Description of Work IV

IV. DESCRIPTION OF WORK

Summary

Archaeological Resources

In terms of the project area as a whole, information presented in this and previous chapters indicate a high likelihood that archaeological sites of one type or another are contained within the current APE. Situated within a highly productive environmental setting, these lands would have appeared very attractive to prehistoric Native American populations, offering well-drained inhabitable ground adjacent to a ready supply of fresh water and easily accessible routes of transportation to the nearby coastal and uplands resource zones. Within the immediate vicinity available resources, including numerous varieties of aquatic, estuarine, and woodland plant and animal wildlife, would have supplied not only sustenance but the necessary raw materials for the manufacture of tools, clothing, and shelter, as well. In addition, abundant supplies of high quality lithic materials, contained both in the banks of nearby streams and in bedrock sources located a few miles upstream in the Piedmont, would have supplied the needed raw materials for the manufacture of stone tools.

Historical Architectural Resources

The study revealed twenty-seven (27) buildings within the APE fifty years and older (Table 2). None of these buildings are listed in or determined eligible for the National Register, nor have they been previously surveyed. In KSK's opinion all twenty-seven are ineligible for the National Register of Historic Places, eighteen (18) for integrity issues, seven (7) because they have been moved from their original location, and two (2) for a lack of significance.

Duross Heights and the Napolski Subdivision were also reviewed as potential cultural district. While both are approximately contemporary with the airport, neither was a planned community, either for military housing or as suburban corridor development. The dwellings do not share a similar setback or plot size. In addition, while many were originally Cape Cods, subsequent alterations have significantly altered their massing and visual character, eliminating any potential stylistic cohesiveness. Furthermore, research has not shown that either was historically associated with a particular ethnic community.

An example of a more cohesive district contemporary with Duross Heights, Pleasantville, exists one-half mile southwest of the airport.

Table 2. Architectural resources fifty years and older documented within the APE.

Tax Parcel #	Name/Address	Construction Date	National Register Eligibility
1001740138-A	156 Airport Road	c. 1935	Ineligible - moved
1001740039-P10	160 Airport Road	c. 1942	Ineligible - integrity
1001740036-P10	162 Airport Road	c. 1935	Ineligible - moved
1001740035-9	164 Airport Road	c. 1935	Ineligible - moved
1001740008-8	168 Airport Road	c. 1940	Ineligible - integrity
1001740009-7	170 Airport Road	c. 1940	Ineligible - integrity
1001740010-6	172 Airport Road	c. 1940	Ineligible - integrity
1001740019-1	174 Airport Road	c. 1940	Ineligible - integrity
1001740012-3	178 Airport Road	c. 1940	Ineligible - integrity
1001740018-1B	180 Airport Road	c. 1940	Ineligible - integrity
1001740004-6	203 Airport Road	c. 1938	Ineligible - significance
1001740003-7	205 Airport Road	c. 1940	Ineligible - significance
1001720104-9	1 Prosperity Road	c. 1940	Ineligible - integrity
1001720148-3	217 Airport Road	c. 1940	Ineligible - integrity
1001720147-2	219 Airport Road	c. 1940	Ineligible - integrity
1001720169-5	3 Mowery Road	c. 1950	Ineligible - integrity
1001720137-5A	227 Airport Road	c. 1930	Ineligible - integrity
1001720139-P6	233 Airport Road	c. 1946	Ineligible - integrity
1001720140-6B	235 Airport Road	c. 1941	Ineligible - integrity
1001720141-P6	237 Airport Road	c. 1941	Ineligible - integrity
1001720008-8	245 Airport Road	c. 1941	Ineligible - integrity
1001720008-9	247 Airport Road	c. 1941	Ineligible - integrity
1001720009-0	255 Airport Road	c. 1935	Ineligible - moved
1001720009-1	257 Airport Road	c. 1935	Ineligible - moved
1001740015-4	373 Churchmans Road	c. 1940	Ineligible - moved
1001740014-3	375 Churchmans Road	c. 1931	Ineligible - moved
1002300007-0	102 Christiana Road	c. 1823	Ineligible - integrity

Archeological Resource Description and Evaluation

Pedestrian Reconnaissance

The pedestrian reconnaissance of the Project Area was conducted within the maximum proposed limits of construction disturbance (archaeological APE) and sought to describe existing characteristics of the APE, as well as record any surficial evidence of previously unrecorded historic and/or prehistoric sites, and document any conditions that may have affected the preservation of subsurface artifact deposits. Performance of the reconnaissance involved the visual inspection of all portions of the APE and the careful documentation of the above features through detailed notes and both color slide and black and white photographs. The findings of the pedestrian reconnaissance, along with collected background research were used to assemble the project area archaeological sensitivity model outlined below.

For ease of presenting the findings of the pedestrian reconnaissance the APE has been divided into four quadrants. Moving clockwise from the north these quadrants are labeled in the following passages NE, SE, SW, and NW.

- NE Quadrant
  The north east quadrant consists of lands lying at the extreme margins of the Greater Wilmington/New Castle County Airport. Lands along both the east side of Airport Road and the north side of Churchmans Road consist largely of gently sloping grassy fields and appear to have been minimally impacted by the construction of the airport. The apparent integrity of soils in this area was confirmed during conversations with Ned Heite, of Heite Consulting, Inc. The only variance noted in the above conditions occurred along the extreme eastern edge of Churchmans Road where the grassy fields are interrupted by asphalt driveways associated with adjacent buildings.

- SE Quadrant:
  The southeast quadrant traverses lands that were all formerly part of the former Booth's Fancy farmstead (102 Christiana Road). At present this portion of the APE consists of recent residential properties located in areas nearest the intersection that are framed by sections of fallow field along the extreme eastern and southern portions of the Churchmans Airport Road segments, respectively. Areas contained in the fields have been disturbed by plowing but not by other means, while the grassy yards of the residential sections may have been disturbed by landscaping activities.

- SW Quadrant
  Within the southwest quadrant the APE is bounded to the west by a large wetlands that extends out from the Christina River. West of Airport Road the APE crosses land that have been likely disturbed by the construction of a number of commercial/light industrial buildings and consists of grassy lawns interspersed by asphalt driveways. This segment additionally contains a potential wastewater management area located directly south of a Wawa convenience store and is set in lands containing obvious deep fill deposits. Portions of the APE along the south side of Churchmans Road are predominantly lightly wooded and traverse an approximate 30 meter by 120 meter (100-x-400 foot) terrace landform that overlooks the wetlands. Ground in this segment does not appear to have been previously disturbed by either plowing or construction-related activities.

- NW Quadrant
  All lands in the northwest quadrant contain a mixture of residential and commercial/light industrial properties. Along the west side of Airport Road the APE crosses predominantly residential lands and consists of grassy lawns interspersed by paved driveways. Along the north side of Churchmans Road the properties are primarily commercial/light industrial in nature and exhibit extensive asphalt driveways and parking lots. Lands in this quadrant of the APE have likely experienced extensive prior disturbance in association with the construction of the extant structures and driveways, and also by the installation of sanitary sewer systems.

Sensitivity Model

Verification of the high expectancy for Native American sites within the general project area is established by the large number of sites recorded within this immediate vicinity and the surrounding region. Independent confirmation of this condition is contained in the findings of a study undertaken for the Delaware Department of Transportation (DelDOT) by archaeologists from the University of Delaware (Custer and DeSantis 1986). According to this study the general

vicinity of proposed project area is located within one of the areas of greatest known prehistoric site density for all of northern Delaware, as well as within one of three zones posited as exhibiting an extremely high potential for containing sites of some significance.

Whereas the above findings do much to establish the high prehistoric site probability of the general Airport/Churchmans Road intersection vicinity information gathered during the pedestrian reconnaissance allows more fine-grained predictions to be made regarding the site potential of very specific portions of the Project Area. Predictions made regarding the likelihood of encountering Native American sites within specific APE sections are outlined and are shown graphically in Figure 11.

- NE Quadrant
  The northeast quadrant appears to be largely undisturbed by recent construction and lies in close proximity to an intermittent tributary stream to the Christina River and relatively close to the river itself. As such this quadrant was found to exhibit a moderate to high potential for containing prehistoric cultural deposits. Given an absence of documented potentially significant historic properties in the vicinity the historic site probability was judged to be low.

- SE Quadrant
  The southeast quadrant lies in close proximity to the Christina River and its associated wetlands yet has likely been at least partially disturbed by previous residential development. While comparatively undisturbed fallow field sections exhibit a high prehistoric potential site probabilities in the residential portions are significantly lower. Considering these conditions this quadrant was found to exhibit an overall moderate likelihood for containing Native American artifact deposits. Although these lands were formerly part of the Booth's Fancy farmstead the house itself sits far back from the present project area and chances of encountering significant archaeological deposits associated with this property are extremely low.

- SW Quadrant
  The southwest quadrant lies in close proximity to the Christina River and its associated wetlands but consists of areas that have been previously impacted by recent development and sections that appear likely to have been never significantly impacted. Given the distribution of recent development portions of this quadrant along the west side of Airport Road were found to have a low overall prehistoric site potential while section bordering the south side of Churchmans Road exhibit the highest site probability within the entire APE. An absence of documented potentially significant historic properties in the vicinity resulted in a low historic site potential for this quadrant as a whole.

- NW Quadrant
  Because the northwest quadrant consists almost entirely of lands that have likely been extensively impacted by recent development, this section of the study area was determined to exhibit a low potential for containing prehistoric and historic cultural deposits.

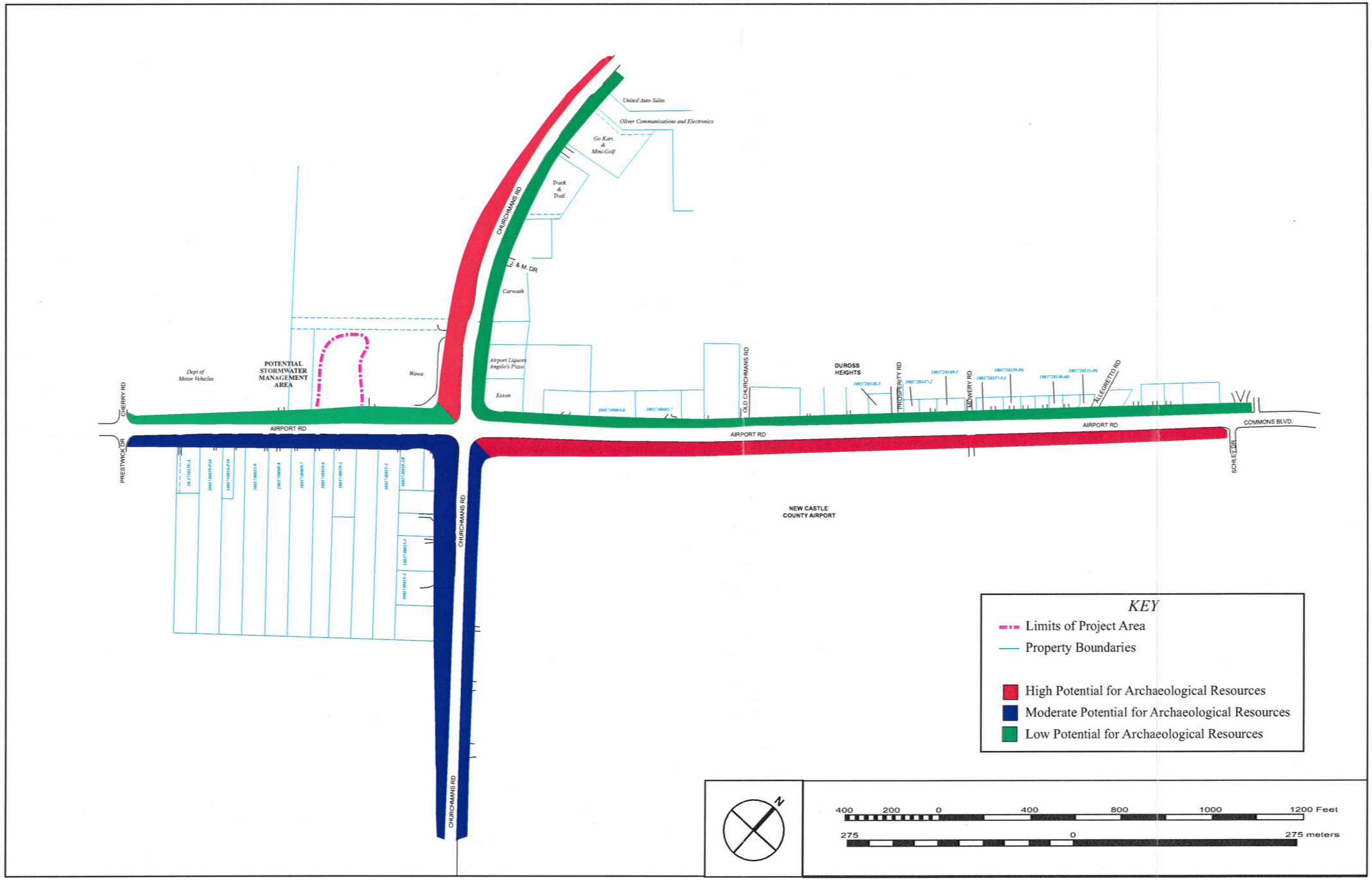

Figure 11. Phase IA Archaeological Sensitivity Model.

