

MANAGEMENT CONSIDERATIONS

The planning survey of the fourteen selected segments of the proposed Sussex East-West Corridor identified 162 archaeological sites including prehistoric sites, historical archaeological sites, and archaeological deposits associated with standing structures. Before proceeding with an analysis of the survey and an assessment of the sites, several biases in the archaeological testing should be pointed out. First, the majority of sites identified during the planning survey were found by pedestrian

TABLE 26

Prehistoric Sites and Site Significance in the Sussex East-West Corridor Study Areas

Segment/ Study Area	Site Number	Paleo	Archaic	Woodland I	Woodland II	Unknown	Function	Significance
1. Five Points	G-134			X			Procurement	Low
2. Beaverdam Creek	F-79			X			Procurement	High
3. Gravel Hill	---							
4. Georgetown	F-88					X	Procurement	High
	F-89			X			Base Camp	High
	F-86					X	Procurement	Low
	F-110					X	Procurement	Low
	F-99			X			Procurement	High
	F-102		X	X			Procurement	High
5. Cokesbury Church	F-97			X			Procurement	High
	F-126					X	Procurement	Low
	F-27			X			Macro-band Base Camp	High
6. Cedar Corners	F-157					X	Procurement	Low
	F-82					X	Procurement	Low
7. Kings Crossroads	F-2			X			Macro-band Base Camp	High
	C-53					X	Procurement	High
8. Mirey Branch	---							
9. Collins Pond	E-61			X	X		Procurement	Medium
	E-189					X	Procurement	Medium
	F-136					X	Procurement	Low
	E-165					X	Procurement	Low
10. Unity Forge	E-187					X	Procurement	High
	E-171					X	Procurement	High
11. Nanticoke Branch	B-40			X			Macro-band Base Camp	High
12. Bridgeville Branch	E-153			X			Procurement	Medium
13. Scotts Corner	B-49			X			Procurement	Low
	B-53			X			Procurement	High
	B-61					X	Procurement	High
	B-75					X	Procurement	Low
	B-57					X	Procurement	Low
	B-42					X	Procurement	Low
14. Marshyhope	B-43					X	Procurement	Low
	B-47			X			Procurement	High
	B-23			X			Procurement	High
	B-45					X	Procurement	High
	B-48					X	Procurement	High
	Totals	34	0	1	15	1	19	

TABLE 27

Summary of Prehistoric Sites within Sussex East-West Corridor Probability Zones

	High %	Medium %	Low %
Surface Area	3.3	15.7	81
Prehistoric Sites	14.7	38.2	47

survey, and few of the sites were found through subsurface testing; therefore, the presence of intact subsurface features is generally unknown. Thus, archaeological site integrity or National Register eligibility cannot be determined without further field investigations. Second, archaeological investigations were only conducted in portions of the proposed corridor that were deemed "problem areas" due to a large number of anticipated cultural resources; thus, the survey may be biased towards areas of high site density. Third, although some subsurface testing was conducted in wooded areas and areas of low surface visibility, the majority of the areas investigated were agricultural fields or plowed fields. In addition, those areas that were the most "likely" site locations were investigated, and swampy or poorly-drained ground was avoided. The survey, thus, may have missed sites associated with interior wetlands (although the results of the prehistoric testing suggest that this is not the case). None-the-less, with these caveats in mind, questions about the archaeological resources of the proposed Sussex East-West Corridor can be addressed based on the results of the planning survey.

