

BACKGROUND

Nature of the Project

The goals of the Phase I and II Cultural Resource Surveys conducted within the Church Road project area south of U.S. Route 40 and Church Road, New Castle County, Delaware, were to locate, identify, and evaluate any cultural resources that might be within the Area of Potential Effect (APE) defined for the project. The study was conducted for Whitman, Requardt and Associates, LLP, of Baltimore, Maryland, so that appropriate measures could be taken to comply with Federal laws and regulations.

The survey described herein was specifically required under Section 106 of the National Historic Preservation Act (NHPA) of 1966 (**Public Law 89-665; 80 Stat: 915; 16 U.S.C. 470**), regulations embodying the provisions of NHPA as codified in 36CFR800, and implementing regulations including Executive Order 11593, which makes provision for surveys in advance of project approval.

The project area is located approximately four miles to the east of Glasgow in New Castle Hundred, New Castle County, Delaware (**Figure I-1**). Whitman, Requardt and Associates, LLP, solicited a proposal from MAAR Associates, Inc. (MAI) to perform the required study. MAI responded to the request by submitting a technical proposal in March of 1999. Background research was completed prior to report preparation, which was undertaken in the same month. The cooperation received from personnel affiliated with the project sponsor, the MAI client and the review agency is appreciated. The following principals are noted: Mark Tudor, Mike Hahn and Kevin Cunningham, from Del-DOT, Aaron Keel and Rod Hill from Whitman, Requardt & Associates; and Daniel R. Griffith and Gwen Davis of the Delaware Historic Preservation Office. Thanks is also given to Edward Okonowicz, Jr., who provided information on his brief investigations of historic resources adjacent to the project ROW. The following MAI staff members are also acknowledged for their contributions to the successful completion of the study:

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Management and Research Goals

The principal management goals of the cultural resource studies included the location and identification of all cultural resources within the project area, as well as assessments of integrity, significance and research potential for each discovered resource. The research strategy proposed included background research designed to establish historic and prehistoric contexts, to aid in the interpretation and evaluation of discovered resources, a field survey which included surface collection of exposed areas and systematic subsurface testing, as well as data analysis and report preparation.

Natural Environment

The project area lies within the Upper Coastal Plain physiographic province of Delaware, located between the Fall Line and within the southern part of the Christiana River drainage. It is characterized by a southeastern extension of the coarse gravels of Pleistocene sediments in Delaware. The topography of the area is relatively flat with elevations ranging from 60 to 80 ft (**Figure I-2**). The study area borders no high-order streams and is drained by an unnamed low-order stream flowing south, into the main channel of Red Lion Creek.

The soils within the project area are classified as part of the Matapeake-Sassafras Association, which are found on nearly level to steep, well-drained to poorly-drained soils, with moderately to medium-texture soil types. This soil association occurs within a large part of the inland Upper Coastal Plain, from New Castle to a point southwest of Townsend. Although a great variety of soils occur within the project area, the area is dominated by Mattapeake silty loam (MeB2 & MeC3) and Sassafras sandy loam (SaB2), deep, moderate to well-drained soils (**Figure I-3**) (**Matthews and LaVoie 1970:29**). The soil maps also depict small patches of Keyport and Fallsington series soils as well as a small outcropping of gravel or cobble beds adjacent to the creek at the southern end of the area.

Previous Investigations

Although the study area lies within what is called the Route 40 Corridor, an area of New Castle County witnessing heavy planned development, no previous surveys have been conducted within the immediate vicinity. Cultural resources have been recorded in the area, however, and they will be discussed below. Del-DOT has sponsored a number of cultural resource management studies in surrounding areas, including Pencader Hundred to the west of the current study area. For instance, a survey of the recently rerouted Route 896, east of Glasgow and only a few miles west of the project area, resulted in the discovery and excavation of several tenant farmer archaeological sites. Among these was the Thomas Williams Site, a black laborer-occupied household (**Catts and Custer 1990**) that resulted in the gathering of important data about tenant farming and black laborers of the nineteenth and early twentieth centuries. Another series of surveys and excavations were conducted in association with the proposed widening of Old Baltimore Pike and other highways north of the Christiana River. MAAR Associates, Inc. has recently conducted separate studies along Walther Road, adjacent to S.R. 7, where a small prehistoric occupation was found; and along Reybold Road within the Christiana River drainage. The latter survey resulted in the discovery of a number of early prehistoric sites situated above filled basin-shaped hydrological features.

