

## Type I or II Categorical Exclusion Action Classification Form

STIP Project No. **B-5982**

WBS Element 47814.1.1

Federal Project No. N/A

### A. Project Description:

NCDOT Project B-5982 will replace Bridge 430095 located on US 74 over Blue Ridge Southern Railroad in Haywood County (see Figure 1, Vicinity Map). The project will replace the bridge in place and use a temporary bridge to the west of the existing bridge. The total project length is approximately 1,650-ft, including a 145-ft bridge length.

The project will include replacing the existing 4-lane median divided bridge with a wider bridge deck (approx. 93 feet) to meet current geometry standards, including providing 12-ft lanes, a 22-ft median and 10-ft shoulders.

### B. Description of Need and Purpose:

The primary purpose of the proposed action is to replace a structurally deficient bridge. NCDOT Bridge Management Unit records indicate Bridge No. 430095 is considered structurally deficient due to a substructure condition appraisal of 4 out of 9 according to Federal Highway Administration (FHWA) standards. The bridge is over an active rail line and will require additional coordination with Rail Division and the Operator.

### C. Categorical Exclusion Action Classification:

**Type I(A) - Ground Disturbing Action**

### D. Proposed Improvements:

28. Bridge rehabilitation, reconstruction, or replacement or the construction of grade separation to replace existing at-grade railroad crossings, if the actions meet the constraints in 23 CFR 771.117(e)(1-6).

### E. Special Project Information:

#### **Other Alternatives Considered:**

During the course of project development, there was consideration given to multiple alternatives, beyond what is outlined in Section A. Specifically, constructing the bridge as a 4- or 6-lane section was discussed. There were a number of issues that resulted in the final 4-lane configuration including capacity limitations stemming from the adjacent Pigeon River Bridge, which has been recently rehabbed at 4-lanes with no future plans for widening. There were also discussions on whether to build a detour bridge during construction or to do an overbuild of the substructure for use during construction. Ultimately, the maintenance issues and cost associated with the overbuild option removed that option from further consideration. The project will be built for a 4-lane configuration which will allow flexibility for future widening to either side of the corridor if a revision to 6-lanes is pursued at a later time.

**Estimated Costs:**

The estimated costs\*, based on 2021 prices, are as follows:

**Bridge Replacement without Retaining Wall**

Right of Way:	\$ 450,000
Utilities Relocation:	\$ 215,000
Construction:	\$ 12,200,000
<b>Total:</b>	<b>\$ 12,865,000</b>

**Bridge Replacement with Retaining Wall**

Right of Way:	\$ 391,600**
Utilities Relocation	\$
Construction:	\$ 12,900,000
<b>Total:</b>	<b>\$ 13,291,600</b>

\*Costs are subject to change.

\*\*Based on 2019 prices.

**Estimated Traffic:**

Base Year (2022):	34,000 AADT
Design Year (2042):	44,000 AADT

**Maintenance of Traffic:**

A temporary bridge would provide an onsite detour to maintain traffic on US 74 during construction.

**Emergency Response:**

Coordination and communication regarding emergency response plans during construction will be conducted with Haywood County Emergency Services Office (828-456-2391) and Lake Junaluska Fire Department (828-452-4404) at least one month prior to the start of construction.

**Jurisdictional Resources:**

Two streams and three jurisdictional wetlands are located within the study area. No riparian buffer rules apply to any streams within the study area.

**Clean Water Act Permits:**

A Nationwide Permit will likely be required from the U.S. Army Corps of Engineers (USACE) for impacts to jurisdictional wetlands resulting from the proposed project. In addition, an NCDWR Section 401 Water Quality General Certification may be required prior to the issuance of a Section 404 Permit. The USACE holds the final discretion as to what permit will be required to authorize project construction.

**Floodplain Management:**

The proposed project is adjacent to the regulatory floodway and floodplain for the Pigeon River. No work is required in the regulatory floodway; therefore, the proposed project is not anticipated to result in adverse effects to the regulatory floodway. The proposed project would require approximately 75 feet of project work along Y4 (Northwood Drive) that is contained within the effective base floodplain, however the work is limited to less than 0.5 feet of roadway fill and resurfacing.

**Protected Species:**

The United States Fish and Wildlife Service (USFWS) lists five (5) federally protected species, and one (1) proposed endangered species within the study area, under the Endangered Species Act (ESA). Based on a review of the North Carolina Natural Heritage Program (NCNHP) and biological field surveys, a total of three (3) bat species were determined to have a Biological Conclusion of May Affect, Not Likely to Adversely Affect. Two (2) plant species (rock gnome lichen and small whorled pogonia) were found to have a Biological Conclusion of No Effect. At this time, no biological conclusion is required for the proposed endangered species (Tricolored bat).

The Gray bat, Indiana bat, and Northern long-eared bat (NLEB) are listed as “endangered” species under the ESA in Haywood County. According to the Section 7 Survey Memo dated November 30, 2022, no evidence of bats was found on the structure, no caves or mines are in the area, and large continuous forests are present in the project vicinity, providing potential foraging and commuting habitat.

