

SECTION 1.0 INTRODUCTION

This report presents the results of a Phase IB (intensive-level) archaeological survey (hereafter Phase IB archaeological survey) completed for the proposed U.S. Route 301 Mainline Contract 3 (henceforth Section 3) in St. Georges and Appoquinimink Hundreds and the Town of Middletown, New Castle County, Delaware; and Electoral District 1, Cecil County, Maryland. The proposed U.S. Route 301 is a new four-lane toll highway that will extend approximately 17.5 miles from southwest of the Maryland-Delaware State Line to State Route (SR) 1, just south of the SR 1 Bridge over the Chesapeake & Delaware (C & D) Canal (Figures 1.1-1.2).

The proposed Section 3 extends 4.5 miles from just southwest of the Maryland/Delaware State Line to just north of Levels Road. Approximately 2,200 linear feet of Section 3 lies in Cecil County, Maryland. Section 3 includes the proposed construction of a portion of the new four-lane highway; the Levels Road interchange at the north end; 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 14 potential storm water management facilities. A Park and Ride Facility north of Levels Road is also part of Section 3. The Area of Potential Effects (APE) includes the entire area of proposed construction based on updated project plans received from Delaware Department of Transportation (DelDOT) archaeologists and reviewed in a meeting on October 21, 2009.

The northern end of the APE is adjacent to and overlaps the eastern limits of the Levels Road Mitigation site, a proposed 125-acre stormwater mitigation site and borrow pit. The northern end of the APE is adjacent to proposed U.S. Route 301 Section 2, which extends approximately 5.5 miles northeast from north of Levels Road to the southern limits of Sections 1 and 4 near Pleasanton. Section 1 extends approximately 7.3 miles northeast of Section 2 to just south of the C & D Canal; Section 1 extends approximately 6.5 miles northwest of Section 2 to just south of the C & D Canal. The APE was divided into 24 study areas as presented in the scope of work (SOW) dated September 16, 2009 (see Appendix B). The APE is estimated at 205 acres in total area.

This Phase IB archaeological survey was conducted as part of the implementation of a Memorandum of Agreement (MOA) developed between the Federal Highway Administration (FHWA), DelDOT, the Delaware State Historic Preservation Office (DE SHPO), and the Maryland Historical Trust (MHT) (see Appendix A). As part of the development of the U.S. Route 301 project, a Final Environmental Impact Statement was completed in December of 2007 (DelDOT 2007) and a Record of Decision was issued by the FHWA on April 30, 2008. Stipulation 1.A. of the

