

I. INTRODUCTION AND PROJECT DESCRIPTION

This report details the findings of an archaeological and architectural survey conducted for the Delaware Department of Transportation (DelDOT) by URS Corporation (URS). Work was initiated in response to proposed improvements to State Route 9 from the Kent County Line to N453 (Figure 1). These improvements include widening the present roadway an additional 0.61 meters (2 feet), adding 10.2 centimeters (4 inches) of overlay to the existing bed, constructing a series of biofiltration swales, and improvements to several intersections. The goal of this investigation was to locate any cultural resources within the project's area of potential effect (APE) and to determine if a more detailed study of the APE is necessary. The APE for both archaeological and historical resources was defined as being 5 meters on either side of the proposed State Route 9 improvement corridor and associated intersections (Figure 2).

The archaeological component of the project was performed pursuant to the National Historic Preservation Act of 1966, as amended; the Advisory Council on Historic Preservation's "Protection of Historic Properties" (36 CFR part 800, June 1999); the Department of Transportation Act of 1966; and 23 CFR 771. This work also followed the Delaware State Historic Preservation Office's *Guidelines for Architectural and Archaeological Surveys in Delaware*, and the *Secretary of the Interior's Standards and Guidelines for Archaeological Documentation* (48FR44734-37). A preliminary reconnaissance survey of the project area was conducted by Kevin Cunningham (DelDOT), Pamela Beck (DelDOT), Gwen Davis (DE SHPO), and Edward Morin (URS) on August 3, 2000. This preliminary survey was followed by an intensive walkover survey and subsurface testing from October 23 to 24, 2000. Edward Morin served as the project's Principal Investigator. Fieldwork was supervised by Jennifer Marston and assisted by Amanda Norbury and Stacey Guggino. Ingrid Wuebber conducted the historic background research, while Anne Brockett inventoried Bridge 447A and a brick culvert. Scott Hood prepared graphics for the report, and Paul Elwork edited the text for style and content.

A search of the archaeological site files at the Delaware State Historic Preservation Office (DE SHPO) indicated that no archaeological sites, historical architectural resources, or National Register sites have been recorded within or adjacent to the APE. The nearest National Register site to the project area is the Fleming House, located about 40 meters west of State Route 9 on the north side of the Smyrna River. The Reedy Island Range Rear Light has been determined eligible for the National Register and is located about 120 meters northwest from the northern end of the project area.