

1.0 INTRODUCTION

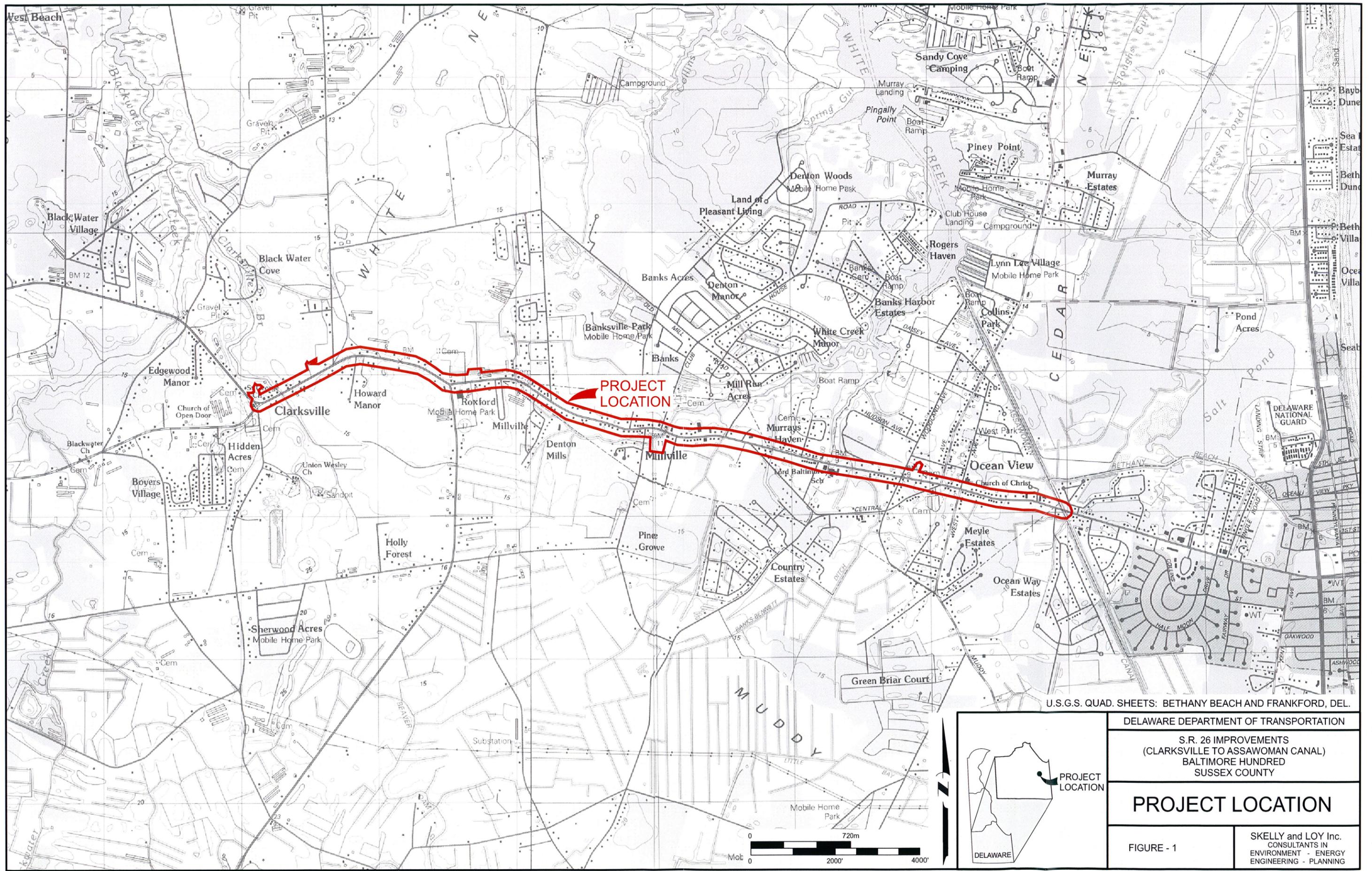
Phase I archaeological investigations were previously completed for the State of Delaware Department of Transportation's (DeIDOT's) proposed State Route (S.R.) 26 (Clarksville to Assawoman Canal) Improvements project located in Baltimore Hundred, Sussex County, Delaware (Gundy *et al.* 2004) (Figure 1). Subsequent to the completion of that research, design changes were proposed that would impact areas along the roadway that were not included in the original Phase I archaeological survey. These design changes include the reconfiguration of the St. Georges United Methodist Church parking lot, the addition of a driveway to the Hocker property, and the addition of four stormwater management facilities (Figure 2). This addendum reports on the archaeological survey results of the design change areas.

