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**PHASE I CULTURAL RESOURCES INVESTIGATION
OF THE PROPOSED INTERSECTION IMPROVEMENTS
STATE ROUTES 24 AND 5
SUSSEX COUNTY, DELAWARE**

ER# 91-003-01

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Prepared for:

THE DELAWARE DEPARTMENT OF TRANSPORTATION

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Prepared by:

**URS CORPORATION
561 Cedar Lane
Florence, New Jersey 08518
(609) 499 3447**

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May 2001

Rec'd 6/26/01

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Prepared by:

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ABSTRACT

This report details the findings of an archaeological and historic architectural survey conducted by URS Corporation (URS) for the Delaware Department of Transportation (DelDOT). Work was initiated in response to proposed improvements for the intersection of State Routes 24 and 5. A walkover survey and subsurface testing were conducted within the project's area of potential effect (APE). There are no documented sites presently on file at the Delaware State Historic Preservation Office (DE SHPO) within or adjacent to the immediate APE. Testing did not reveal any new archaeological sites. Therefore, no additional archaeological investigations are recommended within the project area.

There are a number of buildings and structures at and near the intersection of State Routes 24, 5, and 23 in Sussex County, Delaware. Most were constructed in the past two decades, including two gas stations, a strip mall with a grocery store, a bank, and a row of offices. Four properties within the project area appear to be over 50 years in age and therefore are potentially eligible for the National Register of Historic Places. These include the Dunmore House, named for the current owners; the Norwood property, which includes a residence, gift shop, and cemetery; Adkins Produce; and Burton Realty. None of these are considered eligible for listing in the National Register. Therefore, no further work is recommended on these properties as they do not meet any of the four National Register criteria.

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I. INTRODUCTION AND PROJECT DESCRIPTION

URS Corporation (URS) recently completed a Phase I cultural resources study for the Delaware Department of Transportation (DelDOT). This study involved the proposed improvements to the intersection of State Routes 24 and 5 in Sussex County, Delaware (Figure 1.1). The proposed improvements involve road widening, installation of turn lanes, and the construction of a one-acre storm water management pond. The purpose of the study was to identify any cultural resources in the project's area of potential effect (APE) and to establish, in a preliminary fashion, the extent, age, integrity, and National Register eligibility of any such resources.

Prior to the archaeological fieldwork's inception, Jennifer Hannum (DelDOT) and Edward Morin (URS) conducted a preliminary reconnaissance of the project area. The reconnaissance determined that the two possible locations for the storm water management pond possessed moderate potential to contain buried archaeological remains. The first location, Area 1, is situated 55 meters north of the intersection of State Routes 24 and 5, approximately 24 meters east of the northbound lane of State Route 24 (Figure 1.2). Area 1 consists of an approximately 3,300-square-meter landscaped plot just north of an Exxon service station/convenience store (Plate 1.1). The second location, Area 2, is situated approximately 140 meters south of the intersection of State Routes 24 and along the southbound lane of State Route 24 (see Figure 1.2). Area 2 consists of an approximately 1,800-square-meter plot of fallow land that is currently under private development (Plate 1.2). Both of these areas were subjected to subsurface archaeological testing.

All work was performed pursuant to the National Historic Preservation Act of 1966, as amended; the Advisory Council on Historic Preservation's *Protection of Historic Properties* (36 CFR 800); and the Department of Transportation Act of 1966 and 23 CFR 771. This work also followed the Delaware State Historic Preservation Office's *Guidelines for Architectural and Archaeological Surveys in Delaware*, and the *Secretary of the Interior's Standards and Guidelines for Archaeological Documentation* (48FR44734-37). The archaeologists who performed this work satisfy the qualifications specified in 36 CFR 66.3 (6)(2).

