

# Pre-Construction Notification



## Pre-Construction Notification (PCN) Form

For Nationwide Permits and Regional General Permits  
(along with corresponding Water Quality Certifications)

October 2, 2023 Ver 4.3

Please note: fields marked with a red asterisk \* below are required. You will not be able to submit the form until all mandatory questions are answered.

Also, if at any point you wish to print a copy of the E-PCN, all you need to do is right-click on the document and you can print a copy of the form.

Below is a link to the online help file.

<https://edocs.deq.nc.gov/WaterResources/DocView.aspx?dbid=0&id=2196924>

### A. Processing Information

If this is a courtesy copy, please fill in this with the submission date.

Does this project involve maintenance dredging funded by the Shallow Draft Navigation Channel Dredging and Aquatic Weed Fund or involve the distribution or transmission of energy or fuel, including natural gas, diesel, petroleum, or electricity? \*

☐ Yes ☒ No

Is this project connected with ARPA funding? \*

☐ Yes ☒ No

County (or Counties) where the project is located: \*

Haywood

Is this a NCDMS Project? \*

☐ Yes ☒ No

Click Yes, only if NCDMS is the applicant or co-applicant.

DO NOT CHECK YES, UNLESS YOU ARE DMS OR CO-APPLICANT.

Is this project a public transportation project? \*

☒ Yes ☐ No

This is any publicly funded by municipal, state or federal funds road, rail, airport transportation project.

Is this a NCDOT Project? \*

☒ Yes ☐ No

(NCDOT only) T.I.P. or state project number:

B-5982

WBS # \*

47814.1.1

(for NCDOT use only)

1a. Type(s) of approval sought from the Corps: \*

- ☒ Section 404 Permit (wetlands, streams and waters, Clean Water Act)  
☐ Section 10 Permit (navigable waters, tidal waters, Rivers and Harbors Act)

Has this PCN previously been submitted? \*

☐ Yes  
☒ No

1b. What type(s) of permit(s) do you wish to seek authorization? \*

- ☒ Nationwide Permit (NWP)  
☐ Regional General Permit (RGP)  
☐ Standard (IP)

1c. Has the NWP or GP number been verified by the Corps? \*

☐ Yes ☒ No

Nationwide Permit (NWP) Number:

14 - Linear transportation

NWP Numbers (for multiple NWPS):

List all NW numbers you are applying for not on the drop down list.



**1d. Type(s) of approval sought from the DWR: \***

check all that apply

- ☒ 401 Water Quality Certification - Regular  
☐ Non-404 Jurisdictional General Permit  
☐ Individual 401 Water Quality Certification

- ☐ 401 Water Quality Certification - Express  
☐ Riparian Buffer Authorization

**1e. Is this notification solely for the record because written approval is not required?**

\*

For the record only for DWR 401 Certification:

☒ Yes ☐ No

For the record only for Corps Permit:

☐ Yes ☒ No

**1f. Is this an after-the-fact permit application? \***

☐ Yes ☒ No

**1g. Is payment into a mitigation bank or in-lieu fee program proposed for mitigation of impacts?**

If so, attach the acceptance letter from mitigation bank or in-lieu fee program.

☐ Yes ☒ No

**Acceptance Letter Attachment**

Click the upload button or drag and drop files here to attach document

FILE TYPE MUST BE PDF

**1h. Is the project located in any of NC's twenty coastal counties? \***

☐ Yes ☒ No

**1j. Is the project located in a designated trout watershed? \***

☒ Yes ☐ No

You must submit a copy of the appropriate Wildlife Resource Commission Office.

Link to trout information: <http://www.saw.usace.army.mil/Missions/Regulatory-Permit-Program/Agency-Coordination/Trout.aspx>

## B. Applicant Information



**1a. Who is the Primary Contact? \***

William A. Barrett - Environmental Coordinator

**1b. Primary Contact Email: \***

wabarrett@ncdot.gov

**1c. Primary Contact Phone: \***

(xxx)xxx-xxxx

(919)302-1908

**1d. Who is applying for the permit? \***

☐ Owner

(Check all that apply)

☒ Applicant (other than owner)

**1e. Is there an Agent/Consultant for this project? \***

☐ Yes ☒ No

## 2. Owner Information

**2a. Name(s) on recorded deed: \***

NCDOT

**2b. Deed book and page no.:**

**2c. Contact Person:**

(for Corporations)

**2d. Address \***

Street Address

1598 Mail Service Center

Address Line 2

City

Raleigh

Postal / Zip Code

27699-1598

State / Province / Region

NC

Country

US

**2e. Telephone Number: \***

(xxx)xxx-xxxx

(919)302-1908

**2f. Fax Number:**

(xxx)xxx-xxxx

2g. Email Address: \*

ekcheely@ncdot.gov

3. Applicant Information (if different from owner)

3a. Name: \*

William A. Barrett

3b. Business Name:

(if applicable)

3c. Address \*

Street Address

1598 Mail Service Center

Address Line 2

City

Raleigh

Postal / Zip Code

27699-1598

State / Province / Region

NC

Country

US

3d. Telephone Number: \*

(919)302-1908

(xxx)xxx-xxxx

3e. Fax Number:

(xxx)xxx-xxxx

3f. Email Address: \*

wabarrett@ncdot.gov

C. Project Information and Prior Project History

1. Project Information

1a. Name of project: \*

B-5982 - Bridge 430095 over Blue Ridge Southern Railroad on US 74

1b. Subdivision name:

(if appropriate)

1c. Nearest municipality / town: \*

Clyde

2. Project Identification

2a. Property Identification Number:

(tax PIN or parcel ID)

2b. Property size:

(in acres)

2c. Project Address

Street Address

Address Line 2

City

Postal / Zip Code

State / Province / Region

Country

2d. Site coordinates in decimal degrees

Please collect site coordinates in decimal degrees. Use between 4-6 digits (unless you are using a survey-grade GPS device) after the decimal place as appropriate, based on how the location was determined. (For example, most mobile phones with GPS provide locational precision in decimal degrees to map coordinates to 5 or 6 digits after the decimal place.)

Latitude: \*

35.532823

ex: 34.208504

Longitude: \*

-82.921892

-77.796371

3. Surface Waters

3a. Name of the nearest body of water to proposed project: \*

Pigeon River

3b. Water Resources Classification of nearest receiving water: \*

C

[Surface Water Lookup](#)

3c. What river basin(s) is your project located in? \*

French Broad

3d. Please provide the 12-digit HUC in which the project is located. \*

060101060105

[River Basin Lookup](#)

## 4. Project Description and History

4a. Describe the existing conditions on the site and the general land use in the vicinity of the project at the time of this application: \*

Existing conditions: 4-lane transportation facility crossing an active rail line (Blue Ridge Southern Railroad).

General land use: Rural residential with some industrial.

4b. Have Corps permits or DWR certifications been obtained for this project (including all prior phases) in the past? \*

☐ Yes ☒ No ☐ Unknown

4f. List the total estimated acreage of all existing wetlands on the property:

0.08

4g. List the total estimated linear feet of all existing streams on the property:

(intermittent and perennial)

75

4h. Explain the purpose of the proposed project: \*

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.

4i. Describe the overall project in detail, including indirect impacts and the type of equipment to be used: \*

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

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

Standard road and bridge building equipment such as trucks, dozers, and cranes will be used.

## 5. Jurisdictional Determinations

5a. Have the wetlands or streams been delineated on the property or proposed impact areas? \*

☒ Yes ☐ No ☐ Unknown

Comments:

5b. If the Corps made a jurisdictional determination, what type of determination was made? \*

☒ Preliminary ☐ Approved ☐ Not Verified ☐ Unknown ☐ N/A

Corps AID Number:

Example: SAW-2017-99999

SAW-2022-02721

5c. If 5a is yes, who delineated the jurisdictional areas?

Name (if known): Casey Bardier

Agency/Consultant Company: VHB

Other:

5d. List the dates of the Corp jurisdiction determination or State determination if a determination was made by the Corps or DWR.

Corp date of Notification of Jurisdictional Determination: May 10, 2023.

Kevin Mitchell / NCDWR accompanied Crystal Amschler / USACE on the January 2023 site visit.

## 6. Future Project Plans

6a. Is this a phased project? \*

☐ Yes ☒ No

Are any other NWP(s), regional general permit(s), or individual permits(s) used, or intended to be used, to authorize any part of the proposed project or related activity? This includes other separate and distant crossing for linear projects that require Department of the Army authorization but don't require pre-construction notification.

no

# D. Proposed Impacts Inventory

## 1. Impacts Summary

1a. Where are the impacts associated with your project? (check all that apply):

☒ Wetlands ☐ Streams-tributaries ☐ Buffers  
☐ Open Waters ☐ Pond Construction

## 2. Wetland Impacts

If there are wetland impacts proposed on the site, then complete this question for each wetland area impacted.

"W." will be used in the table below to represent the word "wetland".

2a. Site # * (?)	2a1 Reason * (?)	2b. Impact type * (?)	2c. Type of W. *	2d. W. name *	2e. Forested *	2f. Type of Jurisdiction * (?)	2g. Impact area *
Site 1	fill-channel improvements	P	Headwater Forest	Wetland WA	No	Corps	0.004 (acres)
Site 1	mechanized clearing	P	Headwater Forest	Wetland WA	No	Corps	0.001 (acres)
Site 1	temp. fill	T	Headwater Forest	Wetland WA	No	Corps	0.002 (acres)
Site 2	fill-channel improvements	P	Headwater Forest	Wetland WB	No	Corps	0.007 (acres)
Site 2	mechanized clearing	P	Headwater Forest	Wetland WB	No	Corps	0.001 (acres)

### 2g. Total Temporary Wetland Impact

0.002

### 2g. Total Permanent Wetland Impact

0.013

### 2g. Total Wetland Impact

0.015

2i. Comments:

## E. Impact Justification and Mitigation

### 1. Avoidance and Minimization

#### 1a. Specifically describe measures taken to avoid or minimize the proposed impacts in designing the project: \*

1.75:1 side slopes with guardrail were used to reduce impacts to the associated wetland from about STA. 21+25 to 25+25 -L- RT. Also, Energy dissipator pads were utilized at pipe outfalls to dissipate the water before entering wetlands.

#### 1b. Specifically describe measures taken to avoid or minimize the proposed impacts through construction techniques: \*

NCDOT will utilize Best Management Practices (BMPs) during construction.

### 2. Compensatory Mitigation for Impacts to Waters of the U.S. or Waters of the State

#### 2a. Does the project require Compensatory Mitigation for impacts to Waters of the U.S. or Waters of the State?

☐ Yes ☒ No

#### 2b. If this project DOES NOT require Compensatory Mitigation, explain why:

Permanent wetland impacts total 0.01 acre. No mitigation is requested for this small impact supported by Low and Medium scores for the two wetlands (which had previously been drainage features).

NC Stream Temperature Classification Maps can be found under the Mitigation Concepts tab on the Wilmington District's [RIBITS](#) website.

## F. Stormwater Management and Diffuse Flow Plan (required by DWR)

\*\*\* Recent changes to the stormwater rules have required updates to this section .\*\*\*

### 1. Diffuse Flow Plan

#### 1a. Does the project include or is it adjacent to protected riparian buffers identified within one of the NC Riparian Buffer Protection Rules?

☐ Yes ☒ No

For a list of options to meet the diffuse flow requirements, click [here](#).

#### If no, explain why:

This project is located within the French Broad River Basin, which does not have any buffer rules administered by NCDWR.

### 2. Stormwater Management Plan

#### 2a. Is this a NCDOT project subject to compliance with NCDOT's Individual NPDES permit NCS000250? \*

☒ Yes ☐ No

Comments:

## 1. Environmental Documentation

1a. Does the project involve an expenditure of public (federal/state/local) funds or the use of public (federal/state) land? \*

☒ Yes ☐ No

1b. If you answered "yes" to the above, does the project require preparation of an environmental document pursuant to the requirements of the National or State (North Carolina) Environmental Policy Act (NEPA/SEPA)? \*

☒ Yes ☐ No

1c. If you answered "yes" to the above, has the document review been finalized by the State Clearing House? (If so, attach a copy of the NEPA or SEPA final approval letter.) \*

☒ Yes ☐ No

## 2. Violations (DWR Requirement)

2a. Is the site in violation of DWR Water Quality Certification Rules (15A NCAC 2H .0500), Isolated Wetland Rules (15A NCAC 2H .1300), or DWR Surface Water or Wetland Standards or Riparian Buffer Rules (15A NCAC 2B .0200)? \*

☐ Yes ☒ No

## 3. Cumulative Impacts (DWR Requirement)

3a. Will this project (based on past and reasonably anticipated future impacts) result in additional development, which could impact nearby downstream water quality? \*

☐ Yes ☒ No

3b. If you answered "no," provide a short narrative description.

Due to the minimal transportation impact resulting from the bridge replacement, this project will not stimulate growth but may influence nearby land use.

## 4. Sewage Disposal (DWR Requirement)

4a. Is sewage disposal required by DWR for this project? \*

☐ Yes ☐ No ☒ N/A

## 5. Endangered Species and Designated Critical Habitat (Corps Requirement)

5a. Will this project occur in or near an area with federally protected species or habitat? \*

☒ Yes ☐ No

5b. Have you checked with the USFWS concerning Endangered Species Act impacts? \*

☒ Yes ☐ No

5c. If yes, indicate the USFWS Field Office you have contacted.

Asheville

5d. Is another Federal agency involved? \*

☒ Yes ☐ No ☐ Unknown

What Federal Agency is involved?

FHWA

5e. Is this a DOT project located within Division's 1-8? \*

☐ Yes ☒ No

5f. Will you cut any trees in order to conduct the work in waters of the U.S.? \*

☒ Yes ☐ No

5g. Does this project involve bridge maintenance or removal? \*

☒ Yes ☐ No

5g(1). If yes, have you inspected the bridge for signs of bat use such as staining, guano, bats, etc.? Representative photos of signs of bat use can be found in the NLEB SLOPES, Appendix F, pages 3-7.

☒ Yes ☐ No

Link to the NLEB SLOPES document: [http://saw-reg.usace.army.mil/NLEB/1-30-17-signed\\_NLEB-SLOPES&apps.pdf](http://saw-reg.usace.army.mil/NLEB/1-30-17-signed_NLEB-SLOPES&apps.pdf)

If you answered "Yes" to 5g(1), did you discover any signs of bat use? \*

☐ Yes ☒ No ☐ Unknown

\*\*\* If yes, please show the location of the bridge on the permit drawings/project plans.

5h. Does this project involve the construction/installation of a wind turbine(s)? \*

☐ Yes ☒ No

5i. Does this project involve (1) blasting, and/or (2) other percussive activities that will be conducted by machines, such as jackhammers, mechanized pile drivers, etc.? \*

☒ Yes ☐ No

5j. What data sources did you use to determine whether your site would impact Endangered Species or Designated Critical Habitat? \*

USFWS Information for Planning and consultation (IPaC) and field surveys.  
Informal Concurrence received from USFWS (see USFWS Letter dated January 30, 2024, in attachments).

6. Essential Fish Habitat (Corps Requirement)

6a. Will this project occur in or near an area designated as an Essential Fish Habitat? \*

☐ Yes ☒ No

6b. What data sources did you use to determine whether your site would impact an Essential Fish Habitat? \*

review of online mapping sources.

7. Historic or Prehistoric Cultural Resources (Corps Requirement)

Link to the State Historic Preservation Office Historic Properties Map (does not include archaeological data: <http://gis.ncdcr.gov/hpweb/>)

7a. Will this project occur in or near an area that the state, federal or tribal governments have designated as having historic or cultural preservation status (e.g., National Historic Trust designation or properties significant in North Carolina history and archaeology)? \*

☐ Yes ☒ No

7b. What data sources did you use to determine whether your site would impact historic or archeological resources? \*

Archaeological: An intensive archaeological survey and evaluation identified no new archaeological resources within the project APE. Additionally, no previously recorded sites are located within or adjacent to the APE (No National Register of Historic Places Eligible or Listed Archaeological Sites Present Form is attached to this ePCN).

Historical: there are no National Register listed or eligible properties, and no survey was required (Historic Architecture and Landscapes No Survey Required Form is attached to this ePCN).

Tribal Coordination is also attached.

8. Flood Zone Designation (Corps Requirement)

Link to the FEMA Floodplain Maps: <https://msc.fema.gov/portal/search>

8a. Will this project occur in a FEMA-designated 100-year floodplain? \*

☐ Yes ☒ No

8c. What source(s) did you use to make the floodplain determination? \*

FEMA Floodmaps

Miscellaneous

Comments

Please use the space below to attach all required documentation or any additional information you feel is helpful for application review. Documents should be combined into one file when possible, with a Cover Letter, Table of Contents, and a Cover Sheet for each Section preferred.

