

***APPENDIX C***  
***ARCHEOLOGICAL AND CULTURAL REPORT***



## Negative Survey Form

(This form may be used if the Phase I guidelines have been followed and no cultural resources have been identified.)

### 1. Project Identification:

ER Number **2023PR02544**

Project Name &/or Agency Tracking #: Section 510 Plum Creek Stream Restoration Feasibility Study

Agency: U.S. Army Corps of Engineers, Baltimore District (USACE) Applicant: N/A

Preparers Name and affiliation: Ethan A. Bean, USACE

Date Prepared: January 2024

Project Area County/Municipality (list all)

County	Municipality
Adams	Conewago Township; outside McSherrystown

### 2. Project Setting: (check all that apply)

- ☐ urban/suburban; ☒ rural  
☐ upland; ☒ floodplain/terrace (☐ active ☒ stable terrace)

7.5" USGS Quadrangle(s) Name (list all):

Name	Date
Gettysburg (1:62,500)	1908
McSherrystown (1:24,000)	1944, 1968, 1973, and 1990

Physiographic Zone(s)(list All. Use DCNR Map 13 compiled by W.D. Sevon, Fourth Edition, 2000.):

Physiographic Zone
Piedmont Lowland Section of the Piedmont Province

Project Area Drainage(s), (list all) (Sub-basin and Watershed can be obtained from CRGIS):

Sub-basin	Watershed	Major Stream	Minor Stream
Lower Susquehanna River	Conewago Creek	South Branch Conewago Creek	Plum Creek

### 3. Basic Field Conditions:

(Text fields will expand as needed. Please be complete)

Area of APE / Project Area in hectares: 4.32 Hectares tested: 4.32

**General Description of APE / Project Area:** The APE is located in an open recreational/park complex southwest of McSherrystown, Pennsylvania and is situated in a northwest to southeast orientation along either side of Plum Creek. The APE is sectioned into two parts by the approximately east to west oriented Airport Road. The northern extent of the APE, north of Airport Road, consists of a vegetated and wooded floodplain area, while the APE south of Airport Road consists of cleared athletic fields and fill deposits associated with the defunct Hanover Airport (e.g., runway, construction fill, etc.). An open floodplain area is also south of the runway. Immediately west of the APE is a converted storage facility, parking lot, and an eighteenth-century farmhouse. North, east, and west

of the APE are open agricultural fields, while another vegetated and wooded area is located south of the APE. Suburban neighborhoods are located beyond these open fields and vegetated areas to the north, east, and west.

The APE is an approximately 4.32-hectare area consisting of approximately 2,000 linear feet of proposed stream restoration of Plum Creek and associated access and staging areas. The purpose of the stream restoration is to reconnect Plum Creek with its floodplain, which will be accomplished by creating a new sinuous channel immediately southwest of the previously channelized Plum Creek.

**Type of Proposed Project / Impact:** Stream Restoration

**Date of field investigation(s):** various days between July 17 – August 4, as available.

**Description of Field Conditions including percentage of surface visibility:**

The vast majority of the APE consisted of flat grassy and/or wooded areas and had less than 5% surface visibility. Exceptions to this characterization included the area of fill east of the parking lot and various locations of exposed ground in the southern extent of the APE.

**4. Previously Recorded Archaeological Sites within APE / Project Area and not relocated by this project:**

PASS Site Number	Reason not re-located
36AD0063	<p>The current site boundary is an approximation based on a 1976 informant survey of collectors and farmers. The site boundary within the APE occurs within the Dunning soil series, which is a very poorly drained hydric soil that would typically possess a low probability for archaeological sites (as exhibited by the low to moderate probability designation in the APE north of Airport Road that also occurs within the Dunning soil series). Additionally, no cultural material, other than modern fill debris, was observed during the field investigation.</p> <p>It is likely that the site boundary is confined to the area south/southeast of the APE within the moderately well drained, non-hydric and less disturbed Lindside soil series. Additionally, the site form lists "Utz Potato Chips" as the property owner at the time of the informant survey. The Utz corporation never owned any land now within the APE; however, they have and continue to own the land immediately south/southeast of the APE. Lastly, if Site 36AD0063 did exist within the APE, it would have also likely been disturbed by grading and fill activities from creation of the Hanover Airport and its associated features.</p>

**5. Survey Methodology:** (check all that apply to the entire project; attach any supporting documents)

☒ PASS file Research ☐ Contacted Local Historical Association/Commission/Park/Etc.  
☒ Informant Data ☒ Historic Records/Maps/Photos ☒ SCS Soil Maps  
☒ Surface Survey ☒ Geomorphological Borings ☒ STPs  
☐ Test Units ☐ Geomorphological Trenches ☐ Remote Sensing  
Other: \_\_\_\_\_

Professional Geomorphologist was ☐ Present ☒ Not Present During Field Investigations

Name: \_\_\_\_\_ Affiliation: \_\_\_\_\_

Formal Geomorphological Report Prepared: ☐ Yes ☒ No

**6. Results:** (Describe both the design and the results of every methodology checked in 5. Include the size and condition of the area tested by each. )

The methodology for researching and testing the APE involved background research, a site visit, and field testing. These components, encompassing the methodologies listed in Section 5 (Survey Methodology), are discussed in more detail below.

#### Background Research

Background research of the APE included reviewing PASS file data contained within PA-SHARE; speaking with Conawengo Township staff familiar with the APE; reviewing historic records, maps, and aerial imagery; and examining current soil data hosted within the USDA-NRCS' Web Soil Survey.

Seven previously identified archaeological sites are located within one mile of the APE. Only one, 36AD0063 is located within the APE. All seven sites are listed as precontact open habitation sites and were documented as part of PHMC's 1976 informant survey. Prior to testing 36AD0063 as part of this investigation, none of the seven sites had been formally tested to delineate site boundaries or stratigraphy (PA-SHARE 2023).

A review of historic records, maps, and aerial imagery reveal that the APE was agricultural land up to the 1970s when the majority of the associated parcel was transformed for use as the Hanover Airport. Hopkins' 1858 Map of Adams County shows a dwelling associated with "D. Wortz" along the west side of "Plumb" Creek (Hopkins and Smith 1858). Based on deed books and agricultural census data, this corresponds to David Wortz, who owned a 104-acre farm (80 improved, 24 unimproved) from 1850 to 1871 (NARA 1850; Adams County Recorder of Deeds 1871). North of the Wortz dwelling, but on the east bank of "Plumb" Creek is a sawmill followed by a dwelling associated with B. Heindel north of that (Hopkins and Smith 1858).

Additional details of "Plumb" Creek and the surrounding area are shown in the 1872 Atlas of Adams County, exemplified by a potential sawmill headrace north of the creek, access roads, and further development of McSherrystown to the north (I. W. Field & Company 1872). The dwelling previously associated with David Wortz is designated as "J. Waltman." The Wortz family deeded the property to Jesse Waltman in 1871, and it remained in the Waltman family until 1923 (Adams County Recorder of Deeds 1850, 1871, and 1915).

The earliest aerial imagery of the APE was collected in 1937 and provides a characterization of the landscape prior to Plum Creek's channelization and creation of the Hanover Airport. North and south of Airport Road are open agricultural fields. Although Plum Creek shows an increasingly meandering pattern overall, the greatest meander begins just north of the present-day runway and flows south-southwest before turning to the east. The APE's southern extent, within the previously described meander, is wooded (USDA 1937).

Aerial imagery collected in 1949 shows a similar characterization as the 1937 imagery; however, the APE's southern extent, is increasingly more vegetated (USDA 1949). Imagery from 1952 provides a glimpse into the extent of plowing throughout the APE, represented by northwest-southeast oriented scars south of Airport Road (NETR 2023). By 1957, an access road was constructed from the Wortz farmhouse to Airport Road in a northeast-to-southwest direction. The APE's southern extent, within the previously existing meander, remained wooded (USDA 1957).

Plum Creek appears to have been channelized by 1971. Aerial imagery shows a relatively straight channel moving south of Airport Road, with the previously existing meander having been filled. The imagery also shows ground disturbance east of the brick farmhouse as well as at the southern extent of the APE where tree clearing and grading appear to have occurred. A runway for the Hanover Airport bisects the APE in an east-to-west orientation by this time. The APE north of Airport Road appears relatively unchanged (USDA 1971).

