

JOHN MILNER ASSOCIATES, INC.  
ARCHITECTS • ARCHEOLOGISTS • PLANNERS

Restoration & Rehabilitation • Preservation Planning • Prehistoric & Historic Archeology • Historical Research • Materials Conservation

March 14, 2002

Delaware Department of Transportation  
Design Support Division  
Office of Environmental Studies  
800 Bay Road  
Dover, DE 19903

Principals:  
*Allan H. Steenhusen*  
*Daniel G. Roberts, RPA*  
*F. Neale Quenzel, AIA*  
*Peter S. Richardson, AIA, RIBA*  
*Thomas L. Struthers*  
*Charles D. Cheek*  
*Peter C. Benton, AIA*  
*Patricia P. Redlifer*  
*John K. Mott, FAIA*

Attn: Kevin Cunningham  
Michael Hahn

Re: Agreement No. 1118  
Federal Aid Project Nos. EBROS-N244(2), EBROS-N244(3), EBROS-N244(4)  
Snuff Mill Road (SR 243 to SR 52)  
New Castle County, Delaware  
Cultural Resources Investigations  
**Management Summary**

Gentlemen:

John Milner Associates, Inc. (JMA) is pleased to present this Management Summary associated with cultural resources investigations for the referenced project. The Delaware Department of Transportation (DelDOT) is planning to rehabilitate Snuff Mill Road between SR 243 and SR 52. Improvements are to include widening of seven bridges/culverts and repaving of the roadway. Since the project is federally funded, it is subject to the regulations of Section 106 of the National Historic Preservation Act, as amended. The purpose of the cultural resources investigations is to assist the FHWA and DelDOT in meeting their Section 106 responsibilities.

During a field view with JMA and the Delaware State Historic Preservation Office (SHPO) on November 16, 2001, DelDOT decided that historic architectural investigations would be required to determine the National Register eligibility status of properties that may be affected by the proposed undertaking. No archeological investigations were deemed necessary. Subsequently, DelDOT decided that the need for additional work beyond data collection and analysis, including preparation of a written report, would be determined following a project meeting on March 14, 2002. DelDOT defined the area of potential effects (APE) to include the Snuff Mill Road alignment between SR 243 and SR 52, as well as all tax parcels adjoining this alignment.

JMA conducted research on two levels: background research focused on the history and development of the APE in general to provide an understanding of its place within the state's historic contextual framework. Historic contexts were related to the framework provided by the *Delaware State Comprehensive Historic Preservation Plan*. Site-specific research focused on the landscape development, building chronology, and historical associations of individual properties that appear to meet the 50-year age consideration of National Register criteria (36 CFR 60).

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Sources of information included SHPO site files (Dover), DelDOT project files (Dover), property records at the City-County Building (Wilmington), Morris Library of the University of Delaware (Newark), Delaware Public Archives (Dover), Historical Society of Delaware (Wilmington), Eleutherian Mills Research Library (Hagley Museum), Wilmington Public Library, and knowledgeable individuals. JMA conducted a field examination of the APE to confirm the documentary sources, collect information on specific properties, and take 35mm black and white photographs.

JMA evaluated the results of the documentary research and field examination with respect to National Register criteria (36 CFR 60). Historic architectural properties were related to the themes or patterns of development identified during background research and correlated with physical and documentary evidence gathered during the site-specific investigations. Properties possessing physical or associative characteristics that significantly relate them to one or more historic context and possess sufficient integrity to be good representatives of their property types have been recommended eligible for the National Register. Properties that do not meet these requirements have been recommended not eligible.

The results of the data collection and analysis are summarized in the attached figure and table. JMA addressed 56 properties. Of these, 1 house (#7-near road), 1 bridge (#9), and 1 school (#55) were previously determined eligible for the National Register. As a result of JMA's investigations, 3 farmsteads (#2, #13, and #22) and 6 country estates (#1, #4, #7+8, #18, #20, and #22+23+38+42) are recommended eligible. The remaining properties do not appear to meet National Register requirements, either individually or as part of a district, due to low integrity and/or a lack of historical or architectural significance.

