

1.1 INTRODUCTION

In September-November 2003, URS Corporation (URS) conducted a Phase I (Location/Identification) and Phase II (Evaluation) survey of historic architectural resources within the Area of Potential Effect (APE) for proposed US Route 13 Pedestrian Sidewalk Improvements (State Contract 96-690-09) in Dover, Kent County, Delaware for the Delaware Department of Transportation (DelDOT). This project is proposed by DelDOT with funding from the Federal Highway Administration (FHWA). The US Route 13 Sidewalk Improvements project is part of several improvements to US Route 13 (DuPont Highway) in Dover between Townsend Boulevard and College Road at Delaware State University (Figure 1). These improvements may include adding new sidewalks, relocating existing sidewalks, curbs, ramps, crosswalks, and median refuge islands; adding pedestrian signal heads to existing traffic signals, regulatory and warning signage and striping; and building traffic calming roadway treatments. The limits of the proposed improvements on US Route 13 extend for a length of approximately 1 ¼ miles between Townsend Boulevard and College Road at Delaware State University, and for a width of almost five feet on either side of the eastern and western sides of the existing US Route 13 right-of-way.

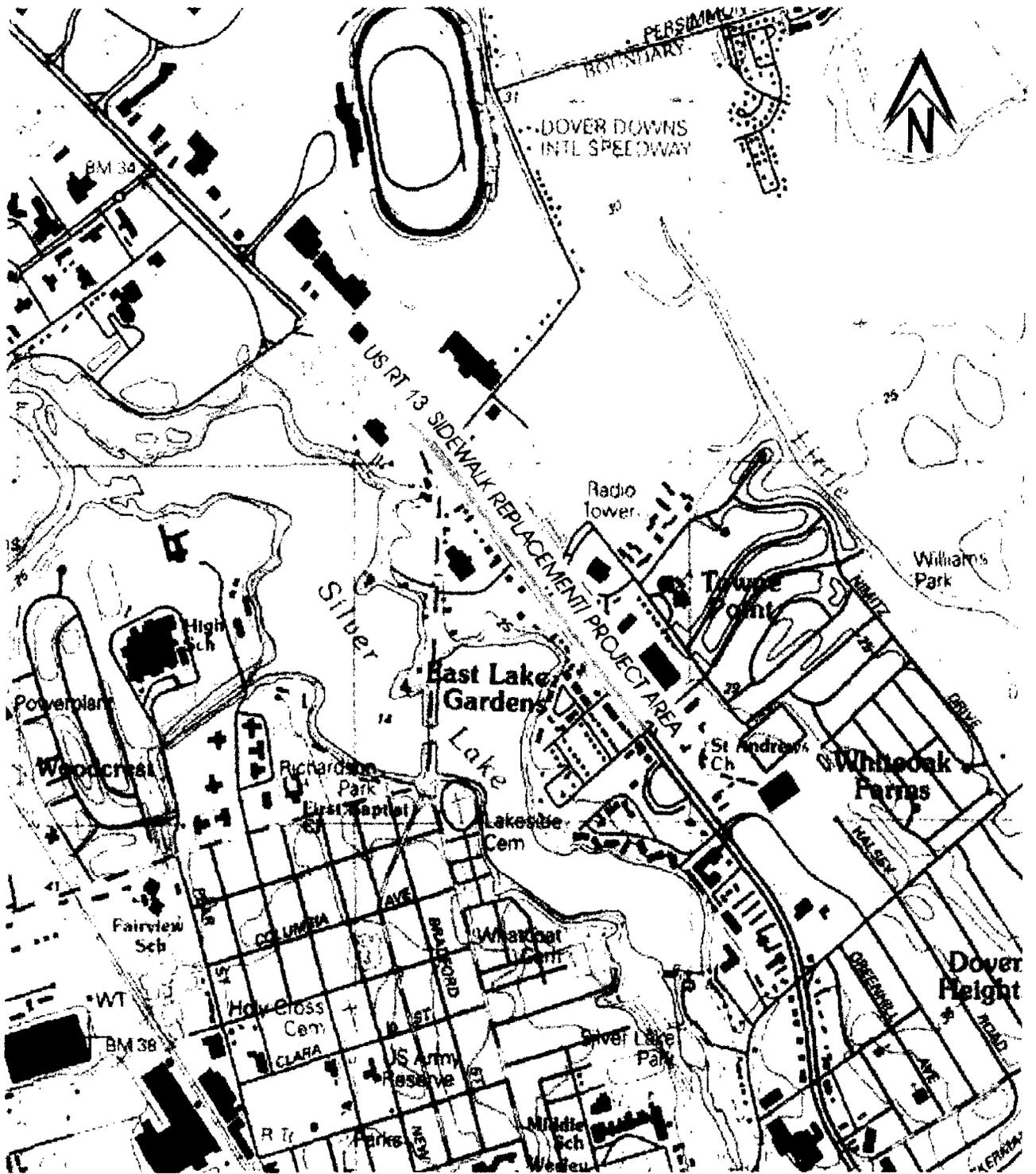
The survey and evaluation of standing structures along US Route 13 between Townsend Boulevard and College Road were carried out to comply with Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, and its implementing regulations, found in 36 CFR Part 800. Section 106 requires federal agencies to take into consideration the effects of their undertakings on properties listed in or eligible for the National Register of Historic Places (NRHP). An initial step in this process is to identify those properties within the project's Area of Potential Effect (APE) that are listed in or are eligible for listing in the NRHP.

