



Department of Transportation

State of Georgia

#2 Capitol Square, S.W.

Atlanta, Georgia 30334-1002

GENA L. ABRAHAM, Ph.D.
COMMISSIONER
(404) 656-5206

GERALD M. ROSS, P.E.
CHIEF ENGINEER
(404) 656-5277

BUDDY GRATTON, P.E.
DEPUTY COMMISSIONER
(404) 656-5212

EARL L. MAHFUZ
TREASURER
(404) 656-5224

January 18, 2008

Dr. W. Ray Luce, Director and
Deputy State Historic Preservation Officer
Historic Preservation Division/DNR
34 Peachtree Street, NW
Suite 1600
Atlanta, GA 30303-2316

RE: GDOT Project BHF-151-1(6), Gordon County; PI #631570 & HP # 040607-001:
Section 106 Compliance - Federal Highway Administration:
Assessment of Effects

Dear Dr. Luce:

Project BHF-151-1(6), Gordon County consists of the proposed replacement of bridges on SR 225 over New Town Creek and the Coosawattee River and the realignment of SR 225 from the New Echota site entrance to just past CR 125/McDaniel Road. Please find enclosed the Section 106 documentation for New Echota, the New Echota Traditional Cultural Property (TCP), and 9GO297 (Boat Ramp Site), all National Register of Historic Places (NRHP) listed or eligible historic properties located within the proposed project's area of potential effects (APE).

The enclosed documentation was prepared for use in compliance with Section 106 of the National Historic Preservation Act of 1966 and subsequent amendments. The documentation consists of the Assessment of Effects, copies of the National Register and National Historic Landmark Nomination Forms for New Echota, an excerpt from A Traditional Cultural Property Study of New Echota, and the determination of eligibility for 9GO297. The Survey Reports were previously submitted to your office, to the Federal Highway Administration (FHWA) and to all other consulting parties in the Section 106 process for this project. In compliance with 36 CFR 800.4(c)(2) the New Echota TCP and 9GO297 were considered eligible NRHP properties by the

FHWA and the SHPO. New Echota is a National Historic Landmark and National Register listed historic property.

A determination of Conditional No Adverse Effect has been made for New Echota and the New Echota TCP. A determination of Adverse Effect has been made for 9GO297. In the near future, a proposed memorandum of agreement that will include conditions for no adverse effect for New Echota and the New Echota TCP and mitigation measures for the adversely affected 9GO297 will be prepared for further review, comment, and signature.

In accordance with Section 6009(a) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), Pub. L. 109-59, the FHWA and GDOT intend to make a de minimis finding based on your concurrence with the Section 106 determination of "No Adverse Effect" for the following resources: New Echota and the New Echota TCP. The Department requests the SHPO's acknowledgement of this finding at this time.

A copy of the enclosed documentation has been forwarded to the FHWA and to all other consulting parties. Please notify this office of the scheduled consultation date, if any, with the FHWA to discuss this project. Please respond to this documentation within thirty (30) days of receiving this information.

If additional information is required, please contact Jeff Carr (404-699-4410 or jeffcarr@dot.ga.gov), Sandy Lawrence (404-699-4425 or slawrence@dot.ga.gov), or Heather Mustonen (404-699-6881 or hmustonen@dot.ga.gov) of the Office of Environment and Location. We appreciate your assistance in this matter.

Sincerely,



Glenn Bowman, P.E.
State Environmental/Location Engineer

GSB/JTC
Attachment

cc: Rodney N. Barry, P.E., FHWA, (Attn: Katy Allen) w/attachment
David Gomez, New Echota Historic Site, w/attachment
Coosa Valley Regional Development Center, w/attachment
Richard Allen, Cherokee Nation, w/attachment
Russell Townsend, THPO, Eastern Band of Cherokee Indians, w/attachment
Lisa Stopp, THPO, United Keetoowah Band of Cherokee Indians in Oklahoma, w/attachment
Willard Steele, THPO, Seminole Tribe of Florida, w/attachment
Absentee-Shawnee Tribe of Oklahoma, w/attachment
Alabama Coushatta Tribe of Texas, w/attachment

Alabama Quassarte Tribal Town, w/attachment
Chickasaw Nation, w/attachment
Coushatta Tribe of Louisiana, w/attachment
Kialegee Tribal Town, w/attachment
Muscogee (Creek) Nation, w/attachment
Poarch Band of Creek Indians, w/attachment
Seminole Nation of Oklahoma, w/attachment
Thlopthlocco Tribal Town, w/attachment
Emily Ritzler, Wilbur Smith Associates, w/attachment
Larry Bowman, GDOT NEPA, w/attachment

ASSESSMENT OF EFFECTS

GDOT PROJECT BHF-151-1(6), GORDON COUNTY

P.I. #631570

HP #040607-001

FINDING OF CONDITIONAL NO ADVERSE EFFECT TO

NEW ECHOTA

NEW ECHOTA TRADITIONAL CULTURAL PROPERTY

FINDING OF ADVERSE EFFECT TO

ARCHAEOLOGICAL SITE 9GO297 (BOAT RAMP SITE)

January 18, 2008

This document has been produced for use in compliance with Section 106 of the National Historic Preservation Act of 1966 and subsequent amendments.

INTRODUCTION

This document has been prepared for use in completion of applicable Section 106 procedures in compliance with the National Historic Preservation Act (NHPA) of 1966 and subsequent amendments. The documentation has been developed in accordance with the GDOT/FHWA Cultural Resource Survey Guidelines and 36 CFR Part 800. As such, this document assesses the effects to historic properties identified within the area of potential effects of GDOT Project BHF-151-1(6), Gordon County [originally referenced under project numbers BHF-151-1(6) and BRST-151-1(7)].

The design of the proposed project was developed by GDOT engineering personnel who, as a standard procedure, include environmental parameters as a part of the initial investigations prior to laying out a proposed design. Basic data of the project area that were gathered and studied included aerial photography, topographic maps, traffic (existing and projected), previous studies, wetland inventory maps, soil survey maps, flood plain maps, and Georgia Department of Natural Resources' historic resource survey maps.

The data were used to delineate wetland or hydric soil boundaries, flood plains, parks and recreational facilities, known or suspected historic properties and archaeological sites, existing rights-of-way, possible UST/landfill/hazardous waste sites, and areas of possible endangered species habitat on the aerial photography prior to laying out an alignment. In addition, other "controls" such as churches, cemeteries, schools, hospitals, and any other noise sensitive areas were also identified.

Only at this point was the proposed alignment developed with every attempt being made to avoid sensitive ecological, historic and archaeological areas. In the event that avoidance was not possible, every attempt was made to minimize harm to such resources. The proposed alignment, once laid out, was then field checked and additional refinements were made to further minimize harm to both the natural and built environment.

NEED AND PURPOSE

A need exists for the replacement of structurally deficient bridges located on SR 225 over New Town Creek (MP 2.40) and the Coosawattee River (MP 2.57) in Gordon County as well as the improvement of the alignment in the area. Initially, both bridge replacement projects were listed under separate GDOT project numbers, BHF-151-1(6) for the New Town Creek Bridge and BRST-151-1(7) for the Coosawattee River Bridge, but have since been combined under one project number: GDOT Project BHF-151-1(6).

The bridge at New Town Creek has a Sufficiency Rating of 52.68 and the bridge at the Coosawattee River has a Sufficiency Rating of 20.36. Both bridges were structurally evaluated on June 24, 2003 by the Office of Bridge Maintenance. They were both classified as structurally deficient due to the load capacity and recommended for replacement. It was also recommended to improve the alignment in this area. The existing alignment has a substandard curvature and superelevation, and a history of safety problems (2 fatalities in 3 years). An analysis of accidents

in this area (from approximately 300 feet south of New Town Creek to approximately 300 feet north of the Coosawattee River) found that between 2002 and 2004 the accident rate exceeded the statewide average accident rate for similarly classified routes. From the total of 14 accidents, 7 accidents occurred along the two bridges. This section of SR 225 is classified as a Rural Minor Arterial with a posted speed limit of 55 mph. The Annual Average Daily Traffic (AADT) along this section of roadway was 4960 vehicles in 2004 with 5 percent trucks, and future traffic is projected to be 8700 in 2020. SR 225 is a truck route and a school bus route.

The need for the proposed project is due to the deficiencies of the existing bridges and the high number of accidents. The purpose of the project is to replace the existing deficient bridges and bring the alignment to current design standards to improve traffic operations and safety along this section of roadway.

DESCRIPTION OF THE UNDERTAKING

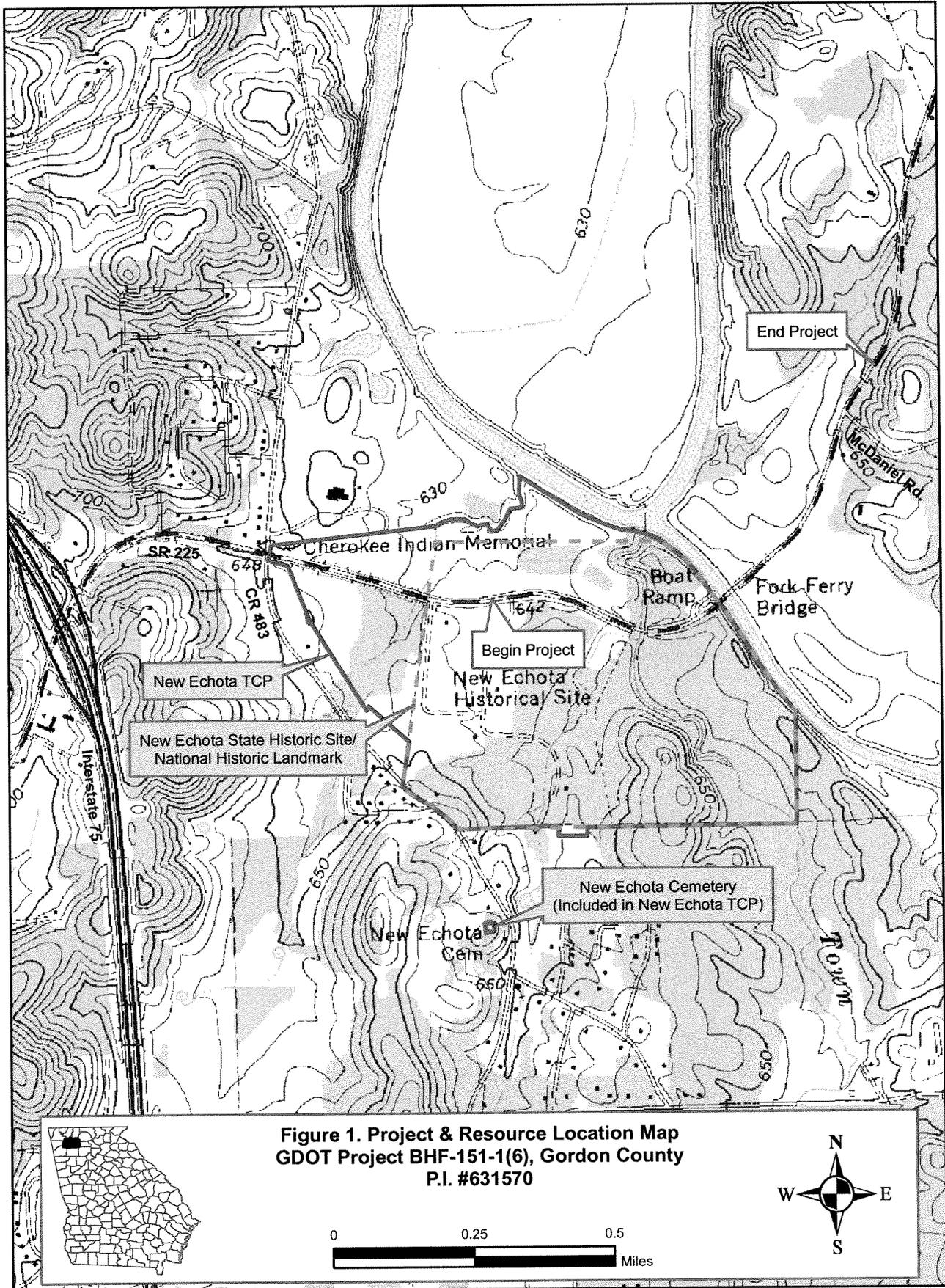
GDOT Project BHF-151-1(6) is federally funded. Therefore, Section 106 compliance is being processed through the Federal Highway Administration (FHWA).

The proposed project would replace the existing bridges on SR 225 over New Town Creek and the Coosawattee River in Gordon County (see Figure 1). Along with the bridge replacements, the project proposes to improve SR 225 to enhance safety and correct a substandard horizontal alignment. The proposed project would maintain traffic on the existing roadway during construction. The existing bridge over New Town Creek was constructed in 1952, and is approximately 162 feet long and 24 feet wide. The existing bridge over the Coosawattee River was constructed in 1955, and is approximately 621 feet long and 24 feet wide. The existing SR 225 roadway consists of two 12-foot lanes with 3-foot shoulders. The current right-of-way is 80 feet wide; the proposed right-of-way would be approximately 130 feet.

As defined in 36 CFR 800.16(d), the area of potential effects (APE) of an undertaking is defined as "the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist." Based on this definition, the nature and scope of the undertaking, the guidance in the GDOT/FHWA Cultural Resource Survey Guidelines and past experience with similar projects, the APE was defined, in consultation with the Georgia SHPO, as the project viewshed and the proposed right-of-way of the proposed project, within which all construction and ground disturbing activity would be confined.

IDENTIFICATION OF HISTORIC PROPERTIES

The early planning phase of this project was initiated with A Traditional Cultural Property Study of New Echota (2000 – 2003), which sought to build a critical planning foundation for the proposed project. In consultation with the three federally recognized Cherokee Tribal Governments, the New Echota Traditional Cultural Property (TCP) was recommended eligible for listing in the National Register of Historic Places (National Register), and included the



already listed New Echota and additional areas surrounding the site. The Georgia SHPO concurred with the eligibility and boundary of the proposed New Echota TCP in a letter dated October 31, 2002 (see letter and excerpt from the study in Appendix B).

In addition to the TCP study, information on previously identified historic properties was checked to determine if any were located within the APE of this undertaking. This review included National Register listed properties, proposed National Register nominations, National Historic Landmarks, and the updated Georgia Historic Bridge Survey (GHBS). The Department of Natural Resources (DNR) Gordon County survey dated 1990 was also consulted. The state archaeological site files at the University of Georgia and existing survey reports were consulted to locate previously identified archaeological sites within the APE. Also, topographic maps and aerial photography were reviewed to identify areas of high archaeological site potential within the APE.

Following the review of existing information on previously identified historic properties, potential consulting parties in the Section 106 process were identified. In addition to the Georgia SHPO, other potential consulting parties were identified based on the nature of the undertaking and the guidance in the GDOT/FHWA Cultural Resource Survey Guidelines. The other potential consulting parties invited to participate in the Section 106 process were the Coosa Valley Regional Development Center, the Gordon County Historical Society, the New Echota State Historic Site, the City of Calhoun, the Gordon County Commission, the National Park Service - Cultural Resources Division, and the Advisory Council on Historic Preservation. These consulting parties were informed of our efforts to locate previously identified historic properties and the results of those efforts and were asked to provide information on any unidentified National Register listed or potentially eligible historic properties within the proposed project's APE by a Notification dated June 4, 2002. An early coordination memorandum dated June 10, 2004 was received from SHPO. A response via E-mail was received on June 15, 2004 from the Coosa Valley Regional Development Center to the Department's invitation to become a consulting party in the Section 106 process. Early notification letters were also sent to consulting federally recognized Native American Tribal Governments and while no written responses were received, representatives from the Cherokee Nation, Eastern Band of Cherokee Indians, and United Keetoowah Band of Cherokee Indians were present for the Initial Concept Team Meeting held on March 22, 2004 (see Notification & early coordination correspondence in Appendix A).

Finally, after reviewing any additional information received from consulting parties, field surveys and background research were conducted within the APE of the proposed project to identify any historic properties or archaeological sites eligible for listing in the National Register. The results of the field surveys and background research were summarized in a Survey Report and an Archaeological Assessment. Those reports were provided to all consulting parties participating in the Section 106 process for review and comment.

As a result of these identification efforts, one National Register listed property and one National Register eligible historic property was identified within the proposed project's APE (refer to Figure 1). These historic properties are New Echota and the New Echota Traditional Cultural Property. One National Register eligible archaeological site was identified. This archaeological

site is 9GO297 (Boat Ramp Site). The historic properties Survey Report was submitted to the SHPO and FHWA on August 15, 2006. The final archaeological Survey Report was submitted to the SHPO and FHWA on July 2, 2007. In accordance with 36 CFR 800.4(c)(2), these properties were considered eligible for listing in the National Register by the FHWA and the SHPO.

DESCRIPTION OF HISTORIC PROPERTIES

New Echota (State Historic Site/National Historic Landmark)

New Echota is a National Historic Landmark and National Register listed historic site located north of Calhoun along SR 225, approximately 0.5 mile east of I-75 (refer to Figure 1). It was the capitol of the Cherokee Nation between 1825 and 1838 and was the location of the establishment of the first Native American language newspaper in 1828, the Cherokee Phoenix. The Treaty of New Echota was signed on the site in 1835, which eventually resulted in the forced resettlement of the Cherokee from the Southeast along the "Trail of Tears." The site originally contained a Council House, a Courthouse for the Cherokee Supreme Court, a mission school, a print shop, and several other houses and commercial buildings. Currently owned and administered by the State of Georgia, New Echota has been developed for public visitation and interpretation. The site currently contains three reconstructed historic buildings, two reconstructed house complexes, a nineteenth century building that has been moved to the site, a reconstructed Cherokee farmstead, and a visitor's center and museum building. The State of Georgia also currently leases a portion of the land within the National Register boundary to the Calhoun Elks Club for use as a golf course. This property was determined to possess a national level of significance in the areas of archaeology (historic-aboriginal), architecture, conservation, education, landscape architecture, literature, military, political, religion/philosophy, and history. The listed National Register boundary of the property comprises approximately 192 acres (refer to National Register and National Historic Landmark Nomination Forms in Appendix B).

New Echota Traditional Cultural Property

The New Echota Traditional Cultural Property (TCP) was identified through the GDOT contracted study, A Traditional Cultural Property Study of New Echota, the First Cherokee National Capitol from 1825-1838, Gordon County, Georgia. The study used archaeological and historical contexts, interviews with representatives of three federally recognized Cherokee tribes, and an assessment of the current New Echota landscape to assess whether New Echota could be considered a TCP. According to National Register Bulletin 38, "A traditional cultural property...can be defined generally as one that is eligible for inclusion in the National Register because of its association with cultural practices or beliefs of a living community that (a) are rooted in that community's history and (b) are important in maintaining the continuing cultural identity of the community." The report concluded that New Echota should be considered a TCP because of its important association with the present day beliefs and identity of the Cherokee. This property was evaluated for eligibility for listing in the National Register under Criterion A and was determined to possess significance for its important association with significant events

in Cherokee history. The TCP was evaluated for eligibility under Criterion D and was determined to possess significance for its potential to provide information on Cherokee history, architecture, customs, and culture.

The eligible National Register boundary of the TCP corresponds to the historic town site of New Echota, which extends beyond the boundary of the New Echota State Historic Site/National Historic Landmark to include areas of the historic town that are considered important to the Cherokee but that were excluded from the listed National Register/National Historic Landmark boundary. The boundary is discontinuous and includes the New Echota Cemetery, which is separated by non-historic residential development (refer to Figure 1 and an excerpt from the study in Appendix B).

9GO297 (Boat Ramp Site)

Archaeological site 9GO297 (Boat Ramp Site) is a stratified, multi-component prehistoric site dating from the Middle Archaic to the Middle/Late Woodland periods. The site is located east of New Town Creek, west of the Coosawattee River, and north of SR 225 and measures approximately 150 meters by 150 meters. 9GO297 is located within the boundary of the New Echota State Historic Site, National Historic Landmark and Traditional Cultural Property on land owned by the State of Georgia. Testing at the site revealed intact archaeological deposits including a hearth feature possibly dating to the Late Archaic period and the presence of a buried A-horizon paleosol. The artifact assemblage consists primarily of lithic debitage but also includes several projectile points, a small number of prehistoric ceramics, and fire cracked rock.

While located within the boundary of the New Echota State Historic Site, National Historic Landmark, and TCP, no archaeological material or features associated with the historic occupation of New Echota were identified. The site is considered eligible for the National Register under Criterion D for having the potential to offer significant new data bearing on both local and regional chronological issues, organization of tasks or activities within stratified living floors preserved in buried contexts, subsistence issues, lithic technology, and its relation to local chert sources (refer to Request for Determination of Eligibility in Appendix B).

ASSESSMENT OF EFFECTS

New Echota (State Historic Site/National Historic Landmark)

A finding of Conditional No Adverse Effect is anticipated for New Echota based on conditions imposed on the proposed project through stipulations to be included in the forthcoming proposed Memorandum of Agreement, as determined during a technical assistance meeting between GDOT and the SHPO on September 19, 2007 (see Technical Assistance meeting notes in Appendix A) as well as during consultation with federally recognized Cherokee Tribal Government project partners on August 2, 2007 (see Meeting Minute Notes in Appendix A). In the area of the resource, project implementation would consist of the realignment of SR 225 and

the replacement of the bridges that span New Town Creek and the Coosawattee River (see Proposed Improvements in Appendix C).

Physical destruction of, or damage to, all or part of the property would occur. While construction activity would occur within the listed National Register/National Historic Landmark boundary of the property, no characteristics that qualify the property for inclusion in the National Register would be altered. The proposed new alignment of the roadway would be constructed to the north of the existing alignment and would not impact any buildings or features that contribute to the eligibility of New Echota.

Project implementation would not result in a negative change in the character of the property's use. There are no direct or indirect effects anticipated to New Echota that would adversely affect the character of the continued interpretive and educational use of the property. To the contrary, the project may enhance the use of the historic site. Proposed landscaping to be developed as part of the project could include signage and sculpture, which would increase the visibility of the site to the public. This landscaping along with the use of context sensitive bridges could evoke a sense that one has entered an important place and result in an increased awareness of New Echota as a significant place in history. In addition, in consultation with the federally recognized Cherokee Tribal Governments and New Echota State Historic Site, GDOT will explore the reuse of the abandoned section of SR 225 within the property as a walking trail that could provide additional opportunities for public education through the development of interpretive stations.

Project implementation would not result in a change in the character of the property's physical features within the property's setting that contribute to its historic significance. While construction activity would occur within the listed National Register/National Historic Landmark boundary of the property, the proposed new alignment of the roadway would be constructed to the north of the existing alignment and would not impact any buildings or features that contribute to the eligibility of the site.

Project implementation would not result in the introduction of visual elements that diminish the integrity of the property's significant historic characteristics or features. Conditions imposed on the project would reduce the visual impacts of the proposed project and would lessen the visual impacts of existing intrusions into the viewshed of the property. The proposed bridges to be constructed over New Town Creek and the Coosawattee River would incorporate context sensitive design, which may include natural looking materials such as stone or wood, open railings to help maintain vistas, and profiles as low as is acceptable by current design standards in order to reduce visual effects to the historic property. Also, a landscape plan will be developed in coordination with federally recognized Cherokee Tribal Governments and New Echota State Historic Site to provide a buffer between the resource and the roadway and golf course to the north. The landscaping would not completely screen the site, but would rather soften visual intrusions into the setting. Furthermore, there would be no 'net gain' of roadway pavement within the site because the abandoned section of SR 225 would either be converted to an interpretive trail or removed.

Project implementation would not result in the introduction of atmospheric elements that diminish the integrity of the property's significant historic characteristics or features. There

would be no atmospheric effect to this property as a result of project implementation. The project is consistent with the State Implementation Plan for air quality in the region.

Project implementation would not audibly affect New Echota. The proposed project would not increase the capacity of the existing roadway, and therefore, would not result in an increase in traffic-generated noise.

Project implementation is not anticipated to indirectly adversely affect New Echota. No change in traffic patterns would result from project implementation. No additional access to the existing transportation facility would be provided and no existing access to the facility would be removed. The proposed project would not increase the capacity of the existing roadway.

New Echota Traditional Cultural Property

A finding of Conditional No Adverse Effect is anticipated for the New Echota Traditional Cultural Property based on conditions imposed on the proposed project through stipulations to be included in the forthcoming proposed Memorandum of Agreement, as determined during a technical assistance meeting between GDOT and the SHPO on September 19, 2007 (see Technical Assistance meeting notes in Appendix A) and in consultation with the project's federally recognized Cherokee Tribal Government partners. In the area of the resource, project implementation would consist of the realignment of SR 225 and the replacement of the bridges that span New Town Creek and the Coosawattee River (see Proposed Improvements in Appendix C).

Physical destruction of or damage to all or part of the property would occur. While construction activity would occur within the National Register boundary of the TCP, no characteristics that qualify the property for inclusion in the National Register would be altered. The proposed new alignment of the roadway would be constructed to the north of the existing alignment and would not impact any buildings or features that contribute to the eligibility of the TCP.

Project implementation would not result in a negative change in the character of the TCP's use. There are no direct or indirect effects anticipated to the New Echota TCP that would adversely affect the character of the continued use of the property by the Cherokee. To the contrary, the project may enhance the use of the TCP. Proposed landscaping, the use of context sensitive bridges, and the possible reuse of the abandoned section of SR 225 would create an enhanced sense of place and traditional experience for the Cherokee and visitors to the TCP.

Project implementation would not result in a change in the character of the property's physical features within the TCP's setting that contribute to its historic significance or significance to the Cherokee people today. While the project would realign SR 225 within the TCP, the landscape of New Echota has already been modified in this area by the construction of a golf course, non-historic development, and the construction of the existing alignment of SR 225. The proposed project would remove or reuse the abandoned section roadway as an interpretive trail, and a portion of the golf course would be reclaimed. The resulting effect to the setting of the TCP would not be adverse. Rather, the replacement of the existing bridges with context sensitive

bridges and the development of landscaping along the roadway is considered an improvement to the setting.

Project implementation would not result in the introduction of visual elements that diminish the integrity of the TCP's significant historic characteristics or features. Conditions imposed on the projects would reduce the visual impacts of the proposed project and would lessen the visual impacts of existing intrusions. The proposed bridges to be constructed over New Town Creek and the Coosawattee River would incorporate context sensitive design, which may include natural looking materials such as stone or wood, open railings to help maintain vistas, and profiles as low as is acceptable by current design standards in order to reduce visual effects to the TCP. Also, a landscape plan will be developed in coordination with consulting federally recognized Cherokee Tribal Governments and the New Echota State Historic Site to provide a buffer between the resource and the roadway and golf course north of the highway. The landscaping would not completely screen the site, but would rather soften the visual intrusions into the setting. Furthermore, there would be no 'net gain' of roadway pavement within the TCP because the abandoned section of SR 225 would either be converted to an interpretive trail or removed and a portion of the golf course would be reclaimed.

Project implementation would not result in the introduction of atmospheric elements that diminish the integrity of the property's significant historic characteristics or features. There would be no atmospheric effect to this property as a result of project implementation. The project is consistent with the State Implementation Plan for air quality in the region.

Project implementation would not audibly affect the New Echota TCP. The proposed project would not increase the capacity of the existing roadway, and therefore, would not result in an increase in traffic-generated noise.

Project implementation is not anticipated to indirectly adversely affect the New Echota TCP. No change in traffic patterns would result from project implementation. No additional access to the existing transportation facility would be provided and no existing access to the facility would be removed. The proposed project would not increase the capacity of the existing roadway.

9GO297 (Boat Ramp Site)

A finding of Adverse Effect is anticipated for 9GO297. In the area of the resource, project implementation would consist of the relocation of SR 225 to the north of its current alignment. The construction of the roadway's new alignment would result in the destruction of the southern portion of the site.

SUMMARY

Implementation of the proposed project would result in a finding of No Adverse Effect for New Echota and the New Echota TCP based on conditions imposed on the proposed project through

stipulations to be included in the forthcoming proposed Memorandum of Agreement. Implementation of the proposed project would result in a finding of Adverse Effect for 9GO297.

ALTERNATIVES TO AVOID ADVERSE EFFECT

Early in the concept planning phase, two alternatives were considered that would completely avoid the area around New Echota, including the adversely affected 9GO297.

Avoidance Alternative 1 would begin approximately 200 feet east of the I-75/SR 225 interchange and would proceed northeast on new location, intersecting CR 483/Craigtown Road. It would then bridge the Oostanaula and Conasauga Rivers before tying into SR 225 approximately 0.5 mile north of CR 125/McDaniel Road. This alignment is approximately two miles in length. The typical section would be two lanes with an open ditch and a 55 MPH design speed.

Avoidance Alternative 2 would begin by building a new I-75 interchange approximately one mile south of the existing I-75/SR 225 interchange. The proposed alignment would proceed east on new location for approximately 0.25 mile. It would then cross CR 483/New Town Church Road approximately 0.25 mile south of CR 438 and continue northeast on new location with new bridge crossings over New Town Creek and the Coosawattee River. The proposed alignment would end by tying into SR 225 approximately 0.9 mile north of CR 125/McDaniel Road. This alignment is approximately 3.5 miles in length. The typical section would be two lanes with an open ditch and a 55 MPH design speed.

The two avoidance alternatives developed during the concept phase of project planning are not considered prudent and feasible alternatives because they do not meet the stated Need and Purpose of the project: to replace the existing bridges that carry SR 225 over New Town Creek and the Coosawattee River and to realign SR 225 in order to correct substandard geometry and increase safety along the highway. Furthermore, both of these alternatives would require the construction of two new bridges and sections of roadway on new alignment, resulting in greater environmental impacts, residential displacements, and overall cost of the project. An additional result of these avoidance alternatives would be a reduction in the visibility of, and access to, the New Echota State Historic Site and Calhoun Elks Club golf course.

Other design options were considered that would realign SR 225 in the area of the existing bridges instead of constructing a new location roadway. The realignment of the roadway to the south of its existing alignment, or the replacement of the bridges on existing alignment would avoid adversely affecting 9GO297. However, like Alternatives 1 and 2, above, these design options would not meet the project's Need and Purpose to realign SR 225 in order to correct substandard geometry and increase safety along the roadway. In addition, realignment of the roadway to the south would result in greater wetland impacts as well as increased impacts to the New Echota State Historic Site and TCP, therefore these design options are no longer being considered. The construction of the bridges on piers as opposed to fill was also considered as a way to avoid adversely affecting 9GO297. This alternative was removed from consideration because the size and location of piers required for the bridges would not avoid affecting the site,

and would introduce adverse visual elements to New Echota and the New Echota TCP as well as substantially increase the overall cost of the project.

PLANNING TO MINIMIZE HARM, PROPOSED MITIGATION, AND CONDITIONS FOR NO ADVERSE EFFECT

Planning to minimize harm was taken into consideration to the extent possible during project development.

In order to reduce the visual impacts of the roadway and other intrusions (such as non-historic development and the adjacent golf course) a landscape plan will be developed in coordination with consulting federally recognized Cherokee Tribal Governments and New Echota State Historic Site officials. Not only would the landscape help to soften the look of the roadway and other visual intrusions, possible design elements that may be incorporated such as sculpture and signage would raise the visibility of New Echota. Also planned is the use of context sensitive design guardrail, which would further minimize the visual effects of the project. In addition, the project would utilize context sensitive bridge design, developed in coordination with consulting federally recognized Cherokee Tribal Governments that may include natural looking materials and open rails. The context sensitive bridges and the proposed landscaping would not only reduce the visual impacts of the transportation facility, but are also intended to impress on the traveling public and visitors to the site a greater sense of place, resulting in an increased awareness of New Echota as a significant place in our nation's history as well as a site integral in maintaining the continuing cultural identity of the Cherokee people. Finally, in consultation with the federally recognized Cherokee Tribal Governments and the New Echota State Historic Site, GDOT will explore the reuse of the abandoned section of SR 225 within the property as a walking trail that could provide additional opportunities for public education through the development of interpretive stations.

The following mitigation measure is proposed for discussion at consultation between the FHWA and the SHPO:

The proposed mitigation measure for the anticipated adverse effect to site 9GO297 is data recovery through archaeological excavation. Based on previous survey and testing results and in consultation with the Cherokee Nation, Eastern Band of Cherokee Indians, United Keetoowah Band of Cherokee Indians, Seminole Tribe of Florida, and SHPO a data recovery plan will be developed for the excavation of archaeological site 9GO297. The plan will be consistent with the Council's "Handbook on Treatment of Archaeological Properties, Part III, Recommendations for Archaeological Data Recovery".

In order to maintain a finding of Conditional No Adverse Effect to New Echota and the New Echota TCP, the following conditions are proposed:

1. The proposed bridges to be constructed over New Town Creek and the Coosawattee River will incorporate context sensitive design, which may include natural looking materials such as stone or wood, open railings to help maintain vistas, and profiles as

low as is acceptable by current design standards in order to reduce visual effects to the historic properties. The development of the design of the new bridges will be done in coordination with consulting federally recognized Cherokee Tribal Governments and the New Echota State Historic Site. The Georgia SHPO will be afforded the opportunity to review and comment on the final design of the bridges prior to project implementation.

