

1.0 INTRODUCTION

1.1 PURPOSE AND GOALS OF THE INVESTIGATION

JMA (John Milner Associates, Inc.) conducted a historic architectural investigation as part of an environmental assessment associated with proposed improvements (the removal of utility poles and other fixed objects located within the pavement) along Iron Branch Road/State Street, between Sussex Alley and Old Landing Road in Millsboro, Delaware. Rummel, Klepper & Kahl (RK&K) has been retained by prime consultant Whitman Requardt & Associates (WR&A) to assist in the preparation of all necessary environmental documents for the project. JMA was retained by RK&K to prepare the necessary cultural resources documentation as part of the environmental documentation process. All work was conducted in association with the Delaware Department of Transportation (the Department) and the Delaware State Historic Preservation Office (DelSHPO).

The purpose of the investigation was to identify all historic-period architectural properties within or immediately adjacent to the area of potential effects (APE), and to evaluate their eligibility for listing on the National Register of Historic Places (National Register). Historic-period, for the purposes of this investigation, is considered anything built in 1962 or earlier.

The proposed Iron Branch Road/State Street improvements will be funded by the Federal Highway Administration (FHWA). Therefore, the undertaking is subject to review in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended. The investigation was conducted in accordance with the Secretary of the Interior's *Standards and Guidelines for Archeology and Historic Preservation* (National Park Service 1983), as well as guidelines specific to the State of Delaware, including the *Delaware Statewide Comprehensive Historic Preservation Plan* (Ames et al. 1987) and the DelSHPO's Guidelines for Archaeological and Architectural Surveys in Delaware (Delaware State Historic Preservation Office 1993).

1.2 DESCRIPTION OF THE AREA OF POTENTIAL EFFECTS

As part of the identification of historic architectural properties, the Department, in consultation with the FHWA and the DelSHPO, determined an APE, as defined in 36 CFR 800.16:

(d) Area of potential effects means the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking.

The APE for the current investigation is defined as all tax parcels that adjoin the project area along Iron Branch Road/State Street, from just west of Sussex Alley to Old Landing Road (Figure 1).

1.3 PREVIOUS INVESTIGATIONS

The Department consulted the municipality maps (the 1960s SPO aerial and tax parcel maps) for Millsboro and copied all relevant Cultural Resource Survey (CRS) forms and photo cards on file at DelSHPO. Two previously surveyed architectural resources were identified within the APE of the present investigation. Two additional resources are part of an on-going study currently on file at JMA in Philadelphia, Pennsylvania. All four of these previously identified resources are shown on Figure 2.

