APPENDIX D

ARCHEOLOGICAL SURVEYS

January 11, 2013

Memorandum:

To: Superintendent, Cape Hatteras National Seashore (CAHA)

Through: CAHA Cultural Resource Manager, Doug Stover

From: Blue Ridge Parkway (BLRI) Archeologist, Steven Kidd

Subject: Trip report on archeological testing of proposed beach access ramps, parking lots, and interdunal road.

Introduction

During the period of January 7-10, 2013 BLRI archeologist Steven Kidd and CAHA cultural resource manager Doug Stover, assisted by CAHA resource management staff, conducted a Phase I archeological survey of numerous proposed beach access ramps, parking lots, trails, and an interdunal road. The archeological testing determined that no archeological sites would be affected from the proposed actions.

Field Methodology

Shape files of the proposed projects were loaded onto a GPS that was used to assist in the placement of each shovel test. All known archeological sites from the Archeological Sites Management Information System (ASMIS) were also loaded onto the GPS to avoid excavating near known sites. None of the proposed locations were within 50 meters of any known sites. All shovel tests were excavated at a 20 M interval with the exception of the interdunal road which was excavated on a 100 M interval. Shovel tests were 30 cm in diameter and were excavated to a depth of one meter (M) or until water was reached. All resulting material was screened through ¼ in hardware cloth to recover any artifacts. No artifacts were recovered from any shovel tests. Small amounts of broken shell were typically recovered from each excavated shovel test. The matrix was universally sand with soil colors typically ranging from a 10YR 7/1 near surface to a 10YR 5/2 and possibly 10YR 3/2 near that base of the shovel test if water was reached.

Close interval testing of the proposed locations resulted in the determination that no archeological sites would be affected by the proposed actions. The complete lack of artifacts is likely the result of CCC era dune construction to enhance beach conditions and provide a vegetative buffer for the island. None of the proposed actions would affect soil deposits below one M with the exception of the large dunes nearest the active beach. The CCC created dunes would be excavated at the intersection of the proposed ramp to allow vehicular traffic from NC 12 to the beach. Since these dunes are relatively recent and would not contain any sites, no archeological testing was conducted along the tops or edges of the dunes.

Site 1. A 10-car parking lot is proposed at the former site of the U.S. Coast Guard Station on Bodie Island. An existing paved parking lot will be expanded to the east approximately 20 M. The area has been previously disturbed from an access road leading to the beach. A single shovel test was excavated within the proposed expansion area. No artifacts were recovered. ASMIS site CAHA00033.000 the Bodie Island Coast Guard Station Complex lies 75 meters away to the east/northeast. No actions described in this plan would affect CAHA00033.000.

Figure 1. Proposed Coast Guard parking lot expansion.

Site 2. A handicap accessible boardwalk at Coquina Beach on Bodie Island is proposed. A single shovel test at the base of the existing boardwalk was excavated. No artifacts were recovered. The Laura Barnes interpretive shipwreck is approximately 50M from the proposed boardwalk. In 1973, the National Park Service moved the shipwreck to its present location as an interpretive display for the visiting public.

Technically the Laura A. Barnes is no longer an archeological site having been removed from its original context. Consequently the proposed boardwalk construction is not considered an adverse effect.