Prehistoric Overview

The following general discussion provides an outline of the prehistoric cultural record of the upper Delmarva Peninsula, as it is currently understood by archaeologists. It is organized by major cultural periods, each of which represents a distinguishable tradition of resource procurement and community settlement patterns. This discussion can be construed to pertain, with possible minor exceptions, to the Church Road project area.

Paleo-Indian Period (ca. 15,000 B.C. - ca. 6,500 B.C.)

It is now believed that man has occupied the New World for as much as forty thousand years. Earlier human settlement occurred in the Old World, with migrations beginning in Africa and spreading to Europe and Asia as early as half a million years ago. By the time man would have reached the northeastern tip of Asia, from which he could have moved into North America, he had fully evolved into a form known as Homo Sapiens Sapiens. The earliest social groups depended upon hunting and gathering to procure food, and their culture reflected a simple way of life. In the New World, this system is known by the term Paleo-Indian.

The earliest cultural manifestations which may occur in the project area may be associated with the Paleo-Indian period, ca. 15,000 B.C. to ca. 6,500 B.C. The data quality for this period is extremely poor, and what little is known is skewed towards what would have been the more interior portions of the landscape which were subjected to exploitation by these early populations. It is generally believed that Paleo-Indians focused on the hunting of large game animals, many of which are now extinct, that existed in the late Pleistocene environments at that time. In addition, wild plant foods were used to supplement their diet. The coastal components of the Paleo-Indian settlement systems are rarely found, due primarily to complicating factors such as sea level rise, which would have inundated many sites, and the geologically-active nature of the Delmarva Peninsula. Paleo-Indian peoples are most readily identified with their well-made flint spear points and knife blades known as fluted points. These tools were manufactured out of quality raw materials such as flint, chert, chalcedony, and other crypto-crystalline quartz. What little data are available indicate relatively strong correlations between Paleo-Indian site locations and the local availability of lithic materials suitable for the manufacture of stone tools. There also appears to be an association of sites dating to this period, with a variety of relict glacial features. Although association with periglacial features is evident in southern New Jersey, extensive survey work conducted for the Department of Transportation Route 13 Realignment failed to find any Paleo-Indian sites in association with these geological formations, but rather identified that they were used by Woodland period Indians, and to a lesser extent by Archaic period peoples (**Custer et al. 1987:33**).

Archaic Period (ca. 6,500 B.C. - ca. 3,000 B.C.)

The next period which may be represented is the Archaic, ca. 6,500 B.C. to 3,000 B.C. At the end of the Paleo-Indian period, a major climatic change was occurring. This took the form of a general warming trend with a corresponding change in the vegetation from a disappearance of grasslands to wooded forests of oak and hemlock. As this change occurred, grazing animals were forced from the area in search of food, and were replaced by browsing species such as deer. The Amerindian populations adapted to this shift by changing from a hunting system to a more generalized foraging pattern. The large settlement populations were divided into smaller groups able to exist within a given region of floral and faunal resources (**Custer et al. 1987:28**). The tool kits of this period were more generalized, and show a wider array of plant processing tools such as grinding stones, mortars and pestles. The mobile lifestyle was probably necessary as seasonal shifts changed foraging zones. Known sites include a variety of large base camps, such as the Clyde Farm Site, and small procurement and processing sites (**Custer et al. 1987:28**).

Woodland I Period (ca. 3,000 B.C. - ca. A.D. 1000)

The Woodland I period is the next period that is likely to be represented in the upper Delmarva. This period is characterized by a certain degree of sedentism, increased population densities, and a greater degree of contact and exchange between native groups. Although the subsistence/settlement systems for this period are thought to be similar to those postulated for the Archaic period, there appears to be a greater degree of diversity which is thought to be tied to the adoption of new food procurement technologies and to extreme changes in the social organization of the groups inhabiting the region. The data quality for this period is considerably improved over that of earlier periods. This improvement in the quality of the data base is due to several factors which include a greater number of recorded sites (more of these sites have been investigated) and a greater degree of integrity and preservation. The sites that may be represented in the current project area would probably be limited to procurement sites.