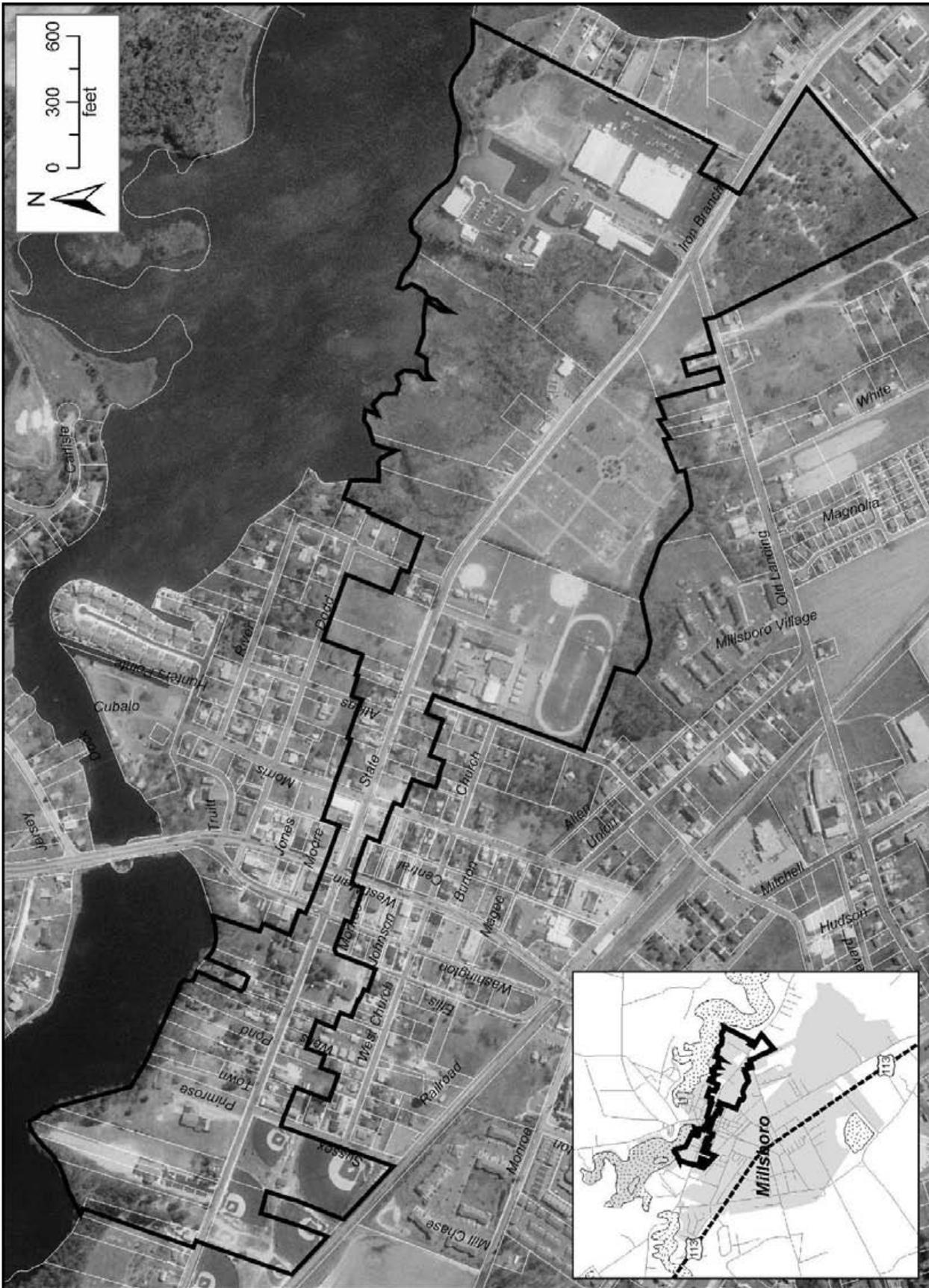


Figure 1. Iron Branch Road/State Street Roadway Improvement Project APE (base map: 2003 aerial photograph).