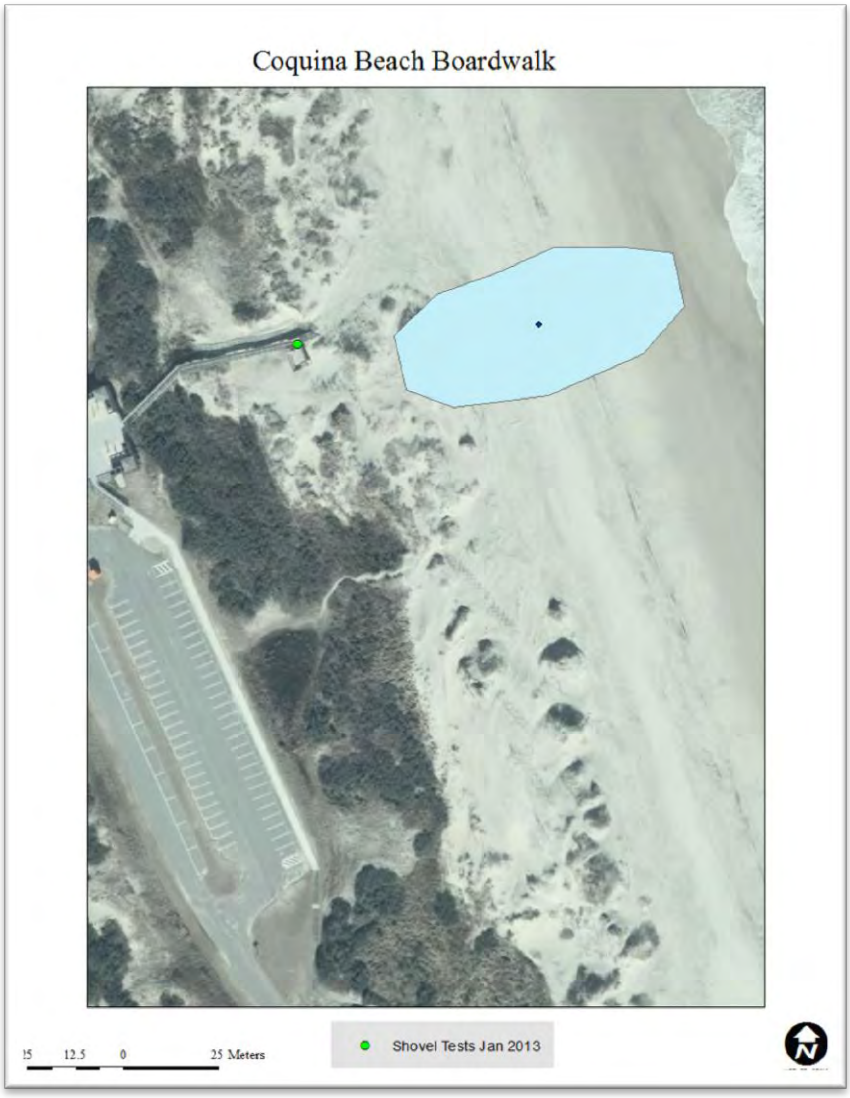

Figure 2. Proposed boardwalk and perimeters of interpretive shipwreck.

Site 3. An additional access road from NC 12 to the off-road vehicle (ORV) fee station at Coquina Beach is proposed Figure 3. The shovel testing was offset due to the presence of a drain field in the location of the proposed road. The access road will need to be moved to the north to correspond with the area archeologically tested area or risk destroying the drain field.

Figure 3. Coquina Beach Access Road.

Site 4 is a proposed ORV ramp and 10-car parking area 0.5 miles south of Coquina Beach. Close interval shovel testing was performed along the eastern edge of the proposed parking lot since the western edge was inaccessible due to vegetative growth. The proposed ramp was tested until the artificially created dune was reached.

Figure 4. 10 car parking lot and access ramp ½ mile south of Coquina Beach.

Site 5 is a proposed 10-car parking area and foot trail at Ramp 4. Shovel testing occurred west of the proposed location on the map due to concerns of rare plant occurrences within the area, particularly Yucca gloriosa. No shovel testing occurred for the planned nature walk since no ground disturbing activities associated with this feature is proposed.