Woodland II Period, (ca. A.D. 1000 - ca. A.D. 1600)

The Woodland II period is the last prehistoric period to be considered. The period is characterized by ". . .the breakdown of trade and exchange networks, alterations of settlement patterns, the development of sedentary lifestyles, and the appearance of agricultural food production to varying degrees. . ." (**Custer and DeSantis 1986:133**). Although sedentism is often associated with the intensive practice of agriculture, which provides a steady and reliable subsistence base, it is difficult to find evidence to suggest that agriculture provided any significant portion of the subsistence base for groups living in Delaware. The sites dating to this period that may be represented in the project area include procurement sites, again with a relatively high probability.

Contact Period (ca. A.D. 1600 - ca. A.D. 1700)

The Contact period is very poorly understood due to the fact that no clear-cut Contact period sites have been located in Delaware. The potential for such sites is generally considered to be low for a variety of reasons. It has been suggested that Delaware Indians did not have access to the fur trade as did their neighbors to the north and therefore had nothing of value to trade. Another possible explanation for the absence of these sites is indicated in the documented history of the Contact period which shows that what contact there was, was short-lived and usually ended in violence, which obviously would have precluded the establishment of any substantial trade relations. A third and probably unlikely scenario is that archaeologists have failed to recognize these particular cultural manifestations in the archeological record.

Historic Overview

New Castle Hundred is one of ten political subdivisions of New Castle County and lies south and east of Christiana Creek, extending along the Delaware River to Red Lion Creek. Census data for the year 1800 listed the hundred as having the fourth highest population within the county, totaling 2,438 persons, of which 235 were held in slavery (**DeCunzo and Catts 1990:54**). Communities located within these bounds include Bear, Hares Corner and Red Lion. Cartographic evidence indicates main transportation arteries were in place within New Castle Hundred prior to 1755. The main road leading from New Castle to St. Georges, and extending south to Dover, is depicted on the 1755 Fry and Jefferies map of Maryland and Delaware. Other early roads included the road to the Head of Elk, leading from the village of Aikens Tavern, and the Old Baltimore Pike,

to the north of the study area. Transportation improved slowly until the early 1800s, when turnpikes and railroads were constructed. Occupation of this interior area, especially away from navigable streams, may have been sporadic in the eighteenth century, and it is unlikely that evidence of such will be found.

It was during the early nineteenth century that the interior of New Castle Hundred experienced rural expansion centered on transportation routes in the form of crossroads, turnpikes, railroads and associated hubs or stations. The New Castle and Frenchtown Turnpike Company (now U.S. Route 40) was formed in 1809. The right-of-way of the New Castle and Frenchtown Railroad, initiated in 1831, was located roughly half a mile south of the project area. At this time, the railroad was 17 miles long and one of the earliest railways in the country, with Glasgow and Bear as relay stations (**Scharf 1888:428**). Rail lines were expanded during the second half of the 1800s westward and southward through the state to Baltimore and its ports, and southward to serve the Delmarva Peninsula. Sometime in the fourth quarter of the nineteenth century, the Pennsylvania Railroad established a new line leading from Newark south to their main Delmarva Peninsular line, the Delaware Railroad, which passed a few miles to the west of the project location. Glasgow Station was a major freight depot at the crossing of U.S. Route 40.

Most of the farmsteads contributing to this expansion were under 100 acres in size. Agricultural censuses for the period 1850-1880 demonstrate an increase in the number of farmsteads as well as the amount of cultivated fields, with a decline thereafter (**DeCunzo and Catts 1990**). The increase is attributable to improved drainage, farm machinery and fertilization techniques, as well as to the increased access to markets due to the improved road systems and, in the twentieth century, the use of motorized vehicles. From the 1830s to the 1870s, Delaware was the largest peach producer in the eastern United States, though peaches and pears continued well into the 1880s with numerous nurseries located within New Castle Hundred (**Scharf 1888:852**). The peach industry was replaced by dependence upon more varied fruits and vegetables due to the improved rapid transit provided by the better roads and the utilization of refrigerated vehicles. These developments reflect an obvious resurgence of agriculture from its low of the late 1700s when, due to intensive cultivation of grain and tobacco, soils became depleted of nutrients, tobacco yields faltered and farms were abandoned.

The cultural landscape of the project area continued to be rural and agricultural to the middle of the present century, when population increased throughout northern Delaware and the process of suburbanization followed the U.S. Route 40 corridor. At this time, various housing developments cropped up throughout Pencader and New Castle Hundreds. More recently, with the creation of the U.S. Route 40 corridor development plan, huge tracts of formerly cultivated fields and woodlands have been densely developed in residential housing. The continued occupation of the mid-nineteenth century properties can be anticipated with the improvements in the road system.

