

Draft

Phase IA Cultural Resources Survey

**MID-COUNTY MAINTENANCE & OPERATIONS FACILITY
U.S. ROUTE 13 AND WRANGLE HILL ROAD
ST. GEORGES, DELAWARE**

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for

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DELAWARE DEPARTMENT OF TRANSPORTATION**

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ABSTRACT

This Phase IA cultural resource survey was prepared in support of the proposed Mid-County Maintenance and Operations Facility at the intersection of U.S. Route 13 and Wrangle Hill Road (S.R. 0072) in St. Georges, New Castle County, Delaware. This project will include funding from the Federal Transit Authority, and this federal involvement requires project compliance with Section 106 of the National Historic Preservation Act (NHPA), as amended, the National Environmental Policy Act (NEPA) and other applicable regulations. Because of the nature of the project impacts, prior disturbance, and extensive prior work in the vicinity of the project area, this cultural resources study corresponds to a Phase IA survey, encompassing both historic architecture and archaeology in order to assess the current level of information.

Tasks included in the current work included consulting both secondary and primary sources including general historical overviews, prior reports and historic maps.

Field efforts included verifying the location of previously identified resources, as well as the identification of alterations since they were last examined or reported. These tasks were accomplished via windshield survey and a walkover of the project area.

The disturbed nature of the majority of the proposed project site severely limits the potential for archaeological resources within those portions of the property. Additionally, the proposed Mid-County Maintenance and Operations facility appears to avoid impacts to previously identified architectural resources. It is recommended that no additional archaeological or historic architectural investigations be conducted for the proposed project. Identified archaeological sites will not be effected by the proposed work and the significant amount of prior disturbance to the project area precludes the likelihood for surviving archaeological remains.

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I. INTRODUCTION

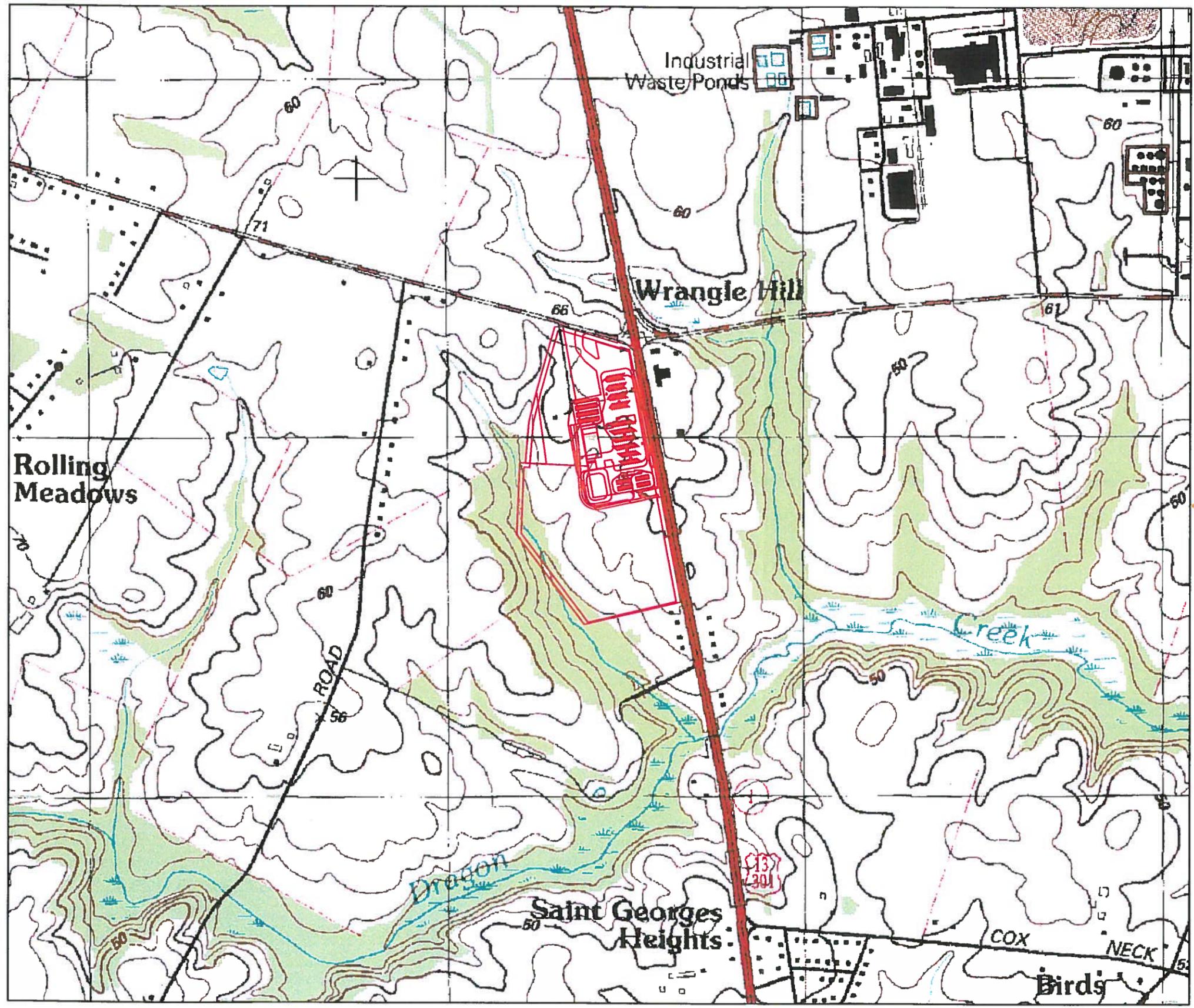
The Delaware Transit Corporation (DTC), a subsidiary of the Delaware Department of Transportation (DelDOT), proposes to develop a Mid-County Maintenance and Operations Facility at the intersection of U.S. Route 13 and Wrangle Hill Road (S.R. 0072) in St. Georges, New Castle County, Delaware (**Figure 1**). This facility will supplement the existing Wilmington operations complex, serving as a centralized location for bus maintenance and service, primarily for the fleet serving southern New Castle County. Development of the Mid-County Maintenance and Operations facility will include the conversion of the existing commercial buildings for maintenance, storage and a drivers ready room, construction of a new fueling facility, construction of a new bus cleanout/wash building, administrative space, and bus and employee vehicle parking.