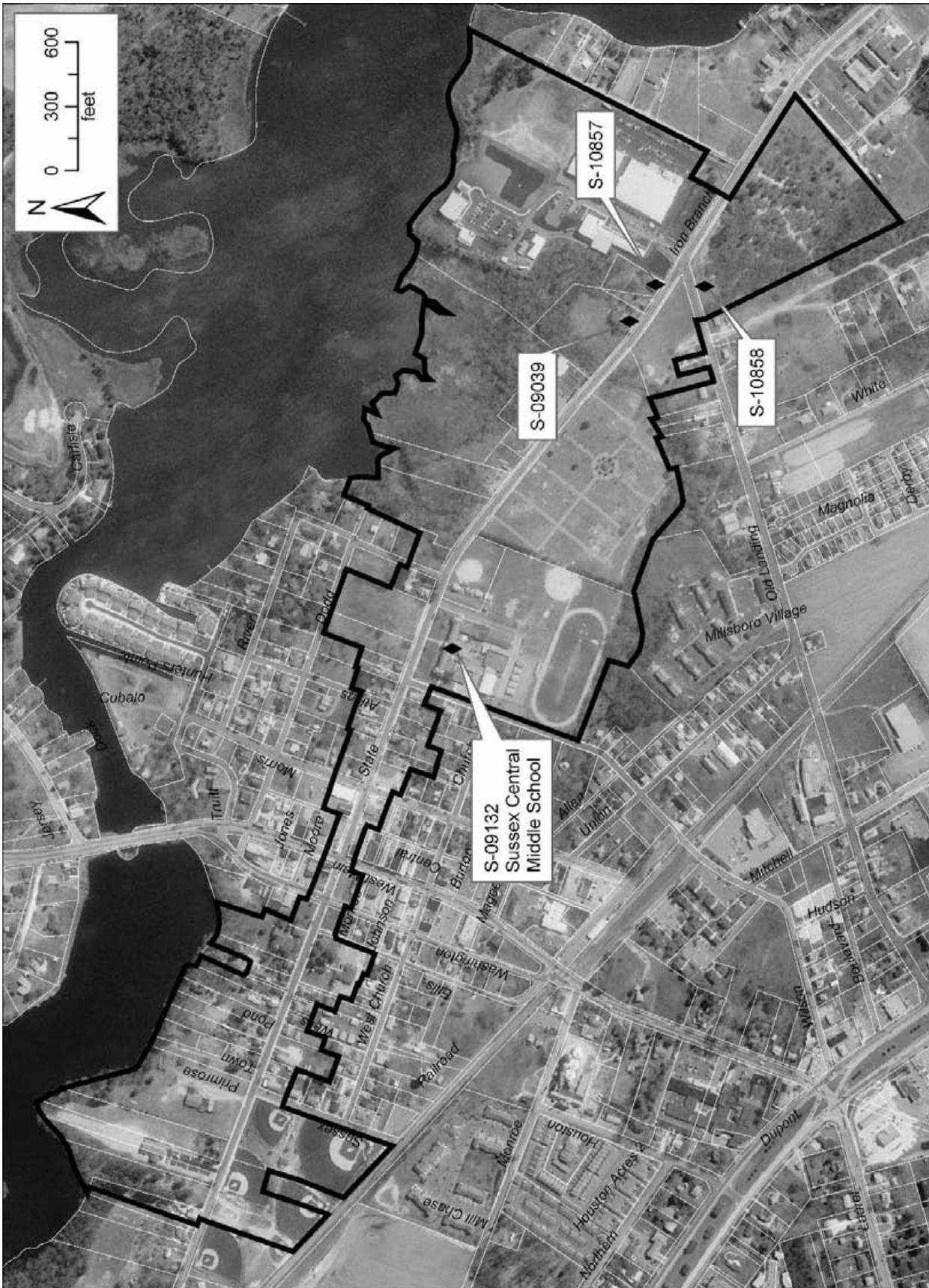


Figure 2. Previously identified cultural resources within the project area.

1.3.1 Davis-Hein Survey S-09039, Dwelling, 391 East State Street

This reconnaissance level cultural resource survey was conducted by Steven Davis and Kara Hein for the DelSHPO (Davis and Hein 1996). Applicable CRS forms were filled out, and black-and-white photographs were taken for each resource. In some cases, preliminary National Register eligibility recommendations were made, but no intensive level survey or formal evaluations were undertaken. One resource within the study, S-09039, is located within the present APE. This early twentieth-century dwelling is noted as being a rectangular-shaped, three-bay wide, frame construction clad in vinyl siding. A full-width porch was documented across the façade, and a lean-to addition across the rear. This resource was recommended not eligible.

As part of the present investigation, an update form for the resource was created.

1.3.2 State-Owned Historic Building Survey S-09132, Millsboro School, East State Street

This reconnaissance level identification survey was conducted by Cynthia Adams for the DelSHPO (Adams 1999). A total of 185 buildings were surveyed, one of which—S-09132—falls within the present APE. Buildings and structures were described using the appropriate CRS forms, and black-and-white photographs were taken for each resource. In some cases, preliminary National Register eligibility determinations were made, but no intensive level survey or formal evaluations were undertaken. At the time of the survey, this resource was referred to as Sussex Central Middle School, as indicated on its CRS form. The school building was described as being located on the south side of East State Street and Wilson Highway, and as “another good example of a Delaware pattern school... having a portico supported by square columns.” Its date of construction was documented as 1928, and its architectural style was identified as Colonial Revival. This resource was recommended as being potentially eligible for inclusion in the National Register under Criteria A and C.

