

## 5.0 CONCLUSIONS AND RECOMMENDATIONS

### 5.1 CONCLUSIONS

#### 5.1.1 Archaeology

Archival research revealed that several historical structures were once present within or immediately adjacent to the project area. These consisted of three domestic structures immediately south of the current SR5/SR319 intersection, one mill on each bank of Diamond Pond north of present-day SR319, and four domestic structures on the north side of SR319 and west of Diamond Pond. ~~No remains of any of these structures was found during the Phase I archaeological survey.~~

The survey resulted in the identification of four historical sites, all with boundaries extending outside the LOC. Two sites occur near the SR5/SR319 intersection, the Plum and Driveway Sites. Given the disturbed contexts, the only conclusion is somewhat inconclusive, suggesting deposition during the nineteenth century. No artifacts were recovered below the stratum containing plow scars at the Plum Site, and no features were recorded. One of the two test units excavated at the Driveway Site contained two subsurface features, both posts. The proximity of the features to a disused driveway suggests that they were road signs or mailbox posts.

The ~~Shell Button Site~~, while characterized by the presence of shell button wasters reflecting an important regional 'cottage industry' of the later 19<sup>th</sup> century, also included earlier artifacts. However, no association between the earlier artifacts and the shell deposits could be determined. Archaeologists observed higher surface concentration of artifacts beyond the LOC, and did not conduct subsurface testing. The site is believed to constitute secondary refuse. The Two Hills Site consisted of a light scattering of historical artifacts observed to extend outside the LOC. Archival research indicates this area to have once been part of the G.B. Waples estate identified on the 1868 Beers map. The earlier artifacts likely represent field scatter associated with the Waples occupation.

#### 5.1.2 Architecture

Archival research and reconnaissance level survey prepared in advance of the architectural survey identified three (3) historical buildings and two (2) bridges to be evaluated.

14559 Sand Hill Road, constructed ca. 1944, is a typical example of a vernacular house constructed in Delaware during the post World War II era. The house was constructed during a period of increased suburbanization in Delaware. 14559 Sand Hill Road is not associated with events that have made a significant contribution to the broad patterns of history (Criterion A) and the resource is not known to be associated with the lives of significant persons (Criterion B). The design of the house is a typical example of a vernacular building and the resource does not represent the work of a master or possess high artistic values. The house does not portray distinctive characteristics of a type or method of construction (Criterion C). 14559 Sand Hill Road is recommended as not eligible for listing on the NRHP.

14102 Sand Hill Road, constructed ca. 1937, is a typical example of a bungalow constructed in the rural area of Sussex County, Delaware. 14102 Sand Hill Road is not associated with events that have made a significant contribution to the broad patterns of history (Criterion A) and the resource is not known to be associated with the lives of significant persons (Criterion B). The design of the house is a typical example of a bungalow and the resource does not represent the work of a master or possess high artistic values. The house lacks individual distinction and significance. The house does not portray distinctive characteristics of a type or method of construction (Criterion C). 14102 Sand Hill Road is recommended as not eligible for listing on the NRHP.

The Draper/Bonk House, constructed in 1939, is an excellent example of a Colonial Revival-style house constructed with clinker brick. The Draper/Bonk House is not associated with events that have made a significant contribution to the broad patterns of history (Criterion A). The Draper/Bonk House is associated with the Draper family, a locally significant family whose relationship to Milton includes the ownership of the Draper Cannery. As stated in the *Historic Context Master Reference and Summary of the Delaware Comprehensive Historic Preservation Plan*, one of the major cultural trends in the Lower Peninsula area are the influences of Major Families, Individuals, and Events. The Draper family and the Draper/Bonk House are representative of this trend and the house is an example of this property type (Criterion B). The Draper/Bonk House is a fine example of the Colonial Revival style and is further enhanced by its clinker brick cladding (Criterion C). The Draper/Bonk House is recommended as eligible for listing on the NRHP because it is locally significant for its association with the Draper family (Criterion B) and under the area of architecture (Criterion C).

The Reynolds Mill Pond Bridge, constructed ca. 1925, is a typical example of a reinforced concrete box culvert constructed in Delaware during the first half of the 20<sup>th</sup> century. The bridge was constructed during a period of extensive upgrading of Delaware's infrastructure, but it is unknown if the Sussex County government agency or another agency was responsible for its construction. Reinforced concrete box culverts were an economical and practical construction type for spans less than 15' from around 1910 and the Reynolds Mill Pond Bridge is a modest example of this type. The Reynolds Mill Pond Bridge is not associated with events that have made a significant contribution to the broad patterns of history (Criterion A) and the resource is not known to be associated with the lives of significant persons (Criterion B). The original design of the bridge combined the needs for vehicular traffic and water control requirements for the area and the associated mills to the east. The Reynolds Mill Pond Bridge is a modest and typical example of the reinforced concrete box culvert. According to DelDOT records and historical maps, a saw and gristmill and a dwelling existed on the east side of SR 30 at Reynolds Pond until circa 1970 when they were demolished. DelDOT photographs taken pre-1972 detail the mill building on the east side of the road and the concrete parapet wall and split rail fence at the west side. Details of the parapet wall at the east side of the road are indistinguishable in the historical photograph. After the demolition of the mill, a split rail fencing was installed and was replaced by a metal guardrail in 1972. In 1981, due to collision damage, DelDOT had to repair the west side parapet wall. In 1996, DelDOT repaired the apron, walls, and patched spalls in the culvert. The resource does not represent the work of a master or possess high artistic values, and its extensive alterations obscure its embodiment of the distinctive characteristics of a type or method of construction (Criterion C). The Reynolds Mill Pond Bridge is recommended as not eligible for listing on the NRHP.

