



## I. INTRODUCTION

This report documents the results and conclusions of a cultural resources survey of SR 41 (Lancaster Pike) from approximately Ash Tree Lane to Erickson Avenue in Hockessin, New Castle County (Figure 1). The Delaware Department of Transportation (DelDOT) proposes to make safety improvements, which include modifying the road to accommodate left turn lanes. As part of federal environmental requirements associated with these improvements, the engineering firm of Whitman, Requardt and Associates, LLP (WRA) hired the Cultural Resources Group of Kise Straw and Kolodner (KSK) to conduct a survey of historic architectural resources and archaeological resources on behalf of DelDOT.

The definitions and limits of the proposed improvements are based on conversations between KSK, WRA and the Delaware State Historic Preservation Office (DE SHPO)

This study has been conducted in accordance with and pursuant to federal laws and regulations. Federal law, specifically Sections 106 and 110 of the National Historic Preservation Act of 1966 (as amended), requires that federal agencies take into account how their undertakings may affect cultural resources. Additional applicable statutes and directives include Section 101 (b)(4) of the National Environmental Policy Act of 1966, as amended; Sections 106 and 110 of the National Historic Preservation Act of 1966, as amended; 36 CFR Parts 60 and 63, "National Register of Historic Places;" and 36 CFR Part 800, "Procedures for the Protection of Historic Properties."

There are two components of this survey: a Phase I Archaeological Survey and a Historic Architectural Survey. The objectives of the Phase I Archaeological Survey are as follows:

1. Define the Area of Potential Effects (APE), the geographic area within which the proposed improvements may cause changes in the character or use of archaeological sites.
2. Identify and document all previously recorded archaeological resources located within the APE that have been listed in or determined eligible for listing in the National Register.
3. Confirm the presence or absence of intact, potentially-eligible, archaeological resources located within the APE that have not been previously identified.

The objectives for the Survey of Historical Architectural Resources are as follows:

1. Define the Area of Potential Effects (APE), the geographic area within which the proposed improvements may cause changes in the character or use of historic properties.
2. Identify and document all previously recorded historical architectural resources located within the APE that have been listed in or determined eligible for listing in the National Register.
3. Determine the potential effects, if any, that the proposed improvements may have on the National Register-eligible resources.

KSK completed the fieldwork in late fall and winter of 2000 and spring of 2001. All findings and analyses are documented and assembled in this report according to requirements presents in *The Delaware Comprehensive Historic Preservation Plan*. This preliminary report is being submitted for review to WRA, DelDOT, and the Delaware State Historic Preservation Office (DE SHPO) with the understanding that upon the receipt of comments, the KSK will prepare the final report.

**Project Location and Description**

The Project Area is located along SR 41 in Hockessin, approximately 6.0 miles northwest of the city of Wilmington. SR 41 is a four-lane divided highway built in the 1950s. Crossing SR 41 through the center of the Project Area is the historic Wilmington and Western Railroad, now a private tourist line. The Wilmington and Western Hockessin stop has been relocated to SR 41 from its original location on Old Lancaster Pike, and the station rebuilt in a historic style. The surrounding area, originally farmland, is now developed for commercial and light industrial businesses with very limited historic dwellings.

The undertaking is a series of safety improvements to SR 41 and includes modifying the road to accommodate left turn lanes and the insertion of stormwater management areas. In order to provide the client (WRA) with the most complete data set possible upon which subsequent decisions regarding potential cultural resources avoidance measures may be based, the Area of Potential Effects (APE) for the historic architectural and archaeological investigations were conducted in accordance with the most extensive proposed subsurface disturbance (Figure 2 and 10a-b).