Aerial imagery from 1981 to the present reveals the extent of disturbance between Airport Road and the Hanover Airport runway. In 1981, the majority of this area was graded and used for stockpiling, possibly in preparation of a warehouse that



was constructed by 1988. In 1988 imagery, a larger portion of this area appears graded and used for stockpiling. This characterization continues until the 2007 imagery when stockpiling continues, but the overall area is covered in grass. From 1981 to present, the APE north of Airport Road grows increasingly more vegetated, and the area south of the runway remains an open field. The only other recent landscape alteration occurred between 2017 and 2019 and consists of a trench dug through the runway to daylight Plum Creek (NETR 2023).

Additional background research included speaking with Conewago Township grounds and facilities staff while conducting the site visit. Township staff discussed their routine maintenance activities, such as field mowing and clearing debris from Plum Creek via mechanical excavator. When referring to previous land use, the staff mentioned that the landscape was heavily altered and covered with hazardous debris prior to their purchase of the property in 2013; however, specific alterations were not mentioned.

Lastly, USACE cultural resources staff reviewed soil data hosted within the USDA NRCS' Web Soil Survey. The entirety of the APE is located within the Dunning silt loam soil series, which consists of a very poorly drained hydric soil found on flood plains and in ponded areas. The series formed from slack water and recent fine-textured alluvium originating from limestone hillsides. Moving down through the pedon, the typical Dunning profile includes a very dark gray (10YR 3/1) silt loam Ap horizon from 0 to 9 inches; a very dark gray (10YR 3/1) silty clay loam Ag horizon with strong brown (7.5YR 5/8) masses of oxidized iron from 9 to 15 inches; a dark gray (2.5Y 4/1 or 10YR hue) silty clay loam Bg1 horizon with very weakly cemented strong brown (7.5YR 5/8) masses of oxidized iron from 15 to 28 inches; a dark gray (2.5YR 4/1 or 10YR hue) silty clay Bg2 horizon with black (10YR 2/1) nodules and dark brown (7.5YR 3/3) and strong brown (7.5YR 5/8) masses of oxidized iron from 28 to 48 inches. The last horizon consists of a gray (2.5Y 5/1 or 10YR hue) silty clay Cg horizon with black (7.5YR 2.5/1 or 10YR hue) nodules and dark brown (7.5YR 3/3) and strong brown (7.5YR 5/8) masses of oxidized iron from 48 to 96 inches. Redoximorphic features are typically documented throughout the profile, and clay content, structure, and plasticity tend to increase downward. The depth to water table is generally 0 to 6 inches (NRCS 2023).

Prior to the site visit, 209 shovel test pits (STPs) were plotted over aerial imagery using ESRI's ArcGIS Pro version 3.1. The STPs were placed in 50-foot intervals to cover the extent of the APE and were oriented approximately parallel with Plum Creek. STPs were also placed at 25-foot intervals in various locations to cover the full extent of the proposed stream alignment.

### Site Visit

USACE cultural resources staff visited the project area on July 17<sup>th</sup>, 2023, to conduct an initial pedestrian survey. The goals of the pedestrian survey were to:

- document the extent of previous disturbance shown in historic aerial imagery; and,
- determine the extent of surface visibility within the APE; and,
- document any disturbance not previously identified during background research.

The pedestrian survey began south of Airport Road, east of the hangar, and west of Plum Creek. A large area of fill associated with the Hanover Airport was located between the hangar and Plum Creek and extends southeast towards the runway. Although the fill landform was mostly vegetated (grass), areas of asphalt were noted throughout (Photographs 1 through 3). At the southern extent of the fill landform was a large debris pile consisting of backdirt, construction gravels, and fragments of modern artifacts such as brick, glass, and plastic (Photograph 4 and 24). This debris pile was interpreted as a possible backdirt pile from when Plum Creek was exposed along the runway. South of the debris pile was a gravel access road extending to the east (Photograph 20).

South of the fill landform was an approximately 260-foot-wide runway associated with the Hanover Airport. Small patches of bare soil and gravels were noted along the runway (Photograph 12); however, the vast majority of it was vegetated with no surface visibility. Towards the runway's eastern extent within the APE was the previously mentioned exposure of Plum Creek. This consisted of an approximately 23-foot by 55-foot excavated section with two large pipes placed within it (Photograph 19). The runway's western extent consisted of areas converted to athletic fields (Photograph 10).

South of the runway was an open floodplain area situated approximately four feet above Plum Creek (Photograph 9). Visibility along this landform was also extremely low (less than 5 percent) due to grassy vegetation. At the southern extent was a dirt debris pile (Photograph 6) possibly remnant from Hanover Airport construction activities shown in aerial imagery.

Areas east of Plum Creek, north and south of the runway, appeared as open vegetated fields (Photographs 17, 18, and 23). Closer to Airport Road was an elevated area of fill remnant of activities shown in 1992 and 2007 aerial imagery (Photograph 21).

North of Airport Road, and east of Plum Creek, was an elevated berm moving along the length of the APE at this location (Photograph 29). The berm sloped towards the creek and was interpreted as a retention (possibly stormwater) feature associated with a neighborhood community to the northeast.

The portion of the APE west of Plum Creek in this area was relatively open but showed some evidence of prior maintenance activity and disturbance in the form of vehicle tracks and gravel patches (Photograph 31).

### Field Testing

As mentioned previously, 209 STPs were plotted prior to the site visit to cover the extent of the APE. Although the PA pre-contact probability model shows that the southern half of the APE is within the high sensitivity tier, this is presumably due to the presence of the unverified Site 36AD0063 in that area. When considering previous disturbance and soil characteristics, it may be more likely that the APE is wholly within a low to moderate sensitivity tier, as is the case with the APE's extent north of Airport Road. However, due to the presence of Site 36AD0063, a testing methodology of 50-foot interval STPs was utilized throughout the course of the project. STPs were also placed at 25-foot intervals in various locations to cover the full extent of the proposed stream alignment. STPs were not placed within the fill landform due to the perceived depth of fill and previous disturbance in this location. STPs were also not placed in other areas where historic aerial imagery showed previous disturbance, such as along the APE's eastern boundary, the gravel road in the central portion of the APE, and Airport Road. STPs were attempted within the runway; however, a dense layer of fill caused either shallow excavations or refusal at the surface (as is the case with STPs 6, 7, 8, 9, 15, 17, 16, 80, 81, 82, 88, 121, 122, 123, 130, 159, 160, 161, 169, 204, and 205). In total, 82 STPs were excavated as part of the investigation, primarily focused on the APE north of Airport Road and its southern extent.

STPs were 22 inches in diameter and were excavated by hand following natural stratigraphic levels within the profile. STPs were excavated to at least 4 inches into culturally sterile subsoil or until refusal associated with previous fill activities. Additionally, a 4-inch-diameter bucket auger was used at the bottom of all STPs to 1) confirm the stratigraphy documented at the bottom of each STP, and 2) to assess the presence of buried horizons. All excavated soils were screened through 0.25-inch wire mesh. A standardized form was used to record strata depths, profile drawings, Munsell color, soil texture, soil structure, inclusions, and presence or absence of cultural material. Characteristics such as the presence of clay films and gravel shape were also noted. Modern debris within the A horizon, such as plastic, was noted and discarded in the field. All STPs were backfilled upon completed documentation.

STPs north of Airport Road documented a gleyed, saturated floodplain with redoximorphic (redox) features in every STP. STPs generally had a 0.3-foot-thick friable Ap horizon of dark brown (10YR 3/3) silt loam overlying a 1.3-foot-thick Bt1 horizon of dark yellowish brown (10YR 4/4) silty clay loam with a blocky structure and clay films. Underlying the Bt1 horizon was a 1.0-foot-thick Bt2 horizon of mottled yellowish brown (10YR 5/6) and weak red (2.5Y 4/2) silty clay with blockier structure and clay films. Underlying the Bt2 horizon was a 0.7-foot-thick layer of very dark gray (10YR 3/1) and gleyed wet and sticky sandy clay alluvium with approximately 60 to 70 percent rounded gravels. Modern plastic was documented within the Ap horizon of STPs 55, 56, 58, 99, 135, and 137; however, this debris was discarded in the field.

STPs within, or adjacent to, the runway documented fill activities as noted in historic aerial imagery. STPs generally had a 0.3-foot-thick A horizon of dark brown (10YR 3/3) silty clay loam overlying a 1.5-foot-thick layer of fill material before refusal. The fill material was predominately brownish yellow (10YR 6/8), but it was mottled with reddish yellow (7.5YR 7/8) material. These STPs typically included asphalt and/or gravels within the upper strata and fill layers.

