

APPENDIX I:  
SCOPES OF WORK

Via JMA Courier

October 13, 2003

Rummel, Klepper & Kahl, LLP  
81 Mosher Street  
Baltimore, MD 21217

Attn: William Hellmann

Re: I-95/SR 1 Interchange/Mainline Project  
New Castle County, Delaware  
Phase IB Cultural Resources Investigations  
Supplemental Professional Services Proposal

Dear Mr. Hellmann:

John Milner Associates, Inc. (JMA) is pleased to submit this Supplemental Professional Services Proposal for the referenced project. Presently JMA is conducting Phase IA cultural resources investigations for I-95 improvements in accordance with three professional services proposals: the first for the SR 1 to SR 141 segment, dated October 4, 2001; the second for the SR 1/I-95 interchange segment, dated October 26, 2001; and the third for the I-95 toll plaza segment, dated October 26, 2001. Since these proposals were submitted, the project was restructured. The SR 1 to SR 141 and SR 1/I-95 interchange segments were combined, while the I-95 toll plaza segment remains independent.

The present proposal addresses the SR 1 to SR 141 and SR1/I-95 interchange segments. The tasks proposed herein are intended to supplement on-going investigations and further assist the Federal Highway Administration (FHWA) and the Delaware Department of Transportation (DelDOT) in meeting their Section 106 compliance responsibilities. The Scope of Services was developed in consultation with Rummel Klepper & Kahl (RKK), DelDOT, and the State Historic Preservation Office (SHPO).

JMA proposes to provide the professional services necessary to carry out the investigations outlined above, in accordance with current (April 1997) guidelines for archeological surveys issued by the Delaware State Historic Preservation Office (SHPO). This Proposal defines the proposed scope of services, including a research design for the survey, identifies a schedule for the project, specifies compensation and terms for the proposed services.

The objective of the Phase I archeological investigation is to document the presence or absence of archeological resources within the area of potential effects (APE). The objective of the historic architectural survey is to evaluate historic properties within the APE and determine if these properties are eligible for listing in the National Register of Historic Places (NRHP).

## **I. SCOPE OF SERVICES**

The proposed project will entail five tasks, as follows: 1) Phase IB archeological investigation, 2) historic architectural evaluations, 3) artifact processing and data analysis, 4) preparation of a report, and 5) project coordination and meetings. Each task is described briefly below.

### *PHASE IB ARCHEOLOGICAL INVESTIGATION*

Phase IB archeological investigation will be conducted within the APE defined for the I-95/SR 1 Interchange/Mainline project area. JMA will archeologically survey the maximum proposed extent of construction disturbance, as currently illustrated on the alternatives maps supplied by RKK. Background research, such as examination of the SHPO site files, review of previous studies, and information on the prehistory and history of the area have already been completed as part of the Phase IA report. JMA's proposed field investigations will take into soils, hydrography, and topography, and will be focused on areas that are sensitive for prehistoric and historic archeological remains. Based on the results of the Phase IA documentation, there are few areas within the APE for the I-95/SR 1 interchange that retain the potential for intact archeological deposits. Notable areas include the wooded area west of the southbound exit ramp from I-95 to SR 1, the remnant area of the Stafford farm (a former National Register-listed site), and the slopes immediately north of I-95 bordering Churchman's Marsh.

Field investigations will commence with a pedestrian reconnaissance, provided that surface visibility is adequate. If surface visibility is not adequate, subsurface testing in the form of shovel tests is proposed. JMA proposes to excavate shovel test units (STUs) placed at 15 meter intervals in transects spaced 30 meters apart. The testing interval may be further tightened to 7.5 meters in those loci with high artifact densities and/or identified features are encountered. The number of shovel tests excavated will depend on several factors, including local conditions, topography, and background research. JMA anticipates that the number of shovel tests excavated will approximate 250 to 300. JMA anticipates that the field crew will consist of a project archeologist (field supervisor) and a team of five (5) archeologists.