Additionally, an NCDOT consultant conducted an aquatic species survey for the Appalachian elktoe in July 2022 (per a June 2022 IPaC report), concluding that the survey location either does not support, or supports a very limited freshwater mussel population, likely due to chronic water quality problems in the Pigeon River downstream of the Canton Mill discharge. However, as of July 15, 2022, this species is no longer noted in IPaC for the project study area. Thus, the biological conclusion for the species is no effect and will not be considered moving forward. Should a future NEPA consultation be required, the IPaC system should be rechecked for this species.

**Residential and Commercial Impacts:**

The proposed project would occur primarily within the existing NCDOT right-of-way. Small segments of additional right-of-way would be acquired from two (2) residential parcels. Temporary construction easements would be required from three (3) residential parcels. The project proposes the construction of a retaining wall east of US 74 near Birchwood Mobile Home Park to avoid three (3) potential residential displacements.

**Public Involvement:**

On December 7, 2022, 65 postcards were mailed to inform residents of the project website. The website provided the project description, proposed bridge typical section, project schedule, and costs. The website received 50 views, and two (2) participants provided comments. One received comment requested an update on construction schedule and potential detour routes; a response was provided to the commenter via the project website indicating a twelve-month schedule and that a temporary bridge would be provided during construction thus no detours would be needed. The second was regarding pink flagging on a property; to which a response was provided via the website that the pink flags were not related to the B-5982 project.

**Tribal Coordination:**

Five (5) tribes were contacted on Monday February 13, 2023 regarding potential project impacts. Their responses are summarized below.

<b>Tribe</b>	<b>Response</b>
Catawba Indian Nation (CIN)	No immediate concerns; notify if Native American artifacts and/or human remains are located during the ground disturbance phase of this project. (3/14/23)
United Keetoowah Band of Cherokee Indians in Oklahoma (UKB)	No immediate concerns; notify if Native American artifacts and/or human remains are located during the ground disturbance phase of this project. (3/22/23)
Muscogee (Creek) Nation (MCN)	No immediate concerns; notify if Native American artifacts and/or human remains are located during the ground disturbance phase of this project. (2/16/23)
Eastern Band of Cherokee Indians (EBCI)	No response
Cherokee Nation (CN)	No response



F. Project Impact Criteria Checklists:

<b>F2. Ground Disturbing Actions – Type I (Appendix A) &amp; Type II (Appendix B)</b>				
<p>Proposed improvement(s) that fit Type I Actions (NCDOT-FHWA CE Programmatic Agreement, Appendix A) including 2, 3, 6, 7, 9, 12, 18, 21, 22 (ground disturbing), 23, 24, 25, 26, 27, 28, &amp;/or 30; &amp;/or Type II Actions (NCDOT-FHWA CE Programmatic Agreement, Appendix B) answer the project impact threshold questions (below) and questions 8 – 31.</p> <ul style="list-style-type: none"> <li>• <i>If any question 1-7 is checked “Yes” then NCDOT certification for FHWA approval is required.</i></li> <li>• <i>If any question 8-31 is checked “Yes” then additional information will be required for those questions in Section G.</i></li> </ul>				
<u>PROJECT IMPACT THRESHOLDS</u> (FHWA signature required if any of the questions 1-7 are marked “Yes”.)			Yes	No
1	Does the project require formal consultation with U.S. Fish and Wildlife Service (USFWS) or National Marine Fisheries Service (NMFS)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
2	Does the project result in impacts subject to the conditions of the Bald and Golden Eagle Protection Act (BGEPA)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3	Does the project generate substantial controversy or public opposition, for any reason, following appropriate public involvement?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4	Does the project cause disproportionately high and adverse impacts relative to low-income and/or minority populations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5	Does the project involve a residential or commercial displacement, or a substantial amount of right of way acquisition?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
6	Does the project require an Individual Section 4(f) approval?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
7	Does the project include adverse effects that cannot be resolved with a Memorandum of Agreement (MOA) under Section 106 of the National Historic Preservation Act (NHPA) or have an adverse effect on a National Historic Landmark (NHL)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
If any question 8-31 is checked “Yes” then additional information will be required for those questions in Section G.				
<u>Other Considerations</u>			Yes	No
8	Is an Endangered Species Act (ESA) determination unresolved or is the project covered by a Programmatic Agreement under Section 7?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
9	Is the project located in anadromous fish spawning waters?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
10	Does the project impact waters classified as Outstanding Resource Water (ORW), High Quality Water (HQW), Water Supply Watershed Critical Areas, 303(d) listed impaired water bodies, buffer rules, or Submerged Aquatic Vegetation (SAV)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
11	Does the project impact Waters of the United States in any of the designated mountain trout streams?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
12	Does the project require a U.S. Army Corps of Engineers (USACE) Individual Section 404 Permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
13	Will the project require an easement from a Federal Energy Regulatory Commission (FERC) licensed facility?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