STPs south of the runway documented a gleyed, saturated floodplain with redox features in every STP. STPs generally had a 0.4-foot-thick Ap horizon of yellowish brown (10YR 5/4) silty clay loam with approximately 5 percent gravels noted within the soil matrix. Underlying this was a 1.8-foot-thick Bt1 horizon of yellowish brown (10YR 5/4) silty clay with decreasing amounts of gravels. Underlying this was a 1.0-foot-thick Bt2 horizon of mottled gray (10YR 5/1) and yellowish red (5YR 5/6) clay with blocky structure. Modern plastic was documented within the Ap horizon of STP 50; however, this debris was discarded in the field.

### Summary and Recommendations

USACE cultural resources staff conducted a Phase I archaeological investigation in advance of the Plum Creek Section 510 Stream Restoration Project outside McSherrystown, Pennsylvania. A pedestrian survey, informant interview, and subsurface testing was completed within the APE. Previous aerial imagery reveals that the majority of the APE has been disturbed by activities associated with the Hanover Airport. Additionally, the investigation confirmed the presence of gleyed and saturated soils within the APE. A total of 82 STPs were excavated within the APE. The previously documented Site 36AD0063 was not re-located, nor were any other archaeological sites identified within the APE. No additional work is recommended within the APE.

**7. Statewide Pre-Contact Probability Model Analysis:** (Use the model from CRGIS to determine portions of the project area that were located within each sensitivity tier and list all testing methods used within each tier. If more than one method was used, estimate the percentage of the tier tested by each method. In the Sites Located section, include Isolated Finds for which a number is assigned.)

Sensitivity Tier	Area within this Tier	Percent of Total Project Area	Method(s) Used to test this tier (Use list from 5 above. Include % if multiple. )	Number of Sites Located
High	31,070 sq. m. (7.68 acres)	76.5 %	Surface survey; STPs; 4-inch diameter auger	0
Moderate	6,947 sq. m. (1.72 acres)	17.1 %	Surface survey; STPs; 4-inch diameter auger	0
Low	2,573 sq. m. (0.64 acres)	6.4 %	Surface survey; STPs; 4-inch diameter auger	0

### **8. Required Attachments:**

- ☒ 7.5' USGS Quadrangle Map delineating APE / Project Area
- ☒ Project map showing testing strategy(ies)
- ☒ Testing strategy justification / predictive model
- ☒ Supporting photographs with descriptions of view and view direction
- ☐ Engineering / Project Plans if prepared
- ☐ Geomorphological Report if prepared
- ☒ Representative excavation profiles and descriptions

List all other attachments to this Negative Survey Form:

Attachment Type
Appendix A – Map Appendix
Appendix B – Photograph Appendix

**References**

## Adams County Recorder of Deeds

1850 Deed Book 74, Page 192. Pennsylvania. Adams County. Deed Books 1800-1936. Office of the Recorder of Deeds, Adams County.

1871 Deed Book 95, Page 241. Pennsylvania. Adams County. Deed Books 1800-1936. Office of the Recorder of Deeds, Adams County.

1915 Deed Book 95, Page 300. Pennsylvania. Adams County. Deed Books 1800-1936. Office of the Recorder of Deeds, Adams County.

## Hopkins, Griffith and Robert Smith

1858 *Map of Adams Co., Pennsylvania*. Philadelphia: M.S. & E. Converse, Publishers. Accessed at <https://www.loc.gov/item/2004629149/>. Accessed on July 1, 2023.

## I. W. Field &amp; Company

1872 *Atlas of Adams County*. I. W. Field & Company. Accessed at <https://historicmapworks.com/Atlas/US/7082/Adams+County+1872/>. Accessed on July 1, 2023.

## National Archives and Records Administration (NARA)

1850 National Archives, Washington. Record Group 029, National Archives and Records Administration, General Services Administration. Federal Decennial Census, 1850, Adams County, Conewago Township.

## Nationwide Environmental Title Research, LLC (NETR)

2023 *Historic Aerials*. Accessed at <https://www.historicaerials.com/>. Accessed on July 1, 2023.

## Natural Resources Conservation Service (NRCS)

2023 *Web Soil Survey*. Accessed at <https://websoilsurvey.nrcs.usda.gov/app/>. Accessed on July 1, 2023.

## Pennsylvania Historical and Museum Commission

2023 *Pennsylvania Historic & Archaeological Resource Exchange*. Accessed at <https://share.phmc.pa.gov/pashare/landing>. Accessed on July 1, 2023.

## United States Department of Agriculture (USDA)

1937 Aerial photograph ahc0437. Taken on July 28, 1937. Accessed at <https://datacommons.maps.arcgis.com/apps/View/index.html?appid=10af5f75f9f94f01866359ba398cb6a9>. Accessed on July 1, 2023.

1949 Aerial photograph ahc\_2f\_43. Taken on September 26, 1949. Accessed at <https://datacommons.maps.arcgis.com/apps/View/index.html?appid=10af5f75f9f94f01866359ba398cb6a9>. Accessed on July 1, 2023.

1957 Aerial photograph ahc\_6r\_29. Taken on September 25, 1957. Accessed at <https://datacommons.maps.arcgis.com/apps/View/index.html?appid=10af5f75f9f94f01866359ba398cb6a9>. Accessed on July 1, 2023.

1971 Aerial photograph ahc\_3mm\_200. Taken on August 13, 1971. Accessed at <https://datacommons.maps.arcgis.com/apps/View/index.html?appid=10af5f75f9f94f01866359ba398cb6a9>. Accessed on July 1, 2023.

**APPENDIX A**

**HISTORIC MAPS**

**AERIAL IMAGERY**

**USDA NRCS SOIL MAP**

**STP MAPS**





Figure 1. Project area vicinity as shown in Hopkins and Smith's 1858 *Map of Adams County, Pennsylvania*.