The locations of STUs will be recorded on plans of the project area, and the soil profiles will be recorded on standardized forms. Excavated soils will be passed through one-quarter-inch hardware cloth to ensure uniform recovery of cultural material. Cultural material will be retained in bags marked with standard provenience information. Narrative field notes and black-and-white and color photographs will be taken to document the setting and results of

the field investigations. Following excavation and recordation, the locations of shovel tests will be restored to as close as original condition as possible by backfilling with the screened soil.

#### *HISTORIC ARCHITECTURAL EVALUATIONS*

In accordance with SHPO guidelines, JMA will prepare National Register of Historic Places (NRHP) evaluations for historic architectural properties within the preliminary area of potential effects (APE) that meet the NRHP 50-year age consideration. The Phase IA field examination indicated that the following properties meet these requirements:

424 Old Airport Road  
??? Old Airport Road (south side)  
433 Old Airport Road  
467 Old Airport Road  
491 Old Airport Road  
495 Old Airport Road

JMA will conduct background research in local historical collections to establish relevant historic contexts within which to evaluate each historic architectural property. Following DelDOT's notification of all property owners, JMA will conduct a field survey to confirm the results of background research and photograph each property, as appropriate.

#### *ARTIFACT PROCESSING AND DATA ANALYSIS*

Artifacts recovered in the course of the field investigations will undergo laboratory processing and analysis. Materials will be cleaned and inventoried following guidelines established by the SHPO. The recovered artifacts will be identified as to material, temporal or cultural/chronological association, style, and function. Preliminary analysis will seek patterns in the relative composition of the recovered artifact assemblage, particularly to the extent that such patterns may indicate the functional nature of the assemblages and/or the site formation processes associated with their deposition. These attributes are particularly relevant to the evaluation of potential archeological significance. Field data will be evaluated, synthesized, and placed in a broader regional perspective based on JMA's knowledge of regional archeological resources and previous background research, the *Management Plan for the Prehistoric Archeological Resources of Northern Delaware* and the *Management Plan for Delaware's Historical Archaeological Resources*. For purposes of this proposal, JMA estimates that the number of artifacts recovered from the Phase I survey will not exceed 500.

#### *REPORT PREPARATION*

The results of the Phase IB investigations will be presented in a combined report with the results of on-going Phase IA investigations for the SR 1 to SR 141 and SR 1/I-95

interchange segments. The report will include the following elements:

- a. Statement of purpose and goals of the investigation
- b. Description of the project and preliminary APE
- c. Description of the environmental setting as it pertains to cultural resources
- d. Synthesis of cultural development and land use patterns within the preliminary APE
- e. Description of the research and field methods that were employed
- f. Description of Phase IA results and recommendations
- g. Description of Phase IB archeological testing and results
- h. Description and evaluation of historic architectural properties with reference to appropriate historic contexts and NRHP criteria (36 CFR Part 60.4)
- i. Delaware cultural resource survey (CRS) form for each property/site, as appropriate
- j. GIS data for each CRS form (to be submitted on CD)
- k. Supporting illustrations

Under the terms of this proposal three (3) review copies of the draft report will be delivered to RKK. After review of the draft report by RKK, DelDOT and the SHPO, the report will be revised accordingly and produced in a final version. Upon approval of the final report, JMA will provide six (6) bound copies, and one (1) unbound copy, all with original photographs, to RKK and DelDOT, and one (1) bound copy each to the DE and MD SHPOs.

#### *PROJECT COORDINATION AND MEETINGS*

JMA will participate in on-going project coordination and meetings as directed by RKK. It is anticipated that these activities will involve preparation of letters, memoranda, and presentation copy for project team and agency review; participation in meetings and telephone conferences with RKK, DelDOT, and SHPO, and other parties, as appropriate; and preparation for and participation in public workshops.