<u>Other Considerations for Type I and II Ground Disturbing Actions (continued)</u>		Yes	No
14	Does the project include a Section 106 of the National Historic Preservation Act (NHPA) effects determination other than a No Effect, including archaeological remains?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15	Does the project involve GeoEnvironmental Sites of Concerns such as gas stations, dry cleaners, landfills, etc.?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
16	Does the project require work encroaching and adversely affecting a regulatory floodway or work affecting the base floodplain (100-year flood) elevations of a water course or lake, pursuant to Executive Order 11988 and 23 CFR 650 subpart A?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
17	Is the project in a Coastal Area Management Act (CAMA) county and substantially affects the coastal zone and/or any Area of Environmental Concern (AEC)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
18	Does the project require a U.S. Coast Guard (USCG) permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
19	Does the project involve construction activities in, across, or adjacent to a designated Wild and Scenic River present within the project area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
20	Does the project involve Coastal Barrier Resources Act (CBRA) resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
21	Does the project impact federal lands (e.g. U.S. Forest Service (USFS), USFWS, etc.) or Tribal Lands?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
22	Does the project involve any changes in access control or the modification or construction of an interchange on an interstate?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
23	Does the project have a permanent adverse effect on local traffic patterns or community cohesiveness?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
24	Will maintenance of traffic cause substantial disruption?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
25	Is the project inconsistent with the STIP, and where applicable, the Metropolitan Planning Organization's (MPO's) Transportation Improvement Program (TIP)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
26	Does the project require the acquisition of lands under the protection of Section 6(f) of the Land and Water Conservation Act, the Federal Aid in Fish Restoration Act, the Federal Aid in Wildlife Restoration Act, Tennessee Valley Authority (TVA), Tribal Lands, or other unique areas or special lands that were acquired in fee or easement with public-use money and have deed restrictions or covenants on the property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
27	Does the project involve Federal Emergency Management Agency (FEMA) buyout properties under the Hazard Mitigation Grant Program (HMGP)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
28	Does the project include a <i>de minimis</i> or programmatic Section 4(f)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
29	Is the project considered a Type I under the NCDOT Noise Policy?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
30	Is there prime or important farmland soil impacted by this project as defined by the Farmland Protection Policy Act (FPPA)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
31	Are there other issues that arose during the project development process that affected the project decision?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

G. Additional Documentation as Required from Section F (ONLY for questions marked 'Yes'):

**Question 8: Federally Protected Species**

Tricolored bat: This species is currently under review for listing under the ESA in the near future. The NCNHP Data Explorer report dated October 31, 2022, revealed no documented occurrences of this species within 1.0 mile of the study area. At this time, no biological conclusion is required. The nearest record of a Tricolored bat is 4.3 miles southwest of the proposed bridge replacement.

Northern long-eared bat (NLEB): A NCNHP Data Explorer report dated October 31, 2022, indicates no known occurrences within 1.0 mile of the study area. A Biological Conclusion of May Affect Not Likely to Adversely Affect is given based on the presence of suitable foraging and commuting habitat. A bridge survey was conducted on July 20, 2022 and no specimens of bats or evidence of bats was observed. No evidence of bats was found on the structure, no caves or mines are in the area, and a large area of alternative available suitable habitat exists in the project vicinity. The nearest record of a NLEB is 8.3 miles to the south.

Gray bat and Indiana bat: A NCNHP Data Explorer report dated October 31, 2022, indicates no known occurrences within 1.0 mile of the study area. A Biological Conclusion of May Affect Not Likely to Adversely Affect is given based on the presence of suitable foraging and commuting habitat. No evidence of bats was found on the structure, no caves or mines are in the area, and a large area of alternative available suitable habitat exists in the project vicinity. The nearest record of the Gray bat is 2.4 miles northeast of the project site, and 6.2 miles to the northwest for the Indian bat.

**Question 16: Regulatory Floodways**

The proposed project is adjacent to the regulatory floodway and floodplain for the Pigeon River. No work is required in the regulatory floodway; therefore, the proposed project is not anticipated to result in adverse effects to the regulatory floodway. The proposed project would require approximately 75 feet of project work along Y4 (Northwood Drive) that is contained within the effective base floodplain, however the work is limited to less than 0.5 feet of roadway fill and resurfacing.

H. Project Commitments:

## PROJECT COMMITMENTS

Replacement of Bridge 430095 on US 74 over Blue Ridge Southern Railroad  
Haywood County  
WBS 47814.1.1  
STIP Project B-5982  
FA Number: N/A

The following special commitments have been agreed to by NCDOT Structures Management Unit for the B-5982 PCE environmental review:

### **Division 14 Construction - Tree Clearing Moratorium:**

An active season tree-cutting moratorium (no tree-cutting between March 15 and October 15) is anticipated for this project.

