

**ARCHITECTURAL RESOURCES SURVEY
BRIDGE 661A
OLD STATE ROAD IMPROVEMENTS**

New Castle County, Delaware

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**ARCHITECTURAL RESOURCES SURVEY
BRIDGE 661A
OLD STATE ROAD IMPROVEMENTS**

New Castle County, Delaware

Prepared By:

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**The Cultural Resource Group
Louis Berger & Associates, Inc.
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June 8, 2000*

Prepared For:

**The Delaware Department of Transportation
Dover, Delaware**

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ABSTRACT

The Delaware Department of Transportation (DelDOT) proposes to undertake a replacement or rehabilitation of Bridge 661A, which carries Old State Road (County Road 34A) over Army Creek in New Castle Hundred, New Castle County. At the request of DelDOT, Louis Berger & Associates, Inc. (Berger), conducted architectural investigations as part of the preliminary planning for the proposed replacement or rehabilitation. The purpose of the investigations was to identify architectural resources within the area of potential effect (APE) that are currently listed in or eligible for listing in the National Register of Historic Places.

A review of Delaware State Historic Preservation Office (SHPO) files found that no architectural resources listed in or eligible for the National Register had previously been identified within the APE for the proposed replacement or rehabilitation. The architectural field survey documented one architectural resource more than 50 years old that is located within the APE. Delaware SHPO Cultural Resource Survey (CRS) inventory forms were prepared for the resource. Because of its lack of architectural distinction or important historical associations, this architectural resource does not meet the criteria for National Register eligibility.

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I. INTRODUCTION

The Delaware Department of Transportation (DelDOT) proposes to undertake a replacement or rehabilitation of Bridge 661A. The bridge carries Old State Road (County Road 34A) over Army Creek in New Castle Hundred, New Castle County, and is located approximately 400 feet north of the lower or southern junction of Old State Road with the Du Pont Highway (U.S. Route 13) (Figure 1). The area is suburban in character, with a mixture of commercial and residential properties. The Llangollen subdivision is located across U.S. Route 13 to the east.

DelDOT contracted with the Cultural Resource Group of Louis Berger & Associates, Inc. (Berger), to perform architectural investigations as part of the preliminary planning for the proposed replacement or rehabilitation. The purpose of the investigations was to identify and document architectural resources within the area of potential effect (APE) currently listed in or eligible for listing in the National Register of Historic Places, the Federal government's list of buildings, structures, sites, objects, and districts worthy of preservation. Federal legislation requires the identification, evaluation, and treatment of cultural resources impacted by publicly financed undertakings. These legislative mandates include Section 106 of the National Historic Preservation Act of 1966, as amended; Section 101 (b) (4) of the National Environmental Policy Act of 1969, as amended; the Advisory Council on Historic Preservation's Procedures for the Protection of Historic Properties (36 CFR 800); and Section 4(f) of the Department of Transportation Act of 1966, as amended.

Berger conducted architectural and historical research and fieldwork for this project during October and November 1999. Properties immediately adjacent to the proposed improvements constituted the APE for the investigation, along with the area liable to potential visual effects from the proposed bridge replacement or rehabilitation, based on lines of sight from the bridge location. Preliminary research focused on examining survey files at the Delaware State Historic Preservation Office (Delaware SHPO) in order to identify any previously surveyed and documented resources within the project's APE. No architectural resources located within the APE had previously been inventoried. The project researcher also gathered historical information from Delaware SHPO historic contexts for use in developing a historical narrative describing the evolution of the project area and outlining evaluation criteria for National Register eligibility.

Fieldwork identified one resource more than 50 years old within the APE. Delaware SHPO Cultural Resource Survey (CRS) forms were completed for this resource.

Research, fieldwork, and report preparation activities for this project were undertaken following the Delaware SHPO's *Guidelines for Architectural and Archaeological Surveys in Delaware* (Delaware State Historic Preservation Office [Delaware SHPO] 1993). The investigations were performed under the supervision of Berger Principal Architectural Historian Martha Bowers. Architectural Historian Philip E. Pendleton performed the research and fieldwork activities and authored this report. (A copy of Mr. Pendleton's resume is presented in Appendix B.) The report was edited by Anne Moiseev. Graphics were prepared by Jacqueline Horsford.

