

## INTRODUCTION

The purpose of this management summary is to present the results of Phase I field reconnaissance survey and Phase II determination-of-eligibility testing of the proposed Route 896 corridor from Route 4-West Chestnut Hill Road to the Summit Bridge Approach (Figure 1). Approximately 6.3 miles of right-of-way (ROW) are included in this discussion. For this study, The entire ROW corridor was considered subject to impact by proposed construction. Phase I and II fieldwork was conducted by the University of Delaware Center for Archaeological Research between June 1985 and January 1986.

## RESEARCH METHODS

Phase I studies consisted of two steps: 1) background research, and 2) field survey. Background research included consultation with the staff of the Delaware Bureau of Archaeology and Historic Preservation (BAHP), review of all inventories of prehistoric and historic cultural resources maintained by the BAHP, review of historic atlases and maps, interviews with local landowners and experts in local history, examination of archival materials such as deeds, tax assessments, probate records, road books and petitions, and other court records, inspection of aerial photographs on file at the Soil Conservation Service Glasgow Office, and review of the prehistoric archaeological literature on applicable predictive models (Custer 1983, 1984).

Field survey methods for Phase I field reconnaissance survey included pedestrian survey of the entire ROW, with systematic reconnaissance of areas exposed by agricultural activities. In

areas obscured by vegetation, transects of shovel test pits were excavated, with soils screened by 1/4" inch (6 millimeter) mesh. Placement and interval spacing of Phase I shovel test pits were determined by probability zones for prehistoric site locations, based on environmental factors, and by the potential for buried landscapes.

Phase II determination-of-eligibility research was conducted on archaeological sites identified during Phase I Survey which warranted such additional consideration to determine stratigraphic context, areal limits, and integrity. Phase II field research consisted of controlled surface collection, excavation of shovel test pit grids, and additional testing with larger, measured excavation units.

## **RESULTS**

To facilitate discussion of cultural resources identified by background research or Phase I field survey, the Project Area was divided into four segments: 1) from the Summit Bridge Approach to Porter Road; 2) from Porter Road to the Dupont Glasgow Plant 896 entrance (Glasgow Bypass); 3) from the Dupont Glasgow Plant 896 entrance to the I-95 Interchange; and 4) from the I-95 Interchange to the Route 4-West Chestnut Hill Road Intersection (Figure 2).

Table 1 lists cultural resources in the Project Area vicinity identified by background research and their location relative to the ROW. Figures 3, 4 and 5 depict the location of these resources for individual Project segments.