## **II. SCHEDULE**

Project initiation will commence within one week of receipt of Notice to Proceed, barring the occurrence of adverse weather conditions or other delaying factors beyond the control of JMA. We anticipate that architectural and archeological field investigations can be completed within approximately 3 weeks (fifteen working days), weather permitting. The draft of the full report will be submitted for review within six (6) weeks of the completion of fieldwork. The final report will be delivered on a mutually agreed upon schedule, following receipt of review comments on the draft report.

We have prepared this proposal based upon available information and our understanding of the required additional services. We appreciate the opportunity to continue our association on this significant and challenging assignment, and look forward to the

Rummel, Klepper & Kahl, LLP  
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successful completion of the project.

Sincerely,

JOHN MILNER ASSOCIATES, INC.

Richard Meyer  
Senior Project Manager

enc.

cc: Wade P. Catts  
Daniel G. Roberts  
Douglas C. McVarish  
John P. McCarthy

Via JMA Courier

October 13, 2003

Rummel, Klepper & Kahl, LLP  
81 Mosher Street  
Baltimore, MD 21217

Attn: William Hellmann

Re: I-95/Newark Toll Plaza Project  
New Castle County, Delaware and Cecil County, Maryland  
Phase IB Cultural Resources Investigations  
Supplemental Professional Services Proposal

Dear Mr. Hellmann:

John Milner Associates, Inc. (JMA) is pleased to submit this Supplemental Professional Services Proposal for the referenced project. Presently JMA is conducting Phase IA cultural resources investigations for I-95 improvements in accordance with three professional services proposals: the first for the SR 1 to SR 141 segment, dated October 4, 2001; the second for the SR 1/I-95 interchange segment, dated October 26, 2001; and the third for the I-95 toll plaza segment, dated October 26, 2001. Since these proposals were submitted, the project was restructured. The SR 1 to SR 141 and SR 1/I-95 interchange segments were combined, while the I-95 toll plaza segment remains independent.

The present proposal addresses the I-95 toll plaza segment. The tasks proposed herein are intended to supplement on-going investigations and further assist the Federal Highway Administration (FHWA) and the Delaware Department of Transportation (DelDOT) in meeting their Section 106 compliance responsibilities. The Scope of Services was developed in consultation with Rummel, Klepper & Kahl (RKK), DelDOT, and the State Historic Preservation Office (SHPO).

JMA proposes to provide the professional services necessary to carry out the investigations outlined above, in accordance with current (April 1997) guidelines for archeological surveys issued by the Delaware State Historic Preservation Office (SHPO). This Proposal defines the proposed scope of services, identifies a schedule for the project, and specifies compensation and terms for the proposed services.

The objective of the Phase I archeological survey is to document the presence or absence of archeological resources within the area of potential effects (APE). The objective of the historic architectural survey is to evaluate historic properties within the APE and determine if these properties are eligible for listing in the National Register of Historic Places (NRHP).

## **I. SCOPE OF SERVICES**

The proposed project will entail five tasks, as follows: 1) Phase IB archeological investigation, 2) historic architectural evaluations, 3) artifact processing and analysis, 4) preparation of a report, and 5) project coordination and meetings. Each task is described briefly below.

### *PHASE IB ARCHEOLOGICAL INVESTIGATION*

Phase IB archeological survey will be conducted within the APE defined for the toll plaza project areas. JMA will archeologically survey the maximum proposed extent of construction disturbance, as currently illustrated on the alternatives maps supplied by RKK. Background research, such as examination of the SHPO site files, review of previous studies, and information on the prehistory and history of the area have already been completed as part of the Phase IA report. JMA's proposed field investigations will take into account soils, hydrography, and topography, and will be focused on areas that are sensitive for prehistoric and historic archeological remains.

