

**A Phase IB Archeological Survey  
and  
Historic Architectural Investigation  
of the  
U.S. Route 13/Delaware Route 404  
Intersection Improvement Project  
Bridgeville, Sussex County, Delaware**

prepared for:

**Delaware Department of Transportation  
Dover, Delaware**

by:

**John Milner Associates, Inc.  
West Chester, Pennsylvania**

in association with

**Whitman, Requardt and Associates, L.L.P.  
Baltimore, Maryland**

March 2006

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INTERSECTION IMPROVEMENT PROJECT  
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## ABSTRACT

John Milner Associates, Inc. (JMA) conducted a Phase IB archeological survey and historic architectural investigation in conjunction with the proposed improvements to the intersection of U.S. Route 13 and Delaware Route 404 in Bridgeville, Sussex County, Delaware. The project was performed for the Delaware Department of Transportation (DelDOT) and Whitman, Requardt and Associates, L.L.P. (WR&A). The area of potential effects (APE) consists of approximately 3.57 km (2.22 miles) of newly constructed roadway and the footprints of three storm water management basins. In addition to the field work and results reported herein, the project sought to consolidate and incorporate the results of several previous cultural resource studies within and near the project area.

Phase IB archeological survey consisted of plowing, disking, and pedestrian reconnaissance of portions of the newly planned roadway rights-of-way, as well as the excavation of shovel test units in portions not amenable to plowing. One historic archeological site (7S-E-198) was identified. The Cannon House Site (CRS S-1692) represents the archeological signature of a late-nineteenth century, 2-story, 3-bay residence which contained a frame superstructure atop a brick base. The local fire department apparently burned the house sometime in the recent past. Although the right-of-way, as currently drawn, bisects this location, no intact archeological features are thought to have withstood these razing activities. No further archeological investigations are recommended for this site.

The proposed Routes 13 and 404 intersection project will have no effect on significant historic or prehistoric archeological resources. Accordingly, no further archeological investigations are warranted or recommended.

The historic architectural investigation evaluated the National Register eligibility of 15 properties located within the study area. The investigation addressed 8 newly surveyed properties and 7 previously surveyed properties. Of the resurveyed properties, the Bridgeville Diner (S-8457) is recommended eligible to the National Register of Historic Places. The remaining 14 properties lack the significance and/or integrity necessary for National Register eligibility. JMA recommends that additional documentation be prepared to permit a more comprehensive understanding of two building types encountered during the survey: diner cars and culverts. Such documentation would be useful in the evaluation of similar resources throughout the county and state.

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## 1.0 INTRODUCTION

### 1.1 PURPOSE AND GOALS OF INVESTIGATION

John Milner Associates, Inc. (JMA) conducted a Phase IB archeological survey and historic architectural investigation in conjunction with the proposed improvements to the intersection of U.S. Route 13 and Delaware Route 404 in Bridgeville, Sussex County, Delaware (Figures 1-2). The project was performed for the Delaware Department of Transportation (DelDOT) and Whitman, Requardt and Associates, L.L.P. (WR&A). The goal of the investigation was to assist in compliance with Section 106 of the National Historic Preservation Act of 1968, as amended. The investigation sought to locate and identify historic properties and/or archeological sites, historic and prehistoric, that might be potentially eligible to the National Register of Historic Places and affected by the proposed development, or to document the absence of such properties (Appendix I).

The scope of work for project was designed in accordance with the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation (September 1983), as well as guidelines specific to the State of Delaware, including, but not limited to, *A Management Plan for Delaware's Prehistoric Cultural Resources* (Custer 1986a), *A Management Plan for the Prehistoric Archaeological Resources of Delaware's Atlantic Coastal Region* (Custer 1987), the *Management Plan for Delaware's Historical Archaeological Resources* (De Cunzo and Catts 1990), and the *Delaware Statewide Comprehensive Historic Preservation Plan* (Ames et al. 1987). Field investigations were conducted in accordance with Delaware State Historic Preservation Office (SHPO) guidelines (Delaware State Historic Preservation Office 1993, 1997). Coordination with the SHPO and DelDOT was maintained throughout the course of the project.

### 1.2 DESCRIPTION OF THE PROJECT AREA

The proposed project involves the realignment of the U.S. Route 13 and Delaware Route 404 Intersection. The area of potential effects (APE) for archeology consists of approximately 3.57 km (2.22 miles) of newly constructed roadway. Testing within the eastern portion of the project area was delimited by Gannett Fleming's previous field work (Figure 2). In total, 2.99 km (1.86 mile) of new highway right-of-way (ROW) was surveyed which ranged in width between 30-38 m (100-125 ft). Field conditions on both sides of the project corridor consist largely of fallow agricultural fields with only a small portion near the southwestern extreme currently under cultivation. At the time of the survey, the landscape was generally undeveloped, with commercial and residential construction predominantly limited to those areas closest to Routes 13 and 404. Only small portions of prior disturbance within the area were documented, as discussed below.

The area of potential effects (APE) for historic architecture consists of a larger, arbitrarily defined area encompassing all properties scoped for examination by the project (Figure 2). This area contains all properties previously examined by earlier projects, as described below.

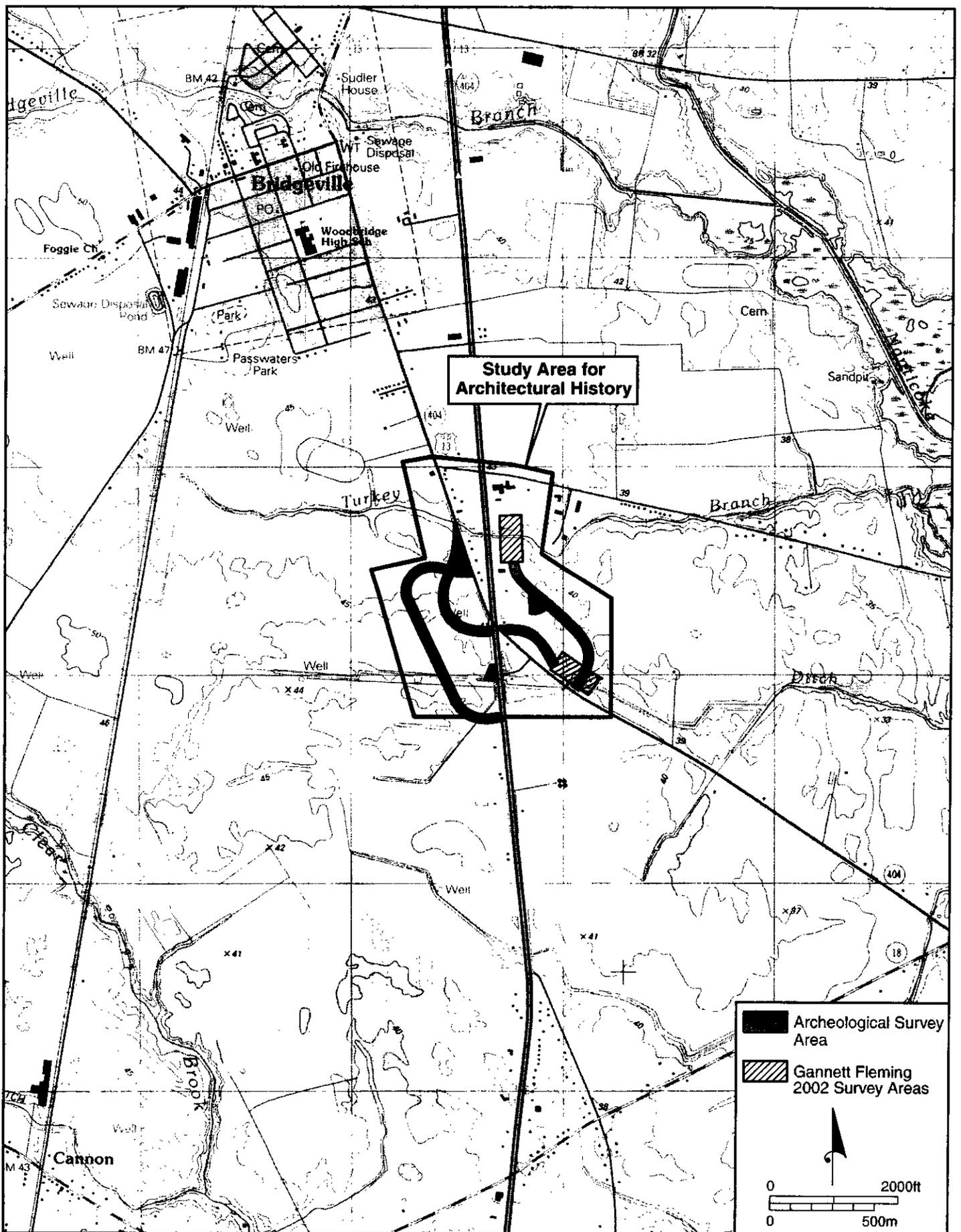
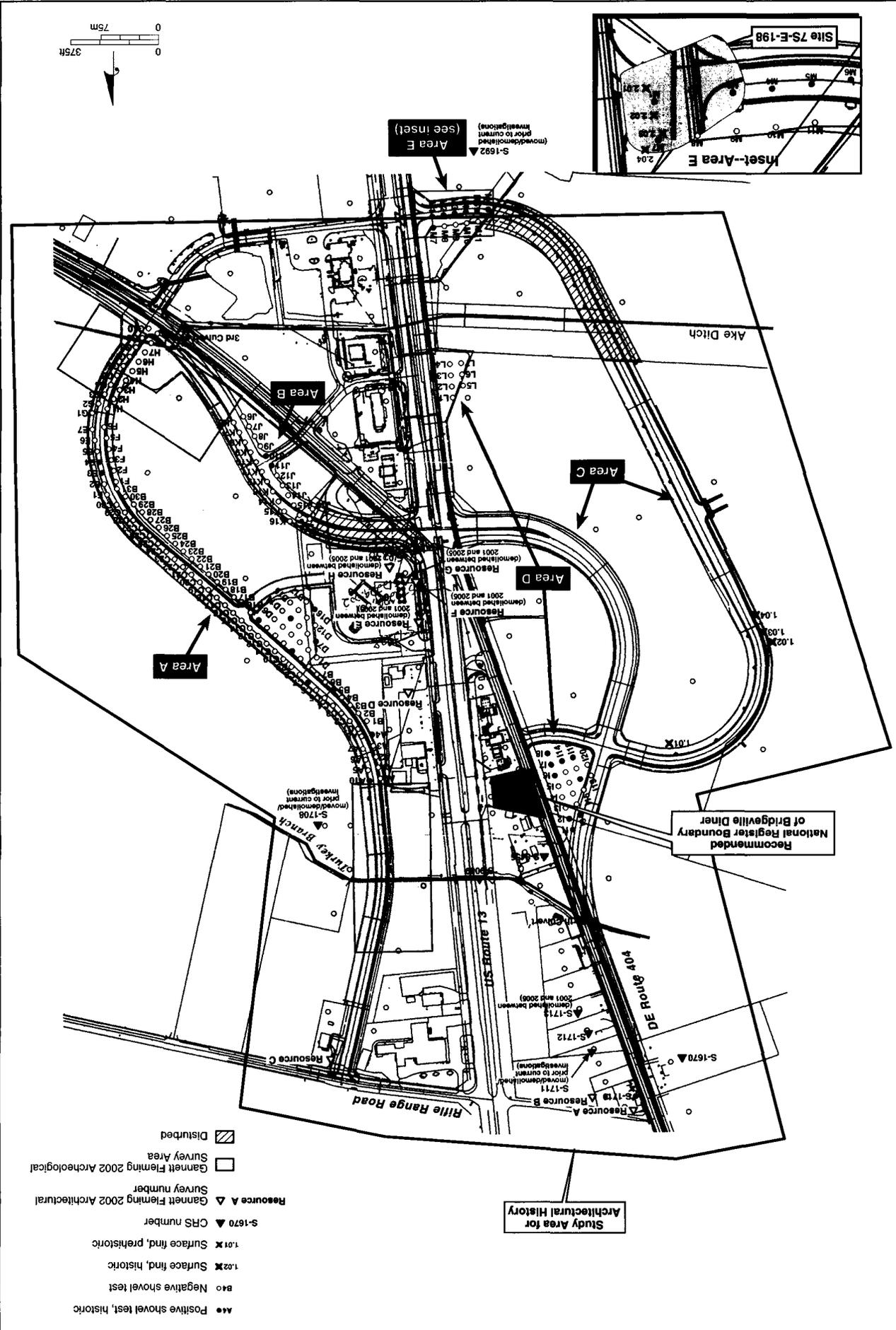


Figure 1. Detail of *Seaford East, DE* 7.5 minute quadrangle (USGS 1992), showing project area.

Figure 2. Project area, showing existing and proposed construction, historic properties, previously surveyed areas, current shovel test unit locations, and the boundaries of Site 75-E-198 and the Bridgeville Diner.



### 1.3 PREVIOUS CULTURAL RESOURCES INVESTIGATIONS IN THE PROJECT AREA

The present study is intended to build upon and incorporate information generated by several previous studies in or around the Route 13/404 project area. These prior projects are described below.

In the early 1990s, a large-scale survey was conducted in Sussex County exploring possible new construction or improvements to east-west trending routes across the county. The University of Delaware's Department of Anthropology prepared a preliminary study of this corridor (Catts et al. 1994), which assessed the potential for historic and prehistoric sites. The authors' findings for the present Route 13/404 project area indicated a low sensitivity for prehistoric sites and a medium to high sensitivity for historic sites. Later field survey for the project examined areas to the west and northeast, but no actual on-the-ground survey or testing was conducted within the present project area (Catts et al. 1994).

Shortly thereafter, an intensive study of potential historic architectural resources in the Sussex County east-west corridor was conducted by Cultural Heritage Research Services, Inc. (Tabachnick et al. 1992). This study identified nine architectural properties and one bridge in the vicinity of the Route 13/404 intersection, all but one of which (S-8457) were recommended not eligible to the National Register of Historic Places. Subsequently, Lichtenstein Consulting Engineers, Inc. (1997, 2001) in the course of a survey of Delaware bridges, recommended the Route 13 culvert (S-9089) over Turkey Branch to be not eligible to the National Register.

Following the last Sussex County east-west Corridor Study, Phase IA and IB archeology and an historic architectural investigation of the Route 13/404 intersection project area was conducted by Gannett Fleming (Davies and Martin 2001; Martin et al. 2002). The historic architectural component examined the ten properties identified by the previous study and offered updated information. The archeological survey involved shovel testing in two areas on the east side of Routes 13 and 404, one in the vicinity of Turkey Branch and the other at Ake Ditch (see Figure 2). Neither background research nor shovel testing discovered archeological sites or materials.

*not accurate -  
G-F report  
never clearly  
defined whether  
artifacts found  
constituted sites)  
or not*

## 2.0 ENVIRONMENTAL AND CULTURAL CONTEXT

### 2.1 ENVIRONMENTAL SETTING

The project area is located west of the mid-drainage zone. The central Delmarva Peninsula is underlain by sands and gravels of the Pleistocene-aged (<1.6 million years old) Columbia Formation (Colquhoun et al. 1991:635-636; Jordan 1964; Pazzaglia 1993). The fluvial sediments of the Columbia Formation overlie older, Miocene-aged marine sediments. The surficial deposits of the Delmarva Peninsula reflect a complex history of regional deposition and erosion that occurred during Pleistocene sea-level fluctuations caused by cycles of continental-scale glacial expansion and recession (Riggs and Belknap 1988:132-139). A high stand of sea level at approximately 6 m (20 ft.) elevation occurred during the last interglacial period circa 125,000 years ago. During the maximum of the last ice age (21,000-14,000 years before present [yrs BP]), sea level stood more than 100 m (330 ft.) below the present level. As the ice sheets melted, sea level rose, first rapidly, and later more gradually (Belknap and Kraft 1977; Fletcher 1988; Riggs and Belknap 1988:136-138). The head of tide in the ancestral Delaware River migrated upstream as sea level rose and pre-existing drainages, graded to lowered sea-levels, were drowned (Fletcher et al. 1990; Knebel et al. 1988). Extensive fringing marshes along Delaware Bay did not develop until the rate of sea-level rise slowed after circa 6,000 years ago (Fletcher et al. 1990; Knebel et al. 1988).

The principal drainage in the immediate vicinity is the Nanticoke River. Its headwaters are located northwest of the town of Bridgeville and the river follows a more or less southerly course east of the project area. The Nanticoke eventually changes direction near the town of Seaford, approximately 5.15 km (3.2 miles) to the south, where it begins a southwesterly tract eventually emptying into the Chesapeake Bay. Two small streams, Turkey Branch and Ake Ditch, dissect the project area and flow easterly into the Nanticoke approximately 2.04 km (1.27 miles) east of the project corridor (Figure 1).

The project area is situated within the Sassafras-Fallsington soil association on the Atlantic Coastal Plain, an area that is predominately level to gently sloping, composed of well-drained and poorly-drained soils that have a moderately permeable subsoil of sandy loam to sandy clay loam (Ireland and Matthews 1974). Specific to the project corridor are six soils series: the Evesboro series, Fallsington series, Kalmia series, Rumford series, Sassafras series, and Woodstown series (see Figure 3). The Woodstown series is the dominate soil type within and adjacent to the proposed ROW. A typical soil profile of Woodstown sandy loam exhibits a dark grayish brown (10YR 4/2) plowzone (Ap) averaging 25 cm in thickness (Ireland and Matthews 1974:32). A yellowish brown (10YR 5/4) sandy loam underlies the plowzone which transitions with a gradual boundary to the C horizon composed of gray (10YR 6/1) sandy loam. Although described as a deep, well-drained upland soil, a high water table typically occurs during the spring season and often requires artificial drainage to improve field conditions (Ireland and Matthews 1974:32).

The Kalmia sandy loam is the predominate soil situated within the higher elevations east of Route 13. This soil is easily worked and is described as being deep and well-drained. The surface horizon, as described by Ireland and Matthews, is a dark brown (10YR 4/3) sandy loam averaging 23 cm in thickness; a B horizon of yellowish brown (10YR 5/8) loamy sand underlies the plowzone (1974:19). Discrete pockets of Evesboro loamy sand, Rumford loamy sand, and Sassafras sandy loam also are mapped within the higher elevation areas adjacent to the APE. The

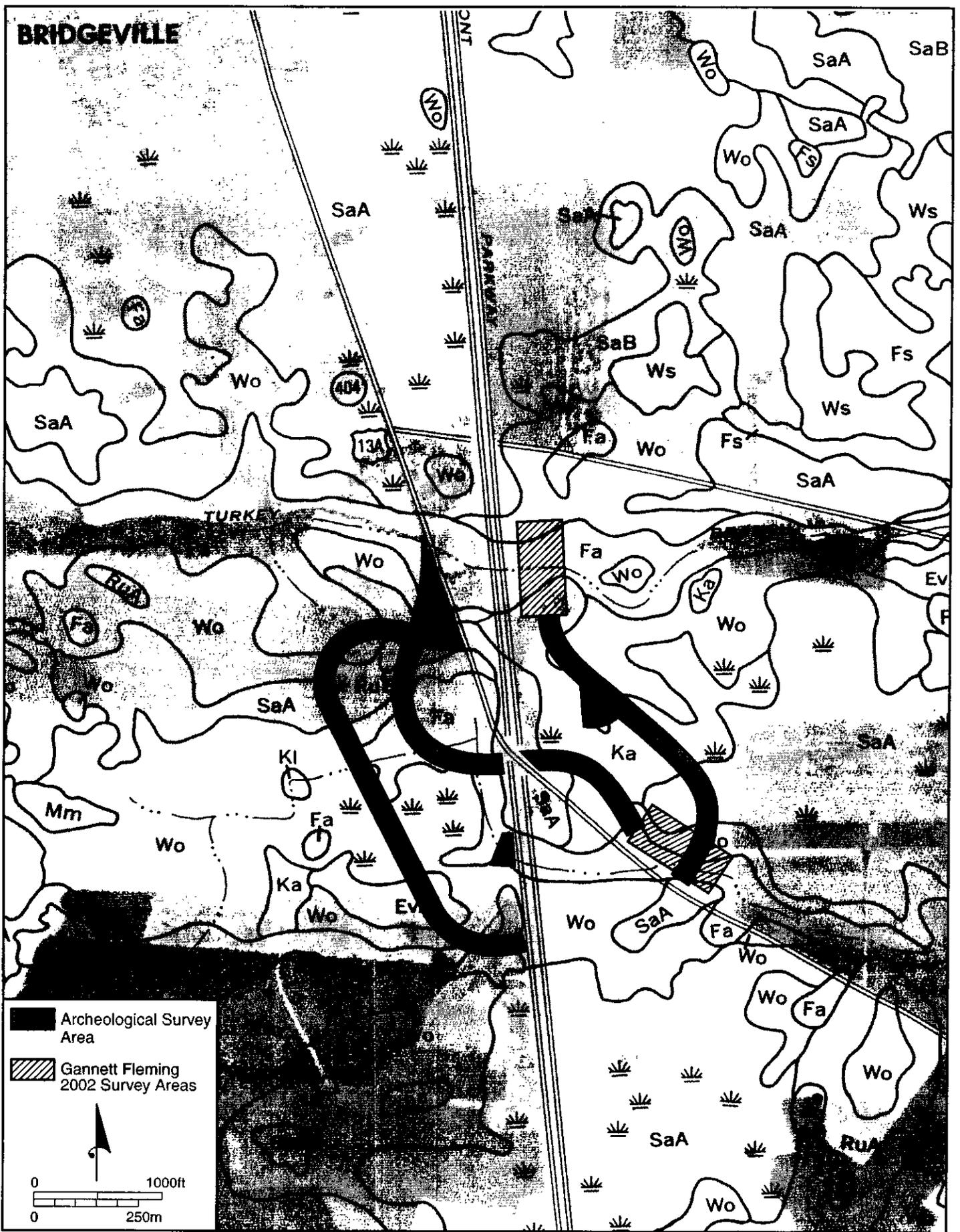


Figure 3. Detail of Soils Map (USDA 1974), showing project area.

lower elevations within the project area, including the land adjacent to Turkey Branch and Ake Ditch, are occupied by the Fallsington sandy loam. This soil is described as having a surface horizon comprised of dark grayish brown (10YR 4/2) sandy loam with an average depth of 20 cm with an underlying argillic Bt horizon of gray (10YR 6/1) sandy clay loam with brownish yellow (10YR 6/8) mottles (Ireland and Matthews 1974:17). The later is described as poorly drained and can only be cultivated when artificial drainage is employed (Ireland and Matthews 1974:17).

## 2.2 PREHISTORIC ARCHEOLOGICAL CONTEXT

The following brief, general discussion provides an outline of the prehistoric cultural record of the Delmarva Peninsula as it is currently understood (e.g., Custer 1984a, 1986a, 1987; 1989, 1994; Thomas et al. 1975). The prehistoric archeological record of the Delmarva Peninsula can be divided into five major periods:

- Paleoindian Period (circa 14,000 - 8,500 yrs BP);
- Archaic Period (8,500 - 5,000 yrs BP);
- Woodland I Period (5,000 - 1,000 yrs BP);
- Woodland II Period (1,000 - 350 yrs BP; and
- Contact Period (A.D. 1650 - A.D. 1700).

### 2.2.1 PALEOINDIAN PERIOD

Native Americans first inhabited Delaware sometime after 14,000 yrs BP, based on dates from Paleoindian period sites in the eastern United States (Custer 1989:81-86). It is believed that small family groups of Paleoindians lived a wandering existence, hunting in the shifting woodland and grassland mosaic of the time. Game animals may have included musk ox, caribou, moose, and the extinct mastodon; however, modern game animals, such as white-tailed deer, were also present in the region (Custer 1989:95-98). Skeletal evidence of extinct megafauna (mastodon, mammoth) and large northern mammals (e.g., moose, caribou) has been recovered from the drowned continental shelves of the Middle Atlantic region (Emory 1966; Emory and Edwards 1966; Edwards and Merrill 1977).

The Paleoindian stone tool kit was designed for hunting and processing game animals. Wild plant foods supplemented the diet. Distinctive "fluted" points, characteristic of the early Paleoindian period, show a preference for high quality stone (Custer 1984b). Use of coastal resources during the Paleoindian period is not known primarily because sea-level rise has drowned the contemporaneous shore (Fletcher 1988; Kellogg 1988; Solecki 1961). Knowledge of the Paleoindian period is, therefore, limited and skewed to the interior of the North American continent. On the eastern shore of Chesapeake Bay several Paleoindian sites have been identified. The sites suggest a preference for interior drainage divide locations near fresh water sources and wetlands (Lowery and Phillips 1994). A single-component Paleoindian site has yet to be discovered in Delaware.

### 2.2.2 ARCHAIC PERIOD

The beginning of the Archaic period in Delaware is marked by major changes in human adaptations (Custer 1989:122). By 9,000 yrs BP, northern species of plants and animals had migrated out of the Middle Atlantic region. Temperate plant and animal species were more common, and climate patterns had become more like those of the present. Few Archaic sites have been excavated in Delaware, however, so what is known is largely extrapolated from other areas (Custer 1989:127-129).

The archeological record of the Archaic period includes a wider variety of tools. From this it has been inferred that human adaptations became more generalized during the Archaic period, and that foraging for plant food resources was an important activity. Archaic period tool kits were also less specialized than the earlier Paleoindian tool kits, and included plant processing tools such as grinding stones, mortars, and pestles. A seasonal, mobile lifestyle exploiting a wide range of resources and settings was probably common. Custer (1986b) found that Archaic sites occur in a wider variety of settings than Paleoindian period sites. Archaic period sites appear to have been occupied for longer periods of time, perhaps on a seasonal basis by flexible kin-based groups (Custer 1989:129). Exchange of stone for tools tied people together across large areas of the eastern United States, enabling more elaborate exchange networks later in time (Custer 1989:140).

Recent excavations at two sites have added to our knowledge of Archaic period occupations in Delaware. The Blueberry Hill site (7K-C-107), located near Dover, Kent County was occupied during late Paleoindian/Early Archaic times (Heite and Blume 1995). Evidence of site occupation was sealed and separated by sediments moved by winds during a period of drier climate. The site was situated on a low knoll overlooking a stream confluence and was infrequently occupied for short periods of time, probably as a hunting and gathering camp. The Two Guys site (7S-F-68), located in Sussex County, was probably first visited intermittently during Paleoindian times and more intensively during the Archaic period (LeeDecker et al. 1996). The site is situated on a sandy ridge in an area of extensive, upland wetlands.

### 2.2.3 WOODLAND I PERIOD

The Woodland period in Delaware has been subdivided into the Woodland I and the Woodland II (Custer 1984a:28, 1989:33-38, 1994:4-6). The Woodland I period, circa 5,000 to 1,000 yrs BP, is the first period that is well-represented on the Delmarva Peninsula. As defined by Custer (1984, 1989, 1994) the Woodland I spans three chronological time periods identified for the larger region: the Late Archaic, the Early Woodland, and the Middle Woodland. The Woodland I cultural period is characterized by:

- the use of estuarine and coastal resources and population growth—both resulting in larger and more intensively used sites;
- foraging and collecting adaptations in less productive areas;
- participation in regional exchange networks; and
- exposure to and participation in complex mortuary rituals (Custer 1994:4).

During the Woodland I period, distinctive cultural complexes have been identified on the basis of artifact styles and regional or local variability (Custer 1994:18-45). Recent work on the Delmarva Peninsula has led to revisions of the earlier cultural complexes and their distributions in time and space (Custer 1994:18-22). Woodland I occupation of the Delaware coastal plain, including the project region, is characterized by the Barker's Landing complex, which largely corresponds to the Late Archaic period. After 2,500 yrs BP, the Wolfe Neck complex dominates the low coastal plain, while the Delmarva Adena complex dominates farther north on the high coastal plain, although there is some overlap. The Carey complex, which corresponds to the Middle Woodland of the larger region, dominates the coastal plain. The low coastal plain, including the project area, was dominated chiefly by Late Carey complex cultures during the last 500 years of the Woodland I period. The Barker's Landing complex can be divided into three successive units—I, II, III—characterized by distinctive types of projectile points and associated ceramics. Exotic lithic materials also distinguish the Barker's Landing complex from the contemporaneous Clyde Farm complex of the northern

Delmarva Peninsula (Custer 1984a:134). The Carey and late Carey complexes are distinguished from the earlier Barker's Landing complexes largely by the presence of shell-tempered Mockley ceramics.

Prehistoric occupation during the Woodland I period was focused on the major streams draining into the Delaware River and Bay. As sea level continued to rise, the stream basins became drowned and salt water began to intrude upstream with the tides. Site locations apparently shifted upstream as the head of tide migrated (Custer 1994:95-102). Thus, prehistoric archeological sites are spread out along the streams, and occupation appears to have intensified over time. The Woodland I period may have ended with the migration of Algonkian-speaking groups into the eastern United States (Custer 1994:151).

#### 2.2.4 WOODLAND II PERIOD

The Woodland II period, circa 1,000 yrs BP to A.D. 1600, is characterized by increasing sedentism (Custer and Mellin 1987), and a breakdown in the exchange systems which existed in Woodland I times. The reasons are not well understood, but it has been suggested that population pressure may have played a role (Custer 1989:300). Although sedentism is often associated with the introduction of agriculture, which can provide a steady and reliable subsistence base, there is little evidence for prehistoric agriculture in Delaware. Archeological investigations in the Sussex County coastal region have produced remains of probable cultivated plants (e.g., corn, amaranth seeds), and at the Two Guys site evidence of a cultivated variety of sumpweed (LeeDecker et al. 1996:136-138). In addition, and perhaps of more importance, marine resources were a primary source of food during the Woodland II period. The Woodland II period is relatively well-known in southern Delaware because of extensive early works by the Sussex Society for Archaeology and History (SSAH).

#### 2.2.5 CONTACT PERIOD

The archeology of the Contact period, circa A.D. 1600 to 1700, is very poorly understood because no clear Contact period sites have been reported in Delaware. Although areas in which Native Americans and Europeans interacted are known, sites in Delaware lack artifacts clearly associated with the fur trade that mark contact in other regions. Local peoples were apparently marginalized by other Native American groups that dominated the trade, or local Contact period archeological sites have been covered over or destroyed by historic and modern development. Another possible explanation for the absence of Contact period sites is that contact was short-lived and usually ended in violence. A third explanation for the lack of Contact period sites is that archeologists have failed to recognize the subtle combinations of aboriginal and European characteristics and artifacts that would indicate Native American communities or occupations separate from European settlements.

### 2.3 REGIONAL HISTORIC ARCHEOLOGICAL CONTEXT

Delaware's recent past, comprising approximately three centuries, has been compartmentalized into five temporal study units, as defined by the *Delaware Comprehensive Historic Preservation Plan* (Ames et al. 1987), and these units form the basis for an appropriate chronological framework for the investigation of the state's historic resources:

- Exploration and Frontier Settlement (1630-1730)
- Intensified and Durable Occupation (1730-1770)
- Early Industrialization (1770-1830)
- Industrialization and Early Urbanization (1830-1880)
- Urbanization and Suburbanization (1880-1940)

In an effort to coordinate the study of above-ground and archeological cultural resources, these temporal study units were adopted unaltered in the *Management Plan for Delaware's Historical Archaeological Resources* (De Cunzo and Catts 1990:119).

This short historical overview is abstracted from, among others, Munroe (1978, 1984), Hoffecker (1973, 1977), Weslager (1961, 1967), Lemon (1972), Hancock (1932, 1947, 1962, 1976), Hudson (1969), Scharf (1888), Hayes (1860), and Bausman (1933, 1940, 1941).

### 2.3.1 EXPLORATION AND FRONTIER SETTLEMENT (1630-1730)

The earliest colonial settlement in Delaware known as Swanendael ("valley of swans") was made at present-day Lewes in Sussex County in 1631 under the sponsorship of patrons of the Dutch West India Company, for the purpose of whaling and raising grain and tobacco. This venture was privately financed, but it ended abruptly when the all-male population was massacred by the local Native Americans in 1632.

Farther north, a group of Swedes in the employ of the New Sweden Company built Fort Christina in 1638 in what is now part of the present city of Wilmington, establishing the first permanent European settlement in Delaware. The Swedish government supported the venture, and Fort Christina became the nucleus of a scattered settlement of Swedish and Finnish farmers known as New Sweden. Within a few years, this Swedish settlement included a fort, church, and small farming community.

The purpose of the New Sweden Company was commerce, and the company employees were concerned primarily with profit-making ventures such as the cultivation of tobacco and trade with the Indians for pelts and hides. For most of the years that this settlement existed, Sweden had great difficulty finding people who were willing to emigrate to the colony on the Delaware due to war, prosperity in the homeland, and difficulties of the Atlantic voyage. Most of the early Swedish settlers were either employees of the company, bond servants, or convicts, and few of these individuals intended to become permanent inhabitants of the Delaware Valley. By 1647, after almost a decade of settlement, the colony of New Sweden consisted of less than 200 people, and in the six years between 1647 and 1653 no ships, individuals, or letters arrived in colony from Sweden (Munroe 1978:25-27). The last expedition to arrive in New Sweden in 1654 contained approximately 350 settlers and soldiers.

By 1647, the Dutch West India Company in New Amsterdam recognized that the Swedes posed a potential threat to their colonial interests along the Delaware (or South) River, especially with regard to control of the fur trade. Accordingly, they reoccupied Fort Nassau on the east side of the Delaware River and erected a new fortification, called Fort Beversreede, at the mouth of the Schuylkill River in southeastern Pennsylvania (Myers 1959:43; O'Callaghan 1858:58). Essentially the Dutch claimed the land that the Swedish colony occupied – from the Schuylkill River south – by right of prior discovery. In 1651 the Dutch West India Company responded to the Swedish colonization by building Fort Casimir at the Sandhook, the present site of New Castle. The Swedes, recently reinforced, retaliated by seizing the fort in 1654 and renaming it Fort Trinity. A year later, in 1655, the Dutch reacted by dispatching a large military expedition (seven ships and over 300 men) to the Delaware Valley. The expedition not only recaptured Fort Trinity, but also captured Fort Christina, the principal Swedish garrison in the colony (Dalhgren and Norman 1988). As a result, New Sweden ceased to exist as a political entity. Nonetheless, many Swedish and Finnish families remained in the region, continuing to observe and maintain their own customs and religion.

In 1657, as a result of peaceful negotiations, the City of Amsterdam acquired Fort Casimir from the West India Company, founding the town of New Amstel near the fort. This was a unique situation in American colonial history – a European city became responsible for the governance of an American colony. Two years later the Dutch erected a small fort near the mouth of the Delaware Bay (modern Lewes), known as the Whorekil (also spelled Hoerenkil, Horekill, and Hoorekill) for the purpose of blocking English incursions. The Dutch were most concerned with English settlers from the Chesapeake and Virginia, since Lord Baltimore considered the lands on the eastern shore of the Chesapeake and extending to the western shore of the Delaware River as part of his Proprietorship (De Cunzo and Catts 1992:30).

For the decade that they maintained it, the Dutch colony along the Delaware River centered on their settlements at New Amstel (present-day New Castle), and at the Whorekil. Like the Swedes, the Dutch settlers appear to have resided on dispersed, subsistence farms where they engaged in general farming and animal husbandry. New Amstel served as the religious and commercial center of Dutch settlement in the lower Delaware Valley. Villages also developed around Swedish settlement sites at the remains of Fort Christina (Wilmington), Upland (Chester), and Wiccaco (the Southwark section of Philadelphia).

English hegemony of the lower Delaware Valley began in 1664 when Sir Robert Carr, acting on behalf of James Stuart, Duke of York, commanded a military expedition that attacked and captured the Dutch settlement at New Amstel. The settlement at the Whorekil was also seized and pillaged by the English. Initially, the former Dutch colonies in North America were governed by the English as a royal colony belonging to the Duke of York. In 1682, the "Lower Counties" were conveyed to William Penn and annexed to Pennsylvania. In 1704, Delaware became a separate colony with the establishment of its own Assembly but retained close ties with Pennsylvania until the American Revolution. Under English rule, both the Dutch and the Swedes were permitted to maintain their own languages and customs. However, the English initiated many changes in colonial administration, which resulted in the imposition of new settlement patterns. First, the English established a court system accessible to all inhabitants of the region with sessions meeting at Upland (Chester) in Pennsylvania and at New Castle in Delaware. The establishment of courts at these locations served as stimuli to the development of these settlements into regional market towns.

The English also attempted to impose order on the land-holding system by instituting a system of surveys and patents and by requiring that all land transactions between individuals be certified by the courts. As a result of these changes in land-holding policy, many early settlers acquired formal title to land that they or their families had occupied for several decades (Gerhing 1977; State of Delaware 1976). On the other hand, during the process of recordation, ancient boundaries were often altered, holdings reduced in size, and place names Anglicized or changed. For example, the name of Deale County was changed to Sussex County, and the name of the town of Whorekil was changed to Lewes, the county seat of the English county of Sussex. In 1682 the first surveyors of highways and bridges were appointed for the county. Sussex County at this time was heavily forested and swampy, and settlement in the county for much of this period was confined to an area within about 10 to 12 miles of the coastline, extending inland along a line running roughly from modern Milford-Milton-Harbeson-Millsboro-Dagsboro. Grist mills were established on Broadkiln Creek (Milton) by 1695 and on Bundick's Branch soon thereafter; an earlier grist mill had existed in Lewes by 1676. Lewes was the only town of any size in the county, and it became a political, maritime, and commercial center for the region.

Yards for ship building were present in Lewes by the early 1680s (Hancock 1976:21). The population of Sussex County has been estimated to have been less than 1,000 persons by 1700, and the majority of these inhabitants were farmers, raising crops of tobacco (the primary medium of exchange), corn, wheat, and rye. Hogs and cattle were also raised. The exporting of cattle, by driving them overland from Lewes to New Castle, appears from the records to have been a significant source of income for the settlers of Sussex (Munroe 1978:198).

Political relations between the Three Lower Counties and Pennsylvania deteriorated and by 1704 representatives from Sussex County began to meet with legislators from New Castle and Kent Counties in a separate assembly at the Town of New Castle, but the Governor continued to be appointed by Pennsylvania. Economic and social ties, however, continued to link the Lower Counties with Philadelphia throughout the seventeenth and eighteenth centuries (Munroe 1954).

### 2.3.2 INTENSIFIED AND DURABLE OCCUPATION (1730-1770)

Settlement in Sussex County by the start of this period had penetrated the interior portions of the region, reaching the area of the mid-peninsular divide (just to the west of present-day Georgetown). Patents for land west of the headwaters of the Broadkilk and Indian rivers, and along Gravelly Branch and its tributaries, were being issued from the Pennsylvania government by the second decade of the eighteenth century (Scharf 1888:1237, 1293). According to one contemporary observer:

The Inhabitants here live scattering generally at 1/2 a mile or miles distance from each other, except in Lewes where 58 families are settled together. The business or Employment of the Country Planters, is almost the same with that of an English Farmer, they commonly raise Wheat, Rye, Indian Corn, and Tobacco, and have Store of Horses, Cows, and Hogs. The produce they raise is commonly sent to Philadelphia ... The people here have generally the Reputation of being more Industrious than they of some of the Neighboring counties .... (Hancock 1962:139).

On the opposite side of the Peninsula, in the area that would become Northwest Fork, Nanticoke, and Seaford Hundreds, the Maryland government was issuing patents and warrants as early as the 1680s for lands on the Marshyhope Creek, Clear Brook Branch, and other tributaries of the northwest fork of the Nanticoke River. In 1682 John Nutter of Maryland took up the tract of land between Clear Brook Branch and Bridge Branch that would eventually contain the town of Bridgeville (Hancock 1985:13). Other prominent family names from the western part of Sussex County, such as Cannon, Polk, Richards and Adams, appeared in the area during this period under Maryland land patents. Until the settling of the dispute over the boundary line between Maryland and Pennsylvania (including the Three Lower Counties) in 1765 by the establishment of the Mason-Dixon Line, the traditional western boundary between Sussex County and Worcester County was the Nanticoke River and its tributaries, particularly Tussocky Branch and Gravelly Branch. Those settlers on the west side of the Nanticoke resided in the Province of Maryland, and those on the east side lived in Sussex County. Needless to say, this rather arbitrary boundary caused considerable confusion and dissension among the "Border People" on the Peninsula, and numerous annoying disturbances occurred along the borders of New Castle, Kent, and Sussex counties throughout the period.

For most of the eighteenth century, the land remained heavily wooded and overland passage was difficult. Major roads included the King's Highway, officially established by an Act of the General Assembly in 1752, which ran northwards from Lewes to Cedar Creek and St. Matthews Anglican Church (built in 1707), and from there to Dover and up country to Wilmington (Laws

of the State of Delaware 1797:320, 390-394). From Lewes the main road ran south through St. Georges Chapel to Warwick and the ferry crossing on the Indian River, and from Lewes southeast down the Atlantic Coast towards the Inlet. At St. Georges Chapel (built in 1719), a side road extended down Angola Neck, a site of early settlement in the county (Munroe and Dann 1985). In the western part of the county, claimed at this time by Maryland, a major overland route ran from Choptank Bridge across Gravelly Branch in the vicinity of Coverdale Crossroads. The roads were described at the beginning of this period as "very commodious for travelling, the land being level and generally sandy, so that the people usually come to Church Winter and Summer some 7 or 8 miles, and others 12 or 14 miles...." (Hancock 1962:140).

The population of Sussex County grew slowly throughout this period. In 1728, The Reverend William Beckett reported that there were a total of 1,750 inhabitants in the county, consisting of 1,075 Anglicans, 600 Presbyterians, and 75 Quakers. Beckett also noted that there were 241 slaves and free blacks in the county. The presence of so many Presbyterians, Beckett said, was due to the great influx of at that time of Scotch-Irish settlers "of the most bigotted sort" (Hancock 1962:138). By the 1740s, it was estimated that the population of Sussex County was between 1,800 and 2,000 (Pennsylvania Archives 1891), and Hancock (1976:26) estimates that by 1775 there were nearly 14,000 inhabitants. The tremendous growth of the population between 1740 and 1775 may be attributable to the strong migration of settlers from the eastern shore of Maryland to Delaware lands, as well as to overseas immigration from Great Britain (Munroe 1978:150).

Throughout the period, farming continued to be the major occupation of the settlers in Sussex. The farms and plantations in Sussex have been generally characterized as subsistence farms, operated by poorer farmers and farm laborers, particularly when compared to the farms located in New Castle County (Main 1973:26-32). Tobacco declined from its position as the prominent cash crop in Kent and Sussex counties, and was replaced somewhat by corn and wheat. The lumber industry, particularly the harvesting of vast stands of cedar and pine from the Indian River area, began in this period to grow in importance, and the shellfish industry was established in the bays of Sussex. Shipbuilding remained a significant industry, especially at Lewes, on the Broadkilm, and along Indian River.

An important industry that flourished in the county during this time period was the iron industry. Several iron furnaces and plantations were established along the Nanticoke, Gravelly Branch, and Deep Creek beginning in the 1760s (Heite 1971). These furnaces used bog iron ore, dug from the surrounding swamps and wetlands, for their sources of ore. The Deep Creek Furnace was established in 1763, as was Nanticoke Forge, located at Middleford. Pine Grove Furnace was located at the present site of Concord, and the Unity Forge (blast furnace), owned by Joseph and Samuel Shankland, was located at the Head of the Nanticoke River in Northwest Fork Hundred. Most of these furnaces were out of production by the beginning of the American Revolution.

### 2.3.3 EARLY INDUSTRIALIZATION (1770-1830)

By the start of this period, the century-long boundary dispute between Maryland and Pennsylvania had been decided, and the area west of the Nanticoke officially became part of Sussex County. The addition of such a substantial tract of land spurred the creation of five new hundreds in Sussex: Baltimore, Little Creek, Dagsborough, Nanticoke, and Broad Creek. These hundreds in "New Sussex" were joined with the five hundreds of "Old Sussex": Lewes and Rehoboth, Indian River, Northwest Fork, Broadkill, and Cedar Creek (Hancock 1976:25). Sussex

County thus became the largest of the Three Lower Counties, with a surface area of 94 square miles, nearly the size of both New Castle and Kent counties combined. By 1800 the population of the county was 19,358 inhabitants, with nearly 40 percent of the total located in the hundreds of Northwest Fork, Nanticoke, and Broadkill. Northwest Fork, Baltimore, and Dagsborough hundreds held the largest number of enslaved African Americans, with between 18 and 19 percent enslaved persons in their respective populations.

At the start of this period, the American Revolution dominated the social and political scene in the county. Much of the effects of the war were limited to the coastal areas around Lewes, the Mispillion, Broadkill, and Indian rivers, where British blockades and shore raids disrupted trade and commerce. Inland, however, strong loyalist sentiments among the population prevailed, and in 1780 about 400 Tories took part in the Black Camp Rebellion. The headquarters of the rebellion was located in a swamp about six miles north of Georgetown, and was quelled with the use of Kent County militia (Hancock 1976:43). Many of the participants in the rebellion were inhabitants of the poorer regions of the county, and complained about a lack of paper currency, and of destitution for their families. Economic grievances of this sort would continue after the Revolution, and throughout the period.

In 1791, the Sussex County legislature voted to move the county seat from Lewes to the new town of Georgetown, located near the center of the county. As a result of this move, improvements in the transportation network, particularly in the interior parts of the county, were undertaken.

Corn agriculture predominated throughout this period in Sussex County, and in the southern part of the county livestock raising contributed substantially to the economy (Macintyre 1986; Michel 1985; Garrison 1988). Homesteads in Sussex were generally characterized by a frame or log 1-1/2 story house averaging under 450 square feet of living space, a small orchard of apple and peach trees, and usually about four outbuildings, including a corn barn, smoke or meat house, and kitchen. Livestock on the farm might include a herd of hogs, cows, sheep, oxen, and an occasional horse. On most plantations, only 50 percent of the total acreage of the farm was under cultivation (Hancock 1947:24-25). "Out plantations" or "out fields" might be located close by the farm, and were locations of tenant houses or well-used fields. A form of extensive subsistence farming coupled with home manufacturing dominated the economy of Sussex County during this period. Tench Coxe (1814:76), in his report on the manufactures of the United States for the year 1810, indicated that over 70 percent of the looms in the state of Delaware were located in Sussex County. Over 62 percent of the total value of flaxen goods, and over 75 percent of the wool produced in Delaware came from homes in Sussex County. Coxe also reported that the five iron forges in the state were located exclusively in Sussex and produced 215 tons of iron annually. Twenty distilleries in the county produced nearly half of the annual value of all of those establishments in the state. Other categories of manufacturing, like grist mills, fulling mills, cotton and woolen factories, and snuff mills, were located predominantly in the industrial-counties of Kent and New Castle.

Although the demise of the iron furnaces of western Sussex County occurred at the start of this period, they were replaced by bloomery forges, which were smaller and more economical to maintain. The forge at Collins Mill Pond and the Unity Forge near Bridgeville are examples of these types of forges (Heite 1974).