Click the upload button or drag and drop files here to attach document

B-5982 Haywood February 1 2024.pdf

41.4MB

File must be PDF or KMZ

Signature

\*

☒ By checking the box and signing below, I certify that:

- The project proponent hereby certifies that all information contained herein is true, accurate, and complete to the best of my knowledge and belief; and
- The project proponent hereby requests that the certifying authority review and take action on this CWA 401 certification request within the applicable reasonable period of time.
- I have given true, accurate, and complete information on this form;
- I agree that submission of this PCN form is a "transaction" subject to Chapter 66, Article 40 of the NC General Statutes (the "Uniform Electronic Transactions Act");
- I agree to conduct this transaction by electronic means pursuant to Chapter 66, Article 40 of the NC General Statutes (the "Uniform Electronic Transactions Act");
- I understand that an electronic signature has the same legal effect and can be enforced in the same way as a written signature; AND
- I intend to electronically sign and submit the PCN form.

Full Name: \*

Erin K. Cheely

Signature \*

Erin K. Cheely

Date

2/1/2024

# Permit Drawings



## North Carolina Department of Transportation

Highway Stormwater Program  
STORMWATER MANAGEMENT PLAN

FOR NCDOT PROJECTS



(Version 3.00; Released August 2021)

WBS Element: 47814.1.1 TIP/Proj No: B-5982 County(ies): Haywood Page 1 of 2

## General Project Information

WBS Element:	47814.1.1	TIP Number:	B-5982	Project Type:	Bridge Replacement	Date:	8/10/2023
NCDOT Contact:	David S. Stutts, PE			Contractor / Designer:	Eric Berger, PE		
	Address: 1000 Birch Ridge Drive Raleigh, NC 27610				Address: 940 Main Campus Drive, Suite 500 Raleigh, NC 27606		
	Phone: 919-707-6442				Phone: 919-741-5780		
	Email: <a href="mailto:dstutts@ncdot.gov">dstutts@ncdot.gov</a>				Email: <a href="mailto:berger@vhb.com">berger@vhb.com</a>		
City/Town:	Clyde			County(ies):	Haywood		
River Basin(s):	French Broad			CAMA County?	No		
Wetlands within Project Limits?	Yes						

## Project Description

Project Length (lin. miles or feet):	0.28	Surrounding Land Use:	Rural Residential/Some Industrial					
		Proposed Project		Existing Site				
Project Built-Upon Area (ac.)	2.9	ac.	2.5	ac.				
Typical Cross Section Description:	4@12' lanes with 2@10' inside shoulders separated by a concrete barrier			4@12' lanes with varying shoulder widths				
Annual Avg Daily Traffic (veh/hr/day):	Design/Future:	44000	Year:	2042	Existing:	34000	Year:	2022

General Project Narrative:  
(Description of Minimization of Water  
Quality Impacts)

This project involves the replacement of existing bridge NO. 430095 on US 74 over Southern Railroad. The proposed bridge was designed to minimize impacts to water quality as much as possible. 1.75:1 side slopes with guardrail were used to reduce impacts to the associated wetland from about STA. 21+25 to 25+25 -L- RT. Also, Energy dissipator pads were utilized at pipe outfalls to dissipate the water before entering wetlands.





## North Carolina Department of Transportation

Highway Stormwater Program  
STORMWATER MANAGEMENT PLAN  
FOR NCDOT PROJECTS

(Version 3.00; Released August 2021)

WBS Element: 47814.1.1 TIP/Proj No.: B-5982 County(ies): Haywood Page 2 of 2

## General Project Information

## Waterbody Information

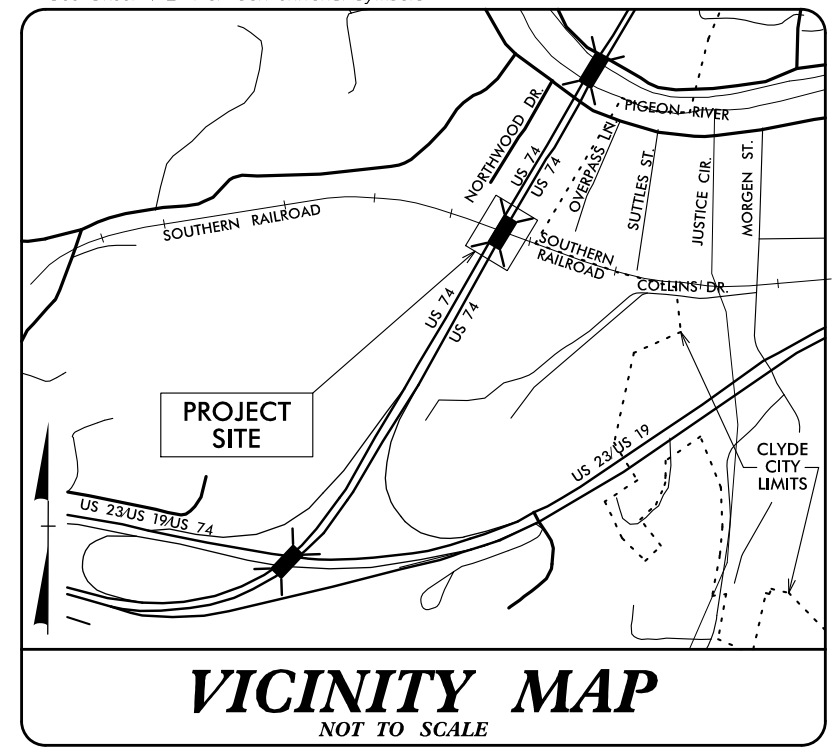
Surface Water Body (1):	Pigeon River		NCDWR Stream Index No.:	5-(7)	
NCDWR Surface Water Classification for Water Body	Primary Classification:		Class C		
	Supplemental Classification:				
Other Stream Classification:					
Impairments:					
Aquatic T&E Species?	No	Comments:			
NRTR Stream ID:	Pigeon River		Buffer Rules in Effect:	N/A	
Project Includes Bridge Spanning Water Body?	Yes	Deck Drains Discharge Over Buffer?	N/A	Dissipator Pads Provided in Buffer?	N/A
Deck Drains Discharge Over Water Body?	No	(If yes, provide justification in the General Project Narrative)		(If yes, describe in the General Project Narrative; if no, justify in the General Project Narrative)	
(If yes, provide justification in the General Project Narrative)					

Surface Water Body (2):	UT to Pigeon River		NCDWR Stream Index No.:	5-(7)	
NCDWR Surface Water Classification for Water Body	Primary Classification:		Class C		
	Supplemental Classification:				
Other Stream Classification:					
Impairments:					
Aquatic T&E Species?	No	Comments:			
NRTR Stream ID:	Stream B		Buffer Rules in Effect:	N/A	
Project Includes Bridge Spanning Water Body?	No	Deck Drains Discharge Over Buffer?	N/A	Dissipator Pads Provided in Buffer?	N/A
Deck Drains Discharge Over Water Body?	N/A	(If yes, provide justification in the General Project Narrative)		(If yes, describe in the General Project Narrative; if no, justify in the General Project Narrative)	
(If yes, provide justification in the General Project Narrative)					

TIP PROJECT: B-5982

CONTRACT:

See Sheet 1-B For Conventional Symbols



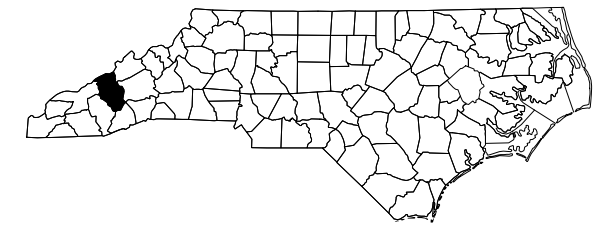
STATE OF NORTH CAROLINA  
DIVISION OF HIGHWAYS  
**HAYWOOD COUNTY**

LOCATION: TOWN OF CLYDE - REPLACE BRIDGE  
430095 ON US 74 OVER BLUE RIDGE  
SOUTHERN RAILROAD

TYPE OF WORK: GRADING, DRAINAGE, PAVING, AND  
STRUCTURE

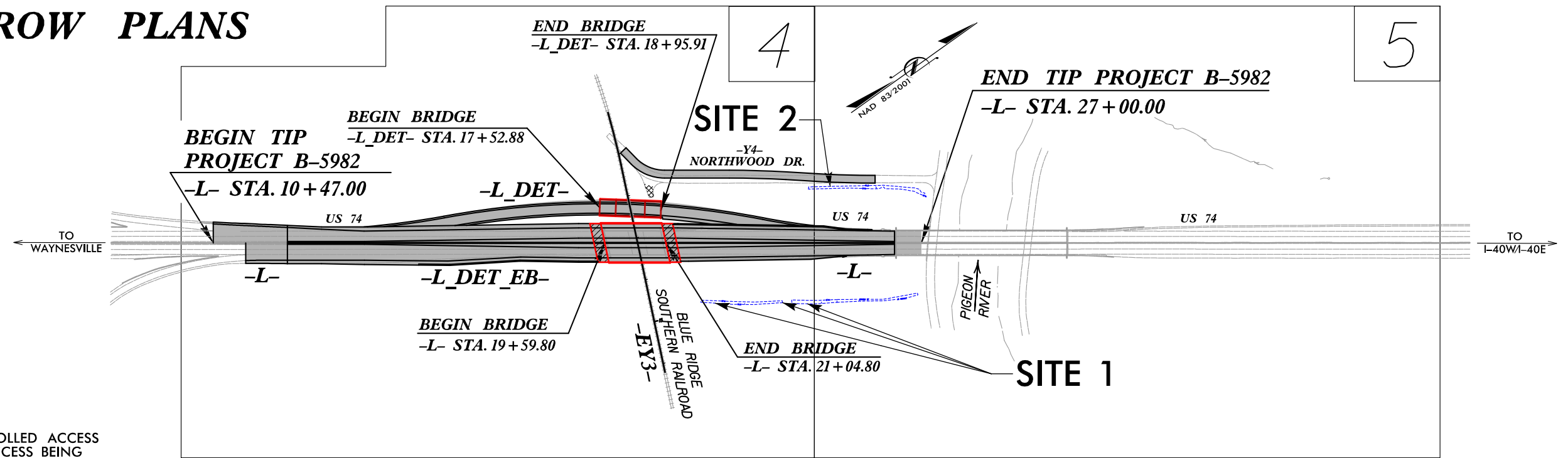
WETLAND AND SURFACE WATER IMPACTS PERMIT

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	B-5982	1	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
47814.1.1		PE	
47814.2.1		R/W, UTIL	



PERMIT DRAWING  
SHEET 1 OF 10

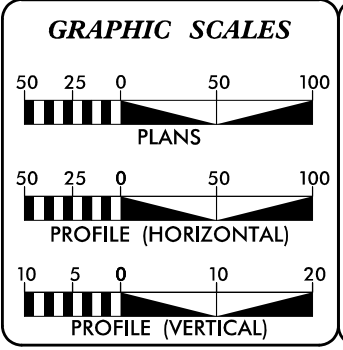
ROW PLANS



THIS IS A CONTROLLED ACCESS  
PROJECT WITH ACCESS BEING  
LIMITED TO INTERCHANGES.

CLEARING ON THIS PROJECT SHALL BE PERFORMED  
TO THE LIMITS ESTABLISHED BY METHOD II

DOCUMENT NOT CONSIDERED FINAL  
UNLESS ALL SIGNATURES COMPLETED



DESIGN DATA

ADT 2022 =	34,000
ADT 2042 =	44,000
K =	8 %
D =	55 %
T =	9 % *
V =	65 MPH
* TTST =	5% DUAL 4%
FUNC CLASS =	FREEWAY
STATEWIDE TIER	

PROJECT LENGTH

LENGTH OF ROADWAY TIP PROJECT B-5982	=	0.286 MI.
LENGTH OF STRUCTURE TIP PROJECT B-5982	=	0.027 MI.
TOTAL LENGTH OF TIP PROJECT B-5982	=	0.313 MI.

Prepared for the North Carolina Department of Transportation  
In the Office of:

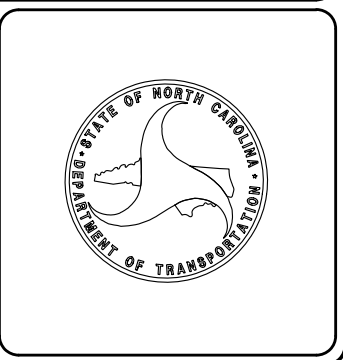
**vhb**  
940 Main Campus Drive, Suite 500  
Durham, NC 27615  
N.C. LICENSE # 00000000000000000000000000000000

2018 STANDARD SPECIFICATIONS	MARK A. COLGAN, PE PROJECT ENGINEER
RIGHT OF WAY DATE: APRIL 28, 2023	KYLE F. SMIACH, PE PROJECT DESIGN ENGINEER
LETTING DATE: MAY 21, 2024	DAVID S. STUTTS, PE PROJECT ENGINEER-ROADWAY DESIGN
NCDOT CONTACT	

HYDRAULICS ENGINEER

\_\_\_\_\_  
SIGNATURE: P.E.  
ROADWAY DESIGN ENGINEER

\_\_\_\_\_  
SIGNATURE: P.E.



3:16:41 PM  
R:\Hydraulics\PERMITS\_Environmental\Drawings\B5982\_HYD\_prm\_tsh.dgn  
gaverette

TEMPORARY FILL IN WETLAND

FOR -L- PROFILE SEE SHEET 6 & 7









6/23/16

PERMIT DRAWING  
SHEET 5 OF 10

SITE I

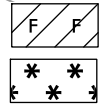
21+75

WETLAND

PROJECT REFERENCE NO.	SHEET NO.
B-5982	5
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

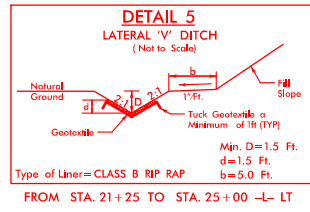


**vhb**  
VHB Engineering NC, P.C. (C-3705)  
940 Main Campus Drive, Suite 500  
Raleigh, NC 27606



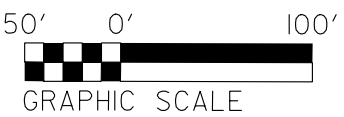
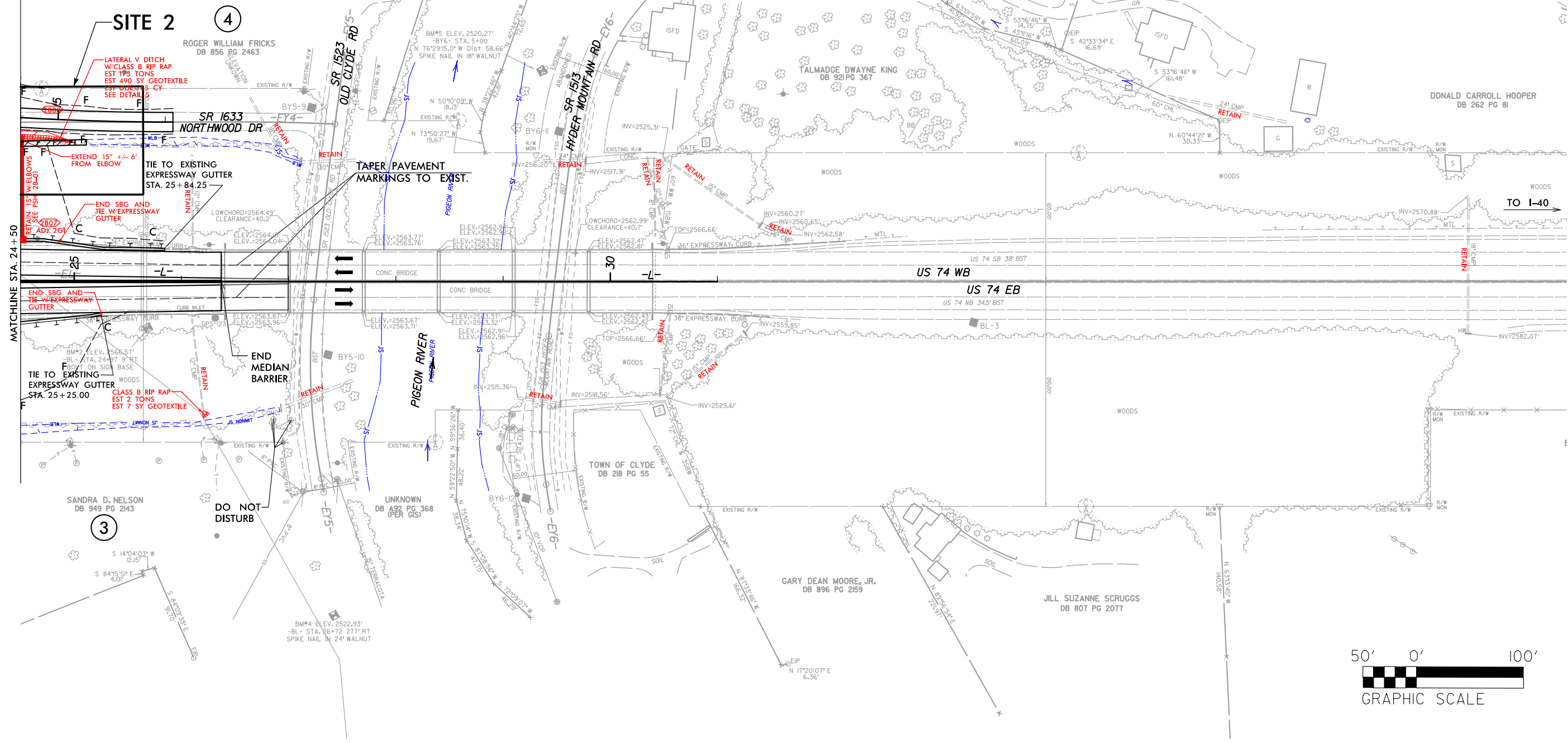
FILL IN WETLAND  
MECHANIZED CLEARING (GRUBBING)