Area Historical Documentation

Church Road joins the New Castle and Frenchtown Turnpike (U.S. Route 40) with the early Red Lion community, giving the latter access to points north and west. The map research shows that the project area is contained within multiple tracts belonging to several very large landowners who had properties with houses and outbuildings at various locations along the road. With multiple residences, these large landowners probably had sons, hired men or tenant farmers residing on some of their farms. The Silver and Rodney families were some of the larger property owners in the area during the latter part of the nineteenth century (**Scharf 1888:851**). The Silver family

became large landowners following a land purchase by William Silver of the Village of Christiana Bridge from David Porter in 1810 (**New Castle Co. DB H:33**). The plantation he purchased bordered on, among others, the land of Abraham Short, as well as the large holding belonging to Major Thomas Foreman, later that of Alexander Porter, Esq. William Silver subsequently purchased most of the property near Red Lion. George B. Rodney, a former Congressman, who had moved to New Castle, was deeded most of the Foreman property by Thomas M. Bryan (who had inherited the many farms) in 1846 (**New Castle Co. DB Q:334**). The farms or plantations he was deeded in a single transaction included the Mansion Farm and Town Creek Marshes (400 acres); Hamburg Farms that adjoined the former (200 acres); the west farm (165 acres); the Welsh Tract Farm adjoining Robert Rhodes and others (330 acres). One of his farms adjoining the project area was called Rockland and may have been one of those acquired in the above deed.

In 1705, the lands on Pigeon Run and Red Lion Creek, south of the project area and consisting of over 1000 acres, was resurveyed by George Deakayne. In 1739, William Rhodes had a tract on Pigeon Run called Poplar Neck and this was at the confluence of Red Lion Creek. It was near this place that the Red Lion Inn was mentioned in a 1765 property transfer between members of the Rhodes family. Located nearby was a grist mill on property that later belonged to the family of Dr. James Couper. Part of the former Rhodes estate was purchased by Samuel Silver, and the Indian mound mentioned by Scharf was located on this farm (**Scharf 1888:851**). The Lieutenant Porter farm (Alexander Porter) with a brick house built in 1746 was on one (Mansion Farm) of the eight farms owned by the Porter family; and as noted above; it was just one of the farms purchased by George B. Rodney. That particular farm is not located in the project area.

The Red Lion community lies at the southern end of Church Road, south of the project area. The history of this community is important to the historic context of the project area, however, because project area landowners were all residents of that community. In 1888, the Red Lion community had a post office and a place where trade was conducted. The Red Lion Inn (N-5936), which gave its name to the community, was located there in colonial times and was destroyed by fire. Another inn opened after the American Revolution and was kept by a French Huguenot lady by the name of Elisse Roussie (**Scharf 1888:853**). This building was built of brick and wood and closed in 1837. It was later used by William Silver, who had built a store nearby by 1823. He used the tavern as a store and a residence; and later his sons, William, Samuel, Albert and Henry M., sold merchandise there. Although it was standing in 1888, it is no longer standing and its remains are apparently located under a church parking lot. William Silver did open some mechanic shops; and during the Mexican War, one of these made shoes for the government (**Scharf 1888:853**). The first schoolhouse in the community was located near the Indian Mound mentioned on the Silver farm, near the southern part of the project area. A school was built at Red Lion in 1835 and was replaced by a later schoolhouse in 1882. In 1819, Mrs. William Silver gave one acre for the building of the Lebanon M.E. Church at Red Lion. It was a thirty by forty foot structure made of brick and was replaced in 1853 with a forty by sixty foot two-story brick structure, which was further improved in 1886 (**Scharf 1888:854**).

Located to the east of the project area was a station on the New Castle and Frenchtown Railroad (now Conrail) known as Bear Station. Bear was about a mile and a half north of Red Lion on present-day Route 7. The old Bear Tavern had been located in this community, on the Couper

estate, before the building of the railroad in 1831. It was torn down in 1845 (**Scharf 1888:853**). Bear Station, on the railroad, was built in 1882.