### 2.3.4 INDUSTRIALIZATION AND URBANIZATION (1830-1880)

The most significant event to occur within the county during this Period was the arrival of the railroad; a north-south trending line running through Bridgeville can be seen on Beer's 1868 map of the area (Figure 4). Prior to this time, the preferred method of long-distance travel out of the county had been by steamboat, since overland travel was generally hampered by poor roads. Constructed in the western portion of the county, the Delaware Railroad reached the town of Seaford in 1856, and exited the state at Delmar by 1859 (Hancock 1976:63). The Delaware, Maryland and Virginia Railroad ran from Harrington to Milford, and from Milford south to Georgetown in 1869 (LeeDecker et al. 1992:32). A third line, the Junction and Breakwater Railroad, was constructed between 1859 and 1868, when it reached Lewes; a spur line eventually connected to Rehoboth in 1878 (Hancock 1976:89). The Queen Anne's Railroad, which ran between the Chesapeake and Delaware bays, was famous in the late 1890s for its excursions to Lewes, but was abandoned in 1924 (Eckman 1955:407).

The arrival of the railroad in the county stimulated changes in agriculture and industry, and the growth of new towns. The growing of perishable market crops, particularly fruits like peaches, blackberries and strawberries, became possible after the railroad. By the end of this period, Sussex County was the leading peach producing area of Delaware, and most of this crop was shipped by rail or water to urban locations. The transportation of the fruit crops was made possible in turn by the establishment of canneries, like the Fruit Preserving Company and the Georgetown Packing Company, both constructed near the railroad depot in Georgetown by the mid-1870s (Scharf 1888:1241). Other towns, such as Milton and Bridgeville, also constructed packing companies at this time (Hancock 1976:88).

Town and village development was also spurred by the railroad, and depot towns of Lincoln, Ellendale, Selbyville, and Frankford grew and prospered as direct results of the passage of the railroad. Smaller crossroads hamlets, such as Harbeson (started in 1869) and Bennum, sprang up at the railroad stations on the Junction and Breakwater Railroad between Georgetown and Lewes (Eckman 1955:494).

The arrival of the railroad also allowed the tourism industry to grow in the county during this time period. Beaches and coastal areas had always held a special allure to the region's inhabitants, and with the improved transportation methods these areas became more accessible to the urban populations of Philadelphia and Baltimore, who no longer had to rely solely on the steamboat to travel to Lewes.

At the outbreak of the Civil War, Sussex County was the largest slaveholding area in Delaware, containing over half of the state's slave population. The vast majority of these bondsmen were the property of small farmers, and worked as domestic servants or field laborers. Free blacks in the county generally owned little land, and like their enslaved counterparts, worked as day laborers and hired farm hands, though some were skilled artisans. As in the rest of Delaware, blacks were denied the opportunity of education, were not permitted to own firearms, and had their freedom severely circumscribed by laws (Hancock 1976:65). The end of the Civil War and the emancipation of the slaves in Sussex, though providing freedom, did little to improve their social or economic status. Several small black communities sprang up at the end of this period, notably the villages of Belltown (started in the 1840s) and Jimtown in Lewes and Rehoboth Hundred (Eckman 1955:494).

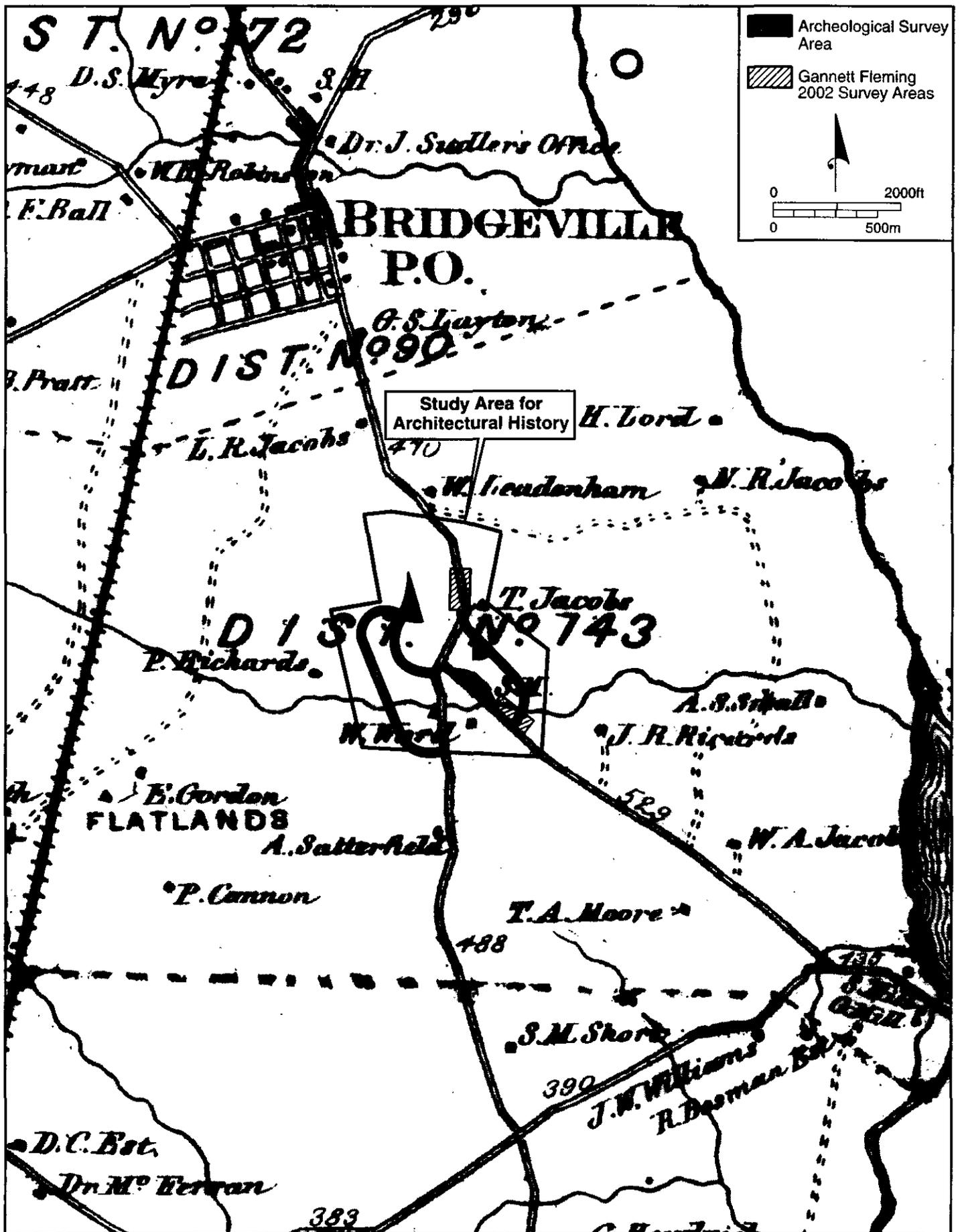


Figure 4. Detail of *Atlas of the State of Delaware* (Beers 1868), showing project area.

During the Civil War, Southern sympathies and leanings were strong in the county, particularly in the southern and western hundreds. In Broad Creek Hundred the inhabitants openly celebrated Confederate victories, and the town of Seaford was notorious for its role as an illicit trade center with the south. For the most part, however, the population of the county was pro-Union, or at best neutral, and Sussex's economy did well during the War due to high grain prices and renewed construction activities at the local shipyards (Hancock 1976:89).

As in the previous historical periods described above, corn agriculture continued to dominate the Sussex County economy. The corn that was raised was used to feed livestock, and the small livestock herds of Sussex County were the chief source of agricultural income for the area's farmers. Home manufactures also continued to be a major source of income in Sussex. Long after New Castle or Kent County farmers ceased any home manufactures, between 50 and 85 percent of the Sussex County farmers reported it as a source of income in the 1849 Census Schedule. The majority of Sussex inhabitants have been characterized as self-reliant, and often in addition to farming used smithing, carpentry, fishing, milling, tanning, hunting, and trapping as supplements to their incomes (Michel 1985:10-12; Garrison 1988).

Industrialization in the county still lagged behind that seen in New Castle and Kent counties. By 1860 there were a total of 141 manufacturers of all kinds located in the county, including 37 grist mills, 56 lumber mills, 15 blacksmith shops, and 6 shipyards in Sussex, with smaller numbers of boot and shoe manufacturers, leather works, agricultural implement shops, fisheries, wagon and carriage shops (U.S. Census of Manufactures 1865:54). The majority of these industries were oriented towards intra-county services, though shipbuilding touched all areas of the Delaware and Chesapeake Bays, with ships constructed at Seaford and Laurel, as well as Milton and Lewes, and the lumber industry was nationally known. By the end of this period shipbuilding in villages like Milton had reached its peak (Eckman 1955:416), and the number of flour and grist mills, though still important in the County, had declined to 26 (Passmore et al. 1978:24).

### 2.3.5 URBANIZATION AND SUBURBANIZATION (1880-1940+)

Trends in agriculture begun in the preceding periods continued and Sussex County remains today the most important agricultural section of the state. Indeed, the rural agricultural nature of the project area is graphically depicted on early- and mid-twentieth-century maps (Figures 5 and 6). At the start of this period corn was still dominant as a cash crop, the county producing over 1,676,000 bushels in 1900. Today corn and soybeans, both used for feed in the broiler industry, are primary products of the county, and Sussex is characterized by a "broiler-corn-soybean complex". Several large-scale agribusinesses, such as the Newtons and Cannons of Bridgeville and the Townsends of eastern Sussex, dominate the agricultural economy of the county (Munroe 1984:233; Hancock 1976: 100-101). The trends in truck farming and market gardening, started in the 1870s, saw their zenith by 1890, when Sussex became the peach producing center of the State. By 1900 over seven million quarts of strawberries were grown in the county, making Sussex the leading producer in the nation (Hancock 1976:89). By the early 1960s, however, the orchard crops had been supplanted by other, more lucrative, agricultural products.

The holly wreath industry flourished in Sussex from the 1880s until the 1960s, and many farmers supplemented their incomes during the months of November and December in the holly business. It was an especially significant industry during the Depression, and in 1936 over two million wreaths were shipped from the towns of Bridgeville, Milton, Millsboro, and Selbyville. The industry declined quickly after the Second World War (Eckman 1955: 385; Hancock 1976:102).

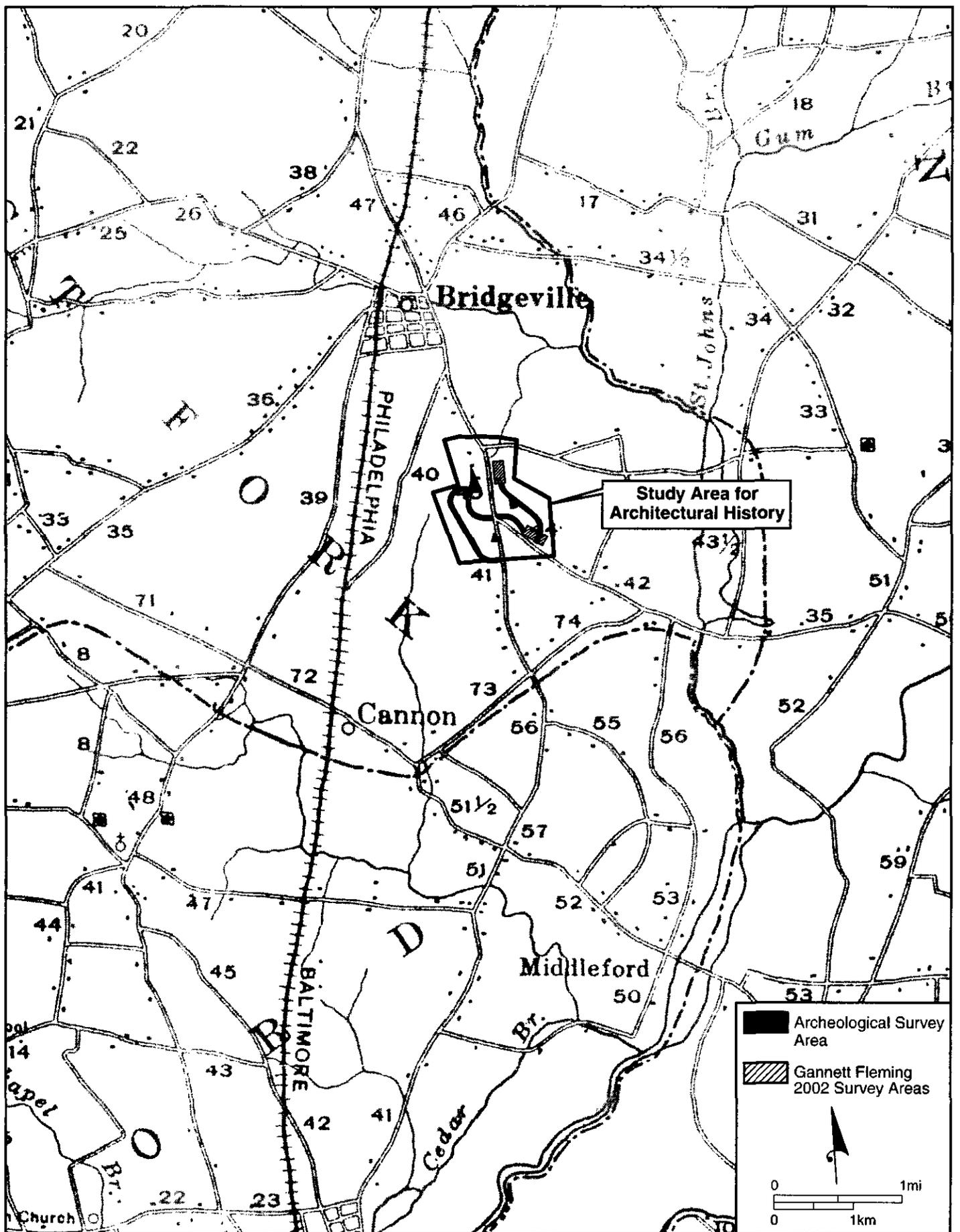


Figure 5. Detail of Farm Journal Road Map of Sussex County Delaware (Atkinson 1914), showing project area.

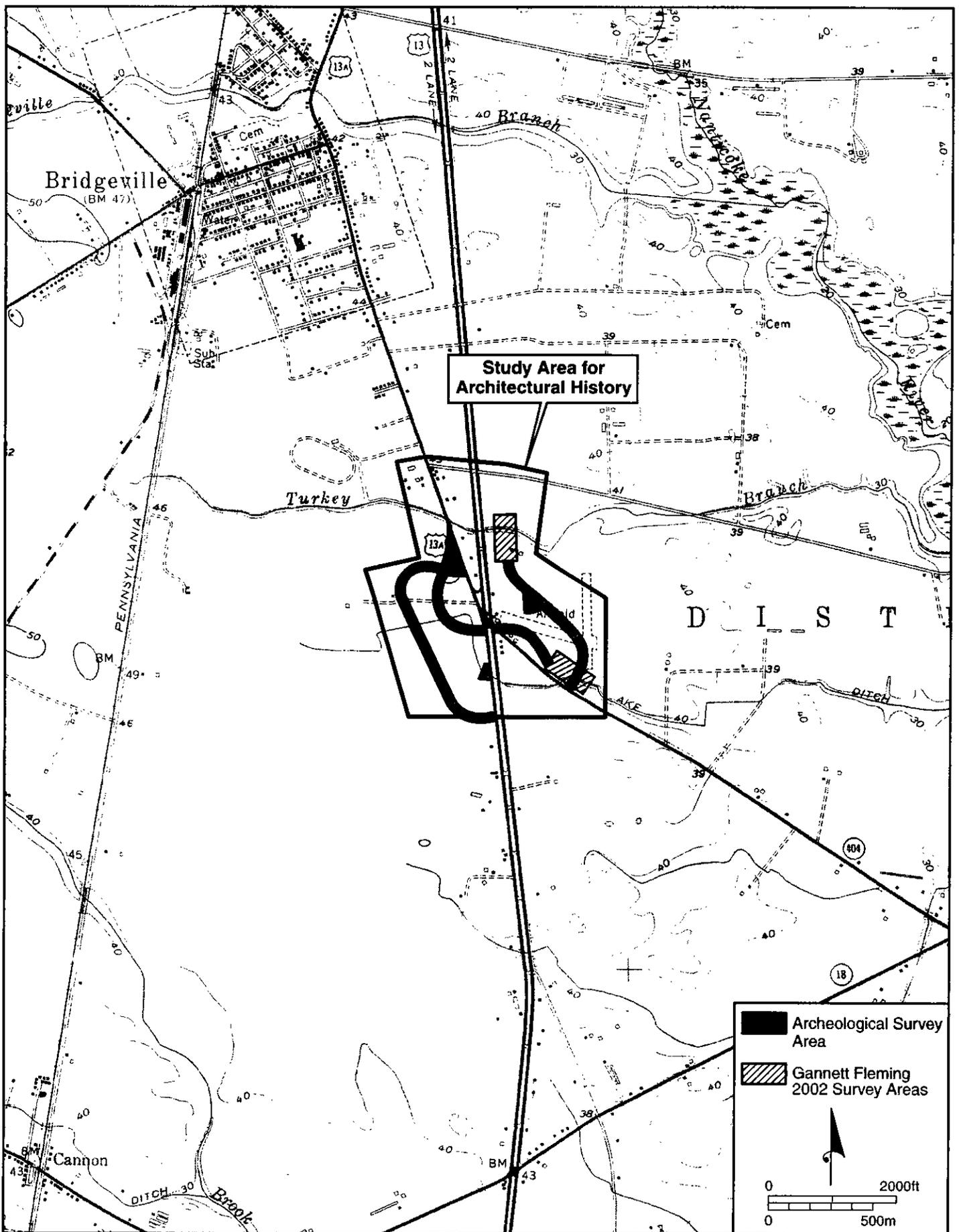


Figure 6. Detail of Seaford East, DE 7.5 minute quadrangle (USGS 1955), showing project area.

At the start of the twentieth century, the lumber industry was a significant source of income for Sussex County. In 1909 a record amount of timber, over 55 million cubic feet, was shipped from the county. Most of this was virgin Sussex pine which had grown following the initial cuttings caused by the arrival of the railroad several generations earlier. Along with lumbering, the charcoal industry was an important related industry of the county; some charcoal was still being produced in the Redden area as late as the 1950s (Passmore 1978:13-14).

The county also experimented with new agricultural methods, most notably in the chicken industry (broilers, or chickens weighing less than three pounds). By 1944, 60 million broilers were being raised annually, mostly in the southeastern portion of the county in the vicinity of Millsboro, Ocean View, and Selbyville. By 1969 Sussex farmers were deriving over 80 million dollars per year come from this source, and its associated agricultural jobs of soybean and feed production (Hancock 1976:99-101). "Thanks to broilers, Sussex became one of the richest agricultural counties the eastern United States" (Munroe 1984:216).

In 1939, less than 40 percent of the land in Sussex County was farmed. The acreage of land in farms had declined by nearly one-quarter since 1880, and the number of farms in the county had decreased by 15.3 percent between 1910 and 1940. Both of these trends were largely the result of changing economic conditions and the difficulties in farming marginal lands (Bausman 1941:4-7). At that time, one of the major problems confronting Sussex farmers was drainage, which today has been largely solved through the construction of a vast network of drainage ditches and channelized streams. The growth of corn and soybeans as cash crops in the county has allowed the reclamation of over 35,000 acres of land from swamp and brush to tillable acreage in the last forty years (Hancock 1976:100).

Grain farming in the late 1930s was spread fairly evenly across the county, with slightly heavier concentrations of farms in Northwest Fork Hundred and in the southeastern portion of the county. Cannery crops, such as lima beans, tomatoes, and string beans were grown mostly in Broadkill, Cedar Creek, and Lewes and Rehoboth hundreds, while truck crops and fruit crops were mostly produced in the fertile western hundreds. Timberlands, brushlands and open untillable lands were the dominant landforms in 1941, and covered large portions of the central part of Sussex (Bausman 1941:16-21). Significantly, the farmers of Sussex were characterized in 1941 as being more closely tied to the land than the farmers of New Castle or Kent Counties. There were few foreign-born inhabitants in Sussex, and the vast majority were native Delawareans; "in fact, most of the farmers of Sussex County were born and reared in Sussex County" (Bausman 1941:61).

Internal transportation and inter-regional routes continued to develop and connect Sussex more fully with the Mid-Atlantic region. By 1910, the Maryland, Delaware, and Virginia Railroad extended from Lewes to Love Point, a ferry landing on the Chesapeake Bay, providing easier access for the people of the western shore of Maryland to the Delaware beaches. Prior to 1917, Sussex had less than 35 miles of macadam roads in the county, but in that year the first 20 miles of Coleman DuPont's revolutionary concrete highway was completed, connecting Selbyville with Georgetown. By 1924, the DuPont highway (present-day Route 113) ran the length of the state (Rae 1975; LeeDecker et al. 1992). By the early 1960s, several state-maintained highways (e.g. Route 13, Route 1) made travel both into and out of the County easier. The improvements in regional transportation in turn stimulated continued tourism growth along the beaches, as witnessed by the establishment of Dewey Beach in 1898, and Bethany a few miles south in 1901 (Hancock 1976:90). Presently, tourism remains a powerful economic force in the county, dominating the eastern portions of Sussex for much of any given year.

Industry in Sussex is represented by the presence of a major DuPont nylon plant in Seaford (built in 1939), and other facilities like Nanticoke Homes of Greenwood and Vlastic Foods at Millsboro (Munroe 1984:189; Hancock 1976:103). By the mid-1970s, there were over 100 firms in Sussex, employing over 12,000 people, and seven of these, including five food processing plants, one chemical company, and an instrument manufacturer, employed over 250 persons (Hancock 1976:103).

The population of Sussex at the start of this period was over 36,000, making it larger than Kent County, but smaller than the City of Wilmington and New Castle County. Throughout this period, the population of the county has grown steadily, spurred by the growth of the broiler industry, the reclamation of land, and the arrival of light industry to the area. As of 1980, over 98,000 people make their homes in the County (Munroe 1984:269), and this total swells tremendously during the summer season. In spite of this growth, Sussex is still overwhelmingly rural and agricultural, though intensive suburban and resort development in the last decade are dramatically altering the landscape of the eastern part of the County.

### 2.3.6 HISTORIC OVERVIEW OF BRIDGEVILLE

Located in the northwest portion of Sussex County, within Northwest Fork Hundred, is the town of Bridgeville. The town sits approximately five miles south of Greenwood, 14 miles west of Georgetown and approximately eight miles north of Seaford. Routes 13A and 404 are primary routes in the area and are located east of the town (USGS 1992).

Bridgeville is one of the oldest surviving communities in Sussex County. Originally the site of an Indian village, it was founded on land that was originally a land grant of Lord Baltimore. The land was a part of Maryland until 1776, when the boundary between the two states was reconciled. Long before the County was subdivided into hundreds, this community was known as "Bridgeville Branch", having developed along a small waterway known as Bridge Branch. A bridge was built across the stream, and the village developed around the bridge site (Hancock 1985; Town of Bridgeville Planning Commission 2002).

When hundreds were adopted throughout the county, Bridgeville fell within North West Fork Hundred. Other major communities which developed within its confines included St. John's Town (Greenwood), Seaford, Cannon's Ferry and Concord. North West Fork was primarily an agricultural area and contained the largest and best farmland in the county. Almost everyone was involved in some form of farming; most owned horses, cattle, hogs and oxen. By the fourth quarter of the eighteenth century, wheat and corn were the area's principal crops (Hancock 1985).

Houses were scattered through the agricultural community. One of the oldest known residences in Bridge Branch was the "Sudler House," located near the bridge and constructed *ca.* 1750. By the end of the eighteenth century a cluster of dwellings and two taverns has been built around the bridge. Many of the buildings erected during the eighteenth and nineteenth centuries were wood-framed, either one or two-stories in height, and often included rear ells or back buildings. Porches varied in style and size and were typically featured on the principal facades and sometimes on the side walls of additions (Hancock 1985).

In January 1810, an act of the General Assembly changed the name of the village to Bridgeville (Town of Bridgeville Planning Commission 2002). Shortly thereafter, three stores and a tanyard were established. By 1816, Bridgeville had become the largest community within the county,

having nearly 200 dwellings, two stores, three carriage shops, a tanyard, three granaries, a blacksmith shop, a tavern and storehouse. The surrounding rural area was the site of four granaries, four saw mills, three gristmills, a shoemaker's shop and hatter's shop (Hancock 1985).

In the early nineteenth century the town of Bridgeville became a center of political activity. In 1812, a tavern in town was designated as a polling place. Town residents became involved in state politics at the highest levels. In fact, five Delaware governors have come from this small town: Captain John Collins (1822); Charles Polk (1826); Peter Coursey (1854); William Cannon (1862) and Simeon Pennewell (1909) (Town of Bridgeville Planning Commission 2002).

Very little construction and growth occurred between 1820 and 1858. However, the advent of the Delaware Railroad brought new commerce and economic prosperity to the area. The success and fortune reaped from the railroad encouraged and led to a new phase of construction and growth for Bridgeville. After the arrival of the railroad in 1856, William Cannon laid out the village of Bridgeville, moving in away from the old bridge to be closer to the tracks (Hancock 1985). He divided his own real estate holdings into a series of rectilinear blocks and alleys, and named the streets. Cannon sold off lots of equal size and soon a variety of buildings were constructed on some of these lots. Three of the streets were later renamed in honor of Cannon's son who perished while fighting in the Civil War (William-Laws-Cannon) (Hancock 1985; Town of Bridgeville Planning Commission 2002).

The financial security of some of the prominent citizens of Bridgeville allowed them to insure their real estate and personal properties. Many individuals purchased coverage from the Kent County Mutual Insurance Company. This insurance typically covered the dwellings, outbuildings (agricultural and non-agricultural), commercial, and religious venues. In addition, the insurance covered merchandise and household furnishings (Hancock 1985).

In 1881, a traveling writer for the Morning News visited Bridgeville and later wrote an article about the town titled "A Thriving Town-Its Handsome Buildings." He wrote:

"The town numbers 500 residents, with 10 stores, 3 steam mills, 2 canning factories, a fruit dryer, 3 mechanic shops, a phosphate factory, 2 hotels, 3 churches and an air of thrift and general enterprise appears to pervade the whole place." "The dwellings are mostly neat and tasty, and some of them surrounded with pretty flower gardens" (Anonymous November 4, 1881).

The Delaware General Assembly passed numerous acts concerning Bridgeville. One of the earliest was an 1810 act changing the name of Bridge Branch in Bridgeville. Others followed including the incorporation of academies in 1818 and 1865, the incorporation of Bridgeville Agricultural and Mechanical Society in 1875, the incorporation of the Bridgeville Producers and Packers Company in 1887 and the incorporation of Improved Order of Heptasophs in 1885. By far the most important act was the incorporation of the Town of Bridgeville in 1871, reincorporated in 1905 (Hancock 1985).

By the turn of the twentieth century, trucks and automobiles began to replace the railroad as the principal means of transportation. Bridgeville's industry also began to change. With increasing production of perishable goods, such as sweet potatoes, peaches and apples, it was imperative that produce arrive at markets before spoiling. The advent of the refrigerated truck alleviated this potential problem, saving the agricultural economy of the area. Today, Bridgeville remains

an agriculturally-oriented community, with the majority of its economy dedicated to the processing and distribution of agricultural goods (Town of Bridgeville Planning Commission 2002).

### 2.3.7 EXPECTED HISTORIC ARCHEOLOGICAL PROPERTY TYPES

In *Historic Context: The Archaeology of Agriculture and Rural Life, New Castle and Kent Counties, Delaware, 1830-1940* (De Cunzo and Garcia 1992:233-245) the authors define seven property types associated with the archeological investigation of farmsteads. The property types defined by De Cunzo and Garcia were developed for the period from 1770-1940, but they are also applicable to the 1630-1730 and 1730-1770 periods. Of the seven property types developed, five types are known and/or likely to be present within the project area, and these are presented below:

1. *Agricultural Complex*: the farmstead, or main compound, of the farm itself, including at least one dwelling, domestic and agricultural outbuildings, yards, gardens, and associated activity areas (De Cunzo and Garcia 1992:234).

2. *Agricultural Dwelling*: the residence of a farm owner-operator, tenant farmer, farm manager, or other free agricultural laborer and his or her family-household. It encompasses at least one dwelling, as well as domestic outbuildings and yards, gardens, and associated activity areas (De Cunzo and Garcia 1992:236).

3. *Agricultural Outbuilding*: One or more outbuildings of the same or different agricultural functions located on farms but isolated from the farmstead, or agricultural complex (defined above). The outbuilding(s) also includes associated work and storage yards (De Cunzo and Garcia 1992:237).

4. *Agricultural Quarter*: A residence or residential complex housing numbers of agricultural laborers such as slaves or migrant workers. The property type includes at least one dwelling, along with domestic outbuildings in some situations, and the associated yards, gardens, and activity areas. The primary distinctions between agricultural dwellings and quarters are found in the architectural and landscape features and configurations, and in the nature of the resident housing (De Cunzo and Garcia 1992:239).

5. *Agricultural Structure*: One or more structures not designed to shelter humans or their activities, along with associated activity areas, yard and work spaces. Isolated from the agricultural complex but located on the farm, this property type includes such structures as the embankments, drains, sluices, and ditches found on many late eighteenth through mid-twentieth century Kent County farms (De Cunzo and Garcia 1992:243).

### 2.3.8 EXPECTED HISTORIC ARCHITECTURAL PROPERTY TYPES

Based upon the identified historic context for the area, the following property types were expected to be present in the project area: farms, single-family residences and roads.

#### *Agricultural Properties*

As previously noted, North West Fork was primarily an agricultural area. Nearly everyone was involved in some form of farming (Hancock 1985). Resources typically associated with this property type included: surrounding land, pastures and/ or gardens, a dwelling(s), and domestic, agricultural, and/or storage-like outbuildings (i.e. stables, barns, corncribs, vehicle sheds, etc.).

### *Residential Development*

Again, as referenced in the context, residential houses were constructed throughout the community. Eighteenth and nineteenth century wood-framed dwellings were constructed and varied in detail (Hancock 1985). Property types of this time period and common in this geographical location commonly included: I-houses, and architectural styles such as Colonial and Victorian.

### *Roadways*

As mentioned, during the twentieth century the automobile quickly began to override the importance and transportation efforts the railroad once provided. Improvements to major roadways throughout the state were implemented during the 1920s and 1930s. Certain roadways were completed and others extended. By 1934, the State Highway Department had the majority of the highway network extant today in place. Delaware Route 404 and U.S. Route 13 are the only roadways in the project area. Portions of both these transportation routes were constructed and existed as early as the nineteenth century. In fact, Route 13 was formerly known as and referred to as the Cape Charles Route. Not until the 1930s after being acquired by the state were they designated as "modern" highways and assigned numerical titles. Major improvements to many of the state-maintained highways continued until the early 1960s (Tabachnick et al. 1992). Retention of their historic characters may have led to their significance. However, roadway improvements, including dualization, realignment, and the reconfiguration of the intersections have altered the roadways historic character, making it ineligible for the National Register. ?

Bridges ?

## 3.0 METHODS

### 3.1 BACKGROUND RESEARCH

Archeological background research focused on background information gathered by the various previous archeological and historical studies conducted in and near the project area. In particular, the Phase IA and IB efforts of Gannett Fleming (Davies and Martin 2001; Martin et al. 2002) were used to generate the field testing strategy employed herein. In addition, other sources were consulted concerning the environment and soils of the study area, as well as previous archeological projects in Sussex County. Historic maps were scrutinized for possible historic properties in the study area.

Historic architectural background research focused on establishing the historic context of the study area and to determine the presence of previously identified historic architectural properties. Review of previous archeological and architectural research relied on the report files maintained at the SHPO and Delaware Department of Transportation. Other information sources included agency correspondence, cultural resource reports and surveys, books and newspaper articles, governmental reports, published histories, historic photographs, historic maps, and other pertinent information. Research was conducted at the Delaware Historic Preservation Office (SHPO), the Delaware Public Archives (Dover), the Bridgeville Public Library, and the Sussex County Tax Assessment and Recorder of Deeds offices (Georgetown).

### 3.2 ARCHEOLOGICAL FIELD INVESTIGATIONS

Field investigations were conducted to locate specific evidence of archeological resources in the project area. The field strategy took into account topographic and hydrological conditions. The project area is situated almost exclusively within fallow agricultural fields and the Phase I field survey included surface inspection of exposed (e.g. plowed and disked) areas and the excavation of shovel test units (STUs). Although no-till is currently used within and adjacent to the APE, the proposed ROW of the new roadways in the agricultural fields west of Routes 13 and 404 (Figure 2) were plowed and disked in the fall of 2004 and subjected to a pedestrian reconnaissance survey; average surface visibility ranged between 50 to 60 percent. A 7.5-m interval was maintained between surveyors during the initial walkover of the plowed and disked ROW, which measured approximately 15 m in width. Transect intervals were subsequently tightened to 2.5 m between surveyors during a secondary walkover in areas of the field containing prehistoric and/or historic artifacts.

The portion of the project area that was not disked and/or currently containing a surface crop was shovel tested at a 15-m interval, which was the spacing between transects and STUs. All told, 13 transects (designated A through M) were established and 180 STUs were excavated (Figure 2). The stratigraphic profile of representative STUs was recorded on standardized forms. Each shovel test measured approximately 50 cm in diameter. Excavation proceeded in natural layers or horizons, and all soil was passed through quarter-inch-mesh screen to ensure the uniform recovery of artifacts. All cultural materials other than such modern debris as plastic, recent bottle glass, coal, brick, shell, etc. were retained and placed into field bags marked with the appropriate provenience information. Shovel tests were excavated at least 10 cm into Pleistocene subsoil. Location and stratigraphic information for representative shovel test was recorded on pre-printed forms, including unit location relative to other units or natural/cultural landmarks; topographic setting; and thickness, Munsell color, texture, inclusions, and artifact content of each exposed soil

horizon. Each shovel test was backfilled immediately upon completion of excavation and recordation.

The locations of all shovel test units and surface artifacts were recorded with a Trimble GeoExplorer 3 global positioning system (GPS) using the North American Datum (NAD) 1983 coordinate system for the Continental United States (CONUS). Raw GPS data was post-processed with Trimble's Pathfinder Office software. The project map was then produced from corrected field data in ArcGIS. During the survey, the field director maintained daily notes recording specific details of the field work and general observations. The survey was photo-documented with black-and-white prints and color slides.

### **3.3 LABORATORY METHODS**

Artifacts recovered in the course of the field investigations were cleaned and inventoried. To the extent possible, the recovered artifacts were identified by material, temporal or cultural/chronological association, style, and function. Analysis sought patterns in the relative composition of the recovered artifact assemblages and/or the site formation processes associated with their deposition. All artifacts and related documents (field records, photographs, artifact inventories, etc.) will be delivered to the Delaware State Museums repository for curation.

### **3.4 ARCHITECTURAL FIELD INVESTIGATIONS**

Following completion of the background research and file check, JMA conducted a pedestrian/vehicular field examination of the study area to confirm the results of the research and determine the presence of any of any unidentified resource(s) that met the National Register of Historic Preservation 50-year age consideration. This field investigation also included field checks of previously identified historic architectural properties to determine whether changes to them have occurred since the time of previous survey. Each resource was identified and photographed, and brief descriptive notes were compiled concerning its integrity, style and architectural characteristics.

JMA prepared new or revised Cultural Resource Survey (CRS) forms for historic properties. Site-specific research was conducted for resources that appeared to possess integrity and architectural and/ or historical significance.

## 4.0 RESULTS OF PHASE IB ARCHEOLOGICAL SURVEY

### 4.1 RESULTS OF PREVIOUS INVESTIGATIONS

As noted at the outset, previous investigations in the Route 13/404 project vicinity have been conducted. Most recently, Gannett Fleming prepared a Phase IA and IB cultural resources survey, including both archeological and architectural resources, associated with the proposed improvements to the Route 13/404 intersection in October, 2001. It should be noted that at that time, the actual roadway routings had not been finalized; as a result, the Gannett Fleming project area encompassed a larger, rectangular Area of Potential Effect.

A review of existing archeological, historical, and environmental data was undertaken. This research involved an examination of sources housed at the Delaware State Historic Preservation Office. Ten previously identified and eight additional potentially eligible architectural properties were identified. Two historic properties were documented on the 1868 Beers Atlas as lying within or adjacent to the proposed ROW, including the T. Jacobs residence and the District 143 schoolhouse; both properties were located east of Routes 13 and 404 as shown in Figure 4.

Phase IB archeological survey was also conducted. The APE was limited to a 100-m (328 ft.) wide corridor extending 200 m (656 ft.) on either side of Turkey Branch and Ake Ditch on the east side of Routes 13/404 (Figures 1-2). Subsurface testing was then restricted to within 100 m (328 ft.) of each water source and a total of 136 shovel tests were excavated (Martin et al. 2002). A light scatter of historic and modern debris was identified. No archeological features or sites were identified. No further archeological work was recommended for these two areas.

*not clear from GF work*

### 4.2 PHASE IB ARCHEOLOGICAL SURVEY

For purposes of clarity, the project area has been divided into several discrete "Areas" that can easily be referenced on the project map (Figure 2). Several areas of disturbance were identified within or adjacent to the tested segments and relate to current and recent commercial construction activities. The proposed ROW northwest of the intersection of Routes 13/404, corresponding to the northwestern edge of Area B (abutting Transects J-K) and measuring 122 m (400 ft.) in length has recently been modified by the Royal Farm gas station and convenience store construction. The area not covered by a paved macadam surface appears to have been cut to allow for a shallow drainage ditch adjacent to the current road surface (Plate 1). Gannett Fleming identified four potential architectural structures, denoted as Resources E through H, within the footprint of this newly constructed gas station and surrounding parking area (Davies and Martin 2001:18). These structures were likely razed at the time of the gas station construction activities (see Section 5.0). A second disturbance was documented immediately to the west of Area C and relates to the on-going construction of a residential and golf course community. The surrounding landscape abutting the northern, western, and southern portions of this area had been largely graded by this on-going construction activity (Plate 2). In addition, a large earthen berm was constructed along the western flank of the proposed ROW. These areas were not tested.

#### 4.2.1 AREA A

Areas A and B correspond to the proposed road segments located east of Routes 13 and 404. Testing was focused on the area between Gannett Fleming's previously surveyed sections where



Plate 1. Recent disturbance related to the construction of the Royal Farm gas station and convenience store; view to west from STU J16.

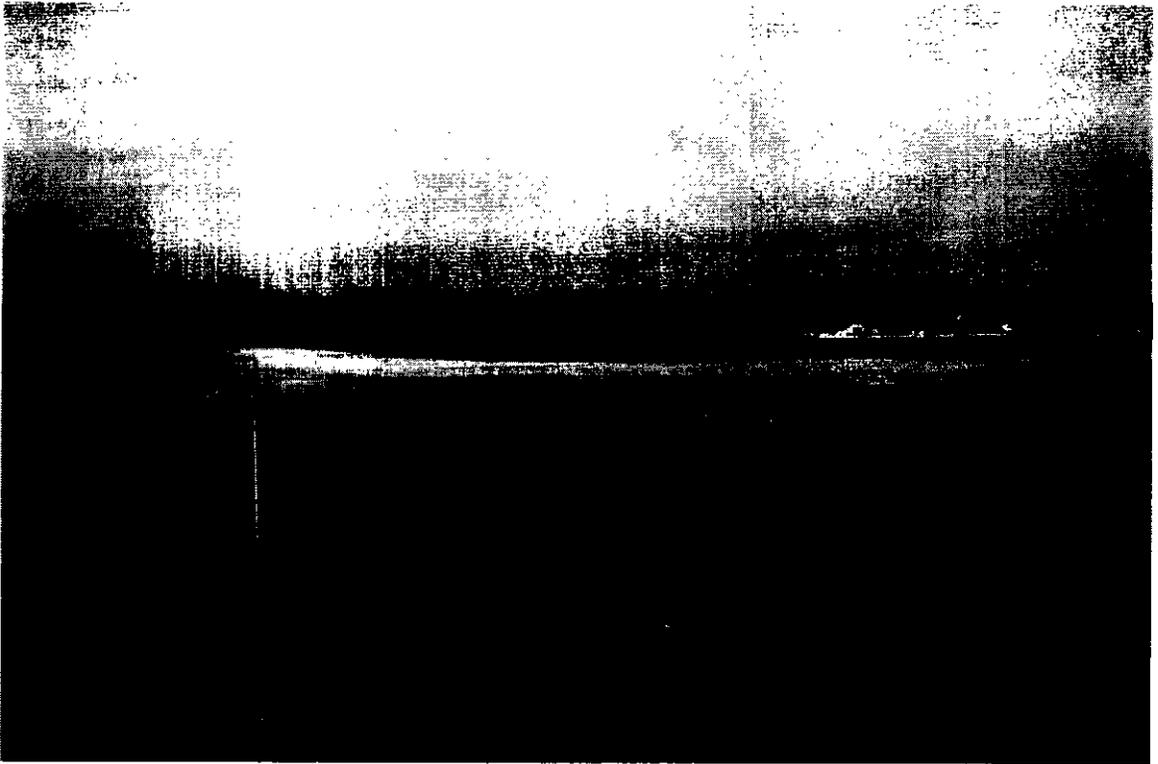


Plate 2. Associated disturbance related to the on-going residential and golf course construction west of Area C; photograph taken near STU I1, view to west.

approximately 1,116 m (3,660 ft.) of new roadway are planned. Fallow cornfields with low-lying vegetation and chaff predominate; approximate surface visibility of less than 10 percent was noted. Area A denotes the easternmost proposed road segment which is orientated in a roughly serpentine shape extending from the southern edge of Rifle Range Road and connecting to Route 404 immediately south of a proposed drainage basin near Ake Ditch (Figure 2). The tested portion of this segment is located approximately 223 m (731 ft.) east of Route 404, which it closely parallels. The proposed enlargement to an existing storm water management basin located adjacent to the Royal Farm parking lot was also included within this segment. In total, 118 STUs were excavated within eight transects (denoted by the prefix A-H).

Subtle topography predominates throughout the project area, however a rather prominent ridge oriented east to west was documented in the vicinity of Transects E and F. Well-drained soils were noted and a uniform plowzone was identified in this location. This surface horizon, described as dark grayish brown (10YR 4/2) and brown (10YR 4/3) loamy sand to sandy loam with an average depth of 26 cm, overlaid an argillic Bt horizon of yellowish brown (10YR 5/4-5/8) and brownish yellow (10YR 6/6, 6/8) sandy loam to sandy clay loam (Figure 7).

Lower lying, moderately well-drained soils were present immediately west of this area near Ake Ditch (corresponding to Transects G-H) and adjacent to the aforementioned storm water basin (STUs B1-B11, C1-C11, and Transect D). (Note: the STUs in Transects G and H inadvertently intersected the areas previously tested by Gannett Fleming; see Figure 2). A plowzone of dark grayish brown (10YR 4/2), brown (10YR 4/3), and olive brown (2.5Y 4/3) loamy sand was noted. The Ap horizon typically measured less than 30 cm in depth. The underlying subsoil was often described as gray (2.5Y 6/1), grayish brown (2.5Y 5/2), light olive brown (2.5Y 5/3, 5/4), to light yellowish brown (2.5Y 6/4) loamy sand to sandy clay loam in texture (Figure 7).

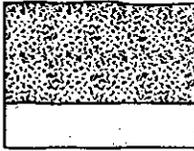
Minor disturbance related to the construction of the extant storm water basin was documented within STUs D7, D12, and D16 (Figure 2; Plate 3). A 10-20 cm thick reddish yellow (7.5 YR 6/8) to brownish yellow (10YR 6/6) sand was identified at surface which effectively capped the lower, intact stratigraphic profile. The remaining STUs in this segment displayed similar Munsell colors and textures to that which has been previously described.

As was documented by the previous archeological survey and also supported by the current field work, only a light scatter of historic to modern artifacts was contained in the upper soils in this portion of the project area (Appendix IV). Historic artifacts and shell fragments, likely related to agricultural fertilization, i.e., the application of lime to the soil, comprise the bulk of the assemblage ( $n=21$ ). Items include 2 brick fragments, 2 concrete fragments, 1 nail, 1 piece of coal, 9 shell fragments (3 oyster, 6 unidentified), 4 clear bottle fragments of indeterminate manufacture, 1 brown glazed redware sherd, and a single sherd of plain whiteware. Although the majority of these historic-era artifacts were identified within the northern half of the tested segment, in the vicinity of the T. Jacob (Beers 1868) residence, no apparent concentration of historic artifacts was noted, nor was any historic feature identified (Figure 2). The few historic items that were recovered are interpreted as nineteenth century to present-day field scatter.

#### 4.2.2 AREA B

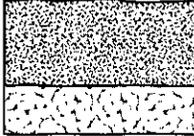
Area B denotes the proposed connector linking the intersection of Routes 13 and 404 to a planned intersection in the vicinity of Route 404 and Ake Ditch (Figure 2). An area of disturbance previously discussed and attributed to the Royal Farm construction was noted along the northern

**STU F5; Area A**



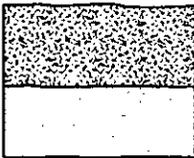
10YR 4/2 dark grayish brown sandy loam  
10YR 5/4 yellowish brown sandy clay loam

**STU H7; Area A**



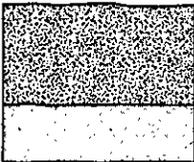
10YR 4/2 dark grayish brown loamy sand  
10YR 6/1 gray sandy clay loam mottled with 10YR 6/6 brownish yellow

**STU K13; Area B**



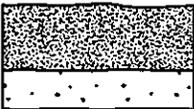
10YR 4/3 brown loamy sand  
10YR 5/6 yellowish brown loamy sand

**STU I18; Area D**



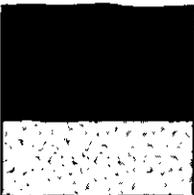
10YR 4/2 dark grayish brown loamy sand  
10YR 5/4 yellowish brown loamy sand

**STU L3; Area D**



2.5Y 4/2 dark grayish brown loamy sand  
2.5Y 6/3 light yellowish brown loamy sand with iron staining

**STU M1; Area E**



2.5Y 4/2 dark grayish brown loamy sand with charcoal inclusions  
2.5Y 5/2 grayish brown sandy loam mottled with 2.5Y 5/6 light olive brown

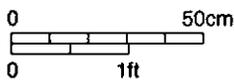


Figure 7. Representative shovel test unit profiles.



