

All the trenches were excavated in the asphalt Donovan Building parking lot, the stratigraphic qualities of which are roughly consistent across the project area. It was typically composed of a 3-to-4-in (7.6-to-10-cm) thick layer of asphalt overlying a 9-to-10-in (23-to-25-cm) thick deposit of crushed stone. Strata of historically-deposited fill materials identified in the trenches below the pavement were assigned numerical designations corresponding to their relative depths, from shallowest to deepest (i.e., the first stratum below the pavement was designated Stratum 1, and so on).

Trench Summary

Trenches 1 through 4, 7 and 8 were oriented parallel to Main and Washington streets while Trenches 5 and 6 were perpendicular. The width of the trenches was 5 to 6 feet with lengths ranging from 17 to 70 feet (see preliminary wall profiles attached to the end of this letter). Trenches 1, 2, 3, 7 and 8 were excavated to determine the presence and condition of the former Hamburg Canal as well as the structures that once lined the canal. Trenches 1 and 8 were located east of Main Street in the southwest corner of the study area and west of the former Lehigh station.

In addition to the parking lot pavement, numerous strata of historically deposited fill material were identified in the trenches, along with a buried sandstone pavement (Trenches 1, 7 and 8), layers of poured concrete, stone, brick and metal demolition debris mixed with late nineteenth and twentieth century ceramics, ceramic bottles, metal and container glass at low densities relative to what has been recovered in nearby excavations. The sandstone pavement was identified in Trenches 1 and 8, and extended the entire length of the trenches laterally. Its upper surface was deepest at the north end of the trenches, where it was roughly 39 inches below the parking lot surface; at the south end of the trenches it was about 17 inches deep. Typically, it was composed of cut sandstone pavers that measured 9 x 4 x 7 in. However, between 54 and 61 ft from the north end of Trench 1, the pavement consisted of several larger (ca. 18-x-41-x-7-in) slabs, which were possibly a pedestrian or vehicle pathway (Photograph 1). The resulting pavement is likely part of the front (Main Street) drive for the Lehigh Valley station.

Of note was a deposit of 'steel slag', a byproduct of steel manufacture that resembles compacted crushed concrete. The steel slag deposit was identified in all of the trenches and generally increased in thickness towards the northern part of the study area. In the northernmost trenches, particularly Trenches 5 and 6, the slag layer was 9 to 11 feet thick.

Notable findings included:

Trench 1: sandstone pavement; foundation and wall fragment probably associated with the former Dudley Exchange which bordered the north side of the Hamburg Canal.

Trench 2: the collapsed remains of the passenger tunnel which led from the head house, under Washington Street, to the former Lehigh Valley Rail Road passenger terminal.

Trench 3: nothing of note.

Trench 4: "trash" deposit consisting of a mix of architectural (e.g., a large piece of a wrought iron fire escape), industrial and domestic debris. The deposit was excavated to a depth of 14 feet (the limit of the excavator); however, the bottom of the deposit continued below this depth.



Photograph 1. Sandstone pavement in Trench 1 (*Panamerican 2009*).

Trench 5: a slag layer eight feet thick. Deeply buried deposit of historic period ceramic artifacts including numerous unbroken dishes (“hotelware”).

Trench 6: a slag layer eleven feet thick; deeply buried deposit of historic period artifacts.

Trench 7: concrete footer/foundation with a remnant brick wall; fragments of sandstone pavers.

Trench 8: see Trench 1.

Preliminary Conclusion

Based on the preliminary results of the Phase 1B survey it is apparent that the Donovan Block has been extensively disturbed by construction of the former railroad terminal, the construction of the Donovan Building and parking lot, and the installation of underground storage tanks and numerous utility lines. There is also a significant amount of fill on the site, including up to eleven feet of slag. We were unable to clearly identify the former Hamburg Canal due to the extensive and deep disturbance caused by construction of the former rail terminal as well as the likely extreme depth of the canal, if any remnants remain. There also appears to be nothing remaining of the former Quay Street which ran diagonally through the