As part of the present investigation, an update form for the resource was created. Additionally, the building was described in-depth, its history was researched, and it was formally evaluated for National Register eligibility.

1.3.3 U.S. Route 113 North/South Study S-10857, Dwelling, 395 East State Street S-10858, Dwelling, southeast corner of Old Landing Road and East State Street

This study was conducted by JMA for WR&A and RK&K on behalf of the Department in partial fulfillment of their Section 106 and NEPA responsibilities associated with the development of a limited access highway between Milford and Selbyville, Delaware. The on-going study includes the creation of a project-wide GIS, inventory-level survey, historical context development, archeological sensitivity modeling, and eligibility assessments for selected properties. During the winter months of 2004, a reconnaissance level survey was performed for portions of the Millsboro area (Chadwick et al. 2005). Abbreviated CRS forms were prepared for two early twentieth-century dwellings located within the present APE (S-10857, S-10858). The properties were not evaluated for National Register eligibility at that time.

As part of the present investigation, a complete set of forms for both resources were created.

1.4 METHODS

JMA conducted the evaluation-level survey and historical research for the project between October 2009 and January 2010. In total, there were 38 extant individual architectural properties and 1 potential historic district that were built prior to 1963 within the project APE.

Properties were mapped in the field on a 2003 aerial photograph and were later digitized using ArcGIS 8.3 software. Resource locations were plotted on top of the 2003 aerials projected in the State Plane Coordinate System, NAD 83, Delaware FIPS 700. The spatial accuracy of the properties is high as assessed by the close correlation between the aerial photographs and features observed on the ground.

Previously recorded CRS properties were identified based on their location, information provided in the original CRS forms, and resource photographs on file at DelSHPO. All properties were intensively surveyed, which consisted of visiting each property, recording all elevations of each historic structure on the property to gather the information necessary to complete the appropriate DelSHPO survey forms, and evaluating the property to assess its eligibility for inclusion on the National Register. High-resolution digital photographs in RAW format were taken of building exteriors; these were later converted to TIF files for archiving at DelSHPO. When permission to enter a property was obtained, portions of buildings and structures not visible from adjacent thoroughfares were viewed and photographed. DelSHPO CRS forms were prepared for all properties and are included in Appendix II. Determinations of Eligibility, in the form of National Register of Historic Places Registration forms, were prepared for eligible properties not previously nominated for or listed on the National Register. These are included in Appendix III.

Background information used to develop historic contexts for the investigation was gathered from the DelSHPO, the Historical Society of Delaware, the University of Delaware Library, Delaware Public Archives, the Millsboro Public Library, and Sussex County municipal government offices in Georgetown. Map research included the 1868 Beers Atlas (Beers 1868a, 1868b), early twentieth-century U.S. Geological Survey topographic quadrangles (U.S. Geological Survey 1917, 1938), and roadway as-built maps on file at the Department (State Highway Department 1931, 1939, 1966, 1969). Construction dates for buildings and structures were typically estimated, based upon exterior appearance. When the owner provided an exact or estimated date of construction, this date was noted in the building description.

Of the 38 properties surveyed, 6 were intensively researched and evaluated for National Register eligibility, the results of which are included in this report. The remaining 32 properties are considered not eligible for the National Register because they lack the integrity necessary to convey any significance they may have once possessed. Preliminary determinations were made in consultation with the Department and DelSHPO in a field view on 8 September 2009, and were confirmed during the intensive survey. The limits of a possible historic district for downtown Millsboro were identified, but the district was not formally evaluated for National Register eligibility because it extended beyond the project APE. Each of the district buildings within the APE were, however, assessed for contributing status to the district in the event the district should be determined National Register eligible at a later date.

Proposed National Register boundaries for recommended eligible properties were based on the significance criteria through which the property qualified, research on historical property boundaries, and the period during which the property obtained its historical significance. National Register boundaries were established using National Park Service guidelines and with guidance from DelSHPO and the Department.