

## PREFACE

This report has been prepared by the University of Delaware Center for Historic Architecture and Engineering for the Federal Highway Administration (FHWA) and the Delaware Department of Transportation (DelDOT) in support of the Route 301 Corridor Location Study and the associated Environmental Impact Statement (EIS). The Route 301 Corridor Location Study evaluates alternative routes for a multi-lane fully controlled access highway connecting Interstate Route 95 near Newark, with Maryland Route 301 west of Middletown. All build alternatives assume the Chesapeake and Delaware (C&D) Canal will be crossed at the existing Summit Bridge. Alternative routes range from approximately 16 to 20 miles in length. All alternatives include maximization of existing and proposed alternative transportation modes (such as bus transit) and transportation demand management (TDM) measures to the extent feasible and practicable.

The process of identifying potential highway corridors involves continual refinement and adjustment to minimize impacts and otherwise improve the corridor. In some cases, the adjustments have not been reflected in this technical report but instead are incorporated in the EIS, resulting in inconsistencies between this report and the EIS.

This volume is part of a two-volume report describing cultural resources in the Route 301 study area. Each volume reflects a different stage in the cultural resources analysis. The information contained in both was compiled and updated subsequently in the Draft EIS. Volume I of this report presents a preliminary survey of historic resources in the study area, identified through state Cultural Resource Survey (CRS) mapping, historic maps, and predictive modeling. Volume II presents a later, more detailed description of historic buildings that would be affected by the Route 301 corridor alternatives, reflecting preliminary field surveys along the corridors. Information concerning the identification number or status of resources may differ between the two volumes, because the studies were performed at different times and at different levels of detail. The inconsistencies have been resolved in the EIS.

The following Route 301 Technical Reports provide supporting documentation for the Draft EIS (DEIS) and Final EIS (FEIS):

- Corridor Needs and Rationale Report
- Alternatives Technical Report
- Air Quality and Noise Technical Report (includes 2 separate Appendices)
- Cultural Resources Technical Report (2 vols.)
- Farmlands Technical Report
- Geology, Soils, and Groundwater Technical Report
- Land Use and Socioeconomic Technical Report
- Public Involvement Technical Report
- Surface Water Hydrology, Water Quality and Aquatic Biota Technical Report
- Terrestrial Ecology Technical Report
- Transportation Technical Report
- Wetlands Technical Report (includes 1 separate Appendix)

These reports have been developed in close consultation with applicable county, state and federal agencies, and with the considerable benefit of ongoing public involvement.

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