

## 1.0 INTRODUCTION

Several archaeological investigations were previously completed for the State of Delaware Department of Transportation's (DeIDOT's) proposed State Route (S.R.) 54 Improvements, Sound Church Road to Keenwick Road project located in Baltimore Hundred, Sussex County, Delaware (Gundy and Sams 2003a, 2003b; Gundy 2005; Gundy *et al.* 2007)) (Figure 1). Subsequent to the completion of that research, four additional stormwater management (SWM) areas were proposed for the project. The location of the four proposed SWM areas was not surveyed during the previous S.R. 54 Phase I archaeological surveys; therefore, additional survey was undertaken. This document reports on the Phase I archaeological survey results for the proposed SWM Areas 1, 2, 3, & 4 project located near the western end of the S.R. 54 project area east and south of the intersection of S.R. 54 and Old Mill Bridge Road.

### 1.1 Purpose and Need

The archaeological survey of the proposed SWM Areas 1, 2, 3, & 4 project location was performed by Skelly and Loy, Inc. personnel at the request of DeIDOT 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 Delaware Antiquities Act, is assured. *The Guidelines for Architectural and Archaeological Surveys in the State of Delaware* (Delaware State Historic Preservation Office 1993) were followed in preparing the project research design, methodology, and this report.

### 1.2 Project Description

The proposed S.R. 54 roadway project work includes the construction of SWM areas near the western terminus of the roadway project (Figure 2). The proposed SWM areas are necessary to control excess water in the roadway project area. Preliminary mapping received from DeIDOT denoted the size, location, and configuration of the proposed SWM areas. The archaeological Area of Potential Effects (APE) is defined as the area in which the proposed construction activities may



disturb existing soils and landforms, and in this specific project, the APE corresponds to the boundaries of the limits of construction for the proposed SWM areas.

The SV/M Areas 1, 2, 3, & 4 APE is located in two discontinuous parcels designated by Skelly and Loy as Test Area A and Test Area B. Specific descriptions of the test areas are included in the results section of this report. The SWM Areas 1, 2, 3, & 4 APE is located on the Assawoman Bay, Maryland Delaware 7.5 minute topographic quadrangle (United States Geological Survey [USGS] 1997) in the Lower Peninsula portion of the Eastern Shore Coastal Plain physiographic province (Dent 1995:70). Elevations in the APE are less than 3.1 m (10.0 ft) above mean sea level (msl). Soil types mapped within the test areas include Fallsington sandy loam (Fa), Pocomoke sandy loam (Pm), Klej loamy sand (Kl) and Evesboro loamy sand (Eva) (Ireland and Matthews 1974). All of these soils are located on uplands; however, Fallsington sandy loam and Pocomoke sand loam are more poorly drained than the other two soils. The presence of historic/modern period drainage ditches in and adjacent to the APE confirms the wet condition of the soils present. Although not ideal in terms of permeability, all of the soils present in the APE would have been suitable for aboriginal and/or historic period occupation and use.

