

INTRODUCTION

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The U.S. Route 13 Relief Route project is a study of alternatives to relieve the present and projected traffic conditions on U.S. Route 13 in central Delaware. The proposed alternatives are for a 58-mile limited access facility highway extending from Tybouts Corner on the north, where new Delaware Route 7 improvements are to terminate, to the Frederica and Felton areas south of Dover, including U.S. Routes 13 and 113. The regional context of the proposed project area is shown in Figure 1, Project Location Map.

The project study area, shown in Figure 2, includes the areas 2 to 3 miles on either side of the existing U.S. Route 13 from Tybouts Corner at the northern end to the areas around Frederica and Felton along U.S. Routes 113 and 13 south of Dover. The area is characterized by farmland, forest, and wetlands with concentrations of residential, commercial, industrial, and public service uses in and around Dover, Odessa, Smyrna, and Middletown. The largest community and the main urban area within the study area is the Dover/Camden/Wyoming area, with a total population of over 61,000 people. It is also the most diverse of the communities in the study area with significant residential, commercial, industrial, and institutional development.

Smyrna/Clayton, Middletown and Odessa are the other major communities in the study area. Smyrna/Clayton is a residential and agricultural community with a population of over 12,000 people while Middletown has around 9,000 people. Odessa while smaller, is an important enclave of historic homes dating from the colonial period. Significant commercial activity in Smyrna is located on Route 13. The areas around Dover have been growing rapidly in the past 15 to 20 years, with single-family home subdivisions being the largest land use. Continued growth is expected in these areas, along with commercial activities to serve the residential population. Areas west of Route 13 within the study area, away from the built-up municipalities, tend to be devoted to farming activities; areas on the eastern side of the study area are generally devoted to farming and wetland areas.

This volume presents overviews of the three main classes of resources encountered in the proposed U.S. Route 13 corridor: prehistoric archaeological sites, historic archaeological sites, and standing structures. The essays are summaries of data gathered in more intensive planning studies of the corridor's resources (Custer, Jehle, Klatka, and Eveleigh 1984; Custer and Bachman 1985; Custer, Bachman, and Grettler 1986). For the purposes of project planning all site data were organized by standardized project segments called data links (Figures 3-5). The archaeological data were gathered and analyzed by staff of the University of Delaware Center for Archaeological Research. The inventories of standing structures were compiled from existing inventories maintained by the Delaware Bureau of Archaeology and Historic Preservation. Analysis and assessment

of standing structures were undertaken by Wade Catts as a private consultant to Killinger, Kise, Franks, and Straw, Inc. A summary of the cultural resource management considerations is also provided along with the final draft memorandum of agreement for the project.

REFERENCES CITED

- Custer, J. F. and D. C. Bachman
1985 **An Archaeological Planning Survey of Selected Portions of the Proposed Route 13 Corridor, New Castle County, Delaware.** Delaware Department of Transportation Archaeology Series (in press). Dover.
- Custer, J. F., D. C. Bachman, and D. Grettler
1986 **An Archaeological Planning Survey of Selected Portions of the Proposed Route 13 Corridor, Kent County, Delaware.** Delaware Department of Transportation Archaeology Series (in press). Dover.
- Custer, J. F., P. A. Jehle, T. Klatka, and T. Eveleigh
1984 **A Cultural Resources Reconnaissance Planning Study of the Proposed Route 13 Relief Corridor, New Castle and Kent Counties, Delaware.** Delaware Department of Transportation Archaeology Series No. 30. Dover.