, the need to upgrade the surrounding infrastructure increased, prompting various road extensions, upgrades, and realignments. For example, sometime between 1999 and 2002, the intersection at Cornerstone Drive and Burgess Road was completely realigned, probably in preparation for extending Cornerstone Drive to the north where it connected with the Benjamin Parkway Extension (around 2005). In turn, the Benjamin Parkway Extension itself was then extended farther west to NC 68 (between 2014/2015-2018). From a topographical perspective, LiDAR imagery, similar to historic maps and aerials, does not show anything of note within the overall Study Area.

Based on the current environmental/topographical conditions, the results of previous reviews and surveys within the region, and because sections of the Study Area have been previously investigated (and reviewed), it is believed that the current Study Area is unlikely to contain intact and significant archaeological resources. No archaeological survey is required for this project. If design plans change or are made available prior to construction, then additional consultation regarding archaeology may be required. At this time, no further archaeological work is recommended. If archaeological materials are uncovered during project activities, then such resources will be dealt with according to the procedures set forth for “unanticipated discoveries,” to include notification of NCDOT’s Archaeology Team.

SUPPORT DOCUMENTATION

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

FINDING BY NCDOT ARCHAEOLOGIST: NO ARCHAEOLOGY SURVEY REQUIRED


NCDOT ARCHAEOLOGIST II

April 8, 2022

Date

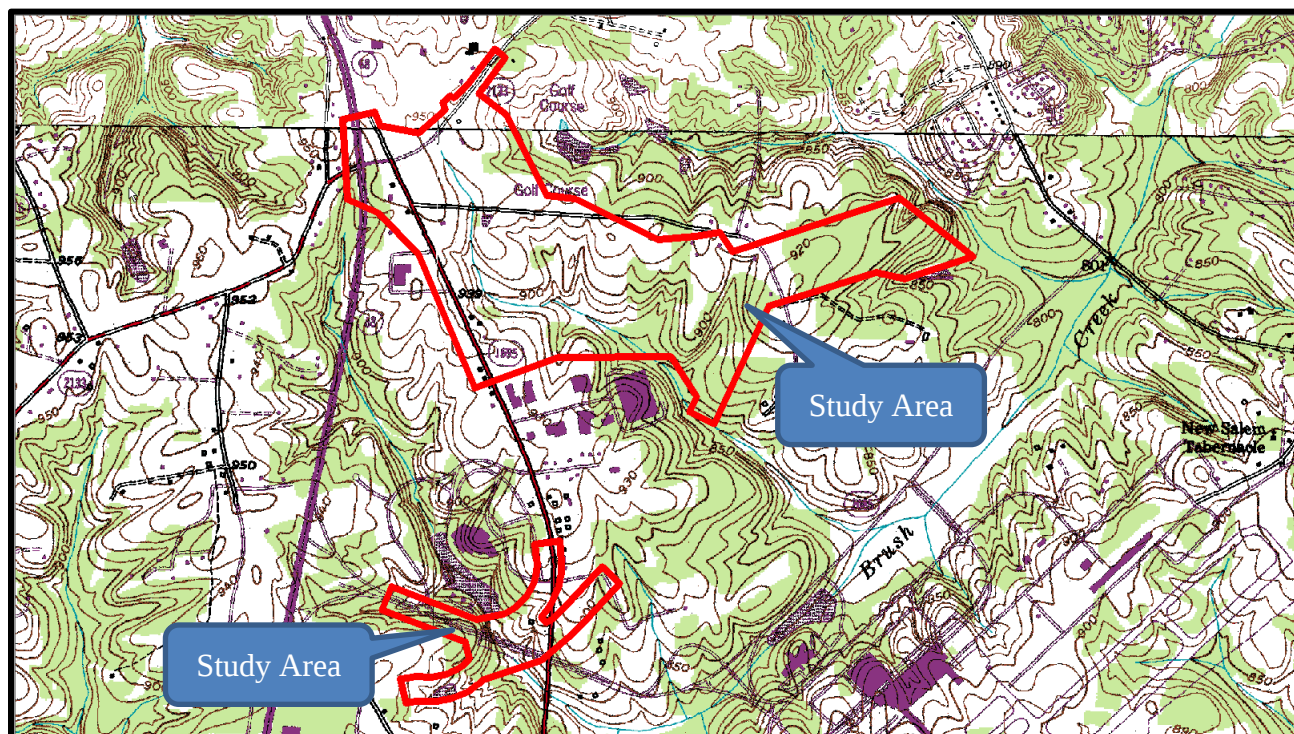


Figure 1: Summerfield, NC (USGS 1994) and Guilford, NC (USGS 1994) (NB: Quad Maps pre-date current road network).