1.1 Purpose and Need

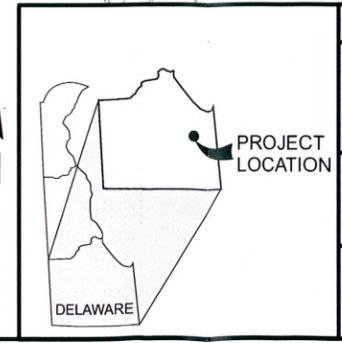
The archaeological survey of the design change areas was performed by Skelly and Loy, Inc. personnel at the request of the DeIDOT in order to identify any and all archaeological resources that might be present at the six locations, and to preliminarily assess those resources for integrity and/or significance. By accomplishing these goals, compliance with state and federal legislation, including Section 106 of the National Historic Preservation Act of 1966, as amended in 1980 and 1992; the Federal-Aid Highway Act of 1966, as amended; the National Environmental Policy Act of 1969; Code of Federal Regulations: Advisory Council on Historic Preservation CFR800; Delaware Code Annotated Title 29 § 8705, 7 § 5301-5309, and 7 § 5401-5411; and Delaware Antiquities Act, is assured. *The Guidelines for Architectural and Archaeological Surveys in the State of Delaware* (Delaware State Historic Preservation Office 2001) were followed in preparing the project research design, methodology, and this addendum report.

1.2 Project Location and Description

The S.R. 26 design changes include the enlargement and reconfiguration of the St. Georges United Methodist Church parking lot located along the north side of S.R. 26 at the western terminus of the roadway project (Parking Lot Test Area) (Figure 2:Sheet 1), the addition of a driveway on the Hocker property located along the south side of S.R. 26 at approximately Station 68+00 (Driveway Test Area) (Figure 2:Sheet 3), and the addition of four stormwater management facilities located along the north side of S.R. 26 at approximately Station 29+00 (SWM #1 Test Area) (Figure 2:Sheet