Analyses of Prehistoric Sites

The analysis of prehistoric site settlement presented in the original Route 404 reconnaissance and planning report (Catts, Custer, and Hoseth 1991:110-111, and Attachment VI) defined high, medium, and low probability values to areas of the Sussex East-West Corridor. In general, for all prehistoric periods, the high probability zones are likely to contain prehistoric base camps that have the greatest potential for nomination to the National Register of Historic Places and would be the most expensive sites to mitigate (generally proceeding to data recovery investigations). Medium probability zones would contain mainly micro-band base camps that are likely to be eligible for the National Register of Historic Places, but would be smaller in size and less expensive to mitigate. Low probability zones would contain mainly procurement sites that are less likely eligible for the National Register of Historic Places, and less likely to be intact or well-preserved, and less expensive to investigate (probably investigated only to the Phase I or II level). The original reconnaissance planning study of the Route 404 Corridor pointed out that the low probability zones would not be devoid of archaeological sites. Instead, sites would be present, but in significantly lower frequencies in comparison with the medium and high probability zones (Catts, Custer, and Hoseth 1991:110).

The results of the investigations of selected portions of the Sussex East-West Corridor have supported the prehistoric predictive model (Table 26). Five of thirty-four prehistoric sites were found in high probability zones, thirteen sites were found in medium probability zones, and sixteen sites were found in low probability zones. More significantly, 14.7 percent of the identified prehistoric sites were discovered in high probability zones, while only 3.3 percent of the area investigated was classified as high probability (Table 27).