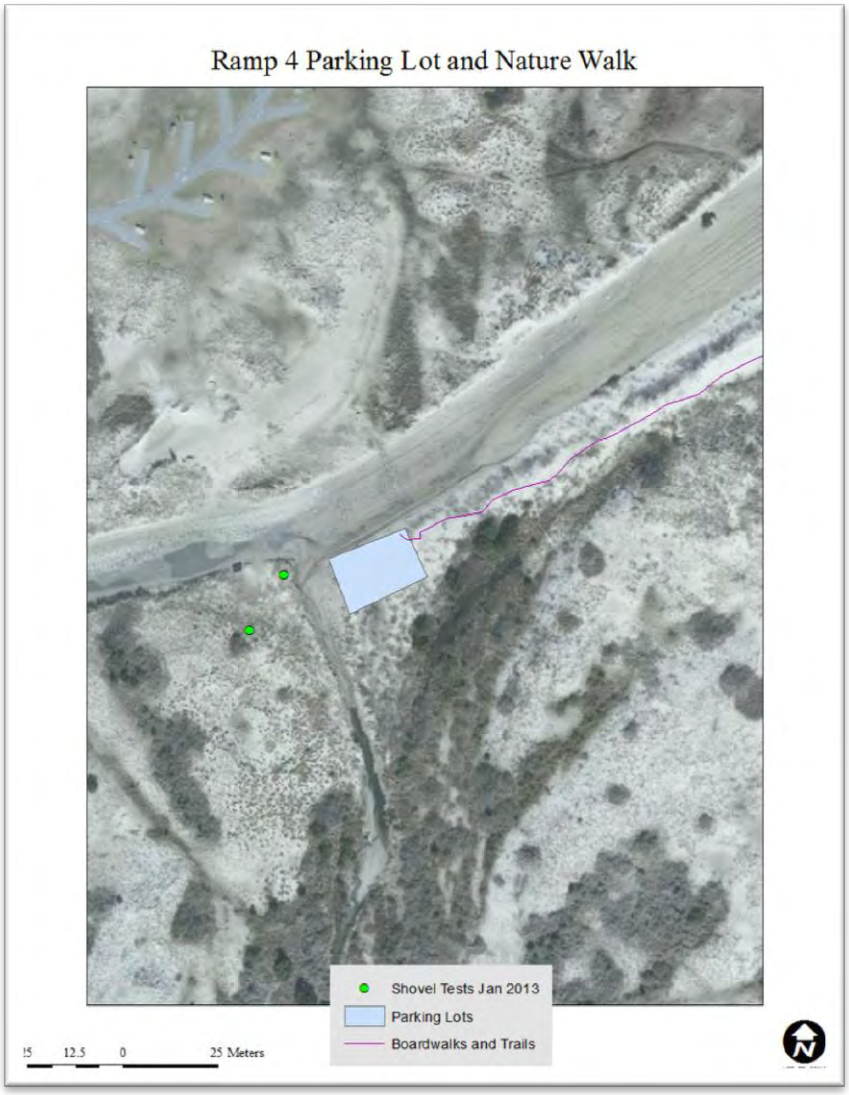

Figure 5. Ramp 4 parking lot.

Site 6 is a proposed 20-car parking area and handicap accessible boardwalk at Ramp 23 (ca. 0.3 mi S of Salvo). A total of 15 shovel tests were dug for the proposed boardwalk and an additional 4 shovel tests were excavated for the proposed parking area. No artifacts were recovered from any shovel tests. At Salvo Beach the proposed handicap accessible boardwalk terminates 50M east of ASMIS site CAHA00055.000 Salvo Beachside coin scatter. This resource consists of an isolated rectangular glass bottle and several water worn American coins from the 20th century. They were recovered in 2003 from the beach east of Salvo Campground in an area where the sand dunes had been washed away by Hurricane Isabel's storm surge. The coins consist of three quarters (minted in 1985, 1982, and 1943), three dimes (all too water worn to date), one nickel (too worn to date), and four pennies (minted 1979, 1968, 1967, and one too worn to date). At the moment, there is nothing to indicate that the items recovered at this location are anything other than modern in age except possibly for the rectangular

glass bottle which bears the mold seams of a machine-made container. Since no ground disturbing activities will occur within 50M of the site the proposed actions are not considered adverse.

Figure 6. Salvo beach parking lot and handicap accessible boardwalk.

Site 7 is a 10-car parking lot about 1.0 mile south of Ramp 23 with foot trail to beach. A total of four shovel tests were excavated at this location with no artifacts recovered. The foot trail was not tested since no construction or ground disturbance is required.

Figure 7. 10 car parking lot and nature trail one mile south of Ramp 23.

Site 8 is an ORV Ramp 25.5 with foot trail or boardwalk to the beach. Because of some confusion regarding whether or not a boardwalk was to be placed here or a nature trail, both areas were archeologically tested. A total of 32 shovel tests were excavated for the proposed actions. No artifacts were recovered.