JMA proposes to focus survey efforts on the portions of the project area in the field area north of I-95 and west of Ott's Chapel Road, and in the wooded area south of the toll plaza, particularly focused in the vicinity of streams and drainages. Field investigations will commence with a pedestrian reconnaissance, provided that surface visibility is adequate. If surface visibility is not adequate, subsurface testing in the form of shovel tests is proposed. JMA proposes to excavate shovel test units (STUs) placed at 15 meter intervals in transects spaced 30 meters apart. The testing interval may be further tightened to 7.5 meters in those loci with high artifact densities and/or identified features are encountered. In those areas where testing will be centered on stream drainages, the survey area will extend approximately 100 meters to the east and west away from the drainages. The number of shovel tests excavated will depend on several factors, including local conditions, topography, and background research. JMA anticipates that the number of shovel tests excavated will approximate 600. JMA anticipates that the field crew will consist of a project archeologist (field supervisor) and a team of five (5) archeologists.

The locations of STUs will be recorded on plans of the project area, and the soil profiles will be recorded on standardized forms. Excavated soils will be passed through one-quarter-inch hardware cloth to ensure uniform recovery of cultural material. Cultural material will be retained in bags marked with standard provenience information. Narrative field notes and black-and-white and color photographs will be taken to document the setting and results of the field investigations. Following excavation and recordation, the locations of shovel tests will be restored to as close as original condition as possible by backfilling with the screened soil.

*HISTORIC ARCHITECTURAL EVALUATIONS*

In accordance with SHPO guidelines, JMA will prepare National Register of Historic Places (NRHP) evaluations for historic architectural properties within the preliminary area of potential effects (APE) that meet the NRHP 50-year age consideration. The Phase IA field examination indicated that the following properties meet these requirements:

771 Chestnut Hill Road  
779 Chestnut Hill Road  
803 Chestnut Hill Road  
844 Chestnut Hill Road  
879 Chestnut Hill Road  
648 Churchmans Road (CRS# N-1603)  
1653 Dixie Line Road  
1463 Otts Chapel Road  
104 Stanton Christiana Road  
120 Stanton Christiana Road  
128 Stanton Christiana Road  
92 Welsh Tract Road  
159 Welsh Tract Road (CRS# N-13339)  
180 Welsh Tract Road  
188 Welsh Tract Road

In addition, JMA will prepare a NRHP evaluation of the existing toll plaza. While this property does not yet meet the 50-year age consideration, it will be addressed under Criteria Consideration G.

JMA will conduct background research in local historical collections to establish relevant historic contexts within which to evaluate each historic architectural property. Following DelDOT's notification of all property owners, JMA will conduct a field survey to confirm the results of background research and photograph each property, as appropriate.

*ARTIFACT PROCESSING AND DATA ANALYSIS*

Artifacts recovered in the course of the field investigations will undergo laboratory processing and analysis. Materials will be cleaned and inventoried following guidelines established by the SHPO. The recovered artifacts will be identified as to material, temporal or cultural/chronological association, style, and function. Preliminary analysis will seek patterns in the relative composition of the recovered artifact assemblage, particularly to the extent that such patterns may indicate the functional nature of the assemblages and/or the site formation processes associated with their deposition. These attributes are particularly relevant to the evaluation of potential archeological significance. Field data will be evaluated, synthesized, and placed in a broader regional perspective based on JMA's knowledge of regional archeological resources and previous background research, the *Management Plan for the Prehistoric Archeological Resources of Northern Delaware*

and the *Management Plan for Delaware's Historical Archaeological Resources*. For purposes of this proposal, JMA estimates that the number of artifacts recovered from the Phase I survey will not exceed 1,000.

#### *REPORT PREPARATION*

The results of the Phase IB investigations will be presented in a combined report with the results of on-going Phase IA investigations for the I-95 toll plaza segment. The report will include the following elements:

- a. Statement of purpose and goals of the investigation
- b. Description of the project and preliminary APE
- c. Description of the environmental setting as it pertains to cultural resources
- d. Synthesis of cultural development and land use patterns within the preliminary APE
- e. Description of the research and field methods that were employed
- f. Description of Phase IA results and recommendations
- g. Description of Phase IB archeological testing and results
- h. Description and evaluation of historic architectural properties with reference to appropriate historic contexts and NRHP criteria (36 CFR Part 60.4)
- i. Maryland historic sites survey (HSS) and Delaware cultural resource survey (CRS) form for each property/site, as appropriate
- j. GIS data for each CRS form (to be submitted on CD)
- k. Supporting illustrations

Under the terms of this proposal three (3) review copies of the draft report will be delivered to RKK. After review of the draft report by RKK, DelDOT and the DE and MD SHPOs, the report will be revised accordingly and produced in a final version. Upon approval of the final report, JMA will provide six (6) bound copies, and one (1) unbound copy, all with original photographs, to RKK and DelDOT, and one (1) bound copy each to the DE and MD SHPOs.

