

**HISTORIC STANDING STRUCTURE CULTURAL RESOURCES
OF THE ROUTE 13 RELIEF ROUTE CORRIDOR**

Wade P. Catts

INTRODUCTION

There are 320 standing structures dated prior to 1940 which are presently known to be located in the Route 13 corridor within 2000 feet on either side of the proposed alignments. Approximately 60 structures will be directly impacted. The remaining 260 structures are considered in this overview because they will be subject to indirect effects such as visual, noise, or air pollution. An inventory of the standing structures in the corridor is provided in Appendix I. Appendix I includes the Cultural Resource Survey number designation of the structure, the Hundred in which it is located, the construction date, material of construction, and the function(s) of the structure.

Appendix II contains an inventory of the standing structures in the project area, arranged by their alignment segments. This appendix lists the CRS designation, the Hundred location, and the alignment segment within which the structure is found. In several cases, structures have more than one section number, indicating their presence in other alignments. The total number of structures that are found in each alignment are noted in Table 3.

An overview of the major architectural styles that exist in the alignments is presented below. Integrated into the architectural overview is a discussion of the major historic

TABLE 3

Railroad Alignment: Odessa Segment

SECTION NUMBER	NUMBER OF STRUCTURES	NOTES
A1	31	Excludes Middletown, Townsend
A1.1	1	
Smyrna Segment		
A2	14	
A3	4	
A4	19	Excludes Clayton
A5	7	

Dover Segment

A6	8
A7	14
A8	36
A9	22
A9.1	6

Upgrade Alignment: Odessa Segment

B1	7	
B2	31	
B3	4	Excludes Odessa
B4	7	
B5	5	

Smyrna Segment

B6	11	
B7	8	
B8	8	Excludes Smyrna
B9	24	

Dover Segment

B10	10	Excludes Dover
B11	--	
B12	--	
B13	25	
B14	4	
B15	8	Excludes everything south of Woodside
B16	--	
B17	--	
B18	1	
B19	10	

Near West/Near East Alignment: Odessa Segment

C1 3

Smyrna Segment

C2 1

C3 6

C4 19

C5 3

C6 1

Dover Segment

C7 0

C8 6

C9 0

C10 1

Crossovers:

X1 6

X2 0

X3 6

X4 4

Totals: Railroad Alignment = 142 Structures
Upgrade Alignment = 163 Structures
Near West/Near East Alignment = 40 Structures
Crossovers = 16 Structures

events of the region and the standing structures which are related to those historic periods. A discussion of specific types and functions of standing structures and their significance is also presented. Finally, several tentative research questions that can be addressed during later phases of research dealing with specific standing structures are outlined.

OVERVIEW

The following overview is abstracted primarily from Herman (1982), Del Sordo (1984), Glassie (1968, 1969, 1972), Eckman et al. (1938), Hoffecker (1973, 1977), Munroe (1978), Passmore (1978), and Hancock (1976). A complete listing of sources consulted for this report can be found in the bibliography.

The state of Delaware is made up of three contiguous historic architectural building zones, the boundaries of which are neither definite nor distinct. These zones are northern New Castle County, all of Sussex and the southern portions of Kent County, and southern New Castle County and northern Kent County. This last zone contains the Route 13 project corridor and all of its various alignments. The vernacular building styles in this central region of the state are the results of influences from several different architectural source areas, including southern Pennsylvania, southwest New Jersey, the central eastern shore of Maryland, eastern Sussex County, and the upper eastern shore of Virginia. This overview of the dominant architectural styles present in the project area is set out in a chronological manner. It is divided into the following periods: prior to 1700, from 1700 to 1810, from 1810 to 1880, 1880 to 1920, and from 1920 to the present. These time periods roughly correspond to the time periods used in the discussion of the historic archaeological resources of Route 13 and are also congruent with a periodization scheme developed by the staff of the Delaware State Historic Preservation Office.

Pre-1700

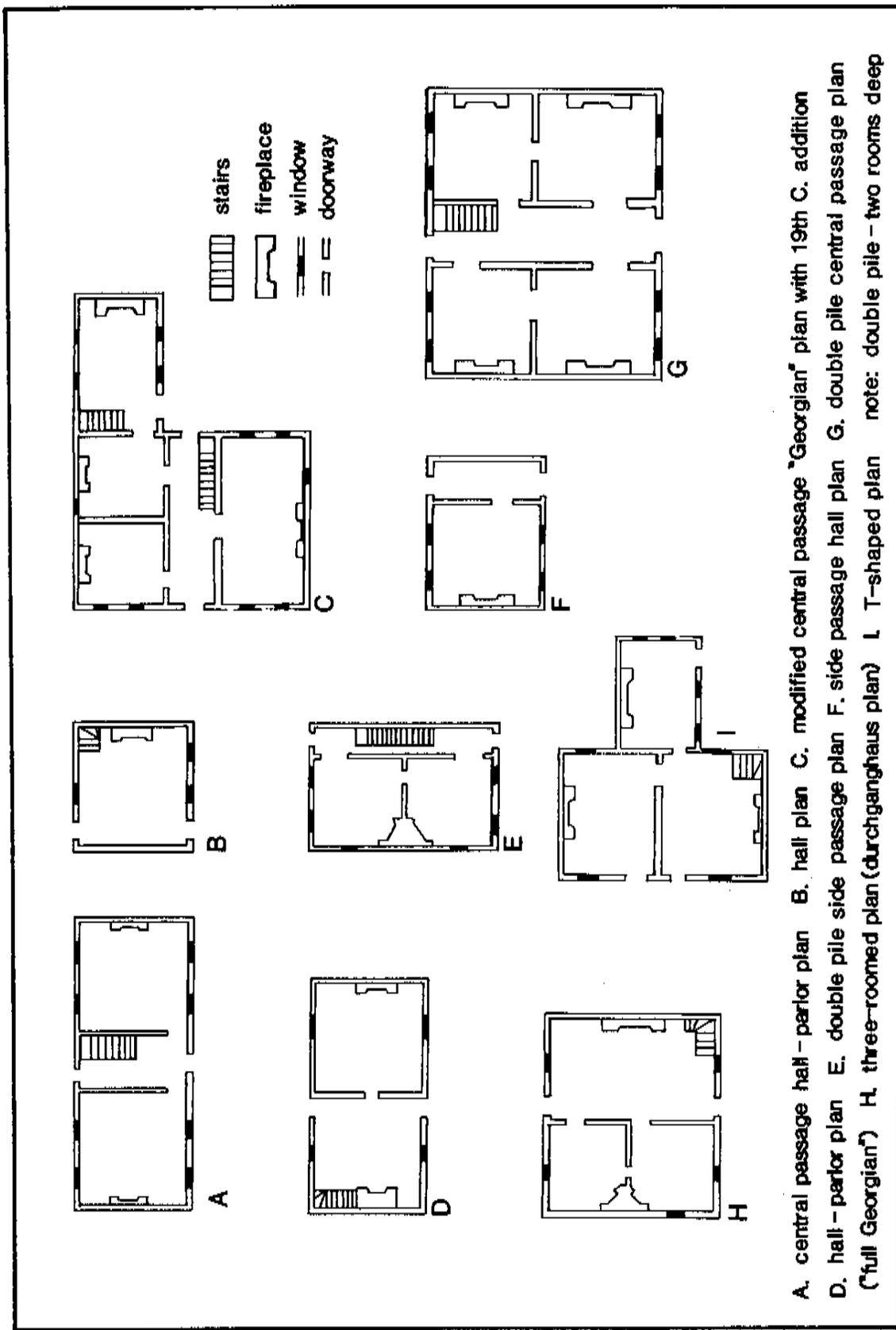
No dwellings or buildings that date from the early settlement periods of the region (1630s to 1690s) are extant in the project area. An engineering structure from this period, a portion of a Dutch causeway and bridge (N1309), does exist at the Route 13 crossing of Drawyer's Creek.

1700 to 1810

This time period may be divided into sub-periods; however, due to the paucity of structures from this time period in the study area, it will be considered as one unit. Settlement during the early decades of this period was confined mainly to those areas where water transportation was most readily available. Consequently, structures dating to the first quarter of the 18th century were most often located on the first fast land west of the Delaware River. Few of these dwellings survive today. There are three dwellings that may date from the first quarter of the century in the project area. Two are located in New Castle County (N102, N123), and one in Kent County (K955). All three examples are of brick construction.