PERMIT DRAWING  
SHEET 6 OF 10



SEE PERMIT DRAWING SHEET  
7 OF 10 FOR ENLARGEMENT

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FOR -L- PROFILE SEE SHEET 7

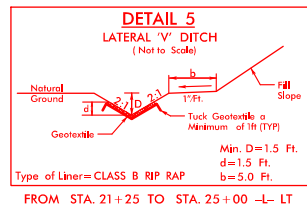
REVISIONS

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COVER SHEET





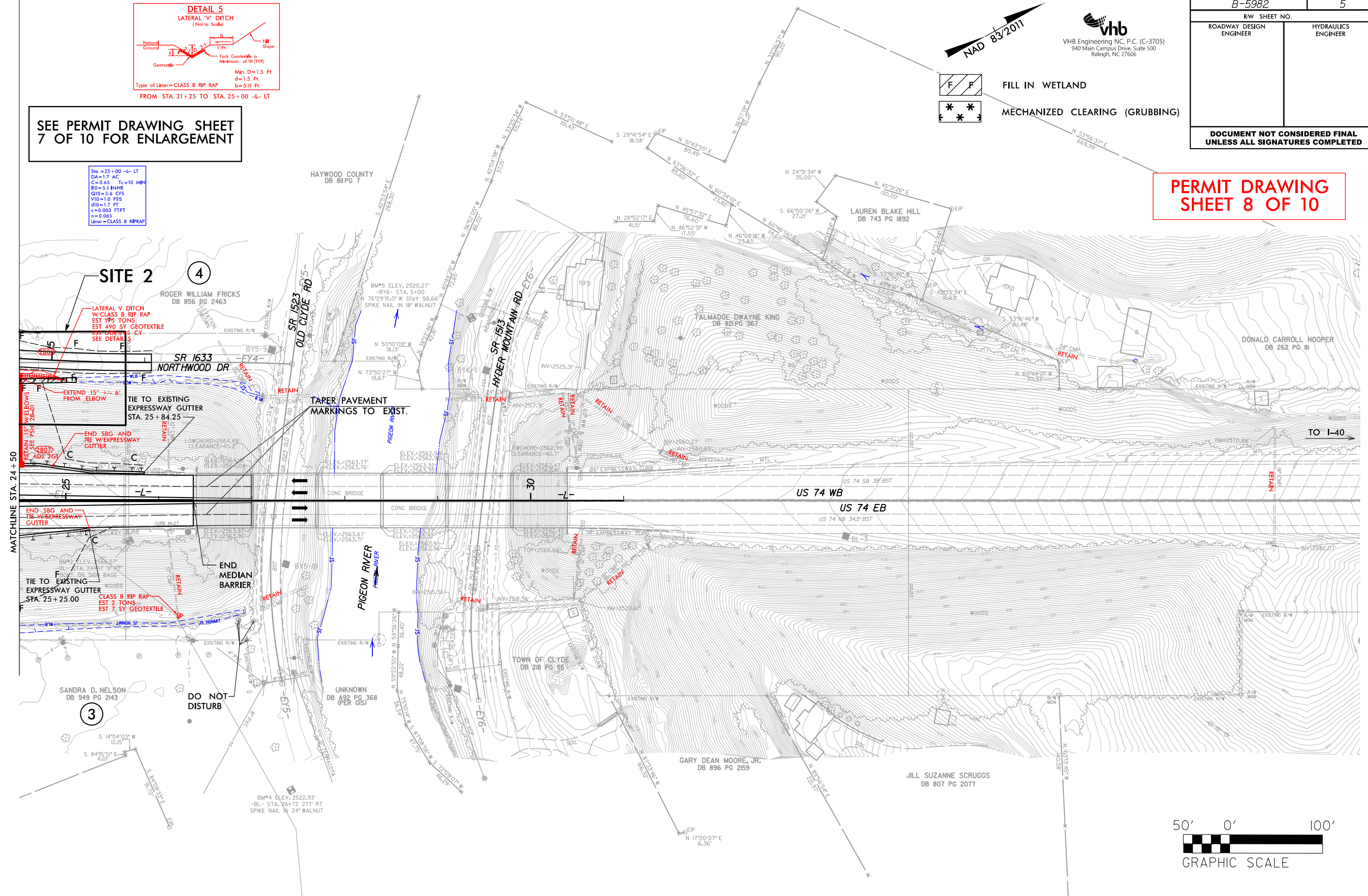
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<i>B-5982</i>	<i>5</i>
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
<p><b>DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED</b></p>	



SEE PERMIT DRAWING SHEET  
7 OF 10 FOR ENLARGEMENT

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SHEET 8 OF 10**



FOR -L- PROFILE SEE SHEET 7

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	B-5982	X-12

PERMIT DRAWING  
SHEET 9 OF 10

SITE 2

24+75

WETLAND

WETLAND

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gaverette

# WETLAND AND SURFACE WATER IMPACTS SUMMARY

Site No.	Station (From/To)	Structure Size / Type	WETLAND IMPACTS					SURFACE WATER IMPACTS				
			Permanent Fill In Wetlands (ac)	Temp. Fill In Wetlands (ac)	Excavation in Wetlands (ac)	Mechanized Clearing in Wetlands (ac)	Hand Clearing in Wetlands (ac)	Permanent SW impacts (ac)	Temp. SW impacts (ac)	Existing Channel Impacts Permanent (ft)	Existing Channel Impacts Temp. (ft)	Natural Stream Design (ft)
1	21+85/24+22 -L- RT	Channel Improvements	< 0.01	< 0.01		< 0.01						
2	24+37/25+11 -L- LT	Channel Improvements	< 0.01			< 0.01						
TOTALS*:			0.01	< 0.01		< 0.01				0	0	0

\*Rounded totals are sum of actual impacts

NOTES: - sum of actual permanent (fill and mechanized clearing) impacts:  
Site 1: (0.0016+0.0023)+(0.0008+0.0006) + Site 2: 0.0073 + 0.0012 = 0.0138 ac.  
 - Rounded to **0.01 ac. for mitigation purposes.**

NC DEPARTMENT OF TRANSPORTATION  
 DIVISION OF HIGHWAYS  
 8/10/2023  
 HAYWOOD COUNTY  
 B-5982  
 47814.1.1  
 SHEET 10 OF 10

# Mitigation

No Mitigation requested, as the 0.01 acre of total permanent wetland impacts are to wetlands with Low and Medium scores (which had previously been drainage features).

# Protected Species/ Section 7





# United States Department of the Interior

## FISH AND WILDLIFE SERVICE

Asheville Field Office  
160 Zillicoa Street Suite B  
Asheville, North Carolina 28801



January 30, 2024

William A. Barrett  
Environmental Coordinator, Environmental Analysis Unit  
North Carolina Department of Transportation  
1598 Mail Service Center  
Raleigh, North Carolina 27699

Subject: Informal Consultation and Conference for Replacement of Bridge 095 over Blue Ridge Southern Railroad in Haywood County (TIP No. B-5982, Service Log #24-159)

Dear William A. Barrett:

On November 21, 2023, we received your request to initiate informal consultation and section 7 concurrence on effects the subject project may have on federally listed species and conference procedures for effects the subject project may have on federally proposed species. We have reviewed the information you submitted along with a prior scoping letter issued from this office for the subject project on January 19, 2022, and the following is provided in accordance with the provisions of the National Environmental Policy Act (42 U.S.C. § 4321 et seq.); the Fish and Wildlife Coordination Act, as amended (16 U.S.C. 661 - 667e); and section 7 of the Endangered Species Act of 1973, as amended (16 U.S.C. 1531 - 1543) (Act).

### **Project Description**

According to the information provided, the North Carolina Department of Transportation (NCDOT) proposes to replace Bridge 095 over Blue Ridge Southern Railroad in Haywood County. The existing bridge is a three-span structure with steel beams, concrete deck, end walls, and guard rails. The overall length of the bridge is 132 feet. No culverts meeting NCDOT's Standard Operating Procedures for Preliminary Bat Habitat Assessments were identified meeting the criteria of greater than 3 feet wide and 60 feet in length during this site visit. No in-water work will occur, as the project bridge spans a railroad. No information on percussive activities such as jackhammering or pile driving was provided, but given the nature of the work, it is assumed likely to occur. The Federal Highway Administration (FHWA) is the federal lead for this project for section 7 purposes, with authority delegated to NCDOT.

NCDOT has agreed to implement the following conservation measures for the project:

1. Tree clearing will take place from October 16 to March 31.
2. No permanent lighting will be added to the action area.
3. Should night work occur, associated temporary lighting will be directed at the work area and away from the surrounding landscape.
4. No blasting will occur.

### **Federally Listed Species**

The information provided indicates that "No Effect" (NE) determinations have been made for Appalachian elktoe (*Alasmidonta raveneliana*), rock gnome lichen (*Gymnoderma lineare*) and small whorled pogonia (*Isotria medeoloides*). In instances of suitable habitat being absent from the action area and where project actions will not reach or impact listed species or listed species habitat, we would agree

that NE determinations are appropriate. The original submittal and subsequent correspondence support that the previous sentence applies for these species. This information is shared for the sake of the administrative record.

The correspondence received from NCDOT requests consultation on gray bat (*Myotis grisescens*), Indiana bat (*Myotis sodalis*), and northern long-eared bat (*Myotis septentrionalis*) and requests conference for tricolored bat (*Perimyotis subflavus*) and little brown bat (*Myotis lucifugus*).

A suitable bridge roost and suitable roosting, commuting, and foraging habitat for gray bat, Indiana bat, northern long-eared bat, tricolored bat, and little brown bat occurs within the action area. Bridge 095 was surveyed for bats and signs of bat use on July 20, 2022 and previously in 2019, and results were negative. There is element occurrence data for several listed and proposed bat species within 2-6 miles of the project location.

The completed structure surveys and proposed conservation measures minimize effects to bats potentially occurring within the action area. However, effects from construction noise to unknown tree roosts within the action area but outside the construction limits, while minimized, are not avoided. Bats that are present in proximity to transportation corridors are expected to be tolerant of baseline noise and vibration levels (or have already modified their behaviors to avoid them). How temporary increases in noise and vibration from construction activities effect bats within existing transportation corridors has not been well studied to our knowledge, though one study found that bats habituated rapidly to traffic noise (Luo et al. 2014). Given the information available and conservation measures above, we do not believe any response to project noise and vibration by bats that are already tree-roosting in the area is expected to rise to the level of harm (as defined at 50 CFR 17.3). Given the information available and conservation measure commitments, we concur with the NCDOT that the project is NLAA gray bat, Indiana bat, and northern long-eared bat. With the implementation of conservation measures, we believe the project is consistent with the *Interim Consultation Framework for the Northern Long-eared Bat* (Service, March 6, 2023).

On September 14, 2022, the U.S. Fish and Wildlife Service (Service) published a proposal in the Federal Register to list the tricolored bat as endangered under the Act. As a result, NCDOT has requested a conference for the tricolored bat as the project may be on-going after the effective date of any final listing rule, if one is published. Little brown bat is considered an at-risk species. At-risk species are not legally protected under the Act and are not subject to any of its provisions, including section 7, unless they are formally proposed or listed as endangered or threatened. While lead federal agencies are not prohibited from jeopardizing the continued existence of an at-risk species unless the species becomes listed, the prohibition against jeopardy and taking a listed species under section 9 of the Act applies as soon as a listing becomes effective, regardless of the stage of completion of the proposed action. NCDOT has requested a conference for the little brown bat, as the project may be on-going after a potential proposal for listing and effective date of any final listing rule, if one is published. Based on the information provided, the analysis above, and the commitments to minimize project impacts, we have determined that the proposed project will not jeopardize the continued existence of the tricolored bat or little brown bat. Additionally, we would concur with the NCDOT's determination that the project is NLAA the tricolored bat and the little brown bat should the species become listed.

### **Conservation Recommendations**

Conservation recommendations are discretionary agency activities to minimize or avoid adverse effects of a proposed action on listed species or critical habitat, to help implement recovery plans, or to develop information. General recommendations for the benefit of fish and wildlife resources were provided in our letter on January 19, 2022 and remain valid. We offer additional recommendations here:



- **Additional Bridge Survey:** Should demolition of the existing bridge occur during the bat active season (March 15 – November 15 to include gray bat), conduct a visual survey prior to demolition activities to ensure absence of roosting bats. If bats are observed, immediately contact the Service’s Asheville Field Office.
- **Noise Considerations for Bats:** If suitable roost trees are present near high-decibel activity (81 – 162 dBA) and would experience noise above background levels (41 – 70 dBA), avoid conducting those high-decibel activities during the bat maternity season (May 15 – August 15). Alternatively, activity could avoid the pup season (June 1 and July 31). To minimize noise levels, incorporate sound-dampening devices such as noise shrouds for pile driving.

### **Reinitiation Notice**

We believe the requirements under section 7 of the Act are fulfilled for the federally listed species discussed above. However, obligations under section 7 must be reconsidered if: (1) new information reveals impacts of this proposed action may affect listed species or critical habitat in a manner not previously considered, (2) this proposed action is subsequently modified in a manner that was not considered in this review, or (3) a new species is listed, or critical habitat is determined that may be affected by the proposed action.

We appreciate the opportunity to provide these comments. Please contact Ms. Holland Youngman of our staff at [holland\\_youngman@fws.gov](mailto:holland_youngman@fws.gov) if you have any questions. In any future correspondence concerning this project, please reference our Service Log #24-159.

Sincerely,

*- - original signed - -*

Janet Mizzi  
Field Supervisor

Electronic CC:

Patrick Breedlove, NCDOT, Division 14, Project Development & Environmental Analysis Engineer

