



**Delaware Division of Historical and Cultural Affairs
State Historic Preservation Office**
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Archaeological Survey Report Form

(For use when NO archaeological sites were identified; see *Guidelines and Instructions*.)

- 1. Report title:** Phase I Archaeological Survey for Bridges 2-104A, 2-104B, and 2-104C, Kent County, Delaware.
- 2. Date:** 11/10/2011, Revised 3/29/2011
- 3. Author(s):** Kenneth J. Basalik, Ph.D., Philip Ruth, and Justin McKissick, David S. Clarke
- 4. Consulting firm name and address:** CHRS, Inc., 451 N. Cannon Avenue, Suite 100B, Lansdale, PA 19446, Delaware Department of Transportation
- 5. Client agency:** Delaware Department of Transportation (DeIDOT)

LOCATION

- 6. County (check as many as apply):** New Castle Kent Sussex
- 7. Nearest town(s):** Dover, Delaware
- 8. Physiographic and geographic zone(s):** Lower Coastal Plain Physiographic Province within the Upper Peninsula Geographic Zone (II)

PROJECT DESCRIPTION

- 9. Dates of fieldwork:** 10/21/11 - 10/22/11
- 10. Size of area covered:** unit used: acres hectares
project area: 1.6 surveyed area: 0.5
- 11. Project description (describe location and nature of project):**
The proposed project consists of stream improvements at three bridge locations along Kenton Road in Kent County, Delaware. The three locations, Bridge 2-104A (BR2-104A), Bridge 2-104B (BR2-104B), and Bridge 2-104C (BR2-104C) were identified as areas

where improvements have potential to impact archaeological resources. The survey areas are being used for staging and stockpiling during the reconstruction of the bridges. A Phase I Archaeological survey was performed at the three locations.

Bridge 2-104A is located approximately 0.42 kilometers (0.26 miles) northwest from the intersection of Kenton Road and Mapledale Road within a wooded landscape. The APE for Bridge 2-104A is within the northeastern quadrant from the bridge center and measures approximately 0.16 acres. Bridge 2-104A crosses Cahoon Branch.

Bridge 2-104B is located approximately 0.64 kilometers (0.4 miles) southeast from the intersection of Kenton Road and West Denneys Road within a wooded landscape. The APE for Bridge 2-104B is within the northeastern and northwestern quadrants and measures approximately 0.27 acres. Bridge 2-104B crosses Mudstone Branch.

Bridge 2-104C is located approximately 0.14 kilometers (0.09 miles) north of the intersection of Kenton Road and Beech Haven Drive within a partially wooded landscape and agricultural field. The APE for Bridge 2-104C measures approximately 0.18 acres. Bridge 2-104C crosses Fork Branch.

RESEARCH DESIGN

12. Survey objectives: The purpose of the Phase I Archaeological Survey was to identify the presence or absence of intact archaeological deposits within the project's Area of Potential Effect (APE) through background research and systematic archaeological survey fieldwork.

13. Survey methods (describe both field and background research methods):

Background research was conducted in order to identify and provide a context for evaluating cultural resources within and immediately adjacent to the Area of Potential Effect (APE). Research primarily comprised collection and examination of maps of Dover and Little Creek Hundreds published in 1868 (Figure 2; Beers 1868), 1906 (Figure 3; USGS 1906), 1931 (Figure 4; USGS 1931), and 1993 (Figure 1; USGS 1993); as well as aerial photographs of the project area taken in 1937 (Figure 5; ACSC 1937a; Figure 6; ACSC 1937b); 1954 (ACSC 1954a, 1954b), 1961 (ACSC 1961a, 1961b), 1968 (Figure 7; ACSC 1968a; Figure 8; ACSC 1968b), 1992 (Google Earth 1992), 2005 (Google Earth 2005), 2006 (Google Earth 2006), 2007 (Google Earth 2007), 2009 (Google Earth 2009), and 2010 (Figure 9; Google Earth 2010; Figure 10; Google Earth 2010). Also consulted were histories of Delaware published in 1888, 1899, and 1908 (Scharf 1888; Runk 1899; Conrad 1908), as well as a report describing archaeological investigations elsewhere along the Mudstone Branch (Heite 1984).

DelDOT road papers and bridge plans were consulted and did not provide any valuable information for the background research component of this project. Delaware SHPO files were researched for background Archaeological potential of the APE.

A pedestrian reconnaissance was made of the APE and was followed by subsurface testing. Shovel test pits (STPs) measuring approximately 50 centimeters (19.68 inches) in

diameter were excavated to test the three areas. Shovel test pits were placed inside the APEs at an approximately 15-meter (50-foot) interval. All shovel test pits were excavated by hand, following natural stratigraphy, to a depth of no less than 10 centimeters (3.9 inches) into culturally sterile subsoil or until excavation by hand was no longer possible due to rocks or other obstructions. All soil was screened through 0.63-centimeter (0.25-inch) hardware cloth. All recovered artifacts were bagged and labeled by shovel test pit number and provenience.

14. Expected site types for this area (cite earlier surveys & known nearby resources, information from historic maps or research):

The APE comprises either one or two quadrants adjoining three DeIDOT bridges: BR2-104A, BR2-104B, and BR2-104C.

Background research indicates no Archaeological sites are in or directly adjacent to the project APE. However, numerous historic and prehistoric cultural resources are within ½ mile of the project APE. For this reason and the intact nature of portions of the APE (not disturbed land) the Archaeological potential for each location was high enough to warrant phase I survey.

Bridge 2-104A carries Kenton Road (Kent County Road 104) (a.k.a. “Dover-Kenton Road and Route 15”) over Cahoon Branch in East Dover Hundred. A road on the alignment of present-day Kenton Road was denoted crossing an unnamed waterway in this location on a map of Dover Hundred published in 1868 (Figure 2; Beers 1868). No structures were denoted within 400 feet of this crossing on the 1868 map, nor were any structures denoted within 400 feet of the crossing on maps of the area published in 1906 and 1931 (Figure 3; USGS 1906; Figure 4; USGS 1931). No structures were discernible within 400 feet of present-day BR2-104A on aerial photographs taken in 1937 (Figure 5; ACSC 1937a); 1954 (ACSC 1954a), 1961 (ACSC 1961a), 1968 (Figure 7; ACSC 1968a), 1992 (Google Earth 1992), 2005 (Google Earth 2005), 2006 (Google Earth 2006), 2007 (Google Earth 2007), 2009 (Google Earth 2009), and 2010 (Figure 9; Google Earth 2010). Kenton Road appears to have been widened in this vicinity between 1961 and 1968, as documented by aerial photographs taken in those years (ACSC 1961a; Figure 7; ACSC 1968a).

Bridge 2-104B carries Kenton Road over Mudstone Branch (a.k.a., “Maidstone Branch” and, earlier, “St. Jones Branch”) in East Dover Hundred. Mudstone Branch here flows northeastwardly toward a confluence with Fork Branch approximately 1.5 miles northeast of BR2-104B. A road was denoted crossing “St. Jones Branch” in this vicinity on a map of Dover Hundred published in 1868 (Figure 2; Beers 1868). The road was not on the alignment of present-day Kenton Road, however. As of 1868, the Dover-to-Kenton road crossed “St. Jones Branch” atop an angled dam breast that impounded a mill dam on the west side of the road. A sawmill (“S. Mill”) which was then or formerly powered by water from the dam was denoted on the east side of the crossing. The mill and multiple other properties in the vicinity were attributed on the 1868 map to “C.I. Dupont,” an apparent reference to eminent Delaware manufacturer and politician Charles Irenee DuPont (1797-1869) (Conrad 1908:888-889). Kenton Road appears to have been realigned in this vicinity prior to 1868 so that it crossed Mudstone Branch on the alignment of present-day BR2-104B (Figure 2; Beers 1868; Figure 3; USGS 1906). No mill-related or other

structures were denoted within 400 feet of the crossing on maps of the area published in 1906 and 1931 (Figure 3; USGS 1906; Figure 4; USGS 1931). No structures were discernible within 150 feet of present-day BR2-104B on aerial photographs taken in 1937 (Figure 5; ACSC 1937a); 1954 (ACSC 1954a), 1961 (ACSC 1961a), 1968 (Figure 7; ACSC 1968a), 1992 (Google Earth 1992), 2005 (Google Earth 2005), 2006 (Google Earth 2006), 2007 (Google Earth 2007), 2009 (Google Earth 2009), and 2010 (Figure 9; Google Earth 2010). Kenton Road appears to have been widened in this vicinity between 1961 and 1968, as documented by aerial photographs taken in those years (ACSC 1961a; Figure 7; ACSC 1968a).

Bridge 2-104C carries Kenton Road over Fork Branch, which here marks the boundary between East Dover Hundred on the south and Little Creek Hundred on the north. Fork Branch flows eastwardly alongside the APE toward a confluence with Silver Lake at the head of the St. Jones River. A road was denoted crossing Fork Branch in this vicinity on a map of Dover Hundred published in 1868 (Figure 2; Beers 1868). The road was not on the alignment of present-day Kenton Road, however. As of 1868, the Dover-Kenton road crossed Fork Branch on an alignment approximately 150 feet west of present-day BR2-104C. These conditions persisted at least through 1931, as reflected on maps of the area published in 1906 and 1931 (Figure 3; USGS 1906; Figure 4; USGS 1931). Between 1931 and 1937, a bridge was constructed to carry Kenton Road across Fork Branch on the alignment of present-day BR2-104C. Both new and old alignments of Kenton Road in this location are apparent on an aerial photograph taken in 1937 (Figure 6; ACSC 1937b). No structures were apparent within 150 feet of the APE (the southwest quadrant of BR2-104C) on this photograph and aerial photographs taken in 1954 (ACSC 1954b), 1961 (ACSC 1961b), 1968 (Figure 8; ACSC 1968b), 1992 (Google Earth 1992), 2005 (Google Earth 2005), 2006 (Google Earth 2006), 2007 (Google Earth 2007), 2009 (Google Earth 2009), and 2010 (Figure 10; Google Earth 2010).