We trust this Management Summary will meet your present needs and look forward to discussing the results of our investigations in greater detail. Should you have questions or require additional information, please do not hesitate to contact us.

Sincerely,

JOHN MILNER ASSOCIATES, INC.



Richard Meyer  
Senior Project Manager

Attachments

cc: Daniel G. Roberts  
Robert G. Kingsley, Ph.D.  
Wade P. Catts  
Douglas C. McVarish  
Kip Van Blarcom

Agreement No. 1118

Cultural Resource Investigations  
**SR 244 (Snuff Mill Road) from SR 243 to SR 52**  
 New Castle County, Delaware

John Milner Associates, Inc.  
 March 14, 2002

*Note: Properties are listed from west to east along Snuff Mill Rd, beginning at SR 243 (Old Kennett Rd) and ending at SR 52 (Kennett Pike).*

**Properties within the Area of Potential Effects (APE), including Historically Related Adjoining Parcels**

Property Information								JMA Recommendations	
#	Address	Side of Rd	Buildings on Property	Date	Context	Name or Owner	Status	Elig	Criteria / Considerations
1	Old Kennett Rd	NW	Stone 13-bay neo-colonial house	1932-1940	Country estate	"Foxhill"; William L. Springer		Yes	Meets A and C; architect George Whiteside
2	1319 Ashland Rd	SW	Stone house w/ mansard roof; 2 barns; bank barn ruins	1870-1900	19th-century agriculture	D.W. Taylor	N-4079	Yes	Meets A and C
3	Snuff Mill Rd	N	Frame cross-gable house; garage; office	1850-1880; 1910-1940; 1960-1995	19th-century agriculture	M. Kane House	N-7653	No	Lacks integrity
4	1000 Snuff Mill Rd	S	Stone neo-colonial house; playhouse; greenhouse	1920-1940	Country estate			Yes	Meets A and C
5	Snuff Mill Rd	n/a	Culvert 1	c 1939?		DelDOT		No	No documentation
6	Snuff Mill Rd	N	Vacant lot	n/a	n/a	n/a	n/a	n/a	n/a
7	Snuff Mill Rd	N	Stone house w/ bargeboards; mill house; tenant house (1 acre +)	1849-1860; 1930-55; 1880-1910	Country estate	Brown	N-1133; DOE (house)	n/a	Contributes to Shadowbrook

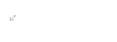
Property Information								JMA Recommendations	
#	Address	Side of Rd	Buildings on Property	Date	Context	Name or Owner	Status	Elig	Criteria / Considerations
8	Center Mill Rd	N	Stone neo-colonial house; garage/servant quarters; springhouse; several outbuildings	1830-1869 (1920-50)		Stony Lonesome (W. Passmore); Shadowbrook (Fleitas, G. van S. Copland)	N-1131	Yes	Meets A, B, and C
9	Snuff Mill Rd	n/a	Bridge 1-88	c 1939		DeIDOT	N-12531, DOE	Yes	Meets C [supposedly built by Shadowbrook contractors]
10	1 Jenny Ln	N	Brick ranch house	1965-1985				No	Less than 50 yrs old
11	Snuff Mill Rd	n/a	Bridge 1-89	c 1939		DeIDOT		No	No documentation
12	809 Snuff Mill Rd	N	Frame house painted white	1995-2001				No	Less than 50 yrs old
13	900 Snuff Mill Rd	S	Frame cross-gable house painted yellow; barn	1893-1910	Late 19th century ag.			Yes	Meets A and C
14	Snuff Mill Rd	N	Vacant lot	n/a	n/a	n/a	n/a	n/a	n/a
15	Snuff Mill Rd	N	Brick house painted beige (includes earlier stone bldg)	1975-1995 (1870-1910)				No	Less than 50 yrs old
16	Snuff Mill Rd	n/a	Bridge 1-90	c 1939		DeIDOT			Damaged south parapet; no documentation
17	Snuff Mill Rd	S	Vacant lot	n/a	n/a	n/a	n/a	n/a	n/a
18	Snuff Mill Rd	N	Brick Tudor house; tenant house; garage; barn	1920-1940; 1910-1950; 1960-95; 1860-1910	Country estate	F.A.C. "Bunny" Vosters estate; T. McConnell	N-1134	Yes	Meets A and C
19	Snuff Mill Rd	n/a	Bridge 1-91	c 1939		DeIDOT		No	No documentation
20	700 Snuff Mill Rd	S	Brick 5-bay neo-colonial w/ wings	1938	Country estate	C.B. McCoy, Pres. of Dupont Co.; E. Jefferson	N-12548?	Yes	Meets A, B, and C; architect Cecil Backus
21	106 St Moritz Dr	N	Frame house	1995-2001				No	Less than 50 yrs old

