

SECTION 4.0 ARCHAEOLOGICAL FIELDWORK: PEDESTRIAN RECONNAISSANCE

Field reconnaissance was conducted within the APE on October 17, November 11, and November 14, 2008 by the Principal Investigator (Figures 4.1a, 4.1b). Project descriptions are based on project mapping indicated on project plans dated May 2008 and October 2008 (Figures 4.1a, 4.1b). The fieldwork included a surface reconnaissance of the entire APE and a detailed pedestrian survey of most of the APE. Revised maps were provided by Section 3 engineers on January 6, 2009, after survey fieldwork had been completed, and per DelDOT archaeologist David Clarke (David Clarke personal communication January 7, 2009), were not used in compiling this report. For ease of discussion, the APE was divided into four sections, which will be discussed in detail below. The northern section extends south from the Section 3 boundary north of Levels Road in Middletown to Middle Neck Road in St. Georges Hundred (see Figure 4.1a). The second section extends south from Middle Neck Road to Warwick Road in St. Georges Hundred (see Figure 4.1b). The third section extends south from Warwick Road to Strawberry Lane and includes the improvements to Strawberry Lane in Delaware and Maryland (see Figure 4.1b). The fourth and south-westernmost section extends from Strawberry Lane across the state line into Cecil County, Maryland, where the project rejoins the existing U.S. Route 301/Maryland Blue Star Highway and terminates (see Figure 4.1b).

North of Levels Road in Middletown to Middle Neck Road

This section of the APE extends approximately 4,000 feet from the north to southwest of existing U.S. Route 301 (see Figures 1.3a, 2.1, 2.2, 4.1a). The location of this section is indicated on Figures 4.1a and 4.1b. The APE is approximately 1,400 feet wide at the northern end, and 400 feet wide at Middle Neck Road. It includes the Levels Road/relocated Warwick Road that extends for 2,900 feet west of the existing U.S. Route 301, crossing the highway via a proposed bridge, new Ramps 2 and 3, the four lane highway, relocated Warwick Road, and seven potential stormwater management facilities. The proposed Levels Road/relocated Warwick Road extends from approximately 100 to 350 feet north of the boundaries of the National Register-listed nineteenth-century Rumsey Farmstead, and the ramp area is located approximately 700 feet west of the farmstead boundary. The Rumsey Farm, a truck stop/service station, the Polk Farm, and Money Farmstand are located along the west side of existing U.S. Route 301, beginning north of the intersection with Levels Road to Middle Neck Road. The east side of existing U.S. Route 301 is fronted by the National Register-eligible historic property, Summerton (ca. nineteenth century), and recent commercial development including furniture, tractor supply, and lumber stores.

This section of the APE consisted of agricultural fields recently planted in corn or soybeans (see Figures 1.3a, 4.1a; Plates 4.1-4.9). Plates 4.1 and 4.2 provide an overview of the fields along the farm lane that begins at current U.S. Route 301 and extends past the Rumsey Farmstead to the west. Plate 4.2 shows the APE and the area of the proposed Levels Road Mitigation site to the west. A narrow wooded area with a thick understory is located at the head of a tributary of the Sandy Branch where a portion of a proposed stormwater management facility and relocated Warwick Road are proposed. This is shown in Plate 4.5. A filled-in former tributary or drainage crosses the field behind the truck stop before joining the unnamed tributary. There is little disturbance other than agricultural uses. Noted disturbances include the areas of unimproved farm lanes (see Plates 4.2, 4.8), Middle Neck Road (see Plate 4.9; Figure 4.1b), and a dirt stock pile near the Rumsey Farmstead (see Plate 4.3). The stockpile, part of the improvements to the existing U.S. Route 301, is located to the east of the proposed U.S. Route 301 highway, but in the approximate location of a portion of the Levels Road/relocated Warwick Road. The existing farm lane that extends west from the Rumsey Farmstead crosses the proposed ramps and highway (see Plates 4.2 and 4.4). Further to the south, the proposed highway and relocated Warwick Road cross the farm lane associated with the National Register-eligible nineteenth-century C. Polk House Estate, approximately 500 feet west of the boundaries of the resource (see Plates 4.6-4.8). Plates 4.6-4.8 show this area. Plate 4.8 shows the farm lane associated with the National Register-eligible nineteenth-century C. Polk House Estate within the APE and facing the historic farmstead. The topography of this portion of the APE is gently rolling, with elevations ranging from 60 to 75 feet ASML. The headwaters of an unnamed tributary of Sandy Branch bisect a portion of the relocated Warwick Road to the western end of the APE (see Plate 4.5). No standing structures are located within this portion of the APE, and no foundations or other structural remains were noted. No artifacts were noted on the ground surface. Discussions with Jimmy Money (part of the family that owns the section including the Polk House and Money Farmstand) and tenant farmer Dennis Clay indicated that neither knew of any archaeological resources or artifacts found in this portion of the APE (Jimmy Money, personal communication October 17, 2008; Dennis Clay, personal communication November 5, 2008, see Appendix D). Plate 4.9 shows the southernmost extent of this section at Middle Neck Road.