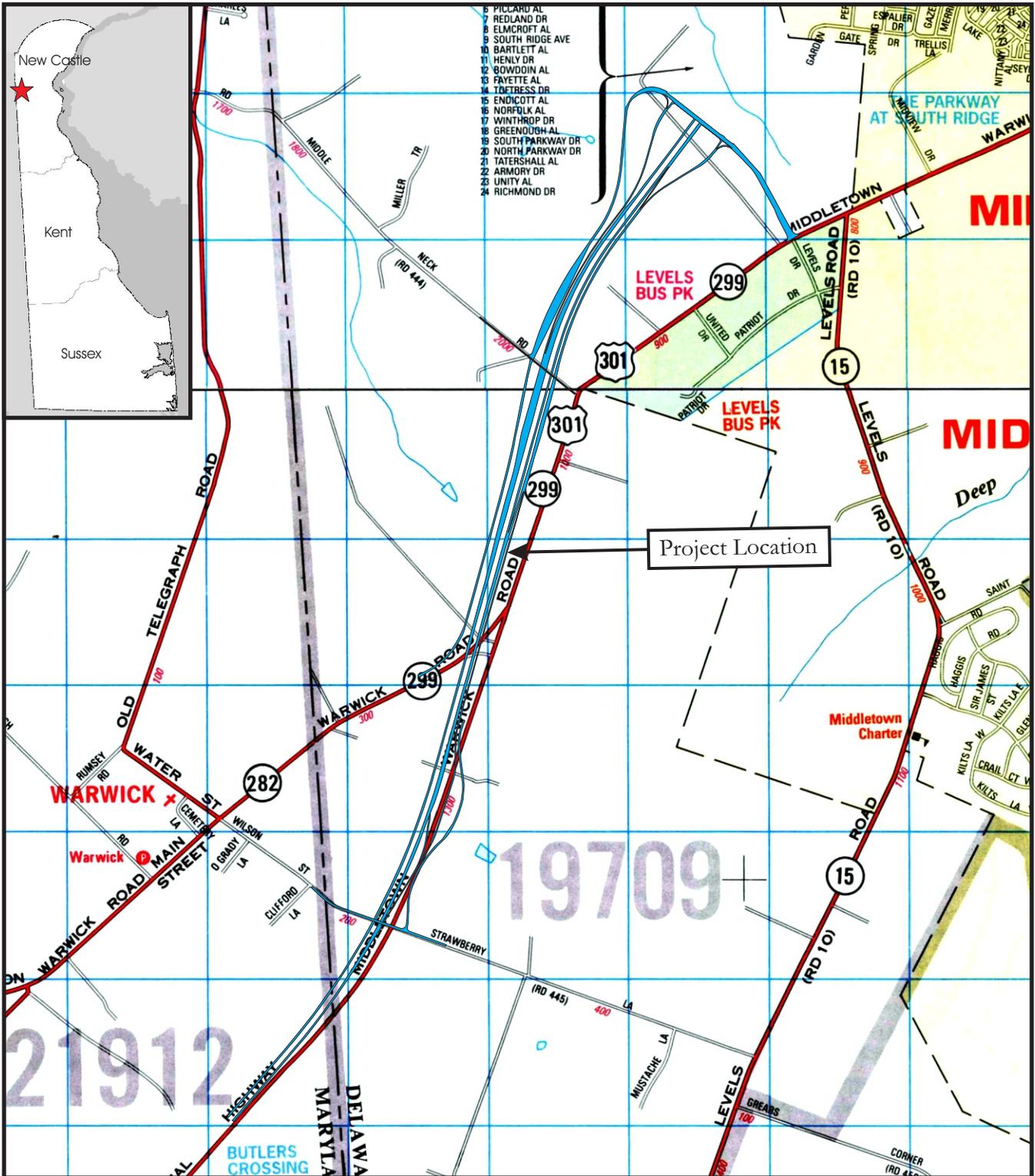


Figure 1.1:

County Map
 (from 2006 Alexandria Drafting Company,
 New Castle County, Delaware).



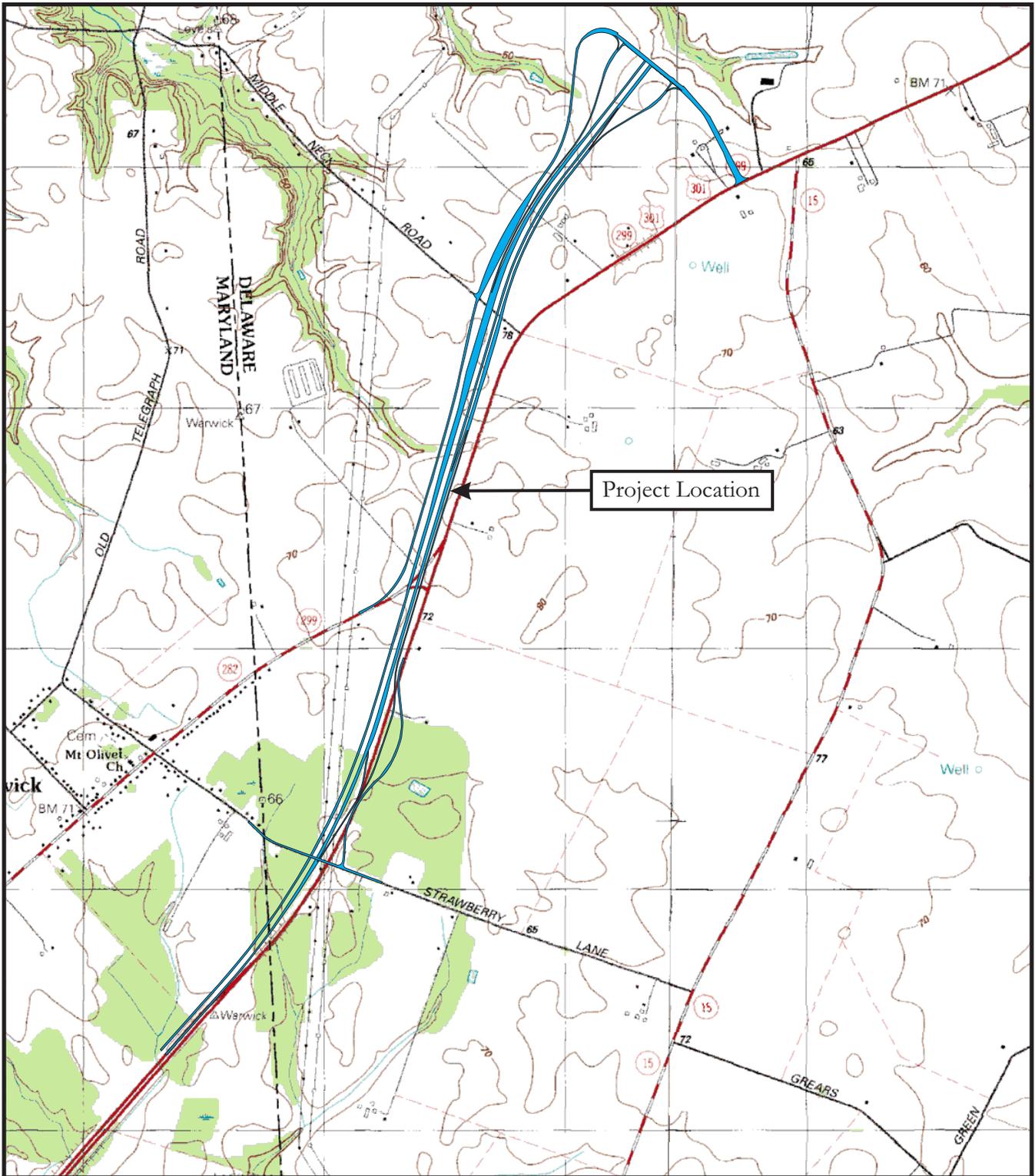
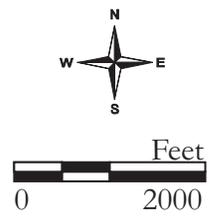


