

## **3.0 PREDICTED ARCHAEOLOGICAL RESOURCES**

### **3.1 Pre-contact Period**

The following is a summary of the detailed information regarding pre-contact archaeological potential for the S.R. 54 Improvements project area as it directly relates to the proposed Stormwater Management Facility No. 46 (Gundy and Sams 2003a). According to the predictive modeling accomplished by Custer (nd) for pre-contact period archaeological resources in Delaware, the archaeological APE is located within a low probability area. Review of the Delaware archaeological site files did not yield any previously recorded pre-contact period archaeological sites within or adjacent to the archaeological APE. Reviews of several previously completed cultural resource management project reports pertinent to the area also indicate that no pre-contact period archaeological sites have been identified within the vicinity of the Stormwater Management Facility No. 46 archaeological APE.

Based on the absence of previously identified pre-contact period archaeological sites and specific known Native American villages or trails in the general vicinity of, and the presence of moderate disturbance to the archaeological APE, it is considered to have a low probability to contain pre-contact period archaeological sites. The presence of hydrated and poorly drained soils within the Stormwater Management Facility No. 46 archaeological APE also supports a determination of low probability.

### **3.2 Historic Period**

The following is a revised summary of the potential for the test area to contain historic period archaeological resources (Gundy and Sams 2003a) and a landuse history specific to the Stormwater Management Facility No. 46 project location. The majority of historic period archaeological sites previously identified in the general vicinity of the project area are related to agricultural activities (De Cunzo and Catts 1990:109-110, 112). Based on several predictive models used to reconstruct historic settlement patterns in the area surrounding the Stormwater Management Facility No. 46 archaeological APE, Catts *et al.* (1992:110) have determined that historic period sites dating as early as A.D. 1630 to A.D. 1730 are possible. Review of the Delaware archaeological site files did not yield any previously recorded historic period archaeological sites within the test area.

As a first step in investigating the landuse history of the test area, Skelly and Loy personnel gathered historic maps of the area. The 1868 map of Baltimore Hundred (Beers 1868) showed the

test area vicinity as fairly densely populated (Figure 3). Names of the people living on the south side of the road that is now designated as S.R. 54, in the immediate vicinity of the test area, in 1868 include, J.H. Hudson, T. Adkins, A. Holliday, and J. Truitt. Matching the exact locations of structures mapped on the historic map with the test area as it is currently delineated proved difficult because of changes to the road alignment through time, and inherent differences in mapping orientation and scaling. Historic mapping also indicates that development along the S.R. 54 route has continually increased through time (Beers 1868; Delaware State Highway Department 1941; War Department, Corps of Engineers, U.S. Army 1946, 1948) (Figures 3, 4, 5, and 6).

The next step in compiling a landuse history of the test area made use of aerial photographs available *via* the Delaware DataMil website (Delaware DataMil 2007). These aerial photographs were overlain on current tax parcel information in order to ascertain the Baltimore Hundred tax parcel number 5-33-19-31 for the test area. The parcel was owned by Stiles W. Adkins of Selbyville, Delaware at the time of the survey and encompasses a much larger area than the Stormwater Management Facility No. 46 test area. The earliest aerial photograph available on the Delaware DataMil website indicates that an agricultural complex was present on the tax parcel in 1937. The buildings and the road leading to them appear to have been within the boundaries of the larger test area, but not within the boundaries of the smaller archaeological APE (Figure 7). The aerial photograph is not clear, but there appears to have been five buildings on the property, clustered on both sides of a farm lane. An additional building appears to have been added by the time that the 1954 aerial photograph was taken (Figure 8). The farm complex can also be seen on the 1961 and 1968 aerial photographs, but is not present on the 1992 aerial photograph (Figures 9, 10, and 11). Matching the information from the aerial photographs to the earlier historic USGS quadrangle, it appears that the farm complex was present in the larger test area, but just south and outside of the Stormwater Management Facility No. 46 archaeological APE as early as 1901 (USGS 1901) (Figure 12). No buildings or other features are shown within the archaeological APE on the historic maps or aerial photographs. It appears that the archaeological APE has remained in use as agricultural fields throughout the historic and modern periods.