RESULTS and RECOMMENDATIONS

15. Fieldwork (describe survey; add maps as needed):

Bridge 2-104A: The APE for Bridge 2-104A is located northeast from the center of the bridge within a semi-wooded landscape (Figure 1; USGS 1993) (Photographs 1-2). The on-site soils are mapped as very poorly drained Longmarsh and Indiantown (LO) soils with slopes of 0 to 1 percent (Figure 11; NRCS 2010). The nearest natural body of water is the Cahoon Branch, which borders the APE to the south. A total of three shovel test pits were excavated in a single transect within the APE at Bridge 2-104A (Figure 12).

All three shovel test pits contained similar profiles, which consist of approximately 7 centimeters of dark grayish brown (10YR 4/2) sand over approximately 19 centimeters of yellowish brown (10YR 5/4) sand, all overlaid on a very compacted and mottled brownish yellow (10YR 6/6) sand with very pale brown (10YR 7/4) sand, culturally sterile subsoil (Figure 13).

Bridge 2-104B: The APE for Bridge 2-104B is divided in half by Kenton Road and is located north from the center of the bridge within a semi-wooded landscape (Figure 1;

USGS 1993) (Photographs 3-6). The on-site soils are mapped as very poorly drained Longmarsh and Indiantown (LO) soils with slopes of 0 to 1 percent and poorly drained Fallsington Loam (FgA) with slopes of 0 to 2 percent (Figure 14; NRCS 2010). The nearest natural body of water is the Mudstone Branch, which borders the APE to the south. A total of nine shovel test pits were excavated in three transects within the APE at Bridge 2-104B. Shovel Test Pits 1 through 5 were excavated northeast of the bridge and STPs 6 through 9 were excavated northwest of the bridge (Figure 15).

Shovel Test Pits 1, 2, 6, and 9 contain similar profiles, which consist of approximately 18 centimeters of dark grayish brown (10YR 4/2) sandy loam overlaid on 26 centimeters of yellowish brown (10YR 5/4) sand, all overlaid on a light yellowish brown (10YR 6/4) compacted sand, culturally sterile subsoil (Figure 16a). Shovel Test Pits 3, 4, and 5 contain similar profiles, which consist of approximately 34 centimeters of yellowish brown (10YR 5/4) sandy loam, overlaid on 13 centimeters of dark yellowish brown (10YR 4/4) compact sandy loam, all overlaid on a yellowish brown (10YR 5/6) compact sand, culturally sterile subsoil (Figure 16b). Shovel Test Pits 7 and 8 contain similar profiles, which consist of approximately 13 centimeters of dark grayish brown (10YR 4/2) sandy loam, over approximately 11 centimeters of brown (10YR 5/3) silt clay, over approximately 18 centimeters of grayish brown (10YR 5/2) silt clay, all overlaid on a light brownish gray (10YR 6/2) sand, culturally sterile subsoil (Figure 16c).

Bridge 2-104C: The APE for Bridge 2-104C is located southwest from the center of the bridge within a partially wooded landscape and agricultural field (Figure 1; USGS 1993) (Photographs 7-8). Remnants from the old roadway were noticeable within the APE (Photographs 9-10). On-site soils are mapped as well drained Zekiah Sandy Loam (Za) and well drained Hambrook Sandy Loam (HbB) with slopes of 2 to 5 percent (Figure 17; NRCS 2010). The nearest natural body of water is the Fork Branch, which borders the APE to the north. A total of six shovel test pits were excavated in two transects within the APE at Bridge 2-104C (Figure 18).

Shovel Test Pits 2, 3, 4, and 7 contain similar profiles, which consist of approximately 18 centimeters of dark grayish brown (10YR 4/2) sand overlaid on a yellowish brown (10YR 5/4-5/6) compact sand with gravel, culturally sterile subsoil (Figure 19a). Shovel Test Pits 5 and 6 contain similar profiles, which consist of approximately 8 centimeters of dark grayish brown (10YR 4/2) sand, over approximately 41 centimeters of dark yellowish brown (10YR 4/4) sand, all overlaid on a brown (10YR 5/3) sand, culturally sterile subsoil (Figure 19b). Shovel Test Pit 1 contains a profile that consists of approximately 17 centimeters of very dark gray (10YR 3/1) silt loam, over approximately 37 centimeters of gray (10YR 5/1) sand, all overlaid on a black (10YR 2/1) clay, culturally sterile subsoil (Figure 19c).

- 16. Artifacts (describe any found; identify location; explain why determined not to be a site):** Artifacts were recovered from all three bridge locations.

At Bridge 2-104A, artifacts were recovered from STPs 1 and 2 and consist of a piece of whiteware, one piece of aqua bottle glass, and a piece of window glass. No archaeological sites were identified at Bridge 2-104A. A complete Artifact Inventory is available in Attachment H.

At Bridge 2-104B, artifacts were recovered from STPs 1 and 4 and consist of two amber bottle glass shards, three can fragments, and seven pieces of colorless jar glass. No archaeological sites were identified at Bridge 2-104B. A complete Artifact Inventory is available in Attachment H.

At Bridge 2-104C, artifacts were recovered from STPs 2, 4, 6, and 7 and consist of two pieces of cobalt bottle glass, 11 pieces of colorless bottle glass, one aqua jar lip, two unidentified nails, one modern bottle cap, three pieces of double knit polyester fabric, two redware shards, one c.c. ware shard, four pearlware shards, one whiteware shard, two brick fragments, and one modern fence staple. No archaeological sites were identified at Bridge 2-104C. A complete artifact inventory is available in Attachment H.

- 17. Recommendations:** A pedestrian reconnaissance and subsurface excavations were completed within the APEs at Bridge 2-104A, Bridge 2-104B, and Bridge 2-104C along Kenton Road, Kent County, Delaware. The proposed project consists of stream improvements at three locations along Kenton Road. A total of 18 shovel test pits were excavated between the three APE locations. A small number of artifacts were recovered from the excavations at each of the three bridge locations. Due to the lack of structures within the vicinity of the bridges and the mixed time periods of the artifacts, it is likely the recovered artifacts were washed in during flood events and are therefore out of context. No archaeological sites were identified and no additional archaeological work is recommended for the proposed project.

The artifacts found in the shovel testing program, which likely washed into the soils due to flooding events, are most likely from adjacent roadside areas and agricultural lands. Thus, the likely source for the artifacts is roadside debris from vehicular traffic and field scatter associated with adjacent agricultural lands which show up on the historic aerial photographs and historic maps.

ATTACHMENTS

18. Attachments checklist:

- a. **bibliography**
- b. **location map (USGS or equivalent)**
- c. **detailed map(s) (project plans and/or field survey map)**
- d. **historic map(s) (list)** Historic Maps: 1868, 1906, 1931, 1993. Aerial Photographs: 1937, 1954, 1961, 1968, 1992, 2005, 2006, 2007, 2009, 2010.
- e. **photographs of general project/surveyed area**
- f. **table of collection units and/or excavated tests**
- g. **soils map(s)**