The project sponsor (DTC) is seeking funding from the Federal Transit Authority, and this federal involvement requires project compliance with Section 106 of the National Historic Preservation Act (NHPA), as amended, the National Environmental Policy Act (NEPA) and other applicable regulations. This cultural resources study corresponds to a Phase IA survey, encompassing both historic architecture and archaeology. This investigation generally adheres to a Reconnaissance Level survey as defined in the *Guidelines for Architectural and Archaeological Surveys in Delaware* (Delaware State Historic Preservation Office 1993). The goal of this survey was to identify previously surveyed historic and archaeological sites on record and the location of potential sites within the study area. Consistent with a Phase IA survey, this study also notes where additional investigations are recommended.

The goals of this survey included the following:

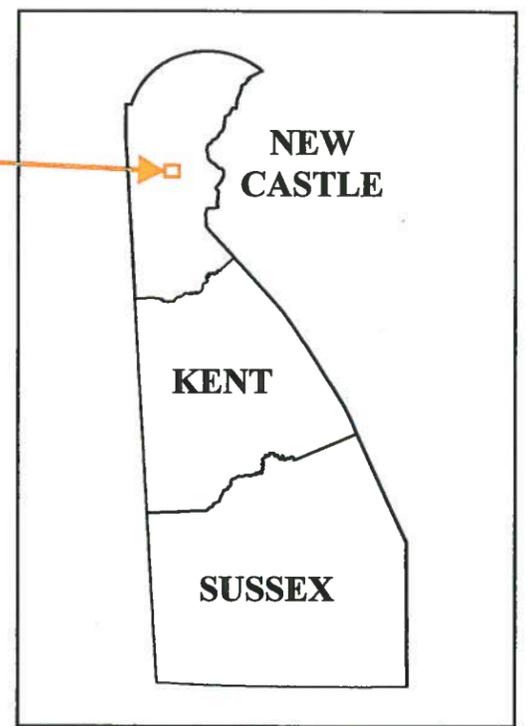
- Document the presence or absence of previously identified cultural resources in the project area, including historic architectural and prehistoric/historic archaeological resources
- Establish a historic context for the identification of potential resources and eventual evaluation of significance, if required
- Identify potential cultural resources within the project area that have not previously been documented
- Identify areas for further investigation if subsequent regulatory compliance efforts are required.

The proposed Mid-County Maintenance and Operations Facility site is located in Red Lion Hundred, just north of the town of St. Georges and the Delaware and Chesapeake Canal. The property lies between U.S. Route 1 to the west and U.S. Route 13 to the east. The study area included the new facility site as well as adjacent parcels to the east and north of the project site.



Legend

 Proposed Mid-County Facility



Sources: USGS Topographic Quadrangle
SAINT GEORGES, DEL.
1993

Projected Coordinate System: NAD 1983 UTM Zone 18N

FIGURE 1

Delaware Transit Corporation Mid-County Facility	
PROJECT LOCATION MAP	
Delaware Transit Corporation	SCALE 1"=300m
	DATE: 07/02

A review of records at the Delaware State Historic Preservation Office revealed the presence of archaeological sites in the area, as well as historic architectural sites. A site visit in June 2002 confirmed the presence of some of the sites in the vicinity and the absence of others within the project's proposed Area of Potential Effect (APE). Full descriptions are given later in this report.

The project vicinity is dominated by cultivated farmland (primarily corn) and major highways. The built environment is characterized by commercial enterprises, a few residences and major industrial sites, which are out of view of the project site. Commercial and industrial uses include a service station, car dealership, a DelDOT field office and a Motiva refinery.

II. PROPOSED AREA OF POTENTIAL EFFECT (APE)

The proposed Area of Potential Effect (APE) for this project includes the following: the entire project parcel(s); the portion of parcels opposite the project parcel(s) on the east side of U.S. Route 13 that are located between the east side of said highway and a line extending the eastern (rear) boundary of the Getty gas station parcel; both sides of Wrangle Hill Road from the interchange with Delaware Route 1 and the end of the eastbound merge lane east of U.S. Route 13, and; both sides of U.S. Route 13 north of Wrangle Hill Road approximately 200 meters. These boundaries are more clearly illustrated on **Figure 2**. The proposed APE for archaeological resources will correspond to the proposed areas of disturbance. **Plates 1 and 2** show existing conditions of the proposed site.

This proposed APE was selected to encompass all areas that may be potentially effected by the proposed project, including visual, traffic and noise impacts. Due to the general lack of buildings in the vicinity, as well as existing truck traffic along U.S. Route 13, Delaware Route 1 and Wrangle Hill Road, additional impacts due to the construction of the proposed facility are expected to be minimal.