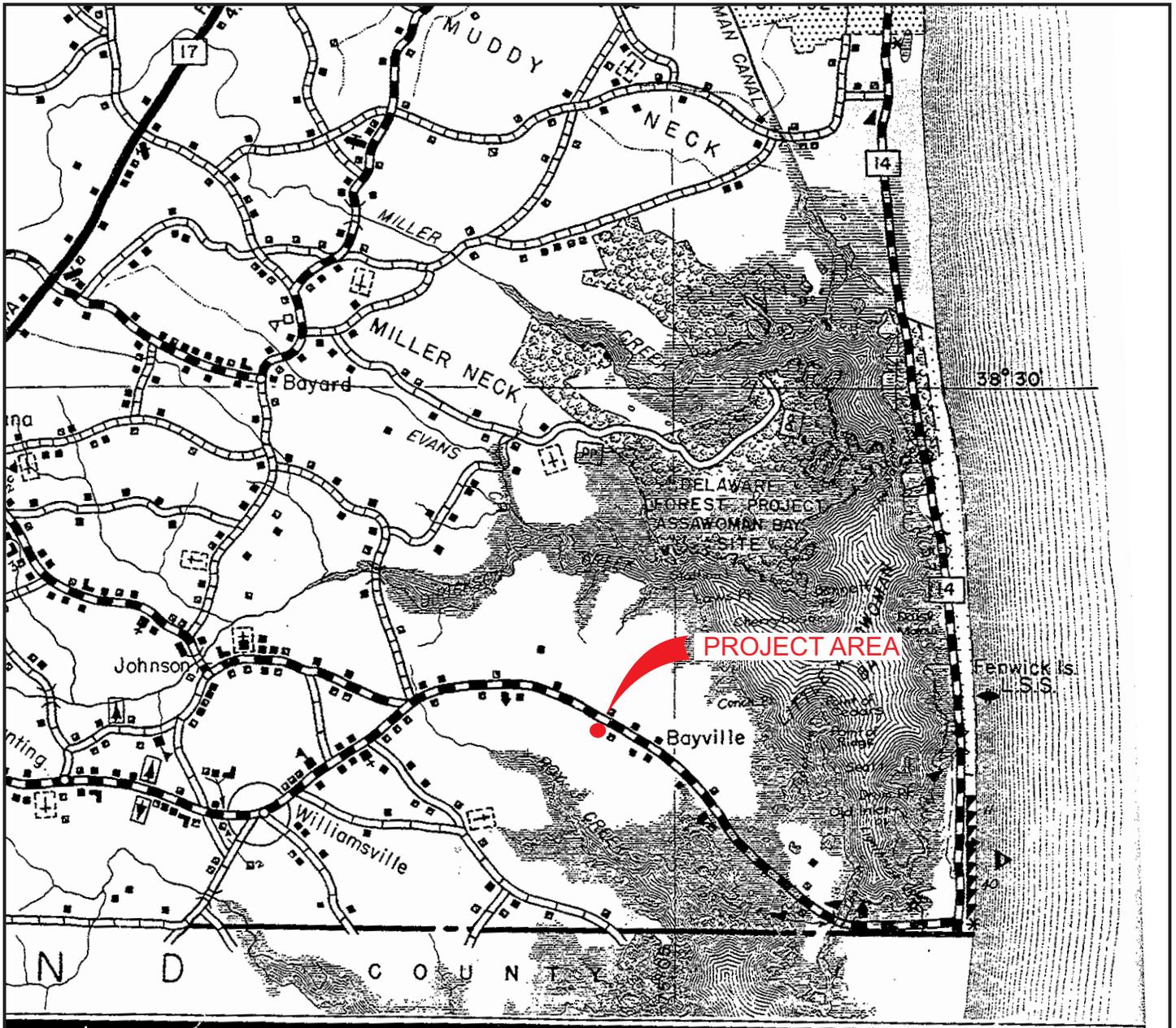
Skelly and Loy personnel next attempted to trace the deeds for tax parcel 5-33-19-31 using the deed records housed at the Sussex County Recorder of Deeds Office in Georgetown, Delaware. A review of the most recent deed revealed that the land contained in the current parcel, a total of approximately 112 acres, was acquired in four separate conveyances. An attempt was made to trace each of these four separate conveyances back through time. The Adkins family acquired all of the tracts of land during the 1930s from a variety of landowners (Sussex County Deeds 1935:429, 1937:65, 1939:50). At that time, the Adkins family owned adjacent parcels of land. Unfortunately,



