

1996 PHASE I TESTING

Proposed highway improvements added to the original plan necessitated additional testing on two sections of the right-of-way, three proposed storm water management areas, and a proposed bio-retention facility site. The fieldwork was conducted during June and July, 1996. The Phase I work was done to determine if archeological sites were present in the survey areas and, if so, to make a preliminary determination of the size, function, and age of the sites discovered. One of the storm water management areas encompassed Sector B (Area E) of the Barker House site; this is the Barker House East foundation, and, here, a Phase II was carried out. This portion of the 1996 work has been discussed earlier under the Barker House in the Historic Properties section of the report.

The six survey areas were grouped into four study areas (Figure 43). Going east to west along Lancaster Pike, *Area 1* (Section 4) was an area proposed for stormwater management use. *Area 2* (Section 4) was a smaller area to be used as a bioretention facility. *Area 3* (Section 3) included the intersection where the Wilmington and Western Railroad crosses Lancaster Pike and a stormwater management area adjacent to the railroad crossing on the northwest corner of the intersection. *Area 4* (Section 3) was a stormwater management area partially tested during earlier work at the Barker House/Barker House East site (7-NC-B38). Additional testing was done, both in this area and along the road just west of this where the Barker House was located. At the same time, Phase II testing was carried out at a foundation that had been discovered previously (Barker House East) on the banks of Red Clay Creek within the stormwater management area. All testing related to this area, including the Phase II, was discussed earlier in the Barker House, Phases I and II, of the Ten Historic Properties, Section 3, portion of this report.

Archival work focusing on the Wilmington and Western Railroad was carried out to see if any record of stations or associated features might have been present in the past within the survey area adjacent to the tracks. Records of these types of features were compiled at the time that a form for the Wilmington and Western Railroad was completed for the National Register of Historic Places. Some additional archival work was also conducted for the Phase II study at the Barker House East. Little additional work was done on the remaining areas, since extensive work on the highway project has already been done.

The Phase I field testing consisted of the excavation of 2.5 foot square units in each survey area. These were generally spaced no more than 50 feet apart, and were excavated down to culturally sterile subsoil. Frequently, a section of the test pit was excavated into the B horizon to see if artifacts were present, and a number of test pits were augered to make sure that no buried soil surfaces were missed. All soil was screened through 1/4 inch hardware cloth. Artifacts were bagged by test pit and soil horizon and taken to the TAA Woodstock lab for cleaning. Because of the low artifact density in the Phase I work and the lack of intact contexts in the Phase II, no other analytical work was conducted.

Section 3 - Old Wilmington Road (SR 275) to Rolling Mill Road (SR 263)

Area 3 encompassed the Red Clay Creek Areas 2 and 3 (Phase I survey, 1988) and is the site of the proposed storm water management area, measuring a maximum of 180 feet north-south by 280 feet east-west. It lay adjacent to the northwest corner of the Wilmington and Western Railroad, separated from the railroad bed by an unpaved lane, and was a terrace of Red Clay Creek. The new highway plans included a proposal for the use of this terrace as the location of a storm water management pond, and additional testing done in 1996 covered the high ground of this terrace. It was separated from the railroad bed by an unpaved lane. Between the lane and the railroad was a low area; apparently both the railroad and the lane were built on fill.

Archival research had been done on the railroad that had been listed on the National Register of Historic Places. Features associated with this section of the railroad lay outside the project area limits. These features included two trestles on either side of the Wooddale Cut (also listed as a feature), lying 1000 feet north of the intersection. The nearest station was a platform station at Greenbank, about two miles south of the intersection.

The general area was wooded with thick undergrowth at the time of the 1996 Phase I work, except for a portion next to the lane and the highway that was more open and grassy. Figure 44 shows the test unit locations from the 1988 survey and the 1996 test excavations. Of the five test units excavated in 1988, during the original Phase I testing of the right-of-way, one had been excavated near the lane, and the fill soil had yielded an electrical pipe; two test units excavated in 1996 along this lane (TUs 11 and 13) demonstrated that any original soil surface had been removed, and fill had been deposited (Figure 45). Only slag was recovered from these test units. Several test units in the remainder of the area showed one or more fill zones over a buried plowzone.