The Park and Ride Facility located north of Levels Road was not included in the reconnaissance but an examination of recent aerial photographs (see Figures 1.4 and 2.1, Google Earth 2009, DGS 2007) indicated that there may be some disturbances at this site.

Middle Neck Road to Warwick Road

This section of the APE extends approximately 4,300 feet north to south, from Middle Neck Road to Warwick Road immediately west of existing U.S. Route 301 (see Figures 1.3b, 2.3, and 4.1b). Figure 4.1b indicates the location of this section. This section of the APE is approximately 400 feet wide at the northern end at Middle Neck Road and 300 feet wide at Warwick Road. It includes relocated Warwick Road, the four to two-lane highway, and three potential stormwater management facilities. Portions of the existing Middle Neck, Warwick Roads, and U.S. Route 301, will be removed. The west side of the existing U.S. Route 301 is fronted by farmland in this area. Further from the APE, the east side of existing U.S. Route 301 contains a farm, the National Register-listed nineteenth-century B.F. Hanson House, and a recently constructed farm supply store.

Reconnaissance in this area indicated that the APE consists of agricultural fields recently planted with corn and soybeans (see Figures 1.3b, and 4.1b; Plates 4.10-4.15). As in the previous section, there is a narrow secondary growth wooded area with weedy undergrowth on either side of a tributary of the Great Bohemia Creek (see Plates 4.12, 4.13). The tributary flows on both sides of existing U.S. Route 301, and is currently piped under the road. Two potential stormwater management facilities are proposed for either side of the tributary west of the proposed highway. Another is proposed for an area near Warwick Road. There is little disturbance other than agricultural uses (see Plates 4.11 and 4.15). In Plates 4.11, 4.14, and 4.15, the agricultural fields within the APE are shown; Plates 4.14 and 4.15 show portions of the APE adjacent to Warwick Road. A farm lane driveway at the western edge of the APE extends from Middle Neck Road into the Casapulla Farm, where two disused silos are the only remaining farm buildings. The silos are not within the APE. A member of the Casapulla family, Butch (last name unknown), indicated that he did not know of any artifacts or resources within the farm (Butch, personal communication November 11, 2008, see Appendix D). A modern circa 1960's house is located at the southwest corner of the intersection of existing U.S. Route 301 and Middle Neck Road, and the rear yard of this house will be impacted by the project (see Plate 4.10). The property owners did not know of any artifacts or resources within their property or vicinity (Bonnie and Chester Martin, personal communication November 11, 2008, see Appendix D). The topography of this section is generally gently rolling, with elevations ranging from 60 to 70 feet AMSL. Near the unnamed tributary of Great Bohemia Creek, the ground surface is steeply sloped from 60 to 50 feet AMSL. No standing structures are located within this section of the APE, and no foundations or other structural remains other than the silos were noted. No artifacts were noted on the ground surface. Tenant farmer Dennis Clay did not know of any undocumented archaeological resources or artifacts found in this section of the APE (Dennis Clay, personal communication November 5, 2008, see Appendix D).

Warwick Road to Strawberry Lane

This section of the APE extends approximately 3,900 feet north to south from Warwick Road to Strawberry Lane on both sides of existing U.S. Route 301 (see Figures 1.3b, 2.4, and 4.1b). Figure 4.1b indicates the location of this section. The highway section of the APE is approximately 175 feet wide, and the Strawberry Lane access road is approximately 50 feet wide. It includes the access road leading to Strawberry Lane, the two-lane highway, and seven potential stormwater management facilities. Portions of the existing Warwick Road and U.S. Route 301 will be removed, and Strawberry Lane will be widened and elevated over the highway. The west side of existing U.S. Route 301 is fronted by horse pasture and animal enclosures associated with the veterinary complex on Warwick Road and secondary growth hardwood forest. The east side of existing U.S. Route 301 contains commercial buildings, a recently constructed weigh station (see Skelly and Loy 2005), abandoned commercial sites, and a filling station on the corner of Strawberry Lane and U.S. Route 301. The APE extends through apparently undisturbed secondary growth hardwood forest behind these commercial properties.