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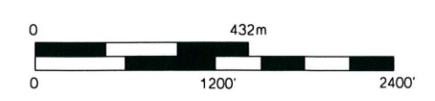
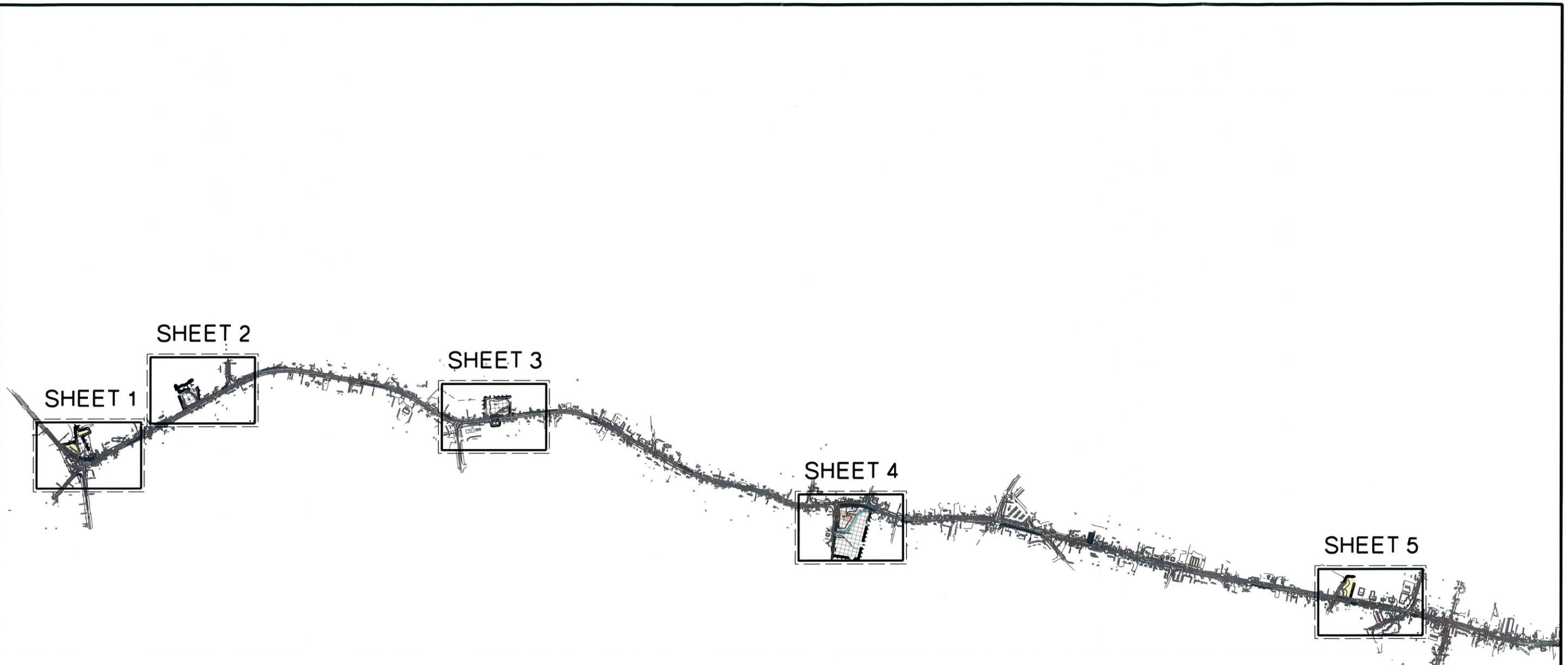


DELAWARE DEPARTMENT OF TRANSPORTATION
 S.R. 26 IMPROVEMENTS
 (CLARKSVILLE TO ASSAWOMAN CANAL)
 BALTIMORE HUNDRED
 SUSSEX COUNTY