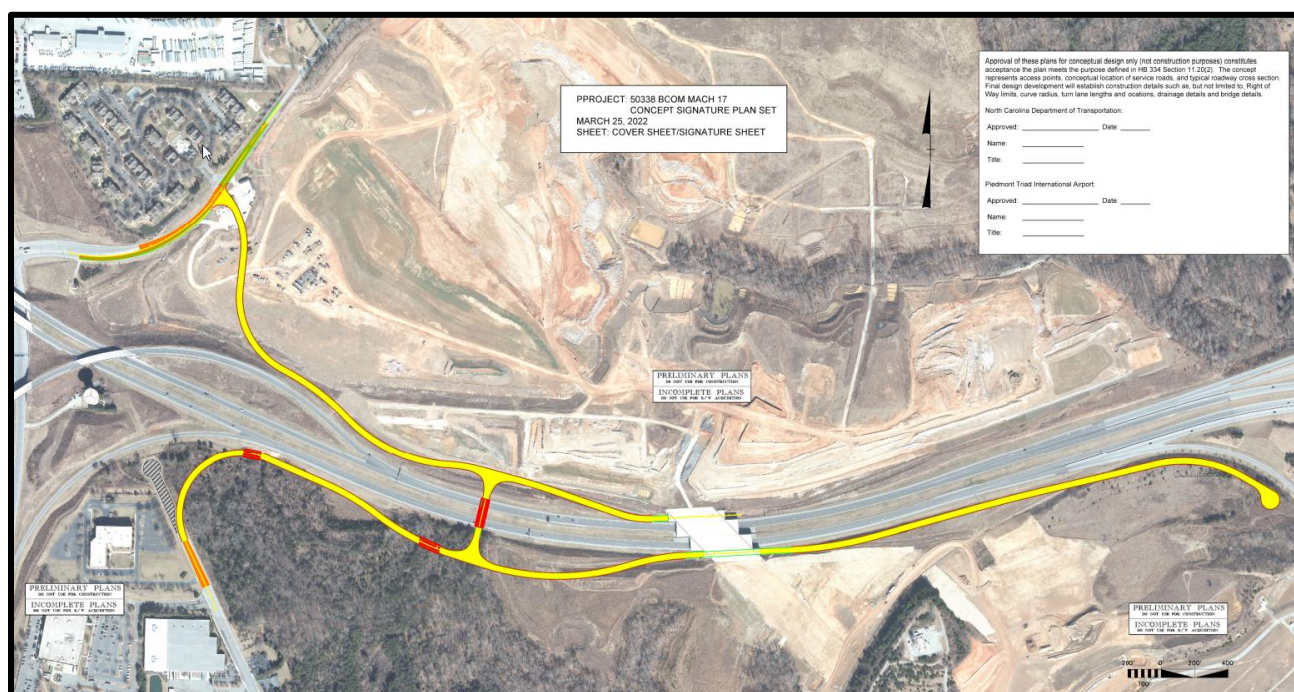


Figure 2: Conceptual Plan (as of 25 Mar 2022).