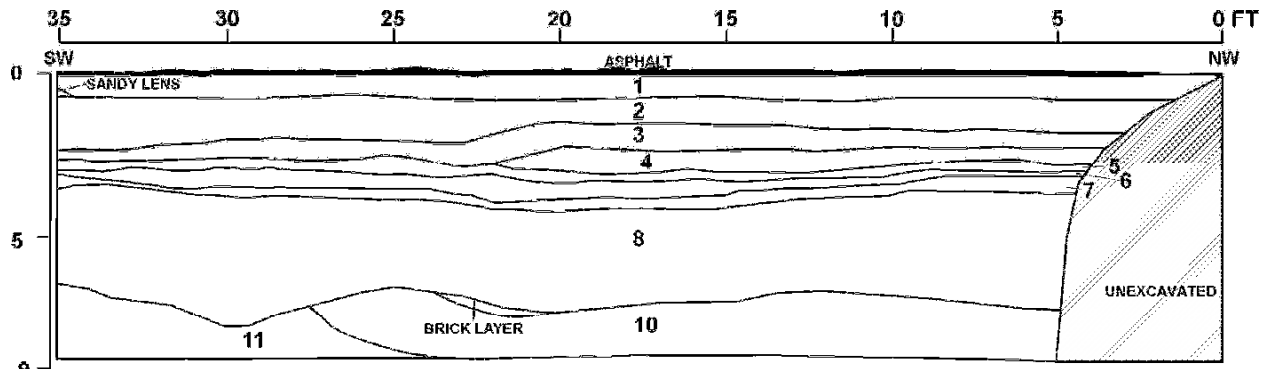
site and parallel to the former Hamburg Canal. The deeply buried clusters of historic period artifacts encountered at the north end of the APE were sorted (e.g., a cluster of white ceramic doorknobs, a cluster of intact sets of flatware) and are likely associated with the scrap-yard located in this area during the early part of the twentieth century. These artifacts have no direct association with their original functions and do not represent information which is considered historically important. Additionally, no intact stratum which may contain prehistoric deposits was identified and no prehistoric artifacts were observed. Based on the preliminary results of the Phase 1B survey, there are no State/National Register-eligible cultural resources within the APE and no further archaeological work is recommended.

If you have any questions, please do not hesitate to contact me or Dr. Michael Cinquino at your convenience.

Sincerely,

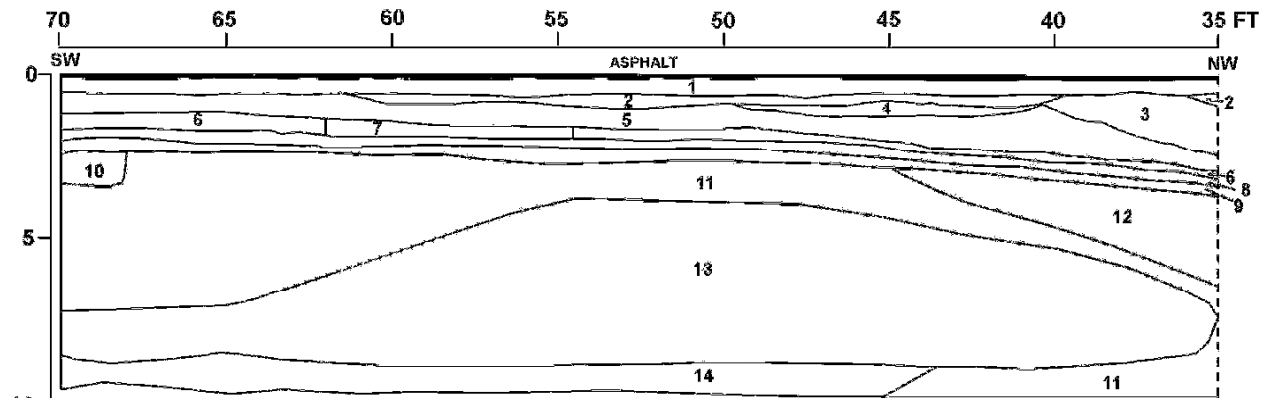
A handwritten signature in black ink, reading "Frank J. Schieppati". The signature is written in a cursive style with a large, stylized initial "F".

