I. INTRODUCTION AND PROJECT DESCRIPTION

This report details the findings of an archaeological and historic architectural survey URS Corporation (URS) conducted for the Delaware Department of Transportation (DelDOT). Work was initiated in response to the planned State Route 26 Alternative from State Route 17 to State Route 361 in Sussex County (Figure 1.1). Several road improvements were proposed for State Route 26 in order to alleviate heavy seasonal traffic. These proposed improvements consisted of widening the present roadway from two nine-foot lanes with no shoulders to two 11-foot lanes with five-foot shoulders. Additionally, extant drainage ditches would be refurbished by widening them approximately 35 feet at the surface and 12 feet at the base. Turn and bypass lanes would be added, where warranted, and two realignments were proposed for the intersections of State Routes 84 and 368 and State Routes 368 and 362. However, proposed transportation improvements to the intersection of State Routes 84 and 368 have been eliminated since the completion of the archaeological field investigation for this section of the project. The goal of the investigation was to locate any cultural resources within the project's area of potential effects (APE) and to determine if a more-detailed study of the APE is necessary. The archaeological APE was defined as a 60-foot-wide corridor on either side of the present shoulder of the proposed State Route 26 Alternative. The architectural APE was defined as a 200-foot-wide corridor on either side of the current shoulder of the proposed State Route 26 Alternative.

All work for this project was performed pursuant to the National Historic Preservation Act of 1966, as amended; the Advisory Council on Historic Preservation's "Protection of Historic Properties" (36 CFR part 800, June 1999); the Department of Transportation Act of 1966; and 23 CFR 771. This work also followed the Delaware State Historic Preservation Office's *Guidelines for Architectural and Archaeological Surveys in Delaware*, and the *Secretary of the Interior's Standards and Guidelines for Archaeological Documentation* (48FR44734-37). A preliminary reconnaissance survey of the project area was conducted by Kevin Cunningham (DelDOT), Michael Hahn (DelDOT), Patrick Carpenter (DelDOT), Pamela Beck (DelDOT), Gwen Davis (DE SHPO), Robin Bodo (DE SHPO), Edward Morin (URS), and Martin Abbot (URS) on October 4, 2002. This initial survey identified 14 historic architectural resources that required investigation. In addition, discussions with Kevin Cunningham during the preliminary survey identified several moderate-to-high-potential areas for historic resources that required archaeological investigation. These locations consisted of the intersections of State Routes 17 and 353, State Routes 353 and 352, State Routes 352 and 84, State Routes 84 and 368 (again, since eliminated after completion of fieldwork), and State Routes 368 and 362. It was believed that, due to accessibility (i.e., roadways), these locations would be attractive to early domestic and commercial settlement. No areas were identified as having either moderate or high potential for prehistoric resources. An intensive walkover survey and subsurface testing effort, conducted from October 23 to 24, 2002, followed this preliminary survey.

Edward Morin served as the project's Principal Investigator. Martin Abbot served as the project's Architectural Historian. Jennifer Marston, Field Supervisor, oversaw the fieldwork. The field crew consisted of Crew Chief Christine Feeney and Field Technicians Drew Oberholtzer and John Gill. Christine Feeney conducted the historic background research. Lynda Bass and Scott Hood prepared graphics for the report, and Paul Elwork edited the text for style and consistency.

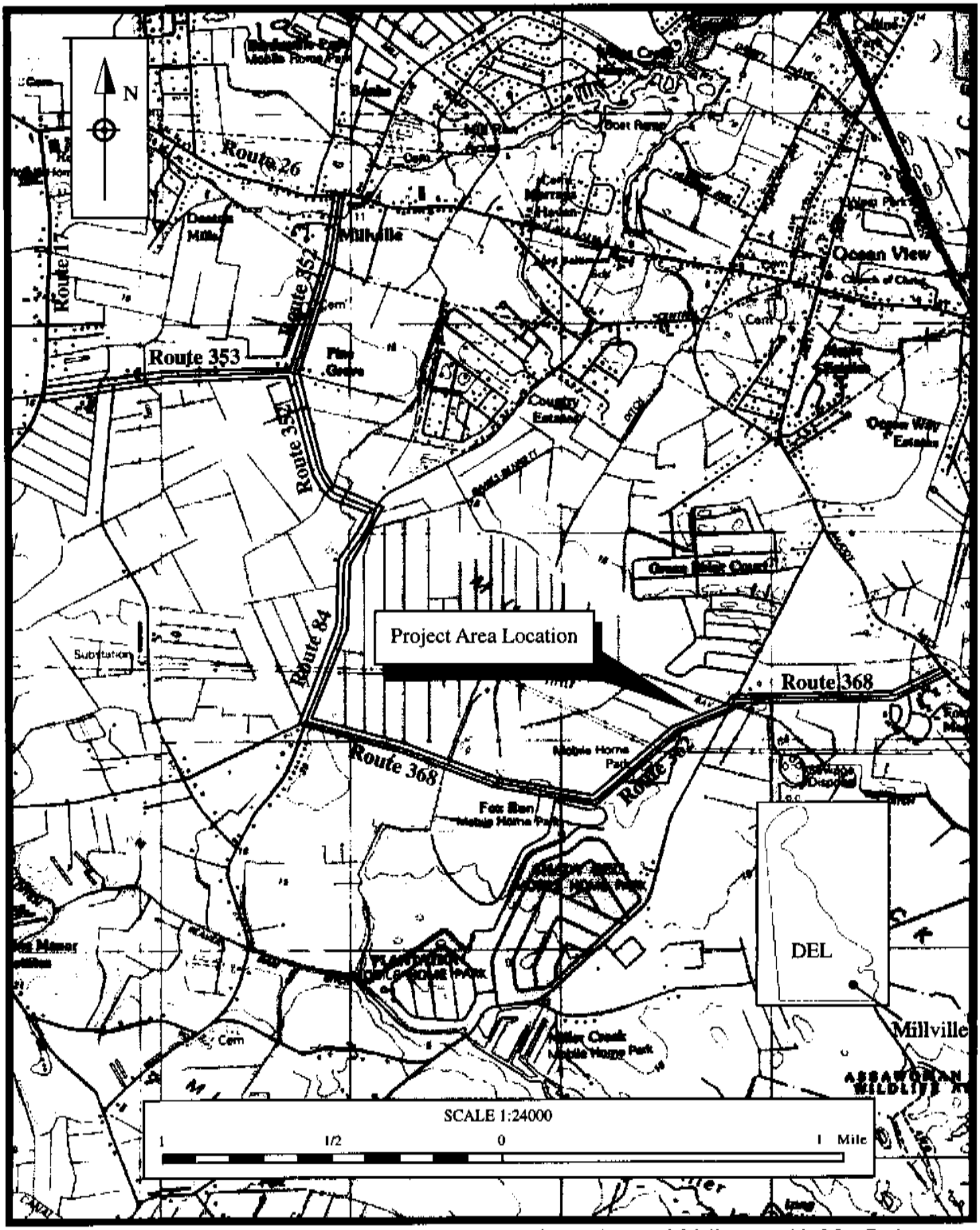

Figure 1.1 Project Area Location Map (Source: Portion of 7.5 Minute USGS Topographic Map Bethany Beach Delaware Quadrangle).