The 13 test units in the 1996 project yielded prehistoric artifacts, including nine flakes of quartz, chert, jasper and what appears to be ferruginous quartzite. One jasper flake showed utilization along two of its edges. As noted previously, the earlier testing (1988) had also produced two quartz flakes and one quartz chunk. These scattered artifacts, mixed with historic artifacts, were recovered from fill zones and plowed soil. The historic artifacts were a mixture of historic field scatter and modern materials resulting from the use of the property as a modern home site and from roadside litter. The finds included wire nails, post-1864 window glass, brick and tar paper fragments, one piece each of whiteware and ironstone, seven redware fragments, coal and miscellaneous metal. A pewter object thought to be a belt buckle was also recovered. Many of the artifacts were likely to have come from the demolished twentieth century house located on the west side of this terrace, and soil disturbance including fill zones containing asphalt were probably also associated with it. A cinder block lined well associated with the house was located on the western boundary of the area.

The site does not meet the requirements for eligibility to the National Register of Historic Places. The prehistoric artifacts were a very light scatter recovered from plowed soil. The historic artifacts were considered to be field scatter, and these and the modern debris were not considered to be of archeological significance. No further archeological work is recommended for this area.

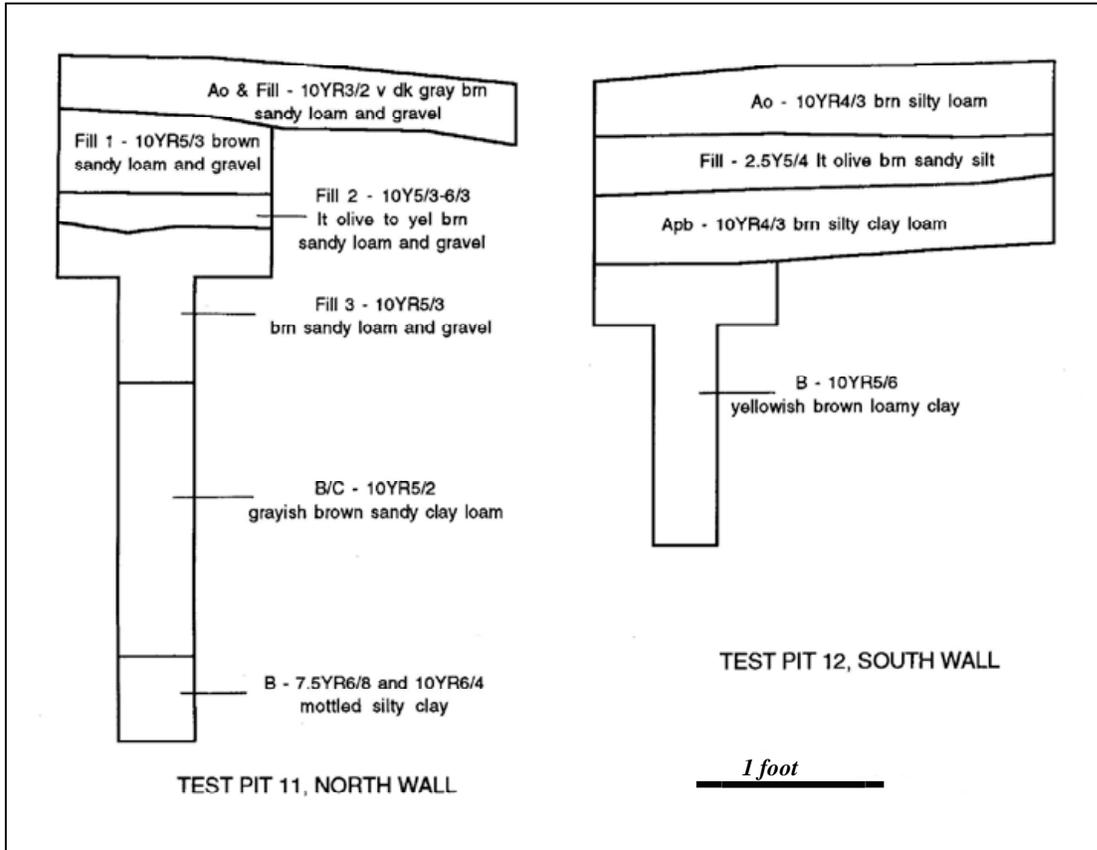


FIGURE 46
Area 3 Profiles, Test Units 11 and 12

On the south side of Route 48 the area along both sides of the railroad track had been disturbed. West of the track is a paved lane, beside which is a berm of earth. Utility poles were standing on either side of the track. East of the track there was a gravel parking lot; an auger test carried out here demonstrated that the area beside the lot had been filled, and no additional testing was carried out.