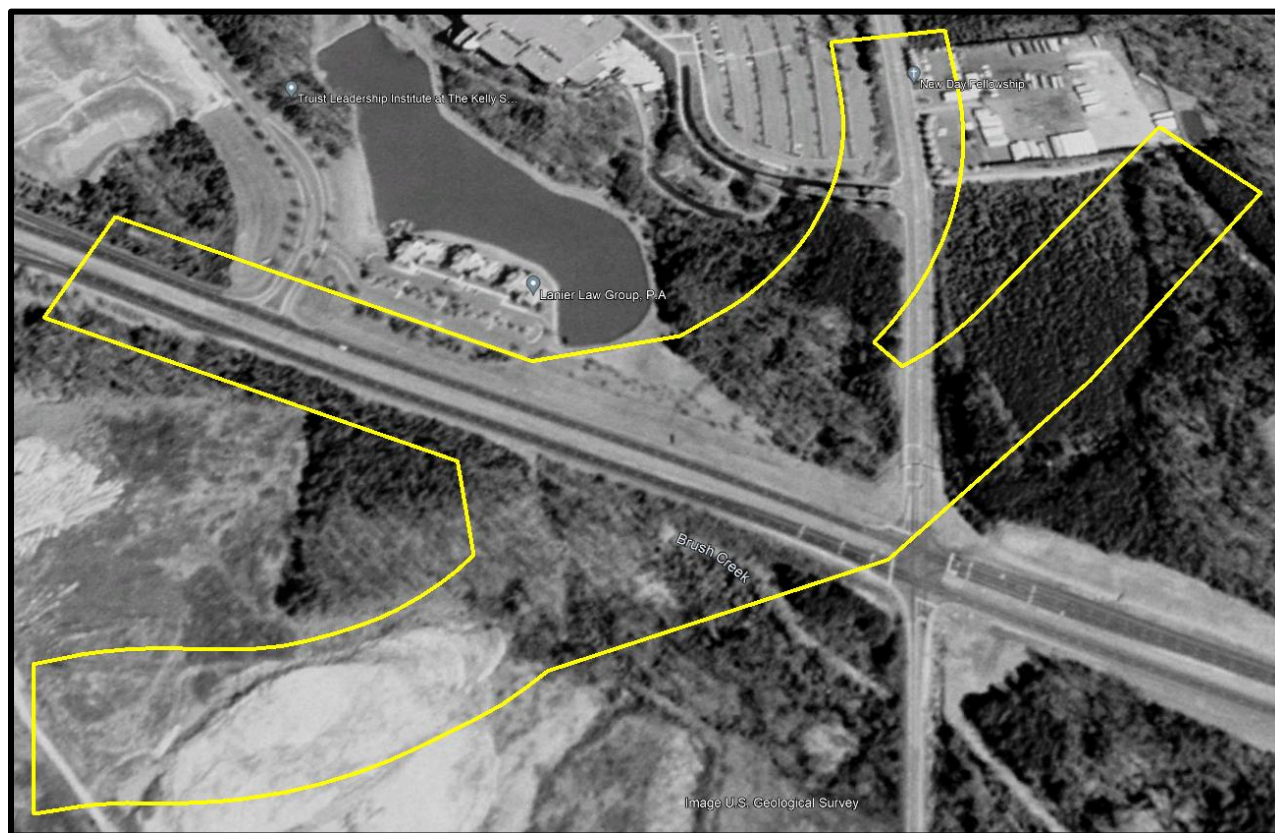


Figure 3: March 1999 Aerial (US Geological Survey Imagery via Google Earth, 8 Apr 2022).