The findings of prior field studies can provide key insights into the likely nature of any prehistoric archaeological deposits that may be present within the Project Area. In particular, it is important to note that the vast majority of sites previously examined throughout the surrounding region exhibit artifact deposits that are contained entirely within the uppermost three feet (ca. 1 meter) of the soil profile. In addition, the region's long history of intensive agriculture, along with the moderately eroded status of many of the well-drained soils in the area, have resulted in the majority of sites being highly disturbed, with artifact deposits limited to the plowzone soil horizon. Even in instances where prehistoric cultural materials have escaped total plow disruption, as in the case of some of the largest, most complex occupations in the area (e.g., Clyde Farm, Delaware Park, and Hawthorn Sites), *in situ* deposits and features were limited to soils immediately below the plowzone.

Finally, in contrast to the project area's prehistoric site potential, historic site probabilities for the APE must be considered to be substantially lower. While this region has been occupied by Euro-American peoples for more than 300 years, the predominant settlement pattern within the present project area for the majority of this time has been typified by widely spaced farmsteads. Moreover, historic maps indicate that few of the pre-twentieth century residences in this area are likely to have been located within the present archaeological APE. While the possibility that some historic period archaeological deposits do exist within the Project Area can not be conclusively ruled out, the above combination of factors strongly suggests that the potential for encountering significant resources is comparatively low. Finally, although a number of twentieth century structures in this area meet the minimum age requirements for listing in the National Register of Historic Places as architectural resources it seems unlikely that any associated archaeological deposits are likely to be considered potentially significant resources worthy of preservation or more intensive investigation.

Phase IB Excavations

Field testing of the Project Area constitutes the final component of a full Phase I archaeological survey. The testing methodologies employed during this work were derived from the conclusions of the above sensitivity model and designed to test specific predictions made regarding the likely presence of subsurface cultural deposits within individual APE segments. Subsurface examinations were performed within all portions of the archaeological APE excluding those areas determined likely to have been severely impacted by construction-related activities. In some segments believed to be at least partially disturbed testing was carried out with the specific intent of verifying the presence and extent of impacts, and to assess the possibility that some resource deposits may have escaped total disruption. All field testing was conducted in compliance with the standards established in the Delaware State Historic Preservation Office's *Guidelines for Architectural and Archaeological Surveys in Delaware.*

Phase IB field procedures employed a testing strategy based on a program of variable interval shovel test pit (STP) excavation supplemented by a series of five larger one-by-one meter (ca. 3-x-3 foot) square excavation units. Following the predictions of the sensitivity model, shovel test intervals varied in accordance with the particular segment's assigned archaeological site potential. Portions of the Project Area determined to have a high site probability were examined using a standard interval of 15 meters (50 feet) between STPs while those with a low potential were tested at intervals of 30 meters (100 feet). Areas in the northeast quadrant assigned a moderate to high potential were examined at the more intensive 15 meter level of effort (Figures 12-17).

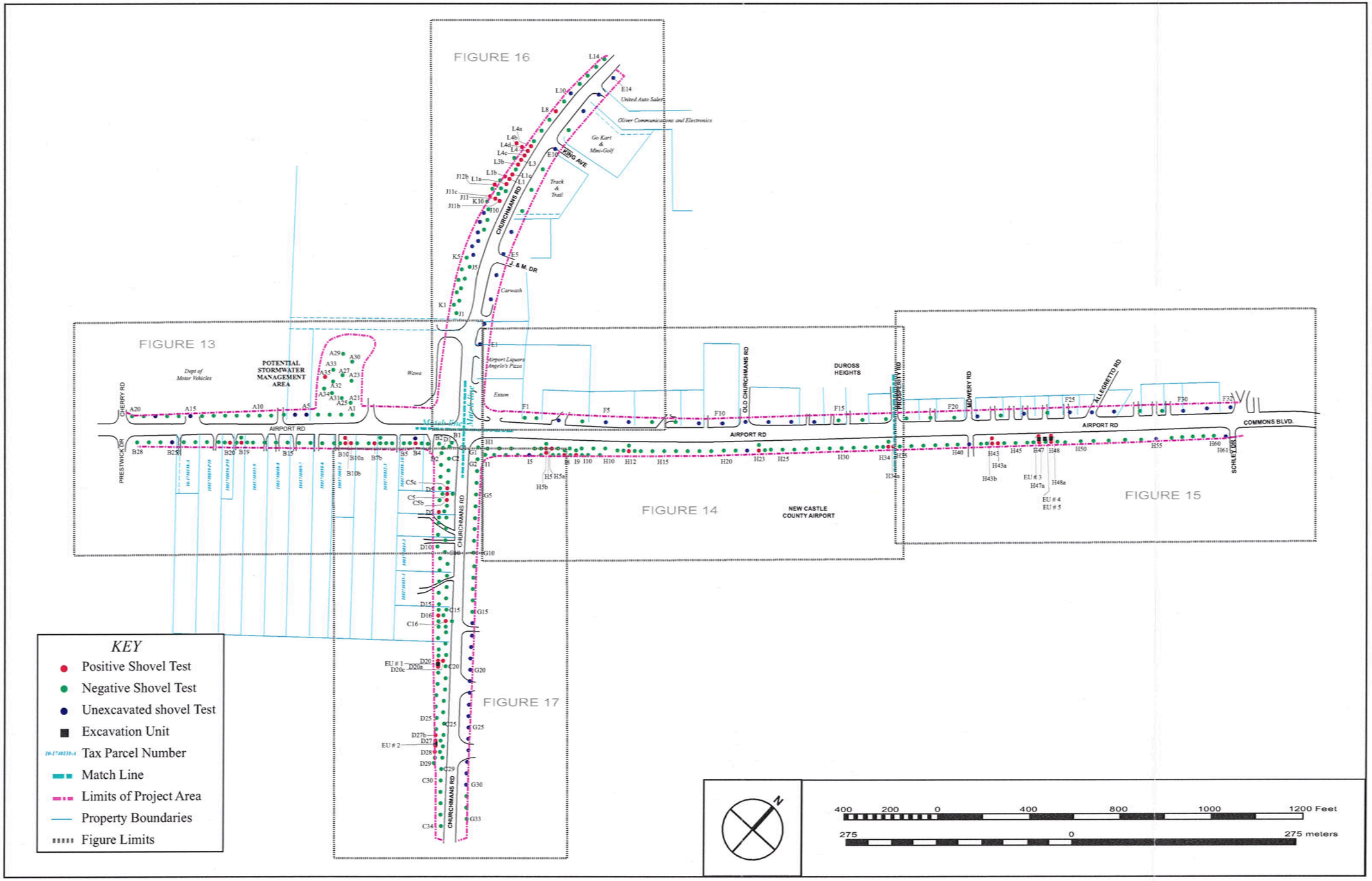

Figure 12. Overview of Phase IB archaeology field testing results.

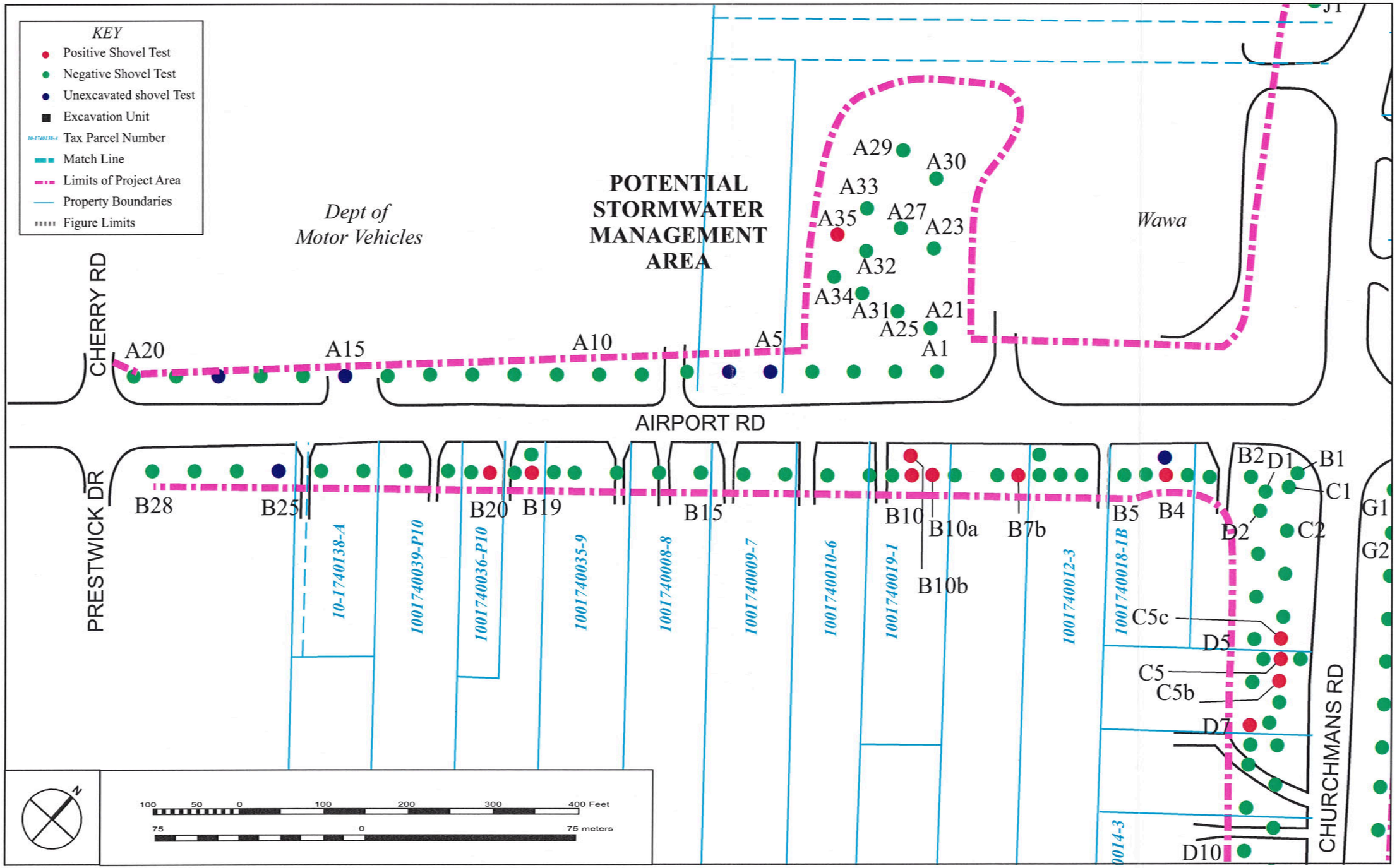

Figure 13. Detail of archaeological field testing results along Airport Road from the southwest project boundary (Prestwick Drive and Cherry Road) to Churchmans Road, and including transects A and B.

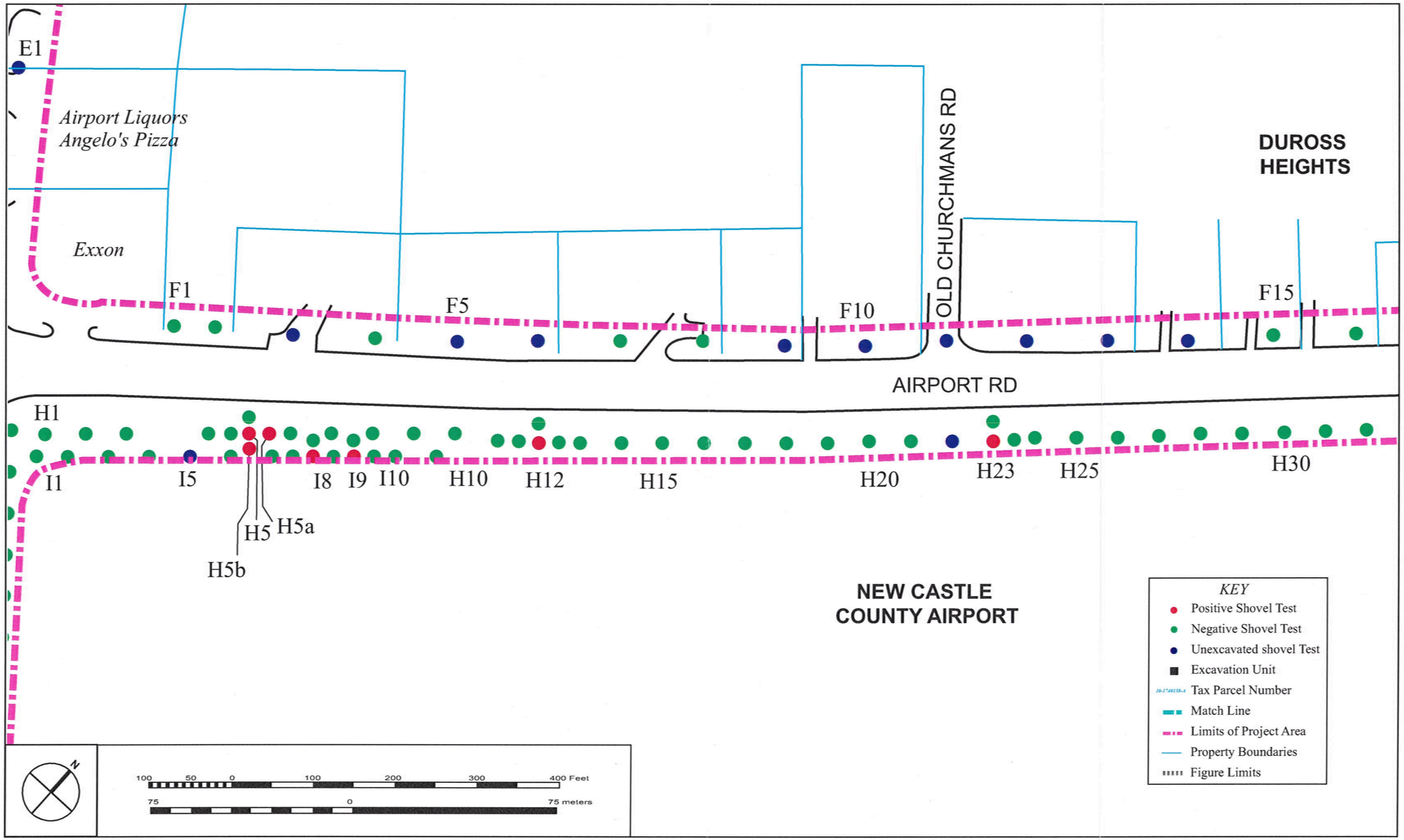

Figure 14. Detail of archaeological field testing results along Airport Road from Prosperity Road to the northeast project boundary (Schley Drive), and including transects F and H.

