

MANAGEMENT RECOMMENDATIONS

ARCHITECTURAL RESOURCES

A total of sixty properties were recorded during the architectural survey of the U.S. Route 113 project area (Table 20). Two properties, Teddy's Tavern (#24) and the CCC Picnic Facility (#35) have been listed in the National Register of Historic Places. Six additional properties have been evaluated as meeting National Register criteria. These six properties are: #4 and #5, John T. Fitzgerald, Sr. House/Fitzgerald Auto Salvage; #7, Douglas Morgan House; #36, Jonathan Macklin House; #44, D.W. Maul Tenant House; and #56 Henry Coleman Farmstead; and #59, Ronald Smith Farm Stand. In accordance with Section 106 of the National Historic Preservation Act of 1966 (as amended) and 36 CFR 800, potential impacts to these properties associated with the proposed improvements to Route 113 should be identified in consultation with the Bureau of Archaeology and Historic Preservation (SHPO), and measures developed to avoid, minimize, or mitigate any adverse effects.

ARCHAEOLOGICAL RESOURCES

Evaluation of the six prehistoric archaeological site components identified in this study (Table 20) has been carried out with respect to the priorities set forth in the Delaware management plan for prehistoric resources (Custer 1986). Following the Department of the Interior's Resource Protection Planning Process (RP3) model, this document provides a ranking scheme for various site types throughout different geographic areas (management units) of the state.

The U.S. Route 113 project area falls within Research Sensitivity Zones ranked as "I" and "II," indicating that the archaeological resources within the project area vicinity should be considered to be among the state's most significant resources or at least to have a greater than average research value. The southern end of the project area falls within Zone I, which is characterized as having "High Significance Probability," "Low Data Quality," and "Low Numbers of Known Sites." The northern portion of the Route 113 project area falls within Zone II, which is characterized by "Medium/High Significance Probability," "Medium Data Quality," and "Medium/Low Numbers of Known Sites."

Composite Sensitivity Zone rankings, which take into account both research sensitivity and anticipated future development pressure, suggest that while the resources in the Route 113 vicinity may have greater than average scientific importance, they will be subject to a relatively low level of stress from development, agriculture, and other adverse impacts. Because the Route 113 project area has been placed within a Composite Sensitivity Zone with a rank of "III," the identified resources should be given only

secondary or marginal priority for additional investigation. In this situation, the secondary priority for additional work reflects the fact that the local resource base is expected to suffer a relatively slow rate of attrition. In this specific situation, however, it is expected that the archaeological resources within the Route 113 right-of-way will be subject to immediate loss as a result of the planned highway construction.

TABLE 20

CULTURAL RESOURCES EVALUATED

RESOURCE	NOT ELIGIBLE	ELIGIBLE FOR NATIONAL REGISTER	NATIONAL REGISTER
1 Dantonio (S-3973)	X		
2 Swain (S-2976)	X		
3 Fitzgerald (S-8559)	X		
4 Fitzgerald, Sr. (S-3973)		X	
5 Fitzgerald Auto Salvage (S-3941)		X	
6 Doris & Co. (S-3972)	X		
7 Morgan (S-3940)		X	
8 Fitzgerald (S-8560)	X		
9 Bullock (S-8561)	X		
10 Wilson (S-8562)	X		
11 Carey (S-7981)	X		
12 Washington (S-8563)	X		
13 Steele (S-8564)	X		
14 Foreaker (S-8565)	X		
15 Wilson (S-8566)	X		
16 Delmarva Nurseries (S-8567)	X		
17 Daugherty (S-8568)	X		
18 R & M Trucking (S-8569)	X		
19 Clark (S-8571)	X		
20 McLaren (S-8572)	X		
21 Sutton (S-8575)	X		
22 Evans (S-8576)	X		
23 T. Walius (S-8577)	X		
24 Teddy's Tavern (S-8384)			X
25 Walius House (S-8578)	X		
26 Layton (S-8579)	X		
27 Rash (S-8580)	X		
28 Williams (S-8581)	X		
29 Gray (S-8582)	X		
30 Niebert (S-8583)	X		
31 Mulholland (S-8584)	X		
32 Walker (S-3981)	X		

TABLE 20--Continued

RESOURCE	NOT ELIGIBLE	ELIGIBLE FOR NATIONAL REGISTER	NATIONAL REGISTER
33 Foreaker (S-3963)	X		
34 Arnold (S-3964)	X		
35 CCC Picnic Facility (S-8151)			X
36 Macklin (S-3182)		X	
37 Shady Oak Trailer (S-8585)	X		
38 Robbins (S-3181)	X		
39 Sub Shop (S-7957)	X		
40 Meredith (S-3235)	X		
41 Donovan House (S-3188)	X		
42 Harmon (S-3236)	X		
43 Yost (S-8586)	X		
44 D. W Maull (S-8515)		X	
45 James (S-3237)	X		
46 Sharp (S-8449)	X		
47 Betts, G. (S-8450)	X		
48 Betts, R. (S-8453)	X		
49 Shimp (S-3234)	X		
50 Wilson (S-8443)	X		
51 Torbert (S-8454)	X		
52 Donahue (S-8431)	X		
53 Macklin (S-3233)	X		
54 Arnold (S-3965)	X		
55 Short (S-8588)	X		
56 Coleman (S-8574)		X	
57 Fisher (S-8573)	X		
58 Du Pont Highway Segment	X		
59 Smith (S-8570)		X	
60 Betts, R. (S-8587)	X		
7S-C-45	X		
7S-C-46	X		
7S-C-47	X		
7S-F-67	X		
7S-F-68		X	
7S-F-72	X		
7S-F-73	X		