Others (list, if any): Artifact Inventory

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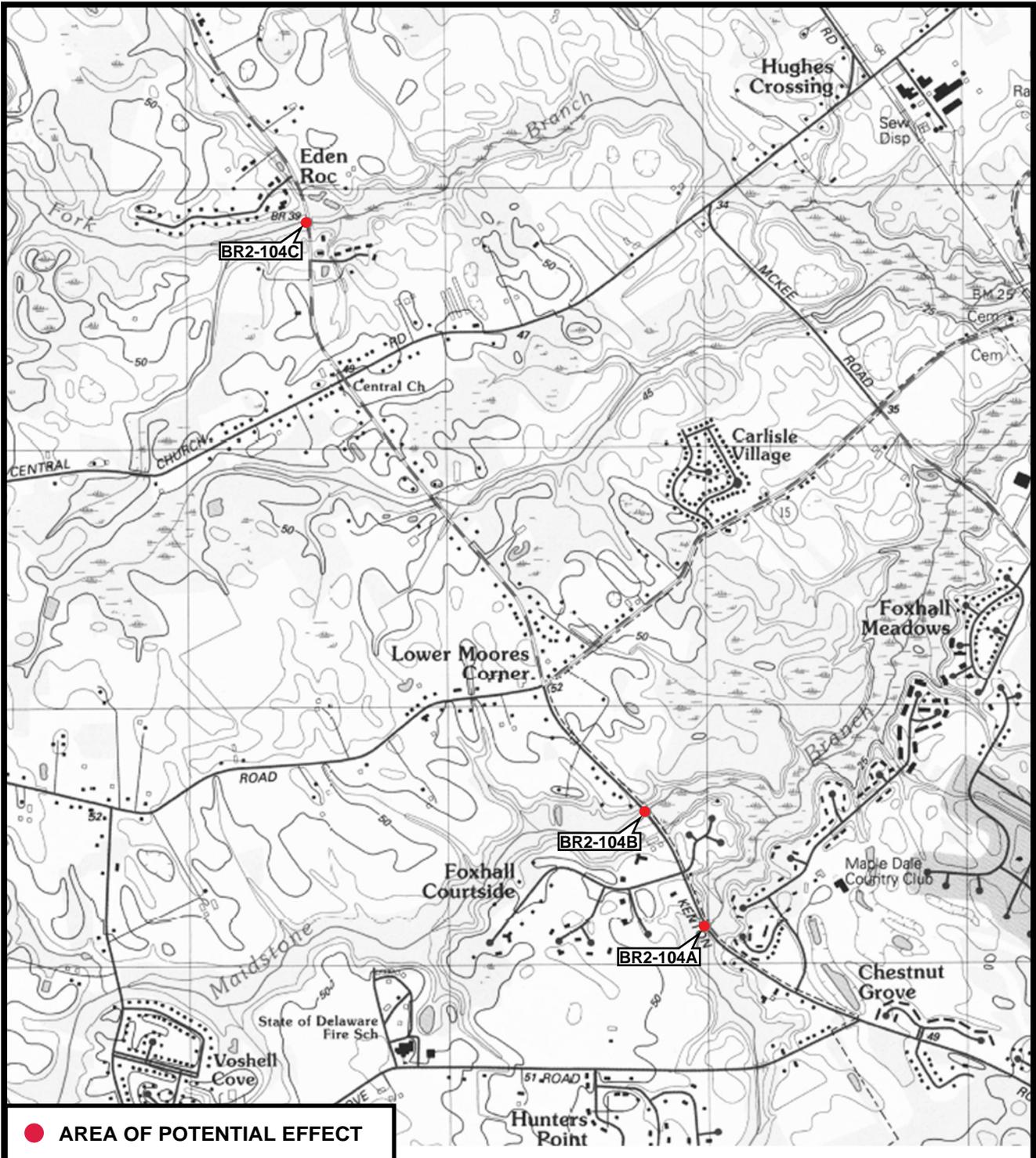
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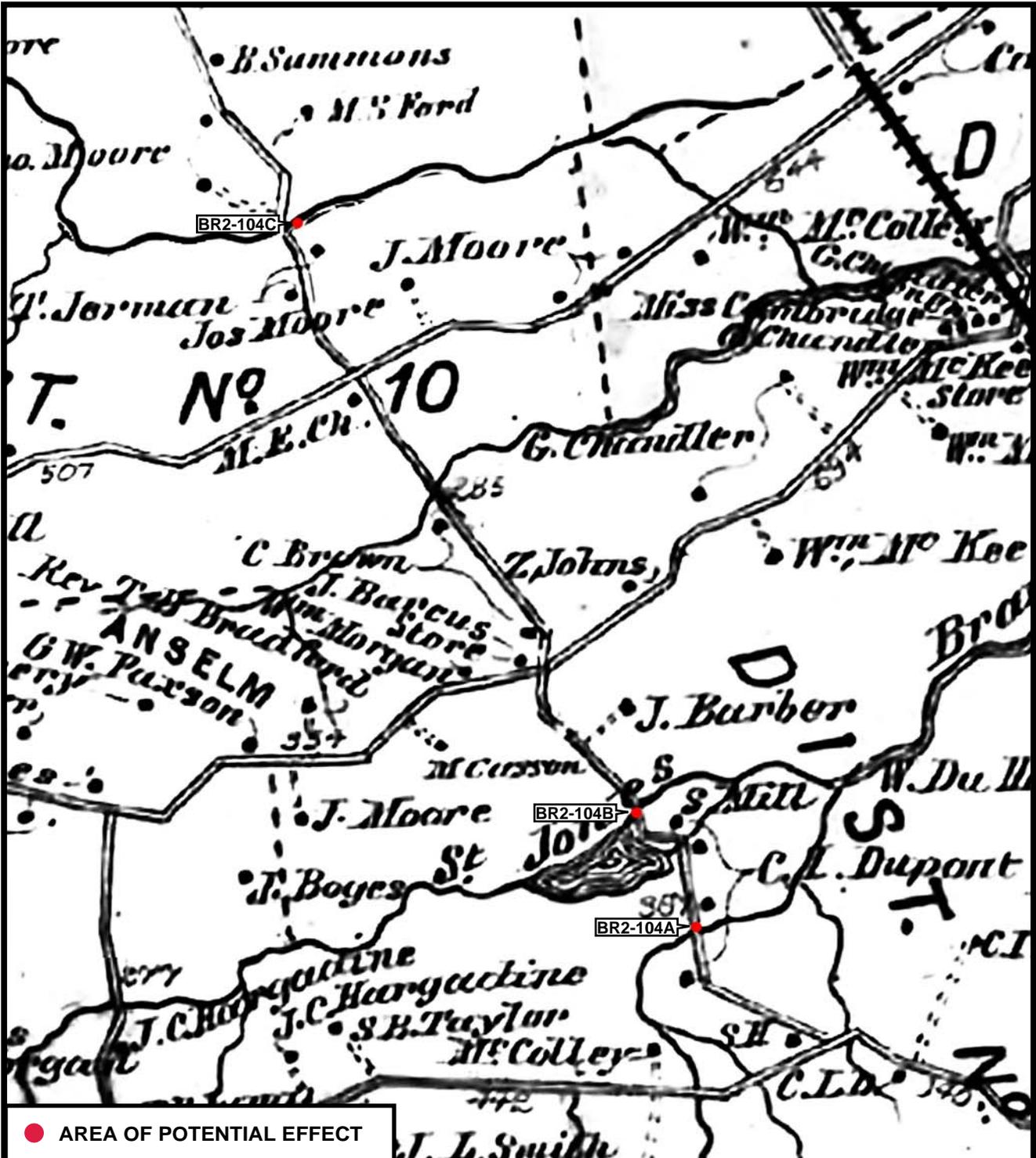


● AREA OF POTENTIAL EFFECT

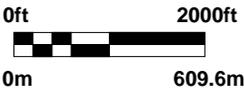
QUADRANGLE LOCATION	SCALE	SOURCE
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PROJECT LOCATION MAP

FIGURE 1



● AREA OF POTENTIAL EFFECT

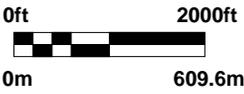
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Prepared by CHRS, Inc.		