Reconnaissance in this area indicated that the APE consists of landscaped and manicured animal enclosures and woodlands, as well as disturbed areas (see Figure 4.1b, Plates 4.16-4.29). Plates 4.16-4.21 depict the portion of the APE south of Warwick Road that extends through a veterinary hospital complex and horse pastures. Plates 4.20, 4.22, and 4.23 depict wooded areas between the veterinary complex and the northern side of Strawberry Lane. Surface dumping was noted in the woods near the horse enclosures and behind the commercial properties (see Plate 4.21). Plates 4.24-4.29 depict wooded and commercial areas of the APE where an access road for Strawberry Lane is planned. Drainage ditching and piping were noted along the side of Strawberry Lane and U.S. Route 301. Other disturbed areas include graded soils near the recently constructed weigh station, a concrete pad north of the filling station, and the existing roadways (see Plates 4.27-4.29). Previous survey of the weigh station area suggested that there was considerable disturbance in this area (see Plates 4.28, 4.29). One isolated non-diagnostic prehistoric artifact suggested a Native American presence within the area, but no significant prehistoric archaeological resources were identified. The 1908 farmhouse surveyed is outside of the APE (Skelly and Loy, Inc. 2005). A powerline transect crosses the APE near the intersection with Strawberry Lane (see Plate 4.22). The owners of the veterinary complex did not know of any artifacts or resources within their property or vicinity, or within the APE, but knew that there were Native American sites in the area, including a rumored burial ground near the Maryland state line (this is likely the one on the Shahan property [David and Theresa Beste, personal communication November 17, 2008, see Appendix D]). The topography of this section is generally gently rolling with elevations ranging from 70 to 85 feet AMSL. At the

western end of Strawberry Lane in Maryland, a small tributary was piped under the road (see Plate 4.23). Other than animal enclosures and fences and powerline structures, no standing structures are located within this section of the APE and no foundations or other structural remains were noted. No artifacts were noted on the ground surface.

From Strawberry Lane to the Project End in Maryland

This section of the APE extends approximately 3,400 feet north to south from Strawberry Lane to the project end – 1,200 feet from Strawberry Lane to the Delaware/Maryland state line and 2,200 feet in Maryland (see Figures 2.5, 4.1b). Figure 4.1b indicates the location of this section. This section of the APE is approximately 175 feet wide at the northern end at Strawberry Lane, and 150 feet wide where it rejoins the existing U.S. Route 301/Maryland Blue Star Memorial Highway. It includes the two to four-lane highway and five potential stormwater management facilities. Portions of existing U.S. Route 301 will be removed. The west side of existing U.S. Route 301 is fronted by poorly drained woodland areas near the state line and by farmland in Maryland. The east side of existing U.S. Route 301 contains farmland, an abandoned filling station and other disturbances, and low lying wetlands.

Reconnaissance in this area indicated that the APE consists of the grassy banked roadside, grassy and landscaped roadside margins, secondary growth woodlands, and low-lying poorly drained areas (see Figure 4.1b, Plates 4.30-4.36). Plates 4.30-4.32 depict existing U.S. Route 301 and wooded areas south of Strawberry Lane. Open woodland can be seen south of Strawberry Lane in Plate 4.31. Plates 4.33-4.36 indicate grassy and wooded areas at the southern end of the APE in Maryland. A “Blue Star Memorial Highway” marker is located in the path of the proposed roadway in Maryland (see Plate 4.34). A small tributary noted near the state line was piped beneath the highway (see Plate 4.35), and two other channelized tributaries were noted in the southern end of the APE in Maryland. These tributaries are part of the headwaters of the Sassafra River. Low lying wet areas were present on either side of existing U.S. Route 301, which is raised above the natural ground surface in this area (see Plate 4.34). Five potential stormwater management facilities are proposed in this area. Three small facilities are proposed near the channelized tributaries at the southern end of the APE, as well as just north and south of the state line (see Figure 4.1b). There is little disturbance, other than agricultural uses and the existing roadway, which will be removed in one section north of the Maryland state line (see Plate 4.30). The National Register-eligible nineteenth-century Shahan Farm is east of these areas and adjacent to the Maryland state line.