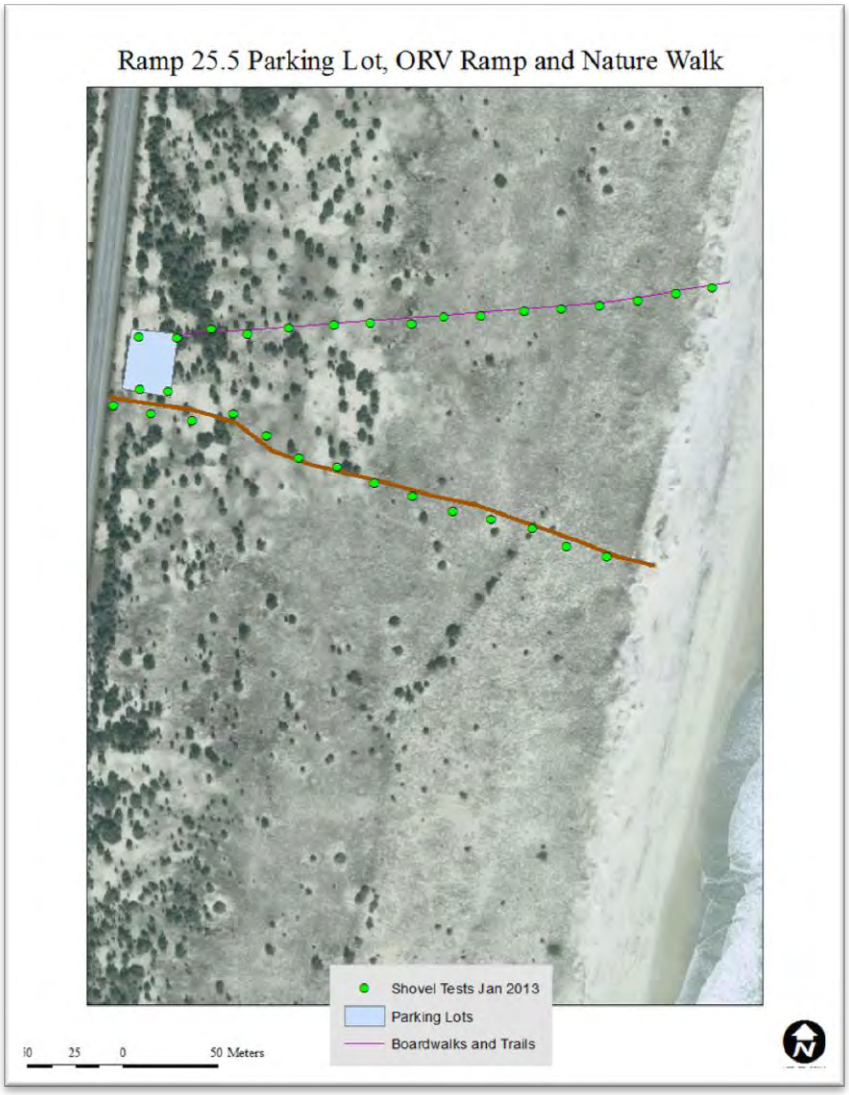

Figure 8. Ramp 25.5 parking lot, ORV ramp and boardwalk.

Site 9 is a proposed 5-car parking area at soundside Ramp 48. A total of 6 shovel tests were excavated at the location proposed for the 40Mx20M parking area. No artifacts were recovered from the shovel tests. A nature trail would leave the parking lot. The trail was not tested.

Figure 9. 5 car parking area at soundside Ramp 48.

Area 10 is a proposed ORV ramp at 32.5. A total of 10 shovel tests were excavated for the proposed ramp. No artifacts were recovered from any of the shovel tests.

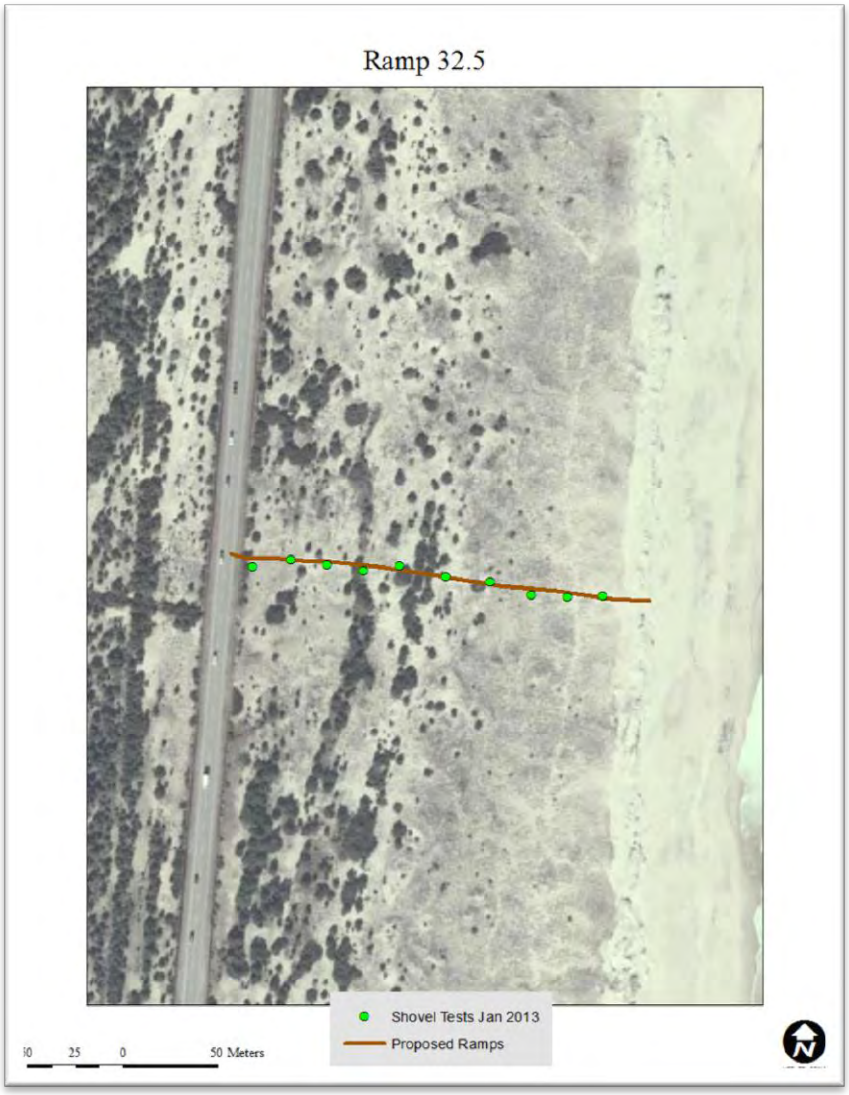

Figure 10. Proposed ramp at 32.5.