DelDOT, assisted by URS, developed and defined the limits of the APE in consultation with the Delaware State Historic Preservation Office (SHPO). The APE is defined by those properties adjacent to US Route 13 that will be directly and physically affected by the proposed improvements. Because the proposed improvements will not introduce any new visual effects to the project area along US Route 13, the APE was not extended to include visual sightlines from the proposed improvements.

1.2 PROJECT LOCATION

The area examined during the historic structures survey includes approximately 35 acres and is located in northeast Dover, the Delaware state capital. US Route 13 is a four-lane, divided highway with light-controlled intersections. Along with US Route 113 located to its southwest, US Route 13 serves as the principal north-south route through Dover. The project area is bounded on the southeast by Townsend Boulevard which runs in a northeasterly direction from its intersection with US Route 13; Silver Lake on its west; the Delaware State College campus on its west and northwest; and Dover Downs on its northeast. The project area has as its termini Townsend Boulevard at the southeast and College Road at the northwest.

US Route 13 is a high-volume commercial corridor through Delaware and the portion of the highway running through the project area in Dover is predominantly commercial, made up mostly of late-twentieth-century gas stations, convenience stores, and strip shopping centers.



Delaware Department of Transportation			
US Route 13 Sidewalk Improvements Project from Townsend Boulevard north to State College Road			
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PROJECT AREA MAP	
URS	PROJ. NO. SHEET 1

There are a lesser number of mid-twentieth century single-family residences (some of these have been converted to commercial use), commercial buildings, and restaurants. Open land consists primarily of small paved parking lots and a grassy portion of the Delaware State College campus on the west side of US Route 13.

This report presents the results of the identification and evaluation of historic properties, as required by the Section 106 review process. Section Two of this report presents a narrative of the historical background and development of the project area within a historic context. The research design and methodology utilized by URS in conducting the field survey and preparing the final report are detailed in Section Three. The results of the historic architectural field survey and an evaluation of NRHP-eligibility for each historic property identified in the project area are presented in Section Four. Conclusions and recommendations for future actions are presented in Section Five.

The accompanying survey data provide documentation on all buildings within the APE that are fifty years of age or older, or that will be fifty years of age within the next three years. Each surveyed building is recorded on a Delaware Cultural Resource Survey (CRS) form and is evaluated for NRHP eligibility. All survey materials are on file with the Delaware SHPO.

All work for this study was performed pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended; the Advisory Council on Historic Preservation's "Protection of Historic Properties" (36 CFR part 800, January 2001), and the Delaware State Historic Preservation Office's *Guidelines for Architectural and Archaeological Surveys in Delaware*. All survey materials are on file at the Delaware SHPO.

1.3 PROJECT STAFF

- Mark R. Edwards served as the project's Principal Investigator.
- URS Architectural Historian Shelby Spillers conducted preliminary background research and participated in the initial consultation with DelDOT and the SHPO in order to define the APE in September of 2003.
- URS Architectural Historian Heather L. Yost conducted follow-up research on the APE, completed CRS Forms and NRHP eligibility evaluations, and wrote the historic context in September-November 2003.
- URS Architectural History Team Leader Geoffrey B. Henry made revisions to the report following a review by the DelDOT Environmental Studies Section completed in April 2004.

The Environmental Studies section at DelDOT, including Michael Hahn, Patrick Carpenter, and Nathaniel Delesline provided background information on the proposed project. This included historic and modern maps as well as photos of the project area. Additionally, they provided comments on the scope of the project and aided with obtaining CRS numbers from the SHPO for the surveyed resources.