TABLE 28
Historical Site Significances for the
Sussex East-West Corridor

Segment	Site Number	Period	Function	Significance	Segment	Site Number	Period	Function	Significance
1	G-135	1830-1880	Unknown	Low	9	E-177	1730-1770	Forge	High
	G-136	1830-1880	Unknown	Low		E-173	1830-1880	Agricultural complex	High
2	F-80	1880-1940	Dump	Low	E-172	1830-1880	Unknown	High	
	F-74	1830-1880	Agricultural complex	High	E-178	1770-1830	Mill	High	
3	F-75	unknown	Cemetery	High	E-179	1770-1830	Unknown	High	
	F-76	1830-1880	Agricultural complex	High	E-180	1830-1880	Unknown	High	
4	F-78	1880-1940	Agricultural complex	High	E-181	1880-1940	Unknown	High	
	F-87	1880-1940	Agricultural complex	High	E-188	1830-1880	Cemetery	High	
	F-84	1880-1940	Agricultural complex	High	E-189	1730-1770	Agricultural complex	High	
	F-85	1880-1940	Agricultural complex	High	E-176	1830-1880	Agricultural complex	High	
	F-91	1770-1830	Unknown	High	E-174	1830-1880	Agricultural complex	High	
	F-92	1880-1940	Unknown	Low	E-175	1830-1880	Store/Dwelling	High	
	F-93	1880-1940	Unknown	Low	E-185	1880-1940	Unknown	Medium	
	F-95	1880-1940	Unknown	Low	E-182	1880-1940	Unknown	Medium	
	F-94	1880-1940	Unknown	Low	E-184	1830-1880	Unknown	Low	
	F-90	1830-1880	Agricultural complex	High	E-183	1880-1940	Unknown	High	
5	F-109	1830-1880	Agricultural complex/ Blacksmith shop	High	E-186	1880-1940	Agricultural outbuilding	High	
	F-108	1880-1940	Unknown	Low	F-135	1880-1940	Unknown	Medium	
	F-111	1880-1940	Unknown	Low	E-170	1880-1940	Unknown	High	
	F-107	1880-1940	Agricultural complex	High	E-168	1770-1830	Agricultural complex	High	
	F-100	1880-1940	Agricultural complex	Low	E-169	1830-1880	Unknown	High	
	F-98	1830-1880	Agricultural complex	High	E-187	1730-1770	Forge	High	
	F-137	1880-1940	Unknown	Low	E-166	1880-1940	Dwelling	Low	
	F-103	1880-1940	Agricultural complex	High	E-167	1880-1940	Dwelling	Low	
	F-104	1880-1940	Unknown	Low	E-161	1880-1940	Unknown	Low	
	F-106	1880-1940	Unknown	Low	E-159	1880-1940	Agricultural complex	High	
6	F-101	1770-1830	Unknown	High	E-160	1880-1940	Unknown	Low	
	F-96	1880-1940	Agricultural complex	High	B-38	1880-1940	Unknown	Low	
	F-105	unknown	Unknown	Low	E-163	1880-1940	Unknown	High	
	F-114	1830-1880	Unknown	Medium	E-164	1880-1940	Unknown	Low	
	F-115	1880-1940	Unknown	Low	E-162	1880-1940	Unknown	High	
	F-123	1880-1940	Agricultural outbuilding	Medium	B-39	1880-1940	Unknown	Low	
	F-124	1880-1940	Agricultural outbuilding	Medium	B-41	1830-1880	Unknown	Medium	
	F-116	1730-1770	Agricultural complex	High	E-153	1830-1880	Unknown	Medium	
	F-112	1880-1940	Unknown	High	E-152	1830-1880	Agricultural complex	Medium	
	F-113	unknown	Unknown	Low	B-74	1880-1940	Agricultural complex	High	
7	F-117	1830-1880	Agricultural complex	High	B-72	1880-1940	Agricultural complex	High	
	F-118	1880-1940	Unknown	Medium	B-71	1830-1880	Agricultural complex	High	
	F-119	1880-1940	Unknown	Medium	B-73	1880-1940	Agricultural outbuilding	Low	
	F-120	1880-1940	Unknown	Medium	B-77	1830-1880	Agricultural/ tenant	High	
	F-128	1880-1940	Agricultural outbuilding	Low	B-78	1880-1940	Dwelling	Low	
	F-129	1880-1940	Button manufactory	High	B-50	1880-1940	Unknown	High	
	F-127	1830-1880	Agricultural complex	High	B-51	1830-1880	Agricultural complex	High	
	F-125	1830-1880	Agricultural complex	High	B-52	unknown	Unknown	Low	
	F-121	1830-1880	Agricultural complex	High	B-54	1880-1940	Unknown	Low	
	F-122	unknown	Cemetery	High	B-55	1880-1940	Unknown	Low	
8	E-158	1880-1940	Agricultural complex	Medium	B-59	unknown	Unknown	Low	
	E-155	1880-1940	Unknown	Low	B-60	unknown	Unknown	Low	
	E-156	1880-1940	Unknown	High	B-62	1880-1940	Agricultural complex	High	
	E-154	1830-1880	Agricultural complex	High	B-63	unknown	Unknown	Medium	
	F-83	1830-1880	Agricultural complex	High	B-64	unknown	Unknown	Medium	
	F-81	1880-1940	Agricultural complex	High	B-65	unknown	Unknown	Low	
	F-130	1880-1940	Forestry outbuilding	High	B-67	1830-1880	Agricultural complex	High	
	F-131	unknown	Unknown	Low	B-68	1880-1940	Unknown	Medium	
	F-132	1880-1940	Unknown	Low	B-69	1830-1880	Agricultural complex	High	
	F-133	1880-1940	Agricultural complex	Medium	B-70	1830-1880	Agricultural complex	High	
9	F-134	1880-1940	Agricultural complex	Medium	B-76	1880-1940	Unknown	High	
	C-52	1880-1940	Unknown	Low	B-80	1880-1940	Unknown	Medium	
	B-34	unknown	Unknown	Low	B-79	1830-1880	Unknown	Medium	
	B-33	1880-1940	Unknown	Low	B-56	1880-1940	Unknown	High	
	B-35	1880-1940	Unknown	Medium	B-58	1880-1940	Unknown	Low	
	B-36	1880-1940	Unknown	High	B-66	1880-1940	Unknown	Low	
	C-54	1830-1880	Agricultural complex	High	B-44	1880-1940	Agricultural complex	High	
					B-43	unknown	Unknown	Low	
					B-46	1830-1880	Agricultural complex	High	

Medium probability areas accounted for 15.7 percent of the study area, and 38.2 percent of the sites. Low probability areas accounted for 81 percent of the study area, but less than half of the sites (47%). Placed into the perspective of highway corridor segments, in high probability zones a prehistoric site is likely to occur every 1,800 feet, in a medium zone once every 3,200 feet, and in a low zone once every 13,500 feet.