Ingrid Wuebber conducted background research in February 2001. Anne Brockett and E. Madeleine Scheerer conducted the architectural survey and additional background research. Archaeological fieldwork was performed on February 8 and 9, 2001, and consisted of a pedestrian walkover, subsurface testing and photographic documentation. Mr. Daniel Eichinger supervised the fieldwork with the assistance of Mr. Karl Franz. Mr. Edward Morin served as Principal Investigator for the project. Lynda Bass prepared the graphics for this report, and Paul Elwork edited the text for style and content.

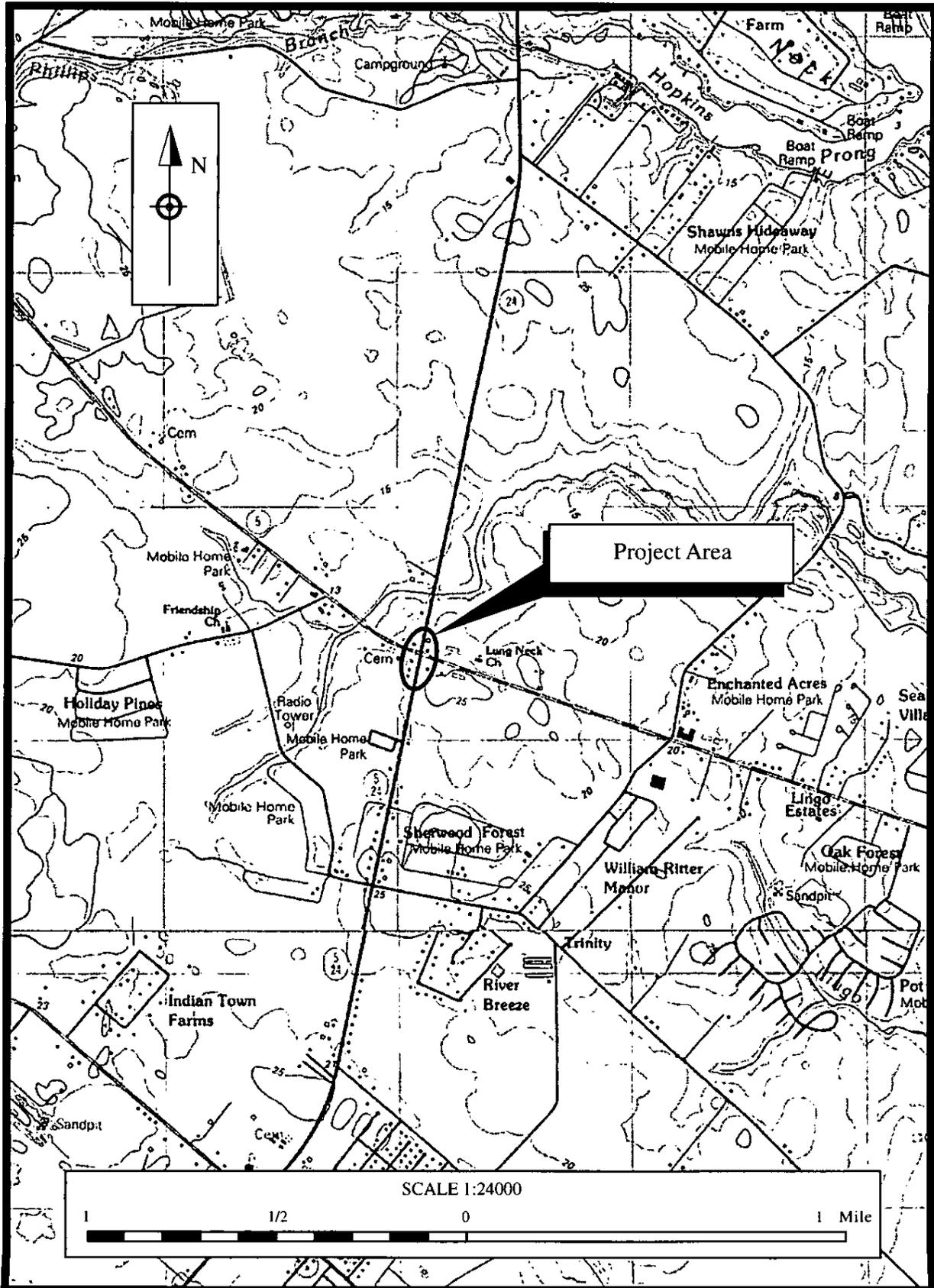


Figure 1.1 Location of Project Area (Source: Portion of USGS Topographic Map, Fairmount Quadrangle, Maptech 1997).

