1.0 INTRODUCTION

1.1 PROJECT DESCRIPTION

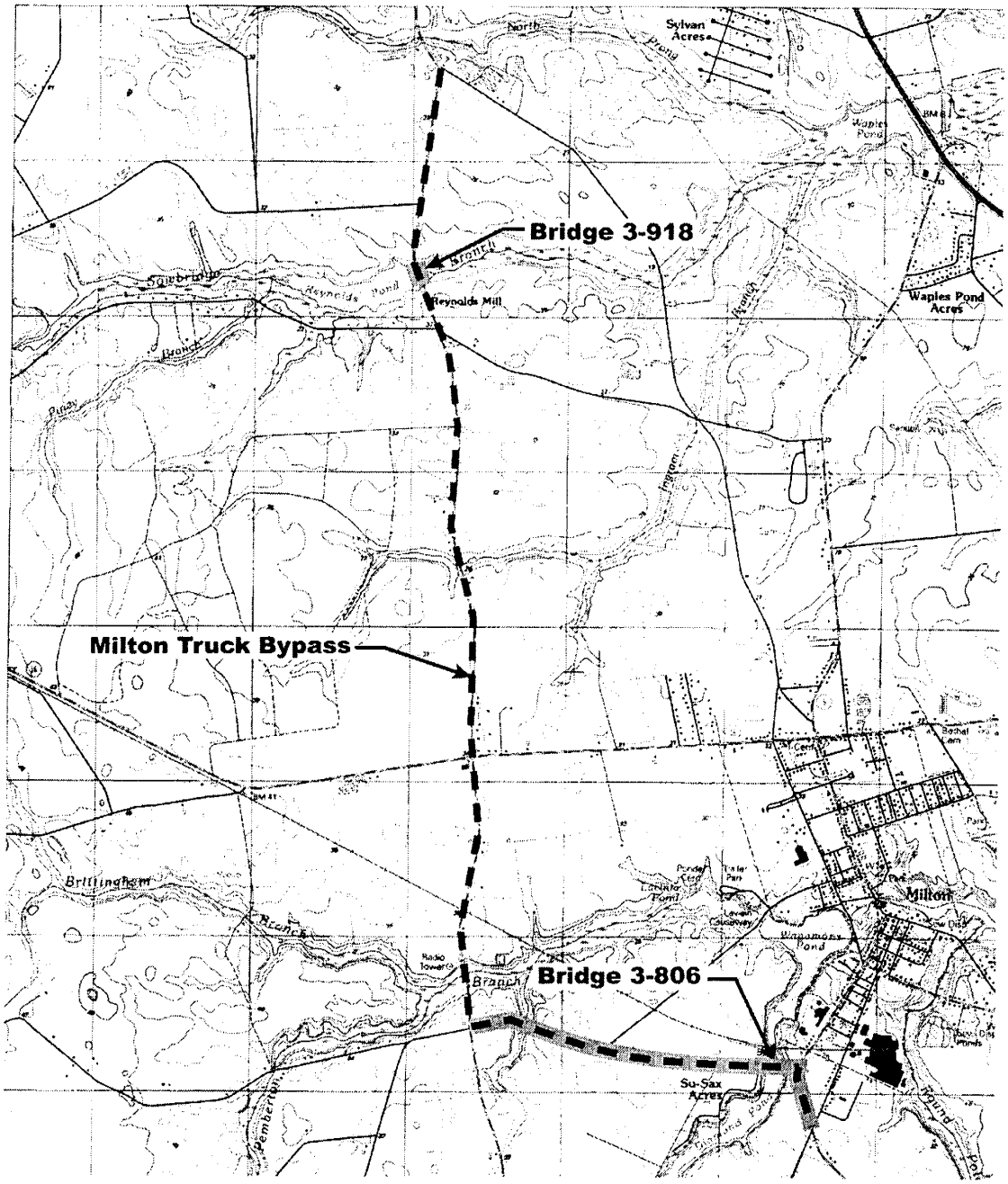
The Delaware Department of Transportation (DelDOT) proposes to establish a truck route that would re-route truck traffic around Milton and effectively remove the traffic from the historic district of town. The Milton Truck Route Bypass will route trucks around Milton from Delaware Route 5 onto Sussex 319, then to Delaware Route 30 (Figure 1). The roadway improvements associated with the Milton Truck Route Bypass include the widening of turn lanes at the intersection of Delaware Route 5/Sussex 319, and reconstruction of Sussex 319 from Delaware Route 5 to Delaware Route 30. Improvements associated with the Bypass will occur either within the existing right of way (e.g., along Route 30), or will in places extend approximately 7 to 18 feet beyond the existing right of way to accommodate new roadway shoulders and drainage ditches. The approach of Sussex 319 to Route 5 will be realigned (i.e., straightened out) slightly north of the present alignment. In addition, Bridge 3-918 on Route 30 over Reynolds Pond and Bridge 3-806 on Sussex 319 over Diamond Pond will be replaced within the existing right of way.