Property owner Sam Shahan indicated that prehistoric artifacts had been found in the farm fields on

his farm, which is generally outside of the APE. In addition, Mr. Shahan indicated there was a possible Native American site he called an “Indian Burial Ground” present in the wooded area adjacent to the state line and outside of the APE, as well as an original Mason-Dixon boundary marker with an “M” and “P” on its sides that had been moved from its original location by a previous property owner (Sam Shahan, personal communication November 14, 2008, see Appendix D). Since the project will not physically encroach on the parcel, DelDOT has not attempted to verify the presence of a burial ground. However, archaeological survey will proceed with caution in areas adjacent to this location.

The topography of this section is generally flat to very gently rolling, with elevations ranging from 65 to 70 feet AMSL. The section of the APE that extends from Strawberry Lane to just beyond the state line is wooded with secondary growth hardwood forest and little understory (see Plate 4.31). The remaining section of the APE is agricultural until it merges within U.S. Route 301. The highway is elevated by five to 10 feet above the ground surface. No standing structures are located within this section of the APE, with the exception of a stone marker indicating the “Blue Star Memorial Highway (see Plate 4.34).” No foundations or other structural remains were noted. No artifacts were noted on the ground surface.



Plate:
4.1

Photo view:
Southeast

Photographer:
Ilene Grossman-
Bailey

Date:
November 11,
2008

Overview of the northern section of the APE facing the Rumsey Farmstead.



Plate:
4.2

Photo view:
Northwest

Photographer:
Ilene Grossman-
Bailey

Date:
November 11,
2008

Overview of the northern section of the APE from the Rumsey Farmstead.



Plate:
4.3

Photo view:
Southeast

Photographer:
Ilene Grossman-
Bailey

Date:
November 11,
2008

Soil stock pile area in the Levels Road off ramp. Historic site Summerton can be seen in the background.



Plate:
4.4

Photo view:
Northwest

Photographer:
Ilene Grossman-
Bailey

Date:
November 11,
2008

Levels Road off ramp area. Slight disturbance near outbuildings associated with the Rumsey Farm.



Plate:
4.5

Photo view:
Northwest

Photographer:
Ilene Grossman-
Bailey

Date:
November 11,
2008

Facing the headwater portion of a tributary to Sandy Branch.



Plate:
4.6

Photo view:
Southwest

Photographer:
Ilene Grossman-
Bailey

Date:
November 11,
2008

Northern section of the APE facing agricultural fields and the Polk Farm.



Plate:
4.7

Photo view:
Northeast

Photographer:
Ilene Grossman-
Bailey

Date:
November 11,
2008

The section of the APE behind the Polk Farm where a historic structure is documented.



Plate:
4.8

Photo view:
Southeast

Photographer:
Ilene Grossman-
Bailey

Date:
November 11,
2008

The section of the APE facing the Polk Farm along the farm lane.



Plate:
4.9

Photo view:
North

Photographer:
Ilene Grossman-
Bailey

Date:
November 11,
2008

From Middle Neck Road within the APE facing north



Plate:
4.10

Photo view:
South

Photographer:
Ilene Grossman-
Bailey

Date:
November 11,
2008

From Middle Neck Road facing a modern house adjacent to the APE. A portion of the rear yard falls within the APE



Plate:
4.11

Photo view:
Northeast

Photographer:
Ilene Grossman-
Bailey

Date:
November 11,
2008

From a tributary of the Great Bohemia Creek facing north across agricultural fields.



Plate:
4.12

Photo view:
East

Photographer:
Ilene Grossman-
Bailey

Date:
November 11,
2008

Facing a tributary of the Great Bohemia Creek looking toward U. S. Route 301.



Plate:
4.13

Photo view:
Northwest

Photographer:
Ilene Grossman-
Bailey

Date:
November 11,
2008

Facing the tributary of the Great Bohemia Creek.



Plate:
4.14

Photo view:
Northeast

Photographer:
Ilene Grossman-
Bailey

Date:
November 11,
2008

Warwick Road facing U.S. Route 301.