PROJECT AREA CIRCA 1868

FIGURE 2

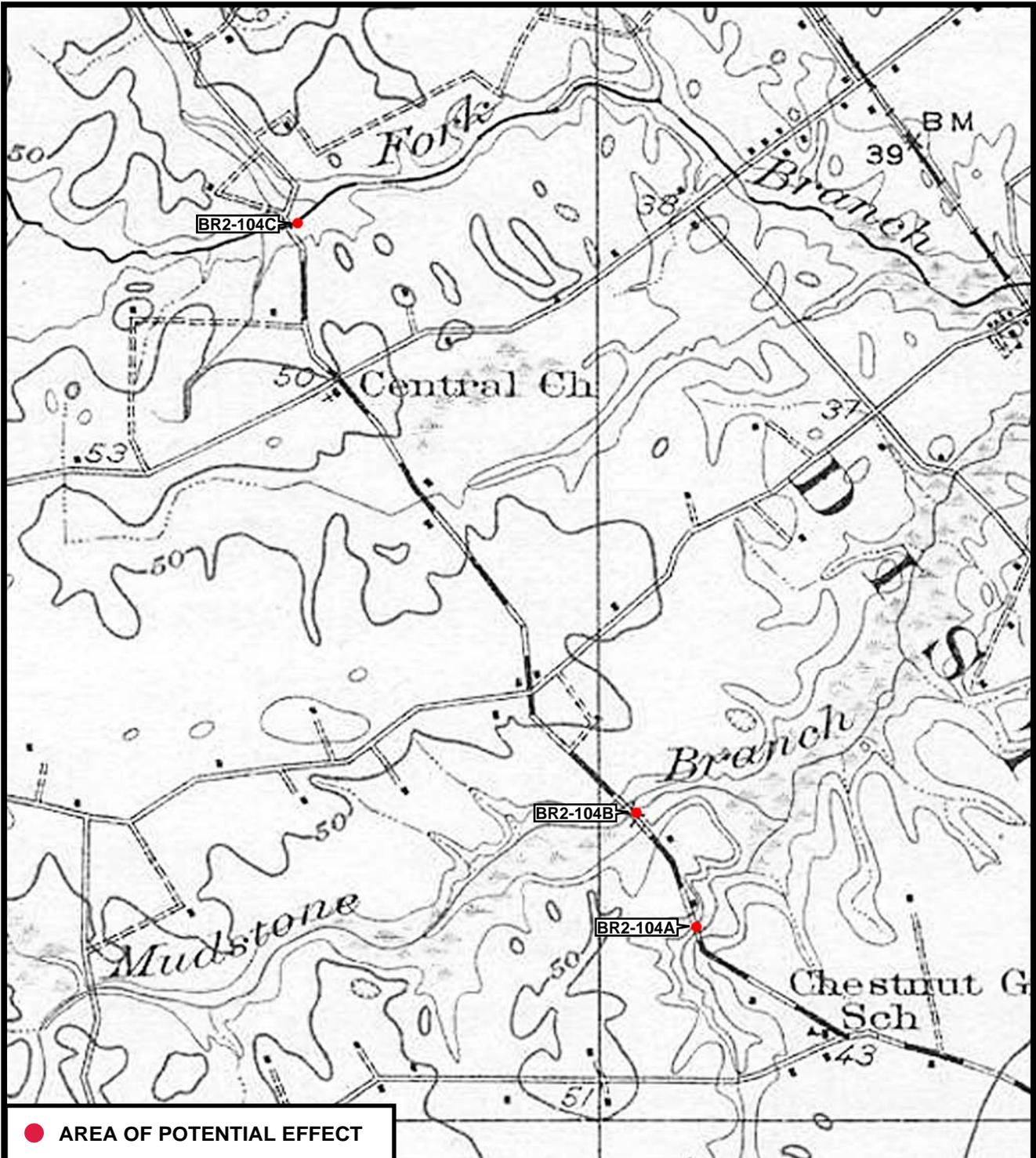


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PROJECT AREA CIRCA 1906

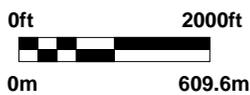
FIGURE 3



● AREA OF POTENTIAL EFFECT

SCALE

SOURCE

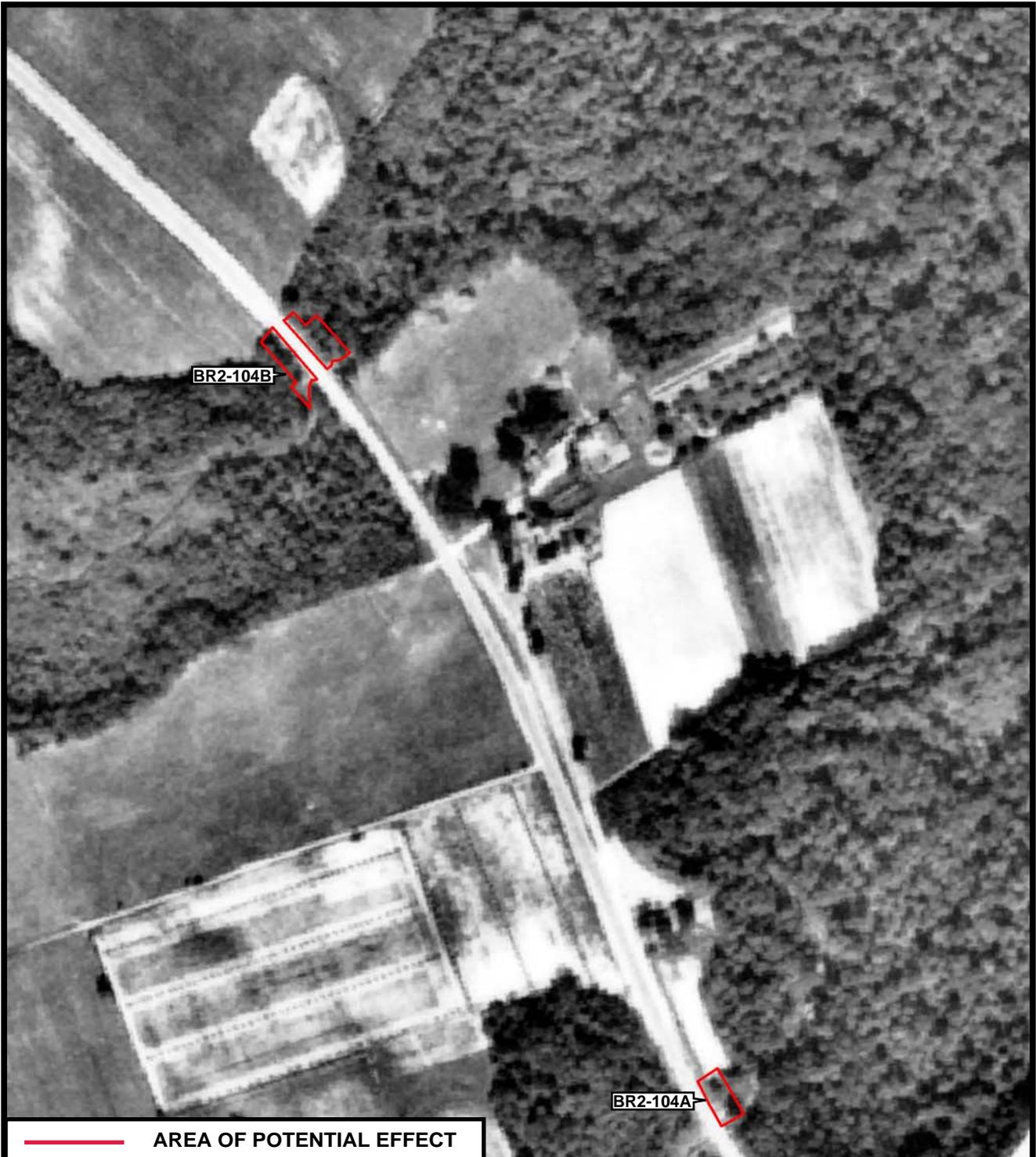


USGS
1931

Prepared by CHRIS, Inc.

PROJECT AREA CIRCA 1931

FIGURE 4

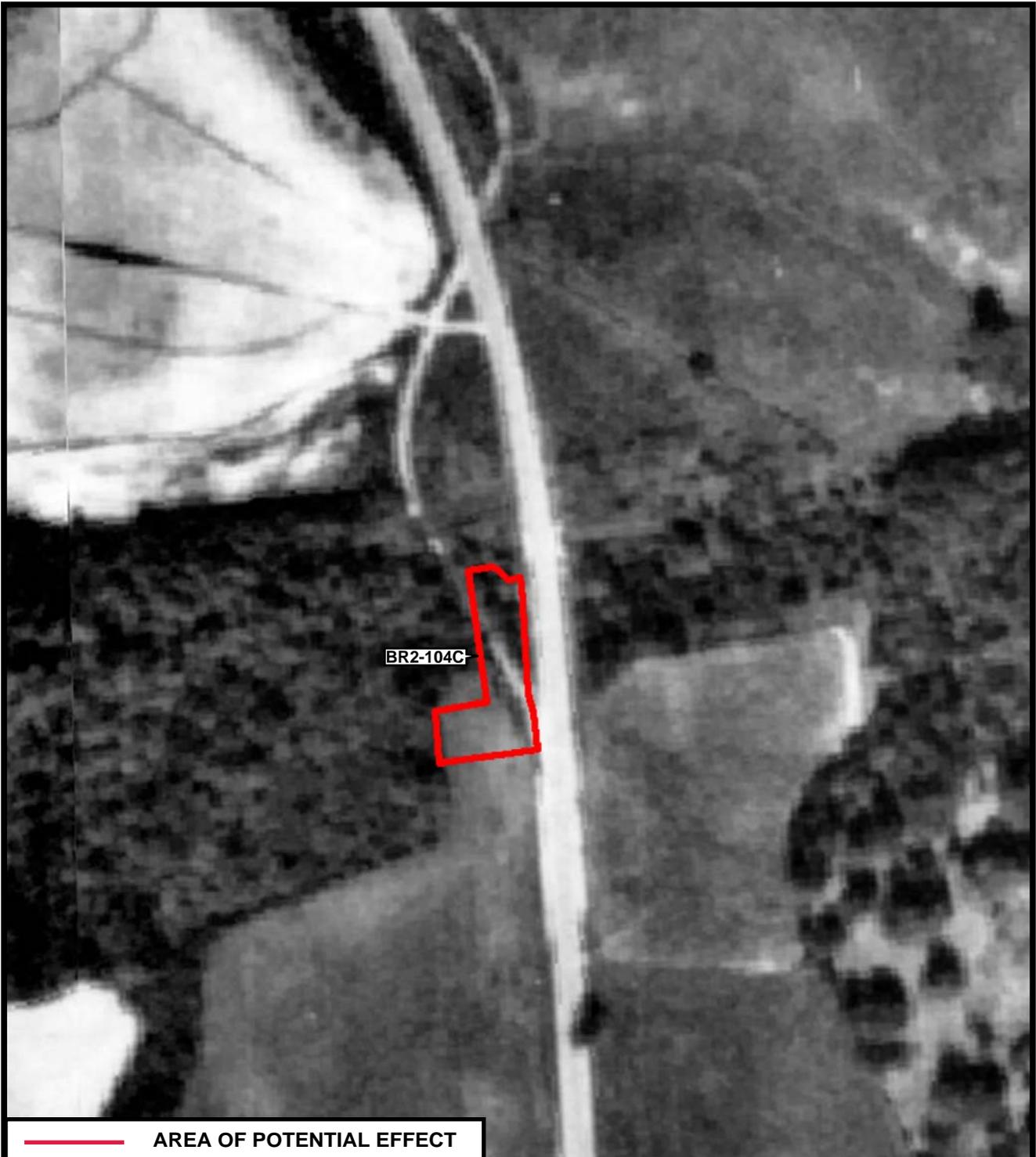


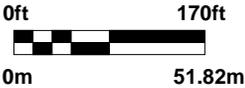
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**PROJECT AREA CIRCA 1937
(BRIDGE 2-104A AND BRIDGE 2-104B)**

FIGURE 5



	SCALE	SOURCE
	 <p>0ft 170ft</p> <p>0m 51.82m</p> <p>Prepared by CHRIS, Inc.</p>	<p>ASCS 1937b</p>

<p>PROJECT AREA CIRCA 1937 (BRIDGE 2-104C)</p>	<p>FIGURE 6</p>
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 AREA OF POTENTIAL EFFECT

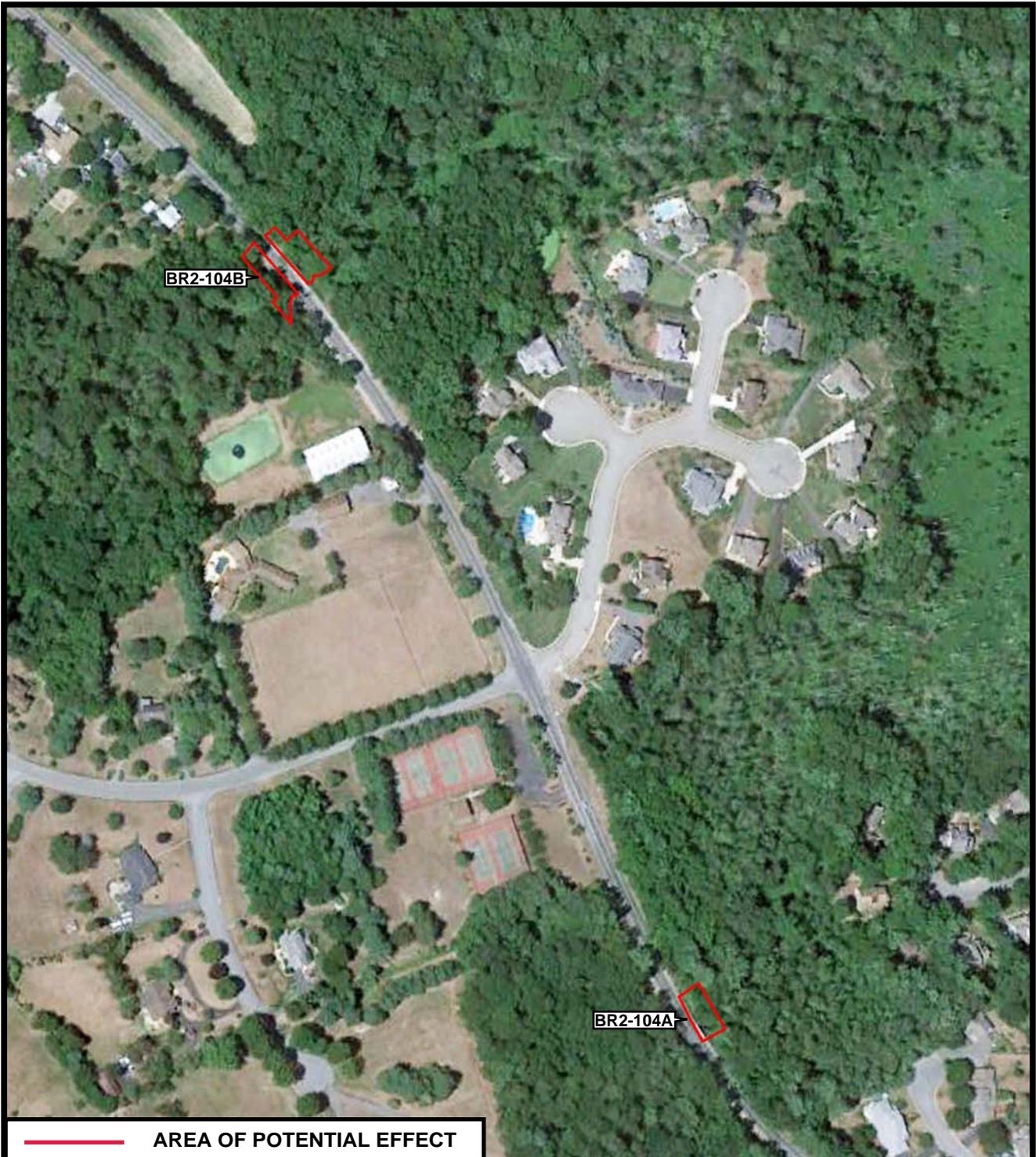
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<p>PROJECT AREA CIRCA 1968 (BRIDGE 2-104A AND BRIDGE 2-104B)</p>	<p>FIGURE 7</p>
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 AREA OF POTENTIAL EFFECT

