

1.0 INTRODUCTION

Phase I archaeological investigations and a historic structures inventory have been completed in conjunction with the proposed U.S. 13/U.S. 13A/Road 46 Intersection Improvements project located in Sussex County, Delaware (Figure 1).

1.1 Purpose and Need

The U.S. 13/U.S. 13A/Road 46 Intersection Improvements project Phase I archaeological survey and historic structures inventory were performed by Skelly and Loy, Inc. personnel at the request of the Delaware Department of Transportation (DelDOT) in order to identify any and all archaeological resources and historic structures that might be present within the project's Area of Potential Effects (APE), and to preliminarily assess those resources for integrity and/or significance. The APE is defined in 36 CFR 800.16(d) as "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 APE is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking."

The archaeological APE was defined by DelDOT to include all portions of the project within which the proposed intersection improvements may cause changes in the character or use of archaeological resources [36 CFR 800.2(c)]. The intersection improvements project APE for archaeological resources follows the footprint of the proposed construction, is in proportion to the scale of the proposed undertaking, and has considered the appropriate variables for impacts to archaeological resources. The archaeological APE is an irregularly shaped area and contains 6.43 ha (15.88 ac).

The historic structures APE is considered to be the maximum extent of potential visual and audible effects that this project may have on historic resources. The historic structures APE for the U.S. 13/U.S.13A/Road 46 Intersection Improvements project is an irregularly shaped area containing 9.92 ha (24.50 ac). Because the planned improvements are at grade and limited in scope, and the historic setting, feeling, and association of the intersection have previously been altered through highway construction and late twentieth century residential and commercial development, a more extensive historic structures APE is not warranted. The archaeology and historic structures APE boundaries are designated on appropriate mapping in this report (Figure 2).

Federal funding is anticipated by DeIDOT for this project. By identifying and assessing the archaeological resources and historic structures which may be affected by the proposed U.S. 13/U.S. 13A/Road 46 Intersection Improvements project, compliance with 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; and the National Environmental Policy Act of 1969; Code of Federal Regulations: Advisory Council on Historic Preservation CFR 800 is assured. The *Guidelines for Architectural and Archaeological Surveys in Delaware* (Delaware State Historic Preservation Office 1993) was followed in preparing the project research design, methodology, and this report.

1.2 Project Description

The proposed intersection improvements project is located on the Seaford East, Delaware 7.5 minute United States Geological Survey (USGS) topographic quadrangle (USGS 1992), in the Lower Coastal Plain physiographic province (Custer 1984:24). DeIDOT will improve the existing U.S. 13, U.S. 13A, and Road 46 intersection through roadway widening and ditching, and construction of a short connector road and acceleration lanes as detailed on electronic project mapping, which was provided to Skelly and Loy, Inc. on June 7, 2004 by Century Engineering for DeIDOT. The project area contains existing roadways, medians, and berms; drainage basins and ditching; septic mounds; intersections; and commercial development with some residential development, with a DeIDOT facility adjacent to the project area. The area has been extensively disturbed by roadway and utility construction and maintenance, as well as commercial development of a trucking company and tobacco shop with attendant buildings, parking lots, fencing, signage, and septic mounds.

The intersection improvements project area includes property between U.S. 13 and U.S. 13A for a distance of approximately 274.3 m (900.0 ft) south of the intersection with Road 46; property along both sides of U.S. 13 north of its intersection with Road 46 for a distance of approximately 243.8 m (800.0 ft); and a 19.1 m (62.5 ft) wide corridor of property trending north-south between Dolby Road and Road 46, paralleling U.S. 13A for a distance of approximately 243.8 m (800.0 ft). The total area of the U.S. 13/U.S. 13A/Road 46 Intersection Improvements project area is 6.43 ha (15.88 ac). The elevation within the project area is approximately 10.7 m (35.0 ft) above mean sea level.