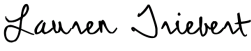
I. Categorical Exclusion Approval:

TIP Project No. **B-5982**  
 WBS Element 47814.1.1  
 Federal Project No. N/A

**Prepared By:**

4/25/2023

Date

DocuSigned by:  
  
 2A53D71008FA404  
 Lauren Triebert, PE  
 VHB


**Prepared For:**

NCDOT Structures Management Unit

**Reviewed By:**

4/25/2023

Date

DocuSigned by:  
  
 CA084B4A8412432...  
 John Jamison, Unit Head  
 NCDOT – Environmental Policy Unit



**Approved**

- If NO grey boxes are checked in Section F (pages 2 and 3), NCDOT approves the Type I or Type II Categorical Exclusion.



**Certified**

- If ANY grey boxes are checked in Section F (pages 2 and 3), NCDOT certifies the Type I or Type II Categorical Exclusion for FHWA approval.
- If classified as Type III Categorical Exclusion.

4/25/2023

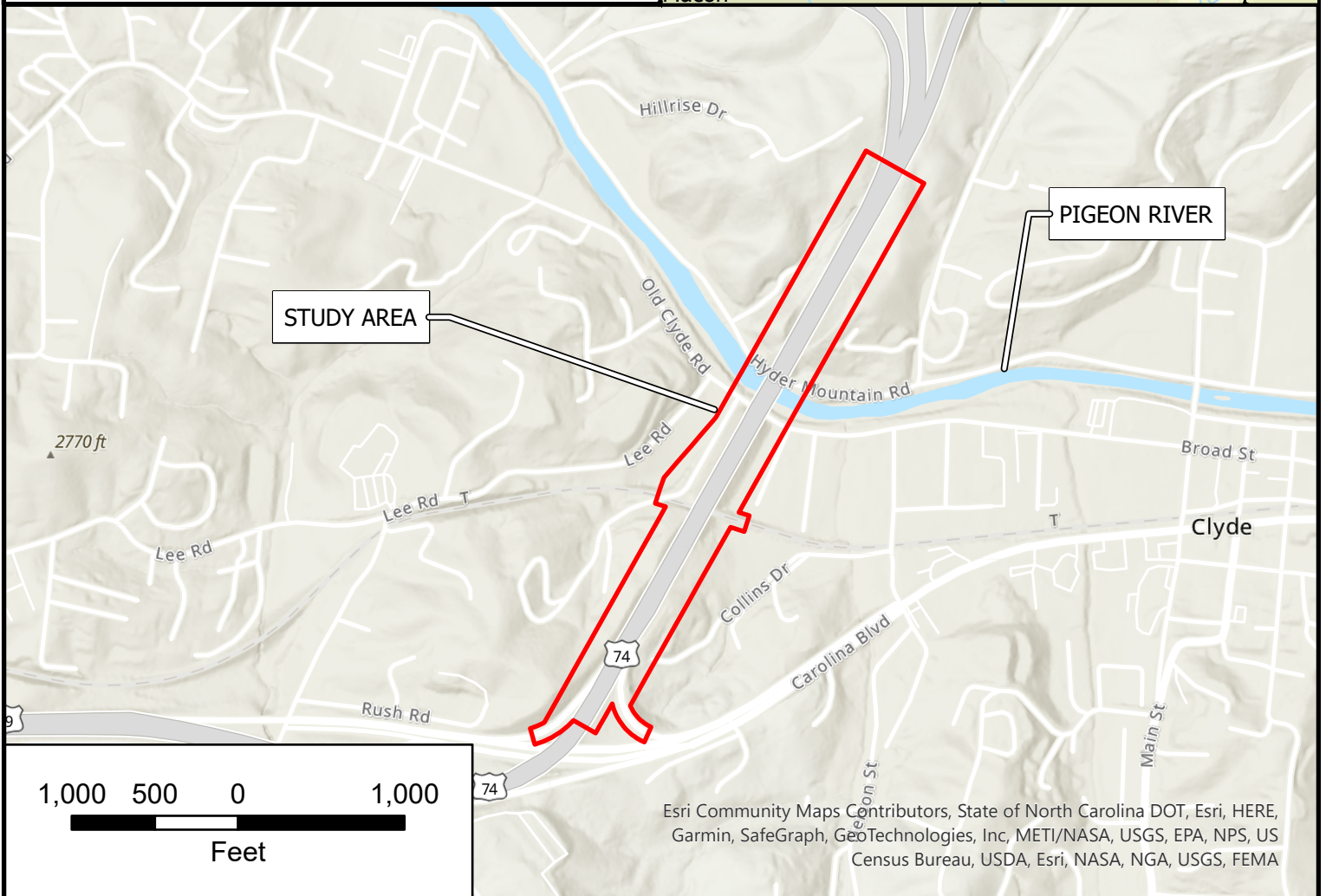
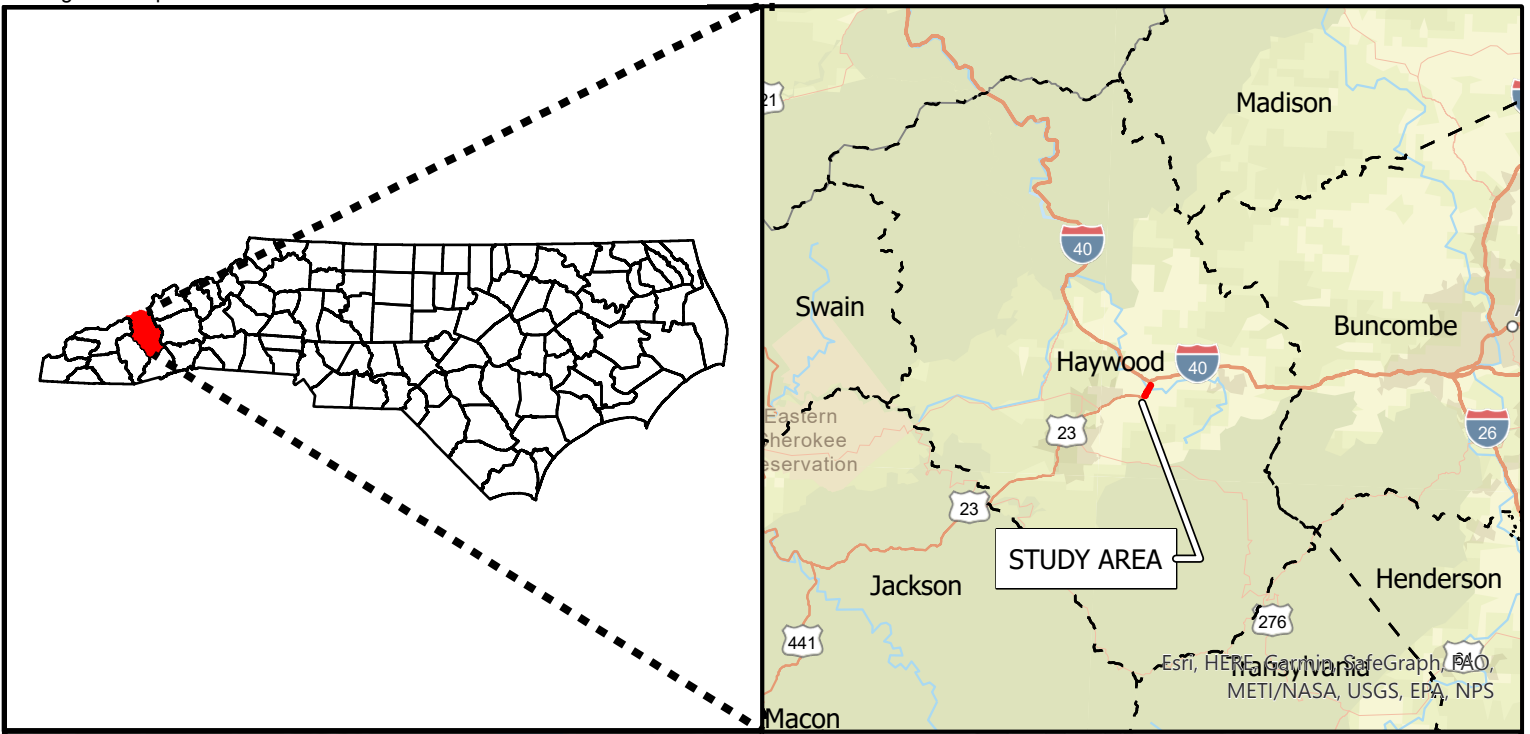
Date



