

1.0 INTRODUCTION

Efforts by the Federal Highway Administration (FHWA) and the Delaware Department of Transportation (DelDOT) to improve U.S. 301 in Delaware from the Delaware-Maryland State Line to S.R. 1 south of the C&D Canal are currently in the project development phase. A Notice of Intent to prepare an Environmental Impact Statement (EIS) was published in the Federal Register on January 18, 2005. The Section 106 process was initiated by a letter issued in 2004.

As part of Section 106 compliance during the project development phase, DelDOT commissioned A.D. Marble & Company of Conshohocken, Pennsylvania, to conduct a cultural resources planning study, including collecting background research, conducting an architectural resource reconnaissance survey of the initial Area of Potential Effect (APE) for the project (*See Figure 1*), and formulating a historic context for the project vicinity. A *Historic Context and Reconnaissance Survey Report*, dated July 2005, reported the results of this study and was submitted to the Delaware State Historic Preservation Office (SHPO) for review and comment. The SHPO provided comments regarding the report in a memorandum to DelDOT dated August 18, 2005.

A.D. Marble staff also conducted a more detailed study of architectural resources within the APE for the project, as it was defined in August 2005. The more detailed study included the collection of descriptive information, photographs and historical information of the properties and an evaluation of the potential National Register eligibility of the resources. Where resources were listed, determined eligible or recommended eligible for the National Register, boundaries were defined, justified, and illustrated on project mapping. A *Determination of Eligibility Report*, dated September 2005, reported the results of the detailed study and was submitted to the SHPO and New Castle County Office of Planning and Zoning for review and comment. To date, New Castle County has not provided written comments on the report. The SHPO has provided comments, and DelDOT and the other agencies are continuing consultation to reach concurrence on the identification of historic properties within the APE for the project.

Concurrent with A.D. Marble's detailed study of resources in the APE for the project, as it was defined in August 2005, the Project Team developed two additional alternatives for preliminary consideration: the Red Alternative and the Blue Alternatives. The Red Alternative extended from near the state line on new alignment west of the existing U.S. 301 (the Ridge Alignment identified in the 1994 Draft Environmental Impact Statement for U.S. 301 Improvements) to Summit Bridge, added capacity to the Summit Bridge crossing of the C&D Canal, and continued north along the existing SR 896 alignment to the existing I-95/S.R. 896 interchange. The Blue Alternatives extended from the state line on new alignment either north or south of Townsend and continued east on new alignment to create a new interchange with S.R. 1. The Project Team recognized that these two alternatives could potentially affect historic properties outside of the APE, as it was defined in July and August 2005, such that additional background research and an architectural resource reconnaissance survey of the new areas was needed.

