# INTRODUCTION

The purpose of this report is to describe results of architectural and archaeological studies conducted for the proposed dualization of the Du Pont Highway (U.S. Route 113) between Milford and Georgetown, Sussex County, Delaware (Figure 1). This work has been undertaken by the Cultural Resource Group of Louis Berger & Associates, Inc. (LBA), for the Delaware Department of Transportation and the Federal Highway Administration. The work is being carried out in accordance with the instructions and intents of Section 101 (b)(4) of the National Environmental Policy Act; Section 1(3) and 2(b) of Executive Order 11593; Section 106 of the National Historic Preservation Act; 36 CFR 771, as amended; the guidelines developed by the Advisory Council on Historic Preservation published November 26, 1980; and the amended Procedures for the Protection of Historic and Cultural Properties as set forth in 36 CFR 800.

The proposed construction will involve the dualization of the Du Pont Highway from just south of Milford, near Herring Branch of Mispillion Creek, to just north of Georgetown, near Route 18 (Figure 2). U.S. Route 113 diverges from Route 1 north of Milford and runs parallel to, and basically midway between, Route 1 and Route 13 through the county. Between Milford and Georgetown, the existing alignment passes near the towns of Lincoln, Ellendale, and Redden.

The dualization will provide two additional 12-foot lanes, 10-foot shoulders, and a median area. The existing right-of-way averages 200 feet throughout the corridor; the dualization will involve approximately 13 miles (68,000 feet) of the highway. According to present designs, all new construction will be placed to the west of the existing lanes and will carry southbound traffic. The existing right-of-way is sufficiently wide to permit construction of the southbound lane within the limits of presently owned land over most of the corridor. However, the upgrade of various interchanges along the alignment may require the acquisition of additional right-of-way. The amount needed in these situations will be minimal.

This present document presents the results of archaeological and architectural studies that were initiated in 1988. The initial scope of work involved survey-level archaeological and architectural studies of the study area; however, contract amendments were authorized in late 1988 for additional work, including an evaluation of the highway itself as a cultural resource, and preparation of Determination of Eligibility documentation for three extant buildings within the right-of-way. The initial archaeological survey was completed during July and August 1988. The initial architectural survey was completed in September 1988, followed by the property-specific investigations in December 1988.

