

**PHASE IA (RECONNAISSANCE-LEVEL) ARCHAEOLOGICAL SURVEY
U.S. ROUTE 301 MAINLINE CONTRACT 3: MARYLAND/DELAWARE
STATE LINE TO NORTH OF LEVELS ROAD, ST. GEORGES AND
APPOQUINIMINK HUNDREDS AND TOWN OF MIDDLETOWN
NEW CASTLE COUNTY, DELAWARE AND ELECTORAL DISTRICT 1
CECIL COUNTY, MARYLAND**

PARENT AGREEMENT 1417, TASK 3

**FEBRUARY 2009
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**RICHARD GRUBB & ASSOCIATES, INC.
Cultural Resource Consultants**

**Phase IA (Reconnaissance-Level) Archaeological Survey
U.S. Route 301 Mainline Contract 3: Maryland/Delaware
State Line to North of Levels Road, St. Georges and
Appoquinimink Hundreds and Town of Middletown
New Castle County, Delaware and Electoral District 1
Cecil County, Maryland**

Parent Agreement 1417, Task 3

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EXECUTIVE SUMMARY

A Phase IA (reconnaissance-level) archaeological survey (hereafter Phase IA archaeological survey) was conducted by Richard Grubb & Associates (RGA) of Cranbury, New Jersey, within the Area of Potential Effects (APE) for the proposed U.S. Route 301 Mainline Contract 3: Maryland/Delaware State Line to North of Levels Road in St. Georges and Appoquinimink Hundreds, and the Town of Middletown, New Castle County, Delaware, and Electoral District 1, Cecil County, Maryland. The Phase IA survey was required as part of the implementation of a Memorandum of Agreement (MOA) developed between the Federal Highway Administration (FHWA), Delaware Department of Transportation (DelDOT), Delaware State Historic Preservation Office (DESHPO), and Maryland Historical Trust (MHT). This survey was completed in accordance with a Scope of Work dated June 13, 2008, and the Notice to Proceed provided by the DelDOT on September 2, 2008.

U.S. Route 301 is a proposed four-lane toll highway that will extend approximately 17.5 miles from the Maryland-Delaware border to State Route (SR) 1, just south of the SR 1 Bridge over the Chesapeake and Delaware Canal. This new corridor will facilitate traffic movements between Maryland and SR 896 and SR 1 south of the Chesapeake and Delaware Canal. The APE for this segment of the project lies at the western limits of the preferred U.S. Route 301, Green Alternative (North Option) in Delaware. The proposed undertaking will include the construction of a new four-lane highway; the Levels Road interchange; relocated Warwick Road and Strawberry Lane and associated off ramps; concrete barriers; culverts over stream crossings; an earthen berm near the Warwick Road off ramp; and approximately 19 potential stormwater management facilities.

The objective of this Phase IA archaeological survey was to delineate the potential for the APE to contain significant archaeological resources, and to develop a Phase IB testing strategy to locate such resources, if present. The scope of work included background research, consultation with interested parties, pedestrian reconnaissance or walkover performed by the Principal Investigator, assessment of potential for prehistoric and historic resources, preparation of a stratified testing strategy for the subsequent Phase IB archaeological survey, and report production. The preliminary results of the research were presented to the DelDOT in a meeting on January 7, 2009.

Background research included an examination of deeds, probate records, family records and correspondence, historic period maps, county and local histories, site forms and survey reports on file with the DelDOT, DESHPO, and the MHT, and interviews with informants. Based on the results of the background research, portions of the APE were considered to have high potential for both historic and prehistoric archaeological resources. High potential for prehistoric resources was based on environmental factors, such as the presence of streams and wetlands with associated upland topographic settings and well-drained soils. Based on background research, including historic land use and map research, the potential for historic archaeological resources was also considered high in portions of the APE. Portions of the APE with high potential for historic resources include those parts within the Rumsey and Polk Farmsteads, adjacent to the Cochran tenant house; near a potential eighteenth-century route of Choptank Road north of Middle Neck Road, the Evertson, Reynolds, and Price Farms adjacent to Middle Neck Road; and nineteenth-century farm and tenant houses connected to the McCrone, Brady, Hanson and Goodwin holdings.

The pedestrian reconnaissance portion was conducted in October and November of 2008, to examine the current land use patterns in the APE, locate structural remains, if present, and identify and assess whether zones of archaeological potential were present and had been impacted. The APE is largely rural and undisturbed. Areas of disturbance are present within the APE at the north end near Levels Road, along the east side of U.S. Route 301, in the recently constructed U.S. 301 Weigh Station and Inspection Facility, commercial areas, and in existing roadways, notably Warwick Road, Middle Neck Road, and U.S. Route 301 near the Maryland border. No structural remains were noted within the APE.

Based on the results of the Phase IA archaeological survey, RGA recommends a Phase IB archaeological survey in all areas with high or moderate potential for prehistoric and historic archaeological resources, approximately 112 acres of a total of 205 acres or 55 percent of the entire APE.

The proposed field strategy includes a pedestrian survey and surface collection of agricultural fields that have been tilled (plowed and disked or harrowed) and sufficiently rain-washed; shovel test pits (STPs) at 15-meter and at judgmental intervals; excavation units (EUs) as needed; and a metal detector survey of areas of high potential for historic resources. Approximately 112 acres are proposed for pedestrian survey. Approximately 529 STPs and 17 EUs are proposed for the Phase IB testing. No further survey is recommended for areas that were previously disturbed, or have a very low potential for archaeological resources.

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