III. BACKGROUND RESEARCH

Physical Characteristics

The project area occupies 60.6 acres of previously cultivated and developed land surrounding in the southwest quadrant of the U.S. Route 13/Route 72 (Wrangle Hill Road) intersection in New Castle County. Riparian woodlands line the unnamed tributary of Dragon Creek along the southwest boundary of the property. Shrubs line the ephemeral drainage and drainage ditches in the property among fallow fields which support grasses and weed species. The project area is situated on the High Coastal Plain in the Drainage Divide Zone (Custer 1986). The rolling topography of this Zone is due to coarse gravel deposits of the Columbia sediments that have resisted erosion (Jordan 1964). The drainages located on this physiographic province are typically deeply incised, with a thin veneer of recent sediments in the upper reaches and greater deposits further down their lengths. Within the project area, surface water comprises an unnamed tributary to Dragon Creek flowing southeast and an ephemeral drainage flowing south-



Scale 1"=200m

Legend

-  Area of Potential Effect
-  Mid-County Facility Project Boundary
-  Previously Identified Architectural Resources
-  Previously Identified Archaeological Resources (Shown here for review purposes only)

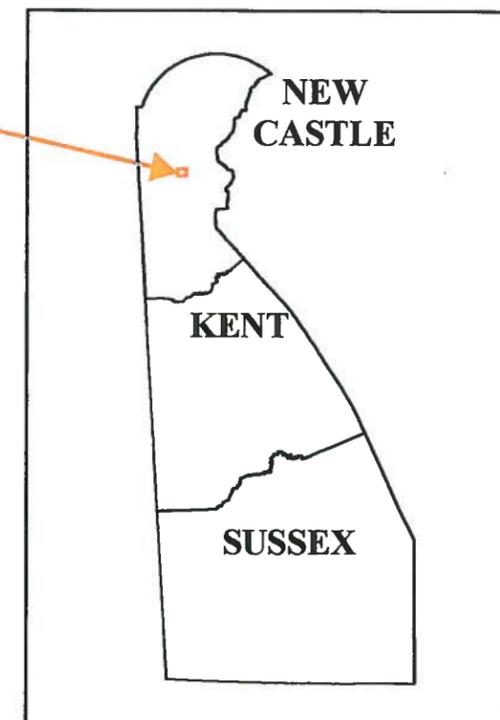


FIGURE 2

Delaware Transit Corporation Mid-County Facility	
PROPOSED AREA OF POTENTIAL EFFECT (APE)	
Delaware Transit Corporation	SCALE 1"=200m
	DATE: 07/02

Sources: Delaware Orthoimagery: Publication date = 1997
Downloaded from University of Delaware Spatial Analysis Lab website

Projected Coordinate System: NAD 1983 UTM Zone 18N



Plate 1: Existing parking lot at north end of project area. Starl House Site within large trees left of center. Facing east-southeast.



Plate 2: Proposed facility location showing existing structures and parking lot. Facing south.

southwest from the center of the parcel into the unnamed drainage. Dragon Creek flows generally eastward into the Delaware River at Delaware City.

The study area is within the Matapeake-Sassafras soil association with mapped soils comprising Matapeake silt loam, 2-5% and 5-10% slopes (Matthews and Lavoie 1970). The soil association is typified by nearly level to steeply sloping, well-drained medium to coarsely textured soils on uplands. Matapeake soils occur on uplands of the Coastal Plain and are well-drained. The soil column includes a silt loam A horizon of dark brown underlain by a yellowish brown silt loam that grades into a brown light silt clay loam that in turn overlies fine sandy loam horizons of yellowish brown. The steeper sloped soils are more prone to erosion, though both of the mapped units in the project area have lost significant amounts of their natural surface layer due to cultivation and subsequent erosion. Natural vegetation on these soils consists of mixed hardwoods, predominantly oaks. Subsurface inspection would be required to assess the accuracy of the soils mapping and the impacts of development to the natural soil column.

Prehistoric Background

The prehistory of Delaware and the Delmarva Peninsula is summarized from detailed discussions presented elsewhere (Custer 1984, 1986, 1989, 1994). Native American cultures in Delaware have been divided into five segments: Paleo-Indian, Archaic, Woodland I, Woodland II, and European Contact. With the exception of the last period, these divisions are based on perceived changes in subsistence, settlement, and social systems of local prehistoric peoples primarily in response to changes in local and regional environments and social conditions.

At the time of the initial peopling of the Western Hemisphere, the Pleistocene Epoch was drawing to a close, and the effects of the Wisconsin Glaciation continued to influence the climate. Based on pollen profiles from locations in Delaware, at that time the region was characterized by a mosaic of different vegetational communities comprising grasslands interspersed among large stands of conifers with some deciduous trees present as well. The earliest prehistoric Native Americans, the Paleo-Indians (ca. 10,000 B.C.), were hunters and gatherers who employed distinctive chipped stone projectile points and knives referred to as "fluted points." The majority of these implements were manufactured from high-quality cryptocrystalline lithic raw material(s). Similar fluted points were found in the western United States in direct association with extinct Pleistocene megafauna such as bison and mammoth. However, no such association has yet been documented east of the Mississippi River. In Delaware and other parts of the Middle Atlantic region, smaller mammals such as caribou, elk, and deer are thought to have been the focus of Paleo-Indian hunting activities. Floral and faunal remains from the Paleo-Indian component of the Shawnee-Minisink site in the Upper Delaware Valley also document the exploitation of wild plant foods and fish (McNett et al. 1977; Kauffman and Dent 1982). The relatively sparse evidence for this period suggests that Paleo-Indians lived in small, highly mobile groups or bands. It is also suggested that the preference for high quality stone materials influenced the settlement pattern. Many Paleo-Indian sites are located near primary geological outcrops or rich gravel beds containing these raw materials. In the latter stages of this period a variety of notched bifaces replaced the fluted points.