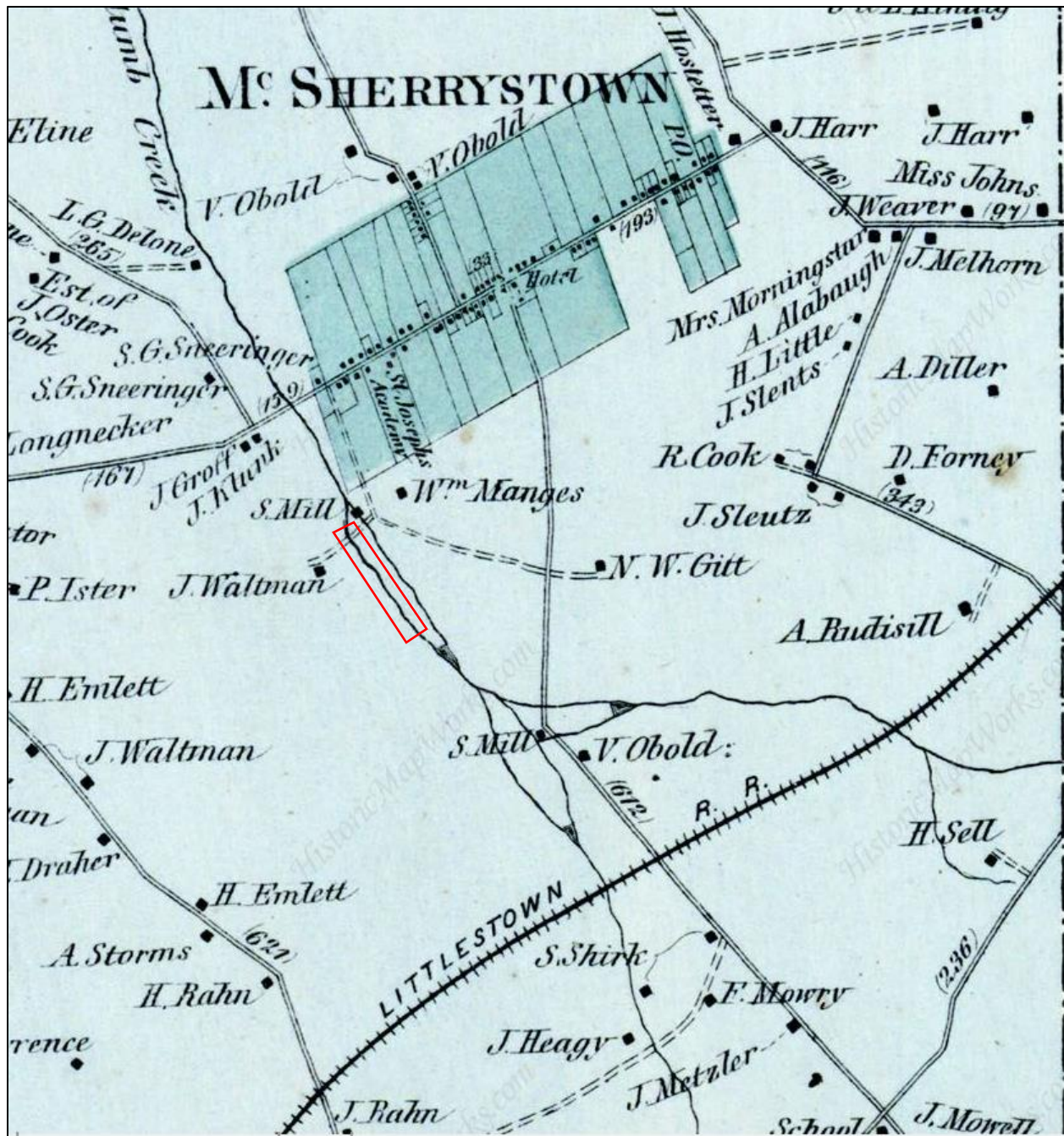


Figure 2. Project area vicinity as shown in I. W. Field & Company's 1872 Atlas of Adams County.





Figure 3. 1908 USGS topographic map, Gettysburg quadrangle (1:62,500).

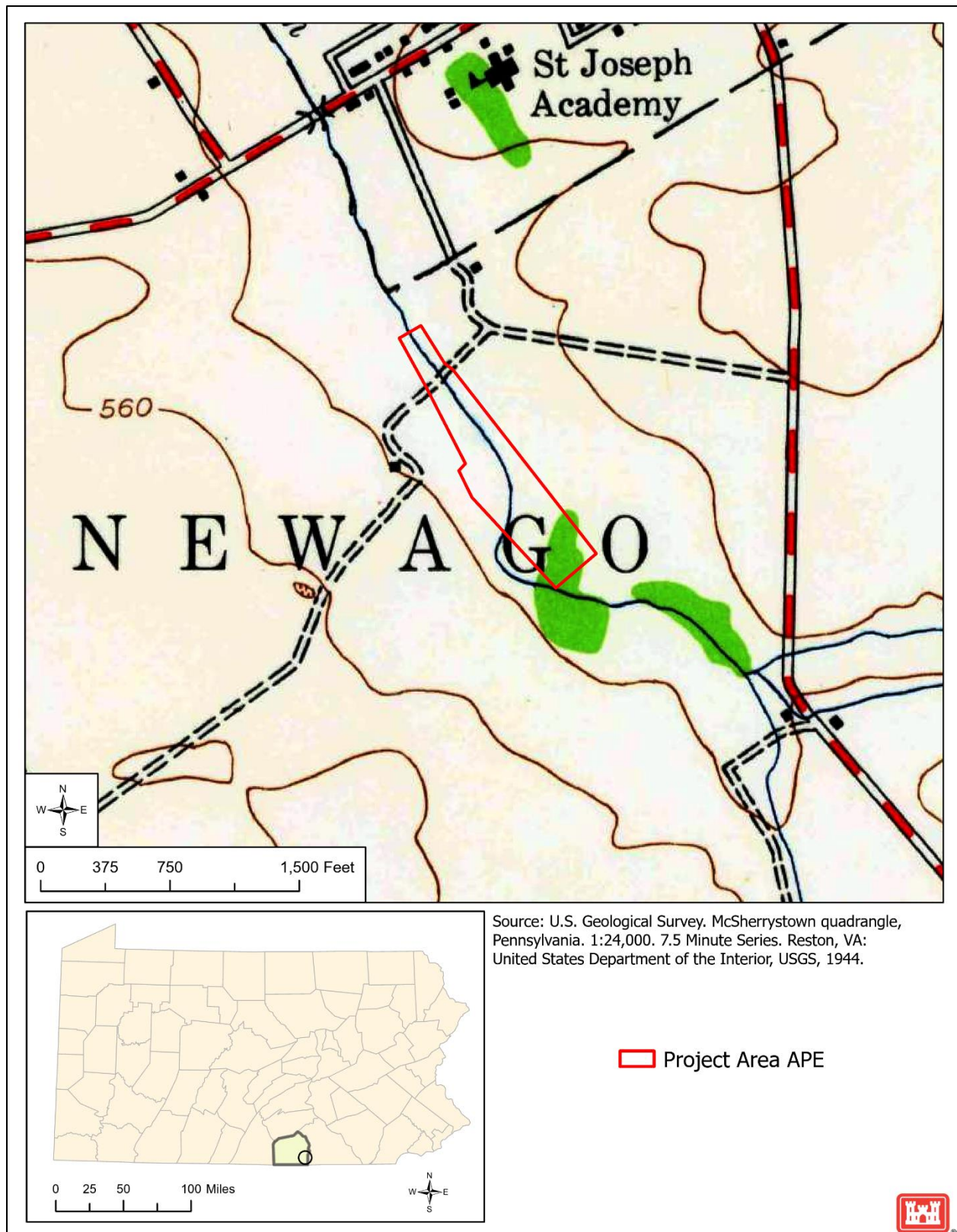


Figure 4. 1944 USGS topographic map, McSherrystown quadrangle, prior to the channelization of Plum Creek.



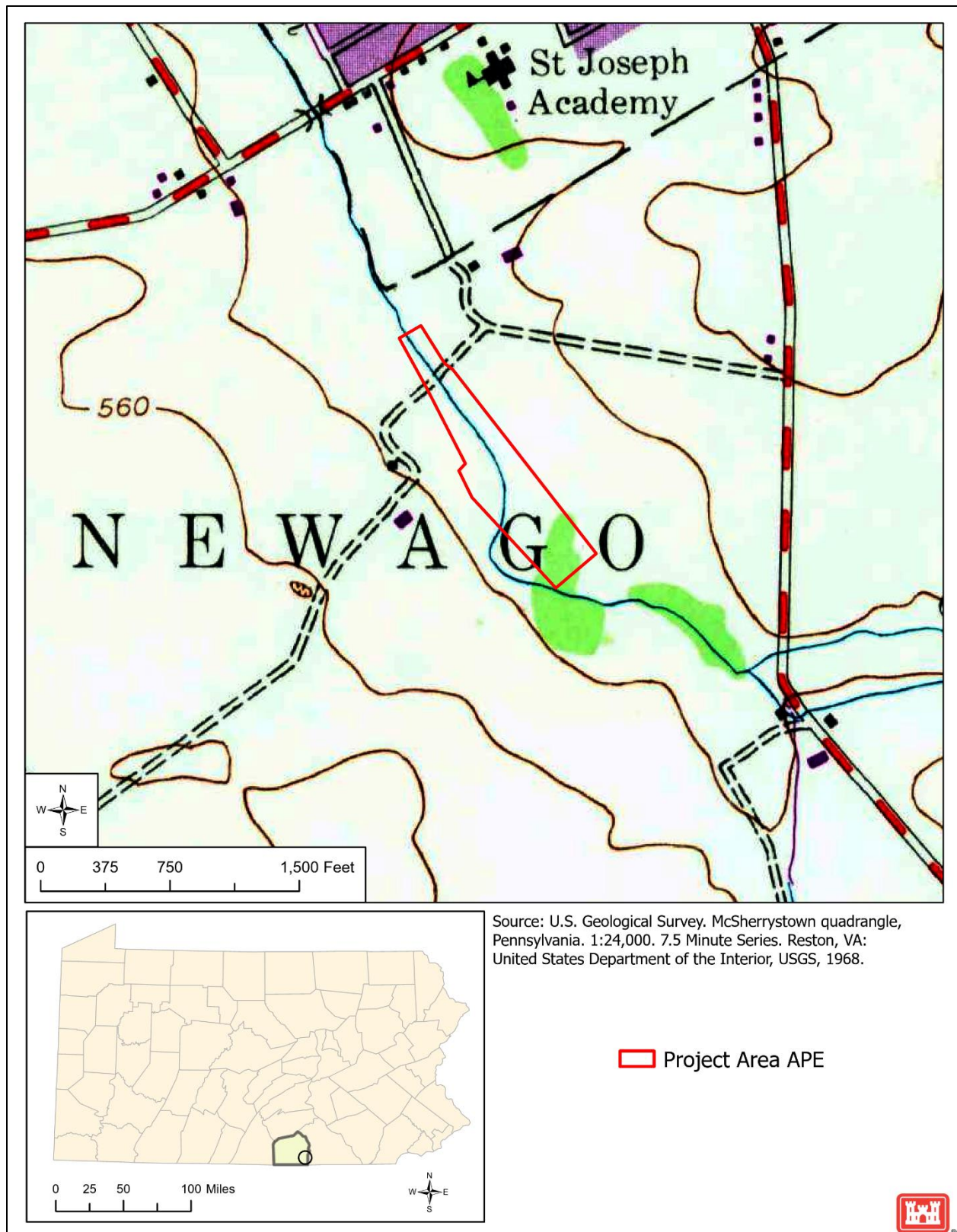


Figure 5. 1968 USGS topographic map, McSherrystown quadrangle, prior to the channelization of Plum Creek.