The remaining decades of the 18th century, and the first quarter of the 19th century are much better represented by the extant built environment. Excluding the three dwellings mentioned above, there are a total of twenty examples of vernacular architecture from this period in the alignments. These 18th century survivors are typically of brick construction, two stories in elevation, and built on hall, hall-parlor, center or single passage, single-pile plans (see Figure 6). Other

FIGURE 6 Examples of Typical House Plans in the Route 13 Study Area



plans, such as cross-passage or double-pile, may have been constructed, but there are no surviving examples. The Georgian style became more popular by the end of the 18th century, but houses constructed in pure Georgian form were rare. Many surviving forms constructed in the last decades of the century, such as the McDonough House (N424), represent the adaptability and longevity of earlier vernacular forms.

This period also saw the advent of the 4-bay Pennsylvania farmhouse type, and modification of the hall-parlor plan, or I-house, from the Chesapeake region. The Pennsylvania plan is a synthetic plan that on the exterior appears Georgian, but in actuality is a three-room plan. The dominant characteristics of the I-house are its one-room deep plan and windowless gable ends. All of these forms, with the exception of the I-house plan, would dominate vernacular architecture in the project area until the first decades of the 20th century.

The overwhelming majority of structures and dwellings built during this time period were constructed of log. Yet, 50% of the survivals in the alignments from this period are constructed of brick. These log houses were most probably built on one or two room plans, were 1 to 1 1/2 stories in elevation, with interior gable end chimneys, and earth-fast or post-in ground foundations. In the project area, only one log structure, located in North Murderkill Hundred (K246), survives from this period. The remainder of the survivors built at this time are of timber framing or frame construction.

All of the farmsteads or "plantations" during this period would have had a myriad of surrounding support structures and

outbuildings, such as kitchens, granaries, barns, bakehouses, smoke and meathouses, stables, barrocks, chickenhouses, and privies. No 18th century examples of these types of structures survive in the project alignments.

1810 to 1880

During this time period, the rural Delaware landscape encompassed in the project area underwent several dramatic economic, social, and agricultural changes that profoundly effected the built environment. A century and a half of poor agricultural and farming practices on the part of Delaware husbandmen had served to severely reduce the productivity of the farms. Many farmers, unable to maintain their lands and their livelihoods, abandoned the land for the fast-growing cities, or moved West, towards new and better lands. This exodus of the population resulted in the re-allocation and redistribution of farm lands in the area, from many small independent farmers, to fewer, large landholders. The majority of these large landowners employed hired laborers and tenants to work their farms.

These hard times began to come to an end during the second quarter of the 19th century, when new agricultural methods, such as improved crop rotation, fertilizers, and the use of machinery, began to make the lands of southern New Castle County and adjacent Kent County extrememly bountiful, productive, and desirable. By mid-century, new and improved modes of transportation, such as the Chesapeake and Delaware Canal, the Delaware Railroad, and better roads, had made it easier and cheaper to move the produce of the farms and orchards to urban

markets. At about the same time, peaches became the dominant export crop from the area, and remained so until the end of the period.

All of these changes contributed to the architectural building, altering, and rebuilding that swept through the project area. The zenith of this period occurred in the decades between 1840 and 1860, but it began as early as 1820 and lasted until about 1870. This construction activity was widespread and all-encompassing. For example, Herman (1982:185) has found that every surviving structure or dwelling in St. Georges Hundred had additions constructed, trim added, or was rebuilt during this period.

There are 148 standing structures that date from this period in the project corridor. Most of these are altered earlier structures, but there are also completely new buildings. In contrast to the earlier period, new houses were often built with centrally-placed stair passages and were usually a full two stories in elevation. By 1870, kitchen and service ells attached to the rear of the houses were the rule, as opposed to separate structures. Thus, plans of these dwellings often have the appearances of 'T' or 'L' shapes (see Figure 6). As previously noted, the persistence of Georgian, Pennsylvania, and I-house forms continued in this period. The former two began to gradually replace the later throughout the period, but all three were popular house plans. In most cases, new or contemporary architectural elements and features were simply appended to or overlaid on existing forms. Thus trim, box cornices, and

pediments for windows and doors were reflective of Classical Revival, Federal, and Victorian architectural styles.

Many of the surviving structures have Classical Revival features, such as K3938, or Federal features, like N1492. These structures are typically of frame or brick construction. Other architectural elements are also present on the survivors, such as Greek Revival, Gothic Revival (N5045), and Victorian (K1075, K1198). A large number of these dwellings were tied to the rise of peach production and are known as "peach houses". These structures show a combination of late Federal, Greek Revival, Second Empire, and Moorish architectural features. Two examples of peach houses in the alignments are N5152 and N121, a fine example of Greek Revival and Italianate designs. Both are located in St. Georges Hundred.

Outbuildings during this period reflected the changes in agricultural practices in the region. In some cases structures were often multi-purpose in function, but generally outbuildings and support structures retained similar uses to those that they had had in the 18th century. Often the house and outbuildings were arranged in a hollow square or court yard pattern characteristic of New Jersey farms. Others were laid out on a linear plan, termed the Linear Mid-Atlantic Farm Plan by Glassie (1972). These plans were oriented in a variety of fashions, usually facing south, but often affected by the location of roads, lanes, streams, and other man-made and natural environmental features. There are numerous examples of agricultural and dwelling complexes throughout the alignments,

many containing examples of outbuildings that date from this period.

1880 to 1920

This period is representative of a hiatus that occurred in building and construction in the project area. Grain production in the area had declined by the last decades of the 19th century, and orchard crops, after the advent of the "peach yellows" disease, reached a nadir by 1890. Little construction was undertaken during this period. Truck or market garden farming became an important occupation, and the project area supplied many urban centers, such as Baltimore, Wilmington, and Philadelphia, with fresh produce. The completion of the DuPont Highway in 1924 (present-day Route 13) stimulated this industry by adding a new transportation method, in addition to water and rail, by which to move the produce to market.

Architectural features found on houses of this period include Victorian, Queen Anne, Folk Victorian, Colonial Revival, and Neoclassical elements. As with the earlier periods, the Georgian form or modifications of it persisted until the end of this period as the dominant vernacular plan.

Only 54 structures date to this period in the project area. The overwhelming majority of these are located in Kent County and are of frame construction. This may represent a localized period of demographic and economic growth, as the period was historically one of consistent economic good fortune for Kent County. Only three structures in both counties are brick.

1920 to Present

The construction of the DuPont Highway gave impetus to renewed growth in the project area. This road, which in many places followed the route of the old 18th century King's Highway, opened up new areas for construction of business and commercial enterprises. In a similar fashion, the use of the automobile gave rise to the erection of support facilities and service stations for its use, such as N5877 and K3155. The majority of this construction was confined to strips along Route 13, and had little effect on the surrounding countryside, which is still predominantly agricultural. The rural nature of the landscape is deceptive, however, as most of the land is now corporately owned.

Fifty-four structures are present in the alignments that have construction dates from this period. The majority of these are located in Kent County and are frame structures. Concrete and cinderblock construction are also present, particularly in outbuildings and support structures. New architectural forms, such as Craftsman, Neoclectic, and Modern types, have been introduced into the project area, but it is still dominated by middle to late 19th century forms.

SIGNIFICANCE OF SPECIFIC TYPES OF STANDING STRUCTURES

Delaware is fortunate in that all of the pre-1945 standing structures in the study area have been identified and inventoried. In addition, the state has compiled an Historic American Building Survey catalog (Morton, in press) which lists many of the standing structures in the Route 13 alignments. This

resource should be consulted when questions concerning specific structures arise.

The largest number of standing structures in the project area are frame and brick structures that date to the 1820 to 1870 period. Predominant among these are agricultural complexes, and dwelling complexes. In many cases these complexes contain some of the support structures and outbuildings that were present on the farmsteads of this period. These are significant resources, as they illustrate the relationship between the main house and the outbuildings of the farms during the 19th century, in regards to location, orientation, and function.