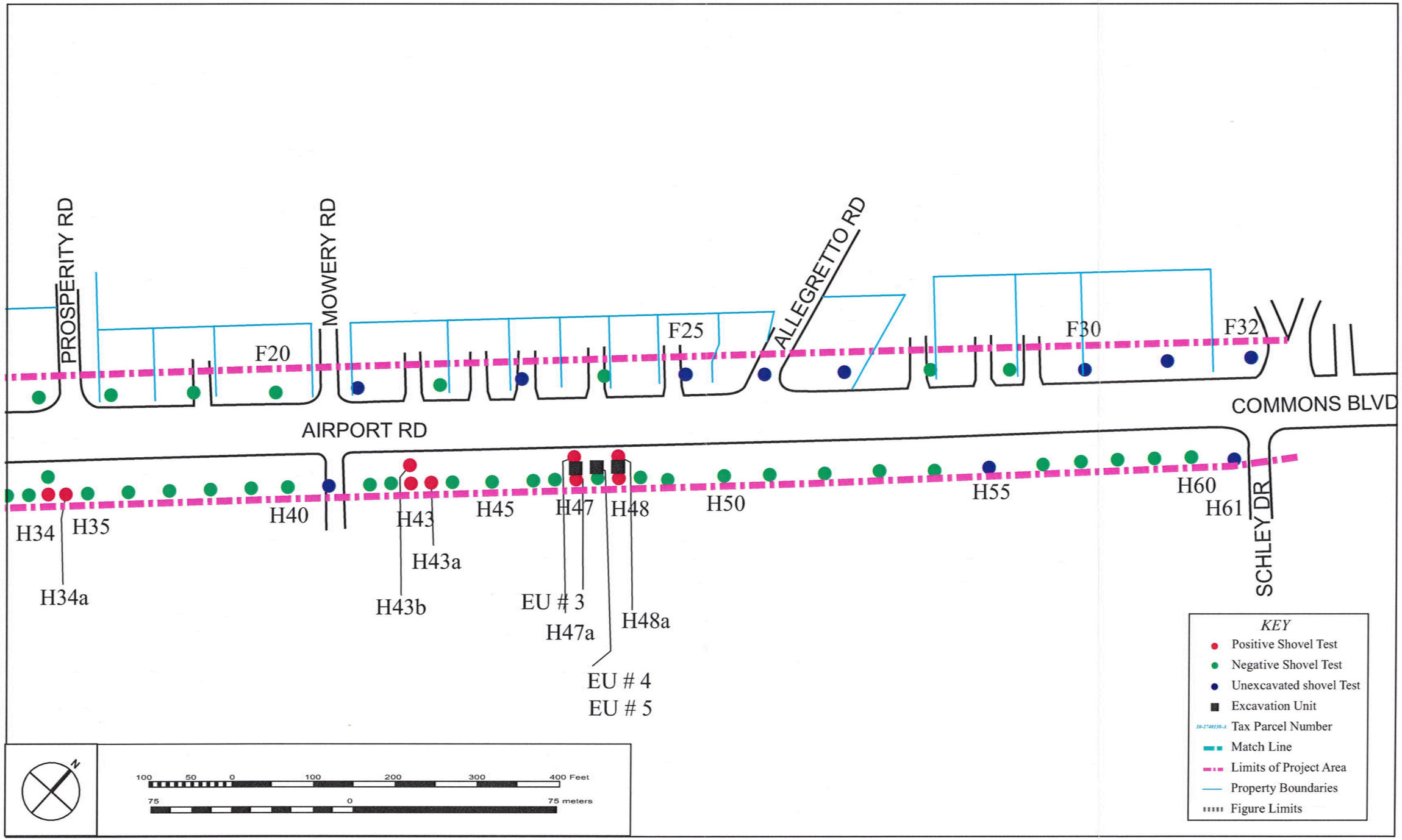

Figure 15. Detail of archaeological field testing results along Airport Road from Prosperity Road to the northeast project boundary (Schley Drive), and including transects F and H.

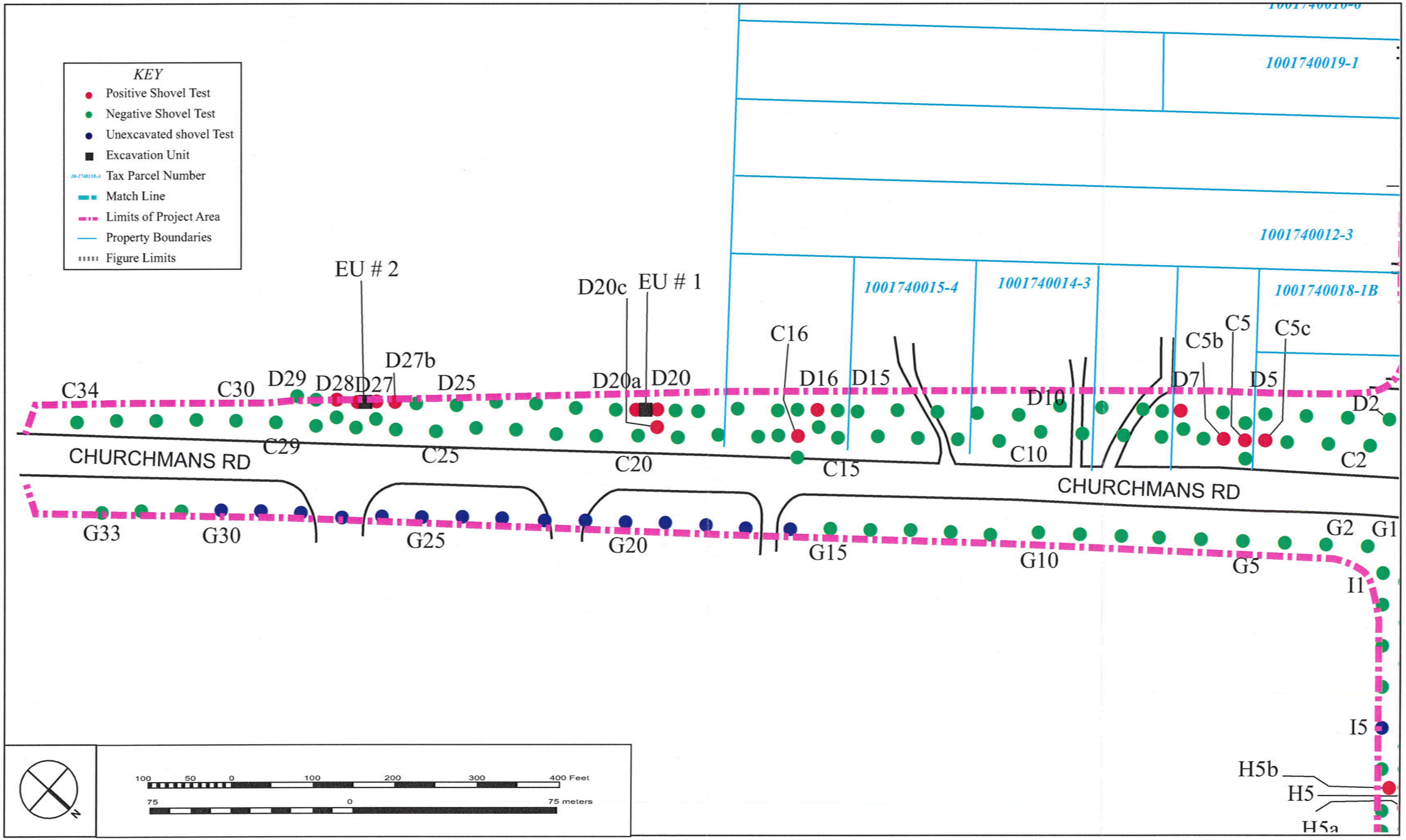

Figure 17. Detail of archaeological field testing results along Churchmans Road from Airport Road to southeast project boundary, and including C, D, G.

Within each portion of the archaeological APE shovel test were organized into linear transects aligned parallel to the various extant roadways. In areas where APE boundaries extended out 15 meters (50 feet) or less a single transect of STPs were deemed sufficient to adequately test the area; however, wherever the boundary went beyond 15 meters two transects of test pits were employed. During the course of testing whenever instances occurred where artifacts were recovered from non-consecutive STPs a series of subsequent radial tests were excavated at a standard intervals of 7.5 meters (25 feet). The purpose of these radial STPs was to allow KSK archaeologists to better characterize the boundaries of such identified artifact scatters and to rule out, to the extent possible, the occurrence of isolated finds. Additional one by one meter excavation units were emplaced following the completion of the shovel test regimen and were intended to allow for a more complete understanding of the precise nature, density, and stratigraphic position of cultural materials within the more ephemeral artifact concentrations identified. Such measures were also taken as a means of possibly ruling out some artifact deposits from the need for additional (i.e., Phase II) excavation.

All completed shovel test pits measured approximately 50 cm (c. 18 in.) in diameter and were excavated by individual strata, to a point at least 10 cm (c. 4 in.) into sterile subsoil. Soil removed from tests was screened through 1/4" hardware cloth to ensure uniform recovery of cultural materials, and all recovered artifacts were retained in paper bags labeled with precise horizontal and vertical provenience information. Standardized forms were used to record data relating to depth of strata, soil Munsell color and texture, and artifact content for each test pit. Representative shovel test soil profiles were further recorded by means of documentary photographs and/or hand drawn profiles. All excavated shovel tests were screened onto plastic tarps and the removed soil backfilled immediately upon completion.

After removing and setting aside the sod, soil within all one by one meter (3-x-3 foot) units was excavated by natural levels to the top of the intact subsoil (B-horizon). Soils in the B-horizon were then excavated in arbitrary 10-cm (4-inch) levels to a point at least 10 cm (4 inches) into sterile deposits. All excavated soil was screened through ¼-in. hardware cloth. Recovered artifacts were placed in paper bags labeled with precise soil stratum and vertical provenience information. Standardized forms were used to record data relating to the depths, Munsell color and texture, and artifact content for each soil stratum. The resulting stratigraphic profile was drawn and documented using black and white print and color slide photographs. All excavated soils were screened onto plastic tarps and backfilled immediately upon completion.

All artifacts recovered during this project were taken to KSK's Archaeological Laboratory facilities in Pennsauken, New Jersey for processing and analysis. At the lab, all artifacts were first cleaned with water and allowed to air dry. Subsequent analysis of recovered materials consisted of documenting the raw material type, function, and where possible approximate age of each artifact, as well as the entering of all relevant analytical variables into a computerized database for eventual statistical characterization. Once analysis of the artifacts was completed, all items were prepared for eventual long term curation in accordance with the DESHPO's *Guidelines*.

Field Testing Results

Completion of the shovel testing program required the excavation of 339 standard interval shovel tests, including 252 standard interval and 87 radial STP's. Of these this number 54 STP's were found to contain either prehistoric Native American and/or historic period cultural materials; a total of five one by one meter excavation units were also excavated. All considered Phase I testing of the archaeological APE produced an artifact assemblage comprised of a total of 238 items (Appendix C). As shown in Appendix D prehistoric items constitute the single largest class

of artifacts recovered and represent approximately 65.5% of the total assemblage (N=156). Prehistoric artifacts are dominated by debitage associated with early through late stage tool manufacture (70.51%; N=110) but also includes examples of (in order of decreasing frequency) fire-cracked rock, cores, hammerstones, retouched flake tools, and fragments of three projectile points. The largest type of lithic material represented is jasper, followed by lesser amounts of quartz, chert, and quartzite. Historic artifacts recovered are largely represented by ceramic and glass domestic refuse along with smaller quantities of architectural debris such as brickbats and nails.