#### *PROJECT COORDINATION AND MEETINGS*

JMA will participate in on-going project coordination and meetings as directed by RKK. It is anticipated that these activities will involve preparation of letters, memoranda, and presentation copy for project team and agency review; participation in meetings and telephone conferences with RKK, DelDOT, DE and MD SHPOs, and other parties, as appropriate; and preparation for and participation in public workshops.

## **II. SCHEDULE**

Project initiation will commence within one week of receipt of Notice to Proceed, barring the occurrence of adverse weather conditions or other delaying factors beyond the control of JMA. We anticipate that field investigations can be completed within approximately two to three weeks (10 to 15 days), weather permitting. The draft of the full report will be

Rummel, Klepper & Kahl, LLP  
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submitted for review within six (6) weeks of the completion of fieldwork. The final report will be delivered on a mutually agreed upon schedule, following receipt of review comments on the draft report.

We have prepared this proposal based upon available information and our understanding of the required additional services. We appreciate the opportunity to continue our association on this significant and challenging assignment, and look forward to the successful completion of the project.

Sincerely,

JOHN MILNER ASSOCIATES, INC.

Richard Meyer  
Senior Project Manager

enc.

cc: Wade P. Catts  
Daniel G. Roberts  
Douglas C. McVarish  
John P. McCarthy

## Draft Memorandum of Field Meeting

**Date:** July 29, 2004  
**To:** Attendees  
**From:** Kirk Mantay/Michele Floam  
**Subject:** Wetland Mitigation Sites Review  
**Reference:** Improvements to I-95 from SR-1 to SR 141  
Delaware Department of Transportation

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A field review for five (5) potential sites for compensatory wetland mitigation was conducted for the above referenced project on July 22, 2004 at 9:30 AM in New Castle County, Delaware. Those in attendance included:

Terry Fulmer	DeIDOT
Bob Kleinburd	FHWA
Tim Goodger	NMFS
Jackie Winkler and Dick Hassel	USACOE
Joanne Haughey	DNREC
Kirk Mantay and Michele Floam	RK&K

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### Action Items

- ▶ Begin more detailed studies (cultural resource investigation, hazmat, surveys, and field assessments) of mitigation sites 1 and 7 (**RK&K**)
- ▶ Obtain background information on sites 1 and 7 through 1995 draft EIS and Churchmans Reservoir EIS (**RK&K**)
- ▶ Schedule and conduct a coordination meeting to present detailed study information to regulatory agencies in September 2004 (**RK&K**)

### Introduction

On July 8, 2004, at the Joint Permit Review (JPR), RK&K submitted a copy of the *Draft Nontidal/Tidal Wetland Mitigation Site Search Report* to the regulatory agencies. The mitigation sites were selected to compensate for the unavoidable impacts to federally jurisdictional waters of the US, including wetlands associated with the I-95/SR 1 Interchange and I-95 mainline widening between SR1 and SR 141.

During the mitigation site search eleven (11) potential tidal and nine (9) potential nontidal sites were investigated. Seven (7) of the tidal sites and eight (8) nontidal sites were dropped from consideration due to land use and land cover conflicts or cultural resource issues. Therefore, four (4) tidal sites (1, 7, 17 and 18) and one (1) nontidal site (16) were carried forward for review at this meeting.