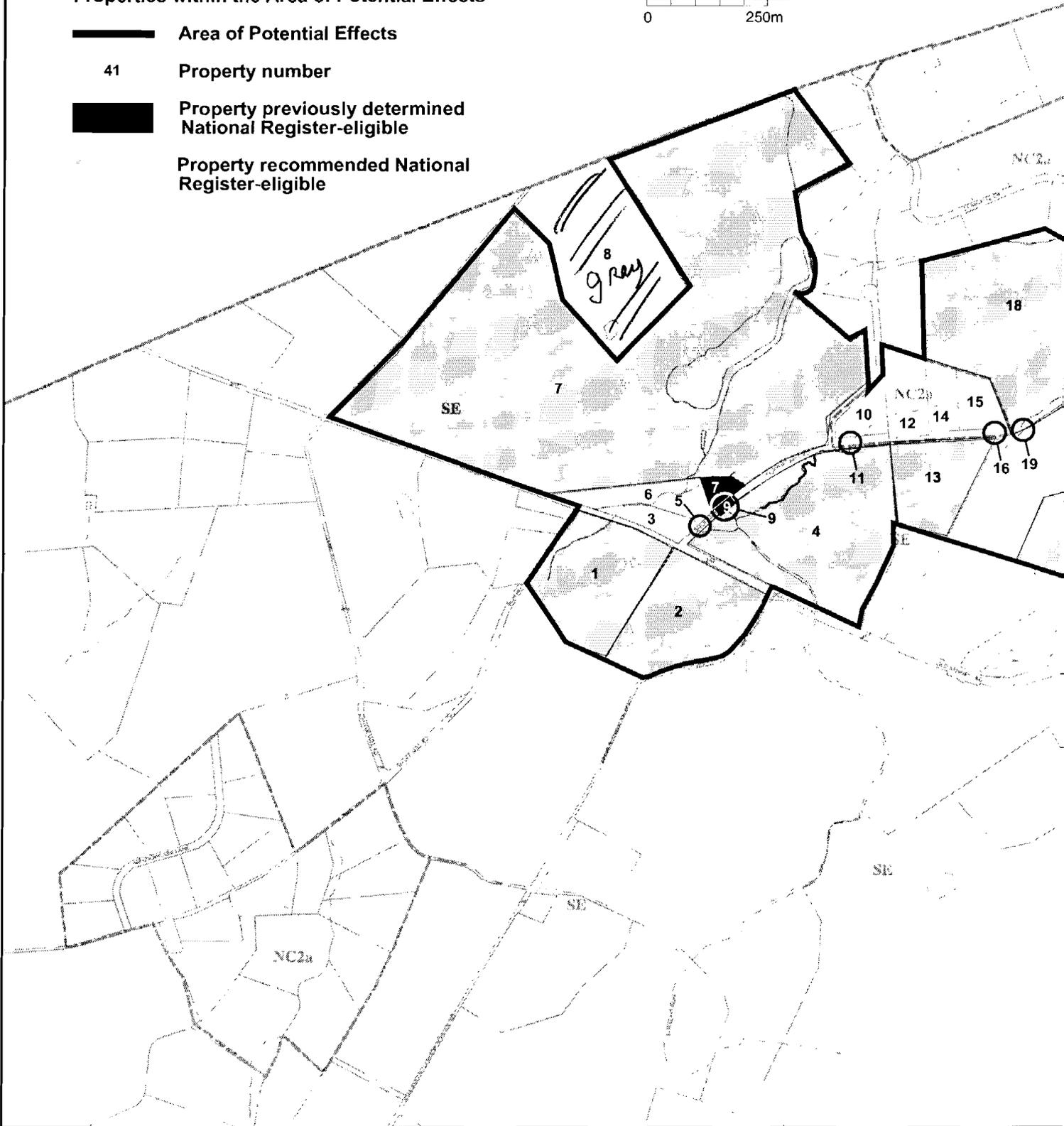
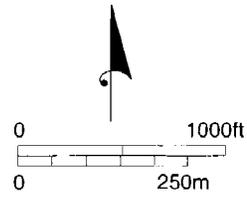
Property Information								JMA Recommendations	
#	Address	Side of Rd	Buildings on Property	Date	Context	Name or Owner	Status	Elig	Criteria / Considerations
22	Kennett Pike	N	Stone house; barn; contemp house	1770-1830	Early 19th-century ag.; country estate	S.G. Clement; Hollingsworth	N-316	Yes	Meets A and C; contributes to Oberod
23	Burnt Mill Rd	N	Stone mansion	1936-1937	Country estate	Oberod	N-315	Yes	Meets A, B, and C; architects DeArmand, Ashmead, & Brickley
24	Pentland Dr	S	Vacant lot	n/a	n/a	n/a	n/a	n/a	n/a
25	Pentland Dr	S	Frame contemporary	1990-2000				No	Less than 50 yrs old
26	Pentland Dr	S	Vacant lot			n/a	n/a	n/a	n/a
27	Snuff Mill Rd	n/a	Bridge 1-93	c 1939		DeIDOT	N-12549?	No	No documentation
28	Snuff Mill Rd	S	Concrete-block building and pool	c 1954		Snuff Mill Swim Club		No	Less than 50 yrs old
29	410 Snuff Mill Rd	S	Brick L-shaped, bay windows, painted	1955-1975				No	Less than 50 yrs old
30	404 Snuff Mill Rd	S	Brick house w/ frame center section	1955-1975				No	Less than 50 yrs old
31	330 Snuff Mill Rd	S	"Provence"-style w/ arched window	1980-2000				No	Less than 50 yrs old
32	Kennett Pike	N	Frame contemporary	1990-2001				No	Less than 50 yrs old
33	400 Snuff Mill Rd	S	Brick/frame contemporary	1985-2000				No	Less than 50 yrs old
34	301 Center Hill Rd	S	Frame A-frame contemporary	1985-2000				No	Less than 50 yrs old
35	300 Center Hill Rd	S	Frame house in "Swiss chalet" style	1970-2000				No	Less than 50 yrs old
36	120 Haywood Rd	S	Frame/brick with vinyl-sided sections	1975-2000				No	Less than 50 yrs old
37	115 Haywood Rd	S	Brick/frame contemp, stained dark	1985-2000				No	Less than 50 yrs old