Within the surveyed portions of the corridor, the majority of prehistoric sites were found on excessively to somewhat well-drained soils, such as Evesboro and Rumford loams (twenty sites, 59%). Well-drained soils (Sassafras and Kenansville) accounted for nine sites (24%), moderately drained soils (Woodstown) for three sites (9%), and poorly-drained soils (Fallsington) for only two sites (6%). Custer and Mellin (1989:22) found similar correlations between site locations and soil types for the Nanticoke drainage survey. Although the majority of prehistoric occupations identified during the planning survey are on relatively well-drained soils, many of the sites are in close proximity to surface water in the form of streams and inland swamps and wetlands. Several of the sites in Segment 13 (Scotts Corner) are near bay/basin depressions or ponds, which earlier investigations have shown were preferred settings for prehistoric settlement during all time periods (Bachman 1987; Custer and Bachman 1986b:145-149).

Excluding sites without diagnostic artifacts that would aid in dating the occupation, fifteen Woodland I Period components were identified during the planning survey, confirming the expectations of the original reconnaissance and planning study (Catts, Custer, and Hoseth 1991:77). It is probable that the nineteen sites of unknown date were occupied during the Archaic and Woodland I periods, thus adding to the number of Woodland I sites in the region. Only one site was attributable to the Archaic Period, and only one Woodland II Period component was identified. No Paleo-Indian Period sites were identified, although the sites located in the drainage divide area (Segment 4, Georgetown) could conceivably have Paleo-Indian Period components. Overall, the majority of identified sites (30) probably functioned as resource procurement camps. Only one site is a base camp, and three are macro-band base camps.

Analyses of Historical Archaeological Sites

As expected from analysis in the earlier Route 404 reconnaissance and planning study (Catts, Custer, and Hoseth 1991), the largest number of sites date from the Suburbanization Period between 1880 to 1940 (71 sites, or 55.5% of the total) (Table 28). Thirty-five sites date from the Industrialization and Capitalization Period -- 1830 to 1880 (27.3%), five from the Transformation from Colony to State Period -- 1770 to 1830 (3.9%), four from the Intensified and Durable Occupation Period -- 1730 to 1770 (3.1%), and thirteen were not datable (10.2%). No sites within the selected portions of the Sussex East-West

TABLE 29

Density of Historical Archaeological Sites in the Sussex East - West Corridor

Study Area	Size (feet)	Number of Identified Historical Archaeological Sites	Sites/ Linear foot
1. Five Points	2,600	2	1/1300
2. Beaverdam Creek	7,200	2	1/3600
3. Gravel Hill	7,000	3	1/2300
4. Georgetown	135,000	22	1/6100
5. Cokesbury Church	17,400	17	1/1000
6. Cedar Corners	17,000	6	1/2800
7. Kings Crossroads	8,000	6	1/1300
8. Mirey Branch	11,600	5	1/2300
9. Collins Pond	12,800	18	1/710
10. Unity Forge	7,000	6	1/1200
11. Nanticoke Branch	9,600	9	1/1100
12. Bridgeville Branch	2,600	2	1/1300
13. Scotts Corner	21,200	27	1/800
14. Marshyhope Creek	8,600	3	1/2900

Corridor dated from the earliest Exploration and Frontier Settlement Period -- 1630 to 1730.

The largest number of sites, twenty-seven, were in the Scotts Corner study area (Segment 13), followed by the Georgetown study area (Segment 4) with twenty-two sites. The Cokesbury Church and Collins Pond study areas (Segments 5 and 9) contained seventeen and eighteen sites respectively. The remaining study areas all had fewer than ten sites.

