

**Appendix C**

February 4, 1999 and June 25, 1999  
Meeting Summaries



**McCormick, Taylor & Associates, Inc.**

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**TO:** FILE  
**FROM:** Barbara J. Shaffer  
**SUBJECT:** Cauffiel Connector, New Castle County, Delaware  
Meeting Summary for February 4, 1999 Archaeological Field View

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<b>ATTENDING:</b>	<b>REPRESENTING:</b>
Gwenyth Davis	Delaware State Historic Preservation Office (SHPO)
Michael Hahn	Delaware Department of Transportation (DelDOT)
Cara Blume	Delaware Department of Natural Resources and Environmental Control (DNREC)
Randolph Taylor	McCormick, Taylor & Associates, Inc. (MTA)
Barbara Shaffer	McCormick, Taylor & Associates, Inc. (MTA)

**PURPOSE:** An Archaeological Identification Survey has been conducted within the area of potential effect (APE) for the proposed Cauffiel Connector Project in New Castle County, Delaware. Two archaeological sites, 7-NC-C-12 and 7-NC-C-13 were previously identified within the APE by DNREC. 7-NC-C-12 is comprised of two loci, A and B. An additional cluster of prehistoric artifacts, Cluster 1, was identified by MTA. The purpose of the meeting was to discuss if additional archaeological testing is necessary to evaluate whether any of the archaeological resources are eligible for listing in the National Register of Historic Places.

**7-NC-C-13:** This site is associated with the Sarah Brooks House and contains prehistoric and historic components. The portion of the site within the current APE was investigated by DNREC in August of 1995. At that time the plowzone was stripped from the site and no features were identified. DNREC determined that this portion of the site does not have the potential to contribute significant information. As a result, MTA did not test the area which had been previously tested by DNREC. During the field view, the DNREC, DelDOT, and the SHPO agreed that no further archaeological testing is necessary at this site.

**7-NC-C-12-A:** DNREC identified this locus during previous testing. Since the locus was known to exist, MTA did not perform any additional testing within the area already tested. An historic feature was identified by DNREC at this locus, but its function was unknown. MTA recommended that an Archaeological Evaluation Survey be performed at the portion of this locus within the APE to assess whether it is eligible for listing in the National Register of Historic Places. DelDOT, DNREC, and the SHPO agreed that the additional testing is necessary.

**7-NC-C-12-B:** This locus was also identified by DNREC during previous testing. The locus extends outside of the area tested by DNREC ; therefore, MTA has identified new boundaries for the locus within the Cauffiel Connector Project's APE. The locus has been covered by up to 0.8 meters of fill/slopewash as a result of the construction of a trolley bed. However, it appears that a

buried plowzone containing prehistoric artifacts, including ceramics, exists under the fill. MTA recommended that an Archaeological Evaluation Survey be performed to assess whether the portion of the locus within the APE is eligible for listing in the National Register of Historic Places. DelDOT, DNREC, and the SHPO agreed that the additional testing is necessary.

**Cluster 1:** An additional cluster of 7 prehistoric artifacts from 7 shovel test pits was identified in the field. Dan Wagner performed a geomorphological evaluation of the APE and determined that the soils from which these artifacts were recovered consists of recently redeposited slopewash. Therefore, the artifacts would have originated higher on the slope. DelDOT, DNREC, and the SHPO agreed that since the artifacts are redeposited, this area should not be recorded as an archaeological site.

**General:** It was agreed by DelDOT, DNREC, and the SHPO that the remainder of the APE had been adequately tested; therefore no additional testing is necessary outside of 7-NC-C-12-A and 7-NC-C-12-B. This is conditional on the final Identification and Evaluation of Architectural and Archaeological Resources Report containing documentation that the APE was tested at 15 meter intervals (with the exception of areas previously tested by DNREC) and of the geomorphological evaluation.