# Archaeology



## 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.

SUPPORT DOCUMENTATION

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

FINDING BY NCDOT ARCHAEOLOGIST - **SURVEY REQUIRED**

Scott Eric Helver  
NCDOT ARCHAEOLOGIST

1-30-2019  
Date

Spring-Summer 2018  
Proposed fieldwork completion date

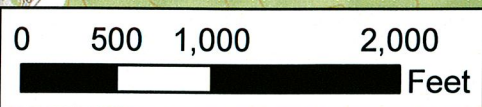




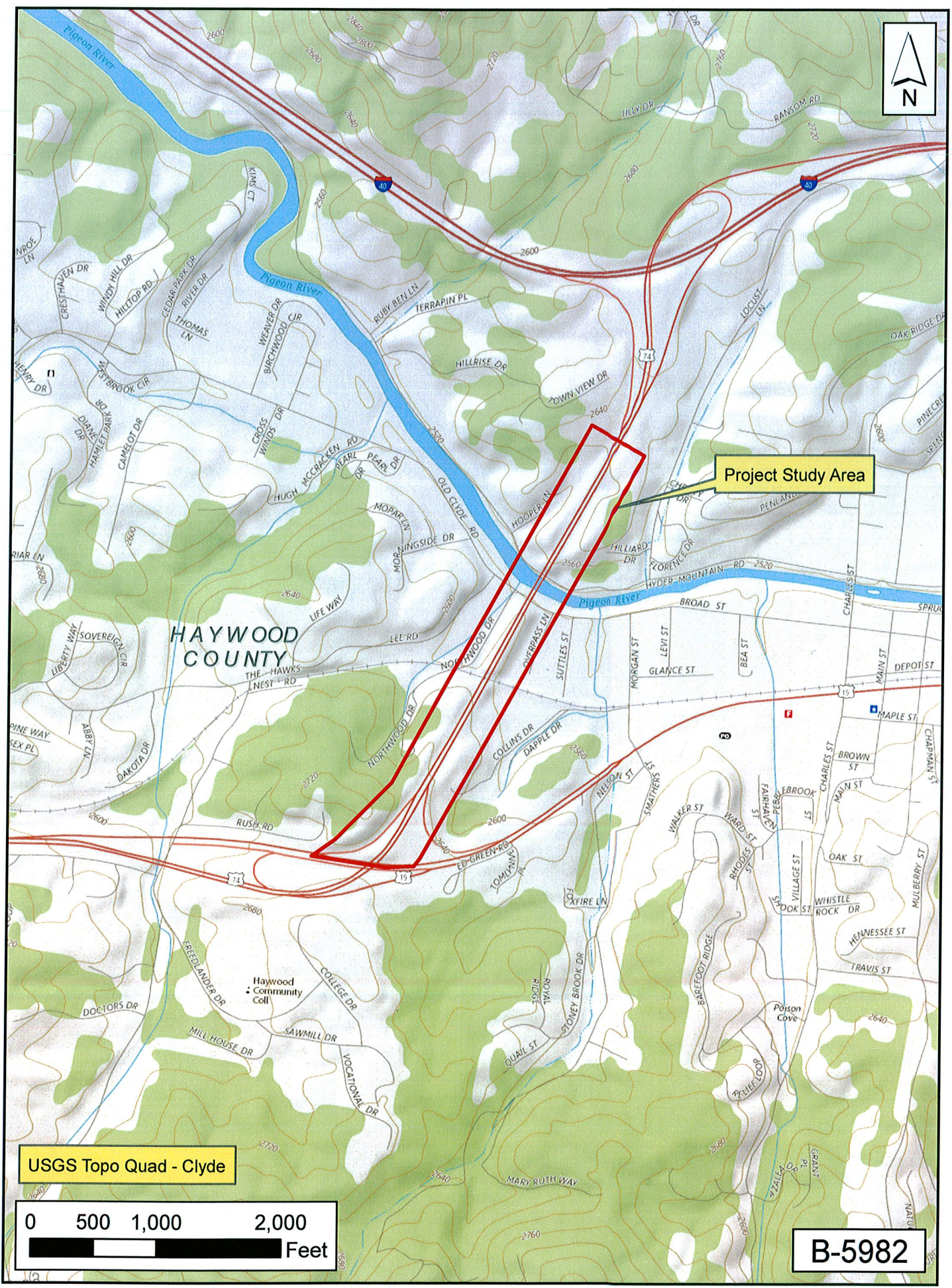
Project Study Area

HAYWOOD COUNTY

USGS Topo Quad - Clyde



B-5982



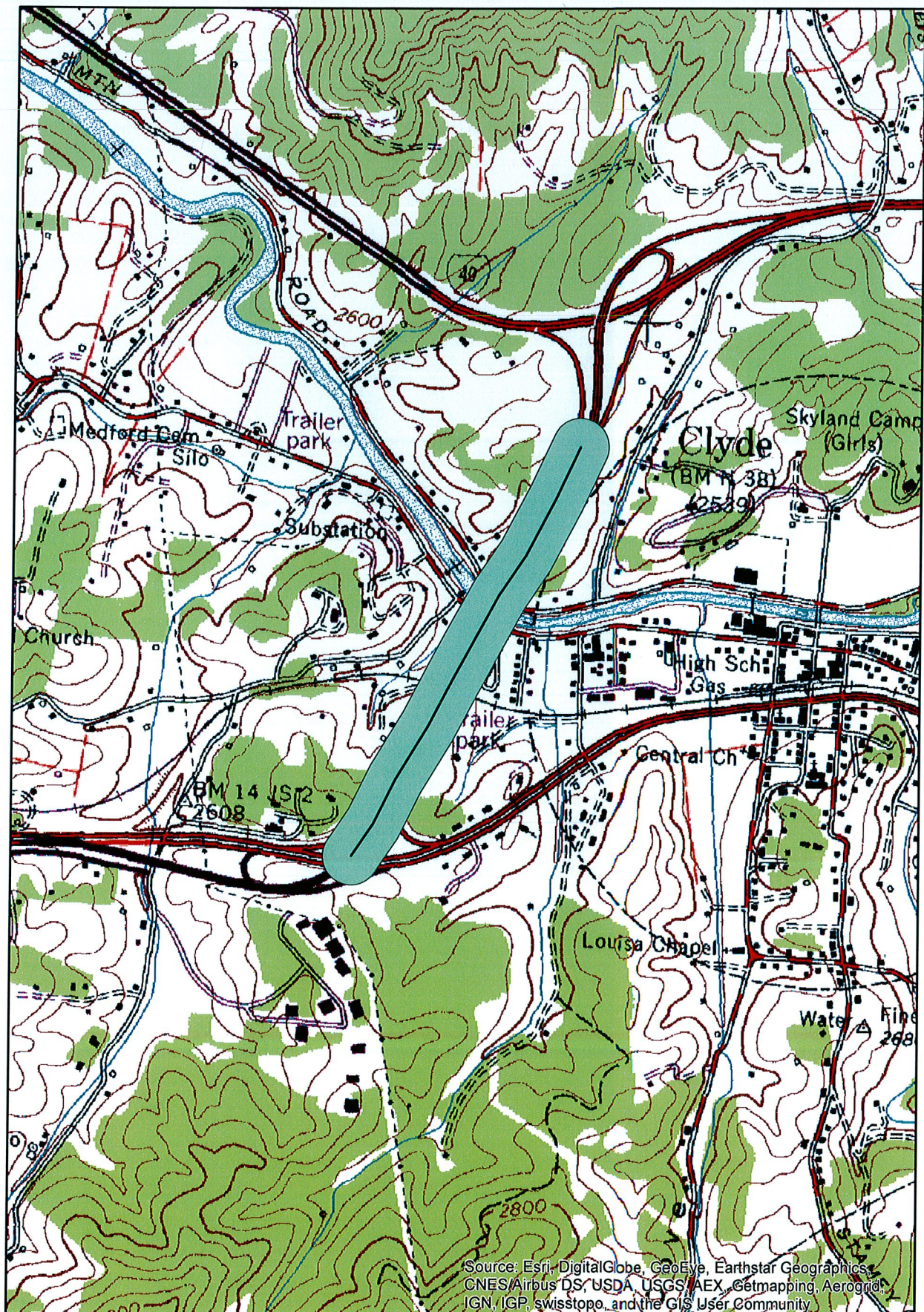




Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

ARC-GIS aerial image relating the location and boundaries of the archaeological Area of Potential Effects (APE) in Haywood County, North Carolina.





Portion of the Clyde topographic map depicting the location and boundaries of the archaeological Area of Potential Effects (APE) in Haywood County, North Carolina.





## 5—Udorthents-Urban land complex, 2 to 50 percent slopes

### Map Unit Setting

- National map unit symbol: 2q1wf
- Elevation: 1,590 to 5,320 feet
- Mean annual precipitation: 40 to 90 inches
- Mean annual air temperature: 32 degrees F
- Frost-free period: 0 days
- Farmland classification: Not prime farmland

### Map Unit Composition

- Udorthents and similar soils: 60 percent
- Urban land: 30 percent
- Minor components: 10 percent
- Estimates are based on observations, descriptions, and transects of the mapunit.

### Description of Udorthents

#### Setting

- Down-slope shape: Convex, linear
- Across-slope shape: Convex

#### Typical profile

- C - 0 to 80 inches: very cobbly loam

#### Properties and qualities

- Slope: 2 to 50 percent
- Depth to restrictive feature: More than 80 inches



- *Natural drainage class*: Somewhat excessively drained
- *Runoff class*: High
- *Capacity of the most limiting layer to transmit water (Ksat)*: High (1.98 to 5.95 in/hr)
- *Depth to water table*: More than 80 inches
- *Frequency of flooding*: None
- *Frequency of ponding*: None
- *Available water storage in profile*: Low (about 4.8 inches)

#### **Interpretive groups**

- *Land capability classification (irrigated)*: None specified
- *Land capability classification (nonirrigated)*: 7e
- *Hydrologic Soil Group*: A
- *Hydric soil rating*: No

#### **Description of Urban Land**

##### **Setting**

- *Parent material*: Roads, parking lots, buildings, and other structures

#### **Interpretive groups**

- *Land capability classification (irrigated)*: None specified
- *Land capability classification (nonirrigated)*: 8s
- *Hydric soil rating*: No

#### **Minor Components**

##### **Rubble land**

- *Percent of map unit*: 7 percent
- *Down-slope shape*: Linear
- *Across-slope shape*: Linear
- *Hydric soil rating*: No

##### **Aquents**

- *Percent of map unit*: 3 percent
- *Landform*: Drainageways
- *Down-slope shape*: Concave
- *Across-slope shape*: Concave
- *Hydric soil rating*: Yes

---

#### **HaC2—Hayesville clay loam, 8 to 15 percent slopes, eroded**

##### **Map Unit Setting**

- *National map unit symbol*: lbyx
- *Elevation*: 1,790 to 2,280 feet
- *Mean annual precipitation*: 50 to 58 inches
- *Mean annual air temperature*: 46 to 57 degrees F
- *Frost-free period*: 124 to 176 days
- *Farmland classification*: Farmland of statewide importance

##### **Map Unit Composition**

- *Hayesville, moderately eroded, and similar soils*: 80 percent
- *Minor components*: 20 percent
- *Estimates are based on observations, descriptions, and transects of the mapunit.*

#### **Description of Hayesville, Moderately Eroded**

##### **Setting**

- *Landform*: Ridges
- *Landform position (two-dimensional)*: Summit
- *Landform position (three-dimensional)*: Interfluvium
- *Down-slope shape*: Convex
- *Across-slope shape*: Linear
- *Parent material*: Residuum weathered from hornblende gneiss and/or amphibolite

##### **Typical profile**

- *Ap* - 0 to 6 inches: clay loam

- *Bt* - 6 to 33 inches: clay loam
- *BC* - 33 to 45 inches: loam
- *C* - 45 to 80 inches: fine sandy loam

#### **Properties and qualities**

- *Slope*: 8 to 15 percent
- *Depth to restrictive feature*: More than 80 inches
- *Natural drainage class*: Well drained
- *Runoff class*: Medium
- *Capacity of the most limiting layer to transmit water (Ksat)*: Moderately high to high (0.57 to 1.98 in/hr)
- *Depth to water table*: More than 80 inches
- *Frequency of flooding*: None
- *Frequency of ponding*: None
- *Available water storage in profile*: High (about 9.7 inches)

#### **Interpretive groups**

- *Land capability classification (irrigated)*: None specified
- *Land capability classification (nonirrigated)*: 3e
- *Hydrologic Soil Group*: B
- *Hydric soil rating*: No

---

### **DsB—Dillsboro loam, 2 to 8 percent slopes**

#### **Map Unit Setting**

- *National map unit symbol*: lbyf
- *Elevation*: 1,200 to 2,000 feet
- *Mean annual precipitation*: 45 to 70 inches
- *Mean annual air temperature*: 46 to 57 degrees F
- *Frost-free period*: 116 to 170 days
- *Farmland classification*: All areas are prime farmland

#### **Map Unit Composition**

- *Dillsboro and similar soils*: 85 percent
- *Estimates are based on observations, descriptions, and transects of the mapunit.*

#### **Description of Dillsboro**

##### **Setting**

- *Landform*: Fans, stream terraces
- *Landform position (two-dimensional)*: Summit
- *Landform position (three-dimensional)*: Tread
- *Down-slope shape*: Linear
- *Across-slope shape*: Convex
- *Parent material*: Old alluvium and/or old colluvium derived from igneous and metamorphic rock

##### **Typical profile**

- *Ap* - 0 to 10 inches: loam
- *Bt1* - 10 to 15 inches: clay
- *Bt2* - 15 to 43 inches: sandy clay loam
- *2BC* - 43 to 87 inches: cobbly sandy clay loam

#### **Properties and qualities**

- *Slope*: 2 to 8 percent
- *Depth to restrictive feature*: More than 80 inches
- *Natural drainage class*: Well drained
- *Runoff class*: Medium
- *Capacity of the most limiting layer to transmit water (Ksat)*: Moderately high to high (0.57 to 1.98 in/hr)
- *Depth to water table*: More than 80 inches
- *Frequency of flooding*: None
- *Frequency of ponding*: None
- *Available water storage in profile*: Moderate (about 7.4 inches)

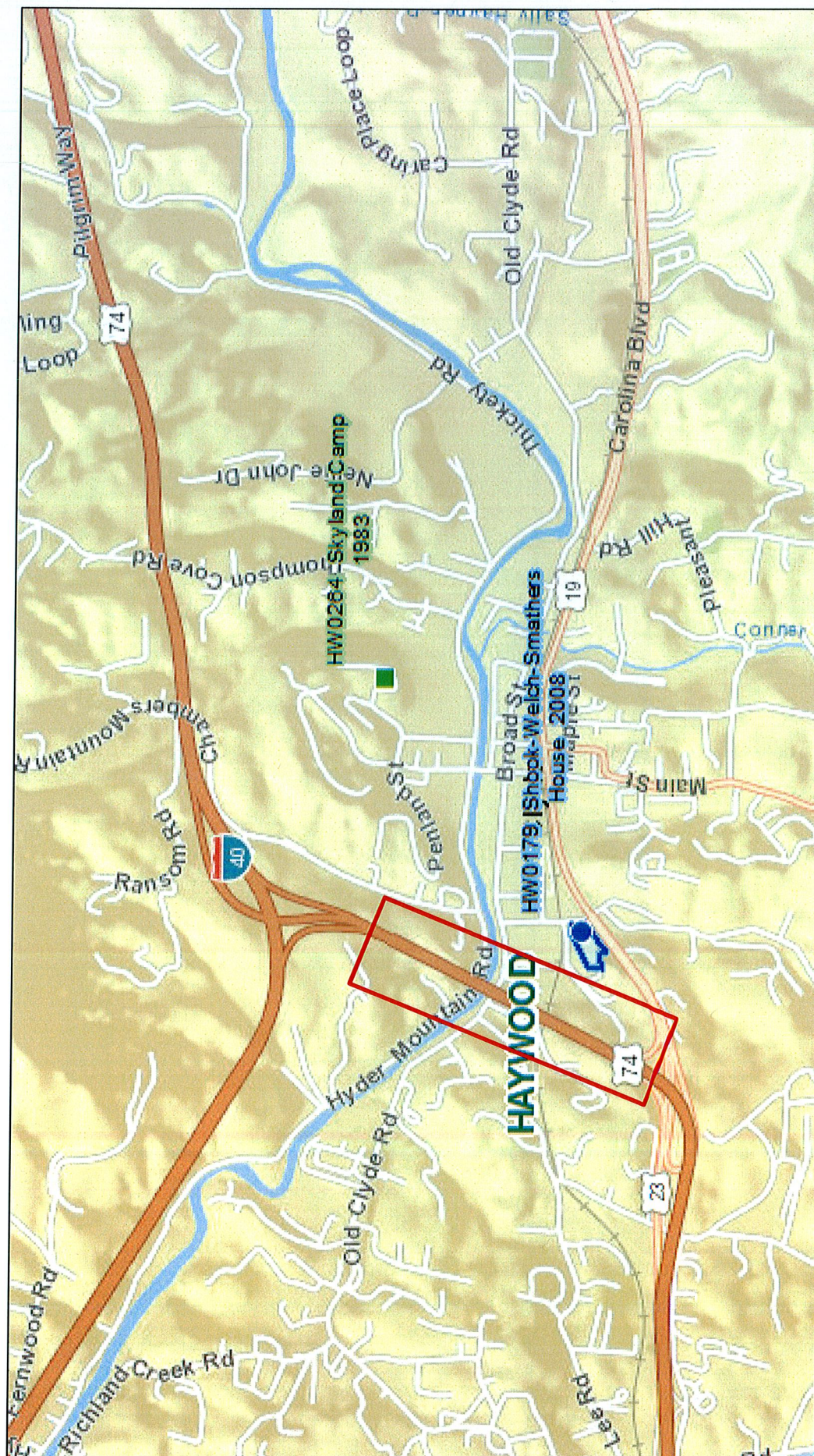
#### **Interpretive groups**

- *Land capability classification (irrigated):* None specified
  - *Land capability classification (nonirrigated):* 2e
  - *Hydrologic Soil Group:* B
  - *Hydric soil rating:* No
-









NCSHPO website map depicting the location of the project study area.





**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.



***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).



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  
Archaeologist, Asheville  
TRC Environmental Corporation

## REFERENCES CITED

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 1901 Asheville, North Carolina. 1:125,000 scale topographic map.  
 1935 Clyde, North Carolina. 1:24,000 scale planimetric map.  
 1941 Clyde, North Carolina. 1:24,000 scale topographic map.  
 1967 Clyde, North Carolina. 1:24,000 scale topographic map.
- United States Department of Agricultural (USDA) Natural Resources Conservation Service (NRCS)  
 2019 Web Soil Survey. <https://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm>; accessed April, 2019.

**Table 1. Previously Recorded Archaeological Sites within One Mile of the B-5982 APE for Archaeology.**

Site Number	Component	NRHP Eligibility	Reference*
31HW17	Prehistoric (Unknown Lithic and Ceramic)	Unassessed	<i>Keel 1964</i>
31HW18	Prehistoric (Unknown Lithic and Ceramic)	Unassessed	<i>Keel 1964; Rogers 1986</i>
31HW58	Prehistoric (Middle Woodland)	Unassessed	<i>Espenshade et al. 2009</i>
31HW66	Prehistoric (Unknown Lithic and Ceramic)	Unassessed	<i>Keel et al. 1964; Rogers 1986</i>
31HW238	Prehistoric (Archaic, Woodland)	Unassessed	<i>Site Form</i>
31HW239	Prehistoric (Archaic, Woodland)	Unassessed	<i>Site Form</i>
31HW563	Prehistoric (Unknown Lithic and Ceramic)	Not Eligible	<i>Espenshade et al. 2009</i>
31HW564	Prehistoric (Unknown Lithic)	Not Eligible	<i>Espenshade et al. 2009</i>

\*References in italics are site forms.