Site 11 is a proposed ORV ramp at 32.5 (Little Kinnakeet) with a 10-car parking lot and foot trail to the beach. A total of 6 shovel tests were excavated for the 25Mx40M parking lot with an additional 9 shovel tests dug for the proposed ORV ramp/trail. No artifacts were recovered. The proposed parking lot and ORV ramp/trail is located approximately 200M and across NC 12 from the Little Kinnakeet Life-Saving Station CAHA00038.000. None of the proposed actions would affect this known site.

Figure 11. Little Kinnakeet parking lot and ORV ramp/trail.

Site 12 is a proposed handicap accessible boardwalk at Ramp 34. An existing handicap accessible boardwalk will be extended approximately 40 more meters to the east. Two shovel tests were excavated for the proposed boardwalk extension with no artifacts recovered.

Figure 12. Proposed boardwalk extension.

Site 13 is a handicap accessible boardwalk to sound at Haulover Beach Parking Area. The proposed handicap accessible boardwalk will extend from an existing parking lot to the edge of the sound. Two shovel tests were excavated with negative results.

Figure 13. Proposed handicap accessible boardwalk to sound at Haulover Beach.

Site 14 is a 15-car parking area on the west side of highway near Kite Point. The 25Mx50M parking lot was archeologically tested with a total of 6 shovel tests all of which were negative for cultural material.

Figure 14. Proposed parking lot at Kite Point.

Site 15 is a proposed 10-car parking area at soundside access 59 with foot trail from highway to beach. Six shovel tests were excavated in the area of the proposed parking lot. No shovel tests were excavated for the foot trail.

Figure 15. Soundside Access 59 proposed parking lot.

Site 16 is a proposed 5-car parking area west side of highway at/near soundside access 60. The 10Mx25M parking lot was tested by excavating three shovel tests all of which were negative for cultural remains.

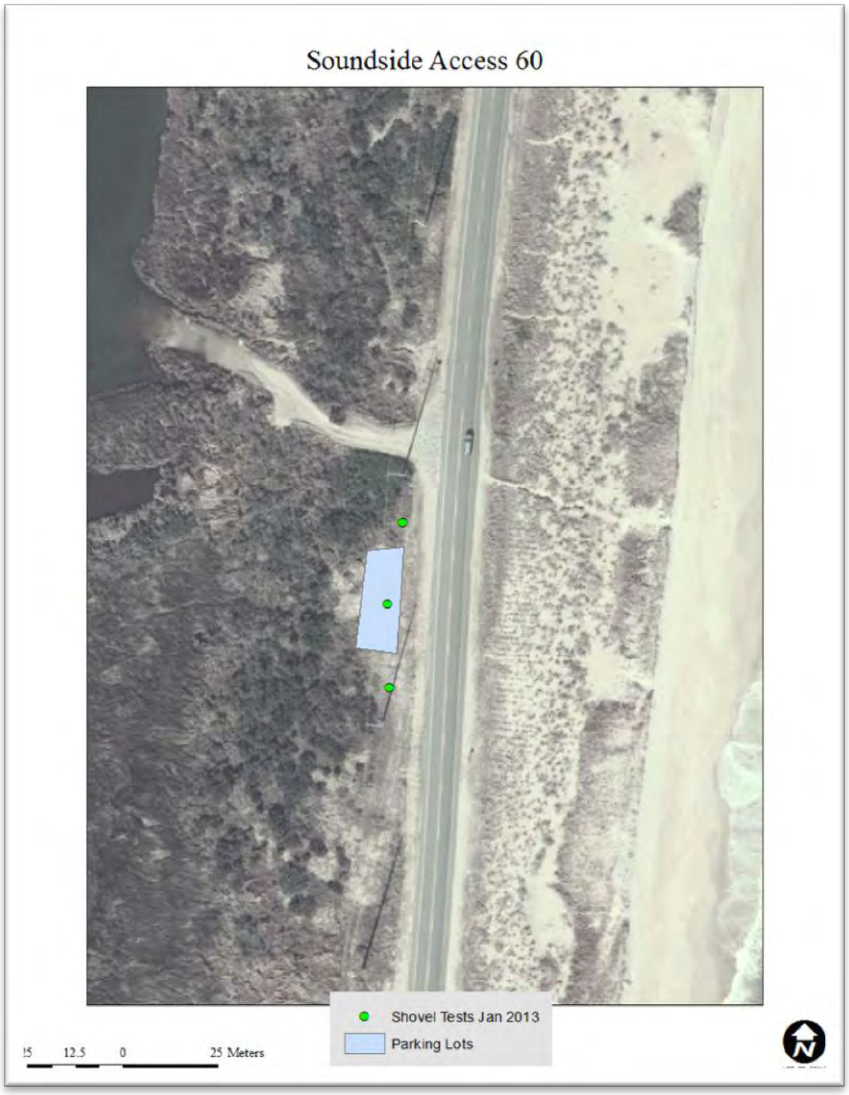

Figure 16. Soundside 60 proposed parking area.