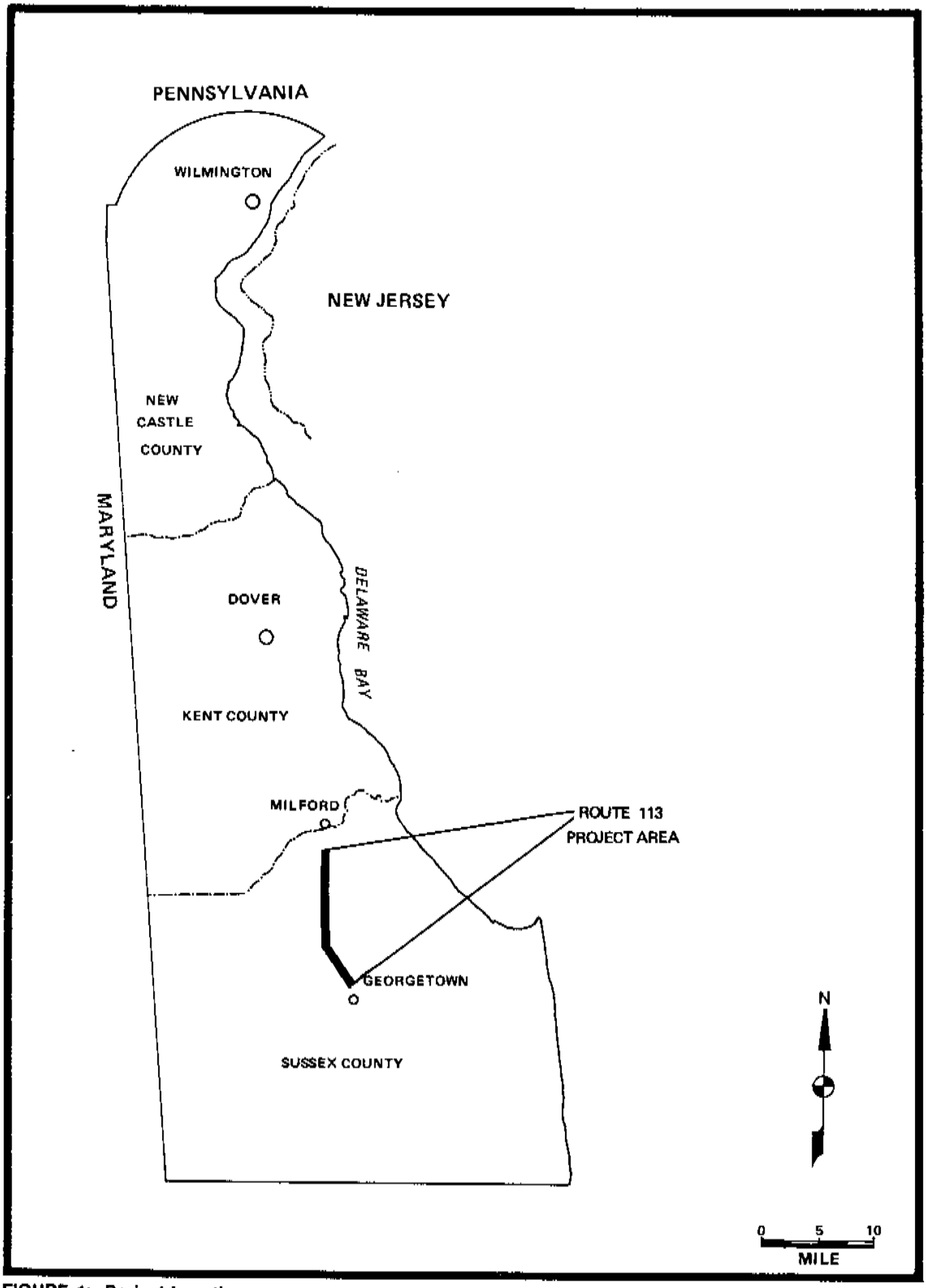


**FIGURE 1:** *Project Location*

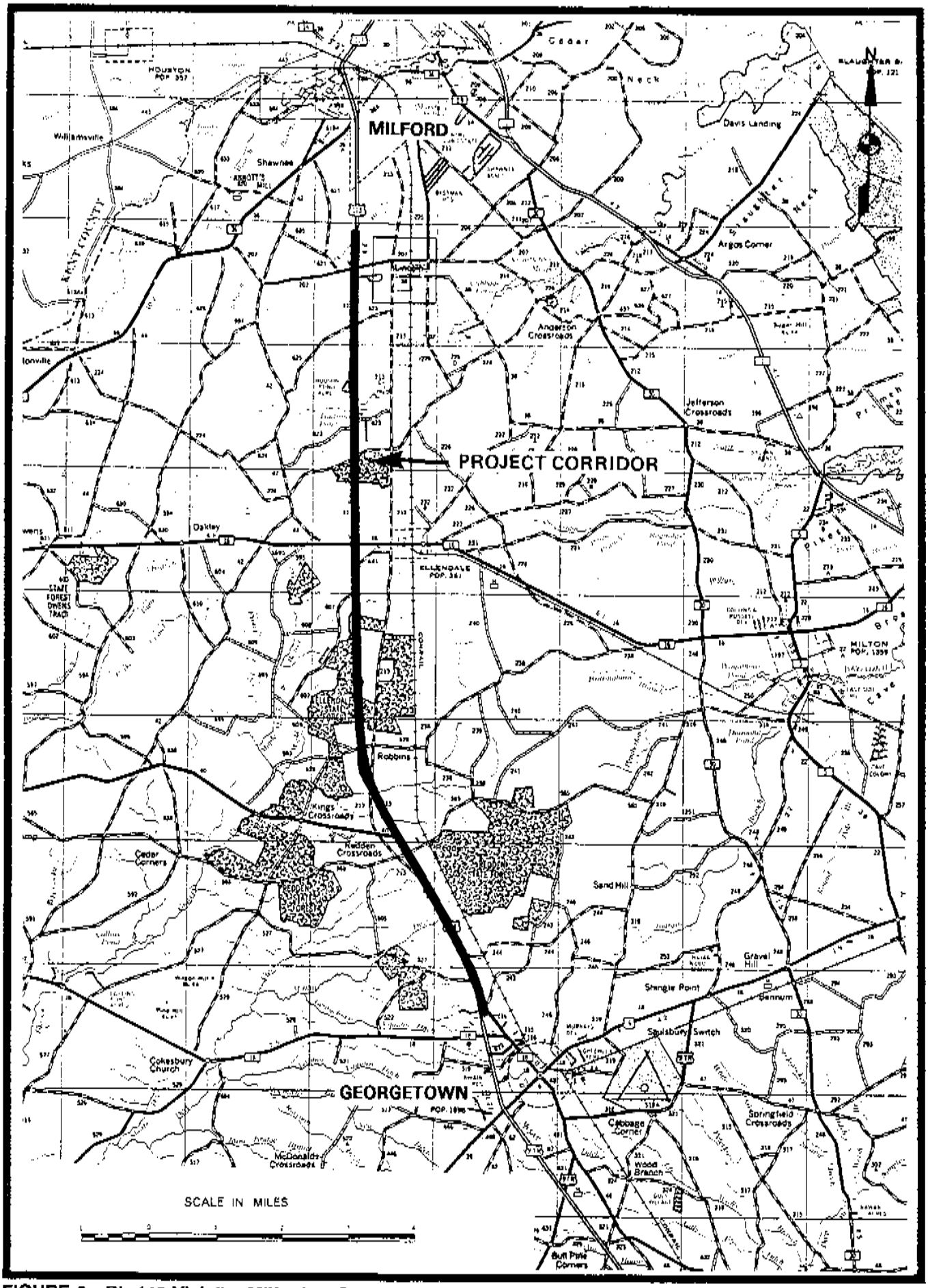


**FIGURE 2: Rt. 113 Vicinity, Milford to Georgetown** *Source: DelDOT General Highway Map, Sussex County*

A draft study report of the work was submitted in 1989 (LeeDecker et al. 1989), and following a review of the draft, a second contract amendment was authorized. Work covered under the second contract amendment included additional architectural and archaeological investigations, and that work was completed in 1990. The additional architectural studies included (1) survey of two properties not previously included in the architectural inventory, (2) re-evaluation of a number of properties identified in the initial survey, and (3) preparation of a historic context for evaluation of twentieth-century roadside architecture. The additional archaeological work included (1) completion of the survey in areas that were inaccessible during the 1988 fieldwork, (2) Phase II testing for all archaeological sites identified in the right-of-way, and (3) Phase I and Phase II archaeological investigation at the Jacob Sharp House. The most recent architectural and archaeological work was completed during June and July 1991.

This report represents the cumulative results of all cultural resource studies of the study area, beginning with the 1988 archaeological and architectural surveys. The report is divided into seven chapters, plus appendices. This introductory chapter is followed by chapters describing the study area's environmental setting, prehistoric cultural sequence, and historical development. Drawn primarily from preservation plans for Delaware's prehistoric and historic resources, these chapters provide the context for discussion and interpretation of the archaeological and architectural fieldwork. The Historical Perspective chapter also presents an overview of the historical development of the Du Pont Highway, of which Route 113 is a part. The chapter entitled "Architectural Resource Investigations" identifies applicable historic contexts and themes, and presents brief descriptions and evaluations of the 60 properties recorded during the project. The Archaeological Survey chapter includes a discussion of the archaeological research design, field survey results, and a summary discussion of the findings. Cultural resource management recommendations for the archaeological and architectural resources are presented in the concluding chapter.

Supporting documentation submitted with the report includes: (A) the contract technical proposal and amendments, (B) National Register forms for the architectural properties listed in or determined eligible for the National Register, (C) CRS-1 and CRS-3 survey forms for the architectural properties, (D) a historic context for evaluation of roadside commercial architecture, (E) CRS-4 survey forms for the archaeological sites, and (F) an artifact catalog. Only the historic context for evaluation of roadside commercial architecture is reproduced in this volume. Copies of the other supporting material are available from DelDOT or from LBA.