SOURCE: BEERS 1868

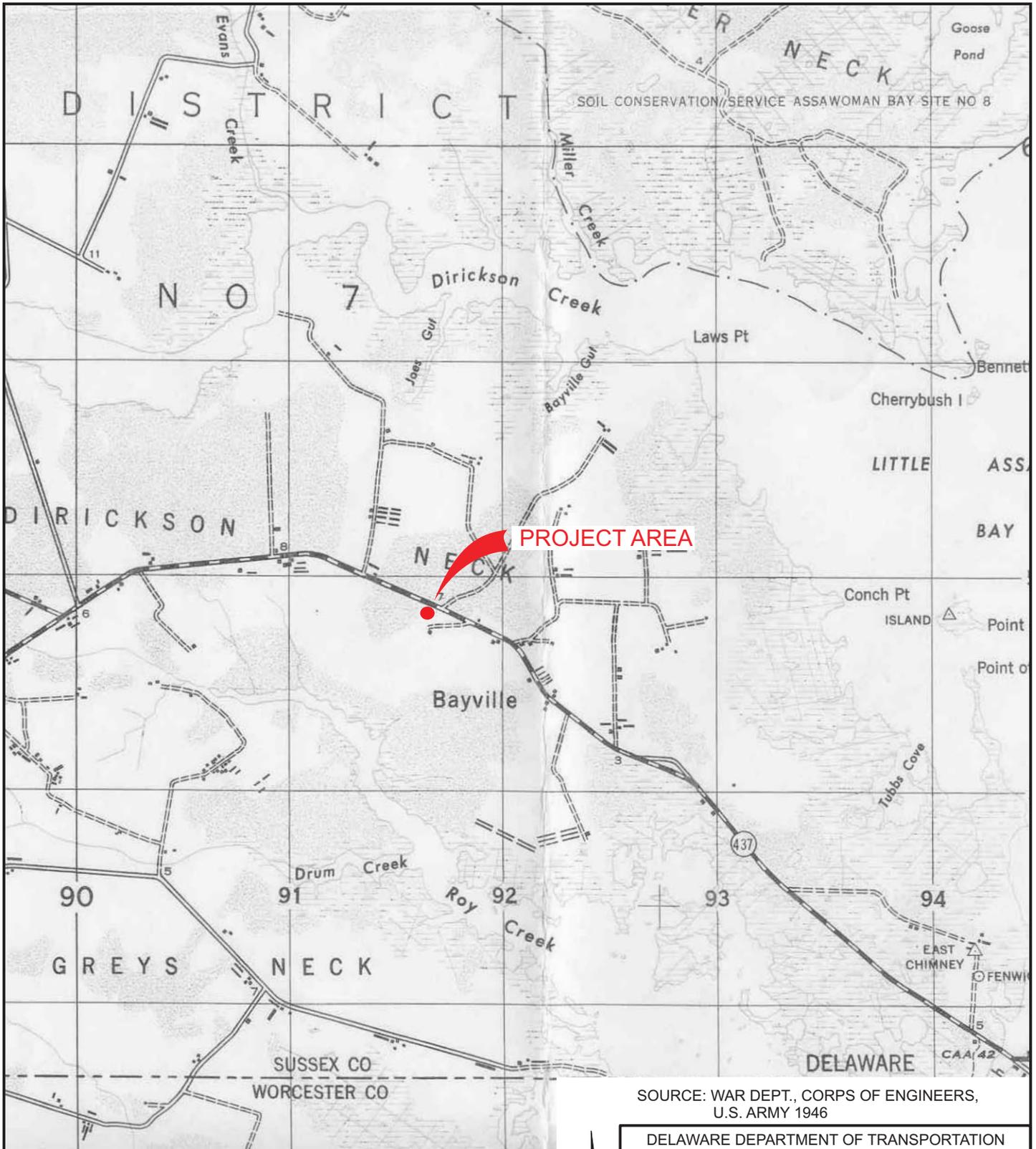


DELAWARE DEPARTMENT OF TRANSPORTATION	
S.R. 54 IMPROVEMENTS SOUND CHURCH ROAD TO KEENWICK ROAD BALTIMORE HUNDRED SUSSEX COUNTY	
<b>PROJECT AREA IN 1868</b>	
FIGURE - 3 NOT TO SCALE	SKELLY and LOY Inc. CONSULTANTS IN ENVIRONMENT - ENERGY ENGINEERING - PLANNING



SOURCE: DELAWARE STATE HIGHWAY DEPARTMENT 1941

	DELAWARE DEPARTMENT OF TRANSPORTATION S.R. 54 IMPROVEMENTS SOUND CHURCH ROAD TO KEENWICK ROAD BALTIMORE HUNDRED SUSSEX COUNTY
	<h2>PROJECT AREA IN 1941</h2>
FIGURE - 4 NOT TO SCALE	SKELLY and LOY Inc. CONSULTANTS IN ENVIRONMENT - ENERGY ENGINEERING - PLANNING



SOURCE: WAR DEPT., CORPS OF ENGINEERS,  
U.S. ARMY 1946

DELAWARE DEPARTMENT OF TRANSPORTATION

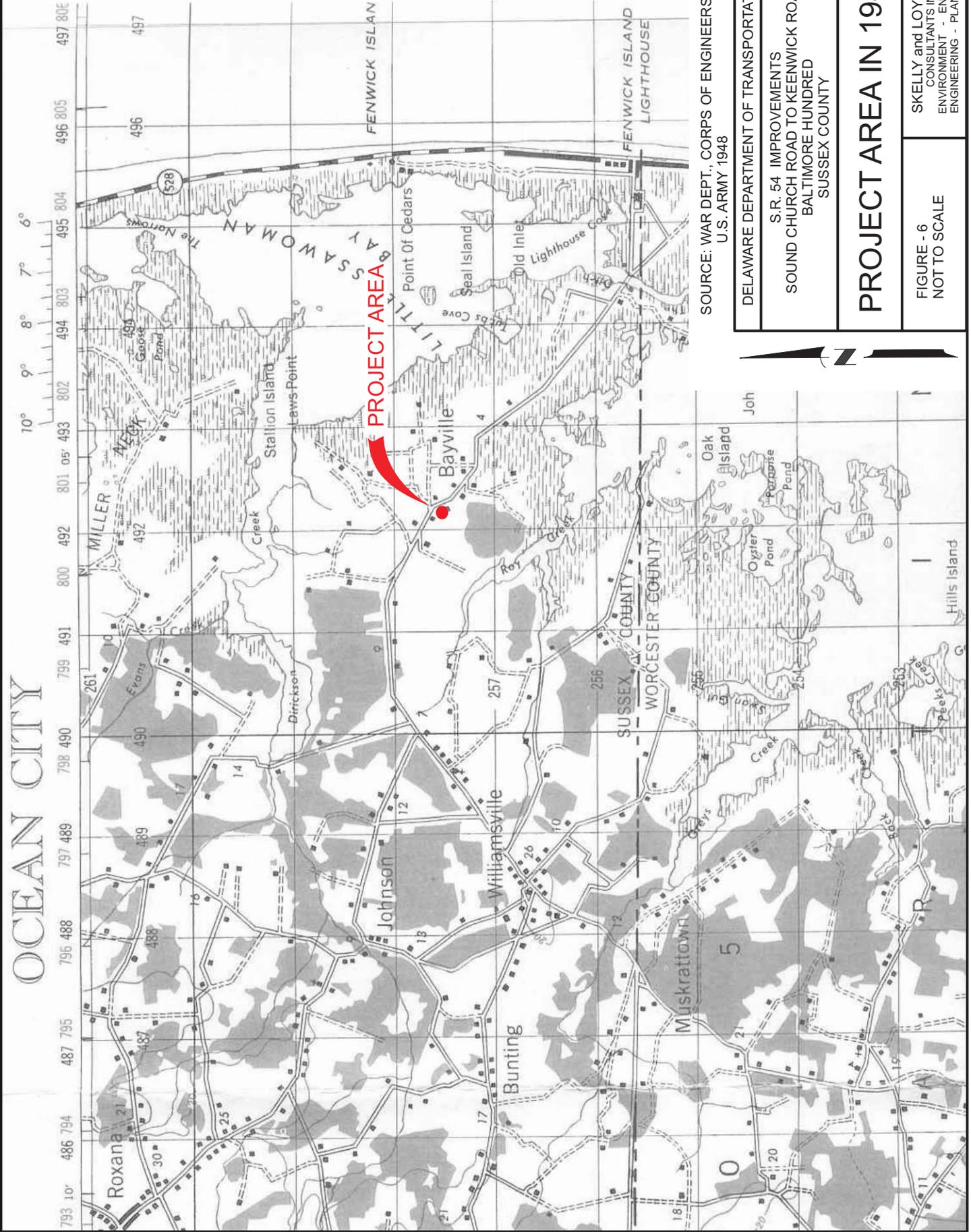
S.R. 54 IMPROVEMENTS  
SOUND CHURCH ROAD TO KEENWICK ROAD  
BALTIMORE HUNDRED  
SUSSEX COUNTY

