

ABSTRACT

This document is submitted in partial fulfillment of the requirements of the Memorandum of Agreement (MOA) entered into by the Federal Highway Administration (FHWA), Delaware Department of Transportation (DelDOT), and Delaware State Historic Preservation Office (SHPO) for the replacement of Bridge 918 on State Route (S.R.) 30 at Reynolds Pond located in Broadkilm Hundred, Sussex County, Delaware. The project entailed the replacement of the existing *ca.* 1925 Bridge 918 with a wider box culvert and a new spillway, and construction of a 1.07 ha (2.65 ac) wetland mitigation site located to the east of the bridge site. The MOA outlines the specific tasks and processes that FHWA/DelDOT followed in order to mitigate the adverse effects of the project to identified archaeological sites including Reynolds Mill (7S-C-99).

The cultural resource research associated with the wetland mitigation project was completed in 2005. However, due to the potential for mill remains to be present under the existing roadway and bridge, the archaeological research at the bridge location could not be undertaken until the construction of the bridge commenced in 2007. To this end, DelDOT requested that Skelly and Loy personnel monitor the demolition and removal of the bridge and spillway and the installation of the new box culvert. The monitoring revealed archaeological remains including artifacts, a portion of the mill's brick foundation, and a wooden structure, most likely the remnants of a penstock/wheel pit that appears to also have served as the foundation/base for the *ca.* 1925 bridge/spillway structure. These remains were designated as the Reynolds Mill (7S-C-99) archaeological site.

Excavation, recordation, and analyses of the archaeological remains at Reynolds Mill (7S-C-99) as well as detailed background and contextual information gathering have been completed. In addition, a Sussex County Mill Database was prepared for use in future projects. The goals of the MOA have been achieved through the use of innovative excavation, sampling, and curation methodologies, and the study of Reynolds Mill (7S-C-99) has made a valuable contribution to Delaware archaeology and history as well as future transportation planning and projects. No further archaeological investigations for the Bridge 918 project are warranted.