

## 1.0 INTRODUCTION

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The following report details the results of a Phase IB identification-level archaeological investigation conducted by A.D. Marble & Company of Conshohocken, Pennsylvania, for the proposed replacement of Bridge 1-651 on Newport Road over the CSX rail line and related improvements in Christiana Hundred, New Castle County, Delaware (Figure 1). This study was performed for Pennoni Associates, Inc., and the Delaware Department of Transportation (DelDOT).

Construction will include the replacement of the existing bridge that carries Newport Road over CSX in order to meet CSX railroad requirements. The proposed bridge and roadway approaches will need to be raised four feet to conform to CSX requirements for vertical and horizontal clearance. CSX is requiring additional railroad clearance to meet the 21' 6" minimum height beneath Bridge 1-651. A sidewalk will be installed across the bridge and along Newport Road and Kiamensi Street to provide a pedestrian link between the Marshallton School (historically known as the Marshallton Consolidated School) and Delcastle Technical High School. The sidewalk will traverse the edge of the property of 1419 Newport Road, which is located in the northeast quadrant of the Newport Road – Bridge 1-651 intersection. Minor roadway widening is also required to tie bridge widening back into the existing roadway. A stormwater management feature will be emplaced on the 1500 Newport Road property, which is located in the southwest quadrant of the Newport Road – Bridge 1-651 intersection.

The objective of the archaeological investigation was to identify significant archaeological resources in the project area. DelDOT archaeology staff defined the archaeological Area of Potential Effects (APE). Based on the extent of previous disturbance and extent of the proposed project, DelDOT archaeology staff defined only two areas for further subsurface archaeological survey (Figure 2). The first is an approximately 0.92-acre, rhomboid-shaped parcel that is located in the southwest quadrant of the intersection of Newport Road and the CSX railroad corridor. It contains open to moderately wooded areas and a residence (an American Foursquare – CRS No. N-13111). The second area is an approximately 0.10-acre linear (roughly 275-ft in length) area that is located in the northeast quadrant of the intersection of Newport Rd and the CSX railroad

corridor. It is characterized by a combination of light woods, shrubs, and a residential lawn. A shovel test pit (STP) survey was recommended for both sections of the APE; a total of 23 STPs were excavated in the APE. Six STPs were excavated along Newport Road in the northeast quadrant and seventeen STPs were excavated in the southwest quadrant.

The archaeological site, 7NC-E-185, was identified on the residential property at 1500 Newport Road in the southwest quadrant. The site contains domestic debris that is very likely associated with the occupation of the dwelling located on the property. A possible posthole feature and twentieth-century refuse pile were discovered at the site. However, the chronologically mixed nature of the materials and the lack of depositional integrity indicate that the site is likely not eligible to be listed in the National Register of Historic Places.

This Phase IB survey was performed in compliance with the provisions of the Delaware State Historic Preservation Office (DESHPO) Guidelines for Architectural and Archaeological Surveys and the Secretary of the Interior's Standards and Guidelines. In addition, all cultural resource evaluations were conducted in accordance with Section 106 of The National Historic Preservation Act of 1966, as amended; the Protection of Historic Properties set forth in 36 CFR 800, as amended; 23 CFR 771, as amended; guidance published by the Advisory Council on Historic Preservation (ACHP); Sections 1(3) and 2(b) of Executive Order 11593; and the National Environmental Policy Act of 1966. Federal Highway Administration funding of the project served as the catalyst for the application of the federal laws cited immediately above.