

Phase II and Phase III Project Cover Sheet

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REPORT INFORMATION:

1991 Munford, B.A.
Phase II Cultural Resources Investigation of Site 18PR404 the Surratts Road Site, Prince
George's County, Maryland.
Submitted to the Maryland State Highway Administration

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Research Firm/Institution:

GAI Consultants, Inc.
570 Beatty Road
Monroeville, PA 15146

Sites examined:

18PR404

Project Details:

Phase I

Phase II

Phase III

Project Justification:

The Surratts Road Site (18PR404) was recorded during a Phase I survey of the proposed Surratts Road Training Facility, which was conducted by the Highway Archeology Program of the State Highway Administration in June and July, 1990. Phase II testing was recommended because the cultivated portion of the site will be subject to heavy machinery disturbance during training sessions at the facility.

Project Objectives:

- Determine the site's vertical and horizontal extent within the limits of the proposed project impact area.
- Identify the chronological components represented at the site.
- Evaluate the potential of the site to yield information on artifact distribution and activity areas.
- Evaluate the potential of the site to yield preserved floral and faunal samples.
- Evaluate the potential of the site to yield information on prehistoric subsistence and settlement patterns.
- Determine the extent of post-depositional mixing and disturbance at the site. Assess the presence of stratified deposits.
- Determine the presence of intact subsurface features.
- Identify activities carried on at the site and the spatial arrangement of any activity areas.
- Identify vertically or horizontally stratified areas associated with specific occupation periods at the site.
- Determine the type of lithic resource exploitation represented at the site, and attempt to determine whether the resource exploitation changes over time.

Research Potential:

Phase II investigations of Site 18PR404 determined that the portion of the site that was threatened by the impact of the Surratts Road Training Facility did not have integrity or significant research potential due to the disturbances associated with cultivation. However, Phase II testing did identify two potentially significant areas which were outside of the proposed impact zone for the facility. It appears that, ultimately, the Maryland State Highway Administration decided not to move forward with construction of the Surratts Road Truck Training Facility at this location. Should either of these areas (vegetated areas to the north and south of the cultivated field at 18PR404) come under threat from future road improvements or development, Phase II testing is strongly recommended.