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#	Address	Side of Rd	Buildings on Property	Date	Context	Name or Owner	Status	Elig	Criteria / Considerations
38	6020 Kennett Pike	N	Stone Italianate house; stone garage	1850-1875			N-317; N-7694	Yes	Meets A, B, and C
39	113 Haywood Rd	S	Frame contemporary painted beige	1985-2000				No	Less than 50 yrs old
40	111 Haywood Rd	S	Frame contemporary painted beige	1985-2000				No	Less than 50 yrs old
41	109 Haywood Rd	S	Frame contemporary painted blue	1985-2000				No	Less than 50 yrs old
42	Snuff Mill Rd	N	Vacant lot	1936-1937	Country estate	Part of former Oberod estate	n/a	Yes	Meets A and C
43	107 Haywood Rd	S	Brick/stone "Virginia"-style colonial	1995-2001				No	Less than 50 yrs old
44	105 Haywood Rd	S	Frame contemp w/ shed dormers	1985-2000				No	Less than 50 yrs old
45	103 Haywood Rd	S	Stone/frame contemporary	1985-2000				No	Less than 50 yrs old
46	101 Haywood Rd	S	Frame contemporary	1985-2000				No	Less than 50 yrs old
47	Snuff Mill Rd	n/a	Culvert 2	c 1939		DelDOT		No	No documentation
48	14? Snuff Mill Rd	S	Brick house w/ square footprint	1950-1975				No	Appears less than 50 yrs old
49	12? Snuff Mill Rd	S	Stucco cottage	1920-1955	Suburban			No	Common type
50	10? Snuff Mill Rd	S	Brick 5-bay cottage painted white	1925-1955	Suburban			No	Common type
51	8 Snuff Mill Rd	S	Brick Cape Cod house w/ low roof	1940-1965	Suburban	W.W. Talley		No	Common type
52	6 Snuff Mill Rd	S	Brick Cape Cod w/ 2 dormers	1925-1955	Suburban			No	Common type
53	4? Snuff Mill Rd	S	Brick contemporary	1950-1980				No	Less than 50 yrs old
54	5922 Kennett Pike	S	Brick Cape Cod	1940-1960	Suburban			No	Common type
55	5925 Kennett Pike	NE	Mt. Airy School No. 27 (residence)	1863		Mt. Airy School (NR)	N-3864; also N-6186, N-5831	Yes	Representative style
56	59?? Kennett Pike	SE	Rancher	1950-1980				No	n/a