2. Context sensitive design guardrail will be used within the boundaries of the historic properties in order to reduce visual effects.
3. In coordination with consulting federally recognized Cherokee Tribal Governments and the New Echota State Historic Site, GDOT will develop a landscape plan for New Echota and the New Echota Traditional Cultural Property that could include new signage for the park, screening of non-historic elements from the historic properties, and other design elements such as sculpture. The landscape plan will be submitted to the Georgia SHPO for review and comment prior to being incorporated into the final construction plans for the project.
4. In consultation with federally recognized Cherokee Tribal Governments and the New Echota Historic Site, GDOT will explore the reuse of the abandoned section of SR 225 within the property as a trail that could provide additional opportunities for interpretation through the development of educational kiosks.

APPENDIX A
COORDINATION CORRESPONDENCE



Department of Transportation

HAROLD E. LINNENKOHL
COMMISSIONER
(404) 656-5206

PAUL V. MULLINS
CHIEF ENGINEER
(404) 656-5277

State of Georgia
3993 Aviation Circle
Atlanta, Georgia 30336

LARRY E. DENT
DEPUTY COMMISSIONER
(404) 656-5212

EARL L. MAHFUZ
TREASURER
(404) 656-5224

March 03, 2004

Dr. Richard Allen
NAGPRA Representative
Cherokee Nation
Post Office Box 948
Tahlequah, Oklahoma 74465

Re: Aerial Photography of New Echota and Initial Concept Team Meeting Information for GDOT Projects BHF-151-1(6) and BRST-151-1(7); PI #'s 631570 and 632906; Proposed Bridge Replacements over New Town Creek and the Coosawattee River in Gordon County Georgia

Dear Dr. Allen:

Enclosed please find four sets of aerial photography of New Echota and SR 225 in Gordon County, Georgia. As you may recall in December 2003, three of these aerial photography sets were utilized during our meeting at New Echota in conceptual discussions relating to GDOT's proposed projects noted above. In addition, please find one aerial photograph which outlines potential design alternatives in the area of the proposed projects along SR 225 adjacent to New Echota. This aerial was developed at the request of all meeting participants so that conceptual issues could be graphically represented. At your earliest convenience, please review and comment on the requested aerial photograph that depicts potential design alternatives along SR 225 adjacent to New Echota.

Also, please find information relating to the Initial Concept Team Meeting that is scheduled for 10:30am on March 22, 2004 at New Echota. This meeting will discuss issues similar to those discussed in December of 2003, and the potential design alternatives depicted on the aerial photograph will be reviewed by GDOT Location/Design Engineers. The Department is committed to working with all parties on the proposed projects, and believes that with your help, conceptual designs for the proposed projects can be developed that meet future transportation needs while maintaining environmental excellence and stewardship initiatives. If you would like to attend the meeting noted above or should you have any questions concerning the enclosed aerial photography, please contact Eric Anthony Duff of this office at (404) 699-4437.

Sincerely,

A handwritten signature in black ink that reads "Harvey D. Keepler" followed by a stylized initial "WCB".

Harvey D. Keepler
State Environmental/Location Engineer

HDK/EAD

cc: Mr. Robert M. Callan, P.E., FHWA, (ATTN: David Grachen/Jennifer Giersch)
Thomas L. Turner, P.E., GDOT Director of Preconstruction



Department of Transportation

HAROLD E. LINNENKOHL
COMMISSIONER
(404) 656-5206

PAUL V. MULLINS
CHIEF ENGINEER
(404) 656-5277

State of Georgia
3993 Aviation Circle
Atlanta, Georgia 30336

LARRY E. DENT
DEPUTY COMMISSIONER
(404) 656-5212

EARL L. MAHFUZ
TREASURER
(404) 656-5224

March 03, 2004

Mr. Russell Townsend
Tribal Historic Preservation Officer
Eastern Band of Cherokee Indians
Post Office Box 455
Cherokee, North Carolina 28719

Re: Aerial Photography of New Echota and Initial Concept Team Meeting Information for GDOT Projects BHF-151-1(6) and BRST-151-1(7); PI #'s 631570 and 632906; Proposed Bridge Replacements over New Town Creek and the Coosawattee River in Gordon County Georgia

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Sincerely,

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Harvey D. Keeper
State Environmental/Location Engineer

HDK/EAD

cc: Mr. Robert M. Callan, P.E., FHWA, (ATTN: David Grachen/Jennifer Giersch)
Thomas L. Turner, P.E., GDOT Director of Preconstruction



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TREASURER
(404) 656-5224

March 03, 2004

Mr. Archie Mouse
THPO/NAGPRA Representative
United Keetoowah Band of Cherokee Indians
Post Office Box 189
Park Hill, Oklahoma 74451

Re: Aerial Photography of New Echota and Initial Concept Team Meeting Information for GDOT Projects BHF-151-1(6) and BRST-151-1(7); PI #'s 631570 and 632906; Proposed Bridge Replacements over New Town Creek and the Coosawattee River in Gordon County Georgia

Dear Mr. Mouse:

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Harvey D. Keeper
State Environmental/Location Engineer

HDK/EAD

cc: Mr. Robert M. Callan, P.E., FHWA, (ATTN: David Grachen/Jennifer Giersch)
Thomas L. Turner, P.E., GDOT Director of Preconstruction



Department of Transportation

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(404) 656-5224

March 03, 2004

Mr. David A. Gomez
Site Manager
New Echota State Historic Site
1211 Chatsworth Highway
Calhoun, Georgia 30701

Re: Aerial Photography of New Echota and Initial Concept Team Meeting Information for GDOT Projects BHF-151-1(6) and BRST-151-1(7); PI #'s 631570 and 632906; Proposed Bridge Replacements over New Town Creek and the Coosawattee River in Gordon County Georgia

Dear Mr. Gomez:

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Harvey D. Keeper
State Environmental/Location Engineer

HDK/EAD

cc: Mr. Robert M. Callan, P.E., FHWA, (ATTN: David Grachen/Jennifer Giersch)
Thomas L. Turner, P.E., GDOT Director of Preconstruction

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
INTERDEPARTMENTAL CORRESPONDENCE

FILE BHF-151-1(6) & BRST-151-1(7) **OFFICE** Environment/Location
Gordon County

P.I. No. 632906 & 631570 **DATE** March 22, 2004

FROM Harvey D. Keepler, State Environmental/Location Engineer

TO Distribution Below

SUBJECT INITIAL CONCEPT TEAM MEETING MINUTES – SR 225 Bridge Replacements

Date/Time: Monday, March 22, 2004; 10:30 a.m.
Place: Conference Room of the New Echota Historic Park
Attending: Eastern Band of Cherokee Indians: Russell Townsend. United Keetoowah Band of Cherokee Indians: Archie Mouse, Sequoyah Guess. Elks Club: David Locke, Cais Roland, Brent Davis. Gordon County Road Superintendent: Barry Hice. Bell South: Bob Oesterle. North Georgia EMC: Brent Peteet. FHWA: David Grachen, Makayah Royal. DNR-HPD: Ronnie Rogers, Betsy Shirk.. DNR-Parks: Handy Johnson, Wally Woods, David Gomez.. GDOT-Consultant Design: Ted Cashin. GDOT-Right-of-Way: Rick Ford. GDOT-Cartersville District: Royce Turner, Kerry Bonner, Dewayne Comer, Patrick Bowers, Mike Thomason, Lisa Wesley, Harlan Conley. GDOT-Materials & Reasearch: Karyn Matthews. GDOT-Environment/Location: Jerry Hobbs, Ken Thompson, Keith Posey, Dan Funk, Richard Williams, Rowe Bowen, Susan Knudson, William Bouthiller, Andrick Anderson.

Keith Posey opened the meeting by presenting the purpose and the format for the meeting along with a brief description of the project. The purpose of this meeting is to validate the Need and Purpose of the project, and to include, early in the process, local officials and key Department of Transportation(GDOT) personnel for review and discussion. Constraints will be identified along the project corridor, and how they affect concept geometry will be discussed . Dan Funk then described the project in detail.

Project BHF-151-1(6) and BRST-151-1(7) is the replacement of two bridges on SR 225 over New Town Creek and the Coosawattee River, approximately 1 mile east of I-75. The existing alignment is located adjacent to the New Echota State Historic Site. This was the first national capital of the Cherokee Nation. The Georgia Department of Natural Resources (DNR) owns approximately 190 acres on which the site sits; 30 acres north of SR 225 and 160 acres south of SR 225. The land on the north side of the road is currently leased to the Elks Club and used as a golf course. The existing bridge over New Town Creek was

constructed in 1952, is 162 feet long and 24 feet wide with a sufficiency rating of 50.69. The existing bridge over Coosawattee River was also constructed in 1955 and is 621 feet long and 24 feet wide with a sufficiency rating of 20.36. The deck width of both bridges is 30 feet, and existing SR 225 consists of two, 12 foot lanes with 3 foot shoulders on 80 feet of existing right-of-way. Opening day traffic (2010) is projected to be 6500 AADT and the design year traffic (2030) is 9700 AADT. The posted speed limit along the roadway and the design speed is 55 mph.

Although very little engineering and no environmental work has been done for the current study, five possible alignments were displayed at the meeting to initiate the discussion. The corridor considerations begin at varying points along SR 225, east of CR 483/New Town Church Road, and tie back in to existing SR 225 after crossing over both the New Town Creek and Coosawattee River at different locations within 600 ft of the existing bridges. Along with the bridge replacements the proposed alternative alignments would improve SR 225 to enhance the safety of the existing roadway between the New Echota State Historic Site and an existing golf course. All alignments were less than one mile in length.

In his introduction Keith Posey expressed the two primary reasons for the projects are to replace the bridges at the two stream crossings, and to improve the safety of the existing roadway approaching the bridges, as GDOT data indicates there have been 5 reported accidents with 2 fatalities in the immediate vicinity of the bridges since 1995. It was emphasized to the attendees that the corridor considerations displayed at this point do not represent proposed concept alignments. However, they were shown at this meeting to present a starting point from which attendees could visualize the corridor area, and to assist in discussing attendee issues and concerns.

After review of the project, the following comments were made:

United Keetoowah Band of Cherokee Indians

Comment: An alignment between the yellow alternative and dark blue alternative that closely follows the existing roadway would be best for economic reasons.

Comment: There are concerns about future widening of the road, so they prefer archeological surveys to be wider in scope than proposed the right-of-way. They would also like to see a list of existing flora and fauna in the area.

Eastern Band of Cherokee Indians

Comment: The Eastern Band favors the yellow alignment and would like an archaeology report on areas around the Coosawattee River.

Comment: There is a high potential for graves and other cultural resources along the existing alignment that has not yet been surveyed.

Elks Club

Comment: The two most northern alignments (north of the dark blue line) are not preferred because they would interfere with the golf course. They would be in favor of any other alignment. Improvement on existing geometry is important because 6 to 8 accidents have occurred in the past 6 months.

Department of Natural Resources (DNR)

Comment: DNR's main concern is the improvement of the existing roadway geometry because of the number of accidents that happen and the safety of school buses entering and exiting the park.

Comment: DNR doesn't want anymore encroachment on the park, but would like to enhance the access to traffic entering the park.

FHWA

Comment: would like to improve access to park and would like to see more extensive accident data.

Bell South

Comment: Bell South prefers the dark blue alternative just north of the existing roadway and would like the bridges designed to accommodate phone conduit. Also, a consideration should be made for a redesign of the boat ramp because of limited sight distance.

GDOT, Cartersville District

Comment: The dark blue and the red alternatives, which cross the Coosawattee River just north of the existing bridge look to be the most cost effective. Any alignment between the dark blue and red alignments would allow traffic along existing roadway to remain open during construction, and would minimize impacts to the park, the golf course and other environmental concerns.

GDOT Materials & Research

Comment: There doesn't look to be any hazardous material sites, and all the alternatives would have the same impact from a geotechnical stand point.

GDOT R/W

Question: Is right-of-way mitigation anticipated?

Response: Yes

GDOT Environment/Location

Comment: Wider shoulders are needed on both the bridges and the existing SR 225.

Comment: Ecology will furnish a list of flora and fauna in the area for the United Keetowah Band.

Comment: A formal Section 7 is needed for environmental critical habitat. There are 9 species of endangered mussel and an endangered fish where the two Conasauga and Oostanaula Rivers meet and along the Coosawattee River. Any alignment considered should minimize impacts to fish & mussels.

Comment: The area that the Eastern Band commented on is wetlands. South of the existing alignment has cultural resources, while north of the existing roadway has yet to be surveyed.

Comment: Building the road can be beneficial to all. Everyone can still be stewards of their concerns, and we can still build a good transportation facility to solve the various safety issues of the bridges and roadway.

Comment: GDOT will next request environmental surveys for the project taking into consideration the comment of the Initial Concept Team Meeting. The concept alternative(s) will be developed based on the results of the surveys. We would like to present the alternative(s) to coordinating federal resource agencies at a Practical Alternatives Review meeting by late summer, and hold a regular Concept Team Meeting in the fall of this year.

Distribution: Tom Turner
Brent Story
Terry McCollister
Phillip Allen
Paul Liles
David Graham
Bryant Poole
Georgene Geary
David Mulling
Joe Palladi
District Engineer/Cartersville District
Jeff Baker



Department of Transportation

HAROLD E. LINNENKOHL
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NOTIFICATION

Initiation of Section 106 Process for

GDOT Projects BHF-151-1(6) and BRST-151-1(7), Gordon County

P.I. #'s 631570 and 632906

June 04, 2004

The Georgia Department of Transportation is in the beginning stages of project development for these proposed transportation projects. In compliance with Section 106 of the National Historic Preservation Act, the Department has determined that because of the nature and the scope of this undertaking, the proposed projects have the potential to cause effects to historic properties if any such properties exist in the project areas. The Department is attempting to identify historic properties already listed in the National Register of Historic Places and any properties not already listed that would be considered eligible for listing that are located within the geographic area of potential effect (APE) of the proposed projects.

The proposed projects would replace the existing bridges on SR 225 over New Town Creek [BHF-151-1(6)] and the Coosawatee River [BRST-151-1(7)] in Gordon County (see attached map). Along with the bridge replacements, the proposed projects propose to improve SR 225 to enhance safety and correct substandard horizontal alignment between New Echota State Historic Site and the existing Elks Club golf course. At the current time, a corridor approach is being studied. The sufficiency rating of the existing bridges are as follows: 50.69 over New Town Creek; and 20.36 over the Coosawatee River. The Office of Bridge Design has determined that any structure with a sufficiency rating less than 50 should be replaced, and although the bridge over New Town Creek rates 50.69, it is anticipated that it will fall below rating sufficiency in the near future. The proposed projects would maintain traffic on the existing roadway during construction. The existing bridge over New Town Creek was constructed in 1952, and is approximately 162 feet long and 24 feet wide. The existing bridge over the Coosawatee River was constructed in 1955, and is approximately 621 feet long and 24 feet wide. The existing SR 225 roadway consists of two 12 foot lanes with 3 foot shoulders. The current right-of-way is 80 feet wide. Although very little engineering has been done, it is anticipated that the replacement bridges would be approximately 38 feet wide (excluding side barrier walls) and would consist of two 12 foot travel lanes. The study corridor is approximately 1 mile in length.

Because of the nature and scope of the undertaking, the APE is limited to the proposed width of the corridor and viewshed of the proposed projects, within which all construction and ground disturbing activity would be confined. No potential for indirect effects outside of this corridor is anticipated as a

result of implementation of the proposed projects. No additional access to the existing facility would be provided and existing access to the facility would be maintained or modified.

Section 106 of the National Historic Preservation Act requires the Federal Highway Administration and the Georgia Department of Transportation, in consultation with the Georgia State Historic Preservation Officer, to identify potential consulting parties and to invite them to participate in the Section 106 process. This Notification letter is one of several methods the Department uses to encourage public participation in this process and it serves as your invitation to participate as a consulting party in the Section 106 process for these projects.

A written request to become a consulting party for cultural resources for this project should be directed to:

Harvey D. Keepler
Department of Transportation
Office of Environment/Location
3993 Aviation Circle
Atlanta, Georgia 30336-1593

Attn: Eric Anthony Duff

Responses would be appreciated within thirty (30) days of receipt of this Notification letter. Please refer to the project identification numbers (P.I. 631570 & 632906) in your response. The potential consulting parties identified and invited to participate in the Section 106 process for this project are the Coosa Valley Regional Development Center, Georgia SHPO, Gordon County Historical Society, New Echota State Historic Site, City of Calhoun, and the Gordon County Commission. If you are aware of other organizations or individuals interested in cultural resources in the project areas not already identified, please forward their names to the Department.

Also, on behalf of the Federal Highway Administration Georgia Division (FHWA), in keeping with a government-to-government relationship and in compliance with 36CFR800, the following tribal governments are invited to participate in the Section 106 process for this project: Absentee-Shawnee Tribe of Oklahoma, Alabama-Coushatta Tribe of Texas, Alabama-Quassarte Tribal Town, Cherokee Nation, Chickasaw Nation, Coushatta Tribe of Louisiana, Eastern Band of Cherokee Indians of North Carolina, Kialegee Tribal Town, Muscogee (Creek) Nation of Oklahoma, Poarch Band of Creek Indians, Seminole Nation of Florida, Seminole Nation of Oklahoma, Thlopthlocco Tribal Town, and the United Keetoowah Band of Indians. Responses to this Notification regarding tribal concerns should be addressed to the attention of Mr. Eric Duff, the Department's Native American liaison, at the above address.

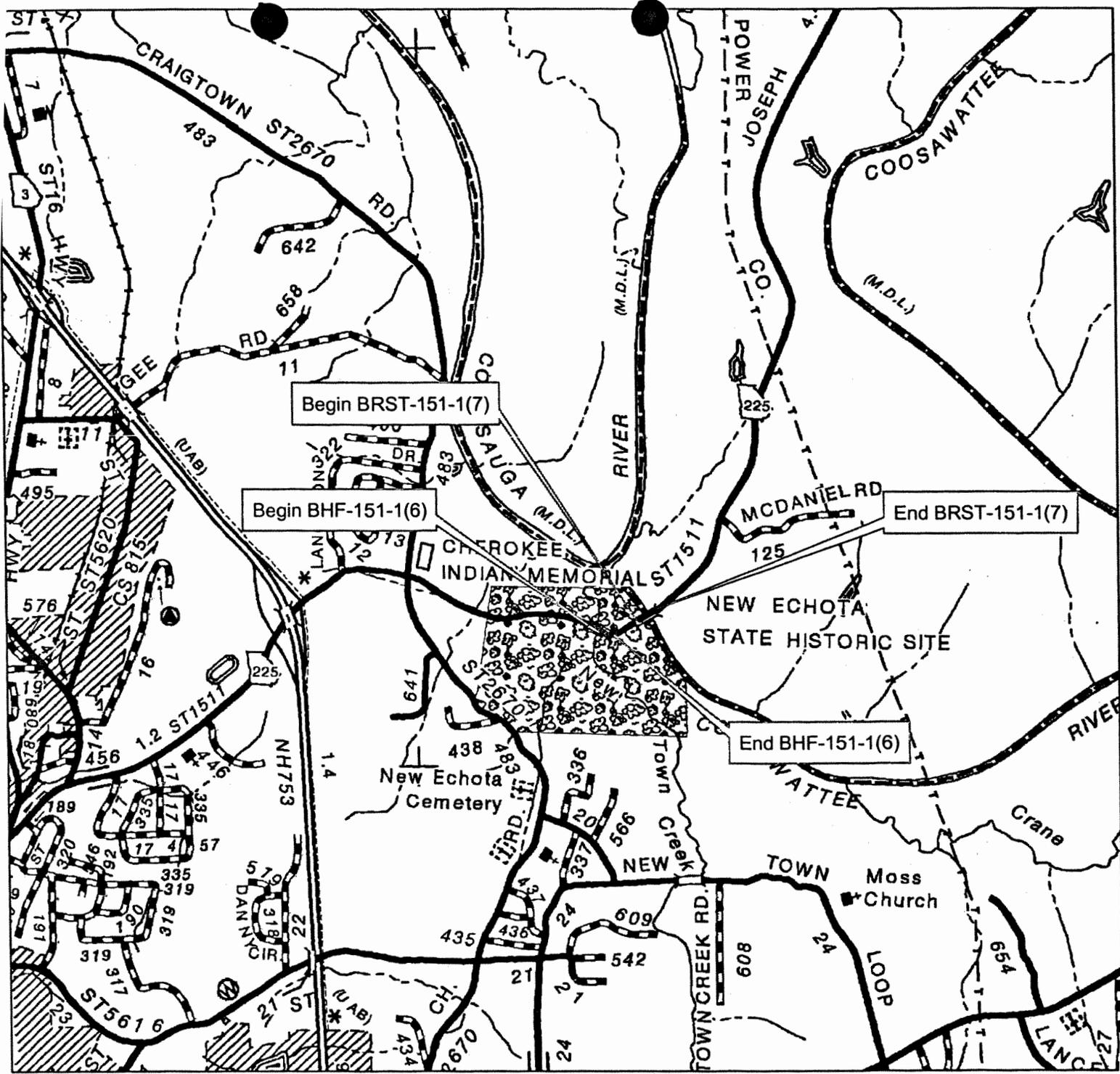
Existing information on previously identified historic properties has been checked to determine if any are located within the APE of this undertaking. This review of existing information revealed two properties listed in or nominated for listing in the National Register of Historic Places within the proposed projects' APE. These properties are the New Echota State Historic Site, which includes contributing archaeological sites (also noted as a National Historic Landmark) and the New Echota Traditional Cultural Property (which also includes the entirety of the New Echota Historic Site). The existing bridge over New Town Creek, while older than 50 years of age, is listed as not eligible for listing in the National Register in the updated Georgia Historic Bridge Survey (see attached form).

Field Surveys for both historic properties and archaeological sites will be conducted and the Criteria of Eligibility will be applied to any identified properties in consultation with the Georgia SHPO and other

consulting parties to determine if any of those properties are eligible for inclusion in the National Register of Historic Places.

Consulting parties are also invited to provide information concerning any historic or archaeological properties already listed in the National Register or that could be eligible for listing in the National Register that are not identified in this Notification letter. In accordance with Section 106 of the National Historic Preservation Act, the Department will assess project effects to any identified historic properties as preliminary project plans become available, endeavor to minimize harm to all identified historic properties and produce an Assessment of Effects report. This document will be provided to all consulting parties for comment when completed.

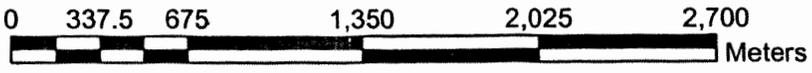
Individuals and organizations that do not wish to become a consulting party, but would still like to comment on the proposed projects will also have that opportunity throughout the plan development process. Historic resource concerns can be addressed to Lisa Crawford (404-699-3474 or lisa.crawford@dot.state.ga.us) of the Department's Office of Environment/Location; archaeological resource concerns, including cemetery and other human burials, can be addressed to Eric Anthony Duff (404-699-4437 or eric.duff@dot.state.ga.us) of the Department's Office of Environment/Location. Questions concerning general design or location issues may be addressed to Ken Thompson (404-699-4455 or ken.thompson@dot.state.ga.us) of the Department's Office of Environment/Location.



Project Location Map



BHF-151-1(6) & BRST-151-1(7)
Gordon County
P.I. No. 631570 & 632906



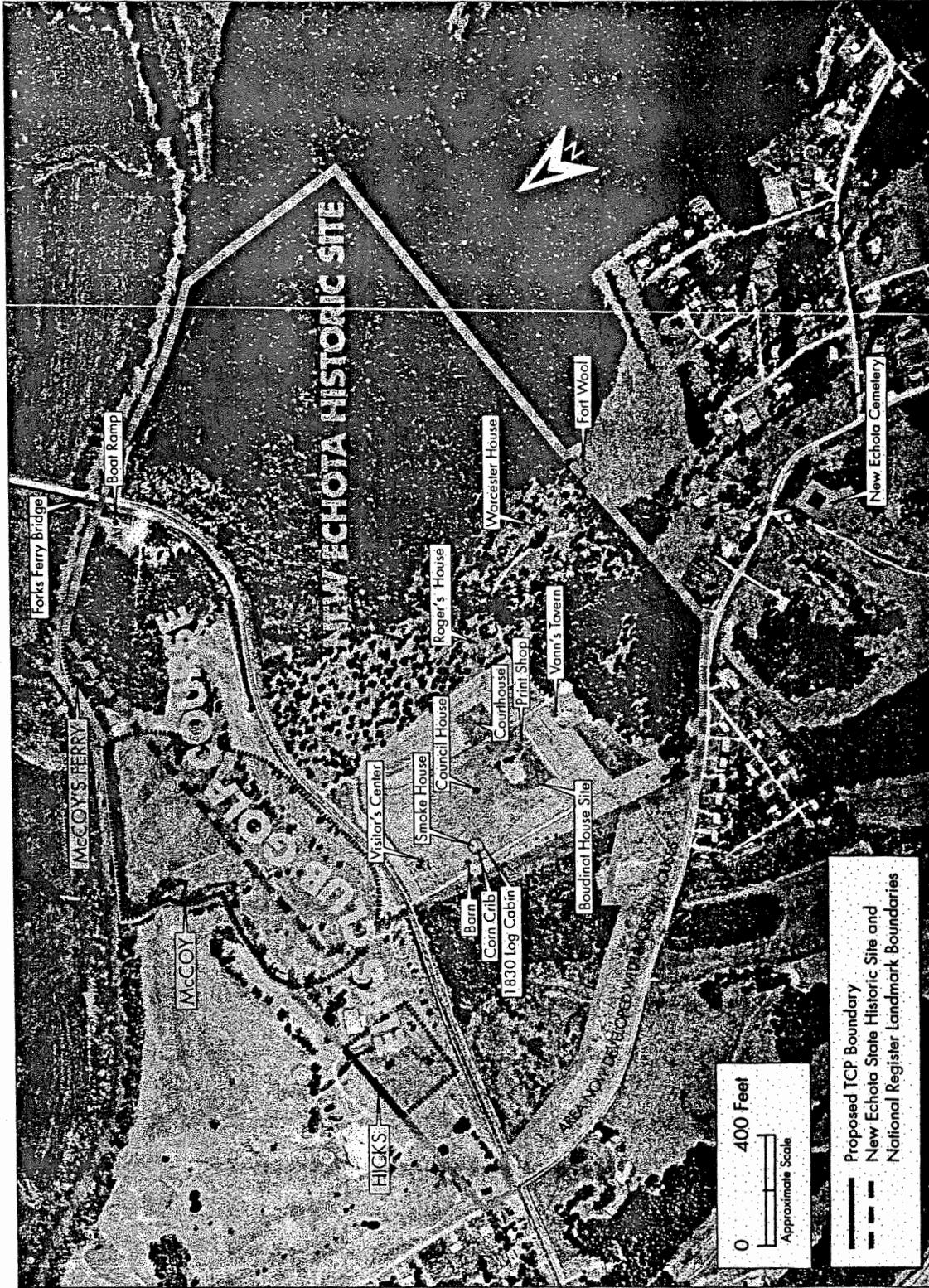
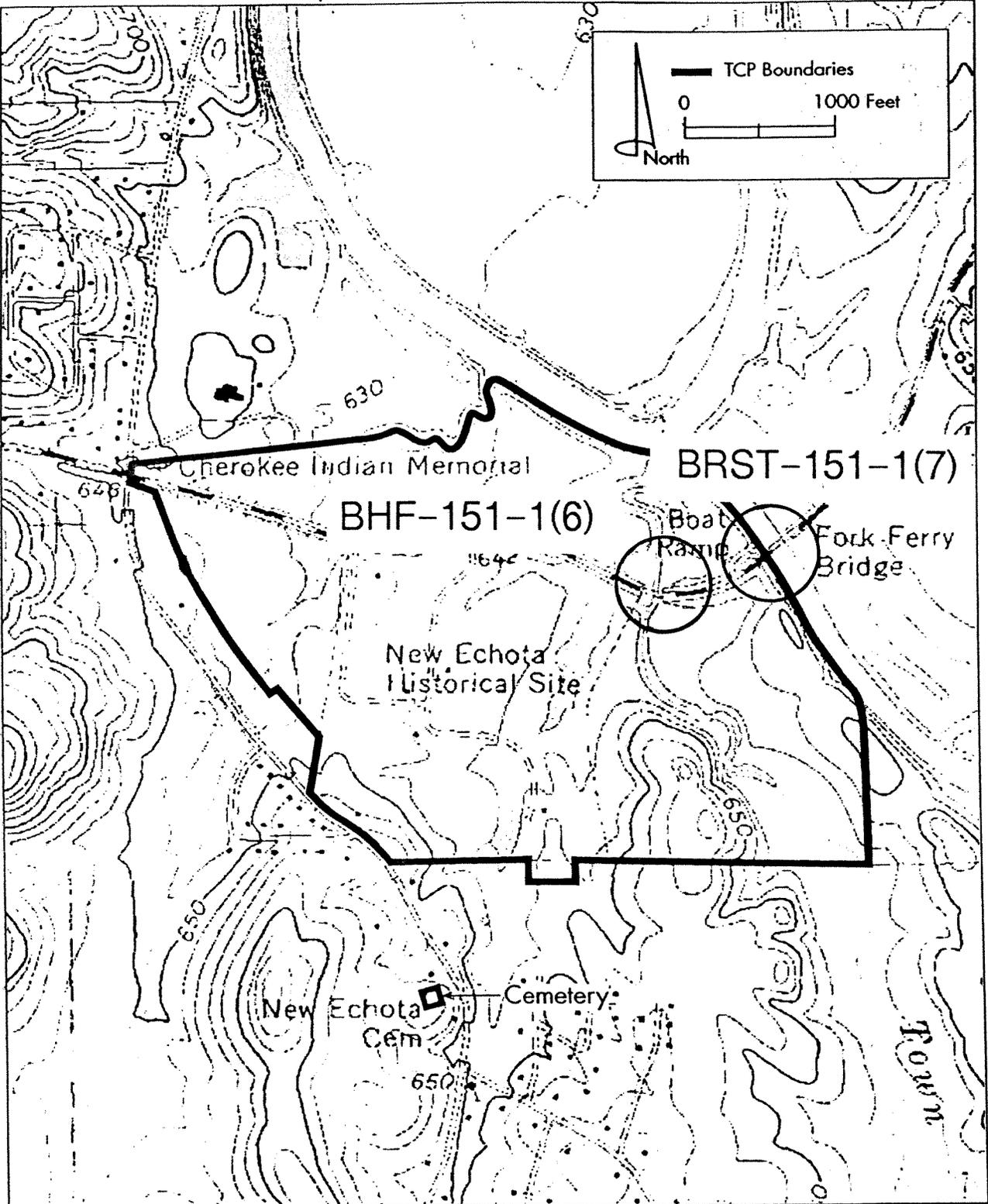


Figure 19. Proposed TCP Boundaries, New Echota Site

TCP Boundaries, New Echota Site



Gordon County, Georgia; Map Prepared by New South Associates, July 8, 2003.

GEORGIA HISTORIC BRIDGE SURVEY

SERIAL NUMBER: 129-0051-0 COUNTY: GORDON OWNER: STATE HIGHWAY
 BRIDGE LOCATION: 129-00225D-002.44 N LOCATION: 3.5 MI NE OF CALHOUN
 FACILITY CARRIED: SR 225

FEATURE INTERSECTED: NEW TOWN CREEK

TYPE: STRINGER DESIGN: SIMPLE

MATERIAL: STEEL SUBSTRUCTURE: CONCRETE COLUMN/CONCRETE CAP

SPANS: 3 LENGTH: 162 WIDTH: 29.8

DATE OF CONSTRUCTION: 1952 ALTERATION: SOURCE: FAS 824(1)

DESIGNER/BUILDER: STATE HWY DEPT BRIDGE DEPT DOT DIST: 6

Update Status:

SETTING: The bridge carries a two-lane state highway on a horizontal curve over a stream in a forested setting. The superelevated bridge is in the park boundaries of the New Echota State Historic Site. The site is located about 1/4 mile southwest of the bridge at the former location of New Echota, a Cherokee town from 1817 to 1840. The town was reconstructed in 1957. Opposite the historic site on the north side of the highway is a golf course.

NR Recommendation: Not Eligible

SUMMARY: The skewed three-span steel stringer bridge has standard concrete railings, safety walks, a concrete deck, concrete diaphragms, and two-column concrete bent piers with web walls and spill thru abutments. The steel stringer bridge is a common type and standard design built from the 1930s thru the 1950s. This 1952 bridge has no technologically noteworthy features. It has no significant historic association with the New Echota Historic Site but is within the site's property boundaries. It is not historically distinguished by its setting or context.

Split

Load Split

PHOTO: 59:30-32

REVIEWED BY: JPH

DATE: 7/95



Department of Transportation

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June 04, 2004

Mr. Russell Townsend
Tribal Historic Preservation Officer
Eastern Band of Cherokee Indians
Post Office Box 455
Cherokee, North Carolina 28719

Re: Initial Team Concept Meeting Minutes, Aerial Photography, and Initiation of Section 106 Early Notification Letter for GDOT Projects BHF-151-1(6) and BRST-151-1(7); PI #'s 631570 and 632906; Proposed Bridge Replacements over New Town Creek and the Coosawattee River at New Echota in Gordon County, Georgia

Dear Mr. Townsend:

Enclosed please find one copy of the minutes generated from the March 22, 2004 Initial Team Concept Meeting (ITCM) that you attended at New Echota. These notes are for your files, and include aerial photography which defines a proposed study corridor that will be evaluated for the proposed projects noted above. As you may recall during the ITCM, the corridor will be subjected to environmental studies, and the results of these investigations will be utilized to develop concept alternative(s). The Department is committed to working with all parties on the proposed projects, and believes that with your help, conceptual designs for the proposed projects can be developed that meet future transportation needs while maintaining environmental excellence and stewardship initiatives.