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 David Stutts, PE – PEF/Program Management  
 NCDOT – Structures Management Unit

FHWA Approved: For Projects Certified by NCDOT (above), FHWA signature required.

Date N/A  
 for John F. Sullivan, III, PE, Division Administrator  
 Federal Highway Administration

*Note: Prior to ROW or Construction authorization, a consultation may be required (please see Section VII of the NCDOT-FHWA CE Programmatic Agreement for more details).*



 <p><b>NORTH CAROLINA DEPARTMENT OF TRANSPORTATION</b> DIVISION OF HIGHWAYS DIVISION 14</p>	<p><b>VICINITY MAP</b> <b>REPLACE BRIDGE 430095 ON</b> <b>US 74 OVER SOUTHERN RAILROAD</b> ESRI Streets &amp; World Topographic Basemap</p>			<p>County: Haywood</p>	<p><b>Figure 1</b></p>
	<p>Division: 14</p>				
	<p>Project: B-5982</p>				
	<p>Date: November 2022</p>				



17-12-0070



## HISTORIC ARCHITECTURE AND LANDSCAPES NO SURVEY REQUIRED FORM

This form only pertains to Historic Architecture and Landscapes for this project. It is not valid for Archaeological Resources. You must consult separately with the Archaeology Group.

### PROJECT INFORMATION

<b>Project No:</b>	B-5982	<b>County:</b>	Haywood
<b>WBS No.:</b>	44593.1.1	<b>Document Type:</b>	CE
<b>Fed. Aid No:</b>		<b>Funding:</b>	<input type="checkbox"/> State <input checked="" type="checkbox"/> Federal
<b>Federal Permit(s):</b>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<b>Permit Type(s):</b>	USACE
<b>Project Description:</b> Replace Bridge No. 430095 on US74 over Southern Railroad.			

### SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

**Description of review activities, results, and conclusions:**

Review of HPO quad maps, HPO GIS information, historic designations roster, and indexes was undertaken on January 10, 2018. Based on this review, there are no existing NR, SL, LD, DE, or SS properties in the Area of Potential Effects, which is defined as the study area on the following maps. One Survey Site, HW0449 Morgan-Justice House, is no longer standing based on aerial imagery and Google Street View while another survey site, HW0319 Barker House, is outside of the APE and will not be affected by this project. The National Register listed Shook-Welch-Smathers House is also outside of the APE and will not be affected. All structures within the APE consist of manufactured homes and early to mid-twentieth century houses that are unremarkable and not eligible for National Register listing. There are no National Register listed or eligible properties and no survey is required. If design plans change, additional review will be required.

**Why the available information provides a reliable basis for reasonably predicting that there are no unidentified significant historic architectural or landscape resources in the project area:**

HPO quad maps and GIS information recording NR, SL, LD, DE, and SS properties for the Haywood County survey, Haywood County GIS/Tax information, and Google Maps are considered valid for the purposes of determining the likelihood of historic resources being present. There are no National Register listed or eligible properties within the APE and no survey is required.

### SUPPORT DOCUMENTATION

Map(s)     Previous Survey Info.     Photos     Correspondence     Design Plans

### FINDING BY NCDOT ARCHITECTURAL HISTORIAN

Historic Architecture and Landscapes -- NO SURVEY REQUIRED

*Kate Hubbel*  
\_\_\_\_\_  
NCDOT Architectural Historian

1/10/2018  
\_\_\_\_\_  
Date





## 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-5982** *County:* **Haywood**  
*WBS No:* **44593.1.1** *Document:* **Federal CE**  
*F.A. No:* *Funding:*  State  Federal

*Federal Permit Required?*  Yes  No *Permit Type:* **USACE**

***Project Description:*** Replacement of Bridge No. 95 over Southern RR on US 74 in Haywood County, North Carolina. The archaeological Area of Potential Effects (APE) is centered on the bridge structure and measures .50 mile in length and 500ft in width (250ft from each side of the US 74 center-line).

### SUMMARY OF ARCHAEOLOGICAL RESOURCES REVIEW: **SURVEY REQUIRED**

To determine the cultural resource potential of the APE, numerous sources of information were considered. First, preliminary construction design, funding, and other data was examined for defining the potential impacts to the APE ground surfaces and for determining the level of effort necessary for compliance. In this case, the project is federally-funded with federal permit interaction and subject to Section 106 of the National Historic Preservation Act. The Federal Highway Administration (FHWA) will serve as the lead federal agency.

Next, a map review and site file search was conducted at the Office of State Archaeology (OSA) on Wednesday, January 24, 2018. No previously documented archaeological sites have been recorded within the limits of the project's APE. However, several archaeological sites have been documented nearby in similar environmental contexts as the project study area, increasing the likelihood that similar sites may be contained within the currently defined APE.

Examination of NRHP, State Study Listed (SL), Locally Designated (LD), Determined Eligible (DE), and Surveyed Site (SS) properties employing resources available on the North Carolina State Historic Preservation Office (NCSHPO) website demonstrated that none of these properties with possible contributing archaeological components are situated in the APE. Also, historic maps of Haywood County were appraised for former structure locations, land use patterns, or other confirmation of historic occupation in the project vicinity. Archaeological/historical reference materials were reviewed as well. Based on cultural/historical factors, the APE is considered to have a moderate potential of containing prehistoric archaeological artifacts or deposits.

In addition, topographic, geologic, flood boundary, lidar, and NRCS soil survey maps were referenced for the evaluation of geomorphological, pedological, hydrological, and other environmental-type elements that may have resulted in past occupation at this location. Finally, review of aerial and on-ground images (NCDOT Spatial Data Viewer, Google, ARC-GIS) afforded first-hand perspectives of the overall study area which were useful for assessing localized disturbances, both natural and human induced, which compromise the integrity of archaeological sites/deposits. Based on environmental determinants, the APE is considered to have a moderate potential for the recovery of archaeological artifacts, deposits, or features.

Environmental factors and the localized archaeological site pattern increase the likelihood of prehistoric occupation at this APE location. An in-field reconnaissance and survey of the APE is recommended prior to construction/replacement activities.