The number of sites that occurred in a particular study segment provides planners with a general assessment of the impact of highway construction in the Sussex East-West Corridor on cultural resources in "problem" areas (Table 29). For the entire study area investigated, one historical archaeological site can be expected every 2000 linear feet on the average. Within the selected portions of the corridor with the highest densities of historical archaeological sites (Segment 9 -- Collins Pond, and Segment 13 -- Scotts Corner), one historical site occurs every 710 to 800 linear feet.

A comparison of the areas that were identified by Catts, Custer, and Hoseth (1991:111-136) as high, medium, and low in potential as historical site locations with the actual numbers of

TABLE 30

Summary of Potential Site Locations and Actual Historical Sites for the Sussex East-West Corridor

Time Period	Potential Location of Identified Sites			Total
	High	Medium	Low	
1730 - 1770	4	---	---	4
1770 - 1830	5	---	---	5
1830 - 1880	31	4	---	35
1880 - 1940	57	14	---	71
Total	97 (84%)	18 (16%)		115

Excludes unknown period sites (N = 13)

TABLE 31

Summary of Historical Archaeological Sites within the Sussex East-West Corridor Potential Zones

	High %	Medium %	Low %
1730-1770			
Surface Area	87	---	---
Sites	100	---	---
1770-1830			
Surface Area	30	---	---
Sites	100	---	---
1830-1880			
Surface Area	89	11	---
Sites	88	12	---
1880-1940			
Surface Area	87	13	---
Sites	80	20	---

sites identified is shown in Table 30. Overall, 84 percent of the identified historical archaeological sites fell in high potential areas, 16 percent of the sites were in medium potential areas, and no sites were in low potential areas.

The high, medium, and low potential zones can also be examined chronologically (Table 31). For the period 1730 to 1770, all of the sites were located in high potential areas, which account for 87 percent of the surface area within the surveyed segments. For the period 1770 to 1830, all of the sites were in high potential areas, but the reconnaissance and planning

study suggested that high potential locations accounted for only 30 percent of the surface area of the total study area. For the period 1830 to 1880, high potential areas accounted for 88 percent of the sites and 89 percent of the surface area, and medium potential areas accounted for 12 percent of the sites and 11 percent of the surface area. During the most recent historical period (1880 to 1940), 80 percent of the sites were located in high potential areas, which accounted for 87 percent of the surface area of the segments, and 20 percent of the identified sites were located in medium potential areas, which accounted for 13 percent of the surface area. Overall, the probability zones identified for historical occupations by the reconnaissance and planning study (Catts, Custer, and Hoseth 1991:124-128) accurately reflect the historical cultural record in the segments investigated during the present research.

Assessment of Site Significance

The original reconnaissance and planning study of the Sussex East-West Corridor (Catts, Custer and Hoseth 1991:137-152) used a basic interpretive framework for the assessment of prehistoric and historical archaeological site significance that was adapted from the cultural resource planning study of the Route 13 corridor (now State Route 1) (Custer et al. 1984:113-129). For the Sussex East-West Corridor study, all sites noted on the maps included in the first report received a preliminary significance assessment based on the information available at the time of publication. The present report mainly provides refined assessments for the sites within the problem areas that comprised the fourteen segments. The refined assessments are based on the site-specific data compiled during the field survey. For the most part, the original framework established by the reconnaissance study of the East-West Corridor and by similar studies of problem areas along Route 13 (Custer and Bachman 1986a; Custer, Bachman and Grettler 1986) for determining site significance was followed; however, in a few cases, the framework was altered following the results of the field investigations. The present report does not address the significance of standing structures, except when they are associated with archaeological components. The significance and National Register eligibility of architectural resources within the Sussex East-West Corridor was addressed by Tabachnick and Keller (1992).