Structures from the 17th and 18th centuries are the most under-represented in the alignments. A bias towards brick dwellings is shown in the number of survivors from this period. The one log structure in Kent County (K246) is an especially significant resource due to the lack of log survivors, and their predominancy in the 18th century. In general, structures and complexes dating from this period are significant resources because of their small number. As with later periods, those complexes where outbuildings survive are of extreme importance, because they show above-ground relationships among structures from the 18th century, a time prior to the agricultural and social reforms that occurred after 1820.

Later period standing structures (1870 to the present) represent a period of economic change in the region. Although they appear more modern and thus "less historic" than earlier structures, they played important roles in the development of industrial, agricultural, commercial, and residential life in

central Delaware. The majority of these structures are found along Route 13 itself, and its tributary roads, and are related to the growth and development of those transportation routes.

In many ways, the landscape today is much less built-up than it was a century earlier. By the middle of the 19th century, a large number of central Delaware farms were operated as tenant properties. In many cases, between three and five tenant houses, with their own set of support structures and outbuildings, would be found on the farm, in addition to the owner's residence and outbuildings. Documentary and court records show these tenant houses often to have been located along the farm lanes and roads surrounding the properties, and away from the main house.

At least 27 of these agricultural tenant structures and complexes survive in the project area (see inventory). These types represent an often impermanent house type whose occupants were generally of lower social status than the farm owners. Tenant structures were an integral part of rural society in central Delaware prior to the 20th century. Many of the tenants who worked these farms were free blacks, particularly in Kent County, which had a higher percentage of free blacks prior to the Civil War than did the rest of Delaware. In some cases, blacks resided in small, segregated, rural communities, such as Charley Town or New Discovery near Townsend (N6306).

In addition to tenancies, grain and lumber mills (N102, K238, K3743, and K833) were present along the major drainages and served the local population as centers of commerce. Also located on the drainages were transshipment points, or landings,

such as Smyrna Landing (K202, K4012-4014), and Blackbird Landing. These locations acted as social and commercial centers for the surrounding countryside, and also as ties to larger urban markets, such as Philadelphia and Wilmington. These landings were often small towns, containing manufacturing, commercial, and residential structures. The populations of these communities were often watermen who made their livings on the Delaware Bay and its tributaries; a lifestyle that is fast vanishing in Delaware. The development of new transportation methods, particularly the Delaware Railroad and Route 13, contributed to the decline of these water-oriented communities.

The religious diversity of the central Delaware population can be seen in the number of churches and cemeteries in the alignments. Some of these have early dates associated with their use, such as Old Saint Annes (N124), the St. Georges Cemetery (N5041), and the Old United Methodist Church in Appoquinimink Hundred (N423). In total there are nine such sites in the alignments. In addition to their architectural integrity, the scarcity and age of these sites, and, in the case of the cemeteries, their social and ethical contexts, make the cultural significance of these sites obvious.

The transportation history of the region is represented by several structures in the corridor. Besides the 17th century Dutch causeway at Drawyer's Creek (N1309), there are two road bridges of 20th century construction: N4275 in New Castle Hundred and N4291 in Red Lion Hundred. Both are recent reconstructions of earlier spans. Neither are particularly significant, given the large number of bridges of similar types throughout the

state.

Transportation history is also represented by the presence of four railroad related structures. One is a railroad bridge that crosses Deep Creek south of Middletown (N4309). The other structures are at Forest Station, and were the station, hotel, post office, and store of that depot (N5848, N5849, N5851). All are interrelated to the history of that small community. These sites are significant in that they illustrate the impact of the transportation revolution, from water to rail, that entered the region in the middle of the 19th century, and brought with it economic changes that effected rural society.

The growth of public supported education and educational opportunities in central Delaware are represented by five sites in the project area. Most of these -- N6309, N5925, K3795, and K2685 -- are examples of rural one-room schoolhouse architecture. This type of structure, after it functioned as a school, was usually modernized and altered to serve as a residence. Thus these buildings usually retain little of their original architectural integrity. Important among these sites, however, are the buildings comprising the St. Joseph's Industrial School complex near Clayton (K5051-5055). This industrial school was established in 1896 for black students, and the buildings extant include a chapel, dormitories, workhouses, and school buildings. The establishment of this school for minority education and its cluster of related frame buildings make this resource culturally significant.

Two other structures related to public support and maintenance are the Kent County Almshouses, both located in North

Murderkill Hundred. K246, although now destroyed, was on the location of an earlier late 18th century almshouse, and had separate facilities for white and black inmates. This site has potential for both archaeological and historical value. K3751 is a mid-19th century frame structure. Both of these sites are culturally significant in that they are representative of an aspect of society that is rarely seen or studied, but was all too commonplace in 18th and 19th century rural America.

RESEARCH QUESTIONS

The preceding sections have presented an overview of the major architectural styles in the project area, along with a discussion of the major historical events of the region, and a general review of the different types of standing structures and their significance. To address specific structures or types of structures, some basic research questions can be developed to aid in future studies. The study of vernacular architecture draws upon many fields of the social sciences, such as anthropology, history, cultural geography, folklore, and sociology. All of these, including vernacular architecture and the study of standing structures, are concerned with the study and explication of patterns of human behavior. The following questions have as a basis this same concern.

In all of the historic periods, an important type of resource to study is the complexes of buildings in the alignments. These can be the obvious agricultural, dwelling and tenant complexes, as well as complexes related to commercial and

transshipment activities, such as Smyrna Landing, or transportation complexes, like the cluster of railroad-related structures at Forest Station. The major issues of research to be addressed by the study of these complexes are how did these complexes change over time, both on intrasite and intersite levels? Is it possible to determine if the changes observed were related to regional trends -- economics, politics, agriculture, environment -- or to site specific changes, such as changes in inhabitants at the complex -- new owners, tenants?

In regards to the "clusters" such as Smyrna Landing and Forest Station, questions concerning those centers' relationships with their hinterlands can be asked. Where were their hinterlands? Did they have one? How large were they? What population comprised them?

The rural community, including farms, tenancies, manufactories, mills, schools, churches, taverns, wharves, depots, stagecoach stops, and hotels, should be the major focus of future research questions asked in the Route 13 corridor. Only through the study of how all of these individual sites interrelate and react, diachronically and synchronically, can a more complete picture of central Delaware's cultural heritage be developed.

In addition to broad questions concerning the built environment, architectural queries can also be asked of specific standing structures. In general, research at standing structures can address questions of how American vernacular architecture was reflective of the society that produced it, and how that

architecture influenced its society. Research into North Carolina's vernacular builders by Carl Lounsbury (1982) is one approach to this question.

Little is known about non-high style American architects. In the project area, questions addressing who these carpenters, joiners, and craftsmen were, what they constructed, and its spatial and temporal variability could be asked, using the standing structures in the corridor as a data base. Are stylistic differences apparent in the area, and are they reflective of the builder of the house? Can specific structures be identified with individual carpenters, based on the architectural techniques and elements found in the house?

Other specific standing structure research could be aimed at the study of the household -- or family unit -- and its relationship to its home. As the nature of the household changed over time, the plan and structure of the home -- center hall, side hall, hall-parlor plans, one or two rooms deep, kitchen ells, story additions -- changed as well. Were these alterations a result simply of changing familial sizes and architectural styles, or do they represent an emerging consciousness of spatial and functional specialization and differentiation within the household? Addressing questions of this nature could effect the study of men's and women's roles in the home, and the popular identification of certain areas of the house as a "woman's sphere" or a "man's sphere". Recent archaeological studies (Mrozowski 1984) into the household would be of value in the study of households through vernacular architecture.

These research questions are of a tentative nature, but can be utilized as guides for future studies of standing structures in the alignments. Research must be inter-disciplinary and oriented towards a holistic study of the built environment in all of its aspects. The study of standing structures, whether on an intrasite or intersite basis, is a primary and integral source of information for this research.