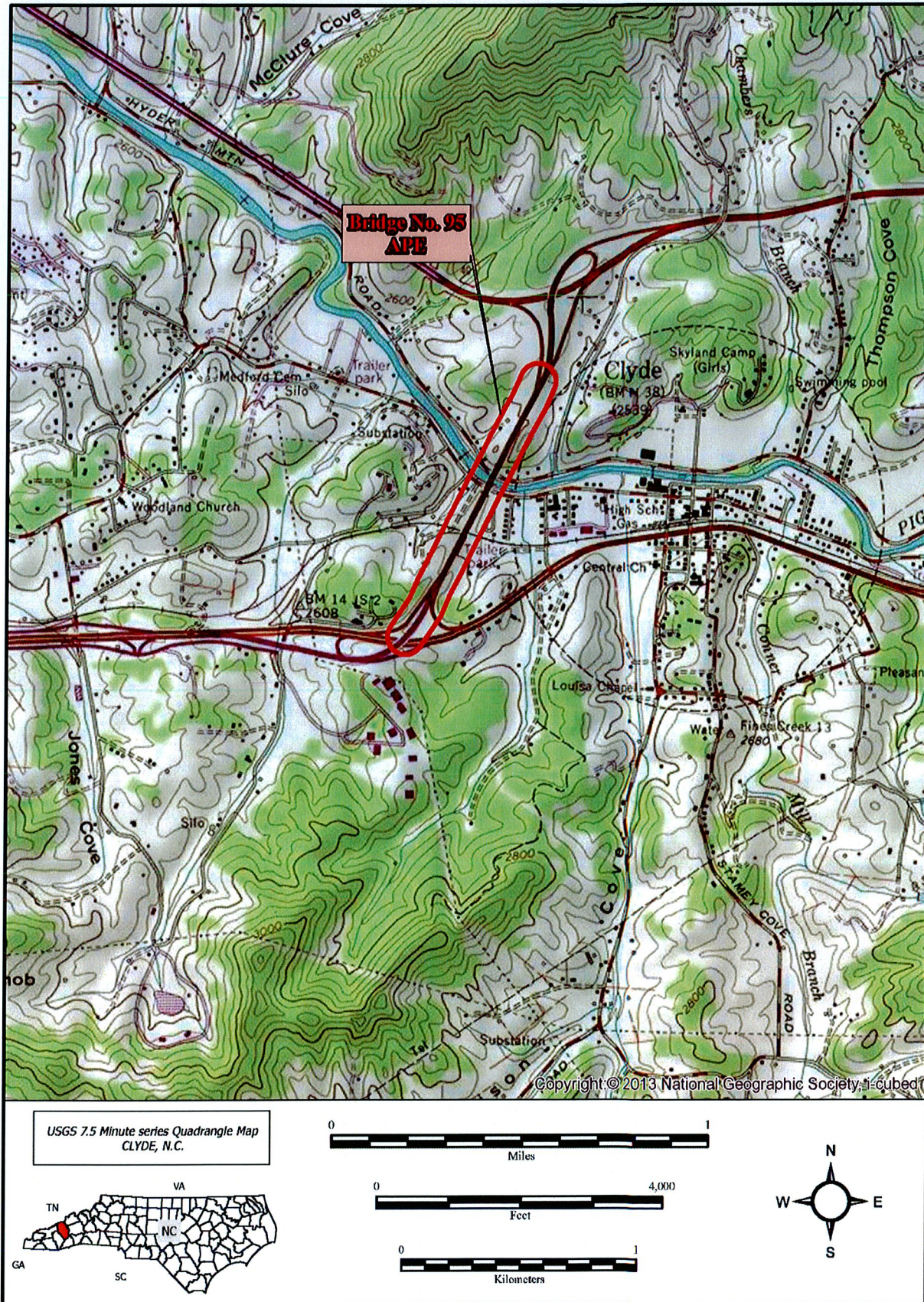
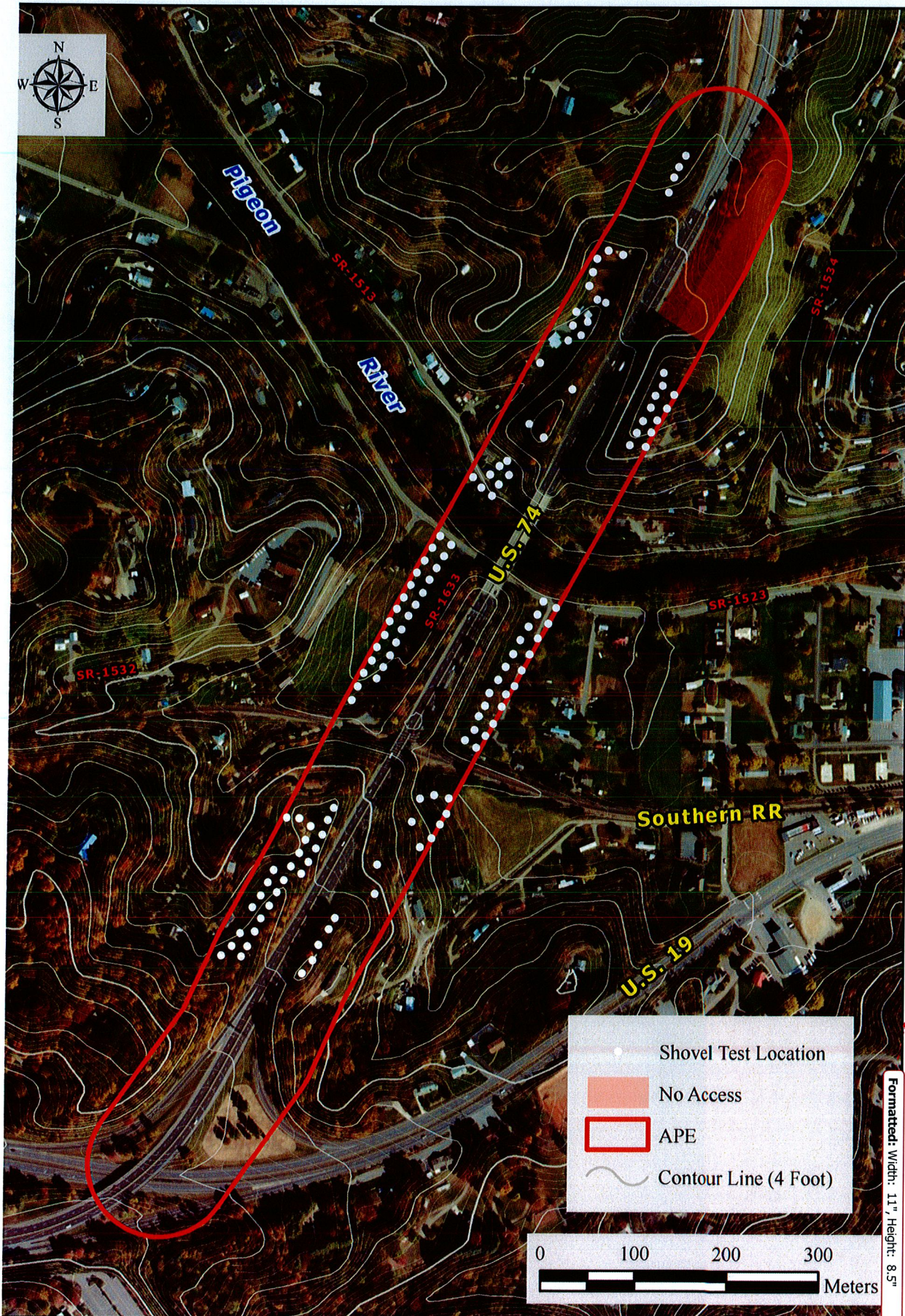


Figure 1. Map of TIP B-5982 APE in Haywood County, North Carolina.





Project Tracking No.:

17-12-007056

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Figure 3. Detail of shovel tests, northern part of B-5982 APE.





Figure 4. Detail of shovel tests, central part of B-5982 APE.



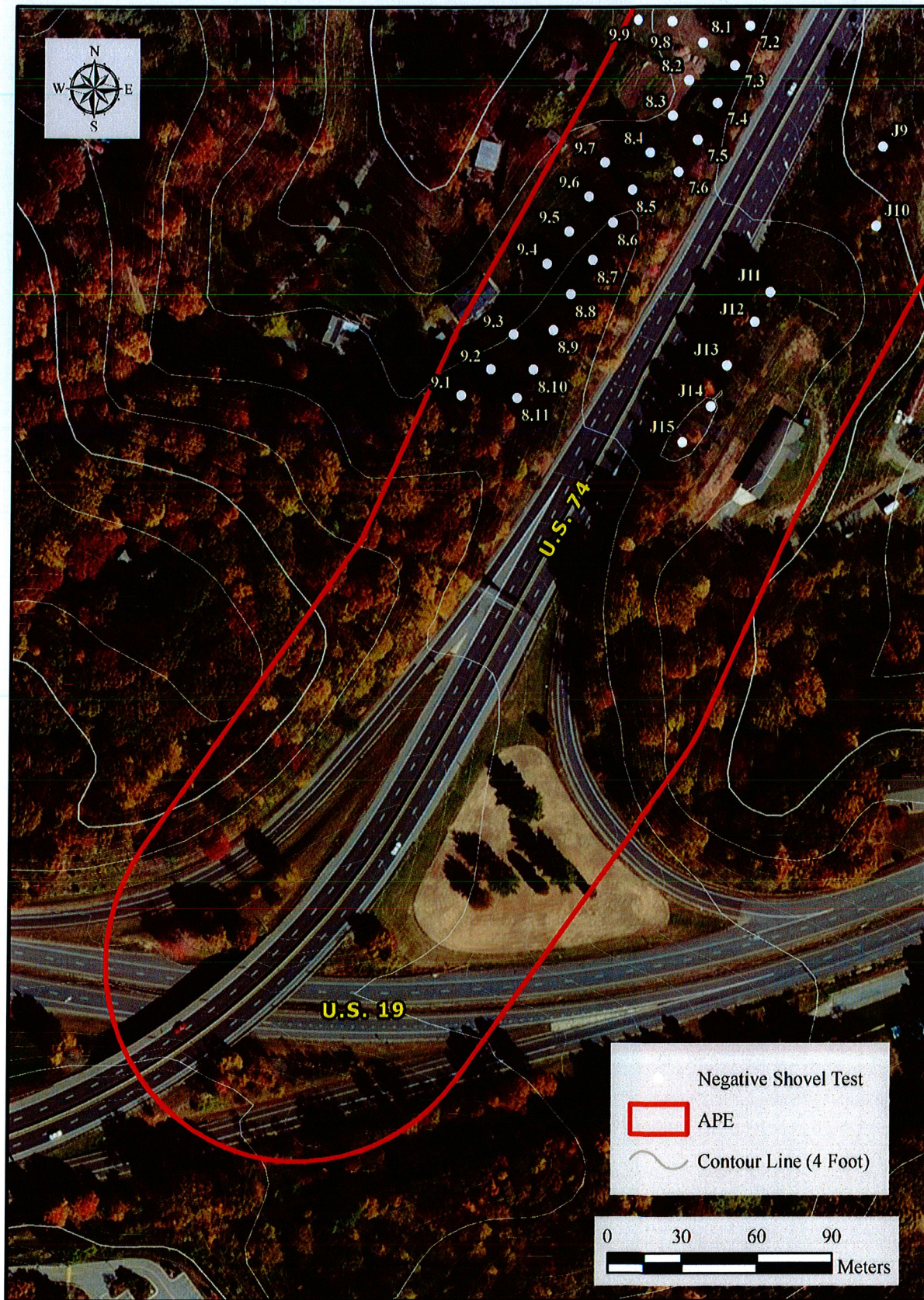


Figure 5. Detail of shovel tests, southern part of B-5982 APE.



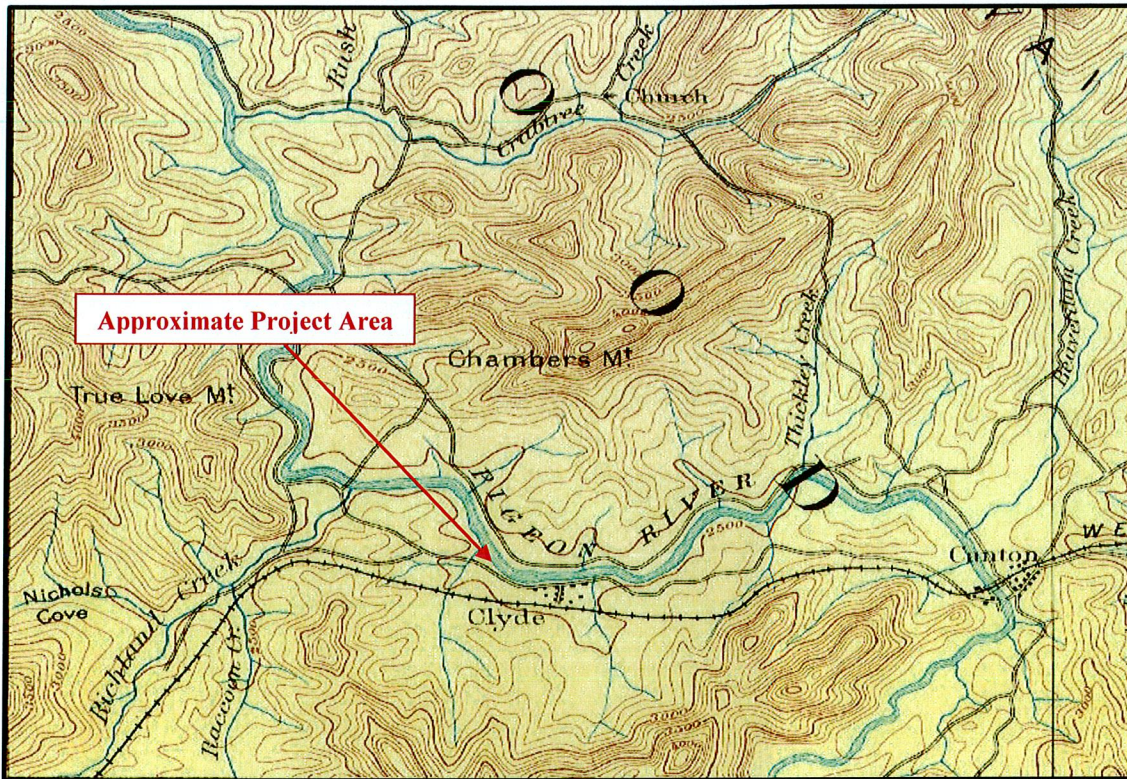


Figure 6. The approximate project area as shown on the 1894 USGS Asheville quadrangle.

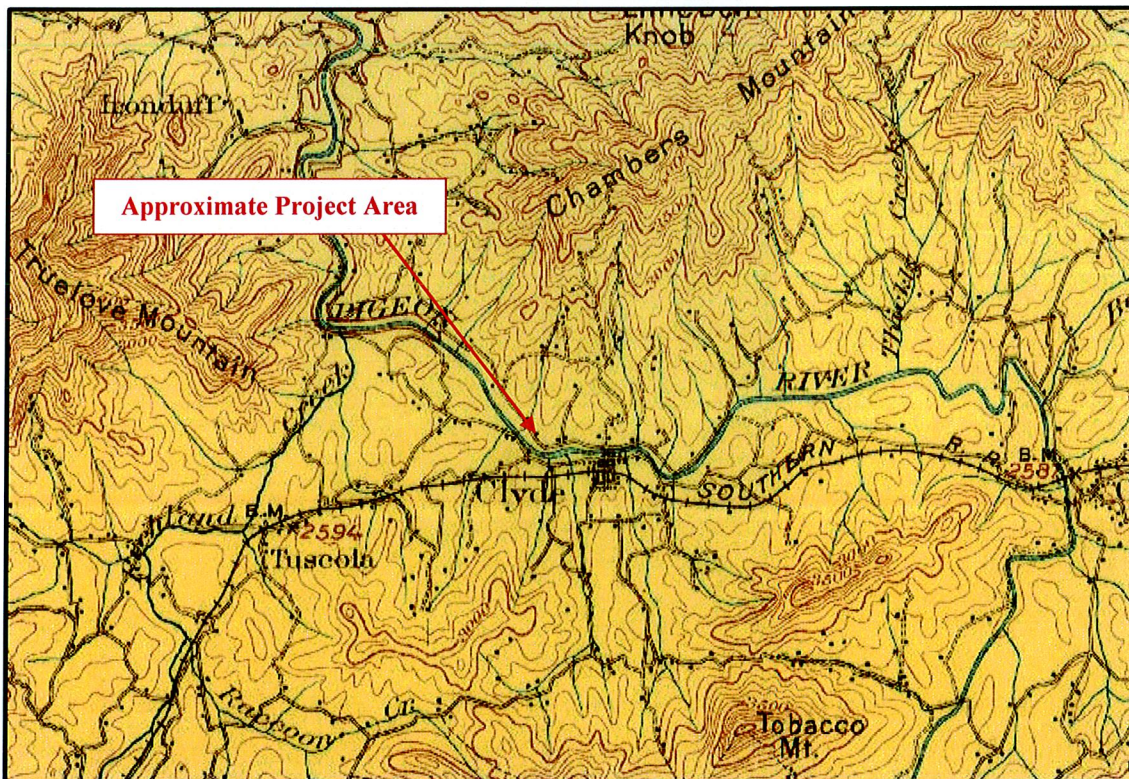


Figure 7. The approximate project area as shown on the 1901 USGS Asheville quadrangle.