In terms of stratigraphy, the shovel testing regimen generally confirmed the expectations of the sensitivity model with respect to the overall distribution of intact and disturbed soils throughout the project area. At the same time, the model did consistently overestimate the extent of disturbance within areas that have experienced episodes of recent development. Throughout the archaeological APE the predominant soil profile encountered consisted of a 25 to 35 cm thick plow zone directly overlying undisturbed subsoil (Figures 18 and 19). In many recently developed portions of the project area near surface deposits were, in fact, represented by relocated fills; however, these often capped otherwise intact soil deposits, or at least minimally impacted soil deposits. Areas that exhibited deeply impacted soil strata tended to be relatively widely spaced and of fairly restricted horizontal extent. The portion of the APE that varied significantly from the above scenarios was encountered on the south side of Churchmans Road west of Airport Road, in the vicinity of prehistoric Loci #4, where near surface soils were represented by non-plow impacted, undisturbed A-horizon deposits.

Phase I shovel testing identified four distinct loci of prehistoric resources. Loci #1, located within a previously cultivated field along the south side of Churchman's Road at STP # D20, D27, & D28, consisted of the recovery of one Quartz stemmed point (probable Calvert series, Woodland I : 3000 BC to AD 1000), approximately five pieces of lithic debitage, and a small scatter of fire-cracked rock. KSK's Project Archaeologist placed eight additional STP's and two 1 x 1 meter test units over these locations in order to better define site potential. These additional STP's and excavation units yielded an additional five pieces of lithic debitage, five fire-cracked rock fragments, and one possible hammerstone. All artifacts were recovered from the plowzone.

Loci #2, located along the east side of Airport Road at STP # H47 & H48, consisted of a five pieces of lithic debitage; primarily jasper, chert, and quartzite, and one fragment of fire-cracked rock. KSK's Project Archaeologist placed six additional STP's and three 1 x 1 meter excavation units over these locations in order to better define site potential. These additional test units yielded an additional sixteen pieces of lithic debitage and two cores, jasper and chert. These artifacts were concentrated within an upper topsoil fill and underlying remnant plowzone horizon.

Loci #3, located along the east side of Airport Road at STP #B10, yielded one possible core and one piece of lithic debitage. KSK's Project Archaeologist placed an additional four STP's within this area in order to better define site potential. These test units yielded an additional two pieces of lithic debitage, (jasper and chert). All artifacts were recovered from colluvial soils associated with the infilling of a small depression.

Loci #4 is located along the south side of Churchman's Road at STP #J11, L1, L3, and L4. This area is an approximate 300 foot narrow bench, running east to west, overlooking a large wetland area associated with the Christiana River. These test units yielded thirteen pieces of lithic debitage of primarily jasper, chert, quartz, and quartzite. As well as one fragment of fire-cracked rock, one quartz utilized flake, and one quartzite triangular point base (probable Woodland time period: 3000 BC to AD 1650). KSK's Project Archaeologist placed an additional twelve STP's

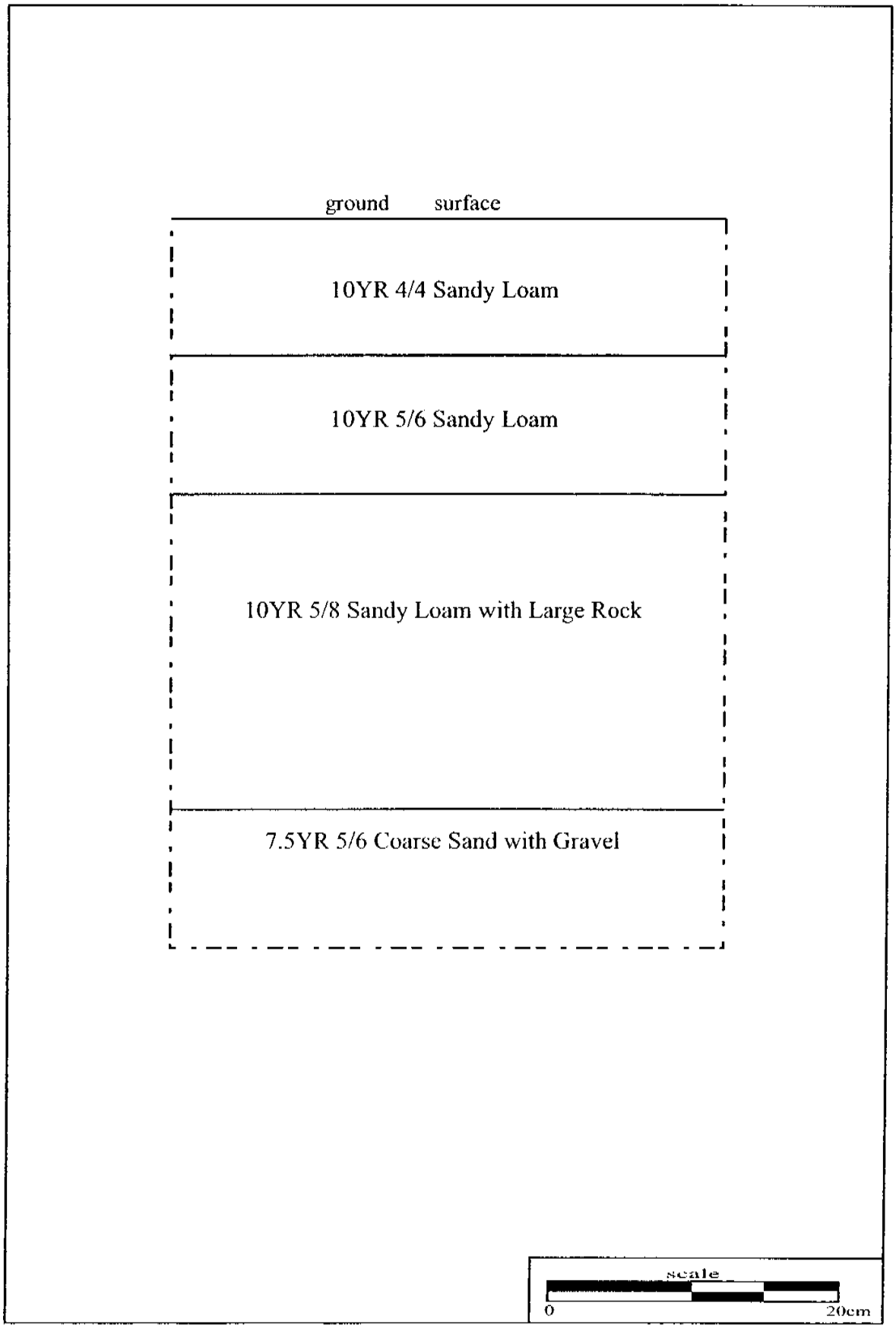

Figure 18. Representative Shovel Test Profile (STP #D21).

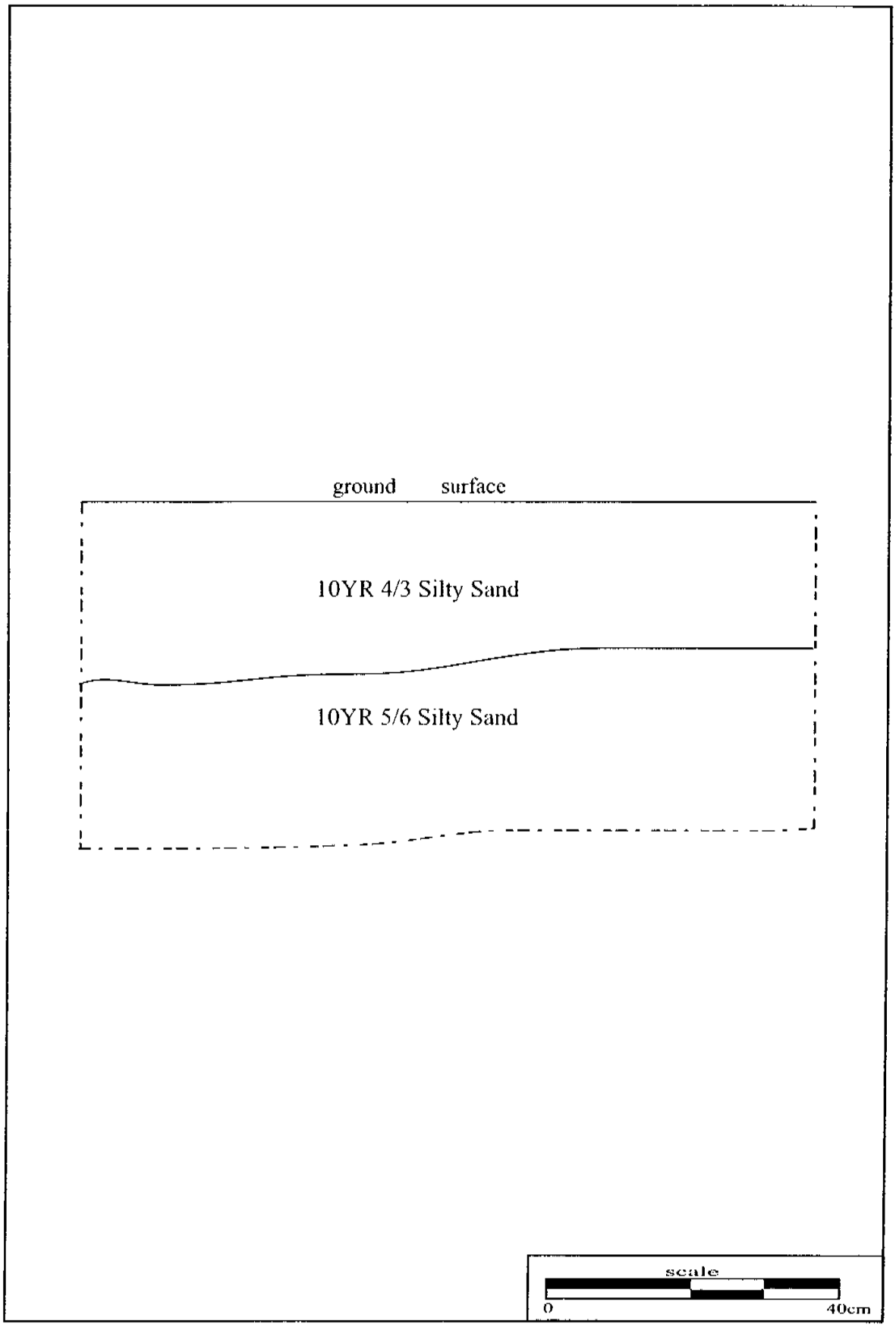

Figure 19. Representative Excavation Unit Profile (EU #3 East of STP #II47).

within this area in order to better define site potential. These additional units yielded an additional forty-four pieces of lithic debitage (primarily quartz, chert, jasper, and quartzite), one quartzite projectile point fragment (probable Woodland time period: 3000 BC to AD 1650), two cores (chert and quartz), one unifacially worked quartz flake, and one utilized chert flake. These artifacts, recovered from an undisturbed A horizon, represent the densest concentration of prehistoric resources within the project APE (Appendix E).

With respect to the historic artifacts recovered, the majority proved to represent rather undifferentiated, non-diagnostic domestic and architectural debris found scattered throughout the archaeological APE. The only portion of the project area that did not conform to this general pattern was the vicinity around STP's H-47 and H-48, along the eastern edge of Airport Road north of Churchmans Road. In this area a series of close interval STP's and three one by one meter excavation units recovered, in addition to prehistoric materials, a small concentration of potential late eighteenth through middle nineteenth century domestic artifacts within the upper plow zone stratum. Represented by a cluster of hand-painted and transfer-printed pearlware sherds, manganese and lead glazed redware fragments and a variety of bottle glass fragments and architectural elements (nails, etc.) this area stands out primarily on the basis of the general dearth of historic materials in surrounding portion of the project area. Despite the mean date of the artifact types recovered artifact densities were found to be comparatively low, and although three excavation units were placed within this area, no historic features, foundations, or denser artifact concentrations were identified.

Architectural Resource Description and Evaluation

Descriptions and evaluations of the surveyed resources are presented below and representative photographs of each resource are included in the Plates section. Delaware Cultural Resources Survey Forms for each of these resources are included in Appendix A.

156 Airport Road

- Physical Description
  This .54 acre property has 99 feet of frontage along the southeast side of Airport Road in Duross Heights, Delaware. It contains a one and one half-story, three bay Minimal Traditional-style dwelling with a one-story sun porch addition. This wood frame house was built circa 1935. It has a parged concrete foundation and a full basement. The walls are clad in beige vinyl siding with green trim. The cross gable roof and the secondary gable of the addition are covered with asphalt shingles. A brick ridge chimney with a corbeled cap is located near the southwest gable end. The windows are single and triple one-over-one, double hung aluminum sash with wood surrounds and green and white striped aluminum awnings. The front door is now enclosed by the sun porch addition built on concrete blocks, which also has a striped aluminum awning (Plates 10-11).

