

1.0 INTRODUCTION



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This report presents the results of a Phase I Archaeological Survey for the Harrington Truck Route Project, Kent County, Delaware (Figure 1). Currently, tractor trailer traffic follows Vernon Road (S.R. 14) through the town of Harrington. The volume of heavy truck traffic generates noise and traffic congestion within the town limits. In addition, S.R. 14 contains several right/left turns within the town that exhibit deficient turn radii for larger tractor trailer traffic. The proposed project will redirect tractor trailer traffic from S.R. 14 west of Harrington to South DuPont Highway (U.S. 13) using Farmington Road and Tower Hill Road as a bypass route. A copy of the proposed construction plans is found in Appendix B. The proposed project area encompasses approximately 10.9 hectares (27.0 acres) (Appendix B).

The project area for the Harrington Truck Route Project comprises several parcels of ground. The southern-most end of the project area consists of an approximately 670.6-meter-long by 38.1-meter-wide (2200.0 foot-long by 125.0 foot-wide) section of ground at the U.S. 13 intersection with Tower Hill Road (Appendix B). The proposed improvements include constructing a longer deceleration lane, thereby allowing traffic to turn left from U.S. 13 northbound to Tower Hill Road, and a longer acceleration lane from Tower Hill Road to northbound U.S. 13. Both of these lanes would be divided from U.S. 13 northbound at the crossover. A U-turn lane from U.S. 13 southbound to U.S. 13 northbound would be eliminated, and a wider crossover section in the U.S. 13 median constructed. The current landscape consists of a grassy highway median with grassy swales along the outer edges of the highway.

The stretch of Tower Hill Road that runs from U.S. 13 to Farmington Road is also proposed for improvements as part of the project (Appendix B). The Tower Hill Road portion of the project area is divided into four different quadrants separated by the Conrail rail line. The northeast quadrant contains a large grassy landscaped lot, part of a commercial business, adjacent to U.S. 13, and a large grassy field used as overflow parking for the Delaware State Fairgrounds. Both the southeastern and southwestern quadrants are active agricultural fields that were planted in soybeans at the time of the survey (Photograph 1). The northwestern section consists of a horse pen and a mid- to late-twentieth century domestic dwelling. The proposed impacts include



Photograph 1: Agricultural fields on south side of Tower Hill Road project area. View looking northwest (June 2004).

widening Tower Hill Road to approximately 13.4 to 14.6 meters (44.0 to 48.0 feet) in width, widening the turn radii at the intersection with Farmington Road, and shifting the road approximately 10.7 meters (35.0 feet) south of its current alignment between the fairgrounds entrance and U.S. 13 to accommodate tractor trailer traffic. Drainage swales will be constructed parallel to the new alignment.

From Tower Hill Road, the project area turns north onto Farmington Road. The proposed impacts include a 30.5-meter-wide (100.0 foot) swath centered on Farmington Road extending from approximately 91.4 meters (300.0 feet) south of the Tower Hill Road intersection to Station 179+25, where the project area reduces to a 18.3-meter-wide (60.0 foot) swath up to the intersection of Commerce Street, Reese Avenue, Farmington Road, S.R. 14 and West Street in the town of Harrington (Appendix B) (Photograph 2 and 3). Farmington Road will be widened to 13.4 meters (44.0 feet) of roadway along the length of the segment, with drainage swales added to the roadsides. The Final Construction Design Plans received in June 2006 also include the construction of a proposed drainage ditch extending east from Farmington Road. The proposed drainage ditch would channel surface runoff from the west side of Farmington Road, under the roadway, and into Jackson's tax ditch. The Farmington Road project area up to Station 173+00 consists mainly of a grassy drainage swale flanking the roadway with agricultural fields on both sides of the road. A few nineteenth- and twentieth-century residences line Farmington Road. From Station 173+00 to the intersection of S.R. 14, West Street, Commerce Street and Reese Avenue, the Farmington Road project area exhibits increased residential development, with the outskirts of the town of Harrington comprised of a mix of late nineteenth- and twentieth-century residences (Photograph 3 and 4).