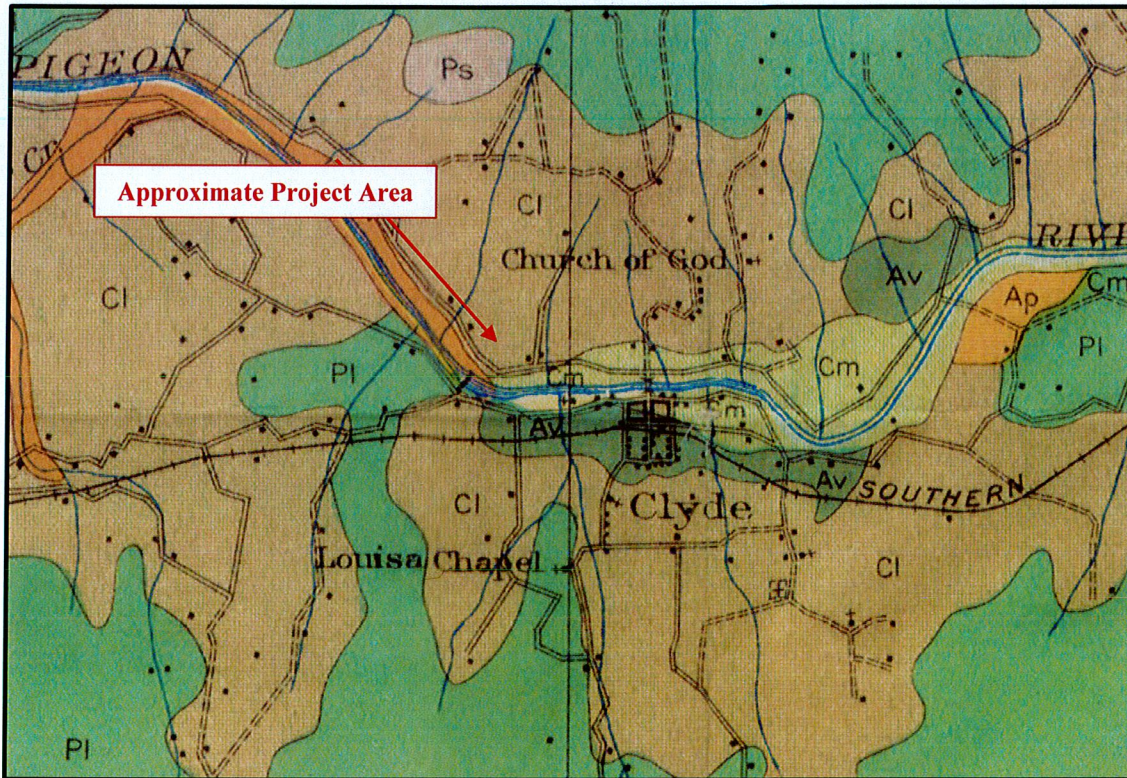


Figure 8. The approximate project area as shown on the 1922 Haywood County soils map.

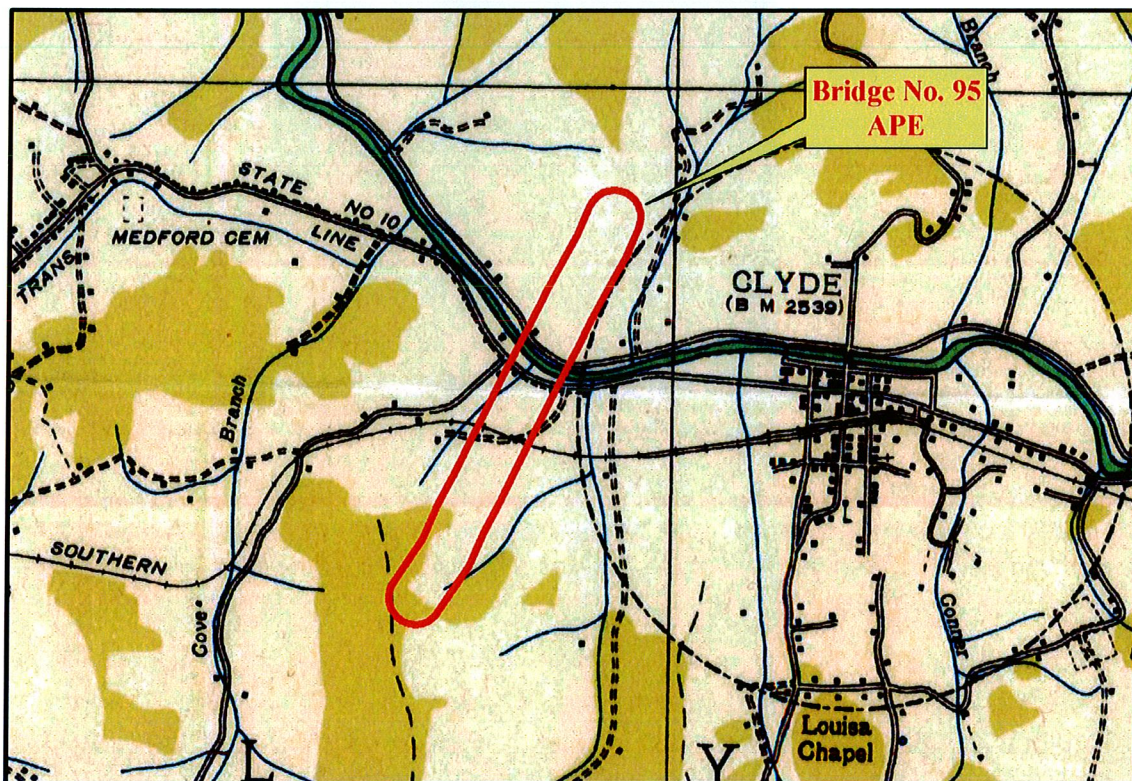


Figure 9. The project area as shown on the 1935 USGS 1:24,000-scale Clyde planimetric quadrangle.



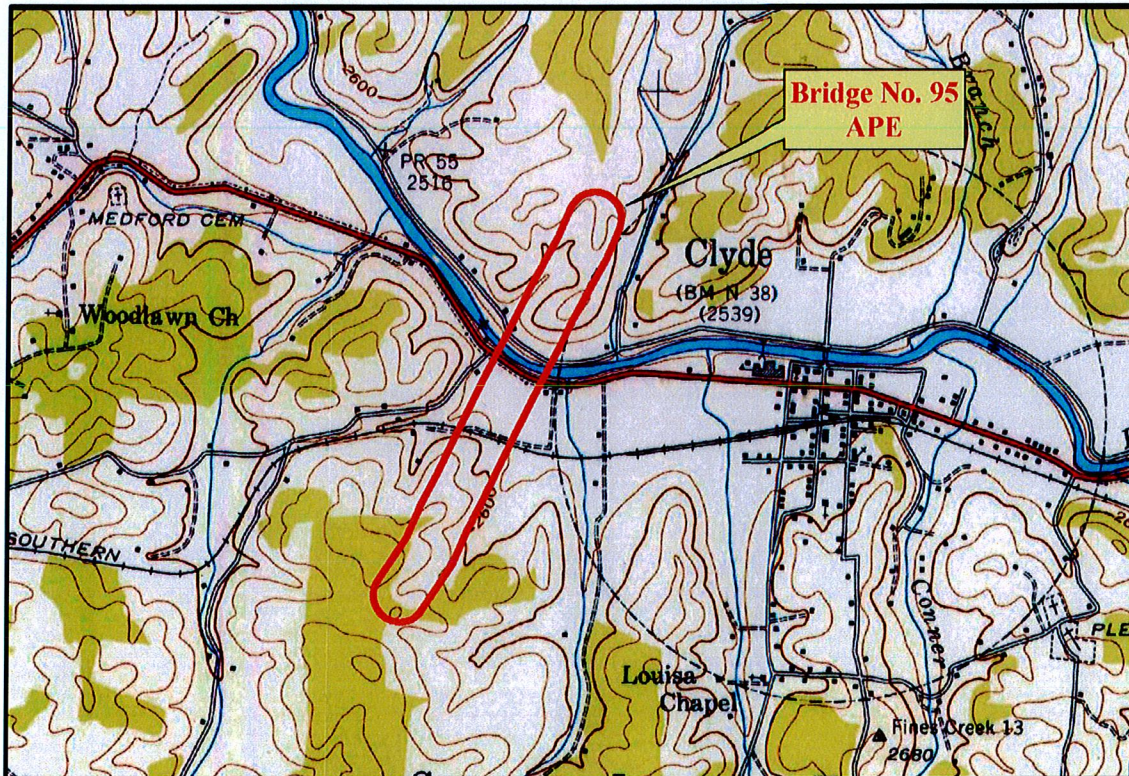


Figure 10. The project area as shown on the 1941 USGS Clyde 1:24,000-scale topographic quadrangle.

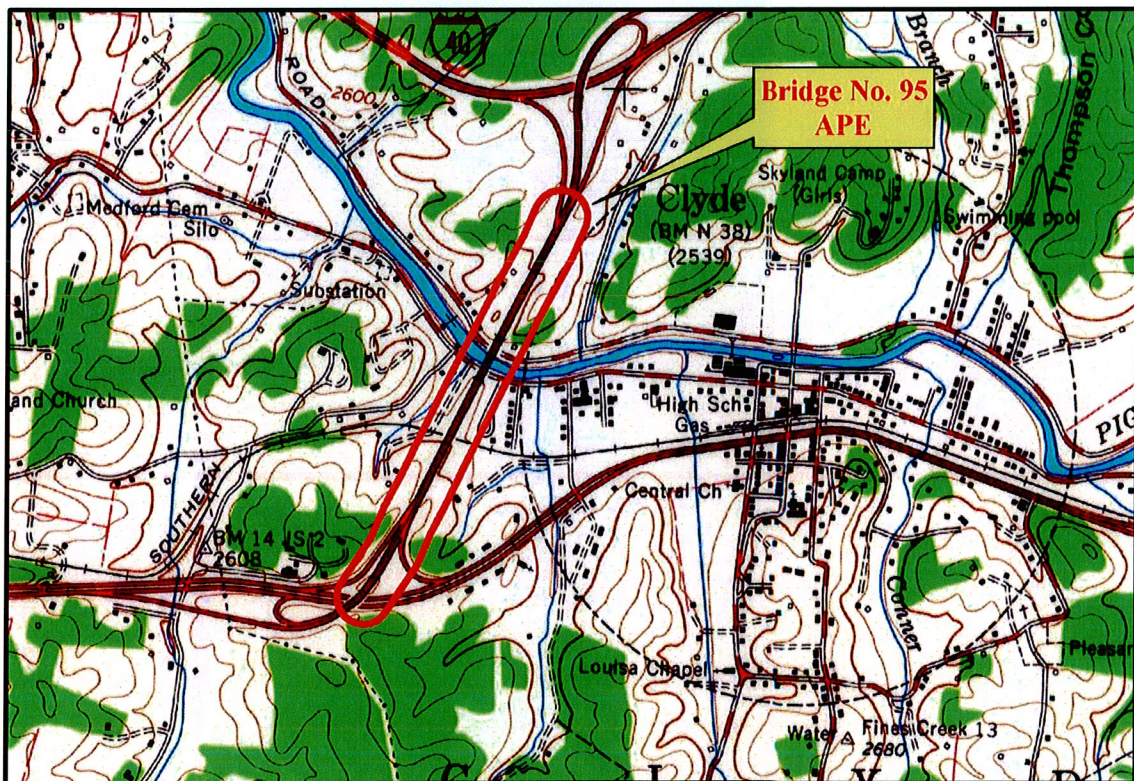


Figure 11. The project area as shown on the 1967 USGS Clyde 1:24,000-scale topographic quadrangle.





Figure 12. Overview of small farm along west side of US 74, from livestock pasture, facing southwest.



Figure 13. View across open floodplain and current trailer park along the east side of US 74, facing west.





Figure 14. Modified banks and berms along Southern Railroad at US 74 bridge, facing east.



Figure 15. Cut and modified ridge along east side of US 74, view to northeast.





Figure 16. Transect 7 Shovel Test 2 photograph.

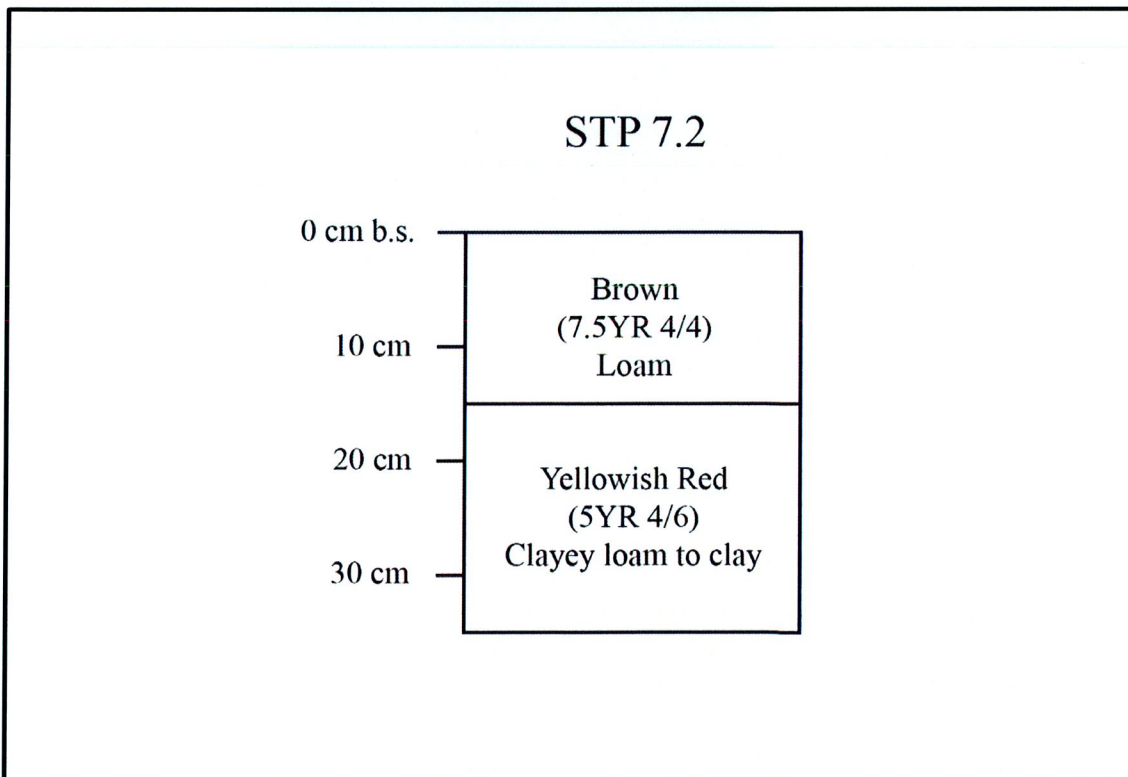


Figure 17. Transect 7 Shovel Test 2 drawing.

# Historic Architecture and Landscapes



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><u>Project Description:</u></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

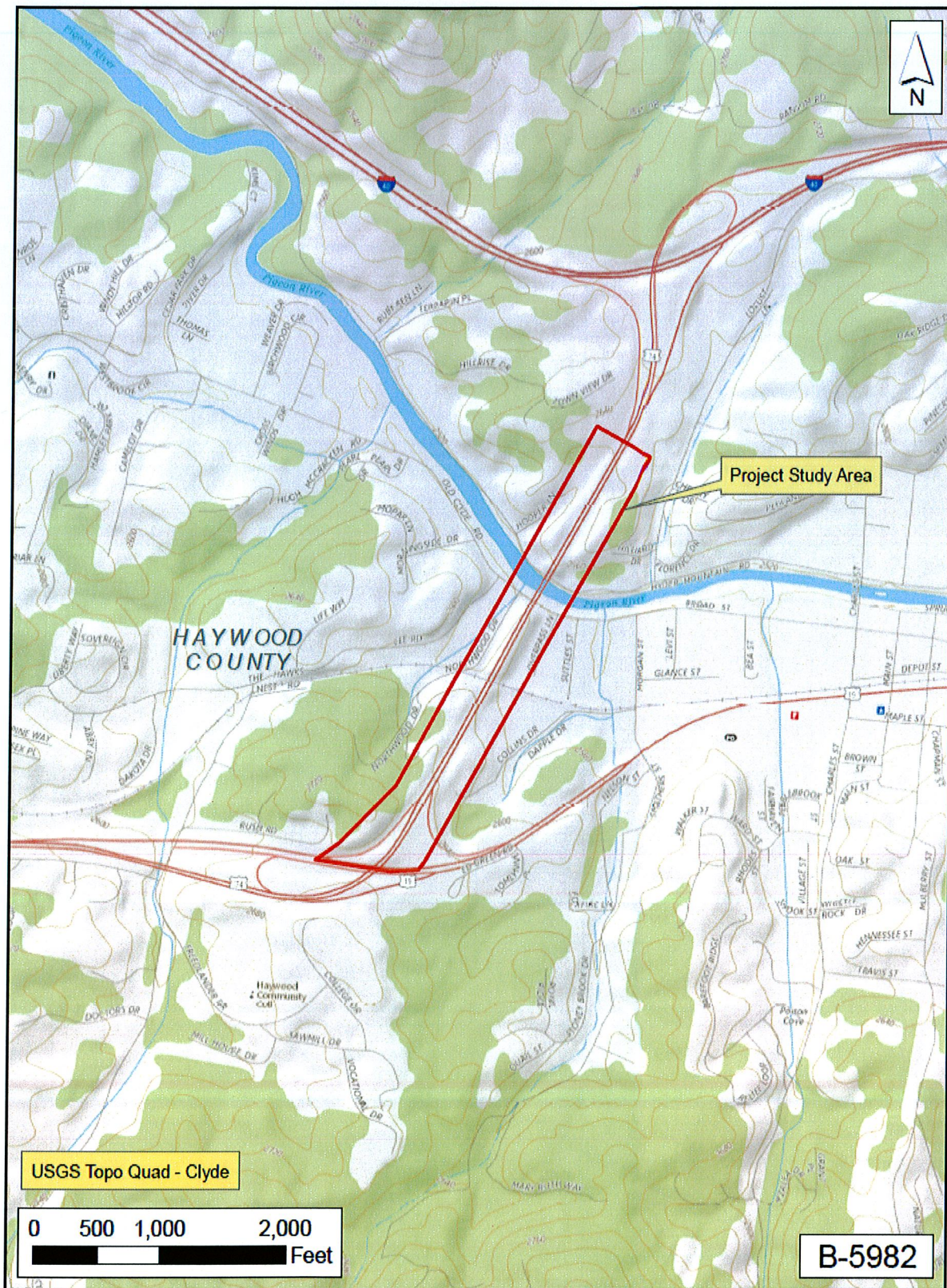
### FINDING BY NCDOT ARCHITECTURAL HISTORIAN

Historic Architecture and Landscapes -- NO SURVEY REQUIRED

*Kate Huber*  
NCDOT Architectural Historian

*1/10/2018*  
Date









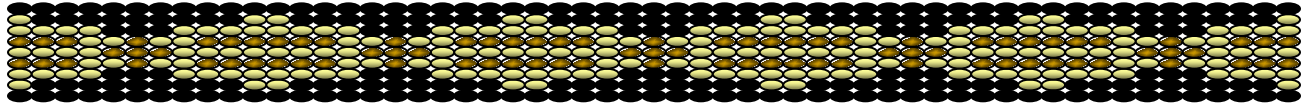
State Historic Preservation Office GIS.