	SCALE	SOURCE
	<p>0ft 170ft</p>  <p>0m 51.82m</p> <p>Prepared by CHRS, Inc.</p>	<p>ASCS 1968b</p>
<p>PROJECT AREA CIRCA 1968 (BRIDGE 2-104C)</p>		<p>FIGURE 8</p>



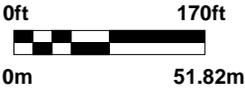
 AREA OF POTENTIAL EFFECT

	SCALE	SOURCE
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**PROJECT AREA CIRCA 2010
(BRIDGE 2-104A AND BRIDGE 2-104B)**

FIGURE 9



	SCALE	SOURCE
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<p>PROJECT AREA CIRCA 2010 (BRIDGE 2-104C)</p>	<p>FIGURE 10</p>
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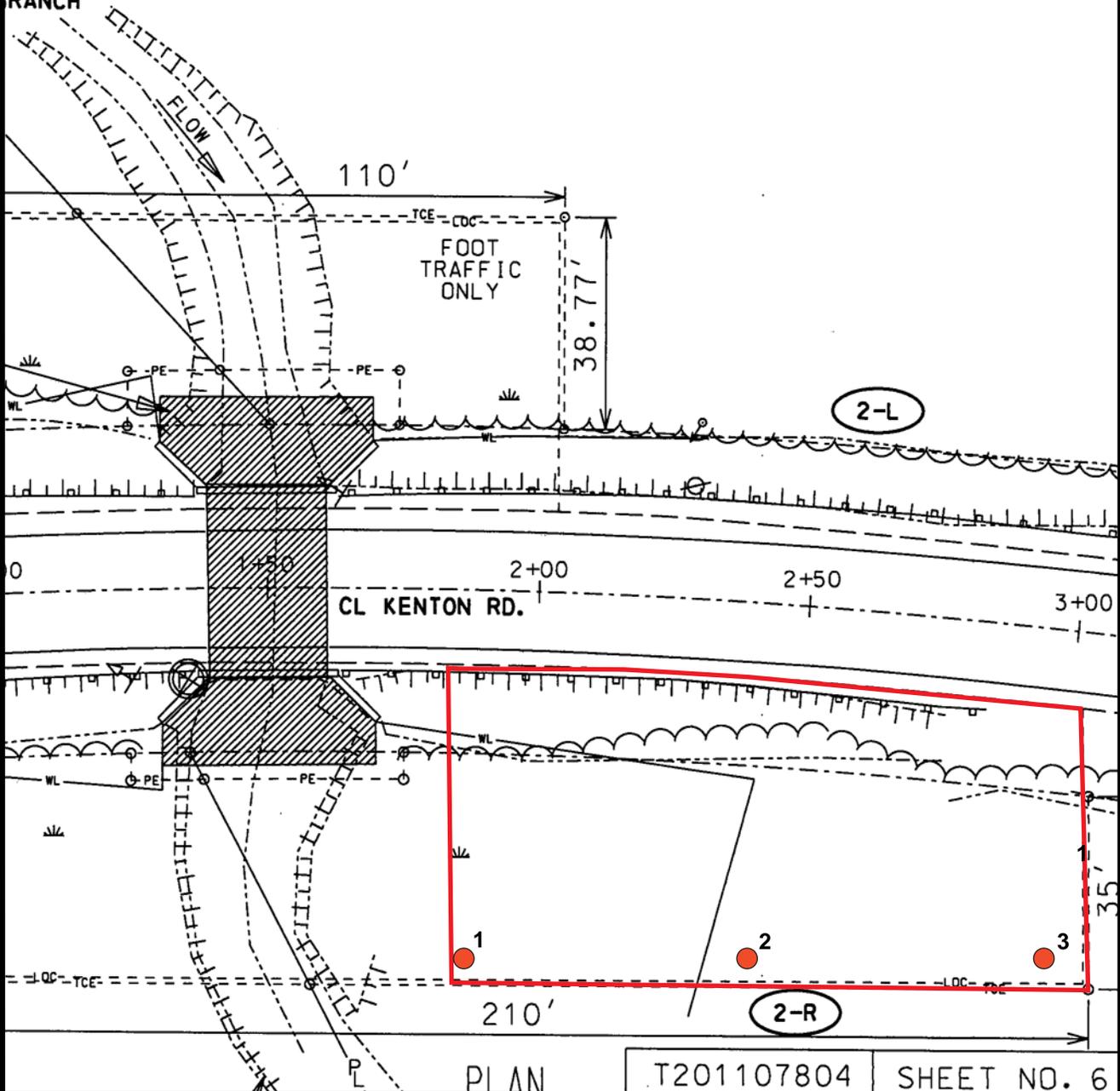
- AREA OF POTENTIAL EFFECT
- LO - LONGMARSH AND INDIANTOWN SOIL

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BRIDGE 2-104A: SOIL MAP	FIGURE 11
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DIAMETER, DO NOT GRUBB AFTER TREE REMOVAL.
NO GRADING OUTSIDE RESTORATION AREA

CAHOON RANCH

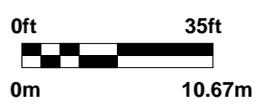


— AREA OF POTENTIAL EFFECT
● SHOVEL TEST

PLAN
30'

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BR 2-104A, 2-104B & 2-104
SCOUR COUNTERMEASURES

SCALE

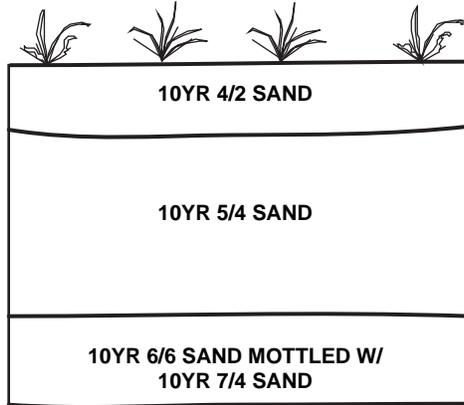


Prepared by CHRIS, Inc.

BRIDGE 2-104A: SHOVEL TEST PIT LOCATIONS

FIGURE 12

**BR2-104A
SHOVEL TEST PIT 2**



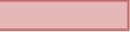
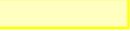
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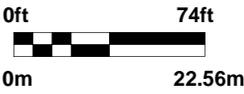


0cm 20cm

Prepared by CHRS, Inc.