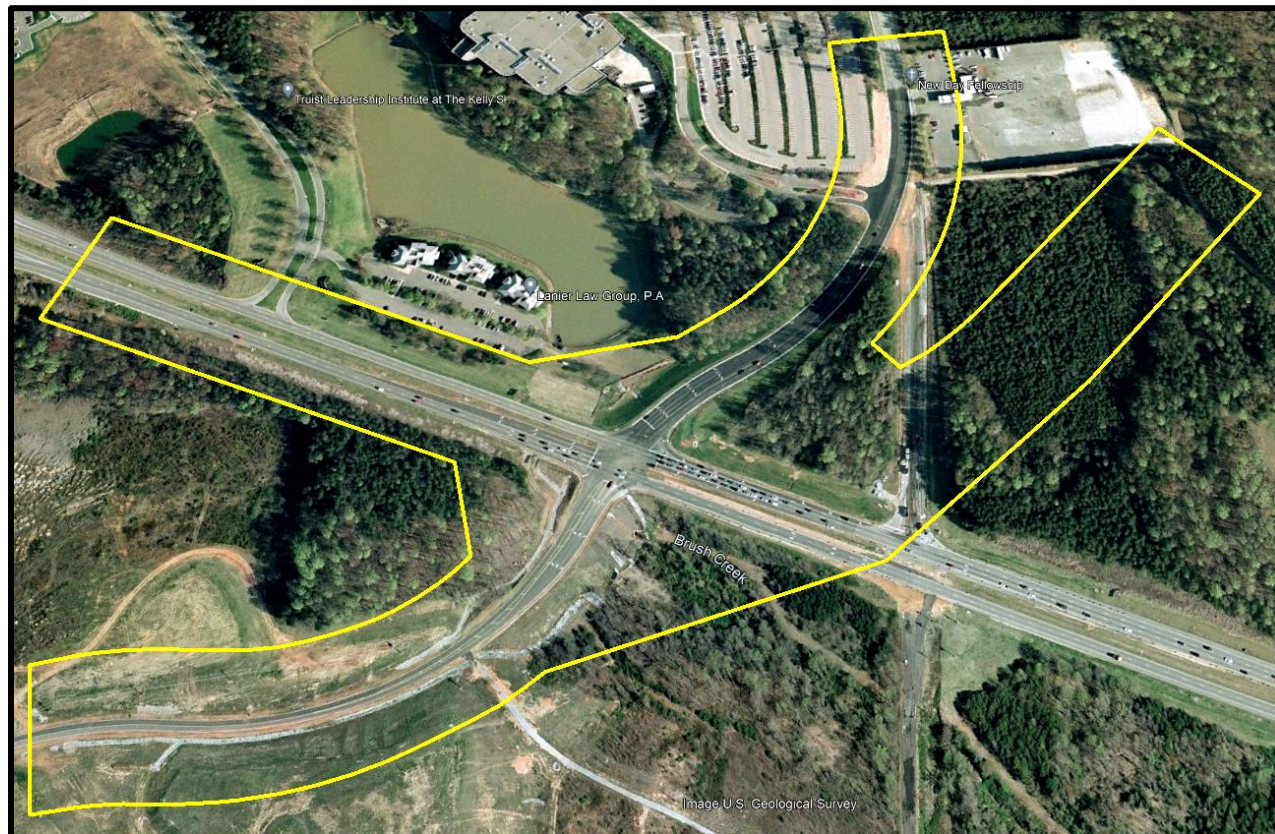


Figure 4: February 2002 Aerial (US Geological Survey Imagery via Google Earth, 8 Apr 2022).