PROJECT LOCATION

FIGURE - 1

SKELLY and LOY Inc.
 CONSULTANTS IN
 ENVIRONMENT - ENERGY
 ENGINEERING - PLANNING

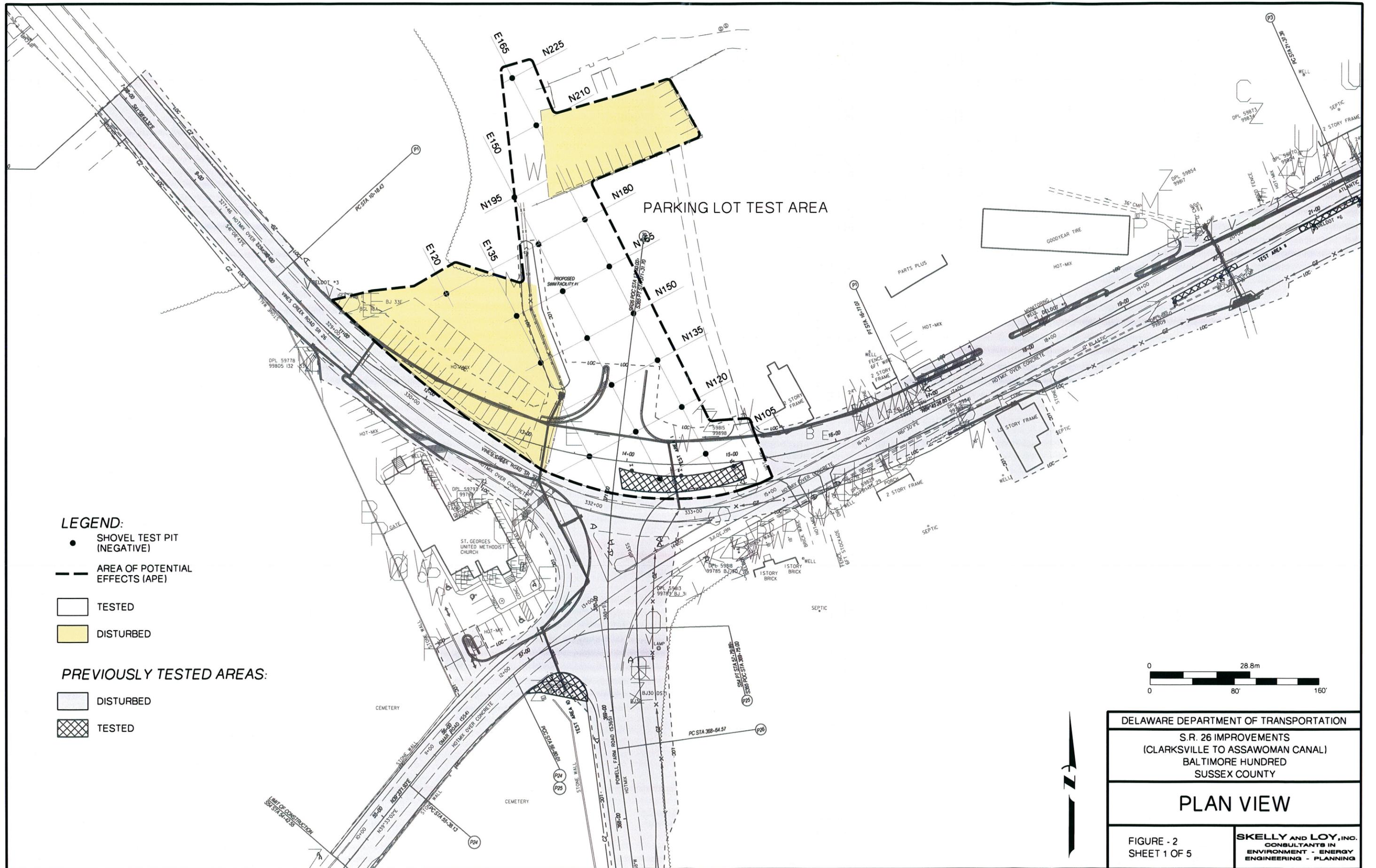


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BALTIMORE HUNDRED
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PLAN VIEW INDEX

FIGURE - 2

SKELLY AND LOY, INC.
CONSULTANTS IN
ENVIRONMENT - ENERGY
ENGINEERING - PLANNING



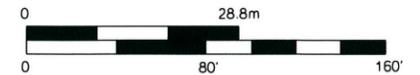
LEGEND:

- SHOVEL TEST PIT (NEGATIVE)
- - - AREA OF POTENTIAL EFFECTS (APE)

- TESTED
- DISTURBED

PREVIOUSLY TESTED AREAS:

- DISTURBED
- ▨ TESTED



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PLAN VIEW

FIGURE - 2
 SHEET 1 OF 5

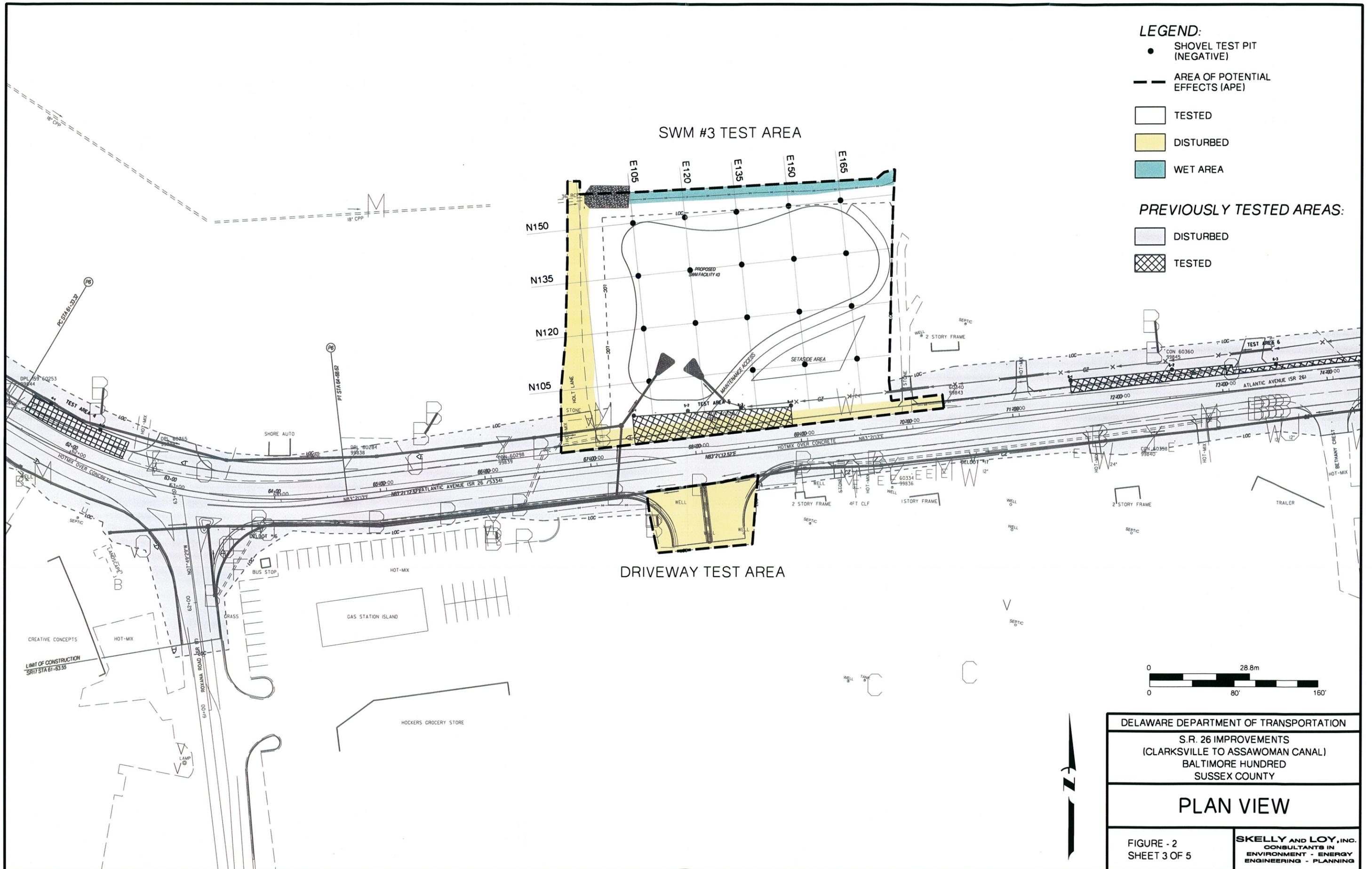
SKELLY AND LOY, INC.
 CONSULTANTS IN
 ENVIRONMENT - ENERGY
 ENGINEERING - PLANNING

LEGEND:

- SHOVEL TEST PIT (NEGATIVE)
- AREA OF POTENTIAL EFFECTS (APE)
- TESTED
- DISTURBED
- WET AREA

PREVIOUSLY TESTED AREAS:

- DISTURBED
- ▨ TESTED



DELAWARE DEPARTMENT OF TRANSPORTATION S.R. 26 IMPROVEMENTS (CLARKSVILLE TO ASSAWOMAN CANAL) BALTIMORE HUNDRED SUSSEX COUNTY	
PLAN VIEW	
FIGURE - 2 SHEET 3 OF 5	SKELLY AND LOY, INC. CONSULTANTS IN ENVIRONMENT - ENERGY ENGINEERING - PLANNING



LEGEND:

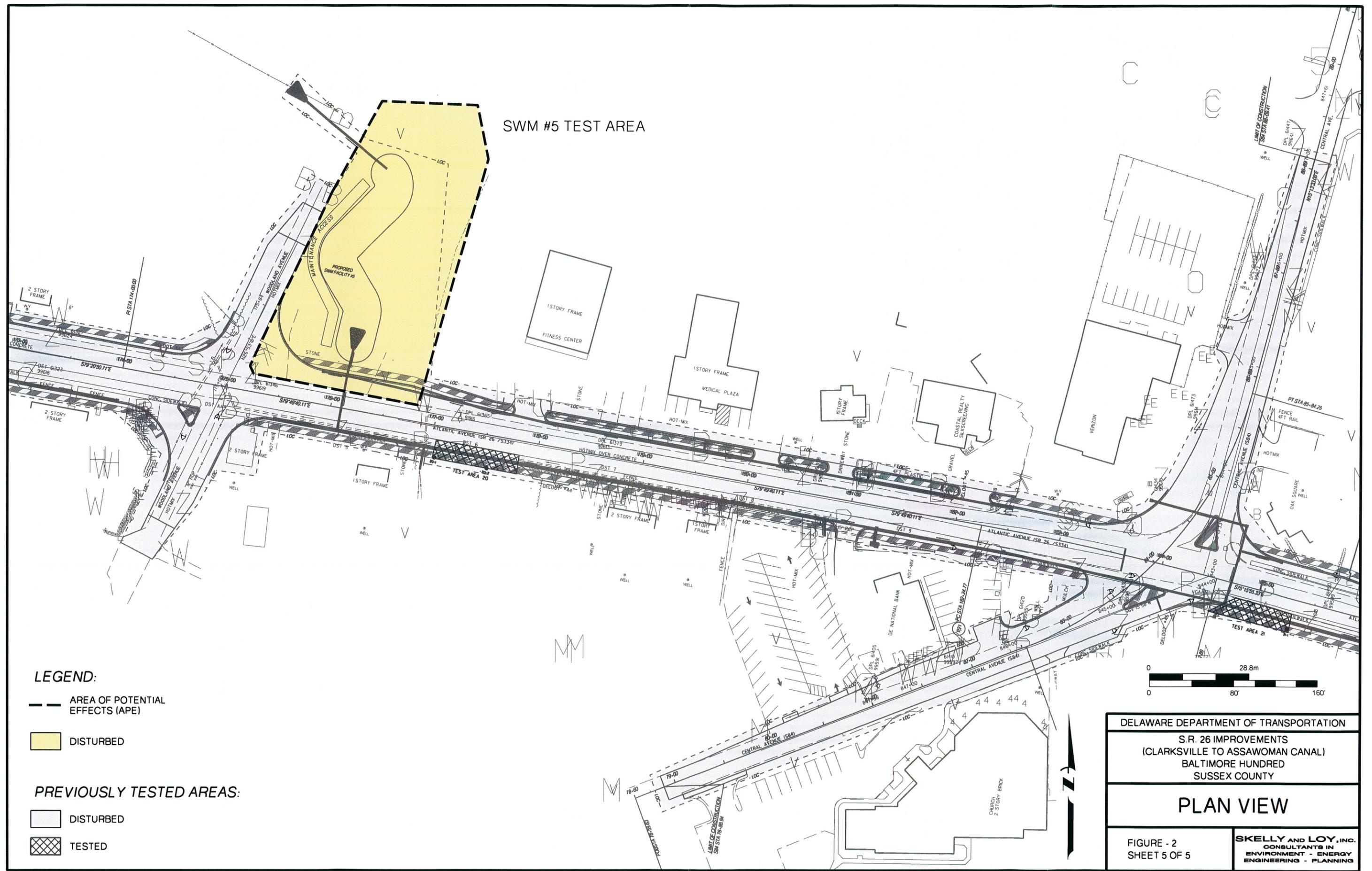
- SHOVEL TEST PIT (NEGATIVE)
- AREA OF POTENTIAL EFFECTS (APE)
- TESTED
- DISTURBED
- MODERN FILL OVER NATURAL STRATA
- WET AREA

PREVIOUSLY TESTED AREAS:

- DISTURBED
- ▨ TESTED

DELAWARE DEPARTMENT OF TRANSPORTATION S.R. 26 IMPROVEMENTS (CLARKSVILLE TO ASSAWOMAN CANAL) BALTIMORE HUNDRED SUSSEX COUNTY	
PLAN VIEW	
FIGURE - 2 SHEET 4 OF 5	SKELLY AND LOY, INC. CONSULTANTS IN ENVIRONMENT - ENERGY ENGINEERING - PLANNING