- Integrity
  The visual character of this dwelling has been compromised due to exterior renovations and the construction of an addition. The entire dwelling has been reclad vinyl siding and the windows replaced. Aluminum window awnings have been introduced throughout.

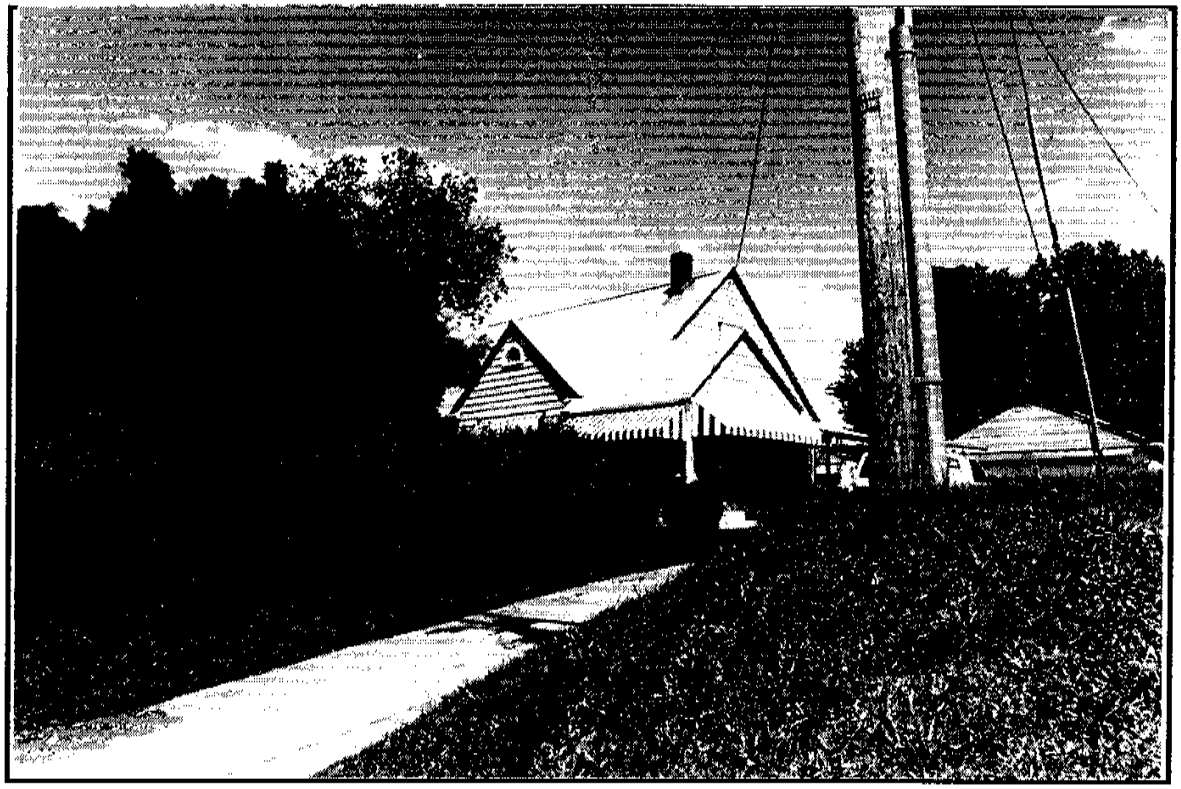

Plate 10. View east to 156 Airport Road.

Plate 11. View south to 156 Airport Road.

- Historical Information
  According to local property owners, 156 Airport Road was originally located along the portion of Old Churchmans Road now subsumed by the New Castle County Airport (NCCA). The NCCA was completed in 1942 and operated by the Army Air Corps throughout World War II. Circa 1940 the houses fronting the southwest boundary of the airport were condemned by the Army and either demolished or moved to accommodate air traffic.

  156 Airport was moved along with two additional houses to its current location in what became the Napolski subdivision. At that time Airport Road was called Hog Swamp Road, and connected Newport and Christiana. A 1930s as-built for Hog Swamp shows no prior buildings fronted this section of road, only intermittent farmland. Cawdor Lane, Cherry Road, and Tyne Drive are modern roads.

  Although contemporary with the airport, this subdivision was not a planned community, either for military housing or as suburban corridor development. Dwellings along this portion of Airport Road do not share a similar setback or plot size, and while many were originally Cape Cods, subsequent alterations have significantly changed their massing and visual character. An example of a more cohesive district contemporary with Duross Heights, Pleasantville, exists one-half mile southwest of the airport.

- Delaware Historic Context
  Geographic Zone: Upper Peninsula
  Chronological Period: 1880-1950+/- Urbanization and Early Suburbanization
  Historic Theme: Architecture
  Property Type: Architecture; Minimal Traditional

- Evaluation
  This resource does not meet National Register eligibility criteria A, B, C, or D. Archival research conducted at local and county libraries and historical societies, and investigations of cultural resources studies and available surveys have produced no information indicating the resource to be significant for its association with significant events or persons, or for its ability to yield information important in prehistory or history (Criteria A, B, and D). In addition, the resource does not appear significant for its method of construction or architecture (Criterion C) because it is not representative of an intact Minimal Traditional. It has also been moved from its original location.

160 Airport Road

- Physical Description
  This .29 acre property has 49 feet of frontage along the southeast side of Airport Road in Duross Heights, Delaware. It contains a one-story, three bay, side gable Cape Cod-style dwelling with two two-story rear additions. This wood frame house was built circa 1942. It has a parged concrete foundation with a partial basement. The exterior walls are clad in blue vinyl siding. The original side gable roof, side gable addition and cross gable addition are clad in grey asphalt shingles. The house has two brick chimneys, one on the rear slope of the original house and one on the gable wall of the rear addition. The windows are six-over-one, double hung wood sash; four-over-four, double hung aluminum sash, two light aluminum casements; six light fixed oriels; and a fifteen light fixed picture window. Windows on the front facade and north elevation have inoperable black vinyl louvered shutters. The full-width porch has a central door, wood porch posts and a scalloped soffit over a concrete block base and brick floor (Plates 12-13).

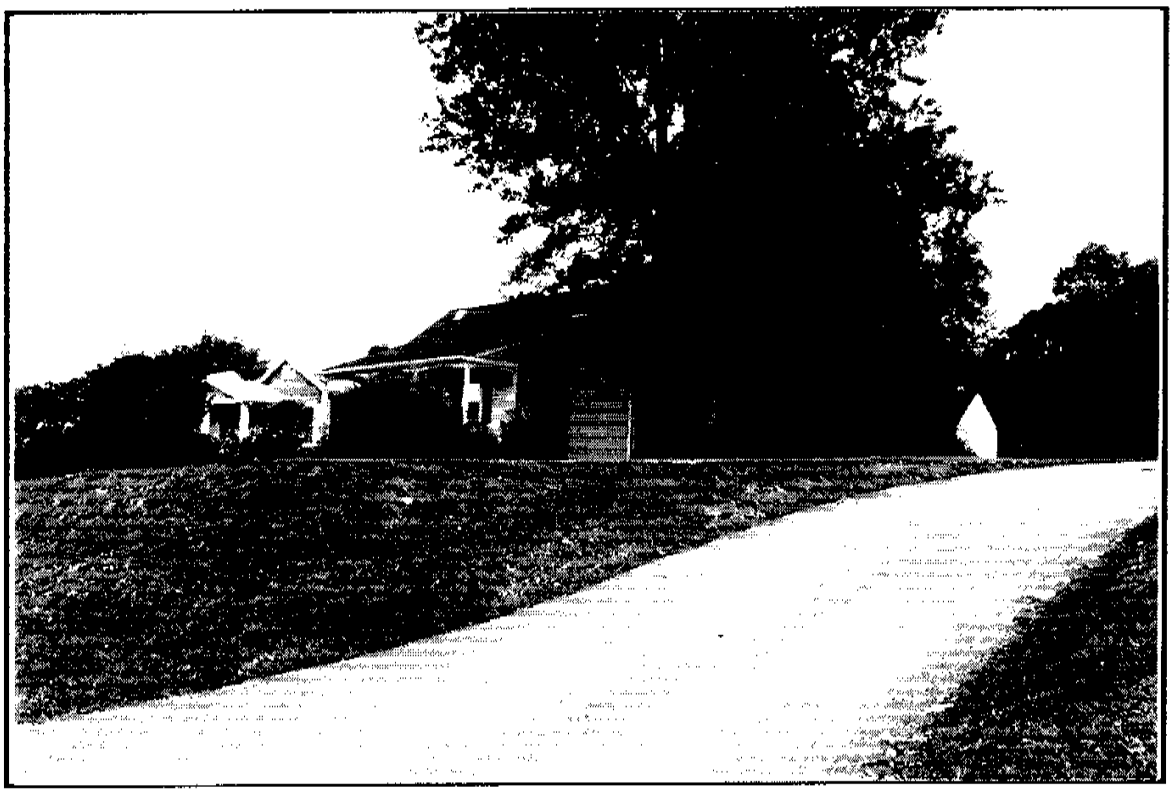

Plate 12. View east to 160 Airport Road showing large two-story addition.

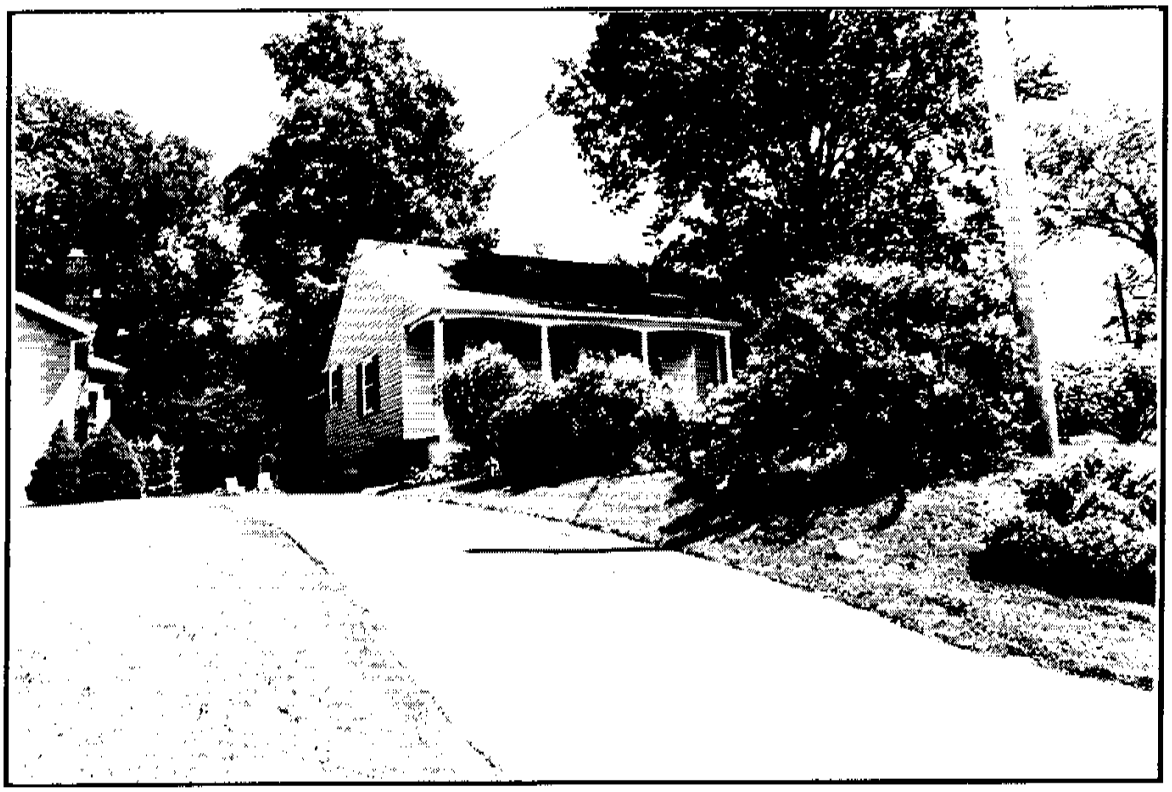

Plate 13. View south to 160 Airport Road showing original massing.

- Integrity
  The visual character of this dwelling has been significantly compromised due to exterior renovations and additions. The entire dwelling has been reclad in vinyl siding, the windows replaced, and a Dutch Colonial front porch added. Also, the two additions dwarf the original structure and greatly alter the traditional massing of its original Colonial Revival architecture.

- Historical Information
  160 Airport Road is part of the Napolski subdevelopment. Historic atlases and State Highway Department as-built construction plans show that Antoni Napolski owned a large parcel of land between Churchmans Road and Cawdor Lane prior to development. At that time Airport Road was called Hog Swamp Road, and connected Newport and Christiana. A 1930s as-built for Hog Swamp shows no buildings fronting this section of road, only intermittent farmland. Cawdor Lane, Cherry Road, and Tyne Drive are modern roads.

  Just north of the Napolski subdevelopment Airport Road becomes the northwest perimeter of the New Castle County Airport (NCCA). The NCCA was completed in 1942 and operated by the Army Air Corps until 1946. Tax records indicate that 160 Airport was built concurrently with the construction of the NCCA.