George B. Rodney, whose farms occupied the eastern side of the road in the project area, was born in Lewes, Delaware about 1800. He studied law and was admitted to the bar in 1828 and shortly thereafter moved to New Castle, where he established a law practice. In 1840, he ran for Congress as a member of the Whig party and was elected. He was re-elected in 1842. He was called a good debater and was a skilled and accomplished lawyer. After his first wife died, he married a Miss Duval of Germantown, Pennsylvania. He was descended from William Rodney who emigrated from England with William Penn in 1682 (**Scharf 1888:580**). He had two sons: John H. Rodney, also an attorney, and Major George Rodney, who served in the Union Army during the Civil War (**Scharf 1888:871**). George B. Rodney was the farm owner of record on the 1849, 1868, and 1881 maps (**Figures I-4, I-5 and I-6**). John Rodney inherited the farms by 1893.

There was a W. Silver who lived on the southwest corner of Church Road and the Frenchtown Turnpike in 1849 (**Figure I-4**). This may have been William Silver, Jr., who apparently was still there in 1868. The residence was marked W.S. on the 1868 map (**Figure I-5**). This location was continuously occupied by a structure up to the present. The J. Biddle farm was located on the west side of the road, south of the railroad track. George and then John Rodney lived (or had a tenant) at Rockland (N-5083), across the road from the Biddle Farm. Towards the end of the century, Samuel Silver's estate (1893) was located on Route 7 and along the railroad, east of the project area.

Previously-Identified Cultural Resources

A review of the cultural resource files in the State Historic Preservation Office shows that there are a number of previously-identified cultural resources in and near the project area. Two previously-identified historic properties are adjacent to Church Road. These include the George B. Rodney tenant house and farm (N-5083; also called Cumberland Farm) and the Biddle House (N-5064). The George B. Rodney tenant house might be a potentially significant resource because it is an historic farm associated with an historic figure (George B. Rodney served two terms in Congress, 1840 and 1842). The Rodney property skirted the northeast side of Church Road during the nineteenth and twentieth century. However, the building associated with Biddle was removed in the 1920s, and the dwelling that replaced that building has had some recent architectural changes. Also, almost all of the agricultural buildings have been removed. Therefore, it is unlikely that this property might be considered eligible for listing on the National Register of Historic Places.

Two standing structures are located at Red Lion, south of the project area: N-5065 is a two-story frame structure located on the west side of Church Road, across from the Methodist Church. The second structure, N-1237, has been identified as the Silver Farm at Red Lion. Structures at this location include a two and a half story frame house, a barn and a shed. An archaeological site at Red Lion is N-5036, the site of the Red Lion Inn, which is considered to lie mostly under a paved parking lot at the Methodist Church.

Two cultural resources located near the project area on the north side of U.S. Route 40 include N-12400, a brick structure which was previously owned by the Short and Crossin families, and 7-NC-D-188, a late nineteenth /early twentieth century farmstead archaeological site tested by MAAR Associates, Inc. in 1992, which is now the location of the Boys and Girls Club.

There are no National Register sites located within the project area, but there are several in the region. Those lying north and west of the project area include: The Charles Allen House; the James Stewart Jr. house; the Cooch's Bridge Historic District; the Aikens Tavern Historic District; and the James Stewart House. Buena Vista is a National Register site located east of the project area on the west side of U.S. Route 13.

An historic archaeological feature was located by a local artifact collector using a metal detector in a large field located south of the railroad tracks on the east side of Church Road. The feature, possibly a small trash pit, contained relatively large amounts of historic ceramics. The site also yielded a number of military buttons that are from a naval uniform that may be attributable to the War of 1812 period. The feature was reported to the investigators during the course of the survey and its exact location, north of the study area, was pointed out by the collector, Mr. Edward Okonowicz, Jr. This feature might be identified with the early to mid-nineteenth century Bryan family occupation.

Beyond the southern end of the project area, two prehistoric resources have been identified: N-3764 (Site 7NC-D-36) and N-3765 (Site 7NC-D-35). N-3764 was identified as an Indian Mound as early as 1888 (**Scharf 1888:851**) when it was located on the Silver property and from which Samuel Silver had made some collections. The site had been investigated in 1971, and some subsurface excavation was conducted. Some prehistoric materials were recovered, but it is considered that the site probably represents a campsite on a small knoll adjacent to a springhead. The other site represents some type of prehistoric activity area.