Plate 3. Testing adjacent to the pre-existing storm water basin situated within Area A; view to northeast from the edge of the Royal Farm Parking lot.

margin of this section (e.g. Plate 1). In total, 175 m (574 ft.) of proposed road was surveyed and 24 shovel tests, within Transects J and K, were excavated. The plowzone, comprised of dark grayish brown (10YR 4/2) to brown (10YR 4/3) loamy sand, measured between 16 and 30 cm in thickness, with an average depth of 22 cm. Beneath this surface horizon was yellowish brown (10YR 5/4, 5/6), pale brown (10YR 6/3), and light yellowish brown (10YR 6/3) loamy sand (Figure 7).

The location of the previously noted schoolhouse, as shown by the 1868 Beers Atlas, is depicted in Figure 4. The District 143 schoolhouse, which was later moved to a location adjacent to the Routes 13/404 intersection in the first quarter of the twentieth century, occupied this location for an indeterminate period of time. No evidence of intact architectural features, such as a foundation, postholes, or privy stains, or cultural deposits related to the original schoolhouse location was identified. Indeed, only two pieces of coal were documented from the plowzone of two contiguous units (J10-11) in this section of the project area.

#### 4.2.3 AREA C

Area C represents the agricultural fields within the western portion of the project area that were subjected to pedestrian reconnaissance. This segment measures approximately 1,779 m (5,837 ft.) in length (Figure 2). A 15-m wide swath approximately following the centerline of the proposed ROW was plowed and disked during autumn 2004 and ground visibility remained adequate for surface inspection; average visibility ranged between 50 to 60 percent (Plate 4). Overall, the fields were largely devoid of cultural material and no apparent artifact concentrations were noted. A single prehistoric jasper biface fragment was recovered slightly outside of the proposed ROW (Surface Find 1.01). The area immediately surrounding this locus was subjected to a tightened interval survey, but no additional prehistoric material was documented. In fact, only three historic artifacts (1 unglazed redware, 1 plain whiteware, 1 grey salt glazed stoneware sherd) were recovered during the pedestrian reconnaissance. These historic artifacts were tightly clustered, spaced between 18-24 m (60-80 ft.), near the northwestern corner of the project area (Figure 2). A recently constructed access road associated with the residential and golf course community is located adjacent to this area. It is likely, that these artifacts represent recent historic dumping activities.

The southernmost portion of this area had been severely disturbed by on-going construction activities (Plate 5). Approximately 280 m (919 ft.) of the proposed ROW located south of Ake Ditch has been extensively modified. Accordingly, this portion of the project area was not surveyed.

#### 4.2.4 AREA D

Two proposed storm water management basins, located west of Routes 13 and 404, are denoted by Area D (Figure 2). These footprints are situated within fallow agricultural fields and were not previously plowed, and were subsequently tested through the implementation of a 15-m interval shovel test grid (corresponding to Transects I and L). A total of 20 STUs were excavated within the northern basin, while 7 STUs were placed within the southern location (Plate 6). Soils encountered within both areas are comparable and will be discussed in tandem. The upper elevation units contained a surface horizon of dark grayish brown (10YR 4/2) to brown (10YR 4/3) loamy sand, with an average depth of 23 cm, overlying yellowish brown (10YR 5/4, 5/6) to pale brown (10YR 6/3) loamy sand/sandy loam subsoil (Figure 7). The lower elevation units were

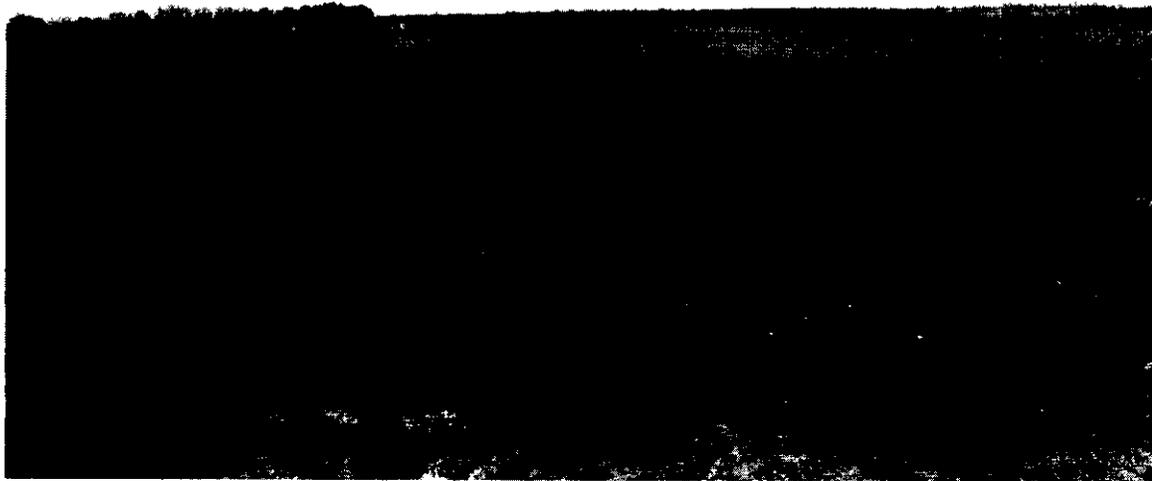


Plate 4. Surface visibility within the 15-m wide disked portion of the right-of-way; visibility averaged 50-60%, view to southwest.



Plate 5. Recent disturbances related to the residential and golf course construction; photograph taken near Ake ditch, west of U.S. Route 13, view to northwest.



Plate 6. Testing of the proposed southern storm water drain basin located west of Route 13, view to north-northwest.

similar to those described elsewhere within the project area; a chroma of 3 or less was universally noted. A plowzone of dark gray (10YR 4/1) and dark grayish brown (2.5Y 4/2) loamy sand with an average measured depth of 24 cm overlay gray (5Y 6/1), grayish brown (2.5Y 5/2), light brownish gray (2.5Y 6/2), and light yellowish brown (2.5Y 6/3) loamy sand, silty loam, and sandy clay loam subsoil (Figure 7).

The majority of the STUs within the northern footprint recovered some historic cultural material ( $n=20$ ), which again appears to represent a general plowzone scatter. Items consist of a brick fragment, 4 lumps of coal, 10 unidentified bottle glass fragments (1 aqua, 1 cobalt blue, 1 dark green, 1 frosted, 5 light amber, and 1 unspecified), 2 pieces of window glass, and 2 whiteware sherds (1 plain, 1 blue transfer print). The units located within the southern locus were culturally sterile.

#### 4.2.5 AREA E, CRS S-1692 "CANNON HOUSE"

Area E is delineated by a tree-lined drainage ditch along the northwestern margin and Route 13 on the eastern side (Figure 2; Appendix II). These boundaries create a roughly triangular parcel currently planted with a cover crop of rye allowing for 40 percent ground visibility (Plate 7). Prior to the start of field work, a decision was made to shovel test this portion of the project area in hopes of locating CRS S-1692, which was described as a framed 2-story, 3-bay dwelling with a brick foundation known as the "Cannon House." This structure was in deteriorated condition at the time of the original (1980) survey and was documented as being demolished/moved by Gannett Fleming's 2001 field investigations (Davies and Martin 2001: 13).

In total, 11 STUs were excavated within Transect M, which extended from Route 13 to the western field edge (Figure 2). The plowzone in this area was described as dark grayish brown (2.5Y 4/2), olive brown (2.5Y 4/3), and light olive brown (2.5Y 5/3, 5/4) loamy sand to sandy loam measured between 13 and 31 cm (for an average depth of 24 cm). Contained beneath this surface horizon was gray (5Y 5/1), grayish brown (2.5Y 5/2), light olive brown (2.5Y 5/4, 5/6), and light brownish gray (2.5Y 6/2) loamy sand, sandy loam, and sandy clay loam (Figure 7). Field observations noted highly compacted soils within those test units situated closest to Route 13 (corresponding to STUs M1, 2, 3, 4, 7, and 8). A rectangular surface scatter, measuring 1512 square meters (.37 acre) in area, was also observed in this vicinity. This surface scatter contained a concentration of charcoal, cinder, and brick fragments; this delineation is shown in Figure 2. According to Mr. Coulter Passwaters, a local farmer and a member of a large landholding family within the project area, an abandoned house in a state of considerable disrepair was deliberately set on fire by the local fire department as a practice activity (personal communication 2005). It is assumed that CRS S-1692, which was known to have been located in this vicinity, was destroyed at that time. A total of 51 historic artifacts were identified during the field work and are shown in Table 1.



Plate 7. The Cannon House Site (7S-E-198) location now situated within an agricultural field planted with rye, view to west from the Route 13 median.

Table 1. Artifact Groups and Objects Identified within the Cannon House Site (7S-E-198)

Group	Object/Ware/Technology	Beginning Date of Manufacture	n=	%
Architecture	brick, fragment		2	3.9
	drainage pipe, ceramic		1	2.0
	mortar, sand		1	2.0
	mortar, plaster		2	3.9
	nail, cut	1805	10	19.6
	nail, wire	1850	1	2.0
	nail, unidentified		2	3.9
	shingle, asphalt		2	3.9
	window glass		4	7.8
<i>Architecture Sub-total</i>			25	49.0
Household	whiteware, molded	1810	1	2.0
	whiteware, plain	1810	1	2.0
	whiteware, unidentified	1810	1	2.0
	whiteware, polychrome transfer print	1835	1	2.0
	porcelain, undifferentiated		1	2.0
	bottle, mouth blown		1	2.0
	bottle, machine-made	1903	3	5.9
	bottle, unidentified		4	7.8
	milk glass		2	3.9
<i>Household Sub-total</i>			15	29.4
Miscellaneous	flower pot, terra-cotta		1	2.0
	glass, decorated/embossed		5	9.8
	coal, lump/nugget		2	3.9
	faunal, bone		1	2.0
	faunal, oyster shell		2	3.9
<i>Miscellaneous Sub-total</i>			11	21.6
<i>TOTAL</i>			51	100.0

Approximately one-half of the assemblage consisted of architectural debris ( $n=25$ ), with almost 30 percent ( $n=15$ ) relating to the domestic occupation of the site (Appendix IV). The remaining 21.6 percent ( $n=11$ ) of the assemblage was assigned to the miscellaneous category. Using Turnbaugh and Turnbaugh's (1977) mean bracketing dating method, an occupation date range of 1827.6 to 1995 was calculated. However, the fact that no structure appeared on the 1868 Beers Atlas suggests a later construction likely dating to the last quarter of the nineteenth century. No intact architectural features were observed, i.e., a cellar hole, and it appears likely that the items observed in and around this area are associated with the inventoried property, CRS S-1692, destroyed by fire ca. 1995 or slightly later.

## 5.0 RESULTS OF HISTORIC ARCHITECTURAL INVESTIGATION

### 5.1 RESULTS OF PREVIOUS INVESTIGATIONS

Three previous architectural-related investigations have occurred within the study area (APE) of the present investigation:

*A Cultural Resources Reconnaissance Planning Study of the Proposed Sussex East-West Corridor Delaware Routes 404/18 and 9 (1991)*

This investigation was conducted by the University of Delaware, Department of Anthropology, Center for Archeological Research (Catts et al. 1991) for the Delaware Department of Transportation (DelDOT). The report presents the results of an overall survey of the Sussex East-West Corridor and its known and predicted cultural resources. Potential archeological remains associated with above-ground resources were assessed, while significance of the buildings and structures was not. All previously surveyed resources included in BAHF site files were located and included in Appendix II of the report. This appendix was not available to be reviewed at the time of the current study. However, it was confirmed, based on the original survey dates on the CRS forms, that the following properties were included in the abovementioned study: S-1670, S-1710, S-1712 and S-1713 (Wade P. Catts, personal communication, 2005). Uninventoried/potential resources were also identified and included in Appendix III.

*Location Level Historic Resources Survey, Sussex East West Corridor Study (1992)*

Cultural Heritage Research Services, Inc. (CHRS) conducted this investigation (Tabachnick et al. 1992) for DelDOT. This reconnaissance level historic resources survey documented all standing historic properties within a one thousand foot wide corridor along the four proposed alignments of the Sussex County East-West Corridor project. A total of 273 historic properties were investigated to a level sufficient to evaluate their significance under criteria of the National Register of Historic Places. Thirty-five (35) resources were already determined eligible and listed in the National Register of Historic Places. Eighty-three (83) of the properties were recommended eligible for the National Register; one hundred fifty-five (155) properties were recommended not eligible. Additional work was recommended for twenty-five (25) of the total 273 properties.

Five (5) of the abovementioned properties were located within the current study area (APE) along Route 404: S-1710, S-1712, S-1713, S-8456 and S-8457. Resource S-1713 has since been demolished (Figure 2). Recommended eligible resources included S-1712 (individually) and S-8457 (Multiple Property Submission).

*Phase 1A Cultural Resources Survey, U.S. Route 13/ DE Route 404 Intersection Improvement Project (2001)*

This investigation was prepared by Gannett Fleming (Davies and Martin 2001) for DelDOT. This Phase 1A cultural resource survey was prepared in support of the proposed U.S. Route 13/Delaware Route 404 realignment project, as a result of needs identified during the Corridor Capacity Preservation Project planning phase, conducted from 1999-2001.

Ten (10) previously identified properties were located within the current study area: S-1670, S-1692, S-1708, S-1710, S-1711, S-1712, S-1713, S-8456, S-8457 and S-9089. Resources S-1692, S-1708, and S-1711 were noted as demolished/moved. Eight (8) resources were indicated as needing additional research: Resources A (Print Shop), B (TV Repair Shop), C (dwelling), D (dwelling), E (abandon service station), F (office/ apartment building), G (abandoned service station) and H (abandoned airplane hangar). Resources S-1712 and S-8457, recommended as eligible in 1992 report, were reevaluated as eligible.

## 5.2 ARCHITECTURAL DESCRIPTIONS AND EVALUATIONS OF RESOURCES

The following properties stand, or did stand, within the current study area: S-1692, S-1708, S-1711, Resource C, and Resource D. Based on preliminary review of existing documentation no additional research, fieldwork, or evaluations were required for these properties.

- S-1692 (demolished/moved, as per 2001 Gannett Fleming report)
- S-1708 (demolished/moved, as per 2001 Gannett Fleming report)
- S-1711 (demolished/moved, as per 2001 Gannett Fleming report)
- Resource C (less than 50 years old, as per SHPO opinion, July 16, 2002)
- Resource D (moved, as per 2001 Gannett Fleming report)

Five resources, S-1713, Resource E, Resource F, Resource G, Resource H, all of which were surveyed and included in study area in the 2001 Gannett Fleming report, have been demolished. Cultural Resource Survey (CRS) forms were completed for Resources E, F, G, and H with notations that each has been demolished. An update form was completed for resource S-1713.

The following properties were surveyed during the current investigation. CRS forms were created for previously identified, but unsurveyed, properties. CRS update forms were prepared for those resources that had been previously surveyed and assigned CRS numbers. Copies of all of these survey forms are included in Appendix III. All of the properties were evaluated for National Register eligibility.

### 5.2.1 BUILDINGS (S-11504)

#### *Description*

The property located at the southeast corner of Rifle Range Road and Route 13A contains three buildings, two former commercial buildings (Plate 8) and a former dwelling. Both buildings face southwest and abut the roadway with a small gravel parking area to the front and a larger gravel parking area to the rear.

The building to the south (right in Plate 8) faces southwest towards Route 13A. The one-story paneled-faced concrete-block main block is rectangular in shape and measures approximately three bays wide by four bays deep. A wood-and-glass door pierces the south corner, and double-hung, six-over-six windows pierce the southeast façade. The gable-front roof is obscured by an arched-shaped parapet, which is attached across the upper roofline of the building. A skylight pierces the southeast side of the roofline, and a brick chimney rises from the rear interior. The northeast (rear) wall features two bays, a double-hung six-over-six window and a large wood-and-glass garage door. The gable end is sheathed in aluminum siding.



Plate 8. Buildings (S-11504), SE corner of Rifle Range Road and Route 13A. Southwest and southeast elevations toward northeast.

A flat-roofed, one-story addition projects from the southwest wall of the main block. The addition extends from the center of the building to the west corner, visually attaching itself to the adjacent building (left in Plate 8). Sheathed in vertical aluminum siding, the addition measures three bays wide by one bay deep. A double-door, wood-and-glass entrance pierces the south corner. Two double-hung, six-over-six window are located on the west side of the doors and at the southeast end of the addition.

The building to the north (left in Plate 8) faces southwest towards Route 13A. This one-story building is rectangular in shape and measures three bays wide by approximately four bays deep. The southwest façade is covered in brick veneer, and the three remaining facades are clad in paneled-faced, concrete block. Vertical aluminum siding covers the gable end. The gable end extends outward only slightly, enough to shelter the wood-and-glass door that pierces the center of the façade. Multi-paned commercial picture windows flank the entrance. The gable front roof is sheathed in asphalt. A brick chimney rises from the interior of the roof.

The southeast wall features a large commercial picture window, boarded over with painted plywood, and a double-hung six-over-six window. A small shed-roof enclosure is attached to the northeast wall. A boarded-over entrance gains access into this section of the building.

### *History*

Based on architectural and documentary evidence, the two commercial-style buildings on this property appear to have been built ca. 1955. In the 1920s, two tracts of land, in two separate transactions/deeds, were sold to Norman A. Draper (Sussex County Deed Book 226:63, August 19, 1920; Book 254:17, February 12, 1925). Twenty years later, Marion Collins, executor for Norman A. Draper, sold the property to Bertha M. Draper for one dollar (Sussex County Deed Book 355:241, August 14, 1945).

In 1956, Mrs. Draper sold the parcel of land to Elwood S. and Elizabeth Warren (Sussex County Deed Book 464:323, August 31, 1956). Seven years later, the Warrens conveyed the property to Paul and Joan E. Hastings, the current owners (Sussex County Deed Book 569:28, December 21, 1963).

Sussex County Assessment and Permit records indicate that as of January 1975 a one-story Print Shop and TV Sales & Repair had been constructed on the property. In November of that same year the exterior and interior of the house (S-1710) was remodeled. On January 9, 1979, parcel 2.1 (a narrow strip of land to the rear of the present parcel) was purchased and added to the land. The last noted changes to the property occurred in January of 1983 when alterations were made to the garage and changes were made to a deck (specifics unknown) (Sussex County Assessment Records 1-31 15.00 2.00).

### *Evaluation*

This property was evaluated according to criteria set forth in the *National Register Bulletin 15: "How to Apply the National Register Criteria for Evaluation"* (National Park Service 1997). It was evaluated under the context of Retailing/Commerce, and is an example of typical roadside businesses that would have been constructed during, or shortly thereafter, area roadways were improved. As indicated by Tabachnick in the *Built Environment Analysis* of the Sussex East West Corridor Study (1992), commercial roadside property types that appeared as a result of improved routes typically included service stations, roadside restaurants, stores and shops.

7  
LBA  
Roadside  
Archit.  
Context

Historically, neither printing, nor electronic repair services were known to have been lucrative businesses that would have contributed to the social or economical development of the area. Further, neither business operated for any length of time. Because of its lack to convey or possess any associated historical significance to the area, this property is recommended not eligible under National Register Criterion A. Research concerning the history of this property and the history of the local area has failed to reveal any connection with important historical events. Chain of title research and additional local research has not resulted in the identification of any owner or occupant important in local history. Therefore, the property is recommended not eligible under Criterion B.

Considering the roadway underwent improvements as early as the 1930s, these vernacular, mid-twentieth century commercial roadside buildings are late examples of their associated property types. Additionally, their architectural integrity has been compromised. The construction of enclosed additions and attachments across the front and rear of the buildings has altered their designs. The insensitive application of modern siding and the insertions of modern doors to the additions have compromised their material integrity. Over the years, the commercial and residential buildings along the southern end of Route 13A have been heavily altered, abandoned and/or demolished, creating a lack of cohesiveness in their historic period of construction. This change has compromised the property's setting and feeling. For all these reasons, this property is recommended not eligible under Criterion C. Information potential under National Register Criterion D does not exist. Potential historic archaeological deposits are not evident from the background research and field assessment. Building construction methods employed in these buildings are not significant.

### 5.2.2 *OUTBUILDINGS (S-11505)*

#### *Description*

The property located on the south side of Rifle Range Road between Route 13 and Route 13A contains three buildings, two outbuildings (Plates 9-10), and a modern residential dwelling. Both buildings face north and are set back from the corners of the dwelling.

The former agricultural outbuilding (Plate 9), situated southwest of the house, faces north toward Rifle Range Road. This outbuilding appears to pre-date the present dwelling's construction. The one-and-one-half-story, wood-framed outbuilding is rectangular in shape and measures one bay wide by one room deep. Board-and-batten serves as the exterior cladding. A wood swing-hinge door is centered on the north (front) façade. A wood swing-hinge bay opening is located above the doorway, in the gambrel-end. The gambrel-front roof appears to be covered in asphalt shingles and is heavily obscured by overgrown vegetation. Other sides of the building were obscured by overgrown vegetation.

The storage building (Plate 10), located southeast of the dwelling, faces north toward Rifle Range Road. This one-story frame building is rectangular in shape and measures two bays wide by one bay/room deep. Vertical wood paneling covers the exterior. Wood swing-hinge doors access the building from the southeast (front) façade. A modern double-hung, one-over-one aluminum-framed window is located to the west side of the entrance. The same type of window is featured on the east (side) elevation. The gable-front roof is wide, low-lying, and covered in standing-seam metal. The south (rear) elevation was obscured by overgrown vegetation.



Plate 9. Outbuilding (S-11505), South side of Rifle Range Road between Route 13 and Route 13A.  
North elevation toward south.



Plate 10. Outbuilding (S-11505), South side of Rifle Range Road between Route 13 and Route 13A.  
North and east elevations toward southwest.

## History

Based on architectural and documentary evidence, the two outbuildings on this property appear to have been constructed circa 1940. They are located on portions of two adjoining parcels. The current dwelling appears to have been constructed circa 1965.

Sussex County Assessment and Permit records indicate that the present owner of the land is Beach Commercial Realty, LLC in Salisbury, Maryland. An assessment card (date unknown) indicated a sixty-five year old dwelling located on the property in poor condition. A garage was also noted on the property (Sussex County Assessment Records 1-31 15.00 3.00).

## Evaluation

This property was evaluated according to criteria set forth in the *National Register Bulletin 15: "How to Apply the National Register Criteria for Evaluation"* (National Park Service 1997). It was evaluated under the context of agriculture. Research concerning the history of this property and the history of the local area has failed to reveal any connection with important historical events. Further, the property does not retain enough fabric to convey the history of a farm. Therefore, the property is recommended not eligible under National Register Criterion A. Chain of title research and additional local research have not resulted in the identification of any owner or occupant important in local history. Therefore, the property is recommended not eligible under Criterion B.

The property contains two, twentieth-century, former agricultural outbuildings. The property's integrity of setting, materials, and feeling has all been compromised. The integrity of setting and materials has been lost by removal of a farmhouse and/ or any other intact agricultural outbuildings and the lack of farmland. Additionally, one of the buildings has been substantially altered by the application of new siding and the insertions of a replacement door and modern windows. The feeling of an agricultural property has been lost due to demolition and the construction of commercial and residential buildings to each side of the outbuildings. This property is recommended not eligible under Criterion C. Information potential under National Register Criterion D does not exist. Potential historic archaeological deposits are not evident from the background research and field assessment. Neither building employed significant building construction methods.

### 5.2.3 DWELLING (S-1710)

#### Description

Situated on the east side of Route 13A, heavily obscured by tall trees and overgrown brush to each side, stands this early to mid-twentieth-century, vernacular, bungalow-style dwelling (Plate 11). The house faces southwest toward the roadway. The one-and-one-half-story, wood-framed, center-passage dwelling is rectangular in shape. Aluminum siding serves as the exterior cladding, and the foundation is concrete block. A hipped roof, sheathed in asphalt, shelters the dwelling. A brick chimney rises from the center of the roof.

The southwest façade measures three bays wide. Modern double-hung, one-over-one sash windows flank the centered entrance. The door is wood-and-glass, protected by a modern storm door. A clipped, gable-front dormer rises above the porch level of the façade and is pierced by a



Plate 11. Dwelling (S-1710), East side of Route 13A, south of Rifle Range Road. Southwest elevation toward northeast.

triple window grouping, featuring a central, double-hung, one-over-one sash. A full-width inset porch shelters the entrance to the dwelling. Wood Doric-style columns on a wood deck with concrete-block piers support the porch. Concrete steps, centered along the front edge of the deck, provide access to the porch.

The southeast (side) wall measures four bays deep. Largely hidden by overgrown shrubs and trees, this side appears to be pierced by modern, double-hung, one-over-one sash windows.

The northeast (rear) elevation appears to measure two bays wide. A full-width, shed-roofed, screen porch addition obscures the architectural details. Wood posts on a brick-and-concrete deck support the porch. Brick steps located towards the north end of the decking, in front of a modern storm door, provide access to the porch.

The northwest (side) wall measures two bays deep. A modern, double-hung, one-over-one sash window pierces the west end with a modern casement window toward the center. A large, one-story, gabled addition extends from the center-north end of this wall, giving the building an L-shaped footprint. The addition measures two bays wide by one room deep. Wood paneling serves as the exterior siding. The foundation is concrete block. The windows are modern, double-hung, one-over-one sash. A modern wood-panel door is featured on the northwest end, sheltered by a gabled, metal-roof awning that attaches to the rear of a nearby commercial building (described above, S-11504). A full-width, shed-roof extension spans across the rear (northeast) wall, pierced by a large aluminum-and-glass garage door. A single electrical outdoor lantern is mounted on the north side of the large bay opening.

This bungalow is similar to the "The Starlight" model, offered by Sears, Roebuck and Company. Details and features of this model included: five interior rooms and one or no baths; full-width front porch, supported by wood columns; shed or hipped-gable dormer in front; and glazed front door. The years of construction for this model ranged from 1913 to 1933 (Stevenson and Jandl 1986:248). From the late nineteenth-century to the early to mid-twentieth century bungalows were built throughout the country as single-family dwellings. The automobile, along with improved railroads, created a demand for affordable housing. Also, Americans at that time became more interested in casual living, wanting open floor plans with plenty of air and light and less complicated furnishings. The bungalow responded to those needs. The bungalow is typically characterized as a one-and-one-half story house with wide overhanging eaves, deep porches, and simple interiors. Other common features include grouped windows, low-pitch roofs, gabled or shed-roof dormers, and exposed rafter ends. Ready-to-build houses bought by mail order from enterprises such as Sears, Roebuck and Company consisted of materials, fixtures, and assembly instructions for entire houses, shipped to a nearby railroad station (Carley 1994: 212, Gottfried and Jennings 1988: 216).

### *History*

Based on architectural and documentary evidence this bungalow-style dwelling appears to have been built circa 1925. In the 1920s, two tracts of land were sold to Norman A. Draper in two separate transactions (Sussex County Deed Book 226:63, August 19, 1920; Book 254:17, February 12, 1925). Twenty years later, Marion Collins, executor for Norman A. Draper, sold the property to Bertha M. Draper for one dollar (Sussex County Deed Book 355:241, August 14, 1945).

In 1956, Mrs. Draper sold the parcel of land to Elwood S. and Elizabeth Warren (Sussex County Deed Book 464:323, August 31, 1956). Seven years later the Warrens conveyed the property to Paul and Joan E. Hastings, its current owners (Sussex County Deed Book 569:28, December 21, 1963).

Sussex County Assessment and Permit records indicate that as of January 1975 a one-story Print Shop and TV Sales & Repair had been constructed on the property. In November of that same year the exterior and interior of the house (S-1710) were remodeled. On January 9, 1979, parcel 2.1 (a narrow strip of land to the rear of the present parcel) was purchased and added to the land. The last noted changes to the property occurred in January of 1983 when alterations were made to the garage and changes were made to a deck (specifics unknown) (Sussex County Assessment Records 1-31 15.00 2.00).

#### *Evaluation*

This property was evaluated according to criteria set forth in the *National Register Bulletin 15: "How to Apply the National Register Criteria for Evaluation"* (National Park Service 1997). It was evaluated under the context of settlement patterns and demographic changes. Research concerning the history of the house and the history of the local area has not revealed any association between the property and events important in local history. Therefore, it is recommended not eligible under National Register Criterion A. Chain of title research and additional local research has yet to identify or associate any historically important owner(s), resident, individual, or group of people to the property. Therefore, it is recommended not eligible under National Register Criterion B.

As noted, the house is an example of a common early to mid-twentieth-century vernacular bungalow. It lacks the architectural integrity and stylistic elaboration to be a notable example of this house type. The dwelling's integrity of design has been lessened with the construction and attachment of the side and rear additions. Material integrity has been altered by the application of modern siding and the insertion of modern windows. No outstanding workmanship is apparent in this house. The construction of two commercial buildings to the north side of the dwelling has changed the property's feeling, converting it from a residential property into one of mixed commercial-and-residential use. For all these reasons, the property is recommended not eligible under National Register Criterion C. Information potential under National Register Criterion D does not exist. Potential historic archaeological deposits are not evident from the background research and field assessment. The building does not employ significant building construction methods.

#### *5.2.4 JULIA A. FLEETWOOD DWELLING (S-1670)*

##### *Description*

Situated on the west side of Route 13A, on an open, flat lot with scattered groups of trees, stands this Dutch Colonial-style dwelling (Plate 12). A post-rail fence lines the front (northeast) perimeter of the property. A driveway enters the south side of property and extends in a circle at the rear of the dwelling, between the rear outbuildings. The house faces northeast towards the roadway. The two-story, wood-framed, center-passage dwelling is rectangular in shape. A gabled rear ell extends from the center of the rear wall. The main block is sheathed in cement-



Plate 12. Julia A. Fleetwood Dwelling (S-1670), West side of Route 13A, south of Rifle Range Road. Northeast elevation toward west.

asbestos shingles and rests on a stone-and-brick foundation. A side gambrel roof, covered in asphalt, shelters the dwelling. Two half-engaged brick chimneys rise from either end. A third brick chimney rises from the center of the roof of the rear ell.

The northeast façade measures three bays wide. Double-hung, six-over-one sash windows flank the centered entrance. The wood-panel door is flanked by triple-pane sidelights and protected by a modern screen door. A gabled entry porch shelters the entrance, supported by wood columns on a concrete-and concrete-block deck with attached concrete steps. The second level of the main block is evenly pierced by two pairs of double-hung, six-over-one sash windows, with a single double-hung, six-over-one sash window centered above the entryway.

The northwest wall measures two bays deep. Double-hung, six-over-one sash windows are featured on both the first and second levels, flanking the chimney.

The southwest (rear) wall of the main block measures approximately three rooms wide. A gabled two-story ell extends from the center of this wall, giving the dwelling a T-shaped footprint. The ell measures three bays wide by one bay deep. The second level of the ell features two, single sash, awning-style windows, placed across the southeast wall. A single, double-hung, one-over-one sash window pierces the southwest end. Asbestos shingles, like those used on the main block, cover this section of the house. The ell rests on a stone foundation, while its surrounding additions/enclosures rest on concrete-block foundations. A shed-roofed enclosure shelters the ell's southeast side and is pierced by a centered wood-and-glass door. Double-hung, one-over-one sash, triple-bay sashes flank the entrance. Brick steps with pipe metal handrails are located in front of the entry. The southwest end of the ell has an attached hipped-roof, one-room enclosure, pierced by modern, double-hung, one-over-one sash windows. A large, modern, concrete block, half-engaged chimney rises from the south corner. A modern narrow wood staircase is attached to the center of the rear, in front of a modern wood-and-glass door.

The southeast (side) wall, like the northwest façade, measures approximately two bays (one room) deep. The windows are evenly spaced on both the first and second levels, flanking the chimney. The first level, north corner interior bay has been converted into an entryway. A one-story, hipped roof, enclosed sun porch is attached to this end of the dwelling. Resting on a concrete block foundation, this wood-framed addition is covered in cement-asbestos siding. Side-by-side, modern, double-hung, four-over-four sash windows pierce all three sides of the porch. A wood-and-glass door is placed on the southwest side, fronted by brick steps.

As noted, several outbuildings stand to the rear of the house. To the immediate southwest, only a few feet from the rear of the dwelling, stands a one-story, mid-twentieth-century, gable-front garage, facing southeast. Originally measuring one bay wide by one room deep, a shed-roofed addition was later attached to the southwest end. The addition measures one bay wide by one room deep. The garage is sheathed in cement-asbestos shingles. Further southwest stands a modern, one-story, side-gabled equipment shed, covered in vertical aluminum siding. A full-width, shed-roofed extension projects from the southwest wall and is accessed through a sliding wood door on the southeast end. A modern door, located at the east corner of the façade, accesses the building from the front. Overall, the building measures four bays wide by one room deep.

Southeast of the equipment shed, on the opposite side of the circular drive, stands a one-story, early twentieth century, gable-front workshop, facing northeast. This concrete-block building measures three bays wide by three bays deep. A wood-and-glass door, protected by a screen door, pierces the north corner of the front façade. The windows are double-hung, six-over-six sashes.

Horizontal wood clapboards sheath the gable ends. Asphalt covers the roof, and a brick chimney rises from the center of the roof of the building. Further southeast stands a one-story, early twentieth-century stable. This wood-framed building is covered in wood panel siding. The side-gabled roof is sheathed in corrugated metal. To the rear of the workshop and stable is a modern in-ground pool. Wood fencing, largely hidden behind tall hedges, surrounds this area of the property.

### *History*

Architectural and documentary evidence indicates that the dwelling on this property dates from two different time periods. The rear ell appears to predate the current main-block. The ell appears to have been built in the late nineteenth century, while the main-block appears to have been constructed in about 1910.

On April 1, 1880, Thomas B. Swain sold 118 acres and 111 perches to Julia A. Fleetwood for \$1,100. This land was noted in the deed as having formerly been a part of the James Swain Farm (Sussex County Deed Book 92:408). Twenty-two years later, Newel Ball, administrator of Julia A. Fleetwood's estate, conveyed the tract of land, 98 acres and 124 perches with tenant house, to William A. Draper. Mr. Draper paid \$962.69 for the property (Sussex County Deed Book 140:34, April 10, 1902).

Sometime around 1914 William A. Draper died. His probate records extend from 1914 until 1918 (Delaware Public Archives, Sussex County Probate Records). On August 5, 1916, Andrew J. Lynch was appointed by the court to sell the former lands of Mr. Draper, which had become the subject of Orphans Court proceedings. At a public auction held at the Columbia Hotel in Bridgeville, the property was sold to the highest bidder, Huldah B. and Thomas J. Cordrey, for \$2,298.88. At that time, the parcel of land had been reduced to 28 acres and 61 perches, with a two-story dwelling and outbuildings (Sussex County Deed Book 206:511, October 7, 1916).

Ten years later, the Cordreys conveyed the land to Henry L. and Grace Cunningham (Sussex County Deed Book 259:183, July 8, 1926). Henry died in June of 1969. Grace died six years later in November of 1975. In a deed from the Wilmington Trust Company, executor of Grace Cunningham, the 32-acre property, with house, barn, garage and two outbuildings, was sold to Earl and Helen Passwater for \$75,500 (Sussex County Deed Book 814: 93, October 20, 1976).

In 1988, Helen E. Passwater conveyed the property to W. Coulter and Charlotte H. Passwater (Sussex County Deed Book 1557:26, March 29, 1988). In October of 1994, the Passwaters conveyed 3.229 acres to Timothy G.S. Curry for the sum of one dollar (Sussex County Deed Book 2013:16, October 18, 1994). Mr. Curry is the current owner of the property.

Sussex County Assessment and Permit records indicate that in August of 1995, the property was split from Parcel 43. Noted outbuildings at that time included two garages, a pool, a shed, and a lean-to shed (Sussex County Assessment Records 1-31 14.00 43.01).

A map of area published in 1914 depicts a dwelling on this site (Wilmer Atkinson Company 1914)(Figure 5). A 1955 map of the area denotes a dwelling and outbuildings on the property (USGS 1955) (Figure 6).

### Evaluation

This property was evaluated according to criteria set forth in the *National Register Bulletin 15: "How to Apply the National Register Criteria for Evaluation"* (National Park Service 1997). It was evaluated under the context of agriculture. As indicated in the Historic Context for evaluation of agricultural complexes in the DuPont Highway U.S. Route 113 Context (McVarish et al. 2005) significance under Criterion A requires that agricultural complexes to be able to convey significant information or trends to the historic context of agricultural development on a national, statewide and, or county level. Significance under Criterion C requires the retention of the farmhouse and the positioning of all other outbuildings and structures to be intact with regards to the farmhouse, and the surrounding land to have a continued use for cultivation. Comparative review with other farmsteads of the same time period in the area should be made and should represent an outstanding example of its type.

This property does not convey or retain enough associated historical agricultural significance to be considered eligible under Criterion A or C. Cultivated and/or associated agricultural land no longer surrounds the dwelling, and the remaining outbuildings have been adaptively reused and convey their present-day uses. The extant outbuildings range in construction from early twentieth century to modern-day, none dating from the core construction of the house. The buildings serve commercial and domestic uses rather than their former agricultural and domestic uses. Research concerning the history of the property and the local area has not revealed any association with events significant in local history. Therefore, it is recommended not eligible under National Register Criterion A. Neither chain of title research nor any additional local research have resulted in the identification of association of any owner(s), resident, individual, or group of people who played a significant role in local history. Therefore, it is recommended not eligible under National Register Criterion B.

Not clear from photos

Architecturally, this property demonstrates the evolution of two housing types in its history of construction. The present-day rear ell appears to pre-date the main block and is believed to have been the original main block on the property. During the early twentieth century, the farmhouse is believed to have been expanded. The historic addition was built in a Dutch Colonial style, a derivative of the Colonial Revival style, a style that was introduced and peaked throughout the United States during the 1920s and 1930s. During the change, the dwelling also adopted a new orientation and main block for itself. Overall, the dwelling types represented are lacking architectural integrity. The attachment of additions and enclosures, and the application of modern-day architectural fabric to the historic main block have compromised its integrity of design, materials, workmanship and feeling as a farmhouse. The present-day T-plan form and layout does not reflect the design of a Dutch Colonial. The application of new exterior siding and insertion of modern windows has lessened the modern-day main block's integrity of materials. The dwelling lacks the stylistic elements and workmanship seen in an eligible Colonial Revival such as elaborate door surrounds, open-end porches, and boxed cornices ornamented with dentils or modillion blocks. For all these reasons, this property is recommended not eligible for the National Register under Criterion C.

Information potential under National Register Criterion D does not exist. Potential historic archaeology is not evident in the background research and field assessment. Building construction methods employed in the dwelling are not significant. The house does not employ significant building construction methods.

### 5.2.5 LIZZIE BELLE RICHARDS DWELLING (S-1712)

#### *Description*

Situated on the east side of Route 13A, this property is flanked by a parcel containing a mid-twentieth century dwelling and a parcel containing a large, two-story, modern banquet facility. A dirt driveway enters the south side of the parcel, extending past the southeast façade to the rear of the property. Tall shrubs are planted across the front of the dwelling, and a tall tree grows on the northwest side.

This late nineteenth to early twentieth-century, vernacular, T-plan dwelling faces southwest (Plate 13). The two-story, wood-framed dwelling is sheathed in vinyl siding and rests on a foundation, covered in concrete. The cross-gabled roof is sheathed in rolled asphalt. Two brick chimneys rise from the interior of the roof, one from the front gable center, and one from the southeast gable end. The dwelling measures two bays wide by four bays deep. Double-hung, two-over-two sash windows light the interior. Small ventilation bays are centered in the attics of each gable end. A one-story, screened porch is located at the south corner of the house, sheltering a side, lower-level window and wood panel entrance. A modern enclosure of identical size and shape is located on the opposite (west) corner.

A one-story, gabled roof addition extends from the center of the rear wall. Like the house, this extension is covered in vinyl siding, and the roof is sheathed in rolled asphalt. A brick chimney rises from the interior of the northeast end of the roof. This addition measures three bays (one room) by approximately one room deep. Two modern windows, one octagonal and the other rectangular, light the interior. A modern door pierces the east corner of the addition and is sheltered by a gabled entrance porch. Wood posts and concrete steps support the porch. A one-story, gabled roof garage is attached to the rear of the addition. It too is completely sheathed in vinyl, with a roof sheathed in rolled asphalt. A large vinyl garage door pierces the southeast façade. A smaller opening pierces the rear wall.

#### *History*

Architectural and documentary evidence indicates that this dwelling dates from the late nineteenth to early twentieth century. The one-story gabled ell, attached to the rear wall of the main block, appears to date from the same period as the dwelling and is believed originally to have been an independent outbuilding. Later, the building was attached as a rear extension.

Due to illegible, handwritten deeds, the chain of title for the property could be followed only to 1902. In October of 1902, Lizzie Bell Richards sold 32 acres of land, with a single building, to Philip H. and Charlotte M. Stuart for \$1,300 (Sussex County Deed Book 142:96, October 22, 1902). Nine years later, the Stuarts sold the property for \$3,200 to William A. Draper (Sussex County Deed Book 177:24, February 15, 1911).

As noted above, sometime around 1914 William A. Draper died. Probate records date from 1914 until 1918 (Delaware Public Archives, Sussex County Probate Records). Andrew J. Lynch was appointed by the courts to sell his lands as part of Orphans Court proceedings. At a public auction held at the Columbia Hotel in Bridgeville, the property was sold to the highest bidder, Rhoda V. Draper, for \$50. At that time the parcel of land, measuring 53 acres and 80 perches, contained a two-story dwelling, barns, stables, and outbuildings (Sussex County Deed Book 207:567, October 7, 1916).



Plate 13. Lizzie Belle Richards Dwelling (S-1712), East side of Route 13A, south of Rifle Range Road. Southwest and southeast elevations toward northeast.

Thirty-eight years later, after the death of Ms. Draper in 1953, her siblings, including Lillie M. Stack, conveyed the land to John E. and Virginia S. Truitt (Sussex County Deed Book 433:353, May 6, 1954). In March of 1976, the John E. and Della M. Truitt passed the property unto John Martin and Paul LeLanne for the sum of one dollar (Sussex County Deed Book 798:276, March 18, 1976). Three months later, John and Edmee Martin and Paul LeLanne sold the property for \$12,000 to Thomas E. and Mary L. Santee (Sussex County Deed Book 798:278, June 29, 1976).

In September 1983, Mary L. Santee died. Months later, Thomas conveyed the property to himself and Beatrice Russell as joint owners (Sussex County Deed Book 1477:17, February 25, 1987). Two years later, Mr. Santee and Ms. Russell conveyed the property to his son and daughter-in-law, Thomas E. Santee, Jr. and Darlene K. Santee (Sussex County Deed Book 1660:146, July 14, 1989). Years later, the Santee's sold the land to Jim Lee, Inc., of Ellendale, the property's current owner (Sussex County Deed Book 2520:52).

Based on Sussex County Assessment records, compiled in November 1974, the house was rented out by the owner to tenants. The dwelling showed signs of rot. Roof joists were exposed to the elements and also showed signs of deterioration. A garage was the only noted outbuilding and was recorded as being in poor condition. Permit records indicate that in November 1980, a breezeway was added between the house and the garage (Sussex County Assessment Records 1-31 1500 4.00).

Both 1914 and 1955 maps of the area depict a dwelling on the property (Wilmer Atkinson Company 1914; USGS 1955) (Figures 5-6).

### *Evaluation*

In 1992, Tabachnick and Keller concluded that the property appeared to be eligible for the National Register as a contributing resource of a proposed, Five-Bay, I-House, Multiple Property Submission. They continued with the following justification:

This dwelling complex appears to be individually eligible. The house is an unusual plan with the large, two-story, canted bay wing on the west façade. The house retains its original fenestration pattern and is in excellent condition. In addition, the one-story kitchen wing adds to the overall integrity of the complex, and may predate the main house (Tabachnick et al. 1992).

This property was reevaluated according to criteria set forth in the *National Register Bulletin 15: "How to Apply the National Register Criteria for Evaluation"* (National Park Service 1997). It was evaluated under the context of agriculture and architecture.

As indicated earlier, to achieve significance under Criterion A, an agricultural complex must have the ability to convey information or exhibit trends to Delaware's agricultural development on a national, statewide and, or county level. Significance under Criterion C requires the retention of the original fenestration and massing of the farmhouse, and the positioning of all other outbuildings and structures must be intact with regards to the farmhouse. The surrounding land should continue to be cultivated. Comparative review with other farmsteads of the same time period in the area should be made and should represent an outstanding example of its type. This property no longer conveys or retains the associated historical agricultural significance to be considered eligible under Criterion A or C. Its associated agricultural outbuildings and/or

farmlands are no longer evident. Further its former rural setting and feeling have been compromised by encroaching modern development, both commercial and residential. The former farmhouse is still extant however, its present appearance and use no longer reflects its historical agricultural association.

Research concerning the history of the house and the history of the local area has not revealed any association with any important historic event. Therefore, it is recommended not eligible under National Register Criterion A. Chain of title research and all additional local research conducted have failed to reveal association of any individual or group of people important in local history. Therefore, it is recommended not eligible under National Register Criterion B.

Since the 1992 evaluation, the dwelling has undergone a number of exterior architectural changes. These modifications include the application of vinyl siding to the entire exterior, the insertion of ventilation bays in the gable-ends and a few modern replacement windows, the enclosure of the porch on the north elevation, and the expansion of the rear one-story attachment. Altogether these changes have greatly impacted the dwellings integrity of design, material and workmanship. High style, and occasionally vernacular examples of this period exhibit small signs of decorative workmanship, such as bargeboards, brackets, or window hoods. Such features, if ever existed, have not survived on this dwelling.

Though the dwelling continues to represent a distinctive architectural type and period of construction, as a vernacular, cross-gable, T-plan Victorian dwelling in rural Sussex County, its integrity has been overly compromised in recent years to still be considered eligible for the National Register under Criterion C, architecture. As indicated by McVarish in the *Registration Requirements for Cross Plan Cottages and Houses* in the Historic Context for the DuPont Highway U.S. Route 113 (2005), these constructions rarely meet eligibility requirements of Criterion C as a modern vernacular house type. The integrity of these houses is dependent upon the retention of original or historic architectural fabric including siding, windows and doors, roof profile and structure, chimneys and porches. For all reasons mentioned above, this property is recommended not eligible under Criterion C.

Information potential under National Register Criterion D does not exist. Potential historic archaeological deposits are not evident from the background research and field assessment. The house does not employ significant building construction methods.

#### 5.2.6 CULVERT, (S-11506, BR 3-147)

##### *Description*

This culvert carries the northwest-southeast bound Route 13A over Turkey Branch, southeast of the town of Bridgeville, Sussex County, Delaware (Plate 14). More specifically, the culvert is situated northwest of the intersection of Delaware Route 404 and U.S. Route 13. DelDOT currently owns the structure, which will be replaced during the intersection improvements project. The areas to the northwest, west, and southwest of the culvert are rural. To the northeast stands a restaurant, and to the east and southeast stand a residential property and additional commercial buildings.

