

1.0 INTRODUCTION AND PROJECT HISTORY

This document, produced by Kise Straw & Kolodner (KSK), consolidates and summarizes the entirety of the Phase I and Phase II archaeological investigations contributing to the Choptank Road Improvement Project on behalf of Edwards and Kelcey (E&K) and their client, the Delaware Department of Transportation (DelDOT). Given that KSK's Phase I and II archaeological involvement with the Choptank Road Improvement Project has been ongoing since 2003, a brief overview is provided of the project's history of archaeological investigations (Table 1), as well as the dates and contents of pertinent project documents that were generated by KSK.

KSK was approached by E&K in 2003 and asked to participate in the Choptank Road Improvement Project in New Castle County, Delaware (Figure 1). KSK was tasked with conducting archaeological and historic preservation investigations to satisfy the requirements of Section 106 of the NHPA, as amended, and Section 4(f) of the Department of Transportation Act of 1966.

A Phase I level archaeological survey of portions of the Choptank Road corridor had been conducted in 2001 by the firm of McCormick & Taylor, Associates (MTA). As the analyses of these field investigations were not completed and no report had been written, representatives of MTA conveyed the artifacts, field notes and maps to KSK for analyses and write-up. In order to assure that the data derived from MTA's archaeological investigations was compatible with the subsequent work done by KSK, it was decided that KSK should continue to map and record all of the future archaeological site data using the English Engineering scale, rather than metric.

The first document generated by KSK was an Archaeological Resource Assessment that evaluated the MTA data with respect to revised and updated construction plans compiled by E&K for the Choptank Road corridor (KSK 2004) subsequent to the completion of their Phase I survey. In addition to presenting a summary of MTA's Phase I findings, this KSK document (dated April 23, 2004) also assessed: 1) the potential project impacts to previously identified archaeological resources within the project area; 2) delineated portions of the amended project area that may have required additional Phase I survey; and, 3) formulated specific recommendations regarding the scope and organization of archaeological investigations that would be required in order to complete the Section 106 requirements for Phase I survey within the project corridor.

Based on the results of their preliminary archaeological assessment of the MTA data in conjunction with the then-current project plans, KSK initiated their archaeological field investigation of the Choptank Road project area in the summer of 2004. A total of 21 discrete areas of investigation had been identified by KSK as requiring Phase I testing, 13 of which had been partially tested by MTA during their preceding investigation of the project area (Figures 2 – 8). Completion of this portion of the archaeological investigation of the Choptank Road Improvement project required the excavation of 878 shove test pits (STPs), both primary and radial, and resulted in the collection of 337 prehistoric and historical artifacts, the majority of which were contained within 11 potential site areas. The results of the preliminary round of Phase I survey were presented in a Management Summary document (Morrell, et al. 2004a) that was generated on July 13, 2004.

Additional testing was necessitated by modifications to the proposed limits of construction subsequent to the completion of this initial round of KSK's archaeological survey. As with previous Phase I investigations of the Choptank Road project area, the purpose of this supplemental survey was to determine the presence/absence of archaeological resources within the Limits of Construction (LOC), document and analyze any archaeological resources identified during fieldwork, and formulate specific

recommendations regarding the potential need for additional archaeological investigations within the LOC.

Access issues with some of the locations (KSK #17 and Detention Basin #1) that were to be investigated during the preliminary testing were resolved in July of 2004 and KSK's archaeologists were permitted to continue their investigation of these proposed areas of impact. In addition to these two locations, changes in the engineering designs required additional testing at KSK #1, Detention Basin #9, and the proposed location of a turnabout to be located at the juncture of Bunker Hill and Choptank Roads (KSK #18) (see Figures 3 and 8). The results of the Phase I investigations at these five locations were documented in an Addendum to the original Management Summary document (Morrell, et al. 2004b); this document was generated on November 5, 2004 (Moore, et al. 2004).

In preparation for a meeting in February of 2005 that was to be held between Delaware Division of Historical and Cultural Affairs (DE HCA), DelDOT and KSK, and whose goal was to discuss the Phase I and proposed Phase II archaeological investigations, KSK generated a synopsis document (Morrell, et al. 2005a), dated February 4, 2005, which summarized the firm's recommendations regarding additional archaeological Phase I survey and Phase II eligibility testing within the Choptank Road Improvement Project's archaeological Area of Potential Effect (APE).