Section 4 (Figure) – Rolling Mill Road (SR 263) to Centerville Road (SR 273)

Area 2 was a small area proposed for a bioretention facility, measuring circa 90 feet by 30 feet. A small lane associated with the adjacent golf course crossed this area, and on the west a steep bank led down to Red Clay Creek. The remainder of the area was covered in grass. Two test units were excavated (Figure 46). One was located on the east side of the road, and showed three successive levels of fill underlain by yellow clayey sand (probably flood deposited) to a depth of 38 inches below surface, where the water table was reached (Figure 47). The second test unit was put in between the lane and Red Clay Creek; the soil, another fill horizon, was excavated to 12 inches, but because of the compact nature of the fill, the test unit had to be abandoned. No artifacts were recovered, and no intact soil surfaces were found.

Area 1 was located on the south side of Lancaster Pike; this proposed storm water management area was to be constructed on a wooded ridge end and to measure a maximum of 225 feet east-west by 130 feet north-south. An intermittent drainage followed the western boundary of the area, and about a third of the area on the west side was a slope leading down into this drainage. The area was wooded, with relatively little undergrowth. Eight test units (TUs 1-8) were excavated on the high ground on the eastern side of the area, and one test unit (TU 34) was excavated on level ground along the drainage (Figure 48) (TUs 9-33 were excavated in another location). The soils in the TU 34 on the high ground showed an organic (Ao) horizon overlying a leached, shallow plowzone overlying a silty clay subsoil (Figure 49). Overall, the soils appeared to be very deflated, especially around the edges of the ridge top. The soil profile along the stream (Figure 49) showed a level of flood deposited soil, on which an Ao had developed, overlying a buried A horizon. No artifacts were recovered from either the ridgetop or the creek bed.

