

## **1.0 INTRODUCTION**

### **1.1 Project Description**

Phase IA archaeological investigations, consisting of background research and a limited field view, have been completed by Skelly and Loy, Inc. for the Orange Section 4 (Spur Road) portion of the U.S. 301 Project located in New Castle County, Delaware (Figure 1). In a letter dated September 2, 2008, the Delaware Department of Transportation (DeIDOT) authorized Skelly and Loy to begin work on the Phase IA task with a zero percent Disadvantaged Business Enterprise (DBE) goal.

The Federal Highway Administration (FHWA) signed the Record of Decision (ROD) giving final approval for the "Green North + Spur Road" as the selected alternative for the new U.S. 301 roadway. The selected alternative will provide a new four-lane, tolled, limited access U.S. 301 on new location. The route of the roadway generally extends northward from the Maryland/Delaware state line, west of Middletown, to the vicinity of Armstrong Corner Road, where the new mainline will curve and extend northeast, crossing over existing U.S. 301, the Norfolk Southern Railroad, and existing State Route (S.R.) 896 (Boyds Corner Road) before curving and extending east and tying into S.R. 1, north of the Biddles Corner Toll Plaza and south of the Chesapeake & Delaware (C&D) Canal. Near Armstrong Corner Road, a two-lane limited access, tolled Spur Road will extend north from new U.S. 301 on new location, to an interchange with S.R. 15/S.R. 896 located south of Summit Bridge and the C&D Canal. New U.S. 301 will have interchanges with: Levels Road, existing U.S. 301 north of Armstrong Corner Road, Jamison Corner Road, and S.R. 1 north of the Biddles Toll Plaza, and south of the C&D Canal. The Spur Road will provide interchanges with new U.S. 301 near Armstrong Corner Road and S.R. 896/Bethel Church Road extended (toll-free), south of Summit Bridge. The project is described in greater detail in the Final Environmental Impact Statement (FEIS) (FHWA and DeIDOT 2007).

### **1.2 Purpose and Need**

As part of the ROD, a Memorandum of Agreement (MOA) stipulating FHWA's cultural resource responsibilities was prepared and signed by the appropriate parties (i.e., FHWA, the Delaware State Historic Preservation Office [DESHPO], DeIDOT, and the Maryland State Historic Preservation Office [MDSHPO]) and is included as Appendix H of the FEIS (FHWA and DeIDOT 2007). These Phase IA archaeological investigations were undertaken as part of the execution of

that MOA and were performed at the request of the FHWA's state delegated authority, DeIDOT, in order to identify portions of the archaeological Area of Potential Effects (APE) that have the potential to contain pre-contact and/or historic period archaeological resources and to recommend appropriate survey methodologies for identifying as of yet unidentified archaeological resources. For a complete Purpose and Needs Statement, applicable to the entire project, the reader is referred to the FEIS (FHWA and DeIDOT 2007:I-1- I-3).

By accomplishing these goals, the implementation of the MOA and thereby compliance with federal and state legislation, including Section 106 of the National Historic Preservation Act of 1966, as amended in 1980 and 1992; the National Environmental Policy Act of 1969; and the Code of Federal Regulations (CFR): Advisory Council on Historic Preservation (36 CFR 800), can begin. All cultural resources tasks were completed under the direct supervision of a person or persons meeting the Secretary of Interior's Standards and Guidelines (61 CFR Appendix A). *The Guidelines for Architectural and Archaeological Surveys in Delaware* (DESHPO 1993) were followed in preparing the project research design, methodology, future research plans, and this report.

### **1.3 Archaeological APE**

Skelly and Loy provided the Phase IA archaeological investigations for the Orange Section 4 portion of the U.S. 301 Project. Orange Section 4 is the northwestern most part of the project and contains the north spur road. The northern terminus of the Orange Section 4 is approximately 548.6 m (1,800.0 ft) south of the Summit Bridge over the C&D Canal while the southern terminus is approximately Armstrong Corner Road. For the purposes of these Phase IA archaeological investigations, and based on information provided by DeIDOT, the Orange Section 4 APE consists of a corridor defined by the proposed construction limits of disturbance (LOD)/right-of-way lines drawn on April 2008 project mapping. In addition, some intersection improvements, some potential stormwater management areas, and some reforestation areas are included in the Orange Section 4 archaeological APE (Figure 2, Sheets 3, 7, 8, and 9 [Figure 2 is in back cover]). The preliminary total acreage of the archaeological APE is approximately 91.1 ha (225.0 ac). The size and configuration of the Orange Section 4 archaeological APE will change over the course of final design activities with modifications to the proposed Phase IB archaeological survey fieldwork most likely necessary.