



**Evaluation of National Register Eligibility  
for Architectural Properties in the  
Georgetown Study Area  
U.S. 113 North/South Study**

**(Delaware Department of Transportation Contract #22-127-01)**

*prepared for*

**Delaware Department of Transportation  
Dover, Delaware**

*and*

**Federal Highway Administration, DelMar Division  
Dover, Delaware**

*by*

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**EVALUATION OF NATIONAL REGISTER ELIGIBILITY  
FOR ARCHITECTURAL PROPERTIES IN THE  
GEORGETOWN STUDY AREA,  
U.S. 113 NORTH/SOUTH STUDY  
(DELAWARE DEPARTMENT OF TRANSPORTATION  
CONTRACT #22-127-01)**

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**FINAL REPORT**

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## ABSTRACT

This document presents the results of an evaluation-level survey of architectural properties potentially affected by specific road alignment alternatives that have been retained for detailed study in the U.S. Route 113 North/South Study situated in Kent and Sussex counties, Delaware. The Federal Highway Administration (FHWA) and the Delaware Department of Transportation (The Department) have committed to undertaking in-depth study and analysis associated with the planned upgrading of U.S. 113 from Milford south to the Maryland state line. Rummel, Klepper & Kahl (RK&K) has been retained by prime consultant Whitman Requardt & Associates (WRA) to prepare all necessary environmental documents for the project. JMA (John Milner Associates, Inc.) was retained by RK&K to prepare the necessary cultural resources documentation as part of the environmental documentation process.

U.S. 113 is a four-lane divided arterial highway with numerous at-grade crossings that extends from Dover, Delaware, to Pocomoke City, Maryland. Within the study area, U.S. 113 connects six municipalities (from north to south): Milford, Georgetown, Millsboro, Dagsboro, Frankford, and Selbyville. The purpose of the U.S. 113 North/South Study is to identify, select, and protect an alignment for a limited access U.S. 113 highway. The intent is not to construct the road at this time, but rather, having chosen the alignment, to be able to protect that alignment until such time as both need and available funds dictate the timing of actual construction.

Current project plans call for a north-south limited-access highway with service roads and east-west connectors. The project has progressed from a feasibility study in 2001 through a review of numerous preliminary alternatives in 2005 to the current intensive study of selected alignments that include off- and on-alignment alternatives as well as a “no-build” option.

The current evaluation-level architectural survey was limited to the Alternatives Retained for Detailed Study, or ARDs. This report documents only those ARDs that fall within the Georgetown Study Area. The remainder of the corridor has been divided into three additional study areas, each of which is presented in separate reports: Milford, Ellendale, and Millsboro-South.

A total of 115 individual architectural properties and 2 potential historic districts has been identified as being subject to direct or indirect impact from the ARDs in the Georgetown Study Area. Of these, 9 individual properties and 1 historic district are recommended National Register eligible; no properties in the Georgetown Study Area are already listed on the National Register.



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