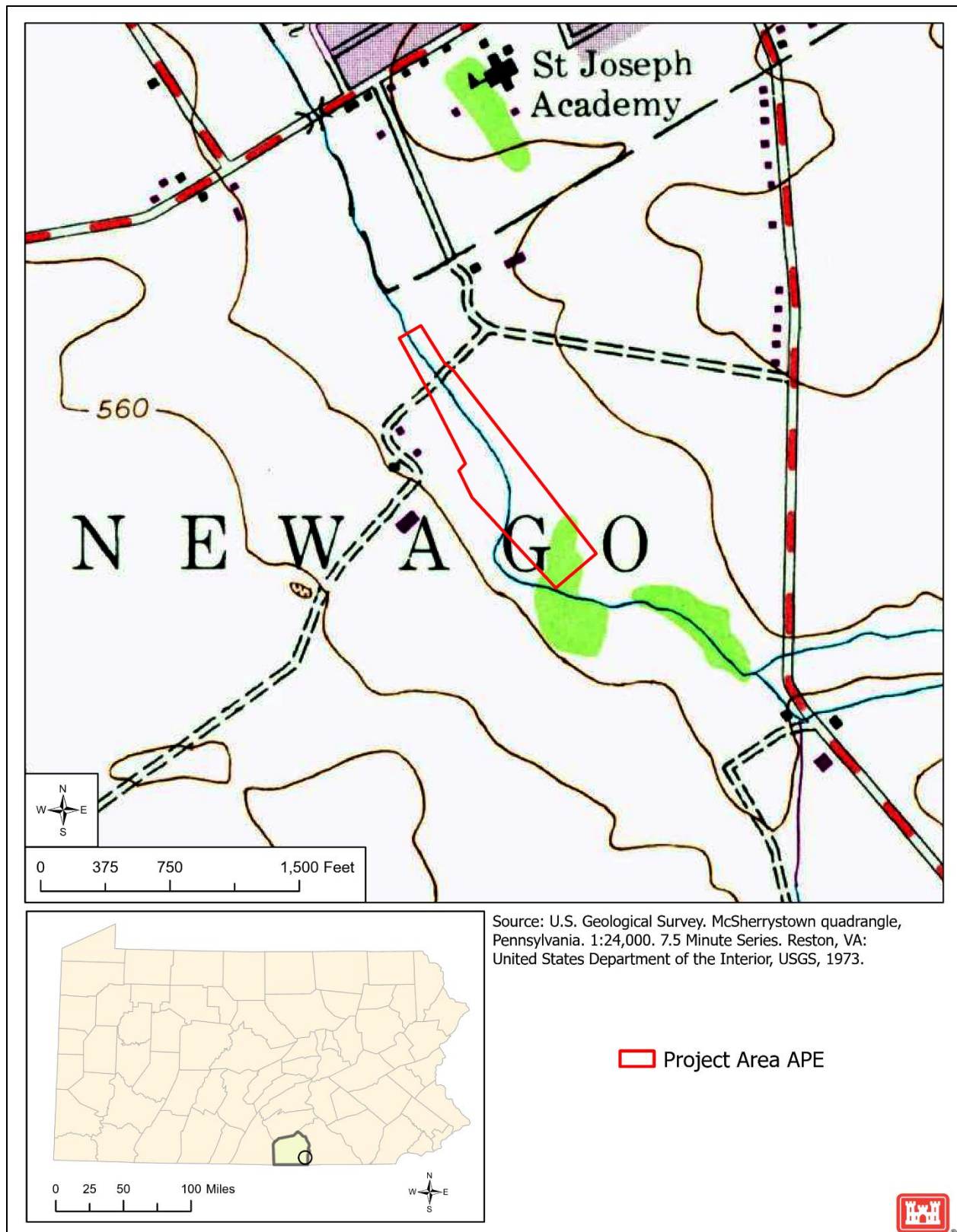


Figure 6. 1973 USGS topographic map, McSherrystown quadrangle, prior to the channelization of Plum Creek.



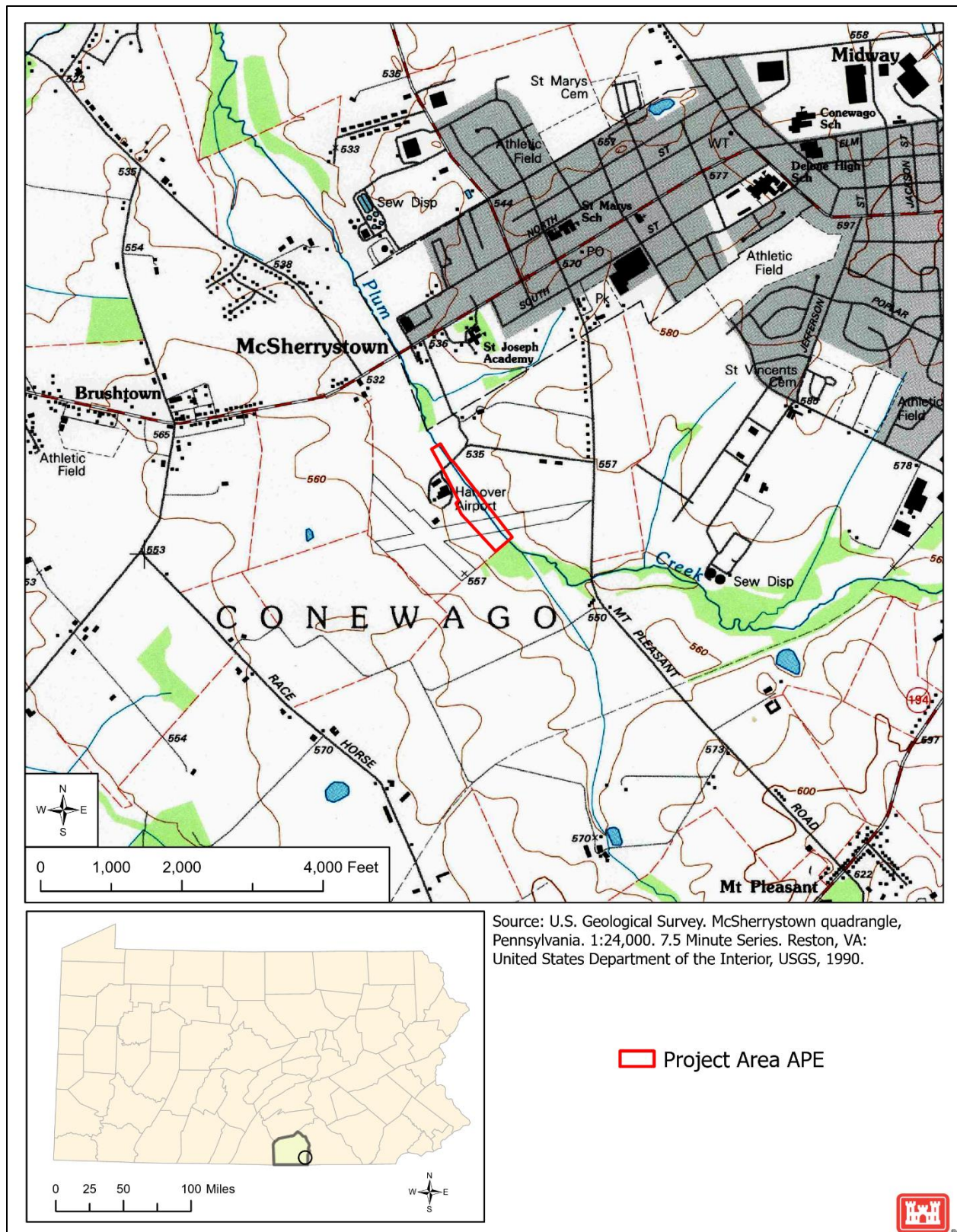


Figure 7. 1990 USGS topographic map, McSherrystown quadrangle, showing the channelization of Plum Creek and presence of Hanover Airport.

