

construction of the State Route 1 bridge, leaving very little of it behind. If this site is any indication of the potential of other, unexcavated sites along the south bank of the canal, then these sites have a great amount of potential.

4. CONCLUSIONS AND RECOMMENDATIONS

The extensive modifications necessary to transform the canal into a major seaway have had an extremely deleterious effect on cultural resources within the project corridor. Remnants of the original canal are few and far between, the Eastern Lock at Delaware City (DE 106) and the Pump House at South Chesapeake City (MD 39) being the most important examples. Significant portions of a few towns have been completely removed. Having said this, many resources remain within the wider study area.

At this stage in the development of the project the resolution is only enough to give general recommendations of potential effect on these resources. Several types of features will be built within the project corridor that may have a physical impact: kiosks, overlooks, trails, a single new bridge and trail head/comfort stations. The minimal subsurface or visible footprint for kiosks and overlook points compared to the substantial disturbance present within the corridor suggests that these installations will have little potential to effect cultural resources. The trails are almost all within areas of existing trails or service roads and also have little potential to effect cultural resources. The only new section of trail proposed runs along a steep bank created during the last expansion of the canal and will connect to existing service roads and has no potential to effect cultural resources. The proposed bridge over Guthrie Run will connect to modern, existing service roads in an area excavated in the 1960s. This has no potential to affect any cultural resources.

Finally, the trail head/comfort stations, of which there are 14 potential locations, will likely have a much more extensive footprint. These stations may include parking lots, picnic areas, restrooms, information centers and fishing facilities, all of which will be handicap accessible. Ten of these sites, Chesapeake South, Chesapeake North, Bethel East, Guthrie East, Summit Bridge South, Deep Cut, Joy Run, St. Georges West, Biddle Point and Reedy Point are located in areas previously disturbed by the construction/excavation of the canal or by the stockpiling of dredged material (Figures 2 and 21). Four sites are located in areas that retain some cultural resource sensitivity. The USACE trail head/comfort station will be located in the immediate vicinity of the Old Pump House (MD 44), a vital site to the history of the canal. Also, this area is largely unaltered by the 20th-century changes to the canal. Therefore, there is a potential for this site to affect cultural resources. The St. Georges South site also lies in an area that may not have been affected by the canal construction and subsequent widening. While it is located east of the village of South St Georges, away from resources identified by this investigation, it retains the potential to affect cultural resources, in particular prehistoric resources. The Grass Dale site is located near the John Reybold Farm (DE 101), part of the Grass Dale facility used and maintained by the Delaware Department of Natural Resources and Environmental Control. This site has the potential to affect this resource. The fourth trail head/comfort station site is located at the very end of the historic canal alignment (DE 106) in Delaware City within the Delaware City Historic District (DE 84). There were also several buildings and structures in near this area historically, including coal wharves (DE 91) and an office building (DE 90). The site is currently a park. The development of a trail head/comfort station at this location in Delaware City has the potential to affect these resources and other as yet unidentified archaeological resources in this area. Once plans are more fully developed for these four sites, an assessment can be made more definitively. This may

require additional historical research, historic architectural investigation and archaeological investigation to determine the presence of resources actually within the trail head/comfort stations' area of potential effect and to assess the impact of the proposed undertaking on these resources.

Although the identified resources largely lie away from the proposed trails and trail head/comfort stations, there is still a great opportunity to incorporate these resources into the overall experience with historic interpretive development. Of particular note are the four listed historic districts adjacent to the canal (South Chesapeake City, St. Georges, Delaware City and Fort DuPont). Some of the surveyed buildings in North Chesapeake City are also of interest, having been historically associated with the canal. Also notable is the Samuel Davies House (DE 31) in the southern portion of Lum's Pond State Park.

The most important historic resource related to the canal is undoubtedly the Old Lock Pump House at South Chesapeake City. This site and the existing museum are vital to explaining the Chesapeake and Delaware Canal in a broader context and illustrating the way the canal corridor has changed over the last 200 years. Bringing trailheads to these resources would have little impact beyond educating the public, increasing the public interest and possibly providing economic stimulus to the towns.

Several areas along the southern bank of the canal in Maryland and Delaware have the potential to yield prehistoric archaeological sites as indicated by the presence of known sites in the vicinity. Particularly, the south and north banks of the canal west of Chesapeake City and the south bank of the canal east of the Railroad Bridge and west of Briar Point have yielded and are likely to yield more evidence of prehistoric occupation. While it appears as though the current undertaking is not likely to affect these areas of potential, consideration of limiting impacts to these

areas is necessary. While marking and signing areas of historic interest is often advantageous, the opposite is true for areas with prehistoric archaeological potential because of the possibility of drawing looters and unethical artifact collectors. Erosion related to trail use can also lead to the deterioration of these sometimes fragile sites.

Finally, soon the mid-20th-century features of the canal will be of historical interest to many visitors. The bridges and embankments represent impressive feats of engineering that for the most part have not yet been considered for their historical significance. This may change in the future as these resources begin meeting the National Register's 50-year age criterion, particularly the Chesapeake City Bridge and Railroad Bridge (Plates 5 and 13).