The Research Sensitivity and Composite Sensitivity rankings provide general assessments for the aggregate archaeological resources within various geographically defined areas of the state. Of course, not all archaeological resource types in a given zone are of equivalent significance, and the State Plan also provides a ranking of various archaeological property

types within the state. Within the Mid-Peninsular Drainage Divide management unit, the types of sites that are likely to yield significant data include Archaic micro-band base camps and procurement sites, Woodland I procurement sites, and various Paleo-Indian sites.

With the exception of Site 7S-F-68, all of the prehistoric sites within the right-of-way may be classified as procurement sites, based on their environmental setting, their small size, and the limited variety within their artifact assemblages. Site 7S-F-68 may be classified as a micro-band base camp or possibly a procurement site, based on its setting and size, but it has a greater variety of tools in the assemblage and a cooking area, represented by Feature 2.

There is sufficient information to determine the cultural affiliation of only two of the prehistoric sites, 7S-C-45 and 7S-F-68; diagnostic artifacts recovered from these sites indicate that they were occupied during both the Archaic and Woodland periods. The remainder of the prehistoric sites (7S-C-46, 7S-C-47, 7S-F-72, and 7S-F-73) have an unknown prehistoric cultural affiliation, as they did not contain any diagnostic artifacts.

Taking into account the priorities established in the state's management plan (Custer 1986), Site 7S-F-68 appears to meet the criteria of eligibility for the National Register of Historic Places. The field investigations demonstrated the presence of an intact feature and indicated some stratigraphy in the deposits. Although the site has suffered prior impacts from cultivation and highway construction, it apparently has retained a degree of integrity that would permit recovery of data pertaining to the prehistoric use of the Delaware's Mid-Peninsular Drainage Divide physiographic zone. Because the site will be destroyed by the dualization of U.S. Route 113, it is recommended that DeIDOT implement a plan to mitigate the adverse effects of the planned construction.

The remainder of the prehistoric sites (7S-C-45, 7S-C-46, 7S-C-47, 7S-F-72, and 7S-F-73) would not be likely to contain significant data beyond what has already been gained during the survey and testing investigations. These sites are not considered eligible for the National Register, and although they will be destroyed by the planned construction, significant data will not be lost.

Evaluation of the historic archaeological sites has been carried out according to the management priorities established in the state's management plan for historic archaeological resources (De Cunzo and Catts 1990). Using the historic chronology established in that document, the four historic archaeological sites (7S-F-67, 7S-F-68, 7S-F-72, and 7S-F-73) examined along the Route 113 corridor are most representative of the Urbanization and Early Suburbanization period (ca. 1880-1940), with minimal representation of the earlier periods. Initial occupation of these sites probably occurred during the latter decades of the Industrialization and Early Urbanization period (ca. 1830-1880). All four of the sites are of a

domestic character, and were used either as farms or rural/suburban residences.

The material from Site 7S-F-68 has a few artifacts that suggest a possible occupation or use dating to Delaware's Exploration and Frontier Settlement (ca. 1630-1730), Intensified and Durable Occupation (ca. 1730-1770), or Transformation from Colony to State (ca. 1770-1830) periods, but the project area is outside the known area of settlement for these periods. The cultural association of the early historic artifacts is uncertain; the material may represent "heirloom" pieces associated with a later occupation or an aboriginal occupation during the European Contact period.

The state plan specifically notes that agricultural sites dating to the period from circa 1830-1940 are currently being encountered and impacted in large numbers. Although these sites are quite numerous, there is a lack of well-developed criteria for their evaluation and treatment (De Cunzo and Catts 1990:185). As a whole, the historic archaeological sites identified in the present study are characterized by sheet refuse deposits that lack sufficient archaeological integrity to provide new information relevant to any of the research themes outlined in the State Plan. These deposits are not representative of contexts that could be linked to a well-defined interval of site occupation, and therefore they would not be useful for broader comparative studies with similar rural sites or contemporaneous urban sites. In particular, the lack of dietary refuse and the fragmentary condition of the ceramic and glass vessels limit the potential to yield information beyond what has already been obtained during the Phase I and Phase II investigations.

The most interesting element of the historic site investigations along Route 113 was the identification of a shell button cutting industry in Georgetown and the surrounding area. By-products of this industry were observed at several locations in the Georgetown area and along Route 113, and the waster material was widely used for driveway pavements. Although none of the individual sites contained button waster deposits in a well-preserved archaeological context, the project as a whole has provided a means to address this element of Sussex County industry and domestic economy.