VII. Summary and Recommendations

This report details the Archaeological Identification Survey undertaken for the proposed the I-95 and Route 202 Interchange Project in Brandywine Hundred, New Castle County, Delaware. The Identification Survey involved the excavation of 72 STPs within the archaeological APE. This resulted in the identification of two archaeological sites.

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.

7NC-B-67, the Elliott Site, was discovered in the northwestern quadrant of the APE within the existing cloverleaf off ramp accessing SR 202. The portion of the APE containing the site consists of a heavily overgrown and variably disturbed area along the outer the fringes of the cloverleaf infield. 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. The portion of 7NC-B-67, the Elliott Site, within the APE lacks integrity and contains artifacts that offer little likelihood of yielding significant data regarding the lifestyles or livelihoods of the site's inhabitants. Therefore, the portion of 7NC-B-67, the Elliott Site, located within the APE is recommended as not eligible for inclusion in the National Register of Historic Places.

7NC-B-68, the Smyth Site, is located in the northeastern quadrant of the APE in an isolated variably disturbed area to the west of SR 202 just north of the I-95 on ramp and just south of a recently constructed storm water retention basin. Because the portion of 7NC-B-68, the Smyth Site, within the APE contains relatively low artifacts densities located in an isolated variably disturbed area relatively far removed from the disturbed domestic structures it is associated with, it is unlikely to yield information that is important in history. 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. Therefore the portion of 7NC-B-68, the Smyth Site, located within the APE is recommended as not eligible for inclusion in the National Register of Historic Places.

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.

The overall research strategy was developed based on the locations of previously identified archaeological sites in the area and examination of historic maps and documents. The previously identified sites were located throughout the past two decades, and the identification methods used were not entirely consistent. Different field testing methodologies, including testing intervals and documentation, introduce an inherent basis when comparing previously surveyed areas. However, the information obtained from the various surveys was still useful for assisting in determining on what types of landforms archaeological sites are located in this area.

The most interesting result of this survey, aside from the identification of two historic archaeological sites, is confirmation that archaeological sites are sometimes located in areas which at first glance may appear to have been completely previously disturbed. Both of these sites are located inside cloverleafs for the existing interchange, which was constructed in the 1960s. Although neither of these sites was determined to be significant, it is conceivable that a significant site could have been identified inside one of the cloverleafs. In fact, not all of the areas inside the cloverleafs were tested during this survey, since much of the interior of the cloverleafs are outside the archaeological APE for this project. Both of the identified archaeological sites most likely extend into the interior of the cloversleafs; in addition, it is possible that there are additional archaeological resources located within undisturbed areas of the cloverleafs for this interchange. This information should be taken into consideration if later ground-disturbing activities are planned within this interchange. In addition, the results of this survey could be useful when assessing the archaeological potential for other similar areas on different proposed projects.