SWM #5 TEST AREA



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PLAN VIEW

FIGURE - 2
 SHEET 5 OF 5

SKELLY AND LOY, INC.
 CONSULTANTS IN
 ENVIRONMENT - ENERGY
 ENGINEERING - PLANNING

2), along the north side of S.R. 26 at approximately Station 67+50 (SWM #3 Test Area) (see Figure 2:Sheet 3), in the southeast quadrant of the intersection of S.R. 26 and Windmill Road (S352) (SWM #4 Test Area) (see Figure 2:Sheet 4), and in the northeast quadrant of the intersection of S.R. 26 and Woodland Avenue (SWM #5 Test Area) (see Figure 2:Sheet 5). Summary data for the six design change areas are presented in Table 1.

The parking lot and driveway are necessary to provide landowners with access to and use of their properties after the roadway improvements are completed. The St. Georges United Methodist Church parking lot (Parking Lot Test Area) is approximately 0.66 ha (1.64 ac) in size. The Hocker property driveway (Driveway Test Area) is approximately 0.05 ha (0.13 ac) in size. The four stormwater management areas are necessary to control excess water in the project area. Stormwater Management Area #1 (SWM #1 Test Area) is approximately 0.45 ha (1.11 ac) in size, Stormwater Management Area #3 (SWM #3 Test Area) is approximately 0.66 ha (1.64 ac) in size, Stormwater Management Area #4 (SWM #4 Test Area) is approximately 2.15 ha (5.31 ac) in size, and Stormwater Management Area #5 (SWM #5 Test Area) is approximately 0.04 ha (0.09 ac) in size.

The design change areas are located on the Bethany Beach, Delaware and Frankford, Delaware 7.5 minute topographic quadrangles (United States Geological Survey [USGS] 1984a, 1984b) in the Coastal Bay physiographic province of Delaware's Lower Coastal Plain. The design change areas are located in a nearly level and gently rolling landscape south of Indian River Bay, near and adjacent to the towns/municipalities/developments of Clarksville, Howard Manor, Roxford, Denton Mills, Millville, Murrays Haven, and Ocean View. Elevations within the design change areas range from approximately 1.5 to 4.6 m (5.0 to 15.0 ft) above mean sea level (msl). Soils within the design change areas include Evesboro, Fallsington, Johnston, Klej, Pocomoke, Rumford, Swamp, and Woodstown series, which all form in coastal plain sediments (Ireland and Matthews 1974).

Primary (i.e., bedrock) sources of lithic raw materials are absent in the vicinity of the design change areas. The majority of the Coastal Plain is covered by a thick mantle of Pleistocene sediments, virtually excluding surficial exposures of bedrock lithic raw materials. However, the same process that resulted in the burial of potential bedrock cherts also transported a variety of knappable stones from primary outcrops located far to the north. Native American knappers could select a variety of raw materials, including chalcedony, chert, quartz, and quartzite from secondary deposits such as stream terraces, lag deposits, and gravel bars (Catts *et al.* 1988:14).