Prehistoric Site Significance. For prehistoric sites discovered during the field survey of the study areas (Table 26), all unplowed sites were considered as potentially of high significance. As with the findings of the Route 13 study (Custer and Bachman 1986a:192), sites located in forest lands, along drainages, and on well-drained knolls surrounded by poorly-drained wetlands contained undisturbed and intact sites that are likely to yield important archaeological data. Within the Sussex East-West Corridor, Site 7S-F-2, in the Redden State Forest, and the series of sites on the Bailey Tract, northwest of Georgetown, represent sites in such settings.

Sites with Archaic or late Paleo-Indian Period components are potentially of high significance and may be eligible for nomination to the National Register of Historic Places even if plowed. Sites dating from the Paleo-Indian and Archaic periods are considered highly significant because they are rare in Delaware and any site may provide important archaeological information. However, a site that has been plowed and then subjected to extensive erosion, is not considered to be of high significance.

All plowed or unplowed base camp sites from all prehistoric time periods were also considered to be of high significance with a high probability of being eligible for listing on the National Register of Historic Places. Macro-band, micro-band, and generalized base camps are sources of data on a wide range of prehistoric activities. As discussed above, plowed sites are included as high significance unless they are also badly disturbed by surface erosion.

All of the sites in the high significance category would require at least Phase II archaeological testing to determine their eligibility for listing on the National Register. In some cases, particularly the plowed sites in the high significance category, Phase II testing may be sufficient to mitigate any adverse effects of highway construction on the site. However, all of the unplowed sites would most likely require Phase III data recovery investigations.

Prehistoric sites within the Mid-peninsular Drainage Divide, and sites associated with bay/basin features, whether plowed or unplowed, were placed in the high significance category. The majority of such sites were in the Georgetown study area, and are considered significant because so little is known about resource use and prehistoric settlement patterns in this area of Sussex County. Sites of this type could be considered eligible for listing on the National Register, and may require data recovery investigations.

Two additional categories of sites encountered during the field survey were discovered and recognized. The first consists of sites that are plowed, disturbed, or eroded. Such prehistoric sites are generally small procurement sites and are considered to be low in historical significance and archaeological potential. Procurement sites would probably not require Phase II determination of eligibility testing. The second, low significance category comprises sites of unknown function or date because they are also generally plowed and disturbed.

Historical Site Significance. Historical archaeological site significance was based on the assessments presented in the original report (Catts, Custer, and Hoseth 1991: Appendices II and III), but also included data from the field checks of the planning survey (Table 32). The level of investigation at sites (pedestrian survey with limited, if any, subsurface testing) makes the definitive assessment of site significance problematic.

TABLE 32

Summary of Historical Archaeological Sites within the Sussex East - West Corridor Study Areas

Study Area/ Segment	Period*					Unknown	Total
	1630 - 1730	1730 - 1770	1770 - 1830	1830 - 1880	1880 - 1940		
1. Five Points	---	---	---	2	---	---	2
2. Beaverdam Creek	---	---	---	1	1	---	2
3. Gravel Hill	---	---	---	1	1	1	3
4. Georgetown	---	---	2	3	16	1	22
5. Cokesbury Church	---	1	---	5	9	2	17
6. Cedar Corners	---	---	---	2	4	---	6
7. Kings Crossroads	---	---	---	---	5	1	6
8. Mirey Branch	---	---	---	1	3	1	5
9. Collins Pond	---	2	2	8	6	---	18
10. Unity Forge	---	1	1	1	3	---	6
11. Nanicoke Branch	---	---	---	1	8	---	9
12. Bridgeville Branch	---	---	---	2	---	---	2
13. Scotts Corner	---	---	---	7	14	6	27
14. Marshyhope	---	---	---	1	1	1	3
Total	0	4 (3.1%)	5 (3.9%)	35 (27.3%)	71 (55.5%)	13 (10.2%)	128 (100%)

* Categorized by earliest date of occupation based on documentary and archaeological data.