Site 17 is a proposed handicap accessible boardwalk at Lighthouse Beach. The proposed boardwalk will begin within the site boundary for CAHA00034.000 the original location for the Cape Hatteras Lighthouse. The northwest most shovel test was excavated within the boundary of CAHA00034.000. This shovel test as well as the remaining three were negative for artifacts.

Figure 17. ADA accessible boardwalk at Lighthouse Beach.

Site 18 is a proposed 5-car parking area at Loran Road w/ new handicap accessible boardwalk to the beach. The proposed 5 car parking lot at the intersection of Loran Road and Lighthouse was not archeologically tested as both Loran and Lighthouse roads were obviously constructed of fill and the proposed parking lot would also need to be trucked in fill since the area proposed for the parking lot is currently a wetland.

Figure 18. Proposed ADA accessible boardwalk at Loran Road.

The ADA compatible boardwalk was tested with a total of seven shovel tests all of which were negative for artifacts.

Site 19 is a proposed elevated section of Lighthouse Road to address flooding at Ramps 43 and 44. No shovel tests were excavated for this proposed action since no ground disturbing activities are anticipated. The current road is trucked in fill surrounded by wetland.

Figure 19. Ramp 44. Note wetlands on either side of current road.

Site 20 is a proposed 5.2KM interdunal road (IDR) between Ramp 45 and 49 w/ new ORV Ramp 47.5 to the beach. Testing along the proposed corridor was conducted at a 100M interval instead of the 20M interval used at all other sites due to the low probability of locating prehistoric or historic sites. A total of 52 shovel tests were excavated along the proposed route for the IDR. An additional three shovel tests were also excavated for the proposed ramp at or near 47.5. All shovel tests were negative for cultural remains.

