

## Chapter 6

# CONCLUSIONS AND RECOMMENDATIONS

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### A. CONTEXTS AND CONCLUSIONS

This phase IA survey of Section 2 has shown that there are a number of locations where archaeological resources may be anticipated. This deduction is based both on general predictive modeling and contextual studies, and also on detailed historical research. Although the Mid-Peninsula Divide setting of the alignment is one where archaeological sites are likely to be less numerous and perhaps less complex than those in other physiographic settings in Delaware, the survey results reveal an area that has been continuously modified by humans over a long period.

#### 1. Prehistoric Context

Prehistoric usage of the APE can be expected, on general grounds, to have begun during the Paleo-Indian period. Although no findspots are known in Section 2 itself, the Divide has a notable concentration of projectile points from this period. The absence of locally available high-grade lithic materials indicates that the area was not visited as a quarry source but presumably for hunting and foraging, a pattern that probably continued into the Archaic period as conventionally defined.

Woodland I and II patterns also remain poorly known, but the conclusions from the Lums Pond provide some testable hypothesis that can be applied to Section 2:

1. Individual site occupations will extend over large areas (i.e. over several hundred square meters).

2. Sites in advantageous locations (usually near water and associated resources) will show evidence of multiple and repeated low intensity use over long periods of time.

3. Lithics will show a pattern of procurement using both local cobble exposures and quarry resources in northern Delaware and adjacent portions of Maryland.

4. Tool manufacture and curation will both be identifiable.

5. Features such as pits will survive in midslope settings on the sides of knolls.

6. Plowzone artifact patterns will reflect actual prehistoric activity areas.

Testing strategies for prehistoric resources will take these factors into account, and analysis of results will be undertaken within the framework of the existing state contextual scheme, and having regard to recent research perspectives such as those on the Archaic (Sassaman 2008).

#### 2. Historic Context

Historic usage of the APE is characterized firstly by the presence of extensive early landholdings, of which the Rumsey Farm and Indian Range properties are typical examples, with connections westwards into the Bohemia drainage in Maryland. This patterning was seen by De Cunzo and Catts (1990:129) as more typical of the Lower Peninsula, indicating that this cultural pattern extends further north than their research suggested.

Research on Indian Range (Area 7) shows that it was crossed by a now-abandoned course of Choptank road, and that there is at least a possibility of a later 17<sup>th</sup>- or early 18<sup>th</sup>-century house site along the U.S. Route 301 alignment. The identification of this site has led to a reconsideration of the applicability of the 300-foot buffer used to define the zone of historic sensitivity along historic roads in the A.D. Marble sensitivity model. Early house sites on large properties may not relate closely to the road network as it emerged in the later 18<sup>th</sup> and 19<sup>th</sup> centuries. While the Marble model is certainly a valid approach to the general archaeological sensitivity of historic road alignments, at the detailed local level additional factors must be taken into account. For this study, a distance of more than 400 feet from either water or a historic route has generally been considered to reduce the historic sensitivity of a particular location to low.

A second characteristic of the historic landscape of Section 2 is the observed changeability of the road network through time. The former alignment (or alignments) of Choptank Road south of Bunker Hill Road has already been noted, and at least two other former roads of late 17<sup>th</sup>- or early 18<sup>th</sup>-century date have also been identified in the background research. These former road alignments may imply a repeated re-planning of the historic landscape that could have significant implications for understanding the settlement patterns of this part of Delaware in the period before *circa* 1750. It may also be noted that even some of the 19<sup>th</sup>-century house sites identified in this survey (the Cann/Holton, Gallahan and Dale Houses) are not closely related to the present road pattern.

In common with many other areas in central and northern Delaware, the project area has produced evidence of free Black landowners in the period before the Civil War. Amos Bell, Adam Carsons, and Samuel Dale each owned homes and property on separate pieces of land in the northern portion of the project

area before 1855. These individuals and their properties merit additional research within the contextual framework provided by Skelcher (1995).