## PROJECT AREA IN 1946

FIGURE - 5  
NOT TO SCALE

SKELLY and LOY Inc.  
CONSULTANTS IN  
ENVIRONMENT - ENERGY  
ENGINEERING - PLANNING

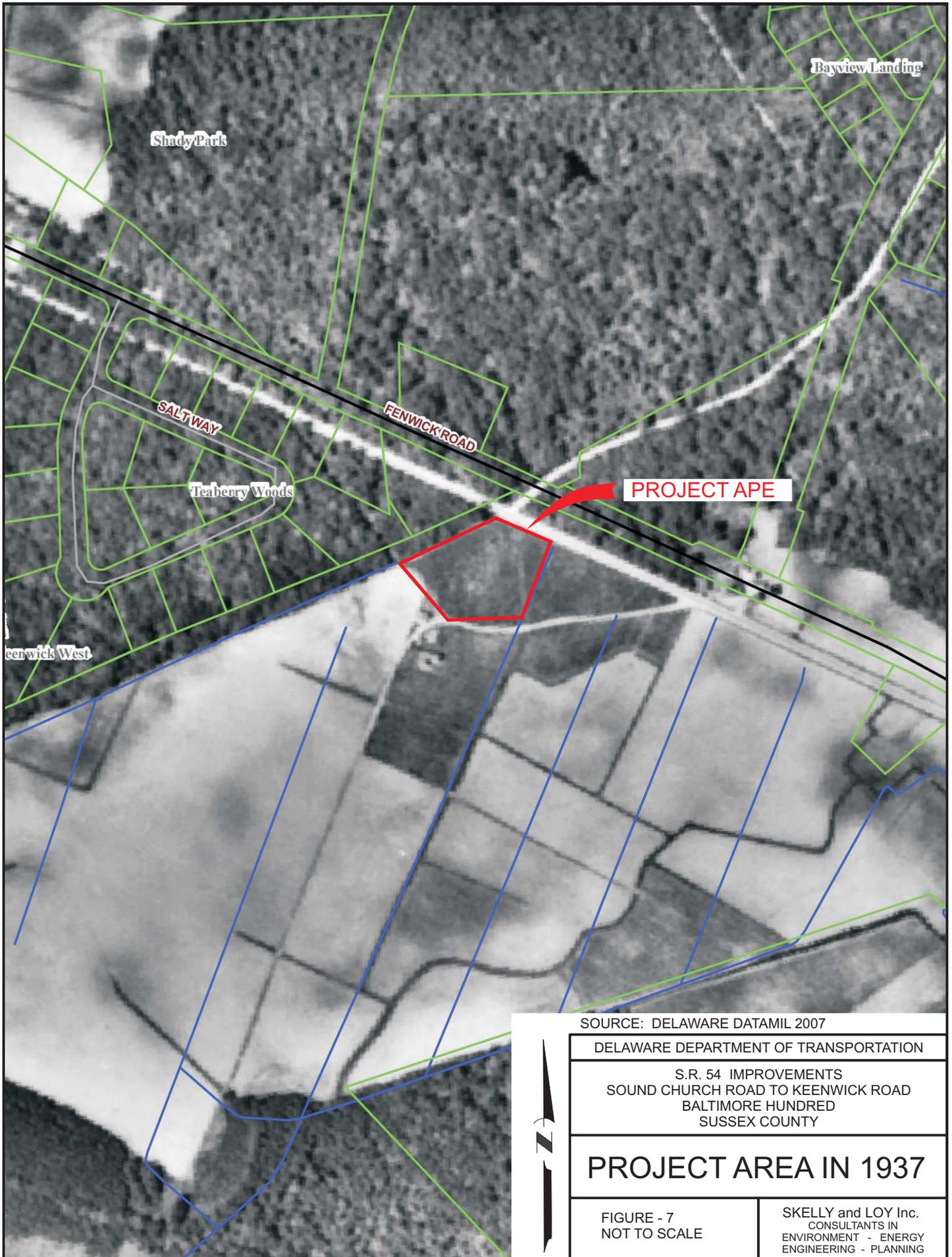
# OCEAN CITY



SOURCE: WAR DEPT., CORPS OF ENGINEERS,  
U.S. ARMY 1948

DELAWARE DEPARTMENT OF TRANSPORTATION	
S.R. 54 IMPROVEMENTS SOUND CHURCH ROAD TO KEENWICK ROAD BALTIMORE HUNDRED SUSSEX COUNTY	
<b>PROJECT AREA IN 1948</b>	
FIGURE - 6 NOT TO SCALE	SKELLY and LOY Inc. CONSULTANTS IN ENVIRONMENT - ENERGY ENGINEERING - PLANNING