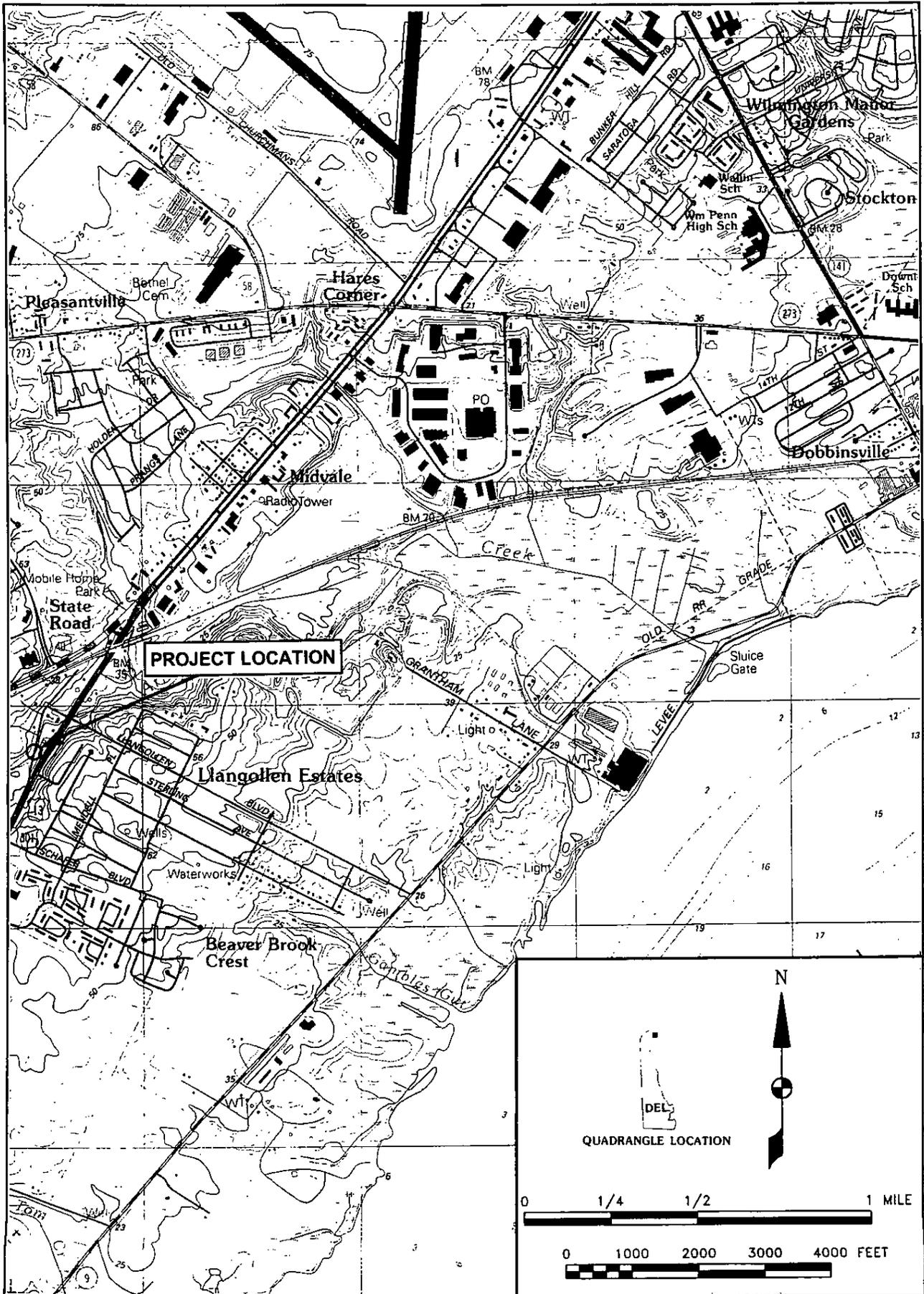


FIGURE 1: Project Location Map

SOURCE: USGS 7.5 Minute Quadrangle, Wilmington South, DE-NJ 1993

II. BACKGROUND RESEARCH

In accord with Federal and State of Delaware guidelines concerning National Register eligibility for historic resources, this investigation uses historic contexts to link the project area's history with property types describing the evolution of the project area's built environment. A context outlines levels of historical significance and architectural integrity that identified historic resources must possess in order to be determined eligible for listing in the National Register. Subsequent decisions regarding National Register eligibility compare levels of integrity and significance established by the context to the historical significance and architectural integrity of each identified historic resource. The use of historic contexts for the evaluation of National Register eligibility allows for the systematic evaluation of each resource's National Register eligibility based upon the historical evolution of the locale.

The following historic context has been divided into five chronological periods based on periods outlined in the *Delaware Comprehensive Historic Preservation Plan* (Ames et al. 1989). Fieldwork and research identified four themes applicable to the historic resources found in the project area vicinity: (a) Agriculture, (b) Manufacturing, (c) Settlement Patterns and Demographic Change, and (d) Architecture, Engineering, and Decorative Arts. These themes are discussed in each of the five chronological periods.

A. Exploration and Frontier Settlement, 1630-1730 ±

The project area for the planned replacement or rehabilitation is situated where Old State Road crosses Army Creek in New Castle Hundred, New Castle County (see Figure 1). The project area is located within the Upper Peninsula Geographic Zone as defined by the *Delaware Comprehensive Historic Preservation Plan* (Ames et al. 1989). The Upper Peninsula consists of the area lying to the south of the fall line, inland from the shoreline of the navigable rivers and creeks, and north of the Kent-Sussex County boundary. The topography of this zone varies from level through gently rolling to steeply sloping. The surface soils also vary, ranging from medium-textured to moderately coarse, while subsoils are composed of sandy loam or sandy clay loam. Some areas are well-drained, and others are very poorly drained. Early European pioneers noted a rich variety of oak, hickory, poplar, walnut, and ash trees in the Upper Peninsula region prior to extensive land clearance activities. The region's major and minor creeks and streams generally drain eastward toward the Delaware River and Delaware Bay (Ames et al. 1989:34).

Colonial settlement of northern Delaware began in the early seventeenth century. The first Swedish, Finnish, and Dutch settlers concentrated their homesteads near the Delaware River in the northern end of the future state, basing their settlement's economic life on the fur trade and subsistence agriculture. After England acquired control of the region in 1664, agricultural settlement gradually intensified and moved inland along the region's larger creeks and streams. Before the stream became clogged with silt, the Christiana River provided an important transportation network into hinterland areas as greater areas of land were cleared for the expanding agricultural economy. The river forms the northern boundary of New Castle Hundred. Settlement of northern Delaware increased significantly after William Penn began granting tracts of land in Delaware to English and Welsh immigrants in the 1680s. The town of New Castle developed as the region's first urban area. Slavery became a limited presence in the region toward the end of the period. Early architectural construction by Europeans consisted primarily of log or frame buildings erected quickly and not intended for permanent use (Ames et al. 1989:45-46; Herman et al. 1989:4).

Property types reflecting context themes during this period include non-nucleated agricultural settlements, pioneer trapping and hunting camps, roads, paths, early trails, landings, fords, ethnic impermanent architecture, and early durable buildings. Examples of these property types on the landscape should be considered extremely significant, as they provide information on the earliest settlement of the region.

Integrity levels of these property types are expected to be low; however, resources should retain some integrity of materials and location in order to convey their significance.

B. Intensified and Durable Occupation, 1730-1770 ±

Settlement and agricultural development of the region quickened during the eighteenth century. As population density increased, overland transportation networks were created that joined outlying agricultural areas with larger village centers and engendered further intensive settlement along their routes. New port towns, such as Port Penn and Odessa, developed in the Upper Peninsula to serve the Atlantic coastal trade. The region's agriculture emphasized diversified production on individual farms, consisting of wheat and other cereal cultivation, livestock raising, dairying, orchard tending, and vegetable gardening. Toward the end of the period, farmers began experimenting with ways to rebuild their fields' fertility. Architectural forms during this period primarily consisted of more permanent brick, stone, and log versions of Georgian and ethnic vernacular structures (Ames et al. 1989:46; Herman et al. 1989:23-26).

Property types indicative of context themes include roads, taverns, inns, villages, durable and permanent buildings, stair-passage dwellings, barns, granaries, and hay barracks. Survival rates and integrity levels for these property types are very low, similar to those from the Exploration and Frontier Settlement period, making surviving examples very significant. Resources documenting these trends should retain sufficient integrity of location, materials, and workmanship to convey information related to their significance.

C. Early Industrialization, 1770-1830 ±

During this period non-nucleated settlement continued as the mode in the Upper Peninsula, with some noticeable clustering around existing communities. The population continued to grow gradually into the early years of the nineteenth century, but after 1810 it began to decline in some areas. Slavery also began to wane in the region. Tenancy became more widespread in connection with the emergence of a dominant new class of wealthy farmers who invested in additional farmsteads and urban and village properties. Many of these prosperous agriculturists also participated in a burgeoning progressive agricultural movement (Ames et al. 1989:47-48; Herman et al. 1989:26-30).

Property types documenting context themes include roads, bridges, inns, taverns, villages, mills, hall-parlor and stair-passage dwellings, dwellings incorporating service wings, domestic outbuildings, farmsteads, and specific-function farm buildings. Although survival rates for dwellings, taverns, and major agricultural buildings are relatively good, these resources in the Upper Peninsula are under considerable pressure from modern development, especially in the northern portion of the region where the project area is located. Property types indicative of these themes should be considered very significant but must also retain higher integrity than resources documenting earlier periods. Resources must possess integrity of location, materials, workmanship, and feeling.

D. Industrialization and Early Urbanization, 1830-1880 ±

The introduction of improved transportation networks, such as turnpikes and railroads, greatly assisted both farming and manufacturing activities and linked the area with the larger regional economy. Rail access provided farmers with more efficient methods of transporting surplus produce to distant markets, thereby boosting productivity and the cultivation of lucrative cash crops. The major market commodities for farmers during the period were beef and butter. Farmers also raised substantial quantities of wheat for market (though less than formerly) and corn, oats, and hay for livestock feed. The movement for agricultural improvement gained further strength because of the trend toward ever-increasing intensification of cultivation and the accompanying soil erosion; this trend itself was a consequence of the ongoing division

of farmsteads by inheriting generations in local families. Population growth regained its vitality during this period, especially in the northern portion of the region, accompanied by continued increase in the rate of tenancy in the countryside as well as in towns and villages. During this period the region's domestic, industrial, and agricultural architecture displayed tendencies toward increasing variation as Victorian eclectic styles proliferated, the local industrial establishments further diversified, and farmers built multifunctional buildings, such as barns with basement stables and granaries flanked by attached corncribs (Ames et al. 1989:50; Herman et al. 1989:30-34).