No true nucleation is observable in the historic or modern landscape of Section 2, and the historic pattern was clearly one of dispersed homesteads in an agricultural environment. The one exception to this is Armstrong Corner, mostly just outside the actual APE, which showed clear signs of developing into a cross-roads community in the later 19<sup>th</sup> century: one of the many “Corners” in Delaware. The bulk of Section 2 remained overwhelmingly rural and agricultural until the early 20<sup>th</sup> century, when subdivisions of agricultural properties into more residential suburban holdings began along U.S. Route 301 north of Armstrong Corner. Before that time there is limited diversity of property types along the Section 2 alignment.

Table 6.1 relates these conclusions and observations to the Historic Context scheme for archaeological resources in Delaware (De Cunzo and Catts 1990). The first two columns identify the Time Period and main Domains within each time period that are pertinent to the project area. “Themes”, as defined by De Cunzo and Catts, are not specifically pulled out in this table as they made data presentation more complex and did not significantly enhance the purpose of the table. The center column lists specific property types identified within those Domains. The “Phase 1A Identified Resources” column is a digest of the information in Chapter 5 and the discussion above. Comparison of this column with the center column enables the specific characteristics of Section 2 to be seen in the wider context of the Upper Peninsula. As pointed out above, a major characteristic of Section 2 is its lack of property-type diversity in comparison to the Upper Peninsula as a whole. This does not imply that the individual property types are of less potential significance, but is rather a characterization of Section 2 within the Upper Peninsula, probably attributable to

**TABLE 6.1. U.S. ROUTE 301 SECTION 2, HISTORIC CONTEXT FRAMEWORK FOR PHASE IB STUDIES (ZONE = UPPER PENINSULA [De Cunzo and Catts 1990])**

Time period	Domain(s)	Anticipated Property Types (De Cunzo and Catts 1990)	Phase 1A Identified Resources	Comments
1630-1730+/- Exploration and Frontier Settlement	Domestic Economy	Scattered Swedish and Dutch Farmsteads, English Farmsteads along Creeks, Slave Sites.	Contact Period Settlement Site (outside APE), Early road alignments, Some farmsteads (Rumsey and Indian Range) associated with Maryland Land Grants, Possible house site on Indian Range.	Pattern more closely resembles model for Lower Peninsula in De Cunzo and Catts 1990
1730-1770+/- Intensified and Durable Occupation	Domestic Economy, Manufacturing and Trade	Farmsteads w/slave and indentured servant sites, Service node settlements, Grist- and sawmills, Inns and taverns, churches, courthouses and public buildings, communities	Early road alignments of Choptank Road, road at Maple Grove, Reedy Island Road, House on Indian Range by 1752, Possible early mill site on Sandy Branch?	Changes to road alignments
1770-1830+/- Early Industrialization	Domestic Economy, Manufacturing and Trade, Social Group Identity, Behavior and Interaction	Range of farm size. Tenant sites, Free black sites, Domestic sites of industrial, craft and domestic workers, Mills, tanneries, distilleries, Water and overland transportation sites, Inns and taverns, churches, courthouses and public buildings, communities	Cann/Holton house before 1836, replaced by present NR house, James Rogers house by 1799, removed 1850s	Choptank Road south of Bunkerhill Road abandoned by 1820: 17th- to 18th-century Indian Range house site abandoned, Some free black sites may go back to this time period, No industrial sites noted: area remains rural/agricultural
1830-1880+/- Industrialization and Early Urbanization	Domestic Economy, Manufacturing and Trade, Social Group Identity, Behavior and Interaction	Farms, owned and tenanted, Domestic sites associated with industry or transportation, Post Civil War Freed Black communities, Railroads, Textile and manufacturing sites, agricultural product processing, shops and stores, Inns and taverns, churches, courthouses and public buildings, communities	Gallahan house by 1849, (abandoned 1860s?) Norfolk Southern Railroad 1850s, Amos Bell (free Black) log house by 1849; Samuel Dale (free black) house by 1854, Adam Carsons (free Black) improved property at Holton Farm by 1850. Black laborers on Holton Farm, Walker property on Armstrong Corner Road: successful farming including peaches and poultry	Armstrong Corner settlement develops (mostly outside APE), Scattered free African-American settlement north from Bunker Hill Road (Skelcher 1995)
1880-1940+/- Urbanization and Early Suburbanization	Domestic Economy, Manufacturing and Trade, Social Group Identity, Behavior and Interaction	Farms, owned and tenanted. Domestic sites associated with industry or transportation. Agricultural product processing, Transportation-related sites, Shops and stores, Inns and taverns, churches, courthouses and public buildings, communities, Granges and other social sites	Staats House and archaeology, early 20th-century subdivisions and suburbanization	Suburbanization along present Route 301 in northern portion of Section 2