Figure 1.2:

U.S.G.S. Map
 (from 1993 U.S.G.S. 7.5' Quadrangles:
 Cecilton, MD-DEL and 1993 Middletown, DEL).



MOA requires the completion of identification/evaluation-level (i.e. Phase I/II) archaeological surveys to determine if historic and archaeological properties (i.e. National Register-eligible) are present in the APE. In advance of fieldwork, Richard Grubb & Associates (RGA) staff consulted with MHT and DE SHPO.

All work was conducted in accordance with the September 16, 2009 SOW (see Appendix B) and the Secretary of the Interior's *Standards and Guidelines for Archaeology, Historic Preservation and the Guidelines for Architectural and Archaeological Surveys in Delaware* (DE SHPO 1993) and the *Standards and Guidelines for Archeological Investigations in Maryland* (Shaffer and Cole 1994). Due to FHWA funding for the project, the cultural resources investigations were carried out in accordance with Section 106 of the National Historic Preservation Act (36 CFR 800). The Principal Investigator for this survey was Ilene Grossman-Bailey, Ph.D., RPA, whose qualifications exceed the requirements of 36 CFR 61 (see Appendix C).

This Phase IB archaeological survey included procedures to insure compliance with the Delaware Unmarked Human Remains Act (7DE Code Chapter 54, 66 Del. Laws, c.38§ 1; 75 Del. Laws, c. 153, §§4, 5) and Maryland State Burial law (Title 10 Subtitle 4 §§ 10-401 through 10-404 of the Annotated Code of Maryland) in the event of the discovery of human remains. No human remains were discovered during the Phase IB archaeological survey. Future archaeological surveys for this project will be conducted in accordance with the MOA, and in compliance with Delaware and Maryland state laws and guidelines regarding human remains, as cited above.

The purpose of the Phase IB archaeological survey was to identify potentially significant historic or prehistoric archaeological resources within the APE. The SOW (see Appendix B) included an archaeological field survey; artifact processing, analyses, preparation of an artifact catalog and curation; and reporting in the form of a management summary and Phase IB archaeological survey report. Post-fieldwork preliminary results of the Phase IB archaeological survey were presented to DelDOT and DE SHPO at a meeting on February 16, 2010. Survey results were presented in a management summary submitted to these agencies on April 16, 2010, and reviewed at a meeting July 2, 2010. All field notes, photographs, and project documents are currently maintained at the office of RGA in Cranbury, New Jersey.

This report includes an introduction, an environmental context, a summary of the archaeological fieldwork and results, a discussion of each archaeological site located, conclusions and management recommendations, references cited, and nine appendices: Appendix A: Memorandum of Agreement; Appendix B: Phase IB Scope of Work; Appendix C: Curriculum Vitae for Key Project Personnel; Appendix D: Project Table (tabular presentation of the survey results); Appendix E: Shovel Test Pit

Log; Appendix F: Prehistoric Artifact Catalog; Appendix G: Historic Artifact Catalog; Appendix H: Site Registration Forms; and Appendix I: Annotated Bibliography.

1.1 Project Description and the Area of Potential Effects

The APE is defined in 36 CFR 800.16(d) as “the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist. The APE is influenced by the scale and nature of an undertaking and may be different for different kinds of effects cause[d] by the undertaking.” For the Phase IB archaeological survey of U.S. Route 301 Mainline Section 3, the APE includes all locations where project plans may result in ground disturbance.