  Although contemporary with the airport, this subdivision was not a planned community, either for military housing or as suburban corridor development. 160 Airport does not appear part of a district. Dwellings along this portion of Airport Road do not share a similar setback or plot size, and while many were originally Cape Cods, subsequent alterations have significantly changed their massing and visual character. An example of a more cohesive district contemporary with Duross Heights, Pleasantville, exists one-half mile southwest of the airport.

- Delaware Historic Context
  Geographic Zone: Upper Peninsula
  Chronological Period: 1880-1950+/- Urbanization and Early Suburbanization
  Historic Theme: Architecture
  Property Type: Architecture; Colonial Revival

- Evaluation
  This resource does not meet National Register eligibility criteria A, B, C, or D. Archival research conducted at local and county libraries and historical societies, and investigations of cultural resources studies and available surveys have produced no information indicating the resource to be significant for its association with significant events or persons, or for its ability to yield information important in prehistory or history (Criteria A, B, and D). In addition, the resource does not appear significant for its method of construction or architecture (Criterion C) because it is not representative of an intact Colonial Revival. The Cape Cod form was commonly used throughout Delaware during the second quarter of the twentieth century. Better, intact examples of this type exist throughout the state.

162 Airport Road

- Physical Description
  This 1.62-acre property has 49 feet of frontage along the southeast side of Airport Road in Duross Heights, Delaware. It contains a one-story, four bay Bungalow-style dwelling with a one-story rear addition. This wood frame house was built circa 1935, and has a parged concrete foundation with a vinyl water table and full basement. The exterior is clad in blue asbestos shingles with white trim. The cross gable roof is covered with asphalt shingles. A corbeled, brick, eave wall chimney is located on the south elevation. The windows are single and triple six-over-one double hung wood sash and one-over-one aluminum sash with drip sills. The main facade and north elevation have inoperable, white vinyl, louvered shutters. The original two bay front porch has a parged concrete foundation, brick steps, brick piers, and vinyl clad wood columns (Plates 14-15).

- Integrity
  The visual character of this dwelling has been compromised due to exterior renovations and additions. The entire dwelling has been reclad with asbestos shingles, the windows replaced, and shutters and a bay window added. Also, the rear addition significantly differs in size and scale to the original structure.

- Historical Information
  According to local property owners, 162 Airport Road was originally located along the portion of Old Churchmans Road now subsumed by the New Castle County Airport (NCCA). The NCCA was completed in 1942 and operated by the Army Air Corps throughout World War II. Circa 1940 the houses fronting the southwest boundary of the airport were condemned by the Army and either demolished or moved to accommodate air traffic.

  162 Airport was moved along with two additional houses to its current location in what became the Napolski subdivision. At that time Airport Road was called Hog Swamp Road, and connected Newport and Christiana. A 1930s as-built for Hog Swamp shows no prior buildings fronted this section of road, only intermittent farmland. Cawdor Lane, Cherry Road, and Tyne Drive are modern roads.

  Although contemporary with the airport, this subdivision was not a planned community, either for military housing or as suburban corridor development. Dwellings along this portion of Airport Road do not share a similar setback or plot size, and while many were originally Cape Cods, subsequent alterations have significantly changed their massing and visual character. An example of a more cohesive district contemporary with Duross Heights, Pleasantville, exists one-half mile southwest of the airport.

- Delaware Historic Context
  Geographic Zone: Upper Peninsula
  Chronological Period: 1880-1950+/- Urbanization and Early Suburbanization
  Historic Theme: Architecture
  Property Type: Architecture; Bungalow

- Evaluation
  This resource does not meet National Register eligibility criteria A, B, C, or D. Archival research conducted at local and county libraries and historical societies, and investigations of cultural resources studies and available surveys have produced no information indicating the

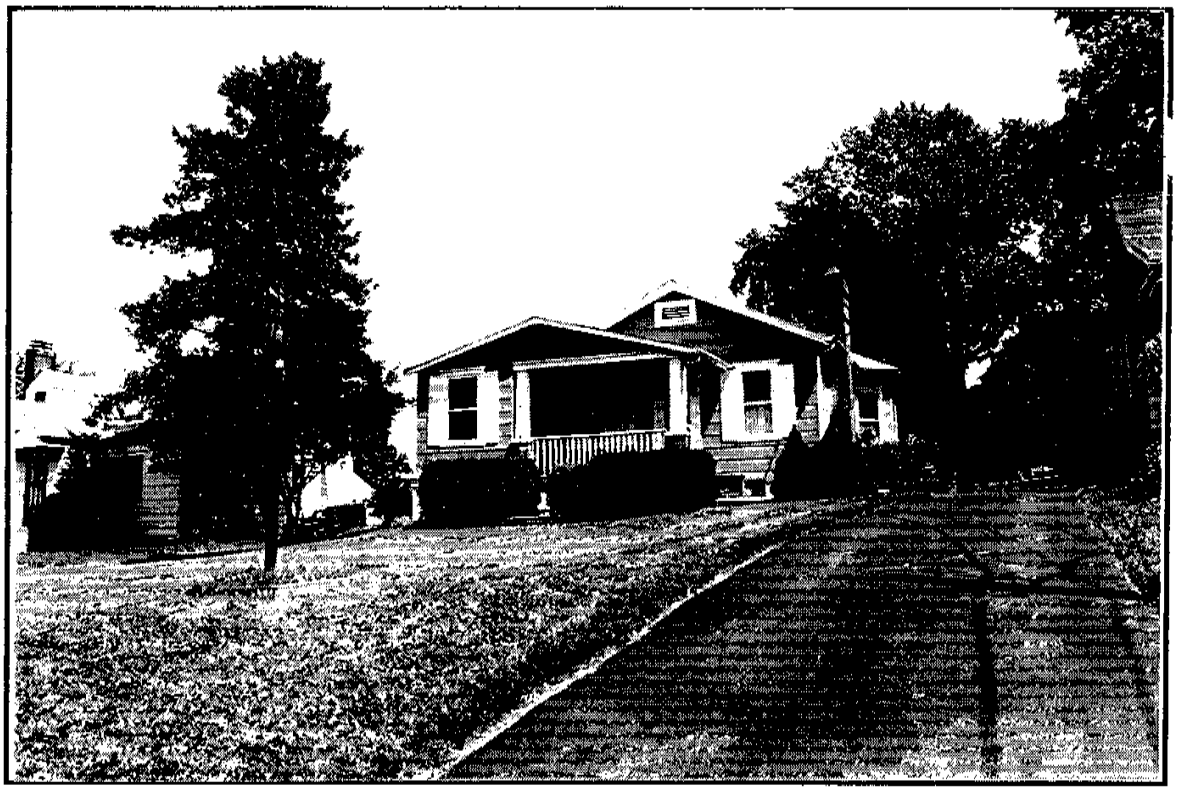

Plate 14. View east to 162 Airport Road.

Plate 15. View south to 162 Airport Road.

resource to be significant for its association with significant events or persons, or for its ability to yield information important in prehistory or history (Criteria A, B, and D). In addition, the resource does not appear significant for its method of construction or architecture (Criterion C) because it is not representative of an intact Bungalow. Bungalow-style dwellings were commonly used throughout Delaware during the first quarter of the twentieth century. Better, intact examples of this type exist throughout the state. It has also been moved from its original location.

164 Airport Road

- Physical Description
  This 1.91-acre property has 98 feet of frontage along the southeast side of Airport Road in Duross Heights, Delaware. It contains a one and one-half-story, three bay, side gable Cape Cod-style dwelling. This wood frame house was built circa 1935, and has a parged concrete foundation. The walls are clad in white vinyl siding with white trim. The gable roof is clad in grey asphalt shingles and has two gable dormers. A side gable brick chimney is located on the north elevation. The windows are six-over-one double hung wood sash with one-over-one double hung aluminum sash in the dormers. The center bay stoop has a projecting gable canopy, concrete base and wrought iron supports. Partially enclosed, it frames a wood door with four small lights over four panels (Plates 16-17).

- Integrity
  The visual character of this dwelling has been compromised due to exterior renovations. Vinyl siding covers the original exterior cladding and the stoop has been partially enclosed. The dormers are possibly a later renovation.

- Historical Information
  According to local property owners, 164 Airport Road was originally located along the portion of Old Churchmans Road now subsumed by the New Castle County Airport (NCCA). The NCCA was completed in 1942 and operated by the Army Air Corps throughout World War II. Circa 1940 the houses fronting the southwest boundary of the airport were condemned by the Army and either demolished or moved to accommodate air traffic.

  164 Airport was moved along with two additional houses to its current location in what became the Napolski subdivision. At that time Airport Road was called Hog Swamp Road, and connected Newport and Christiana. A 1930s as-built for Hog Swamp shows no prior buildings fronted this section of road, only intermittent farmland. Cawdor Lane, Cherry Road, and Tyne Drive are modern roads.

  Although contemporary with the airport, this subdivision was not a planned community, either for military housing or as suburban corridor development. Dwellings along this portion of Airport Road do not share a similar setback or plot size, and while many were originally Cape Cods, subsequent alterations have significantly changed their massing and visual character. An example of a more cohesive district contemporary with Duross Heights, Pleasantville, exists one-half mile southwest of the airport.

- Delaware Historic Context
  Geographic Zone: Upper Peninsula
  Chronological Period: 1880-1950+/- Urbanization and Early Suburbanization
  Historic Theme: Architecture
  Property Type: Architecture; Colonial Revival

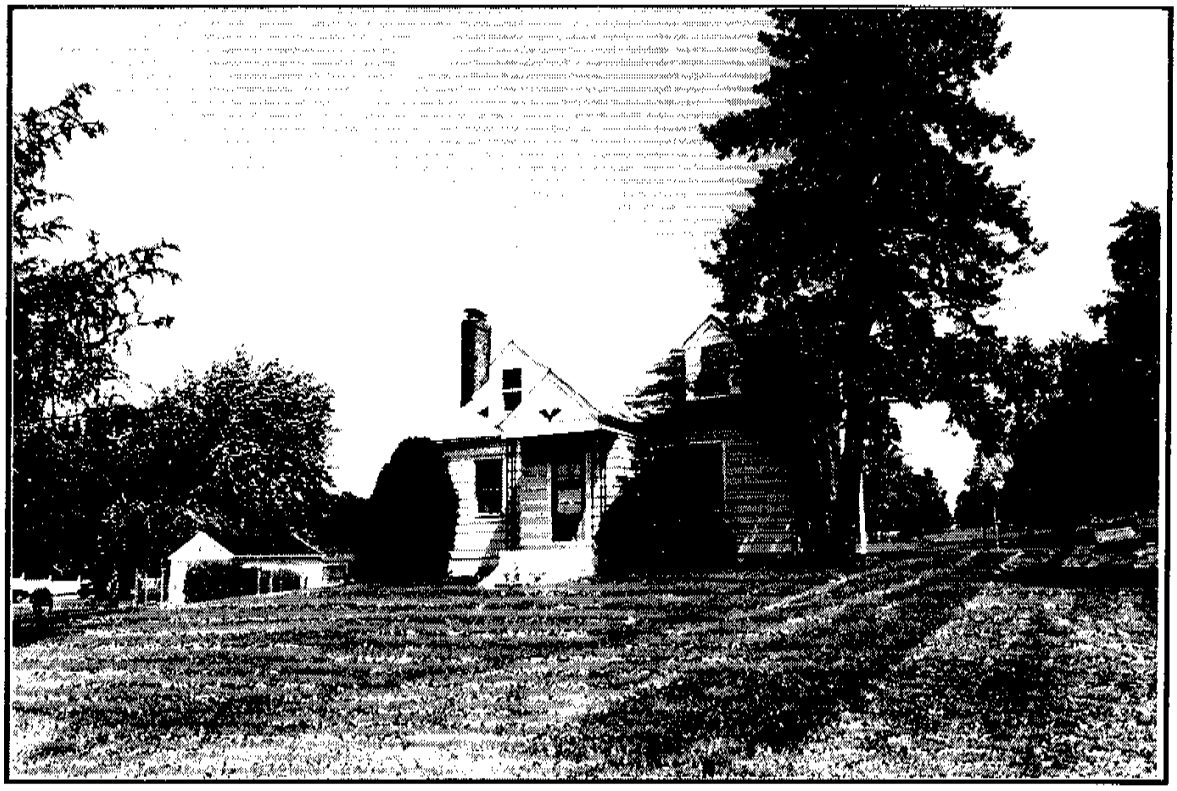

Plate 16. View east to 164 Airport Road.

Plate 17. View south to 164 Airport Road.

- Evaluation
  This resource does not meet National Register eligibility criteria A, B, C, or D. Archival research conducted at local and county libraries and historical societies, and investigations of cultural resources studies and available surveys have produced no information indicating the resource to be significant for its association with significant events or persons, or for its ability to yield information important in prehistory or history (Criteria A, B, and D). In addition, the resource does not appear significant for its method of construction or architecture (Criterion C) because it is not a significant representative of an intact Cape Cod. The Colonial Revival form was commonly used throughout Delaware during the second quarter of the twentieth century. Better, intact examples of this type exist throughout the state. It has also been moved from its original location.