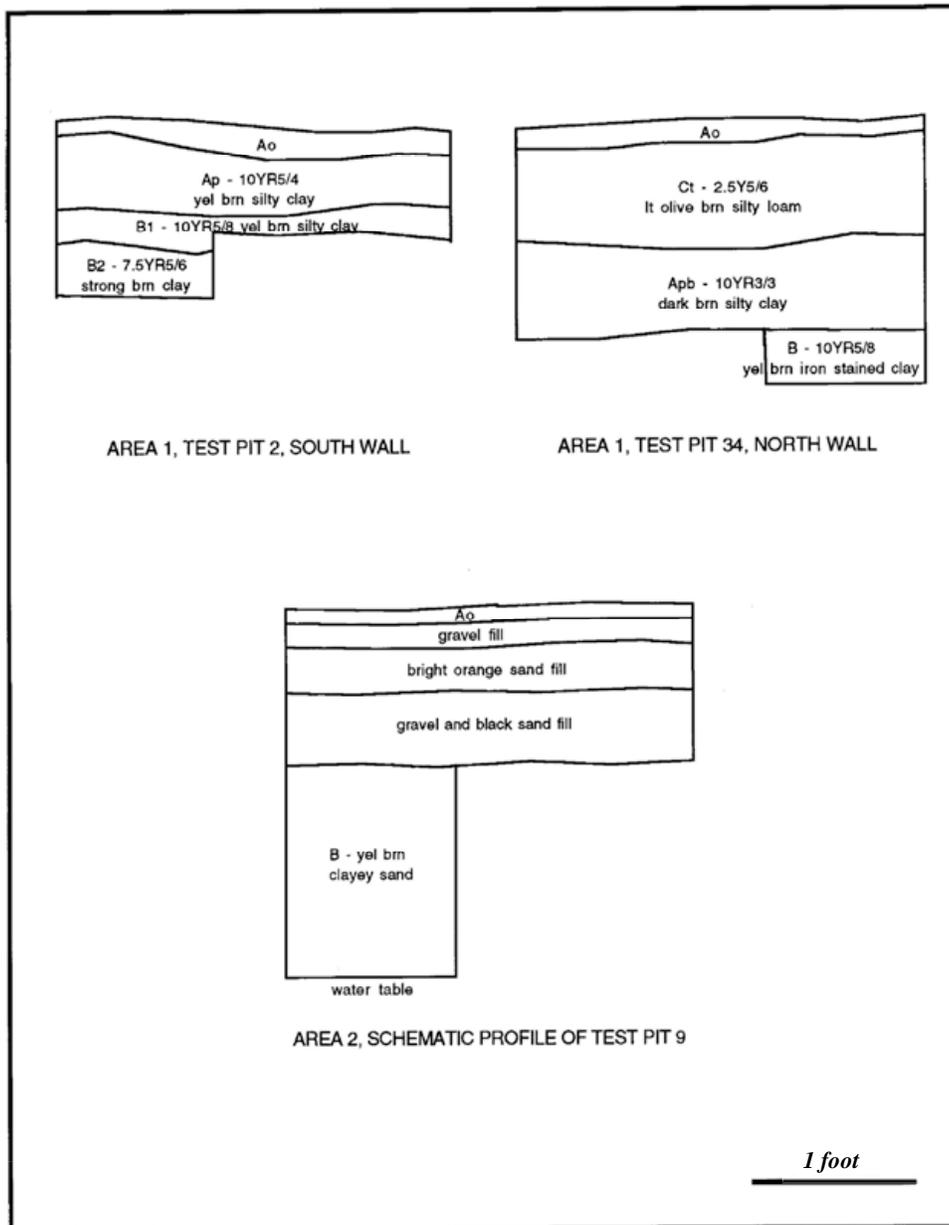


FIGURE 48
Area 2, Profile of Test Unit 9 and Area 1, Profiles of Test Units 2 and 34

Summary and Recommendations

The 1996 fieldwork at locations along Route 48 (Lancaster Pike) prior to the widening of the highway located one prehistoric lithic scatter, a light scatter of flakes recovered from plowed soil, in the stormwater management area designated Area 3. Several flakes were also found in a previously discovered lithic scatter in Area 4. A field scatter of historic materials was also found in each of these locations. Testing in Area 4 also showed that the important components of the Barker House (7-NC-38B, Sector A) did not extend into the stormwater management area or along the current roadway east of the driveway leading to the house. A buried plowzone yielding mixed ceramics and a post mold were found in test pits excavated west of the driveway. This area was not in an area of impact. Phase II excavations were completed at the Barker House East (7-NC-38B, Sector B), and provided artifacts and construction information on the foundation that had been discovered previously. The foundation appears to be the remains of a 20th century garage and/or workshop. Areas 1 and 2 produced no sites or artifacts. No further work is recommended on Areas 1 through 4, tested during this portion of the archeological work on Route 48.