

1.0 INTRODUCTION

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The following combined archaeological report details the results of the Phase IB archaeological survey of eight parcels for the proposed SR 141 Centre Road Corridor Improvements project and the Phase II investigation of Site 7NC-E-175, located within Parcel #4. This project is located in Elsmere, New Castle County, Delaware. A.D. Marble & Company of Conshohocken, Pennsylvania, conducted this work. This study was performed for Johnson, Mirmiran and Thompson and the Delaware Department of Transportation (DelDOT).

DelDOT has proposed to improve a segment of SR 141 (Centre/Ferris Road) extending from the intersection of SR 141 and SR 2 (Kirkwood Highway) to approximately 304.8 meters north of the intersection SR 141 and SR 34 (Faulkland Road) (Figure 1). The proposed roadway design will improve the existing four-lane undivided roadway by adding a landscaped median, shoulders, designated turning lanes, and a new signal at Lowry Drive. A new bridge is proposed to be constructed carrying the roadway over Little Mill Creek, with a stormwater management basin to be established adjacent to the bridge. Improvements to Faulkland Road include additional turn lanes at the Centre/Ferris Road intersection. In addition, a new deceleration ramp will be constructed linking southbound traffic on Kirkwood Highway to the northbound lane of Centre/Ferris Road.

The Phase IB archaeological survey of the SR 141 project was conducted on March 21 through 25, 2005, and April 20, 2005. The archaeological Area of Potential Effects (APE) is defined as those parcels of ground within the right-of-way (ROW) limits not previously documented as disturbed. The APE was determined through a review of structure demolition activities depicted on the 1970 construction plans for the SR 2 and SR 141 interchange and the *circa*-1950 construction plans for improvements to SR 141 from Boxwood Road to Lancaster Pike (Appendix B), ground disturbance documented in previous archaeological surveys of the project area, and a telephone interview with Danny Skeans of the DelDOT Real Estate office. According to Mr. Skeans, structures slated for demolition in the SR 2/SR 141 intersection project area were demolished, the foundations and buried utilities removed from the ground, and clean fill deposited over the impacted area. Mr. Skeans indicated that the same process will occur for all

structures slated for demolition in the current project area (Skeans, personal communication, 25 January 2005). No information was given about whether the same demolition process was used for the structures removed as part of the SR 141 project from Boxwood Road to Lancaster Pike. The location of non-extant structures as depicted on the construction maps were compared to the current proposed ROW limits, and those areas subjected to demolition activities were eliminated from testing. In addition, areas determined to contain recent fill deposits, as identified through previous archaeological testing by Thunderbird Archaeological Research, were eliminated as well. Eight potentially intact segments of ground, designated Parcels 1 through 8, were delineated within the current ROW limits (Figure 2). Each parcel was tested with a series of shovel test pit (STP) excavations placed at varying intervals.

This Phase IB survey was performed for DelDOT 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 Procedures for the Protection of Historic and Cultural 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. Funding for the cultural resources survey was provided by DelDOT.