With regard to the immediate project area vicinity, the first two known cartographic representations of settlement locations date to 1849 and 1868. The 1849 map indicates a settlement occupied by G. N. Shire located just west of the Bridge 661A site, on the north bank of the creek. Another settlement was situated just north of the Bridge 661A site on the west side of Old State Road and on the south side of the railroad line. The latter settlement was evidently located outside the APE for this investigation. By 1868 the density of occupation along Old State Road increased, with one settlement just north of the Bridge 661A location and two others just south of it, all three standing on the west side of the road (Figures 2 and 3) (Beers 1868; Rea and Price 1849).

Property types documenting context themes include mills, towns, churches, schools, a variety of nineteenth-century architectural styles, single- and multiple-family dwellings, and multifunctional farm buildings. Although survival rates for resources of these types are relatively good, especially in comparison with resources from earlier periods, these resources are under pressure from modern development. Integrity levels are relatively high for these resources, requiring integrity of materials, workmanship, design, location, setting, and feeling.

E. Urbanization and Early Suburbanization, 1880-1940 ±

From the end of the nineteenth century into the early twentieth century a gradual but pronounced shift in the settlement patterns of the northern portion of the Upper Peninsula took place as a result of the growth in transportation routes, such as railroad and streetcar lines and roads. The spread of automobile ownership led to the construction of the Du Pont Highway (U.S. Route 13) and a general improvement in secondary roadways. Initial suburban neighborhoods developed, and commercial centers and residential neighborhoods of older towns expanded. Industrial employment, at various Du Pont factories and at the oil refineries around Delaware City, for example, became increasingly prevalent. In most areas of the region, however, the economy continued to center on agricultural activity. During the latter half of the period the region's agriculture emphasized truck farming for nearby urban markets and for canning concerns. The architectural forms in evidence during this period included a variety of late nineteenth-century and early twentieth-century architectural styles. A common house type in the new suburban developments was the bungalow (Ames et al. 1989:51; Herman et al. 1989:34-37).

In the immediate vicinity of the project area, from 1868 to 1893 the density of settlement decreased somewhat, according to historical maps. A map published in 1893 depicts the two settlement locations of 1868 that stood just south of the Bridge 661A site, but the 1868 settlement situated just north of the crossing is not indicated on the later map (Figure 4) (Baist 1893).

Property types representing context themes include bungalow-type houses and other dwellings representing the architectural styles of the period, early subdivision developments, factory complexes, bank barns, and truck and dairy farmsteads. Surviving resources representative of early suburbanization are fairly numerous. Resources related to agriculture and manufacturing, however, are threatened by recent land-use patterns and therefore require the same levels of cultural resource evaluation as those for property types dating to the 1830-1880 ± period.

