Chapter 4

PHASE IA ARCHAEOLOGICAL SENSITIVITY ASSESSMENT

A. METHODOLOGY

The purpose of the Phase IA archaeological sensitivity assessment was to evaluate the potential for the archaeological APE to contain significant cultural resources. Background research on known prehistoric sites in the project vicinity had provided information on the topographic settings and soil types likely to contain such resources. Historical research identified one potential historical archaeological resource: a structure ascribed to "E. Crouch" on the 1859 Byles Map (Figures 3.7, 4.1). This lay south of the pre-1922 alignment of Hartly Road (Delaware State Highway Department 1922) and within either the property associated with 6417 Halltown Road or that associated with 6433 Halltown Road. This property lies outside the archaeological APE, but adjacent areas were inspected.

Following completion of background research a pedestrian survey was undertaken of the proposed alignment and improvement options. Information was recorded in a site notebook, on project plans, and through photography.

B. RESULTS

1. Pearson's Corner Intersection (Plates 4.1 and 4.2)

Direct impacts at this location comprise widening of the intersection to provide turning lanes and improved visibility. While these have the potential to affect archaeological resources associated with properties at the historic "corner", inspection showed considerable pre-existing disturbance along the narrow strips to be directly impacted and there was concluded to be no potential for adverse effects here. Although the intersection is located on well-drained soils, the absence of nearby water sources and a lack of distinguishing topography suggest a low probability for prehistoric resources.

2. New Hartly Road Alignment, Royal Farms Property (Plate 4.3)

The new roundabout or new signal options call for a new road running east towards the Royal Farms facilities. This alignment runs across an almost level grass field lying on poorly drained soils. No features were noted and the sensitivity for both historic and prehistoric resources is considered to be low.

3. New Hartly Road Alignment north of Halltown Road (Plates 4.4 and 4.5)

The route of the proposed new alignment runs across cultivated fields in the south and woodland to the north, some distance west of the pre-1922 alignment of Hartly Road prior to the changes made under Contract CK-9 of that year. As noted above, the location of the apparently short-lived Crouch structure (shown only on the 1859 map) evidently lies to the east of the proposed new alignment. No indications of the site of a structure were identified on the portion of the alignment adjacent to this property. No other features of artifacts were identified on the proposed alignment, which runs on poorly drained soils between Hartly Road and Halltown Road.

Plate 4.1. The setting of the Pearson House [CRS # K-6920] on the southeast side of the intersection of Pearson's Corner Road and Forrest Avenue. Note the existing disturbance along the east side of Pearson's Corner Road where a turning lane is proposed. View facing north. (Photographer: William Liebeknecht, July 2008) [HRI Neg. # 08021/D1:4005].

Plate 4.2. View facing south along Pearson's Corner Road towards the intersection with Forrest Avenue. Pearson House [CRS # K-6920] in center of view. (Photographer: William Liebeknecht, July 2008) [HRI Neg. # 08021/D1:4039].

Plate 4.3. View facing west from the Royal Farms property towards Halltown Road. Red truck at left center is at approximate location of proposed circle. (Photographer: William Liebeknecht, July 2008) [HRI Neg. # 08021/D1:4166].

Plate 4.4. View facing northwest across open field portion of Delaware Route 44 realignment option. Soils here are poorly drained Fallsington Sandy Loams and Woodstown Loams (Photographer: William Liebeknecht, July 2008) [HRI Neg. # 08021/D1:4146].

Plate 4.5. View facing south-southwest from Hartly Road across meadow towards woodland edge. Soils are poorly drained Fallsington Loams. (Photographer: William Liebeknecht, July 2008) [HRI Neg. # 08021/D1:4120].