

ABSTRACT

The Cultural Resource Group of Louis Berger & Associates, Inc., conducted an archaeological and architectural survey of U.S. Route 113 between Milford and Georgetown, Delaware. The purpose of this work was to provide information for compliance with Section 106 of the National Historic Preservation Act in consultation with the Delaware State Historic Preservation Office of the Bureau of Archaeology and Historic Preservation.

The archaeological survey resulted in the identification of seven previously unrecorded sites within the U.S. Route 113 right-of-way. These sites include five prehistoric components and four historic components. The prehistoric sites all appear to represent resource procurement sites or seasonal camps occupied by small groups. Diagnostic artifacts recovered from the sites indicate prehistoric use of the project area throughout the Archaic and Woodland periods. The historic archaeological sites represent rural residences or farmsteads, occupied primarily during the late nineteenth and twentieth centuries. Based on a program of site evaluation that included site-specific historical research and archaeological test excavations, one site, 7S-F-68, appears to be eligible for the National Register of Historic Places. It is a small, fairly well preserved procurement site occupied during the Archaic and Woodland periods; it is significant because it occupies an area for which little information is available. The remaining sites would not provide significant new information regarding the local or regional history or prehistory.

The architectural survey inventoried 60 resources 50 years of age or more within the project area. Six of these properties have been evaluated as potentially eligible for the National Register, and two properties were listed in the National Register through the efforts of the Delaware State Historic Preservation Office. Fitzgerald Auto Salvage (including the John T. Fitzgerald, Sr., House), established in the mid-1930s, illustrates one of the many new kinds of businesses spawned by the automobile era. The late nineteenth-century Douglas Morgan House is an intact example of the "tri-gable" farmhouse popular in much of Delaware during that period. The Ronald Smith Farm Stand, dated prior to 1941, exemplifies another type of auto-era commercial enterprise. Dating to the 1860s, the Jonathan Macklin House is a locally early example of rural domestic architecture, while the Coleman Farmstead, established in the late 1930s, illustrates aspects of the twentieth-century evolution of barn design and construction. During the project, Teddy's Tavern, a notable example of commercial roadside architecture from the 1930s, and the Ellendale State Forest Picnic Area (built by the Civilian Conservation Corps in the 1930s) were listed in the National Register of Historic Places. The remaining architectural properties do not appear to be eligible for the National Register.