

4.0 RESULTS

4.1 CRS PROPERTIES

A total of 68 individual architectural properties and 2 historic districts identified as being subject to direct or indirect impact from the alignment options in the Ellendale study area are addressed in this study. One property that could be part of a larger historic district for Ellendale is indirectly affected by the proposed project and is evaluated in this report, although the possible district is not. The Ellendale Historic District has never been formally documented or evaluated, and it is beyond the scope of the current project to do so here.

Of the 68 individual properties included in the Ellendale report, 11 were found to be demolished; these are listed on Table 2. Of the 57 remaining architectural properties within the Ellendale study area, 2 properties—Teddy’s Tavern (S-08384) and the Ellendale State Forest Picnic Facility (S-08151)—are already listed on the National Register, and 3 additional properties are eligible for listing (Table 3; see Figure 3). Descriptions and evaluations of all properties are presented in Section 5.0 of this report.

Table 2. Demolished Properties, Ellendale Study Area

S-00149	S-03965	S-08338
S-03188	S-04021	S-08573
S-03828	S-04032	S-08585
S-03891	S-08331	

4.2 ROADWAYS

Because of the very large numbers of roads of all time periods and types in Delaware, only those thoroughfares that are individually historically important, incorporate distinctive design elements, or represent the work of a master are eligible for the National Register. The one historic Delaware road currently listed in the National Register is Wilmington’s Kentmere Parkway, significant both as a part of a designed landscape of the city’s Kentmere neighborhood, and as the work of a nationally known landscape architecture firm. The parkway, though modernized to meet present traffic standards, retains its original formal, boulevard character that makes it a historically and visually significant thoroughfare.

Within the study area, two roads are important to the history of transportation in Sussex County and the State: the Old State Road and the Coleman DuPont Highway (U.S. 113). The former represents a section of the first north-south road through Delaware. Parts of it were originally constructed in the early settlement period, and, until the construction of the DuPont Highway, it was the major road running the length of the state. Historic elements that typically remain on a historically significance road may include mileposts, curbstones, culverts, street trees, and other elements that evoke an older road. In the case of the Old State Road, no obvious historic elements remain, and the road has been reoriented in a number of places to reduce grades and eliminate curves. As a result, it no longer conveys the character of an early road, and does not possess the integrity necessary to be eligible for listing in the National Register of Historic Places.

As indicated, the Coleman DuPont Highway, particularly the southern portion, originally incorporated some of Coleman DuPont’s design and functional concepts. Over the intervening 90 years, the character of the road has undergone considerable change. Some of this change, notably the early widening, was incremental in character. In the post-World War II period, this change became more pronounced as the state transportation agency tried to keep up with tremendous increases in vehicular traffic. The allees of sycamores that lined portions of the New Castle County parts of the highway were removed to accommodate widening. In Kent and Sussex counties, portions of the highway were realigned. Much of the highway was dualized, and as a result, older bridges and culverts were removed. The modern highway bears no visual relationship to DuPont’s vision, and is not recognizable as a historic thoroughfare to the average traveler. The DuPont Highway, as the State Road and as a U.S. Interstate Highway, lacks the integrity necessary to be eligible for listing in the National Register of Historic Places.

Table 3. National Register Properties, Ellendale Study Area

CRS Property ID	Property Name, Address, Tax Parcel ID	NR Status	NR Crit.	Historical Context	Boundary
S-00150	McColley’s Chapel McColley’s Chapel Road (PIN: 135-5.00-44.00)	eligible	C, CC* A	Lower Peninsula/Cypress Swamp Zone; Urbanization and Early Suburbanization, 1880-1940+/-; Architecture, Engineering and Decorative Arts theme; gabled front church property type	modern tax parcel
S-08151	Ellendale State Forest Picnic Facility U.S. 113 (PIN: 230-31.00-48.00 and U.S. 113 ROW)	listed	C	Lower Peninsula/Cypress Swamp Zone; Urbanization and Early Suburbanization, 1880-1940+/-; Architecture, Engineering and Decorative Arts theme; rustic CCC recreational architecture property type	~2.7 acres in U.S. 113 right-of-way and SW corner of tax parcel
S-08384	Teddy’s Tavern DuPont Highway (PIN: 230-26.00-35.10)	listed	A	Lower Peninsula/Cypress Swamp Zone; Urbanization and Early Suburbanization, 1880-1940+/-; Transportation and Communication theme; service stations/roadside taverns property type	~1.5 acres at NW corner of tax parcel
S-08570	Maringola House and Farm Stand DuPont Boulevard (PIN: 230-19.00-81.00 and 230-19.00-78.00)	eligible	C	Lower Peninsula/Cypress Swamp Zone; Suburbanization and Early Ex-urbanization, 1940-1960+/-; Retailing/wholesaling theme and Architecture, Engineering, and Decorative Arts theme; roadside stand property types	farm stand only
S-12179	ECW Camp S-53 Mess Hall Redden Road (PIN: 135-5.00-37.00)	eligible	C, CC* B	Lower Peninsula/Cypress Swamp Zone; Urbanization and Early Suburbanization, 1880-1940+/-; Architecture, Engineering and Decorative Arts theme; CCC building property type	modern tax parcel

* CC = Criteria Consideration