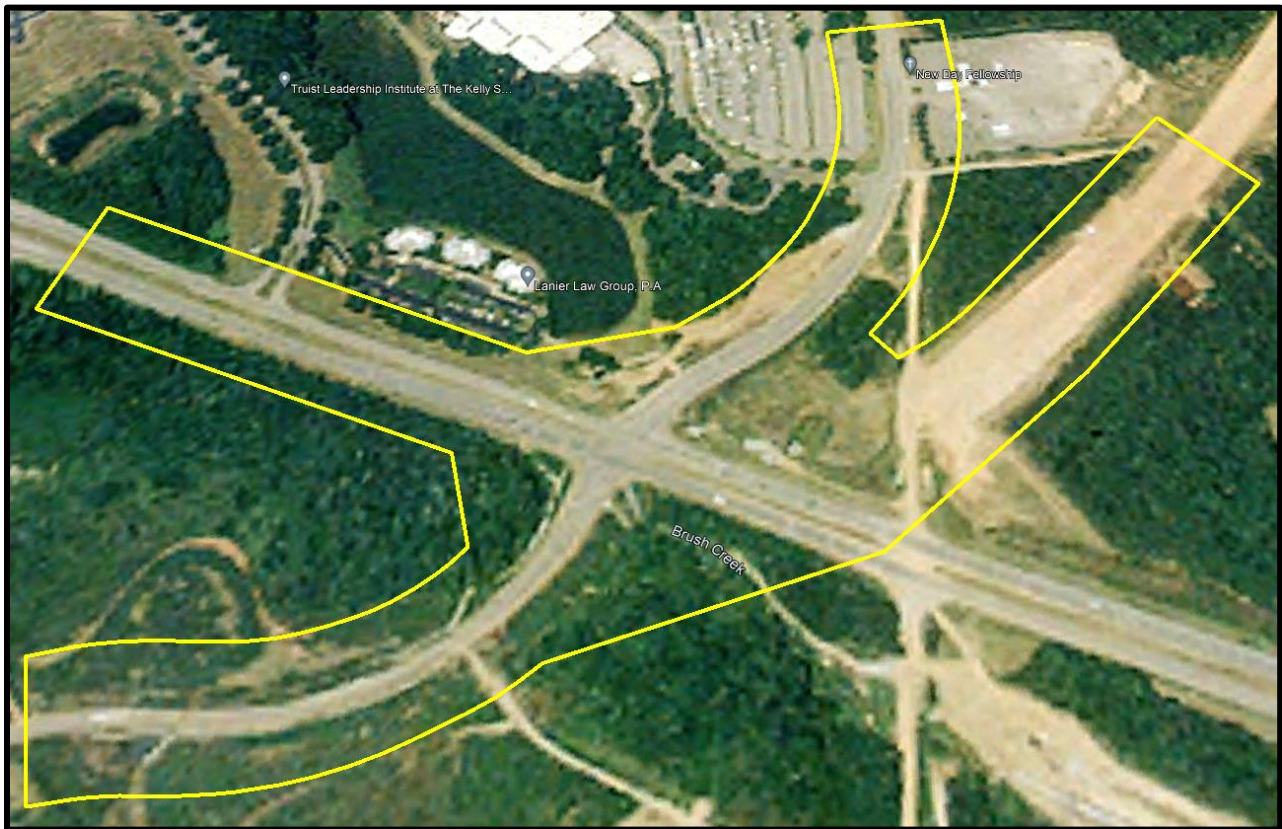


Figure 5: June 2005 Aerial (via Google Earth, 8 Apr 2022).



Figure 6: June 2005 Aerial (via Google Earth, 8 Apr 2022).



Figure 7: April 2014 Aerial (via Google Earth, 8 Apr 2022).

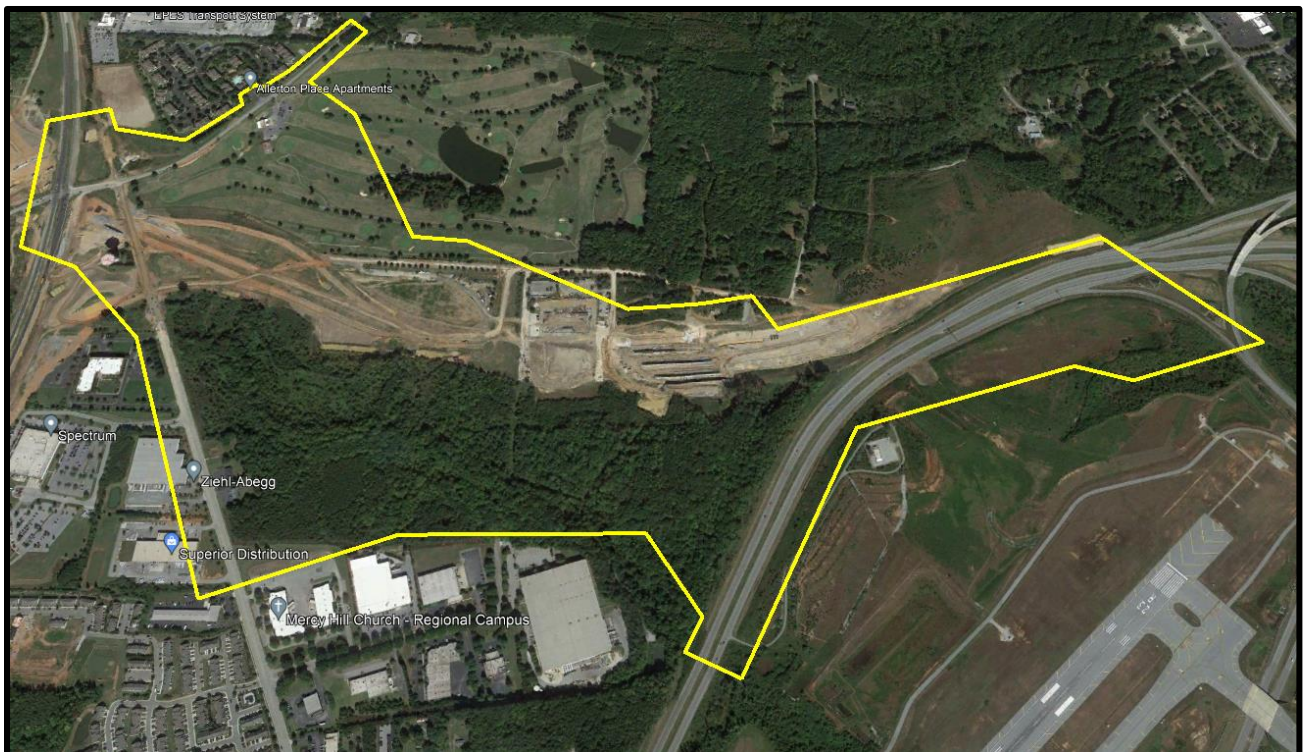


Figure 8: October 2015 Aerial (via Google Earth, 8 Apr 2022).