Frank J. Schieppati, Ph.D.
VP/Senior Archaeologist



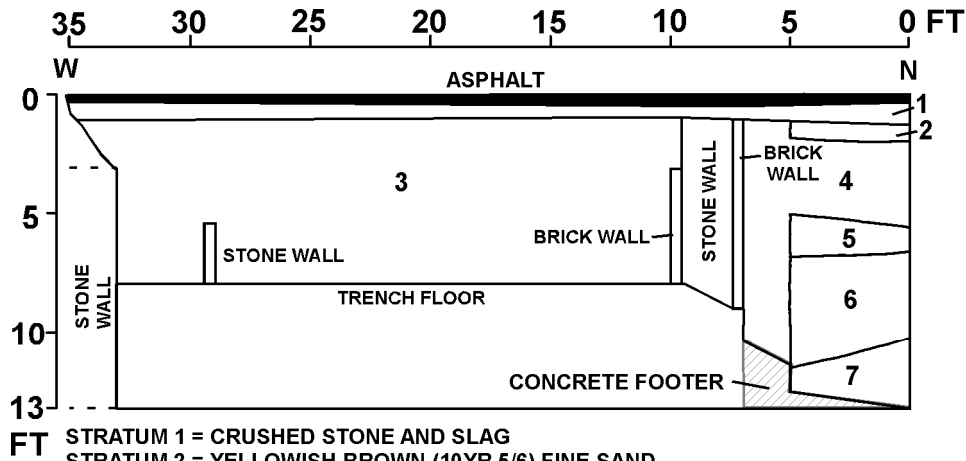
- FT
- STRATUM 1 = CRUSHED STONE AND SLAG
 - STRATUM 2 = SLAG
 - STRATUM 3 = BROWN (10YR 4/3) SANDY FILL WITH BRICK FRAGMENTS
 - STRATUM 4 = CONCRETED SLAG
 - STRATUM 5 = SANDSTONE PAVERS
 - STRATUM 6 = DARK GRAYISH BROWN (10YR 3/2) COARSE SAND
 - STRATUM 7 = CONCRETE
 - STRATUM 8 = FILL WITH LARGE AMOUNTS OF BRICK AND BRICK FRAGMENTS
 - STRATUM 9 = CONCRETE
 - STRATUM 10 = FILL WITH BRICK FRAGMENTS
 - STRATUM 11 = REDDISH BROWN (2.5YR 5/4) CLAY WITH BRICK FRAGMENTS

Trench 1 – Northern Half



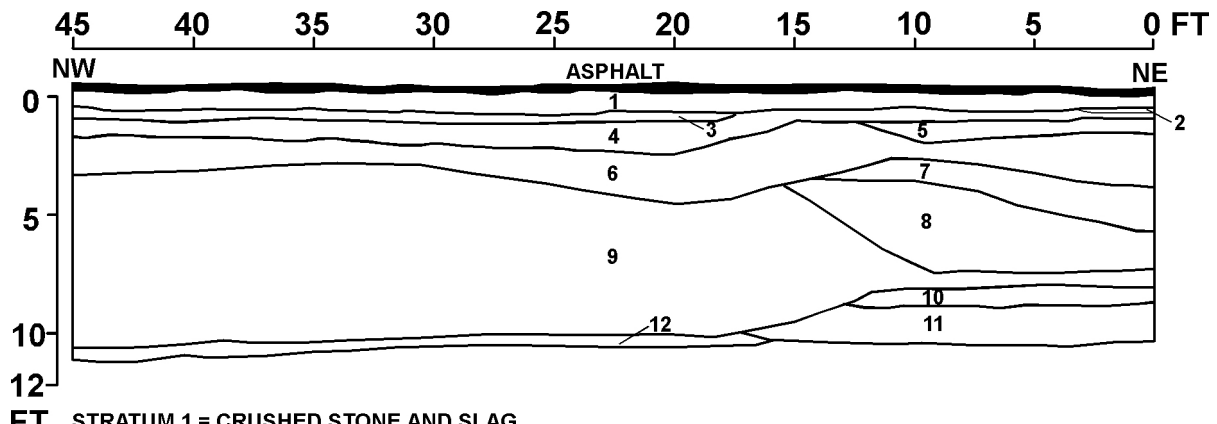
- FT
- STRATUM 1 = CRUSHED STONE AND SLAG
 - STRATUM 2 = SANDY FILL
 - STRATUM 3 = SLAG
 - STRATUM 4 = CONCRETED STONE AND BRICK
 - STRATUM 5 = FILL WITH BRICK FRAGMENTS
 - STRATUM 6 = SANDSTONE PAVERS
 - STRATUM 7 = PAVING STONES
 - STRATUM 8 = SANDY FILL
 - STRATUM 9 = CONCRETE
 - STRATUM 10 = FILL WITH BRICK FRAGMENTS
 - STRATUM 11 = REDDISH BROWN (2.5YR 5/4) CLAY WITH BRICK FRAGMENTS
 - STRATUM 12 = FILL
 - STRATUM 13 = SLAG-DIRT FILL
 - STRATUM 14 = YELLOWISH BROWN (10YR 5/6) SAND