17-12-0056

**SUPPORT DOCUMENTATION**

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

**FINDING BY NCDOT ARCHAEOLOGIST - SURVEY REQUIRED**

*Matt Eric Helver*  
NCDOT ARCHAEOLOGIST

*1-30-2019*  
Date

*Spring-Summer 2018*  
Proposed fieldwork completion date

17-12-007056



**NO NATIONAL REGISTER OF HISTORIC PLACES  
ELIGIBLE OR LISTED ARCHAEOLOGICAL SITES  
PRESENT 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-5982** *County:* **Haywood**  
*WBS No.:* **44593.1.1** *Document:* **Federal CE**  
*F.A. No.:* *Funding:*  State  Federal  
*Federal Permit Required?*  Yes  No *Permit Type:* **USACE**

***Project Description:***

***Replacement of Bridge No. 95 over Southern RR on US 74 in Haywood County, North Carolina. The archaeological APE (Area of Potential Effects) is centered on the bridge structure and measures 0.50 mile in length and 500 ft. in width (250 ft. from each side of the US 74 center line).***

### SUMMARY OF ARCHAEOLOGICAL FINDINGS

TRC Environmental Corporation (TRC) conducted an archaeological survey and evaluation for the replacement of Bridge No. 92 over the Southern Railroad on US 74 (TIP B-5982) in Haywood County, North Carolina. As specified by the NCDOT, the survey corridor (Area of Potential Effects [APE] for archaeology) is defined as a 0.50 mile (804.7 meters) long and 500 feet (152 meters) wide corridor (extending 250-feet on either side of the existing US 74 center line) extending from the intersection of US 74 and US 19 northeast almost to the intersection of US 74 and I-26. The APE covers approximately 50 acres (20.2 hectares). In addition to crossing the southern Railroad, the corridor also crosses the Pigeon River approximately 200 m to the north. The fieldwork was carried out from April 15 to 29, 2019, and was directed by Michael Nelson, with the assistance of field technicians Lincoln Caldwell, Rachael Denton, Melissa Emery, and Josh Stanley. A total of 131 shovel tests were excavated across the project corridor and no cultural resources were identified within the project APE. Consequently, no further archaeological investigations are recommended for this project as currently defined.

***The North Carolina Department of Transportation (NCDOT) Archaeology Group reviewed the subject project and determined:***

- There are no National Register listed or eligible ARCHAEOLOGICAL SITES present within the project's area of potential effects. (Attach any notes or documents as needed)
- No subsurface archaeological investigations were 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.



17-12-007056

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

TRC Environmental Corporation (TRC) conducted an archaeological survey and evaluation for the replacement of Bridge No. 92 over the Southern RR on US 74 in Haywood County. The fieldwork was carried out from April 15 to 29, 2019 and was directed by Michael Nelson, with the assistance of field technicians Lincoln Caldwell, Rachael Denton, Melissa Emery, and Josh Stanley. A total of 131 shovel tests were excavated across the project corridor and no cultural resources were identified within the project APE. Consequently, no further archaeological investigations are recommended for this project as currently defined.

**SUPPORT DOCUMENTATION**

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

Other: **Cultural Review**

Signed

  
 \_\_\_\_\_  
 NCDOT ARCHAEOLOGIST

7-2-2019  
 \_\_\_\_\_  
 Date

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

TRC Environmental Corporation (TRC) conducted an archaeological survey and evaluation for the replacement of Bridge No. 92 over the Southern Railroad on US 74 in Haywood County, North Carolina (Figure 1). As specified by the NCDOT, the survey corridor (Area of Potential Effects [APE] for archaeology) is defined as a 0.50 mile (804.7 meters) long and 500 feet (152 meters) wide corridor (extending 250-feet on either side of the existing US 74 center line) extending from the intersection of US 74 and US 19 northeast almost to the intersection of US 74 and I-26. The APE is crossed by both secondary roads and private drives as well the Southern Railroad. Most of the corridor crosses through residential properties, although some areas of farm and/or pasture are present. Small sections of the corridor are wooded roadside properties that have been modified during previous road developments.

The fieldwork was carried out from April 15 to 29, 2019 and was directed by Michael Nelson, with the assistance of field technicians Lincoln Caldwell, Rachael Denton, Melissa Emery, and Josh Stanley. A total of 131 shovel tests were excavated across the project corridor (Figures 2–5); no archaeological resources were identified within the project APE. Consequently, no further archaeological investigations are recommended for this project as currently defined.

**Background Research**

Previously Identified Sites and Archaeological Surveys. A map review and site files search was conducted by Hannah Smith of TRC at the Office of State Archaeology (OSA) on April 8, 2019, which supplemented a previous NCDOT review. The background research indicated that there have been no previous archaeological surveys and that there are no previously recorded sites within or adjacent to the



project APE. Eight sites have been identified within a one-mile radius, however, including at least two with Archaic period and three with Woodland period components (Table 1).

A review of the North Carolina State Historic Preservation Office (SHPO) online data base (HPOWEB 2019) identified three properties: the Morgan-Justice House (HW0449), the Barker House (HW0319), and the Shook-Welch-Smathers House (HW0179) within a half mile of the project APE. The Morgan-Justice and the Barker houses are surveyed only properties, while the Shook-Welch-Smathers House, a ca. 1810 two-story farmhouse, is listed on the National Register of Historic Places (NRHP) (Hood and Siekkinen 2008). There is no potential for materials associated with any of these structures within the APE, however.