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Snuff Mill Road (SR 243 to SR 52)  
New Castle County, Delaware**

**Properties within the Area of Potential Effects**

-  **Area of Potential Effects**
- 41** **Property number**
-  **Property previously determined National Register-eligible**
-  **Property recommended National Register-eligible**





JMA

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VIA E-MAIL AND REGULAR MAIL

April 30, 2002

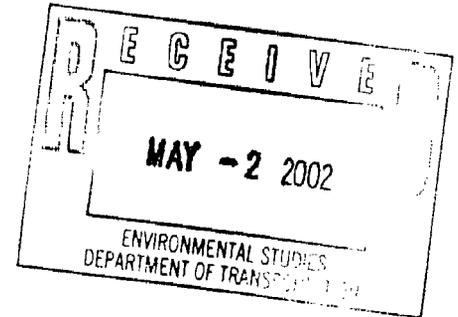
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New Castle County, Delaware  
Cultural Resources Investigations  
**Management Summary 2**



Gentlemen:

John Milner Associates, Inc. (JMA) is pleased to present this Management Summary associated with cultural resources investigations for the referenced project. As a result of issues raised during our status meeting on March 14, 2002, JMA agreed to undertake additional research on the roadway and bridges. The discussions below summarize the additional research and provide a recommendation regarding the significance of these resources.

**Additional Research Undertaken:**

- Review of State Highway Department Annual Reports from 1917 to 1953.
- Examination of Wilmington and Kennett Turnpike manuscripts at Hagley Museum and Library.
- Review of Maryland DOT's "Small Structures on Roadways" context and guidelines (1997).
- Review of Historic Highways and Landscapes studies available on line.  
[www.ruralheritage.org](http://www.ruralheritage.org); [www2.cr.nps.gov/hli](http://www2.cr.nps.gov/hli); [www2.cr.nps.gov/tps/briefs/brief36.htm](http://www2.cr.nps.gov/tps/briefs/brief36.htm)

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### **Results of Additional Research:**

The development of Snuff Mill Road (apparently a name not applied to the route until some time in the second half of the twentieth century) began in 1849. At that time a road was established that linked the Wilmington and Kennett Turnpike at Bush's Lane with the Old Wilmington to Kennett Road, approximately 1.5 miles to the west. No road had existed at this location prior to 1849, a fact provided by the 1849 road plat indicating that the access to the Levis Walter farm was probably from the Old Kennett Pike.

No specific destination or target was anticipated when the road was created; it was simply intended to link two major, but diverging, transportation routes and make local travel easier. At the time of the construction of the road, several farm complexes occupied the area, including the Israel Bonsall farm, the Richard Clement farm (still extant), the Jacob Lamborn farm, and the Levis Walter farm. Other farmland was crossed but the farm complex was not directly affected.

When the road was constructed in the winter of 1849 one bridge across Burrows Run was built at the cost of \$125, and three culverts were also built, each at \$25. The Burrows Run bridge is the precursor to modern Bridge 88, and it appears that the culverts built in 1849 were the ancestors of Culvert 2, and Bridges 90 and 91. No other stream or water crossings were indicated at the time of construction.