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Key to the Abbreviations used in the Appendix

AGBLG	-	Agricultural Outbuilding
AGCX	-	Agricultural Complex
AGMCX	-	Agricultural-Mill Complex
AGTEN	-	Agricultural Tenant Dwelling/Farm
ALMHSE	-	Almshouse
BANK	-	Bank
BRID	-	Bridge
BSSH	-	Blacksmith/Wheelwright Shop
CAUWY	-	Causeway
CCBLG	-	Canal Company Building
CEM	-	Cemetary
CHUR	-	Church
COMM	-	Commercial Structure
DWCX	-	Dwelling Complex
EST	-	Estate
GMCX	-	Gristmill Complex
GOVBLG	-	Government Building
HISTD	-	Historic District
HOT	-	Hotel
INDTEN	-	Industrial Tenant
LANOP	-	Landing Operation
LMKILN	-	Lime Kiln
LTHSE	-	Lighthouse
MANUFY	-	Manufactory
MMCX	-	Multiple-Mill Complex
MWHSE	-	Migrant Worker House
PEACH	-	Peach House
PEAORC	-	Peach Orchard
PHYS	-	Physician's House
PLANT	-	Plantation
PO	-	Post Office
RR	-	Railroad Bed
RRR	-	Railroad-related
RRSTA	-	Railroad Station
RT	-	Race Track
SCH	-	School
SCOSTA	-	Stagecoach Station
SERVST	-	Service Station
SLAVQ	-	Slave Quarters
SMCX	-	Sawmill Complex
SOMCX	-	Sorghum Mill Complex
STO	-	Store
STRUC	-	Structure
TAV	-	Tavern, Inn
TENANT	-	Tenant House
VESSEL	-	Vessel (sunken)
WARE	-	Warehouse
WKDW	-	Worker Dwelling
WKSH	-	Workshop

APPENDIX I
INVENTORY OF STANDING STRUCTURE CULTURAL RESOURCES
IN THE ROUTE 13 PROJECT CORRIDOR

CRS	HUNDRED	DATE	MATERIAL	FUNC	FUNC
N102	APPOQUINIMINK	C1720	BRICK	AGMCX	
N123	APPOQUINIMINK	E18THC	BRICK	AGCX	PLANT
N124	APPOQUINIMINK	1768	BRICK	CHUR	CEM
N423	APPOQUINIMINK	1847	BRICK	CHUR	CEM
N4309	APPOQUINIMINK	1849-1868	STEEL	RRR	BRID
N5844	APPOQUINIMINK	P1849	FRAME	AGCX	
N5845	APPOQUINIMINK	P1849	FRAME	AGCX	
N5846	APPOQUINIMINK	P1849	FRAME	AGCX	
N5847	APPOQUINIMINK	1880	FRAME	DWCX	
N5848	APPOQUINIMINK	1849-1868		RRSTA	PO
N5849	APPOQUINIMINK	L19THC	FRAME	HOT	RRR
N5850	APPOQUINIMINK	P1868	TIMBER	DWCX	
N5851	APPOQUINIMINK	P1868		RRSTA	STO
N5852	APPOQUINIMINK	1868-1893		DWCX	
N5853	APPOQUINIMINK		FRAME	DWCX	
N5854	APPOQUINIMINK	P1849	LOG	AGCX	
N5855	APPOQUINIMINK	P1849	FRAME	AGCX	
N5856	APPOQUINIMINK	P1849	FRAME	AGTEN	
N5857	APPOQUINIMINK	P1849	FRAME	AGCX	
N5874	APPOQUINIMINK			STRUC	
N5877	APPOQUINIMINK	1932	FRAME	MANUFY	SERVST
N5878	APPOQUINIMINK	P1849		AGCX	
N5879	APPOQUINIMINK	1849-1868	FRAME	AGTEN	
N5880	APPOQUINIMINK	1923	FRAME	CHUR	
N5885	APPOQUINIMINK	P1849	FRAME	AGCX	
N5887	APPOQUINIMINK	P1849	LOG	AGCX	
N5888	APPOQUINIMINK	1868-1893	FRAME	AGCX	
N5889	APPOQUINIMINK	P1868	FRAME	AGTEN	
N5896	APPOQUINIMINK		FRAME	STRUC	
N5898	APPOQUINIMINK	P1849		AGCX	
N5902	APPOQUINIMINK	P1849	FRAME	AGBLG	
N5903	APPOQUINIMINK	1826	FRAME	AGCX	
N5928	APPOQUINIMINK	P1849	BRICK	MANUFY	AGCX
N132	BLACKBIRD	1800	FRAME	AGCX	
N4154	BLACKBIRD	L18THC	FRAME	AGCX	
N4155	BLACKBIRD	1849-1868	FRAME	AGCX	
N4246	BLACKBIRD	1849-1868	FRAME	AGCX	
N5265	BLACKBIRD	1868-1893	FRAME	AGCX	
N5937	BLACKBIRD		FRAME	CHUR	
N5938	BLACKBIRD	P1849	FRAME	AGCX	
N6270	BLACKBIRD	P1849	FRAME	AGCX	
N6271	BLACKBIRD	P1849	FRAME	AGCX	
N6272	BLACKBIRD	P1849	TIMBER	AGCX	
N6273	BLACKBIRD	1893-1906	FRAME	AGCX	
N6274	BLACKBIRD	P1849	FRAME	AGCX	
N6281	BLACKBIRD	P1868	FRAME	AGCX	
N6290	BLACKBIRD	P1868		AGTEN	
N6299	BLACKBIRD	E20THC	TIMBER	DWCX	
N6300	BLACKBIRD	L19THC	TIMBER	AGCX	

APPENDIX I (cont.)
 INVENTORY OF STANDING STRUCTURE CULTURAL RESOURCES
 IN THE ROUTE 13 PROJECT CORRIDOR

CRS	HUNDRED	DATE	MATERIAL	FUNC	FUNC
N6301	BLACKBIRD	L19THC-E20TH	TIMBER	DWCX	
N6302	BLACKBIRD	L19THC	TIMBER	STO	HOT
N6303	BLACKBIRD	E19THC	TIMBER	SCOSTA	HOT
N6304	BLACKBIRD	L19THC	TIMBER	DWCX	
N6305	BLACKBIRD	1800	TIMBER	DWCX	
N6306	BLACKBIRD	C1830	LOG	DWCX	
N6307	BLACKBIRD		TIMBER	AGCX	
N6309	BLACKBIRD		TIMBER	SCH	
N6312	BLACKBIRD	1870-1880	TIMBER	AGCX	
N6313	BLACKBIRD	P1868	TIMBER	AGCX	
N6314	BLACKBIRD	P1868		AGCX	
N6315	BLACKBIRD	1849-1868		EST	AGCX
K156	DUCK CREEK	1741	BRICK	EST	
K202	DUCK CREEK	P1849		LANOP	
K236	DUCK CREEK	C1800	BRICK	EST	AGMCX
K238	DUCK CREEK	1774	BRICK	AGMCX	
K3826	DUCK CREEK	E20THC	FRAME	DWCX	
K3827	DUCK CREEK	E20THC	FRAME	DWCX	
K3828	DUCK CREEK	E20THC	FRAME	DWCX	
K3829	DUCK CREEK	E20THC	FRAME	AGCX	STO
K3830	DUCK CREEK	L18THC	FRAME	AGCX	
K3831	DUCK CREEK	1930	CONCRETE	DWCX	
K3832	DUCK CREEK	1930	FRAME	DWCX	
K3833	DUCK CREEK	1940	FRAME	GOVBLD	
K3834	DUCK CREEK	L19THC	FRAME	DWCX	
K3835	DUCK CREEK	C1950	FRAME	DWCX	
K3836	DUCK CREEK	M19THC	FRAME	AGCX	
K3837	DUCK CREEK	1925	FRAME	AGCX	
K3838	DUCK CREEK	1938	FRAME	DWCX	
K3839	DUCK CREEK	1938	FRAME	DWCX	
K3840	DUCK CREEK	C1850	FRAME	AGTEN	
K3841	DUCK CREEK	1922	CONCRETE	AGTEN	
K3846	DUCK CREEK	1939	FRAME	DWCX	
K3847	DUCK CREEK	1939	FRAME	DWCX	
N3848	DUCK CREEK	1935	FRAME	AGTEN	
K3849	DUCK CREEK	1850	FRAME	AGCX	
K3850	DUCK CREEK	L19THC	FRAME	AGCX	
K3851	DUCK CREEK	L19THC	FRAME	DWCX	
K3852	DUCK CREEK	C1945	FRAME	AGCX	
K3853	DUCK CREEK		BRICK	DWCX	
K3854	DUCK CREEK	C1890	FRAME	DWCX	
K3855	DUCK CREEK		FRAME	DWCX	
K3856	DUCK CREEK	P1868	FRAME	AGCX	
K3857	DUCK CREEK	P1868	FRAME	AGCX	
K3938	DUCK CREEK	1740	FRAME	AGCX	
K3939	DUCK CREEK	L19THC	FRAME	AGTEN	
K3940	DUCK CREEK	P1868	FRAME	AGCX	
K4012	DUCK CREEK	M19THC	FRAME	DWCX	
K4013	DUCK CREEK	C1800	FRAME	DWCX	