The structure is a six-foot, box concrete culvert and consists only of abutments and a deck/roadway. Parapets, wing walls, or metal guardrails are not present on this structure. The



Plate 14. Culvert (S-11506), crosses Route 13A. East side.

single-span structure measures approximately eight feet in length, and has a side-to-side width of approximately ten feet. The deck of the structure appears to be concrete slab, topped by asphalt paving. The concrete abutments stand along the northwest and southeast banks of Turkey Branch.

Box concrete culverts are primarily used to carry streams beneath roadways, as conduits for buried storm water or sanitary sewers, and as access tunnels under road and rail infrastructure (Smeltzer and Bentz 2004). Box concrete culverts are commonly used for small drainage areas, and all state highway departments have developed standard designs for these culverts. The inlet end of this particular type of culvert is usually provided with flaring wing walls, whereas the outlet end is typically a continuation of the sidewalls. In many states, box culverts are provided with joints through the barrel to permit movement, which often occurs from settlement after fill has been placed. Either light or heavy fill is used in this type of culvert (Bruce and Clarkeson 1950).

### *History*

This bridge was dropped from the DelDOT bridge inventory because its hydraulic opening was measured less than 20 square feet. Based on a recent visual inspection by DelDOT personnel, no maintenance appears to have been performed recently. Overall, the culvert was considered to be in good condition. Information files contained only the last inspection date for the structure, 1981 (Doug Finney, personal communication, May 24, 2005; Delaware Department of Transportation n.d.).

According to other DelDOT personnel, Maintenance Road Records 013 and 004 contain contracts that include relevant information about the culvert. Record 013 contains contracts 858 and 313, and Road Record 004 includes contract 1007. All three contracts involve some type of work in or around the structure. The construction date of the structure is circa 1920 (Michael Hahn, personal communication, May 5, 2005; Delaware Department of Transportation n.d.).

A map of the area, published in 1914, does not show Turkey Branch in the current study area (Wilmer Atkinson Company 1914) (Figure 5). A 1955 map of the area shows the waterway (USGS 1955) (Figure 6).

### *Evaluation*

This structure was evaluated according to criteria set forth in the *National Register Bulletin 15: "How to Apply the National Register Criteria for Evaluation"* (National Park Service 1997). It was evaluated under the context of transportation and engineering. Research on the history of this structure and the history of the local area has failed to yield any association between this culvert and any important historical event. Therefore, the culvert is recommended not eligible under National Register Criterion A. Local research has yet to identify any historically important owner, resident, individual or group of people associated with the structure. Therefore, it is recommended not eligible under Criterion B. Concrete box culverts are common construction types for this time period. They are simple, unembellished structures. Concrete box culverts rarely retain the level of integrity necessary for eligibility to the National Register. The culvert crossing Turkey Branch is no exception. Therefore, this structure is recommended not eligible under Criterion C for the National Register. Information potential under National Register Criterion D does not exist. Potential historic archeological deposits are not evident from the background research and field assessment. The structure does not employ significant construction methods.

5.2.7 *Bridge 147A*  
*CULVERT (S-9089)*

*Description*

This culvert carries both the north and southbound lanes of U.S. Route 13 over Turkey Branch, southeast of the Town of Bridgeville (Plate 15). More specifically, the culvert is situated north of intersection of Delaware Route 404 and U.S. Route 13. DelDOT owns the structure. Commercial uses surround the culvert.

A 1997 survey of this structure provided the following information:

**Setting:** The culvert carries a four-lane, grass-median divided highway over a minor stream in a rural setting with cultivated fields and scattered late-twentieth-century commercial development along the highway. Approximately 1000-feet south of the culvert US Route 13 intersects old US Route 13. At the intersection are several modern convenience stores and gas stations. There is also a circa 1955 diner (Bridgeville Diner), which appears to have integrity, and may have historic significance when it reaches 50 years of age. The setting does not appear to have historic district potential.

**Summary:** The skewed, one-cell eight-foot in length, reinforced-concrete box-culvert has wing walls. The roadway is lined with W-beam guide rails on metal posts, which replaced original wire rope railings (Lichtenstein Consulting Engineers 1997, 2000:271).

The current survey confirmed the presence of a box concrete culvert, consisting of concrete abutments, wing walls, and deck. The roadway is covered in asphalt paving. The single span structure measures approximately eight-feet in length. Each section, the north and southbound spans, curb-to-curb, measures approximately twelve feet in width. Narrow shoulders are present on one side of each of the roadways. Metal guardrails extend the length of the road in the area of the culvert.

The substructure has concrete abutments that flank the north and south banks of Turkey Branch. Concrete wing walls, measuring approximately five feet in length, extend from the ends of the abutments.

Box concrete culverts are primarily used to carry streams beneath roadways, as conduits for buried storm water or sanitary sewers, and as access tunnels under road and rail infrastructure (Smeltzer and Bentz 2004). Box concrete culverts are commonly used for small drainage areas, and all state highway departments have developed standard designs for these culverts. The inlet end of this particular type of culvert is usually provided with flaring wing walls, whereas the outlet end is typically a continuation of the sidewalls. In many states, box culverts are provided with joints through the barrel to permit movement, which often occurs from settlement after fill has been placed. Light or heavy fill is used in this type of construction (Bruce and Clarkeson 1950).



Plate 15. Culvert (S-11506), crosses Route 13. East side.

5-9089

### *History*

The culvert was built in 1951 by the state highway department as part of the dualization of U.S. Route 13 south of Dover. The dualization project was not technologically or historically innovative, following standard practice developed by the department in the late 1920s and early 1930s as part of the dualization of the highway north of Dover. This section of U.S. 13 from Greenwood to south of Bridgeville was placed on a new alignment bypassing old U.S. 13 to the west. The Delaware State Highway Department Bridge Division designed the culvert using standard AASHO specifications. The contractor for the bridge and the road improvements was the Standard Bitulithic Co. of Newark, New Jersey. The only known modifications made to the structure occurred in 1985 when the wire rope and wood post railings were replaced by W-beam guide railings (Lichtenstein Consulting Engineers 1997).

Maintenance Road Record 004 includes contract 1007, which contains relevant information pertaining to the structure (Lichtenstein Consulting Engineers 2000:271; Michael Hahn, personal communication, May 5, 2005; Delaware Department of Transportation n.d.).

A map of area published in 1914 does not show Turkey Branch in the current study area (Wilmer Atkinson Company 1914) (Figure 5). A 1955 map of the area shows the waterway (USGS 1955) (Figure 6).

### *Evaluation*

Lichtenstein's 1997 eligibility opinion for the culvert reads in part:

.... the U.S. Route 13 over Turkey Branch culvert was not historically or technologically significant. The culvert was built in 1951 by the state highway department as part of the dualization and realignment of U.S. Route 13 south of Dover. The project was not technologically or historically innovative, following standard practice developed by the department in the late 1920s and early 1930s as part of the dualization of the highway north of Dover. This section of U.S. 13 from Greenwood to south of Bridgeville was placed on a new alignment bypassing the old route through Bridgeville.

Further, the box culvert was described as having been a common construction since the 1910s. This 1951 example has no unusual or noteworthy features, and is one of at least seventeen extant examples of its type built from 1945 to 1956 in Delaware (Lichtenstein Consulting Engineers 1997).

According to criteria set forth in the *National Register Bulletin 15: "How to Apply the National Register Criteria for Evaluation"* (National Park Service 1997), the culvert was evaluated under the context of transportation and engineering. Research on the history of this structure and the history of the local area has failed to yield any association between this culvert and any important historical event. Therefore, the culvert is recommended not eligible under National Register Criterion A. Local research has yet to identify any historically important owner, resident, individual, or group of people associated with the structure. Therefore, it is recommended not eligible under Criterion B. Concrete box culverts are common construction types for this time period. They are simple, unembellished structures. Concrete box culverts rarely retain the level of integrity necessary for inclusion in the National Register. This culvert is no exception. For these reasons, this structure is recommended not eligible under Criterion C for

the National Register. Information potential under National Register Criterion D does not exist. Potential historic archeological deposits are not evident from the background research and field assessment. The structure does not employ significant construction methods.

### 5.2.8 DWELLING (S-8456)

#### *Description*

This open parcel of land is situated between Route 13 and Route 13A. The parcel contains a dwelling and rear outbuilding, both shaded by large trees that grow in random locations throughout the property. The dwelling faces Route 13A toward the southwest. A gravel driveway enters the southeast side of the property, extending past the southeast wall to the rear of the property.

This is an example of an early twentieth century Colonial Revival, Cape Cod-style central-passage dwelling (Plate 16). The one-and-one-half-story, wood-framed house is sheathed in aluminum siding and rests on a concrete block foundation. The side-gabled roof is sheathed in asphalt shingles, and a brick chimney rises from its center. Two gabled dormers rise from the front roof slope, and a large shed-roof wall-dormer is featured on the rear elevation. The dwelling measures three bays wide by two bays deep. Double-hung, twelve-over-twelve and six-over-six sash windows light the interior. A gabled hood shelters the wood panel entrance. Concrete steps, centered on the façade, lead to the door.

A one-story, shed-roofed addition is attached to the southeast gable end of the dwelling. Like the house, this addition is covered in aluminum siding and rests on a concrete block foundation. The addition measures one bay wide by four bays deep (one room). A wood-and-glass door pierces the southwest facade and double-hung, six-over-six windows pierce the southeast elevation. A one story, hipped roof addition extends from the opposite (northwest) end of the house. It too is sheathed in vinyl and rests on a concrete-block foundation. This addition appears to contain a single room. A small, modern, double-hung, one-over-one window pierces the northwest elevation.

A one story, gable front garage stands to the north of the dwelling. The building is sheathed in cement-asbestos shingles. Other details were obscured by the presence of a trailer between the building and dwelling.

The Cape Cod cottage had been a vernacular building type for over 200 years but was not adopted by the vernacular housing industry until the 1920s. When Cape Cod cottages were first introduced to the twentieth century homeowner, they were termed "colonial cottages." The Cape Cod cottage is a compact house featuring a small portico or pedimented entrance and a large interior central or wall-end chimney. Many models had a low gable rake on the façade, twin gabled dormers, or a cutaway porch. This style was produced and distributed in packages of integrated architectural elements. The cladding was typically clapboard or brick, and occasionally shingles. The chimney eventually disappeared from the plan, and the entrance developed into a projecting vestibule. The house was charming and cozy and was heavily marketed as a starter home (Gottfried and Jennings 1988: 192).



Plate 16. Dwelling (S-8456), East side of Route 13A, south of Rifle Range Road. Southwest and northwest elevations toward southeast.

### *History*

Based on architectural and documentary evidence, the dwelling on this property appears to have been constructed during the early twentieth century, circa 1930. Based on Sussex County Assessment records compiled in November 1974, the house had a new roof and solid framing. A garage and additional outbuilding were also noted as being on the property. The garage was recorded as being in good condition. The additional outbuilding was being used as a chicken coop and needed repair. The current owner of the land is Tull Group, LLC of Seaford, Delaware (Sussex County Assessment Records 1-31 15.00 10.00).

No depiction of a dwelling appears on a map of the area published in 1914 (Wilmer Atkinson Company 1914) (Figure 5). However, by 1955 a dwelling is notated on the property (USGS 1955) (Figure 6).

### *Evaluation*

This property was evaluated according to criteria set forth in the *National Register Bulletin 15: "How to Apply the National Register Criteria for Evaluation"* (National Park Service 1997). It was evaluated under the context of settlement patterns and demographic changes. Research on the history of the property and the history of the local area has failed to yield association between the house and any important historical event. Therefore, the house is recommended not eligible under National Register Criterion A. Chain of title research and additional local research have not identified any historically important owner, resident, individual or group of people associated with the property. Therefore, the house is recommended not eligible under Criterion B. This house is not an outstanding example of its associated architectural type and style. It is a common Cape Cod-style dwelling possessing no outstanding architectural details or workmanship. Unlike eligible examples of this style, it lacks a Classical Revival door surround, shutters, and other decorative details. Architecturally, the dwelling's integrity of design has been compromised with the two gable end additions. For these reasons, this property is recommended not eligible under National Register Criterion C. Information potential under National Register Criterion D does not exist. Potential historic archeological deposits are not evident from the background research and field assessment. The house does not employ significant building construction methods.

#### 5.2.9 BRIDGEVILLE DINER (S-8457)

##### *Description*

This parcel of land is located between Route 13 and Route 13A, north of the Route 404 & 13 intersection. The parcel contains a restaurant and modern gas station sign for an adjacent property, located to the north. The property is open with no vegetation. A large asphalt parking lot is located to all sides of the building.

This is an example of a pre-World War II diner (Plate 17). The one-story, metal-framed building is covered in panels of metal siding and rests on a concrete-block foundation. The roof is flat. The building measures eleven bays wide by two bays deep. Fixed metal-framed windows, each topped by narrow transoms, light the interior. A modern, ca. 1960s flat-roofed, glass-enclosed portico, located on the north (front) façade, shelters the main entrance. Modern, glass-plate, swing doors pierce both the portico and main block to the north.



Plate 17. Bridgeville Diner (S-8456), between Route 13 and Route 13A, north of Route 404 & 13 intersection. North elevation toward south.

A small, one-story, flat-roofed, concrete block addition is attached to the south facade of the diner car. This addition extends from the center of the building towards the east end but stops short of the southeast corner. A brick chimney rises from the exterior of its south (rear) elevation. To the immediate east of the chimney stands an enclosed wood-paneled vestibule, pierced by a modern wood-and-glass door. A one-story wood-framed addition extends from the above-mentioned addition's west side and the rear wall of the main-block. This addition projects past the southwest corner of original diner and connects it to a large, modern, one story, gabled-roof building. This flat-roofed extension is covered in wood paneling. Shed-roof canopies are attached to both the concrete block and wood-framed additions.

Dining cars or diners are known to have been constructed as early as the 1920s and continued being manufactured through the post-World War II building boom. By the 1930s, one scholar estimated that there were roughly four thousand movable lunch cars scattered around the United States. A large number of these cars were concentrated in the eastern states, and approximately one to two hundred new cars came out of the factories each year (Liebs 1985: 219). During the 1940s, as a result of the suburban relocation of manufacturers and factories, the diner industry also moved. Formerly known to have been near factories and manufacturers in urban locations, diners relocated to sites along major highways where they could now "play host to everyone." By the 1950s, the diner made accommodations to better serve the automobile-bound patrons, often resembling islands set within seas of concrete. Signage was update and designs of the buildings reflected the spirit of the times. Exterior floodlights illuminated the stainless steel sidings, angled metallic canopies, and large plate glass windows (McVarish et al. 2005). Despite the large number of diners that once flourished in the first half of the twentieth century, surviving prefabricated diners of the original period are rarely found operating today. These buildings represent the birth of convenient roadside restaurants that initially paved the way for today's "fast food" chains (Herman et al. 1989: 59).

### *History*

Based on architectural and documentary evidence, the building on this property appears to have been constructed in about 1940. A compilation and inventory of diners across the United States is contained in the book *American Diner: Then and Now*. The state of Delaware has eight listings. Two of the eight are listed on Route 13, both in Bridgeville: The Bridgeville Diner and Andy's Diner. Both are noted as being manufactured by Jerry O'Mahony, Inc. in Elizabeth, New Jersey. O'Mahony was in business from 1913 until 1956 (Gutman 1993).

Chain of title research taken back as far as 1951 does not indicate when the current diner was transported to the site and does not indicate its presence on the property. In January of 1951, Susan W. Willey bequeathed two tracts of land, totaling 372 acres of farmland, to the Protestant Episcopal Church of the Diocese for the sum of \$958.75 (Sussex County Deed Book 399:404, January 23, 1951). In May of that same year, the Protestant Episcopal Church of the Diocese conveyed the property to Rodney Wilson (Sussex County Deed Book 400:568, May 11, 1951). Two months later, Rodney and Carrie Wilson sold the parcel of land to Grover C. Mudge for the sum of one dollar (Sussex County Deed Book 403:370, July 2, 1951).

Exactly six years later, Mudge sold the land to Peter and Sara DeMarie for ten dollars (Sussex County Deed Book 476:544, July 2, 1957). In the spring of 1975, the DeMaries sold the land, with improvements, to John Maglieri for \$22,800 (Sussex County Deed Book 745:979, April 28, 1975). Soon thereafter, John Maglieri died. Antonia Maglieri, heir to the estate, fell prey to financial problems and was forced to give up the land to the County.

Leroy T. and Marian B. Tull purchased the land for \$11,000 from Stephen E. Rogers, Sheriff of Sussex County (Sussex County Deed Book 881:162, February 15, 1978). Twenty-one years later, the Tulls conveyed the property, with improvements, to the Tull Group, LLC (Sussex County Deed Book 2353:253, January 7, 1999).

Sussex County Permit records taken in 1975 indicate that a utility addition was constructed at the rear of the building during the month of January. That same year, the diner was noted as having caught fire. Improvements were made in March 1980. In June of 1992 the interior of the diner was stripped of all its original interior features, remodeled and updated. Assessment records indicate that the Tull Group, LLC from Seaford, Delaware are the current owners of the property (Sussex County Assessment Records 1-31 15.00 12.00).

A 1955 map of the area shows a building in the general vicinity of the property (USGS 1955) (Figure 6).

#### *Evaluation*

In 1992, Tabachnick and Keller rendered the opinion that the property appeared to be eligible as a contributing resource of a proposed, Commercial Roadside, Multiple Property Submission. They continued with the following justification:

The dining car is the only one of its kind in the project corridor, and still functions as a popular restaurant today. The date of construction of the dining car is unclear, although it seems logical that the diner was put into operation sometime after the establishment of the Dupont Parkway, or Route 13. Route 113 or the Coleman DuPont Highway to the east, was completed by 1924 (Catts, Custer, and Hoseth 1991). It appears that Route 13 was constructed at the same time, although in 1934 it was known as the Cape Charles Route, not the DuPont Parkway as it is called today (State Highway Department 1934). The diner is located in an ideal spot to attract travelers using the busy roadway, between Wilmington and Cape Charles, Maryland. The diner also attracts local citizens living in and around Bridgeville (Tabachnick et al. 1992).

In 1997, the diner was noted in Lichtenstein's survey of resource S-9089:

"There is also a circa 1955 diner (Bridgeville Diner), which appears to have integrity, and may have historic significance when it reaches 50 years of age" (Lichtenstein Consulting Engineers 1997).

As a result of overwhelming, strong, local opposition by the community of Bridgeville to the 1992 Sussex East West Corridor Transportation Study, the project was discontinued. Consequently, no concurrence, or letters of opinions were ever written by the Delaware State Historic Preservation Office in response to the resources evaluated in the study.

This property was evaluated according to criteria set forth in the *National Register Bulletin 15: "How to Apply the National Register Criteria for Evaluation"* (National Park Service 1997). It was evaluated under the context of transportation.

The Bridgeville Diner is recommended eligible under Criterion A for its association with historic themes related to roadside development. Though initially constructed and utilized to service factory workers and motorists, diners later served a more varied clientele of local residents and travelers.

It is understood that Jerry O'Mahony, Inc. manufactured this diner. This company was significant to the contribution in the construction of diners. Jerry O'Mahony, creator of the Jersey Diner, bought stationary cars, which he later renamed diners. By 1928, O'Mahoney and his brother, Dan, were among the top three producers of the lunch cars. During the 1950s, diner manufacturers such as the Jerry O'Mahoney Company, Kullman, and Silk City deliberately began mimicking the look of railroad dining cars to add a little "class" to their products (Anonymous 1996-2006). The diner should be recommended eligible under Criterion B for its association with Jerry O'Mahony, Inc., a significant diner manufacturer.

Diners represent an important twentieth century roadside commercial architectural property type. The diner appears to retain integrity, with little change to the core of the building. The additions to the rear are typical for a diner this size. The attachment to the larger side building is made through the addition and is subordinate. The vestibule attached to the front of the building is a later addition of the 1960s that does not detract from the building overall. Overall, rambling additions like this are not unusual. Pre-World War II diners are becoming increasingly rare. This diner is one of the earliest known to have survived in Delaware (Gutman 1993) and is the only one in the project corridor. For these reasons, this property is recommended eligible under Criterion C for the National Register.

Information potential under National Register Criterion D does not exist. Potential historic archeological deposits are not evident from the background research and field assessment. The diner does not employ significant building construction methods.

The recommended National Register boundary, the entirety of the parcel presently associated with the building, is shown in Figure 2.

#### *5.2.10 CULVERT (S-11507, BR 3-233)*

##### *Description*

This culvert carries the northwest-southeast bound Delaware Route 404 over Ake Ditch, southeast of the town of Bridgeville (Plate 18). More specifically, the culvert is situated southeast of intersection of Delaware Route 404 and U.S. Route 13. DeIDOT currently owns the structure, which will be replaced during the intersection improvements project. The immediate area surrounding the culvert is rural in nature, with encroaching commercial development.

The structure is a six-foot box concrete culvert and consists of abutments, wing walls, deck/roadway, and parapet. The single span structure measures approximately six feet in length, and has a curb-to-curb width of approximately twelve feet. Narrow shoulders run the length of the roadway along both sides of the road. The deck of the structure is concrete slab, topped by asphalt paving.



Plate 18. Third Culvert (S-11507), crosses Route 404. Southwest side.

The southwest and northeast sides of the superstructure contain small concrete curbs. Additionally, the southwest side features a concrete parapet wall that measures approximately six feet in length by approximately three feet in height. Metal guardrails extend along the both sides of the road.

The substructure has concrete abutments that flank the northwest and southeast banks of the Ake Ditch. Concrete wing walls, measuring approximately five feet in length, extend southwest from the southwest ends of both abutments.

Box concrete culverts are primarily used to carry streams beneath roadways, as conduits for buried storm water or sanitary sewers, and as access tunnels under road and rail infrastructure (Smeltzer and Bentz 2004). Box concrete culverts are commonly used for small drainage areas, and all state highway departments have developed standard designs for these culverts. The inlet end of this particular type of culvert is usually provided with flaring wing walls, whereas the outlet end is typically a continuation of the sidewalls. In many states, box culverts are provided with joints through the barrel to permit movement, which often occurs from settlement after fill has been placed. Light or heavy fill can be used in this type of culvert (Bruce and Clarkeson 1950).

### *History*

The Delaware Department of Transportation has no recorded maintenance records for this culvert. Information files contained data on its construction, improvements and inspections.

In 1919, plans for the construction of Delaware Route 60 (CS-6), a road leading from Jacobs School to Coverdale Crossroads, were drawn out. The construction of several bridges was included within the plans, including Bridge [Culvert] No. 233. At that time, this proposed structure flanked lands owned by Thomas Ake (to the northeast) and Fred R. Ricards (to the southwest). The noted completion of construction to this structure, on file at DelDOT, is 1920.

Eighteen years later, a four-foot roadway-widening project (contract no. 603) occurred. An additional roadway-widening contract was implemented in 1962. In more recent years, between 2000 and 2002, the parapet wall on the southwest side of the structure was added. The last visual inspection took place in October of 2004. The culvert was noted as being in good condition (Michael Hahn, personal communication, May 5, 2005; Doug Finney, personal communication, May 24, 2005; Delaware Department of Transportation n.d.).

A map of the area published in 1914 does not show Ake Ditch in the current study area (Wilmer Atkinson Company 1914) (Figure 5). A 1955 map of the area, like current maps, shows the waterway (USGS 1955) (Figure 6).

### *Evaluation*

This structure was evaluated according to criteria set forth in the *National Register Bulletin 15: "How to Apply the National Register Criteria for Evaluation"* (National Park Service 1997). It was evaluated under the context of transportation and engineering. Research on the history of this structure and the history of the local area has not indicated association between this culvert and any important historical event. Therefore, the culvert is recommended not eligible under National Register Criterion A. Local research has not identified any historically important owner, resident, individual, or group of people associated with the structure. Therefore, it is recommended not eligible under Criterion B. Concrete box culverts are common construction

types for this time period. They are simple, unembellished structures. They rarely retain high levels of integrity to be considered for inclusion in the National Register. The culvert crossing Ake Ditch is no exception. Further, the widening and new construction of its superstructure members has compromised its material and design integrity. For these reasons, this structure is recommended not eligible under National Register Criterion C. Information potential under National Register Criterion D does not exist. Potential historic archeological deposits are not evident from the background research and field assessment. The structure does not employ significant construction methods.

## 6.0 SUMMARY AND RECOMMENDATIONS

### 6.1 ARCHEOLOGY

A Phase IB archeological survey in conjunction with the proposed improvements to the intersection of U.S. Route 13 and Delaware Route 404 in Bridgeville, Sussex County, Delaware was conducted by John Milner Associates, Inc. The survey entailed pedestrian survey of portions of the proposed ROW that had been previously plowed and disked and the excavation of shovel test units ( $n=180$ ) in the remainder of the ROW. In total, 2.99 km (1.86 mile) of proposed ROW and the footprints of three storm water basins were surveyed. These efforts augmented the earlier field work conducted by Gannett Fleming. Intersection modification activities will not affect intact archeological remains, deposits, or sites within the portions of the U.S. Route 13 and Delaware Route 404 project that were investigated and discussed in this report.

One historic archeological site (7S-E-198) was identified. The Cannon House Site (CRS S-1692) represents the archeological signature of a late-nineteenth century, 2-story, 3-bay residence which contained a frame superstructure atop a brick base. A deteriorated condition was noted during the original 1980 survey and the local fire department apparently burned the house sometime in the recent past. Although the ROW, as currently drawn, bisects this location, no intact archeological features are thought to have withstood these razing activities. No further archeological investigations are recommended for this site.

Historic artifacts dating from the early nineteenth century to the present were found at virtually all of the tested segments. This is not surprising, given that long and intensive agricultural use of the project area in the past. Artifacts and sites dating to the earlier historic periods were not recovered. Shell occurred both with and without historic cultural material and is thought to represent historic fertilizing of the agricultural fields. Evidence of prehistoric occupation of the vicinity was largely lacking, save for a single jasper biface fragment recovered during the surface inspection of the northwestern portion of the project area.

Based on the above then, the proposed Routes 13 and 404 intersection project will have no effect on significant historic or prehistoric archeological resources. Accordingly, no further archeological investigations are warranted or recommended.

### 6.2 HISTORIC ARCHITECTURE

The historic architectural investigation evaluated the National Register eligibility of 15 properties located within the study area (APE) of the proposed U.S. Route 13/Delaware Route 404 Intersection Improvement Project in Bridgeville, Sussex County, Delaware.

The investigation addressed <sup>4</sup> newly properties and <sup>6</sup> previously surveyed properties. Of the resurveyed properties, the Bridgeville Diner (S-8457) is recommended eligible to the National Register of Historic Places. The remaining <sup>9</sup> properties lack the significance and/or integrity necessary for National Register eligibility.

In a letter to DelDOT, the DE SHPO expressed an opinion that due to a loss of integrity three properties on the east side of U.S. Route 13 did not meet National Register eligibility requirements. The three properties had been identified in a 2001 report as F, G and H (Davies and Martin 2001). However, the DE SHPO recommended that prior to demolition, Cultural Resource

10 ?  
3 prev. surveyed properties demolished (including S-1692 Cannon House)  
+ 2 properties identified by G-F not surveyed by JMA (see p.39)

Survey forms be prepared on these properties (Davis 2002: 2). By 2005, these properties had been demolished. JMA prepared Cultural Resource Survey forms on these properties, based on photographs taken in 2001 by Gannett Fleming. Copies of these forms are included in Appendix III.

JMA recommends that additional documentation be prepared to permit a more comprehensive understanding of two building types encountered during the survey: diner cars and culverts. Such documentation would be useful in the evaluation of similar resources throughout the county and state.

Field notes, field maps, field drawings, and copies of secondary source historical materials are on file at John Milner Associates, Inc., 1216 Arch Street, Fifth Floor, Philadelphia, Pennsylvania. Upon completion of the investigation, survey forms and photographs will be deposited with DelDOT and the DE SHPO.

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Appendix I:  
Scope of Work

**FACSIMILE TRANSMISSION (410-243-5716) and FEDERAL EXPRESS**

December 2, 2005

Aaron M. Keel  
Project Planner  
Whitman, Requardt and Associates, L.L.P.  
801 South Caroline Street  
Baltimore, Maryland 21231

**Re: Third Revised Professional Services Proposal**  
Phase IB Archeological Survey  
Historic Architectural Investigation  
U.S. Route 13/Delaware Route 404 Intersection Improvement Project  
Bridgeville, Sussex County, Delaware  
WR&A Work Order 13472

Dear Mr. Keel:

John Milner Associates, Inc. (JMA) is pleased to present this Third Revised Professional Services Proposal for a Phase IB Archeological Survey and Historic Architectural Investigation in conjunction with the proposed improvements to the intersection of U.S. Route 13 and Delaware Route 404 in Bridgeville, Sussex County, Delaware. This proposal is based on recommendations generated at a project meeting among representatives of the Delaware Department of Transportation (DelDOT), Whitman, Requardt and Associates, L.L.P. (WR&A), and JMA on November 3, 2004. As well, this proposal is based on earlier information provided by WRA as part of the Request for Scope of Work and Price Proposal packet and on information subsequently provided by DelDOT.

Previously, Gannett Fleming conducted a Phase IA survey of the overall Area of Potential Effect (APE) defined for the project, which included landscape on both the east and west sides of Routes 13 and 404. The results of this study were presented in a report dated October 2001 submitted to the Delaware Department of Transportation (Davies and Martin 2001). The report recommended that a Phase IB field survey of portions of the proposed project area be conducted, as well as additional historical research to identify the former location of the Jacobs School No. 143. The report also recommended historic architectural assessment of several buildings located within the APE.

At an on-site field meeting on 16 October 2001, DelDOT concurred with these recommendations, requesting that two loci within the APE (including the Jacobs School site as well as a farmstead complex previously inventoried as Cultural Resource Survey No. S-1708) be subjected to Phase IB archeological testing to establish the presence or absence of archeological deposits related to these loci. Historic architectural studies were requested as well, including a summary of previous investigations and preparation of new or revised CRS forms. Phase IB field excavations were subsequently conducted by Gannett Fleming in the

winter of 2002 on limited portions of the project area located east of U.S. Route 13. Portions of the project area situated west of U.S. Route 13 were not subjected to field excavations at that time.

JMA has revised our proposal dated December 30, 2002 based on the results of the above-mentioned meeting. The present scope includes Phase IB archeological testing and historic architectural investigations. Both are intended to build upon and complement the previous Gannett Fleming work. The archeological survey will cover the west side of the project area and portions of the east side near the areas surveyed by Gannett Fleming. The historic architectural survey will reassess certain buildings recorded by Gannett Fleming with respect to current integrity and National Register eligibility. JMA will conduct the investigations in accordance with current (October 1993) guidelines for archeological investigations issued by the SHPO. This proposal presents a scope of services, defines a project schedule, and proposes compensation for the project.

## **I. SCOPE OF SERVICES: PHASE IB ARCHEOLOGY**

The proposed Phase IB survey will entail four tasks, as follows: 1) background research, 2) field survey, 3) artifact processing and analysis, and 4) preparation of the archeological portion of a joint archeological/architectural report. Each task is described briefly below.

### *BACKGROUND RESEARCH*

Background research on the project area will be conducted, examining previous investigations and reports, and if required, primary and secondary documents. The extent of previous research completed by Gannett Fleming will be determined to avoid duplication of effort. Repositories that will potentially be visited include the Delaware Public Archives in Dover; the Historical Society of Delaware in Wilmington; the Sussex County Recorder of Deeds and Register of Wills offices in Georgetown; local libraries and historical societies as appropriate, and local informants.

### *FIELD INVESTIGATIONS*

Phase IB archeological survey will be conducted in two areas within the defined APE for the project area: 1) the areas of proposed new roadway construction lying west of Routes 13 and 404, and 2) the area located between the two areas tested by Gannett Fleming on the east side of Routes 13 and 404.

On the west side of Routes 13 and 404, the landscape consists of agricultural fields that have been recently harvested. By arrangement with the current farmer, the routes of the new proposed roadways – which are currently marked in the field - will be shallow disked to remove residual plant debris and create acceptable surface visibility. Two small loci proposed for stormwater management basins will also be cleared. Subsequently, the exposed surface will be systematically inspected for artifacts and exposed features. Any sites so identified will be appropriately recorded on standardized forms and artifacts will be collected and recorded regarding provenience. Shovel test units (STUs) will be excavated on a judgmental basis as warranted; STUs will be excavated within the bounds of any sites identified by surface scatter to ascertain depths and integrity of deposits. STUs will also be excavated at the southern margin of this area near the location of a possible former historic

structure to determine whether associated archeological deposits extend into the APE. Up to 15 STUs are anticipated on the west side of the APE.

On the east side of Routes 13 and 404, STU excavations will be emplaced in the area lying between the two areas previously tested by Gannett Fleming. In this area, approximately 1,006 meters (3,300 feet) of new roadway are planned, all with an approximate width of 30-38 meters (100-125 feet). JMA proposes to emplace two transects of shovel tests within the corridors of the new roadways. Since this general area may be considered only moderately sensitive for historic or prehistoric archeological resources, a 25-meter STU interval is appropriate and will be employed. The testing interval may be further tightened in loci yielding high artifact densities and/or if identified features are encountered. In addition, two small stormwater management loci will be tested. The number of shovel tests excavated will depend on several factors, including site conditions, topography, and background research, though JMA anticipates no more than 100 shovel tests will be excavated in this area. JMA further anticipates that the field crew will consist of a project archeologist (field supervisor) and a team of four (4) archeologists.

The locations of shovel test units will be recorded on plans of the project area, and soil profiles will be recorded on standardized forms. Excavated soils will be passed through one-quarter-inch hardware cloth to ensure uniform recovery of cultural material. Cultural material will be retained in bags marked with standard provenience information. Narrative field notes and black-and-white and color photographs will be taken to document the setting and results of the field investigations. Following excavation and recordation, the locations of shovel tests will be restored by backfilling with the screened soil.

#### *ARTIFACT PROCESSING AND DATA ANALYSIS*

Artifacts recovered in the course of the field investigations will undergo laboratory processing and analysis. Materials will be cleaned and inventoried following guidelines established by the SHPO. The recovered artifacts will be identified as to material, temporal or cultural/chronological association, style, and function. For the purpose of this proposal, JMA anticipates that no more than 500 artifacts will be recovered that will require processing. Field data will be evaluated, synthesized, and placed in a broader regional perspective based on JMA's knowledge of regional archeological resources and previous background research on the study area. Archeological resources in the project area will be defined and their potential significance evaluated.

Data processing will also include rendering relevant archeological data into electronic Geographical Information Systems (GIS) format, as deemed warranted. In this task, JMA will employ the same GIS protocols and procedures as we have used for previous DelDOT archeological undertakings.

#### *REPORT PREPARATION*

A report will be prepared jointly presenting the results of the Phase IB archeological survey and the historic architectural investigation. The report, written in accordance with the *Guidelines for Architectural and Archaeological Surveys in Delaware* (Delaware State Historic Preservation Office 1993), will summarize the goals of the project and outline the methods that were employed. The report will assess the integrity and significance of identified archeological resources and, if appropriate, will present recommendations

regarding the need (if any) for further archeological investigation and National Register of Historic Places evaluation. The report will include a map showing the locations of units and any other relevant or necessary graphics. After review of the draft report by WR&A, DelDOT, and the SHPO, the report will be revised accordingly and produced in a final version. Under the terms of this proposal, four (4) review copies of the draft report will be delivered to WR&A for distribution. Upon approval of the final report, JMA will provide final copies as directed by WR&A.

## II. SCOPE OF SERVICES: HISTORIC ARCHITECTURAL INVESTIGATION

The purpose of the historic architectural investigation is to prepare a management document that meets the following objectives: summarizes previous investigations in the study area (e.g., *Location Level Historic Resources Survey, Sussex East West Corridor Study, Sussex County, Delaware*. Cultural Heritage Research Services, Inc. [CHRS] 1992; and *Phase IA Cultural Resources Survey, U.S. Route 13/DE Route 404 Intersection Improvement Project, Bridgeville, Sussex County, Delaware*. Gannett Fleming [GF] 2001), addresses the SHPO opinion on the GF investigation (DESHPO to DelDOT, July 16, 2002), and updates existing documentation to meet current Section 106 requirements.

Based on a preliminary review of existing documentation, JMA anticipates that a total of 19 properties will be addressed. Of these, 5 properties are **not** anticipated to require additional research, fieldwork, or evaluation. These properties include S-1692 (demolished/moved, as per GF 2001), S-1708 (demolished/moved, as per GF 2001), S-1711 (demolished/moved, as per GF 2001), Resource C (less than 50 years old, as per SHPO opinion, July 16, 2002), and Resource D (moved, as per GF 2001). Their current status will be noted in the report.

The remaining 14 properties are anticipated to require some level of site-specific research and field examination. These properties include S-1670, S-1710, S-1712, S-1713, S-8456, S-8457, S-9089 (South Culvert), Resource A, Resource B, Resource E, Resource F, Resource G, Resource H, and North Culvert. JMA will collect information from the DESHPO, the Delaware Public Archives, the Delaware County Recorder of Deeds, and local libraries, as appropriate. JMA will **not** prepare any new historic contexts as part of this investigation. JMA will photograph each property to record its architectural characteristics and current level of integrity. This additional documentation will serve as the basis of new or revised CRS forms.

JMA will re-apply the criteria for evaluation to 10 of the 14 properties to determine whether they meet National Register eligibility requirements. These properties include S-1670, S-1710, S-1712, S-1713, S-8456, S-8457, S-9089 (South Culvert), Resource A, Resource B, and Resource E. As per the SHPO opinion, dated July 16, 2002, JMA will **not** reassess the National Register eligibility of the following 4 properties: Resource F, Resource G, Resource H, and North Culvert.

As noted above, the results of the archeological and historic architectural investigations will be presented in a joint report. Regarding the latter, the report will contain a summary of previous investigations and SHPO opinions and a summary of current results,

including National Register eligibility recommendations, as appropriate. New or revised CRS forms will be appended to the report.

Finally, all relevant historic architectural data will be rendered into electronic Geographical Information Systems (GIS) format, as deemed warranted. In this task, JMA will employ the same GIS protocols and procedures as we have used for previous DelDOT cultural resources undertakings.

### **III. SCHEDULE**

JMA proposes to conduct the services described above in a timely and efficient manner. Project initiation will commence within one week of receipt of Notice to Proceed, barring the occurrence of adverse weather conditions or other delaying factors beyond the control of JMA. Background research will precede field investigations, and will require approximately one week to complete. We anticipate that field investigations will take approximately ten (10) working days, weather permitting. The draft of the full report will be submitted for review within six (6) weeks of the completion of fieldwork. The final report will be delivered on a mutually agreed upon schedule, following receipt of review comments on the draft report.

### **IV. ANTICIPATED KEY PERSONNEL**

JMA proposes to assign four key personnel to this project in order to ensure the timely and efficient execution of the scope of services. The anticipated project team offers a combined experience of several decades in cultural resources management and historic preservation, with considerable experience in the design, planning, and execution of projects such as that proposed herein.

Dr. Robert G. Kingsley will draw on his more than 33 years of experience in the archeology of the eastern United States to serve as Project Manager/ Principal Archeologist. Dr. Kingsley will be responsible for the technical direction and all administrative and quality assurance aspects of the project, and he will participate in report preparation, editing, and compiling. He has been involved in a number of cultural resource investigations in Sussex County, serving as the Project Manager and Principal Archeologist.

Mr. Mark A. Tobias will function as Project Archeologist. Mr. Tobias has been involved in numerous investigations of prehistoric and historic sites in the Mid-Atlantic region, ranging from surveys to data recovery projects. He has considerable experience on projects of the size and scope proposed. He will be responsible for all aspects of the conduct of field investigations, and will supervise field crew in the conduct of excavation and data recording activities. He will also assist in the organization and analysis of the collected data, and contribute to the project report.

Mr. Douglas C. McVarish will be assigned as Principal Architectural Historian. He will supervise the research, field work, form preparation, report writing, and photographic tasks of the investigation and will serve as principal point of contact for historic architectural matters. He holds graduate degrees in planning and historic preservation and has been employed in the field of cultural resources management for more than fifteen years. Mr. McVarish is the author or co-author of over 100 cultural resource reports,

including reconnaissance and intensive-level surveys, National Register nominations, and HABS/HAER documents, and is proficient in the preparation of text that clearly and concisely documents the appearance, history, and significance of a surveyed property.

Ms. Courtney L. Clark will be assigned as Project Architectural Historian. With the direct supervision of Mr. McVarish, Ms. Clark will undertake the research, fieldwork, photography, form preparation, report writing, and photographic tasks of the investigation. Ms. Clark completed her M.F.A. in Historic Preservation and has been employed in the field of cultural resources management for more than four years. She has participated in a wide variety of projects in both the public and private sectors. Her projects have involved public outreach, historical research, historic resources surveys, National Register evaluations, recordations, and preservation planning.

In addition to the personnel identified above, the Cultural Resources Department at JMA includes more than two dozen key management and professional staff members whose qualifications exceed federal and state professional standards. Graphics and report production will be provided by JMA personnel who have years of experience in archeological illustration and report production. In addition to historic/prehistoric archeologists and cultural and architectural historians, JMA's professional staff includes architects, planners, specification writers, materials conservation specialists, and materials conservation specialists. As appropriate, their expertise will be available to assist in the timely completion of the investigation proposed herein.

We are most appreciative of the opportunity to present our revised proposal for this project. If you have any questions or if I can be of further assistance, please do not hesitate to contact me at our West Chester office.

Sincerely,

JOHN MILNER ASSOCIATES, INC.