its Mid-Drainage Divide location. The right-hand column contains comments on resources and patterning observed on Section 2 within each time period.

Table 6.4 is intended as a management tool for project design, listing numbered land parcels on Section 2 where Phase IB investigations are proposed, and cross-referencing these with the Investigation Areas (1-20).

## **B. PROPOSED PHASE IB INVESTIGATIONS**

Based on the contextual and location-specific background research into prehistory and history, 20 Investigation Areas have therefore been identified for Phase IB study (Figure 6.1).

Table 6.2 summarizes locational detail for these 20 areas, the rationale for the selection of the areas, and the nature of the proposed investigations. This table also relates the proposed Investigation Areas to the Early Historic Tract Names into which the project alignment was organized in Chapter 4.

Phase IB investigations will generally deploy a combination of surface collection (where ground conditions are suitable) and shovel testing. Close-interval shovel testing (down to 12.5 foot spacing) is recommended for subsets of tests within selected areas where prehistoric or early historic resources are encountered or suspected. In three locations (1A-D, 3 and 20) no subsurface investigation is proposed for the IB study, with documentation through survey and photography being substituted. Limited additional historical research may be required at some locations, chiefly to follow up on documentary sources that were identified but not fully reviewed in the present study. These will be selected primarily for locational or specific structural information they may be able to provide.

Table 6.3 provides similar detail for intervening areas on Section 2 (A through M) where no investigation is recommended beyond the present Phase IA study. The rationale for exclusion is also presented in the table.