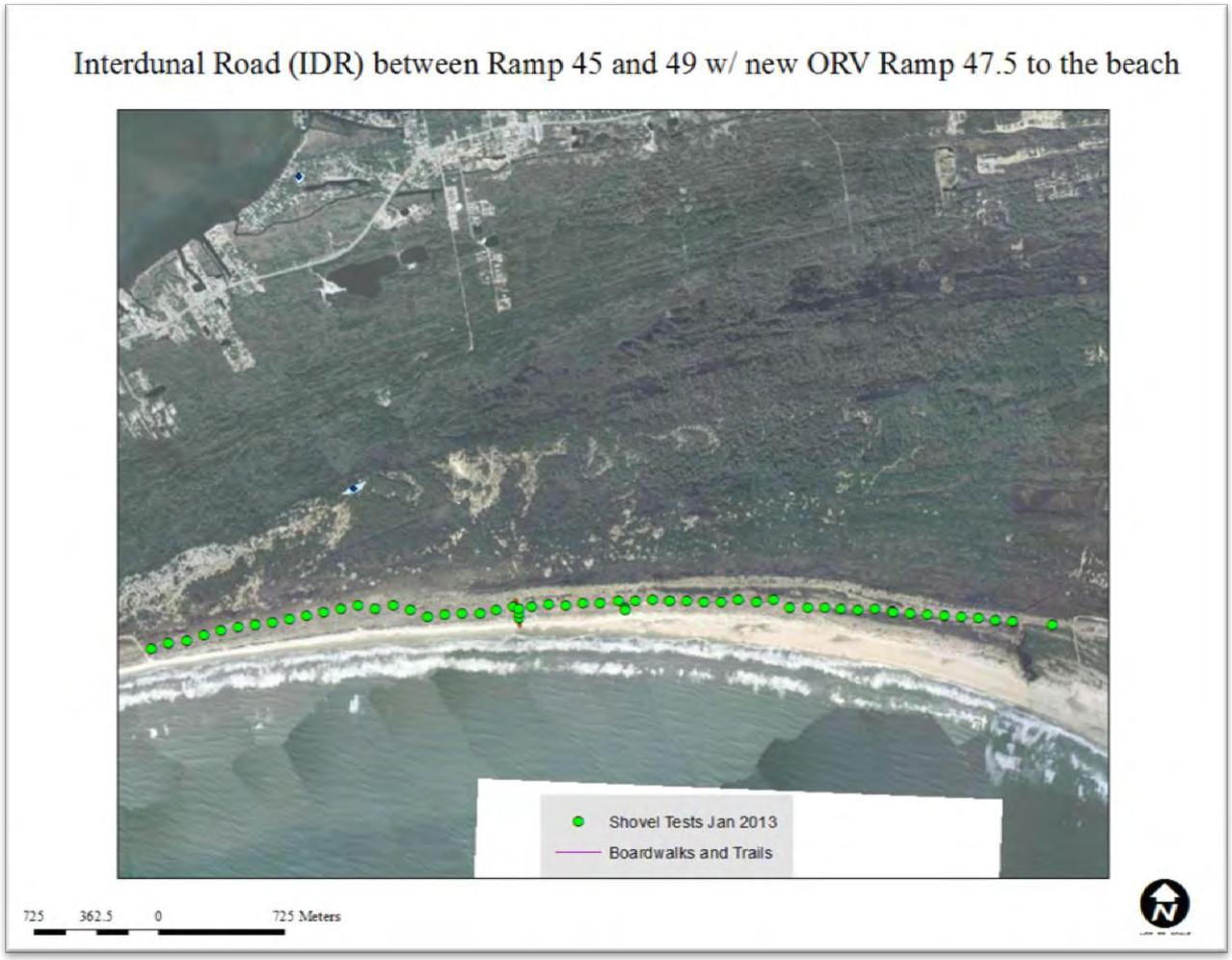

Figure 20. IDR and Ramp 47.5 testing.

Site 21 is a proposal to widen Ramp 49 and add connector road and 5-car parking lot to Billy Mitchell Rd. near Frisco Campground. 24 shovel tests were excavated along Billy Mitchell Rd. None were positive for cultural remains.

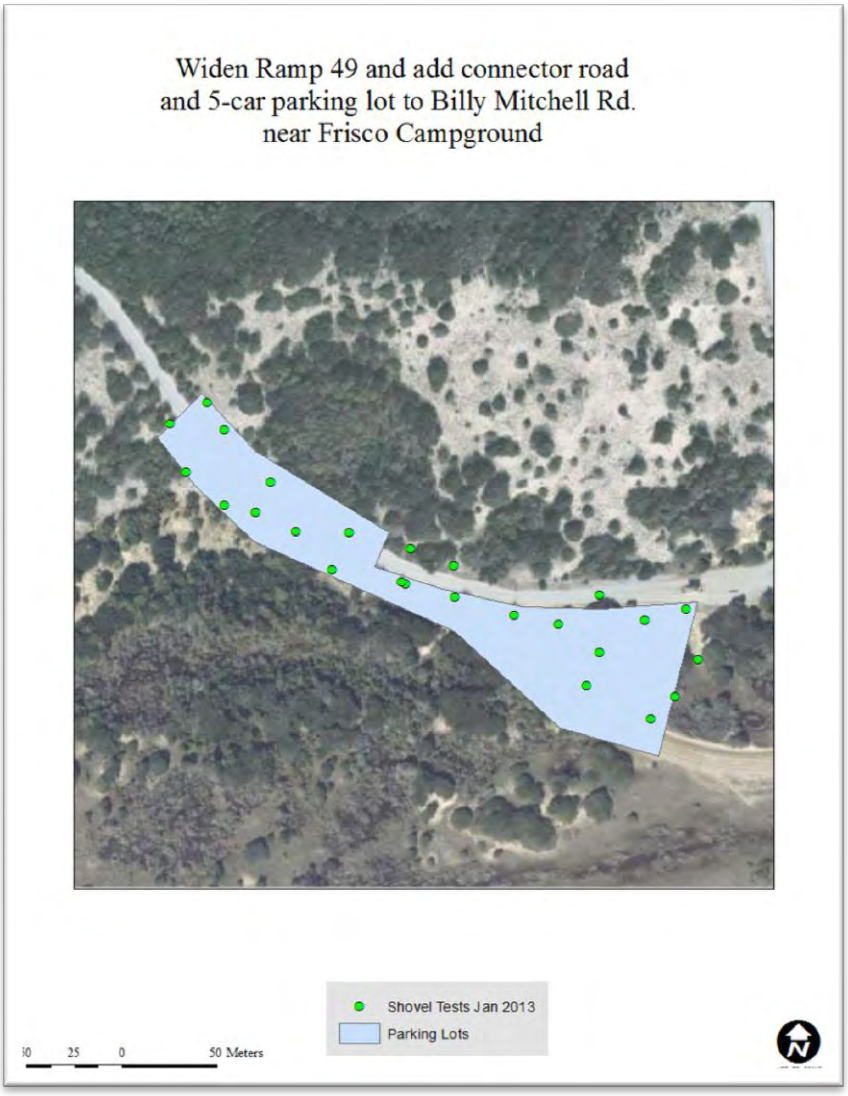

Figure 21. Proposed Ramp 49 widening and addition to connector road and 5-car parking lot to Billy Mitchell Rd. near Frisco Campground.