Bridge 3-806, constructed ca. 1917, is an example of a reinforced concrete box culvert with an unusual parapet wall design. Textual documentation and physical evidence suggests that the bridge was constructed around the same time as Bridge 3-808 and its associated penstock bridge at Wagamon's Pond in Milton, Delaware (HAER 1991:2). Reinforced concrete box culverts were an economical and practical construction type for spans less than 15' since the 1910s and Bridge 3-806 is an early and isolated example of this type. Bridge 3-806 is not associated with events that have made a significant contribution to the broad patterns of history (Criterion A) and the resource is not known to be associated with the lives of significant persons (Criterion B). The original design of the bridge combined the needs for vehicular traffic and water control requirements for the area. The mills historically located along Sand Hill Road off of Diamond Pond were no longer extant at the time of Bridge 3-806's construction. Diamond Pond was historically part of the same power system as Wagamon Pond to the north. Although the resource does not represent the work of a master, its use of multiple arches in the parapet walls is a unique design feature for reinforced concrete box culverts in Delaware (Criterion C). Historical bridge inventories conducted for the Delaware Department of Transportation identified three examples of this design feature throughout the entire state. The two other examples, Bridge 3-808 and its associated penstock bridge are no longer extant. Bridge 3-806 is recommended as eligible for listing on the NRHP under the area of architecture (Criterion C).

The five resources were assessed and evaluated as potentially eligible for listing on the NRHP (Table 12). The Draper/Bonk House (CRS #S-3527) and Bridge 3-806 (CRS #S-9849) are recommended as potentially eligible for listing on the NRHP. The Determination of Eligibility (DOE) forms are presented in Appendix C. 14102 Sand Hill Road (CRS #S-3461), 14559 Sand Hill Road (CRS #S-9851) and Bridge 3-918 (CRS #S-9850) are not recommended as eligible for listing on the NRHP.

**Table 12. Recommendation of NRHP Eligibility**

Name	CRS #	Date of Construction	Potentially Eligible?	Criteria
14102 Sand Hill Road	S-3461	1937	No	N/A
16046 Federal Street (Draper/Bonk House)	S-3527	1938	Yes	B, C
Bridge 3-806	S-9849	ca.1917	Yes	C
Bridge 3-918	S-9850	ca. 1925	No	N/A
14559 Sand Hill Road	S-9851	ca. 1944	No	N/A

## 5.2 RECOMMENDATIONS

### 5.2.1 Archaeology

This report concludes that adequate investigation was conducted of the portions of the four sites (Driveway Site, Plum Site, Shell Button Site, and Two Hills Site) within the LOC for the project area. Although artifact distributions within the LOC and nearby landforms suggest that portions of the sites fall outside the LOC, artifacts found in association with the sites lack the diversity necessary to draw other than very general conclusions. Further investigation within the LOC likely would produce more artifacts, but not more usable analytical data. In addition, aside from two postholes at the Driveway Site and plowscars at the Plum Site, no other features were

recorded at the sites. Although the Shell Button Site appears to be episodic dumping, and thus is not the best site example to serve as a case study, Herman and Siders (1989:55,61) identify a need for more research into shell button production under the Manufacturing theme in the *Historic Context Master Reference and Summary* for the Industrialization and Early Urbanization and Urbanization and Early Suburbanization periods in the Lower Peninsula/Cypress Swamp Region.

### 5.2.2 Architecture

Parsons recommends that the Draper/Bonk House (CRS #S-3527) and Bridge 3-806 (CRS #S-9849) are eligible for listing on the NRHP. The Draper/Bonk House is recommended as potentially eligible under Criterion B for its association with the Draper family, a locally significant family whose relationship to Milton includes the ownership of the Draper Cannery. The Draper/Bonk House is also recommended as potentially eligible for listing under Criterion C as representative of the Colonial Revival style. Bridge 3-806 is recommended as potentially eligible for listing under Criterion C. The original design of the bridge's parapet wall was a unique architectural feature found only on Bridge 3-806 at Diamond Pond and Bridge 3-808 with its penstock bridge at Wagamon's Pond. Although Bridge 3-806 has undergone continuing deterioration of its physical components, the resource has retained sufficient integrity to convey its historical significance. Parsons recommends that DelDOT consult with the Delaware SHPO in regards to possible mitigation for Bridge 3-806 if the Delaware SHPO deems the resource eligible for listing on the NRHP.

The remaining three resources are recommended not eligible for listing on the NRHP. 14559 Sand Hill Road is typical of post World War II vernacular architecture, and 14102 Sand Hill Road is typical of the bungalow style. However, both lack high artistic value, individual distinction and significance. The Reynolds Mill Bridge is a modest and typical reinforced concrete box culvert from the first half of the 20<sup>th</sup> century, but extensive alterations disallow distinctive characteristics of a type or method of construction.