The beginning of the Archaic period coincides with the development of Holocene environments by circa 6500 B.C. During this period essentially modern environments developed in the Middle Atlantic region. The Archaic period represents a continuation of lifeways essentially similar to those interpreted for the Paleo-Indian period but without the almost exclusive reliance on cryptocrystalline raw lithic material. A variety of ground stone tools were added to the chipped stone tool kit indicating a greater use of flint resources. Group movements were scheduled to coincide with the seasonal availability of a variety of floral and faunal resources. In general, Archaic cultures exploited a wider variety of resources than their predecessors and did so from more specialized sites located in a greater range of settings and visited according to seasonal availabilities. However, evidence suggests that they also lived in small, highly mobile bands.

During the Woodland I period (ca. 3000 B.C.) there was a marked shift toward more sedentary lifeways. Settlements became larger and more numerous, particularly in highly productive riverine and estuarine habitats where both marine fish and shellfish were exploited. Recurrent seasonal occupation of sites is also apparent, as are changes in technologies. The latter innovations include the appearance of heavy woodworking tools such as axes and adzes, large stone hearths and, during the early part of the period, carved steatite vessels, which are believed to have increased cooking efficiency and possibly served as storage containers. Ceramic vessels also make their appearance (ca. 1000 B.C.) during this period. Some of the earliest types had flat bases and handles similar in form to steatite containers. Conical shaped ceramic vessels also occur during the first millennium and persisted until the arrival of Europeans. During the Woodland I period, a variety of notched and stemmed bifaces manufactured from a wide variety of lithic materials were in use. The presence of non-local items at many sites that date to this period are indicative of wide-ranging trade and exchange networks and the possible presence of complex, hierarchical social systems.

The final prehistoric period in Delaware (Woodland II) began at approximately A.D. 1000. The trade and exchange networks of the preceding period had broken down or ceased to function by this time. Hoe-type horticulture, including crops such as maize, beans, and squash, supplemented traditional wild animal and plant foods, though its impact in Delaware was limited (Custer and Griffith 1986; Stewart et al. 1986). The introduction of the bow and arrow and exclusive use of triangular projectile points were the two major technological innovations. Ceramics exhibit complex incised design motifs, and clay tobacco pipes also make their first appearance.

Historic Background

The earliest European settlement in colonial Delaware was at Lewes, on the east coast of Sussex County, in 1631. This Swedish venture was short-lived, however, lasting only about a year. Swedish, Dutch and English interests competed for supremacy in Delaware throughout the seventeenth century, while Native Americans such as the Nanticoke and Lenni Lenape tribes continued to occupy the interior lands.

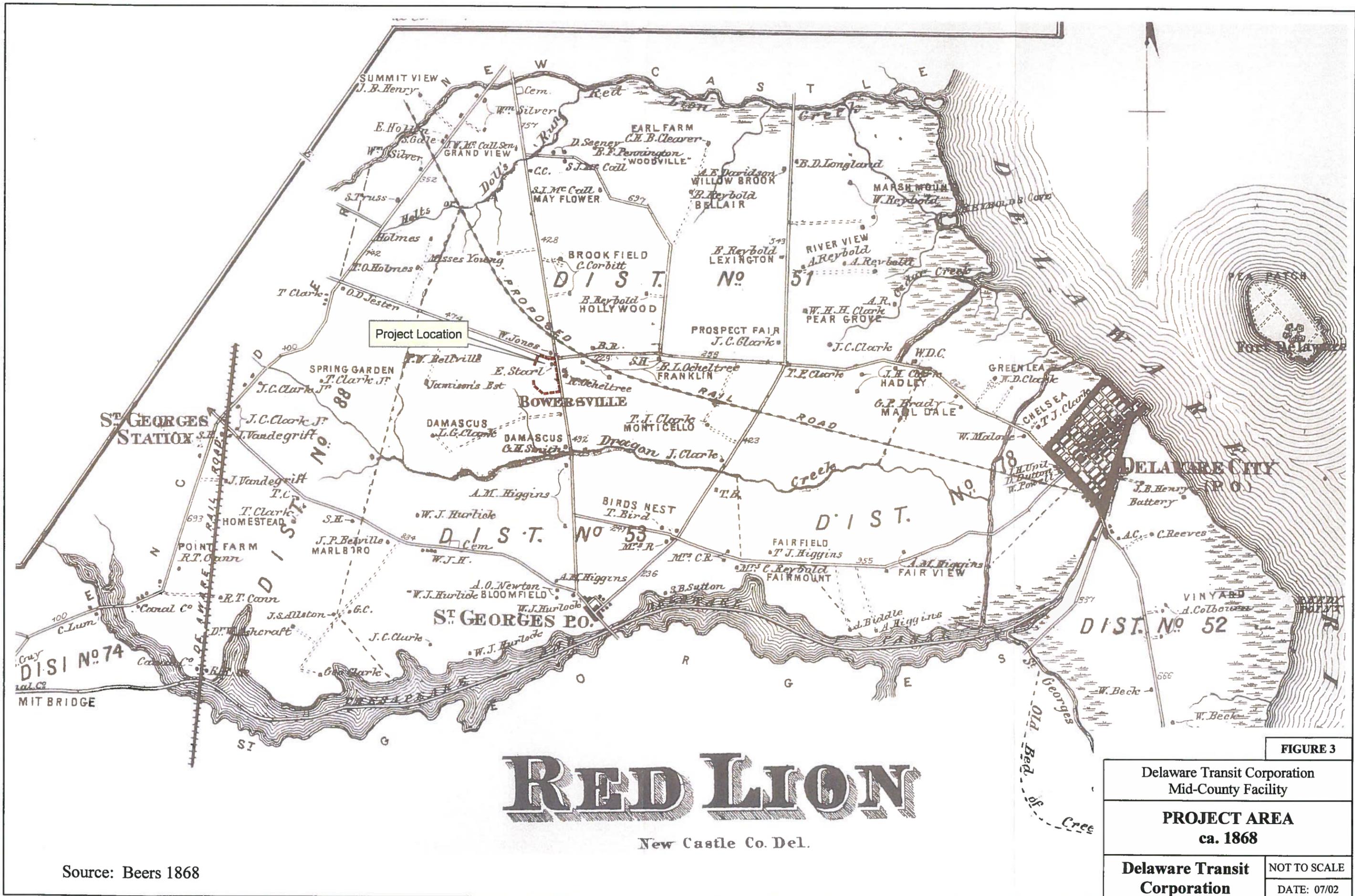
In 1682, governorship of the Lower Counties (then New Castle, St. Jones and Deal) was granted to William Penn, who quickly changed the names of St. Jones to Kent and Deal to Sussex. Although according to this grant Penn controlled the lands of Delaware, the Maryland government continued issuing land grants. The Mason-Dixon Line finally resolved these boundary conflicts after its survey in 1763-1768 (Munroe 2001). Delaware statehood arrived with American independence, and the capital moved from New Castle to Dover in 1777.

