

1.0 INTRODUCTION



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The following Management Summary report details the results of a Phase IB archaeological investigation conducted by A.D. Marble & Company of Conshohocken, Pennsylvania, for the proposed U.S. 113/SR 1 (SR 1) and SR 9 interchange located in Dover Hundred, Kent County, Delaware (Figure 1). The study is part of the SR 1 Corridor Capacity Preservation Program. This study was performed for Century Engineering and DelDOT.

The Delaware Department of Transportation (DelDOT) has proposed to construct a roadway improvement at the intersection of SR 1 and SR 9, located southeast of Dover in Dover Hundred, Kent County, Delaware. A proposed roadway design, referred to as "Preferred Alternate", has been developed by Century Engineering, which will redirect southbound vehicular traffic on SR 9 across SR 1 via a bridge to the southbound lane of SR 1 (Figure 2). In addition, the proposed roadway design allows southbound traffic on SR 1 to access the northbound lane of SR 9 via the same bridge and access road corridor. This proposed design eliminates traffic on SR 9 southbound from crossing SR 1 at an unsignalized intersection and merging with the southbound lane of SR 1 from a short merge lane on the left side of the roadway. The roadway improvements also eliminate the traffic on SR 1 southbound from crossing SR 1 northbound at an unsignalized intersection to access SR 9.

The Preferred Alternate includes the creation of a bridge over SR 1 and the formation of a full diamond interchange with elevated entrance and exit ramps to the southbound and northbound travel lanes of SR 1. The proposed interchange would be constructed in the general vicinity of the existing SR 9/SR 1 intersection. Other features in the project design include the creation of a crossover lane between the proposed southbound SR 9 access road and the existing SR 9 roadway, for access to Kitts Hummock Road. The project study area consists of a 304.8-meters (1,000.0-ft) by 335.3-meters (1,100.0-ft) triangular section of land situated to the north of Kitts Hummock Road and west of SR

9, the 0.74-hectare (1.84-ac) infield area between SR 1, SR 9, and Kitts Hummock Road, and an 3.0-hectares (7.5-ac) section of land to the west of SR 1.

A previously prepared Phase IA Planning Study assessed the sensitivity for prehistoric and historic archaeological resources within the project study area. This work demonstrated that the project study area has a moderate potential for undocumented prehistoric archaeological resources and low potential for undocumented historic archaeological resources. Portions of the project area consist of plowed fields, grassy intersection infields, and grassy land in the Dover Air Force Base (DAFB). The northwest portion of the project study area within the DAFB property may have undergone some disturbance through landscaping activity. Portions of the project study area adjacent to existing roadways have been impacted by roadway construction activities. This has likely caused considerable subsurface soil disturbance within the roadway footprint and along the margins of the roadway. Sections of the existing SR 1 along the dualized curve have been previously surveyed with negative results (Cunningham et al. 1980). Additional archaeological studies were conducted north of the project area, west and east of SR 9 (Thomas and Payne 1996). A pedestrian survey of the two fields was negative, no sites were identified.

The Phase IB archaeological survey of the SR 1/SR 9 project was conducted on March 24 through March 31, and April 27 through April 29, 2004. The Area of Potential Effects (APE), as defined by the limits of the project study area, was divided into three distinct areas, each with its own specific field collection methodology. A combination of controlled surface collection, shovel test pit excavation, and 1.0 meter-square (10.8 ft-sq) test units were employed within the project study area, which is separated into northern, central, and southern portions by SR 1, Kitts Hummock Road, and SR 9 (Figure 2).

This Phase IB Survey was performed for the DelDOT, in compliance with the provisions of the DESHPO Guidelines for Architectural and Archaeological Surveys, and the Secretary of the Interior's Standards and Guidelines. In addition, all cultural resources 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.