Trench 1 – Southern Half



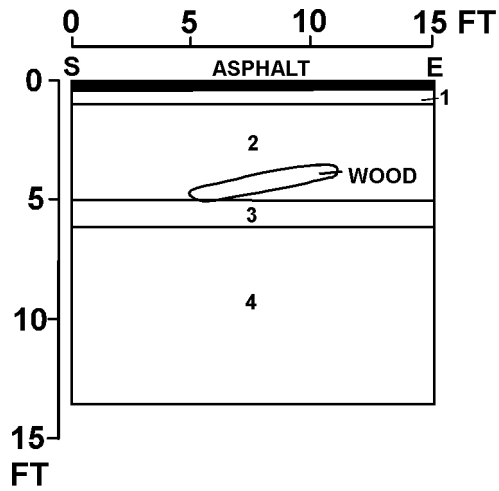
- STRATUM 1 = CRUSHED STONE AND SLAG
- STRATUM 2 = YELLOWISH BROWN (10YR 5/6) FINE SAND
- STRATUM 3 = CONSTRUCTION FILL
- STRATUM 4 = CLAY WITH BRICK FRAGMENTS
- STRATUM 5 = YELLOWISH BROWN (10YR 5/6) SILTY SAND
- STRATUM 6 = SLAG
- STRATUM 7 = GRAYISH GREEN (5G 4/2) SILTY CLAY

TRENCH 2 NW



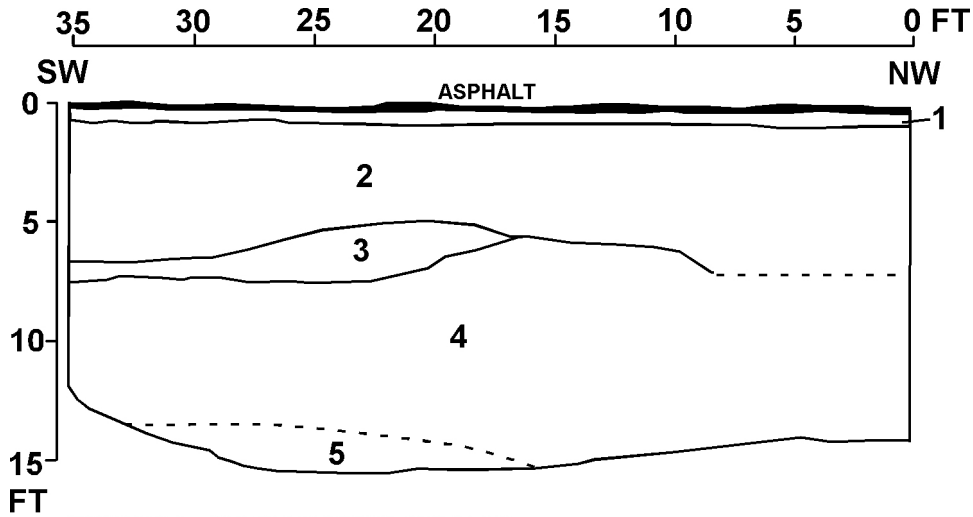
- STRATUM 1 = CRUSHED STONE AND SLAG
- STRATUM 2 = DARK GRAYISH BROWN (10YR 4/2) FINE SAND
- STRATUM 3 = BROWN (10YR 4/3) MEDIUM SAND AND GRAVEL
- STRATUM 4 = YELLOWISH BROWN (10YR 6/4) FINE SAND WITH BRICKS
- STRATUM 5 = LIGHT GRAY (10YR 7/2) COARSE SAND WITH GRAVEL AND BRICK FRAGMENTS
- STRATUM 6 = PINKISH GRAY (7.5YR 7/2) COARSE SAND WITH BRICK FRAGMENTS
- STRATUM 7 = VERY DARK GRAY (10YR 3/1) FINE SAND
- STRATUM 8 = DARK GRAYISH BROWN (10YR 4/2) MOTTLED WITH LIGHT GRAY (10YR 7/1) FINE SAND
- STRATUM 9 = HISTORICAL FILL WITH VERY DARK GRAY (10YR 3/1) LENSES
- STRATUM 10 = BROWN (10YR 4/3) FINE SAND
- STRATUM 11 = LIGHT GRAY (10YR 7/1) FINE SAND
- STRATUM 12 = REDDISH BROWN (5YR 5/3) CLAY

