

II. METHODS

HISTORIC ARCHITECTURE

A preliminary reconnaissance survey of the project area was conducted by Kevin Cunningham (DelDOT), Pamela Beck (DelDOT), Gwen Davis (DE SHPO), and Edward Morin (URS) on August 3, 2000. Based on the survey and proposed highway improvements, an area of potential effect (APE) was recommended for historic architectural resources in order to identify standing resources more than 50 years old located within the APE. The APE was determined to be 5 meters on either side of State Route 9. The survey indicated that the proposed project had the potential to affect two architectural resources, a bridge (447A) and a brick culvert (see Figure 2).

In order to develop a historic context for the project area and its resources, URS conducted both general and limited site-specific research in October 2000. Repositories visited include the Delaware State Historic Preservation Office, the Delaware State Archives, the William C. Jason Library, Delaware State College, and the Dover Public Library. The historic site and archaeology survey files at the preservation office were checked to determine whether any archaeological sites, historic resources, or National Register properties were recorded within or adjacent to the project area.

Further research on Bridge 447A was conducted by Ingrid Wuebber on May 10, 2001 at the DE SHPO, the Bridge Management Department at DelDOT, and the DelDOT library, which contains annual reports put out by the State Highway Department. All materials at the Delaware Public Archives regarding the New Castle County Engineer's Office in the 1930s were reviewed. Photograph collections were also examined, and the minutes of the New Castle Levy Court for 1934 were reviewed. Additional materials pertaining to the Levy Court and County Engineer's Office were examined at the Historical Society of Delaware in Wilmington. The New Castle County Engineer's Office was also contacted, but does not retain any old reports.

The results of the site file search indicate that no archaeological sites, historical architectural resources, or National Register sites have been recorded within the APE. The nearest National Register site to the project area is the Fleming House, located about 40 meters west of State Route 9 on the north side of the Smyrna River. The Reedy Island Range Rear Light has been determined eligible for the National Register and is located about 120 meters northwest from the northern end of the project area.

URS completed a field visit of the project area on December 13, 2000. The two architectural resources previously identified during the reconnaissance survey were documented using Delaware State Historic Preservation Office Cultural Resource Survey Forms (Appendix A). In addition, black-and-white photographs were taken of the bridge and culvert in their contexts.

ARCHAEOLOGY

The reconnaissance survey of the project area prior to subsurface testing indicated that several locations within the APE have a moderate-to-high potential for buried cultural resources. These locations include the intersections of State Route 9 and Paddock Road, Thoroughfare Neck Road, and Sawmill Branch Road. Since the current roadway would only be widened a maximum of 0.61 meters (2 feet), limited archaeological testing was conducted in these areas through the use of shovel test pits. In addition, two remaining areas would be investigated due to the presence of above-ground cultural resources. The first included an area between Stations 4-100 to 4-150, adjacent to the northbound side of State Route 9 and containing two headstones and footstones belonging to Jeremiah Cales (d. 1879) and Judith Cales (d. 1868). Testing in this location would consist of removing any ground cover to determine whether or not any additional graves were present. If so, this testing would be followed by recordation in the form of a site map and photographs. The second area is located on the southeast corner at the intersection of Deakynville Road and State Route 9, and is occupied by a historic property marker.

A series of shovel test pits (STPs) were utilized to investigate the three intersection locations during the Phase I survey. Shovel tests were placed judgmentally at 5 and 10-meter intervals in order to maximize coverage of the small testable areas. Shovel tests were excavated stratigraphically to the maximum depth of disturbed soil, or whenever possible, sterile soil. Soil from each stratum was screened through ¼-inch hardware mesh. Profiles were drawn for each shovel test with soils described using the Munsell soil color charts and standard texture classifications. Recovered artifacts were bagged according to their provenience. At the conclusion of field investigations all excavated areas were backfilled, leveled, and left as close to original condition as possible.