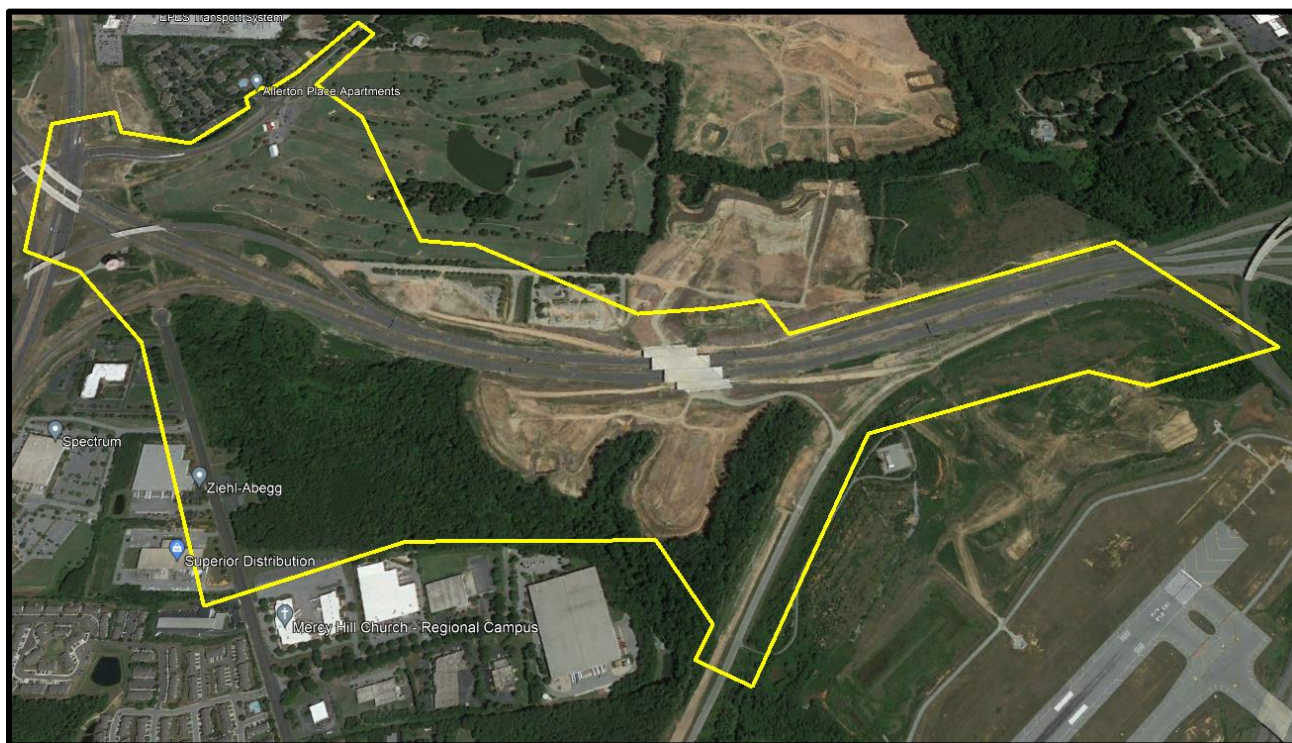


Figure 9: July 2018 Aerial (via Google Earth, 8 Apr 2022).