Although considered to be a part of northern Delaware, Red Lion Hundred has a longstanding agricultural base more akin to the majority of southern Delaware. Agriculture and water-oriented settlement and activities dominated the area, with only a few densely developed areas such as New Castle and Wilmington (Herman and Siders 1989:19-20). Soon after the resolution of (eventual) state boundaries and the completion of the Revolutionary War, the people of Red Lion Hundred had well established themselves, growing tobacco and grain at over 100 farms and estates (Jett and Fitting 1979:8). The turn of the century, however, found that the requirements of tobacco farming had exhausted the land, depleting the nutrients available for growing other crops. This boom was too early to make use of the turnpikes established in New Castle County beginning in the early 19th century.

The fortunes of Red Lion Hundred changed with the construction of the Chesapeake and Delaware Canal across the southern portion of New Castle County. Construction began in 1824 and was completed in 1829, connecting the Delaware River to Back Creek, a tributary of the Elk River, which flows into the Chesapeake Bay (Munroe 2001:108-9). The building program employed hundreds of people, from 600 in the initial year to 2,500 in 1826 (Jett and Fitting 1979:8-2). In addition, the construction process uncovered a deposit of marl, whose high lime content provided a natural fertilizer for the depleted soils of the area. The New Castle Agricultural Society, founded in 1819 as one of the first such societies in the country, also advocated the new practices of crop rotation and scientific farming (Herman and Siders 1989:27; Jett and Fitting 1979:8-1). The increased organization of land, labor and methodology allowed for the effective operation of larger and/or more numerous land holdings by a smaller number of owners (Herman and Siders 1989:29). The Beers *Atlas of the State of Delaware* from 1868 shows several estates in the hundred, with names such as "Pear Grove," "Bloomfield, and "Spring Garden" (Figure 3).

Through the middle years of the nineteenth century, Red Lion Hundred once again prospered as an agricultural center. Grains dominated, with the production of corn and wheat, and dairy farming was also prevalent. In addition, more perishable crops were grown, primarily peaches, which were introduced to Delaware here in 1831 (Jett and Fitting 1979:8-1). The Chesapeake and Delaware Canal made this feasible, as these crops were transported to large markets, including Philadelphia and Baltimore, with more speed than ever before. The canal also contributed to the growth of neighboring towns such as Delaware City and St. Georges (Herman and Siders 1989:32).

The New Castle and Frenchtown Railroad, established in 1832, and its southern branch through Kirkwood, also contributed to the transport of goods and passengers through southern New Castle County (Jett and Fitting 1979:8-2). The peach boom ended in 1870 when "the yellows," a blight, destroyed the orchards in 1870 (Jett and Fitting 1979:8-1-2). The peach blight coincided



Source: Beers 1868

with a geographic shift in grain production and years of economic depression following the Civil War, each contributing to the decline of prosperity in the agricultural Red Lion Hundred.

The late nineteenth and early twentieth centuries brought further changes to the region. Economic depressions, including the Great Depression, caused large land owners to sell some of their holdings, resulting in a return to diversified land ownership. In addition, the increasing popularity of the automobile and related road improvements changed the location of and paths to markets. Truck transportation began to supplant freight trains as the preferred way to take goods directly to market places (Herman and Siders 1989:35).

Industrial development throughout the 19th century tended to congregate along waterways as vast amounts of water and/or easy dumping was required for operation. The Delaware riverfront in Red Lion Hundred became home to oil refineries, a use that continues today.

The continued growth of Wilmington to the north, Delaware's urban center, provided jobs and markets for both residents and people in surrounding communities. Improvements in transportation increased the number and proportion of people commuting into the city from new suburban areas. The development of the highway system extended this as a practical possibility to Red Lion Hundred, particularly after construction of U.S. Route 13, Interstate 95 and, most recently, U.S. Route 1.

Currently, Red Lion Hundred contains large agricultural swaths of land on the inland side as well as large utilities and petroleum processing plants along the Delaware River. The area directly surrounding the proposed project location remains generally rural in character, with only a few commercial establishments and residences nearby. Now nestled between U.S. Route 13 and Route 1, the location has generally resisted plans for major development.

IV. RESEARCH DESIGN AND METHODOLOGY

The study area is situated on the High Coastal Plain in the Drainage Divide Zone. This area is included in the Mid-Drainage (Delaware drainage) Management Unit, which is characterized as having a moderate potential for significant prehistoric archaeological sites (Custer 1986). The area is contained within the Medium Data Quality, Medium Probability zone of composite rank categories for prehistoric archaeology (Custer 1986: Figure 35).