Robert G. Kingsley, Ph.D.  
Senior Project Manager  
Associate

/rgk

cc.: Mr. Daniel G. Roberts  
Mr. Douglas C. McVarish  
Mr. Wade P. Catts  
Mr. Richard Meyer

**Appendix II:**

**Delaware State Historic Preservation Office  
Cultural Resource Survey Forms (Archeology)**

**Appendix III:**

**Delaware State Historic Preservation Office  
Cultural Resource Survey Forms (Architecture)**



DELAWARE STATE HISTORIC PRESERVATION OFFICE  
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY  
PROPERTY IDENTIFICATION FORM

CRS # S-12228  
SPO Map 08-09-11  
Hundred North West Fork  
Quad Seaford East  
Other \_\_\_\_\_

- 1. HISTORIC NAME/FUNCTION: Gas Station (DEMOLISHED)
- 2. ADDRESS/LOCATION: East side of U.S. Route 13, north of Delaware Route 404
- 3. TOWN/NEAREST TOWN: Bridgeville vicinity?
- 4. MAIN TYPE OF RESOURCE: building  structure  site  object   
landscape  district
- 5. MAIN FUNCTION OF PROPERTY: Commercial
- 6. PROJECT TITLE/ REASON FOR SURVEY (if applicable):  
U.S. Route 13/ Delaware Route 404 Intersection Improvement Project

7. ADDITIONAL FORMS USED:

#:	Form:	List property types:
1	CRS 2 Main Building Form	
	CRS 3 Secondary Building Form	
	CRS 4 Archaeological Site Form	
	CRS 5 Structure (Building-Like) Form	
	CRS 6 Structure (Land Feature) Form	
	CRS 7 Object Form	
	CRS 8 Landscape Elements Form	
1	CRS 9 Map Form	N/A
	CRS 14 Potential District Form	

8. SURVEYOR INFORMATION:

Surveyor name: Courtney L. Clark

Principal Investigator name: \_\_\_\_\_

Principal Investigator signature: \_\_\_\_\_

Organization: John Milner Associates, Inc. Date: May 2005

9. OTHER NOTES OR OBSERVATIONS:

CRS# 5-12228

Former Sunoco Station (personal comm., Mr. Howard Hardesty, September 18, 2001)

10. STATE HISTORIC CONTEXT FRAMEWORK (check all appropriate boxes; refer to state management plan(s)):

a) Time period(s)

- Pre-European Contact
- Paleo-Indian
- Archaic
- Woodland I
- Woodland II

- 1600-1750∨ Contact Period (Native American)
- 1630-1730∨ Exploration and Frontier Settlement
- 1730-1770∨ Intensified and Durable Occupation
- 1770-1830∨ Early Industrialization
- 1830-1880∨ Industrialization and Early Urbanization
- 1880-1940∨ Urbanization and Early Suburbanization
- 1940-1960∨ Suburbanization and Early Ex-urbanization

b) Geographical zone

- Piedmont
- Upper Peninsula
- Lower Peninsula/Cypress Swamp
- Coastal
- Urban (City of Wilmington)

c) Historic period theme(s)

- |  |  |
|--|--|
| <input type="checkbox"/> Agriculture           | <input checked="" type="checkbox"/> Transportation and Communication   |
| <input type="checkbox"/> Forestry              | <input type="checkbox"/> Settlement Patterns and Demographic Changes   |
| <input type="checkbox"/> Trapping/Hunting      | <input type="checkbox"/> Architecture, Engineering and Decorative Arts |
| <input type="checkbox"/> Mining/Quarrying      | <input type="checkbox"/> Government                                    |
| <input type="checkbox"/> Fishing/Oystering     | <input type="checkbox"/> Religion                                      |
| <input type="checkbox"/> Manufacturing         | <input type="checkbox"/> Education                                     |
| <input type="checkbox"/> Retailing/Wholesaling | <input type="checkbox"/> Community Organizations                       |
| <input type="checkbox"/> Finance               | <input type="checkbox"/> Occupational Organizations                    |
| <input type="checkbox"/> Professional Services | <input type="checkbox"/> Major Families, Individuals and Events        |



CULTURAL RESOURCE SURVEY  
MAIN BUILDING FORM

CRS # 5-12228

1. ADDRESS/LOCATION: East Side Of U.S. Route 13, North Of Delaware Route 404

2. FUNCTION(S): historic commercial current DEMOLISHED

3. YEAR BUILT: 1950 CIRCA?:  ARCHITECT/BUILDER: \_\_\_\_\_

4. STYLE OR FLOOR PLAN: \_\_\_\_\_

5. INTEGRITY: original site  moved   
if moved, from where other location's CRS # year

list major alterations and additions with years (if known) year

- a. \_\_\_\_\_
- b. \_\_\_\_\_

6. CURRENT CONDITION: excellent  good  fair  poor

7. DESCRIPTION: (Describe the resource as completely as possible. Use N/A for not applicable; leave no blanks.)

a. Overall shape: rectangular Stories: one-story  
Additions:

b. Structural system (if known): concrete-block

c. Foundation: materials:  
basement: full  partial  not visible  no basement

d. Exterior walls (original if visible& any subsequent coverings): covered in stucco

e. Roof: shape: flat  
materials:  
cornice:  
dormers:  
chimney: location(s): exhaust from rear interior

8. DESCRIPTION OF ELEVATIONS:

- a. Facade: Direction: W
  - 1) Bays three
  - 2) Windows onefenestration  
type corner window on SW corner of building;boarded over  
trim  
shutters

**Facade (cont'd)**

- 3) **Door(s)**                   two  
     **location**               center of facade  
     **type**                   boarded over; topped by transoms  
     **trim**

- 4) **Porch(es)**

**b. Side: Direction: S**

- 1) **Bays**                   three
- 2) **Windows**           one  
     **fenestration**  
     **type**               corner window on SW corner of building; boarded over  
     **trim**  
     **shutters**

- 3) **Door(s)**               two  
     **location**           center of elevation; east end of building  
     **type**               garage doors; boarded over  
     **trim**

- 4) **Porch(es)**

**c. Side: Direction: N**

- 1) **Bays**                   inaccessible
- 2) **Windows**  
     **fenestration**  
     **type**  
     **trim**  
     **shutters**

- 3) **Door(s)**  
     **location**  
     **type**  
     **trim**

- 4) **Porch(es)**

**d. Rear: Direction: E**

- 1) **Bays**                   inaccessible
- 2) **Windows**  
     **fenestration**  
     **type**  
     **trim**  
     **shutters**

- 3) **Door(s)**  
     **location**  
     **type**  
     **trim**

- 4) **Porch(es)**

**9. INTERIOR:**

**10. LANDSCAPING:** large asphalt parking area to east and south of building; overgrown brush at SE corner; tall trees and brush to rear, E corner of building

**11. OTHER COMMENTS:**

DELAWARE STATE HISTORIC PRESERVATION OFFICE

PHOTOGRAPHIC INVENTORY

CRS # S-12228 Date 2001 Photo Roll # \_\_\_\_\_ Surveyor Gannett Fleming

Description: North and West elevations of former building (DEMOLISHED)

Negative location (if other than SHPO) \_\_\_\_\_

Attach contact print(s):

E



doc # 20-06-01-05-12

CRS-13



DELAWARE STATE HISTORIC PRESERVATION OFFICE  
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY  
PROPERTY IDENTIFICATION FORM

CRS # 512229.001  
SPO Map 08-09-11  
Hundred North West Fork  
Quad Seaford East  
Other \_\_\_\_\_

1. HISTORIC NAME/FUNCTION: Liquor Store/ Tavern (DEMOLISHED)

2. ADDRESS/LOCATION: East side of U.S. Route 13, north of Delaware Route 404

3. TOWN/NEAREST TOWN: Bridgeville vicinity?

4. MAIN TYPE OF RESOURCE: building  structure   
landscape  district  site  object

5. MAIN FUNCTION OF PROPERTY: \_\_\_\_\_

6. PROJECT TITLE/ REASON FOR SURVEY (if applicable):  
U.S. Route 13/ Delaware Route 404 Intersection Improvement Project

7. ADDITIONAL FORMS USED:

#:	Form:	List property types:
1	CRS 2 Main Building Form	
	CRS 3 Secondary Building Form	
	CRS 4 Archaeological Site Form	
	CRS 5 Structure (Building-Like) Form	
	CRS 6 Structure (Land Feature) Form	
	CRS 7 Object Form	
	CRS 8 Landscape Elements Form	
1	CRS 9 Map Form	N/A
	CRS 14 Potential District Form	

8. SURVEYOR INFORMATION:

Surveyor name: Courtney L. Clark

Principal Investigator name: \_\_\_\_\_

Principal Investigator signature: \_\_\_\_\_

Organization: John Milner Associates, Inc. Date: May 2005

9. OTHER NOTES OR OBSERVATIONS:

CRS# 5/2229.001

10. STATE HISTORIC CONTEXT FRAMEWORK (check all appropriate boxes; refer to state management plan(s)):

a) Time period(s)

- Pre-European Contact
- Paleo-Indian
- Archaic
- Woodland I
- Woodland II

- 1600-1750∨ Contact Period (Native American)
- 1630-1730∨ Exploration and Frontier Settlement
- 1730-1770∨ Intensified and Durable Occupation
- 1770-1830∨ Early Industrialization
- 1830-1880∨ Industrialization and Early Urbanization
- 1880-1940∨ Urbanization and Early Suburbanization
- 1940-1960∨ Suburbanization and Early Ex-urbanization

b) Geographical zone

- Piedmont
- Upper Peninsula
- Lower Peninsula/Cypress Swamp
- Coastal
- Urban (City of Wilmington)

c) Historic period theme(s)

- |   |  |
|---|--|
| <input type="checkbox"/> Agriculture                      | <input type="checkbox"/> Transportation and Communication              |
| <input type="checkbox"/> Forestry                         | <input type="checkbox"/> Settlement Patterns and Demographic Changes   |
| <input type="checkbox"/> Trapping/Hunting                 | <input type="checkbox"/> Architecture, Engineering and Decorative Arts |
| <input type="checkbox"/> Mining/Quarrying                 | <input type="checkbox"/> Government                                    |
| <input type="checkbox"/> Fishing/Oystering                | <input type="checkbox"/> Religion                                      |
| <input type="checkbox"/> Manufacturing                    | <input type="checkbox"/> Education                                     |
| <input checked="" type="checkbox"/> Retailing/Wholesaling | <input type="checkbox"/> Community Organizations                       |
| <input type="checkbox"/> Finance                          | <input type="checkbox"/> Occupational Organizations                    |
| <input type="checkbox"/> Professional Services            | <input type="checkbox"/> Major Families, Individuals and Events        |



CULTURAL RESOURCE SURVEY  
MAIN BUILDING FORM

CRS # 512229,001

1. ADDRESS/LOCATION: East Side Of U.S. Route 13, North Of Delaware Route 404

2. FUNCTION(S): historic Store/ Tavern current DEMOLISHED

3. YEAR BUILT: 1950 CIRCA?:  ARCHITECT/BUILDER: \_\_\_\_\_

4. STYLE OR FLOOR PLAN: \_\_\_\_\_

5. INTEGRITY: original site  moved

if moved, from where other location's CRS # year

list major alterations and additions with years (if known) year

a.

b.

6. CURRENT CONDITION: excellent  good  fair  poor

7. DESCRIPTION: (Describe the resource as completely as possible. Use N/A for not applicable; leave no blanks.)

a. Overall shape: rectangular Stories: two-stories  
Additions:

b. Structural system (if known):

c. Foundation: materials:  
basement: full  partial  not visible  no basement

d. Exterior walls (original if visible & any subsequent coverings): West (front) elevation covered in permastone; South (side) elevation covered in vinyl siding

e. Roof: shape: gable-front  
materials:  
cornice: boxed  
dormers:  
chimney: location(s):

8. DESCRIPTION OF ELEVATIONS:

a. Facade: Direction: W

1) Bays four  
2) Windows 1<sup>st</sup> flr. - two; 2<sup>nd</sup> flr - two  
fenestration 1<sup>st</sup> floor irregular; one on south corner; one on north corner; 2<sup>nd</sup> floor regular  
type 1<sup>st</sup> floor - sliding casement on south corner; double-hung one-over-one on north corner; 2<sup>nd</sup> floor - fixed triple-bay windows  
trim metal-frame  
shutters

**Facade (cont'd)**

- 3) **Door(s)**                   two  
    **location**               center of elevation  
    **type**                    glass plate, swing doors  
    **trim**

- 4) **Porch(es)**

**b. Side: Direction: S**

- 1) **Bays**                    approximately five
- 2) **Windows**               one visible window on 2<sup>nd</sup> floor  
    **fenestration**           irregular  
    **type**                    double-hung six-over-six  
    **trim**                    plain  
    **shutters**

- 3) **Door(s)**  
    **location**  
    **type**  
    **trim**

- 4) **Porch(es)**

**c. Side: Direction: E**

- 1) **Bays**                    inaccessible
- 2) **Windows**  
    **fenestration**  
    **type**  
    **trim**  
    **shutters**

- 3) **Door(s)**  
    **location**  
    **type**  
    **trim**

- 4) **Porch(es)**

**d. Rear: Direction: N**

- 1) **Bays**                    inaccessible
- 2) **Windows**  
    **fenestration**  
    **type**  
    **trim**  
    **shutters**

- 3) **Door(s)**  
    **location**  
    **type**  
    **trim**

- 4) **Porch(es)**

**9. INTERIOR:**

**10. LANDSCAPING:** Asphalt parking area to front of building; tall tree to rear

**11. OTHER COMMENTS:**

DELAWARE STATE HISTORIC PRESERVATION OFFICE

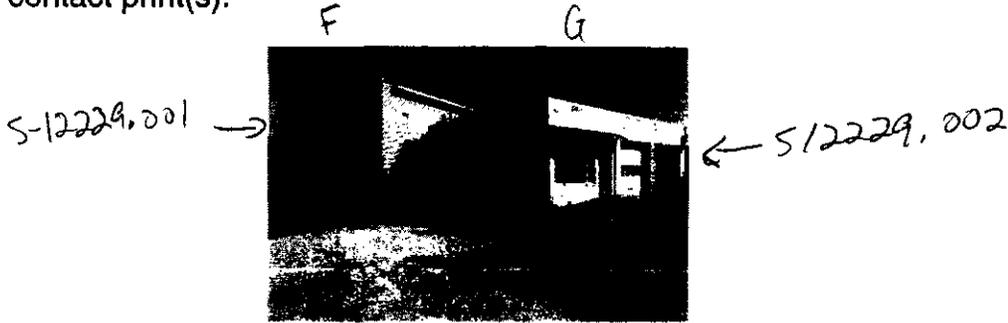
PHOTOGRAPHIC INVENTORY

CRS # S12229.001 Date 2001 Photo Roll # \_\_\_\_\_ Surveyor Gannett Fleming

Description: West and South elevations of former building (building on left side of photo).  
(DEMOLISHED).

Negative location (if other than SHPO) \_\_\_\_\_

Attach contact print(s):



doc # 20-06-01-05-12

CRS-13



DELAWARE STATE HISTORIC PRESERVATION OFFICE  
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY  
PROPERTY IDENTIFICATION FORM

CRS # 512229.002  
SPO Map 08-09-11  
Hundred North West Fork  
Quad Seaford East  
Other \_\_\_\_\_

1. HISTORIC NAME/FUNCTION: Service Station (DEMOLISHED)
2. ADDRESS/LOCATION: NE corner of U.S. Route 13 and Route 404
3. TOWN/NEAREST TOWN: Bridgeville vicinity?
4. MAIN TYPE OF RESOURCE:      building       structure   
   landscape       district       site       object
5. MAIN FUNCTION OF PROPERTY: \_\_\_\_\_
6. PROJECT TITLE/ REASON FOR SURVEY (If applicable):  
U.S. Route 13/ Delaware Route 404 Intersection Improvement Project

7. ADDITIONAL FORMS USED:

#:	Form:	List property types:
1	CRS 2 Main Building Form	
	CRS 3 Secondary Building Form	
	CRS 4 Archaeological Site Form	
	CRS 5 Structure (Building-Like) Form	
	CRS 6 Structure (Land Feature) Form	
	CRS 7 Object Form	
	CRS 8 Landscape Elements Form	
1	CRS 9 Map Form	N/A
	CRS 14 Potential District Form	

8. SURVEYOR INFORMATION:

Surveyor name: Courtney L. Clark

Principal Investigator name: \_\_\_\_\_

Principal Investigator signature: \_\_\_\_\_

Organization: John Milner Associates, Inc. Date: May 2005

9. OTHER NOTES OR OBSERVATIONS:

CRS# S-12229.002

A former Shell Station (pers.comm., Mr. Howard Hardesty, September 18, 2001)

10. STATE HISTORIC CONTEXT FRAMEWORK (check all appropriate boxes; refer to state management plan(s)):

a) Time period(s)

- Pre-European Contact
- Paleo-Indian
- Archaic
- Woodland I
- Woodland II

- 1600-1750∇ Contact Period (Native American)
- 1630-1730∇ Exploration and Frontier Settlement
- 1730-1770∇ Intensified and Durable Occupation
- 1770-1830∇ Early Industrialization
- 1830-1880∇ Industrialization and Early Urbanization
- 1880-1940∇ Urbanization and Early Suburbanization
- 1940-1960∇ Suburbanization and Early Ex-urbanization

b) Geographical zone

- Piedmont
- Upper Peninsula
- Lower Peninsula/Cypress Swamp
- Coastal
- Urban (City of Wilmington)

c) Historic period theme(s)

- |  |  |
|--|--|
| <input type="checkbox"/> Agriculture           | <input checked="" type="checkbox"/> Transportation and Communication   |
| <input type="checkbox"/> Forestry              | <input type="checkbox"/> Settlement Patterns and Demographic Changes   |
| <input type="checkbox"/> Trapping/Hunting      | <input type="checkbox"/> Architecture, Engineering and Decorative Arts |
| <input type="checkbox"/> Mining/Quarrying      | <input type="checkbox"/> Government                                    |
| <input type="checkbox"/> Fishing/Oystering     | <input type="checkbox"/> Religion                                      |
| <input type="checkbox"/> Manufacturing         | <input type="checkbox"/> Education                                     |
| <input type="checkbox"/> Retailing/Wholesaling | <input type="checkbox"/> Community Organizations                       |
| <input type="checkbox"/> Finance               | <input type="checkbox"/> Occupational Organizations                    |
| <input type="checkbox"/> Professional Services | <input type="checkbox"/> Major Families, Individuals and Events        |



CULTURAL RESOURCE SURVEY  
MAIN BUILDING FORM

CRS # 512229,002

1. ADDRESS/LOCATION: NE Corner Of U.S. Route 13 And Route 404

2. FUNCTION(S): historic Service Station current DEMOLISHED

3. YEAR BUILT: 1950 CIRCA?:  ARCHITECT/BUILDER: \_\_\_\_\_

4. STYLE OR FLOOR PLAN: \_\_\_\_\_

5. INTEGRITY: original site  moved   
if moved, from where other location's CRS # year

list major alterations and additions with years (if known) year

a.

b.

6. CURRENT CONDITION: excellent  good  fair  poor

7. DESCRIPTION: (Describe the resource as completely as possible. Use N/A for not applicable; leave no blanks.)

a. Overall shape: rectangular Stories: one-story  
Additions:

b. Structural system (if known): concrete-block

c. Foundation: materials:  
basement: full  partial  not visible  no basement

d. Exterior walls (original if visible& any subsequent coverings): stucco

e. Roof: shape: flat  
materials:  
cornice:  
dormers:  
chimney: location(s):

8. DESCRIPTION OF ELEVATIONS:

a. Facade: Direction: W

- 1) Bays two
- 2) Windows two

fenestration irregular; original bays boarded over; replacement windows currently in place

type double-hung over-over-one

trim metal frames

shutters

**Facade (cont'd)**

3) **Door(s)**  
location  
type  
trim

4) **Porch(es)** ghostmarks of former awning on SW corner of building over the a corner window that is now boarded over

**b. Side: Direction: S**

1) **Bays** four

2) **Windows** one

fenestration irregular; original bays boarded over; replacement window currently in place

type triple-bay window with center bay fixed, flanked by double-hung one-over-one sash windows

trim plain wood frame

shutters

3) **Door(s)** three

location center of elevation; E end of elevation

type pedestrian door (boarded over); garage doors (one of two removed)

trim

4) **Porch(es)**

**c. Side: Direction: E**

1) **Bays** inaccessible

2) **Windows**

fenestration

type

trim

shutters

3) **Door(s)**

location

type

trim

4) **Porch(es)**

**d. Rear: Direction: N**

1) **Bays** inaccessible

2) **Windows**

fenestration

type

trim

shutters

3) **Door(s)**

location

type

trim

4) **Porch(es)**

9. **INTERIOR:**

10. **LANDSCAPING:** large asphalt parking area along front, corner and side of building; large tree to rear

11. **OTHER COMMENTS:**

DELAWARE STATE HISTORIC PRESERVATION OFFICE

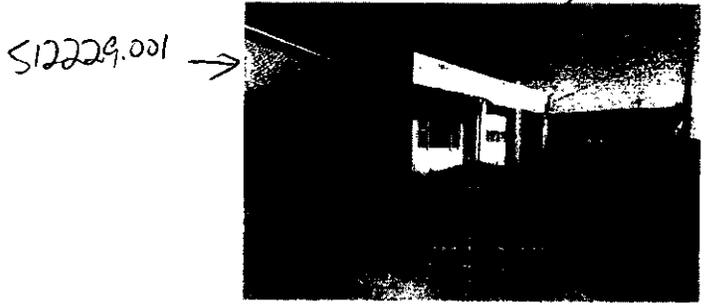
PHOTOGRAPHIC INVENTORY

CRS # S12229.002 Date 2001 Photo Roll # \_\_\_\_\_ Surveyor Gannett Fleming

Description: West and South elevations of former building (DEMOLISHED)

Negative location (if other than SHPO) \_\_\_\_\_

Attach contact print(s): F G S12229.002



doc # 20-06-01-05-12

CRS-13



DELAWARE STATE HISTORIC PRESERVATION OFFICE  
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY  
PROPERTY IDENTIFICATION FORM

CRS # 512230  
SPO Map 28-29-11  
Hundred North West Fork  
Quad Seaford East  
Other \_\_\_\_\_

1. HISTORIC NAME/FUNCTION: Airplane Hangar (DEMOLISHED)

2. ADDRESS/LOCATION: NE corner of U.S. Route 13 and Delaware Route 404

3. TOWN/NEAREST TOWN: Bridgeville vicinity?

4. MAIN TYPE OF RESOURCE: building  structure   
landscape  district  site  object

5. MAIN FUNCTION OF PROPERTY: \_\_\_\_\_

6. PROJECT TITLE/ REASON FOR SURVEY (if applicable):  
U.S. Route 13/ Delaware Route 404 Intersection Improvement Project

7. ADDITIONAL FORMS USED:

#:	Form:	List property types:
	CRS 2 Main Building Form	
1	CRS 3 Secondary Building Form	
	CRS 4 Archaeological Site Form	
	CRS 5 Structure (Building-Like) Form	
	CRS 6 Structure (Land Feature) Form	
	CRS 7 Object Form	
	CRS 8 Landscape Elements Form	
1	CRS 9 Map Form	N/A
	CRS 14 Potential District Form	

8. SURVEYOR INFORMATION:

Surveyor name: Courtney L. Clark

Principal Investigator name: \_\_\_\_\_

Principal Investigator signature: \_\_\_\_\_

Organization: John Milner Associates, Inc. Date: May 2005

9. OTHER NOTES OR OBSERVATIONS:

CRS# 512230

Former airfield existed on NE corner of U.S. Route 13 and Delaware Route 404. Only four small hangars. One landing strip and an equipment shed existed. Mr. Hardesty also noted that the airport operated as part of the Civilian Air Patrol Program during WWII. This has not been verified. Laurel and Georgetown are more popular now for private plane storage and flight. Georgetown is the current home for Sussex County's Civilian Air Patrol Unit (pers.comm., Mr. Howard Hardesty, September 18, 2001).

The small airfield was created in 1938 by local resident, businessman, and flight enthusiast, James Scott. Already a pilot, Mr. Scott initially created the airfield for his personal use. The airfield was dormant during World War II due to flight restrictions, and was reopened and expanded in partnership with Harvey Spicer as Sussex Aero Industries, Inc. in 1946. The facility opened as a flight school at that time, taking advantage of funding for new pilots through the GI Bill. The airfield closed in 1958 due to diminished business (Frebert 1998).

George Frebert, *Delaware Aviation History*, Edited by Debbie Haskell. Dover Litho Printing Co., Dover, Delaware, 1998.

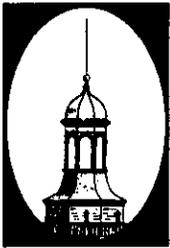
10. STATE HISTORIC CONTEXT FRAMEWORK (check all appropriate boxes; refer to state management plan(s)):

- a) Time period(s)
- Pre-European Contact
  - Paleo-Indian
  - Archaic
  - Woodland I
  - Woodland II
  - 1600-1750∇ Contact Period (Native American)
  - 1630-1730∇ Exploration and Frontier Settlement
  - 1730-1770∇ Intensified and Durable Occupation
  - 1770-1830∇ Early Industrialization
  - 1830-1880∇ Industrialization and Early Urbanization
  - 1880-1940∇ Urbanization and Early Suburbanization
  - 1940-1960∇ Suburbanization and Early Ex-urbanization

- b) Geographical zone
- Piedmont
  - Upper Peninsula
  - Lower Peninsula/Cypress Swamp
  - Coastal
  - Urban (City of Wilmington)

- c) Historic period theme(s)
- |  |  |
|--|--|
| <input type="checkbox"/> Agriculture           | <input type="checkbox"/> Transportation and Communication              |
| <input type="checkbox"/> Forestry              | <input type="checkbox"/> Settlement Patterns and Demographic Changes   |
| <input type="checkbox"/> Trapping/Hunting      | <input type="checkbox"/> Architecture, Engineering and Decorative Arts |
| <input type="checkbox"/> Mining/Quarrying      | <input type="checkbox"/> Government                                    |
| <input type="checkbox"/> Fishing/Oystering     | <input type="checkbox"/> Religion                                      |
| <input type="checkbox"/> Manufacturing         | <input type="checkbox"/> Education                                     |
| <input type="checkbox"/> Retailing/Wholesaling | <input type="checkbox"/> Community Organizations                       |
| <input type="checkbox"/> Finance               | <input type="checkbox"/> Occupational Organizations                    |
| <input type="checkbox"/> Professional Services | <input type="checkbox"/> Major Families, Individuals and Events        |

USE BLACK INK ONLY



DELAWARE STATE HISTORIC PRESERVATION OFFICE  
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY  
SECONDARY BUILDING FORM

CRS # 512230

1. ADDRESS/LOCATION: NE corner of U.S. Route 13 and Delaware Route 404

2. FUNCTION(S): historic airplane hangar current DEMOLISHED

3. YEAR BUILT: 1940 CIRCA?:  ARCHITECT/BUILDER: \_\_\_\_\_

4. STYLE/FLOOR PLAN: \_\_\_\_\_

5. INTEGRITY: original site  moved

if moved, from where original location's CRS # year

list major alterations and additions with years (if known) year

a. \_\_\_\_\_  
b. \_\_\_\_\_

6. CURRENT CONDITION: excellent  good  fair  poor

7. DESCRIPTION:

- a. Structural system Wood-frame
- b. Number of stories one-story
- c. Wall coverings masonite siding
- d. Foundation
- e. Roof  
structural system  
coverings metal  
openings

8. DESCRIPTION OF ELEVATIONS:

- a. Facade: direction: S
  - 1) bays: two
  - 2) windows: one on east end of elevation; bay has been removed
  - 3) door(s): one pedestrian entrance on west end of elevation; bay has been removed
  - 4) other:

**b. Side: direction: E**

- 1) **bays:** approximately two
- 2) **windows:** one large commercial size window on southend of elevation; window has been removed
- 3) **door(s):** one large opening from center to north end of elevation with sliding wood door
- 4) **other:**

**c. Side: direction: N**

- 1) **bays:** inaccessible
- 2) **windows:**
- 3) **door(s):**
- 4) **other:**

**d. Rear: direction: W**

- 1) **bays:** inaccessible
- 2) **windows:**
- 3) **door(s):**
- 4) **other:**

**9. INTERIOR (if accessible):**

**a) Floor plan**

**b) Partition/walls**

**c) Finishes**

**d) Furnishings/machinery**

DELAWARE STATE HISTORIC PRESERVATION OFFICE

PHOTOGRAPHIC INVENTORY

CRS # 512230 Date 2001 Photo Roll # \_\_\_\_\_ Surveyor Gannett Fleming

Description : South and East elevations of former hangar (DEMOLISHED)

Negative location (if other than SHPO) \_\_\_\_\_

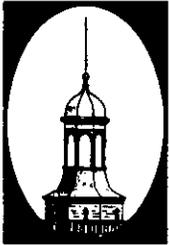
Attach contact print(s):

H



doc # 20-06-01-05-12

CRS-13



CULTURAL RESOURCE SURVEY  
SURVEY UPDATE FORM

CRS # S-1670

1. HISTORIC NAME/FUNCTION: Dwelling
2. ADDRESS/LOCATION: West side of Route 13A, south of Rifle Range Road
3. CURRENT CONDITION:    excellent     good     fair     poor     demolished
4. INTEGRITY: asbestos siding covers entire dwelling; rear ell porch enclosed; One-story hipped-roof addition attached to SW elevation of ell
5. SETTING INTEGRITY: former farm property; outbuildings vary in periods of construction; property used as commercial antique shop
6. FORMS ADDED (give number of forms completed for each):

#:	Form:	List property types:
1	CRS 2 Main Building Form	
3	CRS 3 Secondary Building Form	
	CRS 4 Archaeological Site Form	
	CRS 5 Structure (Building-Like) Form	
	CRS 6 Structure (Land Feature) Form	
	CRS 7 Object Form	
	CRS 8 Landscape Elements Form	
1	CRS 9 Map Form	N/A
	CRS 14 Potential District Form	

7. SURVEYOR INFORMATION:

Surveyor name: Courtney L. Clark

Principal Investigator name: \_\_\_\_\_

Principal Investigator signature: \_\_\_\_\_

Organization: John Milner Associates, Inc.      Date: May 2005

8. OTHER NOTES OR OBSERVATIONS:

CRS# S-1670

9. STATE HISTORIC CONTEXT FRAMEWORK (check all appropriate boxes; refer to state management plan(s)):

a) Time period(s)

- Pre-European Contact
- Paleo-Indian
- Archaic
- Woodland I
- Woodland II

- 1600-1750∨ Contact Period (Native American)
- 1630-1730∨ Exploration and Frontier Settlement
- 1730-1770∨ Intensified and Durable Occupation
- 1770-1830∨ Early Industrialization
- 1830-1880∨ Industrialization and Early Urbanization
- 1880-1940∨ Urbanization and Early Suburbanization
- 1940-1960∨ Suburbanization and Early Ex-urbanization

b) Geographical zone

- Piedmont
- Upper Peninsula
- Lower Peninsula/Cypress Swamp
- Coastal
- Urban (City of Wilmington)

c) Historic period theme(s)

- |   |  |
|---|--|
| <input checked="" type="checkbox"/> Agriculture | <input type="checkbox"/> Transportation and Communication              |
| <input type="checkbox"/> Forestry               | <input type="checkbox"/> Settlement Patterns and Demographic Changes   |
| <input type="checkbox"/> Trapping/Hunting       | <input type="checkbox"/> Architecture, Engineering and Decorative Arts |
| <input type="checkbox"/> Mining/Quarrying       | <input type="checkbox"/> Government                                    |
| <input type="checkbox"/> Fishing/Oystering      | <input type="checkbox"/> Religion                                      |
| <input type="checkbox"/> Manufacturing          | <input type="checkbox"/> Education                                     |
| <input type="checkbox"/> Retailing/Wholesaling  | <input type="checkbox"/> Community Organizations                       |
| <input type="checkbox"/> Finance                | <input type="checkbox"/> Occupational Organizations                    |
| <input type="checkbox"/> Professional Services  | <input type="checkbox"/> Major Families, Individuals and Events        |

USE BLACK INK ONLY



CULTURAL RESOURCE SURVEY  
MAIN BUILDING FORM

CRS # S-1670.001

- 2. FUNCTION(S): historic farmstead current commercial building
- 1. ADDRESS/LOCATION: West Side Of Route 13A, South Of Rifle Range Road
- 3. YEAR BUILT: 1880 CIRCA?:  ARCHITECT/BUILDER: \_\_\_\_\_
- 4. STYLE OR FLOOR PLAN: Center-passage; Dutch Colonial
- 5. INTEGRITY: original site  moved

if moved, from where other location's CRS # year

<u>list major alterations and additions with years (if known)</u>	<u>year</u>
a. Porch enclosure to rear ell	1960s
b. One-story hipped-roof addition to ell	1980s

- 6. CURRENT CONDITION: excellent  good  fair  poor
- 7. DESCRIPTION: (Describe the resource as completely as possible. Use N/A for not applicable; leave no blanks.)

- a. Overall shape: rectangular Stories: two-stories  
 Additions: Porch enclosure to rear ell; One-story hipped-roof addition to SW elevation of ell; one-story hipped roof sun porch addition to SE elevation of main block
- b. Structural system (if known): wood-frame
- c. Foundation: materials: stone and brick  
 basement: full  partial  not visible  no basement
- d. Exterior walls (original if visible & any subsequent coverings): asbestos
- e. Roof: shape: gambrel  
 materials: asphalt  
 cornice:  
 dormers:  
 chimney: location(s): four chimneys - two rise from the exterior of the SE and NW gable-ends; one brick chimney rises from the center interior of the rear ell; a concrete-block chimney rises from exterior of SW elevation of addition

8. DESCRIPTION OF ELEVATIONS:

- a. Facade: Direction: NE
  - 1) Bays three
  - 2) Windows two on first floor; three on second floor  
 fenestration 1<sup>st</sup> floor – triple bay to E side of entrance; pair of windows to W side of door; 2<sup>nd</sup> floor – regular; two pairs of windows and single sash  
 type 1<sup>st</sup> floor – triple bay w/ centered double-hung eight-over one sash and flanking nine-over-one sashes; pair of windows double-hung nine-over-one sashes; 2<sup>nd</sup> floor – pair of double-hung nine-over-one sashes; single double-hung six-over-six sash  
 trim plain wood surrounds  
 shutters

**Facade (cont'd)**

- 3) **Door(s)** one  
     **location** center on elevation  
     **type** wood panel  
     **trim** three-light sidelights; plain wood surround
- 4) **Porch(es)** one-story gabled portico

**b. Side: Direction: SE**

- 1) **Bays** five
- 2) **Windows** four groups  
     **fenestration** group of five in sun-porch; two groups of three flanking entrance to ell; pair in addition; 2<sup>nd</sup> flr – regular; flanking chimney in gable-end  
     **type** double-hung four-over-four and one-over-one  
     **trim** plain wood surrounds  
     **shutters**
- 3) **Door(s)** one  
     **location** centered within ell  
     **type** wood-and-glass  
     **trim** plain wood surround
- 4) **Porch(es)** One-story hipped-roof enclosed sun porch; One-story shed-roof enclosed porch across ell

**c. Side: Direction: NW**

- 1) **Bays** two
- 2) **Windows** two  
     **fenestration** regular; flanking chimney within gable-end (same on 2<sup>nd</sup> flr.)  
     **type** double-hung one-over-one  
     **trim** plain wood surrounds  
     **shutters**
- 3) **Door(s)** N/A  
     **location**  
     **type**  
     **trim**
- 4) **Porch(es)** N/A

**d. Rear: Direction: SW**

- 1) **Bays** two
- 2) **Windows** one  
     **fenestration** one window to south side of entrance  
     **type** double-hung one-over-one  
     **trim** plain wood surround  
     **shutters**
- 3) **Door(s)** one  
     **location** West end of elevation  
     **type** wood-and-glass  
     **trim** plain wood surround
- 4) **Porch(es)** N/A

9. **INTERIOR:** not accessible

10. **LANDSCAPING:** trees and shrubs grow sporadically throughout property; tall shrubs obscure the fence surrounding modern pool

11. **OTHER COMMENTS:**



DELAWARE STATE HISTORIC PRESERVATION OFFICE  
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY  
SECONDARY BUILDING FORM

CRS # S-1670.002

1. ADDRESS/LOCATION: West Side Of Route 13A, South Of Rifle Range Road

2. FUNCTION(S): historic garage current garage

3. YEAR BUILT: 1945 CIRCA?:  ARCHITECT/BUILDER: \_\_\_\_\_

4. STYLE/FLOOR PLAN: \_\_\_\_\_

5. INTEGRITY: original site  moved

If moved, from where

original location's CRS # year

list major alterations and additions with years (if known)

a. shed-roof addition to SW end

year  
1980

b. \_\_\_\_\_

6. CURRENT CONDITION: excellent  good  fair  poor

7. DESCRIPTION:

a. Structural system wood-frame

b. Number of stories one-story

c. Wall coverings wood-panel

d. Foundation

e. Roof  
structural system gable-front  
coverings  
openings

8. DESCRIPTION OF ELEVATIONS:

a. Facade: direction: SE

1) bays: two

2) windows: n/a

3) door(s): wood garage doors

4) other:

**b. Side: direction: SW**

- 1) bays: n/a
- 2) windows:
- 3) door(s):
- 4) other:

**c. Side: direction: NE**

- 1) bays: n/a
- 2) windows:
- 3) door(s):
- 4) other:

**d. Rear: direction: NW**

- 1) bays: not accessible
- 2) windows:
- 3) door(s):
- 4) other:

**9. INTERIOR (If accessible):**

**a) Floor plan**

**b) Partition/walls**

**c) Finishes**

**d) Furnishings/machinery**



DELAWARE STATE HISTORIC PRESERVATION OFFICE  
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY  
SECONDARY BUILDING FORM

CRS # S-1670.003

1. ADDRESS/LOCATION: West Side Of Route 13A, South Of Rifle Range Road

2. FUNCTION(S): historic workshop current storage shed

3. YEAR BUILT: 1940 CIRCA?:  ARCHITECT/BUILDER: \_\_\_\_\_

4. STYLE/FLOOR PLAN: \_\_\_\_\_

5. INTEGRITY: original site  moved   
if moved, from where original location's CRS # year

list major alterations and additions with years (if known) year  
a. \_\_\_\_\_  
b. \_\_\_\_\_

6. CURRENT CONDITION: excellent  good  fair  poor

7. DESCRIPTION:  
a. Structural system concrete-block  
b. Number of stories one-story  
c. Wall coverings exposed concrete-block  
d. Foundation concrete-block  
e. Roof  
structural system gable-front  
coverings asphalt  
openings \_\_\_\_\_

8. DESCRIPTION OF ELEVATIONS:  
a. Facade: direction: NE  
1) bays: three  
2) windows: two irregular; both to east side of entrance; double-hung six-over-six sashes  
3) door(s): one north end of elevation; wood-and-glass  
4) other: \_\_\_\_\_

**b. Side: direction: NW**

- 1) **bays:** three
- 2) **windows:** irregular;double-hung six-over-six sashes
- 3) **door(s):** n/a
- 4) **other:**

**c. Side: direction: SE**

- 1) **bays:** not accessible
- 2) **windows:**
- 3) **door(s):**
- 4) **other:**

**d. Rear: direction: SW**

- 1) **bays:** not accessible
- 2) **windows:**
- 3) **door(s):**
- 4) **other:**

**9. INTERIOR (if accessible):**

**a) Floor plan**

**b) Partition/walls**

**c) Finishes**

**d) Furnishings/machinery**



DELAWARE STATE HISTORIC PRESERVATION OFFICE  
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY  
SECONDARY BUILDING FORM

CRS # S-1670.004

1. ADDRESS/LOCATION: West Side Of Route 13A, South Of Rifle Range Road

2. FUNCTION(S): historic animal stable current storage shed

3. YEAR BUILT: 1940 CIRCA?:  ARCHITECT/BUILDER: \_\_\_\_\_

4. STYLE/FLOOR PLAN: \_\_\_\_\_

5. INTEGRITY: original site  moved

if moved, from where original location's CRS # year

list major alterations and additions with years (if known) year

a. \_\_\_\_\_  
b. \_\_\_\_\_

6. CURRENT CONDITION: excellent  good  fair  poor

7. DESCRIPTION:

a. Structural system wood-frame

b. Number of stories one-story

c. Wall coverings wood-panel

d. Foundation

e. Roof  
structural system side-gable  
coverings metal  
openings

8. DESCRIPTION OF ELEVATIONS:

- a. Facade: direction: NE  
1) bays: one  
2) windows: small open bay  
3) door(s): n/a  
4) other:

**b. Side: direction: NW**

- 1) **bays:** approximately three
- 2) **windows:** n/a
- 3) **door(s):** one sliding wood door; rest of elevation obscured by fence
- 4) **other:**

**c. Side: direction: SE**

- 1) **bays:** not accessible
- 2) **windows:**
- 3) **door(s):**
- 4) **other:**

**d. Rear: direction: SW**

- 1) **bays:** not accessible
- 2) **windows:**
- 3) **door(s):**
- 4) **other:**

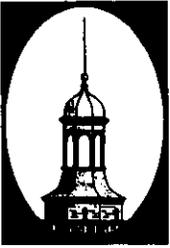
**9. INTERIOR (if accessible):**

**a) Floor plan**

**b) Partition/walls**

**c) Finishes**

**d) Furnishings/machinery**



**CULTURAL RESOURCE SURVEY  
MAP FORM**

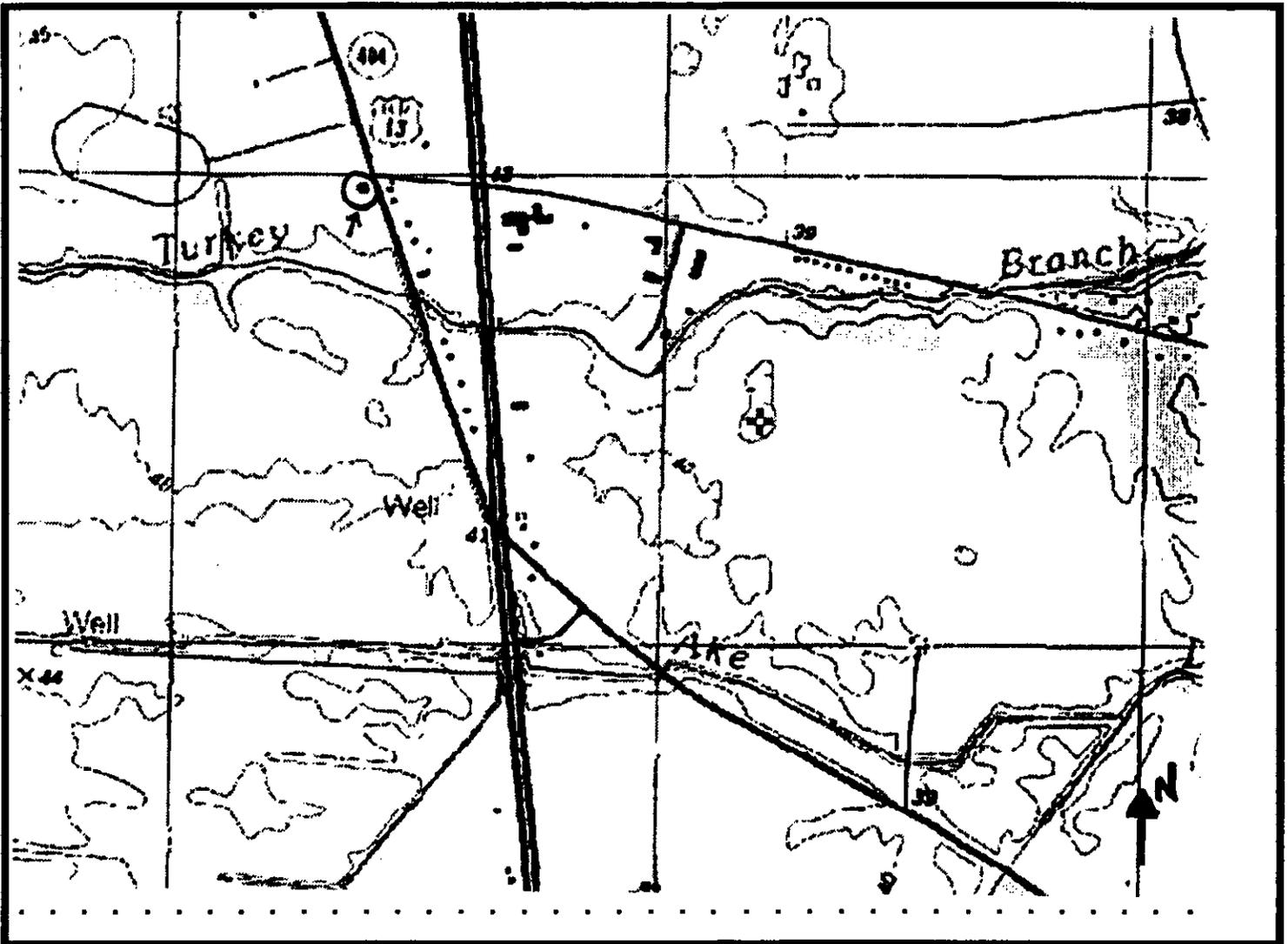
CRS # S-1670

1. ADDRESS/LOCATION: West side of Route 13A, south of Rifle Range Road
2. NOT FOR PUBLICATION  reason: \_\_\_\_\_
3. LOCATION MAP:

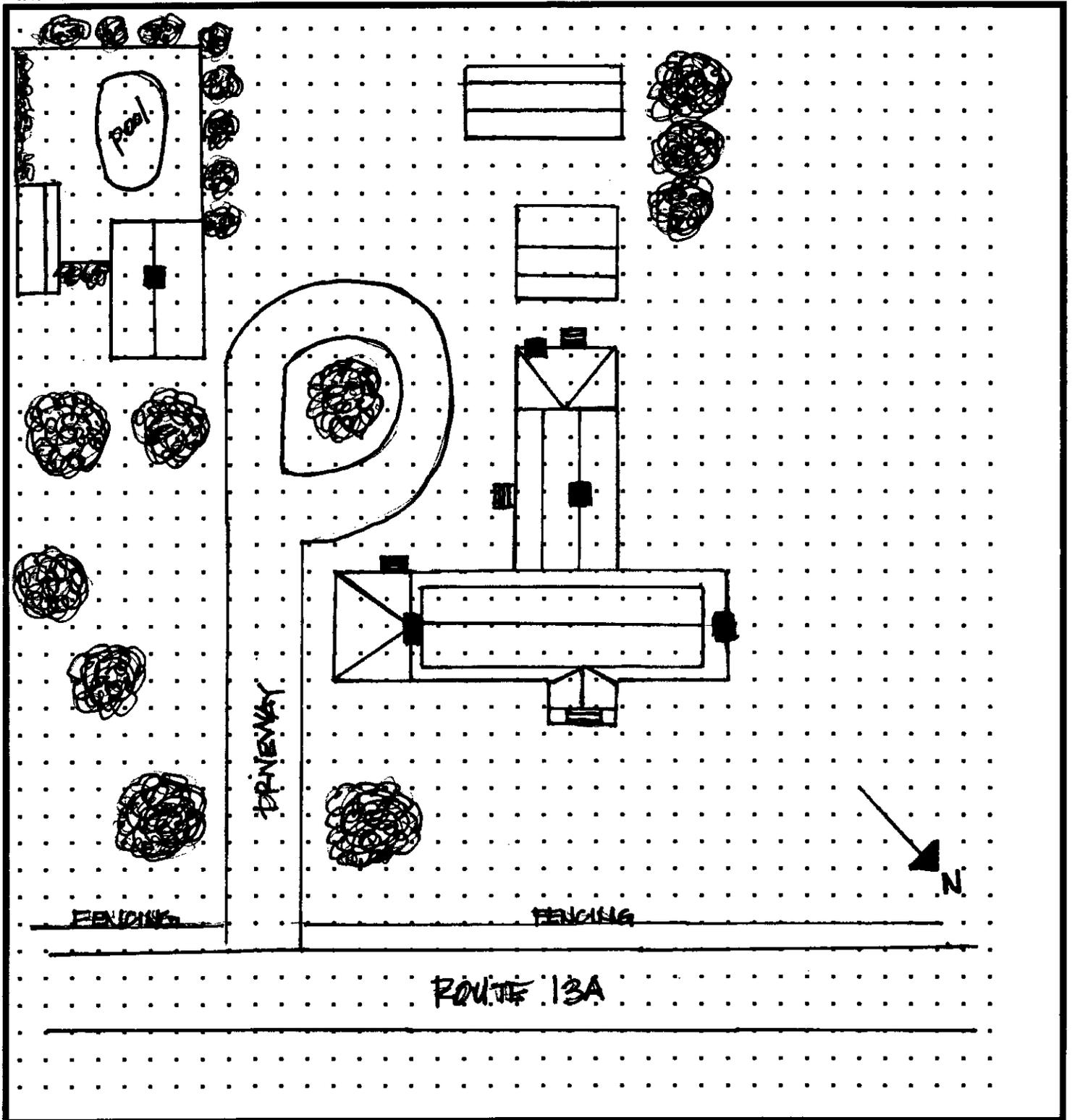
Indicate position of resource in relation to geographical landmarks such as streams and crossroads.