Rummel, Klepper & Kahl, LLP  
Consulting Engineers

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**Mitigation Requirements**

Based on estimated acreage of impacts from the preferred alternative, 1.70 acres of nontidal/tidal wetland mitigation is required for this project (see table below for breakdown).

DELDOT I-95 SR1 to SR141 and I-95 SR1 INTERCHANGE						
NONTIDAL MITIGATION REQUIREMENTS						
	Nontidal PFO/PEM SF	Nontidal PEM/PSS SF	Nontidal PEM SF	Nontidal PEM/POW SF	Tidal Waters of the US	Totals
	4,448	3,623	28,043	18,552	11,326	66,032 SF/ 1.52 AC
Mitigation Ratios	2:1	2:1	1:1	1:1	1:1	
Mitigation Required	8,976	7,246	28,043	18,552	11,326	74,143 SF/ 1.70 AC

**Field Reviews**

**Site 1**

Site 1 is located on the western bank of the Christina River, approximately 100 feet south of the I-95 crossing over the river. The site was once a tidal portion of Churchmans Marsh, and was filled to its current elevation (approximately 5' above mean high tide) with dredge spoils from the river. Currently, the area is an open grass meadow with a sparse amount of saplings and shrubs adjacent to wooded areas. This is a good site to create both tidal and nontidal wetlands.

- No hazmat has been conducted on the site
- The mitigation site will be located far enough off the roadway to accommodate potential future expansions of the I-95.
- Map needs to be revised to reflect the open area better
- Jackie indicated that a lot of background information could be obtained from the Churchman Reservoir study.
- The design should minimize the impacts to existing trees
- Geotechnical boring should be conducted to determine if excavated material could be used for roadway fill

**Site 17**

This property is currently operated as the Continental Auto and Scrap/Salvage Junkyard, east of Airport Road. This property is composed of upland fill from many sources. Several dozen roadway sections previously removed from Delaware Turnpike underlie the property. The site is cover is mostly gravel, exposed soil and grass. One building exists on the site along with junked cars and construction equipment.

The shop building and main work area is located on approximately 10-12' fill (approximately 14' above MHT, 10-12' above existing wetland boundary), while much of the surrounding yard area



is approximately 4-8' above the existing wetland boundary and 6-10' above MHT. The eastern most part of this area is currently being used for scrap vehicle storage. This portion of the site would require only a moderate amount (2-6') of excavation, but nearly the entire area is under high-tension wires. Expansive phragmites tidal wetlands exist along and north of Nonesuch Creek. Both nontidal and tidal wetlands could be created at this site.

- The tidal influence is thought to be a result of the tide gate that is frequently opened by hunters. DelDOT cannot control this sporadic opening of the gate, although they have tried in the past. Therefore, the tidal influence to this site would be unpredictable
- There was a lot of concern from Dick, Jackie and Tim, that it would be very difficult to prevent invasive species from occurring at the site due to its proximity to such an extensive phragmites marsh.
- Only way to prevent invasive species would be to enhance the entire area
- Dick informed the group that a pre-application meeting was conducted with the Radisson hotel a few weeks ago and that this site was identified as a floodplain mitigation site for the hotel
- Bob noted that the restoration of this site would provide the most bang for the buck from an aesthetic standpoint not from an biological diversity focus

#### Site 18

This property, east of site 17, is an open field that was once a gas station. This site is built upon approximately 14' of upland fill, and is surrounded by the same extensive phragmites marsh as site 17. Both nontidal and tidal wetlands could be created at this site.