Historic Map Review: Topographic maps and other historic period maps were examined for information on previous structure locations or on natural or cultural variables that might have affected site locations. Many early to mid-nineteenth century maps (i.e. Price and Strother 1808) depict the general location of the Pigeon River, but provide no detail on the immediate project vicinity. The earliest identified USGS map of the area dates to 1894 (Figure 6) and depicts the railroad and river, along with a road running along the south side of the river; the village of Clyde is shown a short distance to the east. The 1901 quadrangle (Figure 7) shows additional structures in the general vicinity, but given the scale of the map it is impossible to determine if any were situated within the APE. The 1922 Haywood County soil map depicts the Southern Railroad as well as what appears to be present-day River and Hyder Mountain roads, but no structures that can be clearly identified as within the APE (Jurney et al. 1922) (Figure 8).

The 1935 USGS 1:24,000 Clyde quadrangle depicts more detail of the project corridor, including a number of structures along the Pigeon River and the railroad along the west side of future US 74, although most appear to fall outside the current project corridor (USGS 1935) (Figure 9). The 1941 edition of the Clyde quadrangle depicts the same river, railroad, and road configuration; more structures are present in the area, although only one appears to fall within the project corridor (USGS 1941) (Figure 10). The 1967 map shows increasing development, including US 74 and I-40 and associated access ramps at their present locations (Figure 11).

Soils. On-line soils data show seven soil types are located within the project area, including Braddock clay loam, 8–15% slopes, eroded (BkC2); Dillsboro loam, 2–8% slopes (DsB); Evard-Cowee, 30–50% slopes (EvE); Hayesville clay loam, 8–30% slopes, eroded (HaC2 and HaD2); Rosman fine sandy loam, 0–2% slopes, occasionally flooded (RoA); and Udorthents Urban land complex, 2–50% slopes (UfA). All of these soil types are well drained, with the Braddock, Evard-Cowee, and Hayesville soil types found on ridges and side slopes and the Dillsboro and Rosman soils found on stream terraces. The Braddock and Hayesville soils are classified as eroded while the Udorthents are fill/spoil deposits (USDA NRCS 2019).

### **Fieldwork Results**

The APE is crossed by the Pigeon River and the Southern Railroad, as well as by secondary roads (River Road [SR 1523] and Hyder Mountain Road [SR 1513]) and a number of private drives. While most of the APE is within residential properties, there are some smaller areas of farm and/or pasture as well as one modified municipal property (Figures 12 and 13). Wooded areas are limited to small roadside properties that have been modified during previous road developments. Several portions of the APE were not suitable for shovel testing due to steep slope, hydric soils, impervious surfaces, and disturbed/developed areas (i.e., cut roadside banks and areas of obvious fill) (Figures 14 and 15).

The archaeological field survey included shovel testing at 15-m intervals along multiple transects within the APE as well as visual inspection and walkover of the APE. Only one property could not be accessed for survey; this is a ca. 3.38-acre (1.37 hectare) parcel at the northeastern end of the APE (Figures 2 and 3).



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In addition to the 15-m interval shovel testing, supplemental shovel tests were excavated across smaller landforms when warranted. No shovel testing occurred in areas with impervious surfaces, standing water, hydric soils, visible and severe ground disturbance, or 15% or greater slope. The shovel tests measured 30 cm in diameter and were excavated to subsoil or bedrock or a minimum depth of 75 cm below surface (cmbs). All soils that were not obvious fill were dry-screened through ¼-inch mesh. Standard techniques were used to describe each shovel test in terms of depth, stratigraphy, and artifact recovery.

A total of 131 shovel tests were excavated (Figures 2–5), but no artifacts or other indications of archaeological sites were encountered. Typical soil profiles found within the APE were generally shallow and/or disturbed. Shovel tests excavated along the ridges and side slopes consisted of a shallow (ranging from 5–27 cmbs) Ap horizon (plowzone) of brown (7.5YR 4/4) loam (often compact and gravelly) atop yellowish red (5YR 4/6) clayey loam to clay (B horizon) to depths of 15–40 cmbs (Figures 16 and 17). Shovel tests excavated along the lower floodplains encountered a very dark grayish brown (10YR 3/2) sandy loam plowzone (with modern debris including pieces of asphalt and concrete and plastics) to depths of 38–63 cmbs. Beneath the plowzone is dark yellowish brown (10YR 3/6) sandy loam to depths of 63–80 cmbs.

No new archaeological resources were recorded within the APE during the course of the survey, and consequently no additional work is recommended for this project as currently defined. The small area that could not be accessed for survey is believed to have low potential for significant archaeological sites, and no further efforts to survey that parcel are recommended.

### Summary and Recommendations

The intensive archeological survey and evaluation of the study area for the proposed replacement of Bridge 95 on US 74 over the Southern Railroad (TIP B-5982) in Haywood County, North Carolina identified no new archaeological resources within the project APE. Additionally, no previously recorded sites are located within or adjacent to the APE. Consequently, no further archaeological investigations are recommended for this project as currently defined.

Sincerely,



Michael Nelson  
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TRC Environmental Corporation