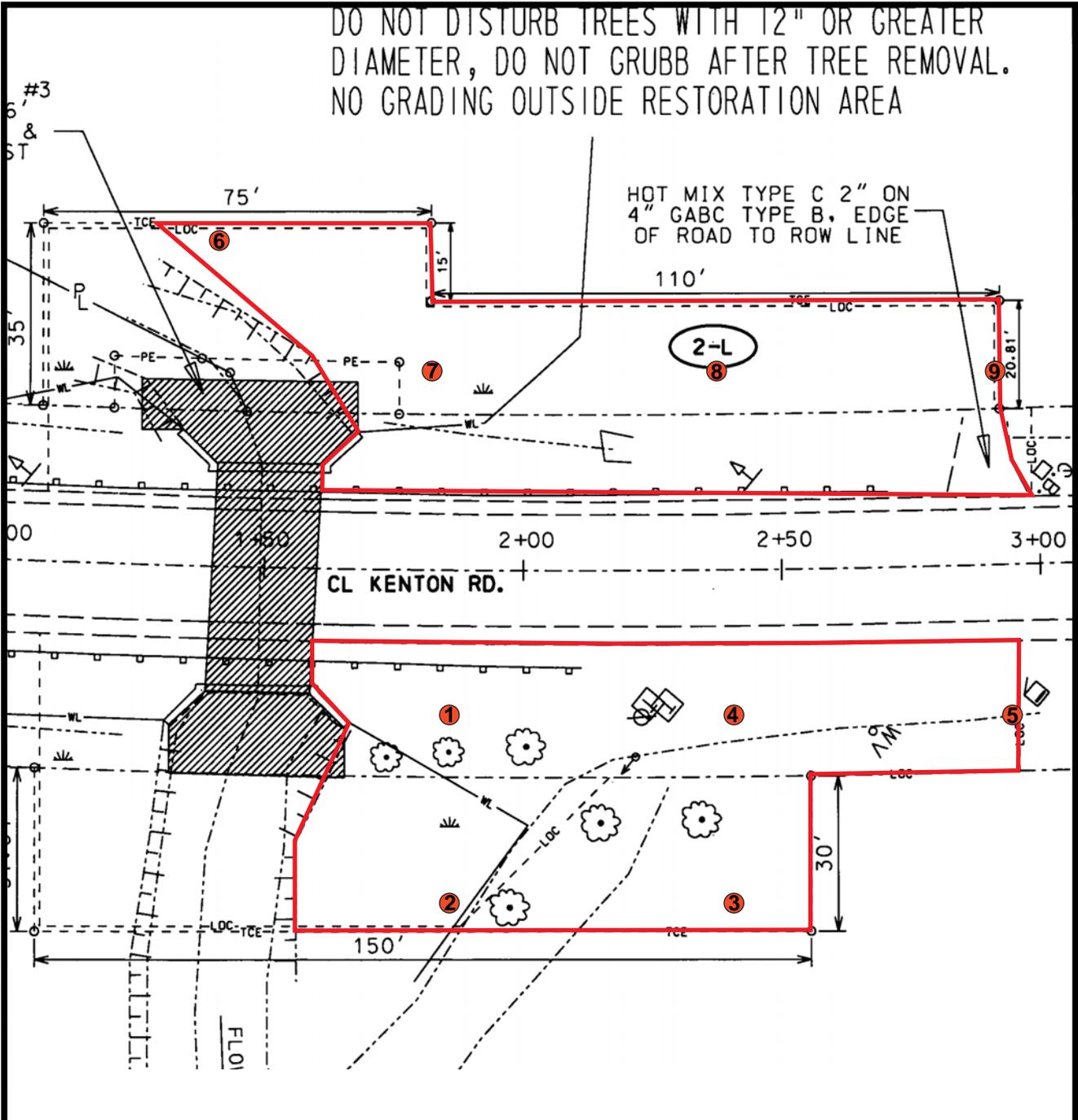


-  AREA OF POTENTIAL EFFECT
-  LO - LONGMARSH AND INDIANTOWN SOIL
-  FgA - FALLSINGTON LOAM

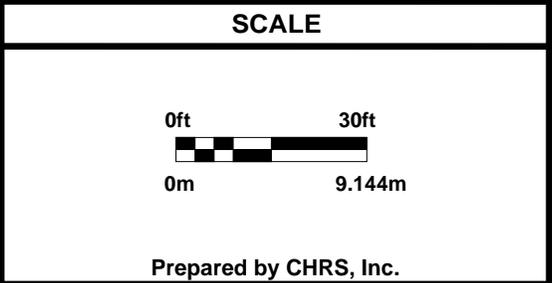
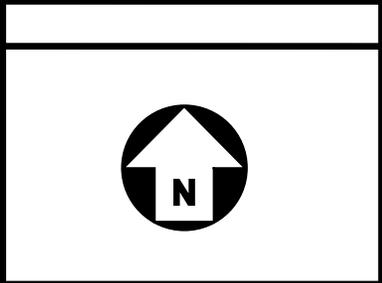
	SCALE	SOURCE
	 <p>Prepared by CHRS, Inc.</p>	<p>NRCS 2010</p>

BRIDGE 2-104B: SOIL MAP	FIGURE 14
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DO NOT DISTURB TREES WITH 12" OR GREATER DIAMETER, DO NOT GRUBB AFTER TREE REMOVAL. NO GRADING OUTSIDE RESTORATION AREA



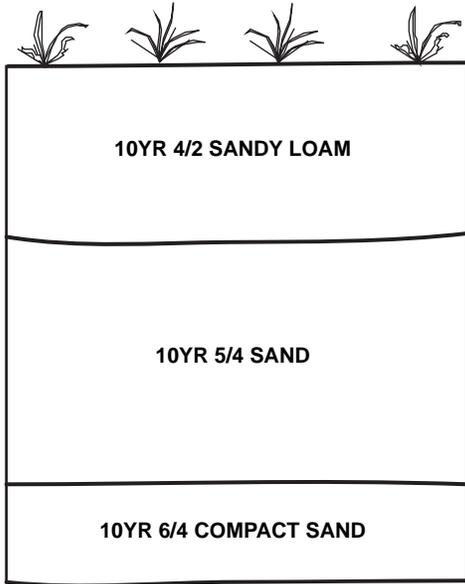
— AREA OF POTENTIAL EFFECT
 ● SHOVEL TEST



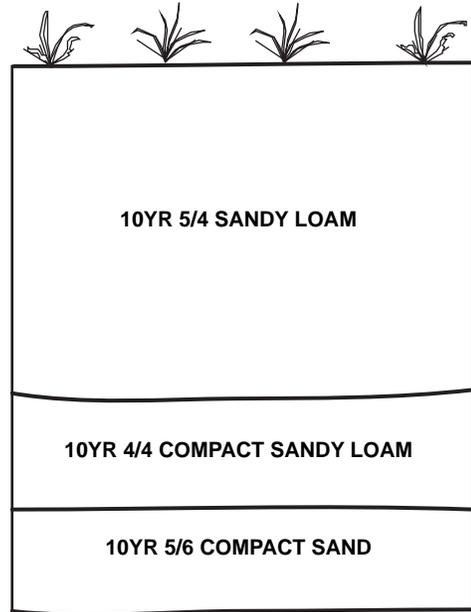
BRIDGE 2-104B: SHOVEL TEST PIT LOCATIONS

FIGURE 15

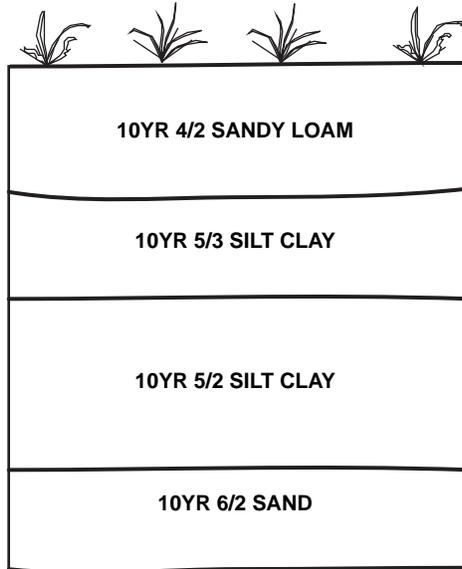
**BR2-104B
SHOVEL TEST PIT 2
16a**



**BR2-104B
SHOVEL TEST PIT 4
16b**



**BR2-104B
SHOVEL TEST PIT 8
16c**



0in 7.87in

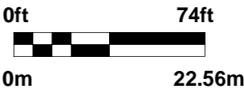


0cm 20cm

Prepared by CHRS, Inc.



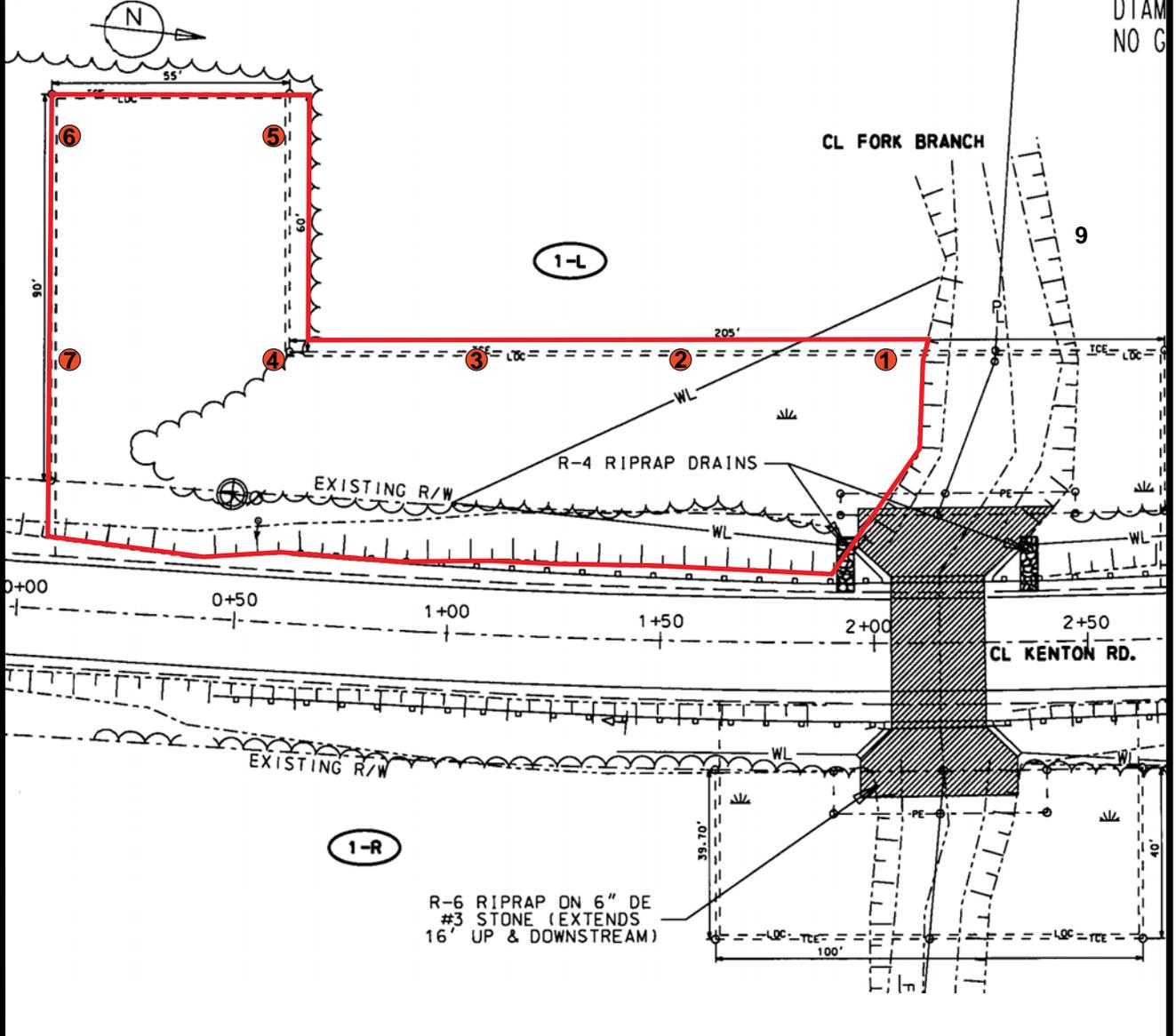
-  AREA OF POTENTIAL EFFECT
-  Za - ZEKIAH SANDY LOAM
-  HbB - HAMBROOK SANDY LOAM

	SCALE	SOURCE
	 <p>Prepared by CHRIS, Inc.</p>	<p>NRCS 2010</p>

BRIDGE 2-104C: SOIL MAP	FIGURE 17
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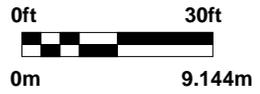
BR 2-104C CONSTRUCTION PLAN

DO NOT
DIAM
NO G



- AREA OF POTENTIAL EFFECT
- SHOVEL TEST

SCALE

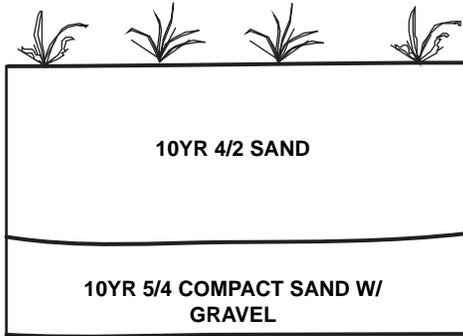


Prepared by CHRIS, Inc.

