

variety of site types as well. The Pike also had the lowest number of domestic dwellings (8.6) per square mile, while Route 7 South had the largest number (13.8) per mile. Overall, Old Baltimore Pike exhibited the lowest density of structures present, at 9.5 per square mile, while the other routes ranged from 10.7 to 16.2 structures/square mile.

RESEARCH AND TESTING METHODS

Phase I background research conducted for the Old Baltimore Pike Project Corridor included consultation with the staff of the Delaware Bureau of Archaeology and Historic Preservation (BAHP), a review of the site files and records maintained by the BAHP pertaining to known prehistoric and historic cultural resources within the vicinity of the project area, a review of historic atlases and maps, interviews with local landowners and informed persons about the project area, examination of archival and manuscript sources such as deed records, tax assessments, road papers, other court records and published sources, examination of the DelDOT archives and photographic collections at Dover and Bear, and the review of relevant prehistoric archaeological literature (Custer 1984, 1986). Research designs governing the testing plan were created for both the prehistoric and historic cultural resources based on previous archaeological investigations in the immediate vicinity of the project area.

Pedestrian surveys and surface collections were conducted wherever surface visibility was adequate within the project area. Where surface visibility was obscured by vegetation, shovel test pits (STPs) were employed as the standard Phase I test unit

because of their demonstrated effectiveness in detecting buried cultural materials, their aid in the creation of artifact distribution patterns, their ability to establish site limits, and the low intensity of effort required for their excavation when compared to larger, measured test squares (McManamon 1981; Nance and Ball 1986; Lothrop, Custer and DeSantis 1987). Shovel tests were excavated generally on intervals of 30 feet, with smaller interval testing employed on known or potential site locations. Soil was passed through a 1/4 inch screen of hardware mesh, and all cultural materials were bagged and labelled according to individual STPs. Field notes for each STP included the recording of thickness, color, and textural characteristics of all soil horizons encountered, STP depths and dimensions, and what cultural materials were recovered.

For management and reference purposes, the project area was divided into property tracts, and within these tracts shovel tests were grouped into transects or lines. Within Segments 2 through 5, STPs received a grid coordinate based on a temporary datum point established for the tract, and those with Segment 1 each received a letter and number designation. All property tracts with their STP locations were mapped, with topographical information — distance to Old Baltimore Pike, private drives, tree lines and fence lines -- included. Phase II investigations, where undertaken, were conducted to define limits, integrity and stratigraphic context of archaeological sites warranting such study so that a determination of National Register Eligibility could be made. Phase II investigations consisted of the excavation of larger, measured test squares in areas of high

archaeological potential, as defined by the Phase I STP testing. As with the Phase I testing, soil was passed through a 1/4 inch screen of hardware mesh, and all cultural materials bagged and labelled according to stratigraphic excavation levels. Field records for the Phase II testing included excavation in measured levels, thickness, color, and textural characteristics of all soil horizons encountered, sketches of profiles and floorplans of test units, photographic recording of test units, and feature excavation and recording, when encountered.

RESULTS OF PHASE I AND II ARCHAEOLOGICAL INVESTIGATIONS

To facilitate the completion of the field investigations, and to aid in the discussion of results, the Old Baltimore Pike project area was divided into five geographic segments: Segment 1 includes the four corners area of the Old Baltimore Pike and Route 72 intersection; Segment 2 extends from the farm lane of Vernon Comly on the south side of Old Baltimore Pike, to the driveway of Stuart Pharmaceutical; Segment 3 contains the proposed realignment of Salem Church Road, and includes the area around Fix's Corner; Segment 4 extends from the eastern dog-leg of Salem Church Road to the Christiana Bypass, or Route 273; and Segment 5 includes the three potential alignments of the proposed Newtown Road, extending from Route 72 to Route 896 at the Four Seasons Parkway (Figure 19). The results of the Phase I and II archaeological investigations in each of these segments will be presented below, and will include a discussion of the background research for the particular segment, the testing conducted, whether any sites or other cultural resources were identified,