Also please find one copy of the early notification letter initiating the Section 106 process for the proposed projects. As required by federal legislation, the early notification letter is provided to all potential consulting parties, and invites those parties to be participants in the Section 106 process. As noted in the letter, these consulting parties include all federally recognized Native American tribal governments that claim Georgia as their ancestral homeland.

In the near future archaeological studies will be completed within the defined study corridor. Prior to that, the Department would like to inquire about your interest in providing student/co-op help and/or partnering with the Department and its designated archaeological consultant to complete the archaeological studies related to the study corridor. If you have an expressed interest in partnering with the Department on this endeavor or if you should have any questions concerning the enclosed documentation and aerial photography, please feel free to contact Eric Anthony Duff of this office at (404) 699-4437.

Sincerely,

A handwritten signature in black ink that reads "Harvey D. Keepler" followed by a stylized flourish or initials.

Harvey D. Keepler
State Environmental/Location Engineer

HDK/EAD

cc: Mr. Robert M. Callan, P.E., FHWA, (ATTN: David Grachen/Jennifer Giersch)
Thomas L. Turner, P.E., GDOT Director of Preconstruction



Department of Transportation

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June 04, 2004

Dr. Richard Allen
NAGPRA Representative
Cherokee Nation
Post Office Box 948
Tahlequah, Oklahoma 74465

Re: Initial Team Concept Meeting Minutes, Aerial Photography, and Initiation of Section 106 Early Notification Letter for GDOT Projects BHF-151-1(6) and BRST-151-1(7); PI #'s 631570 and 632906; Proposed Bridge Replacements over New Town Creek and the Coosawattee River at New Echota in Gordon County, Georgia

Dear Dr. Allen:

Enclosed please find one copy of the minutes generated from the March 22, 2004 Initial Team Concept Meeting (ITCM) held at New Echota. These notes are for your files, and include aerial photography which defines a proposed study corridor that will be evaluated for the proposed projects noted above. All parties agreed during the ITCM that the corridor will be subjected to environmental studies, and the results of these investigations will be utilized to develop concept alternative(s). The Department is committed to working with all parties on the proposed projects, and believes that with your help, conceptual designs for the proposed projects can be developed that meet future transportation needs while maintaining environmental excellence and stewardship initiatives.

Also please find one copy of the early notification letter initiating the Section 106 process for the proposed projects. As required by federal legislation, the early notification letter is provided to all potential consulting parties, and invites those parties to be participants in the Section 106 process. As noted in the letter, these consulting parties include all federally recognized Native American tribal governments that claim Georgia as their ancestral homeland.

In the near future archaeological studies will be completed within the defined study corridor. Prior to that, the Department would like to inquire about your interest in providing student/co-op help and/or partnering with the Department and its designated archaeological consultant to complete the archaeological studies related to the study corridor. If you have an expressed interest in partnering with the Department on this endeavor or if you should have any questions concerning the enclosed documentation and aerial photography, please feel free to contact Eric Anthony Duff of this office at (404) 699-4437.

Sincerely,

A handwritten signature in black ink that reads "Harvey D. Keepler" followed by a stylized monogram "wEB".

Harvey D. Keepler
State Environmental/Location Engineer

HDK/EAD

cc: Mr. Robert M. Callan, P.E., FHWA, (ATTN: David Grachen/Jennifer Giersch)
Thomas L. Turner, P.E., GDOT Director of Preconstruction



Department of Transportation

HAROLD E. LINNENKOHL
COMMISSIONER
(404) 656-5206

PAUL V. MULLINS
CHIEF ENGINEER
(404) 656-5277

State of Georgia
3993 Aviation Circle
Atlanta, Georgia 30336

LARRY E. DENT
DEPUTY COMMISSIONER
(404) 656-5212

EARL L. MAHFUZ
TREASURER
(404) 656-5224

June 04, 2004

Mr. Archie Mouse
THPO/NAGPRA Representative
United Keetoowah Band of Cherokee Indians
Post Office Box 189
Park Hill, Oklahoma 74451

Re: Initial Team Concept Meeting Minutes, Aerial Photography, and Initiation of Section 106 Early Notification Letter for GDOT Projects BHF-151-1(6) and BRST-151-1(7); PI #'s 631570 and 632906; Proposed Bridge Replacements over New Town Creek and the Coosawattee River at New Echota in Gordon County, Georgia

Dear Mr. Mouse:

Enclosed please find one copy of the minutes generated from the March 22, 2004 Initial Team Concept Meeting (ITCM) that you attended at New Echota. These notes are for your files, and include aerial photography which defines a proposed study corridor that will be evaluated for the proposed projects noted above. As you may recall during the ITCM, the corridor will be subjected to environmental studies, and the results of these investigations will be utilized to develop concept alternative(s). The Department is committed to working with all parties on the proposed projects, and believes that with your help, conceptual designs for the proposed projects can be developed that meet future transportation needs while maintaining environmental excellence and stewardship initiatives.

Also please find one copy of the early notification letter initiating the Section 106 process for the proposed projects. As required by federal legislation, the early notification letter is provided to all potential consulting parties, and invites those parties to be participants in the Section 106 process. As noted in the letter, these consulting parties include all federally recognized Native American tribal governments that claim Georgia as their ancestral homeland.

In the near future archaeological studies will be completed within the defined study corridor. Prior to that, the Department would like to inquire about your interest in providing student/co-op help and/or partnering with the Department and its designated archaeological consultant to complete the archaeological studies related to the study corridor. If you have an expressed interest in partnering with the Department on this endeavor or if you should have any questions concerning the enclosed documentation and aerial photography, please feel free to contact Eric Anthony Duff of this office at (404) 699-4437.

Sincerely,

A handwritten signature in cursive script that reads "Harvey D. Keeper".

Harvey D. Keeper
State Environmental/Location Engineer

HDK/EAD

cc: Mr. Robert M. Callan, P.E., FHWA, (ATTN: David Grachen/Jennifer Giersch)
Thomas L. Turner, P.E., GDOT Director of Preconstruction



Department of Transportation

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COMMISSIONER
(404) 656-5206

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TREASURER
(404) 656-5224

June 04, 2004

Mr. David A. Gomez
Site Manager
New Echota State Historic Site
1211 Chatsworth Highway
Calhoun, Georgia 30701

Re: Initial Team Concept Meeting Minutes, Aerial Photography, and Initiation of Section 106 Early Notification Letter for GDOT Projects BHF-151-1(6) and BRST-151-1(7); PI #'s 631570 and 632906; Proposed Bridge Replacements over New Town Creek and the Coosawattee River at New Echota in Gordon County, Georgia

Dear Mr. Gomez:

Enclosed please find one copy of the minutes generated from the March 22, 2004 Initial Team Concept Meeting (ITCM) that you attended at New Echota. These notes are for your files, and include aerial photography which defines a proposed study corridor that will be evaluated for the proposed projects noted above. As you may recall during the ITCM, the corridor will be subjected to environmental studies, and the results of these investigations will be utilized to develop concept alternative(s). The Department is committed to working with all parties on the proposed projects, and believes that with your help, conceptual designs for the proposed projects can be developed that meet future transportation needs while maintaining environmental excellence and stewardship initiatives.

Also please find one copy of the early notification letter initiating the Section 106 process for the proposed projects. As required by federal legislation, the early notification letter is provided to all potential consulting parties, and invites those parties to be participants in the Section 106 process. As noted in the letter, these consulting parties include all federally recognized Native American tribal governments that claim Georgia as their ancestral homeland.

In the near future archaeological studies will be completed within the defined study corridor. Prior to that, the Department would like to inquire about your interest in providing student/co-op help and/or partnering with the Department and its designated archaeological consultant to complete the archaeological studies related to the study corridor. If you have an expressed interest in partnering with the Department on this endeavor or if you should have any questions concerning the enclosed documentation and aerial photography, please feel free to contact Eric Anthony Duff of this office at (404) 699-4437.

Sincerely,

A handwritten signature in cursive script that reads "Harvey D. Keeper" followed by a stylized initial "HDK".

Harvey D. Keeper
State Environmental/Location Engineer

HDK/EAD

cc: Mr. Robert M. Callan, P.E., FHWA, (ATTN: David Grachen/Jennifer Giersch)
Thomas L. Turner, P.E., GDOT Director of Preconstruction

Georgia Department of Natural Resources

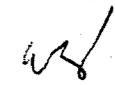
Lonice C. Barrett, Commissioner

Historic Preservation Division

W. Ray Luce, Division Director and Deputy State Historic Preservation Officer
47 Trinity Avenue, S.W., Suite 414-H, Atlanta, Georgia 30334
Telephone (404) 656-2840 Fax (404) 657-1040 <http://www.gashpo.org>

MEMORANDUM

TO: Harvey D. Keepler
State Environmental/Location Administrator
Office of Environment & Location
Georgia Department of Transportation

FROM: Elizabeth Shirk 
Transportation Projects Coordinator
Historic Preservation Division

RE: Receipt of Early Coordination Information

Project Title: P.I. 631570, P.I. 632906, BHF-151-1(6) and BRST-151-1(7)
Bridge Replacements and Road Improvements, SR 225

Project Number: HP 0400607-001

County: Gordon

Historian: Eric Anthony Duff, Georgia Department of Transportation

DATE: June 10, 2004

The Historic Preservation Division has received the early coordination information required by Section 106 of the National Historic Preservation Act and the Georgia Environmental Policy Act (GEPA). Thank you for submitting this information, and we look forward to working with you in the future as this project progresses.

ES:mcv

cc: Dan Latham Jr., Coosa Valley RDC
Robert Callan, FHWA

Crawford, Lisa

From: Dan Latham [dlatham@cvrdc.org]
Sent: Tuesday, June 15, 2004 8:59 AM
To: Crawford, Lisa
Subject: GDOT Projects BHF-151-1(6) and BRST-151-1(7), Gordon County

RE: Notification of Initiation of Section 106 Process
P. I. #s 631570 and 632906

The Coosa Valley RDC has received, reviewed, and concurs with the Notification of Section 106 Process Initiation for the subject projects. We do not desire to be a consulting party for these projects.

Dan Latham
Historic Preservation Planner
Coosa Valley RDC
June 15, 2004



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Georgia Division
61 Forsyth Street, S.W., Suite 17T100
Atlanta, Georgia 30303
October 19, 2004

IN REPLY REFER TO:
HPD-GA

Mr. John Fowler
Executive Director
Advisory Council on Historic Preservation
1100 Pennsylvania Avenue, N.W., Suite 809
Washington, D.C. 20004

Subject: Native American Tribal Consultation Documentary for the New Echota Traditional Cultural Property Study in Gordon County, Georgia

Dear Mr. Fowler:

Enclosed is one copy of the video documentary and informational brochure that was developed by the Federal Highway Administration (FHWA) Georgia Division and the Georgia Department of Transportation (GDOT), in consultation with the Cherokee Nation, the Eastern Band of Cherokee Indians, and the United Keetoowah Band of Cherokee Indians, as part of the New Echota Traditional Cultural Property Study. This initiative is a tremendous accomplishment for Georgia and we are proud to share it with you as an example of our commitment to enhanced environmental stewardship in the cultural resources area.

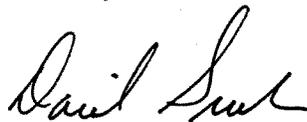
As you are aware, a traditional cultural property (TCP) is defined as a site that is eligible for listing on the National Register of Historic Places because of its association with a living community's cultural beliefs and practices, or its importance in maintaining the identity of a community. Most of the TCP's that are currently recorded are located in the western part of the United States, and available information and/or examples documenting the methods utilized in TCP studies are not readily available. As such, one of our reasons for creating this documentary was to assist others involved in tribal consultation initiatives better understand the complexities of evaluating cultural identity and its place in modern development when considering whether a site is a TCP.

Our consultation and coordination efforts for this study were proactively initiated as a part of long-term planning for transportation decisions in northwest Georgia. In April 2004, we provided copies of this documentary to all FHWA Division Offices and State DOT's nationwide as a possible best practice model for integrating proactive tribal consultation methods into their transportation decision-making processes.

In addition, the documentary was also created to have additional application as an educational tool that could be utilized by the Cherokee to teach younger generations about their heritage and the significance of New Echota. The relationships that were formed between the transportation agencies and the tribal governments during this study are important and will assist us in continuing effective consultation with the Cherokee on future transportation projects in Georgia.

If you have any questions or require further information about this initiative, please contact Mr. David Grachen of the FHWA at 404-562-3652, or Mr. Eric Duff of the GDOT at 404-699-4406.

Sincerely,



rn Robert M. Callan, P.E.
Division Administrator

Enclosures

cc: Mr. Don L. Klima, Office of Planning and Review (w/1 copy)
Ms. Sharon S. Conway, Education and Outreach (w/1 copy)
Ms. Valerie Hauser, Native American Program (w/1 copy)
Ms. Carol Legard, FHWA Liaison
Mr. Eric Duff, GDOT Office of Environment and Location



the
Chickasaw
Nation HEADQUARTERS

Arlington at Mississippi / Box 1548 / Ada, OK 74821-1548 / (580) 436-2603

Bill Anoatubby
Governor

Jefferson Keel
Lieutenant
Governor

November 3, 2004

Mr. Eric Duff
Department of Transportation
State of Georgia
Office of Environment/Location
3993 Aviation Circle
Atlanta, GA 30336-1593

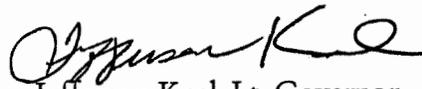
Dear Mr. Duff:

Thank you for your letter of notification regarding Georgia's Department of Transportation Projects listed on the attachment. Lists of affected projects are attached for your use.

We are unaware of any specific historic properties or traditional cultural, religious and/or sacred sites at this time. However, in the event of inadvertent discoveries, we expect all construction activities to cease and we be notified according to all applicable state and federal laws.

If you have any questions, please contact Ms. Gingy Nail, historic preservation officer, at (580) 332-8685.

Sincerely,


Jefferson Keel, Lt. Governor
The Chickasaw Nation

Attachment



God Bless America!

Georgia Department of Transportation Projects

County	Description	Project Number
Atkinson County	Right turn lane on SR/520 /US 82	P.I.#NA QR# 82 BR-0003-00(087)
Pierce County	SR 15 over Fishing Creek 2.0 miles	P.I.#0003087 BR-0003-00(087)
Grady County	CR 85/Joyner RD Near Tired Creek	P.I.#0003842 BR-0003-00(842)BHF-151-1(6) &BRST-151-1(7)
Gordon County	SR 225 Over New Town Creek	P.I.#631570 &632906 BHF-151-1(6) &BRST-151-1(7)
Columbia County	SR 104 William Few Parkway	P.I.# N/A QR:SR 104 at William Few Parkway
Henry County	SR81 at CR376 Racetrack Road	P.I. # 332975 STP-163-1(22)
Clayton County	SR 54 Jonesboro Rd Interstate.	P.I. # 753020 STP-9010(3)STP-0000-00(422) & NHS-0001-00 (585)
Glynn County	Rt. 99 Interstate 95 to US 17/ State Rt.25	P.I. # 0000422,0001585 STP-0000-00(422) & NHS-0001-00 (585)STP-0006-00(274)
Fulton County	Alpharetta St./SR 9	P.I. # 0006274 STP-0006-00(274)
Dougherty County	Washington St. & West Society Ave.	P.I. #450540 N/A STP-0134(6)
Lowndes County	SR 94 & SR 1024/ Perimeter Rd.	P.I. #0006440 CSSTP-00005-00(440)
Forsyth County	Interstate McGinnis Ferry Rd	P.I. #N/A
Jefferson County	US 1 Bus/SR 4 Bus Williamson Swamp RD.	P.I. #232281 BRST-0430(59)
Candler County	CR 223/Portal Highway	P.I. #0002841 BR-0002-00(841)
Coweta County	SR 154 Fayetteville Rd.	P.I. #0004406 MSL-0004-00(406)
Floyd County	Interstate SR 101 & East 9th St. In Rome	P.I. #0003771 STP-0003-00(771)
Fulton County	North Side of East Wesley Rd.	P.I. #0000337 STP-0000-00(337)
Fulton County	CR 85/Kimball Bridge Rd.	P.I. #771270 BRZLF-121(17)
Hall County	SR 284 Chattahoochee River	P.I. #142291 BRST-242(3)
Cobb County	SR 92 in Acworth	P.I. #731865 BRST-213-1(5)
DeKalb County	SR 13/Buford Highway	P.I. #0004640 MSL-0004-00(640)
Cobb County	SR 120/ Rosewell Rd.& SR 120 Loop	P.I. #0004403 MSL-0004-00(403)
Douglas County	Fairburn Rd./SR 92 to Dorris Rd.	P.I. #0004425 MSL-0004-00(425)
Candler	CR 223/ Portal Highway	P.I. #0002842&0002843 BR-0002-00(842) & BR-0002-00(843)



Department of Transportation

HAROLD E. LINNENKOHL
COMMISSIONER
(404) 656-5206

DAVID E. STUDSTILL, JR., P.E.
CHIEF ENGINEER
(404) 656-5277

State of Georgia
#2 Capitol Square, S.W.
Atlanta, Georgia 30334-1002

LARRY E. DENT
DEPUTY COMMISSIONER
(404) 656-5212

EARL L. MAHFUZ
TREASURER
(404) 656-5224

March 16, 2006

Dr. Mark R. Barnes
National Park Service, U.S. Department of the Interior
Cultural Resources Division, SERO, NPS
1924 Building, 100 Alabama Street, SW
Atlanta, Georgia 30303

Re: Notification of Cultural Resource Studies at the National Historic Landmark Site of New Echota for GDOT Projects BHF-151-1(6) and BRST-151-1(7); PI #'s 631570 and 632906; Proposed Bridge Replacements over New Town Creek and the Coosawattee River at New Echota in Gordon County, Georgia

Dear Dr. Barnes:

This letter is to inform you that the Georgia Department of Transportation (GDOT) will be beginning cultural resource studies at New Echota as part of the early planning process for the proposed projects noted above. New Echota is a National Historic Landmark (NHL), and at this time it has not been determined if these undertakings will affect the NHL. The Department and the Federal Highway Administration have taken great strides to ensure that this historic property is considered during the earliest stages of the transportation planning process. Much of the work was initiated in 2004, although the New Echota Traditional Cultural Property Study with the Cherokee (in 2000-2003) was initiated with the sole purpose of building a critical planning foundation for the proposed undertakings. Pursuant to 36 CFR Sections 800.6 and 800.10 and activities that involve National Historic Landmark properties, GDOT and FHWA feel that it is vital that you are kept abreast of our progress as it relates to New Echota and the proposed undertakings.

Enclosed please find one copy of the Section 106 Early Notification letter (for the proposed projects) and minutes generated from the March 22, 2004 Initial Team Concept Meeting (ITCM) held at New Echota. Also included you will find aerial photography which defines a proposed study corridor that will be evaluated for the proposed projects noted above. All parties agreed during the ITCM that the corridor will be subjected to environmental studies, and the results of these investigations will be utilized to develop concept alternative(s). The Department is committed to working with all parties on the proposed projects, and believes that conceptual alternatives can be developed that meet future transportation needs while maintaining environmental excellence and stewardship initiatives. As noted in this letter, cultural resource studies of the corridor, which will include Cherokee tribal member participation, will be initiated in the upcoming months.

If you should have any questions concerning the enclosed documentation and aerial photography, please feel free to contact Eric Anthony Duff of the Office of Environment/Location at (404) 699-4406.

Sincerely,

Harold E. Linnenkohl
WRB

Harold E. Linnenkohl
Commissioner

HDK/EAD

cc: Ms. Carol Legard, Advisory Council on Historic Preservation (with attachments)
Mr. Robert M. Callan, P.E., FHWA, (ATTN: Katy Allen)

Duff, Eric

From: Jody_Cook@nps.gov
Sent: Tuesday, April 04, 2006 7:21 PM
To: Duff, Eric
Subject: National Landmark Program

Hi Eric--

As we discussed, I am the program manager for the NHL Program in the Southeast and your office should send all Section 106 correspondence regarding Landmarks to my attention.

Thanks for your help.

Jody Cook

JODY COOK - NATIONAL HISTORIC LANDMARKS Program Manager NATIONAL PARK SERVICE - Southeast
Regional Office - Cultural Resources Division - 100 Alabama Street SW - Atlanta, GA 30303
(404) 562-3117, x 515 - fax (404) 562-3202



Department of Transportation

State of Georgia

#2 Capitol Square, S.W.

Atlanta, Georgia 30334-1002

HAROLD E. LINNENKOHL
COMMISSIONER
(404) 656-5206

DAVID E. STUDSTILL, JR., P.E.
CHIEF ENGINEER
(404) 656-5277

BUDDY GRATTON, P.E.
DEPUTY COMMISSIONER
(404) 656-5212

EARL L. MAHFUZ
TREASURER
(404) 656-5224

April 19, 2007

Dr. W. Ray Luce
Director and Deputy SHPO
Historic Preservation Division/DNR
34 Peachtree Street, NW, Suite 1600
Atlanta, Georgia 30303-2316

Re: Archaeological Draft Report; GDOT Projects BHF-151-1(6) and BRST-151-1(7); P.I. Nos. 631570 and 632906; Archaeological Survey and Testing of the Proposed SR 225 Improvements and Bridge Replacements over New Town Creek and the Coosawattee River in Gordon County, Georgia; **HP# 0400607-001**

Dear Dr. Luce:

Enclosed please find one draft archaeological report entitled "Phase I and Phase II Investigations Along State Route 225, Adjacent to New Echota, Gordon County, Georgia" prepared by URS Corporation. The Department concurs with the recommendations presented by URS Corporation for sites 9GO59 and 9GO297 located within the boundary of both the New Echota National Historic Landmark and the New Echota Traditional Cultural Property. In addition, the Department concurs with the URS Corporation assessment for archaeological sites 9GO296 and 9GO298. In the near future the Department will be assessing effects related to the undertakings on the New Echota National Historic Landmark, the New Echota Traditional Cultural Property, and archaeological site 9GO297. Please review and comment on the recommendations of this report by the week of May 25, 2007. Should you have any questions concerning this report, please contact Eric Anthony Duff at (404) 699-4406 or Heather Mustonen at (404) 699-6881 of this office.

Sincerely,

A handwritten signature in cursive script that reads "Harvey D. Keeper/wEB".

Harvey D. Keeper
State Environmental/Location Engineer

HDK/EAD

cc: Absentee-Shawnee Tribe of Oklahoma, Alabama Coushatta Tribe of Texas, Alabama Quassarte Tribal Town, Cherokee Nation, Chickasaw Nation, Coushatta Tribe of Louisiana, Eastern Band of Cherokee Indians, Kialegee Tribal Town, Muscogee (Creek) Nation, Poarch Band of Creek Indians, Seminole Nation of Florida, Seminole Nation of Oklahoma, Thlopthlocco Tribal Town and the United Keetoowah Band of Cherokee Indians
Mr. David Gomez, Superintendent, New Echota State Historic Site
Mr. William C. Farr, Acting Division Director, FHWA, (Attn: Ms. Katy Allen)



Department of Transportation

State of Georgia

#2 Capitol Square, S.W.

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EARL L. MAHFUZ
TREASURER
(404) 656-5224

April 19, 2007

Ms. Lisa Stopp
THPO/NAGPRA Representative
United Keetoowah Band of Cherokee Indians
Post Office Box 746
Tahlequah, Oklahoma 74465

Re: Archaeological Draft Report and Aerial Photography; GDOT Projects BHF-151-1(6) and BRST-151-1(7); P.I. Nos. 631570 and 632906; Archaeological Survey of the Proposed SR 225 Improvements and Bridge Replacements over New Town Creek and the Coosawattee River in Gordon County, Georgia; **HP# 0400607-001**

Dear Ms. Stopp:

Enclosed please find one draft archaeological report entitled "Phase I and Phase II Investigations Along State Route 225, Adjacent to New Echota, Gordon County, Georgia" prepared by URS Corporation, as well as aerial photography showing the preferred alternative for proposed transportation improvements on SR 225 at New Echota. The Department concurs with the recommendations presented by URS Corporation for sites 9GO59 and 9GO297 located within the boundary of both the New Echota National Historic Landmark and the New Echota Traditional Cultural Property. In addition, the Department concurs with the URS Corporation assessment for archaeological sites 9GO296 and 9GO298.

In the near future the Department will be assessing effects related to the undertakings on the New Echota National Historic Landmark, the New Echota Traditional Cultural Property, and archaeological site 9GO297. Prior to that and tentatively scheduled for June 2007, the FHWA and the Department wish to consult with the Cherokee to discuss, context sensitive design, interpretive initiatives, landscaping, as well as tribal needs and considerations that can be incorporated into the project design and planning. Furthermore, prior to a future consultation meeting, the Department seeks Cherokee comment on proposed data recovery at archaeological site 9GO297. More specifically, the Department is interested to know if the Cherokee believe that data recovery is an appropriate measure to mitigate the potential adverse effect to the archaeological site and if so, whether the Cherokee have research questions and/or needs that can be incorporated into a research design. Such an endeavor would also benefit from having the Cherokee as active members in the data recovery; a partnership that the FHWA and the Department would find very educational and rewarding.

Ms. Lisa Stopp
April 19, 2007
Page 2

The FHWA and the Department are committed to working with all parties as these undertakings develop, and believe that with your help, the proposed projects can be developed to meet future transportation needs while maintaining environmental excellence and stewardship initiatives. The FHWA and the Department enjoy learning from the Cherokee and appreciate the opportunity to work in partnership with all three federally recognized Cherokee tribal governments. With your help, the proposed projects can be designed to provide a greater sense of place regarding the significance of New Echota to the Cherokee people, while providing the citizens of Georgia with a better understanding and respect for the strength of Cherokee culture and its people.

Please review and comment on the recommendations of this report by the week of May 25, 2007. Should you have any questions concerning this report and if you would like to attend a proposed consultation meeting with FHWA and the Department in June 2007, please contact Eric Anthony Duff at (404) 699-4406 or Heather Mustonen at (404) 699-6881 of this office.

Sincerely,



Harvey D. Keeper
State Environmental/Location Engineer

HDK/EAD

cc: Mr. William C. Farr, Acting Division Director, FHWA, (Attn: Ms. Katy Allen)



Department of Transportation

State of Georgia

#2 Capitol Square, S.W.

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EARL L. MAHFUZ
TREASURER
(404) 656-5224

April 19, 2007

Mr. Russell Townsend
Tribal Historic Preservation Officer
Eastern Band of Cherokee Indians
Post Office Box 455
Cherokee, North Carolina 28719

Re: Archaeological Draft Report and Aerial Photography; GDOT Projects BHF-151-1(6) and BRST-151-1(7); P.I. Nos. 631570 and 632906; Archaeological Survey of the Proposed SR 225 Improvements and Bridge Replacements over New Town Creek and the Coosawattee River in Gordon County, Georgia; **HP# 0400607-001**

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Mr. Russell Townsend

April 19, 2007

Page 2

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Sincerely,

Handwritten signature of Harvey D. Keepler in cursive script.

Harvey D. Keepler
State Environmental/Location Engineer

HDK/EAD

cc: Mr. William C. Farr, Acting Division Director, FHWA, (Attn: Ms. Katy Allen)



Department of Transportation

State of Georgia

#2 Capitol Square, S.W.

Atlanta, Georgia 30334-1002

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CHIEF ENGINEER
(404) 656-5277

BUDDY GRATTON, P.E.
DEPUTY COMMISSIONER
(404) 656-5212

EARL L. MAHFUZ
TREASURER
(404) 656-5224

April 19, 2007

Mr. Richard Allen
NAGPRA Representative
Cherokee Nation
Post Office Box 948
Tahlequah, Oklahoma 74465

Re: Archaeological Draft Report and Aerial Photography; GDOT Projects BHF-151-1(6) and BRST-151-1(7); P.I. Nos. 631570 and 632906; Archaeological Survey of the Proposed SR 225 Improvements and Bridge Replacements over New Town Creek and the Coosawattee River in Gordon County, Georgia; **HP# 0400607-001**

Dear Mr. Allen:

Enclosed please find one draft archaeological report entitled "Phase I and Phase II Investigations Along State Route 225, Adjacent to New Echota, Gordon County, Georgia" prepared by URS Corporation, as well as aerial photography showing the preferred alternative for proposed transportation improvements on SR 225 at New Echota. The Department concurs with the recommendations presented by URS Corporation for sites 9GO59 and 9GO297 located within the boundary of both the New Echota National Historic Landmark and the New Echota Traditional Cultural Property. In addition, the Department concurs with the URS Corporation assessment for archaeological sites 9GO296 and 9GO298.

In the near future the Department will be assessing effects related to the undertakings on the New Echota National Historic Landmark, the New Echota Traditional Cultural Property, and archaeological site 9GO297. Prior to that and tentatively scheduled for June 2007, the FHWA and the Department wish to consult with the Cherokee to discuss, context sensitive design, interpretive initiatives, landscaping, as well as tribal needs and considerations that can be incorporated into the project design and planning. Furthermore, prior to a future consultation meeting, the Department seeks Cherokee comment on proposed data recovery at archaeological site 9GO297. More specifically, the Department is interested to know if the Cherokee believe that data recovery is an appropriate measure to mitigate the potential adverse effect to the archaeological site and if so, whether the Cherokee have research questions and/or needs that can be incorporated into a research design. Such an endeavor would also benefit from having the Cherokee as active members in the data recovery; a partnership that the FHWA and the Department would find very educational and rewarding.

Mr. Richard Allen
April 19, 2007
Page 2

The FHWA and the Department are committed to working with all parties as these undertakings develop, and believe that with your help, the proposed projects can be developed to meet future transportation needs while maintaining environmental excellence and stewardship initiatives. The FHWA and the Department enjoy learning from the Cherokee and appreciate the opportunity to work in partnership with all three federally recognized Cherokee tribal governments. With your help, the proposed projects can be designed to provide a greater sense of place regarding the significance of New Echota to the Cherokee people, while providing the citizens of Georgia with a better understanding and respect for the strength of Cherokee culture and its people.

Please review and comment on the recommendations of this report by the week of May 25, 2007. Should you have any questions concerning this report and if you would like to attend a proposed consultation meeting with FHWA and the Department in June 2007, please contact Eric Anthony Duff at (404) 699-4406 or Heather Mustonen at (404) 699-6881 of this office.

Sincerely,

Handwritten signature of Harvey D. Keepler in cursive script.

Harvey D. Keepler
State Environmental/Location Engineer

HDK/EAD

cc: Mr. William C. Farr, Acting Division Director, FHWA, (Attn: Ms. Katy Allen)



Department of Transportation

State of Georgia

#2 Capitol Square, S.W.

Atlanta, Georgia 30334-1002

HAROLD E. LINNENKOHL
COMMISSIONER
(404) 656-5206

DAVID E. STUDSTILL, JR., P.E.
CHIEF ENGINEER
(404) 656-5277

BUDDY GRATTON, P.E.
DEPUTY COMMISSIONER
(404) 656-5212

EARL L. MAHFUZ
TREASURER
(404) 656-5224

April 19, 2007

Mr. David A. Gomez, Site Manager
New Echota State Historic Site
1211 Chatsworth Highway
Calhoun, Georgia 30701

Re: Archaeological Draft Report and Aerial Photography; GDOT Projects BHF-151-1(6) and BRST-151-1(7); P.I. Nos. 631570 and 632906; Archaeological Survey of the Proposed SR 225 Improvements and Bridge Replacements over New Town Creek and the Coosawattee River in Gordon County, Georgia; **HP# 0400607-001**

Dear Mr. Gomez:

Enclosed please find one draft archaeological report entitled "Phase I and Phase II Investigations Along State Route 225, Adjacent to New Echota, Gordon County, Georgia" prepared by URS Corporation, as well as aerial photography showing the preferred alternative for proposed transportation improvements on SR 225 at New Echota. The Department concurs with the recommendations presented by URS Corporation for sites 9GO59 and 9GO297 located within the boundary of both the New Echota National Historic Landmark and the New Echota Traditional Cultural Property. In addition, the Department concurs with the URS Corporation assessment for archaeological sites 9GO296 and 9GO298.

In the near future the Department will be assessing effects related to the undertakings on the New Echota National Historic Landmark, the New Echota Traditional Cultural Property, and archaeological site 9GO297. Prior to that and tentatively scheduled for June 2007, the FHWA and the Department wish to consult with the Cherokee, New Echota State Historic Site (GDNR State Parks and Historic Sites), and other consulting parties to discuss, context sensitive design, interpretive initiatives, landscaping, as well as tribal needs and considerations that can be incorporated into the project design and planning. Furthermore, prior to a future consultation meeting, the Department seeks New Echota State Historic Site's comment on proposed improvements that the park would like incorporated into the project design that would enhance current facilities (such as entrance improvements, etc.). In addition, the Department also requests New Echota State Historic Site's comment on their interest in maintaining the existing SR 225 roadway and bridge over New Town Creek as a potential nature and cultural interpretive trail and/or educational kiosk center.

Mr. David Gomez
April 19, 2007
Page 2

The FHWA and the Department are committed to working with all parties as these undertakings develop, and believe that with your help, the proposed projects can be developed to meet future transportation needs while maintaining environmental excellence and stewardship initiatives. The FHWA and the Department have enjoyed working with the staff at New Echota State Historic Site. As noted earlier, the FHWA and the Department would like to have a consultation meeting with all concerned parties in June 2007. Many previous consultation meetings related to these undertakings have been held at your facility. Given the location and excellent amenities at New Echota State Historic Site, the Department would like to host a future consultation meeting at your facility, schedules permitting.