Approximately 20 years later (1868) the Snuff Mill route has remained unchanged, except that the road is shown crossing water courses six times, suggesting that bridges and/or culverts may have been in place at these crossing points (the only one not shown is present-day Culvert 1). The increase in small features along the roads may indicate the increase in soil erosion or water runoff caused by more intensive farming along the road and/or as an actual result of the creation of the road itself. Names associated with farmsteads have changed, and the Israel Bonsall farmstead is not depicted in 1868.

State Highway Department records do not single out any of the culverts along Snuff Mill Road during the period 1917-1953. Significant for the study of the bridge and culverts on the road is the survey conducted in 1921-22 of all stream-crossing features in the state. The series of black and white photographs that Mike Hahn provided to JMA were recorded at this time, and constitute the earliest empirical information uncovered to date relating to the Burrows Run Bridge and the culverts along the road (DeIDOT Photograph Archive).

State Highway Department annual reports make it clear that many minor bridges and culverts were replaced and/or repaired yearly (in some cases hundreds of bridges annually) and that standard structures designed by the Bridge Division were used in the construction. Records on Bridge 88 in 1921 note that the bridge was constructed of a steel truss with masonry walls. Flooring was 3-inch wooden planking, and the span was approximately 20 feet. The photograph of the bridge suggests that the truss was a Warren truss, a common construction design on bridges dating from about 1860 into the twentieth century (DeIDOT Photograph Archive C-88, 1921; P.A.C. Spero and Company 1991:44).

<b>Bridge/Culvert</b>	<b>1849</b>	<b>1921</b>	<b>1939</b>	<b>2000</b>
Culvert 1 (Bridge 87)	Not shown on road plat	Concrete with concrete abutments; road on fill; 6' 6" span		
Bridge 88	Constructed across Burrows Run at cost of \$125. Materials not specified	Steel truss with masonry walls; 3" plank floor; masonry abutments. Span of 20' 4"	Masonry and concrete I-beam; span not specified in annual report	(encased steel multi-girder). Span of 32' 9"
Bridge 89 (culvert)	Not shown on road plat	Concrete slab with masonry walls; masonry abutments; road on fill; 9' span		Concrete slab; single span with 8' 9" clearance
Bridge 90 (culvert)	Constructed at cost of \$25. Materials not specified	Concrete slab with masonry walls; masonry abutments; road on fill; 8' 8" span		Concrete slab; single span with 8' clearance
Bridge 91 (arch)	Constructed at cost of \$25. Materials not specified	Concrete and masonry; the abutment and arch are concrete, the walls are masonry; floor of bridge is the road; 8' span		Filled spandrel semicircular concrete arch; 8' span
Bridge 92	Not shown on road plat	Concrete slab with masonry walls; masonry abutments; road on fill; 6' span		
Culvert 2 (Bridge 93)	Constructed at cost of \$25. Materials not specified	Stone culvert; masonry abutments; road on fill; 3' span		

The State Highway Department annual reports make it clear that flooding and storm damage to bridges and stream crossings occurred frequently and repair and replacement of spans was necessary. The annual reports noted severe storms in August 1933, September 1935 (when many bridges were lost, mostly in the recently acquired county road system), and damaging freezing/thawing in the winter of 1936 (Mack 1935:24; 1936:31; 1938:25). Bridge 88 may have been damaged in one of these storms, probably the severe storm of July 13, 1937 that destroyed the nearby Ashland covered bridge over Red Clay Creek.

The annual report for 1938 noted that several bridges were badly damaged or destroyed and that the Ashland Bridge was the largest (Mack 1938:25). Olivere Paving and Construction of Wilmington, DE replaced the bridge at Burrows Run (Bridge 88) in the summer of 1939. The new bridge was a masonry and concrete I-beam bridge and its cost was \$5,508.30 (Mack 1939:58). The same year Olivere Paving and Construction undertook a \$47,873 project along Kennett Pike, and the year previous was responsible for the reconstruction of the Ashland Bridge mentioned above (Mack 1938:59).

