

APPENDIX 2

Proposal and scope of work  
Supplemental Agreement 304-1

Phase I and Phase II archaeological investigations  
Denny's Road

DOT 75-08-017  
DOT 74-12-002  
FHWA RS-185(4)  
FHWA DPS-34(3)

The project involves constructing an east-west route that would connect Saulsbury Road on the west and U.S. Route 13 on the east. The length of the proposed improvements will be approximately one mile, incorporating portions of existing Denny's Road on the east with new construction on a new alignment to tie in with Saulsbury Road on the west.

The proposed route will cross the two sources of Saint Jones River, Fork Branch and Mudstone Branch.

Known Cultural Resources

The authors have recently completed an archaeological investigation of a knoll near the southwestern terminus of the proposed project, above the Mudstone Branch bridge on Saulsbury Road. The site included much-disturbed prehistoric remains and an historic component. Upon investigation, the site was judged to be ineligible for the National Register.

The valley of Mudstone Branch in the proposed project area is the site of an extensive borrow pit, which certainly has removed any streambank sites on the north side. The south bank is unexplored.

The valley of Fork Branch is traversed by Conrail tracks, but no other intrusions are known. A predictive model of prehistoric site distribution, prepared in connection with the U. S. 13 Relief Route study (1984) indicates that the wooded valley has a high probability of yielding prehistoric sites.

Between the two branches, the high open fields are considered to have a medium probability of containing prehistoric sites.

Near the point where the proposed route enters the valley of Mudstone Branch, there is a feature of unknown origin, possibly a house site or cemetery, which is indicated by a rectangular patch of woods in the field adjacent to a hedgerow.

Fork Branch community, at duPont Station, may be affected by the proposed improvements, which will encircle it on two sides. The

community was occupied by landowning free Blacks and mulattoes before the Civil War. The community is associated with the minority racial group known as Moors, documented by Weslager in Delaware's Forgotten Folk. Some of the lands to be crossed are historically part of this community.

The duPont Station on the Delaware Railroad was the center of agricultural activities of Charles I. duPont, a director of the company. He was a scientific farmer and experimenter, who owned the Fox Hall tract to the west. While no remains of duPont's farm or those of his associates are known to exist in the right-of way, the possibility exists that such evidence may be found. In particular, a hedgerow in the path of the proposed road may contain plant species or evidence of other conservation techniques that were being promoted during the early nineteenth century. Survival of such remains would help shed light on the extent of scientific agriculture in Kent County during a period of significant developments in the field.

Research plan  
with time estimates

Based upon the known and suspected prehistoric and historic components listed above, the fieldwork, office and archival research will be segmented as follows:

1. Flora

Cultivated flora, especially in the hedgerow, will be catalogued and compared against the writings of agricultural theoreticians published at various times in the history of the site's occupation. In particular, such species as Osage orange, white mulberry, and ornamentals will be evaluated for the clues they might offer toward an understanding of the site's use. Cultivated flora have proved to be a useful cultural remnant where other indications are no longer visible above ground. One day of field time will be devoted to this activity.

2. Woodlands

The woodlands along Fork Branch have not been cultivated for many years, if ever. Because of their high sensitivity, they will be tested extensively. A minimum of fifty shovel tests will be conducted at random within the right of way. In the immediate environs of the stream, there exists a possibility of deep alluvial deposits; this area will be tested with post holes or deep soil auger tests. At least two tests, no less than a square meter, will be sunk in the area of high probability. If concentrations of artifacts are found in the initial shovel testing, the formal tests will be sunk nearby. If no concentrations of artifacts are found in the shovel testing, test loci will be chosen after consultation with DelDot and SHPO staff

archaeologists. About ten days will be devoted to testing and documenting tests in this area.

### 3. Hedgerow anomaly

The feature previously noted as an anomaly in the hedgerow will be investigated by shovel testing and, if necessary, a formal test square, in an effort to determine its nature. Local informants will be consulted. Two days will be devoted to fieldwork at this location, including mapping and digging.

### 4. Open fields

Where the proposed right-of-way traverses open fields, surface searches will be employed. If crop conditions permit, these searches will be conducted during the farmers' normal seasonal ploughings. If this is not possible, it will be necessary to request that the right-of-way be ploughed. In freshly-ploughed ground, a trained observer can surface-survey a swath about ten feet wide. Therefore, we estimate ten transects of the cultivated portion for complete coverage. To ensure reliability, the entire area should be traversed twice, under differing soil conditions, such as before and after a rain. Find-spots will be flagged and plotted. Four days of effort are estimated.

### 5. Archival research

It will be necessary to trace the history of the landholdings in the right-of-way at least back to the beginning of the nineteenth century. The existence of small holdings, in addition to three major farm holdings, can be expected to complicate the research. Existing highway right-of-way records do not extend more than one or two generations. Six days for title research and two days of interviewing local informants will be required by this phase.

### 6. Mapping, report writing and synthesis

In order to assess the historical significance of the site, it will be necessary to create maps of the community as it existed at different times, and to collect as many historical maps as possible. This cartography can be expected to be time-consuming, since so many small holdings are involved. The mile-long right-of-way and test loci within it will be mapped, using Department of Transportation drawings wherever practical. Fifteen days will be allocated to the mapping, report writing and synthesis phase.