

1.0 INTRODUCTION

Phase I archaeological survey investigations consisting of a background review, field investigations, analysis, and report writing have been completed by Skelly and Loy, Inc. for the proposed US 301 Contract 2C Armstrong Corner Interchange project located in St. Georges Hundred, New Castle County, Delaware (Figure 1). The Phase I archaeological survey was performed at the request of the Delaware Department of Transportation (DelDOT). Phase I investigations were carried out between September 7 and 17, 2010. The Project Manager is Barbara J. Gundy, Ph.D., R.P.A.; the Principal Investigator is Jessica L. Smoker Schumer, M.A.; and the Field Supervisor is Bryan C. Henderson. The work was performed under Parent Agreement 1418, Work Order 7.

1.1 Purpose and Need

The Federal Highway Administration (FHWA) and DelDOT will construct a new alignment for US 301 in New Castle County from the Chesapeake and Delaware Canal to the Maryland state line southwest of Middletown. The purpose of the new alignment is “to improve and enhance highway safety, manage truck traffic, and address existing and projected traffic congestion in the US 301 corridor, while minimizing environmental impacts and accommodating existing and planned development” (FHWA and DelDOT 2007:I-4). The Selected Alternative is a limited access four-lane toll highway.

The proposed US 301 Contract 2C Armstrong Corner Interchange project includes the construction of an interchange at the intersection of Armstrong Corner Road/Marl Pit Road with existing US 301, also known as Summit Bridge Road. The archaeological survey of the proposed US 301 Contract 2C Armstrong Corner Interchange archaeological Area of Potential Effects (APE) was performed by Skelly and Loy personnel at the request of DelDOT in order to identify any and all archaeological resources that might be present at the location, 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 CFR 800; Delaware Code Annotated Title 29 § 8705, 7 § 5301-5309, and 7 § 5401-5411; and the Delaware Antiquities Act, is assured. *The Guidelines for Architectural and*

Archaeological Surveys in the State of Delaware (Delaware State Historic Preservation Office [DE SHPO] 1993) were followed in preparing the project research design, methodology, and this report.

1.2 US 301 Project History

The US 301 Contract 2C Armstrong Corner Interchange project is one portion of the proposed new alignment for US 301. An archaeological predictive model was created for the larger US 301 project area by A.D. Marble & Company (Baublitz *et al.* 2006). Phase I Archaeological surveys have previously been conducted in other portions of the new alignment project area. Phase IA and IB have been completed for Section 1 (purple) by Archaeological & Historical Consultants, Inc (A&HC 2009; Diamanti 2010); Phase IA and IB have been completed for Section 2 (yellow) by Hunter Research, Inc. (Burrow *et al.* 2009; Liebeknecht and Burrow 2010); Phase IA and IB have been completed for Section 3 (red) by Richard Grubb and Associates, Inc. (Grossman-Bailey 2009, 2010); and Phase IA has been completed for Section 4 (orange) by Skelly and Loy, Inc. (Gundy and Kuncio 2009). This report includes the results of the Phase I archaeological survey of the Contract 2C archaeological APE.

1.3 Area of Potential Effects Description

According to 36 CFR 800.16(d), the APE consists of “the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist.” The archaeological APE for the US 301 Contract 2C Armstrong Corner Interchange project follows the limits of construction (LOC) as shown on mapping provided by Century Engineering to Skelly and Loy on behalf of DeIDOT (Figure 2).

The archaeological APE includes areas on both sides of Armstrong Corner Road/Marl Pit Road, east and west of its intersection with existing US 301, and on both sides of existing US 301, north and south of its intersection with Armstrong Corner Road/Marl Pit Road. The width of the archaeological APE at any given point along either roadway varies, but the total archaeological APE includes approximately 16.3 ha (40.4 ac), of which 7.3 ha (18.0 ac) is disturbed, 0.1 ha (0.3 ac) is wet, and 4.7 ha (11.5 ac) was previously tested by Hunter Research, Inc. Landowners on several parcels totaling 0.1 ha (0.2 ac) denied Skelly and Loy access to their properties; therefore, no archaeological survey was completed on these properties (Figure 2: Sheets 7 and 8). A total of 5.1 ha (12.7 ac) was subjected to Phase I subsurface archaeological excavations. Skelly and Loy attempted not to overlap test areas with those areas already surveyed by Hunter Research, Inc.;

however, refined mapping of the US Section 2 Phase IB excavations received from Hunter Research, Inc. after completion of the Contract 2C Phase I fieldwork determined that approximately 0.9 ha (2.3 ac) of the Contract 2C test areas overlap with the previously surveyed US 301 Section 2 archaeological APE.