Please review and comment on the recommendations of this report by the week of May 25, 2007. Should you have any questions concerning this report and if you would like to host a proposed consultation meeting with FHWA, other consulting parties, and the Department in June 2007, please contact Eric Anthony Duff at (404) 699-4406 or Heather Mustonen at (404) 699-6881 of this office.

Sincerely,



Harvey D. Keepler
State Environmental/Location Engineer

HDK/EAD

cc: Ms. Becky Kelley, Director, GDNR State Parks and Historic Sites
Dr. Debbie Wallsmith, GDNR State Parks and Historic Sites
Mr. William C. Farr, Acting Division Director, FHWA, (Attn: Ms. Katy Allen)

Georgia Department of Natural Resources

Historic Preservation Division

Noel Holcomb, Commissioner

W. Ray Luce, Division Director and Deputy State Historic Preservation Officer

34 Peachtree Street NW, Suite 1600, Atlanta, Georgia 30303

Telephone (404) 656-2840 Fax (404) 657-1040 <http://www.gashpo.org>

May 1, 2007

Mr. Harvey D. Keepler
State Environmental/Location Administrator
Georgia Department of Transportation
3993 Aviation Circle
Atlanta, GA 30336

RE: Draft Phase I and Phase II Archaeology Report; GDOT Projects BHF-15-1(6) and
BRST-151-1(7)
P.I. Nos. 631570 and 632906
Gordon County, Georgia
HP-0400607-001

Dear Mr. Keepler:

The Historic Preservation Division (HPD) has received the draft Phase I and II archaeological survey and testing report concerning the proposed bridge replacements on SR 225 over New Town Creek and the Coosawatee River in Gordon County, Georgia. Our comments are offered to assist the Federal Highway Administration and the Georgia Department of Transportation in complying with Section 106 of the National Historic Preservation Act of 1966, as amended.

HPD has reviewed the archaeological survey report entitled "*A Phase I and II Investigations along State Route 225, adjacent to New Echota, Gordon County, Georgia*," prepared by URS. Based on the information contained in this report, HPD agrees with the finding that archaeological site 9GO297 is considered eligible for listing on the National Register of Historic Places (NRHP). HPD also concurs that the portions of archaeological sites 9GO296 and 9GO59 located within the proposed project's Area of Potential Environmental Effect (APE) do not contribute to the criteria for listing on the NRHP. HPD agrees that archaeological site 9GO298 is not eligible for inclusion in the NRHP. We look forward to working closely with your office and stakeholders on this project and look forward to receiving additional information concerning this project as it becomes available.

The following technical comment is offered:

1. A brief discussion of the New Echota Traditional Cultural Property (TCP) should be included in Chapter III and should appear on appropriate maps, project diagrams, and drawings (e.g. Figure 4.1).

If you have any questions or if we may be of further assistance, please contact Robert F. Entorf, Review Archaeologist, at (404) 651-6775.

Sincerely,



Richard Cloues

Deputy State Historic Preservation Officer

RC/RFE

cc: Mr. William Farr, P.E., FHWA (Attn: Katy Allen)
Dan Latham, Jr., Cossa Valley RDC

Duff, Eric

From: Rhianna Rogers [RhiannaRogers@semtribe.com]
Sent: Thursday, May 17, 2007 4:34 PM
To: Duff, Eric
Subject: HP # 0400607-001

17 May 2007

Georgia Department of Transportation
#2 Capitol Square, S.W.
Atlanta, GA 30334-1002
Attn: Eric Duff

Subj: HP # 0400607-001
Gordon County

In regard to the above referenced project, please be informed that the Tribal Historic Preservation Office of the Seminole Tribe of Florida is unaware of any cultural resources associated with the tribe that exist within the project area or that will be impacted as a result of the proposed undertaking. However, we would appreciate being informed as soon as possible should any inadvertent discovery of archaeological sites and/or human remains emerge during the construction. We thank you for the opportunity to review the information that has been sent to date regarding this project.

Respectfully,

Rhianna C. Rogers, Archaeological Data Analyst

For: Willard F. Steele, Tribal Historic Preservation Officer
Seminole Tribe of Florida
Ah-Tah-Thi-Ki Museum
HC 61, Box 21-A
Clewiston, FL 33440
Tel: 863.902.1113

Rhianna C. Rogers
Archaeological Data Analyst
Tribal Historic Preservation Office
Seminole Tribe of Florida
Ah-Tah-Thi-ki Museum
HC 61, Box 21-A
Clewiston, Florida 33440
Work Phone: 863-902-1113 x12216
Work Fax: 863-902-1117
Email: RhiannaRogers@semtribe.com



FEDERAL BUREAU OF INVESTIGATION

Duff, Eric

From: Rhianna Rogers [RhiannaRogers@semtribe.com]
Sent: Friday, May 18, 2007 9:16 AM
To: Duff, Eric
Subject: Addendum: Comments for Report "Phase I and II Investigations along State Route 225, adjacent to New Echota"

18 May 2007

Georgia Department of Transportation
#2 Capitol Square, S.W.
Atlanta, GA 30334-1002
Attn: Eric Duff

Subj: Update for HP # 0400607-001
Gordon County

After further review, please be informed that the Tribal Historic Preservation Office of the Seminole Tribe of Florida has an increased interest in this project. Based on concluded remarks presented in this Report, the THPO would like to know of any further investigations into site 9GO297 (Boat Ramp Site). Due to the existence of Late Woodland ceramic types in 9GO59 (Lum Moss Site), 9GO297 (Boat Ramp Site), Site 9GO296 (newly identified in this project) it is the recommendation of the Tribe to continue monitoring the construction and progress made at the APE until further archaeological investigations are completed. We believe this is in the Tribe's best interests.

We thank you for the opportunity to review the information that has been sent to date regarding this project.

If you have any questions or comments, feel free to contact me.

Respectfully,

Rhianna C. Rogers, Archaeological Data Analyst

For: Willard F. Steele, Tribal Historic Preservation Officer
Seminole Tribe of Florida
Ah-Tah-Thi-Ki Museum
HC 61, Box 21-A
Clewiston, FL 33440
Tel: 863.902.1113

Rhianna C. Rogers
Archaeological Data Analyst
Tribal Historic Preservation Office
Seminole Tribe of Florida

Ah-Tah-Thi-ki Museum
HC 61, Box 21-A
Clewiston, Florida 33440
Work Phone: 863-902-1113 x12216
Work Fax: 863-902-1117
Email: RhiannaRogers@semtribe.com



SEMINOLE TRIBE OF FLORIDA

Duff, Eric

From: Rhianna Rogers [RhiannaRogers@semtribe.com]
Sent: Friday, May 18, 2007 2:00 PM
To: Duff, Eric
Subject: RE: HP # 0400607-001

18 May 2007

Georgia Department of Transportation
#2 Capitol Square, S.W.
Atlanta, GA 30334-1002
Attn: Eric Duff

Subj: PI # 631570 and #632906
Gordon County

I am sorry about the confusion. I will remember to reference the PI number in the future. On the same note, I hope that you received the addendum I sent today (5/18/07) stipulating a renewed interest in these aforementioned projects. Based on concluding remarks in the project report, (entitled "Phase I and II Investigations along State Route 225, adjacent to New Echota: Gordon County, Georgia,") the THPO would like to know of any further investigations into specific site 9GO297 (Boat Ramp Site). Specifically, the report stated that site contained both stratified deposits and in-situ features, both of which the THPO finds very intriguing. In addition, the existence of Late Woodland ceramic types in 9GO59 (Lum Moss Site), 9GO297 (Boat Ramp Site), Site 9GO296 (newly identified in this project) may be culturally affiliated with the Tribe. Therefore, it is the recommendation of the Tribe to continue monitoring the construction and progress made at the APE until further archaeological investigations are completed.

Let me know if you have any questions or comments.

I hope you have a great weekend as well!

Regards,

Rhianna C. Rogers, Archaeological Data Analyst

For: Willard F. Steele, Tribal Historic Preservation Officer
Seminole Tribe of Florida
Ah-Tah-Thi-Ki Museum
HC 61, Box 21-A
Clewiston, FL 33440
Tel: 863.902.1113

Rhianna C. Rogers
Archaeological Data Analyst

Tribal Historic Preservation Office
Seminole Tribe of Florida
Ah-Tah-Thi-ki Museum
HC 61, Box 21-A
Clewiston, Florida 33440
Work Phone: 863-902-1113 x12216
Work Fax: 863-902-1117
Email: RhiannaRogers@semtribe.com



-----Original Message-----

From: Duff, Eric [mailto:Eric.Duff@dot.state.ga.us]
Sent: Friday, May 18, 2007 1:44 PM
To: Rhianna Rogers
Subject: RE: HP # 0400607-001

Ms. Rogers...can you please reference the GDOT project number and PI# in these emails as well. The HPD# is a tracking number that our SHPO uses, unfortunately GDOT does not utilize their tracking number...so I have no way of knowing which project this is. Thanks and have a great weekend.

Eric.

From: Rhianna Rogers [mailto:RhiannaRogers@semtribe.com]
Sent: Thursday, May 17, 2007 4:34 PM
To: Duff, Eric
Subject: HP # 0400607-001

17 May 2007

Georgia Department of Transportation
#2 Capitol Square, S.W.
Atlanta, GA 30334-1002
Attn: Eric Duff

Subj: HP # 0400607-001
Gordon County

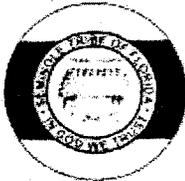
In regard to the above referenced project, please be informed that the Tribal Historic Preservation Office of the Seminole Tribe of Florida is unaware of any cultural resources associated with the tribe that exist within the project area or that will be impacted as a result of the proposed undertaking. However, we would appreciate being informed as soon as possible should any inadvertent discovery of archaeological sites and/or human remains emerge during the construction. We thank you for the opportunity to review the information that has been sent to date regarding this project.

Respectfully,

Rhianna C. Rogers, Archaeological Data Analyst

For: Willard F. Steele, Tribal Historic Preservation Officer
Seminole Tribe of Florida
Ah-Tah-Thi-Ki Museum
HC 61, Box 21-A
Clewiston, FL 33440
Tel: 863.902.1113

Rhianna C. Rogers
Archaeological Data Analyst
Tribal Historic Preservation Office
Seminole Tribe of Florida
Ah-Tah-Thi-ki Museum
HC 61, Box 21-A
Clewiston, Florida 33440
Work Phone: 863-902-1113 x12216
Work Fax: 863-902-1117
Email: RhiannaRogers@semtribe.com



SEMINOLE TRIBE OF FLORIDA



United Keetoowah Band of Cherokee Indians in Oklahoma

Historic Preservation Program

P.O. Box 746 • Tahlequah, OK 74465
20525 S. Jules Valdez Rd. • Tahlequah, OK 74464
Phone: 918.822.1959 or 918.456.9200 • Fax: 918.456.9220

COUNCIL

George Wickliffe
Chief

Charlie Locust
Assistant Chief

Liz Littledave
Secretary

Shelbi Wofford
Treasurer

Eddie Sacks
Canadian District

Cliff Wofford
Cooweescoowee District

Jerry Hansen
Delaware District

Woodrow Proctor
Flint District

Joyce Fourkiller
Goingsnake District

Susan Adair
Illinois District

Adalene Smith
Saline District

Barry Dotson
Sequoyah District

Albert Shade
Tahlequah District

CONCURRENCE

Project:

GDOT Projects BHF-151-1(6) and BRST-151-1(7); P.I. Nos.
631570 and 632906; Proposed SR 225 Improvements and
Bridge Replacements over New Town Creek and the
Coosawattee River in Gordon County, Georgia; HP#
0400607-001.

This is to notify you that the United Keetoowah Band of Cherokee Indians in
Oklahoma Historic Preservation program **CONCURS** with the findings and
recommendations of URS Corporation and the Georgia Department of
Transportation.

**However, if any remains, artifacts or other items are inadvertently discovered,
please cease any ground disturbance and contact us immediately at 918-822-
1959 or via e-mail (lstopp@unitedkeetoowahband.org). We would like to
remain a consulting party in this issue.**

Lisa C. Stopp, Acting Tribal Historic Preservation Officer



Department of Transportation

State of Georgia

#2 Capitol Square, S.W.

Atlanta, Georgia 30334-1002

HAROLD E. LINNENKOHL
COMMISSIONER
(404) 656-5206

DAVID E. STUDSTILL, JR., P.E.
CHIEF ENGINEER
(404) 656-5277

BUDDY GRATTON, P.E.
DEPUTY COMMISSIONER
(404) 656-5212

EARL L. MAHFUZ
TREASURER
(404) 656-5224

July 2, 2007

Dr. W. Ray Luce
Director and Deputy SHPO
Historic Preservation Division/DNR
34 Peachtree St. NW, Suite 1600
Atlanta, Georgia 30303

Re: Transmittal of Final Archaeological Report; GDOT Projects BHF-151-1(6) and BRST-151-1(7); P.I. Nos. 631570 and 632906; HP-0400607-001; Phase I and II Investigations along State Route 225, adjacent to New Echota, Gordon County, Georgia

Dear Dr. Luce:

Enclosed please find three (3) copies of the final report entitled, "Phase I and II Investigations along State Route 225, adjacent to New Echota, Gordon County, Georgia" prepared by URS Corporation. The Department concurs with the recommendations presented by URS Corporation.

Should you have any questions concerning this report, please contact Heather Mustonen of this office at (404) 699-6881.

Sincerely,

A handwritten signature in black ink that reads "Harvey D. Keepler". The signature is written in a cursive style.

Harvey D. Keepler
State Environmental/Location Engineer

HDK/HLM

cc: Mr. Rodney N. Barry, P.E., FHWA, (ATTN: Katy Allen)



Department of Transportation

HAROLD E. LINNENKOHL
COMMISSIONER
(404) 656-5206

DAVID E. STUDSTILL, JR., P.E.
CHIEF ENGINEER
(404) 656-5277

State of Georgia
#2 Capitol Square, S.W.
Atlanta, Georgia 30334-1002

BUDDY GRATTON, P.E.
DEPUTY COMMISSIONER
(404) 656-5212

EARL L. MAHFUZ
TREASURER
(404) 656-5224

July 13, 2007

Mr. Charles Krautler, Director
Atlanta Regional Commission
40 Courtland Street, NE
Atlanta, Georgia 30303-2538

Re: Early Coordination Request for Project BHF-151-1(6), Gordon County, P.I. No. 631570

Dear Mr. Krautler:

The Georgia Department of Transportation has initiated the SR 225 Bridge Replacement project. The proposal consists of the design and environmental documentation for the replacement of the bridge over the Coosawattee River and New Town Creek on SR 225. The project would realign SR 225 north, adding a 10-foot shoulder. A project location map is attached.

The design for the project is being developed concurrently with environmental documentation and in compliance with applicable environmental laws and regulations. This process, developed by the Georgia Department of Transportation to make our projects responsive to social, economic, and environmental concerns, offers you the opportunity to identify site specific conditions to be addressed in the environmental assessment.

Please advise us of any known project area conditions of special concern. With your assistance, we can give these issues due consideration and integrate them into the development of the project alignment and design.

We appreciate your efforts in assisting us with the development of this project. We request your response within 30 days of receipt of this letter. If no comments are received from your agency by August 15, 2007, we will assume you have no comments. If you need additional review time, have any questions, or require additional information, please contact Larry Bowman, NEPA Specialist, via telephone (404-699-4400) or email (larry.bowman@dot.state.ga.us). Thank you.

Sincerely,

Harvey D. Keepler
State Environmental/Location Engineer

HDK/lr
Attachment

SR 225 Bridge Replacements, Gordon County

BHF-151-1(6), Gordon County
SR 225 Bridge Replacements
P.I. No. 631570

EARLY COORDINATION LETTERS

Russell Townsend, THPO
Eastern Band of Cherokee Indians
Qualla Boundary Reservation
PO Box 455
Cherokee, NC 28719

David Howerin
Planning Director
Coosa Valley Regional Development Center
P.O. Box 1793
Rome, GA 30162-1793

Lisa Stopp
Acting Tribal Historic Preservation Officer
United Keetoowah Band of Cherokee Indians
P.O. Box 746
20525 S. Jules Valdez Rd.
Tahlequah, OK 74464

Honorable Alvin Long
Gordon County Board of Commissioners, Chairperson
District 3
County Administration Building
201 North Wall Street
Calhoun, Georgia 30701

Honorable Judy Bailey
Gordon County Board of Commissioners, Vice Chairperson
District 1
County Administration Building
201 North Wall Street
Calhoun, Georgia 30701

Honorable Richard Gordon
Gordon County Board of Commissioners
District 2
County Administration Building
201 North Wall Street

Calhoun, Georgia 30701

Honorable Rebecca Hood
Gordon County Board of Commissioners
District 4
County Administration Building
201 North Wall Street
Calhoun, Georgia 30701

Honorable Phil Garner
Gordon County Board of Commissioners
District 5
County Administration Building
201 North Wall Street
Calhoun, Georgia 30701

Randall Dowling
Gordon County Administrator
Gordon County Administration Building
201 North Wall Street
Calhoun, Georgia 30701

Tom Burgess
Director
Building Planning & Development
Gordon County Wall Street Annex
200 South Wall Street, First Floor
Calhoun, Georgia 30701

Barry Hice
Director
Transportation & Public Works
Gordon County
4011 SR 53 East
Calhoun, Georgia 30701

Honorable James F. Palmer
Mayor
City of Calhoun
P.O. Box 248
Calhoun, Georgia 30703

Honorable Lorene Potts
Mayor Pro Tem
City Council Post 2
City of Calhoun

P.O. Box 248
Calhoun, Georgia 30703

Honorable Ray M. Denmon
Councilman
City Council Post 3
City of Calhoun
P.O. Box 248
Calhoun, Georgia 30703

Honorable George R. Crowley
Councilman
City Council Post 1
City of Calhoun
P.O. Box 248
Calhoun, Georgia 30703

Honorable David Hammond
Councilman
City Council Post 4
City of Calhoun
P.O. Box 248
Calhoun, Georgia 30703

Kevin McEntire
Street Superintendent
250 Kirby Road
Calhoun, Georgia 30701

Ms. Linda Poythress
Regional Office of Environment
Regional Environmental Officer
U. S. Department of Housing and Urban Development
4th floor Five Points Plaza Building
40 Marietta Street
Atlanta, Georgia 30303

Mr. Frank Green
Interim Chief, Forest Management Department
Georgia Forestry Commission
P.O. Box 819
Macon, Georgia 31202-0819

Attention: Ms. Bonny Adams

Mr. Paul Joe, DO, MPH

Medical Officer
National Center for Environmental Health
4770 Buford Highway
Atlanta, Georgia 30341

Mr. Bob Young
Regional Director
Department of Housing and Urban Development
Five Points Plaza Building
40 Marietta Street
Atlanta, GA 30303

Pat Hooks
Regional Director
National Park Service
U. S. Department of Interior
Building 1924
100 Alabama Street
Atlanta, Georgia 30303

Mr. Lloyd H. Woosley, Chief
U. S. Geological Survey
Environmental Affairs Program
12201 Sunrise Valley Drive
Mail Stop 440
Reston, VA 20192-0001

Mr. James I. Palmer, Jr.
Regional Administrator
U. S. Environmental Protection Agency
Region Four
Atlanta Federal Center
61 Forsyth Street, SW
Atlanta, Georgia 30303-3104

Mr. Rodney Barry
Division Administrator
Federal Highway Administration
US Department of Transportation
Suite 17T100
61 Forsyth Street
Atlanta, Georgia 30303-8821

Dr. Carol Couch
Director
Georgia Environmental Protection Division

2 MLK Jr. Drive
Suite 1152, East Tower
Atlanta, Georgia 30334

Mr. Ed Johnson
Chief
Savannah District, Northern Section
Regulatory Functions Branch
U. S. Army Corps of Engineers
The Plaza Suite 200
1590 Adamson Parkway
Morrow, Georgia 30260-1777

NRCS LETTER

Mr. James E. Tillman, Sr.
Natural Resources Conservation Service
Stephens Federal Building
355 East Hancock Avenue
Athens, Georgia 30601-2769

FEMA LETTER

Mr. Todd Davison
Mitigation Division
Federal Emergency Management Agency
3003 Chamblee-Tucker Road
Atlanta, Georgia 30341

Mr. Collis Brown
Georgia Department of Natural Resources
Floodplain Management Office
7 Martin Luther King Drive
Suite 440
Atlanta, Georgia 30334-9004

USFWS / GA DNR LETTER

Ms. Deborah Harris
U.S. Fish and Wildlife Service
105 Westpark Drive
Suite D
Athens, GA 30606-3174

Mr. Sam Hamilton
Regional Director

1875 Century Blvd., Suite 400
Atlanta, GA 30345

Mr. Matt Elliott
Georgia Department of Natural Resources
Wildlife & Natural Heritage Section
2065 U.S. Hwy 278 SE
Social Circle, GA 30025



Eastern Band of Cherokee Indians
Tribal Historic Preservation Office
P.O. Box 455
Cherokee, NC 28719
Ph: 828-554-6852 Fax 828-488-2462

DATE: 27 - July - 07

TO: Federal Highway Administration
Georgia Division
Katy Allen
61 Forsyth St., SW – Suite 17T100
Atlanta, GA 30303

PROJECT(S): Comments regarding Phase I and II Investigations along St. Rt. 225, New Echota, Gordon County, Georgia.

The Tribal Historic Preservation Office of the Eastern Band of Cherokee Indians is in receipt of the above-referenced project information and would like to thank you for the opportunity to comment on this proposed NHPA Section 106 activity.

The project's location is within the aboriginal territory of the Cherokee people. Because the project is located adjacent to New Echota, designated as a Traditional Cultural Property (TCP), and as a National Historic Landmark, the EBCI THPO does not underestimate the cultural sensitivity of this proposed project. This area may have cultural, archaeological, or religious significance to the Eastern Band of Cherokee Indians. Detrimental adverse effects can damage or destroy the historical, cultural, or scientific integrity of this culturally important region.

We offer the following comments:

Lum Moss Site (9GO59)

This office concurs with the archeologist's recommendations that "no intact archaeological evidence relating to the historic occupation of New Echota was documented" during the recent field investigations. Only one pearlware sherd was recovered from the "mixed plowzone," and may be "related to New Echota." Additionally, this office recognizes that the lithic artifacts and prehistoric ceramics were documented to have been recovered from the "plowzone or disturbed contexts." The EBCI THPO concurs with the archeologist's recommendations that do to extensive previous disturbance from earlier work along St. Rt. 225, this site does not require additional archeological investigation. However, the EBCI THPO is concerned over potential secondary impacts to the New Echota site.

Boat Ramp Site (9GO297)

This site is considered eligible for inclusion on the National Register of Historic Places,

and is within the New Echota TCP. This site “yielded quantities of prehistoric artifacts” and should be considered closely. It appears that the majority of artifacts recovered represent Archaic through Mississippian components. This office also recognizes that a potential Late Archaic hearth was discovered within Unit 1. The EBCI THPO concurs with the archeologist’s recommendations that “staged data-recovery excavations” should be conducted at site 9GO297.

9GO296

This office recognizes that no cultural materials were discovered throughout 11 backhoe trenches. However, the EBCI THPO also recognizes that the site boundaries for 9GO296 have not been defined, and that buried cultural materials may still be present “closer to the Conasauga River.”

9GO298

This collapsed “early-to-mid-twentieth century house” site is not associated with the historic Cherokee occupation of New Echota. Prehistoric artifacts were limited to a single flake. As such, the EBCI THPO does not have any comments, and differs to the GASHPO. This office concurs with the archeologist’s recommendations that no further archeological investigation is warranted.

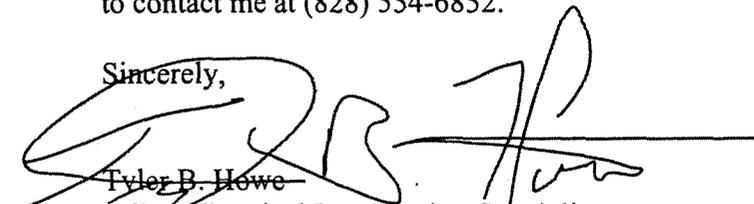
Other areas of concern

Area 6: Lum Moss Site, 9GO59

This portion of the site lies very close to the New Echota Museum parking lot. Out of 10 shovel tests, four tested positive for prehistoric artifacts. While this portion of the site is disturbed from previous construction activities associated with both St. Rt. 225, and the museum parking lot, how will the proposed construction activity affect the parking lot? This question has not been addressed, and is considered a potential secondary impact to New Echota. For example, if the right of way for St. Rt. 255 is expanded into portions of the parking lot, how much more land will be lost to New Echota? If the parking lot has to be shifted, even slightly, what cultural resources will be impacted? A discussion of potential secondary impacts from the proposed activity might be useful in our upcoming government to government consultation on Thursday August 2, 2007.

If we can be of further service, or if you have any comments or questions, please feel free to contact me at (828) 554-6852.

Sincerely,



Tyler B. Howe
Tribal Historical Preservation Specialist
Eastern Band of Cherokee Indians

C: Eric Anthony Duff

Meeting Minutes

P.I. No. 631570, Gordon County

BHF-151-1(6)

SR 225 over New Town Creek and Coosawattee River

Date/Time: August 2, 2007, 9:00 am

Location: New Echota State Historic Site

Attendees:

Eric Duff, OEL

Heather Mustonen, OEL

Keith Posey, OEL

Jeff Carr, OEL

Larry Bowman, OEL

Chris Goodson, OEL

Rowe Bowen, OEL

Vince Wilson, GDOT

Katy Allen, FHWA

Handy Johnson, GA DNR, PRHSD

Russell Townsend, Eastern Band of Cherokee Indians

Tyler Howe, Eastern Band of Cherokee Indians

Richard Allen, Cherokee Nation

Lisa Stopp, United Keetoowah Band of Cherokee Indians

Marion Smith, Seminole Tribe of Florida

Debbie Wallsmith, DNR – Parks

Wally Woods, DNR – Parks

David Gomez, New Echota

Bob Entorf, GA DNR, HPD

Amanda Schraner, GA DNR, HPD

Dave Crass, GA DNR

Annie Gillespie, WSA

Emily Ritzler, WSA

Melvin Brown, WSA

Shannon Dotson, WSA

The purpose of the meeting was to 1) update the Native American representatives and the Department of Natural Resources on the current status of the project, 2) review the archaeological study, 3) discuss possibilities for context sensitive design for the site, and 4) answer any questions about the project that attendees may have.

The meeting was opened by Eric Duff with introductions and a brief project overview. Shannon Dotson and Annie Gillespie presented the project history and the preferred alternative. Heather Mustonen described the archaeological research that has been conducted to date and identified locations that may require additional investigation. Emily Ritzler presented context sensitive design examples that may be appropriate for this project. The meeting was then opened for discussion. Below is a summary of the major discussion points.

Discussion

- **Keith Posey** suggested moving the boat ramp entrance to the west to improve site distance.
- **Handy Johnson** wanted to know whether a deceleration lane had been considered for the entrance to the site or to McDaniel Road.
Shannon Dotson said that the need for deceleration lanes is determined by turning volume. He did not think that there was enough traffic to warrant a deceleration lane, but if the site was interested in having one, it could be studied further and a design variance could be obtained. Shannon also stated that the deceleration lane would increase the impact to the site itself.
David Gomez then asked about a deceleration lane for the park entrance. The turning movement currently experiences a high number of rear-end collisions, particularly with school buses. Buses have had several problems with rear wheels being suspended in air, but no rear-end collisions known to have occurred with buses. Collisions have been with passenger vehicles.

- **Shannon Dotson** stated if this is something that all parties can agree to, it is something that can be designed as a possible mitigation factor. However, the impact to the park site itself would increase with the additional lane widening required.
Russell Townsend stated the position of the Eastern Band of Cherokee Indians would be to support David Gomez.
Katy Allen suggested moving the alignment north to allow for a deceleration lane without increasing the impacts to the site.
- **Rowe Bowen** commented on the possibility of a steep grade leading down to the boat ramp.
Shannon Dotson responded that WSA is planning on keeping the vertical profile of the road very similar to that of the existing road. The parking area for the boat ramp now is just below grade with the existing road so there is no steep grade anticipated with the new driveway.
- **Eric Duff** stated that the purpose of the context sensitive design was to give New Echota a 'sense of place.'
- **Handy Johnson** asked if there would be money for a new sign for the site.
Katy Allen answered that if a sign is considered mitigation for impacts to the historic site, a sign could be funded by the project.
- **Eric Duff** stated that if the lease is renewed with the Elks Lodge Golf Course, there would be no need for a pedestrian tunnel.
- **Eric Duff** stated that GDOT is committed to context sensitive design for both bridges.
Russell Townsend stated that he has preferences for which context sensitive designs are used on the bridges and would like to work with GDOT when making decisions when the time comes. He understands that budget is an issue and is willing to work with GDOT to come to a solution that is appropriate.
- **Lisa Stopp** commented that she would prefer a more natural-looking landscaping using native plants rather than a manicured look.
- **David Gomez** stated that the leasing of the property is handled by the Georgia State Properties Commission and not the park itself. Not renewing the lease would impact about half of the golf course.
Melvin Brown asked if the golf course will already lose two holes, maybe they are no longer interested in renewing the lease?
David Gomez responded that the golf course wants to renew no matter what.
Eric Duff stated that if we do not renew the lease, landscaping can be done along the property line, away from the road, to hide the golf course.
- **David Gomez** stated that a pedestrian tunnel would mostly likely be flooded. Currently, SR 225 is acting as a dam that keeps the historic site from flooding; a pedestrian tunnel would be a channel for floodwaters to enter the site.
- **Rowe Bowen** asked what would happen in terms of flooding at the park if the existing road bed was removed as it is currently acting as a dam during times of high water.
Handy Johnson asked if there was a reason for people to be on the other side of the road.
David Gomez stated that the ferry site was on the other side of the road and people often express interest in seeing the headwaters.
Debbie Wallsmith stated that she thinks the ferry site can be covered by the interpretive trail.

- **Eric Duff** stated that the bridge over New Town Creek would remain in place and the state would give it over to the park and it would become the park's responsibility to maintain it.
- **Lisa Stopp** asked what the lease renewal time was.
David Gomez replied that it was a 20-year lease.
Lisa asked if it would be possible to put in the pedestrian tunnel sometime in the future.
Shannon Dotson replied that anything is possible, but it would require closing the road, building a detour, or routing traffic around to other roads. Also the tunnel would need to be considered while the profile of the road is being determined.
Lisa stated that she was just wondering what would happen to the land if the lease was not renewed in the future.
Russell Townsend suggested maybe a pedestrian bridge would be a better option.
- **Dave Crass** asked if not renewing the lease would be considered mitigation for the Traditional Cultural Property.
- **Russell Townsend** stated that they are not looking to alienate the park from the community. They are interested in find a solution that makes everyone happy.
- **Wallace Woods** asked how the parks department would pay for the bridge upkeep.
Heather Mustonen responded that it has been discussed that the money that would have been used for bridge demolition be transferred to the parks department to help pay for the bridge maintenance.
Russell Townsend asked if building a new pedestrian bridge over New Town Creek would be more cost effective than trying to maintain the old bridge.
Shannon Dotson replied that in general your biggest expense would be the construction of a new bridge and the demolition of the old bridge.
- In discussion of the pre-historic site north of existing SR 225, **Marion Smith** stated that the Seminole Tribe would defer to the Cherokees about the fate of the site but thinks that a stratified display for the archeological findings would be fine. He would like to see data recovery efforts at 9GO297 tied into interpretation at the park.
- **David Gomez** asked if it would be possible to provide parking on the north side of SR 225 for fisherman. Currently, they use the boat ramp parking area and take a foot path to fishing areas. As the project is proposed now, the fisherman would have to cross SR 225 to gain access to the headwaters.
Katy Allen stated that this raises a safety issue as people will want to get to the fishing area and will most likely cross the road to do so.
Eric Duff asked if it is possible to put a trail under the new bridge for the fisherman.
Shannon Dotson replied that anything is possible; we would just need a directive to design it.
Keith Posey stated that we would need to look at the costs of a trail versus a pedestrian tunnel.
- **Bob Entorf** asked where the pedestrian trail would begin.
Eric Duff replied that it wouldn't be from the old road end.
Bob stated that he was concerned about people attempting to cross to the trail from the parking lot while cars are pulling in.
Debbie Wallsmith also stated that we need to make sure that our visitors are not crossing to private property.
Eric Duff replied that the existing bridge over the Coosawattee River would be removed so there would not be a way to get across the river onto the private property.
Keith Posey inquired as to whether fill would be removed down to level once the bridge over the Coosawattee was removed?

Eric Duff replied that that is open for discussion.