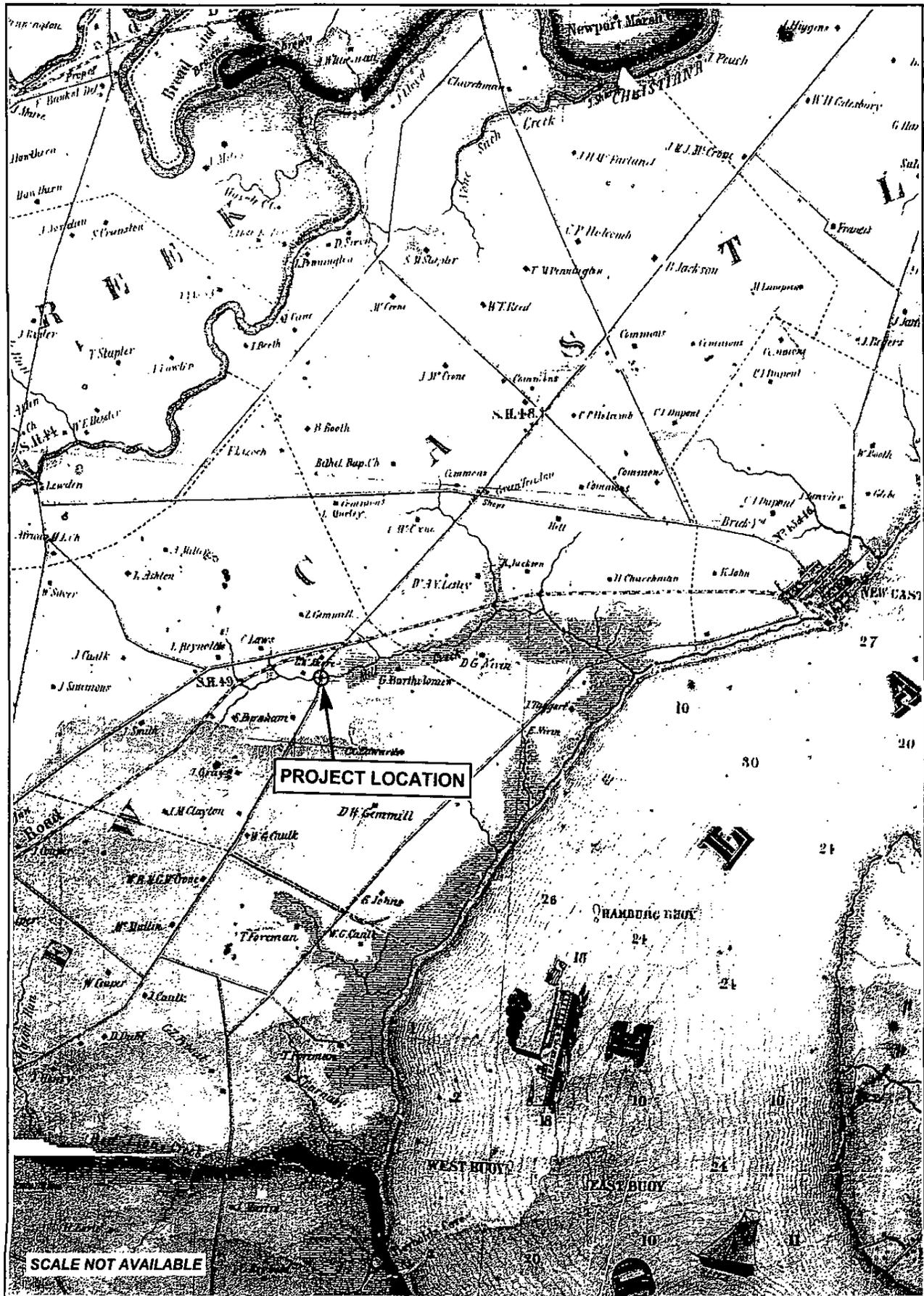


FIGURE 2: Project Area Vicinity in 1849

SOURCE: Rea and Price 1849

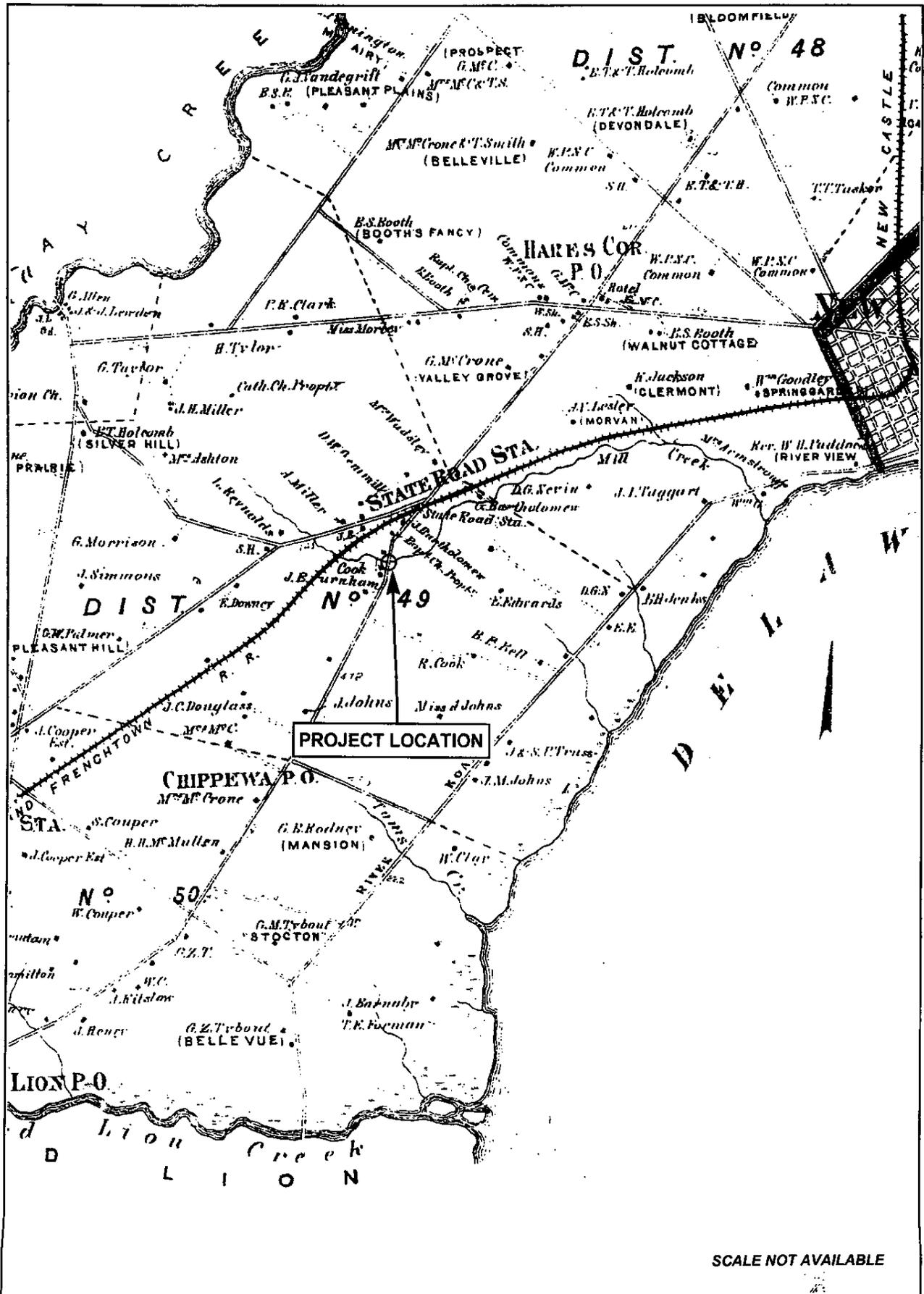


FIGURE 3: Project Area Vicinity in 1868

SOURCE: Beers 1868

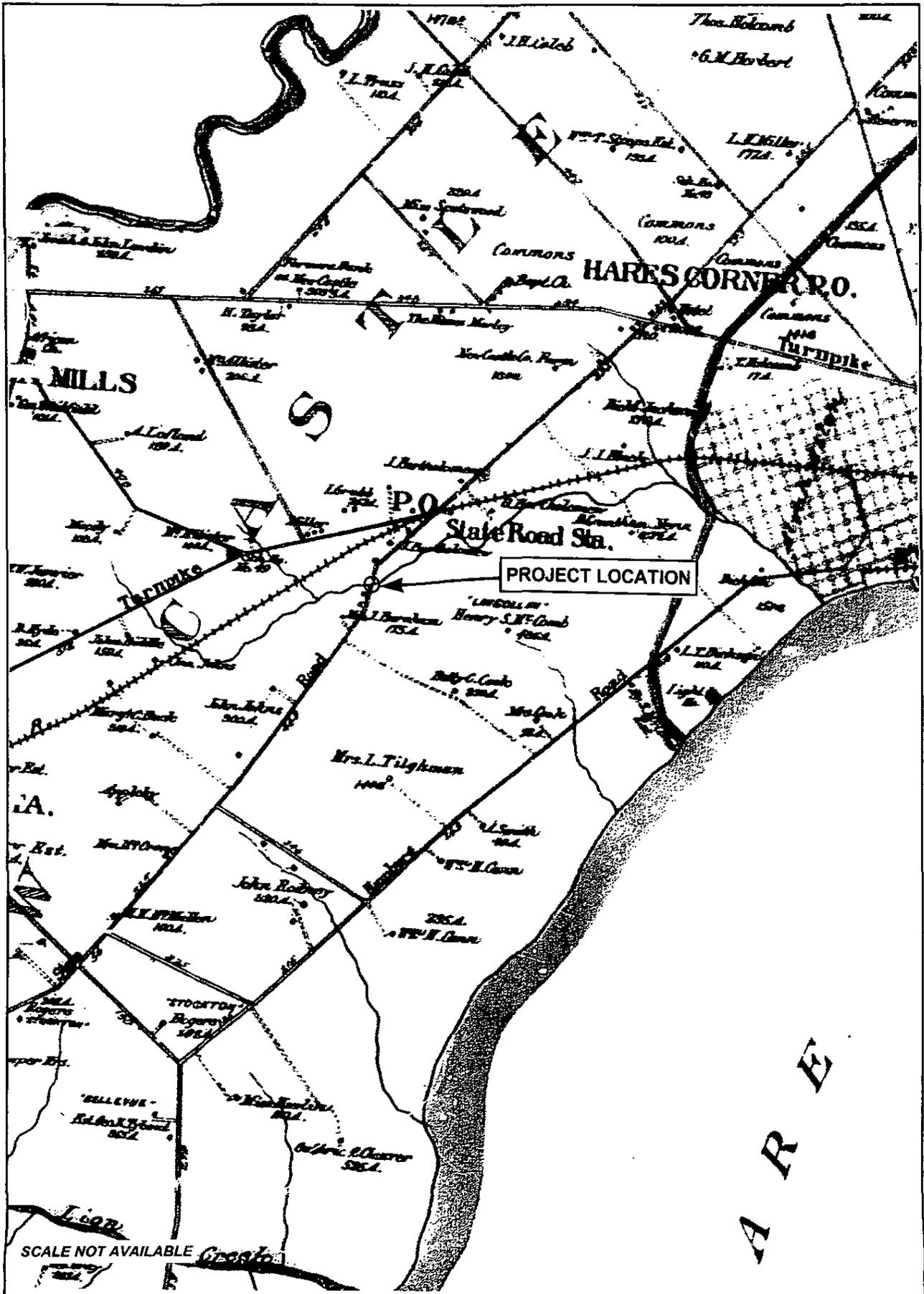


FIGURE 4: Project Area Vicinity in 1893

SOURCE: Baist 1893

F. The Upper Peninsula After circa 1940

Since the end of World War II in 1945 the Upper Peninsula region has experienced continued suburban growth. Much of the region's former agricultural land is now the locus for tract housing, although extensive areas of open land dotted with exurban residential properties remain. Associated development of strip- and mega-mall complexes, designed to accommodate the commercial needs of area residents unwilling to travel to congested urban or town centers, has also swallowed up considerable areas of former farmland. Business parks and research laboratories have also relocated to formerly rural areas, engendering additional suburban development and thus further propelling transformation of the Upper Peninsula's landscape.