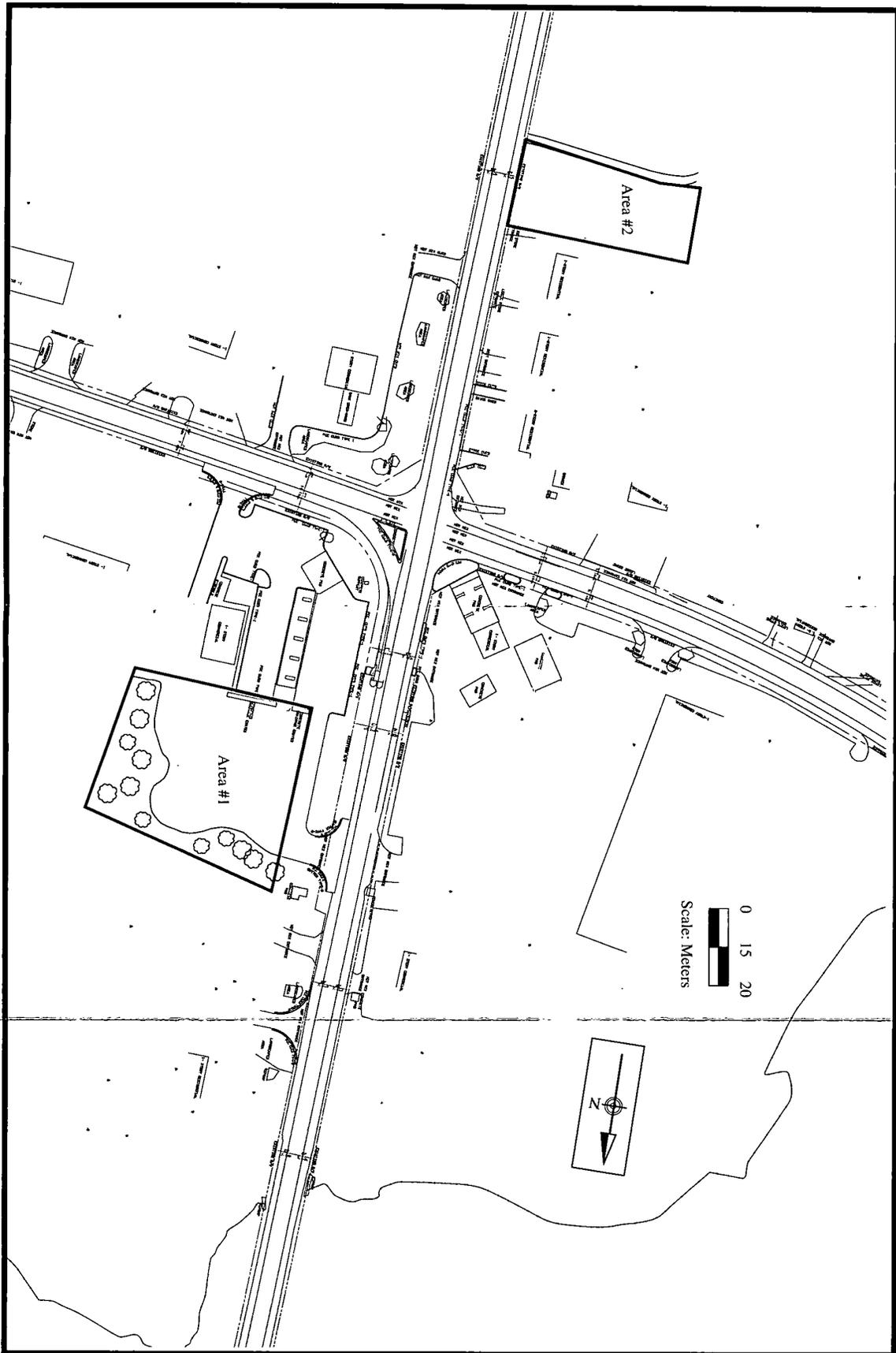


Figure 1.2 Locations of Areas 1 and 2.