TRENCH 3 N



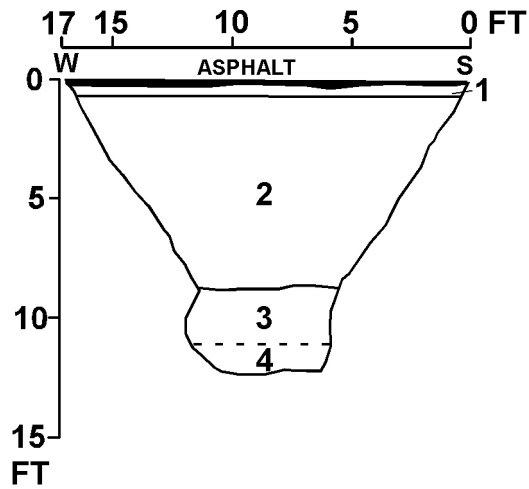
STRATUM 1 = CRUSHED STONE AND SLAG
 STRATUM 2 = COMPACTED CRUSHED PAVEMENT
 STRATUM 3 = LIGHT YELLOWISH BROWN (10YR 6/4) SAND
 STRATUM 4 = MIX OF DARK GRAYISH BROWN (10YR 4/2) AND GRAY (10YR 6/1) SAND WITH HISTORICAL FILL

TRENCH 4 SE



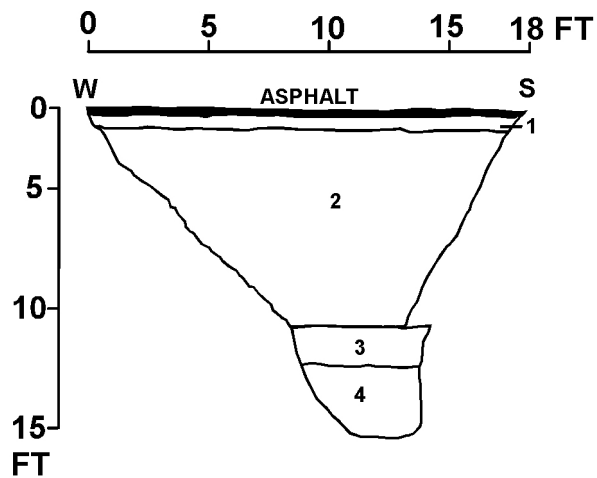
STRATUM 1 = CRUSHED STONE AND SLAG
 STRATUM 2 = SLAG
 STRATUM 3 = VERY PALE BROWN (10YR 7/4) MEDIUM SAND
 STRATUM 4 = VERY DARK GRAYISH BROWN (10YR 3/2) SANDY LOAM WITH TRASH
 STRATUM 5 = VERY DARK GRAYISH BROWN (10YR 3/2) SANDY LOAM WITH ARTIFACTS

TRENCH 4 W



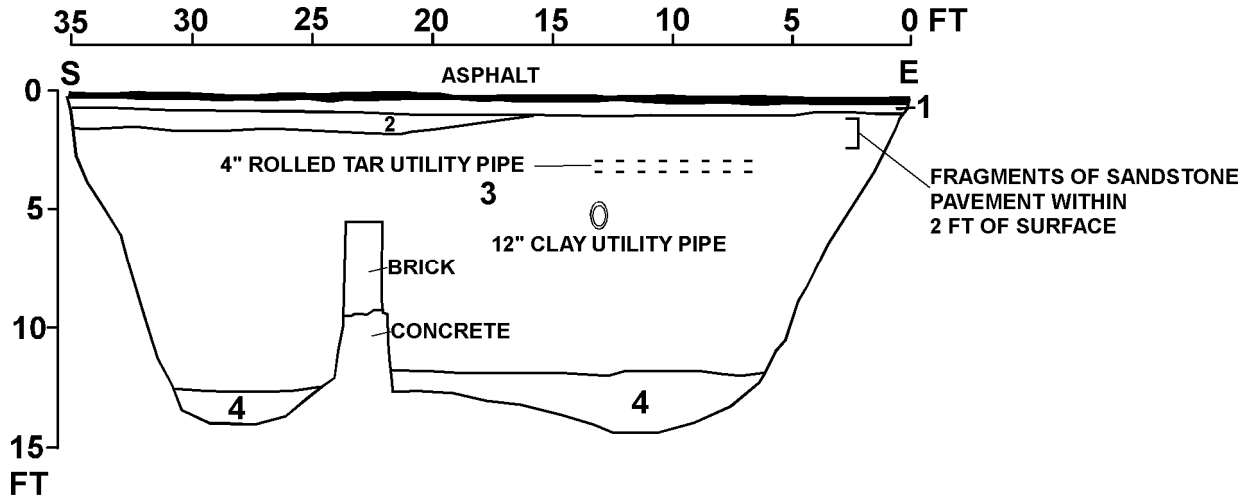
- STRATUM 1 = CRUSHED STONE AND SLAG
- STRATUM 2 = SLAG
- STRATUM 3 = GRAYISH BROWN (10YR 5/2) SAND WITH BRICK FRAGMENTS
- STRATUM 4 = VERY DARK GRAY MEDIUM SAND WITH BRICKS