- **Eric Duff** stated that there is new development in the west corner of the New Echota property. He stated the GDOT is committed to buying the wetlands from Mr. Lusk as a buffer for the site.
David Gomez said that Mr. Lusk is an electrical contractor and he has a shed and an equipment store on the property. He is possibly building a convenience store. He believes his daughter is building a shop on a nearby parcel. Lusk is a land/housing developer; his daughter is a real-estate agent. They did sale part of the corner lot (225/newtown church rd) to someone that is putting up an electrical contractor shop. Lot on the corner has not been sold. No store going in...at least not yet.
- **Katy Allen** expressed concern about a possible landscape buffer. She noted that usually there are conflicts between landscaping and clear zone requirements.
Eric Duff stated that this issue is up for discussion.
Katy asked if it would be justified to widen the ROW for landscaping purposes. She stated she was under the impression that the landscape buffer would extend along the entire property boundary with the road.
Handy Johnson stated that they preferred a longer view shed rather than having landscaping along the very edge of the road.
Russell Townsend stated that he likes the idea of making sure people are aware that they are somewhere special and he recommended that in lieu of landscaping stone pillars representing the 7 tribes could be used.
Lisa Stopp recommended including art work as part of the design.
- **David Gomez** suggested that more signs may help to let people know they are entering the TCP. Increased signage would help greatly, as well as the increased sight distance that will be gained with the new road design. With a much wider radius turn on the new park entrance, a deceleration lane may not be needed.
- **Katy Allen** expressed concern about the timing of the project. The design and the appropriate mitigation need to be determined before we can have a completed environmental document. We also need to determine the state of the lease as soon as possible.
Handy Johnson said they would check on the lease.
Katy asked how strong the desire is to not renew the lease. She thinks this will determine whether it is renewed or not.
- **Amanda Schraner** asked if anyone had preferences for bridge materials.
Richard Allen stated that he didn't really care what the bridges looked like because you don't really see them or notice them as you drive across.
Jeff Carr and **Heather Mustonen** both answered that they think it may be possible to see the bridge from the interpretive trail.
Lisa Stopp stated that she likes the idea of a wooden guardrail being used instead of standard guardrail and thinks it would be more effective in changing the feel of the area than a bridge façade would.
Tyler Howe stated that there has long been a debate between progressive and traditional Cherokees and thinks that a design with a combination of the two styles would be appropriate.
Eric Duff stated that OEL would put together a packet of context sensitive options.
- **Russell Townsend** stated that he doesn't believe the Eastern Band of Cherokee Indians would have any negative comments about data recovery.
Eric Duff stated that with this alignment, archeological data recovery would be done. **Tyler Howe** stated that he is concerned about impacts to the parking lot and possibly shifting it to the south because there have been no archeological studies performed there.

- **Eric Duff** stated that due to the location of the site and the foot traffic through the area to reach the fishing spot, looting may be an issue during data recovery. He proposed that some form of security may need to be incorporated into data recovery at the site.
- **Dave Crass** inquired about the depth of the deposits and the soil at the site as these may affect looting efforts.
- **Debbie Wallsmith** asked if there has been any thought to updating the National Landmark status. **Eric Duff** replied that no there had not.
- **Handy Johnson** asked if there would be an exhibit at the New Echota site of what is recovered from the data recovery. **Debbie Wallsmith** replied that she didn't think that would be a problem.
- **Debbie Wallsmith** asked if the interpretive trail could possibly loop around or if we could connect it to the fisherman's trail.
- **Wallace Woods** said that his boss would be meeting with the GA State Properties Commission next Friday (August 10) and could discuss this lease.
- **Katy Allen** stated that any trail put in must be ADA compliant if it is build as part of the mitigation for the project. **Eric Duff** requested a letter from DNR about their desire to use the old road bed as an interpretive trail.

DEPARTMENT OF TRANSPORTATION

STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. Nos. 631570 & 632906

OFFICE Environment/Location

FROM Jeff Carr

DATE September 21, 2007

TO Files

SUBJECT GDOT Projects BHF-151-1(6) & BRST-151-1(7), Gordon County;
P.I. Nos. 632906 & 631570 and HP #020813-001:
Technical Assistance Meeting Notes

On September 19, 2007, a technical assistance meeting was held between the Georgia Department of Transportation (Jeff Carr & Heather Mustonen) and the Georgia Department of Natural Resources, Historic Preservation Division (Richard Cloues, Amanda Schraner, & Keith Hebert).

The meeting was held in order to discuss the anticipated effects the subject projects would have on New Echota (National Register listed/National Historic Landmark) and the New Echota Traditional Cultural Property. The proposed projects would replace the existing bridges on SR 225 over New Town Creek [BHF-151-1(6)] and the Coosawattee River [BRST-151-1(7)] in Gordon County. In addition to the bridge replacements, the proposed projects would realign SR 225 to the north in order to enhance safety and correct substandard horizontal alignment between New Echota and the existing Elks Club Golf Course.

During the meeting, Jeff Carr and Heather Mustonen described the proposed projects, the ongoing planning process, and the proposed efforts to minimize harm to New Echota. These efforts include the use of context sensitive bridges, which will be designed in consultation with consulting Native American tribes; the use of wooden guardrail in order to reduce visual impacts; the development of landscaping that could include new signage for the park, screening of non-historic elements from the New Echota site, and other design elements such as sculpture; and the possible reuse of the abandoned section of SR 225 as an interpretive trail for the historic site.

Much of the setting north of the New Echota site has been compromised by non-historic residential development and the construction of a golf course. The proposed landscaping would help to buffer the site from those elements. Also, the realignment of SR 225 to the north would allow a portion of New Echota to be reclaimed from the golf course. Furthermore, the abandoned

portion of SR 225 would no longer be used for vehicular traffic, and there would be no 'net gain' of roadway pavement within New Echota as a result of project implementation.

Based on the described minimization efforts/conditions, it was determined during the meeting that the overall impact of the projects would result in No Adverse Effect to New Echota and the New Echota Traditional Cultural Property.

JTC/

cc: Rodney N. Barry, P.E., FHWA (Attn: Katy Allen)
W. Ray Luce, Deputy SHPO
Heather Mustonen, GDOT Archaeology
Larry Bowman, GDOT NEPA
Emily Ritzler, Wilber Smith Associates

SEMINOLE TRIBE OF FLORIDA

◇ TRIBAL HISTORIC PRESERVATION OFFICE ◇

Tribal Historic
Preservation Office

TINA M. OSCEOLA
Executive Director

WILLARD S. STEELE
Tribal Historic Preservation
Officer

DR. MARION SMITH
Compliance Review Supervisor

BENJAMIN G. BURY
Tribal Archaeologist



Tribal Officers

MITCHELL CYPRESS
Chairman

RICHARD BOWERS
Vice Chairman

PRISCILLA D. SAYEN
Secretary

MICHAEL D. TIGER
Treasurer

September 24, 2007

Mr. Eric Duff
Native American Liaison
Georgia Department of Transportation
3993 Aviation Circle
Alpharetta, Georgia 30336

RE: GDOT Projects BHF-151-1(6) and BRST-151-1(7); P.I. Nos. 631570 and 632906; Archaeological Survey and Testing of the Proposed SR 225 Improvements and Bridge Replacements over New Town Creek and the Coosawattee River in Gordon County, Georgia; HP# 0400607-001

Dear Eric:

For the Tribal Historic Preservation Office (THPO) of the Seminole Tribe of Florida (STOF), I thank you and Heather for the telephone discussion last week of our concerns relative to the aforementioned project at the New Echota historic site. I confirm the major points of that conversation:

First, STOF prefers to defer to the Cherokee nations regarding the historic period resources, infrastructures, and interpretations at the National Historic Landmark site of New Echota. This is in line with our general positions that STOF's greatest cultural heritage concerns relate to the historical tribal groups, primarily but not wholly Muskogean-speaking Upper and Lower Creeks, who are documented to have played a role in the formation of the Seminole people starting in the early 18th century; and that archaeologically-known groups using Lamar ceramics over the interior Southeast, in the sense of Williams and Shapiro (1990), are the most important Creek predecessors.

Second, due to the first point, it is not necessary to send to STOF the context-sensitive design package.

Third, our outstanding interest at this point is for project actions affecting prehistoric sites, especially 9Go297. The preferred alternative for site improvements, shifting road alignment north, seems well-grounded in the avoidance of the main New Echota Site and in safety concerns for passersby and Site visitors. It will not affect Lum Moss seriously but may destroy the deeply stratified Boat Ramp Site (9Go297), which may have Archaic, Woodland, and even Mississippian components and would require Data Recovery. The main substantive concerns of our office would be straightforward in the event of Data Recovery, to ensure that the Boat Ramp site is well understood in terms of date and nature of occupations. The THPO of STOF asks to be kept informed of major steps toward Data Recovery, and specifically we would appreciate being able to review relevant scopes of work and research designs for Data Recovery. Please reference our Correspondence ID 0000084 for this project in future correspondence.

Please do not hesitate to contact us if you have any questions or problems.

Sincerely,

Willard S. Steele
Tribal Historic Preservation Officer
Tribal Historic Preservation Office
Seminole Tribe of Florida
HC 61, Box 21-A
Clewiston, FL 33440
Tel: 863.902.1113
wsteele@semtribe.com

Please direct response to:

Marion F. Smith, Jr.
Compliance Review Supervisor
Tribal Historic Preservation Office
Seminole Tribe of Florida
HC 61, Box 21-A
Clewiston, FL 33440
Tel: 863.902.1113 ext 12223
marionsmith@semtribe.com



Department of Transportation

State of Georgia

#2 Capitol Square, S.W.

Atlanta, Georgia 30334-1002

GENA L. ABRAHAM, PhD
COMMISSIONER
(404) 656-5206

GERALD M. ROSS, P.E.
CHIEF ENGINEER
(404) 656-5277

BUDDY GRATTON, P.E.
DEPUTY COMMISSIONER
(404) 656-5212

EARL L. MAHFUZ
TREASURER
(404) 656-5224

December 19, 2007

Ms. Lisa Stopp
THPO/NAGPRA Representative
United Keetoowah Band of Cherokee Indians
Post Office Box 746
Tahlequah, Oklahoma 74465

Re: Context Sensitive Design Considerations; GDOT Project BHF-151-1(6) ; P.I. Nos. 631570; Proposed SR 225 Improvements and Bridge Replacements over New Town Creek and the Coosawattee River in Gordon County, Georgia

Dear Ms. Stopp:

Enclosed please find one copy of the Context Sensitive Design Considerations Packet for the proposed transportation improvements to SR 225 at New Echota. The Department seeks input from the United Keetoowah Band of Cherokee Indians regarding their preference in context sensitive design elements to be incorporated into the overall design of the project.

On August 2, 2007 FHWA and the Department met with the UKB to discuss context sensitive design, interpretive initiatives, landscaping, as well as tribal needs and considerations to be incorporated into the project design and planning. The Department is seeking to minimize the effect of the undertakings on the New Echota National Historic Landmark and the New Echota Traditional Cultural Property by implementing context sensitive design bridges and guardrails as well as developing a landscape plan and possible interpretive trail along the existing section of SR 225. The use of context sensitive design features will develop a transportation facility that blends with the natural landscape of the area surrounding New Echota.

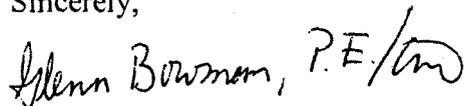
Pursuant to the above mentioned meeting, the Department indicated that it would provide a packet of material on context sensitive design elements for review and feedback from consulting parties. The enclosed packet includes examples of context sensitive guardrail and bridge designs for consideration. At this time, the Department is seeking input from the UKB regarding design preferences that will be presented to the project design team and explored in terms of feasibility, from both an engineering and cost standpoint. Additional consultation between the Department and the UKB will be initiated further into the planning process to ensure that the interests and desires of the Cherokee are incorporated into the project.

Ms. Lisa Stopp
December 19, 2007
Page 2

The FHWA and the Department are committed to working with all parties as these undertakings develop, and believe that with your help, the proposed projects can be developed to meet future transportation needs while maintaining environmental excellence and stewardship initiatives. The FHWA and the Department enjoy learning from the UKB and appreciate the opportunity to work in partnership with all three federally recognized Cherokee tribal governments. With your help, the proposed projects can be designed to provide a greater sense of place regarding the significance of New Echota to the Cherokee people, while providing the citizens of Georgia with a better understanding and respect for the strength of Cherokee culture and its people.

Please review the Context Sensitive Design Considerations packet and complete the accompanying questionnaire by the week of January 28, 2008. Should you have any questions concerning the use of context sensitive design on this project, please contact Heather Mustonen at (404) 699-6881 of this office.

Sincerely,

A handwritten signature in black ink that reads "Glenn Bowman, P.E." followed by a stylized flourish.

Glenn Bowman, P.E.
State Environmental/Location Engineer

GSB/HLM

cc: Mr. Rodney N. Barry, P.E., Division Administrator, FHWA, (Attn: Ms. Katy Allen)



Department of Transportation

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#2 Capitol Square, S.W.

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(404) 656-5206

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BUDDY GRATTON, P.E.
DEPUTY COMMISSIONER
(404) 656-5212

EARL L. MAHFUZ
TREASURER
(404) 656-5224

December 19, 2007

Mr. Richard Allen
NAGPRA Representative
Cherokee Nation
Post Office Box 948
Tahlequah, Oklahoma 74465

Re: Context Sensitive Design Considerations; GDOT Project BHF-151-1(6) ; P.I. Nos. 631570; Proposed SR 225 Improvements and Bridge Replacements over New Town Creek and the Coosawattee River in Gordon County, Georgia

Dear Mr. Allen:

Enclosed please find one copy of the Context Sensitive Design Considerations Packet for the proposed transportation improvements to SR 225 at New Echota. The Department seeks input from the Cherokee Nation regarding their preference in context sensitive design elements to be incorporated into the overall design of the project.

On August 2, 2007 FHWA and the Department met with the Cherokee Nation to discuss context sensitive design, interpretive initiatives, landscaping, as well as tribal needs and considerations to be incorporated into the project design and planning. The Department is seeking to minimize the effect of the undertakings on the New Echota National Historic Landmark and the New Echota Traditional Cultural Property by implementing context sensitive design bridges and guardrails as well as developing a landscape plan and possible interpretive trail along the existing section of SR 225. The use of context sensitive design features will develop a transportation facility that blends with the natural landscape of the area surrounding New Echota.

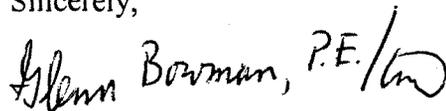
Pursuant to the above mentioned meeting, the Department indicated that it would provide a packet of material on context sensitive design elements for review and feedback from consulting parties. The enclosed packet includes examples of context sensitive guardrail and bridge designs for consideration. At this time, the Department is seeking input from the Cherokee Nation regarding design preferences that will be presented to the project design team and explored in terms of feasibility, from both an engineering and cost standpoint. Additional consultation between the Department and the Cherokee Nation will be initiated further into the planning process to ensure that the interests and desires of the Cherokee are incorporated into the project.

Mr. Richard Allen
December 19, 2007
Page 2

The FHWA and the Department are committed to working with all parties as these undertakings develop, and believe that with your help, the proposed projects can be developed to meet future transportation needs while maintaining environmental excellence and stewardship initiatives. The FHWA and the Department enjoy learning from the Cherokee Nation and appreciate the opportunity to work in partnership with all three federally recognized Cherokee tribal governments. With your help, the proposed projects can be designed to provide a greater sense of place regarding the significance of New Echota to the Cherokee people, while providing the citizens of Georgia with a better understanding and respect for the strength of Cherokee culture and its people.

Please review the Context Sensitive Design Considerations packet and complete the accompanying questionnaire by the week of January 28, 2008. Should you have any questions concerning the use of context sensitive design on this project, please contact Heather Mustonen at (404) 699-6881 of this office.

Sincerely,

A handwritten signature in black ink that reads "Glenn Bowman, P.E." followed by a stylized monogram or initials.

Glen Bowman, P.E.
State Environmental/Location Engineer

GSB/HLM

cc: Mr. Rodney N. Barry, P.E., Division Administrator, FHWA, (Attn: Ms. Katy Allen)



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EARL L. MAHFUZ
TREASURER
(404) 656-5224

December 19, 2007

Mr. Russell Townsend
Tribal Historic Preservation Officer
Eastern Band of Cherokee Indians
Post Office Box 455
Cherokee, North Carolina 28719

Re: Context Sensitive Design Considerations; GDOT Project BHF-151-1(6) ; P.I. Nos. 631570; Proposed SR 225 Improvements and Bridge Replacements over New Town Creek and the Coosawattee River in Gordon County, Georgia

Dear Mr. Townsend:

Enclosed please find one copy of the Context Sensitive Design Considerations Packet for the proposed transportation improvements to SR 225 at New Echota. The Department seeks input from the Eastern Band of Cherokee Indians regarding their preference in context sensitive design elements to be incorporated into the overall design of the project.

On August 2, 2007 FHWA and the Department met with the EBCI to discuss context sensitive design, interpretive initiatives, landscaping, as well as tribal needs and considerations to be incorporated into the project design and planning. The Department is seeking to minimize the effect of the undertakings on the New Echota National Historic Landmark and the New Echota Traditional Cultural Property by implementing context sensitive design bridges and guardrails as well as developing a landscape plan and possible interpretive trail along the existing section of SR 225. The use of context sensitive design features will develop a transportation facility that blends with the natural landscape of the area surrounding New Echota.

Pursuant to the above mentioned meeting, the Department indicated that it would provide a packet of material on context sensitive design elements for review and feedback from consulting parties. The enclosed packet includes examples of context sensitive guardrail and bridge designs for consideration. At this time, the Department is seeking input from the EBCI regarding design preferences that will be presented to the project design team and explored in terms of feasibility, from both an engineering and cost standpoint. Additional consultation between the Department and the EBCI will be initiated further into the planning process to ensure that the interests and desires of the Cherokee are incorporated into the project.

Mr. Russell Townsend

December 19, 2007

Page 2

The FHWA and the Department are committed to working with all parties as these undertakings develop, and believe that with your help, the proposed projects can be developed to meet future transportation needs while maintaining environmental excellence and stewardship initiatives. The FHWA and the Department enjoy learning from the EBCI and appreciate the opportunity to work in partnership with all three federally recognized Cherokee tribal governments. With your help, the proposed projects can be designed to provide a greater sense of place regarding the significance of New Echota to the Cherokee people, while providing the citizens of Georgia with a better understanding and respect for the strength of Cherokee culture and its people.

Please review the Context Sensitive Design Considerations packet and complete the accompanying questionnaire by the week of January 28, 2008. Should you have any questions concerning the use of context sensitive design on this project, please contact Heather Mustonen at (404) 699-6881 of this office.

Sincerely,

Glenn Bowman, P.E. /GB

Glenn Bowman, P.E.
State Environmental/Location Engineer

GSB/HLM

cc: Mr. Rodney N. Barry, P.E., Division Administrator, FHWA, (Attn: Ms. Katy Allen)



Department of Transportation

State of Georgia

#2 Capitol Square, S.W.

Atlanta, Georgia 30334-1002

GENA L. ABRAHAM, PhD
COMMISSIONER
(404) 656-5206

GERALD M. ROSS, P.E.
CHIEF ENGINEER
(404) 656-5277

BUDDY GRATTON, P.E.
DEPUTY COMMISSIONER
(404) 656-5212

EARL L. MAHFUZ
TREASURER
(404) 656-5224

December 19, 2007

Mr. David Gomez
Superintendent
New Echota State Historic Site
1211 Chatsworth Highway NE
Calhoun, Georgia 30701

Re: Context Sensitive Design Considerations; GDOT Project BHF-151-1(6) ; P.I. Nos. 631570; Proposed SR 225 Improvements and Bridge Replacements over New Town Creek and the Coosawattee River in Gordon County, Georgia

Dear Mr. Gomez:

Enclosed please find one copy of the Context Sensitive Design Considerations Packet for the proposed transportation improvements to SR 225 at New Echota. The Department seeks input from New Echota State Historic Site regarding their preference in context sensitive design elements to be incorporated into the overall design of the project.

On August 2, 2007 FHWA and the Department met with the New Echota State Historic Site and members of the Cherokee to discuss context sensitive design, interpretive initiatives, landscaping, as well as tribal needs and considerations to be incorporated into the project design and planning. The Department is seeking to minimize the effect of the undertakings on the New Echota National Historic Landmark and the New Echota Traditional Cultural Property by implementing context sensitive design bridges and guardrails as well as developing a landscape plan and possible interpretive trail along the existing section of SR 225. The use of context sensitive design features will develop a transportation facility that blends with the natural landscape of the area surrounding New Echota.

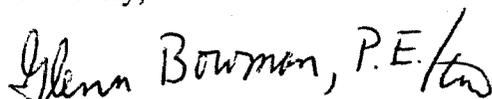
Pursuant to the above mentioned meeting, the Department indicated that it would provide a packet of material on context sensitive design elements for review and feedback from consulting parties. The enclosed packet includes examples of context sensitive guardrail and bridge designs for consideration. At this time, the Department is seeking input from New Echota State Historic Site regarding design preferences that will be presented to the project design team and explored in terms of feasibility, from both an engineering and cost standpoint. Additional consultation between the Department, New Echota State Historic Site, and the Cherokee will be initiated further into the planning process to ensure that the interests and desires of the park and the Cherokee are incorporated into the project.

Mr. David Gomez
December 19, 2007
Page 2

The FHWA and the Department are committed to working with all parties as these undertakings develop, and believe that with your help, the proposed projects can be developed to meet future transportation needs while maintaining environmental excellence and stewardship initiatives. With your help, the proposed projects can be designed to provide a greater sense of place regarding the significance of New Echota to the Cherokee people, while providing the citizens of Georgia with a better understanding and respect for the strength of Cherokee culture and its people.

Please review the Context Sensitive Design Considerations packet and complete the accompanying questionnaire by the week of January 28, 2008. Should you have any questions concerning the use of context sensitive design on this project, please contact Heather Mustonen at (404) 699-6881 of this office.

Sincerely,

Handwritten signature of Glenn Bowman, P.E. in cursive script.

Glenn Bowman, P.E.
State Environmental/Location Engineer

GSB/HLM

cc: Mr. Rodney N. Barry, P.E., Division Administrator, FHWA, (Attn: Ms. Katy Allen)
Ms. Debbie Wallsmith, Park Interpretive Supervisor, Parks, Recreation, and Historic Sites, GaDNR
Mr. Handy Johnson, Landscape Architect, Parks, Recreation, and Historic Sites, GaDNR
Ms. J. Wade, Project Director, GSPC

APPENDIX B

NEW ECHOTA NATIONAL REGISTER NOMINATION FORM

NEW ECHOTA NATIONAL HISTORIC LANDMARK NOMINATION FORM

**EXCERPT FROM A TRADITIONAL CULTURAL PROPERTY STUDY OF
NEW ECHOTA**

DETERMINATION OF ELIGIBILITY FOR 9GO297

*File
Copy*

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

STATE: Georgia	
COUNTY: Gordon	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

1. NAME

COMMON:
New Echota

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER:
Highway 225

CITY OR TOWN:
Calhoun

STATE Georgia	CODE 13	COUNTY: Gordon	CODE 129
------------------	------------	-------------------	-------------

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input checked="" type="checkbox"/> District <input type="checkbox"/> Site <input type="checkbox"/> Building <input type="checkbox"/> Structure <input type="checkbox"/> Object	<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private <input type="checkbox"/> Both	<input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress	Yes: <input checked="" type="checkbox"/> Restricted <input type="checkbox"/> Unrestricted <input type="checkbox"/> No
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input checked="" type="checkbox"/> Museum	<input type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify) _____ _____ _____

Comments
State
Historic Site

4. OWNER OF PROPERTY

OWNER'S NAME:
Georgia Historical Commission

STREET AND NUMBER:
116 Mitchell St., S.W.

CITY OR TOWN:
Atlanta

STATE:
Georgia

CODE:
13

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.:
Office of Clerk, Superior Court of Gordon County

STREET AND NUMBER:
Gordon County Courthouse

CITY OR TOWN:
Calhoun

STATE:
Georgia

CODE:
13

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:
None

DATE OF SURVEY:
 Federal State County Local

DEPOSITORY FOR SURVEY RECORDS:

STREET AND NUMBER:

CITY OR TOWN:

STATE:

CODE:

SEE INSTRUCTIONS

STATE: Georgia

COUNTY: Gordon

ENTRY NUMBER

DATE

FOR NPS USE ONLY

7. DESCRIPTION

CONDITION	(Check One)					
	<input checked="" type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input checked="" type="checkbox"/> Altered	<input type="checkbox"/> Unaltered	<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site		

DESCRIBE THE PRESENT AND ORIGINAL (If known) PHYSICAL APPEARANCE

The Cherokee Capital, New Echota, was a lost village until 1953. That year research culminated in the discovery of the exact site, a corn field near Calhoun, close by the confluence of the Oostanaula and Coosawattee Rivers. On a knoll overlooking the village site, a dilapidated frame house stood which later proved to be the home and mission school built in 1827 by the Reverend Samuel A. Worcester, a New Englander. In 1954 and several years thereafter, archaeological excavations determined the sites of other original buildings and uncovered objects used during the Cherokee occupation. In 1956, the site of New Echota including the ramshakled remains of the Worcester House was deeded to the Georgia Historical Commission - approximately 200 acres in all. Soon thereafter the restoration of Worcester House was begun under the direction of Henry Chandlee Forman, a well-known Maryland-based restoration architect. (Forman had previously restored another Indian period structure belonging to the Commission, Vann House, which is now on the National Register.) To execute reconstructions of the Indian governmental buildings, another architect entered the picture, Thomas G. Little, a Georgian who had been on the Williamsburg architectural staff since the late 1930's. In December 1957 Little wrote:

Knowing the tremendous responsibility placed on me, as the architect, for the reconstruction of New Echota I have conducted my research. This research has meant visiting, measuring, taking moldings and photographing every Cherokee Indian home built in the period of, or prior to, New Echota, that I possibly could. It has meant endless hours of reading everything related historically to New Echota. It has meant minute study of all excavation data and reports..... The laws of the Cherokee Council so clearly set up the sizes, materials, number of floors, etc. of the Printing Office and Court Building that there is no alternative other than to reconstruct precisely by their description.

Present Physical Appearance

New Echota today consists of the Worcester House; the reconstructed Supreme Court Building; the reconstructed Print Shop; a restored tavern moved in from another site; and a modern visitor's center. (Conflicting evidence on the original appearance of the Council House has so far prevented its reconstruction.)

The Worcester House (c.1827), a combined dwelling house and mission school, is a two-story frame structure with a two-tiered piazza and outside stairs to the second story school floor. (A central chimney quickly reminds even the most casual visitor that the Rev. Samuel Worcester was a New Englander.)

The Supreme Court Building (c.1827), as described by Cherokee Law and government inventories made after the Removal, was a two-story frame structure with a pyramid-type hipped roof. It has been reconstructed as such.

The basic configuration of the Print Shop (c.1827) was also prescribed by law and inventory. It is a one-story hewn-log building with a gable roof. A front door is entered in the gable end.

Vann's Tavern is a Cherokee built structure moved and re-erected at the site. Originally built by James Vann as a "public stop" at the Chattahoochee River crossing near Oscarville, Georgia, the large, two-story, hewn-log structure is representative of Indian-period taverns which stood in

SEE INSTRUCTIONS

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

STATE	Georgia	
COUNTY	Gordon	
FOR NPS USE ONLY		
ENTRY NUMBER		DATE

(Number all entries)

7. PHYSICAL APPEARANCE.

North Georgia in the early 19th century.

All of these buildings have been furnished with the appropriate equipment for their functions and period.

The only "non-period" building in the general restoration area is an interpretative structure in two senses. It contains exhibits which interpret the history and significance of New Echota and is itself an expressionistic architectural interpretation of the restoration project, designed to be compatible with and enhance the general configuration of the nearby older building types of the period 1825-1838. Though entirely contemporary in feeling it is a carefully calculated architectural statement about New Echota. The pitch of its roofs, the tone, the bond, and texture of its brick walls, the interior colors taken from the Commission's Cherokee period Vann House, the village cluster effect of its small enclosed spaces for exhibits and storage-all have been designed to be compatible with and express, but not dominate, the serenity and historicity of New Echota Restoration Village.

8. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

- Pre-Columbian; 16th Century 18th Century 20th Century
 15th Century 17th Century 19th Century

SPECIFIC DATE(S) (If Applicable and Known) 1825-1838

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- | | | | |
|--|--|---|---|
| <input type="checkbox"/> Aboriginal | <input checked="" type="checkbox"/> Education | <input checked="" type="checkbox"/> Political | <input type="checkbox"/> Urban Planning |
| <input type="checkbox"/> Prehistoric | <input type="checkbox"/> Engineering | <input checked="" type="checkbox"/> Religion/Phi- | <input checked="" type="checkbox"/> Other (Specify) |
| <input checked="" type="checkbox"/> Historic | <input type="checkbox"/> Industry | osophy | History |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input type="checkbox"/> Science | _____ |
| <input checked="" type="checkbox"/> Architecture | <input checked="" type="checkbox"/> Landscape | <input type="checkbox"/> Sculpture | _____ |
| <input type="checkbox"/> Art | Architecture | <input type="checkbox"/> Social/Human- | _____ |
| <input type="checkbox"/> Commerce | <input checked="" type="checkbox"/> Literature | itarian | _____ |
| <input type="checkbox"/> Communications | <input checked="" type="checkbox"/> Military | <input type="checkbox"/> Theater | _____ |
| <input checked="" type="checkbox"/> Conservation | <input type="checkbox"/> Music | <input type="checkbox"/> Transportation | _____ |

STATEMENT OF SIGNIFICANCE

New Echota Restoration Village tells the history of the Cherokee Nation in North Georgia during the 13 years when New Echota was the Cherokee Capital, 1825-1838. It is a little known but dramatic story which ended in the signing of a treaty which led to the Cherokee's Removal to the West and their capital's almost total disappearance. Renewed interest in the 1950's relocated the site and restoration was begun. The village consists of the Worcester House, the restored dwelling of a missionary; the reconstructed Supreme Court Building; the reconstructed Cherokee Phoenix Print Shop; a restored tavern moved in from another site; the original cemetery; and a modern visitor's center.

New Echota was the capital of an independent Indian nation, patterning its government on the United States and spread across present day northern Georgia into western North Carolina, eastern Tennessee and northwestern Alabama. Originally New Echota was called New Town. As early as 1819 the Council House there was the primary meeting place of the legislature. The name change occurred in 1825 when New Echota was established as the official Cherokee capital. Increased political activity demanded more facilities and in 1826 the National Council authorized the repair of the Council House and the construction of a Courthouse in which the Cherokee Supreme Court would meet to hear cases appealed from circuit and district courts throughout the Nation.

In 1827 the Reverend Samuel A. Worcester came to New Echota and established a mission school under the auspices of the American Board of Commissioners for Foreign Missions in Boston. Classes were held in an upper room of Worcester's New Echota home but soon expanded enough to require utilizing the Courthouse and Council House when those bodies were not in session. A dedicated friend of the Cherokees, Worcester worked closely with Indian leaders on one of the most significant accomplishments in Cherokee history and culture - the establishment of a national newspaper and print shop. Overseer of this accomplishment was Elias Boudinot, a New England-educated Cherokee who served as editor of the Cherokee Phoenix, the world's first Indian language newspaper. Printed in English and in the Cherokee characters devised by Sequoyah in 1821, the first edition appeared on February 21, 1828 and was issued thereafter from the Print Shop until 1834. (Sequoyah - or George Guess, or Gist - was the mixed-blood genius who made the Cherokee Nation literate almost over night by his invention of a Cherokee syllabary.)

Thus, with a national newspaper and printing office, a legislative hall, a supreme court house, a mission school and several dwellings and commercial establishments in its capital town, the Cherokee Nation possessed a unique seat of government - as compared with other Indian tribes of the past century.

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

_____, Laws of the Cherokee Nation: Adopted by the Council at Various Periods. (Tahlequah, Cherokee Nation: Cherokee Advocate Office, 1852).
 Malone, Henry T., Cherokees of the Old South. (Athens: University of Georgia Press, 1956).
 Mitchell, William R., Jr., "A Report on New Echota Restoration," July 1969. National Park Service, New Echota: Birthplace of the American Indian Press. Popular Study Series, 1941.
 _____, Records of the Bureau of Indian Affairs. Valuations of Property in Cass County, Georgia, 1836.

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	34 ° 32 ' 33 "	84 ° 54 ' 35 "		° ' "	° ' "	
NE	34 ° 32 ' 33 "	84 ° 53 ' 48 "				
SE	34 ° 32 ' 10 "	84 ° 53 ' 48 "				
SW	34 ° 32 ' 10 "	84 ° 54 ' 35 "				

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: 200 acres

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE

11. FORM PREPARED BY

NAME AND TITLE: William R. Mitchell, Jr., Director, Georgia Historic Sites Survey
 Carole Summers

ORGANIZATION: Georgia Historical Commission DATE: April 30, 1971

STREET AND NUMBER: 116 Mitchell St., S.W.

CITY OR TOWN: Atlanta STATE: Georgia CODE: 13

12. STATE LIAISON OFFICER CERTIFICATION

NATIONAL REGISTER VERIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National State Local

Name Mary Gregory Quatt

Title State Liaison Officer

Date April 30, 1971

I hereby certify that this property is included in the National Register.