**TABLE 6.2. U.S. ROUTE 301, SECTION 2. PROPOSED PHASE IB INVESTIGATION AREAS**

Investigation Area	Map	Station		Parcel #s	Early Historic Tract Name	Identifier	Sensitivity Prediction by ADM		Hunter Research Rationale For Further Investigation	Testing Method	Number of Tests
		from	to				Prehistoric	Historic			
1A-D	2	255	255	137	RUMSEY FARM	Historic Farm Road Crossings	Moderate	Moderate & Low	Farm road trace crosses alignment	Document, Mapping, Photography	None
2	2	258	263	137	RUMSEY FARM	Historic and Prehistoric Sensitivity	Moderate	Moderate & Low	location suggests high prehistoric sensitivity; Prehistoric and historic artifacts located in Phase IA	Plow, Surface Collection, Shovel Test 6 Artifact Clusters, Units if needed	60 Shovel Tests @ 12.5' intervals
3	2	263	265	137,142	RUMSEY FARM	Early Mill pond on the Sandy Branch	High	Moderate & Low	Existing Mill Pond observed in the field	Document, Mapping, Photography	None
4	2	265	272	137	RUMSEY FARM	Confluence of two branches of the Sandy Branch	Moderate	Moderate & Low	location suggests high prehistoric sensitivity	Shovel Testing because long term fallow Unit if needed	170 Shovel Tests @ 50' intervals
5	2	274	277	142	RUMSEY FARM	Appoquinimink High School Baseball Field	Moderate	Moderate & Low	location suggests high prehistoric sensitivity	Shovel Testing, Units if needed	48 Shovel Tests @ 50' intervals
6	2	276	285	144	INDIAN RANGE	Prehistoric Sensitivity Along North Branch of the Sandy Branch	Moderate	Low	location suggests high prehistoric sensitivity	Shovel Testing because long term fallow Units if needed	144 Shovel Tests @ 50' intervals
7	2	290	313	144, 157	INDIAN RANGE (Later MAPLE GROVE north of Bunker Hill Road)	Bunker Hill Road Crossing and level knoll south of crossing; Choptank Road crosses alignment c. 1740	Nil	Moderate & Low	Probable 17th-Century Road with possible associated sites; Choptank Road.	Shovel Test South on the side of the road On the North side, Plow, Surface Collection, Shovel Test 2 Artifact Clusters, Units if needed	224 Shovel Tests @ 25' and 12.5' intervals
8	2	332	344	157	MAPLE GROVE	Prehistoric Sensitivity adjacent to headwater wetlands	High and Moderate	Low	location suggests high prehistoric sensitivity	Plow, Surface collection, Shovel tests in woodland 3 Artifact Clusters, Units if needed	40 Shovel Tests @ 50' intervals 30 Shovel Tests @ 12.5' intervals
9	3	354	366	161, 162	BOOZ BOYCE TRACT	Prehistoric Sensitivity adjacent to headwater wetlands; road crosses alignment in 1740s	Moderate & High	Low	location suggests high prehistoric sensitivity; historic road	Plow, Surface collection, Shovel Test, 4 Artifact Clusters, Units if needed	40 Shovel Tests @ 12.5' intervals
10	3	366	371	162	BOOZ BOYCE TRACT	Cann/Holton Farm Historic House Site	Moderate	High	House site documented in this area	Plow, Surface collection, Shovel Test 2 Artifact Clusters, Units if needed	20 Shovel Tests @ 12.5' intervals
11	3	96	98	385	BOOZ BOYCE TRACT	Gallahan House Site on spur.	Nil	High	On historic and sensitivity maps	Plow, Surface collection, Shovel Test 2 Artifact Clusters	20 Shovel Tests @ 12.5' intervals
12	3	382	390	166-168	BOOZ BOYCE TRACT	Random Sample area	Nil	Low	Test the Prehistoric Settlement Model	Plow, Surface collection, Shovel Test if needed 2 Artifact Clusters	20 Shovel Tests @ 12.5' intervals if needed
13	3	406	415	174, 177, 179	BOOZ BOYCE TRACT	M.E. Walker House & Crossing of Armstrong Corner Road	Nil	High & Low	Historic Road with possible associated sites	Shovel Testing	180 Shovel Tests @ 50' intervals
14	3	126	127	170	BOOZ BOYCE TRACT	Bell House site. Detention Basin by Armstrong Corner Road	Nil	Low	Historic Road with possible associated sites	Shovel Testing	32 Shovel Tests @ 25' intervals
15	3	418	418	179	ARMSTRONG FARM	B. Armstrong Building & possible bridge location. Armstrong Corner Detention Basin	Nil	High & Moderate	Possible location of Historic Structure	Shovel Testing	32 Shovel Tests @ 25' intervals
16	3	422	427	179	ARMSTRONG FARM	Detention Basins and ramp north of Armstrong Corner Road	Nil	High & Moderate	Possible location of Historic Structure	Shovel Testing	80 Shovel Tests @ 25' intervals
17	3	432	440	179, 194, 196	J. TAYLOR TRACT	W. Dale Free Black Site, Reedy Island Road crossing and Prehistoric Sensitivity	Moderate & Low	High & Low	Documented Free Black homestead; prehistoric sensitivity near creek	Plow, Surface collection. Shovel tests, 4 Artifact Clusters, Units if needed	40 Shovel Tests @ 25' intervals
18	3	438	443	179, 200	J. TAYLOR TRACT	Staats Farm House c. 1900	Moderate & Low	Moderate	Standing Historic House	Shovel Testing	70 Shovel Tests @ 50' intervals
19	3	450	450	203, 205	J. TAYLOR TRACT	Rogers House	Nil	High	Historic House Site	Shovel Testing	70 Shovel Tests @ 25' and 50' intervals
20	3	454	454	207	J. TAYLOR TRACT	Norfolk and Southern Railroad Crossing	Nil	Low	Historic Railroad alignment	Document, Mapping, Photography	None

