

IV. ARCHEOLOGICAL INVESTIGATIONS

FIELD METHODS

Phase I field work included an initial pedestrian reconnaissance followed by systematic subsurface survey. GAI conducted the walkover inspection to confirm or modify the preliminary assessments for archeological resource sensitivity. In addition, the pedestrian reconnaissance served to identify surface features or archeological deposits, and to delineate areas that could be excluded from further survey due to excessive slope, poor drainage, or disturbance. Results of the surface reconnaissance were mapped, described in field notes, and photo-documented.

GAI excavated systematic shovel test pits (STPs) along transects at 15-meter (49.2 feet) intervals in areas containing potentially undisturbed cultural deposits and features. When archeological materials were encountered, radial STPs were excavated at cardinal points to obtain preliminary information on the horizontal extent and integrity of deposits. In certain instances, GAI placed close-interval STPs (5 meters [16feet]) in proximity to structural features identified during the surface reconnaissance to ensure that any deposits associated with such features were adequately sampled. Transects were assigned alphabetic designations; shovel test pits received numeric designations.

STPs measured roughly 50 centimeters in diameter and were excavated by hand following natural soil stratigraphy. Each STP was excavated at least 10 centimeters into natural subsoil (where encountered) or to depths sufficient to ascertain the condition of the natural soil profiles, if possible. All excavated soils were passed through 1/4-inch mesh hardware cloth for systematic artifact recovery. When recovered, GAI archaeologists recorded artifacts separately according to the natural stratum that produced them. A standard GAI Shovel Test Form was completed for each excavated STP, noting soil descriptions, depths of horizons, and the presence of cultural materials. The locations of all STPs were recorded on project plan maps that also depicted the project ROW, the locations of features, modern structures or features, and other relevant data.