APPENDIX I (cont.)
 INVENTORY OF STANDING STRUCTURE CULTURAL RESOURCES
 IN THE ROUTE 13 PROJECT CORRIDOR

CRS	HUNDRED	DATE	MATERIAL	FUNC	FUNC
K4014	DUCK CREEK	E-M19THC	FRAME	DWCX	
K4015	DUCK CREEK	E-M19THC	FRAME	DWCX	
K4016	DUCK CREEK	C1940	FRAME	DWCX	
K4017	DUCK CREEK	E-M19THC	FRAME	DWCX	
K4018	DUCK CREEK	M-L19THC	FRAME	DWCX	
K4019	DUCK CREEK	E-M19THC	FRAME	DWCX	
K4020	DUCK CREEK	M19THC	FRAME	DWCX	
K4021	DUCK CREEK		FRAME	DWCX	
K4022	DUCK CREEK	1846	FRAME	PO	STO
K4023	DUCK CREEK	E-M19THC	FRAME	DWCX	
K4024	DUCK CREEK	E-M19THC	FRAME	DWCX	
K909	EAST DOVER	L19THC		CEM	
K1020	EAST DOVER	C1865C	FRAME	AGCX	
K1021	EAST DOVER		FRAME	AGCX	
K1022	EAST DOVER	1865	FRAME	AGCX	
K1024	EAST DOVER		FRAME	AGCX	
K1027	EAST DOVER		FRAME	AGCX	
K1029	EAST DOVER	1925-1935	FRAME	AGCX	
K1037	EAST DOVER	C1860	FRAME	CHUR	
K1038	EAST DOVER		FRAME	AGCX	
K1045	EAST DOVER	P1868	FRAME	AGCX	
K1046	EAST DOVER	C1900	FRAME	DWCX	
K1047	EAST DOVER	C1853	LOG	STO	AGCX
K1048	EAST DOVER		FRAME	AGCX	
K1049	EAST DOVER	P1868	FRAME	AGCX	
K1050	EAST DOVER	C1910	FRAME	AGCX	
K1065	EAST DOVER	1885	FRAME	AGCX	
K1075	EAST DOVER		FRAME	DWCX	
K1084	EAST DOVER	C1760	BRICK	AGCX	
K1087	EAST DOVER	1870	FRAME	AGCX	
K1322	KENTON	1949	FRAME	AGCX	
K1326A	KENTON	P1868	FRAME	AGCX	
K1326B	KENTON	P1868	FRAME	AGTEN	
K1333	KENTON	P1868	BRICK	AGCX	
K1344	KENTON	L19THC	FRAME	AGCX	
K1375	KENTON	1876	BRICK	AGCX	
K1378	KENTON	P1868	FRAME	AGTEN	
K1383	KENTON	P1868	FRAME	AGCX	
K1389	KENTON	C1850	FRAME	AGCX	
K3169	KENTON	C1935	FRAME	DWCX	
K3181	KENTON	P1868	FRAME	TENANT	
K5051	KENTON	1896		CEM	
K5052	KENTON	1880-1890	FRAME	SCH	AGBLD
K5053	KENTON	1880-1890	FRAME	SCH	AGBLD
K5054	KENTON	1896	FRAME	CHUR	
K5055	KENTON	1890-1920	FRAME	SCH	
K5157	KENTON	1942	FRAME	MANUFY	
K5158	KENTON	1943	CONCRETE	MANUFY	
K833	LITTLE CREEK	P1868	FRAME	GMCX	

APPENDIX I (cont.)
 INVENTORY OF STANDING STRUCTURE CULTURAL RESOURCES
 IN THE ROUTE 13 PROJECT CORRIDOR

CRS	HUNDRED	DATE	MATERIAL	FUNC	FUNC
K860	LITTLE CREEK	P1868	BRICK	AGCX	
K1613	LITTLE CREEK	P1868	FRAME	AGTEN	
K1627	LITTLE CREEK	P1868	FRAME	AGTEN	
K1628	LITTLE CREEK	P1868	FRAME	AGTEN	
K1771	LITTLE CREEK		FRAME	DWCX	
K1772	LITTLE CREEK	P1868	FRAME	AGCX	
K2063	LITTLE CREEK	P1868	FRAME	AGCX	
K2064	LITTLE CREEK		FRAME	AGCX	
K2065	LITTLE CREEK	E20THC	FRAME	MWHSE	
K2066	LITTLE CREEK	P1868	FRAME	AGTEN	
K3151	LITTLE CREEK	P1868	FRAME	AGCX	
K3152	LITTLE CREEK		FRAME	DWCX	
K3153	LITTLE CREEK	L19THC	FRAME	DWCX	
K3154	LITTLE CREEK	P1868	FRAME	AGCX	
K3155	LITTLE CREEK	M20THC	FRAME	SERVST	STO
K3156	LITTLE CREEK	L19THC	FRAME	DWCX	
K3162	LITTLE CREEK	1934	FRAME	DWCX	
K3163	LITTLE CREEK	P1868	FRAME	AGCX	
K3164	LITTLE CREEK	P1868	FRAME	EST	AGCX
N4275	NEW CASTLE	C1920'S		BRID	
N5085	NEW CASTLE	20THC	FRAME	AGCX	
N5086	NEW CASTLE	1849-1868		AGTEN	
K246	NORTH MURDERKILL	1740	LOG	AGCX	
K320	NORTH MURDERKILL	P1850	BRICK	ALMHSE	
K2032	NORTH MURDERKILL	18THC	FRAME	AGNCX	
K3540	NORTH MURDERKILL		FRAME	DWCX	
K3543	NORTH MURDERKILL	P1868	FRAME	AGCX	
K3544	NORTH MURDERKILL	1912	FRAME	AGCX	
K3547	NORTH MURDERKILL	E20THC	FRAME	AGCX	
K3548	NORTH MURDERKILL		FRAME	AGCX	
K3549	NORTH MURDERKILL	1880-1890	FRAME	AGCX	
K3550	NORTH MURDERKILL	P1868	FRAME	AGCX	
K3561	NORTH MURDERKILL	C1850	FRAME	AGCX	
K3563	NORTH MURDERKILL	M19THC	FRAME	AGCX	
K3564	NORTH MURDERKILL	1928	FRAME	AGCX	
K3566	NORTH MURDERKILL		BRICK	DWCX	
K3567	NORTH MURDERKILL	1868-1906	FRAME	AGCX	
K3734	NORTH MURDERKILL	L19THC	FRAME	AGCX	
K3736	NORTH MURDERKILL	E20THC	FRAME	AGCX	
K3737	NORTH MURDERKILL	E-M19THC	FRAME	AGCX	
K3738	NORTH MURDERKILL	1933	FRAME	AGCX	
K3741	NORTH MURDERKILL	P1868	FRAME	AGTEN	
K3742	NORTH MURDERKILL	P1868	FRAME	AGCX	
K3743	NORTH MURDERKILL	E20THC	FRAME	AGMCX	
K3744	NORTH MURDERKILL	P1868	FRAME	AGCX	
K3745	NORTH MURDERKILL	L19THC	FRAME	AGCX	
K3751	NORTH MURDERKILL	P1850C	FRAME	ALMHSE	
K3752	NORTH MURDERKILL	E20THC	TIMBER	AGBLG	
K3753	NORTH MURDERKILL	1925	FRAME	AGCX	