III. RESEARCH DESIGN

A. Objectives

In order to assist DeIDOT's project planning and analysis of alternatives, the objectives of the present investigation were to identify historic resources located within the APE for the proposed improvements and to evaluate the eligibility of those resources for listing in the National Register of Historic Places in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended. The level of survey combined Phase I (Background Research and Location/Identification) and Phase II (Evaluation) studies. Investigators undertook research sufficient for the development of a historic context following the guidelines of the *Delaware Comprehensive Historic Preservation Plan* (Ames et al. 1989) and its associated context documents. The APE consisted of properties immediately adjacent to the proposed undertaking along Old State Road, and in addition the area liable to potential visual effects from the proposed bridge replacement or rehabilitation, based on lines of sight from the bridge location.

B. Methods

The methodology for the present study involved background research, to provide data for the development of a historic context, and fieldwork, to carry out the identification and documentation of historic resources in the APE. Following research and fieldwork activities, National Register eligibility evaluations were undertaken utilizing the criteria developed by the historic context.

Background research activities consisted of examination of materials at various repositories. Researchers examined Delaware SHPO survey files and obtained copies of previously completed CRS (Delaware SHPO v.d.) and National Register forms for historical resources identified within the APE. Historic contexts and other historical information describing the development of the project area were also inspected at the Delaware SHPO. Tax parcel and land ownership information was collected at the New Castle County Department of Land Use. Additional historical research was conducted at the University of Delaware Morris Library in Newark, Delaware.

Fieldwork consisted of vehicular and pedestrian survey of the project area to identify historic resources meeting the National Register's 50-year age criterion. Based upon each resource's architectural style, building materials, and form, surveyors noted the location of 50-year-old resources on project area maps. Subsequent comparison with historical map views confirmed the age of these resources. Fieldworkers also attempted to identify resources younger than 50 years that may have attained significance within that period and meet one of the criteria exceptions. Field documentation of newly identified historic resources involved collecting architectural information for the completion of CRS forms and for evaluating the resources' National Register eligibility, and photographing the resources as per the survey guidelines of the Delaware SHPO.

In compliance with the Advisory Council on Historic Preservation's regulations implementing Section 106 (36 CFR 800), and the guidelines of "Archeology and Historic Preservation: Secretary of the Interior's Standards and Guidelines" (United States Department of the Interior 1983) and the Delaware SHPO's *Architectural and Archaeological Surveys in Delaware* (Delaware SHPO 1993), this investigation used historic contexts to evaluate the National Register eligibility of the identified historic resources. The levels of integrity and significance outlined by the contexts were applied to the resources documented during fieldwork and their historical significance as ascertained during research, to determine whether the resources met the National Register criteria.

C. Expected Results

Based upon the results of the historical research, and the project area's location on a secondary road in suburban New Castle Hundred, surveyors anticipated finding a residential landscape primarily composed of dwelling styles commonly associated with suburban development during the period 1920-1950. Dwellings dating to the period circa 1830-1920 were considered a potential secondary presence.

IV. ARCHITECTURAL EVALUATION

A. Introduction

The APE for the proposed improvements was defined as consisting of the two properties lying adjacent to the bridge location and the area liable to potential visual effects from the proposed bridge replacement or rehabilitation, based on lines of sight from the bridge location. Because of the presence of an embankment rising above the bridge site on the east and of dense woodland on the west, the APE consisted of the area extending along Old State Road for approximately 400 feet in either direction from the bridge.

A review of Delaware SHPO survey files found that no previously inventoried architectural resources stand within the APE. One architectural resource more than 50 years old, 339 Old State Road (N-13777), was identified in the field investigation and documented on the CRS form (see Appendix A). The result of its evaluation is summarized in Table 1. Its location is depicted in Figure 5.

B. 339 Old State Road (N-13777) Constructed in 1948 Tax Parcel: 10-034.00-091 Plate 1 (CRS forms in Appendix A)

Description: Located approximately 350 feet north of Bridge 661A, about 75 feet back from the west side of the road, the house is a one-and-a-half-story, rectangular, gable-roofed frame structure that is representative of the Minimal Traditional style. It is set on a foundation of poured concrete, clad in vinyl siding, and roofed with asphalt shingle. Shaded by mature hardwood trees sited to its front, the house faces east toward the road, its roof ridge aligned running north-south. A one-story, shed-roofed enclosed porch, apparently an element of the original construction, extends along the north gable end. The house's principal or east facade is of symmetrical three-bay design, with the center entry approached via a small stoop of poured concrete. Two gabled dormers break the front roof slope. A brick center chimney is positioned just behind the roof ridge. The window sash is of the six-over-six, double-hung wooden type. The only outbuilding on the property is an example of the prefabricated garden shed commonly purchased from hardware and garden stores and delivered to the property by truck.

Applicable Historic Context: Upper Peninsula Zone. Urbanization and Early Suburbanization 1880-1940 ±. Settlement Patterns.

Evaluation: The house at 339 Old State Road was built in 1948, according to the current New Castle County assessment, a construction date in keeping with the building's Minimal Traditional stylistic character (New Castle County Department of Land Use v.d.). The house represents an undistinguished example of the mass-market housing of the postwar period. Lacking architectural distinction or important historical associations, this property does not meet the criteria of historical significance for National Register eligibility.

Table 1

Architectural Resources Located in the Area of Potential Effect

Resource Number	Name	Context	Property Type	Integrity	Recommendation
N-13777	339 Old State Road	Settlement Patterns	Dwelling	Good	Not eligible