TRENCH 5 SW



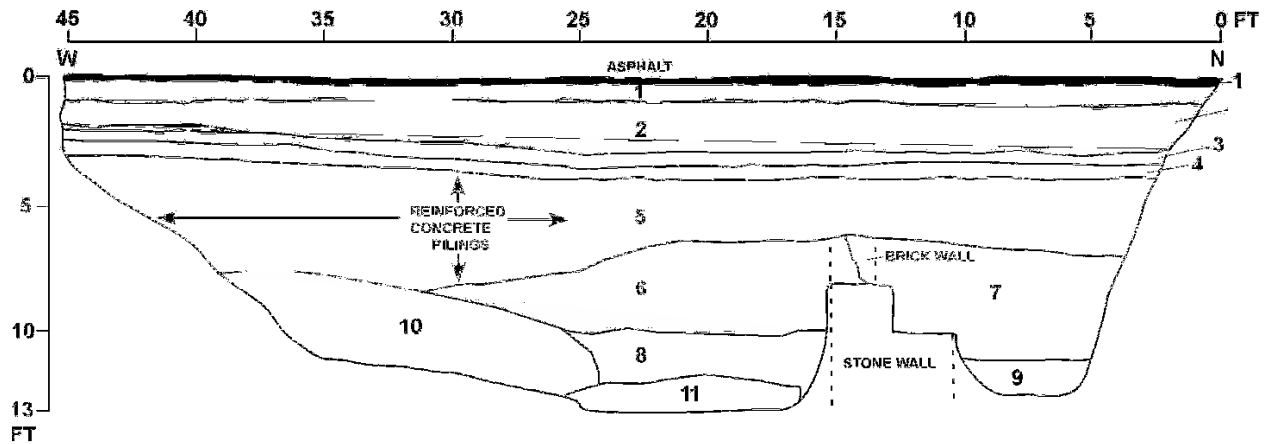
- STRATUM 1 = CRUSHED STONE
- STRATUM 2 = SLAG
- STRATUM 3 = DARK YELLOWISH BROWN (10YR 4/4) MEDIUM SAND
- STRATUM 4 = LIGHT GRAY (10YR 7/1) MEDIUM SAND AND VERY DARK GRAY (10YR 3/1) ASH

TRENCH 6 SW



- STRATUM 1 = CRUSHED STONE
- STRATUM 2 = SLAG
- STRATUM 3 = LAYERS OF DARK GRAY (10YR 4/2) LOOSE MEDIUM SAND AND ASH; AND VERY DARK GRAY (10YR 3/1) MEDIUM SAND WITH BRICK AND WOOD FRAGMENTS
- STRATUM 4 = LIGHT GRAY (10YR 7/2) AND DARK GRAY (10YR 4/1) COMPACTED FINE SAND WITH LENSES OF REDDISH GRAY (5YR 5/2) COMPACTED FINE SAND

TRENCH 7 SE



- STRATUM 1 = CRUSHED STONE
- STRATUM 2 = SLAG
- STRATUM 3 = SANDSTONE PAVERS
- STRATUM 4 = POURED CONCRETE
- STRATUM 5 = YELLOWISH BROWN (10YR 5/4) SAND WITH BRICKS AND LARGE PIECES OF STONE AND CONCRETE
- STRATUM 6 = LIGHT YELLOWISH BROWN (10YR 6/4) FINE SAND WITH BRICK FRAGMENTS
- STRATUM 7 = VERY DARK GRAY (10YR 3/1) MEDIUM SAND WITH BRICK FRAGMENTS
- STRATUM 8 = LIGHT YELLOWISH BROWN (7.5YR 4/3) FINE SAND
- STRATUM 9 = GRAYISH BROWN (2.5Y 5/2) MEDIUM SAND
- STRATUM 10 = BROWN (7.5YR 4/3) COMPACTED SILT
- STRATUM 11 = BLACK (10YR 2/1) VERY FINE SANDY LOAM WITH WOOD FRAGMENTS AND WINDOW GLASS

TRENCH 8 NW