APPENDIX I (cont.)
 INVENTORY OF STANDING STRUCTURE CULTURAL RESOURCES
 IN THE ROUTE 13 PROJECT CORRIDOR

CRS	HUNDRED	DATE	MATERIAL	FUNC	FUNC	FUNC
K3754	NORTH MURDERKILL	C1860	FRAME	AGCX		
K3755	NORTH MURDERKILL	E20THC	FRAME	DWCX		
K3791	NORTH MURDERKILL	1930	FRAME	AGCX		
K3794	NORTH MURDERKILL	C1900	FRAME	DWCX		
K3795	NORTH MURDERKILL	L19THC	FRAME	DWCX	SCH	
K3796	NORTH MURDERKILL	E19THC	FRAME	DWCX		
K3808	NORTH MURDERKILL	L19THC	FRAME	AGCX		
K3809	NORTH MURDERKILL	1864	FRAME	AGCX		
K3810	NORTH MURDERKILL	L19THC	FRAME	DWCX		
K3811	NORTH MURDERKILL	L19THC	FRAME	DWCX		
K3812	NORTH MURDERKILL	L19THC	FRAME	DWCX		
K3813	NORTH MURDERKILL	L19THC	FRAME	DWCX		
K3814	NORTH MURDERKILL	L19THC	FRAME	DWCX		
K3816	NORTH MURDERKILL	L19THC	FRAME	DWCX		
K3817	NORTH MURDERKILL	1935	FRAME	DWCX		
K3818	NORTH MURDERKILL	1930	FRAME	DWCX		
N142	RED LION	1892	BRICK	EST	AGCX	
N144	RED LION	1792-1815	BRICK	EST	PHYS	
N499	RED LION	1840		DWCX		
N500	RED LION	C1844		DWCX	SCOSTA	
N1235	RED LION	1790	BRICK	AGCX		
N1491	RED LION	P1849	BRICK	AGCX		
N1492	RED LION	1800-1825	BRICK	EST		
N1493	RED LION	1836	BRICK	EST	AGCX	
N1565	RED LION	C1840'S		EST	SCH	
N3964	RED LION	C1850	BRICK	PLANT		
N4291	RED LION	1920-1929	CONCRETE	BRID		
N5037	RED LION	P1849	FRAME	AGCX		
N5038	RED LION	1825-1850	FRAME	AGCX		
N5041	RED LION	1698	BRICK	CHUR	CEM	DWCX
N5042	RED LION	1825-1875	FRAME	AGCX		
N5042A	RED LION	1849-1868	FRAME	AGTEN		
N5043	RED LION	P1849	FRAME	AGCX		
N5044	RED LION			AGCX		
N5045	RED LION	1849-1868		DWCX		
N5046	RED LION	1849-1868		DWCX		
N5047	RED LION	1849-1868		DWCX		
N5053	RED LION	P1849		AGCX		
N5087	RED LION	1849-1868		AGTEN		
N5249	RED LION	1849-1868		AGCX		
N105	SAINT GEORGES	P1849		AGCX		
N111	SAINT GEORGES	1849-1868	FRAME	AGCX		
N121	SAINT GEORGES	1860	BRICK	PEACH		
N3935	SAINT GEORGES	C1750	BRICK	AGCX		
N3947	SAINT GEORGES	1849-1868	FRAME	AGCX		
N5143	SAINT GEORGES	1860	FRAME	DWCX	STO	
N5146	SAINT GEORGES	C1870'S	BRICK	AGCX	EST	
N5151	SAINT GEORGES	P1849		AGCX		
N5152	SAINT GEORGES	1849-1868	BRICK	PEACH	PEAORC	

APPENDIX I (cont.)
 INVENTORY OF STANDING STRUCTURE CULTURAL RESOURCES
 IN THE ROUTE 13 PROJECT CORRIDOR

CRS	HUNDRED	DATE	MATERIAL	FUNC	FUNC
N5153	SAINT GEORGES	1849-1868	LOG FRAME	AGCX	
N5154	SAINT GEORGES	1849-1868	FRAME	DWCX	
N5160	SAINT GEORGES	1849-1868		AGCX	
N5181	SAINT GEORGES	P1849		AGCX	
N5182	SAINT GEORGES	C1860'S	FRAME	DWCX	STO
N5183	SAINT GEORGES	P1849	FRAME	EST	
N5187	SAINT GEORGES	P1849	FRAME	AGCX	
N5188	SAINT GEORGES	P1849		AGCX	
N5189	SAINT GEORGES	P1849		AGCX	
N5196	SAINT GEORGES	P1849		AGCX	
N5198	SAINT GEORGES	P1849	FRAME	AGCX	
N5201	SAINT GEORGES	1849	FRAME	AGCX	
N5202	SAINT GEORGES				
N5208	SAINT GEORGES	P1849	FRAME	AGCX	
N5216	SAINT GEORGES	P1849	FRAME	AGTEN	
N5235	SAINT GEORGES	1849-1868		AGTEN	
N5236	SAINT GEORGES	1849-1868	FRAME	AGCX	
N5240	SAINT GEORGES	1849-1868	FRAME	AGTEN	
N5241	SAINT GEORGES	1849-1868	FRAME	AGTEN	
N5242	SAINT GEORGES	1868-1893	FRAME	AGBLG	
N5244	SAINT GEORGES	C1775	BRICK	AGCX	
N5246	SAINT GEORGES	P1849		AGCX	
K1689	SOUTH MURDERKILL	P1868	FRAME	AGCX	
K2712	SOUTH MURDERKILL	C1860	FRAME	AGCX	
K2739	SOUTH MURDERKILL	P1868	FRAME	AGCX	
K2740	SOUTH MURDERKILL		FRAME	DWCX	
K2741	SOUTH MURDERKILL	P1868	FRAME	AGCX	
K2745	SOUTH MURDERKILL	P1868	FRAME	AGCX	
K2746	SOUTH MURDERKILL	L19THC	FRAME	AGCX	
K2753	SOUTH MURDERKILL		FRAME	STRUC	
K2754	SOUTH MURDERKILL	M19THC	FRAME	DWCX	
K3131	SOUTH MURDERKILL	M19THC	FRAME	AGCX	
K1197	WEST DOVER		FRAME	DWCX	
K1198	WEST DOVER	C1830	FRAME	AGCX	
K1199	WEST DOVER	P1868	FRAME	AGCX	
N5925	APPOQUINIMINK	1849-1868	FRAME	SCH	AGCX
K3218	NORTH MURDERKILL	P20THC	FRAME	TENANT	
K3220	NORTH MURDERKILL		FRAME	AGBLG	
K3347	NORTH MURDERKILL	E. 20THC	FRAME	DWCX	
K3348	NORTH MURDERKILL	E. 20THC	FRAME	DWCX	
K3349	NORTH MURDERKILL	E. 20THC	FRAME	DWCX	
K3350	NORTH MURDERKILL	E. 1890	FRAME	TENANT	
K3352	NORTH MURDERKILL	P1945	FRAME	AGCX	
K3353	NORTH MURDERKILL	P1945	FRAME	AGTEN	
K3354	NORTH MURDERKILL	C1890	FRAME	AGCX	
K3568	NORTH MURDERKILL	L. 19THC	FRAME	AGCX	
K3569	NORTH MURDERKILL	A1868	FRAME	DWCX	
K3570	NORTH MURDERKILL	L. 19THC	FRAME	DWCX	