Parsons, Inc. (Parsons) conducted a Phase I archaeological survey and architectural evaluation of portions of the Milton Truck Route Bypass (hereafter referred to as the project area) within the proposed Limits of Clearing (LOC) or construction. These cultural resources investigations were conducted in areas where the proposed bypass could impact resources outside the existing right-of-way (Figure 1). The investigations were conducted for DelDOT and were performed in accordance with the requirements of the National Historic Preservation Act of 1966, as amended, the Advisory Council's Guidelines set forth in 36CFR800 for the Protection of Historical and Cultural Properties, the Delaware State Management Plans for Prehistoric Resources, and the Guidelines for Architectural and Archaeological Surveys in Delaware (Delaware State Historic Preservation Office [Delaware SHPO] 1993). The fieldwork was conducted in consultation with DelDOT and the Delaware SHPO. FHWA

1.2 ENVIRONMENTAL CONDITIONS

The project area is located along the boundary between the Delaware Shore and Mid-Drainage physiographic zones. Topographically, this region is characterized by gently rolling hills intersected by small to large drainages and marshes. The project area specifically is crossed by secondary drainages of Primehook Creek and Broadkill River, including Brittingham, Ingram and Sowbridge Branches. Vegetation in the project area consists of secondary growth woodlots and agricultural fields. Woodlots are generally small, often acting as barriers between agricultural fields and Sand Hill Road. All agricultural fields were in corn at the time of field investigations.

Surface soils of Sussex County, Delaware found within the survey area include the Rumford, Sassafras, Evesboro, and Fallingston Associations (Mackenzie 2000).

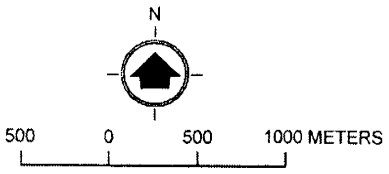


Legend:

- Milton Truck Bypass
- Project Area

Source:
1992 USGS Map
1:24,000 Scale
Milton, DE

Quadrangle Location



PARSONS

Figure 1. Milton Truck Route Bypass, Milton, Delaware

1.3 PREVIOUS INVESTIGATIONS

A review of the archaeological and architectural site files, on file at the Delaware SHPO, indicated that no previous cultural resources surveys or evaluations have been conducted within the proposed project boundaries. In advance of the proposed road improvements, the firm of McCormick, Taylor and Associates, Inc. conducted a cultural resources assessment as part of a Categorical Exclusion Evaluation (CEE) for DelDOT (McCormick, Taylor and Associates, Inc. 2001). The study reviewed existing documentation to assess the archaeological sensitivity of the project area. Although no previously identified sites are recorded for the Milton vicinity, predictive models developed for identifying Native American sites in Delaware's Coastal Plain suggested medium to high probability for portions of the project area to contain sites of the Woodland I and Woodland II Periods (Custer 1986 and 1989 in McCormick, Taylor and Associates, Inc. 2001). The study also included a windshield architectural reconnaissance survey and file search, which identified 36 properties meeting the age criteria for listing in the National Register of Historic Places (NRHP). Of the 36 properties, two 1930s dwellings (#S-3461, 14102 Sand Hill Road and #S-3527, 16046 Federal Street) would be impacted by the proposed construction. Though Cultural Resource Survey Forms (CRS forms) for the two buildings were filed at the Delaware SHPO, no determinations were made regarding eligibility. Thus, the study recommended Phase I archaeological survey for the project area and evaluation of #S-3461 and #S-3527.

1.4 SCOPE OF WORK

The initial Scope of Work (SOW) was two-fold. Phase I archaeological survey was conducted within the LOC for the project area, focused primarily on areas identified in a previous study as containing medium to high probability for the location of both historical and Native American sites (McCormick, Taylor and Associates, Inc. 2001). Archaeological investigation consisted of the combination of shovel test pits (STPs), 1 m x 1 m test unit excavation and surface collection. CRS forms were filed for newly identified archaeological sites.

39 properties

Initial architectural investigation consisted of evaluation of the two buildings recommended potentially eligible by McCormick, Taylor and Associates, Inc. A third building (14559 Sand Hill Road) was included in the current study when construction plans called for a small portion of the property to be taken in order to construct a retaining wall. Bridges 3-806 over Diamond Pond and 3-918 over Reynolds Pond, both slated for replacement, were evaluated for NRHP eligibility. Five resources were assessed and individually documented and photographed at the reconnaissance level on Delaware State Historic Preservation Cultural Resource Survey forms. This process ensured a thorough study of each resource, its date of construction, architectural style, building materials, use and alterations if applicable. Each of the buildings and structures were than assessed for the historic significance and contribution to the historical context of the Milton area. The resources were documented and evaluated in order to determine their potential eligibility for listing on the National Register of Historic Places. Additionally, a comparative analysis of similar resources was conducted.

The contents of this report will be incorporated into a larger technical report at a later date, following identification and documentation of potential mill remains or other archaeological resources encountered during bridge replacement.