

V. CONCLUSIONS

As detailed in this report, KSK determined there are twenty-seven (27) buildings fifty years and older within the project Area, specifically from the intersection of Airport Road and Churchmans Road, approximately 0.78 kilometers (0.48 miles) north along Airport Road and 0.45 kilometers (0.28 miles) east and west along Churchmans Road and south along Airport Road. All twenty-seven resources appear to lack integrity, significance, or a combination of both qualities, and do not meet National Register of Historic Places eligibility criteria. Therefore, the proposed improvements do not have the potential to affect above-ground cultural resources, and an evaluation of effects on above-ground resources is not required.

Despite the widespread nature of prehistoric artifacts recovered from the Airport and Churchmans Road intersection APE only that concentration of materials associated with Locus #4 are believed to represent the remains of a distinct Native American occupation and constitute potentially significant cultural resource deposits. While it seems likely that the greatest portion of this site currently lies on sections of the terrace landform located outside the present project area boundaries, shovel test data have revealed the occupation has not been impacted by either recent construction or plowing. Additionally, cultural items recovered include examples of potential temporally diagnostic tools, tentatively dated to the Woodland II culture period, and are distributed throughout the site in ways that indicate the presence of probable internal artifact patterning. Moreover, the presence of quantities of fire-cracked rock suggest that subsurface features may also be present.

At present it is uncertain whether or not prehistoric artifacts found in other segments of the project area represent a series of small individual camps/activity areas or are part of some larger occupation lying predominantly outside the APE. Once fully processed, information from Heite Consultings' investigation of the adjacent airport property may help to resolve this issue. In any event, close interval shovel tests and excavation units placed within Loci 1-3 indicate that all prehistoric materials have been previously impacted by long-term plowing, and strongly suggest that artifact deposits in these areas are of a substantially more ephemeral nature and are not associated with either significant internal or subsurface features. Within Locus #3 the stratigraphic location of recovered materials indicates that this scatter is largely, if not totally contained in colluvial soils, and as such does not represent an intact resource deposit.

It is further KSK's opinion that none of the historic cultural items recovered represent in and of themselves, or are indicative of potentially significant archaeological resources. The overwhelming majority of historic materials found are representative of non-specific periods of manufacture and of widely scattered, ephemeral artifact deposits. Although the group of artifacts recovered from the vicinity of STP's H-47 and 48 differ markedly in terms of their age, density, and overall composition they can not be positively associated with any known individual historic property. In addition, intensive testing of this concentration via close interval STP's and multiple excavation units failed to identify any evidence of internal artifact patterning, of denser artifact deposits, or of intact features preserved below ground surface.

Given the findings of this Phase I archaeological survey it is KSK's recommendation that no additional (i.e., Phase II) archaeological investigation be required for segments of the APE contained within the northwest, northeast, and southeast project area quadrants, or within that section located on the west side of Airport Road south of Churchmans Road, in the southwest quadrant. Phase II investigations are recommended, however, for the area of prehistoric artifact concentration located on the south side of Churchmans Road west of Airport Road (site 7-NC-E-

152), for the purpose of more completely evaluating this site's potential eligibility for listing in the National Register of Historic Places. It is further KSK's recommendation that Whitman, Requardt and Associates (WRA) consider the possibility of adopting either of the other two possible project design alternatives for this section of the APE as a means of minimizing the extent of potential impacts to this site. KSK will be pleased to develop a Phase II testing strategy and research design for Phase II investigations at this site that take into account any avoidance measures undertaken.