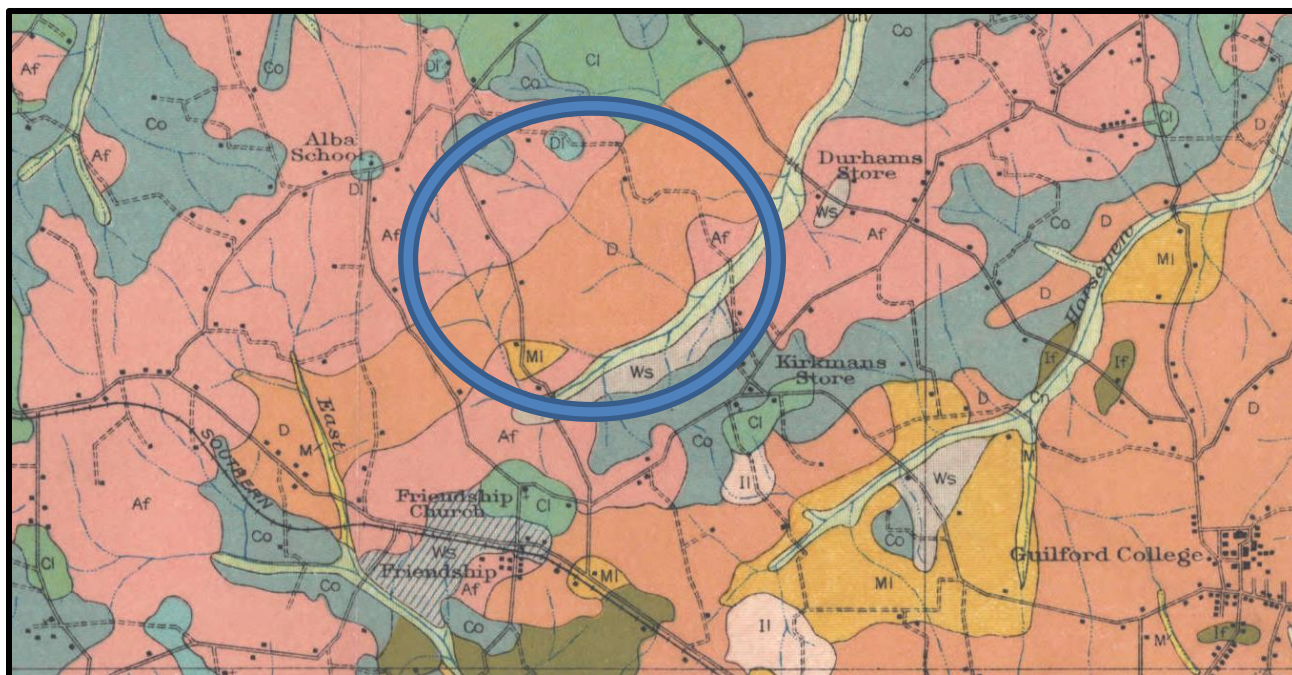


Figure 10: Soil Map, North Carolina, Guilford County Sheet (Jurney et al. 1920, digital resource: <https://dc.lib.unc.edu/cdm/singleitem/collection/ncmaps/id/310/rec/23>, last accessed 8 Apr 2022).