APPENDIX I (cont.)
 INVENTORY OF STANDING STRUCTURE CULTURAL RESOURCES
 IN THE ROUTE 13 PROJECT CORRIDOR

CRS	HUNDRED	DATE	MATERIAL	FUNC
K3576	NORTH MURDERKILL	E. 20THC	FRAME	DWCX
K3577	NORTH MURDERKILL	E20THC	FRAME	DWCX
K3578	NORTH MURDERKILL	E20THC	FRAME	DWCX
K3579	NORTH MURDERKILL	P1868	FRAME	DWCX
K3580	NORTH MURDERKILL	P1868	FRAME	DWCX
K3581	NORTH MURDERKILL	P1868	FRAME	CHUR
K3820	NORTH MURDERKILL	L. 19THC	FRAME	DWCX
K137	SOUTH MURDERKILL	C1771	BRICK	AGCX
K248	SOUTH MURDERKILL	L. 18THC		CEM
K2674	SOUTH MURDERKILL	P1868	FRAME	DWCX
K2675	SOUTH MURDERKILL	P1868	FRAME	DWCX
K2676	SOUTH MURDERKILL	P1868	FRAME	DWCX
K2677	SOUTH MURDERKILL	P1868	FRAME	DWCX
K2678	SOUTH MURDERKILL	P1768	FRAME	AGCX
K2685	SOUTH MURDERKILL	C1930	FRAME	SCH
K2686	SOUTH MURDERKILL	P1868	FRAME	AGTEN
K2726	SOUTH MURDERKILL	M. 19THC	FRAME	AGCX
K2752	SOUTH MURDERKILL	E. 20THC	FRAME	DWCX
K902	EAST DOVER	C1860	FRAME	AGCX
K955	LITTLE CREEK	1700	BRICK	AGCX
K1001	LITTLE CREEK	C1910	FRAME	DWCX
K3351	NORTH MURDERKILL	1873	FRAME	AGCX
K3571	NORTH MURDERKILL	A1880	FRAME	DWCX
K3572	NORTH MURDERKILL	P1930	FRAME	CHUR
K3573	NORTH MURDERKILL	E20THC	FRAME	DWCX
K3574	NORTH MURDERKILL	L. 19THC	FRAME	DWCX
K3575	NORTH MURDERKILL	A1868	FRAME	AGCX

APPENDIX II
 STANDING STRUCTURE CULTURAL RESOURCES IN THE
 ROUTE 13 PROJECT ALIGNMENTS, ARRANGED BY HIGHWAY SEGMENTS

		CRS	HUNDRED
A1		N102	APPOQUINIMINK
A1		N105	SAINT GEORGES
A1		N121	SAINT GEORGES
A1		N123	APPOQUINIMINK
A1		N124	APPOQUINIMINK
A1		N142	RED LION
A1		N4309	APPOQUINIMINK
A1		N5037	RED LION
A1		N5038	RED LION
A1		N5041	RED LION
A1		N5043	RED LION
A1		N5143	SAINT GEORGES
A1		N5146	SAINT GEORGES
A1		N5152	SAINT GEORGES
A1		N5153	SAINT GEORGES
A1		N5182	SAINT GEORGES
A1		N5183	SAINT GEORGES
A1		N5188	SAINT GEORGES
A1		N5189	SAINT GEORGES
A1		N5216	SAINT GEORGES
A1		N5235	SAINT GEORGES
A1		N5236	SAINT GEORGES
A1		N5240	SAINT GEORGES
A1		N5241	SAINT GEORGES
A1		N5242	SAINT GEORGES
A1		N5844	APPOQUINIMINK
A1		N5845	APPOQUINIMINK
A1		N5928	APPOQUINIMINK
A1	B2	N1492	RED LION
A2		N5846	APPOQUINIMINK
A2		N5847	APPOQUINIMINK
A2		N5848	APPOQUINIMINK
A2		N5849	APPOQUINIMINK
A2		N5850	APPOQUINIMINK
A2		N5851	APPOQUINIMINK
A2		N5852	APPOQUINIMINK
A2		N5853	APPOQUINIMINK
A2		N5854	APPOQUINIMINK
A2		N6274	BLACKBIRD
A2	X1	N5878	APPOQUINIMINK
A2	X1	N5887	APPOQUINIMINK
A2	X1	N5888	APPOQUINIMINK
A2	X1	N5896	APPOQUINIMINK
A3		N6290	BLACKBIRD
A3		N6312	BLACKBIRD
A3		N6313	BLACKBIRD

APPENDIX II (cont.)
 STANDING STRUCTURE CULTURAL RESOURCES IN THE
 ROUTE 13 PROJECT ALIGNMENTS, ARRANGED BY HIGHWAY SEGMENTS

		CRS	HUNDRED
A3		N6314	BLACKBIRD
A4		K1322	KENTON
A4		K1326A	KENTON
A4		K1326B	KENTON
A4		K1333	KENTON
A4		K1378	KENTON
A4		K1389	KENTON
A4		K3181	KENTON
A4		K3854	DUCK CREEK
A4		K3855	DUCK CREEK
A4		K3856	DUCK CREEK
A4		K3857	DUCK CREEK
A4		K5051	KENTON
A4		K5052	KENTON
A4		K5053	KENTON
A4		K5054	KENTON
A4		K5055	KENTON
A4		K5157	KENTON
A4		K5158	KENTON
A4		N4154	BLACKBIRD
A4		N4155	BLACKBIRD
A5		K1375	KENTON
A5		K1383	KENTON
A5		K1628	LITTLE CREEK
A5	X3	K1627	LITTLE CREEK
A5	X4	K3169	KENTON
A5	X4	K860	LITTLE CREEK
A6		K1038	EAST DOVER
A6		K1045	EAST DOVER
A6		K1046	EAST DOVER
A6		K1047	EAST DOVER
A6		K1048	EAST DOVER
A6		K1049	EAST DOVER
A6		K1050	EAST DOVER
A7		K1027	EAST DOVER
A7		K1029	EAST DOVER
A7		K1084	EAST DOVER
A7	A6	K1037	EAST DOVER
A8		K1020	EAST DOVER
A8		K1021	EAST DOVER
A8		K1022	EAST DOVER
A8		K1024	EAST DOVER
A8		K1065	EAST DOVER
A8		K1075	EAST DOVER
A8		K1087	EAST DOVER
A8		K1197	WEST DOVER
A8		K1198	WEST DOVER
A8		K1199	WEST DOVER

APPENDIX II (cont.)
 STANDING STRUCTURE CULTURAL RESOURCES IN THE
 ROUTE 13 PROJECT ALIGNMENTS, ARRANGED BY HIGHWAY SEGMENTS

		CRS	HUNDRED
A8		K2032	NORTH MURDERKILL
A8		K246	NORTH MURDERKILL
A8		K320	NORTH MURDERKILL
A8		K3734	NORTH MURDERKILL
A8		K3736	NORTH MURDERKILL
A8		K3737	NORTH MURDERKILL
A8		K3738	NORTH MURDERKILL
A8		K3741	NORTH MURDERKILL
A8		K3742	NORTH MURDERKILL
A8		K3743	NORTH MURDERKILL
A8		K3744	NORTH MURDERKILL
A8		K3745	NORTH MURDERKILL
A8		K3751	NORTH MURDERKILL
A8		K3752	NORTH MURDERKILL
A8		K3753	NORTH MURDERKILL
A8		K3754	NORTH MURDERKILL
A8		K3755	NORTH MURDERKILL
A8		K3791	NORTH MURDERKILL
A8		K3794	NORTH MURDERKILL
A8		K3795	NORTH MURDERKILL
A8		K3796	NORTH MURDERKILL
A8	A9.1	K3817	NORTH MURDERKILL
A8	A9.1 B14	K3816	NORTH MURDERKILL
A8	A9.1 B14 B15	K3813	NORTH MURDERKILL
A8	A9.1 B15	K3814	NORTH MURDERKILL
A8	X3	K1772	LITTLE CREEK
A9		K1689	SOUTH MURDERKILL
A9		K2712	SOUTH MURDERKILL
A9		K2739	SOUTH MURDERKILL
A9		K2740	SOUTH MURDERKILL
A9		K2741	SOUTH MURDERKILL
A9		K2745	SOUTH MURDERKILL
A9		K2746	SOUTH MURDERKILL
A9		K2752	SOUTH MURDERKILL
A9		K2753	SOUTH MURDERKILL
A9		K2754	SOUTH MURDERKILL
A9		K3131	SOUTH MURDERKILL
A9		K3540	NORTH MURDERKILL
A9		K3543	NORTH MURDERKILL
A9		K3544	NORTH MURDERKILL
A9		K3547	NORTH MURDERKILL
A9		K3548	NORTH MURDERKILL
A9		K3549	NORTH MURDERKILL
A9		K3550	NORTH MURDERKILL
A9		K3563	NORTH MURDERKILL
A9		K3564	NORTH MURDERKILL
A9		K3566	NORTH MURDERKILL
A9	B14	K3567	NORTH MURDERKILL
A9.1		K3818	NORTH MURDERKILL

APPENDIX II (cont.)
 STANDING STRUCTURE CULTURAL RESOURCES IN THE
 ROUTE 13 PROJECT ALIGNMENTS, ARRANGED BY HIGHWAY SEGMENTS

