

3.7 Suburbanization and Early Ex-urbanization (1940–1962±)

The Barratts Chapel Road Improvements project area remained agricultural throughout this period, as is shown on aerial photographs from 1954 (Figure 9), a USGS quadrangle map from 1956 (USGS 1956) (Figure 10), and an aerial photograph from 1961 (Figure 11) (Delaware DataMIL 2008). A number of the farms along the road retained acreage in excess of 150 acres.

The figures also show, however, that some infill housing was built along Barratts Chapel Road between 1940 and 1962. This may have been due to the presence of the Dover Air Force Base a short distance to the north. Dover Air Force Base began as a municipal airport under construction on 527 acres of land south of Dover on the eve of World War II. Two weeks after the bombing of Pearl Harbor, the United States War Department leased the airport's three airfields and stationed the 112th Observation Squadron there; it also brought the facility up to war time standards. During the war, the base housed both bomber and fighter squadrons. In 1944, the Air Technical Service Command used the base to test air-to-surface weapons that were successfully used in both the European and Pacific theaters. Following the war, the base was de-activated between 1946 and 1951, after which the Military Air Transport Service assumed control of the base and assigned the 1607th Air Transport Wing to the facility (Archibald *et al.* 2005:43).

The number of houses along Barratts Chapel Road increased during the 1970s and 1980s. However, the houses generally were not built as part of subdivisions. Rather, they were predominantly constructed as single houses or small clusters of three or four residences directly along the road, on the edges of farm fields. In the late 1990s, the first subdivision was built along Barratts Chapel Road, near the western end of the project area (Delaware DataMIL 2008). As job opportunities at the Dover Air Force Base and in the city of Dover increase and the area's population grows, and as the distance included in Dover's exurbs continues to grow, there is increasing



SOURCE: DELAWARE DATAMIL 2008

DELAWARE DEPARTMENT OF TRANSPORTATION

BARRATTS CHAPEL ROAD IMPROVEMENTS
S.R. 1 TO MCGINNIS POND ROAD
KENT COUNTY

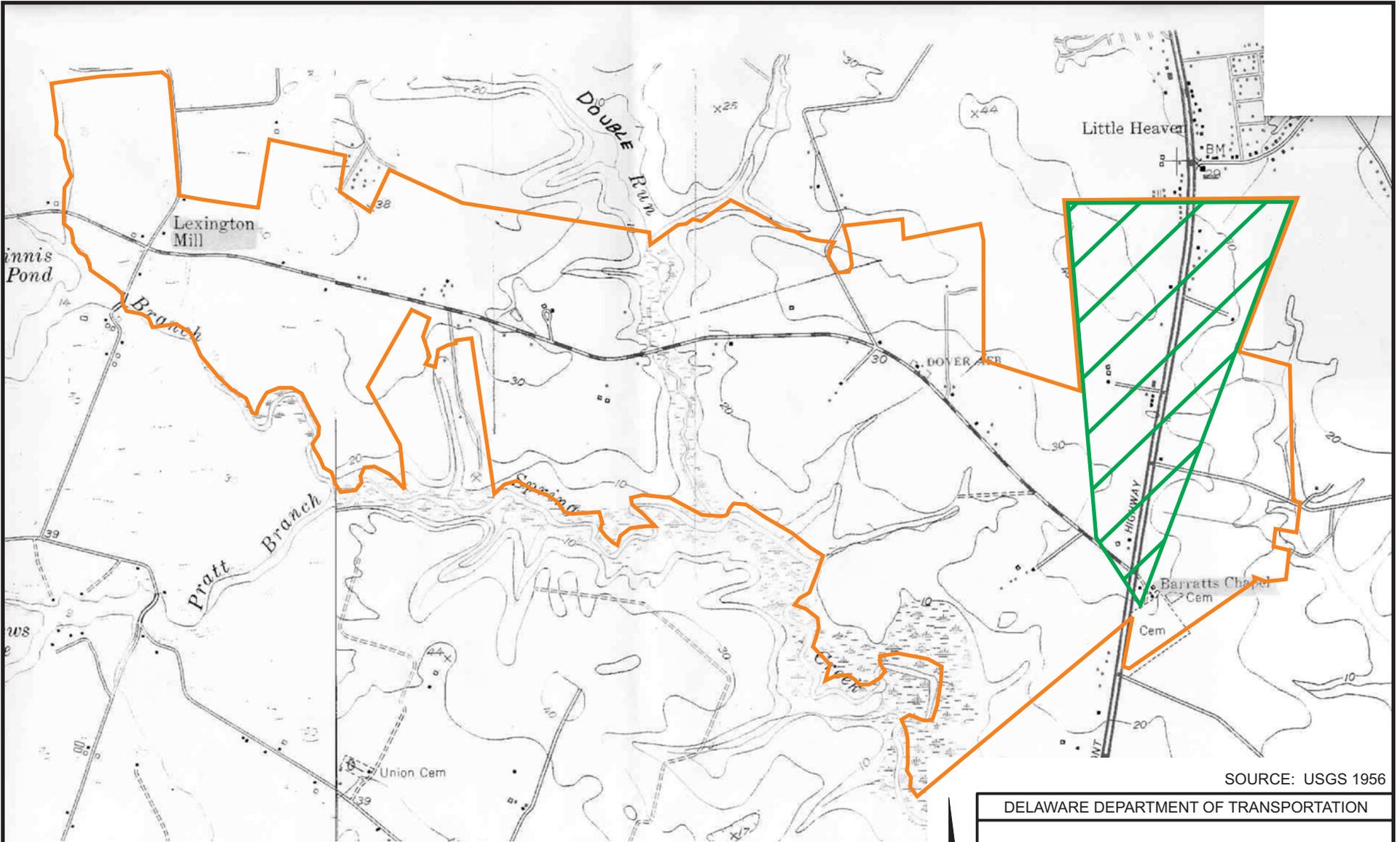
PROJECT AREA IN 1954

FIGURE - 9
NOT TO SCALE

SKELLY and LOY Inc.
CONSULTANTS IN
ENVIRONMENT - ENERGY
ENGINEERING - PLANNING

LEGEND:

-  HISTORIC STRUCTURES AREA OF POTENTIAL EFFECTS (APE)
-  LITTLE HEAVEN PROJECT AREA



SOURCE: USGS 1956

LEGEND:

-  HISTORIC STRUCTURES AREA OF POTENTIAL EFFECTS (APE)
-  LITTLE HEAVEN PROJECT AREA

DELaware DEPARTMENT OF TRANSPORTATION	
BARRATTS CHAPEL ROAD IMPROVEMENTS S.R. 1 TO MCGINNIS POND ROAD KENT COUNTY	
PROJECT AREA IN 1956	
FIGURE - 10 NOT TO SCALE	SKELLY and LOY Inc. CONSULTANTS IN ENVIRONMENT - ENERGY ENGINEERING - PLANNING



SOURCE: DELAWARE DATAMIL 2008

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BARRATTS CHAPEL ROAD IMPROVEMENTS
S.R. 1 TO MCGINNIS POND ROAD
KENT COUNTY

PROJECT AREA IN 1961

FIGURE - 11
NOT TO SCALE

SKELLY and LOY Inc.
CONSULTANTS IN
ENVIRONMENT - ENERGY
ENGINEERING - PLANNING

LEGEND:

-  HISTORIC STRUCTURES AREA OF POTENTIAL EFFECTS (APE)
-  LITTLE HEAVEN PROJECT AREA

movement to subdivide the farms that comprise the project area for housing. Currently, a number of the farms along Barratts Chapel Road are under option for conversion to subdivisions.