- The tidal influence is also thought to be a result of the tide gate openings and is unpredictable (see note, site 17 above)
- There was also a lot of concern that it would be very difficult to prevent invasive species from occurring at the site
- The site is small and would not accommodate the entire mitigation required for the project

#### Site 7

Site 7 is located on the eastern bank of the Christina River, approximately 100 feet northeast of the I-95 crossing over the river. A portion of the site has recently been cleared. Currently, the area is a mixed upland/wetland meadow with sparse woody vegetation and a nontidal drainage channel. The site is adjacent to a tidal portion of the Christina River, and a vertical bank (approx. 5-6') prevents tidal influence. This site is also good to create both tidal and nontidal wetlands

- Forested areas should be avoided
- The mitigation site will be located far enough off the road to accommodate potential future expansions of the I-95.
- During the wetland delineation conducted for the Turnpike, wetlands were identified at this site. Therefore, this site will consist of both creation and enhancement of existing wetlands



- Jackie noted that prevention of invasive species at this site may also be difficult as well as goose herbivory
- Geotechnical boring should be conducted to determine if excavated material could be used for roadway fill
- Property may be for sale

#### Site 16

Site 16 is located in the northwest quadrant of the Delaware Turnpike and Otts Chapel Road intersection. The potential nontidal mitigation site is an abandoned agricultural field that consists of herbaceous material. A woodland edge surrounds the outer portion of the property. This site will be excavated for roadway fill material.

- It was the opinion of the COE that this site would be potentially considered if the adjacent property, which contains a perennial stream and forested wetlands, could be purchased and preserved
- Otherwise the site is isolated
- Jackie recommending using this site as a disposal site for excavated materials from site 1 or 7 if that material is not determined to be suitable for roadway fill

#### Conclusion/Discussion

To conclude the meeting, the group reviewed the day's notes and decided which sites to retain and which to eliminate from further study. The recommendations at this meeting were consistent with comments made by EPA at the previous field review in May 2004. The results are listed in the table below:

Site	Status	Mitigation Opportunities
Site 1	Retained	Tidal and Nontidal
Site 7	Retained	Tidal and Nontidal
Site 16	Eliminated	Nontidal
Site 17	Eliminated	Tidal and Nontidal
Site 18	Eliminated	Tidal and Nontidal

- Surveys, cultural resources investigations, tide data and hazmat investigations will be conducted at sites 1 and 7. The group will meet in September to discuss the finding
- Jackie will consider accepting tidal mitigation for nontidal wetland impacts in order to maximize the potential for success and quality of the site, but this will need to be discussed with and approved by all the resource agencies



Delaware Turnpike  
Wetland Mitigation Site Search  
Agency Field Investigation  
July 29, 2004  
Page 5

Should anyone have any concerns or corrections to these minutes, please contact Michele Floam at (410) 728-2900, as soon as possible. These minutes represent the general context of items and issues discussed during the July 22, 2004 site visit.

Cc: Attendees  
Darren O'Neill, Joy Ford, Kevin Cunningham and Ken Dunne -DeIDOT  
Rick Meyers – Milner & Associates  
Bill Moyer and Susan Love - DNREC  
Bob Zepp – USFWS  
Jim Butch – EPA  
Bill Hellmann -RK&K

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Rummel, Klepper & Kahl, LLP  
*Consulting Engineers*

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**Subject: Re: Delaware Turnpike - Wetland Replacement Area Candidates**

**Date:** Mon, 26 Jul 2004 09:26:17 -0400

**From:** "Rick Meyer" <rmeyer@johnmilnerassociates.com>

**To:** <mfloam@rkkengineers.com>

**CC:** <wcatts@johnmilnerassociates.com>

Michele - We are available for a field view any day this week. Would you like us to contact Kevin directly about a date and time? Who all would be involved? Thanks. - Rick

----- Original Message -----

**From:** Michele J. Floam

**To:** Rick Meyer

**Sent:** Friday, July 23, 2004 3:59 PM

**Subject:** FW: Delaware Turnpike - Wetland Replacement Area Candidates

Rick,

See email below. How quickly can you begin this work?