# Tribal Coordination

Catawba Indian Nation  
Tribal Historic Preservation Office  
1536 Tom Steven Road  
Rock Hill, South Carolina 29730

Office 803-328-2427



March 14, 2023

Attention: David Stutts  
NC Department of Transportation  
1581 Mail Service Center  
Raleigh, NC 27699

Re. THPO #	TCNS #	Project Description
2023-193-96		Replace Bridge No. 430095 located on US 74 over the Blue Ridge Southern Railroad in Haywood Co. as project B-5982

Dear Mr. Stutts,

The Catawba have no immediate concerns with regard to traditional cultural properties, sacred sites or Native American archaeological sites within the boundaries of the proposed project areas. **However, the Catawba are to be notified if Native American artifacts and / or human remains are located during the ground disturbance phase of this project.**

If you have questions please contact Caitlin Rogers at 803-328-2427 ext. 226, or e-mail [Caitlin.Rogers@catawba.com](mailto:Caitlin.Rogers@catawba.com).

Sincerely,

Wenonah G. Haire  
Tribal Historic Preservation Officer



**From:** [LeeAnne Wendt](#)  
**To:** [Bowles, Jacquelyn K](#)  
**Subject:** [External] Re: NCDOT Project B-5982 - Project Study Letter - Muscogee Creek Nation  
**Date:** Thursday, February 16, 2023 10:59:51 AM  
**Attachments:** [image001.png](#)

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Jacquelyn,

Thank you for contacting the **Muscogee (Creek) Nation** concerning the Proposed Replacement of Bridge No. 430095 over Blueridge Southern Railroad on US 74 in Haywood County, North Carolina. This proposed project is located within our Tribes historic area of interest and continues to hold importance for us. After reviewing the information provided and noting that TRC Environmental Corporation conducted an archaeological survey of the area and found no cultural materials, it has been determined that the Muscogee (Creek) Nation believes that there should be *no effects to any known historic properties*. However, due to the historic presence of our people in the project area, if any inadvertent discoveries of cultural material (i.e. artifacts) and/or human remains and/or funerary objects are noted during any required repair work that includes ground disturbance, we request to be notified as soon as the discovery is made and that appropriate federal agencies are also notified. Additionally, if there are any updates or changes to the proposed project, we request that the information be sent to our office for further review. If you have any questions regarding this, please do not hesitate to contact me.

Regards,  
LeeAnne Wendt

**LeeAnne Wendt**, M.A., RPA  
Tribal Archaeologist, Historic and Cultural Preservation Department  
The Muscogee Nation  
P.O. Box 580 | Okmulgee, OK 74447  
T 918.732.7852  
F 918.758.0649  
[lwendt@muscogeenation.com](mailto:lwendt@muscogeenation.com)  
[MuscogeeNation.com](http://MuscogeeNation.com)

---

**From:** Bowles, Jacquelyn K <jkbowles@ncdot.gov>  
**Sent:** Monday, February 13, 2023 3:52 PM  
**To:** LeeAnne Wendt <lwendt@muscogeenation.com>  
**Cc:** Peterson, Tierre R <trpeterson@ncdot.gov>; Demery, Dustin A <dademery@ncdot.gov>; Stutts, David S <dstutts@ncdot.gov>; Wilkerson, Matt T <mtwilkerson@ncdot.gov>; Marley, Bill (FHWA) <Bill.Marley@dot.gov>; Triebert, Lauren <LTriebert@VHB.com>; Amschler, Crystal C CIV USARMY CESAW (USA) <Crystal.C.Amschler@usace.army.mil>  
**Subject:** NCDOT Project B-5982 - Project Study Letter - Muscogee Creek Nation

---

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon Ms. Wendt,

Please see attached project study letter for NCDOT Project B-5982.

Let us know by March 13<sup>th</sup> if you have any questions or comments about the project.

Thank you,  
Jacquelyn

**Jacquelyn Bowles, PE**

Engineer III  
Structures Management Unit  
North Carolina Department of Transportation

919 707 6559 office  
[jkbowles@ncdot.gov](mailto:jkbowles@ncdot.gov)

1000 Birch Ridge Dr.  
Raleigh, NC 27610



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## Lauren Triebert

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**From:** Lauren Triebert  
**Sent:** Thursday, March 23, 2023 11:28 AM  
**To:** Lauren Triebert  
**Subject:** FW: [External] RE: NCDOT Project B-5982 - Project Study Letter - United Keetoowah Band of Cherokee Indians

---

**From:** Acee Watt <[awatt@ukb-nsn.gov](mailto:awatt@ukb-nsn.gov)>  
**Sent:** Wednesday, March 22, 2023 9:49 AM  
**To:** Bowles, Jacquelyn K <[jkbowles@ncdot.gov](mailto:jkbowles@ncdot.gov)>  
**Subject:** [External] RE: NCDOT Project B-5982 - Project Study Letter - United Keetoowah Band of Cherokee Indians

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Good morning,

Thank you for consulting with the **United Keetoowah Band of Cherokee Indians in Oklahoma (UKB)**. In accordance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. 470f), and implementing regulation, 36 CFR 800, "Protection of Historic Properties" The UKB's Historic Preservation Office is responding to your request for identifying properties of significance to our tribe.

The UKB has historic ties within the area referenced in your project's filing/report. Currently, our office is unaware of properties of significance to the UKB. However, there remains the possibility that unrecorded cultural interests, including archaeological artifacts or human remains, may be encountered during the construction, demolition, or earthmoving activities of this project. Should this occur we require that you contact our office immediately so we may offer appropriate comments under 36 CFR 800.13.

Thank you,

Acee Watt (he/him)  
Tribal Historic Preservation Officer  
Office of Historic Preservation  
918.871.2852  
[awatt@ukb-nsn.gov](mailto:awatt@ukb-nsn.gov)  
[ukbthpo@ukb-nsn.gov](mailto:ukbthpo@ukb-nsn.gov)



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---

**From:** Bowles, Jacquelyn K <[jkbowles@ncdot.gov](mailto:jkbowles@ncdot.gov)>  
**Sent:** Monday, February 13, 2023 3:50 PM  
**To:** Acee Watt <[awatt@ukb-nsn.gov](mailto:awatt@ukb-nsn.gov)>  
**Cc:** Peterson, Tierre R <[trpeterson@ncdot.gov](mailto:trpeterson@ncdot.gov)>; Demery, Dustin A <[dademery@ncdot.gov](mailto:dademery@ncdot.gov)>; Stutts, David S <[dstutts@ncdot.gov](mailto:dstutts@ncdot.gov)>; Wilkerson, Matt T <[mtwilkerson@ncdot.gov](mailto:mtwilkerson@ncdot.gov)>; Marley, Bill (FHWA) <[Bill.Marley@dot.gov](mailto:Bill.Marley@dot.gov)>; Triebert, Lauren <[LTriebert@VHB.com](mailto:LTriebert@VHB.com)>; Amschler, Crystal C CIV USARMY CESAW (USA)

<[Crystal.C.Amschler@usace.army.mil](mailto:Crystal.C.Amschler@usace.army.mil)>

**Subject:** NCDOT Project B-5982 - Project Study Letter - United Keetoowah Band of Cherokee Indians

Good afternoon Ms. Watt,

Please see attached project study letter for NCDOT Project B-5982.

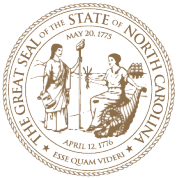
Let us know by March 13<sup>th</sup> if you have any questions or comments about the project.

Thank you,  
Jacquelyn

**Jacquelyn Bowles, PE**  
Engineer III  
Structures Management Unit  
North Carolina Department of Transportation

919 707 6559 office  
[jkbowles@ncdot.gov](mailto:jkbowles@ncdot.gov)

1000 Birch Ridge Dr.  
Raleigh, NC 27610



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STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

ROY COOPER  
GOVERNOR

J. ERIC BOYETTE  
SECRETARY

February 10, 2023

Ms. Elizabeth Toombs  
Cherokee Nation  
Tribal Historic Preservation Officer  
PO Box 948  
Tahlequah, OK 74465

Dear Ms. Toombs,

The North Carolina Department of Transportation is starting the project development, environmental, and engineering studies to replace Bridge No. 430095, located on US 74, over the Blue Ridge Southern Railroad in Haywood County, as project B-5982. The Federal Highway Administration (FHWA) is the lead federal agency for compliance with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA), and a Permit is anticipated under the Section 404 Process with the USACE. A project vicinity map is attached. The coordinates of this project are approximately 35.533824,-82.921353.

We would appreciate any information you might have that would be helpful in evaluating potential environmental impacts of the project including recommendation of alternates to be studied. Your comments may be used in the preparation of a NEPA Environmental Document.

In accordance with Section 106 of the NHPA, we also request that you inform us of any historic properties of traditional religious or cultural importance that you are aware of that may be affected by the proposed project. Be assured that, in accordance with confidentiality and disclosure stipulations in Section 304 of the NHPA, we will maintain strict confidentiality about certain types of information regarding historic properties.

Please respond by March 10th so that your comments can be used in the scoping of this project. If you have any questions concerning this project, or would like any additional information, please contact me at [dstutts@ncdot.gov](mailto:dstutts@ncdot.gov) or (919) 707-6442.

Thank you,  
Sincerely,

A handwritten signature in blue ink that reads "David Stutts".

David Stutts, P.E.

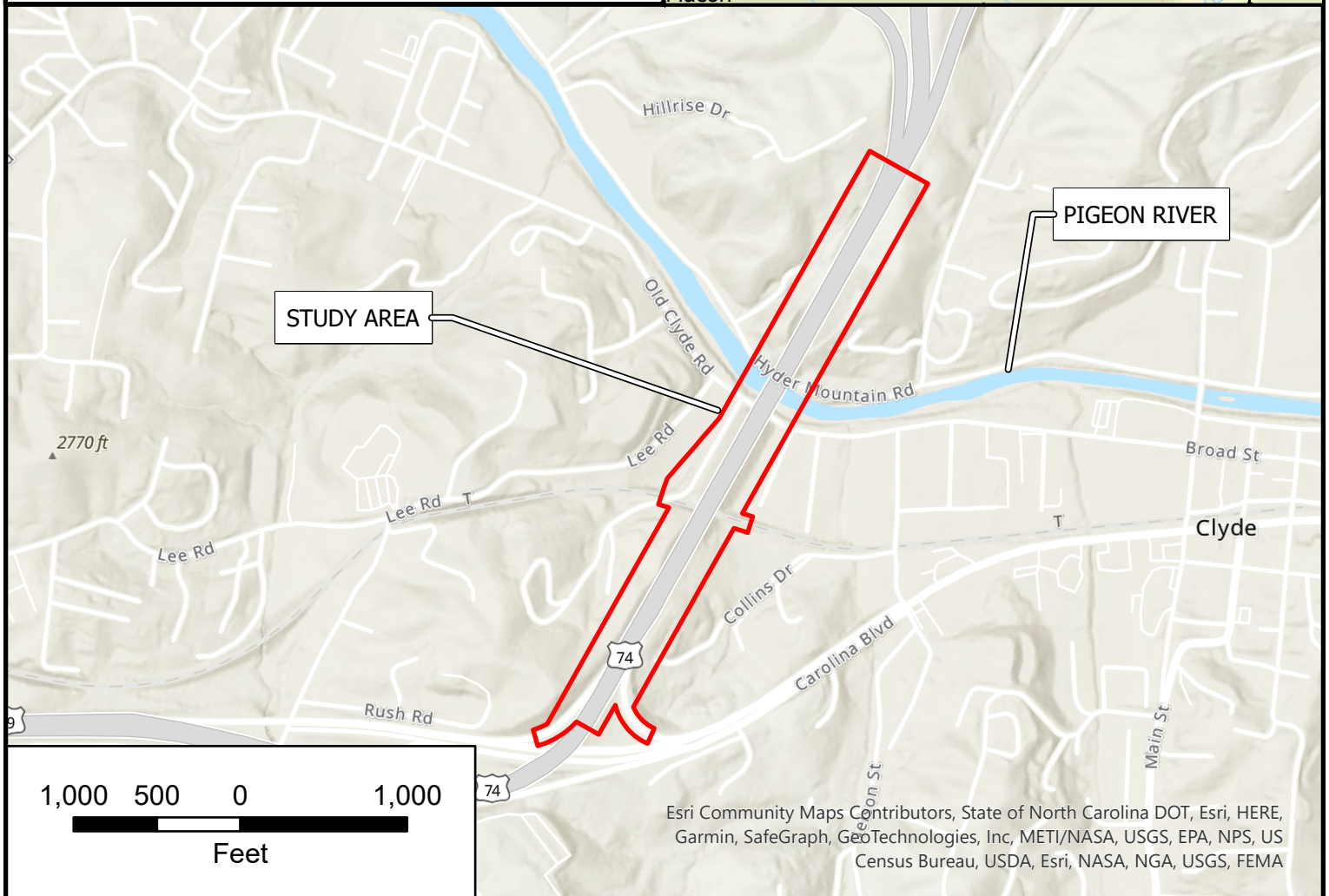
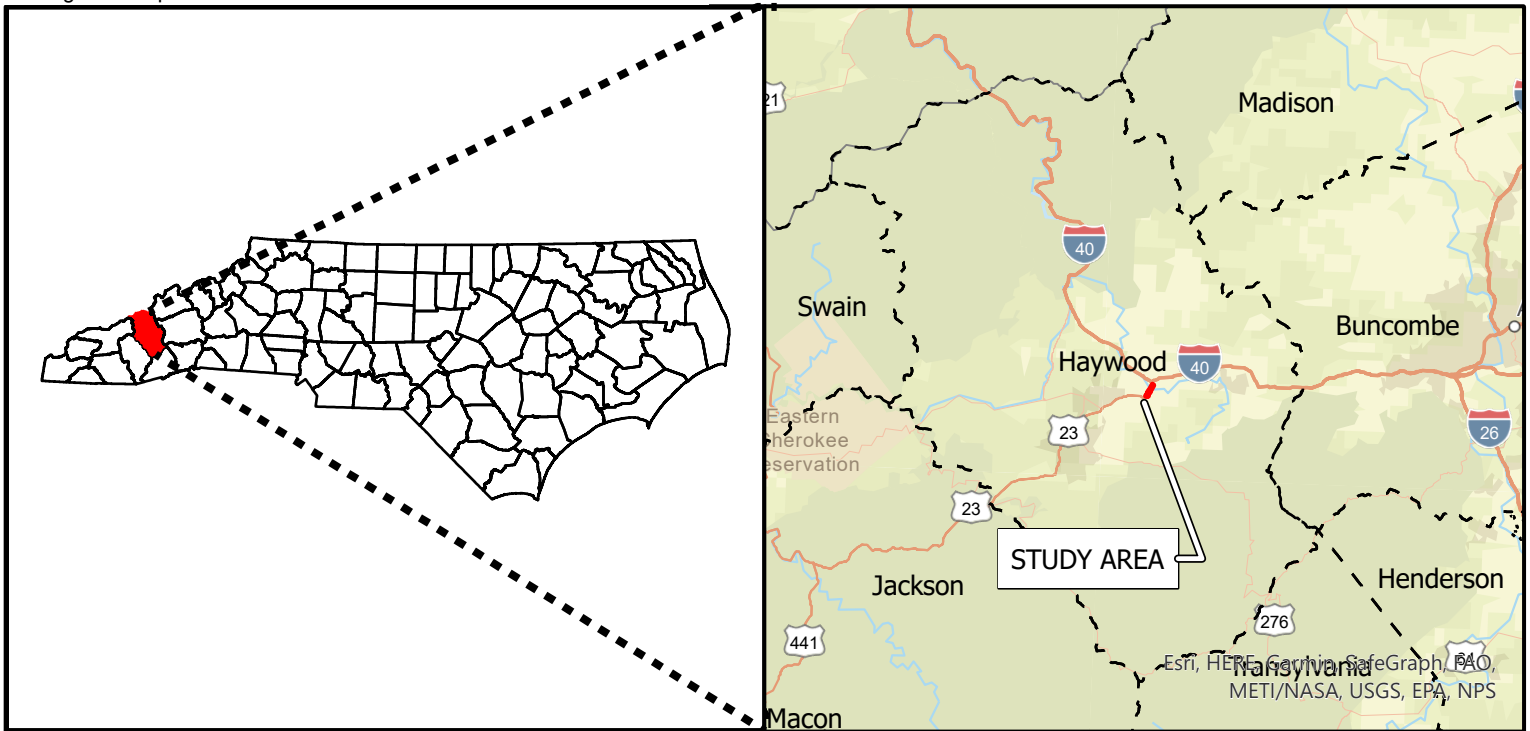
NCDOT Structures Management Unit Program Manager

cc: Matt Wilkerson, NCDOT Archaeology Team Leader  
Bill Marley, FHWA Planning & Environment Engineer (Div 14)