SOURCE: DELAWARE DATAMIL 2007

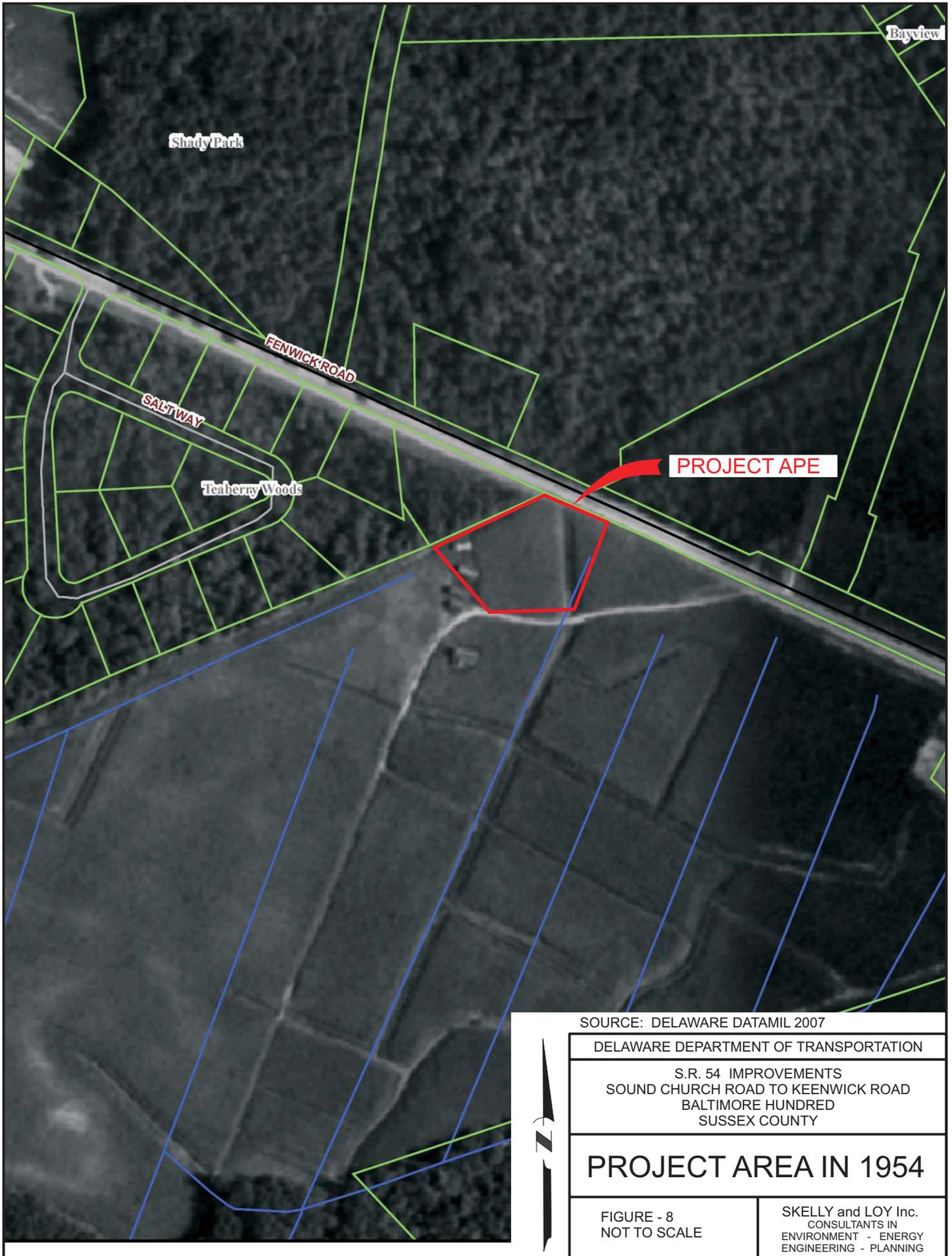
DELAWARE DEPARTMENT OF TRANSPORTATION

S.R. 54 IMPROVEMENTS  
 SOUND CHURCH ROAD TO KEENWICK ROAD  
 BALTIMORE HUNDRED  
 SUSSEX COUNTY

## PROJECT AREA IN 1937

FIGURE - 7  
 NOT TO SCALE

SKELLY and LOY Inc.  
 CONSULTANTS IN  
 ENVIRONMENT - ENERGY  
 ENGINEERING - PLANNING



SOURCE: DELAWARE DATAMIL 2007

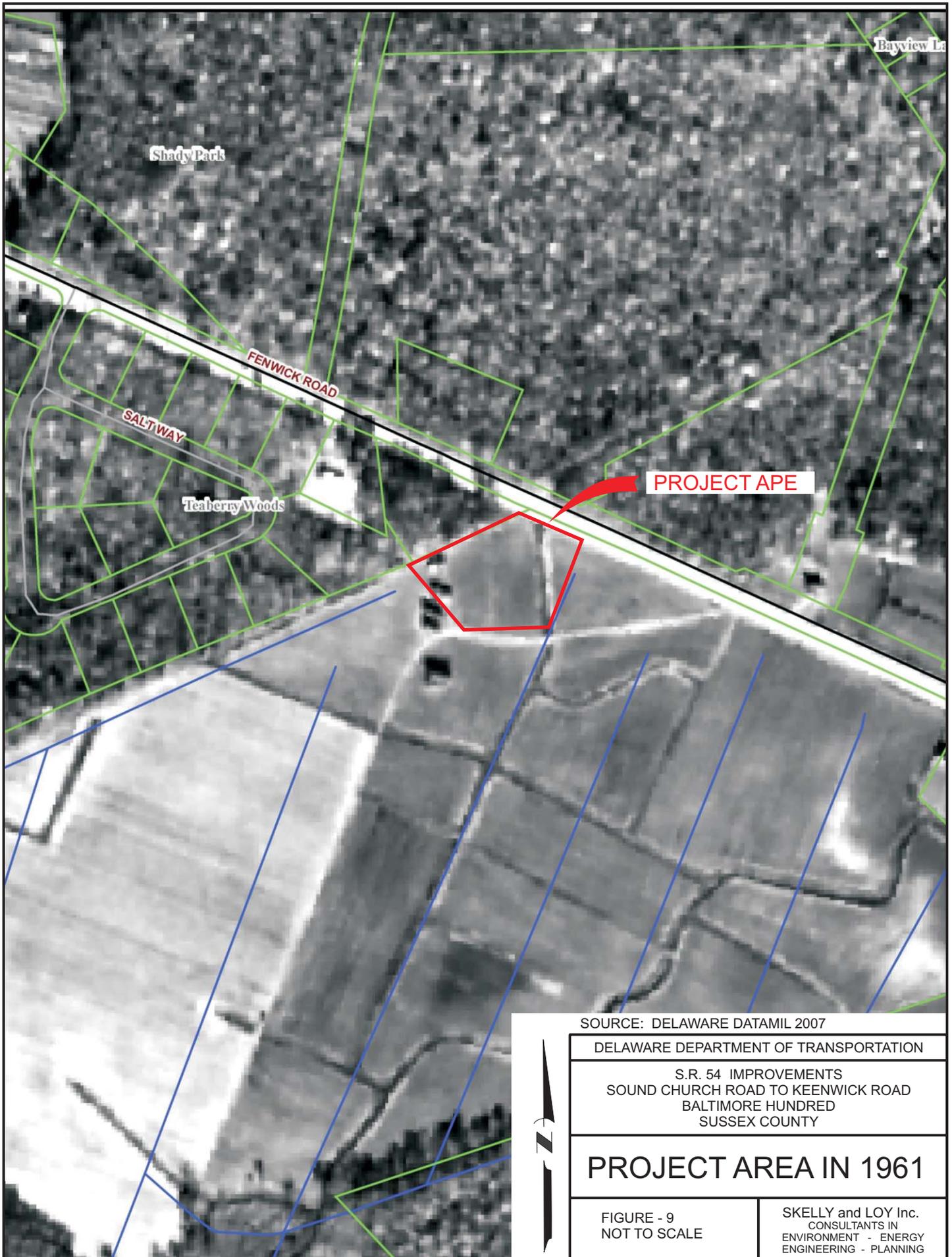
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S.R. 54 IMPROVEMENTS  
 SOUND CHURCH ROAD TO KEENWICK ROAD  
 BALTIMORE HUNDRED  
 SUSSEX COUNTY