		CRS	HUNDRED
B1		N1491	RED LION
B1		N1565	RED LION
B1		N3964	RED LION
B1		N4275	NEW CASTLE
B1		N5053	RED LION
B1		N5085	NEW CASTLE
B1		N5086	NEW CASTLE
B1		N5087	RED LION
B10		K1001	LITTLE CREEK
B10		K3151	LITTLE CREEK
B10		K3152	LITTLE CREEK
B10		K3153	LITTLE CREEK
B10		K3154	LITTLE CREEK
B10		K3155	LITTLE CREEK
B10		K3156	LITTLE CREEK
B10		K3162	LITTLE CREEK
B10	C8	K1771	LITTLE CREEK
B10	C8	K955	LITTLE CREEK
B13		K3218	NORTH MURDERKILL
B13		K3220	NORTH MURDERKILL
B13		K3347	NORTH MURDERKILL
B13		K3348	NORTH MURDERKILL
B13		K3349	NORTH MURDERKILL
B13		K3350	NORTH MURDERKILL
B13		K3351	NORTH MURDERKILL
B13		K3352	NORTH MURDERKILL
B13		K3353	NORTH MURDERKILL
B13		K3354	NORTH MURDERKILL
B13		K3569	NORTH MURDERKILL
B13		K3570	NORTH MURDERKILL
B13		K3571	NORTH MURDERKILL
B13		K3572	NORTH MURDERKILL
B13		K3573	NORTH MURDERKILL
B13		K3574	NORTH MURDERKILL
B13		K3575	NORTH MURDERKILL
B13		K3576	NORTH MURDERKILL
B13		K3577	NORTH MURDERKILL
B13		K3578	NORTH MURDERKILL
B13		K3579	NORTH MURDERKILL
B13		K3580	NORTH MURDERKILL
B13		K3581	NORTH MURDERKILL
B13		K3820	NORTH MURDERKILL
B14		K3568	NORTH MURDERKILL
B15		K3561	NORTH MURDERKILL
B15		K3808	NORTH MURDERKILL
B15		K3810	NORTH MURDERKILL
B15		K3811	NORTH MURDERKILL
B15		K3812	NORTH MURDERKILL
B15	A8	K3809	NORTH MURDERKILL

APPENDIX II (cont.)
 STANDING STRUCTURE CULTURAL RESOURCES IN THE
 ROUTE 13 PROJECT ALIGNMENTS, ARRANGED BY HIGHWAY SEGMENTS

	CRS	HUNDRED
B18	K902	EAST DOVER
B19	K137	SOUTH MURDERKILL
B19	K248	SOUTH MURDERKILL
B19	K2674	SOUTH MURDERKILL
B19	K2675	SOUTH MURDERKILL
B19	K2676	SOUTH MURDERKILL
B19	K2677	SOUTH MURDERKILL
B19	K2678	SOUTH MURDERKILL
B19	K2685	SOUTH MURDERKILL
B19	K2686	SOUTH MURDERKILL
B19	K2726	SOUTH MURDERKILL
B2	N1235	RED LION
B2	N144	RED LION
B2	N1493	RED LION
B2	N3935	SAINT GEORGES
B2	N3947	SAINT GEORGES
B2	N4291	RED LION
B2	N499	RED LION
B2	N500	RED LION
B2	N5042	RED LION
B2	N5042A	RED LION
B2	N5044	RED LION
B2	N5045	RED LION
B2	N5046	RED LION
B2	N5047	RED LION
B2	N5151	SAINT GEORGES
B2	N5154	SAINT GEORGES
B2	N5160	SAINT GEORGES
B2	N5181	SAINT GEORGES
B2	N5187	SAINT GEORGES
B2	N5196	SAINT GEORGES
B2	N5198	SAINT GEORGES
B2	N5201	SAINT GEORGES
B2	N5202	SAINT GEORGES
B2	N5208	SAINT GEORGES
B2	N5244	SAINT GEORGES
B2	N5246	SAINT GEORGES
B2	N5249	RED LION
B3	N111	SAINT GEORGES
B4	N5874	APPOQUINIMINK
B4	N5877	APPOQUINIMINK
B4	N5885	APPOQUINIMINK
B4	N5889	APPOQUINIMINK
B4	N5898	APPOQUINIMINK
B4	N5902	APPOQUINIMINK
B4	N5903	APPOQUINIMINK
B5	N5855	APPOQUINIMINK
B5	N5856	APPOQUINIMINK
B5	N5925	APPOQUINIMINK

APPENDIX II (cont.)
 STANDING STRUCTURE CULTURAL RESOURCES IN THE
 ROUTE 13 PROJECT ALIGNMENTS, ARRANGED BY HIGHWAY SEGMENTS

			CRS	HUNDRED
B5			N5937	BLACKBIRD
B5			N6299	BLACKBIRD
B5			N6300	BLACKBIRD
B5			N6301	BLACKBIRD
B5			N6302	BLACKBIRD
B5			N6303	BLACKBIRD
B5			N6304	BLACKBIRD
B5			N6305	BLACKBIRD
B5			N6306	BLACKBIRD
B5			N6307	BLACKBIRD
B5			N6309	BLACKBIRD
B5	C1		N423	APPOQUINIMINK
B5	C1	X1	N5880	APPOQUINIMINK
B6			N5265	BLACKBIRD
B6			N6281	BLACKBIRD
B6	C2		N6270	BLACKBIRD
B6	C3		N6271	BLACKBIRD
B6	C3		N6272	BLACKBIRD
B6	C3		N6273	BLACKBIRD
B6	C4		N6315	BLACKBIRD
B7			K156	DUCK CREEK
B7			K3838	DUCK CREEK
B7			K3839	DUCK CREEK
B7			K3840	DUCK CREEK
B7			K3841	DUCK CREEK
B7			K3846	DUCK CREEK
B7			K3847	DUCK CREEK
B7			N3848	DUCK CREEK
B8			K236	DUCK CREEK
B8			K3826	DUCK CREEK
B8			K3827	DUCK CREEK
B8			K3828	DUCK CREEK
B8			K3829	DUCK CREEK
B8			K3830	DUCK CREEK
B8			K3831	DUCK CREEK
B8			K3832	DUCK CREEK
B8			K3833	DUCK CREEK
B8			K3834	DUCK CREEK
B8			K3835	DUCK CREEK
B8			K3836	DUCK CREEK
B8			K3837	DUCK CREEK
B8			K3849	DUCK CREEK
B8			K3850	DUCK CREEK
B8			K3851	DUCK CREEK
B8			K3852	DUCK CREEK
B8			K3853	DUCK CREEK
B8			K833	LITTLE CREEK
B8	C6		K238	DUCK CREEK
B8	X3	X4	K3163	LITTLE CREEK

APPENDIX II (cont.)
 STANDING STRUCTURE CULTURAL RESOURCES IN THE
 ROUTE 13 PROJECT ALIGNMENTS, ARRANGED BY HIGHWAY SEGMENTS

		CRS	HUNDRED	
C1	B5	N5857	APPOQUINIMINK	
C10		K909	EAST DOVER	
C3	B6	N5938	BLACKBIRD	
C4		K202	DUCK CREEK	
C4		K4012	DUCK CREEK	
C4		K4013	DUCK CREEK	
C4		K4014	DUCK CREEK	
C4		K4015	DUCK CREEK	
C4		K4016	DUCK CREEK	
C4		K4017	DUCK CREEK	
C4		K4018	DUCK CREEK	
C4		K4019	DUCK CREEK	
C4		K4020	DUCK CREEK	
C4		K4021	DUCK CREEK	
C4		K4022	DUCK CREEK	
C4		K4023	DUCK CREEK	
C4		K4024	DUCK CREEK	
C4		N132	BLACKBIRD	
C4		N4246	BLACKBIRD	
C5		K3938	DUCK CREEK	
C5		K3939	DUCK CREEK	
C5		K3940	DUCK CREEK	
C8		K2063	LITTLE CREEK	
C8		K2064	LITTLE CREEK	
C8		K2065	LITTLE CREEK	
C8		K2066	LITTLE CREEK	
X1		N5879	APPOQUINIMINK	
X3		K1613	LITTLE CREEK	
X3	A5	K1344	KENTON	
X3	X4	B8	K3164	LITTLE CREEK