 Chief, Office of Archeology and Historic Preservation

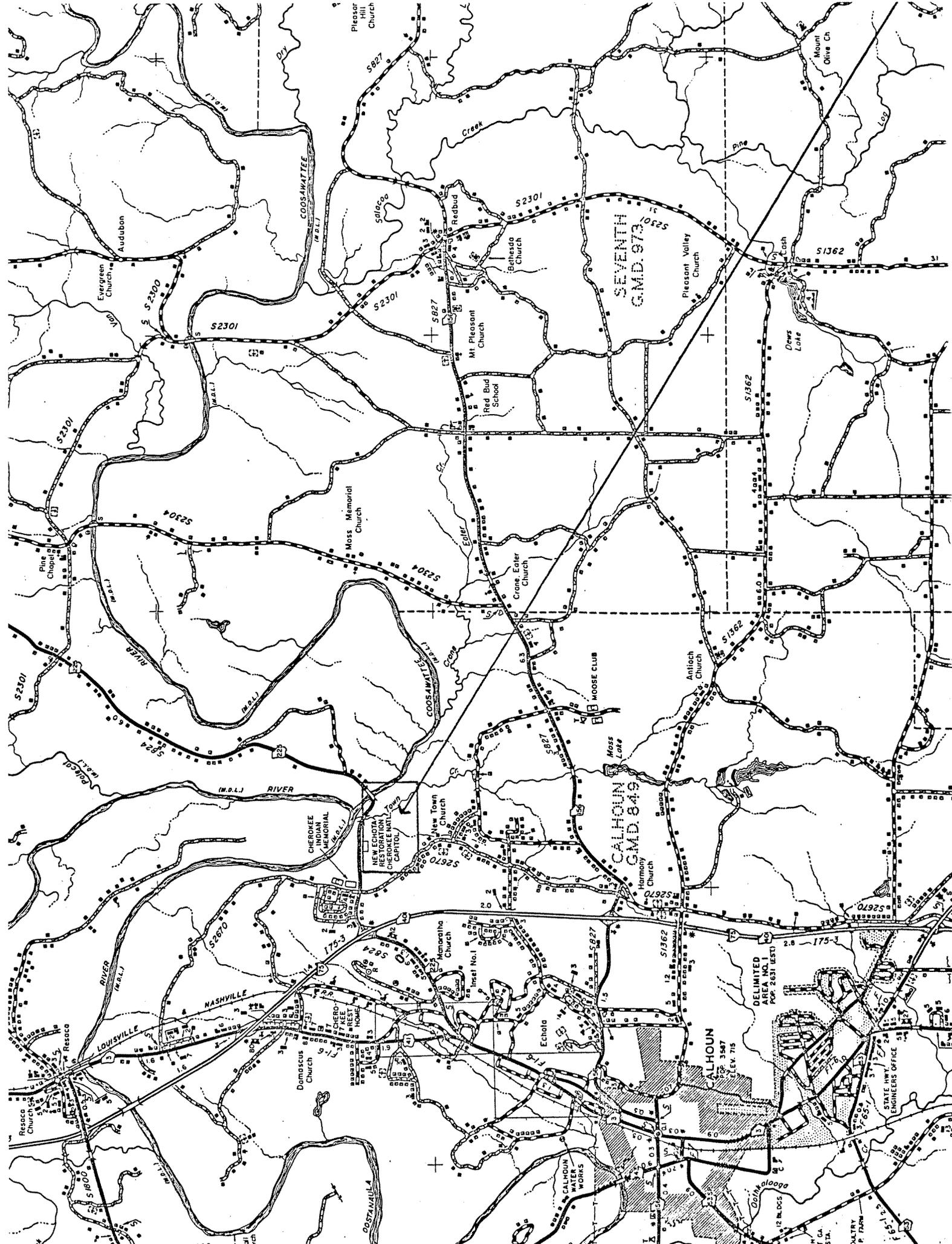
Date _____

ATTEST:

 Keeper of The National Register

Date _____

SEE INSTRUCTIONS



Pleasant Hill Church

Mount Olive Ch

SEVENTH G.M.D. 973

51362

S2301

S2301

S2301

S2301

S2304

S2304

S2301

S2301

CALHOUN G.M.D. 849

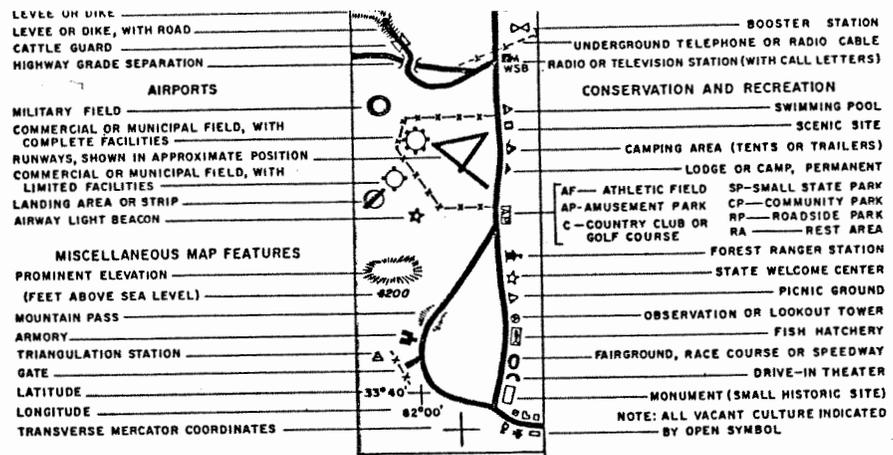
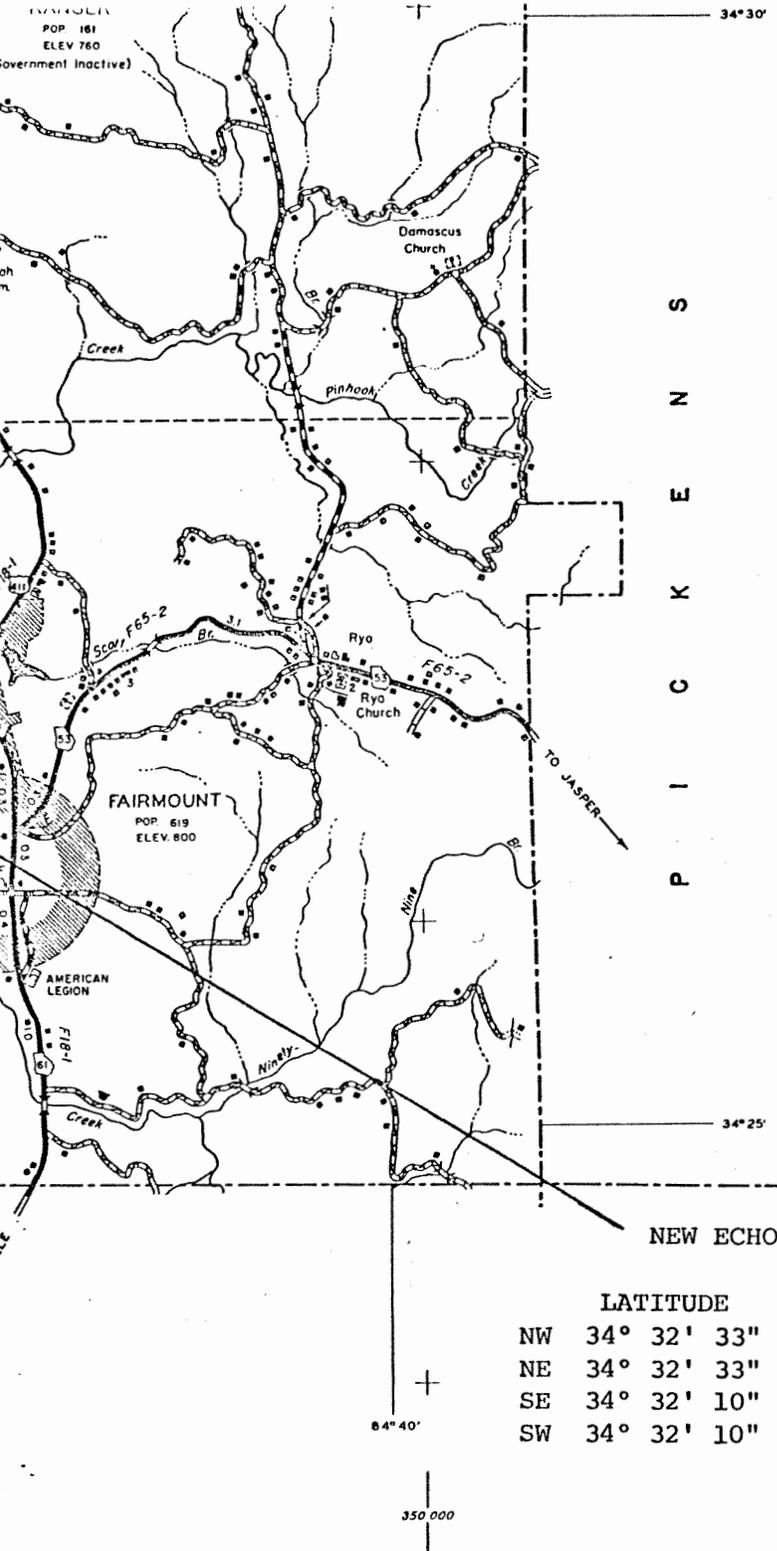
DELIMITED
POP. 2,631 ESTD

CALHOUN
POP. 3,587
ELEV. 715

STATE HWY. ENGINEERS OFFICE

ACTRY
P. 7000

GA. STA.



GENERAL HIGHWAY MAP GORDON COUNTY GEORGIA

PREPARED BY THE
STATE HIGHWAY DEPARTMENT OF GEORGIA
 DIVISION OF HIGHWAY PLANNING
 IN COOPERATION WITH
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS



1967



	LATITUDE	LONGITUDE
NW	34° 32' 33"	84° 54' 35"
NE	34° 32' 33"	84° 53' 48"
SE	34° 32' 10"	84° 53' 48"
SW	34° 32' 10"	84° 54' 35"

TRANSVERSE MERCATOR CONFORMAL PROJECTION

12500-FOOT GRID COMPUTED FROM
 "TRANSVERSE MERCATOR PROJECTION TABLES FOR GEORGIA"

REVISIONS:	FEATURE	DATE
COMPLETE REINVENTORY	FEDERAL-AID PRIMARY & SECONDARY ROUTES CORRECTED TO SR 143, SR 53 RELOCATED, SR 53 SP EXTENDED	APRIL 1967 AUG. 26, 1969 OCT. 6, 1967

COOSA RIVER SOIL & WATER CONSERVATION DISTRICT embraces this county.

Form 10-300
(July 1969)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NHL

STATE:	Georgia	
COUNTY:	Gordon	
FOR NPS USE ONLY		
ENTRY NUMBER		DATE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

1. NAME

COMMON: **New Echota**

AND/OR HISTORIC: **New Echota**

2. LOCATION

STREET AND NUMBER: **Route 225**

CITY OR TOWN: **Calhoun**

STATE: **Georgia** CODE: COUNTY: **Gordon** CODE:

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input checked="" type="checkbox"/> Site <input type="checkbox"/> Object	<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private <input type="checkbox"/> Both	<input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress	Yes: <input type="checkbox"/> Restricted <input checked="" type="checkbox"/> Unrestricted <input type="checkbox"/> No

PRESENT USE (Check One or More as Appropriate)

<input type="checkbox"/> Agricultural	<input type="checkbox"/> Government	<input checked="" type="checkbox"/> Park	<input type="checkbox"/> Transportation	<input checked="" type="checkbox"/> Comments
<input type="checkbox"/> Commercial	<input type="checkbox"/> Industrial	<input type="checkbox"/> Private Residence	<input type="checkbox"/> Other (Specify)	State
<input type="checkbox"/> Educational	<input type="checkbox"/> Military	<input type="checkbox"/> Religious		Historic Site
<input type="checkbox"/> Entertainment	<input checked="" type="checkbox"/> Museum	<input type="checkbox"/> Scientific		

4. OWNER OF PROPERTY

OWNER'S NAME: **Georgia Historical Commission**

STREET AND NUMBER: **116 Mitchell Street, S.W.**

CITY OR TOWN: **Atlanta** STATE: **Georgia** CODE:

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.: **Office of the Clerk, Superior Court of Grodon County**

STREET AND NUMBER: **Gordon County Courthouse**

CITY OR TOWN: **Calhoun** STATE: **Georgia** CODE:

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:

DATE OF SURVEY: Federal State County Local

DEPOSITORY FOR SURVEY RECORDS:

STREET AND NUMBER:

CITY OR TOWN: STATE: CODE:

SEE INSTRUCTIONS

STATE: COUNTY: ENTRY NUMBER: DATE:

FOR NPS USE ONLY

me

DESCRIPTION					
CONDITION	(Check One)				
	<input checked="" type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins
(Check One)		(Check One)			
<input checked="" type="checkbox"/> Altered		<input type="checkbox"/> Unaltered	<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site	
DESCRIBE THE PRESENT AND ORIGINAL (If known) PHYSICAL APPEARANCE					
<p>The Cherokee Capital, New Echota, was a lost village until 1953. That year research culminated in the discovery of the exact site, a corn field near Calhoun, close by the confluence of the Oostanaula and Coosawattee Rivers. On a knoll overlooking the village site, a dilapidated frame house stood which later proved to be the home and mission school built in 1827 by the Reverend Samuel A. Worcester, a New Englander. In 1954 and several years thereafter, archaeological excavations determined the sites of other original buildings and uncovered objects used during the Cherokee occupation. In 1956, the site of New Echota including the ramshakled remains of the Worcester House was deeded to the Georgia Historical Commission--approximately 200 acres in all. Soon thereafter the restoration of Worcester House was begun under the direction of Henry Chandlee Forman, a well-known Maryland based restoration architect.</p> <p>New Echota today consists of the Worcester House; the reconstructed Supreme Court Building; the reconstructed Print Shop; a restored tavern moved in from another site; and a modern visitor's center. (Conflicting evidence on the original appearance of the Council House has so far prevented its reconstruction.)</p> <p>The Worcester House (c.1827), the only original building on the site is a combined dwelling house and mission school. It is a two-story frame structure with a two-tiered piazza and outside stairs to the second story school floor. (A central chimney quickly reminds even the most casual visitor that the Reverend Samuel Worcester was a New Englander.)</p> <p>The Supreme Court Building (c.1827), as described by Cherokee law and government inventories made after the Removal, was a two-story frame structure with a pyramid-type hipped roof. It has been reconstructed as such.</p> <p>The basic configuration of the Print Shop (c.1827) was also prescribed by law and inventory. It is a one-story hewn-log building with a gable roof. A front door is entered in the gable end.</p> <p>* The reconstructed buildings are not essential to the value of the site. Nevertheless, they were rebuilt in the late 1950's under the direction of Thomas G. Little, who had been on the architectural staff at Historic Williamsburg since the late 1930's. After examining extant Cherokee structures, the data resulting from excavations and the legal papers of the Cherokee Council, he concluded that "there is no alternative other than to reconstruct precisely by the laws of the Council." (National Register Inventory-Nomination form prepared by Georgia Historical Commission.</p>					
(continued) SEE INSTRUCTIONS					

SEE INSTRUCTIONS

209

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

Georgia	
COUNTY	Gordon
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

(Number all entries)

7. Description: (1) New Echota

Vann's Tavern is a Cherokee built structure moved and re-erected at the site. Originally built by James Vann as a "public stop" at the Chattahoochee River crossing near Oscarville, Georgia, the large two-story, hewn-log structure is representative of Indian-period taverns.

210

SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

- Pre-Columbian
- 15th Century
- 16th Century
- 17th Century
- 18th Century
- 19th Century
- 20th Century

SPECIFIC DATE(S) (If Applicable and Known) 1825-1838

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- | | | | |
|--|---|---|--|
| <input type="checkbox"/> Aboriginal | <input type="checkbox"/> Education | <input checked="" type="checkbox"/> Political | <input type="checkbox"/> Urban Planning |
| <input type="checkbox"/> Prehistoric | <input type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Philosophy | <input type="checkbox"/> Other (Specify) |
| <input checked="" type="checkbox"/> Historic | <input type="checkbox"/> Industry | <input type="checkbox"/> Science | _____ |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input type="checkbox"/> Sculpture | _____ |
| <input type="checkbox"/> Architecture | <input type="checkbox"/> Landscape Architecture | <input checked="" type="checkbox"/> Social/Humanitarian | _____ |
| <input type="checkbox"/> Art | <input type="checkbox"/> Literature | <input type="checkbox"/> Theater | _____ |
| <input type="checkbox"/> Commerce | <input type="checkbox"/> Military | <input type="checkbox"/> Transportation | _____ |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Music | | _____ |
| <input type="checkbox"/> Conservation | | | _____ |

STATEMENT OF SIGNIFICANCE

The Cherokee Capital at New Echota, is a high point in the cultural transition of the Cherokee nation. It was here that their adopted anglo-American culture was institutionalized and where their cultural attributes of "civilization" were most visible. New Echota was the first truly "national" capital of the Cherokees, their having adopted a constitution in 1827 two years after the establishment of the town in 1825. The first Cherokee newspaper, The Cherokee Phoenix, utilizing the achievement of Sequoyah's syllabary, was published here in 1828. This marked the introduction of a way to literacy for the Cherokee people and helped nationalize them. New Echota was the setting for the great Supreme Court case of Worcester v. Georgia, in which Chief Justice Marshall established another precedent for the overriding authority of the Federal government. It was here in 1835 that the infamous Treaty of New Echota was signed, establishing the basic pretext for final removal of the Cherokee to the west and the launching of the tragic "Trail of Tears."

History

On November 12, 1825, the legislature of the Cherokee Nation adopted a resolution providing for the establishment of a capital, called New Echota. This new seat of government became headquarters for the independent Indian nation.

By this time the Cherokees had discarded the traditional Indian clan system of ruling a tribe, with an indefinite number of clan chiefs and town chiefs making up the tribal council. Instead, they patterned their government after that of the United States, creating a republican form of control. The nation was divided into eight districts and a legislature established to make laws and approve treaties. Four delegates from each district were elected to the lower house, the National Council. This body chose the 12 members of the upper house, the National Committee. In turn, the National Committee selected the top level officers--Principal Chief, Assistant Principal Chief, and treasurer.

The principal meeting place of the legislative branch of the Cherokee government was the Council House. The name New Echota honored Chota, an "old beloved town" long remembered in the tribal history. Old Chota was located in present-day eastern Tennessee. (continued)

SEE INSTRUCTIONS

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NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

Georgia	
COUNTY	Gordon
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

(Number all entries)

8. Significance: (1) New Echota

A remarkable development in the Cherokee progress came in 1821, when the principal men adopted a written form of their native language. It was the invention of a mixed-blood Cherokee named Sequoyah (or George Guess, or Gist). Sequoyah, who with some 800 Cherokees had participated in the Creek War of 1813-14 on the side of the United States, succeeded after many years of experimentation in creating a syllabary for the Cherokees. The symbols in his language represent syllables. The Indians had but to memorize the characters and they were literate. Thus the Cherokees had a means of communication unique among American Indians of that time. This invention, so important to the Cherokees, was put to use at New Echota in the Print Shop, which the National Committee and Council approved in 1826. Here the Cherokees established a national press and newspaper. From the New Echota print shop the first issue of the Cherokee Phoenix appeared on February 21, 1828, printed in Cherokee and English.

Much of the cost of outfitting the Indian newspaper was paid for by the American Board of Commissioners for Foreign Missions in Boston. One of the ablest missionaries sent out by the American Board was the Reverend Samuel A. Worcester, who arrived in New Echota in 1827. He built a home near the capital, which remained standing while other New Echota buildings disappeared. This house has been renovated by the Georgia Historical Commission as part of the New Echota Restoration. An upper room in this building was used as a mission school by Mr. Worcester, but the large classes attracted to his work led him to utilize the Cherokee buildings when Council and Court were not in session.

Worcester became a famous man by having his name associated with the celebrated case of Worcester v. Georgia, establishing a major legal precedent for the power of the Federal government. In 1830, the State of Georgia passed a series of acts intended to extend state jurisdiction to Cherokee lands and, in effect confiscate the property. Worcester and his fellow missionaries counseled resistance to this move. On July 7, some of them, including Worcester were seized by the Georgia Guard, carried before a state court, tried, and convicted of violating the state law against white persons remaining in the Cherokee country without subscribing to an oath of allegiance to the state and securing a license to remain; and as punishment, were sentenced to serve four years in the penitentiary at hard labor. An appeal was taken from this judgment to the supreme court of the United States and this being a proper case for determination by that court, the wrongs perpetrated by the State of Georgia upon the Cherokee Indians were characterized and denounced. Chief Justice Marshall in one of his great opinions held that the acts of the state were unconstitutional and violated the rights of the petitioners and of the Cherokee Indians under the solemn

(continued)

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

Georgia	
COUNTY	
Gordon	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

(Number all entries)

8. Significance: (2) New Echota

treaty made with them by the United States; the conviction rendered in the State of Georgia was reversed and set aside and the missionaries were ordered released from imprisonment. However, officials of Georgia refused to obey the mandate of the supreme court and did not release Doctor Worcester for many months after the judgment of the supreme court was announced. It was said that President Jackson in commenting on the decision in favor of the rights of the Cherokee Indians remarked: "John Marshall has rendered his decision; now let him enforce it."

One of the buildings at New Echota Echota which Worcester used for mission purposes was the Court House, which reflects the Cherokee's legal progress. In the Court House the Cherokee Supreme Court met to hear cases appealed from Cherokee circuit and district courts. Police officers for the Nation were a marshal and a ranger in each district.

Accompanying Cherokee developments in government, law, and religion was a general adoption of the American frontier economy. This Indian nation of farmers (93% of the Cherokees, according to the Federal Removal Census of 1835, were agrarian) tilled their land and lived in houses of trimmed or unhewn logs, clapboards or stone, depending on their individual circumstances. Some Indians owned Negro slaves. Several Indian dwellings were at New Echota, as were a number of stores.

Thus, with a national newspaper and printing office, a legislative hall, a supreme court house, a mission station, and several dwellings and commercial establishments in its capital town, the Cherokee Nation possessed a dramatic and unusual seat of government.

It was ironic that while the Cherokees were perfecting this borrowed national mechanism for the survival of their homeland, the people from whom they adopted that political system were actively pursuing their demise. By 1835, President Jackson ministered over 5 years of unresolved negotiations for removal of the Cherokee. The Cherokees, under the skillful leadership of John Ross consistently rejected treaty offerings. In exasperation government agents at Red Clay, Tennessee, after the rejection of the Schermerhorn treaty, in October 1835, called a meeting at New Echota. There on December 29, in the presence of a scant number of Indians, they signed an infamous treaty with a minority faction and established the pretext for removal.

(continued)

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Form 10-300a
(July 1969)

UNIT STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM**

(Continuation Sheet)

Georgia	
COUNTY	
Gordon	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

(Number all entries)

8. Significance: (3) New Echota

The expulsion of the Cherokee was inevitable with the outlaw bands set loose by this questionable document. Looting, burning, and confiscating, they quickly drove the Indians to despair. Hope was finally lost when General Winfield Scott took charge of removal, establishing his command at New Echota in 1838.

208

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Files, Georgia Historical Commission, Atlanta, Georgia

Malone, Henry T., Cherokees of the Old South, Athens, Georgia, University of Georgia Press, 1956.

Foreman, Grant, Indian Removal, Norman, Oklahoma, University of Oklahoma Press, 1953.

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			OR	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	34 ° 32 ' 33 "	84 ° 54 ' 35 "				
NE	34 ° 32 ' 33 "	84 ° 53 ' 48 "				
SE	34 ° 32 ' 10 "	84 ° 53 ' 48 "				
SW	34 ° 32 ' 10 "	84 ° 54 ' 35 "				

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: 200 acres

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE

11. FORM PREPARED BY:

NAME AND TITLE: Benjamin Levy, Senior Historian

ORGANIZATION: Office of Archeology and Historic Preservation, History Division, National Park Service DATE: 3/9/73

STREET AND NUMBER: 1100 L Street, N.W.

CITY OR TOWN: Washington STATE: D.C. CODE:

12. STATE LIAISON OFFICER CERTIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National State Local

Name _____

Title _____

Date _____

NATIONAL REGISTER VERIFICATION

I hereby certify that this property is included in the National Register.

Chief, Office of Archeology and Historic Preservation

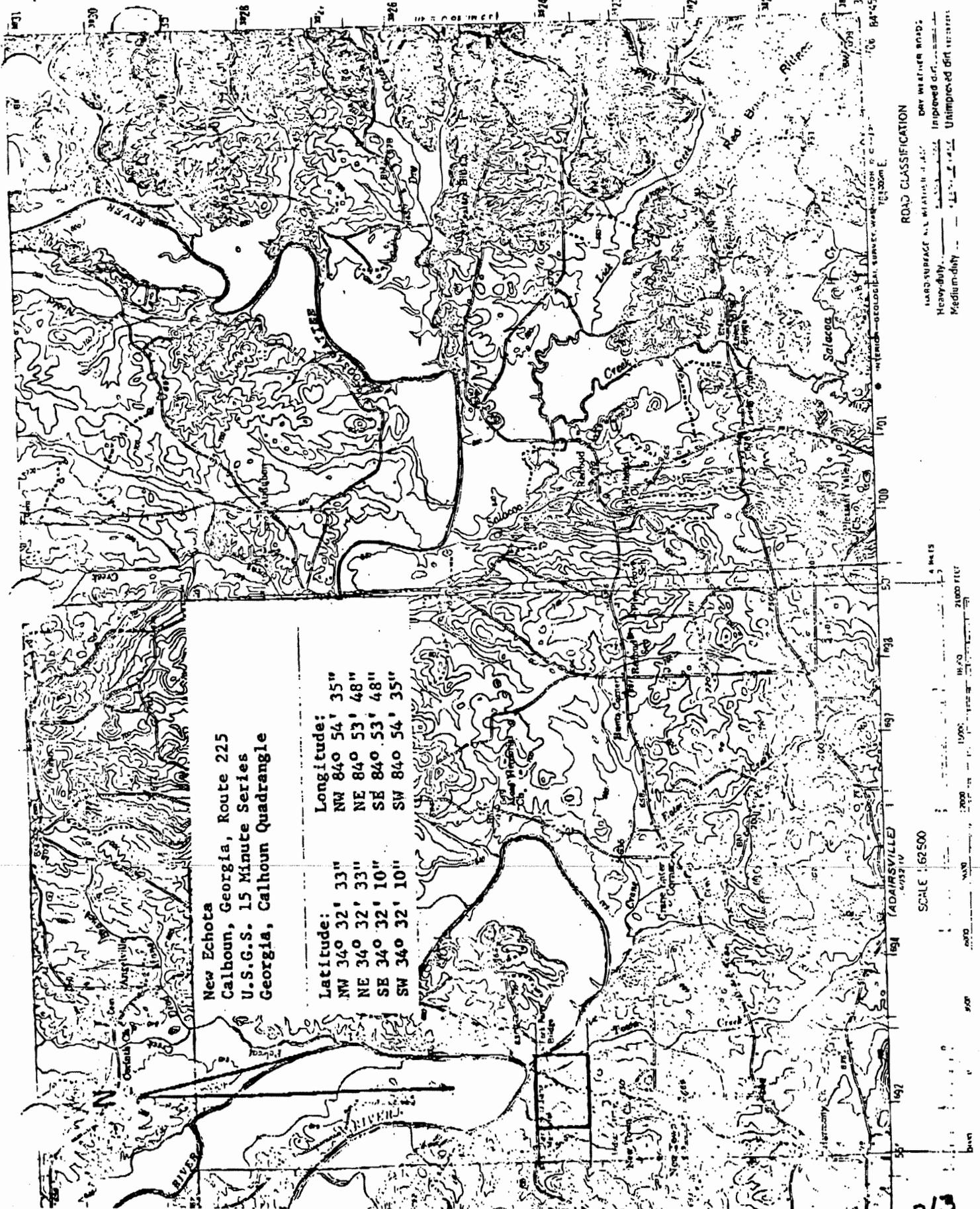
Date _____

ATTEST:

Keeper of The National Register

Date _____

SEE INSTRUCTIONS



New Echota
 Calhoun, Georgia, Route 225
 U.S.G.S. 15 Minute Series
 Georgia, Calhoun Quadrangle

Latitude:	Longitude:
NW 34° 32' 33"	NW 84° 54' 35"
NE 34° 32' 33"	NE 84° 53' 48"
SE 34° 32' 10"	SE 84° 53' 48"
SW 34° 32' 10"	SW 84° 54' 35"

ROAD CLASSIFICATION

ROAD SURFACE AND WEATHER ROAD: DRY WEATHER ROAD:
 Heavy-duty ————— Improved dirt
 Medium-duty ———— Unimproved dirt streets

SCALE 1:62,500
 4 MILES
 2000 4000 6000 8000 10000 12000 14000 16000 18000 20000 FEET

Georgia Department of Natural Resources

Lonice C. Barrett, Commissioner

Historic Preservation Division

W. Ray Luce, Division Director and Deputy State Historic Preservation Officer
156 Trinity Avenue S.W., Suite 101, Atlanta, Georgia 30303
Telephone (404) 656-2840 Fax (404) 651-8739

October 31, 2002

Harvey D. Keeper
State Environmental/Location Administrator
Office of Environment & Location
Georgia Department of Transportation
3993 Aviation Circle
Atlanta, Georgia 30336-1593

RE: New Echota Traditional Cultural Property
Gordon County, Georgia
FP-020813-001

Dear Mr. Keeper:

The Historic Preservation Division (HPD) has received documentation concerning New Echota, the first capitol of the Cherokee Nation, located in present day Gordon County, Georgia. Our comments are offered to assist the Federal Highway Administration and the Georgia Department of Transportation in complying with Section 106 of the National Historic Preservation Act of 1966, as amended, in transportation planning along the SR 225 corridor in the area of New Echota State Historic Site, a National Historic Landmark listed on the National Register of Historic Places.

HPD has reviewed the report entitled "A Traditional Cultural Property Study of New Echota the First Cherokee National Capitol from 1825-1838, Gordon County, Georgia," including Appendix A, Determination of Eligibility for New Echota Traditional Cultural Property, prepared by New South Associates. Based on the information contained in this report, and on the Determination of Eligibility submitted for this property, HPD concurs with the finding that New Echota should be considered eligible for listing on the National Register of Historic Places under criteria A and D as a Traditional Cultural Property. Furthermore, HPD agrees that the proposed boundary, based on historical documentation and consultation with representatives of the three Federally recognized Cherokee tribes, appears to accurately define this property.

If we may be of further assistance, please contact Betsy Shirk, Transportation Projects Review Coordinator, at (404) 463-6687.

Sincerely,



Richard Cloues
Deputy State Historic Preservation Officer

RC/ECS

cc: Robert M. Callan, P.E., FHWA (ATTN: David Grachen/Jennifer Giersch)
David Gomez, Superintendent, New Echota State Historic Site
Dan Latham, Jr., Coosa Valley RDC

VI. Recommended TCP Status of New Echota and Proposed Boundaries

Plans for the establishment of New Echota took place at the annual fall meeting at New Town on November 12, 1825. During this meeting the Cherokee National Council decided to create circular bounds for the new Cherokee capitol town:

...beginning at the mouth of the creek, opposite the mouth of Caunasauga (sic), and up said creek to the mouth of the dry branch, on which George Hicks lives, up said branch to the point of the ridges, and thence in a circle round along said ridges, by the place occupied by Crying Wolf, thence to the river (*Laws of the Cherokee Nation* 1852:63).

According to the 1982 USGS Quadrangle map of the area (see Figure 1), the creek "opposite the mouth of" the Conasauga is called Towns Creek. This creek runs diagonally in a northwesterly direction through the eastern quarter of the state-owned land. Towns Creek enters the state-owned land at its southeastern corner and empties into the Coosawattee River at the northeastern corner of the Elks Club golf course, across State Highway 225 from the state land. The "dry branch" on which George Hicks lived is called McCoy's Spring Branch on Drane's 1832 map and today cuts diagonally through the middle of the Elks Club golf course, running southwest-northeast and emptying in the Coosawattee River halfway along the club's northern boundary. The location where McCoy's Spring Branch meets "point of the ridges" is in the vicinity of the state-owned New Echota Cemetery (which includes the gravesites of Chief Pathkiller and New Echota resident Harriet Boudinot), southwest of the main state owned New Echota historic complex. The "place occupied by Crying Wolf" is not known but probably falls within the southeastern part of the state land since it is the last place mentioned prior to reference to the Conasauga River.

The generally rural landscape associated with New Echota has been minimally impacted and retains a sufficient degree of integrity to act as a mnemonic setting for the appreciation of a watershed period in Cherokee history. The construction of the golf course has not diminished the traditional cultural significance of New Echota. As explained in National Register Bulletin 38, cultural values are dynamic and can often reconcile changes to the property's landscape. The bulletin cites two examples of TCP properties—a Karuk Indian ceremonial site bisected by a highway and an African-American cemetery covered by fill and modern construction—that retain cultural significance despite a loss of integrity. Interviewed spokespeople from the three federally recognized Cherokee tribal groups unanimously agreed that New Echota constitutes a Traditional Cultural Property (TCP) regardless of any impacts to the landscape.