Site 22 is a proposed unimproved 20-car parking area near the Pole Road/Spur Road intersection. Since Hurricane Sandy much of the western portion of Hatteras Island where the parking lot was proposed is no longer there. 2010 orthoimagery was used for the figures in this report and do not reflect the most current aerials. For that reason testing occurred further east. A total of eight shovel tests were excavated. No artifacts were recovered.

Figure 22. Proposed unimproved parking area at Pole Road/Spur Road intersection.

Site 23 is a handicap accessible boardwalk at the north ferry terminal parking area on Ocracoke Island. Four shovel tests were excavated along the proposed route. All shovel tests were negative.

Figure 23. Proposed ADA compliant boardwalk at North Ferry Ocracoke Island.

Site 24 is a ramp leading east connecting NC 12 with the beach. Four shovel tests were excavated and none were positive for cultural remains.

Figure 24. ORV Ramp 59.5 at north Ocracoke

Site 25 is a proposed 5-car parking area at the west/north side of highway entrance of Borrow Pit Road. The approximately 15MX25M parking lot was tested with two shovel tests both of which were negative for artifacts.

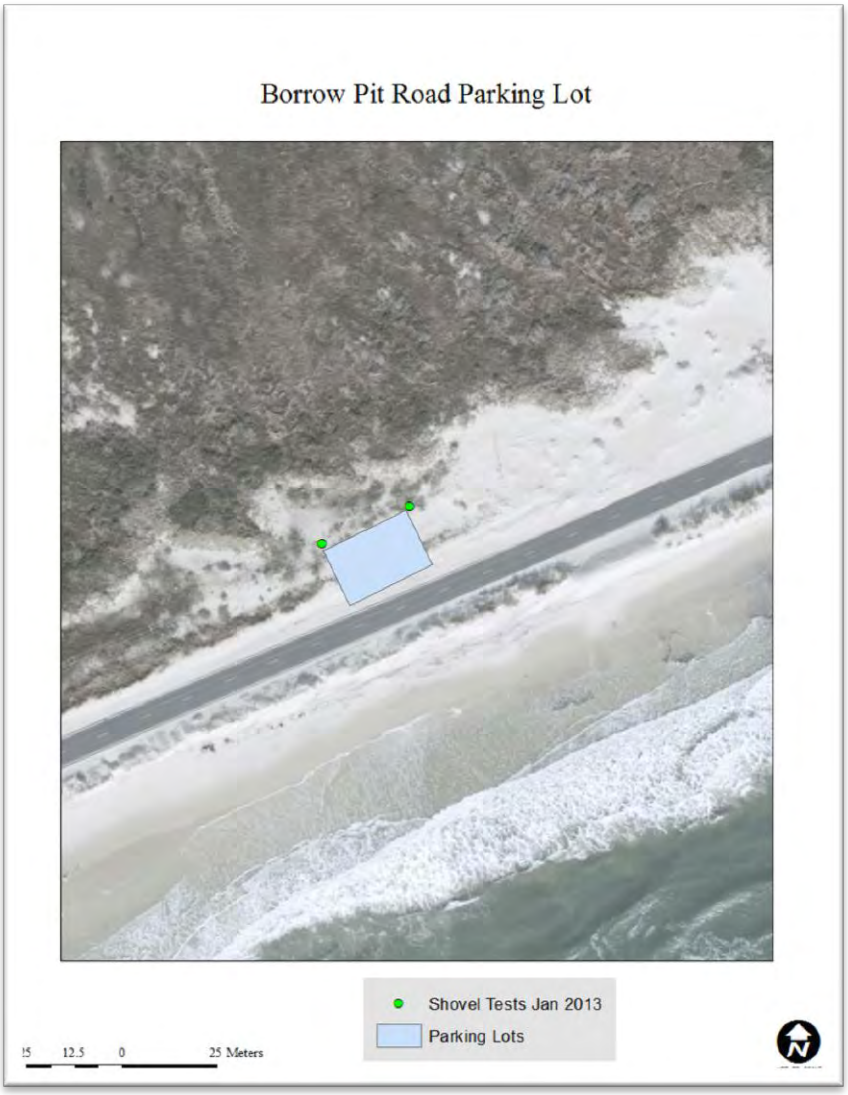

Figure 25. Borrow Pit Road Parking lot.

Conclusions and Recommendations

The shovel testing conducted during January 2013 resulted in the determination that no archeological sites would be affected by the actions proposed in the beach access EA. No further archeological testing or monitoring is recommended prior to project construction.