Other resources previously identified in the vicinity include two houses (N-5070 and N-5072) that were located on the south side of U.S. Route 40 just east of Church Road. A house, N-5082, was previously located near the project area on U.S. Route 40. This house is no longer standing, and there is a restaurant parking lot at this location.

Architectural Potential

A visual reconnaissance of the project area indicates that a structure located on the southwest corner of Church Road and Route U.S. 40 (N-5083) (Cumberland Farm) is over 50 years old, as is a second structure, the J. Biddle Tenant House (N-5064), located on the west side of Church Road south of the Conrail Railroad line. Determination of Eligibility forms for both structures are included as Appendices A and B.

The Cumberland Farm (N-5083) is not eligible for listing in the National Register of Historic Places. Although the history of the property stretches back to the early nineteenth century, the principal dwelling is an early 1940s replacement of an earlier farmhouse. This replacement building was enlarged first around 1944, and then again in the 1970s. These changes have altered the original scale and orientation of the building and caused it to no longer have sufficient integrity to make it eligible for listing in the National Register of Historic Places. The mid-nineteenth century barn associated with the property is intact, but has no long-standing historic association with the current dwelling.

The J. Biddle Tenant House (N-5064) at 1126 Church Road is not eligible for listing in the National Register of Historic Places because of recent interior and exterior alterations that reduce the integrity of the building. In addition, the associated agricultural buildings have been removed from the property.

Archeological Potential

The archeological potential for the project area varies from cultural period to cultural period for specific site types and is summarized below in **Table I-1**. A Management Plan for Delaware's Prehistoric Cultural Resources (Custer 1986) presents a set of relative probabilities for the occurrence of specific site types within the various management units and sub-units, an evaluation of the data quality for each site type, and an evaluation of the potential for each of these sites to yield significant data. Site probabilities are expressed in relative terms such as high, medium and low and have been derived using the known data base. The overall potential for prehistoric period sites in the northern part of the project area is believed to be moderate to low due to its relatively long distance from dependable freshwater sources. The southern part is much closer to two known prehistoric archaeological resources and that does indicate that there is a greater potential along the southern portion of the project area. Additionally, the background research indicates that one of the nineteenth century area landowners, Samuel Silver, had made a large collection of projectile points from his farm (which was adjacent to Church Road) and the surrounding area (**Scharf 1888:851**).

The Delaware Statewide Comprehensive Historic Preservation Plan (Ames et al. 1987) includes resource management sections prioritizing survey needs and outlining developmental pressures on the historic period resource base. The overall potential for historic period resources in the project area is high due to the documented presence of residential units indicated by historic maps as well as the fact that several early historic roads were present in the area. A house was located on the southwest corner of Church Road and its intersection with U.S. Route 40 as early as 1849, when W. Silver was the occupant. Also in 1849, the Bryan family had a farm across the road from the Biddle House south of the railroad tracks, and George B. Rodney had a home there called Rockland in 1868. John Rodney was located there in 1893, although no house exists there today. The archaeological deposits from this structure and the early Silver house at U.S. Route 40 (which was present on all maps) indicates that there are likely deposits associated with the latter structure. Specific probabilities of site occurrence through time indicate a relatively low potential for sites predating the American Revolution, ca. A.D. 1775; moderate potential for sites dating to the last quarter of the eighteenth and first quarter of the nineteenth century; and high potential for sites post-dating ca. A.D. 1825.

TABLE I-1: Site Probability

<u>Site Types</u>	<u>Probability</u>	<u>Potential Significance</u>
<u>Paleo-Indian</u>		
Quarry	Low	High
Quarry Reduction	Low	High
Quarry-Related Basecamp	Low	High
Basecamp	Low	High
Maintenance Station	Low	High
Hunting Site	Low	High
<u>Archaic</u>		
Macro-Band Basecamp	Low	High
Micro-Band Basecamp	Low	High

Woodland I

Macro-Band Basecamp	Moderate	High
Micro-Band Basecamp	Moderate	High
Procurement Site	High	Low
Mortuary Site	Moderate	High

Woodland II

Macro-Band Basecamp	Moderate	High
Micro-Band Basecamp	Moderate	High
Procurement Site	High	High

Contact

General Contact Sites	Low	High
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Historic

1630-1730	Low	High (Owner)
1730-1770	Low	High (Owner)
1770-1830	Moderate	High (Owner/Tenant)
1830-1880	High	Moderate (Owner/Tenant)
1880-1940	High	Low (Owner/Tenant)