Michele

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**Michele J. Floam, RLA**  
**Project Manager**

**Rummel Klepper & Kahl, L.L.P.**

*Consulting Engineers*

81 Mosher Street \* Baltimore, MD 21217

Voice: 410-728-2900 Ext. 1310

Fax: 410-728-3160

Email: [mfloam@rkkengineers.com](mailto:mfloam@rkkengineers.com)

-----Original Message-----

**From:** Fulmer, Terry (DelDOT) [mailto:TFulmer@mail.dot.state.de.us]

**Sent:** Friday, July 23, 2004 8:38 AM

**To:** 'mfloam@rkkengineers.com'; Cunningham, Kevin (DelDOT)

**Cc:** O'Neill, Darren M. (DelDOT); 'whellmann@rkkengineers.com'

**Subject:** RE: Delaware Turnpike - Wetland Replacement Area Candidates

since we seem to be focusing on sites 1 and 7, maybe now is the time for a little field recon. would you please have milner get up with kevin to set a field review and decide what level of effort we'll need. thanks terry

-----Original Message-----

**From:** Michele J. Floam [mailto:mfloam@rkkengineers.com]

**Sent:** Friday, July 23, 2004 8:28 AM

**To:** Terry Fulmer

**Subject:** FW: Delaware Turnpike - Wetland Replacement Area Candidates

See below email

Michele

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**Michele J. Floam, RLA**  
**Project Manager**

**Rummel Klepper & Kahl, L.L.P.**  
*Consulting Engineers*  
81 Mosher Street \* Baltimore, MD 21217  
Voice: 410-728-2900 Ext. 1310  
Fax: 410-728-3160  
Email: [mfloam@rkkengineers.com](mailto:mfloam@rkkengineers.com)

-----Original Message-----

**From:** Rick Meyer [mailto:[rmeyer@johnmilnerassociates.com](mailto:rmeyer@johnmilnerassociates.com)]  
**Sent:** Tuesday, July 20, 2004 3:54 PM  
**To:** [mfloam@rkkengineers.com](mailto:mfloam@rkkengineers.com)  
**Subject:** Delaware Turnpike - Wetland Replacement Area Candidates

Michele - We have checked the SHPO files for archeological sites. Here are the results:

**Area 1:**  
no recorded sites within area. one prehistoric site (7NC-E-79) immediately west near creek.

**Area 7:**  
no recorded sites within or in immediate vicinity.

**Area 12:**  
two prehistoric sites within southeastern bulge near Sunset Lake (7NC-D-229, 7NC-D-230).  
one prehistoric site between areas 12 and 14 (7NC-D-25).  
one prehistoric site within area 14 (7NC-D-4).

**Areas 16, 17, and 18:**  
no recorded sites within or in immediate vicinity.

Please call with any questions. - Rick

**Scope Of Work For The Proposed Wetland Mitigation Areas Along I-95**

All:

Kevin [Cunningham] and I [Wade Catts] met today and did a field view of Areas 1 and 7. Following our field walk, Kevin and I came to the following conclusions:

- Area 1 is somewhat problematic. Unlike Area 7, this area exhibits no evidence of modern disturbance. Historical maps again show no historic occupation of the property, however, a prehistoric site is already recorded a short distance to the west of the area, near the limits of the larger property. Kevin and I decided that this area should have some bucket augers and shovel testing done to determine the nature of the soils.
- Area 7 appears from the field view and from our review of some historic maps (1803, 1849, 1868, and 1895) to have little to no potential for archeological deposits. Maps do not depict any historic occupation of the property, and surface indications are that considerable dumping of debris (macadam, concrete, gravel, oil tanks) has occurred at some time in the past. However, Kevin suggested that JMA do some bucket augering and shovel testing within the footprint of the area to confirm this.

For both areas JMA will prepare a brief letter report detailing the historic images that were reviewed, our review of the archeological literature and I-95 soil core information pertaining to the Churchman's Marsh area, and the results of the boring and field view.

**Schedule:**

Bucket augering will be undertaken next week (first week in August), and should take one day (Bill Chadwick and one assistant). We'll get the other information pulled together quickly, and should have a letter summary of our work by the end of the second week in August. Kevin and I are both of the opinion that these areas are low potential for archeological resources.

Wade

Subject: Re: Delaware Turnpike - Field View of Wetland Replacement Area Candidates

Date: Thu, 29 Jul 2004 14:56:38 -0400

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