

II. METHODS

HISTORIC RESEARCH

Prior to conducting field research of the project area, URS visited the Delaware State Historic Preservation Office (DE SHPO) and determined that the project area is included in the National Register eligible Smith's Mill-Granogue Historic District. In addition, there are several standing resources adjacent to the area of potential effect (APE) that have been recommended as individually eligible for listing in the National Register of Historic Places (Pendleton 1999). Bridge 9, constructed in 1962, was recommended as not being National Register eligible in a statewide bridge survey completed by P.A.C. Spero & Company in 1991, or in the revised edition, completed by Lichtenstein Consulting Engineers, Inc. in 2000. An architectural survey was not conducted as part of the current investigation, as Louis Berger & Associates, Inc. previously conducted such a survey in 1999.

In an effort to develop a historic context and determine the history of the project area—particularly milling activities occurring at Smith's Mill during the nineteenth century—URS historian E. Madeleine Scheerer conducted general and specific research at local and regional repositories in October 2001. These repositories included the Delaware State Archives, the Greater Wilmington Public Library, Delaware State Historic Preservation Office, the New Castle County Recorder of Deeds Office, the University of Delaware, the Hagley Museum and Library, the Historical Society of Delaware, the Delaware County Historical Society, the Free Library of Philadelphia and the Library of Congress.

ARCHAEOLOGY

The reconnaissance survey of the project area prior to subsurface testing indicated that two locations within the APE have a moderate-to-high potential for buried cultural resources. These locations include Area A, the area adjacent to the southeast corner of Bridge 9 at the intersection of Smith's Bridge Road and Creek Road, and Area B, located adjacent to the northwest corner of the bridge (Plates 1 and 2). Limited archaeological testing was conducted in these areas through the use of shovel test pits. In addition, one 1-x-1-meter test unit was excavated in Area A, in a location proposed for a temporary utility pole. The shovel tests and test unit were excavated stratigraphically to the maximum depth of disturbed soil, or, whenever possible, to sterile soil. Soil from each stratum was screened through ¼-inch-hardware mesh. Profiles were drawn for each shovel test and the test unit with soils described using the Munsell soil color charts and standard texture classifications. Recovered artifacts were bagged according to their provenience. At the conclusion of field investigations, all excavated areas were backfilled, leveled, and left as close to original condition as possible. Black-and-white photographs and color slides were taken of the test unit profiles and general project area.

The excavated artifacts were processed according to the standards established by the Delaware State Museums. All artifacts were initially cleaned, labeled and bagged retaining the excavation



Plate 1 Area A, View Looking North from Raceway. Bridge 9 in background.



Plate 2 Area B, View Looking Southeast Towards Bridge 9. Bridge abutment and retaining wall to the left.

provenience integrity. In some cases, on an individual artifact basis, artifacts deemed too delicate to wash were only dry brushed. The artifacts were then inventoried in a Microsoft *Access* database. The artifacts were sorted according to functional groups and material composition in this inventory.