In a letter from the Chief Engineer, Olivere Paving and Construction was directed to use face stone for the rubble masonry in Bridge 88 that matched the stone used by Harry G. Haskell in his recent construction of Shadowbrook, the large gray stone Colonial Revival home north of the bridge (Cannon nd:96). Contract documents associated with the reconstruction of the bridge indicate that only Bridge 88 was worked on in the summer of 1939; culverts to the east and west were not included in the project.

The highway engineer noted in 1936 that concrete headwalls at the ends of pipes and culverts were a standard feature intended to prevent drivers from running into ditches, but that time had shown these headwalls were actually a hazard. Large numbers of these concrete headwalls were removed at this time (Mack 1936:29). It was also noted that the heavy freezing and thawing during February 1936 had badly damaged and destroyed "practically all of the vitrified culvert pipes, and the resultant heaving made necessary the replacement of a large amount of corrugated metal pipe" (Mack 1936:31). Much of the rusted metal pipes throughout the state were slated for replacement between 1936 and 1938.

Replacement of corrugated pipes and the repair of damaged parapet and headwalls appear to have been undertaken on all of the spans along Snuff Mill Road. Maintenance files indicate minor repairs and improvements throughout the second half of the twentieth century. For example, Culvert 1 (Bridge 87) was fitted with two 24" pipes circa 1921, but by the late 1960s the culvert contained three 24" reinforced corrugated pipes; presently there are only two 30" pipes in the span.

**Recommendation:**

Snuff Mill Road and its bridges/culverts can be considered as a "cultural route," that is, a road that has developed or evolved out of necessity or tradition (RHP-Historic Roads). In this case, the road was intended to serve as a secondary connector linking the Old Kennett Road with Route 52, and the road continues to fulfill this objective. As is often the case with cultural routes, the road and its engineering features have undergone changes and modifications since their creation in 1849, changes that have led to multiple layers of development.

The development of the road corridor, even one as small as the present project area, provides information related to the historical development of the region. For example, the initial construction and layout of Snuff Mill Road in 1849 required the erection of one bridge and three culverts, a number that increased to five culverts by 1868. Although not stated in written records, land clearing and drainage problems are the likely implicit reason for the increase in the number of culverts. Supporting evidence is provided by the 1921 notes on bridges that reveal that most of the culverts consisted of "road on fill" construction, indicating that the road was a raised surface.

To the extent that the area can be defined as a historic landscape, the Snuff Mill Road project area is probably best defined as a historic vernacular landscape, or a landscape that evolved through use by the

people whose activities and occupancy shaped it (Birnbaum 1994:2). Snuff Mill Road is an integral part of this larger vernacular landscape. With the exception of Bridge 88, which is considered eligible to the National Register, Snuff Mill Road and its engineering features are not individually historically significant features. However, as a group they are important landscape elements. In the Snuff Mill Road corridor, nineteenth century farmsteads are interspersed with later, twentieth century country house estates such as Shadowbrook, Foxhill, and Oberod, all constructed in the early decades of the twentieth century by relatives of the duPont family or high-ranking employees the Dupont Company. The road itself serves to link these cultural landscape features, and in at least one instance (Bridge 88 and Shadowbrook) there is a clear link between the bridge and the surrounding landscape.

**Sources for Further Investigation:**

- New Castle County Road Papers from 1869 to 1921 in order to determine (if possible) dates of construction and repair for Snuff Mill Road bridge and culverts.
- New Castle County Engineer's quarterly reports, 1925-1936, at Hagley Museum and Library, for dates of construction and repair for Snuff Mill Road bridge and culverts (if possible).

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We trust this Management Summary will meet your present needs. Should you have questions or require additional information, please do not hesitate to contact us.

Sincerely,

JOHN MILNER ASSOCIATES, INC.

A handwritten signature in black ink, appearing to read "R. Meyer", with a long horizontal flourish extending to the right.

Richard Meyer  
Senior Project Manager

cc: Daniel G. Roberts  
Robert G. Kingsley, Ph.D.  
Wade P. Catts  
Douglas C. McVarish  
Kip Van Blarcom