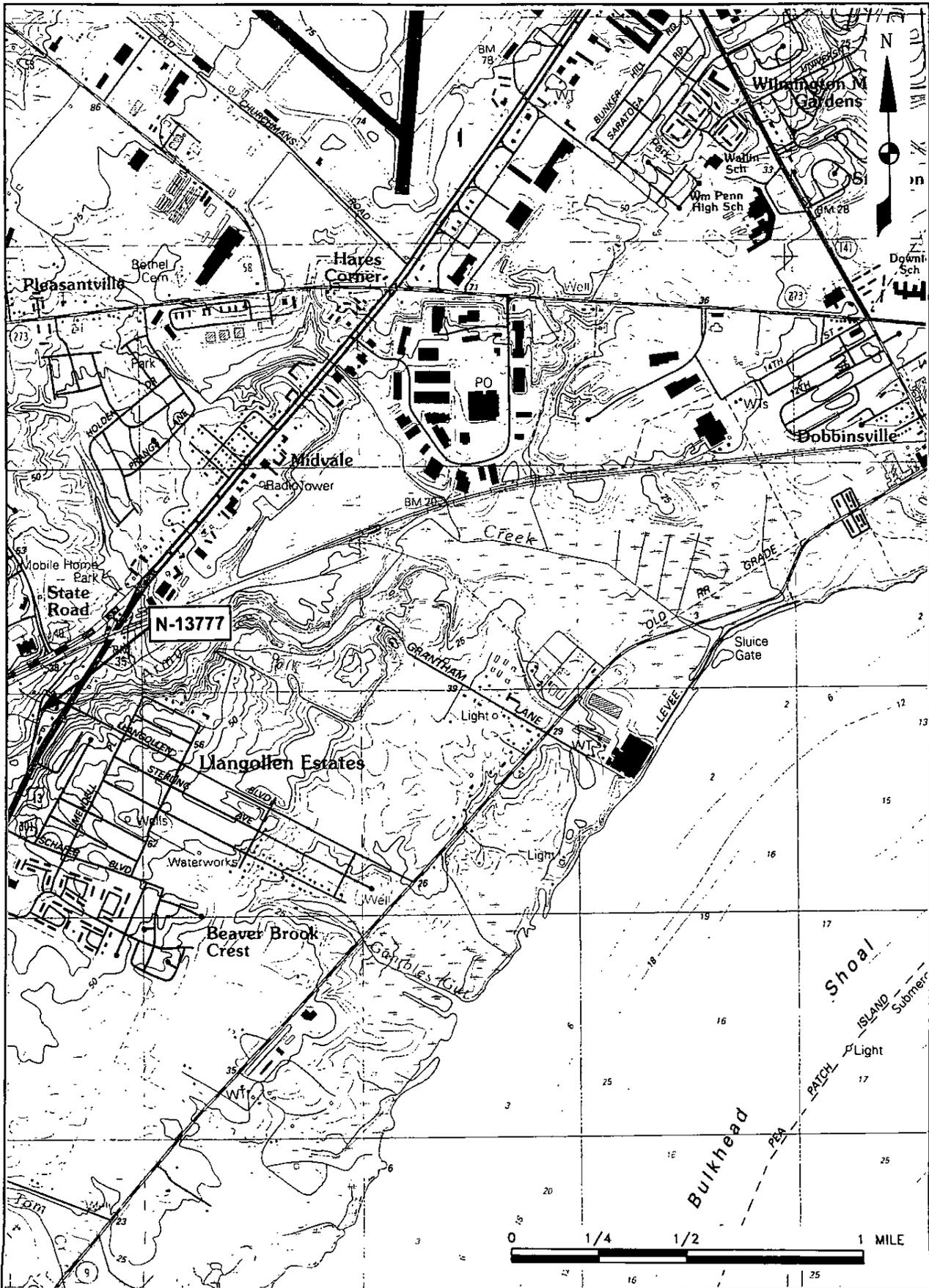


FIGURE 5: Architectural Resources Identified in the Area of Potential Effect

SOURCE: USGS 7.5 Minute Quadrangle, Wilmington South, DE-NJ 1993



PLATE 1: 339 Old State Road, Looking Northwest

V. SUMMARY AND RECOMMENDATIONS

Under contract to the Delaware Department of Transportation, the Cultural Resource Group of Louis Berger & Associates, Inc., has undertaken research and architectural survey activities in preparation for the proposed replacement or rehabilitation of Bridge 661A, which carries Old State Road over Army Creek in New Castle Hundred, New Castle County. The purpose of the investigations was to identify, document, and evaluate the National Register eligibility of architectural resources more than 50 years old in the APE for the proposed improvements, pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended in 1992. The survey identified one architectural resource in the APE, which had not previously been inventoried on Delaware SHPO CRS forms. The resource was documented on CRS forms and evaluated for National Register eligibility. It was found that the resource did not meet National Register significance criteria.

VI. REFERENCES CITED

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1989 *Delaware Comprehensive Historic Preservation Plan*. Center for Historic Architecture and Engineering, University of Delaware, Newark.
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1989 *Historic Context Master Reference and Summary*. Center for Historic Architecture and Engineering, University of Delaware, Newark.
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v.d. Tax Assessment Records and Maps. On file, New Castle County Government Center, New Castle, Delaware.
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1849 *Map of New Castle County, Delaware*. Smith & Wistar, Philadelphia.
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1983 Archeology and Historic Preservation: Secretary of the Interior's Standards and Guidelines. *Federal Register*, Part IV, 48(2):44716-44742.
- United States Geological Survey [USGS]
1993 *Wilmington South, DE-NJ*. 7.5-Minute Series (Topographic) Quadrangle. United States Geological Survey, Reston, Virginia.

APPENDIX A

CULTURAL RESOURCE SURVEY FORMS



CULTURAL RESOURCE SURVEY
PROPERTY IDENTIFICATION FORM

CRS # N-13777
SPO Map 08-09-33
Hundred New Castle
Quad Wilmington S.
Zone Upper Peninsula
Acreage 11.36

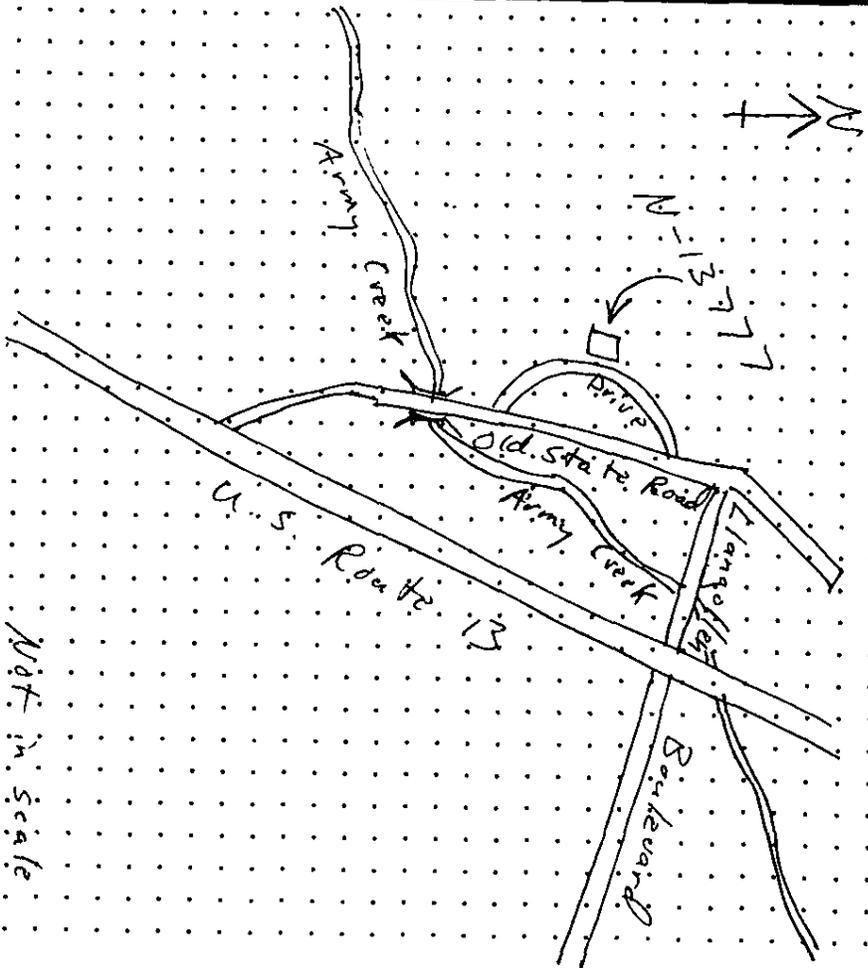
1. NAME OF PROPERTY: 339 Old State Road
2. STREET LOCATION: 339 Old State Road
3. OWNER'S NAME: Richard C. + Eleanor H. Hasty TEL. #: 302-836-0200
ADDRESS: 200 Caravel Drive, Bear, DE 19701
4. TYPE OF RESOURCE(S): building structure _____ site _____
object _____ district _____
5. SURROUNDINGS: (check more than one if necessary)
fallow field _____ cultivated field _____ woodland _____
scattered buildings densely built up _____ other _____
6. FUNCTION: original Dwelling present Dwelling
7. LIST ADDITIONAL FORMS USED:
CRS-2
8. SURVEYOR: Philip E. Pendleton TEL. #: 973-678-1960
ORGANIZATION: Louis Berger + Assoc. DATE: November 1999
ADDRESS: 100 Halsted Street, East Orange, NJ 07019

USE BLACK INK ONLY

9. LOCATION MAP:

CRS # N-13777

Please indicate position of resource in relation to geographical landmarks such as streams and roads.