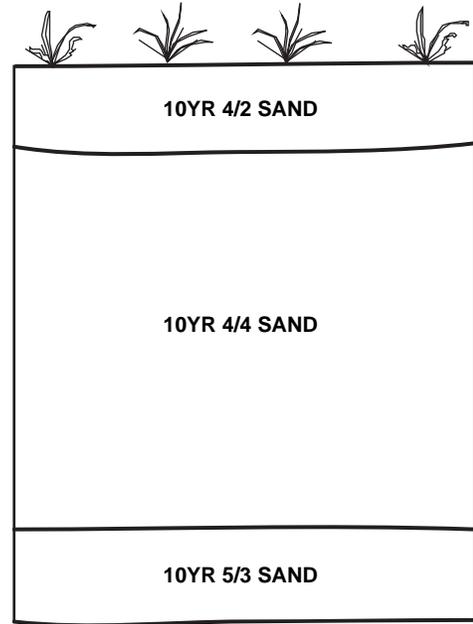
BRIDGE 2-104C: SHOVEL TEST PIT LOCATIONS

FIGURE 18

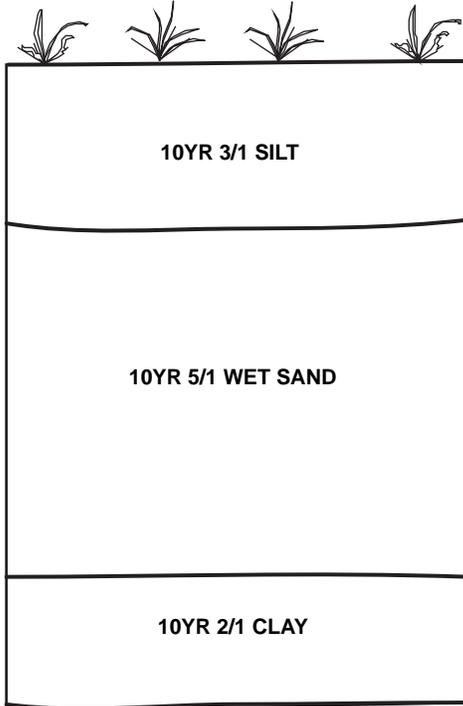
**BR2-104C
SHOVEL TEST PIT 3
19a**



**BR2-104C
SHOVEL TEST PIT 5
19b**



**BR2-104C
SHOVEL TEST PIT 1
19c**



0in 7.87in



0cm 20cm

Prepared by CHRS, Inc.



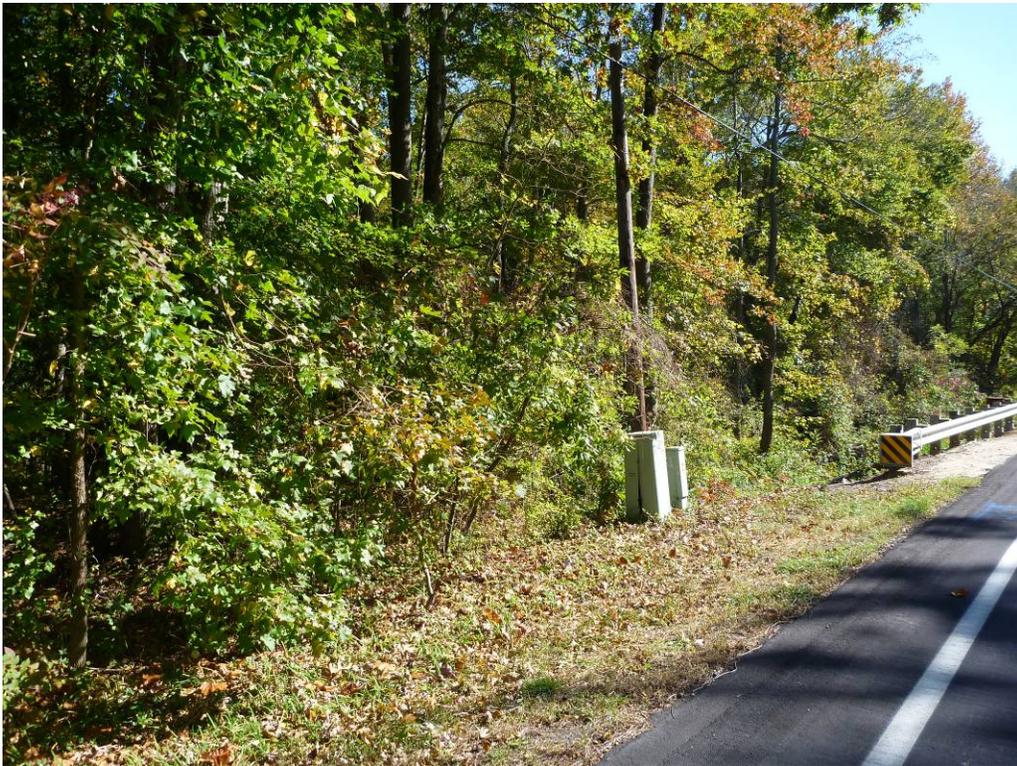
Photograph 1: Overview from the center of the APE at Bridge 2-104A, facing southeast.



Photograph 2: Overview of the APE of Bridge 2-104A from Kenton Road, facing southeast.



Photograph 3: Overview of the northeast portion of the APE at Bridge 2-104B, facing southeast.



Photograph 4: Overview of the northeast portion of the APE at Bridge 2-104A from Kenton Road, facing east.



Photograph 5: Overview of the northwest portion of the APE at Bridge 2-104B, facing southeast.



Photograph 6: Overview of the northwest portion of the APE at Bridge 2-104B, facing south.



Photograph 7: Overview from the northern portion of the APE at Bridge 2-104C, facing south.



Photograph 8: Overview of the southern portion of the APE at Bridge 2-104C, facing north.

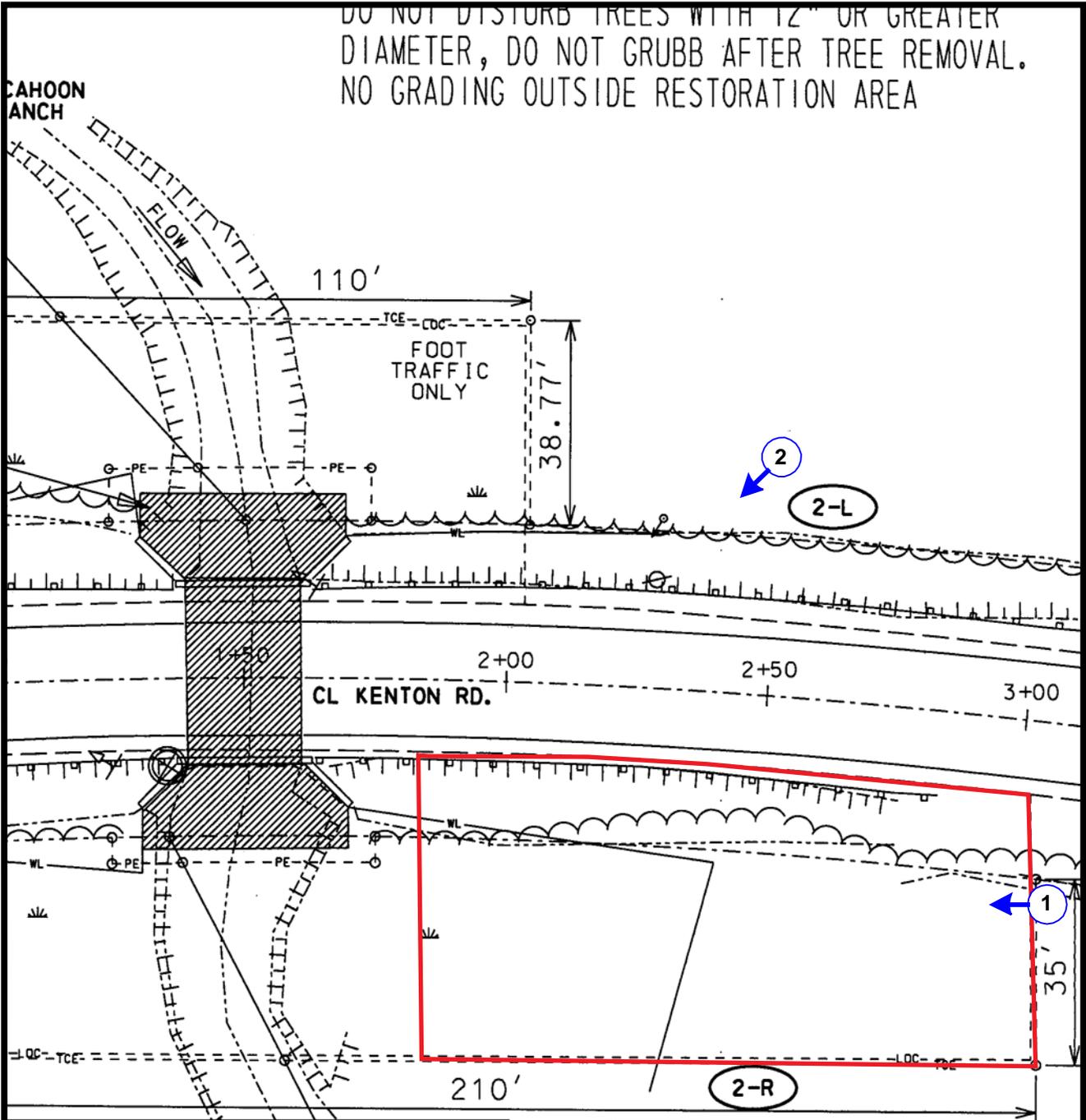


Photograph 9: Overview of the “mound,” or remnants from the original roadway within the APE at Bridge 2-104C, facing south.



Photograph 10: Overview of the original roadway within the APE at Bridge 2-104C, facing north.