(attach section of USGS quad map with location marked or draw location map )

**INDICATE NORTH ON SKETCH**



INDICATE NORTH ON PLAN



DELAWARE STATE HISTORIC PRESERVATION OFFICE

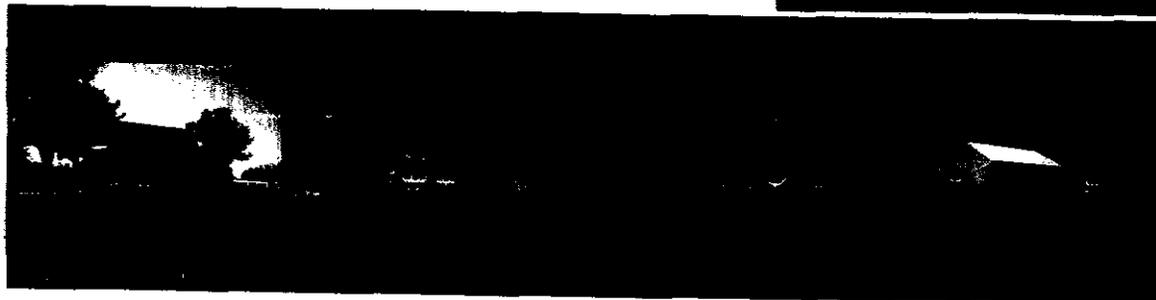
PHOTOGRAPHIC INVENTORY

CRS # S-1670      Date 4/1/2005      Photo Roll # \_\_\_\_\_      Surveyor Courtney Clark

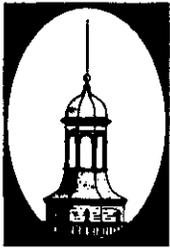
Description : NE elevation of dwelling (15); SE and SW elevations of dwelling(16); SE elevation of garage (17); NE and SE elevations of equipment shed (18); NE and NW elevations of workshop (19); NE and NW elevations of animal shed (20)

Negative location (if other than SHPO) \_\_\_\_\_

Attach contact print(s):



CRS-13



DELAWARE STATE HISTORIC PRESERVATION OFFICE  
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY  
SURVEY UPDATE FORM

CRS # S-1710

1. HISTORIC NAME/FUNCTION: Dwelling
2. ADDRESS/LOCATION: East Side Of Route 13a, South Of Rifle Range Road
3. CURRENT CONDITION: excellent  good  fair  poor  demolished
4. INTEGRITY: aluminum siding covers dwelling; one-story addition attached to North end of NW façade; porch addition from NE façade
5. SETTING INTEGRITY: two commercial building sit adjacent to this dwelling (to the NW)

6. FORMS ADDED (give number of forms completed for each):

#:	Form:	List property types:
1	CRS 2 Main Building Form	
	CRS 3 Secondary Building Form	
	CRS 4 Archaeological Site Form	
	CRS 5 Structure (Building-Like) Form	
	CRS 6 Structure (Land Feature) Form	
	CRS 7 Object Form	
	CRS 8 Landscape Elements Form	
1	CRS 9 Map Form	N/A
	CRS 14 Potential District Form	

7. SURVEYOR INFORMATION:

Surveyor name: Courtney L. Clark

Principal Investigator name: \_\_\_\_\_

Principal Investigator signature: \_\_\_\_\_

Organization: John Milner Associates, Inc. Date: 5/1/2005

8. OTHER NOTES OR OBSERVATIONS:

CRS# S-1710

9. STATE HISTORIC CONTEXT FRAMEWORK (check all appropriate boxes; refer to state management plan(s)):

a) Time period(s)

- Pre-European Contact
- Paleo-Indian
- Archaic
- Woodland I
- Woodland II

- 1600-1750∇ Contact Period (Native American)
- 1630-1730∇ Exploration and Frontier Settlement
- 1730-1770∇ Intensified and Durable Occupation
- 1770-1830∇ Early Industrialization
- 1830-1880∇ Industrialization and Early Urbanization
- 1880-1940∇ Urbanization and Early Suburbanization
- 1940-1960∇ Suburbanization and Early Ex-urbanization

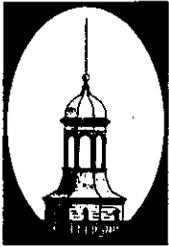
b) Geographical zone

- Piedmont
- Upper Peninsula
- Lower Peninsula/Cypress Swamp
- Coastal
- Urban (City of Wilmington)

c) Historic period theme(s)

- |  |   |
|--|---|
| <input type="checkbox"/> Agriculture           | <input type="checkbox"/> Transportation and Communication                       |
| <input type="checkbox"/> Forestry              | <input checked="" type="checkbox"/> Settlement Patterns and Demographic Changes |
| <input type="checkbox"/> Trapping/Hunting      | <input type="checkbox"/> Architecture, Engineering and Decorative Arts          |
| <input type="checkbox"/> Mining/Quarrying      | <input type="checkbox"/> Government   |
| <input type="checkbox"/> Fishing/Oystering     | <input type="checkbox"/> Religion   |
| <input type="checkbox"/> Manufacturing         | <input type="checkbox"/> Education  |
| <input type="checkbox"/> Retailing/Wholesaling | <input type="checkbox"/> Community Organizations                                |
| <input type="checkbox"/> Finance               | <input type="checkbox"/> Occupational Organizations                             |
| <input type="checkbox"/> Professional Services | <input type="checkbox"/> Major Families, Individuals and Events                 |

USE BLACK INK ONLY



CULTURAL RESOURCE SURVEY  
MAIN BUILDING FORM

CRS # S-1710

1. ADDRESS/LOCATION: East Side Of Route 13a, South Of Rifle Range Road
2. FUNCTION(S): historic dwelling current vacant
3. YEAR BUILT: 1925 CIRCA?:  ARCHITECT/BUILDER: \_\_\_\_\_
4. STYLE OR FLOOR PLAN: center-passage; Bungalow
5. INTEGRITY: original site  moved   
if moved, from where other location's CRS # year

list major alterations and additions with years (if known)

a. addition attached to north end of NW facade

b.

6. CURRENT CONDITION: excellent  good  fair  poor
7. DESCRIPTION: (Describe the resource as completely as possible. Use N/A for not applicable; leave no blanks.)
- a. Overall shape: rectangular Stories: one-and-one-half-story  
Additions: One-story gabled addition attached to north end of NW ; covered in wood panel siding
- b. Structural system (if known): wood-frame
- c. Foundation: materials: concrete-block  
basement: full  partial  not visible  no basement
- d. Exterior walls (original if visible& any subsequent coverings): aluminum siding
- e. Roof: shape: Hipped  
materials: asphalt  
cornice:  
dormers: clipped gable-front dormer along SW facade  
chimney: location(s): brick chimney rises from center interior of dwelling

8. DESCRIPTION OF ELEVATIONS:

a. Facade: Direction: SW

1) Bays three

2) Windows two

fenestration regular; flanking entrance  
type double-hung one-over-one sash  
trim plain wood surrounds  
shutters

**Facade (cont'd)**

- 3) **Door(s)** one  
     **location** center along elevation  
     **type** wood-and-glass  
     **trim** plain wood surround
- 4) **Porch(es)** one-story; full-width; inset; supported by wood doric columns

**b. Side: Direction: SE**

- 1) **Bays** four
- 2) **Windows** four  
     **fenestration** regular  
     **type** double-hung one-over-one sash  
     **trim** plain wood surrounds  
     **shutters**
- 3) **Door(s)** n/a  
     **location**  
     **type**  
     **trim**
- 4) **Porch(es)** n/a

**c. Side: Direction: NW**

- 1) **Bays** two
- 2) **Windows** two  
     **fenestration** one window on west end of elevation; one window in center of elevation  
     **type** double-hung one-over-one; casement bay  
     **trim** plain wood surrounds  
     **shutters**
- 3) **Door(s)** N/A  
     **location**  
     **type**  
     **trim**
- 4) **Porch(es)** N/A

**d. Rear: Direction: NE**

- 1) **Bays** two
- 2) **Windows** one  
     **fenestration** one window to east side of entrance  
     **type** double-hung one-over-one  
     **trim** plain wood surround  
     **shutters**
- 3) **Door(s)** one  
     **location** on north end of elevation  
     **type** wood-and-glass  
     **trim** plain wood surround
- 4) **Porch(es)** one-story; full-width shed-roof screened porch

9. **INTERIOR:** not accessible

10. **LANDSCAPING:** tall, overgrown trees grow to the SE side of the dwelling; large overgrown trees also shade the SW (front) and NE (rear) facades

11. **OTHER COMMENTS:**



CULTURAL RESOURCE SURVEY  
MAP FORM

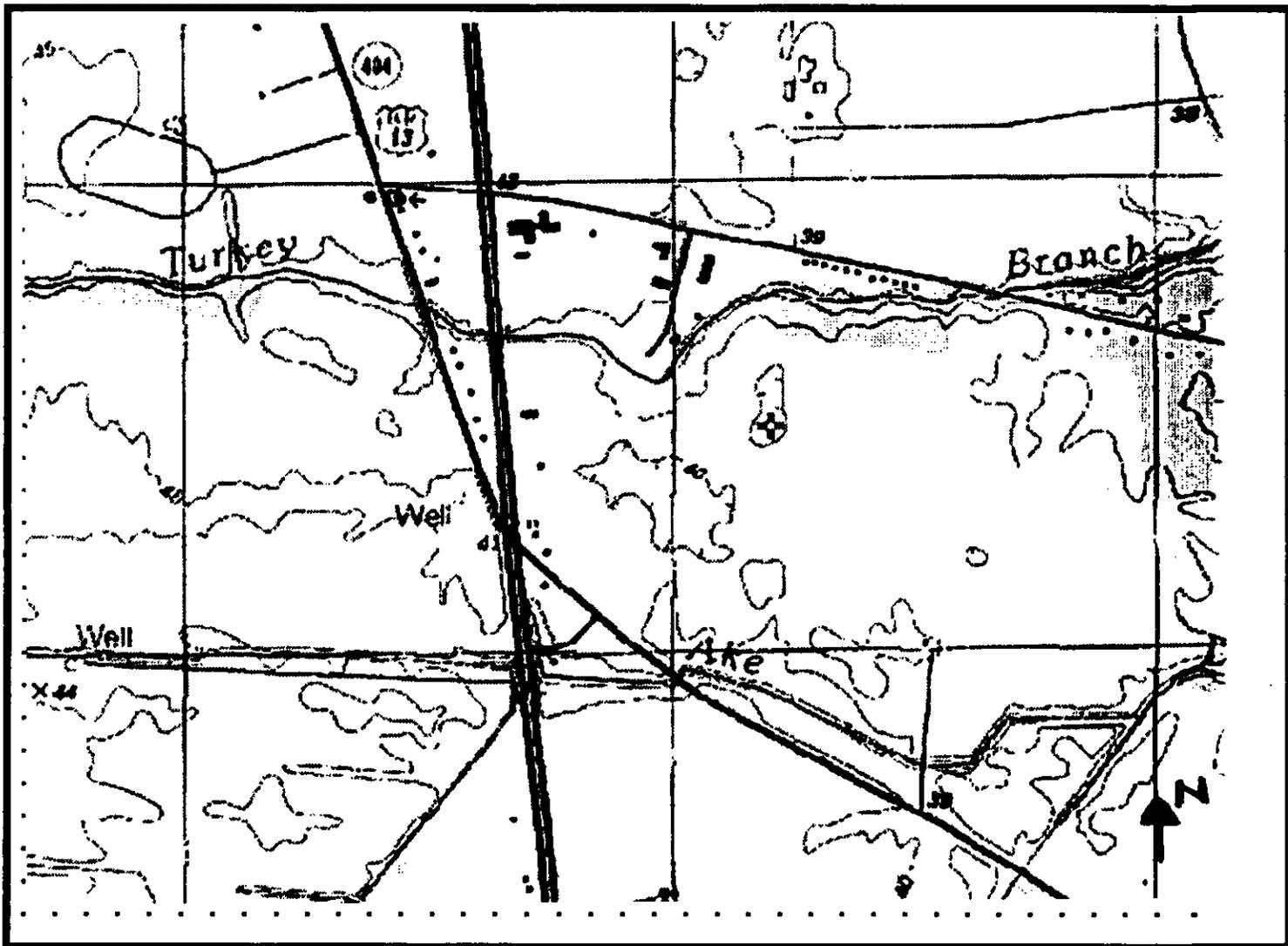
CRS # S-1710

1. ADDRESS/LOCATION: East side of Route 13A, south of Rifle Range Road
2. NOT FOR PUBLICATION  reason: \_\_\_\_\_
3. LOCATION MAP:

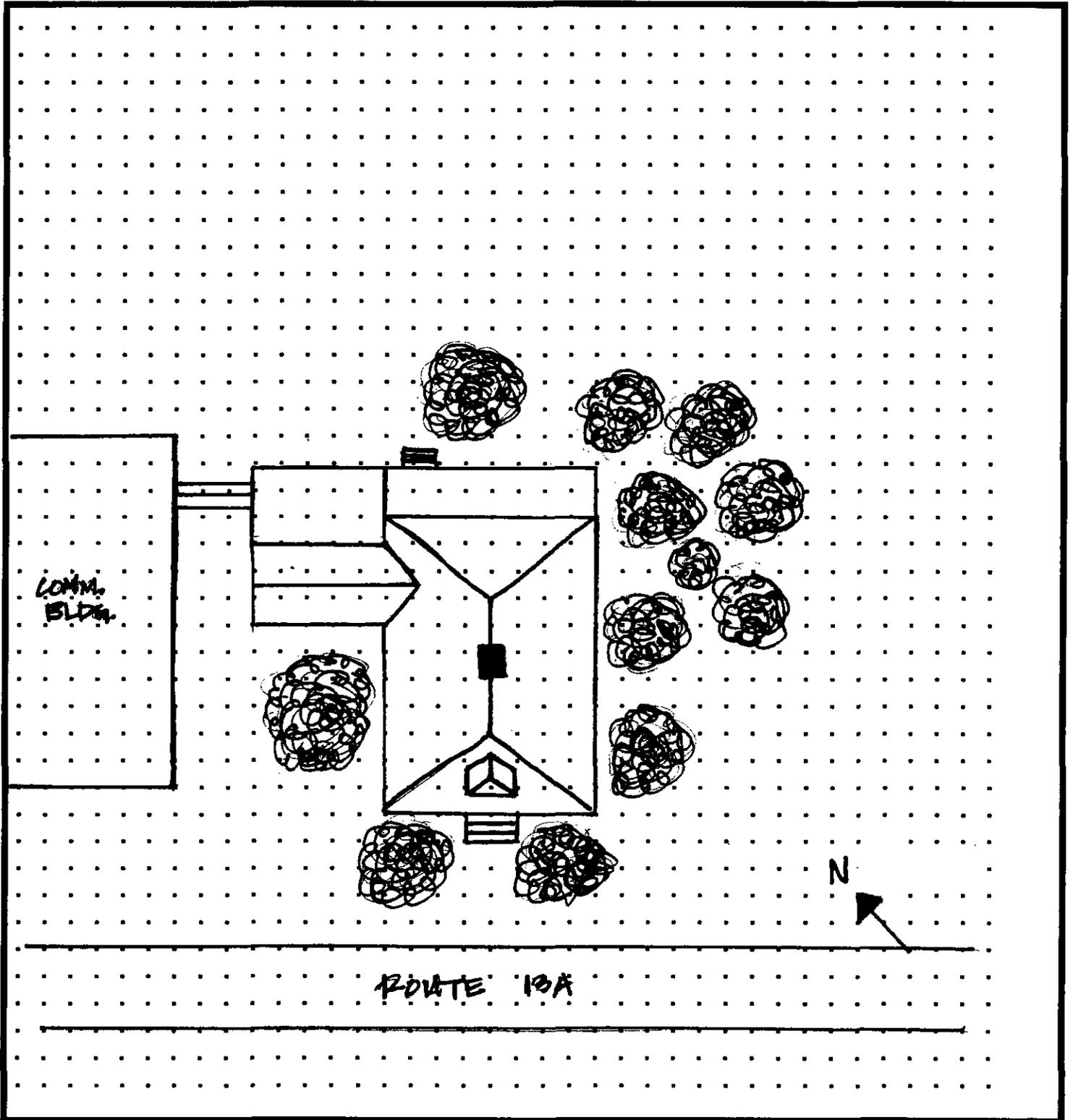
Indicate position of resource in relation to geographical landmarks such as streams and crossroads.

(attach section of USGS quad map with location marked or draw location map )

INDICATE NORTH ON SKETCH



INDICATE NORTH ON PLAN



DELAWARE STATE HISTORIC PRESERVATION OFFICE

PHOTOGRAPHIC INVENTORY

CRS # S-1710 Date April 2005 Photo Roll # \_\_\_\_\_ Surveyor Courtney Clark

Description: SW elevation of dwelling; NE elevation of dwelling and adjacent buildings (27); NE elevation of dwelling (26)

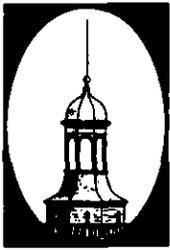
Negative location (if other than SHPO) \_\_\_\_\_

Attach contact print(s):



doc # 20-06-01-05-12

CRS-13



CULTURAL RESOURCE SURVEY  
SURVEY UPDATE FORM

CRS # S-1712

1. HISTORIC NAME/FUNCTION: Lizzie Belle Richards Dwelling

2. ADDRESS/LOCATION: East side of Route 13A, south of Rifle Range Road

3. CURRENT CONDITION: excellent  good  fair  poor  demolished

4. INTEGRITY: vinyl siding added; enclosed porch on West corner of dwelling; gabled addition added to NE (rear) façade; gabled garage added to addition

5. SETTING INTEGRITY: former agricultural property; presently residential/ commercial zoned

6. FORMS ADDED (give number of forms completed for each):

#:	Form:	List property types:
1	CRS 2 Main Building Form	
	CRS 3 Secondary Building Form	
	CRS 4 Archaeological Site Form	
	CRS 5 Structure (Building-Like) Form	
	CRS 6 Structure (Land Feature) Form	
	CRS 7 Object Form	
	CRS 8 Landscape Elements Form	
1	CRS 9 Map Form	N/A
	CRS 14 Potential District Form	

7. SURVEYOR INFORMATION:

Surveyor name: Courtney Clark

Principal Investigator name: \_\_\_\_\_

Principal Investigator signature: \_\_\_\_\_

Organization: John Milner Associates, Inc. Date: May 2005

8. OTHER NOTES OR OBSERVATIONS:

CRS# S-1712

Previous survey done by Amy B. Keller on September 26, 1994. The property was recommended individually eligible under Criterion C in the *Historic Resources Survey, Sussex East West Corridor Study, Sussex County, Delaware* (Tabachnick and Keller 1992).

Re-surveyed by Courtney L. Clark in May 2005. The property was recommended not eligible for inclusion in the National Register in the *Phase 1B Archeological Survey and Historic Architectural Investigation of the U.S. Route 13/ Delaware Route 404 Intersection Improvement Project, Bridgeville, Sussex County, Delaware* (Tobias et al. 2005)

9. STATE HISTORIC CONTEXT FRAMEWORK (check all appropriate boxes; refer to state management plan(s)):

a) Time period(s)

- Pre-European Contact
- Paleo-Indian
- Archaic
- Woodland I
- Woodland II

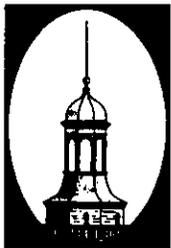
- 1600-1750∨ Contact Period (Native American)
- 1630-1730∨ Exploration and Frontier Settlement
- 1730-1770∨ Intensified and Durable Occupation
- 1770-1830∨ Early Industrialization
- 1830-1880∨ Industrialization and Early Urbanization
- 1880-1940∨ Urbanization and Early Suburbanization
- 1940-1960∨ Suburbanization and Early Ex-urbanization

b) Geographical zone

- Piedmont
- Upper Peninsula
- Lower Peninsula/Cypress Swamp
- Coastal
- Urban (City of Wilmington)

c) Historic period theme(s)

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Agriculture | <input type="checkbox"/> Transportation and Communication                         |
| <input type="checkbox"/> Forestry               | <input type="checkbox"/> Settlement Patterns and Demographic Changes              |
| <input type="checkbox"/> Trapping/Hunting       | <input checked="" type="checkbox"/> Architecture, Engineering and Decorative Arts |
| <input type="checkbox"/> Mining/Quarrying       | <input type="checkbox"/> Government   |
| <input type="checkbox"/> Fishing/Oystering      | <input type="checkbox"/> Religion   |
| <input type="checkbox"/> Manufacturing          | <input type="checkbox"/> Education  |
| <input type="checkbox"/> Retailing/Wholesaling  | <input type="checkbox"/> Community Organizations                                  |
| <input type="checkbox"/> Finance                | <input type="checkbox"/> Occupational Organizations                               |
| <input type="checkbox"/> Professional Services  | <input type="checkbox"/> Major Families, Individuals and Events                   |



CULTURAL RESOURCE SURVEY  
MAIN BUILDING FORM

CRS # S-1712

1. ADDRESS/LOCATION: East side of Route 13A, south of Rifle Range Road

2. FUNCTION(S): historic dwelling current dwelling

3. YEAR BUILT: 1900 CIRCA?:  ARCHITECT/BUILDER: \_\_\_\_\_

4. STYLE OR FLOOR PLAN: Cross-gabled Victorian

5. INTEGRITY: original site  moved   
if moved, from where other location's CRS # year

list major alterations and additions with years (if known) year  
a. Breezeway added to the rear , attaching main block with garage 1980

6. CURRENT CONDITION: excellent  good  fair  poor

7. DESCRIPTION: (Describe the resource as completely as possible. Use N/A for not applicable; leave no blanks.)

- a. Overall shape: T-plan Stories: two-stories  
Additions: Enclosed porch on West corner of main block; One-story gabled ell attached to NE (rear) with one-story gabled garage attachment
- b. Structural system (if known): Wood-frame
- c. Foundation: materials:  
basement: full  partial  not visible  no basement
- d. Exterior walls (original if visible& any subsequent coverings): vinyl
- e. Roof: shape: cross-gable; T-plan  
materials: asphalt  
cornice:  
dormers:  
chimney: location(s): three bick chimneys - one interior chimney in center of front gable; one interior chimney in SE gable end; one interior chimney in NE gable end of rear ell

8. DESCRIPTION OF ELEVATIONS:

- a. Facade: Direction: SW
  - 1) Bays four
  - 2) Windows
    - fenestration regular; three windows within two-story canted-bay; one window in south corner of SW elevation (same on 2<sup>nd</sup> floor)
    - type double-hung two-over-two
    - trim plain wood surrounds
    - shutters

**Facade (cont'd)**

3) **Door(s)** N/A  
 location  
 type  
 trim

4) **Porch(es)**

**b. Side: Direction: SE**

1) **Bays** four

2) **Windows** three

fenestration One window to SW side of corner entrance; two regular windows within SE gable-end; (same on 2<sup>nd</sup> floor)

type double-hung two-over-two

trim Plain wood surrounds

shutters

3) **Door(s)** one

location south corner of dwelling

type wood panel

trim plain wood surround

4) **Porch(es)** One-story hipped-roof screen porch on South corner of dwelling

**c. Side: Direction: NW**

1) **Bays** two

2) **Windows** two

fenestration regular; two windows within NW gable-end; (same on 2<sup>nd</sup> floor)

type double-hung two-over-two

trim plain wood surrounds

shutters

3) **Door(s)**

location

type

trim

4) **Porch(es)** Enclosed as part of interior dwelling; on West corner of main block

**d. Rear: Direction: NE**

1) **Bays** approximately three

2) **Windows**

fenestration regular; same on 2<sup>nd</sup> floor fixed sash

type double-hung two-over-two sash; 2<sup>nd</sup> floor center window is a single-pane fixed sash

trim plain wood surrounds

shutters

3) **Door(s)** N/A

location

type

trim

4) **Porch(es)** N/A

9. **INTERIOR:** not accessible

10. **LANDSCAPING:** Waist-high shrubs planted across front lawn; one tree grows to NW side of dwelling; driveway lies to SE side of dwelling

11. **OTHER COMMENTS:**



CULTURAL RESOURCE SURVEY  
MAP FORM

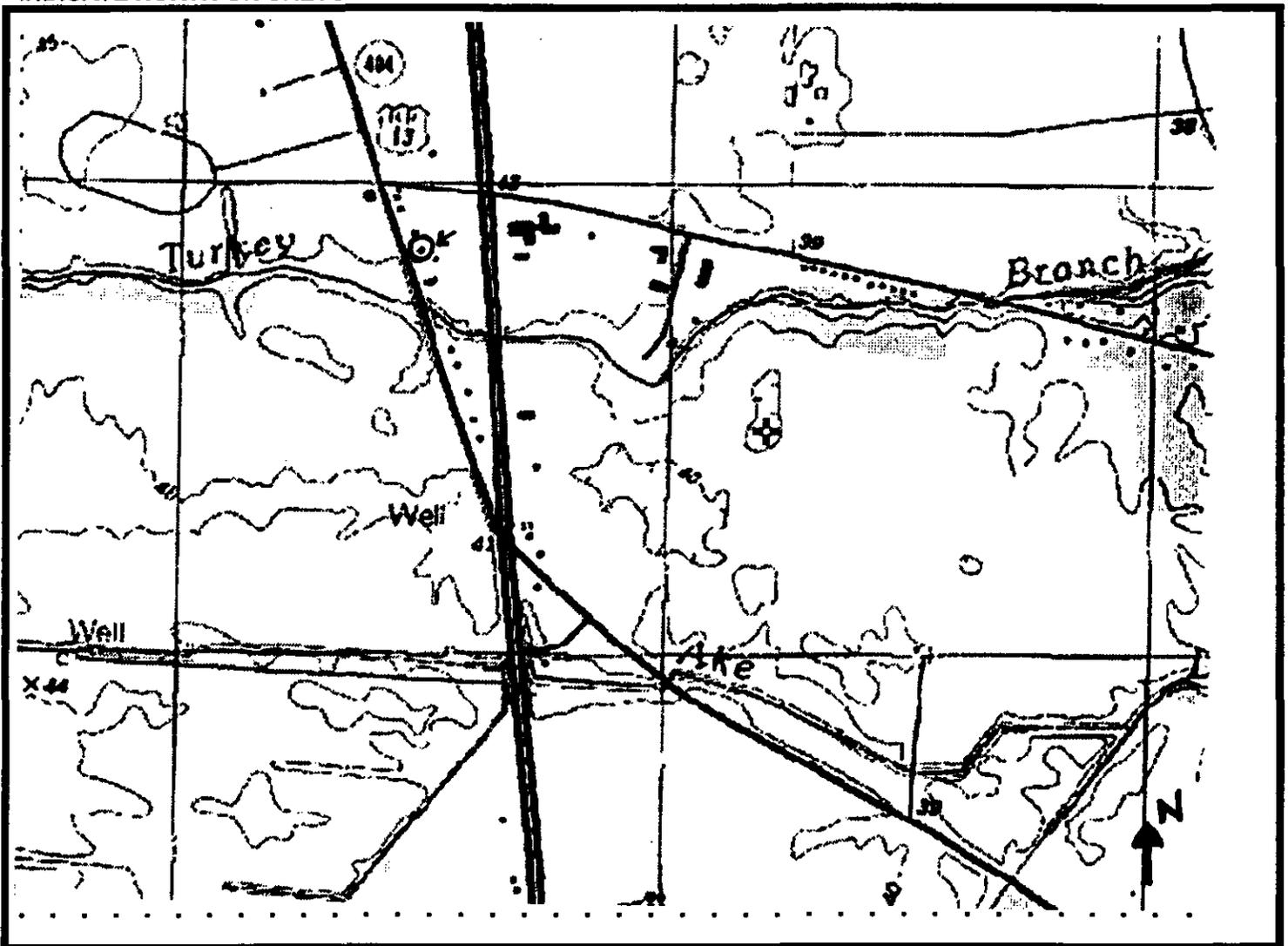
CRS # S-1712

1. ADDRESS/LOCATION: East side of Route 13A, south of Rifle Range Road
2. NOT FOR PUBLICATION  reason: \_\_\_\_\_
3. LOCATION MAP:

Indicate position of resource in relation to geographical landmarks such as streams and crossroads.

(attach section of USGS quad map with location marked or draw location map )

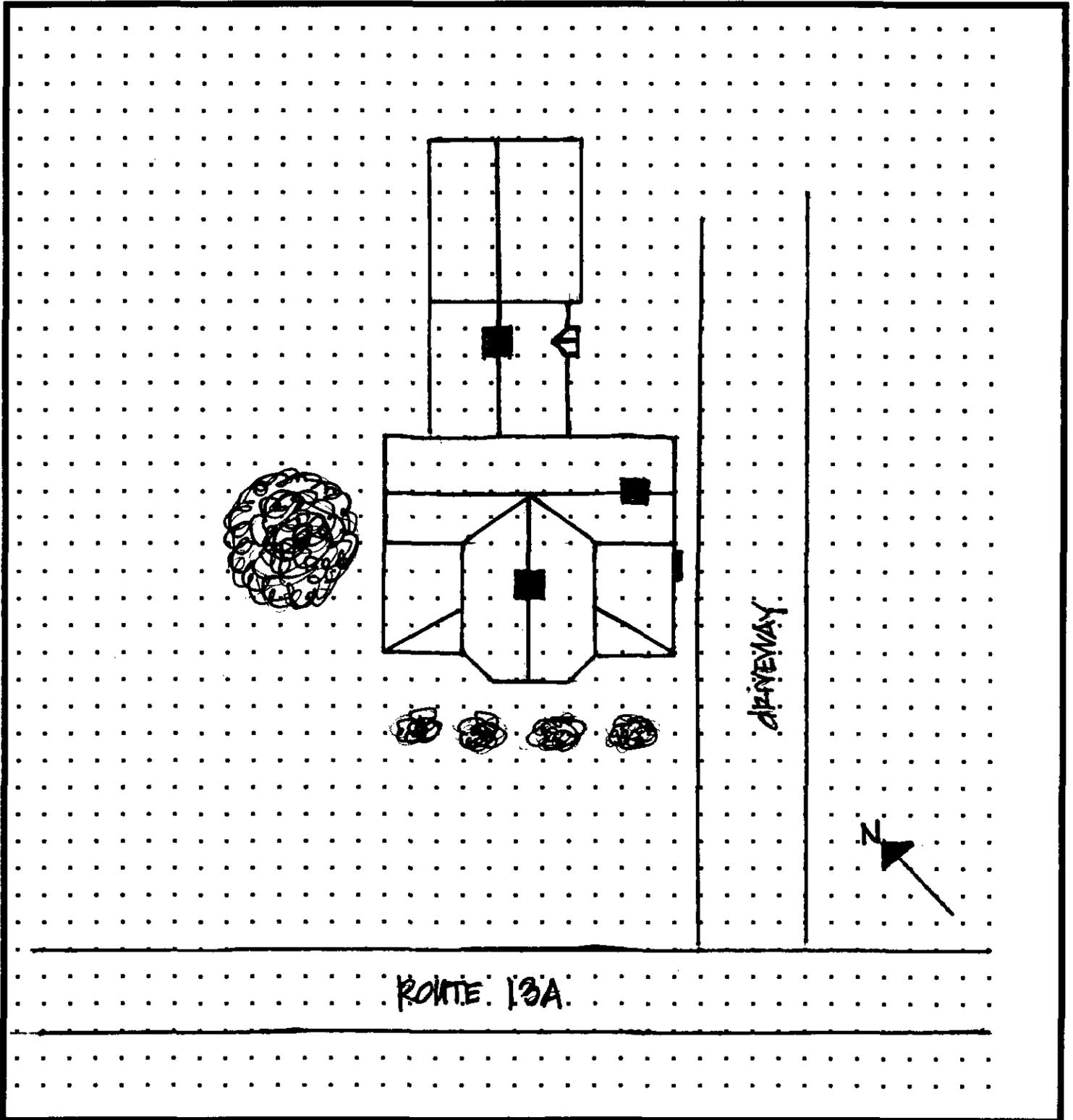
INDICATE NORTH ON SKETCH



4. SITE PLAN:

CRS # S-1712

INDICATE NORTH ON PLAN



USE BLACK INK ONLY

CRS-9

**DELAWARE STATE HISTORIC PRESERVATION OFFICE**

**PHOTOGRAPHIC INVENTORY**

CRS # S-1712 Date April 2005 Photo Roll # \_\_\_\_\_ Surveyor Courtney Clark

Description : SW and SE elevations of dwelling (12); NE and SE elevations of dwelling (13); SW and NW elevations of dwelling (14)

---

Negative location (if other than SHPO)

Attach contact print(s):



doc # 20-06-01-05-12

**CRS-13**



CULTURAL RESOURCE SURVEY  
SURVEY UPDATE FORM

CRS # S-1713

1. HISTORIC NAME/FUNCTION: Dwelling

2. ADDRESS/LOCATION: East Side Of Route 13A, South Of Rifle Range Road

3. CURRENT CONDITION:    excellent     good     fair     poor     demolished

4. INTEGRITY:  
\_\_\_\_\_

5. SETTING INTEGRITY:  
\_\_\_\_\_

6. FORMS ADDED (give number of forms completed for each):

#:	Form:	List property types:
	CRS 2 Main Building Form	
	CRS 3 Secondary Building Form	
	CRS 4 Archaeological Site Form	
	CRS 5 Structure (Building-Like) Form	
	CRS 6 Structure (Land Feature) Form	
	CRS 7 Object Form	
	CRS 8 Landscape Elements Form	
	CRS 9 Map Form	N/A
	CRS 14 Potential District Form	

7. SURVEYOR INFORMATION:

Surveyor name: Courtney L. Clark

Principal Investigator name: \_\_\_\_\_

Principal Investigator signature: \_\_\_\_\_

Organization: John Milner Associates, Inc.                      Date: 5/1/2005

8. OTHER NOTES OR OBSERVATIONS:

CRS# S-1713

9. STATE HISTORIC CONTEXT FRAMEWORK (check all appropriate boxes; refer to state management plan(s)):

a) Time period(s)

- Pre-European Contact
- Paleo-Indian
- Archaic
- Woodland I
- Woodland II

- 1600-1750∇ Contact Period (Native American)
- 1630-1730∇ Exploration and Frontier Settlement
- 1730-1770∇ Intensified and Durable Occupation
- 1770-1830∇ Early Industrialization
- 1830-1880∇ Industrialization and Early Urbanization
- 1880-1940∇ Urbanization and Early Suburbanization
- 1940-1960∇ Suburbanization and Early Ex-urbanization

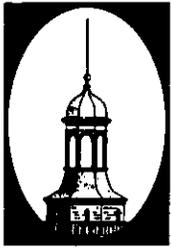
b) Geographical zone

- Piedmont
- Upper Peninsula
- Lower Peninsula/Cypress Swamp
- Coastal
- Urban (City of Wilmington)

c) Historic period theme(s)

- |  |  |
|--|--|
| <input type="checkbox"/> Agriculture           | <input type="checkbox"/> Transportation and Communication              |
| <input type="checkbox"/> Forestry              | <input type="checkbox"/> Settlement Patterns and Demographic Changes   |
| <input type="checkbox"/> Trapping/Hunting      | <input type="checkbox"/> Architecture, Engineering and Decorative Arts |
| <input type="checkbox"/> Mining/Quarrying      | <input type="checkbox"/> Government                                    |
| <input type="checkbox"/> Fishing/Oystering     | <input type="checkbox"/> Religion                                      |
| <input type="checkbox"/> Manufacturing         | <input type="checkbox"/> Education                                     |
| <input type="checkbox"/> Retailing/Wholesaling | <input type="checkbox"/> Community Organizations                       |
| <input type="checkbox"/> Finance               | <input type="checkbox"/> Occupational Organizations                    |
| <input type="checkbox"/> Professional Services | <input type="checkbox"/> Major Families, Individuals and Events        |

USE BLACK INK ONLY



**CULTURAL RESOURCE SURVEY  
SURVEY UPDATE FORM**

CRS # S-8456

1. HISTORIC NAME/FUNCTION: Dwelling

2. ADDRESS/LOCATION: East side of Route 13A, south of Rifle Range Road

3. CURRENT CONDITION:    excellent     good     fair     poor     demolished

4. INTEGRITY: one-story additions to both ends of the main block; full-width dormer added to upper level of rear second floor

5. SETTING INTEGRITY: suburban property setting; US Route 1 to rear of dwelling (NE); agricultural fields to front (SW)

6. FORMS ADDED (give number of forms completed for each):

#:	Form:	List property types:
1	CRS 2 Main Building Form	
1	CRS 3 Secondary Building Form	
	CRS 4 Archaeological Site Form	
	CRS 5 Structure (Building-Like) Form	
	CRS 6 Structure (Land Feature) Form	
	CRS 7 Object Form	
	CRS 8 Landscape Elements Form	
1	CRS 9 Map Form	N/A
	CRS 14 Potential District Form	

7. SURVEYOR INFORMATION:

Surveyor name: Courtney L. Clark

Principal Investigator name: \_\_\_\_\_

Principal Investigator signature: \_\_\_\_\_

Organization: John Milner Associates, Inc.                      Date: May 2005

8. OTHER NOTES OR OBSERVATIONS:

CRS# S-8456

9. STATE HISTORIC CONTEXT FRAMEWORK (check all appropriate boxes; refer to state management plan(s)):

- a) Time period(s)
- Pre-European Contact
  - Paleo-Indian
  - Archaic
  - Woodland I
  - Woodland II
  - 1600-1750∇ Contact Period (Native American)
  - 1630-1730∇ Exploration and Frontier Settlement
  - 1730-1770∇ Intensified and Durable Occupation
  - 1770-1830∇ Early Industrialization
  - 1830-1880∇ Industrialization and Early Urbanization
  - 1880-1940∇ Urbanization and Early Suburbanization
  - 1940-1960∇ Suburbanization and Early Ex-urbanization

- b) Geographical zone
- Piedmont
  - Upper Peninsula
  - Lower Peninsula/Cypress Swamp
  - Coastal
  - Urban (City of Wilmington)

- c) Historic period theme(s)
- |  |   |
|--|---|
| <input type="checkbox"/> Agriculture           | <input type="checkbox"/> Transportation and Communication                       |
| <input type="checkbox"/> Forestry              | <input checked="" type="checkbox"/> Settlement Patterns and Demographic Changes |
| <input type="checkbox"/> Trapping/Hunting      | <input type="checkbox"/> Architecture, Engineering and Decorative Arts          |
| <input type="checkbox"/> Mining/Quarrying      | <input type="checkbox"/> Government   |
| <input type="checkbox"/> Fishing/Oystering     | <input type="checkbox"/> Religion   |
| <input type="checkbox"/> Manufacturing         | <input type="checkbox"/> Education  |
| <input type="checkbox"/> Retailing/Wholesaling | <input type="checkbox"/> Community Organizations                                |
| <input type="checkbox"/> Finance               | <input type="checkbox"/> Occupational Organizations                             |
| <input type="checkbox"/> Professional Services | <input type="checkbox"/> Major Families, Individuals and Events                 |

USE BLACK INK ONLY



CULTURAL RESOURCE SURVEY  
MAIN BUILDING FORM

CRS # S-8456.001

1. ADDRESS/LOCATION: East side of Route 13A, south of Rifle Range Road

2. FUNCTION(S): historic Dwelling current Dwelling

3. YEAR BUILT: 1930 CIRCA?:  ARCHITECT/BUILDER: \_\_\_\_\_

4. STYLE OR FLOOR PLAN: Colonial Revival, Cape Cod

5. INTEGRITY: original site  moved

if moved, from where other location's CRS # year

list major alterations and additions with years (if known) year

a. One-story shed-roof addition to SE facade 1970s

b. One-story hipped-roof addition to NW facade 1970s

6. CURRENT CONDITION: excellent  good  fair  poor

7. DESCRIPTION: (Describe the resource as completely as possible. Use N/A for not applicable; leave no blanks.)

a. Overall shape: rectangular Stories: one-and-one-half-story  
Additions: one-story shed-roof addition attached to SE gable-end; one-story hipped-roof addition attached to NW gable-end

b. Structural system (if known): wood-frame

c. Foundation: materials: concrete-block  
basement: full  partial  not visible  no basement

d. Exterior walls (original if visible& any subsequent coverings): aluminum siding

e. Roof: shape: side-gabled  
materials: asphalt  
cornice:  
dormers: two gable-front dormers on SW (front) elevation; full-width shed-roof dormer across NE (rear) elevation  
chimney: location(s): one brick chimney rises from the center interior of the dwelling

8. DESCRIPTION OF ELEVATIONS:

a. Facade: Direction: SW

1) Bays three

2) Windows two

fenestration flanking entrance  
type double-hung twelve-over-twelve sash  
trim plain wood surrounds  
shutters

**Facade (cont'd)**

- 3) **Door(s)**           **one**  
       **location**       **center of elevation**  
       **type**           **wood panel**  
       **trim**           **plain wood surround**
- 4) **Porch(es)**       **gabled hood; concrete deck**

**b. Side: Direction: SE**

- 1) **Bays**           **approximately three**
- 2) **Windows**       **three**  
       **fenestration**   **regular**  
       **type**           **double-hung six-over-six**  
       **trim**           **plain wood surrounds**  
       **shutters**
- 3) **Door(s)**       **N/A**  
       **location**  
       **type**  
       **trim**
- 4) **Porch(es)**     **N/A**

**c. Side: Direction: NW**

- 1) **Bays**           **approximately three**
- 2) **Windows**       **three**  
       **fenestration**   **regular**  
       **type**           **double-hung six-over-six**  
       **Trim**           **plain wood surrounds**  
       **shutters**
- 3) **Door(s)**       **n/a**  
       **location**  
       **type**  
       **trim**
- 4) **Porch(es)**     **n/a**

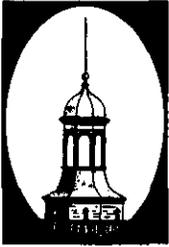
**d. Rear: Direction: NE**

- 1) **Bays**           **not accessible**
- 2) **Windows**  
       **fenestration**  
       **type**  
       **trim**  
       **shutters**
- 3) **Door(s)**  
       **location**  
       **type**  
       **trim**
- 4) **Porch(es)**

9. **INTERIOR: not accessible**

10. **LANDSCAPING: trees grow sporadically throughout property**

11. **OTHER COMMENTS:**



DELAWARE STATE HISTORIC PRESERVATION OFFICE  
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY  
SECONDARY BUILDING FORM

CRS # S-8456.002

1. ADDRESS/LOCATION: East side of Route 13A, south of Rifle Range Road

2. FUNCTION(S): historic \_\_\_\_\_ current Garage

3. YEAR BUILT: 1930 CIRCA?:  ARCHITECT/BUILDER: \_\_\_\_\_

4. STYLE/FLOOR PLAN: \_\_\_\_\_

5. INTEGRITY: original site  moved   
if moved, from where \_\_\_\_\_ original location's CRS # \_\_\_\_\_ year \_\_\_\_\_

list major alterations and additions with years (if known) \_\_\_\_\_ year \_\_\_\_\_  
a. \_\_\_\_\_  
b. \_\_\_\_\_

6. CURRENT CONDITION: excellent  good  fair  poor

7. DESCRIPTION:  
a. Structural system wood-frame  
b. Number of stories one-story  
c. Wall coverings aluminum  
d. Foundation \_\_\_\_\_  
e. Roof  
structural system gable-front  
coverings asphalt  
openings \_\_\_\_\_

8. DESCRIPTION OF ELEVATIONS:  
a. Facade: direction: NW  
1) bays: one  
2) windows: n/a  
3) door(s): garage door  
4) other: \_\_\_\_\_

- b. **Side: direction: SE**
  - 1) **bays:** not accessible
  - 2) **windows:**
  - 3) **door(s):**
  - 4) **other:**

- c. **Side: direction: NW**
  - 1) **bays:** not accessible
  - 2) **windows:**
  - 3) **door(s):**
  - 4) **other:**

- d. **Rear: direction: NE**
  - 1) **bays:** not accessible
  - 2) **windows:**
  - 3) **door(s):**
  - 4) **other:**

9. **INTERIOR (if accessible):**

a) **Floor plan**

b) **Partition/walls**

c) **Finishes**

d) **Furnishings/machinery**



CULTURAL RESOURCE SURVEY  
MAP FORM

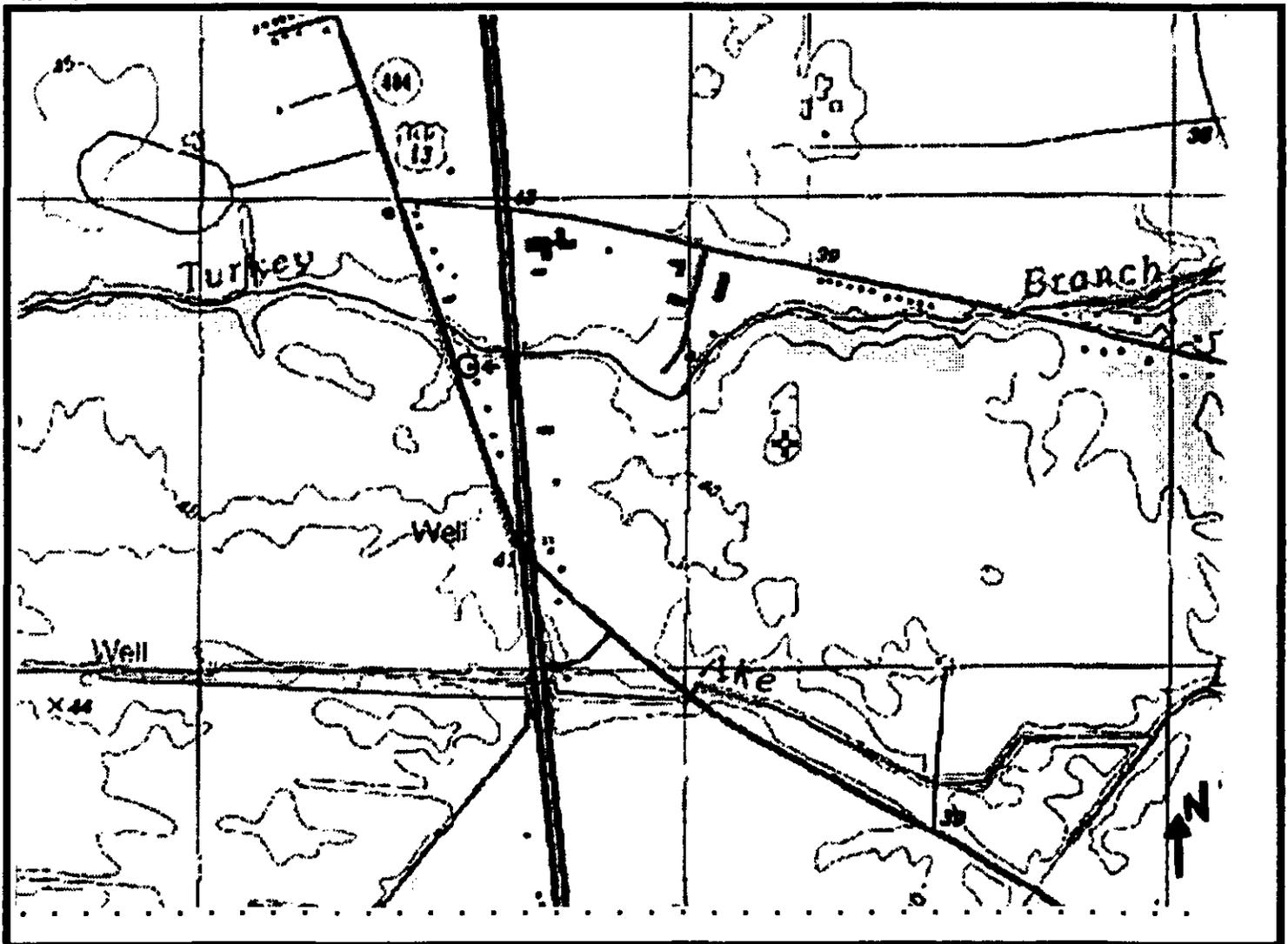
CRS # S-8456

1. ADDRESS/LOCATION: East side of Route 13A, south of Rifle Range Road
2. NOT FOR PUBLICATION  reason: \_\_\_\_\_
3. LOCATION MAP:

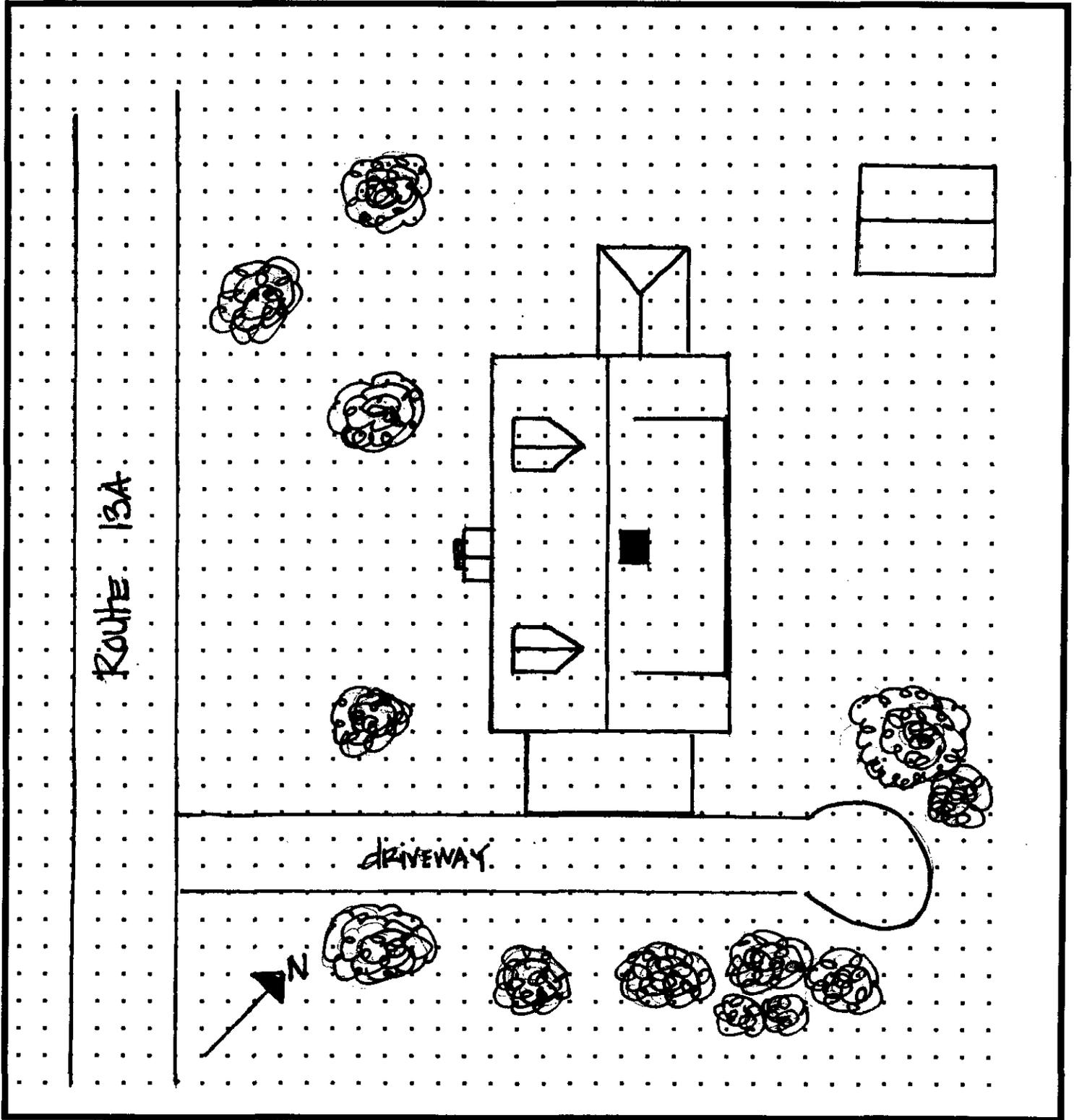
Indicate position of resource in relation to geographical landmarks such as streams and crossroads.