168 Airport Road

- Physical Description
  This 1.91-acre property has 97 feet of frontage along the southeast side of Airport Road in Duross Heights, Delaware. It contains a one and one half-story, three bay Minimal Traditional-style dwelling with a one-story rear addition. This wood frame house was built circa 1940, and has a parged concrete foundation and a partial basement. The exterior walls are clad in white vinyl siding with white trim. The discontinuous cross gable roof is clad in grey asphalt shingles. A painted, end gable brick chimney is located on the south elevation. The windows are one-over-one, double hung aluminum sash with aluminum surrounds. The main facade has a center bay, concrete stoop with wrought iron supports, a wrought iron balustrade and striped aluminum canopy (Plates 18-19).

- Integrity
  The visual character of this dwelling has been compromised due to exterior renovations. The exterior walls have been reclad in vinyl siding and the windows replaced. In addition, aluminum canopies have been introduced over the doors.

- Historical Information
  168 Airport Road is part of the Napolski subdevelopment. Historic atlases and State Highway Department as-built construction plans show that Antoni Napolski owned a large parcel of land between Churchmans Road and Cawdor Lane prior to development. At that time Airport Road was called Hog Swamp Road, and connected Newport and Christiana. The 1930s as-built for Hog Swamp shows no buildings fronting this section of road, only intermittent farmland. Cawdor Lane, Cherry Road, and Tyne Drive are modern roads.

  Just north of the Napolski subdevelopment Airport Road becomes the northwest perimeter of the New Castle County Airport (NCCA). The NCCA was completed in 1942 and operated by the Army Air Corps until 1946. Tax records indicate that 168 Airport was built concurrently with the construction of the NCCA.

  Although contemporary with the airport, this subdivision was not a planned community, either for military housing or as suburban corridor development. 168 Airport does not appear to be part of part of a district. Dwellings along this portion of Airport Road do not share a similar setback or plot size, and while many were originally Cape Cods, subsequent alterations have significantly changed their massing and visual character. An example of a more cohesive district contemporary with Duross Heights, Pleasantville, exists one-half mile southwest of the airport.

Plate 18. View east to 168 Airport Road.

Plate 19. View south to 168 Airport Road.

- Delaware Historic Context
  Geographic Zone: Upper Peninsula
  Chronological Period: 1880-1950+/- Urbanization and Early Suburbanization
  Historic Theme: Architecture
  Property Type: Architecture; Minimal Traditional

- Evaluation
  This resource does not meet National Register eligibility criteria A, B, C, or D. Archival research conducted at local and county libraries and historical societies, and investigations of cultural resources studies and available surveys have produced no information indicating the resource to be significant for its association with significant events or persons, or for its ability to yield information important in prehistory or history (Criteria A, B, and D). In addition, the resource does not appear significant for its method of construction or architecture (Criterion C) because it is not representative of an intact Minimal Traditional. Better, intact examples of this type exist throughout the state.

170 Airport Road

- Physical Description
  This .48 acre property has 109 feet of frontage along the southeast side of Airport Road in Duross Heights, Delaware. It contains a one and one-half-story, three bay, side gable Cape Cod-style dwelling. This wood frame house was built circa 1940 and has a parged concrete foundation. The exterior walls are clad in white vinyl siding over wood clapboard. The gable roof is clad in grey asphalt shingle and has two front facing gable dormers. A painted brick, gable wall chimney is located on the south elevation. The windows are one-over-one double hung aluminum sash with one paired window and one tripartite window on the main facade. The main facade has a center bay entrance and a wood door with four lights over four panels and a concrete stoop (Plates 20-21).

- Integrity
  The visual character of this dwelling has been compromised due to exterior renovations. Vinyl siding has been added and the windows replaced.

- Historical Information
  170 Airport Road is part of the Napolski subdevelopment. Historic atlases and State Highway Department as-built construction plans show that Antoni Napolski owned a large parcel of land between Churchmans Road and Cawdor Lane prior to development. At that time Airport Road was called Hog Swamp Road, and connected Newport and Christiana. A 1930s as-built for Hog Swamp shows no buildings fronting this section of road, only intermittent farmland. Cawdor Lane, Cherry Road, and Tyne Drive are modern roads.

  Just north of the Napolski subdevelopment Airport Road becomes the northwest perimeter of the New Castle County Airport (NCCA). The NCCA was completed in 1942 and operated by the Army Air Corps until 1946. Tax records indicate that 170 Airport was built concurrently with the construction of the NCCA.

Plate 20. View east to 170 Airport Road.

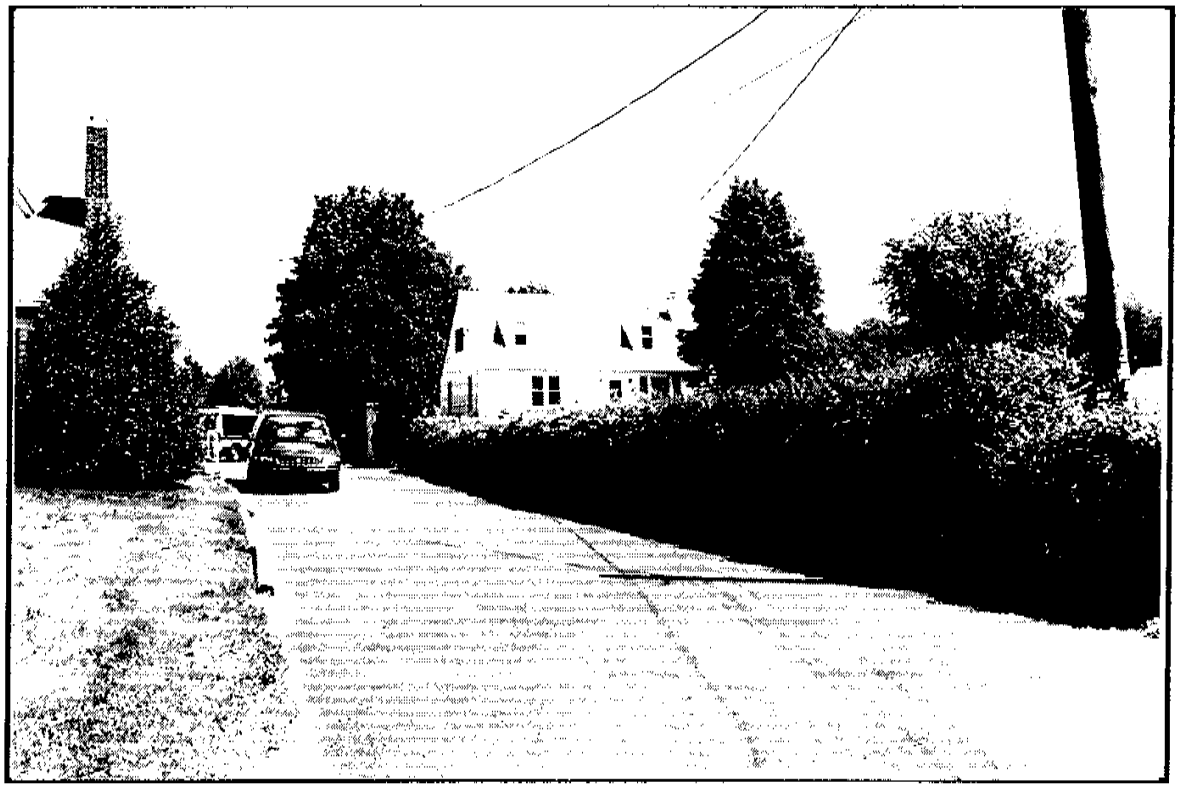

Plate 21. View south to 170 Airport Road.

Although contemporary with the airport, this subdivision was not a planned community, either for military housing or as suburban corridor development. 170 Airport does not appear to be part of part of a district. Dwellings along this portion of Airport Road do not share a similar setback or plot size, and while many were originally Cape Cods, subsequent alterations have significantly changed their massing and visual character. An example of a more cohesive district contemporary with Duross Heights, Pleasantville, exists one-half mile southwest of the airport.

- Delaware Historic Context
  Geographic Zone: Upper Peninsula
  Chronological Period: 1880-1950+/- Urbanization and Early Suburbanization
  Historic Theme: Architecture
  Property Type: Architecture; Colonial Revival

- Evaluation
  This resource does not meet National Register eligibility criteria A, B, C, or D. Archival research conducted at local and county libraries and historical societies, and investigations of cultural resources studies and available surveys have produced no information indicating the resource to be significant for its association with significant events or persons, or for its ability to yield information important in prehistory or history (Criteria A, B, and D). In addition, the resource does not appear significant for its method of construction or architecture (Criterion C) because it is not a significant representative of an intact Colonial Revival. The Cape Cod form was commonly used throughout Delaware during the second quarter of the twentieth century. Better, intact examples of this type exist throughout the state.

172 Airport Road

- Physical Description
  This 1.64-acre property has 89 feet of frontage along the southeast side of Airport Road in Duross Heights, Delaware. It contains a one and one half-story, three bay, side gable Cape Cod-style dwelling with a one-story rear addition. This wood frame house was built circa 1940, and has a concrete foundation. The exterior walls are clad in pink vinyl siding. The gable roof is clad in brown asphalt shingles and has two gable dormers. A brick, gable wall chimney is located on the south elevation. The windows are six-over-six, double hung, aluminum sash with blue vinyl louvered shutters and white aluminum trim. The main facade has two porches, a central enclosed stoop and an inset patio with wrought iron supports. The front door is modern with a modern pilaster surround (Plates 22-23).

- Integrity
  The visual character of this dwelling has been compromised due to exterior renovations. Vinyl siding has been added, the stoop has been enclosed and the windows replaced.

- Historical Information
  172 Airport Road is part of the Napolski subdevelopment. Historic atlases and State Highway Department as-built construction plans show that Antoni Napolski owned a large parcel of land between Churchmans Road and Cawdor Lane prior to development. At that time Airport Road was called Hog Swamp Road, and connected Newport and Christiana. A 1930s as-built for Hog Swamp shows no buildings fronting this section of road, only intermittent farmland. Cawdor Lane, Cherry Road, and Tyne Drive are modern roads.

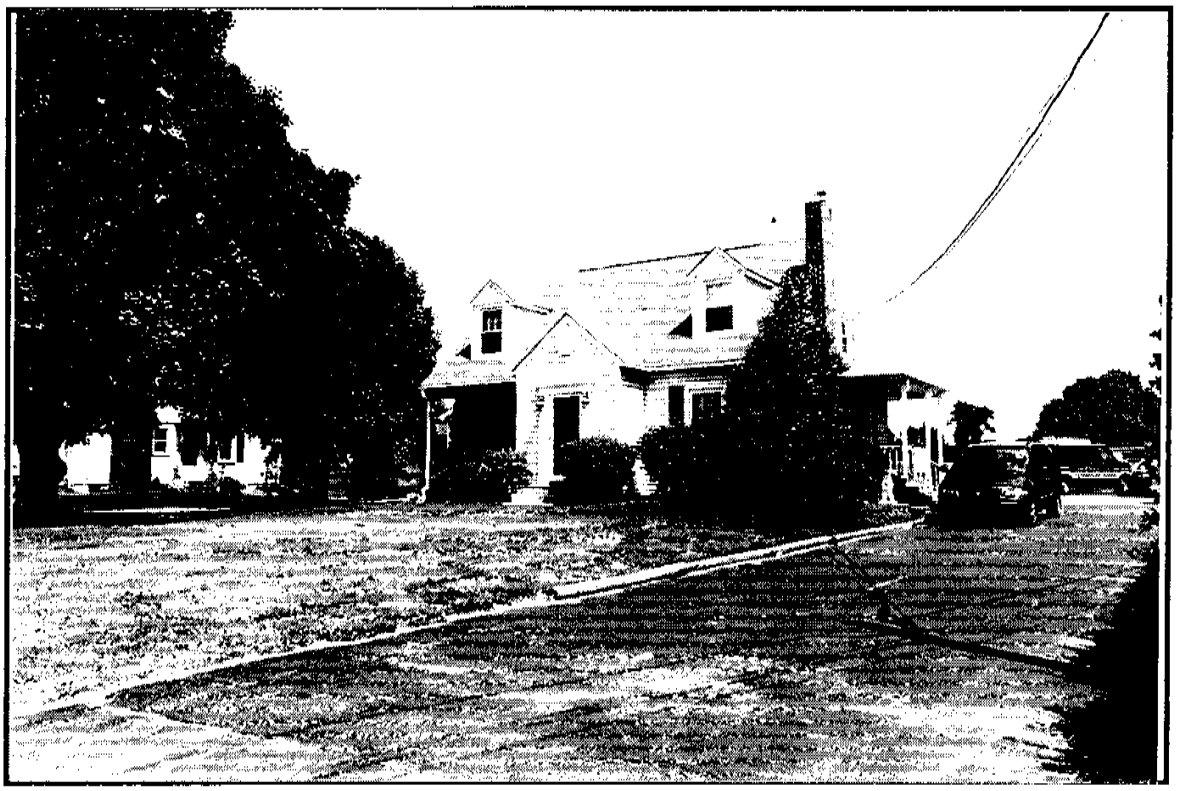

Plate 22. View east to 172 Airport Road.