## PROJECT AREA IN 1954

FIGURE - 8  
 NOT TO SCALE

SKELLY and LOY Inc.  
 CONSULTANTS IN  
 ENVIRONMENT - ENERGY  
 ENGINEERING - PLANNING



SOURCE: DELAWARE DATAMIL 2007

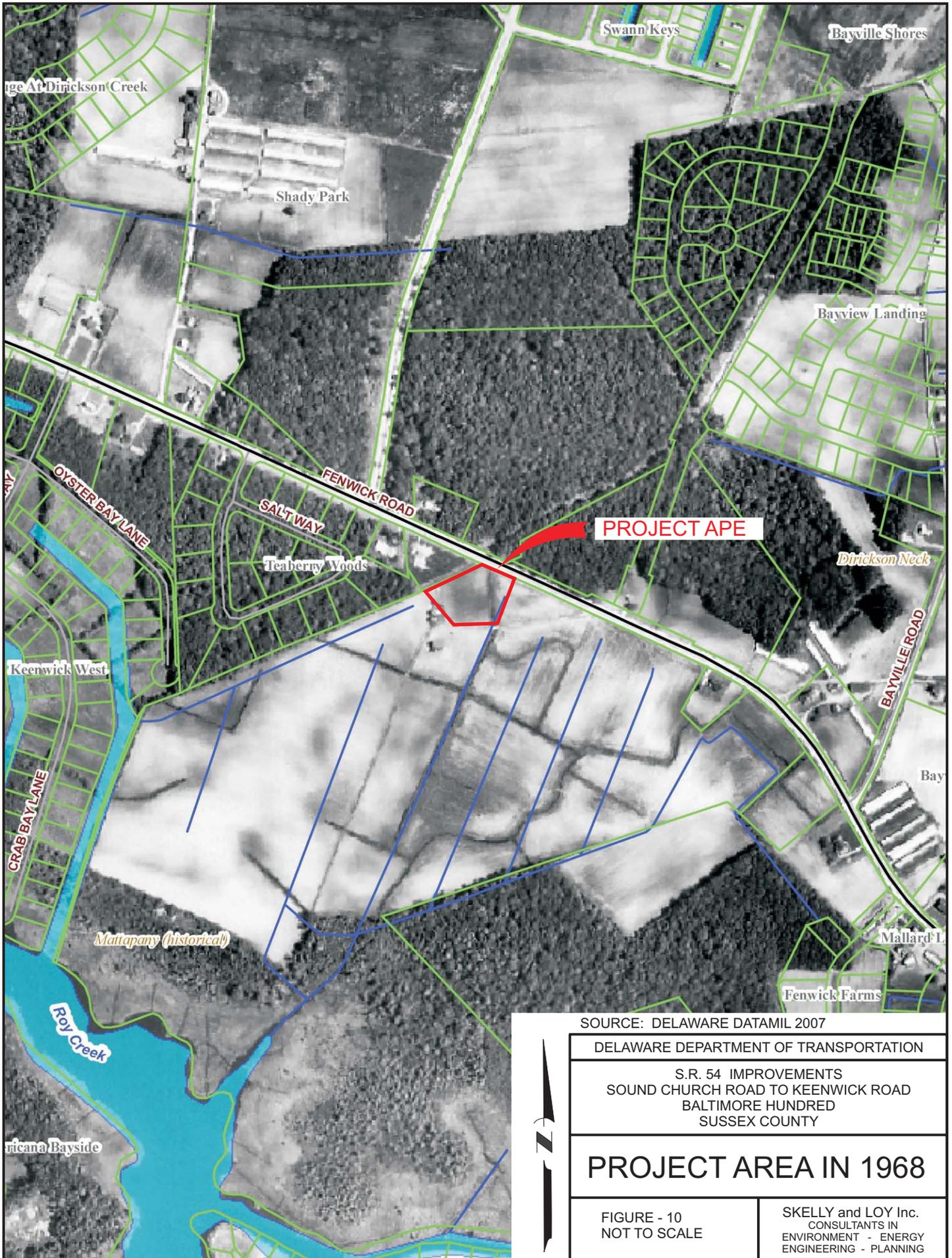
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S.R. 54 IMPROVEMENTS  
 SOUND CHURCH ROAD TO KEENWICK ROAD  
 BALTIMORE HUNDRED  
 SUSSEX COUNTY