Based on the information in the Final Construction Design Plans, minor improvements are proposed for the intersection of S.R. 14, West Street, Commerce Street, Reese Avenue and Farmington Road, the intersection of S.R. 14 and U.S. 13, and the intersection of Fairground Road and U.S. 13 (Appendix B). Reese Avenue will be reconstructed to form a T-intersection with Commerce Street approximately 32.0 meters (105.0 feet) northeast of the current intersection, and the roadway closed off at the current intersection (Appendix B). Turn radii will be widened at West Street, S.R. 14, Farmington Road, and Commerce Street, requiring the



Photograph 2: Grassy swale and drainage ditch on east side of the Farmington Road project area. View looking south (February 2004).



Photograph 3: Farmington Road at the intersection with Route 14, West Street, Commerce Street and Reese Avenue. View looking south (August 2004).



Photograph 4: Late-twentieth-century residences along Farmington Road near the intersection with Route 14, West Street, Commerce Street and Reese Avenue. View looking west (April 2005).

existing intersection to be widened, which will in turn require that existing curbing and sidewalk be removed, and that utilities be relocated. Planned improvements at the S.R. 14 and U.S. 13 intersection include the construction of a wider turn radius from U.S. 13 southbound to S.R. 14 westbound and the installation of a new asphalt surface on S.R. 14 between the northbound and southbound lanes of U.S. 13. The intersection of Fairground Road and U.S. 13 will be converted to a right-in/right-out only traffic pattern with the installation of a new asphalt surface.

Current land use surrounding the Commerce Street, Reese Avenue, Farmington Road, S.R. 14, and West Street intersection includes a small town park between Commerce Street and West Street, a late-nineteenth-century structure near the corner of West Street and S.R. 14 (Cultural Resource Survey [CRS] K-2572), a modern residence set off from the corner of S.R. 14 and Farmington Road, a late-nineteenth-century residence at the corner of Farmington Road and Reese Avenue (CRS K-2527), and an open lot containing a block shed (CRS K-7380) at the corner of Reese Avenue and Commerce Street (Photograph 5 and 6). Buried utilities, including storm water runoff and sewer and water lines, are visible throughout the intersection. The S.R. 14 and U.S. 13 intersection consists of heavy commercial development and extensive roadside landscaping and buried utilities. The section of ground proposed for the turn widening is currently paved as part of a gas station operation. The Fairground Road and U. S. 13 intersection contains a paved surface with a grassy field to the south. The northern portion of the intersection is flanked by a small section of grassy ground lying between it and the Conrail railroad line corridor.

Archaeological testing was performed in June 2004 by A.D. Marble & Company for the Delaware Department of Transportation (DelDOT) and DMJM+Harris. The pedestrian survey of the project area was performed on June 2, 2004. This work included a windshield survey of the project area and photographic documentation of the project environment. A.D. Marble & Company conducted the Phase I archaeological fieldwork on June 15 and 16, 2004. The Phase I project team included Scott Emory (principal investigator) and Frank Mikolic (field supervisor). Kevin Cunningham, DelDOT archaeologist, conducted the archaeological survey of the proposed drainage ditch on June 23, 2006, and testing in the southwestern quadrant of Tower Hill Road on July 20, 2006 (Appendix B).



Photograph 5: View of West Street (lower left), Commerce Street (center), and Reese Avenue (far right). A block shed (K-7380) (center) and the mid-nineteenth-century residence (K-2304, left of shed) are located adjacent to the intersection. View looking northeast (August 2004).



Photograph 6: View of Route 14 (center) and Farmington Road (left). "Fleming Estate" (K-2571) stood in vacant lot next to green late-nineteenth-century structure (K-2572) View looking west (August 2004).

This investigation was performed for DelDOT, in compliance with the provisions of the DESHPO Guidelines for Architectural and Archaeological Surveys, and the Secretary of the Interior's Standards and Guidelines. In addition, all cultural resource evaluations were conducted in accordance with Section 106 of *The National Historic Preservation Act* of 1966, as amended; the *Procedures for the Protection of Historic and Cultural Properties* set forth in 36 CFR 800, as amended; 23 CFR 771, as amended; guidance published by the Advisory Council on Historic Preservation (ACHP); Sections 1(3) and 2(b) of *Executive Order* 11593; and the *National Environmental Policy Act* of 1966. Funding for the cultural resources survey was provided by DelDOT.