(attach section of USGS quad map with location marked or draw location map )

INDICATE NORTH ON SKETCH



INDICATE NORTH ON PLAN



DELAWARE STATE HISTORIC PRESERVATION OFFICE

PHOTOGRAPHIC INVENTORY

CRS # S-8456 Date April 2005 Photo Roll # \_\_\_\_\_ Surveyor Courtney L. Clark

Description : SW and NW elevations of dwelling (7); SW and SE elevations of dwelling (8); NW side of dwelling (9)

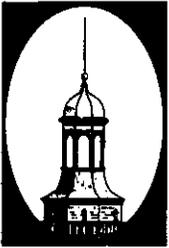
Negative location (if other than SHPO) \_\_\_\_\_

Attach contact print(s):



doc # 20-06-01-05-12

CRS-13



CULTURAL RESOURCE SURVEY  
SURVEY UPDATE FORM

CRS # S-8457

1. HISTORIC NAME/FUNCTION: Bridgeville Diner
2. ADDRESS/LOCATION: Between Route 13 And Route 13a, North Of Route 404 & 13 Intersection
3. CURRENT CONDITION:    excellent     good     fair     poor     demolished
4. INTEGRITY: additions to South (rear ) elevation; attachment to west (side) side; glass entrance addition
5. SETTING INTEGRITY: set between US Route 13 and US Route 13A

6. FORMS ADDED (give number of forms completed for each):

#:	Form:	List property types:
1	CRS 2 Main Building Form	
	CRS 3 Secondary Building Form	
	CRS 4 Archaeological Site Form	
	CRS 5 Structure (Building-Like) Form	
	CRS 6 Structure (Land Feature) Form	
	CRS 7 Object Form	
	CRS 8 Landscape Elements Form	
1	CRS 9 Map Form	N/A
	CRS 14 Potential District Form	

7. SURVEYOR INFORMATION:

Surveyor name: Courtney L. Clark

Principal Investigator name: \_\_\_\_\_

Principal Investigator signature: \_\_\_\_\_

Organization: John Milner Associates, Inc.      Date: 5/1/2005

8. OTHER NOTES OR OBSERVATIONS:

CRS# S-8457

*Supp*

Previous survey done by Amy B. Keller on September 26, 1994. The property was recommended eligible under Criteria A and C in the National Register of Historic Places. It was noted as a contributing member of the proposed Commercial Roadside, Multiple Property Submission in the Historic Resources Survey, Sussex East West Corridor Study, Sussex County, Delaware (Tabachnick and Keller 1992).

Resource re-surveyed by Courtney L. Clark in May 2005. The property was recommended eligible under Criteria A, B and C for the National Register of Historic Places in the *Phase 1B Archeological Survey and Historic Architectural Investigation of the U.S. Route 13/ Delaware Route 404 Intersection Improvement Project, Bridgeville, Sussex County, Delaware* (Tobias et al. 2005)

9. STATE HISTORIC CONTEXT FRAMEWORK (check all appropriate boxes; refer to state management plan(s)):

- a) Time period(s)
- Pre-European Contact
  - Paleo-Indian
  - Archaic
  - Woodland I
  - Woodland II
  - 1600-1750 $\forall$  Contact Period (Native American)
  - 1630-1730 $\forall$  Exploration and Frontier Settlement
  - 1730-1770 $\forall$  Intensified and Durable Occupation
  - 1770-1830 $\forall$  Early Industrialization
  - 1830-1880 $\forall$  Industrialization and Early Urbanization
  - 1880-1940 $\forall$  Urbanization and Early Suburbanization
  - 1940-1960 $\forall$  Suburbanization and Early Ex-urbanization

- b) Geographical zone
- Piedmont
  - Upper Peninsula
  - Lower Peninsula/Cypress Swamp
  - Coastal
  - Urban (City of Wilmington)

- c) Historic period theme(s)
- |  |  |
|--|--|
| <input type="checkbox"/> Agriculture           | <input checked="" type="checkbox"/> Transportation and Communication   |
| <input type="checkbox"/> Forestry              | <input type="checkbox"/> Settlement Patterns and Demographic Changes   |
| <input type="checkbox"/> Trapping/Hunting      | <input type="checkbox"/> Architecture, Engineering and Decorative Arts |
| <input type="checkbox"/> Mining/Quarrying      | <input type="checkbox"/> Government                                    |
| <input type="checkbox"/> Fishing/Oystering     | <input type="checkbox"/> Religion                                      |
| <input type="checkbox"/> Manufacturing         | <input type="checkbox"/> Education                                     |
| <input type="checkbox"/> Retailing/Wholesaling | <input type="checkbox"/> Community Organizations                       |
| <input type="checkbox"/> Finance               | <input type="checkbox"/> Occupational Organizations                    |
| <input type="checkbox"/> Professional Services | <input type="checkbox"/> Major Families, Individuals and Events        |



CULTURAL RESOURCE SURVEY  
MAIN BUILDING FORM

CRS # S-8457

1. ADDRESS/LOCATION: Between Route 13 And Route 13A, North Of Route 404 & 13 Intersection

2. FUNCTION(S): historic Railroad car/ Diner current Diner

3. YEAR BUILT: 1940 CIRCA?:  ARCHITECT/BUILDER: Jerry O'Mahony, Inc

4. STYLE OR FLOOR PLAN: commercial

5. INTEGRITY: original site  moved   
if moved, from where other location's CRS # year

<u>list major alterations and additions with years (if known)</u>	<u>year</u>
a. one-story additions to N facade	1975
b. Improvements	1980

6. CURRENT CONDITION: excellent  good  fair  poor

7. DESCRIPTION: (Describe the resource as completely as possible. Use N/A for not applicable; leave no blanks.)

a. Overall shape: rectangular Stories: one-story  
Additions: one-story concrete-block addition to south elevation; one-story wood-panel addition to SW corner of rear; large gabled attachment made through wood-paneled addition

b. Structural system (if known): metal-frame

c. Foundation: materials: concrete-block  
basement: full  partial  not visible  no basement

d. Exterior walls (original if visible & any subsequent coverings): metal panels

e. Roof: shape: flat  
materials:  
cornice:  
dormers:  
chimney: location(s):

8. DESCRIPTION OF ELEVATIONS:

a. Facade: Direction: N  
1) Bays eleven  
2) Windows ten  
fenestration flanking entrance  
type fixed w/ transoms  
trim metal-framed  
shutters

**Facade (cont'd)**

- 3) **Door(s)** one  
     **location** center of elevation  
     **type** commercial glass-plate; swing  
     **trim** metal-frame
- 4) **Porch(es)** one-story; flat-roofed glass enclosed vestibule

**b. Side: Direction: E**

- 1) **Bays** two
- 2) **Windows** two  
     **fenestration** regular  
     **type** fixed w/ transom  
     **trim** metal-framed  
     **shutters**

- 3) **Door(s)** N/A  
     **location**  
     **type**  
     **trim**

- 4) **Porch(es)** N/A

**c. Side: Direction: W**

- 1) **Bays** two
- 2) **Windows** two  
     **fenestration** regular  
     **type** fixed w/ transom  
     **trim** metal-framed  
     **shutters**

- 3) **Door(s)** N/A  
     **location**  
     **type**  
     **trim**

- 4) **Porch(es)** N/A

**d. Rear: Direction: S**

- 1) **Bays** one
- 2) **Windows** N/A  
     **fenestration**  
     **type**  
     **trim**  
     **shutters**

- 3) **Door(s)** one-story, shed-roof enclosed entrance; sheathed in wood-panel  
     **location** towards SE end of elevation  
     **type** Wood-panel  
     **trim** wood-frame

- 4) **Porch(es)** shed-roof canopies shelter the S and W side additions

9. **INTERIOR:** not accessible

10. **LANDSCAPING:** open paved parking lot to all sides of the building; no landscaping

11. **OTHER COMMENTS:**



CULTURAL RESOURCE SURVEY  
MAP FORM

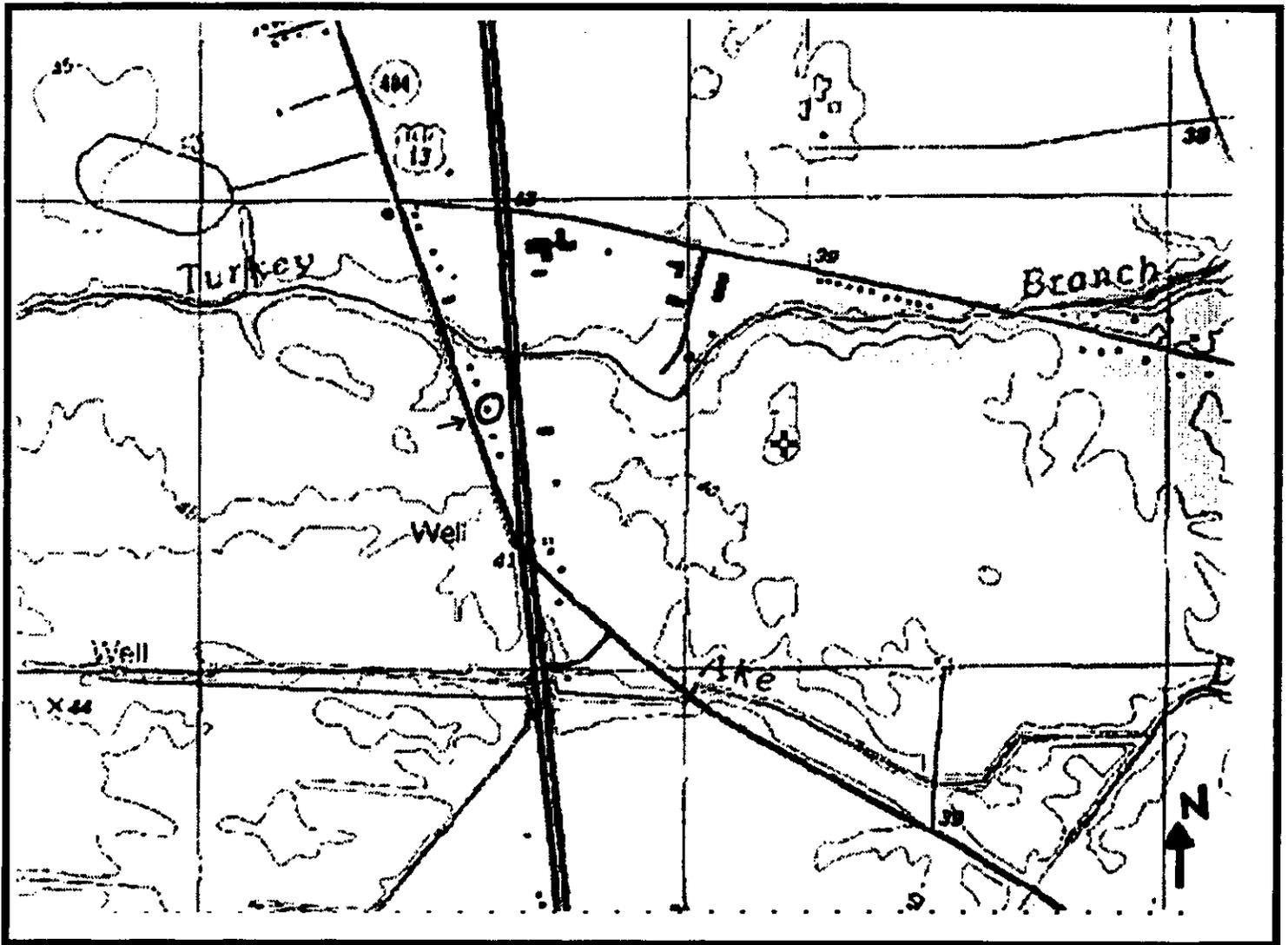
CRS # S-8457

1. ADDRESS/LOCATION: Between Route 13 and Route 13A, north of Route 404 & 13 intersection
2. NOT FOR PUBLICATION  reason: \_\_\_\_\_
3. LOCATION MAP:

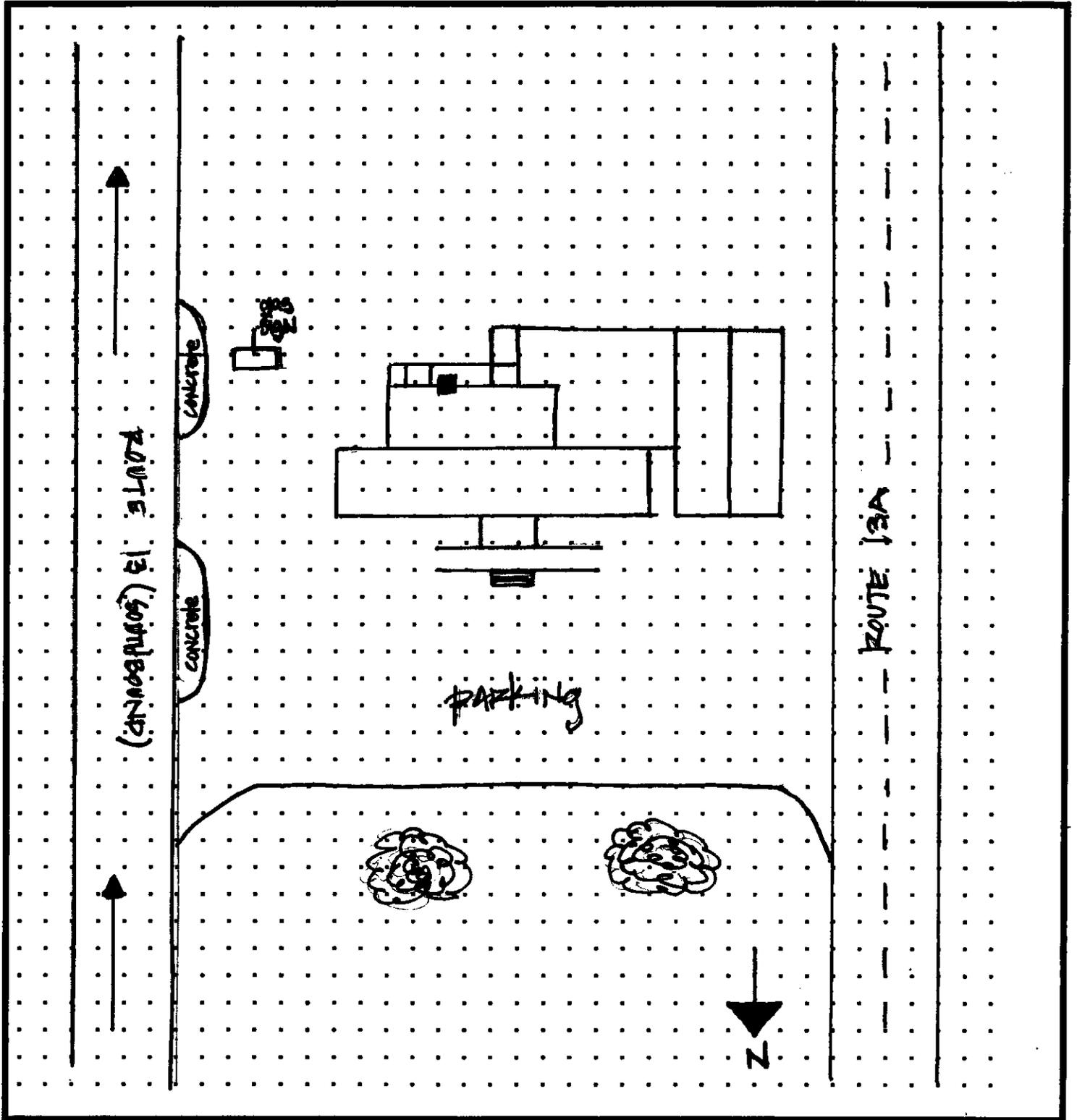
Indicate position of resource in relation to geographical landmarks such as streams and crossroads.

(attach section of USGS quad map with location marked or draw location map )

INDICATE NORTH ON SKETCH



INDICATE NORTH ON PLAN



DELAWARE STATE HISTORIC PRESERVATION OFFICE

PHOTOGRAPHIC INVENTORY

CRS # S-8457 Date April 2005 Photo Roll # \_\_\_\_\_ Surveyor Courtney L. Clark

Description : North elevation of building (5); East and South elevations of building (6)

---

Negative location (if other than SHPO) \_\_\_\_\_

Attach contact print(s):



doc # 20-06-01-05-12

CRS-13



CULTURAL RESOURCE SURVEY  
SURVEY UPDATE FORM

CRS # S-9089

1. HISTORIC NAME/FUNCTION: Culvert / Bridge 147A

2. ADDRESS/LOCATION: carries both north and southbound lanes of Route 13 over Turkey Branch; north of intersection of Delaware Route 404 and U.S. 13

3. CURRENT CONDITION: excellent  good  fair  poor  demolished

4. INTEGRITY: roadway has been repaved

5. SETTING INTEGRITY: former agricultural fields surrounded culvert; presently commercial buildings stand nearby

6. FORMS ADDED (give number of forms completed for each):

#:	Form:	List property types:
	CRS 2 Main Building Form	
	CRS 3 Secondary Building Form	
	CRS 4 Archaeological Site Form	
	CRS 5 Structure (Building-Like) Form	
1	CRS 6 Structure (Land Feature) Form	
	CRS 7 Object Form	
	CRS 8 Landscape Elements Form	
1	CRS 9 Map Form	N/A
	CRS 14 Potential District Form	

7. SURVEYOR INFORMATION:

Surveyor name: Courtney L. Clark

Principal Investigator name: \_\_\_\_\_

Principal Investigator signature: \_\_\_\_\_

Organization: John Milner Associates, Inc. Date: May 2005

8. OTHER NOTES OR OBSERVATIONS:

CRS# S-9089

Surveyed in January of 1997 by Lichteinstein Consulting Engineers, Inc. (Delaware Department of Transportation, Delaware Historic Bridges Survey, Bride No. 147A, CRS No. S-9089).

Described in Delaware's Historic Bridges book. Prepared for Delaware Department of Transportation, Division of Highways, Location and Environmental Studies Office. Copyright 2000.

9. STATE HISTORIC CONTEXT FRAMEWORK (check all appropriate boxes; refer to state management plan(s)):

a) Time period(s)

- Pre-European Contact
- Paleo-Indian
- Archaic
- Woodland I
- Woodland II

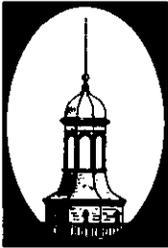
- 1600-1750∨ Contact Period (Native American)
- 1630-1730∨ Exploration and Frontier Settlement
- 1730-1770∨ Intensified and Durable Occupation
- 1770-1830∨ Early Industrialization
- 1830-1880∨ Industrialization and Early Urbanization
- 1880-1940∨ Urbanization and Early Suburbanization
- 1940-1960∨ Suburbanization and Early Ex-urbanization

b) Geographical zone

- Piedmont
- Upper Peninsula
- Lower Peninsula/Cypress Swamp
- Coastal
- Urban (City of Wilmington)

c) Historic period theme(s)

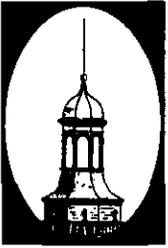
- |  |   |
|--|---|
| <input type="checkbox"/> Agriculture           | <input checked="" type="checkbox"/> Transportation and Communication              |
| <input type="checkbox"/> Forestry              | <input type="checkbox"/> Settlement Patterns and Demographic Changes              |
| <input type="checkbox"/> Trapping/Hunting      | <input checked="" type="checkbox"/> Architecture, Engineering and Decorative Arts |
| <input type="checkbox"/> Mining/Quarrying      | <input type="checkbox"/> Government   |
| <input type="checkbox"/> Fishing/Oystering     | <input type="checkbox"/> Religion   |
| <input type="checkbox"/> Manufacturing         | <input type="checkbox"/> Education  |
| <input type="checkbox"/> Retailing/Wholesaling | <input type="checkbox"/> Community Organizations                                  |
| <input type="checkbox"/> Finance               | <input type="checkbox"/> Occupational Organizations                               |
| <input type="checkbox"/> Professional Services | <input type="checkbox"/> Major Families, Individuals and Events                   |



CULTURAL RESOURCE SURVEY  
STRUCTURE (LAND FEATURE) FORM

CRS # S-9089

1. ADDRESS/LOCATION: carries both north and southbound lanes of Route 13 over Turkey Branch;  
north of intersection of Delaware Route 404 and U.S. 13
2. FUNCTION: carries water beneath roadway
3. YEAR BUILT: 1951 CIRCA?:  ARCHITECT/BUILDER: Delaware State Highway Department  
Bridge Division / Standard Bitulithic  
Co. Of Newark, New Jersey
4. INTEGRITY:  
list major changes with years (if known) year  
a.  
b.
5. CURRENT CONDITION:      excellent       good       fair       poor
6. DESCRIPTION:
- a) Circulation system U.S. Route 13 crosses over Turkey Branch; Roadway paved in asphalt
- b) Spatial subdivisions Abutments flank the north and south banks of Turkey Branch; wing walls  
extend from east and west sides of structure
- c) Retaining wall/lining material(s) N/A
- d) Other



CULTURAL RESOURCE SURVEY  
MAP FORM

CRS # S-9089

1. ADDRESS/LOCATION: Carries Both North And Southbound Lanes Of Route 13 Over Turkey Branch;  
North Of Intersection Of Delaware Route 404 And U.S. 13

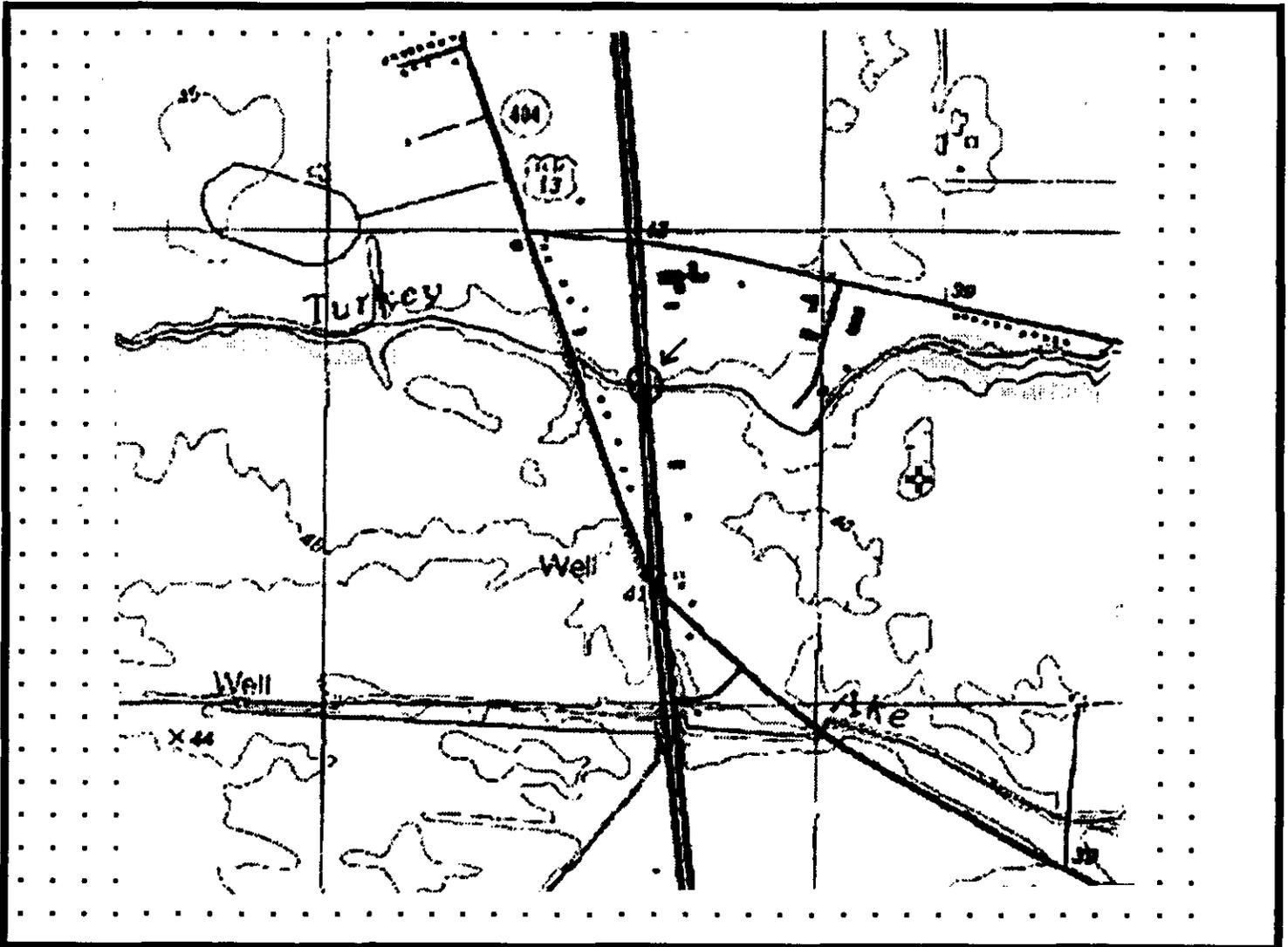
2. NOT FOR PUBLICATION  reason: \_\_\_\_\_

3. LOCATION MAP:

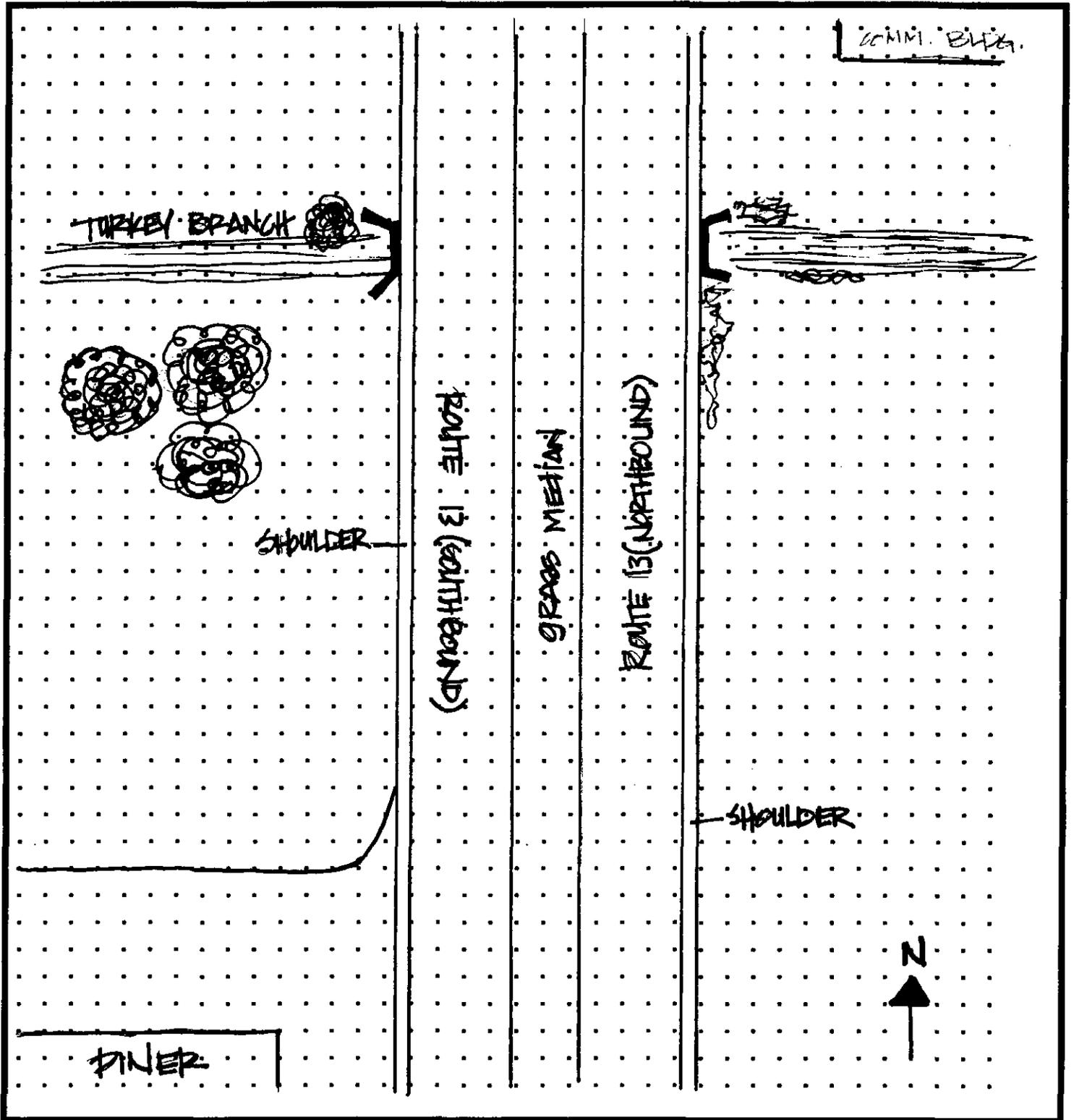
Indicate position of resource in relation to geographical landmarks such as streams and crossroads.

(attach section of USGS quad map with location marked or draw location map )

INDICATE NORTH ON SKETCH



INDICATE NORTH ON PLAN



DELAWARE STATE HISTORIC PRESERVATION OFFICE

PHOTOGRAPHIC INVENTORY

CRS # S-9089 Date April 2005 Photo Roll # \_\_\_\_\_ Surveyor Courtney L. Clark

Description : East side of culvert (3); West side of culvert (4)

Bridge 147A

Negative location (if other than SHPO) \_\_\_\_\_

Attach contact print(s):



doc # 20-06-01-05-12

CRS-13



DELAWARE STATE HISTORIC PRESERVATION OFFICE  
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY  
PROPERTY IDENTIFICATION FORM

CRS # S-11504  
SPO Map 08-09-11  
Hundred North West Fork  
Quad Seaford East  
Other \_\_\_\_\_

1. HISTORIC NAME/FUNCTION: The Print Shop & TV Repair Shop/ commercial bldg.
2. ADDRESS/LOCATION: SE corner of Rifle Range Road and Route 13A; east side of Route 13A
3. TOWN/NEAREST TOWN: Bridgeville vicinity?
4. MAIN TYPE OF RESOURCE:      building       structure       site       object   
   landscape       district
5. MAIN FUNCTION OF PROPERTY: Commercial
6. PROJECT TITLE/ REASON FOR SURVEY (if applicable):  
U.S. Route 13/ Delaware Route 404 Intersection Improvement Project

7. ADDITIONAL FORMS USED:

#:	Form:	List property types:
2	CRS 2 Main Building Form	
	CRS 3 Secondary Building Form	
	CRS 4 Archaeological Site Form	
	CRS 5 Structure (Building-Like) Form	
	CRS 6 Structure (Land Feature) Form	
	CRS 7 Object Form	
	CRS 8 Landscape Elements Form	
1	CRS 9 Map Form	N/A
	CRS 14 Potential District Form	

8. SURVEYOR INFORMATION:

Surveyor name: Courtney L. Clark

Principal Investigator name: \_\_\_\_\_

Principal Investigator signature: \_\_\_\_\_

Organization: John Milner Associates, Inc. Date: 5/1/2005

9. OTHER NOTES OR OBSERVATIONS:

CRS# S-11504

10. STATE HISTORIC CONTEXT FRAMEWORK (check all appropriate boxes; refer to state management plan(s)):

a) Time period(s)

- Pre-European Contact
- Paleo-Indian
- Archaic
- Woodland I
- Woodland II

- 1600-1750∨ Contact Period (Native American)
- 1630-1730∨ Exploration and Frontier Settlement
- 1730-1770∨ Intensified and Durable Occupation
- 1770-1830∨ Early Industrialization
- 1830-1880∨ Industrialization and Early Urbanization
- 1880-1940∨ Urbanization and Early Suburbanization
- 1940-1960∨ Suburbanization and Early Ex-urbanization

b) Geographical zone

- Piedmont
- Upper Peninsula
- Lower Peninsula/Cypress Swamp
- Coastal
- Urban (City of Wilmington)

c) Historic period theme(s)

- |   |  |
|---|--|
| <input type="checkbox"/> Agriculture                      | <input type="checkbox"/> Transportation and Communication              |
| <input type="checkbox"/> Forestry                         | <input type="checkbox"/> Settlement Patterns and Demographic Changes   |
| <input type="checkbox"/> Trapping/Hunting                 | <input type="checkbox"/> Architecture, Engineering and Decorative Arts |
| <input type="checkbox"/> Mining/Quarrying                 | <input type="checkbox"/> Government                                    |
| <input type="checkbox"/> Fishing/Oystering                | <input type="checkbox"/> Religion                                      |
| <input type="checkbox"/> Manufacturing                    | <input type="checkbox"/> Education                                     |
| <input checked="" type="checkbox"/> Retailing/Wholesaling | <input type="checkbox"/> Community Organizations                       |
| <input type="checkbox"/> Finance                          | <input type="checkbox"/> Occupational Organizations                    |
| <input type="checkbox"/> Professional Services            | <input type="checkbox"/> Major Families, Individuals and Events        |



CULTURAL RESOURCE SURVEY  
MAIN BUILDING FORM

CRS # S-11504.001

1. ADDRESS/LOCATION: SE Corner Of Rifle Range Road And Route 13A; East Side Of Route 13A

2. FUNCTION(S): historic commercial current vacant

3. YEAR BUILT: 1955 CIRCA?:  ARCHITECT/BUILDER: \_\_\_\_\_

4. STYLE OR FLOOR PLAN: \_\_\_\_\_

5. INTEGRITY: original site  moved   
if moved, from where other location's CRS # year

list major alterations and additions with years (if known) year

a. One-story flat-roof addition to southwest (front) facade

b. Arched parapet across the roofline of southwest (front) facade

6. CURRENT CONDITION: excellent  good  fair  poor

7. DESCRIPTION: (Describe the resource as completely as possible. Use N/A for not applicable; leave no blanks.)

a. Overall shape: rectangular Stories: one-story  
Additions: One-story addition to southwest (front) facade

b Structural system (if known): concrete-block

c. Foundation: materials: concrete-block  
basement: full  partial  not visible  no basement

d. Exterior walls (original if visible& any subsequent coverings): exposed concrete-block

e. Roof: shape: gable-front obscured by arched parapet  
materials: asphalt  
cornice:  
dormers:  
chimney: location(s): rear interior

8. DESCRIPTION OF ELEVATIONS:

a. Facade: Direction: SW  
1) Bays Approximately three bays  
2) Windows  
fenestration irregular; two windows within addition, to the west side of door  
type double-hung six-over-six  
trim plain wood surrounds  
shutters

**Facade (cont'd)**

- 3) **Door(s)**  
     **location**      one door on south corner of main block; double-doors on south corner of addition  
     **type**            wood-and-glass  
     **trim**            plain surrounds

4) **Porch(es)****b. Side: Direction: SE**

- 1) **Bays**            four bays  
 2) **Windows**  
     **fenestration**    regular  
     **type**            double-hung six-over-six  
     **trim**            plain wood surrounds  
     **shutters**

- 3) **Door(s)**  
     **location**  
     **type**  
     **trim**

4) **Porch(es)****c. Side: Direction: NW**

- 1) **Bays**            N/A  
 2) **Windows**  
     **fenestration**  
     **type**  
     **trim**  
     **shutters**

- 3) **Door(s)**  
     **location**  
     **type**  
     **trim**

4) **Porch(es)**      N/A**d. Rear: Direction: NE**

- 1) **Bays**            two bays  
 2) **Windows**  
     **fenestration**    one window on south corner  
     **type**            double-hung six-over-six  
     **trim**            plain surround  
     **shutters**

- 3) **Door(s)**  
     **location**      one door on north corner  
     **type**            wood-and-glass garage door  
     **trim**            plain wood surround

4) **Porch(es)**9. **INTERIOR:** not accessible10. **LANDSCAPING:** tall trees grow to the rear of the property; building is close to the roadway11. **OTHER COMMENTS:**



CULTURAL RESOURCE SURVEY  
MAIN BUILDING FORM

CRS # S-11504.002

1. ADDRESS/LOCATION: SE Corner Of Rifle Range Road And Route 13A; East Side Of Route 13A

2. FUNCTION(S): historic commercial current vacant

3. YEAR BUILT: 1955 CIRCA?:  ARCHITECT/BUILDER: \_\_\_\_\_

4. STYLE OR FLOOR PLAN: \_\_\_\_\_

5. INTEGRITY: original site  moved   
if moved, from where other location's CRS # year

list major alterations and additions with years (if known) year

a. Shed-roof addition to northeast (rear) facade

b. \_\_\_\_\_

6. CURRENT CONDITION: excellent  good  fair  poor

7. DESCRIPTION: (Describe the resource as completely as possible. Use N/A for not applicable; leave no blanks.)

a. Overall shape: rectangular Stories: one-story  
Additions: one-story shed-roof enclosed addition to rear; covered in wood-panel siding

b. Structural system (if known): concrete-block

c. Foundation: materials: concrete-block  
basement: full  partial  not visible  no basement

d. Exterior walls (original if visible & any subsequent coverings): Southwest (front) covered in brick veneer; all remaining sides are exposed concrete-block

e. Roof: shape: gable-front  
materials: asphalt  
cornice:  
dormers:  
chimney: location(s): interior of southeast facade

8. DESCRIPTION OF ELEVATIONS:

a. Facade: Direction: SW  
1) Bays three bays  
2) Windows  
fenestration regular; two windows flanking entrance  
type multi-pane commercial windows  
trim plain wood surrounds  
shutters

**Facade (cont'd)**

- 3) **Door(s)**  
     **location**      center of facade  
     **type**            wood-and-glass  
     **trim**            plain wood surround
- 4) **Porch(es)**      slight gable-front overhang; concrete deck

**b. Side: Direction: SE**

- 1) **Bays**            approximately four bays
- 2) **Windows**  
     **fenestration**   regular  
     **type**            commercial window boarded over; double-hung six-over-six  
     **trim**            plain wood surround  
     **shutters**
- 3) **Door(s)**        N/A  
     **location**  
     **type**  
     **trim**
- 4) **Porch(es)**      N/A

**c. Side: Direction: NW**

- 1) **Bays**            N/A
- 2) **Windows**  
     **fenestration**  
     **type**  
     **trim**  
     **shutters**
- 3) **Door(s)**  
     **location**  
     **type**  
     **trim**
- 4) **Porch(es)**      N/A

**d. Rear: Direction: NE**

- 1) **Bays**            one
- 2) **Windows**        N/A  
     **fenestration**  
     **type**  
     **trim**  
     **shutters**
- 3) **Door(s)**  
     **location**        within shed-roof enclosure  
     **type**            wood  
     **trim**            plain wood surround
- 4) **Porch(es)**

9. **INTERIOR:** not accessible

10. **LANDSCAPING:** tall trees grow to the rear of the property; building is close to the roadway

11. **OTHER COMMENTS:**



CULTURAL RESOURCE SURVEY  
MAP FORM

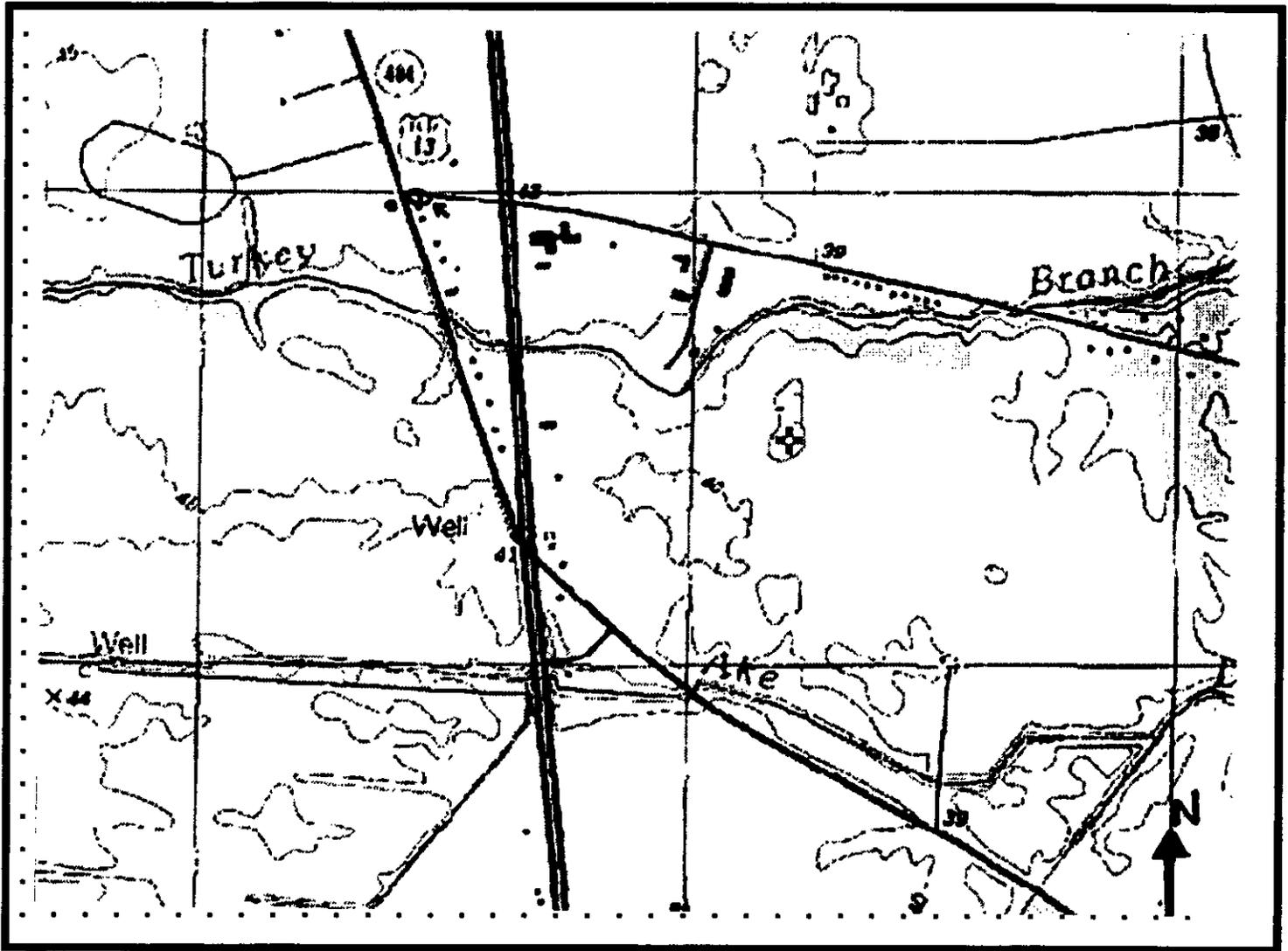
CRS # S-11504

1. ADDRESS/LOCATION: Se Corner Of Rifle Range Road And Route 13a; East Side Of Route 13a
2. NOT FOR PUBLICATION  reason: \_\_\_\_\_
3. LOCATION MAP:

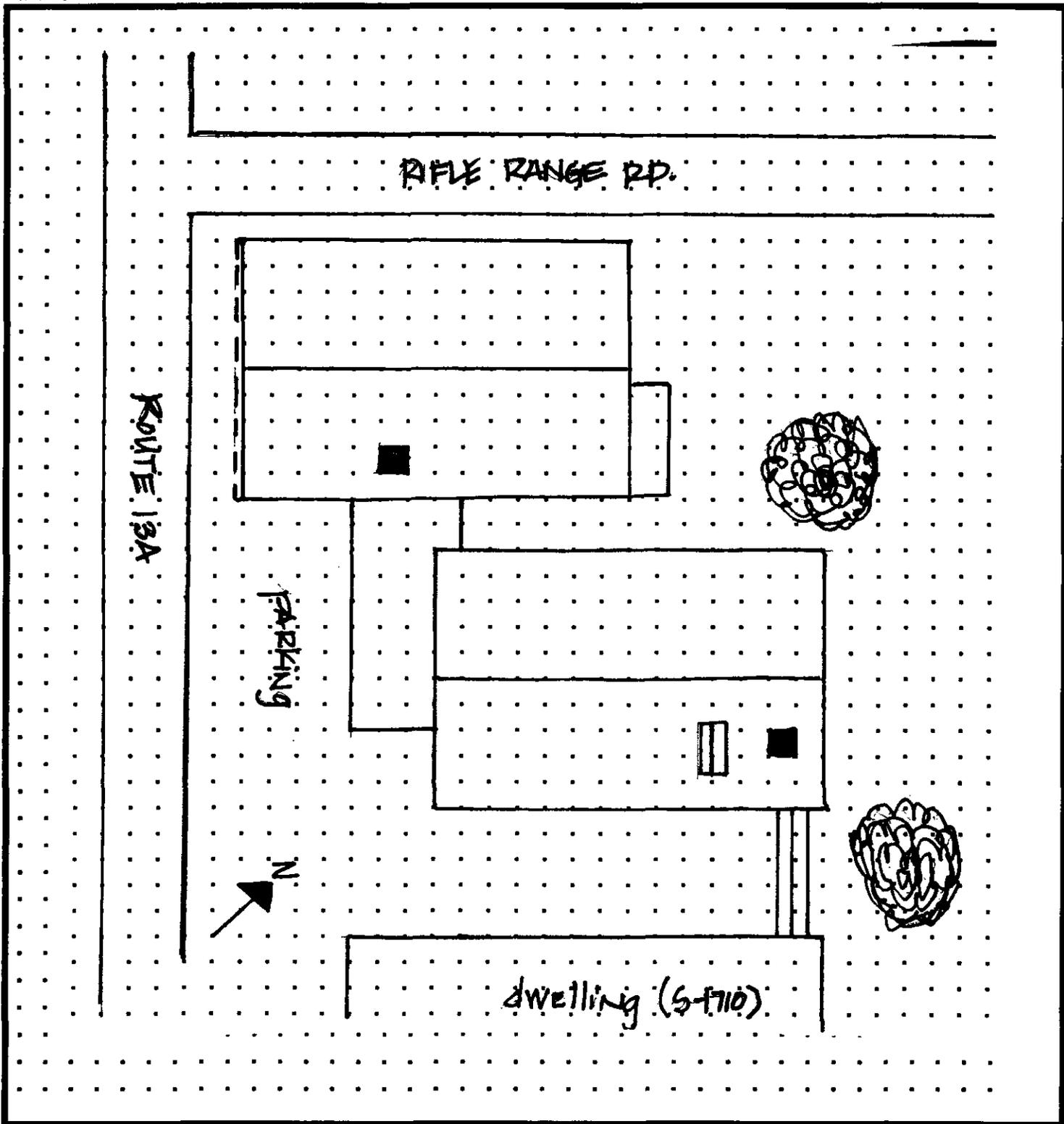
Indicate position of resource in relation to geographical landmarks such as streams and crossroads.