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**MEMORANDUM**

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**TO:** Mr. Michael Hahn, Delaware Department of Transportation (DelDOT)  
**FROM:** Barbara Shaffer, Principal Investigator, McCormick Taylor and Associates *BS*  
**DATE:** July 9, 1999  
**SUBJECT:** Cauffiel Connector, New Castle County, Delaware  
Meeting Minutes for June 25<sup>th</sup> Archaeological Field View

<b>ATTENDING:</b>	<b>REPRESENTING:</b>
Gwenyth Davis	Delaware State Historic Preservation Office (SHPO)
Michael Hahn	Delaware Department of Transportation (DelDOT)
Jennifer Hannum	Delaware Department of Transportation (DelDOT)
Cara Blume	Delaware Department of Natural Resources and Environmental Control (DNREC)
Randolph Taylor	McCormick, Taylor & Associates, Inc. (MTA)
Barbara Shaffer	McCormick, Taylor & Associates, Inc. (MTA)
Macon Coleman	McCormick, Taylor & Associates, Inc. (MTA)

**PURPOSE:** Two loci of archaeological site 7-NC-C-12 which are located in the area of potential effect (APE) of the proposed Cauffiel Connector Road project were investigated by MTA. The purpose of the meeting was to discuss whether the portions of the site within the APE have the potential to contribute significant information to prehistory or history; i.e. if either loci is eligible for listing in the National Register of Historic Places.

**7-NC-C-12A:** DNREC identified an archaeological feature at Locus A during previous testing. MTA reopened the DNREC units, which consisted of 8 1x1 meter units and excavated an additional 30 1x1 meter units to expose and interpret the feature and attempt to locate the edges of it. The edges were not located; however, the feature appears to consist of a series of parallel ruts having the appearance, composition, and configuration of very large plow scars. Each rut is approximately 1 meter wide and several meters long. Rocks are scattered throughout the ruts; but not within the surrounding subsoil. The rocks are located only within the ruts. No additional patterning of the rocks could be identified. The contents of the rut scars were screened (sampled). Artifact recovered were very sparse and consisted primarily of late historic period glass and ceramics.

DelDOT provided MTA with aerial photographs of the general area taken during construction of Governor Printz blvd. in the 1950s. One of the photographs depicts construction activities in the area of Locus A, including the removal of all vegetation in this area. MTA's interpretation of the feature is that the ruts were caused by construction vehicles and road construction related activity.

Gwen, Michael, Jennifer, and Cara agreed with the above interpretation and also agreed that no further archaeological work is necessary within the APE at Locus A. Cara reiterated that further to the south (outside the APE) the prehistoric component of the site would be expected to be more

substantial. The portions of the site outside the APE site may or may not be eligible for listing in the National Register of Historic Places; however, it was agreed that the portion of the site within the APE does not have the potential to contain significant information.

**7-NC-C-12B:** Locus B has been partially disturbed through the construction of a trolley bed. In addition, the integrity of the sola in which the artifacts are occurring is in question. Artifacts are primarily occurring within a plow zone which has been partially stripped away and is not contiguous over the site. It is also apparent that a certain degree of deflation has occurred to the existing sola prior to the construction of the trolley bed. Subsequent to the trolley bed construction, the lower (down slope) portion of the site was covered with multiple layers of slope wash which according to Dan Wagner has banked up against the trolley bed, burying the site under as much as 80 centimeters of re-deposited fill. This has artificially given the site area a more level appearance than it would have had prior to the construction of the trolley. In some portions of the site the buried plow zone is evident under the fill, in other portions it is missing altogether, while in the up-slope portions of the site it has been consumed by the modern plow zone. The buried plow zone contains late 19<sup>th</sup> /early 20<sup>th</sup> century historic artifacts in addition to the prehistoric artifacts. The prehistoric artifacts were concentrated in the northeastern corner of the site. Our interpretation of the site is that the artifacts have come to their present position through a combination of deflation and down slope movement and are not in their original contexts. This is supported by the fact that the prehistoric ceramic sherds are small and badly eroded. Exterior surfaces are absent from virtually all sherds recovered. No prehistoric features were identified.

MTA recommends that the portion of Locus B within the APE does not have the potential to contribute significant information, although it is not known if other portions of the site outside of the APE might have that potential. This recommendation is based on the lack of integrity noted above, the low density of artifacts, and lack of features. However, only a preliminary analysis had been conducted on the artifacts.

Gwen and Cara agreed that this portion of the site does not appear to have the potential to contribute significant information. Gwen stated that this argument must be supplemented with a more thorough analysis of the artifacts and a discussion of the site within the appropriate context, the Delaware Management Plan. The SHPO's concurrence with MTA's findings are conditional pending review of the management summary discussing the National Register evaluation of the site.

**GENERAL DISCUSSION:** Michael noted that this project does not have any Federal funding or permits; Section 106 of the National Historic Preservation Act does not apply to this project.

It was decided that meeting minutes would be distributed, followed by a management summary that evaluates the significance of Locus A and B. The final report will discuss all of the historic properties within the APE, including the historic structures.