**Table 1.
Phase I Archaeology Survey of the S.R. 26 Improvements Project Design Change Areas**

Project APE Segment/Figure Reference	Test Area Description	Survey Methods Used	Expected Resources	Justification for Survey	Typical Stratigraphic Profile	Survey Results
Parking Lot Test Area Figure 2:Sheet 1 Photographs 1 and 2	Grassy and wooded area located north of the intersection of S.R. 26 and Omar Road and Powell Farm Road	19 STPs excavated at 15.0 m (49.2 ft) intervals on a grid	Pre-contact - small to large; temporary or permanent occupations; single to multiple uses	Pre-contact - <i>in situ</i> soils of appropriate age; adjacent to small drainage; well-drained soils (EvB*); Custer's low probability area; within same drainage as previously identified archaeological sites 7S-K-75, 7S-K-76, and 7S-K-77 ca. 0.6 km (0.4 mi) north	Stratum 1 - Ap, dark yellowish brown (10YR 4/4) sandy loam, average thickness 29.9 cm (11.8 in) Stratum 2 - Bw, yellowish brown (10YR 5/6) sandy loam	Pre-contact - no artifacts or other cultural remains identified
			Historic - none	Historic - property use not identified as 50+ years		Historic - no artifacts or other cultural remains identified
Driveway Test Area Figure 2:Sheet 3	Disturbed area located south of S.R. 26 at ca. Station 68+00	No subsurface testing	Pre-contact - none	Pre-contact – no <i>in situ</i> sediments of appropriate age to contain archaeological resources	Disturbed, mixed sediments	Pre-contact - no artifacts or other cultural remains identified
			Historic - none	Historic - no <i>in situ</i> sediments of appropriate age to contain archaeological resources		Historic - no artifacts or other cultural remains identified
SWM #1 Test Area Figure 2:Sheet 2 Photograph 3	Grassy open area located north of S.R. 26 at ca. Station 29+00	17 STPs excavated at 15.0 m (49.2 ft) intervals on a grid	Pre-contact – small; temporary; single to multiple uses	Pre-contact - <i>in situ</i> soils of appropriate age; agricultural field with minor plow disturbance; Custer's moderate probability area; well-drained soils (EvA*)	Stratum 1 - Ap, dark yellowish brown (10YR 4/4) sandy loam, average thickness 28.3 cm (11.1 in) Stratum 2 - Bw, yellowish brown (10YR 5/6) sandy loam	Pre-contact - no artifacts or other cultural remains identified
			Historic - none	Historic – property use not identified as 50+ years; within non-eligible Clarksville potential historic district		Historic - no artifacts or other cultural remains identified
SWM #3 Test Area Figure 2:Sheet 3 Photograph 4	Agricultural field located east of "Hole in the Woods" Lane and north of S.R. 26 at ca. Station 67+50	20 STPs excavated at 15.0 m (49.2 ft) intervals on a grid	Pre-contact - small; temporary; single to multiple uses	Pre-contact - <i>in situ</i> soils of appropriate age; old agricultural fields with minor plow disturbance; Custer's moderate probability area; well-drained soils (EvA*)	Modern fill overlying Stratum 1 in some STPs Stratum 1 - Ap, dark brown (10YR 3/3) sandy loam, average thickness 27.6 cm (10.9 in) Stratum 2 - Bw, light gray (10YR 7/1) sandy loam	Pre-contact - no artifacts or other cultural remains identified
			Historic - rural domestic and agriculture; ca. 1920-recent past	Historic - property use not identified as 50+ years		Historic - no artifacts or other cultural remains identified
SWM #4 Test Area Figure 2:Sheet 4 Photographs 5 and 6	Open grassy area and agricultural field located east of Windmill Road and south of S.R. 26 at ca. Station 114+00	67 STPs excavated at 15.0 m (49.2 ft) intervals on a grid	Pre-contact - small; temporary; single to multiple uses	Pre-contact – <i>in situ</i> soils of appropriate age; well and poorly drained soils (Eva, Pm*); Custer's moderate probability area	Stratum 1 - Ap, brown (10YR 4/3) sandy loam, average thickness 28.5 cm (11.2 in) Stratum 2 - Bw, yellowish brown (10YR 5/8) sandy loam	Pre-contact - no artifacts or other cultural remains identified
			Historic – rural; agriculture	historic – property use identified as 50+ years		Historic - no artifacts or other cultural remains identified
SWM #5 Test Area Figure 2:Sheet 5 Photographs 7 and 8	Disturbed area located east of Woodland Avenue and north of S.R. 26 at ca. Station 176+00	No subsurface testing	Pre-contact - none	Pre-contact – no <i>in situ</i> sediments of appropriate age to contain archaeological resources	Compact gravel parking lot; disturbed sediments	Pre-contact - no artifacts or other cultural remains identified
			Historic - none	Historic – no <i>in situ</i> sediments of appropriate age to contain archaeological resources		Historic - no artifacts or other cultural remains identified

*EvB = Evesboro loamy sand, loamy substratum, 2 to 5 percent slopes

*EvA = Evesboro loamy sand, loamy substratum, 0 to 2 percent slopes

*PPm = Pocomoke sandy loam