## PROJECT AREA IN 1961

FIGURE - 9  
 NOT TO SCALE

SKELLY and LOY Inc.  
 CONSULTANTS IN  
 ENVIRONMENT - ENERGY  
 ENGINEERING - PLANNING



SOURCE: DELAWARE DATAMIL 2007

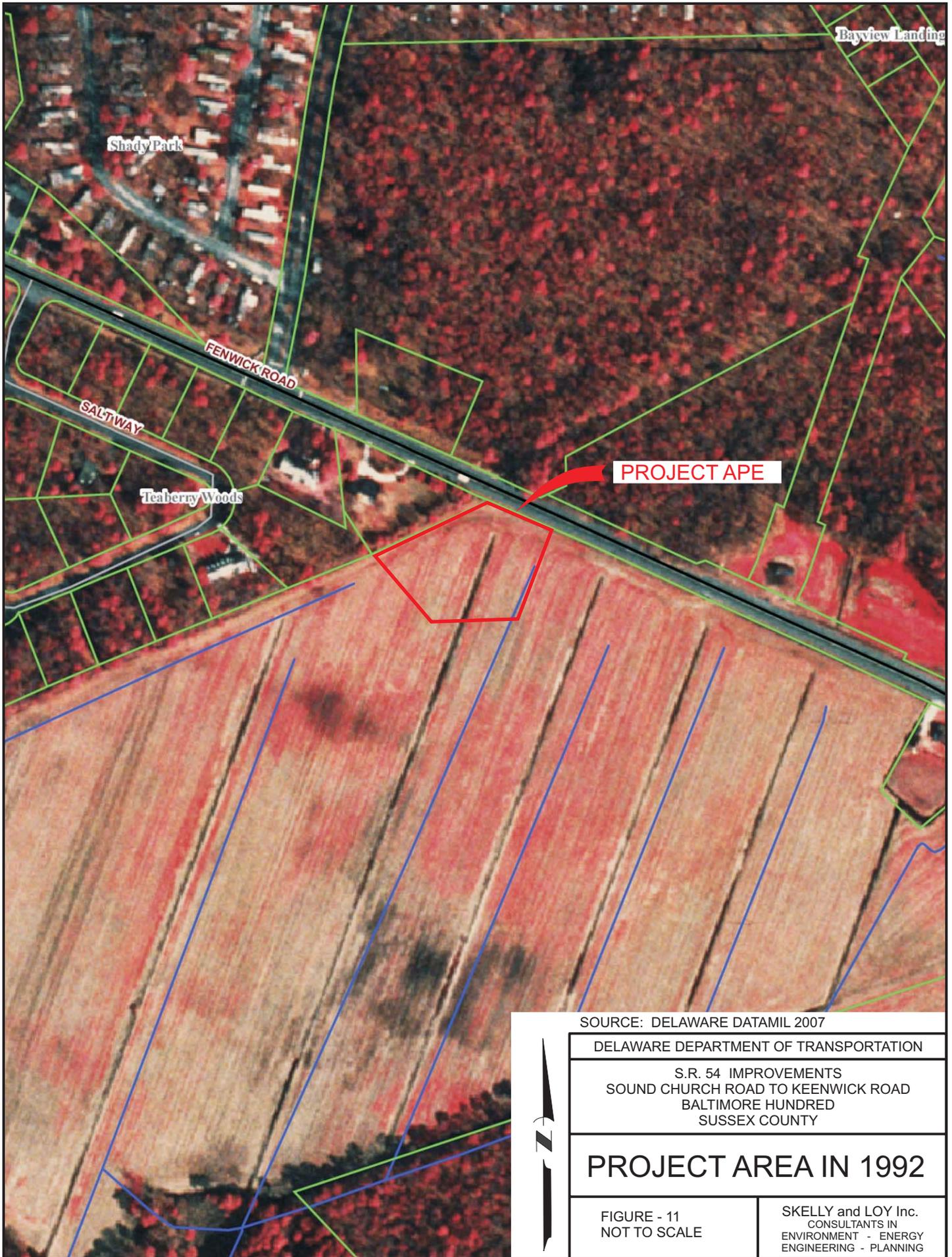
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S.R. 54 IMPROVEMENTS  
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 BALTIMORE HUNDRED  
 SUSSEX COUNTY

