

I. INTRODUCTION

The purpose of this report is to describe the results of Phase I and Phase II archaeological investigations of the proposed SR 1 corridor from Scott Run to Pine Tree Corners in southern New Castle County, Delaware, and associated wetland replacement areas. This work has been undertaken on behalf of the Delaware Department of Transportation (DelDOT) by the Cultural Resource Group of Louis Berger & Associates, Inc. (LBA). The work is being carried out in accordance with the instructions and intents of Section 101(b)(4) of the National Environmental Policy Act; Section 1(3) and 2(b) of Executive Order 11593; Section 106 of the National Historic Preservation Act; 36 CFR 771, as amended; and the amended Procedures for the Protection of Historic and Cultural Properties, as set forth in 36 CFR 800. SR 1 is a new limited-access highway that will carry traffic from Wilmington and I-95 around Dover to the Atlantic Ocean beaches, relieving dangerous congestion on U.S. Route 13. The current study is part of a large program of archaeological study carried out by DelDOT and its consultants as part of the SR 1 project, the results of which have been published in the volumes of the DelDOT Archaeology Series, beginning in the mid-1980s.

The project corridor bypasses the historic town of Odessa, and crosses several areas with high potential for both historic and prehistoric archaeological sites (Figures 1 and 2). The project corridor is approximately 16 kilometers (10 miles) long, with a width that varies from 99 to 305 meters (325 to 1,000 feet). U.S. Route 13 is being relocated along portions of the corridor, and several access roads, a toll plaza, and two major interchanges (at SR 299 and County Road 420) are planned; these studies covered the rights-of-way for all these improvements. In addition, several wetland replacement areas associated with the SR 1 project area were also surveyed. Two of these wetland areas, designated Osborne and Lynch, were south of the main project area, along the Smyrna to Pine Tree Corners segment of SR 1 in Blackbird Hundred. The total project area, excluding the area covered by existing U.S. Route 13, measured approximately 286 hectares (707 acres). In order to facilitate the Phase I survey testing, a predictive model was used to divide the project area into areas of high and low archaeological potential (Figures 3, 4, 5, and 6). This model was based on the earlier (Custer et al. 1984) predictive model for the SR 1 corridor. The entire project area, including both high- and low-potential areas, was then inspected on foot to identify standing historic structures, ruins, or high-potential microenvironments not apparent on maps. All high-potential areas were surveyed intensively, as well as at least a 10 percent sample of low-potential areas.

The Phase I and Phase II archaeological investigations reported in this document were carried out between November 1994 and December 1995, covering four stages of fieldwork. The Phase I survey of the SR 1 corridor from Drawyer Creek to Pine Tree Corners, the southern 10 kilometers (6 miles) of the project area, was carried out in November and December, 1994. Phase I survey of the northern 6 kilometers (4 miles) of the project area, from Scott Run to Drawyer Creek, was completed in March and April, 1995. From April to June, 1995, Phase II testing was conducted on eight sites in the Drawyer Creek to Pine Tree Corners segment; Phase