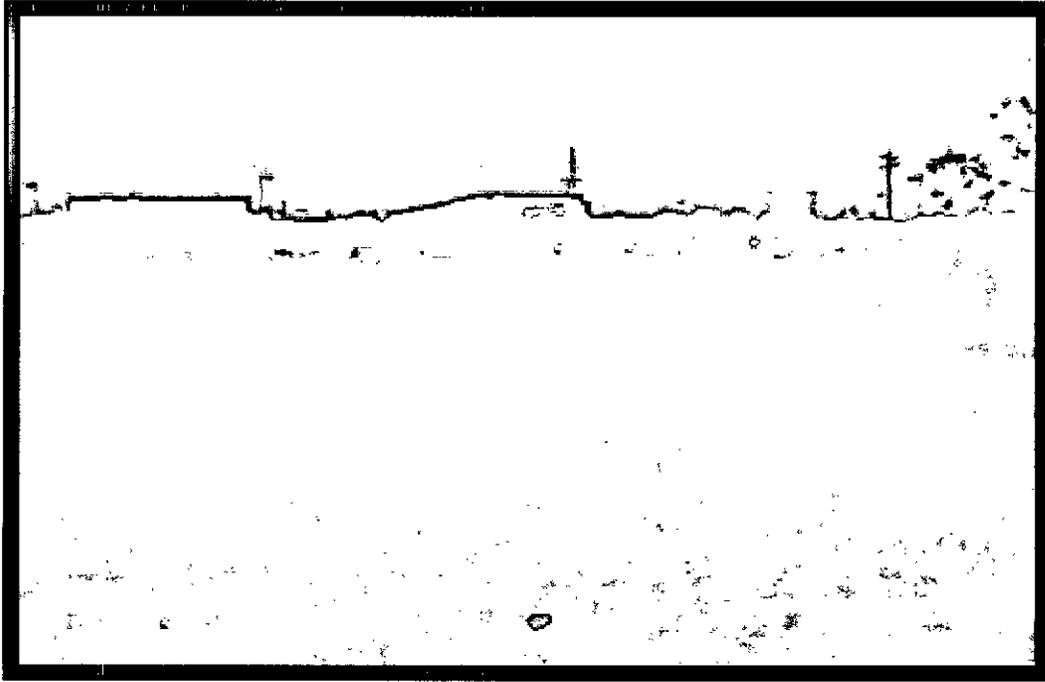


Plate 1.1 Area 1, Facing South.