Prehistoric archaeological probability maps (UDCAR 1990), historic maps and Cultural Resource Survey forms on file at the Delaware State Historic Preservation Office (SHPO) were consulted in order to assess the likelihood for archaeological sites within the study area. The project area was visited to assess current field conditions. None of the project area is currently under cultivation and no natural ground surface is available for examination. No subsurface testing was conducted as part of this study.

In addition to checking archaeological site and CRS forms at the DESHPO, regional surveys were also examined for data applicable to the study area. The previous studies for the U.S.

Route 13 corridor and relief route were obviously useful in that the present study area was included or adjacent to areas subjected to evaluation for archaeological potential (Custer et al. 1984; Custer and Bachman 1986; Custer et al. 1987; Hodny et al. 1989). In addition, a survey for a proposed water line passing through the project parcel was examined for information (Mellin and Baumgardt 1990).

As per overall project goals, the background historical research portion of this survey was undertaken in order to form general contexts for the project area. This effort included consultation of the *Historic Resources of Red Lion Hundred* National Register nomination, prior reports and historic maps.

Field efforts included verifying the location of previously identified resources, as well as the identification of alterations since they were last examined or reported. These tasks were accomplished via windshield survey and a walkover of the project area.

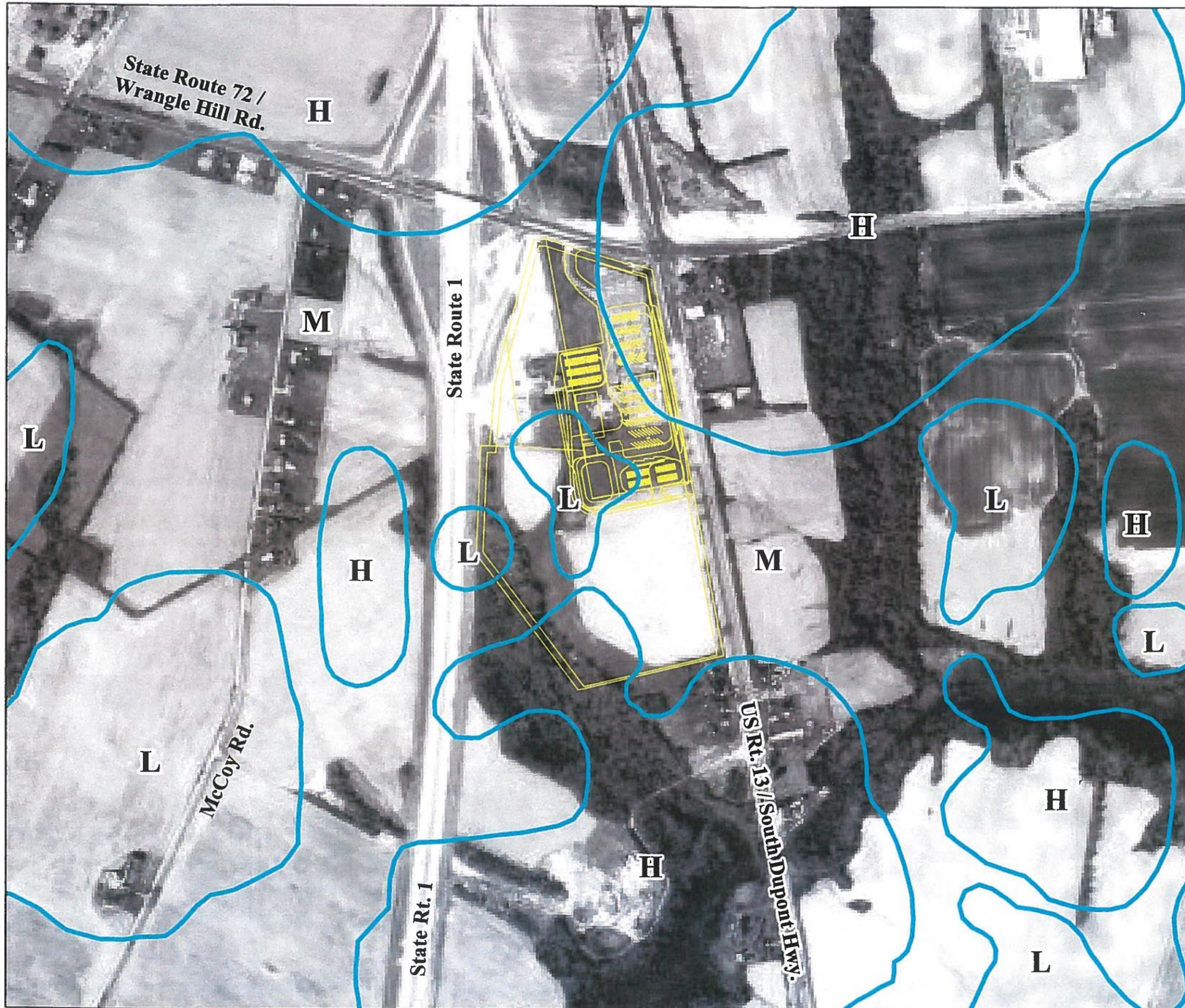
V. SURVEY FINDINGS

Archaeological Resources

The study area was examined in close detail with the prehistoric probability maps (UDCAR 1990). Most of the area is mapped as having a medium probability for significant prehistoric sites (**Figure 4**). Areas of high probability include the northeast corner and southwestern portion of the project area. Areas of low probability occur west of the unnamed tributary and near the center of the parcel. This does not mean that the study area will or will not contain prehistoric archaeological resources, only that based upon data used to build the probability model, the study area contains settings which correspond to areas which have been found to contain archaeological resources. Therefore, based on the probability mapping and mapped soils, there is a moderate probability of encountering prehistoric archaeological sites within the study area. Field checking would be necessary to verify the accuracy of the soils mapping.