New Echota is recommended eligible for nomination to the National Register as a TCP under Criteria A and D. Under Criterion A, New Echota is the location of several significant events in Cherokee history within the property's period of significance, 1825-1838. As the first capitol of the Cherokee Nation, New Echota was established by the Cherokee National Council in 1825. The town served as the seat of Cherokee government where officials conducted annual meetings and wrote Cherokee laws. At an 1827 convention held at New Echota, the National Council composed the Cherokee

Constitution in 1827 and created a three-member Supreme Court. New Echota was therefore the governmental center of the Nation where important political decisions that affected all the Cherokee communities were made. Another important event in Cherokee history that occurred at New Echota was the publication of the *Cherokee Phoenix*, beginning in 1828. This newspaper helped to spread the Cherokee syllabary, developed in 1821, throughout the Cherokee Nation and was the first Native American newspaper ever to be published. New Echota is also the location of the signing of the Treaty of New Echota, a treaty that resulted in the Cherokee's forced removal from the Southeast to territory in Oklahoma and Arkansas on the "Trail of Tears" in 1838 and 1839. New Echota, and Fort Wool, the stockade built next to the town where the Cherokees were held before beginning the long walk west, therefore mark the location of the beginning of the forced 1,200-mile march that took the lives of 4,000 Cherokees. Although tragic, this event played an important role in the history of the Cherokee Nation. Its aftermath created the emergence of three federally-recognized Cherokee tribes--the United Keetoowah Band (UKB), The Cherokee Nation, and The Eastern Band of Cherokee Indians. Under Criterion D, New Echota is eligible to the National Register for the information it contains regarding Cherokee history, architecture, customs, and culture.

On December 11, 2001, a consultation meeting with representatives from the three federally recognized Cherokee tribes resulted in a round-table discussion of the proposed TCP boundaries, followed by a pedestrian tour of the site and a vehicle trip to the nearby New Echota Cemetery (Figures 17 and 18). The consultation revealed that the tribes agree that this historic town site constitutes the proposed TCP boundary. Representatives also felt that the New Echota Cemetery, a small square ground measuring approximately 60 feet by 60 feet, framed by a low stone wall, and situated approximately 900 feet south of the National Register and state-owned boundary, should be included in the proposed TCP. Modern, private residences now occupy the land between the New Echota State Historic Site and National Register Landmark boundary and the New Echota Cemetery. The New Echota Cemetery is historically and culturally significant and should be included in the proposed TCP boundary because it contains the gravesites of important figures in Cherokee history, interred while New Echota served as the Cherokee Nation capitol.

Because of the spatial separation between the park and the cemetery, the proposed TCP is a discontinuous district nomination. As a discontinuous district, the proposed TCP would include the town site, as well as the New Echota Cemetery. A discontinuous district also resolves the practical difficulties of incorporating the stretch of private residential properties between the park and the cemetery.

Figure 17
Meeting at the New Echota Site Between Representatives of
the Eastern Band of Cherokee Indians, United Keetoowah Band, Cherokee Nation,
Georgia Department of Transportation, Federal Highway Administration, and
New South Associates, December, 2001



Figure 18
Tour of the New Echota Site, December, 2001



The proposed TCP boundaries differ from the National Register Landmark boundaries, which are the state-owned boundaries for the New Echota State Historic Site. The proposed boundaries are only for the TCP, and are not proposed as a modification of the existing National Register landmark boundaries (Figure 19). The existing National Register boundaries encompass the New Echota State Historic Site. These boundaries primarily follow geographical features and land lot boundaries. From the southeast corner of Land Lot 125, the boundary proceeds directly west for 3,183 feet to form the southern National Register boundary. When New Town Church Road is reached, the National Register boundary runs northwest, along the eastern side of the road, for 752.7 feet. The western National Register boundary then extends north/northeast 2,185 feet, crossing over Highway 225 to meet the northern boundary of Land Lot 124. The northern National Register boundary continues directly east for 2,222 feet along the northern boundaries of Land Lots 124 and 125 to the Coosawattee River. Following the western side of the river, the National Register boundary proceeds southeast for 1989 feet to the eastern boundary of Land Lot 125. From this point, the remainder of the eastern National Register boundary runs directly south for 963 feet to the point of beginning.

When recorded on the National Register of Historic Places in 1971, the boundaries of New Echota were limited to the state owned lands, and hence in essence were the park boundaries. While these boundaries encompass the core of the town site, the Cherokee, in discussions about the boundaries of the TCP, stated that the TCP boundaries should include as much of the historic town site as possible. The significance of New Echota to the Cherokee as a TCP lies in its place and the association with events which occurred in this place with Cherokee identity. Thus for the Cherokee, points which can be associated with the town are included in its memory and are part of the TCP. The maps in Figure 19 and Figure 20 show a graphic representation of the proposed TCP boundary for New Echota as well as its relationship to the existing National Register boundary.

An accurate estimate of New Echota's historic limits could not be obtained, mainly due to the absence of any contemporary 1825 map indicating the actual boundary. Nevertheless, the verbal description of the town, quoted previously, together with the 1832 Drane map (see Figure 5), archaeological evidence (see Figure 10), and consultation with representatives from the federally recognized Cherokee tribes, allow for a fairly reliable reconstruction of the original town boundary. Together, the evidence indicates that the six main buildings within the center of New Echota, plus the surrounding residences of Hicks, McCoy, Rogers, and Worcester, and the New Echota Cemetery fall within the New Echota area as delineated by the Cherokee National Council in 1825. The TCP boundaries were thus drawn to incorporate the historically and culturally significant sites of Fort Wool and the Hicks and McCoy properties. The proposed TCP boundary also includes of a "triangle" of lots west of the historic site, south of Highway 225 and east of Newtown Church Road. These lots were historically part of New Echota.

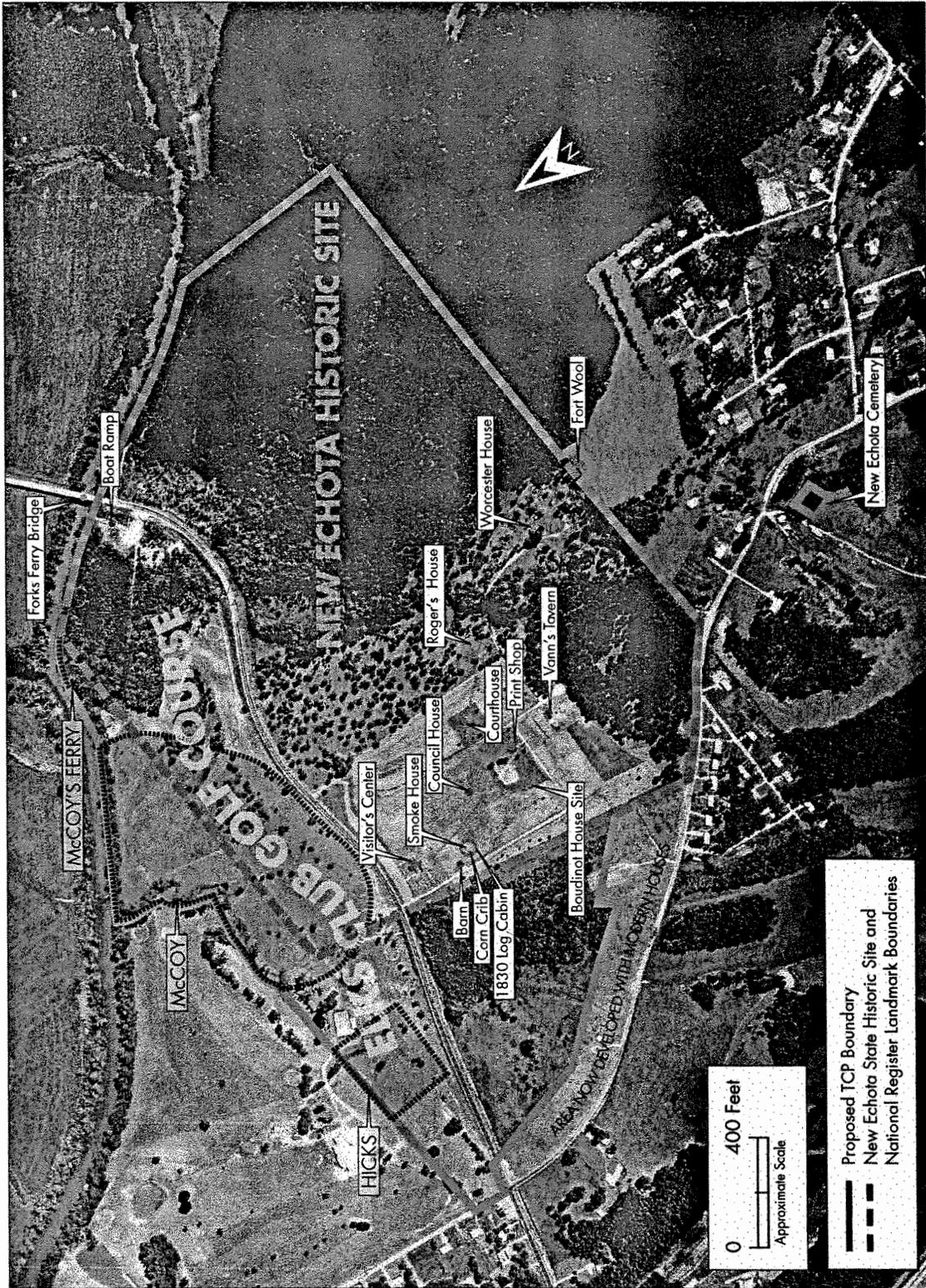
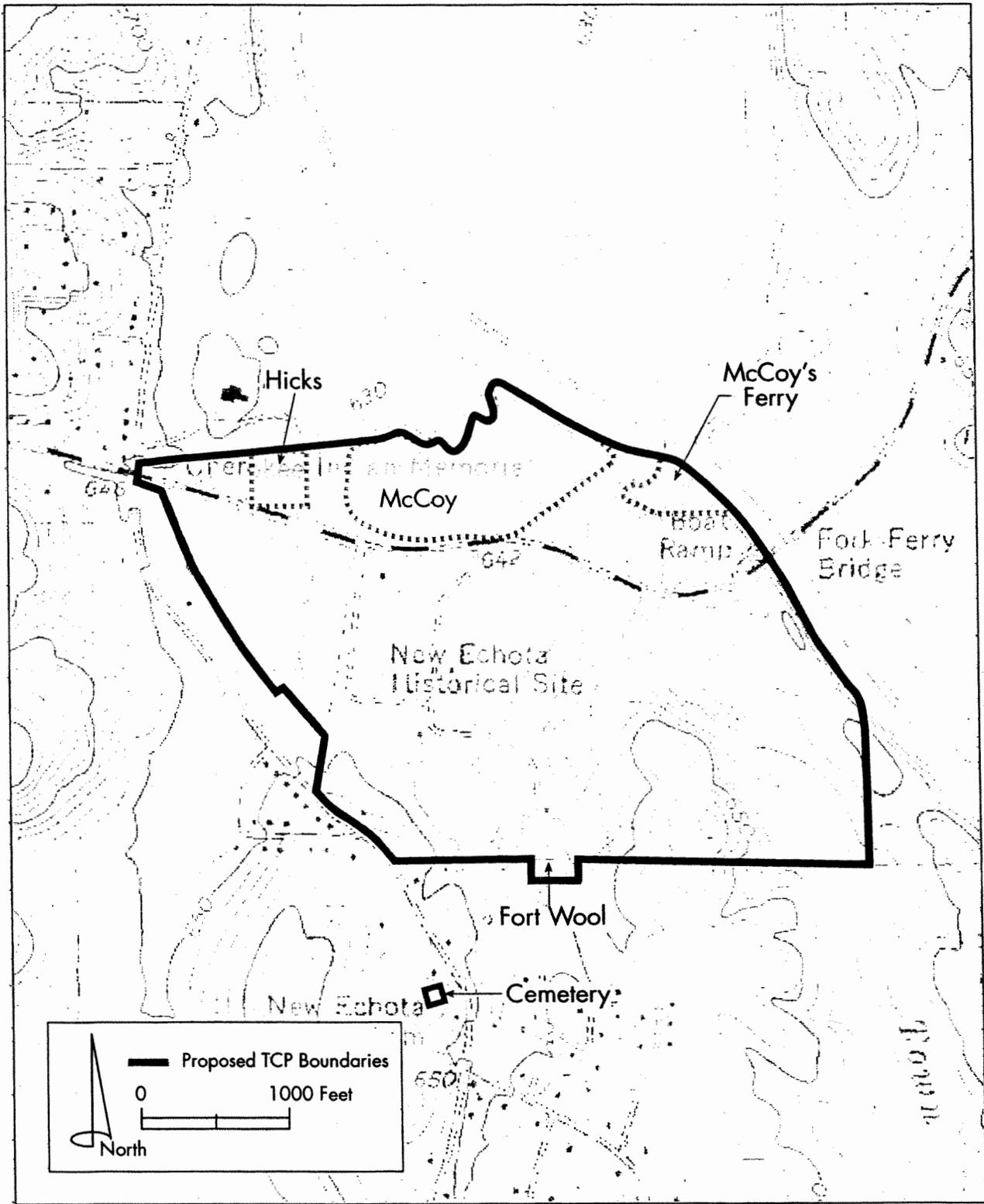


Figure 19. Proposed TCP Boundaries, New Echota Site

Figure 20
TCP Boundaries Recorded on the USGS Calhoun North Quad



In terms of modern landmarks, the northern boundary of the proposed TCP starts at the Coosawattee River and closely follows the tree-lined creek that runs in a southwesterly direction through the golf course, north of the property currently leased out by the state. Judging from Drane's map, the former Hicks property is probably located west of the currently known limits of 9Go59 and north of the creek. The Hicks property is likely sandwiched between the southeastern corner of a golf course parking lot and Highway 225 and located on a highly modified and disturbed landform. In order to include the Hicks property within the proposed boundary, it is necessary to draw a line heading west/southwest from the point where the creek bends southward. The proposed boundary proceeds across the golf course to the intersection of Highway 225 and Newtown Church Road. This intersection marks the southwestern corner of the Elks Club golf course. From here the proposed boundary proceeds to the southeast, following along the rear (east) boundaries of a line of modern houses along the east side of New Town Church Road. The proposed boundary runs along the properties containing these houses to meet the west boundary of the state and National Register land. The proposed TCP boundary joins the existing National Register and state boundary and follows them south/southwest to Newtown Church Road. The boundaries continue as one along the east side of the road to the southern boundary of Land Lot 124, proceeding east until the location of Fort Wool Stockade is reached. At this point, the proposed TCP boundary skirts around to the south of the stockade site, then rejoins the National Register and state boundary, continuing east to the Coosawattee River. The proposed TCP boundary follows the river northwest back to the beginning point of the tree-lined creek within the Elks Club golf course that lies beyond the National Register boundary and currently leased-out state property. The New Echota Cemetery is located south of the southwest corner of this boundary as a discontinuous element.

New Echota was the site of some of the most important events in Cherokee history, as well as home to historically important Cherokees. Representatives of all three federal tribes recognize the town as an important aspect of their identity, and all agreed that it should be recognized as a TCP. The proposed boundaries incorporate much of the location of the historic town and include all of the known reference points in that town. They thus contain and reflect New Echota in its meaning to the Cherokee.

Request for Determination of Eligibility

I. Requesting Agency:

Federal Highway Administration
Atlanta Federal Center
61 Forsyth Street, S.W.
Suite 17 T100
Atlanta, Georgia 30303-3104

II. Property Name:

9GO297 (archaeological site)

III. Location:

9GO297 is located north of SR 225, east of New Town Creek and west of the Coosawattee River. The site is in Gordon County approximately 4 miles northeast of the city of Calhoun.

IV. Property Owner's Name and Address:

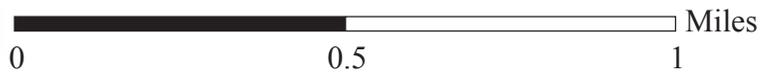
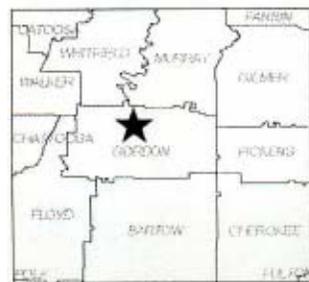
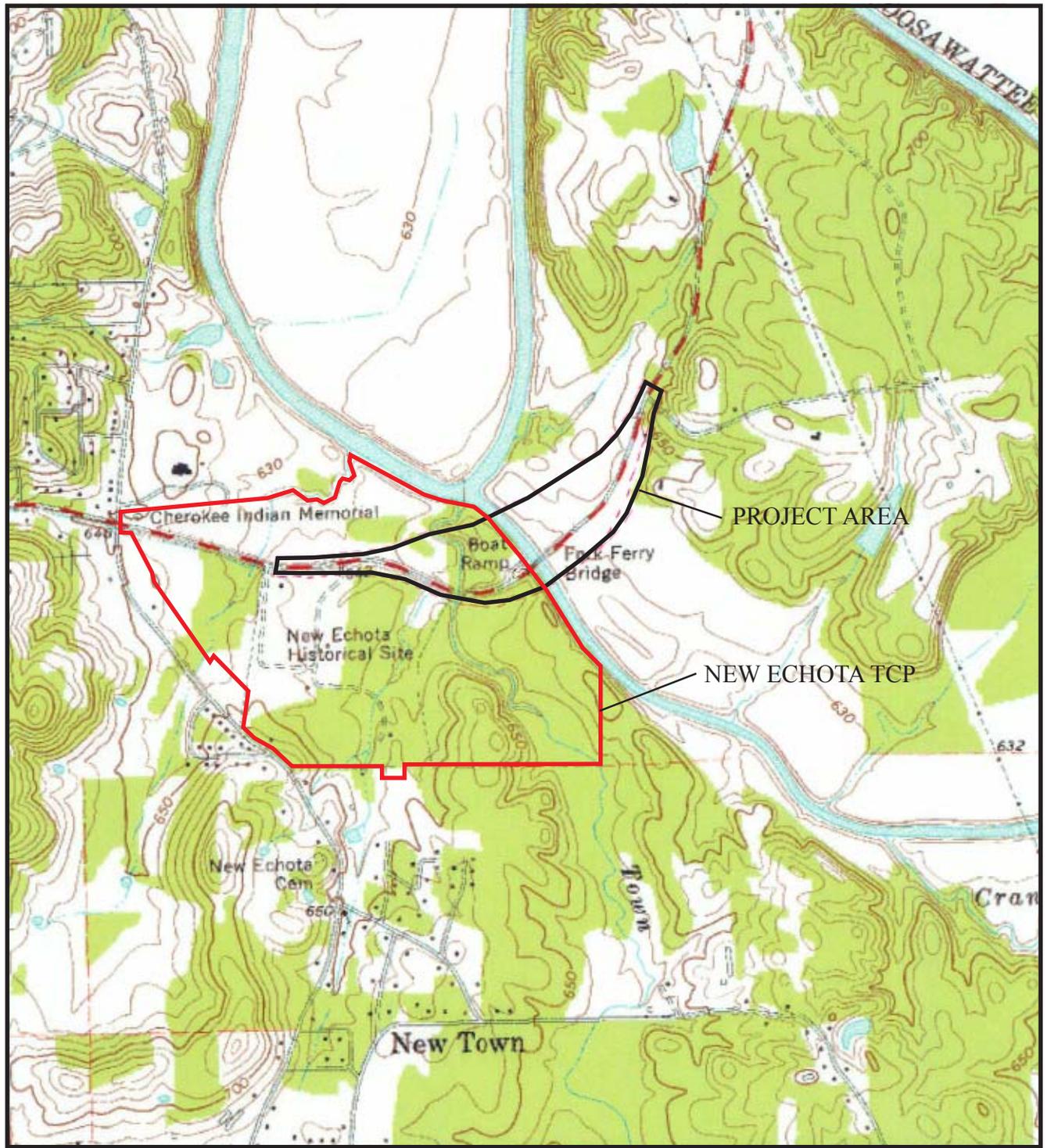
Georgia State Parks and Historic Sites
2 Martin Luther King, Jr. Dr., S.E.
Suite 1352 East
Atlanta, Georgia 30334-9000

V. Represented in Existing Surveys:

Barse, William P. Ph.D., RPA and John G. Gill
2007 Phase I and II Investigations along State Route 225, adjacent to New Echota
GDOT Projects BHF-151(6) and BRST-151(7) P.I. Nos. 631570 and 632906,
Gordon County, Georgia. Prepared for Georgia Department of Transportation by
URS Corporation, Burlington, New Jersey. Report on File at the Georgia
Department of Transportation/Office of Environment and Location, Atlanta,
Georgia.

VI. Description:

Phase I and II testing defined a previously unrecorded archaeological site designated the Boat Ramp Site (9GO297). Combined shovel testing and the excavation of 3 test-units demonstrated that both the west side, overlooking New Town Creek, and the east side, paralleling the Coosawattee River, contain stratified deposits. The deposits on the west side are older in age. Test Unit 2, near New Town Creek, revealed stratified deposits with one component identified as an early Middle Archaic occupation via a curated bifurcate LeCroy point.



Study Corridor Location Map



Figure 1 Location of Project Area and the New Echota Traditional Cultural Property, Gordon County, Georgia.

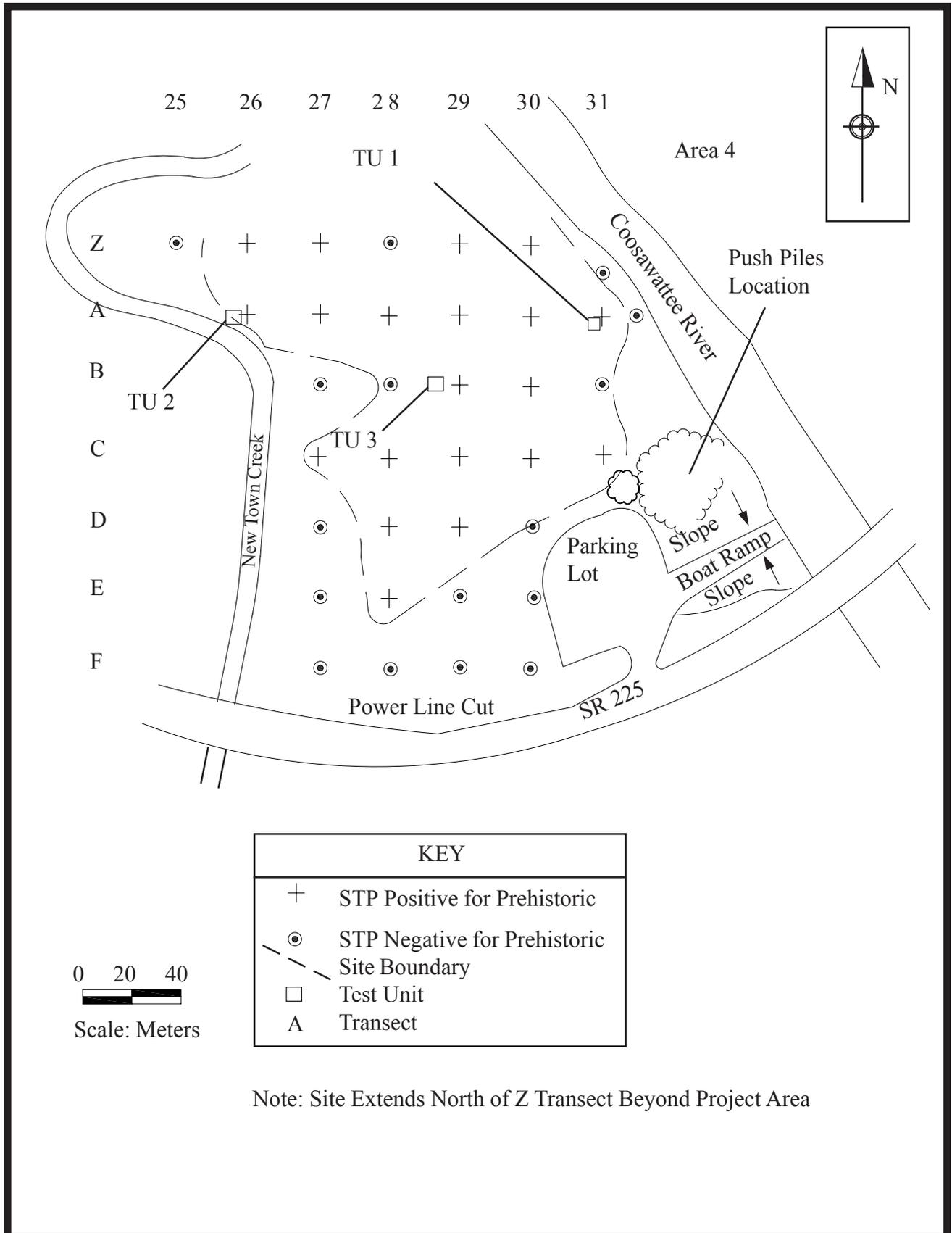


Figure 2 Site 9GO297, Shovel Test and Test Unit Locations.

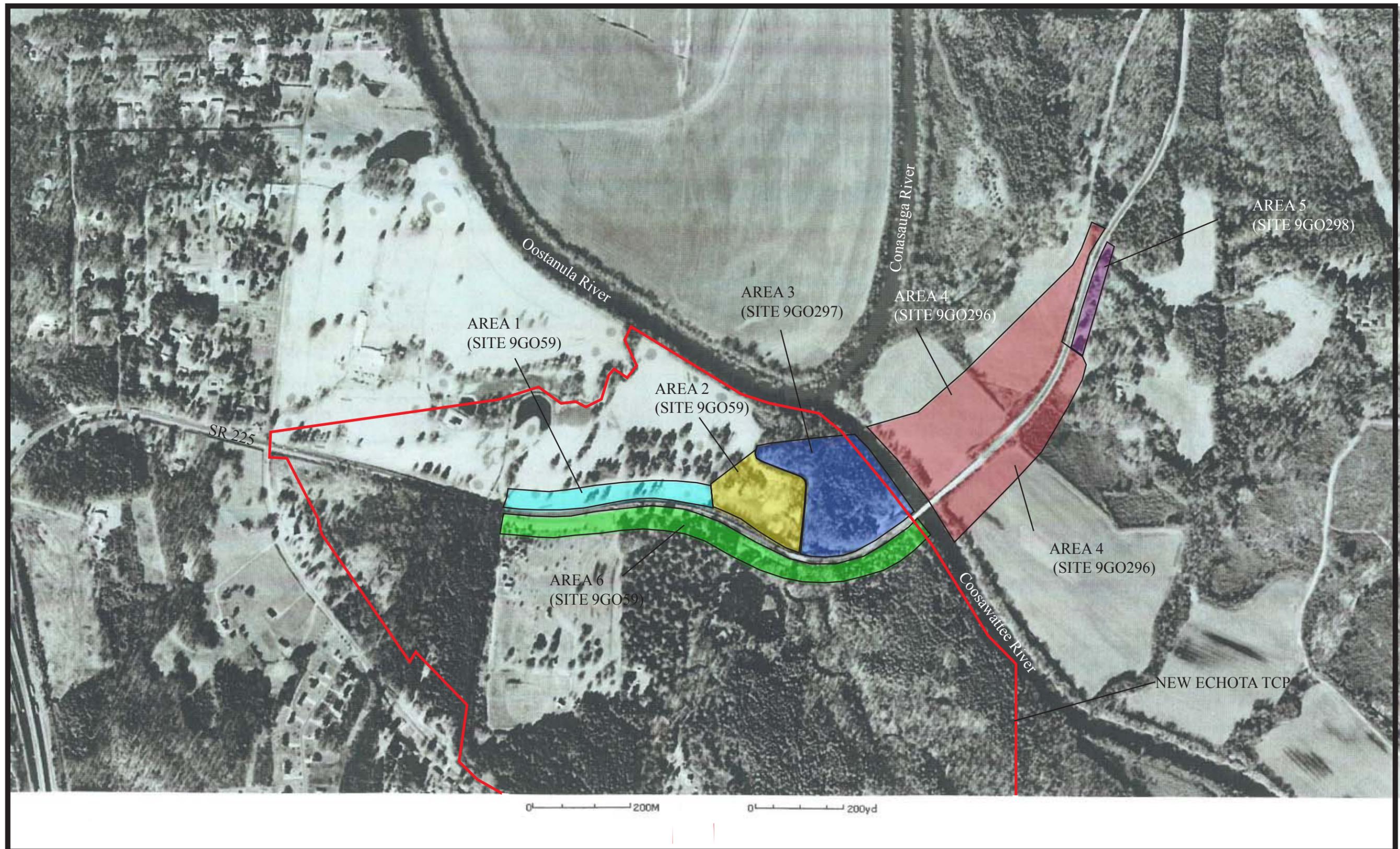


Figure 3 New Echota Study Corridor, Locations of Test Areas 1 through 6 and Outline of the New Echota Traditional Cultural Property.

FCR below the level containing the point suggests the presence of earlier occupations. Materials found above the LeCroy component include possible Late Archaic and unspecified Middle to Late Woodland period components. Test Unit 1 on the eastern portion of the site, excavated to expose a small hearth feature, contained lithic materials associated with the hearth (Feature 1) in a buried A-horizon paleosol. No chronologically diagnostic materials were recovered from this horizon or any other level within the unit. Test Unit 3, excavated in the center of the site, exposed the same buried A horizon, though no diagnostic materials were recovered; cultural materials were limited to debitage only in this unit. One rim sherd recovered from a shovel test near Test Unit 3 is tentatively identified as a specimen of a Late Swift Creek vessel.

VII. Significance:

9GO297, the Boat Ramp Site, clearly has intact archeological contexts and is eligible for listing in the National Register. The site has significant stratified deposits dating to at least the Middle Archaic period. The presence of an earlier paleosol beneath the bifurcate level suggests that a stable surface potentially dating to the Early Archaic period is present. These early deposits are limited to the western margin of the site overlooking New Town Creek. The remaining portion of the site exhibits younger deposits that contain intact archeological materials. The hearth feature in the Zone II buried A horizon of Test Unit 1 may date to the Late Archaic period, though this assessment is simply based on the lack of ceramics and not the presence of diagnostic projectile points. A deeper buried A horizon defined in Test Unit 1 may contain earlier archeological components, as well. More extensive testing of this deeper horizon is recommended. This site has the potential to offer new data bearing on both local and regional chronological issues, organization of tasks or activities within stratified living floors preserved in buried contexts, subsistence issues, lithic technology and its relation to local chert sources, as well as many other research issues.

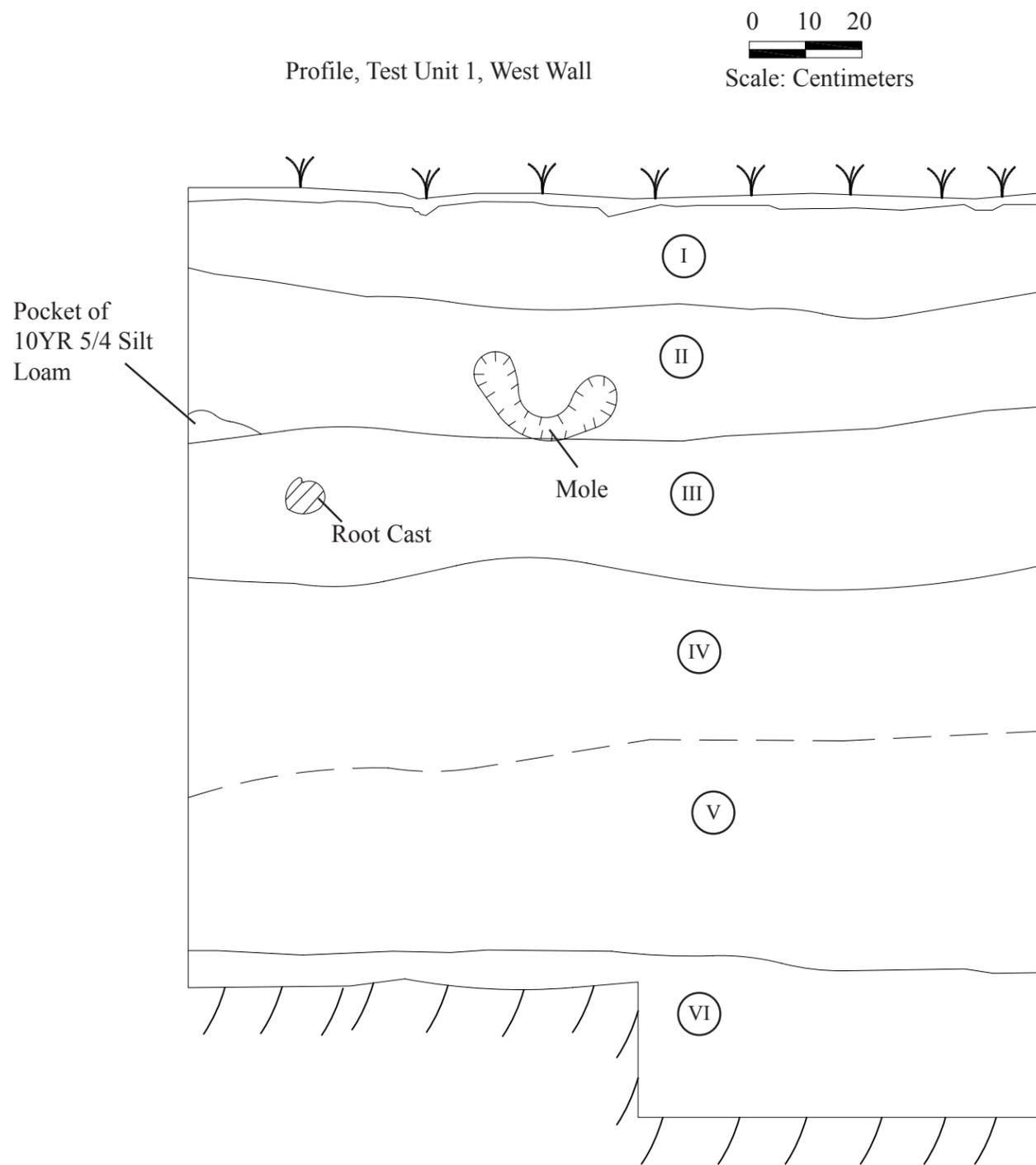
VIII. Bibliography:

Barse, William P. Ph.D., RPA and John G. Gill
2007 Phase I and II Investigations along State Route 225, adjacent to New Echota GDOT Projects BHF-151(6) and BRST-151(7) P.I. Nos. 631570 and 632906, Gordon County, Georgia. Prepared for Georgia Department of Transportation by URS Corporation, Burlington, New Jersey.

