

INTRODUCTION

Concern for archaeological resources located within highway project right-of-ways dates back in Delaware to the construction of I-95 when a cooperative agreement was initiated in 1959 between the Department of Highways and the Delaware Archaeological Board. Since then, similar surveys have been conducted along the Frederica Bypass, the Milford Bypass, Interstate 495 and the Barker's Landing road relocation project. The largest of the cooperative projects, however, is the Dover Bypass project.

In May of 1971, the State Archaeologist met with Mr. Robert Wetherall, Assistant to the Director of the Division of Highways to explore means of conducting archaeological surveys along the proposed route of the Dover Bypass project. At that time, he was informed that such a project would have to await selection of the final alignment(s) and the project was held in abeyance. A "Proposal for Archaeological Research Along the Proposed Dover Bypass" was submitted to the Division of Highways on September 17, 1971 and accepted in the early part of 1972. The program was then submitted to the Federal Highway Administration for approval, with authorization to proceed being given on April of that year, Federal Aid Project No. F-210-(1).

The project was later extended to include that portion of the proposed highway extending from just north of Woodside, Delaware to the point at which it is to cross State Road 100. The Letter of Approval for this extension was dated August 25, 1972, Federal Aid Project No. F-210-(1) Amendment 1. Having received approval, the Section of Archaeology began work on the Dover Bypass archaeological survey in spring 1972. The majority of the field work and initial lab analysis was completed by fall 1973, yet this report was not begun until the fall of 1974 and was completed in the spring of 1975.

The Dover Bypass, as proposed, will be a dual lane highway with a 300 foot right of way (ROW). The southern section runs from Woodside, Delaware to Frederica, Delaware (Figure 1). The northern section runs north from Woodside to Route 100 just west of Dover, Delaware where it may be integrated with a North-South toll

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