TABLE 6.3. U.S. ROUTE 301, SECTION 2. AREAS WHERE NO FURTHER INVESTIGATIONS ARE RECOMMENDED

Area	Map	Station		Parcel #s	Early Historic Tract Name	Identifier	Sensitivity Prediction by ADM		Hunter Research Rationale For No Further Investigation
		from	to				Prehistoric	Historic	
A	2	256	258	137	RUMSEY FARM	Between Testing Areas 1 and 2	Moderate & Low	Moderate & Low	Over 400 feet from water and historic routes of transportation
B	2	263	265	137	RUMSEY FARM	Between Testing Areas 2 and 4	High	Low, Nil	Very steep slopes
C	2	272	275	137, 142	RUMSEY FARM	Between Testing Areas 4 and 5	High	Low, Nil	Very steep slopes
D	2	285	290	144	INDIAN RANGE	Between Testing Areas 6 and 7	Low	Low	Over 400 feet from water and historic routes of transportation
E	2	313	332	157, 158	INDIAN RANGE, MAPLE GROVE, BLACK MARSH/ASH FARM	Between Testing Areas 7 and 8	Low	Low	Over 400 feet from water and historic routes of transportation
F	2 & 3	344	347	157, 161	MAPLE GROVE, BOOZ BOYCE TRACT	Between Testing Areas 8 and 9	Low	Low	Over 400 feet from water and historic routes of transportation
G	3	370	100	162, 385	BOOZ BOYCE TRACT	Between Testing Areas 10 and 11 Spur Branch of 301	Low to Nil	Low	Over 400 feet from water and historic routes of transportation
H	3	370	382	162, 166	BOOZ BOYCE TRACT	Between Testing Areas 10 and 12	Low to Nil	Low	Over 400 feet from water and historic routes of transportation
I	3	390	406	168, 170, 171, 172, 174, 177	BOOZ BOYCE TRACT	Between Testing Areas 12 and 13	Nil	Low	Over 400 feet from water and historic routes of transportation
J	3	415	432	179, 192	BOOZ BOYCE TRACT, ARMSTRONG FARM, NOXON'S ADVENTURE (S. DALE HOUSE)	Between Test Areas 13, 16 and 17	Low to Nil	Low High	Over 400 feet from water and historic routes of transportation
K	3	east of alignment	east of alignment	179, 190, 191	ARMSTRONG FARM	Between Testing Areas 15 and 16 on the West Side of Route 301	Nil	Moderate	Over 400 feet from water and no structures shown on historic maps
L	3	east of alignment	east of alignment	179, 191	ARMSTRONG FARM	North of Testing Area 16 On the West Side of Route 301	Nil	Moderate	Over 400 feet from water and no structures shown on historic maps
M	3	440	450	201-204	J. TAYLOR TRACT	Between Testing Areas 17, 18 and 19 East and West of Route 301	Low	Moderate to Low	The degree of slope precludes habitation

**TABLE 6.4. U.S. ROUTE 301, SECTION 2.  
INCIDENCE OF PHASE 1B INVESTIGATION  
AREAS IN LAND PARCELS**

<b>Parcel #</b>	<b>Investigation Area</b>	<b>U.S. Route 301 Improvement Program Map</b>
137	1A-D, 2,3,4	2
142	3, 5	2
144	6	2
144	7	2
157	7, 8	2
161	9	3
162	9, 10	3
166	12	3
167	12	3
168	12	3
170	14	3
174	13	3
177	13	3
179	13,15,16, 17,18	3
179	17	3
194	17	3
196	17	3
200	18	3
203	19	3
205	19	3
207	20	3
385	11	3