

4.0 CONCLUSIONS



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A Phase I archaeological survey of four survey areas within the 10.9 hectare (27.0 acre) Harrington Truck Route project area was conducted in June 2004 and June 2006. The total survey area contained 1.0 hectare (2.6 acres). Testing in the Tower Hill Road survey area produced a small number of nineteenth- to early-twentieth-century domestic refuse, clam and oyster shell fragments, modern roadside debris, and one undiagnostic prehistoric artifact, all exclusively from within the plowzone horizon. The few historic artifacts are contemporaneous with the occupation of the mid-nineteenth-century W.H. Powell and J. B. R. Powell residences, as well as the period of activity associated with the mid-nineteenth-century schoolhouse at the east end of Tower Hill Road. However, testing within the Tower Hill Road survey area did not yield any definable distribution patterns of artifacts or subsurface archaeological deposits that link the historic refuse to these occupations. The historic artifacts likely represent materials introduced into the survey area by historic manuring of the fields and dispersal by plowing. An appreciable number of coal fragments recovered in the plowzone may be indicative of a fuel source used for heating these structures, but this association is questionable, as coal is also transported on the Conrail railroad line to a power plant in Sussex County. The coal may have fallen from the open hopper railroad cars during transit and been scattered across the field by plowing activities. The one prehistoric artifact recovered in the southeastern quadrant survey area represents an isolated find, as the disturbed context of the artifact and absence of any additional prehistoric remains of features in the southeastern quadrant survey area prohibits assigning this artifact as part of Site 7K-G-77. No archaeological sites were recorded in the Tower Hill Road survey area, and no further investigations are recommended by A.D. Marble and Company.

Portions of the Farmington Road survey area and the Proposed Drainage Ditch survey area once consisted of low-lying, seasonally saturated depressions. Historic ditching modified the landscape and drained away excess water, converting the land into agricultural production. This condition was confirmed by the recordation of hydric soils in the southern portion of the Farmington Road survey area adjacent to an existing drainage ditch and thick clay loam deposits found in the Proposed Drainage Ditch survey. It was anticipated prior to the excavations that the

landform adjacent to these ditches may have included relatively drier ground conducive for Native American habitation. However, the excavations identified soil conditions unlikely to support Native American camp sites or other short- or long-term occupation. The paucity of cultural materials and absence of subsurface features indicates that no prehistoric- or historic sites are present within the Farmington Road survey area or the Proposed Drainage Ditch survey area. No further archaeological testing is recommended in the Farmington Road survey area or the Proposed Drainage Ditch survey area.

Testing within the Commerce Street and Reese Avenue Intersection survey area yielded no evidence of mid-twentieth-century development on the property. The soil development in the lot was similar to the plowzone and B-horizon profile recorded in the agricultural fields in the project area, suggesting that the structure may have been a pole shed or other building that minimized ground impacts. The cultural materials recovered from the two STPs excavated in the lot, and the absence of any subsurface features, do not offer any new information concerning residential development patterns or economic status of the community. No additional archaeological investigations are recommended for the Commerce Street and Reese Avenue Intersection survey area.