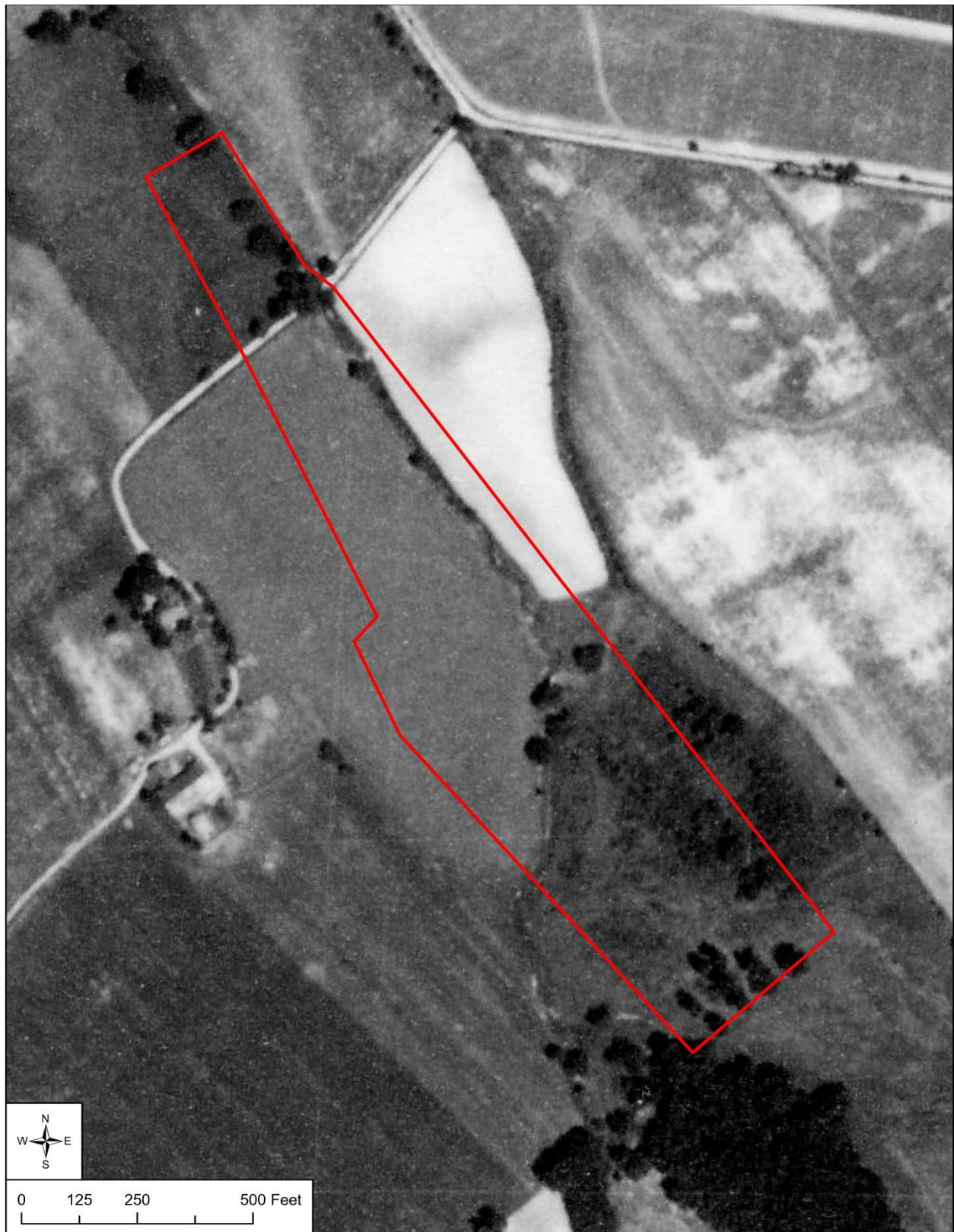


Figure 8. APE as shown in 1937 aerial imagery. Source: USDA, 1937.



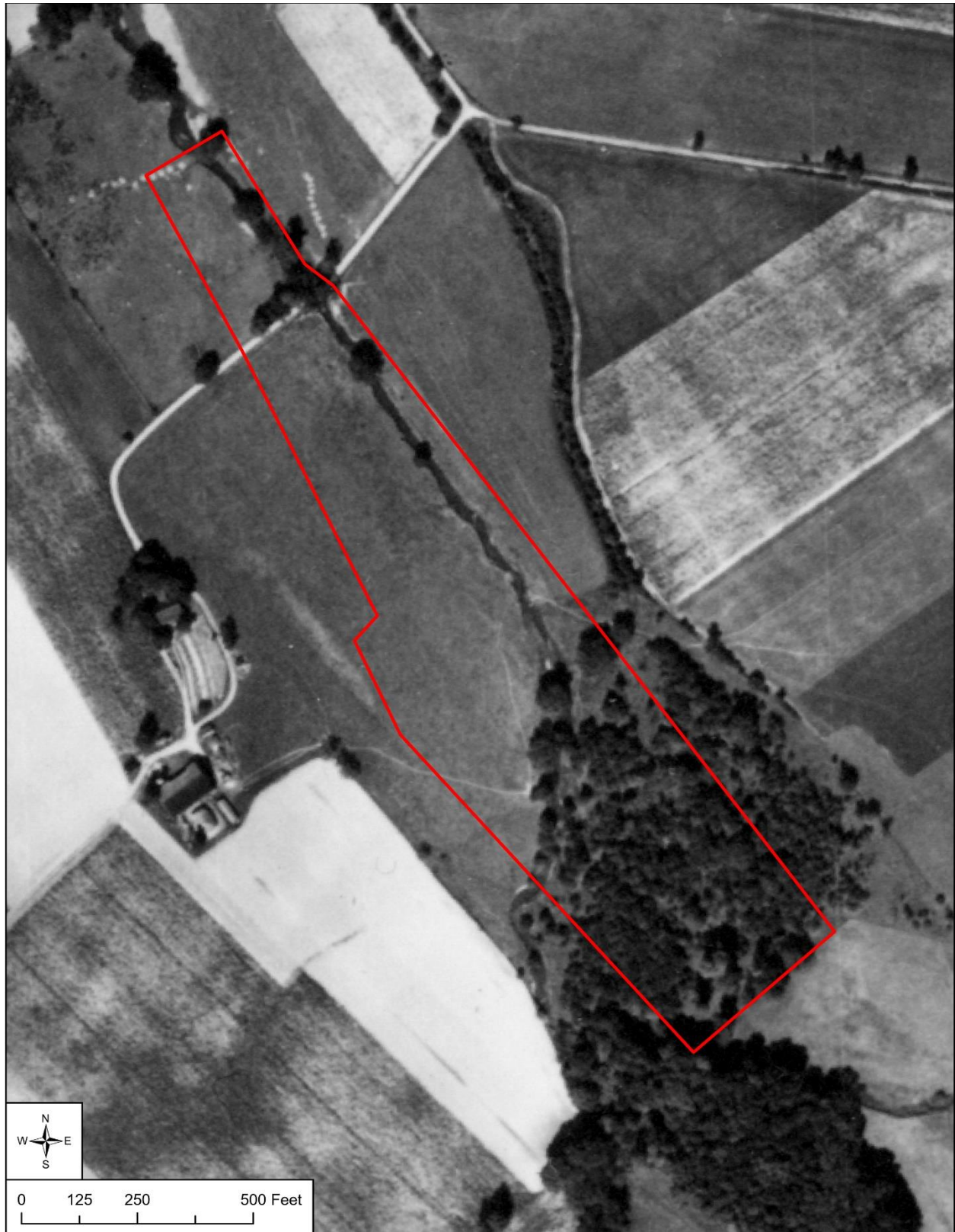


Figure 9. APE as shown in 1949 aerial imagery. Source: USDA, 1949.