Previous work that included the project area or portions thereof have identified both prehistoric and historical archaeological sites.

Three prehistoric archaeological sites were identified during a survey for Route 1 (Hodny et al. 1989). The Wrangle Hill South Prehistoric Site (7NC-G-105) was identified east of unnamed drainage on the slope on a toe/terrace above its confluence with an ephemeral drainage (**Plate 3**). The investigation included a limited pedestrian survey and the excavation of 18 shovel test pits (STPs). Seven flakes of various materials were recovered from the plowzone of three STPs.



Scale 1"=200m

Legend

-  Archaeological Probability
-  Proposed Mid-County Facility

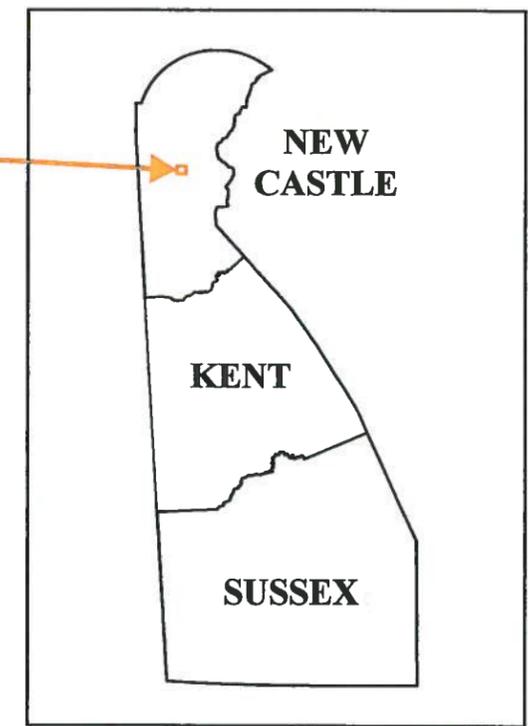


FIGURE 4

Delaware Transit Corporation Mid-County Facility	
ARCHAEOLOGICAL PROBABILITY MAP	
Delaware Transit Corporation	SCALE 1"=200m
	DATE: 07/02

Sources: Delaware Orthoimagery: Publication date = 1997
 Downloaded from University of Delaware Spatial Analysis Lab website
 Archaeology Probability Areas: UDCAR, 1990

Projected Coordinate System: NAD 1983 UTM Zone 18N



Plate 3: Wrangle Hill South Prehistoric Site location adjacent to an ephemeral drainage with an unnamed tributary in the background. Facing southwest.

Additionally, one argillite flake was collected from the surface. The site was interpreted to be a procurement site and additional investigation (Phase II) recommended. This site, or at least a portion of it, is apparently contained within the project parcel.

The Dragon Run North A Prehistoric Site (7NC-G-103) was identified on a prominent knoll and extended west around the end of an ephemeral drainage, southwest of the project parcel (Hodny et al. 1989). The surface the site occupied ended at a steep slope down to unnamed tributary of Dragon Run, roughly 600 feet to the east. The investigation comprised a pedestrian survey that recovered ten artifacts. The site was in the alignment of Route 1 and has been removed.

The Dragon Run North B Prehistoric Site (7NC-G-104) was located on a small prominent knoll at a steep bluff edge overlooking an unnamed tributary of Dragon Run which was located approximately 450 feet to the east (Hodny et al. 1989). The investigation comprised pedestrian survey and the excavation of 13 STPs. The survey recovered 12 prehistoric artifacts including a quartz biface. The site was in the alignment of Route 1 and has been removed.

The lone historic archaeological site consists of the property associated with the Starl House (7NC-E-102). The site was tested along the path of a proposed water line which passed along the west side of the former structure (Mellin and Baumgardt 1990). The proposed line forms an oblique angle around the Starl house and thirteen STPs were excavated along the line with two additional tests placed in the unpaved yard area (Plate 4). All of the tests recovered historic artifacts including: brick, redware, Pearlware, whiteware, yellowware, olive bottle glass, clear container glass, window glass, cut and wire nails, coal, shell, and bone. Total of 129 artifacts are



Plate 4: View of the Starl House location at the north end of the project area.

reported. The report interprets the archaeological assemblage to represent a complete spectrum of material culture under modern fill deposits located to the rear and side of the former structure. While the report suggests that excavation would reveal information on status, culture etc. associated with the owners of the property, no National Register eligibility recommendation was made. The site form on file at the DESHPO does indicate the archaeological site at this location is eligible. Future examination of this site should use historic contexts developed for the State (De Cunzo and Catts1990) as a starting point for examination of how this resource can aid in understanding the Transformation from Colony to State (1770-1830 +/-) and later periods. With the exception of the house burning and subsequent demolition, the property has not changed since the investigation. Additional testing would be required to assess the impacts from the demolition. This property lies outside of the proposed project effects.

Architectural Resources

As a result of the background research, several historic contexts were identified as applicable to the study area, which is located in the Upper Peninsula zone. As identified in Herman and Siders (1989), applicable contexts are as follows:

- Agriculture
- Transportation and Communication
- Architecture, Engineering and Decorative Arts
- Major Families, Individuals and Events

Cursory field investigation resulted in the verification of the absence of most previously identified resources within the proposed APE and no new potential architectural resources. The findings from these investigations are discussed below.

Previously Identified Resources

Historic Resources of Red Lion Hundred

One historic district is located in the project area; the *Historic Resources of Red Lion Hundred* was listed on the National Register of Historic Places in 1982. The district was assigned Delaware Cultural Resource Survey number N-5940. As a multiple resource listing, there are no contiguous boundaries to the district. The district includes properties in the rural portion of Red Lion Hundred with buildings dating to the nineteenth century. These buildings are significant as a collection due to their relationship to the agricultural history and development of Red Lion Hundred. In particular, these resources are “tangible evidence of the economic prosperity resulting from the application of intensive and novel agricultural techniques during the course of the nineteenth century” (Jett and Fitting 1979:8-3).