INDICATE NORTH ON SKETCH

USE BLACK INK ONLY

10. OTHER INFORMATION Consider the following:

- a) Relationship to setting
- b) Associated traditions or stories
- c) Noteworthy features
- d) Comparison with others in area
- e) Threats
- f) Additional documentation

11. COMPREHENSIVE PLANNING:

- a) Time period(s) 1880-1940 +/-
- b) Historic theme(s) Settlement Patterns

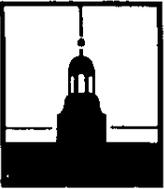
12. EVALUATION Eligible? Yes () No (X) Potential () Unknown ()

- a) Area(s) of significance
- b) NR criteria

13. CERTIFICATION:

Surveyor: Paul E. Rowdton Date 11/15/99

PI: _____ Date _____



CULTURAL RESOURCE SURVEY
MAIN BUILDING FORM

CRS # N-13777
SPO Map 08-09-33
Hundred New Castle
Quad Wilmington S
Zone Upper Peninsula
Acreage .36

1. ADDRESS OF PROPERTY: 339 Old State Road

2. DATE OF INITIAL CONSTRUCTION: 1948

3. FLOOR PLAN/STYLE: Minimal Traditional

4. ARCHITECT/BUILDER: unknown

5. INTEGRITY: original site moved
if moved, when and from where _____
list major alterations and dates (if known) _____

6. CURRENT CONDITION: excellent _____ good
fair _____ poor _____

7. DESCRIBE THE RESOURCE AS COMPLETELY AS POSSIBLE:

- a) Overall shape Rectangular
stories 1 1/2
bays 3
wings
- b) Structural system Frame
- c) Foundation materials Poured concrete
basement
- d) Exterior walls (modern over original) materials Vinyl siding
color(s)
- e) Roof shape; materials Gable; asphalt shingle
cornice
dormers 2 gabled dormers on front
chimney location(s) Brick center chimney

USE BLACK INK ONLY

7. DESCRIPTION (cont'd):

CRS # N-13777

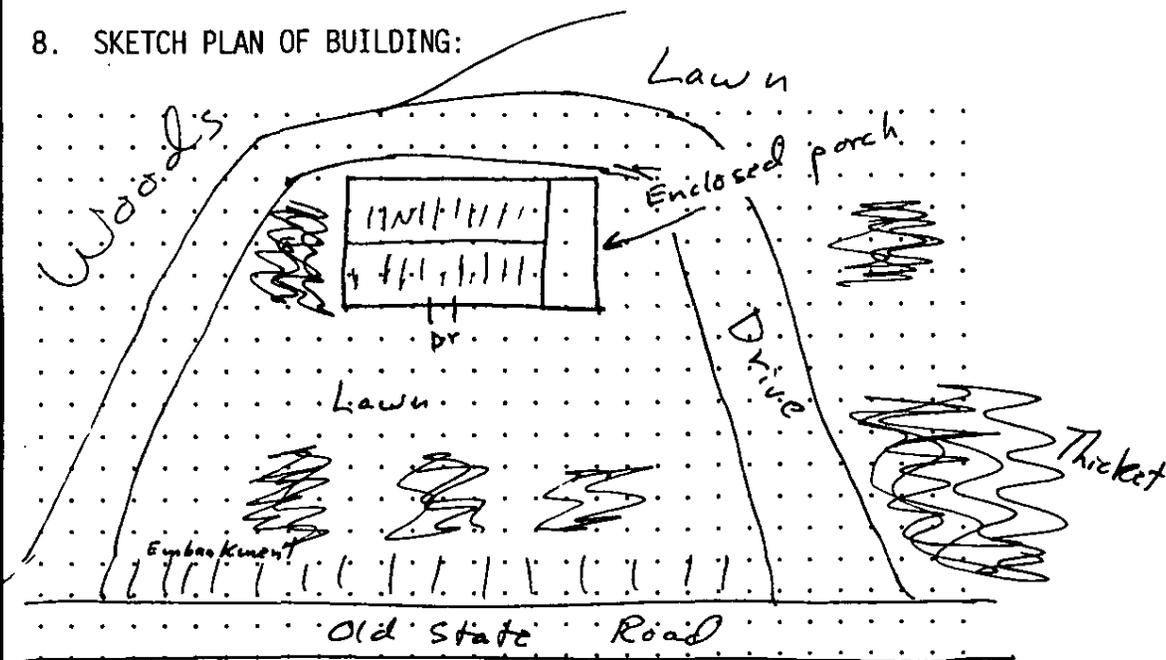
f) Windows
 spacing *Even*
 type *6/6 double-hung wooden sash*
 trim
 shutters *No shutters*

g) Door
 spacing
 type
 trim

h) Porches
 location(s) *Small front stoop*
 materials *Poured concrete*
 supports
 trim *Not sheltered*

i) Interior details (if accessible)

8. SKETCH PLAN OF BUILDING:



INDICATE NORTH ON SKETCH

9. SURVEYOR: Philip E. Pendleton DATE OF FORM: 11/99

USE BLACK INK ONLY

APPENDIX B

PERSONNEL QUALIFICATIONS

PHILIP E. PENDLETON
Architectural Historian

EDUCATION

- Postgraduate work at University of Delaware, Center for Historic Architecture and Engineering, 1990-1991
- M.A., American History, University of North Carolina at Chapel Hill, 1981
- B.A., History, Washington and Lee University, 1976

TECHNICAL TRAINING

- Training Course in Section 106 (Introduction to Federal Projects and Historic Preservation Law), Advisory Council on Historic Preservation. 1994.
- Field School in Architectural History, Old Sturbridge Village Museum. Intensive seven-week program in methods of vernacular architecture study. 1989.

PROFESSIONAL EXPERIENCE

Mr. Pendleton conducts architectural survey and historical research for cultural resource investigations, National Register determinations of eligibility, HABS/HAER recordation projects, and historic context studies. Since joining Berger in 1992, Mr. Pendleton's major projects include:

- **Naval Air Station Patuxent River, Lexington Park, Maryland.** Historic context, architectural inventory, and determination of eligibility for complex of buildings and structures on naval air station, including context and survey with regard to pre-1942 history and surviving buildings. For the U.S. Navy, Naval Air Station Patuxent River.
- **Middle River Depot, Middle River, Maryland.** Determination of eligibility for former military aircraft assembly plant built during World War II. For the U.S. General Services Administration, Region 3.
- **Federal Building, Concord, New Hampshire.** Architectural survey in association with proposed addition to the Federal Building. For the U.S. General Services Administration.
- **Proposed Detention Center, Lee County, Virginia.** Architectural survey and Phase II archaeological investigations. For the U.S. Department of Justice, Federal Bureau of Prisons.
- **Federal Correctional Institution, Petersburg, Virginia.** Phase II cultural resource investigations. For the U.S. Department of Justice, Federal Bureau of Prisons.
- **Gloucester City U.S. Coast Guard Station, New Jersey.** Determination of eligibility for Coast Guard Station and former Immigration Service detention center. For the U.S. Coast Guard.
- **Elko Tract, Henrico County, Virginia.** Phase II archaeological investigations. For CH2M Hill.