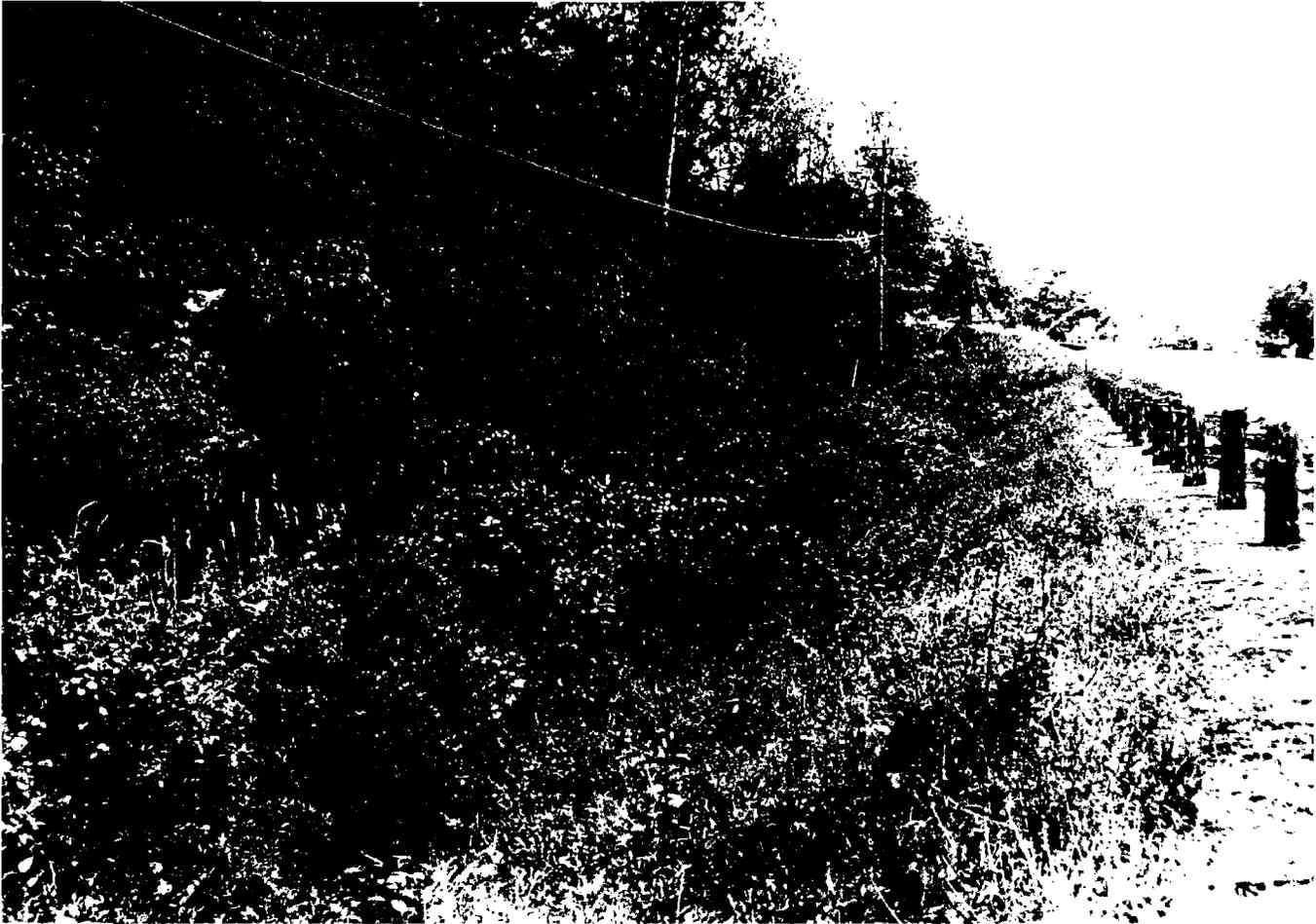
LABORATORY METHODS

The archeological survey generated only a small number of artifacts, all of which consisted of non-diagnostic materials recovered from fill deposits. These items were identified, tabulated, and discarded in the field.

RESULTS

GAI conducted fieldwork for this project on May 6, 1998. These investigations entailed a surface reconnaissance and the excavation of 10 systematic shovel test pits within the project ROW. The reconnaissance indicated that all portions of the project area east of Bridge 305 crossed through tidal marsh as did the area immediately west of the bridge (between Stations 0+230 and 0+250) (Figure 6). Within these areas, immediately north and south of the road, the terrain dropped downward to a low, marshy ground associated with the margins of Broad Creek and Little Creek (Photograph 1). The 6th Street roadbed formed a causeway through this area extending from the terrace east of Little Creek. In conjunction with the poor drainage and apparent absence of archeological resources, this portion of the APE was omitted from subsurface investigations (Figure 6).

During the surface reconnaissance, the mill remains noted by Kennel (1990) were identified northwest of the existing bridge. They consist of segments of two opposing mortared brick walls at Station 0+200 located within the tidal marsh 6.5 meters (21.3 feet) north of the existing ROW (north of the road). These segments likely constitute the foundations and wall to a 7-meter (23 feet)-wide building of indeterminate length; the structure continues north into the adjacent marsh (Figure 6). The longest extant section measures 8.6-meters (28.2 feet) long and is oriented roughly north-south. This wall remnant reached a height of 2 meters (6.6 feet) above grade and terminated in a series of four "piers" forming



Photograph 1. Typical Slope and Marsh Adjacent to the Survey Corridor. Looking East.

several embrasures. Vertically embedded into the top of each "pier" was a threaded iron bolt, likely intended to fasten a wooden superstructure (Photograph 2). No associated structures or features were identified in the area of the brick remains. As noted above, the 1868 Beers Atlas (Figure 4) depicts a millpond south of this location on the opposite side of the road. The millrace/sluiceway would have therefore intersected the road. Alternatively, the road could have spanned the top of a later milldam. It is thus possible that the remains of a milldam or race are present beneath the existing roadway.

Ten systematic shovel test pits were excavated between Stations 0+180 and 0+230 (Figure 6) (Photograph 3). Three of these STPs were placed at 15-meter (49.2 feet) intervals along the south side of 6th Street. The remaining shovel tests were placed at 5-meter (16.4 feet) intervals in close proximity to the mill ruin on the north side of the road. Shovel testing consistently exposed deep modern fill deposits along both sides of the road within the project corridor. Representative profiles consisted of shallow topsoil deposits of dark grayish brown loamy sand fill overlying thick fill deposits measuring no less than 70 centimeters (2.3 feet) to one meter (3.3 feet) in depth (Figure 7). Occasionally, these deposits contained road gravel and modern artifacts. Four artifacts were collected during fieldwork, all from Shovel Test A-1 (Figure 6). These included one glass fragment, one brick fragment, and two unidentifiable metal fragments from fill soils and do not constitute significant cultural resources. The artifacts were discarded in the field.