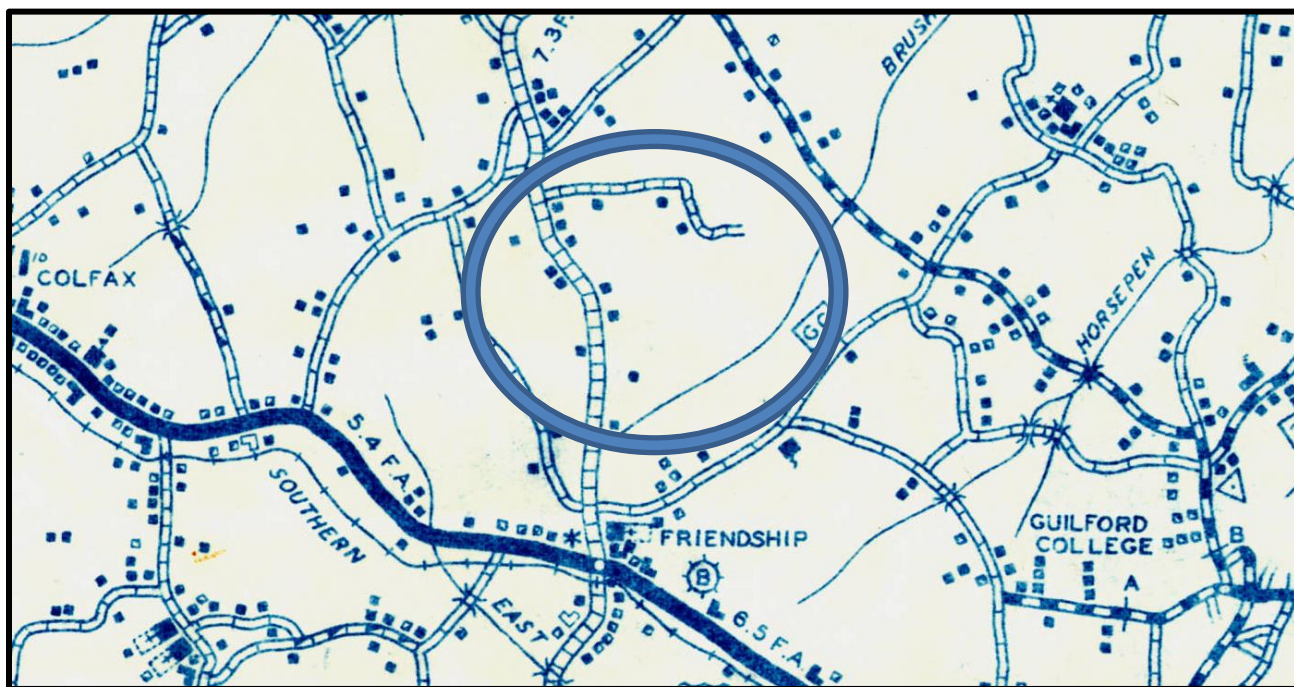


Figure 11: Guilford County, North Carolina (NC State Highway & Public Works Commission 1938, digital resource: <https://dc.lib.unc.edu/cdm/singleitem/collection/ncmaps/id/517/rec/27>, last accessed 8 Apr 2022).

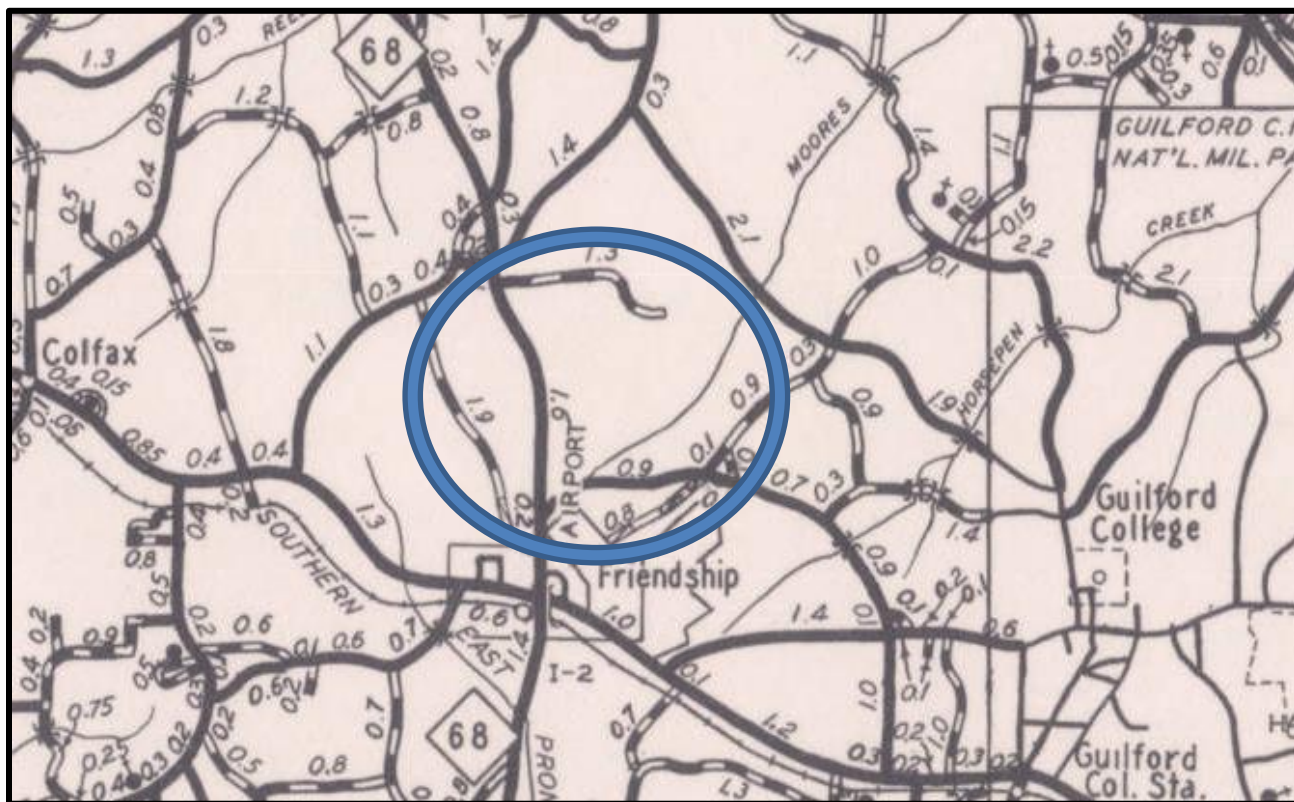


Figure 12: Guilford County (NC State Highway & Public Works Commission 1953, digital resource: <https://dc.lib.unc.edu/cdm/compoundobject/collection/ncmaps/id/8116/rec/29>, last accessed 8 Apr 2022).