Figure 10. Project area vicinity as shown in 1952 aerial imagery. Source: NETROnline.



Figure 11. APE as shown in 1957 aerial imagery. Source: USDA 1957.





Figure 12. Project area vicinity as shown in 1968 aerial imagery. Source: NETROnline.

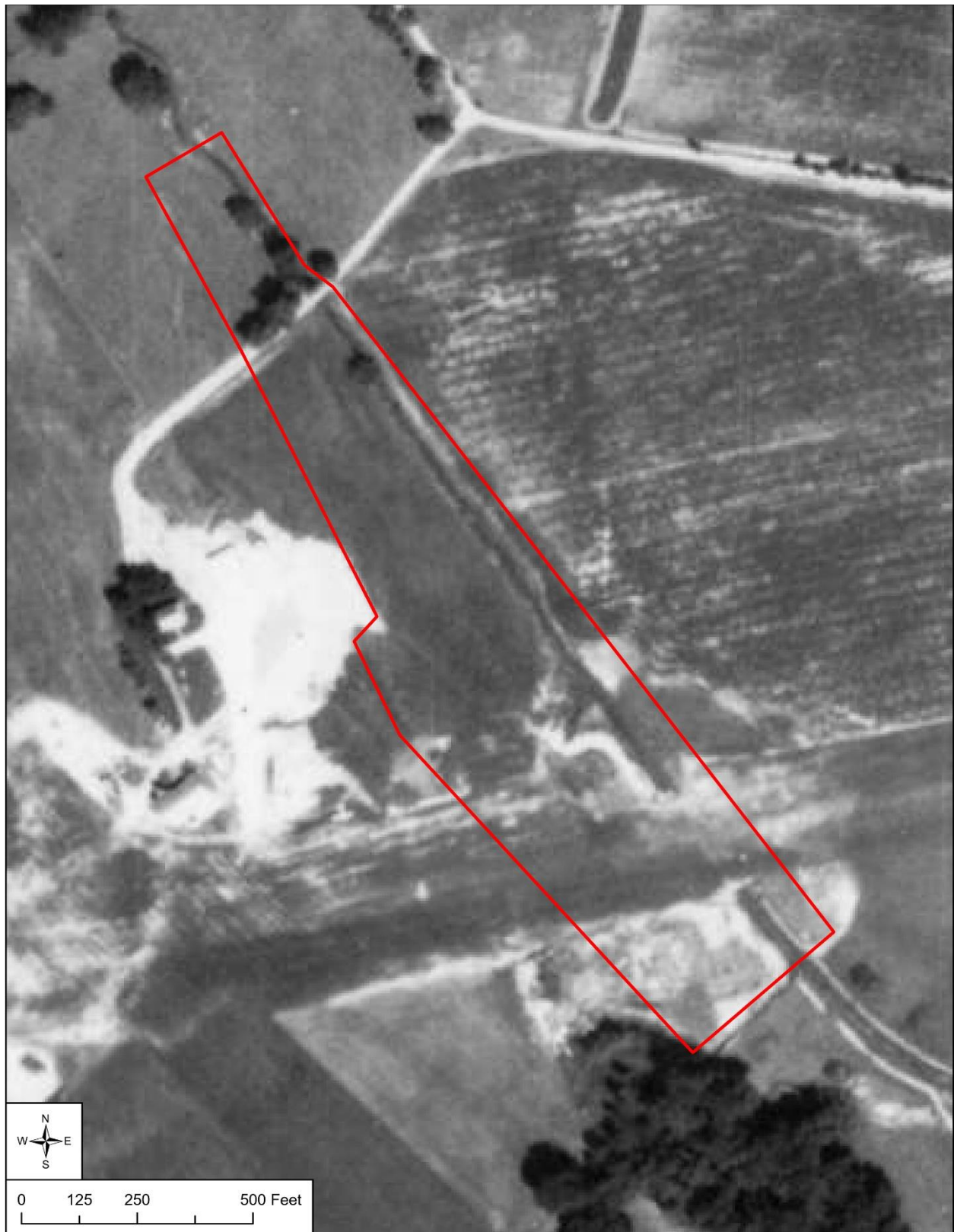


Figure 13. APE as shown in 1971 aerial imagery. Source: USDA, 1971.

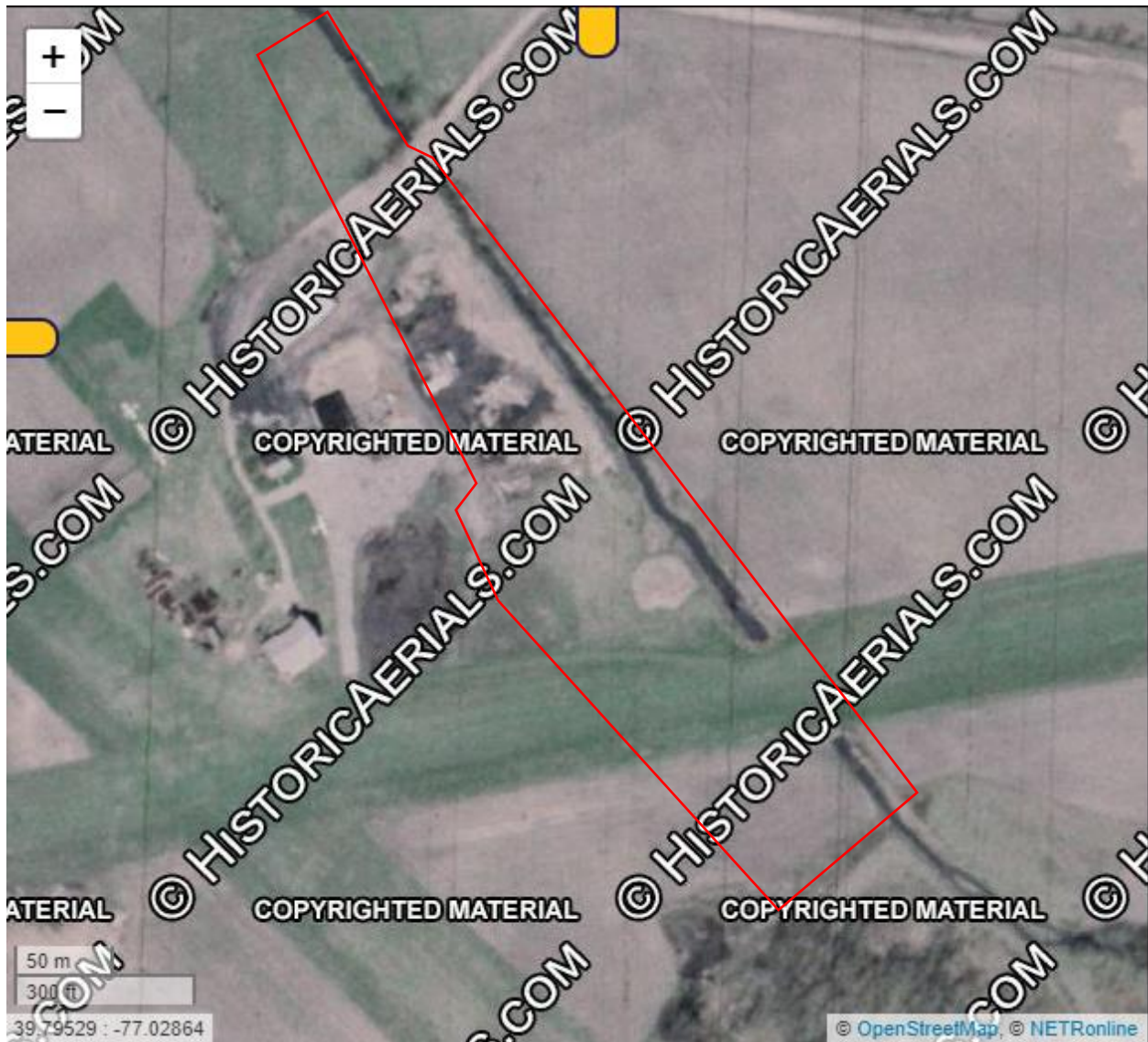


Figure 14. Project area vicinity as shown in 1981 aerial imagery. Source: NETROnline.