As a result of this meeting, additional Phase I survey was identified as required at six locations, some of which were extensions of previously tested locations. Investigations at three of the six locations - Back Creek Golf Course, Old Schoolhouse Road and Sharp Farm - were necessitated by the need to install drainage systems adjacent to the proposed roadway modifications in these areas (see Figures 4, 5 and 7). Supplementary testing at sites KSK #3/Locus 4, KSK #17 and KSK #18 (see Figures 3 and 8) was also requested in an effort to accommodate additional engineering modifications in the proposed roadway design applied after the completion of the July 2004 field testing season. The latter test area (KSK #18) was proposed to accommodate the construction of a roundabout and school entrance to be located just south of the intersection of Bunker Hill and Choptank Roads. The results of the investigations conducted by KSK at these six locations were summarized in a Management Summary document (Morrell, et al 2005b) that was generated on March 10, 2005.

Phase II investigations within the Choptank Road project area were executed with several goals, specifically to: 1) evaluate the vertical and horizontal integrity of the artifact deposits associated with seven of the fifteen archaeological sites documented during the Phase I investigation; 2) recover a larger sample of artifacts from each site in order to examine possible site function and dating; 3) determine, to the extent possible, the vertical site boundary; 4) assess whether or not each site has significance that would make it eligible for listing in the National Register of Historical Places; and, 5) formulate recommendations regarding the possible need to conduct Phase III Data Recovery excavations in order to mitigate the effects of construction impacts to the eligible sites.

The final management summary produced by KSK (Morrell et al. 2006) consolidated and detailed the results of each of these Phase I archaeological investigations, as well as the subsequent Phase II archaeological testing of eight sites, one of which contained three separate loci (see Figure 3) located within the Choptank Road Improvement Project's archaeological Area of Potential Effects (APE). The Phase II investigations were initiated in the fall of 2005 but at the request of DelDOT were put on hold prior to their completion. Phase II testing resumed in April 2006 and was completed at the beginning of May of the same year. Concurrent with the Phase II testing completed in the spring of 2006, a supplemental Phase I survey was conducted at the proposed School Drive to be located just south of the intersection of Choptank and Bunker Hill Roads. The results and recommendations derived from this additional Phase I survey were also presented in this document.

The Phase I and Phase II archaeological investigations reported in this technical report have been conducted pursuant to the requirements of all applicable federal and state regulations, specifically Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, and were performed in accordance with the Delaware State Historic Preservation Office's *Guidelines for Architectural and Archaeological Surveys in Delaware* (1993).

Table 1. Summary of all archaeological testing conducted during the Choptank Road/SR 15 Improvement Project, organized from north to south within the overall project boundaries.

Test Area	Level of Investigation
KSK 19	KSK Phase I
Property #7	MTA shovel test
Brush/KSK 1	MTA shovel test/KSK Phase I
KSK 1	KSK Phase I/II
KSK 2	KSK Phase I
Schoolhouse/KSK 4	MTA shovel test/KSK Phase I
KSK 4	Phase I/II
Evergreen/KSK 3	MTA shovel test/KSK Phase I
KSK 3	Phase I/II
Detention Basin #9	KSK Phase I
Back Creek	MTA shovel test
KSK 5	KSK Phase I
KSK 6	KSK Phase I
Back Creek Golf Course Drainage	KSK Phase I
Christmas Trees/KSK 8	MTA shovel test/KSK Phase I/II
Detention Basin #7	KSK Pedestrian Survey
J. Clayton/KSK 11	MT shovel test/KSK Phase I
N 109	MTA shovel test
Old Schoolhouse Road Drainage	KSK Phase I
Winbak Farm/KSK 12 East	MTA shovel test/KSK Phase I
KSK 12 West	KSK Phase I
West Side Hunt	MTA shovel test
KSK 13	KSK Phase I
Armstrong Curve	MTA shovel test
Armstrong Corner	MTA shovel test
Bohemia Mill East	MTA shovel test
Bohemia Mill West	MTA shovel test
KSK 14 East	KSK Phase I
N 107	MTA shovel test
Detention Basin #4	KSK Phase I
Creek/KSK 14 West	MTA shovel test/KSK Phase I/II
Black Fence/KSK 15	MTA shovel test/KSK Phase I
Sharp Farm Drainage	KSK Phase I
Sharp Farm/KSK 16	MTA shovel test/KSK Phase I/II
Maple Group 2/KSK 17	MTA shovel test/KSK Phase I
Maple Group 1/KSK 17	MTA shovel test/KSK Phase I
Detention Basin #1	KSK Phase I
Sharp Lane 2	MTA shovel test
White Fence	MTA shovel test

Test Area	Level of Investigation
Bunker Hill/KSK 18	MTA shovel test/KSK Phase I
School Drive	KSK Phase I
KSK 18	KSK Phase I