

I. INTRODUCTION

The following management summary presents a discussion of the results of a cultural resource survey conducted as part of the proposed Choptank Road Improvements project (hereafter referred to as Choptank Road), which is located approximately one and a half (1.5) miles northwest of Middletown in St. George's Hundred, New Castle County, Delaware (**Figure 1**). The cultural resource survey entailed a Phase I/II historic resources survey and a Phase I archaeological survey.

A. Project Description

Per the current design scheme, the Choptank Road entails the widening of Choptank Road. The northern and southern termini of the Choptank Road project are Bethel Church Road and Bunker Hill Road, respectively. The Choptank Road also extends approximately 1000 feet west along Bunker Hill Road.

Most of the proposed work is anticipated to occur within approximately 25 feet off of the edge of pavement; however, the proposed widening also includes the straightening of several curves in order to improve roadway safety. Additional proposed improvements include intersection improvements at Bethel Church, Churchtown, and Bunker Hill Roads. At a minimum, the proposed work may involve intersection-turning improvements; but currently, the proposed improvements at these intersections involve the construction of roundabouts.

Choptank Road is also designated Route 1 of the Delaware bike route system. This project is designed, in part, to alleviate additional traffic introduced to the area by several of the new housing developments, as well as to provide enough roadway and shoulder to safely accommodate the increasing pedestrian, bike, and vehicular traffic along this road.

B. Purpose of Cultural Resource Survey

Based on the results of a preliminary cultural resource sensitivity assessment conducted as part of project scoping efforts by McCormick, Taylor and Associates, Inc., it was concluded that the Choptank Road Improvements Project area had the potential for containing both historic architectural and archaeological resources. Consequently, a cultural resource survey was conducted for the project area.

The primary goal of the cultural resource survey was to locate, identify, and provide preliminary evaluations of cultural resources, both historic architectural and archaeological, that may be eligible for the National Register of Historic Places and that may be affected by the proposed Choptank Road project. Additionally, this survey was conducted with the intent to provide a comprehensive cultural resource assessment of the project area that would assist DelDOT in future planning activities.

Pursuant to, 36 CFR 800.4(a)(1) in consultation with representatives from the DelDOT and the DESHPO, the project's Area of Potential Effect (APE) was established based on the current design scheme. For historic resources, the APE included all aboveground resources within visual and audible range of the project. All buildings and structures on property that borders any project activities were considered to be within the APE. For the Phase I archaeological survey, the APE was determined to consist of lands within the Proposed Right-of-Way that have not been subjected to previous archaeological testing and where proposed work would result in the disturbance of existing lands surfaces.

The cultural resource survey of the Choptank Road Improvements Project was conducted in Fall 2001 by McCormick, Taylor and Associates, Inc. for the Delaware Department of Transportation (DelDOT) and the Federal Highway Administration (FHWA) in compliance with mandates of Section 106 of the National Historic Preservation Act of 1966, Section 106 and Section 110, as amended; Implementing Regulations 36 CFR Part 800; the Federal Highway Act of 1966, as amended; Section 1019(b)(4) of the National Environmental Policy Act (NEPA) of 1969, and Section 1(3) and 2(b) of Executive Order 11593. The cultural resource survey was undertaken in consultation with DelDOT and the Delaware State Historic Preservation Office and performed in accordance with the protocols established by the DelDOT, the DESHPO *Guidelines for Architectural and Archaeological Surveys* (1993), and the Secretary of the Interior's Standards and Guidelines. Funding for both the Phase I/II historic Resource and Phase I archaeological surveys was provided for by the Delaware Department of Transportation and the Federal Highway Administration.