Plate:
4.15

Photo view:
North

Photographer:
Ilene Grossman-
Bailey

Date:
November 11,
2008

From Warwick Road facing the agricultural fields.



Plate:
4.16

Photo view:
Southwest

Photographer:
Ilene Grossman-
Bailey

Date:
November 11,
2008

Area of APE along U. S. Route 301 south of Warwick Road near the veterinary hospital and horse pasture.



Plate:
4.17

Photo view:
West

Photographer:
Ilene Grossman-
Bailey

Date:
November 14,
2008

Near the veterinary hospital and horse pasture from U.S. Route 301.



Plate:
4.18

Photo view:
Southwest

Photographer:
Ilene Grossman-
Bailey

Date:
November 14,
2008

The horse pasture portion of the APE from U.S. Route 301.



Plate:
4.19

Photo view:
Northeast

Photographer:
Ilene Grossman-
Bailey

Date:
November 14,
2008

The horse pasture from the wooded area to the south.



Plate:
4.20

Photo view:
Southeast

Photographer:
Ilene Grossman-
Bailey

Date:
November 14,
2008

The wooded area to the south of the horse pasture.



Plate:
4.21

Photo view:
South

Photographer:
Ilene Grossman-
Bailey

Date:
November 14,
2008

Surface dumping in the woods near the horse pasture.



Plate:
4.22

Photo view:
North

Photographer:
Ilene Grossman-
Bailey

Date:
November 14,
2008

From Strawberry Lane, an overhead electrical transmission line crosses the APE where a drainage basin is proposed.



Plate:
4.23

Photo view:
Southeast

Photographer:
Ilene Grossman-
Bailey

Date:
November 14,
2008

From the project end in Maryland along Strawberry Lane.



Plate:
4.24

Photo view:
West

Photographer:
Ilene Grossman-
Bailey

Date:
November 14,
2008

From the project eastern end near the Shahan Farm along Strawberry Lane.



Plate:
4.25

Photo view:
North

Photographer:
Ilene Grossman-
Bailey

Date:
November 14,
2008

Wooded area north of Strawberry Lane where an access road is proposed.



Plate:
4.26

Photo view:
Northeast

Photographer:
Ilene Grossman-
Bailey

Date:
November 14,
2008

Wooded area behind a service station where an access road is proposed.



Plate:
4.27

Photo view:
Northeast

Photographer:
Ilene Grossman-
Bailey

Date:
November 14,
2008

Disturbed area along U.S. 301 where the access road from Strawberry Lane is proposed.



Plate:
4.28

Photo view:
Northeast

Photographer:
Ilene Grossman-
Bailey

Date:
November 14,
2008

Weigh Station along U.S. 301 under construction.



Plate:
4.29

Photo view:
Northeast

Photographer:
Ilene Grossman-
Bailey

Date:
November 14,
2008

Area at the north end of the weigh station showing a modern building.



Plate:
4.30

Photo view:
Northeast

Photographer:
Ilene Grossman-
Bailey

Date:
November 14,
2008

Section of the APE south of Strawberry Lane where existing U.S. Route 301 will be removed.



Plate:
4.31

Photo view:
Southwest

Photographer:
Ilene Grossman-
Bailey

Date:
November 14,
2008

Open woodlands section of the APE south of Strawberry Lane.



Plate:
4.32

Photo view:
Southwest

Photographer:
Ilene Grossman-
Bailey

Date:
November 14,
2008

Wooded and grassy roadside section of the APE south of Strawberry Lane. Note banked roadside area.



Plate:
4.33

Photo view:
Southwest

Photographer:
Ilene Grossman-
Bailey

Date:
November 14,
2008

Grassy roadside section of the APE in Maryland..



Plate:
4.34

Photo view:
North

Photographer:
Ilene Grossman-
Bailey

Date:
November 14,
2008

Grassy roadside section of the APE in Maryland. A Blue Star Memorial Highway marker can be seen in the background.



Plate:
4.35

Photo view:
Northwest

Photographer:
Ilene Grossman-
Bailey

Date:
November 14,
2008

Small tributary or drainage area adjacent to U.S. Route 301 where a stormwater basin is proposed.



Plate:
4.36

Photo view:
South

Photographer:
Ilene Grossman-
Bailey

Date:
November 14,
2008

End of the project alignment in Maryland.