

U.S. 13/ U.S. 13A/ Road 46
Intersection Improvements
Northfork Hundred
Sussex County

Skelly and Loy, Inc.
Barbara J. Gundy, Ph.D., R.P.A.
July 29, 2004

PRELIMINARY MANAGEMENT SUMMARY

This management summary provides the preliminary results of the on-going cultural resources studies associated with the Delaware Department of Transportation's (DelDOT) proposed U.S. 13/ U.S. 13A/ Road 46 Intersection Improvement project located in Sussex County, Delaware. Geomorphological reconnaissance, archaeological survey, and historic structures inventory were performed for the intersection improvements project in July 2004. This management summary is provided in order to apprise DelDOT of the research findings and recommendations in a timely manner for this fast-track project. This will allow DelDOT to discuss the findings/recommendations with interested parties (e.g., DelDOT project management, the Delaware State Historic Preservation Office, etc.) at the earliest possible date and keep the project efficiently moving forward. The complete cultural resources research findings will be fully documented in a Phase I Archaeological Survey and Historic Structures Inventory report which will be submitted to DelDOT on August 12, 2004.

Project Area Description

The project area contains existing roadways, medians, and berms, drainage basins and ditching, septic mounds, intersections, and commercial development with some residential development and a DelDOT 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, landscaping, and septic mounds. One portion of the proposed project area the location of the connector road, is less disturbed than the rest and is wooded and covered in heavy undergrowth vegetation.

Archaeology

The archaeological APE was defined by the construction limits of the proposed project. The background research did not identify any previously recorded archaeological resources within the project area. The geomorphological reconnaissance demonstrated that only the proposed connector road area retained undisturbed soils of appropriate age to contain archaeological resources. Thirteen shovel test pits (STPs) were excavated in the connector road test area. The stratigraphic profile was uniform across the test area and contained three natural strata including a plowzone(Ap), an E horizon, and Pleistocene aged subsoil (Bw). A single piece of solarized glass was recovered from the plowzone of one STP. No other artifacts of any type were recovered. The glass fragment was recorded as Isolate 1. Although the glass fragment can be roughly dated to between 1880 and 1915, it is not functionally diagnostic, nor does it represent a historic site. Based on the lack of previously identified archaeological resources within the archaeological APE, and the identification of only a single piece of

redeposited glass, no additional archaeological investigations are warranted for the U.S. 13/ U.S. 13A/ Road 46 Intersection Improvements project.

Historic Structures Inventory

The historic structures APE includes the construction footprint and a buffer area to account for potential visual, auditory, or atmospheric impacts from the project. Because setting is not an important component of the project area and all improvements will be at grade, a larger APE is not necessary. Background research did not identify any previously recorded architectural resources within the project area.

Two structures built prior to 1955 were identified and evaluated during the project. Based on the background research completed to date, and the review of historic maps and atlases, both architectural resources within the historic structures APE will be recommended as not eligible for listing in the National Register of Historic Places (NRHP).

The first resource, a former automobile service station (now the Cigarette Outlet) located between U.S. 13 and U.S. 13A, dates to no earlier than the early 1950s. The building is historically insignificant since it is an example of a building type that had become commonplace by the 1920s. The building has been altered, and no longer retains character-defining elements of the type, including its service bay and exterior design.

The second resource, the one-story frame house located at 9010 Elks Road, dates to ca. 1940. It is historically and architecturally undistinguished. The house lacks an architectural style and distinguishing elements. It is an example of a common type lacking individual distinction.