However, the same categories of significance used for the Route 13 survey (Custer and Bachman 1986a:194) were applied for the assessments herein, and the categories were modified to fit the specific historical conditions of the Sussex East-West Corridor. The categories used to assess significance consisted of:

- 1) **Preservation:** Sites containing well-preserved structural, faunal, floral, or skeletal remains are more significant.
- 2) **Multi-function** (Number and type of outbuildings): Sites exhibiting a range of well-defined activity/functional loci are more significant.
- 3) **Size and Density** (Number and type of archaeological features): Larger sites and those containing dense deposits of material culture are more significant.
- 4) **Duration of Occupation:** Sites exhibiting discrete temporal loci whether in the context of long-term or short-term occupations are more significant.

In addition to the above criteria, there were several project-specific assessments for significance. As with prehistoric sites, any historical archaeological sites that are unplowed were considered to be of high significance. For the later periods of history (1830-1880 and 1880-1940) sites with good levels of documentation (such as photographs, written records, oral

histories, etc.) are considered to be of higher significance because of the multiple levels of data available for site interpretation and the provision of historical context. Sites dating from the earliest periods of historical occupation in the region, specifically from the 1730-1770 and 1770-1830 periods were considered to be of high significance also, because there are relatively few in the project area, and little is presently known about the archaeology of these periods in Sussex County. In the Sussex East-West Corridor study segments, 1730-1770 and 1770-1830 period sites were most common in the Collins Pond, Unity Forge, and Georgetown study areas. All of the sites would require Phase II investigations to determine National Register eligibility, and, depending on the quality and integrity of the archaeological remains, many of the sites would likely require Phase III data recovery excavations.

Historical archaeological sites associated with Sussex County industry, artisans, or technology are considered highly significant. Iron forges, furnaces, blacksmith shops, and button manufactories and other home manufactories all played a crucial and significant role in the development and economic growth of central Sussex County, but such sites have not been archaeologically investigated. The series of historical archaeological sites located in the Collins Pond and Unity Forge segments offer the best opportunities to investigate the early iron industry in Sussex County, not just at iron forges and furnaces, but at the dwellings, tenant houses, and associated agricultural complexes. Such sites would require at least Phase II determination of eligibility investigations, and some, depending on the quality and integrity of the archaeological remains, would require data recovery investigations.

For historical archaeological sites dating to the 1830 to 1880 and 1880 to 1940 periods, sites associated with extant buildings or outbuildings are considered to be more significant, because the architectural resources can provide additional data useful in interpreting the archaeological remains. Oral and documentary records for sites associated with standing structures make the sites more significant because also they provide additional sources of data. Phase II investigations would be required for all of such sites; only those with the best multiple resource bases (architectural, archaeological, oral, documentary, etc.) would be strong candidates for data recovery investigations.

Cemeteries, such as the Collins' family graveyard and the family burial ground identified in the Gravel Hill study segment, are considered highly significant. Family cemeteries, which are fairly common in Sussex County, are best avoided if possible because they would be expensive to excavate, and are socially sensitive. If necessary, cemeteries can provide archaeological data that could be used to address issues of past lifeways, burial practices, medicine, and health. Such information can not generally be gathered from other sources.

Future Research Issues

The issues considered in this section of the report are beyond the scope of the more general management considerations already presented. Preliminary archaeological investigations of selected portions of the Sussex East-West Corridor have provided an opportunity to formulate and refine research questions that could be addressed during future archaeological projects in the region.

Research on prehistoric settlement and adaptation through time could be particularly significant in the Sussex East-West Corridor, because the highway corridor crosses a series of environmental zones in traversing the state. Although the majority of the previously-known and newly-identified sites date to the Woodland I Period, there are several geographic zones where archaeological knowledge of the Woodland I and other periods of prehistory is lacking. For example, the Sussex East-West Corridor survey has provided information on the Mid-peninsular Drainage Divide area that is crucial for understanding the adaptive strategies of social groups during the Paleo-Indian, Archaic, and Woodland I periods. Also, large sites, containing a variety of ceramic wares and lithic artifacts, were found in the drainage divide area during the planning survey, and could be used to study paleoenvironmental change, the lithic and ceramic technologies, subsistence strategies, settlement patterns, and population mobility on the lower Delmarva Peninsula.