IX. Geographical Data, Maps, and Acreage:

9GO297 is approximately 150m by 150m in size. The site is bounded by New Town Creek to the west, the Coosawattee River to the east, and SR 225 to the south. Current land use of the project area is variable. Falling between New Town Creek and the Coosawattee River, it is in secondary growth and relatively undisturbed. The UTM Coordinates are Zone 16, 692472 E, 3824192 N.

X. Photographs and Profiles (see following pages):



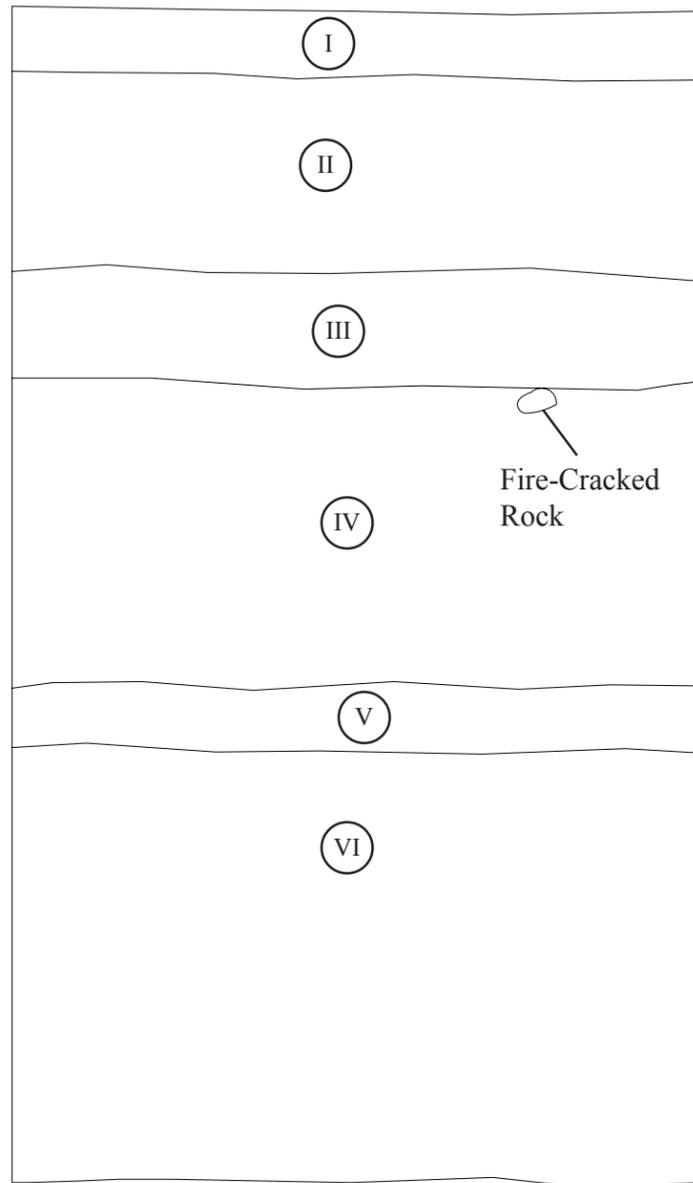
KEY	
Zone I (0-22cm):	A brown (10YR 4/3) fine silt loam A horizon or Ap horizon capped by a root mat
Zone II (22-42cm):	A dark brown (10YR 3/4) silt loam C horizon
Zone III (42-68cm):	A brown (10YR 4/3) to dark brown (10YR 3/3) fine silt loam Ab horizon
Zone IV (68-99):	A dark yellowish brown to yellowish brown (10YR 4/6 to 5/6) silt loam 2C horizon
Zone V (99-136/138cm):	A brown to dark brown (10YR 4/3) to dark yellowish brown (10YR 4/6) fine silt loam 2Ab horizon
Zone VI (136/138-170cm):	A dark yellowish brown (10YR 4/6) 3C horizon

Figure 4 Site 9GO297, Test Unit 1, West Wall Profile.



Photograph 1 Test Unit 1, East Wall.

Profile, Test Unit 2, North Wall

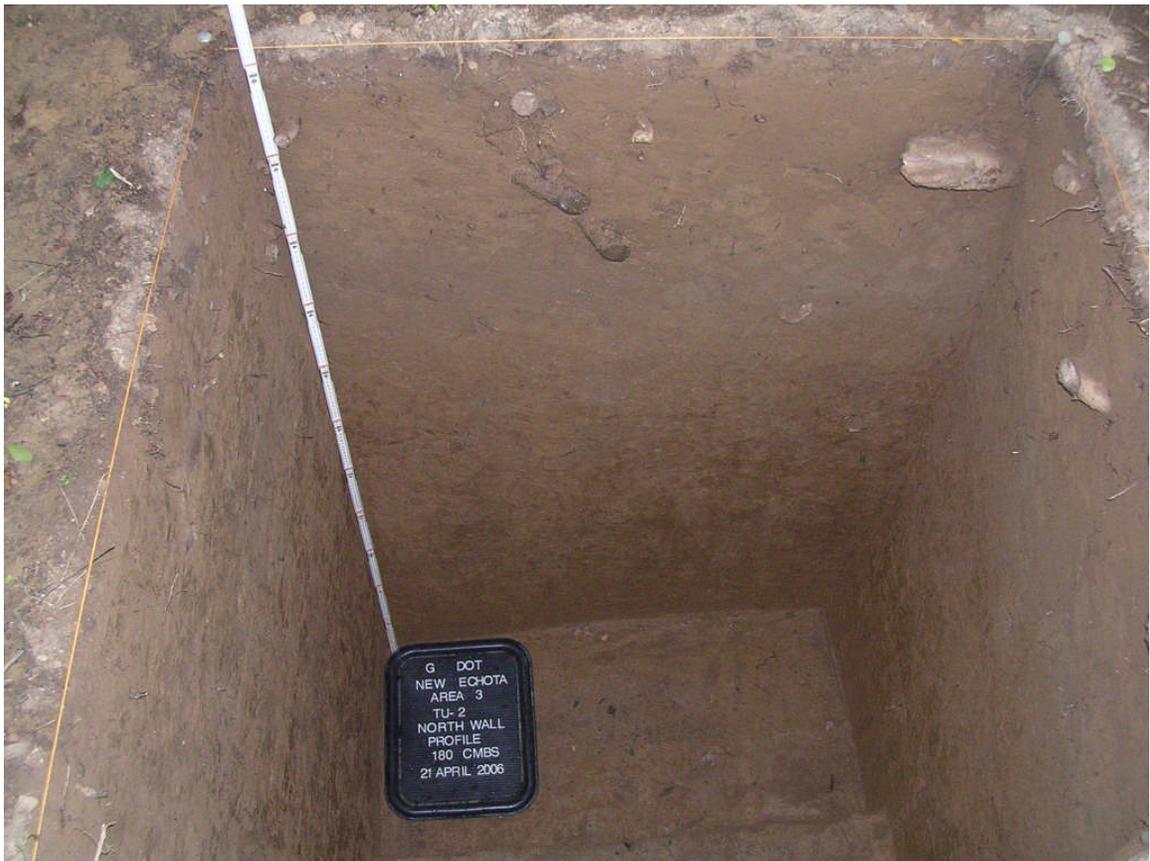


0 10 20

 Scale: Centimeters

KEY
Zone I (0-10cm): A brown to dark brown (10YR 4/3) silt loam A1 horizon
Zone II (10-38cm): A dark yellowish brown (10YR 3/4 to 3/6) silt loam A/C horizon
Zone III (38-54cm): A dark brown (10YR 3/3) to dark yellowish brown (10YR 3/4 to 3/6) silt loam Ab horizon
Zone IV (54-100cm): A dark yellowish brown (10YR 4/6) silt loam B/C or Bw horizon
Zone V (100-109cm): A dark yellowish brown (10YR 3/6 to 4/6) 2Ab-horizon paleosol
Zone VI (109-172cm): A strong brown (7.5YR 4/6) to dark yellowish brown (10YR 4/6) silt loam 2B horizon

Figure 5 Site 9GO297, Test Unit 2 Profile.



Photograph 2 Test Unit 2, North Wall.

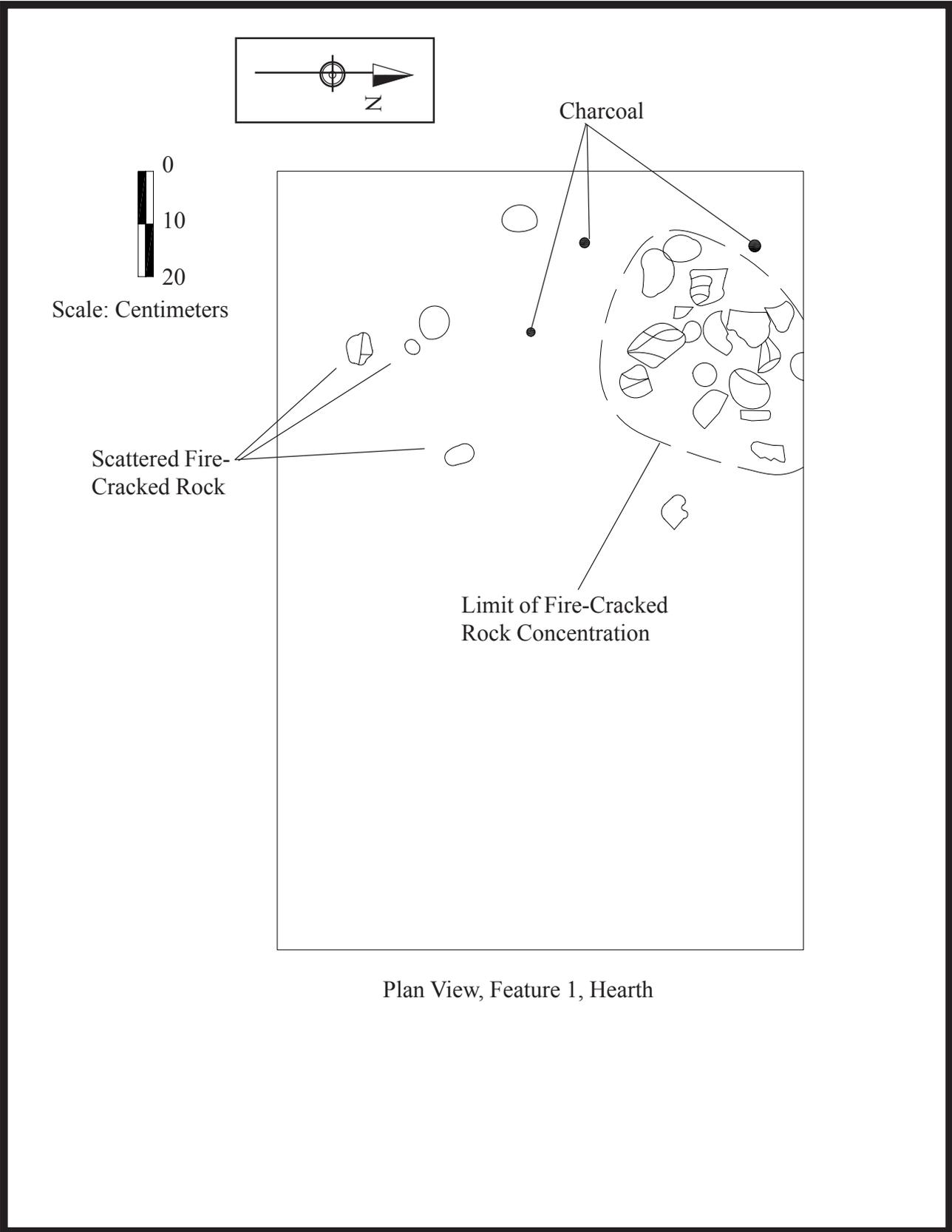
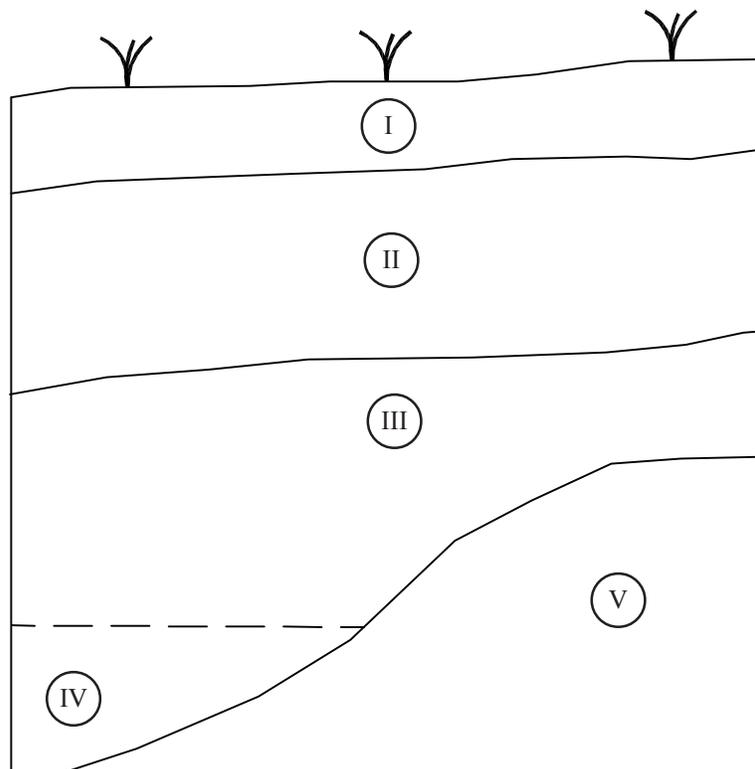
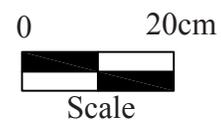


Figure 6 Site 9GO297, Test Unit 1, Plan View of Feature 1, Hearth.



Photograph 3 Test Unit 1, Plan View.

Profile, Test Unit 3, East Wall



KEY	
I	Ao Horizon Dark Brown (10YR3/3) Silty Loam
II	B/C Horizon Dark Yellowish Brown (10YR4/4) Silty Loam
III	Ab Horizon Dark Yellowish Brown (10YR3/4) Silty Loam
IV	Dark Yellowish Brown (10YR4/4) Silty Loam with Small Amounts of Charcoal
V	B/C Horizon Brown (7.5YR4/4) Clay Silty Loam (compact) with less than 5% gravel

Figure 7 Area 3, Site 9GO297, Test Unit 3 Profile.



Photograph 4 Test Unit 3, East Wall.

X. Name, Title, and Address of Agency Preparing Documentation with Vita of Key Personnel (P.I. and Author) Attached:

URS Corporation
437 High Street
Burlington, NJ 08016

William P. Barse, Ph.D., RPA
Principal Investigator, author of final report, June 2007

Eileen Krall, Field Supervisor
Prepared DOE from report materials

XI. State Historic Preservation Officer's Opinion:

(To be attached by SHPO)



William P. Barse, Ph.D., RPA

Senior Archaeologist

Areas of Expertise

Cultural Resource Management
Studies

Lithic and Pottery Analysis
Section 106 of the National
Historic Preservation Act
Archaeological Surveys and
Excavations

Years of Experience

With URS: 9 Years

With Other Firms: 27 Years

Education

Ph.D./1989/Catholic University
of America/Anthropology
M.A./1981/Catholic University of
America/Anthropology
B.A./1973/University of
Maryland/Anthropology

Registration/Certification

Register of Professional
Archaeologists

Overview

Dr. Barse has over thirty-five years of experience in archaeological investigations. He has taught, sponsored field schools, and served as Principal Investigator on numerous projects. Dr. Barse has done extensive research on the prehistory of Eastern North America, with particular emphasis on the Middle Atlantic region and the Southeast. In addition, he has conducted extensive archeological research in Venezuela, having developed and continued a program of archeological survey and site testing along the Orinoco River in Amazonas State. His work in Venezuela has been funded by the National Science Foundation, National Geographic Society and the Heinz Family Foundation.

Project Specific Experience

Polk County Florida, Principal Investigator for Phase I archaeological investigations for planned improvements to County Road 540A (CR 540A) in Polk County, Florida (Figures 1.1 and 1.2). This work was conducted by URS Corporation (URS) for Polk County to meet the requirements of Section 106 of the National Historic Preservation Act of 1966 and the Historic Preservation Act of 1974 (PS-93-291) as amended. Work included the improvement of a 3.25-mile section of CR 540A between Lakeland Highlands Road (CR 37B) on the west and US Highway 98 on the east.

South Florida Water Management District, Principal Investigator for a Phase I and II archaeological survey in Flowway 3 and STA 6, Section 2 of Compartment C for the South Florida Water Management District (SFWMD) in Hendry County, Florida. Eight known archaeological sites were tested to assess their potential National Register eligibility; as well, the project area was surveyed for additional previously undocumented sites.

Phase I Archeological Survey of the Wagenberg Property, Palm Beach County Florida. Principal Investigator for a Phase I survey of a 331 acre parcel that is the preferred alternate for development of the Florida National Cemetery. Conducted for the Department of Veterans Affairs.

Wilmington Bypass Corridor. Principal Investigator Phase III archaeological data recovery associated with the proposed bypass within New Hanover County, north of Wilmington. Project involved investigation of several Woodland period prehistoric sites. Conducted for the North Carolina Department of Transportation.

Daniel Island Marine Terminal, Charleston, South Carolina. Principal Investigator for: 1) construction of inter-modal rail and roadway facilities, 2) construction of terminal facilities, 3) dredging of berthing areas, and 4) associated improvements to existing channels. Development of predictive model for prehistoric resources, in association with the execution of a Programmatic Agreement that stipulates the process for integrating NEPA and Section 106 requirements, for this complex, multi-agency project. Conducted for the U.S. Army Corps of Engineers, Charleston District (USACE).



Sandy Island Survey Intensive Archaeological Survey of Sandy Island Uplands, Georgetown County, South Carolina. Principal Investigator for a project included survey of approximately 3500 acres. Work resulted in the discovery of 49 archaeological sites ranging in age from the Early Archaic through the Late 19th Century. Conducted for the South Carolina Department of Transportation.

Delaware Water Gap National Recreation Area – Shoemaker’s Ferry Site, conducted for the Denver Service Center. Principal Investigator for Phase I, II and III investigations of a Late Woodland occupation site containing domestic structures.

C&O Canal National Historical Park – Fletcher’s Boathouse Site, Principal Investigator for Phase III investigations of a Middle Woodland occupation site containing approximately 12 large, refuse filled storage pits.

Phase III Archeological Mitigation of the Prehistoric and Historic Components of Site 44AX185, Jones Point Park, Alexandria, Virginia, conducted for the Federal Highway Administration, Virginia Department of Transportation and the National Park Service. Principal Investigator

Jones Point Park – Site 44AX185, conducted for the Federal Highway Administration. Principal Investigator for Phase II and III or a multi-component Archaic through Woodland occupation site located on National Park Service property.

C&O Canal National Historical Park – North Branch Site, conducted for the National Capital Region. Principal Investigator for archeological survey, identification, and evaluation study of the North Branch Site located in the Chesapeake and Ohio National Historical Park in Allegany County, Maryland.

C&O Canal National Historical Park - Overview and Assessment, conducted for the National Capital Region. Co-Principal Investigator for development of a comprehensive historic/prehistoric context for the entire C&O park, and development of predictive modeling and mapping for the potential location of both prehistoric and historic sites within the park. Also conducted an inventory and assessment of archaeological collections from the park currently housed within non-Park service repositories.

C&O Canal National Historical Park – Chick Farm Site, conducted for the National Capital Region. Principal Investigator for an archeological survey, identification and evaluation study of a prehistoric/historic site adjacent the C&O Canal in Frederick County, Maryland.

Oxon Hill Farm – Area OH1C, conducted for the Maryland State Highway Administration. Principal Investigator for Phase I investigations on a National Park Service property.

Woodrow Wilson Bridge Project, Virginia and Maryland. Principal Investigator for multiple Phase I and II studies involving prehistoric sites within the Virginia and Maryland portions of the project’s area of potential effects. Sites dated from the Late Archaic to Late Woodland periods. Conducted for the Federal Highway Administration.

US 301 Predictive Model and Phase I Archaeological Survey, Waldorf, Maryland, conducted for the Maryland State Highway Administration.

Principal Investigator for development of a GIS-based predictive model for the location of prehistoric and historic archaeological sites in the proposed US 301 Improvement Plan project area. The model was tested through a Phase I archaeological survey of the project corridors under study. The survey employed a stratified random sample based on environmental and historical data. The survey resulted in the refinement of the model for use in future planning.

Phase I Survey, Bevard Wetland Mitigation Site, Prince Georges County, Maryland, conducted for Maryland State Highway Administration. Principal Investigator for Phase I investigations at a wetland mitigation site, focusing on evaluations of several prehistoric sites.

Clifton Site (18CH35), Charles County, Maryland, conducted for the Maryland State Highway Administration. Principal Investigator for a Phase III data recovery excavations at a stratified Archaic site on Mattawoman Creek.

Publications

1973 "Riggins Pottery From Southern Maryland." *Maryland Archeology* **9**(1-2), with Melburn D. Thurman.

1977 "The Purcell Site: An Exploration." *Maryland Archeology* **13** (1), with Wayne Clarke and Gerald Braley.

1978 "Preliminary Notes on the West Shore Site, 18AN219." *Newsletter of the Archeological Society of Maryland*, vol. IV, #1, January.

1989 "Additional Sites With Riggins Ware Pottery in Maryland." *Maryland Archeology* **25**, No. 1.

1990 "Pre-ceramic Occupations in the Orinoco Valley." *Science* **250**: 1388-1390.

1993 Review of *Moundbuilders of the Amazon: Geophysical Archaeology on Marajo Island*, by Anna C. Roosevelt. *American Antiquity* **58** (2): 373

1995 "El Periodo Araico en el Orinoco y Su Contexto en el Norte de Sud America." In *Ambito y Ocupaciones Tempranas de la America Triopical*, edited by Ines Cavellier and Santiago Mora. Insituto Colombiano de Antropologia and Fundacion Erigraie, Santa Fe de Bogota, Columbia.

1996 Technical Comment. Dating a Paleoindian Site in the Amazon in Comparison with Clovis Culture. *Science*, **275**: 1949-1950.

1999 "La Etapa Formativa en la Cuenca del Orinoco." In *Formativa Sudamericano: Una Revaluacion*, edited by Paulina Ledergerber-Crespo. Ediciones ABAYA-YALA, Quito, Ecuador.

2000 Ronquin, AMS Dates, and the Middle Orinoco Sequence. *Interciencia* **25**(7):337-341.

2002 Holocene Climate and Human Occupation in the Orinoco, In *Under the Canopy: The Archeology of Tropical Rainforests*, edited by Julio Mercarder, Rutgers University Press.



Professional Societies/Affiliates

Society for American Archaeology

Smithsonian Institution Department of Anthropology, Research Associate

Chronology

1996-2006: URS Corporation

1992-1996: KCI Technologies, Inc.

1990-1992: Louis Berger Associates, Inc.

1976-1990: Thunderbird Archeological Associates, Inc.



Eileen Krall

Field Supervisor

Area of Expertise

Archaeological Surveys and Excavations
Field Analysis
Stratigraphy Descriptions
Sedimentology
Total Station Experience
Research
Laboratory Analysis
Excavation of burials (Pre-historic and Historic)

Years of Experience

With URS: 3Years

Education

B.A./2004/Temple
University /Anthropology

Overview

Ms. Krall has over three years experience in all phases of cultural resource management. Ms. Krall has directed phase I archaeological investigations in both historic and pre-historic sites in the Middle Atlantic and Southern regions of the United States. She has also participated in all aspects of laboratory analysis assisting URS, Kittatiny Archaeological Research, and KCI Technologies, Inc.

Project Specific Experience

Phase III Historical Archaeological Data Recovery of the first Presidents House, Philadelphia, Pennsylvania. One of many field supervisors assisting Doug Mooney during excavation of the first “White House” of the United States. George Washington and John Adams served there terms as presidents there.

Phase I Archaeological Investigations, Grand Rapids, Michigan. Field Supervisor assisting Richard Affleck, RPA, during field excavations of an access road for the proposed ANR pipeline.

Three FEMA tours of duty. Deployed to Baton Rouge, LA Office for environmental support for the months of November 2005, January 2006 and March 2006. For the months of November and January was the SHPO liaison for the environmental temporary housing division aided for Hurricane Katrina and Rita victims. Assessing potential areas throughout southern Louisiana for temporary housing and clearing them of archaeological sites. March of 2006 was an archaeological monitor in southwestern Louisiana for demolitions and debris removal due to Hurricane Rita.

Phase I Archaeological Investigations, Arkansas and Mississippi. Archaeological Crew Chief and acting Supervisor for the Texarkoma Pipeline assisting Chris Bergman PhD. out of the Cincinnati Ohio office during excavations for the proposed pipeline crossing the states of Arkansas and Mississippi.

Phase II Archaeological Data Recovery of Kam Wah Chung Historic Site, John Day, Oregon. Field Technician assisting Julie Schablitsky Ph.D in the data recovery of a Historic China town. NOVA documented the excavations and will air summer of 2007. Conducted with the University of Oregon.

Archaeological Data Recovery for the Tennessee Department of Transportation, Newport, Tennessee. Archaeological Crew Chief assisting Matt Jorgenson, MA. Assisted in the data recovery investigation of a Late Woodland Site. Conducted for TDOT.



Phase II Archaeological Investigations of the Saugus Iron Works Site, Saugus, Massachusetts. Archaeological Field Technician assisting Ed Morin, RPA during a data recovery investigation of a prehistoric component on the Historic Saugus Iron Works Site. Conducted for the National Park Service.

Phase III Investigations of the Hicks Site, Historic St. Mary's City, St. Mary's City, Maryland. Archaeological Field Technician for assisting Richard Affleck, RPA during a data recovery investigation of an outlier of the Hicks Site, an eighteenth century plantation. Conducted for St. Mary's College of Maryland.

Phase I Archaeological Investigations, Little Valley, New York. Archaeological Field Technician assisting Richard Affleck, RPA during excavations for the proposed location of a new school. Conducted for the Little Valley School District.

Phase IA Archaeological and Geomorphological Investigation of S.R. 610 Dam Removal Project. Archaeological Field Technician assisting Richard Affleck, RPA and Daniel Wagner, Ph.D. during trench excavations for geomorphological testing. Project conducted for the Pennsylvania Department of Transportation.

Archaeological Data Recovery for the South Florida Water Management District, Everglades, Florida. Archaeological Field Technician assisting William Barse, Ph.D. during a Phase II investigation of several Middle/Late Woodland mound sites. Archaeological Lab Technician assisted Susan Garst in faunal remain analysis. Conducted for the SFWMD.

Phase III Investigations of Monongahela Site, Morgantown, West Virginia. Archaeological Field Technician for KCI Technologies excavated Late Woodland village and assisted in the removal of prehistoric human remains.

Phase I Archaeological Investigations, Bristol, Pennsylvania. Archaeological Field Technician for KCI Technologies assisting Joseph Gingrich, for the proposed I-95 exit/entrance ramp in Bristol Township, Pennsylvania conducted for Pennsylvania Department of Transportation.

Archaeological Data Recovery of Historic Homestead, Delaware Water Gap National Recreation Area, Stroudsburg, Pennsylvania. Archaeological Crew Chief for Kittatiny Archaeological Research assisting Philip Perazio, during Phase II investigations of an historic homestead. Project conducted for the National Park Service.

Archaeological Data Recovery for the Tides at Charleston, Arthur Kill Road, Staten Island, New York. Archaeological Field Technician assisting Richard Affleck, RPA during Phase II and III investigations of a proposed 190-unit housing development. Project conducted for Arthur Allen, LLC, Newark, New Jersey.



Archaeological Data Recovery, Shoemaker's Ferry Site, Delaware Water Gap National Recreation Area, Bushkill, Pennsylvania.

Archaeological Field Technician assisting William Barse, Ph.D. during a Phase III of a Late Woodland Hamlet. Project conducted for the National Park Service.

Phase III Investigation at the Manna Site, Pike County, Pennsylvania.

Archaeological Field Technician assisting Michael Stewart, Ph.D. in the excavation of a multi-component prehistoric site. Project conducted for the National Park Service.

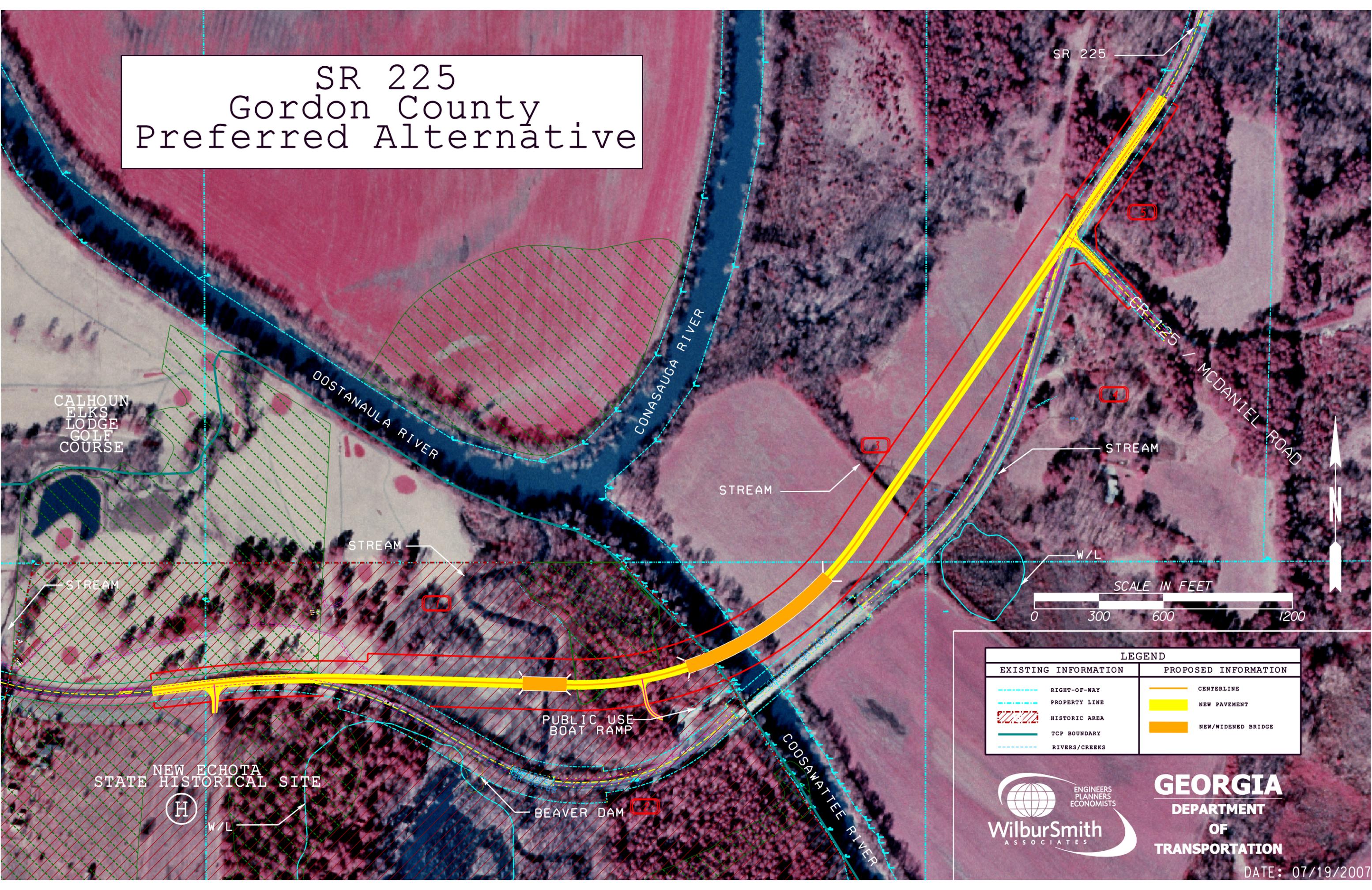
Chronology

2004–present: URS Corporation

APPENDIX C

PROPOSED IMPROVEMENTS

SR 225 Gordon County Preferred Alternative



SR 225

CALHOUN
ELKS
LODGE
GOLF
COURSE

OOSTANAULA RIVER

CONASAUGA RIVER

CR-125

MCDANIEL ROAD

STREAM

STREAM

STREAM

STREAM



LEGEND	
EXISTING INFORMATION	PROPOSED INFORMATION
RIGHT-OF-WAY	CENTERLINE
PROPERTY LINE	NEW PAVEMENT
HISTORIC AREA	NEW/WIDENED BRIDGE
TCP BOUNDARY	
RIVERS/CREEKS	

PUBLIC USE
BOAT RAMP

NEW ECHOTA
STATE HISTORICAL SITE

(H)

BEAVER DAM

COOSAWATTEE RIVER



GEORGIA
DEPARTMENT
OF
TRANSPORTATION

DATE: 07/19/2007