(attach section of USGS quad map with location marked or draw location map )

INDICATE NORTH ON SKETCH



INDICATE NORTH ON PLAN



DELAWARE STATE HISTORIC PRESERVATION OFFICE

PHOTOGRAPHIC INVENTORY

CRS # S-11504 Date April 2005 Photo Roll # \_\_\_\_\_ Surveyor Courtney Clark

Description: SW and SE elevations of building to the South (22); SW and SE elevations of buildings (23); NE elevation of buildings (24)

---

Negative location (if other than SHPO) \_\_\_\_\_

Attach contact print(s):



doc # 20-06-01-05-12

CRS-13



DELAWARE STATE HISTORIC PRESERVATION OFFICE  
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY  
PROPERTY IDENTIFICATION FORM

CRS # S-11505  
SPO Map 08-09-11  
Hundred North West Fork  
Quad Seaford East  
Other \_\_\_\_\_

1. HISTORIC NAME/FUNCTION: Outbuildings

2. ADDRESS/LOCATION: South side of Rifle Range Road between Route 13 and Route 13A

3. TOWN/NEAREST TOWN: Bridgeville vicinity?

4. MAIN TYPE OF RESOURCE: building  structure  site  object   
landscape  district

5. MAIN FUNCTION OF PROPERTY: Agricultural

6. PROJECT TITLE/ REASON FOR SURVEY (If applicable):  
U.S. Route 13/ Delaware Route 404 Intersection Improvement Project

7. ADDITIONAL FORMS USED:

#:	Form:	List property types:
	CRS 2 Main Building Form	
2	CRS 3 Secondary Building Form	
	CRS 4 Archaeological Site Form	
	CRS 5 Structure (Building-Like) Form	
	CRS 6 Structure (Land Feature) Form	
	CRS 7 Object Form	
	CRS 8 Landscape Elements Form	
1	CRS 9 Map Form	N/A
	CRS 14 Potential District Form	

8. SURVEYOR INFORMATION:

Surveyor name: Courtney L. Clark

Principal Investigator name: \_\_\_\_\_

Principal Investigator signature: \_\_\_\_\_

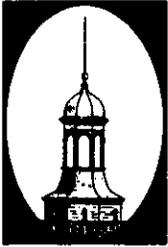
Organization: John Milner Associates, Inc. Date: May 2005

10. STATE HISTORIC CONTEXT FRAMEWORK (check all appropriate boxes; refer to state management plan(s)):

- a) Time period(s)
- Pre-European Contact
  - Paleo-Indian
  - Archaic
  - Woodland I
  - Woodland II
  - 1600-1750∇ Contact Period (Native American)
  - 1630-1730∇ Exploration and Frontier Settlement
  - 1730-1770∇ Intensified and Durable Occupation
  - 1770-1830∇ Early Industrialization
  - 1830-1880∇ Industrialization and Early Urbanization
  - 1880-1940∇ Urbanization and Early Suburbanization
  - 1940-1960∇ Suburbanization and Early Ex-urbanization

- b) Geographical zone
- Piedmont
  - Upper Peninsula
  - Lower Peninsula/Cypress Swamp
  - Coastal
  - Urban (City of Wilmington)

- c) Historic period theme(s)
- |   |  |
|---|--|
| <input checked="" type="checkbox"/> Agriculture | <input type="checkbox"/> Transportation and Communication              |
| <input type="checkbox"/> Forestry               | <input type="checkbox"/> Settlement Patterns and Demographic Changes   |
| <input type="checkbox"/> Trapping/Hunting       | <input type="checkbox"/> Architecture, Engineering and Decorative Arts |
| <input type="checkbox"/> Mining/Quarrying       | <input type="checkbox"/> Government                                    |
| <input type="checkbox"/> Fishing/Oystering      | <input type="checkbox"/> Religion                                      |
| <input type="checkbox"/> Manufacturing          | <input type="checkbox"/> Education                                     |
| <input type="checkbox"/> Retailing/Wholesaling  | <input type="checkbox"/> Community Organizations                       |
| <input type="checkbox"/> Finance                | <input type="checkbox"/> Occupational Organizations                    |
| <input type="checkbox"/> Professional Services  | <input type="checkbox"/> Major Families, Individuals and Events        |



DELAWARE STATE HISTORIC PRESERVATION OFFICE  
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY  
SECONDARY BUILDING FORM

CRS # S-11505.001

1. ADDRESS/LOCATION: South side of Rifle Range Road between Route 13 and Route 13A

2. FUNCTION(S): historic commercial current vacant

3. YEAR BUILT: 1940 CIRCA?:  ARCHITECT/BUILDER: \_\_\_\_\_

4. STYLE/FLOOR PLAN: \_\_\_\_\_

5. INTEGRITY: original site  moved   
if moved, from where original location's CRS # year

list major alterations and additions with years (if known) year  
a. \_\_\_\_\_  
b. \_\_\_\_\_

6. CURRENT CONDITION: excellent  good  fair  poor

7. DESCRIPTION:  
a. Structural system wood-frame  
b. Number of stories one-and-one-half-story  
c. Wall coverings board-and-batten  
d. Foundation  
e. Roof  
structural system gambrel  
coverings asphalt  
openings

8. DESCRIPTION OF ELEVATIONS:  
a. Facade: direction: N  
1) bays: one  
2) windows: n/a  
3) door(s): wood swing-hinge  
4) other:

**b. Side: direction: W**

- 1) bays: N/A
- 2) windows:
- 3) door(s):
- 4) other:

**c. Side: direction: W**

- 1) bays: N/A
- 2) windows:
- 3) door(s):
- 4) other:

**d. Rear: direction: S**

- 1) bays: not accessible
- 2) windows:
- 3) door(s):
- 4) other:

**9. INTERIOR (if accessible):**

**a) Floor plan**

**b) Partition/walls**

**c) Finishes**

**d) Furnishings/machinery**



DELAWARE STATE HISTORIC PRESERVATION OFFICE  
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY  
SECONDARY BUILDING FORM

CRS # S-11505.002

1. ADDRESS/LOCATION: South side of Rifle Range Road between Route 13 and Route 13A

2. FUNCTION(S): historic commercial current vacant

3. YEAR BUILT: 1940 CIRCA?:  ARCHITECT/BUILDER: \_\_\_\_\_

4. STYLE/FLOOR PLAN: \_\_\_\_\_

5. INTEGRITY: original site  moved

if moved, from where original location's CRS # year

list major alterations and additions with years (if known) year

a.

b.

6. CURRENT CONDITION: excellent  good  fair  poor

7. DESCRIPTION:

- a. Structural system wood-frame
- b. Number of stories one-story
- c. Wall coverings vertical wood-panel
- d. Foundation
- e. Roof
  - structural system gabled
  - coverings standing-seam metal
  - openings

8. DESCRIPTION OF ELEVATIONS:

- a. Facade: direction: N
  - 1) bays: two
  - 2) windows: one modern window to the west side of the door; double-hung one-over-one
  - 3) door(s): wood swing-hinge
  - 4) other:

**b. Side: direction: W**

- 1) **bays:** N/A
- 2) **windows:**
- 3) **door(s):**
- 4) **other:**

**c. Side: direction: E**

- 1) **bays:** one
- 2) **windows:** one modern window; double-hung one-over-one
- 3) **door(s):**
- 4) **other:**

**d. Rear: direction: S**

- 1) **bays:** not accessible
- 2) **windows:**
- 3) **door(s):**
- 4) **other:**

**9. INTERIOR (if accessible):**

**a) Floor plan**

**b) Partition/walls**

**c) Finishes**

**d) Furnishings/machinery**



CULTURAL RESOURCE SURVEY  
MAP FORM

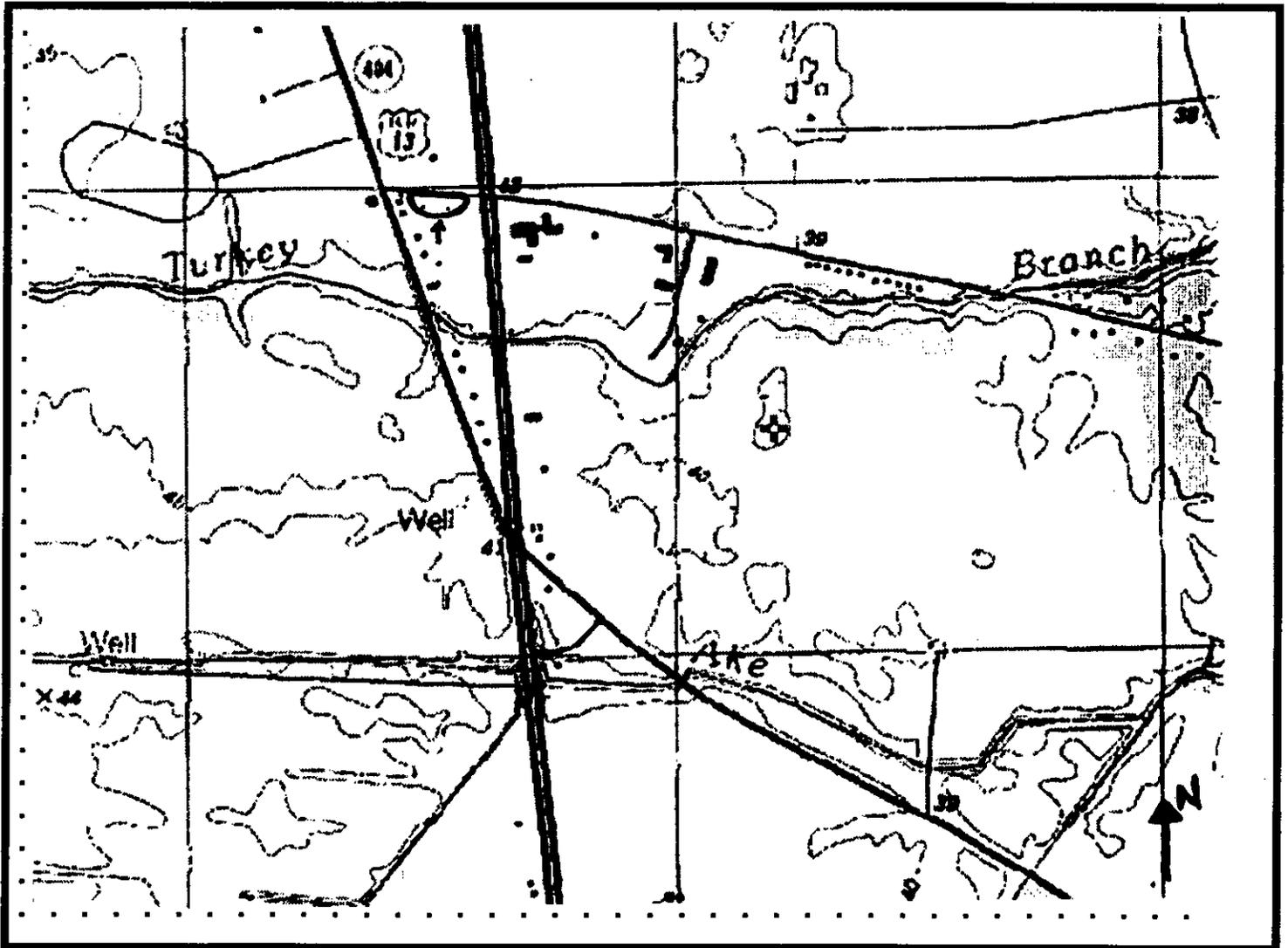
CRS # S-11505

1. ADDRESS/LOCATION: South Side Of Rifle Range Road Between Route 13 And Route 13a
2. NOT FOR PUBLICATION  reason: \_\_\_\_\_
3. LOCATION MAP:

Indicate position of resource in relation to geographical landmarks such as streams and crossroads.

(attach section of USGS quad map with location marked or draw location map )

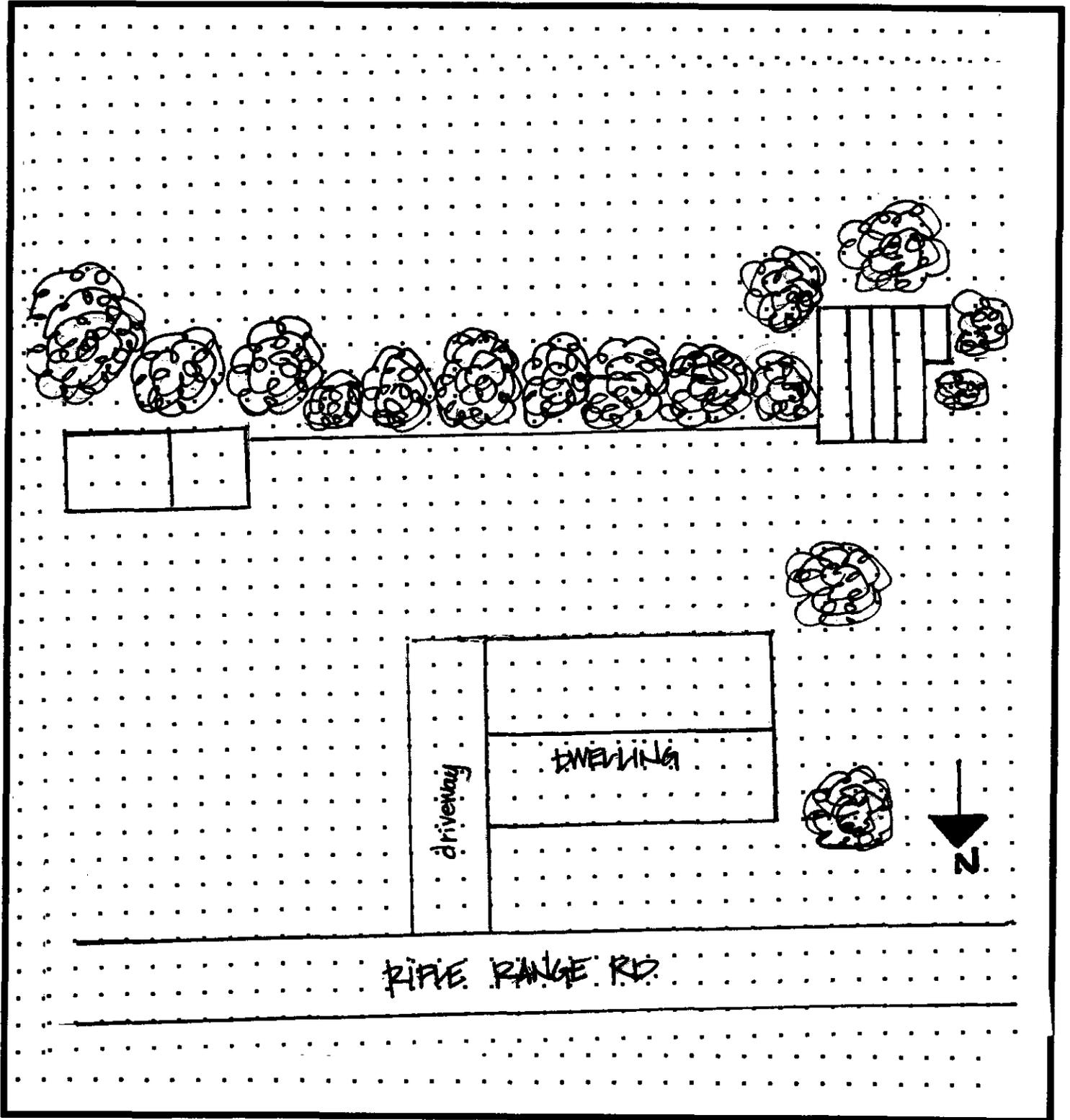
INDICATE NORTH ON SKETCH



4. SITE PLAN:

CRS # S-11505

INDICATE NORTH ON PLAN



USE BLACK INK ONLY

CRS-9

DELAWARE STATE HISTORIC PRESERVATION OFFICE

PHOTOGRAPHIC INVENTORY

CRS # S-11505 Date April 2005 Photo Roll # \_\_\_\_\_ Surveyor Courtney Clark

Description: North elevation of outbuilding (25); NE elevations of outbuilding and dwelling (28)

---

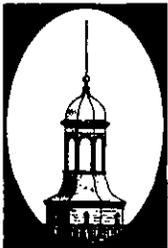
Negative location (if other than SHPO) \_\_\_\_\_

Attach contact print(s):



doc # 20-06-01-05-12

CRS-13



DELAWARE STATE HISTORIC PRESERVATION OFFICE  
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY  
PROPERTY IDENTIFICATION FORM

CRS # S-11506  
SPO Map 08-09-11  
Hundred North West Fork  
Quad Seaford East  
Other \_\_\_\_\_

1. HISTORIC NAME/FUNCTION: Culvert / Bridge 147
2. ADDRESS/LOCATION: carries Route 13A over Turkey Branch
3. TOWN/NEAREST TOWN: Bridgeville vicinity?
4. MAIN TYPE OF RESOURCE: building  structure  site  object   
landscape  district
5. MAIN FUNCTION OF PROPERTY: Carries water beneath roadway
6. PROJECT TITLE/ REASON FOR SURVEY (if applicable):  
U.S. Route 13/ Delaware Route 404 Intersection Improvement Project

7. ADDITIONAL FORMS USED:

#:	Form:	List property types:
	CRS 2 Main Building Form	
	CRS 3 Secondary Building Form	
	CRS 4 Archaeological Site Form	
	CRS 5 Structure (Building-Like) Form	
1	CRS 6 Structure (Land Feature) Form	culvert
	CRS 7 Object Form	
	CRS 8 Landscape Elements Form	
1	CRS 9 Map Form	N/A
	CRS 14 Potential District Form	

8. SURVEYOR INFORMATION:

Surveyor name: Courtney L. Clark

Principal Investigator name: \_\_\_\_\_

Principal Investigator signature: \_\_\_\_\_

Organization: John Milner Associates, Inc. Date: May 2005

10. STATE HISTORIC CONTEXT FRAMEWORK (check all appropriate boxes; refer to state management plan(s)):

a) Time period(s)

- Pre-European Contact
- Paleo-Indian
- Archaic
- Woodland I
- Woodland II

- 1600-1750∇ Contact Period (Native American)
- 1630-1730∇ Exploration and Frontier Settlement
- 1730-1770∇ Intensified and Durable Occupation
- 1770-1830∇ Early Industrialization
- 1830-1880∇ Industrialization and Early Urbanization
- 1880-1940∇ Urbanization and Early Suburbanization
- 1940-1960∇ Suburbanization and Early Ex-urbanization

b) Geographical zone

- Piedmont
- Upper Peninsula
- Lower Peninsula/Cypress Swamp
- Coastal
- Urban (City of Wilmington)

c) Historic period theme(s)

- |  |   |
|--|---|
| <input type="checkbox"/> Agriculture           | <input checked="" type="checkbox"/> Transportation and Communication              |
| <input type="checkbox"/> Forestry              | <input type="checkbox"/> Settlement Patterns and Demographic Changes              |
| <input type="checkbox"/> Trapping/Hunting      | <input checked="" type="checkbox"/> Architecture, Engineering and Decorative Arts |
| <input type="checkbox"/> Mining/Quarrying      | <input type="checkbox"/> Government   |
| <input type="checkbox"/> Fishing/Oystering     | <input type="checkbox"/> Religion   |
| <input type="checkbox"/> Manufacturing         | <input type="checkbox"/> Education  |
| <input type="checkbox"/> Retailing/Wholesaling | <input type="checkbox"/> Community Organizations                                  |
| <input type="checkbox"/> Finance               | <input type="checkbox"/> Occupational Organizations                               |
| <input type="checkbox"/> Professional Services | <input type="checkbox"/> Major Families, Individuals and Events                   |



CULTURAL RESOURCE SURVEY  
STRUCTURE (LAND FEATURE) FORM

CRS # S-11506

1. ADDRESS/LOCATION: carries Route 13A over Turkey Branch

2. FUNCTION: carries water beneath roadway

3. YEAR BUILT: 1920 CIRCA?:  ARCHITECT/BUILDER: \_\_\_\_\_

4. INTEGRITY:  
List major changes with years (if known) year  
a. \_\_\_\_\_  
b. \_\_\_\_\_

5. CURRENT CONDITION:      excellent       good       fair       poor

6. DESCRIPTION:

a) Circulation system    **U.S. Route 13A crosses over the structure; Turkey Branch flows beneath the culvert**

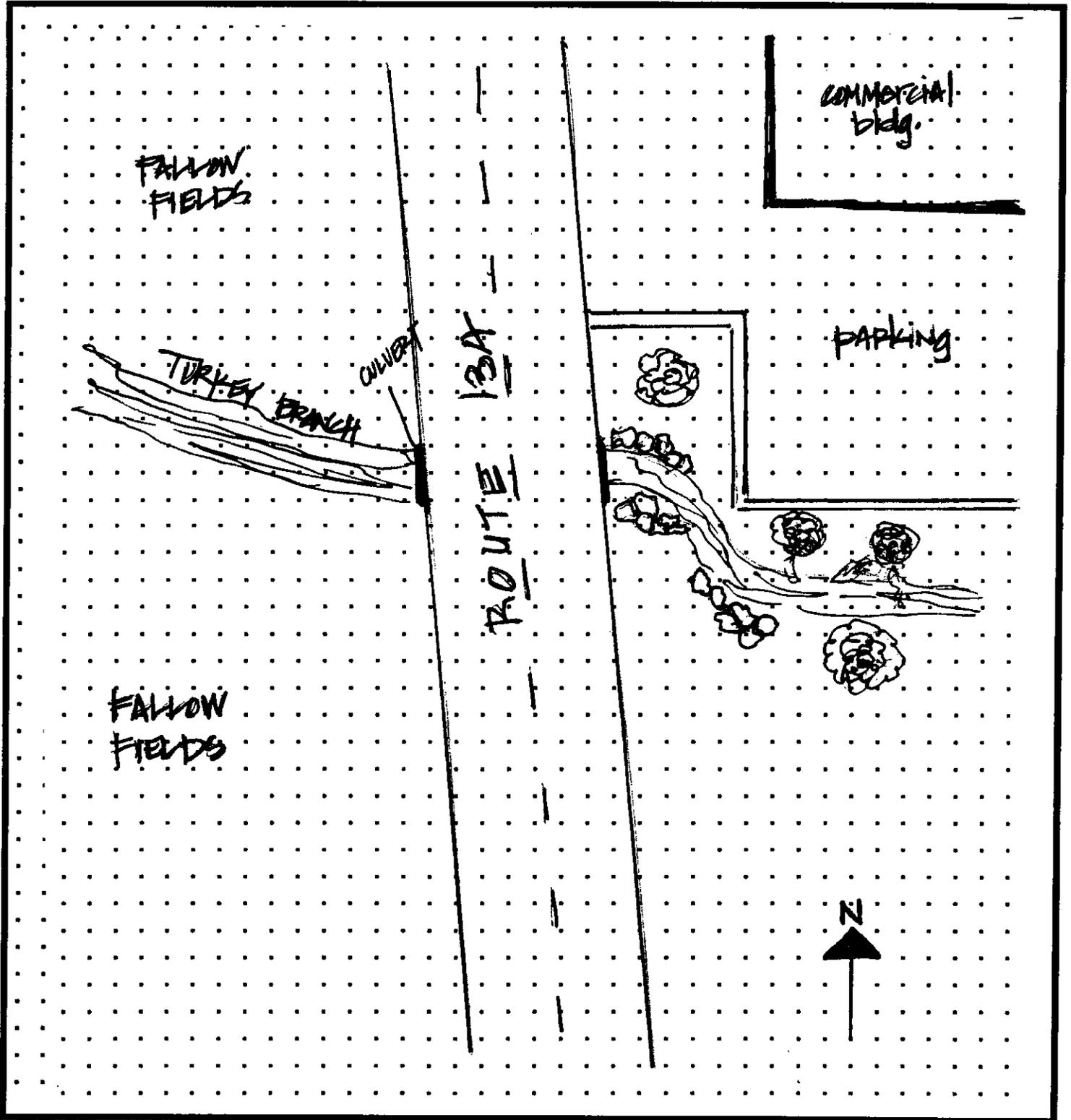
b) Spatial subdivisions    **abutments stand along the northwest and southeast banks of Turkey Branch**

c) Retaining wall/lining material(s)    **N/A**

d) Other



INDICATE NORTH ON PLAN



DELAWARE STATE HISTORIC PRESERVATION OFFICE

PHOTOGRAPHIC INVENTORY

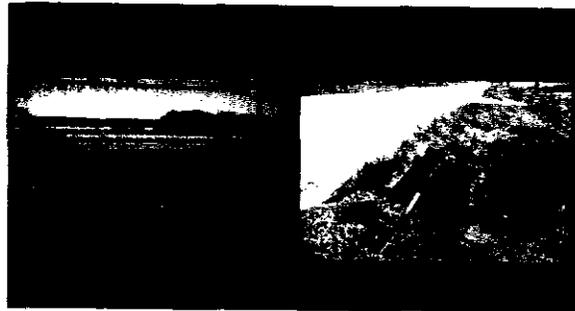
CRS # S-11506 Date April 2005 Photo Roll # \_\_\_\_\_ Surveyor Courtney Clark

Description: East side of culvert (10); West side of culvert (11)

*Bridge 147*

Negative location (if other than SHPO) \_\_\_\_\_

Attach contact print(s):



doc # 20-06-01-05-12

CRS-13



DELAWARE STATE HISTORIC PRESERVATION OFFICE  
15 THE GREEN, DOVER, DE 19901

CULTURAL RESOURCE SURVEY  
PROPERTY IDENTIFICATION FORM

CRS # S-11507  
SPO Map 08-09-11  
Hundred North West Fork  
Quad Seaford East  
Other \_\_\_\_\_

- HISTORIC NAME/FUNCTION: Culvert / Bridge 233
- ADDRESS/LOCATION: carries Delaware Route 404 over Ake Ditch
- TOWN/NEAREST TOWN: Bridgeville vicinity?
- MAIN TYPE OF RESOURCE: building  structure  site  object   
landscape  district
- MAIN FUNCTION OF PROPERTY: Carry water beneath roadway
- PROJECT TITLE/ REASON FOR SURVEY (if applicable):  
U.S. Route 13/ Delaware Route 404 Intersection Improvement Project

7. ADDITIONAL FORMS USED:

#:	Form:	List property types:
	CRS 2 Main Building Form	
	CRS 3 Secondary Building Form	
	CRS 4 Archaeological Site Form	
	CRS 5 Structure (Building-Like) Form	
1	CRS 6 Structure (Land Feature) Form	Culvert
	CRS 7 Object Form	
	CRS 8 Landscape Elements Form	
1	CRS 9 Map Form	N/A
	CRS 14 Potential District Form	

8. SURVEYOR INFORMATION:

Surveyor name: Courtney L. Clark

Principal Investigator name: \_\_\_\_\_

Principal Investigator signature: \_\_\_\_\_

Organization: John Milner Associates, Inc. Date: May 2005

9. OTHER NOTES OR OBSERVATIONS:

CRS# S-11507

10. STATE HISTORIC CONTEXT FRAMEWORK (check all appropriate boxes; refer to state management plan(s)):

- a) Time period(s)
- Pre-European Contact
  - Paleo-Indian
  - Archaic
  - Woodland I
  - Woodland II
  - 1600-1750∨ Contact Period (Native American)
  - 1630-1730∨ Exploration and Frontier Settlement
  - 1730-1770∨ Intensified and Durable Occupation
  - 1770-1830∨ Early Industrialization
  - 1830-1880∨ Industrialization and Early Urbanization
  - 1880-1940∨ Urbanization and Early Suburbanization
  - 1940-1960∨ Suburbanization and Early Ex-urbanization

- b) Geographical zone
- Piedmont
  - Upper Peninsula
  - Lower Peninsula/Cypress Swamp
  - Coastal
  - Urban (City of Wilmington)

- c) Historic period theme(s)
- |  |   |
|--|---|
| <input type="checkbox"/> Agriculture           | <input checked="" type="checkbox"/> Transportation and Communication              |
| <input type="checkbox"/> Forestry              | <input type="checkbox"/> Settlement Patterns and Demographic Changes              |
| <input type="checkbox"/> Trapping/Hunting      | <input checked="" type="checkbox"/> Architecture, Engineering and Decorative Arts |
| <input type="checkbox"/> Mining/Quarrying      | <input type="checkbox"/> Government   |
| <input type="checkbox"/> Fishing/Oystering     | <input type="checkbox"/> Religion   |
| <input type="checkbox"/> Manufacturing         | <input type="checkbox"/> Education  |
| <input type="checkbox"/> Retailing/Wholesaling | <input type="checkbox"/> Community Organizations                                  |
| <input type="checkbox"/> Finance               | <input type="checkbox"/> Occupational Organizations                               |
| <input type="checkbox"/> Professional Services | <input type="checkbox"/> Major Families, Individuals and Events                   |



CULTURAL RESOURCE SURVEY  
STRUCTURE (LAND FEATURE) FORM

CRS # S-11507

1. ADDRESS/LOCATION: carries Delaware Route 404 over Ake Ditch

2. FUNCTION: carries water beneath roadway

3. YEAR BUILT: 1920 CIRCA?:  ARCHITECT/BUILDER: \_\_\_\_\_

4. INTEGRITY:

list major changes with years (if known)

a. roadway widening project (1938 and 1962)

b. Parapet added to southwest side

year

1938

2002

5. CURRENT CONDITION:      excellent       good       fair       poor

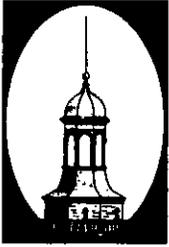
6. DESCRIPTION:

a) Circulation system    **Delaware Route 404 crosses over Ake Ditch; Roadway is asphalt**

b) Spatial subdivisions    **Abutments flank the northwest and northeast banks of the Ake Ditch; wing walls extend from the southwest side of the structure**

c) Retaining wall/lining material(s)    **N/A**

d) Other



CULTURAL RESOURCE SURVEY  
MAP FORM

CRS # S-11507

1. ADDRESS/LOCATION: Carries Delaware Route 404 Over Ake Ditch

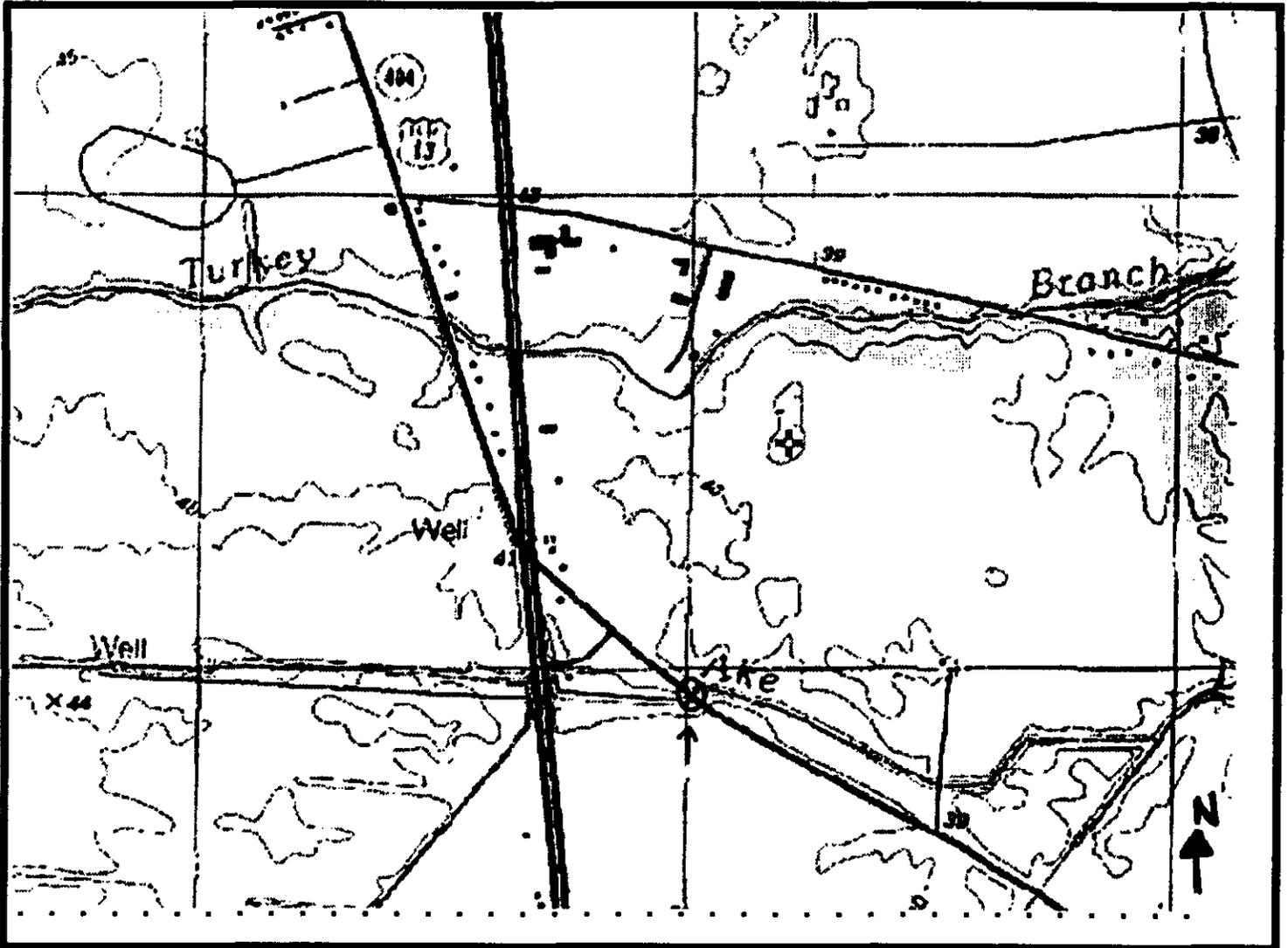
2. NOT FOR PUBLICATION  reason: \_\_\_\_\_

3. LOCATION MAP:

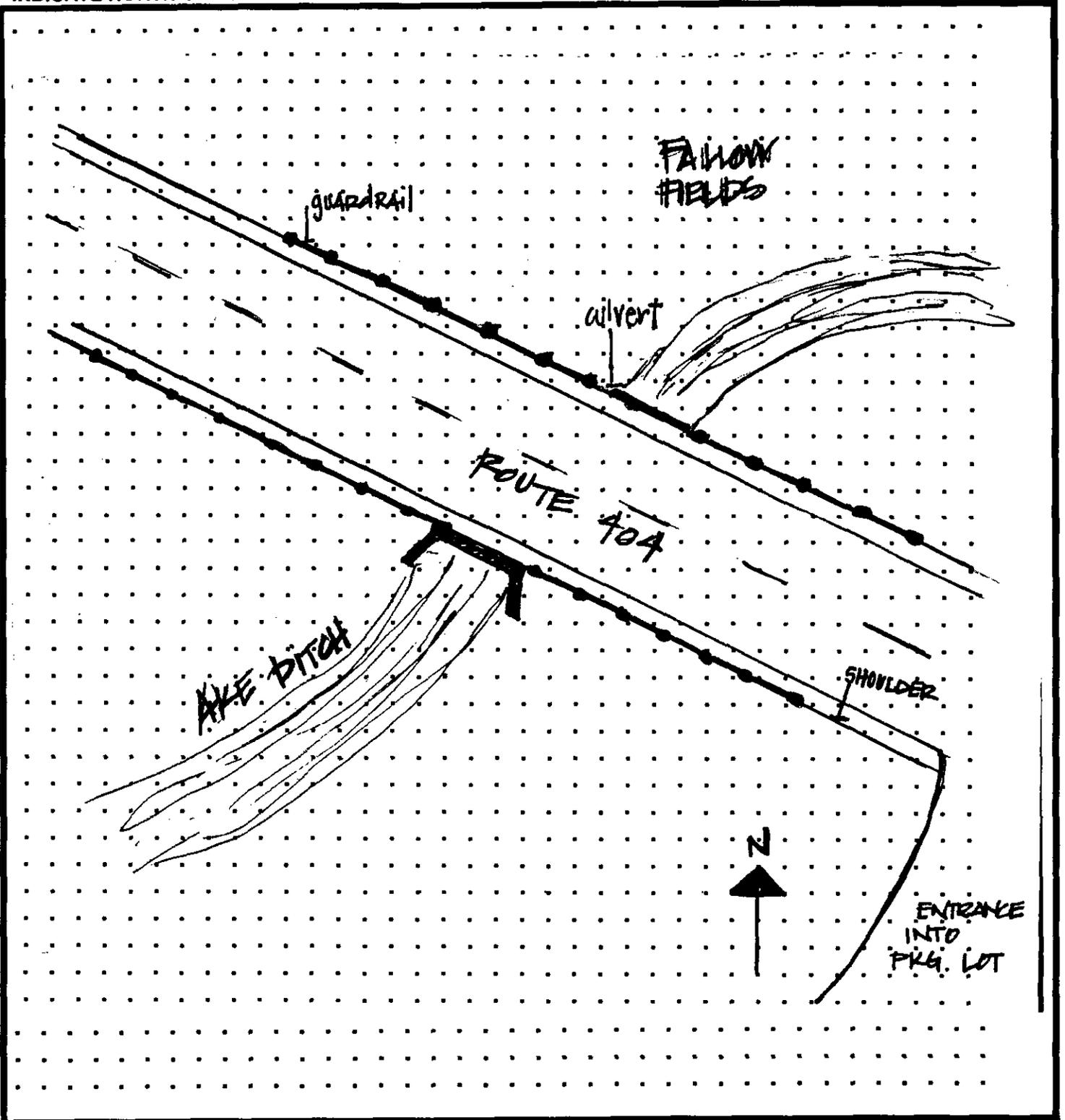
Indicate position of resource in relation to geographical landmarks such as streams and crossroads.

(attach section of USGS quad map with location marked or draw location map )

INDICATE NORTH ON SKETCH



INDICATE NORTH ON PLAN



DELAWARE STATE HISTORIC PRESERVATION OFFICE

PHOTOGRAPHIC INVENTORY

CRS # S-11507 Date April 2005 Photo Roll # \_\_\_\_\_ Surveyor Courtney L. Clark

Description: SW side of culvert over Ake Ditch (1); NE side of culvert over Ake Ditch (2)

*Bridge 233*

Negative location (if other than SHPO) \_\_\_\_\_

Attach contact print(s):



doc # 20-06-01-05-12

CRS-13

Appendix IV:  
Artifact Inventory

ARTIFACT INVENTORY  
 U.S. ROUTE 13/DELAWARE 404 INTERSECTION IMPROVEMENT PROJECT, PHASE I  
 SITE 7S-E-198 (CRS S-1692): DSM #2005.5  
 BRIDGEVILLE, SUSSEX COUNTY, DELAWARE  
 JOHN MILNER ASSOCIATES, INC. APRIL 2005

\* Discarded in Field

LOT	PT	PROV	STU	LEVEL	CT	ARTIFACT DESCRIPTION	DATE RANGE	COMMENTS
1	2.01		Surface	1	1	Whiteware: Molded	1810-2000	
2	2.02		Surface	1	1	Melted Glass Fragment: Milk Glass		
3	2.03		Surface	1	1	Machine-Made Bottle Fragment: Clear	1903-2000	Square Panels
3	2.03		Surface	1	1	Whiteware: Polychrome Transfer Print	1835-1915	
4	2.04		Surface	1	1	Mold-Blown Bottle Fragment: Aqua		
5		M1	1	1	1	Faunal: Bone		
5		M1	1	2	2	Window Glass: All Thicknesses		
5		M1	1	1	1	Cut L-Head Nail: Complete		
5		M1	1	3	3	Cut Common Nail: Complete	1805-2000	
5		M1	1	4	4	Cut Common Nail: Fragment	1805-2000	
5		M1	1	1	1	Wire Common Nail: Complete	1850-2000	
5		M1	1	2	2	Mortar: Plaster		
5		M1	1	1	1	Plumbing, Ceramic: Drainage Pipe		
5		M1	1	2	2	Stone: Asphalt Shingle		
5		M1	1	1	1	Machine-Made Bottle Fragment: Green	1903-2000	"Seven Up"
5		M1	1	1	1	Terra-cotta: Flower Pot		
5		M1	1	3	3	Decorated/Embossed Glass Fragment: Clear		"Gallo"
5		M1	1	1	1	Whiteware: Unidentified	1810-2000	
6		M2	1	2	2	Coal: Lump/Nugget		
6		M2	1	1	1	Porcelain: Unspecified		
6		M2	1	1	1	Machine-Made Bottle Fragment: Clear	1903-2000	
6		M2	1	2	2	Decorated/Embossed Glass Fragment: Clear		
6		M2	1	1	1	Window Glass: All Thicknesses		
6		M2	1	1	1	Brick, Fragment: Burned		
6		M2	1	2	2	Cut Common Nail: Complete	1805-2000	
7		M3	1	1	1	Miscellaneous Kitchen Glass: Milk Glass Lid		
7		M3	1	2	2	Unidentified Bottle Fragment: Clear		
8		M4	1	2	2	Faunal: Oyster Shell Fragments		
8		M4	1	1	1	Nail: Unidentified		
9		M5	1	1*	1*	Unidentified Bottle Fragment: Unspecified		
10		M6	1	1*	1*	Unidentified Bottle Fragment: Unspecified		
11		M7	1	1	1	Brick, Fragment: Unidentified, Unglazed		
11		M7	1	1	1	Mortar: Sand		
11		M7	1	1	1	Whiteware: Plain	1810-2000	
11		M7	1	1	1	Window Glass: All Thicknesses		
11		M7	1	1	1	Nail: Unidentified		
				Total	51			

ARTIFACT INVENTORY  
 U.S. ROUTE 13/DELAWARE 404 INTERSECTION IMPROVEMENT PROJECT, PHASE I  
 NONSITE: DSM #2005.6  
 BRIDGEVILLE, SUSSEX COUNTY, DELAWARE  
 JOHN MILNER ASSOCIATES, INC. APRIL 2005

\* Discarded in Field

LOT	PT PROV	STU	LEVEL	CT	ARTIFACT DESCRIPTION	DATE RANGE
1	1.01		Surface	1	Biface Fragment: Jasper	
2	1.02		Surface	1	Redware: Unglazed	
3	1.03		Surface	1	Whiteware: Plain	1810-2000
4	1.04		Surface	1	Domestic Brown Stoneware: Gray Salt Glaze	
5		A1		1	1* Faunal: Unidentified Shell	
6		A2		1	1* Faunal: Unidentified Shell	
7		A3		1	1* Faunal: Oyster Shell Fragments	
8		A4		1	1 Unidentified Bottle Fragment: Clear	
9		A9		1	1* Faunal: Unidentified Shell	
10		A10		1	1* Faunal: Unidentified Shell	
10		A10		1	1* Coal: Lump/Nugget	
10		A10		1	1* Brick, Fragment: Unidentified, Unglazed	
11		B1		1	1* Faunal: Unidentified Shell	
12		B5		1	1 Unidentified Bottle Fragment: Clear	
13		B10		1	1* Brick, Fragment: Unidentified, Unglazed	
14		B14		1	1 Nail: Unidentified	
15		B16		1	1 Redware: Brown Glaze	
16		B24		1	1* Faunal: Oyster Shell Fragments	
17		B26		1	1* Faunal: Oyster Shell Fragments	
18		C7		1	1 Whiteware: Plain	1810-2000
19		D7		1	1* Unidentified Bottle Fragment: Clear	
20		D10		1	1* Faunal: Unidentified Shell	
21		D16		1	1* Unidentified Bottle Fragment: Clear	
22		E3		1	1* Mortar: Concrete	
23		E4		1	1* Mortar: Concrete	
24		I1		1	1 Nail: Unidentified	
24		I1		1	1 Unidentified Bottle Fragment: Cobalt Blue	
24		I1		1	1* Unidentified Bottle Fragment: Dark Green	
25		I2		1	4* Unidentified Bottle Fragment: Light Amber	
26		I6		1	1* Coal: Lump/Nugget	
26		I6		1	1* Unidentified Bottle Fragment: Unspecified	
27		I7		1	2 Window Glass: All Thicknesses	
27		I7		1	1* Brick, Fragment: Unidentified, Unglazed	
27		I7		1	1* Coal: Lump/Nugget	
28		I8		1	1 Whiteware: Blue Transfer Print	1815-1915
29		I9		1	1 Unidentified Bottle Fragment: Frosted	
29		I9		1	1 Unidentified Bottle Fragment: Light Amber	
30		I14		1	1* Coal: Lump/Nugget	
31		I16		1	1 Unidentified Bottle Fragment: Aqua	
32		I18		1	1 Whiteware: Plain	1810-2000
32		I18		1	1* Coal: Lump/Nugget	
33		J10		1	1* Coal: Lump/Nugget	
34		J11		1	1* Coal: Lump/Nugget	
				Total	47	