

**ARCHAEOLOGICAL IDENTIFICATION AND EVALUATION SURVEY
I-95/US 202 INTERCHANGE IMPROVEMENT PROJECT
BRANDYWINE HUNDRED AND CITY OF WILMINGTON
NEW CASTLE COUNTY, DELAWARE**

Submitted To:

**UNITED STATES DEPARTMENT OF TRANSPORTATION
Federal Highway Administration**

and

**DELAWARE DEPARTMENT OF STATE
Division of Historical and Cultural Affairs
State Historic Preservation Office**

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May 2011

Abstract

The results of the Archaeological Identification Survey for the I-95 and Route 202 Interchange Project, Brandywine Hundred, New Castle County, Delaware are presented in this report. The archaeological investigations were performed by McCormick Taylor, Inc. for the Delaware Department of Transportation and the Federal Highway Administration.

The project involves the reconfiguration of the I-95/US 202 cloverleaf interchange. This work will include extending two lanes on the ramp from US 202 southbound to I-95, eliminating the existing loop ramp from I-95 southbound to US 202 southbound and replacing it with a ramp that goes under the I-95 northbound to US 202 northbound ramp and intersects with US 202 at a new signal, and reconstruction of two existing bridges along US 202.

A project's area of potential effects (APE) is defined by 36CFR§800.16(d) as "the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties." Above-ground historic properties within the APE for this project have been assessed separately. The archaeological APE is a subset of the larger project APE and includes all areas in which construction activities will occur. The archaeological APE for the project is approximately ~54.38 acres (~22.01 hectares). The area which was not tested due to prior disturbance or steep slopes was ~48.29 acres (~19.54 hectares). The area in which archaeological testing was conducted is ~6.09 acres (~2.46 hectares).

A total of 72 STPs were excavated during the Archaeological Identification Survey. Two pre-contact period artifacts were recovered from the northeastern quadrant of the interchange. However, no additional pre-contact materials were recovered; therefore, these artifacts are considered to be an isolated find. Numerous historic and modern cultural materials were recovered throughout the archaeological APE for this project. After examination of historic documentation and analysis of the artifacts, it was determined that many of the artifacts represented recent or secondary discard and do not warrant recordation as archaeological sites. However, two concentrations of artifacts were identified as historic archaeological sites, 7NC-B-67, the Elliott Site and 7NC-B-68, the Smyth Site.

A stone dwelling was known to exist on the Elliott Property by 1817 and was likely demolished prior to 1957. Of the 16 STPs from which artifacts were recovered from this site, 11 of the soil profiles exhibited evidence of severe disturbance. 7NC-B-68, the Smyth Site contained a dwelling by 1849, which was demolished in 1965 when Route 202 was improved. Of the 10 STPs from which artifacts were recovered, 4 of the soil profiles exhibited severe disturbance, indicating that the artifacts had likely been redeposited during ground moving activities. Although both of these sites probably extend outside of the archaeological APE for this project and may or may not be eligible for inclusion in the National Register of Historic Places, the portions of the both of these sites within the archaeological APE do not appear to have the potential to provide information important in history. Therefore, no additional archaeological fieldwork is recommended.

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