**U.S. 301 Project Development
Historic Context and
Reconnaissance Survey Report**

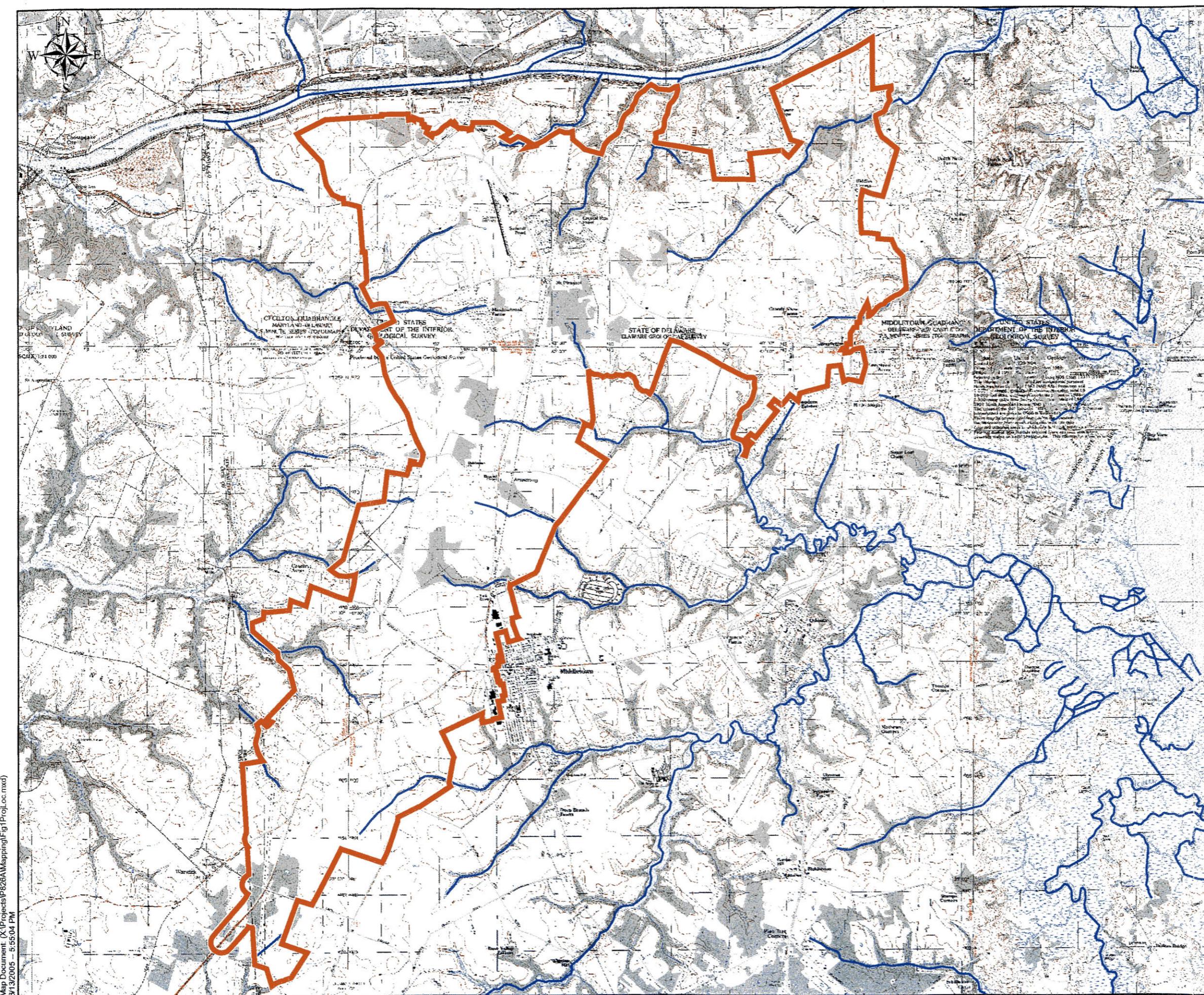
 Proposed APE



Sources:
USGS 7.5' DRGs: Cecilton, MD. Delaware City, DE.
Elkton, MD. Middletown, DE. Saint Georges, DE.
Taylors Bridge, DE.

**Figure 1
Project Location Map**

 Miles



In August 2005, DelDOT commissioned McCormick Taylor, Inc., of Newark, Delaware, to collect the background research and to conduct an architectural resource reconnaissance survey of the additional areas to the same level as the previous A.D. Marble efforts reported in July 2005. This *Reconnaissance Survey Report for the Red and Blue Alternatives* presents the results of this effort. This report was prepared in conjunction with Rummel, Klepper & Kahl (RK&K) for the FHWA and DelDOT to assist in the identification of historic properties within the vicinity of the proposed roadway improvements.

Since the additional research and survey effort was completed of the APEs for the Red and Blue Alternatives, DelDOT has recommended to the public and the regulatory and resource agencies that these alternatives be dropped from further consideration in the project development process. Therefore, the purpose of this report is to document the efforts undertaken by the Project Team and to support, in part, its recommendation to discontinue consideration of the Red and Blue Alternatives.