## PROJECT AREA IN 1968

FIGURE - 10  
 NOT TO SCALE

SKELLY and LOY Inc.  
 CONSULTANTS IN  
 ENVIRONMENT - ENERGY  
 ENGINEERING - PLANNING



SOURCE: DELAWARE DATAMIL 2007

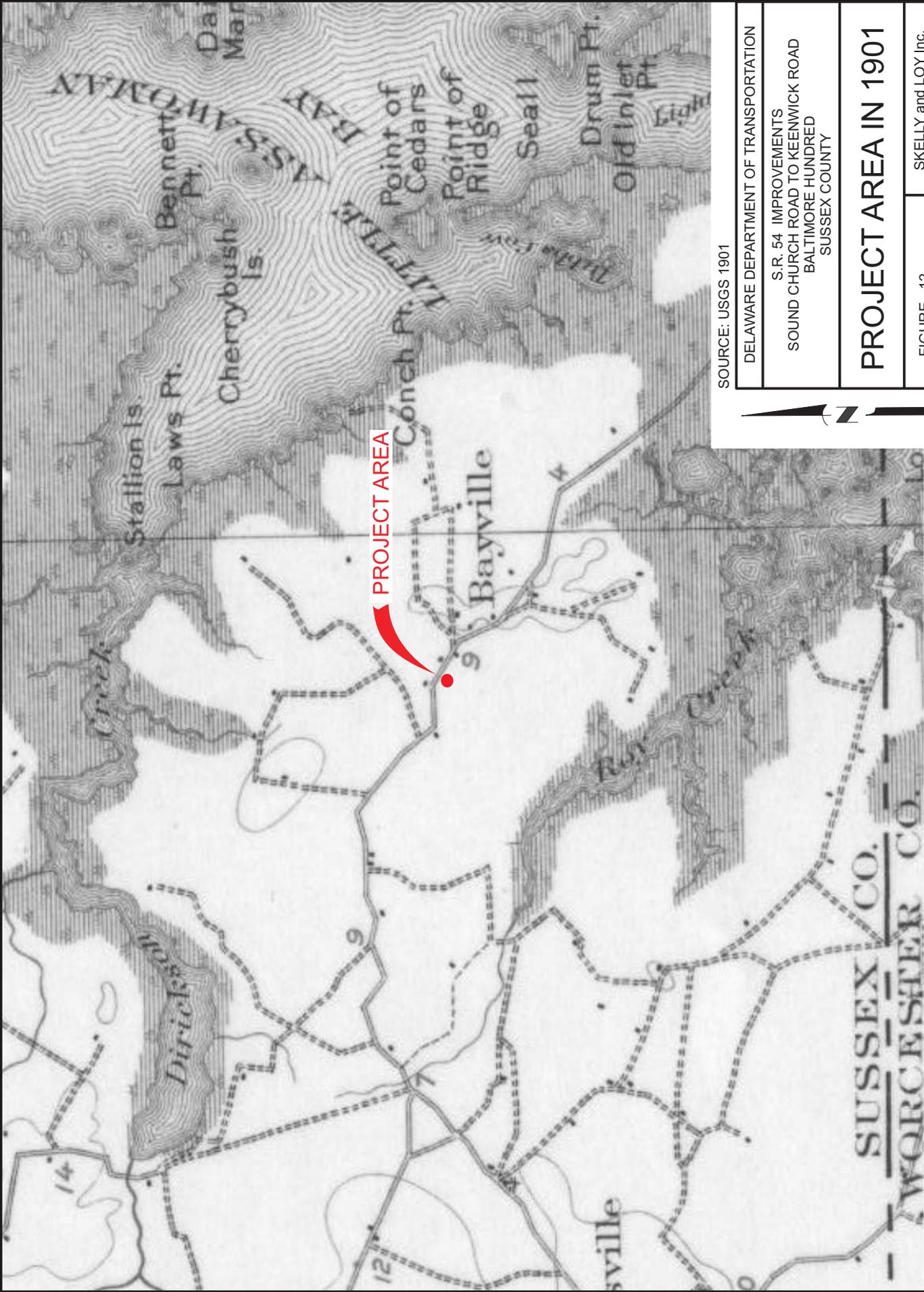
DELAWARE DEPARTMENT OF TRANSPORTATION

S.R. 54 IMPROVEMENTS  
 SOUND CHURCH ROAD TO KEENWICK ROAD  
 BALTIMORE HUNDRED  
 SUSSEX COUNTY

## PROJECT AREA IN 1992

FIGURE - 11  
 NOT TO SCALE

SKELLY and LOY Inc.  
 CONSULTANTS IN  
 ENVIRONMENT - ENERGY  
 ENGINEERING - PLANNING



SOURCE: USGS 1901

DELAWARE DEPARTMENT OF TRANSPORTATION S.R. 54 IMPROVEMENTS SOUND CHURCH ROAD TO KEENWICK ROAD BALTIMORE HUNDRED SUSSEX COUNTY	
<b>PROJECT AREA IN 1901</b>	SKELLY and LOY Inc. CONSULTANTS IN ENVIRONMENT - ENERGY ENGINEERING - PLANNING
FIGURE - 12 NOT TO SCALE	



prior deed references (the “Being Clause”) for all four tracts end in the 1910s and 1920s. Attempts to restart the landownership strings, by using the deed indexes, were unsuccessful.

One deed, pertaining to one of the four tracts, mentions that the land acquired by the Adkins family had once been “part of the homestead of John H. Hudson” (Sussex County Deeds 1920:139). A second tract was acquired from Joshua J. Hudson (Sussex County Deeds 1939:50). The supposition is, therefore, made that at least some of land included in the test area belonged to John H. Hudson in the mid-nineteenth century. His is one of the names that appear on the 1868 map of Baltimore Hundred in the vicinity of the archaeological APE (Beers 1868).

The 1870 population census, the census chronologically closest to the date of the 1868 map, lists four separate John H. Hudsons in Baltimore Hundred. The most likely of the four to be the John H. Hudson that once owned the tract of land which included the test area appears to be a 39-year-old farmer at that time. This conclusion is reached because he had a son named Joshua, and because the names of the families listed around his in the census information match some of the same names shown near Hudson’s name on the 1868 map: Holliway, Bunting, Collins, Taylor, Braiser, and Atkins (U.S. Census 1870b:2-4).

John H. Hudson was a fairly well-to-do farmer for the area and the era. The population census lists the value of his real estate as \$4,500 and of his personal property as \$1,483 (U.S. Census 1870b:2). The 1870 agricultural census values his farm, which consisted of 80 acres of improved and 80 acres of unimproved land, at a lesser \$3,000 amount. A listing of his work animals includes one horse, three mules, and one ox. Hudson appears to have been a diversified farmer, keeping six milk cows, eight cattle, six sheep, and five swine totaling \$583 in value. Hudson also raised wheat (25 bushels), Indian corn (300 bushels), oats (50 bushels), and sweet potatoes (50 bushels), as well as produced wool (20 pounds) and butter (60 pounds) (U.S. Census 1870a).

The last year of tax assessment records on file for Baltimore Hundred at the Delaware Public Archives is 1884 (Sussex County Tax Assessments 1865-1884). By that time, John H. Hudson had expanded his land holdings, although his livestock mixture seems to have remained the same. Population records indicate that John H. Hudson was still living in Baltimore Hundred at the time of the 1910 census, but he does not appear in the 1920 census. According to deed records, by 1920, all tracts but one had left the Hudson family.

Based on the limited available historic records and mapping, there was a farmstead with multiple structures located within the test area, as early as 1901, which remained until between 1969 and 1992. At least part of this time, the likely owner and occupant was John H. Hudson. The original farmstead buildings shown on the 1936 aerial photograph are south and outside of the archaeological APE. However by 1954, additional buildings of unknown function appear within the

Stormwater Management Facility No. 46 archaeological APE. Despite the presence of these buildings, the majority of the archaeological APE was used as an agricultural field throughout the historic and modern periods.

Based on the absence of previously identified historic period archaeological sites located within the test area, the indications that this area has served as a farm and been rural since its first recorded habitation by Euro-Americans, and indications that farm buildings were present in the vicinity historically, the Stormwater Management Facility No. 46 project area has a moderate to high probability to contain historic period archaeological resources. Due to the long-term rural nature of the project area, and based on the numbers of different types of previously identified historic period archaeological sites located within Sussex County, if historic period archaeological resources are identified in the proposed Stormwater Management Facility No. 46 location, they will likely be related to rural agricultural and/or domestic activities.