

small base camps and procurement sites. Some low order ephemeral drainages with associated springheads and poorly drained interior settings may also be the location of transient camps and procurement sites. Generally, settlement along the major drainages is expected for all time periods. Use of interior locales is most likely during Woodland I times. Figure 4 shows the anticipated locations of prehistoric sites based on general predictive models and the more specific LANDSAT-based model.

Prior to and during the Phase I survey, previous archaeological planning studies (Custer, Jehle, Klatka, and Eveleigh 1984; Custer and Bachman 1986; Custer, Bachman, and Grettler 1986, 1987) were consulted to ascertain the presence of known archaeological cultural resources within the Proposed Right-of-Way. Historic maps and atlases (Penn Warrants and Surveys, various years; 1737 Map drawn by Eastburn, Figure 5; Rea and Price 1849, Figure 6; Pomeroy and Beers 1868, Figure 7; Baist 1893, Figure 8; Bausman 1941, Figure 9; and the USGS Topographic Survey (1953) 1970, Figure 10) were consulted for the locations of former standing structures which have now become archaeological sites. Current landowners and tenants were queried regarding any observations they may have made about cultural resources on their property. From these sources, possible locations of prehistoric and historic cultural resources were plotted and examined during the survey.

FIELD AND LAB METHODS

The Phase I archaeological field methods included a mixture of pedestrian survey and shovel test pits within and immediately

excavated to culturally sterile soil and all excavated soil was screened through 1/4" mesh. Stratigraphic soil data was recorded on standardized log sheets.

Although the station numbers on the highly accurate one-foot contour maps used in this survey were not keyed to the original Division of Highways Engineering Report's station numbers, careful distance measurements between these two maps allowed for accurate mapping of the archaeological data. Figures depicting the survey results reference the station numbers from the original engineering report where applicable.

Laboratory methods for the Phase I investigation included the washing, marking, and cataloging of all recovered artifacts according to standard archaeological practices.

PHASE I SURVEY RESULTS

The Proposed Right-of-Way consisted of two alignments. The first Proposed Alignment began at Scott's Run and moved west from existing Route 13 and then back to existing Route 13 at the intersection of existing Route 7 and Route 13. From there, the main trunk of the Proposed Right-of-Way had followed existing Route 13 to Red Lion Creek. After the initial Phase I survey was conducted, a shift in the Proposed Right-of-Way alignment moved the Proposed Right-of-Way east of existing Route 13 from the intersection of Route 7 and Route 13 to Red Lion Creek. Figure 11 illustrates the alignment shifts of the Proposed Right-of-Way.

The Proposed Right-of-Way was divided into arbitrary survey parcels to facilitate the testing program. Each parcel was given