The *Starl House* (AKA Start House), formerly located at the southwest quadrant of the intersections of Wrangle Hill Road and U.S. Route 13, was a contributing member of the district. The Starl House was initially surveyed in 1977 as part of the Historic Resource Survey of Red Lion Hundred, and the property was assigned Cultural Resource Survey number N-1492. In 1992, the building had been vacant for some time, and it was documented by the University of Delaware, per HABS standards, as part of the Threatened Buildings Survey. The documentation includes a narrative description, five (5) photographs showing the interior and exterior, floor plans, elevations and woodwork details (HABS No. DE-269).

The historic district nomination describes the building as having been a 2 ½-story, 3-bay, gable-roofed brick dwelling facing Route 13. The HABS documentation notes the building as having been of a rare type, with a 3-bay side passage plan and original brick leanto (UDCHAE 1992:2-9). There were also two outbuildings at the property – a wooden shed and a concrete block garage – although they were not considered to be within the nominated area.

In summer of 2001, the Starl House was burned; arson was the suspected cause (O’Sullivan 2001). The Starl House had been partially demolished in 1993, and the remainder was completed after the 2001 fire.

N-12718

Formerly located at the northwest quadrant of the intersection of U.S. Route 13 and Wrangle Hill Road, this building is no longer extant. No survey forms were available for review at the State Historic Preservation Office.

N-1235

Formerly known as St. George's Liquors, this building was a 5-bay 2-story brick dwelling dating to the late eighteenth century. It had a 2-story frame el at the rear of the main building. A 1-story stuccoed frame addition served as the liquor store. This building was located on the west side of U.S. Route 13 within the southern project parcel. It burned circa 1980 and is no longer extant. Development of this portion of the parcel is not included in current project plans.

N-13872

This is a 1½ -story 3-bay frame bungalow on the south side of Wrangle Hill Road, east of U.S. Route 13. It has a pyramidal asphalt shingle roof with a central hipped dormer (**Plate 5**). The dormer contains two 12-over-1 double-hung sash windows. Additional mass to the rear of the building may be a modification, and there are stairs to the second floor along the east side of the building. The front porch has been enclosed with what appears to be 1-over-1 windows, each with a 6-light transom above. Each bay of the primary façade contains 4 windows, and the central bay also includes the front door. Brick steps lead to the aluminum storm door. Trees obscured the view of secondary facades at the time of the field visit. A tree line also separates the building from the Getty gas station to the west and, hence, the proposed project site across U.S. Route 13. Although assigned a CRS number, no documentation was available for review at the Delaware State Historic Preservation Office.



Plate 5: Previously identified resource N-13872, located on the south side of Wrangle Hill Road east of U.S. Route 13. The bungalow is a common form of dwelling in Delaware, particularly popular in the early 20th century.

Most popular in the early twentieth century, bungalows are a common form of dwelling in Delaware. They are found in expanded areas of small towns and urban areas, as well as in more remote or rural locations (Lanier and Herman 1997:165). This dwelling does not appear to be eligible for the National Register of Historic Places based upon architectural significance.

VI. RECOMMENDATIONS AND CONCLUSIONS

A Phase IA cultural resources survey for the proposed Mid-County Maintenance and Operations Facility at the southwestern quadrant of U.S. Route 13 and Delaware Route 72 has been conducted by Gannett Fleming, Inc. Background research identified two recorded archaeological sites within the project area. Impacts to both sites are not planned as part of the current project. The study area is primarily included within High and Medium probability areas for significant prehistoric sites (UDCAR 1990). This factor along with the mapped soils within the study area and the surface water present, suggest a moderate probability for additional archaeological sites within the area. However, the disturbed nature of the majority of the proposed project site severely limits the potential for archaeological resources within those portions of the property.

Few previously identified and no new potential architectural resources were identified within the proposed APE. Of the four previously identified resources, one has been included in a National Register of Historic Places listed historic district (Starl House, N-1492). However, this resource, as well as two others (N-12718, N-1235), is no longer extant. The remaining previously identified resource, N-13872, is a common bungalow dwelling, not considered to have the architectural significance required for National Register eligibility. This assessment is based upon a windshield survey and general contextual research. The proposed Mid-County Maintenance and Operations facility appears to avoid impacts to previously identified architectural resources.

Gannett Fleming, Inc. recommends that no additional archaeological or historic architectural investigations be conducted for the proposed project. There are no potential visual impacts to cultural resources, and the potential for audible impacts is decreased due to the existing heavy truck traffic along both U.S. Route 13 and Wrangle Hill Road. Identified archaeological sites will not be effected by the proposed work and the significant amount of prior disturbance to the project area precludes the likelihood for surviving archaeological remains.

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APPENDIX A

Johnette Davies served as the lead author for the report. She holds a B.S. in History from Central Michigan University and a M.S. in Historic Preservation from the University of Pennsylvania. Ms. Davies is qualified as an Architectural Historian and conducted the historic architecture investigation and historic research for this project. Ms. Davies has 5 years experience in historic preservation in Delaware, New Jersey, and Pennsylvania.

John W. Martin, RPA, served as Principal Investigator for this project. Mr. Martin has over 20 years experience in cultural resource management throughout the Middle Atlantic region and has worked on numerous projects in Delaware. Mr. Martin holds a B.A. in Anthropology from the University of Delaware and an M.A. in Anthropology from Rutgers University and manages the Cultural Resource section of Gannett Fleming. In this capacity he oversees both archaeological and historic architectural investigations.