- **State Bridge No. 69, New Castle County, Delaware.** HAER recordation. For the Delaware Department of Transportation.
- **State Bridge No. 123A, Kent County, Delaware.** HAER recordation. For the Delaware Department of Transportation.
- **State Bridge No. 177, New Castle County, Delaware.** HAER recordation. For the Delaware Department of Transportation.
- **State Bridge No. 211A, Kent County, Delaware.** HAER recordation. For the Delaware Department of Transportation.
- **State Bridge No. 424, New Castle County, Delaware.** HAER recordation. For the Delaware Department of Transportation.
- **State Bridge No. 445, Sussex County, Delaware.** HAER recordation. For the Delaware Department of Transportation.
- **State Bridge No. 456, New Castle County, Delaware.** HAER recordation. For the Delaware Department of Transportation.
- **Madison Street Improvements, Wilmington, Delaware.** Architectural recordation. For the Delaware Department of Transportation.
- **State Route 9, Kent County, Delaware.** Architectural survey. For the Delaware Department of Transportation.
- **U.S. Route 30, Marshall and Tama Counties, Iowa.** Cultural resource study. For the Iowa Department of Transportation.
- **State Route 25, Town of Haverhill, Grafton County, New Hampshire.** Architectural survey. For the New Hampshire Department of Transportation.
- **Belleville Bridge Replacement, State Route 7, Essex, Bergen and Hudson Counties, New Jersey.** Intensive historic architectural investigation. For the New Jersey Department of Transportation.
- **Long Valley Bypass, Morris County, New Jersey.** Architectural survey. For the Morris County Department of Public Works.
- **New Bethlehem Bridge Replacement, State Route 28, Clarion and Armstrong Counties, Pennsylvania.** Architectural evaluation. For the Pennsylvania Department of Transportation.
- **Maiden Creek Intersection Reconstruction, U.S. Route 222 & State Route 73, Berks County, Pennsylvania.** Architectural evaluation and criteria of effects analysis. For the Pennsylvania Department of Transportation.

- **Kratz Road Bridge Replacement, Montgomery County, Pennsylvania.** Architectural evaluation and criteria of effects analysis. For the Pennsylvania Department of Transportation.
- **U.S. Route 15, Tioga County, Pennsylvania.** Architectural survey. For the Pennsylvania Department of Transportation.
- **State Route 72, Laurens County, South Carolina.** Phase I cultural resource survey. For the South Carolina Department of Transportation.
- **U.S. Route 58, Lee County, Virginia.** HABS recordation of the Ewing Livestock Market, a shelter for livestock auctions built in the 1930s. For the Virginia Department of Transportation.
- **Route 871, Augusta County, Virginia.** Phase II architectural evaluation of Cochran's Mill, a circa-1800 gristmill. For the Virginia Department of Transportation.
- **Interstate Route 95, Atlee-Elmont Interchange, Hanover County, Virginia.** Phase II architectural evaluation of French Hay, an early-nineteenth-century plantation house. For the Virginia Department of Transportation.
- **Route 621, Rappahannock County, Virginia.** Phase II architectural evaluation of the Hughes-Varner Homestead, a nineteenth-century farmstead. For the Virginia Department of Transportation.
- **U.S. Route 50, Fairfax County, Virginia.** Phase II architectural evaluation of the Chantilly Overseer's House, an overseer's dwelling on an antebellum plantation in northern Virginia. For the Virginia Department of Transportation.
- **U.S. Route 19, Russell County, Virginia.** Phase II architectural evaluation of the Andy F. Hendricks House, a Greek Revival house dating to circa 1850. For the Virginia Department of Transportation.
- **Route 622, Warren County, Virginia.** Phase II cultural resource investigations resulting in determination of eligibility for Boyd's Mill Historic District. For the Virginia Department of Transportation.
- **Route 700, Washington County, Virginia.** Phase II cultural resource investigations, including architectural evaluation of the Henry Roberts House, a circa-1855 Greek Revival house. For the Virginia Department of Transportation.
- **Route 626, Nelson County, Virginia.** Phase II architectural evaluation of Norwood Plantation, a circa-1855 Greek Revival house with slave quarters and office building of similar date. For the Virginia Department of Transportation.
- **Route 603, Isle of Wight County, Virginia.** Phase II archaeological investigations. For the Virginia Department of Transportation.

- **State Route 10, Chesterfield County, Virginia.** Phase II archaeological investigations. For the Virginia Department of Transportation.
- **Interstate Route 895, Henrico County, Virginia.** Phase II archaeological investigations. For the Virginia Department of Transportation.
- **First Street Bridge, Richmond, Virginia.** IPS Intensive documentation. For the Virginia Department of Transportation.
- **U.S. Route 60 Bridge, Clifton Forge, Virginia.** IPS Intensive documentation. For the Virginia Department of Transportation.
- **Spotsylvania Courthouse Bypass of State Route 208, Spotsylvania County, Virginia.** Phase I cultural resource investigations. For the Virginia Department of Transportation.
- **Route 631, Tazewell County, Virginia.** Phase I and II cultural resource investigations. For the Virginia Department of Transportation.
- **Route 337, City of Portsmouth, Virginia.** Phase I cultural resource investigations. For the Virginia Department of Transportation.
- **Route 647, Washington County, Virginia.** Phase I cultural resource investigations. For the Virginia Department of Transportation.
- **Cowan Boulevard, Fredericksburg, Virginia.** Phase I cultural resource investigations. For the Virginia Department of Transportation.

PAST PROFESSIONAL EXPERIENCE

- **Architectural Historian, KCI Technologies, Inc.** Conducted a cultural resource survey for the Mon-Fayette Transportation Improvement Project, Monongahela County, West Virginia, and Fayette County, Pennsylvania. For the Pennsylvania Turnpike Commission. 1992.
- **Consulting Historian, Oley Valley Heritage Association.** Conducted comprehensive historical research and architectural-historical survey on colonial-period history of southeastern Pennsylvania settlement. 1986-1992.
- **Project Historian, Historic American Buildings Survey.** Prepared historical data for two HABS reports for the Monocacy National Battlefield Project. 1991.
- **Consulting Historian, Berks County Conservancy.** Researched and wrote a historic context essay and participated in an intensive field survey for the Gristmills of Berks County, Pennsylvania, National Register Thematic Nomination. 1988-1989.

PAPERS AND PUBLICATIONS

- *Oley Valley Heritage: The Colonial Years, 1700-1775*. Vol. 28 in the Publications of the Pennsylvania German Society. 1994. In 1996, recipient of the Award of Merit from the Pennsylvania Federation of Museums and Historical Organizations, and of the Certificate of Commendation from the American Association for State and Local History, the highest forms of recognition for individual projects conferred by these organizations.
- Historic American Buildings Survey Reports: Gambrill House (HABS No. MD-1051), Clifton Farm (HABS No. MD-1052). 1991. HABS subsequently incorporated the Clifton Farm document as an instructive example in its Guidelines for HABS Historical Reports.
- Eighteenth-Century Housemills of Berks County, Pennsylvania. Paper presented at Vernacular Architecture Forum annual meeting. 1990.