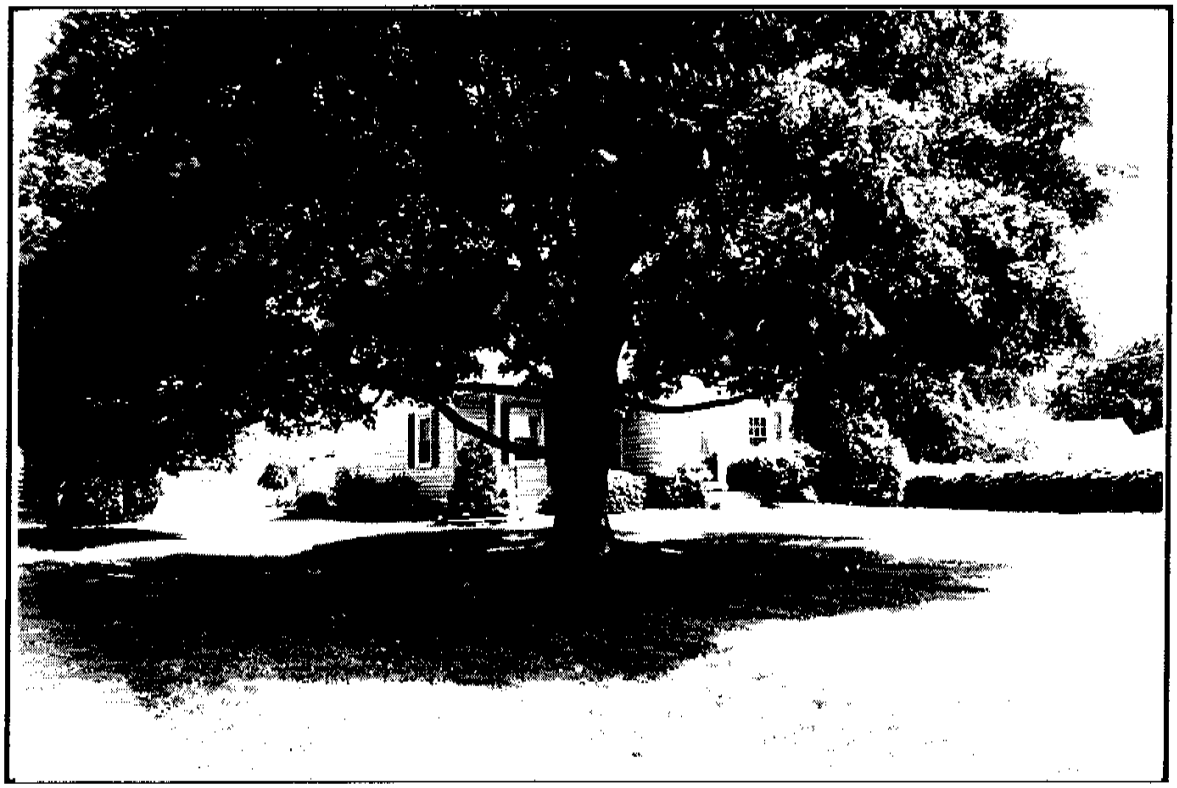

Plate 23. View south to 172 Airport Road.

Just north of the Napolski subdevelopment Airport Road becomes the northwest perimeter of the New Castle County Airport (NCCA). The NCCA was completed in 1942 and operated by the Army Air Corps until 1946. Tax records indicate that 172 Airport was built concurrently with the construction of the NCCA.

Although contemporary with the airport, this subdivision was not a planned community, either for military housing or as suburban corridor development. 172 Airport does not appear to be part of part of a district. Dwellings along this portion of Airport Road do not share a similar setback or plot size, and while many were originally Cape Cods, subsequent alterations have significantly changed their massing and visual character. An example of a more cohesive district contemporary with Duross Heights, Pleasantville, exists one-half mile southwest of the airport.

- Delaware Historic Context
  Geographic Zone: Upper Peninsula
  Chronological Period: 1880-1950+/- Urbanization and Early Suburbanization
  Historic Theme: Architecture
  Property Type: Architecture; Colonial Revival

- Evaluation
  This resource does not meet National Register eligibility criteria A, B, C, or D. Archival research conducted at local and county libraries and historical societies, and investigations of cultural resources studies and available surveys have produced no information indicating the resource to be significant for its association with significant events or persons, or for its ability to yield information important in prehistory or history (Criteria A, B, and D). In addition, the resource does not appear significant for its method of construction or architecture (Criterion C) because it is not a significant representative of an intact Colonial Revival. The Cape Cod form was commonly used throughout Delaware during the second quarter of the twentieth century. Better, intact examples of this type exist throughout the state.

174 Airport Road

- Physical Description
  This .75 acre property has 96 feet of frontage along the southeast side of Airport Road in Duross Heights, Delaware. It contains a one and one-half-story, three bay side gable Cape Cod-style dwelling. This wood frame house was built circa 1940, and has a concrete foundation. The exterior walls are clad in white vinyl siding with white trim. The gable roof is clad in grey asphalt shingles and has two gabled dormers. A brick, gable wall chimney is located on the south elevation. The windows are paired and single one-over-one aluminum sash with wood and aluminum surrounds and black louvered shutters. The front stoop has been enclosed and the door replaced. The side entrance retains its original wood braced canopy (Plates 24-25).

- Integrity
  The visual character of this dwelling has been compromised due to exterior renovations. Vinyl siding has been added, the windows replaced, and the front stoop has been enclosed.

Plate 24. View east to 174 Airport Road.

Plate 25. View south to 174 Airport Road.

- Historical Information
  174 Airport Road is part of the Napolski subdevelopment. Historic atlases and State Highway Department as-built construction plans show that Antoni Napolski owned a large parcel of land between Churchmans Road and Cawdor Lane prior to development. At that time Airport Road was called Hog Swamp Road, and connected Newport and Christiana. A 1930s as-built for Hog Swamp shows no buildings fronting this section of road, only intermittent farmland. Cawdor Lane, Cherry Road, and Tyne Drive are modern roads.

  Just north of the Napolski subdevelopment Airport Road becomes the northwest perimeter of the New Castle County Airport (NCCA). The NCCA was completed in 1942 and operated by the Army Air Corps until 1946. Tax records indicate that 174 Airport was built concurrently with the construction of the NCCA.

  Although contemporary with the airport, this subdivision was not a planned community, either for military housing or as suburban corridor development. 174 Airport does not appear to be part of part of a district. Dwellings along this portion of Airport Road do not share a similar setback or plot size, and while many were originally Cape Cods, subsequent alterations have significantly changed their massing and visual character. An example of a more cohesive district contemporary with Duross Heights, Pleasantville, exists one-half mile southwest of the airport.

- Delaware Historic Context
  Geographic Zone: Upper Peninsula
  Chronological Period: 1880-1950+/- Urbanization and Early Suburbanization
  Historic Theme: Architecture
  Property Type: Architecture; Colonial Revival

- Evaluation
  This resource does not meet National Register eligibility criteria A, B, C, or D. Archival research conducted at local and county libraries and historical societies, and investigations of cultural resources studies and available surveys have produced no information indicating the resource to be significant for its association with significant events or persons, or for its ability to yield information important in prehistory or history (Criteria A, B, and D). In addition, the resource does not appear significant for its method of construction or architecture (Criterion C) because it is not a significant representative of an intact Colonial Revival. The Cape Cod form was commonly used throughout Delaware during the second quarter of the twentieth century. Better, intact examples of this type exist throughout the state.

178 Airport Road

- Physical Description
  This 1.91-acre property has 96 feet of frontage along the southeast side of Airport Road in Duross Heights, Delaware. It contains a one and one half-story, three bay, end gable dwelling. This wood frame house built circa 1940, and has a concrete foundation with a full basement. The exterior walls are clad in beige vinyl siding. The roof is clad in rolled asphalt and has two new, full width shed dormers. The single, paired, and triple window openings containing one-over-one double hung aluminum sash with aluminum surrounds. The main facade has a full width enclosed porch with a central, eight light door and aluminum storm (Plates 26-27).

Plate 26. View east to 178 Airport Road showing construction of new shed dormers.

Plate 27. View south to 178 Airport Road showing completed shed dormer.

- Integrity
  This dwelling has been significantly altered and no longer retains characteristics of its original style. Vinyl siding has been added, the windows replaced, and the full-width porch and new shed dormers obscure its original details.

- Historical Information
  178 Airport Road is part of the Napolski subdevelopment. Historic atlases and State Highway Department as-built construction plans show that Antoni Napolski owned a large parcel of land between Churchmans Road and Cawdor Lane prior to development. At that time Airport Road was called Hog Swamp Road, and connected Newport and Christiana. A 1930s as-built for Hog Swamp shows no buildings fronting this section of road, only intermittent farmland. Cawdor Lane, Cherry Road, and Tyne Drive are modern roads.

  Just north of the Napolski subdevelopment Airport Road becomes the northwest perimeter of the New Castle County Airport (NCCA). The NCCA was completed in 1942 and operated by the Army Air Corps until 1946. Tax records indicate that 178 Airport was built concurrently with the construction of the NCCA.

  Although contemporary with the airport, this subdivision was not a planned community, either for military housing or as suburban corridor development. 178 Airport does not appear to be part of part of a district. Dwellings along this portion of Airport Road do not share a similar setback or plot size, and while many were originally Cape Cods, subsequent alterations have significantly changed their massing and visual character. An example of a more cohesive district contemporary with Duross Heights, Pleasantville, exists one-half mile southwest of the airport.

- Delaware Historic Context
  Geographic Zone: Upper Peninsula
  Chronological Period: 1880-1950+/- Urbanization and Early Suburbanization
  Historic Theme: Architecture
  Property Type: Architecture; No style

- Evaluation
  This resource does not meet National Register eligibility criteria A, B, C, or D. Archival research conducted at local and county libraries and historical societies, and investigations of cultural resources studies and available surveys have produced no information indicating the resource to be significant for its association with significant events or persons, or for its ability to yield information important in prehistory or history (Criteria A, B, and D). In addition, the resource does not appear significant for its method of construction or architecture (Criterion C) because it is not representative of an intact style, not does it have distinctive characteristics that would qualify it for the National Register.

180 Airport Road

- Physical Description
  This .48 acre property has 100 feet of frontage along the southeast side of Airport Road in Duross Heights, Delaware. It contains a one and one-half-story, three bay, side gable Minimal Traditional style dwelling. This wood frame dwelling, built circa 1940, has a concrete foundation and full basement. The walls are clad in white asbestos shingles with blue trim. The roof is clad in grey asphalt shingles and pierced with two vents. A concrete block, gable wall chimney is located on the south elevation. The single and tripartite window openings

contain one-over-one double hung aluminum sash with aluminum surrounds. Windows on the main facade have blue aluminum awnings. The main facade has a center bay porch with an untreated wood balustrade and porch posts, concrete base, and aluminum canopy. The modern door is protected by an aluminum storm door (Plates 28-29).

- Integrity
  The visual character of this dwelling has been compromised due to exterior renovations. It has been reclad in asbestos shingles, the windows and porch replaced, and aluminum awnings have been introduced over the door and windows.

- Historical Information
  180 Airport Road is part of the Napolski subdevelopment. Historic atlases and State Highway Department as-built construction plans show that Antoni Napolski owned a large parcel of land between Churchmans Road and Cawdor Lane prior to development. At that time Airport Road was called Hog Swamp Road, and connected Newport and Christiana. A 1930s as-built for Hog Swamp shows no buildings fronting this section of road, only intermittent farmland. Cawdor Lane, Cherry Road, and Tyne Drive are modern roads.

  Just north of the Napolski subdevelopment Airport Road becomes the northwest perimeter of the New Castle County Airport (NCCA). The NCCA was completed in 1942 and operated by the Army Air Corps until 1946. Tax records indicate that 180 Airport was built concurrently with the construction of the NCCA.

  Although contemporary with the airport, this subdivision was not a planned community, either for military housing or as suburban corridor development. 180 Airport does not appear to part of a district. Dwellings along this portion of Airport Road do not share a similar setback or plot size, and while many were originally Cape Cods, subsequent alterations have significantly changed their massing and visual character. An example of a more cohesive district contemporary with Duross Heights, Pleasantville, exists one-half mile southwest of the airport.

- Delaware Historic Context
  Geographic Zone: Upper Peninsula
  Chronological Period: 1880-1950+/- Urbanization and Early Suburbanization
  Historic Theme: Architecture
  Property Type: Architecture; Minimal Traditional

- Evaluation
  This resource does not meet National Register eligibility criteria A, B, C, or D. Archival research conducted at local and county libraries and historical societies, and investigations of cultural resources studies and available surveys have produced no information indicating the resource to be significant for its association with significant events or persons, or for its ability to yield information important in prehistory or history (Criteria A, B, and D). In addition, the resource does not appear significant for its method of construction or architecture (Criterion C) because it is not representative of an intact Minimal Traditional. Better examples of this type exist throughout the state.

Plate 28. View east to 180 Airport Road.

Plate 29. View south to 180 Airport Road.