Figure 15. Project area vicinity as shown in 1988 aerial imagery. Source: NETROnline.



Figure 16. Project area vicinity as shown in 1992 aerial imagery. Source: NETROnline.



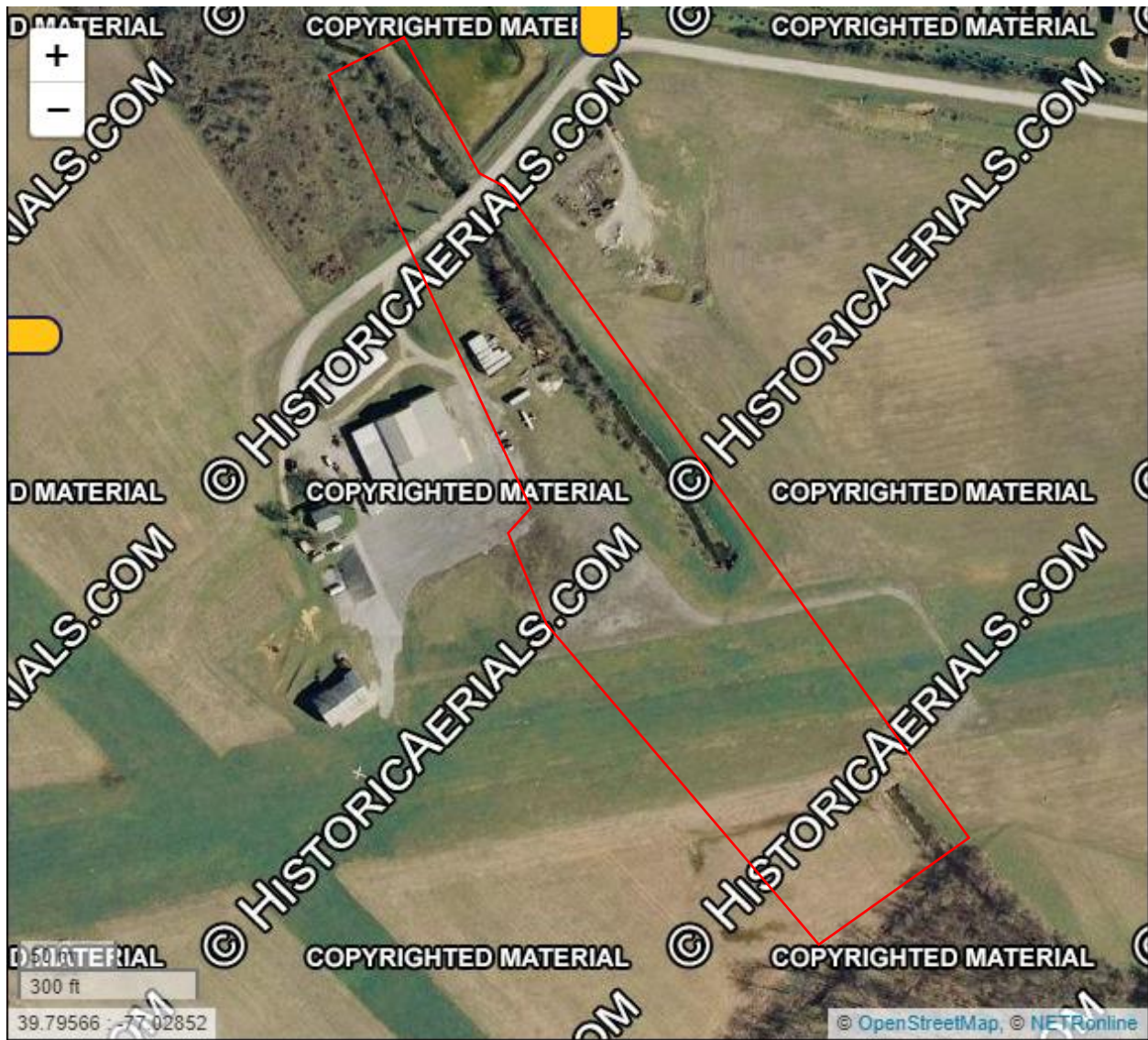


Figure 17. Project area vicinity as shown in 2007 aerial imagery. Source: NETROnline.



Figure 18. Dunning silt loam (Dy) soil series located within the APE. Source: USDA NRCS Web Soil Survey, 2023.





Figure 19. APE map showing excavated and unexcavated STPs.





Figure 20. APE map showing excavated and unexcavated STPs, labeled.





Figure 21. APE map showing positive STPs (all modern plastic).

**APPENDIX B**

**PHOTOGRAPH LOG**

**PHOTOGRAPH KEY**

**FIELD PHOTOGRAPHS**

Table 1. Photograph log.

Photo No.	Description	Direction Facing
01	Fill landform showing asphalt.	N
02	Common asphalt patch throughout fill landform.	N
03	Asphalt extending to the edge of Plum Creek along fill landform.	SE
04	Debris pile on fill landform.	N
05	Landscape view.	N
06	Debris pile along floodplain.	S
07	Landscape view.	NW
08	View of property south/southeast of the APE.	SE
09	View of floodplain.	NE
10	Athletic fields and rolling hills outside of the APE.	S
11	Utility disturbance.	N
12	Typical disturbance along the runway.	S
13	Drainage conduit adjacent to Plum Creek along the terrace.	SE
14	View of Plum Creek.	E
15	Pipes within Plum Creek.	N
16	Pipes within Plum Creek showing fill profile.	S
17	View of the APE's southeastern extent.	NW
18	Plum Creek channel disturbance.	NW
19	Pipes within Plum Creek showing debris and fill profile.	NW
20	Gravel road sited within the APE.	W
21	Fill located east of Plum Creek.	NW
22	Plum Creek.	W
23	Landscape east of Plum Creek.	NW
24	Debris pile on fill landform.	W
25	Extant buildings west of the APE.	W
26	Extant farmhouse west of the APE.	W
27	Fill landform and gravel road.	E
28	Site entrance along Airport Road.	N
29	Berm located east of Plum Creek.	W
30	Plum Creek from the Airport Road bridge.	NW
31	APE north of Airport Road.	W
32	Reduction-Oxidation (redox) features noted in APE north of Airport Road.	-
33	Redox features noted in APE south of Airport Road.	-





Figure 1. Photograph key. Source: ArcGIS Pro World Imagery Basemap, 2023.





Photo 1. Fill landform showing asphalt. Facing north.



Photo 2. Common asphalt patch throughout fill landform. Facing north.





Photo 3. Asphalt extending to edge of creek along fill landform. Facing southeast.



Photo 4. Debris pile on fill landform. Facing north.





Photo 5. Landscape view. Facing north.



Photo 6. Debris pile along floodplain. Facing south.





Photo 7. Landscape view. Facing northwest.



Photo 8. View of property south/southeast of the APE. Facing southeast.





Photo 9. View of floodplain. Facing north.



Photo 10. Athletic fields and rolling hills outside APE. Facing south.





Photo 11. Utility disturbance. Facing north.



Photo 12. Typical disturbance along runway. Facing south.





Photo 13. Drainage conduit adjacent to Plum Creek along the terrace. Facing southeast.



Photo 14. View of Plum Creek. Facing east.





Photo 15. Pipes within Plum Creek. Facing north.



Photo 16. Pipes in Plum Creek showing fill profile. Facing south.





Photo 17. View of the APE's southeastern extent. Facing northwest.



Photo 18. Plum Creek channel disturbance. Facing northwest.





Photo 19. Pipes within Plum Creek showing debris and fill profile. Facing northwest.



Photo 20. Gravel road sited throughout the APE. Facing west.





Photo 21. Fill located east of Plum Creek. Facing northwest.



Photo 22. Plum Creek. Facing west.





Photo 23. Landscape east of Plum Creek. Facing northwest.



Photo 24. Debris pile. Facing west.





Photo 25. Extant buildings outside the APE. Facing west.



Photo 26. Extant farmhouse outside the APE. Facing west.





Photo 27. Fill landform and gravel road. Facing east.



Photo 28. Site entrance along Airport Road. Facing north.





Photo 29. Berm sloping towards Plum Creek. Facing west.



Photo 30. Plum Creek from the Airport Road bridge. Facing northwest.





Photo 31. APE north of Airport Road. Facing west.



Photo 32. Reduction-Oxidation (redox) features noted in APE north of Airport Road.





Photo 33. Redox features noted in APE south of Airport Road.