The APE is defined by engineering maps provided by DelDOT and dated April, May, and October 2008, and October 2009. The APE for U.S. Route 301 Mainline Section 3 extends north from Cecil County, Maryland, near the border of Maryland and Delaware through Appoquinimink and St. Georges Hundreds, for a distance of approximately 4.5 miles, to just north of Levels Road in Middletown, New Castle County, Delaware (see Figures 1.1-1.2). The APE includes construction of a portion of new four-lane highway; the Levels Road interchange at the northern end of Section 3; relocated portions of Warwick Road and Strawberry Lane and associated off ramps; concrete barriers; culverts over stream crossings; an earthen berm near the Warwick Road off ramp; approximately 14 potential stormwater management facilities, and the U.S. Route 301 Park and Ride Facility (see Figures 1.1-1.2).

The new four-lane highway will be approximately 400 feet in width. At the southern extent of the APE, the new highway diverges from existing U.S. Route 301/Blue Star Memorial Highway at a point approximately 2,200 feet south of the state line, and continues in a northeasterly direction through agricultural fields and woodlands in Maryland and Delaware. It crosses Strawberry Lane approximately 100 feet west of the existing U.S. Route 301, and continues north in a gentle westerly curve, crossing Warwick Road, a tributary to the Great Bohemia Creek, and Middle Neck Road. At the Middle Neck Road crossing, the APE is approximately 270 feet west of existing U.S. Route 301. Section 3 ends approximately 3,100 feet north of Middle Neck Road. The northern end of the APE is at the Levels Road interchange. The interchange is approximately 1,500 feet wide at its northern end, and contains four lanes, associated Ramps 2 and 3, the northern end of relocated Warwick Road, and the Levels Road access ramp, extending approximately 3,020 feet west of the current U.S. Route 301. Concrete barriers will be placed along the lanes of traffic and an earthen berm will be placed near the Warwick Road off ramp. Culverts over stream crossings will be placed in the northern portion of the APE within the Levels Road Interchange and between Middle Neck and

Warwick Roads.

The APE also includes a 1.5 mile section of relocated Warwick Road, west of the proposed new highway. The relocated portion of Warwick Road will join the existing Warwick Road approximately 900 feet west of the current intersection of Warwick Road with U.S. Route 301. Access to Strawberry Lane will be via a 2,750-foot long curvilinear access road north of Strawberry Lane and east of existing U.S. Route 301, approximately 270 feet east of the existing intersection of U.S. Route 301 and Strawberry Lane. Improvements to Strawberry Lane will extend into Maryland and include elevating the road over proposed U.S. Route 301.

Approximately 14 stormwater management facilities or drainage basins of varying sizes are proposed within the APE. One basin is planned for the area north of Levels Road. Two large irregularly shaped basins will be placed north and south of a tributary to the Great Bohemia Creek between Middle Neck Road and Warwick Road and one basin is planned northwest of Warwick Road. Surrounding Strawberry Lane, basins are proposed north of Strawberry Lane, for the Strawberry Lane access road, and for the eastern and western portions of Strawberry Lane. South of Strawberry Lane and extending into Maryland, six additional drainage basins are proposed.

A Park and Ride Facility approximately 3 acres in size is planned northwest of Levels Road and northeast of the Levels Road on-ramp as an additional element of Section 3 (David Clarke, Personal Communication, December 15, 2008).

1.2 Acknowledgements

Paul J. McEachen, RPA, served as the project manager for this survey, and Ilene Grossman-Bailey, Ph.D., RPA, was the Principal Investigator/Senior Archaeologist and principal report author. Philip A. Hayden contributed to the historical context and discussions of the historic Choptank Road alignment. Brenda Springsted contributed to the discussion of historic ceramics. The fieldwork was supervised by crew chiefs Tara Bini and Adrienne Jarzcewski (see Appendix C) and assisted by Alexis Platvoet. The field crew included Dawn Cheshaek, Jennifer Danis, Tara Dos Santos, Jennifer Falchetta, Emily Griffin, Ashley Hardison, Jason Kranch, Valerie Laton, Ariadne Moore, Drew Ross, and Monica Weetman. The artifacts were cataloged by Brenda Springsted, M.A., RPA, Laura Cushman, and Tara Bini. Report graphics were created by Patricia McEachen, Catherine Reagan, Allison Gall, Amy Raes, Sean McHugh, and Ilene Grossman-Bailey. Mary Lynne Rainey, Paul J. McEachen, and Richard Grubb edited the report with the assistance of Christina Dunn. Richard Grubb & Associates would like to thank Dennis and Michael Clay, Dr. Jay Custer, Dr. LuAnn De Cunzo, Carol Ebright of the Maryland State Highway Administration, John Giangrant and Meghan

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