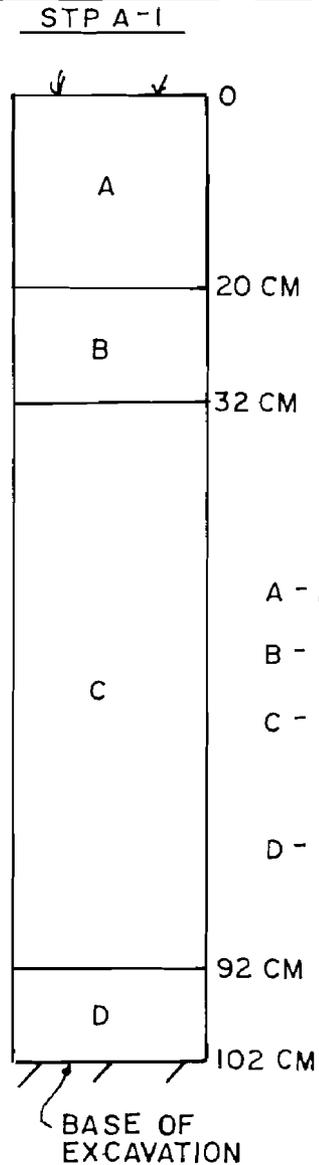
Other than the mill ruin, no evidence of buried historic or prehistoric surfaces or features were identified during archeological fieldwork. Further, none of the excavated shovel tests yielded any artifacts or soil anomalies that could be attributed to the historic mill occupation, historically-documented resources, or prehistoric use of the project area.



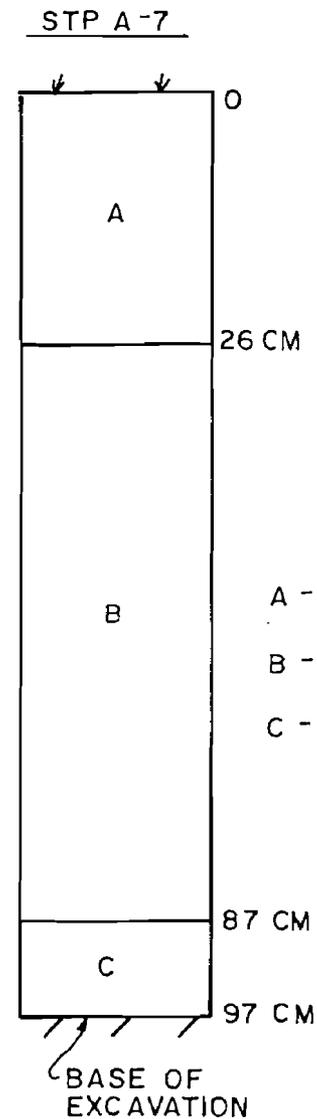
Photograph 2. Brick Ruin Identified as Possible Mill Structure. North Side of Project ROW. Looking Northwest.



Photograph 3. Area Selected for Shovel Testing at the Western Terminus of the Project Area. Looking East.



- KEY
- A - 10YR 4/2 DARK GRAYISH BROWN LOAMY SAND; FILL
 - B - 10YR 7/1 VERY PALE BROWN SAND; FILL
 - C - 10YR 5/3 BROWN SAND MOTTLED WITH 10YR 3/1 VERY DARK GRAY SAND; FILL
 - D - 10YR 7/6 YELLOW SAND; FILL



- KEY
- A - 10YR 4/2 DARK GRAYISH BROWN LOAMY SAND; FILL
 - B - 10YR 5/6 YELLOWISH BROWN SAND; FILL
 - C - 10YR 8/3 VERY PALE BROWN CLAYEY SAND; FILL

FIGURE 7

BRIDGE 305 OVER LITTLE CREEK
REPRESENTATIVE STP PROFILES