Mailing Address:  
NC DEPARTMENT OF TRANSPORTATION  
STRUCTURES MANAGEMENT UNIT  
1581 MAIL SERVICE CENTER  
RALEIGH NC 27699

Telephone: (919) 707-6400  
Customer Service: 1-877-368-4968  
Website: [www.ncdot.gov](http://www.ncdot.gov)

Location:  
1000 BIRCH RIDGE DRIVE  
RALEIGH NC 27610







STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

ROY COOPER  
GOVERNOR

J. ERIC BOYETTE  
SECRETARY

February 10, 2023

Mr. Russell Townsend  
Eastern Band of Cherokee Indians (EBCI)  
THPO 2077 Governor's Island Road  
Bryson City, NC 28713

Dear Mr. Townsend,

The North Carolina Department of Transportation is starting the project development, environmental, and engineering studies to replace Bridge No. 430095, located on US 74, over the Blue Ridge Southern Railroad in Haywood County, as project B-5982. The US Army Corps of Engineers (USACE) is the lead federal agency for compliance with the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA), and a Permit is anticipated under the Section 404 Process with the USACE. A project vicinity map is attached. The coordinates of this project are approximately 35.533824,-82.921353.

We would appreciate any information you might have that would be helpful in evaluating potential environmental impacts of the project including recommendation of alternates to be studied. Your comments may be used in the preparation of a NEPA Environmental Document.

In accordance with Section 106 of the NHPA, we also request that you inform us of any historic properties of traditional religious or cultural importance that you are aware of that may be affected by the proposed project. Be assured that, in accordance with confidentiality and disclosure stipulations in Section 304 of the NHPA, we will maintain strict confidentiality about certain types of information regarding historic properties.

Please respond by March 10th so that your comments can be used in the scoping of this project. If you have any questions concerning this project, or would like any additional information, please contact me at [dstutts@ncdot.gov](mailto:dstutts@ncdot.gov) or (919) 707-6442.

Thank you,  
Digitally signed by:

A handwritten signature in blue ink that reads "David Stutts".

David Stutts, P.E.

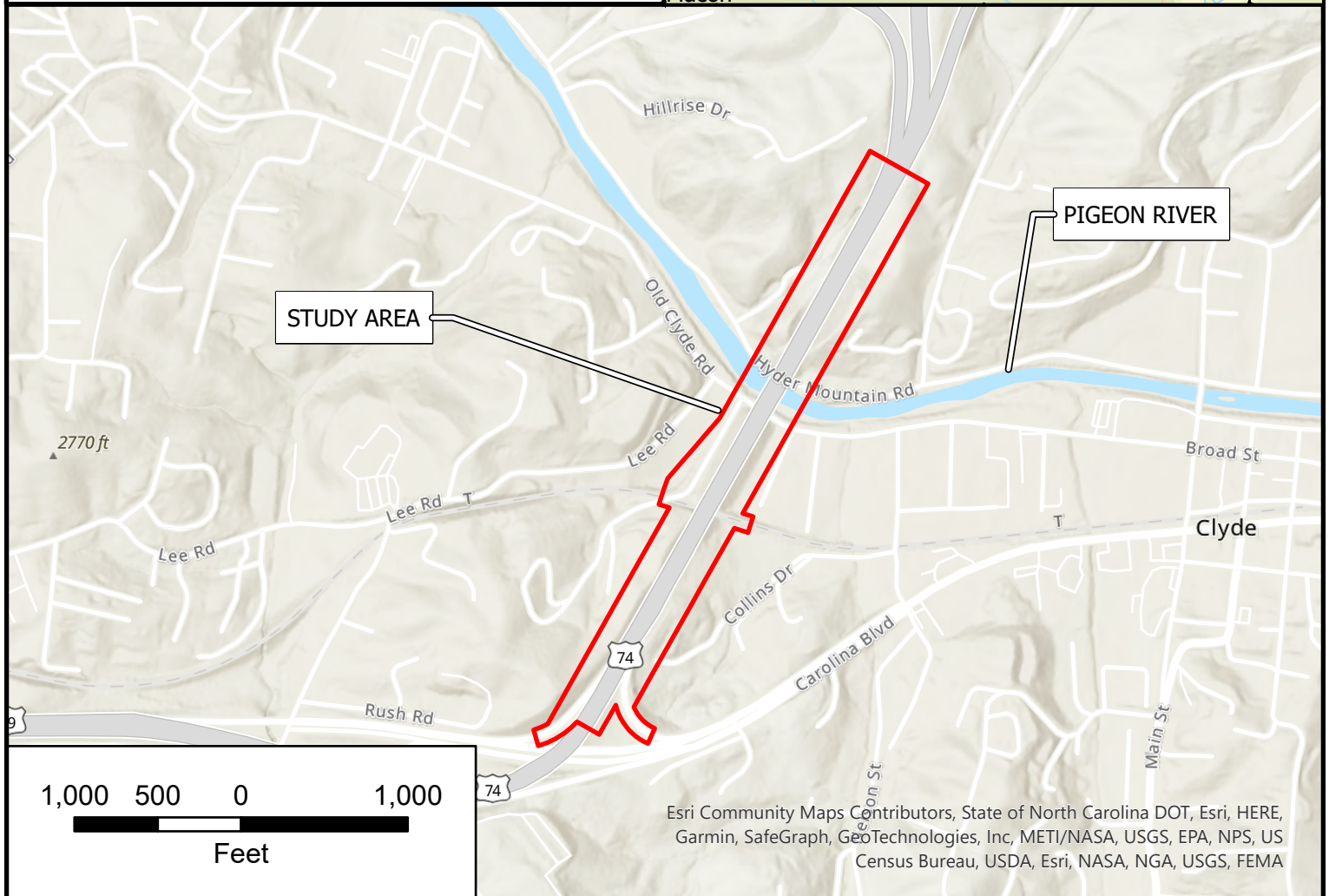
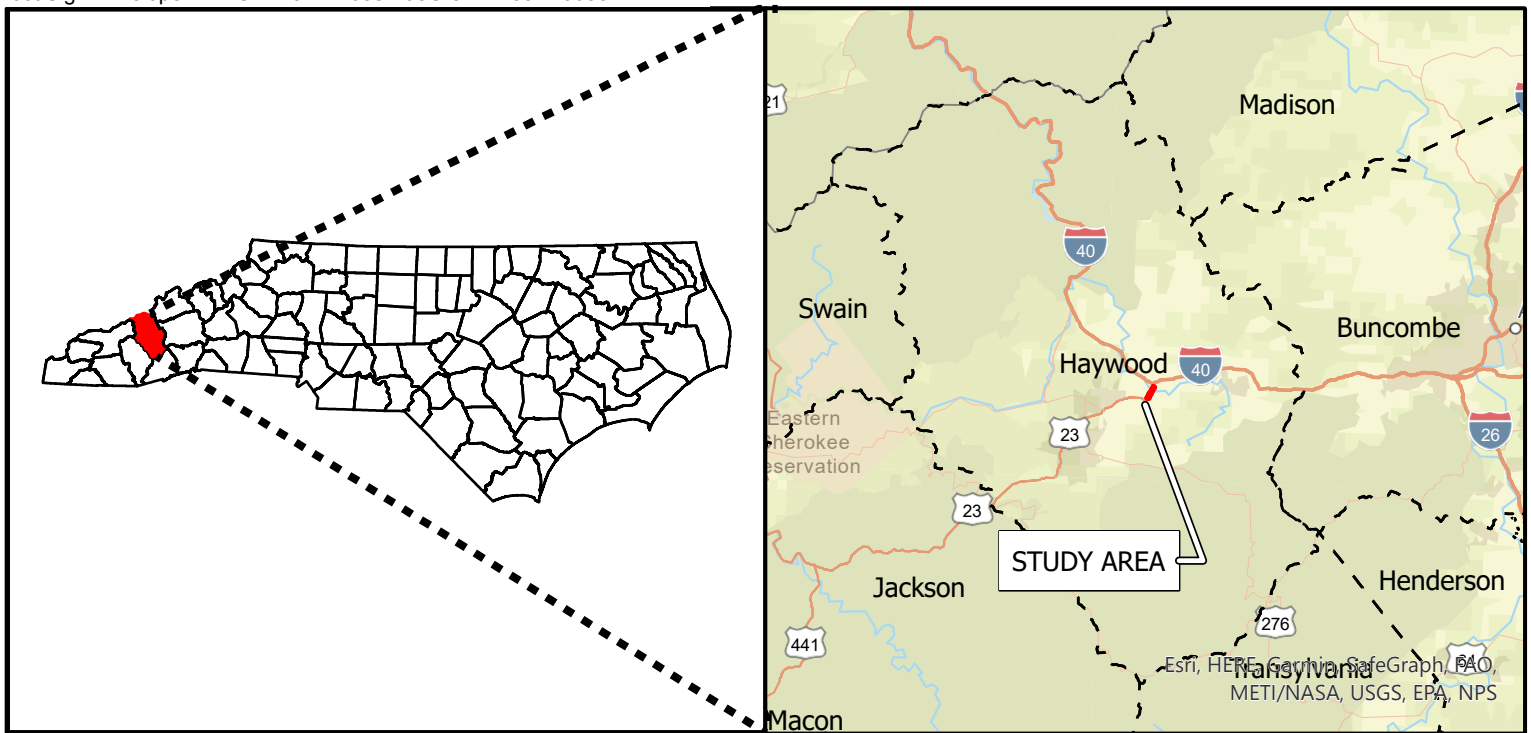
NCDOT Structures Management Unit Program Manager

cc: Matt Wilkerson, NCDOT Archaeology Team Leader  
Bill Marley, FHWA Planning & Environment Engineer (Div 14)

Mailing Address:  
NC DEPARTMENT OF TRANSPORTATION  
STRUCTURES MANAGEMENT UNIT  
1581 MAIL SERVICE CENTER  
RALEIGH NC 27699

Telephone: (919) 707-6400  
Customer Service: 1-877-368-4968  
Website: [www.ncdot.gov](http://www.ncdot.gov)

Location:  
1000 BIRCH RIDGE DRIVE  
RALEIGH NC 27610



**NORTH CAROLINA DEPARTMENT  
OF TRANSPORTATION  
DIVISION OF HIGHWAYS  
DIVISION 14**

**VICINITY MAP  
REPLACE BRIDGE 430095 ON  
US 74 OVER SOUTHERN RAILROAD**  
ESRI Streets & World Topographic Basemap



County:	Haywood
Division:	14
Project:	B-5982
Date:	November 2022

**Figure  
1**



# NEPA/SEPA Document

## 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"/>	



Other Considerations for Type I and II Ground Disturbing Actions (continued)		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

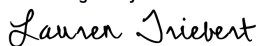
Federal Project No. N/A

**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:



CA084B4A6412432...

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.

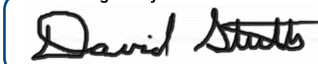
**Certified**

- 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

DocuSigned by:



A4A2999A8BC64F2...

David Stutts, PE – PEF/Program Management  
NCDOT – Structures Management UnitFHWA Approved: For Projects Certified by NCDOT (above), FHWA signature required.

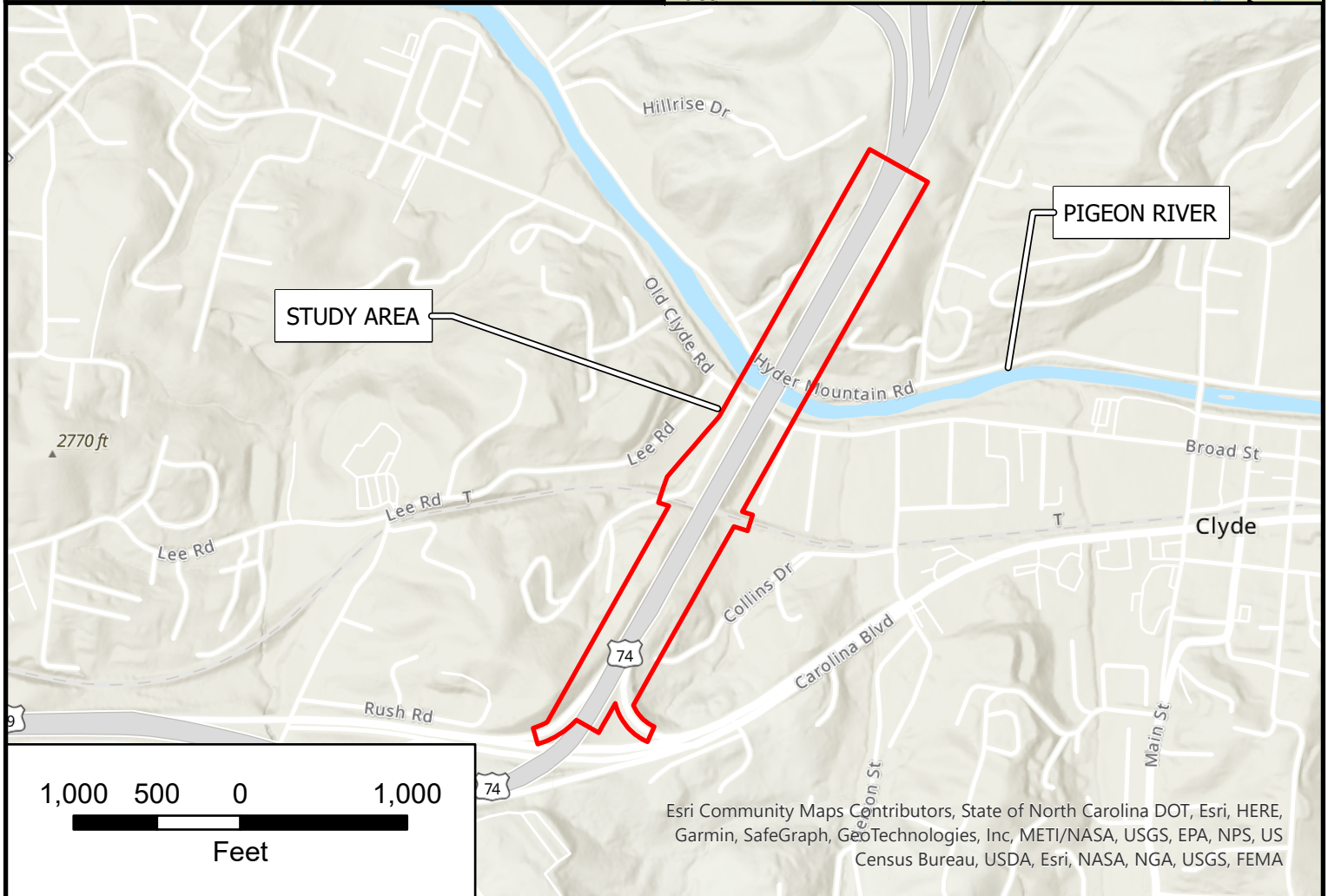
Date

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).*





**VICINITY MAP**  
**REPLACE BRIDGE 430095 ON**  
**US 74 OVER SOUTHERN RAILROAD**  
ESRI Streets & World Topographic Basemap



County:	Haywood
Division:	14
Project:	B-5982
Date:	November 2022

## Figure 1



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><u>Project Description:</u></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

\_\_\_\_\_  
 NCDOT Architectural Historian

\_\_\_\_\_  
 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**

Scott 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  
Archaeologist, Asheville  
TRC Environmental Corporation