In the western portion of the project area, west of Bridgeville and east of Marshyhope Creek, several prehistoric procurement sites were found in association with bay/basin features. Previous studies along the Route 13 (State Route 1) corridor have shown that such Coastal Plain environmental settings were important for human adaptations during the Archaic and Woodland I periods. Archaeological study of the Sussex East-West Corridor could provide further insights into the prehistoric use of bay/basin features and Coastal Plain environments.

The large number of historical archaeological sites identified in the Sussex East-West Corridor significantly increases the information available for historical research. Research focused on the period between 1880 to 1940 can use the data to examine Sussex County farm life at the end of the nineteenth century and beginning of the twentieth century, a period of change and reorganization within the region. The value of the sites, especially those associated with extant buildings and farmsteads, is that they can provide more social, cultural, archaeological, documentary, and oral information about Sussex County, than sites with only archaeological components. A historical context for farms dating from the period 1880 - 1940 has been prepared for New Castle and Kent counties (De Cunzo and Garcia 1992), and a similar plan for Sussex County will be forthcoming. The plan will accommodate the data gathered during the planning survey of the Sussex East-West Corridor.

The archaeological sites dating to the early historical periods can be used to examine the general research questions outlined in the State Plan for historical archaeological resources (De Cunzo and Catts 1990). Research questions aimed at aspects of domestic economy, landscape, social group identity and behavior, and manufacture and trade can be studied at the sites in the Sussex East-West Corridor. For example, the numerous archaeological resources of the Collins Pond setting offer a unique opportunity to investigate the early iron industry in Sussex County, not only from the standpoint of manufacturing, but also its impacts on the surrounding tenant "out plantations", the Collins mansion and farm, the community that grew up around the Pond, and the ways that the iron industry changed the local economy.

The importance of viewing the archaeological resources as not simply isolated sites, but interdependent and interrelated locations or nodal points, can provide researchers with a broader understanding of regional change through time. From this perspective, all of the historical sites in the project area (both standing structures and archaeological sites) can be studied at various levels, from site specific, to community, to local, to regional and national. The relationships between outlying farmsteads and the towns of Bridgeville or Georgetown, or even smaller communities such as Gravel Hill, need to be investigated for archaeologists and other researchers to gain a fuller understanding of the growth and development of the region.

The earlier studies of the Sussex East-West Corridor (Catts, Custer, and Hoseth 1991) suggested that, for the historical period, access to transportation routes, whether water or overland, were crucial considerations in selecting sites for historical occupations. The role of changing methods and routes of transportation in determining settlement and economic development can be addressed by future archaeological studies in the project area. The sites dating to between 1830 and 1880, and between 1880 and 1940 would be especially useful in studying transportation, because the arrival of the railroad provided the catalyst for "truck" farming and market gardening, which in turn spurred the growth of the canning industry in several of the project area's communities. The economic and social effects of these events are incompletely understood, and investigations of archaeological sites from the nineteenth century could provide answers to questions involving material culture.

The important and changing roles that African Americans played in the economic and social development of the Sussex East-West Corridor region could be addressed in future archaeological projects. Long a slave holding region of Delaware, Sussex County had relatively large numbers of both slave and free blacks throughout the eighteenth and nineteenth centuries. In some cases, as in Belltown, free African Americans settled in small communities; in other cases, isolated farmsteads were rented and farmed by slaves or free blacks as tenants. The early iron and logging industries used slaves for labor. The archaeological

remains of the homes and work places of Sussex County's African Americans can provide unique and significant data about the lifeways of this ethnic group -- data that often cannot be gathered from more traditional (e.g., documentary) sources. Indeed, because of the vagaries of written historical sources, the past lives of the average person in Sussex County, whether white, black, or Native American, can often be examined only through archaeological and material culture studies.