DO NOT DISTURB TREES WITH 12" OR GREATER DIAMETER, DO NOT GRUBB AFTER TREE REMOVAL. NO GRADING OUTSIDE RESTORATION AREA



— AREA OF POTENTIAL EFFECT

← PHOTO LOCATION

T201107804

SHEET NO. 6

BR 2-104A, 2-104B & 2-104C

SCALE

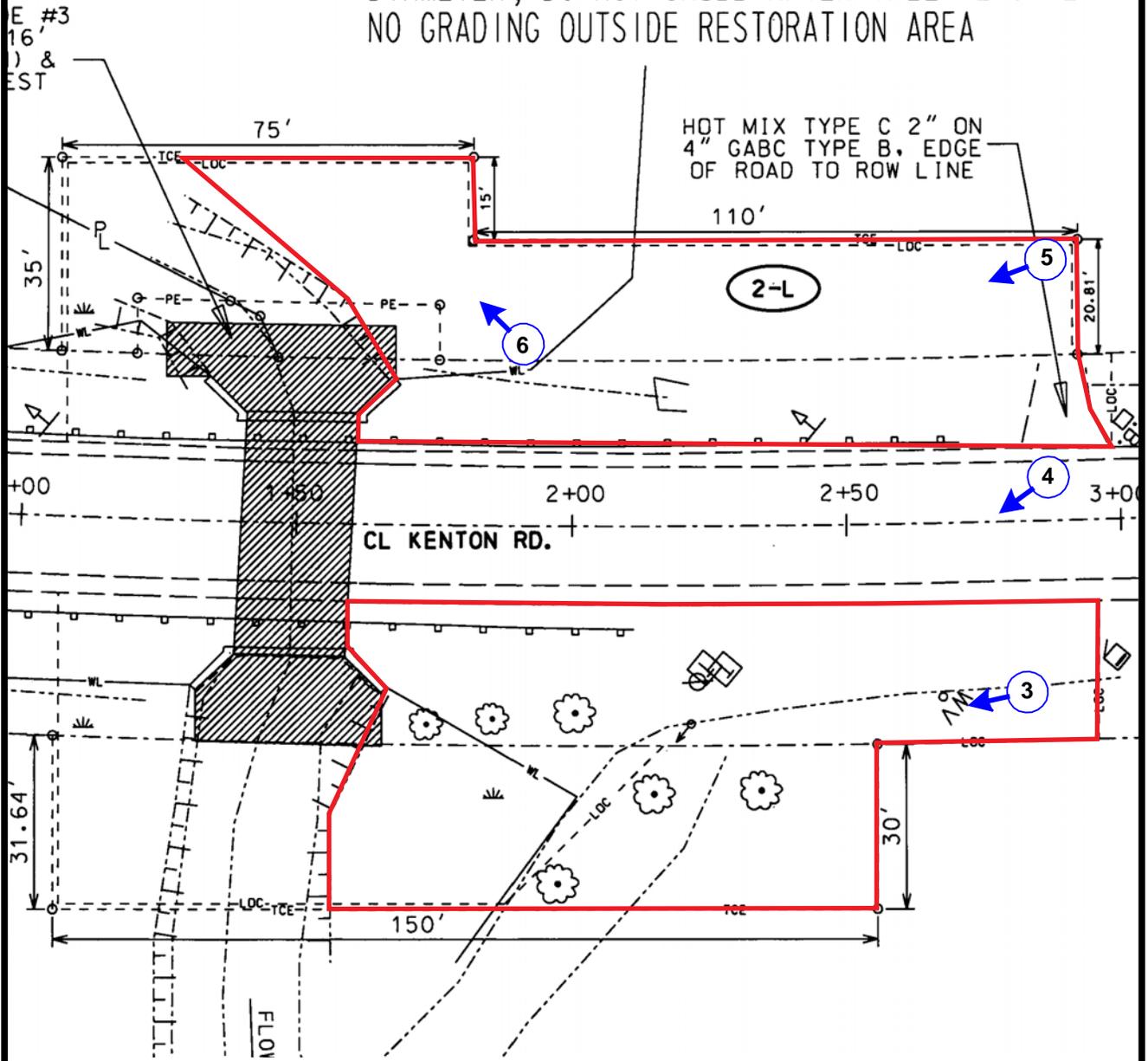


0ft 35ft
0m 10.67m

Prepared by CHRIS, Inc.

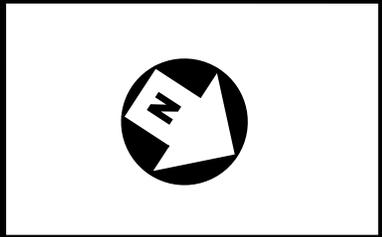
BRIDGE 2-104A: PHOTO LOCATION MAP

DO NOT DISTURB TREES WITH 12" OR GREATER DIAMETER, DO NOT GRUBB AFTER TREE REMOVAL. NO GRADING OUTSIDE RESTORATION AREA



 AREA OF POTENTIAL EFFECT
 PHOTO LOCATION

SCALE



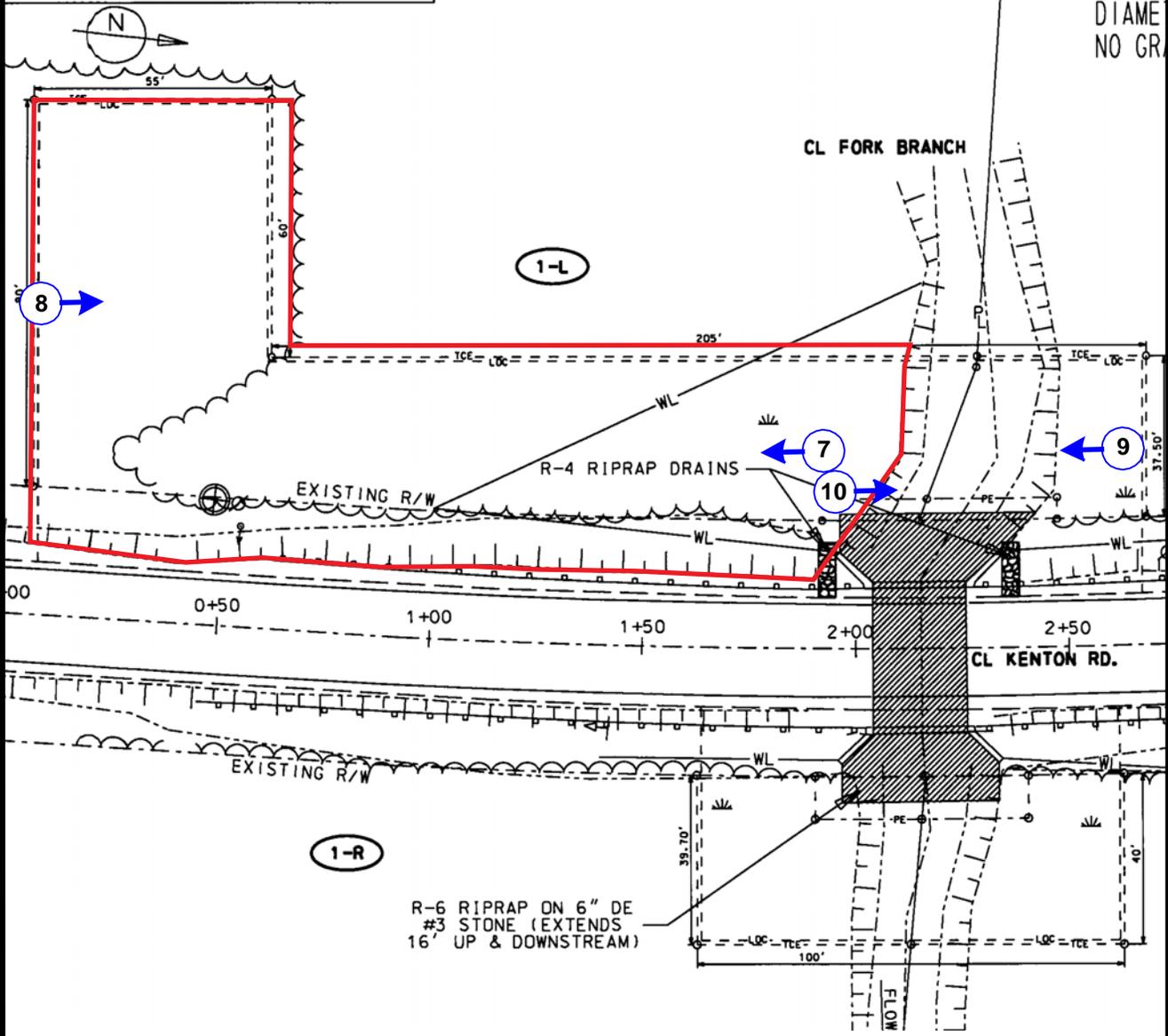
0ft 30ft

 0m 9.144m
 Prepared by CHRIS, Inc.

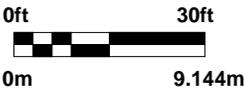
BRIDGE 2-104B: PHOTO LOCATION MAP

R 2-104C CONSTRUCTION PLAN

DO NOT
DIAMETER
NO GR



 AREA OF POTENTIAL EFFECT
 PHOTO LOCATION

	SCALE	
		
Prepared by CHRIS, Inc.		

BRIDGE 2-104C: PHOTO LOCATION MAP

ARTIFACT INVENTORY

BR2-104A

STP 1, Stratum A

- 1 white bodied ceramic; eroded

STP 2, Stratum B

- 1 aqua bottle glass
- 1 window glass

BR2-104B

STP 1, Stratum A

- 2 amber bottle glass
- 3 can fragments; 1 seam

STP 4, Stratum A

- 7 colorless jar glass; screw top finish, x-mend

BR2-104C

STP 2, Stratum A

- 2 cobalt bottle glass
- 8 colorless bottle glass
- 1 aqua jar lip; screw top finish
- 2 nails
- 1 Modern bottle cap fragment
- 3 Fragments of knit fabric

STP 4, Stratum A

- 1 redware; lead glaze
- 3 colorless bottle glass

STP 6, Stratum B

- 1 redware; manganese glaze
- 1 c.c. ware
- 3 pearlware; blue molded and edged
- 2 brick (4.1 grams)
- 1 Modern fence staple

STP 7, Stratum A

- 1 pearlware
- 1 whiteware