

MANAGEMENT RECOMMENDATIONS

The archaeology of the project vicinity is fairly well known, thanks mainly to the studies done for the construction of SR 1. The prehistoric record includes camps of every size, from small scatters of flakes to the large Snapp Site with its hundreds of features. For the historic period the sites include farms and rural residences dating to the eighteenth, nineteenth, and twentieth centuries, cemeteries, and at least one store.

The project APE measures 1,943 acres. Of this total, 1,271 acres, or 65 percent, has been disturbed. About 481 acres has been previously surveyed; however, this mostly overlaps with disturbed areas. The previously surveyed area that has not been disturbed totals about 46 acres, or 2 percent of the total. About 49 acres, or 3 percent, is wetlands or water.

Twenty-nine archaeological sites have been recorded in the APE, of which at least 13 have been largely or entirely destroyed, mostly by prior construction of SR 1.

The portion of the APE that has not been disturbed or previously surveyed, and is not wet, measures about 577 acres or 30 percent of the total. Most undisturbed, non-wetland areas in the project APE appear to merit archaeological survey. Attempts to model the locations of archaeological sites in this environment have not been very successful, except that the larger prehistoric sites are associated with waterways. Small prehistoric sites and historic-period dwellings can be found in a wide variety of settings. Historical maps can be used to locate the larger nineteenth-century farms, but such maps are not available for the eighteenth century and even nineteenth-century maps do not show many small tenancies. Only the testing of all undisturbed, well-drained areas will insure the discovery of all significant archaeological resources.

Very extensive archaeological testing has already been conducted along this corridor, however, including the existing SR 1 ROW, the eastern side of the ROW on both sides of the Christina River Bridge, and the intersection of U.S. Route 13 and Wrangle Hill Road. Survey of these areas is considered adequate and no additional investigation is warranted.