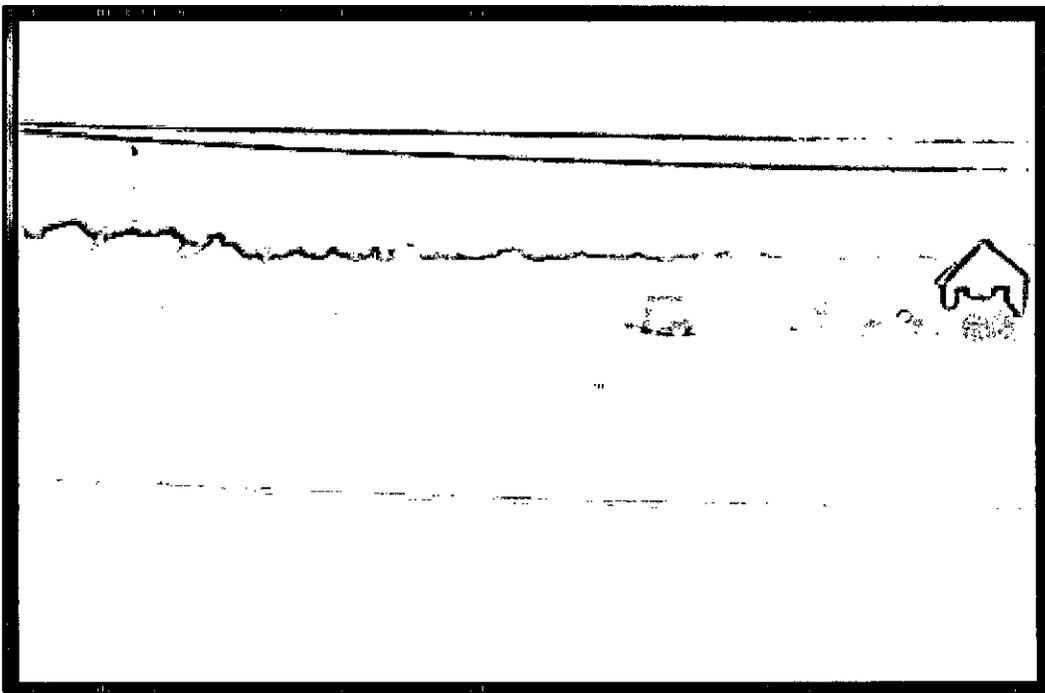


Plate 1.2 Area 2, Facing East.

II. METHODS

HISTORIC ARCHITECTURE

Information provided by the preliminary reconnaissance survey and the proposed highway improvements was used to define an area of potential effect (APE) for historic architectural resources in order to identify standing resources more than 50 years old located within the APE. The APE was established for the project and defined in relation to the crossroads, and included six previously unrecorded resources fifty years in age or older (Figures 2.1). Prior to conducting a historic architectural field survey of the project area, URS visited the Delaware State Historic Preservation Office (DE SHPO), where it was determined that no standing resources exist within the project area that are listed in the National Register of Historic Places or that have been determined eligible for listing in the National Register. A single cultural resource survey form (S-3048), completed in 1983, was identified at the DE SHPO for a locus on the northeast corner of State Routes 24 and 5. The resource, a two-story, frame, T-shaped residence, was subsequently demolished and an Exxon gasoline station erected on the site. In addition, general and specific research was conducted at local and regional repositories, including: the Sussex County Public Library in Georgetown, Delaware; the DelDot Offices in Dover; and the Delaware State Archives in Dover. Research identified no other standing resources within the project area that had been recorded as part of previous cultural resource surveys or other survey activities (Herman, Quinn, and Jicha 1988). The historic architectural field survey was completed following the research.

The field survey consisted of the physical examination of above-ground buildings, structures, objects, and sites within the project area to determine if any resources over 50 years of age exist within the project vicinity. Properties identified as historic, and therefore potentially eligible for the National Register of Historic Places, were evaluated in terms of their eligibility for listing in the National Register. All potentially eligible buildings were mapped and photographed digitally.

ARCHAEOLOGY

Fieldwork consisted of an initial pedestrian walkover, photographic documentation, and subsurface testing. The subsurface testing involved the excavation of shovel tests placed at 15-meter intervals along parallel transects. Area 1, a small, rectilinear plot of land, was tested with four staggered, parallel transects, while Area 2 (a smaller linear plot of land) was tested with a single bisecting transect. All shovel tests were excavated stratigraphically according to natural or cultural soil horizons to the maximum depth of disturbed soil, or whenever possible, to sterile soil. All soil was screened through ¼-inch hardware mesh. Profiles were drawn upon completion of each shovel test. Soils were described using standard USDA textural classifications. At the conclusion of field investigations, all excavated areas were backfilled, leveled, and left as close to original condition as possible. Black-and-white photographs were taken of the general project area.

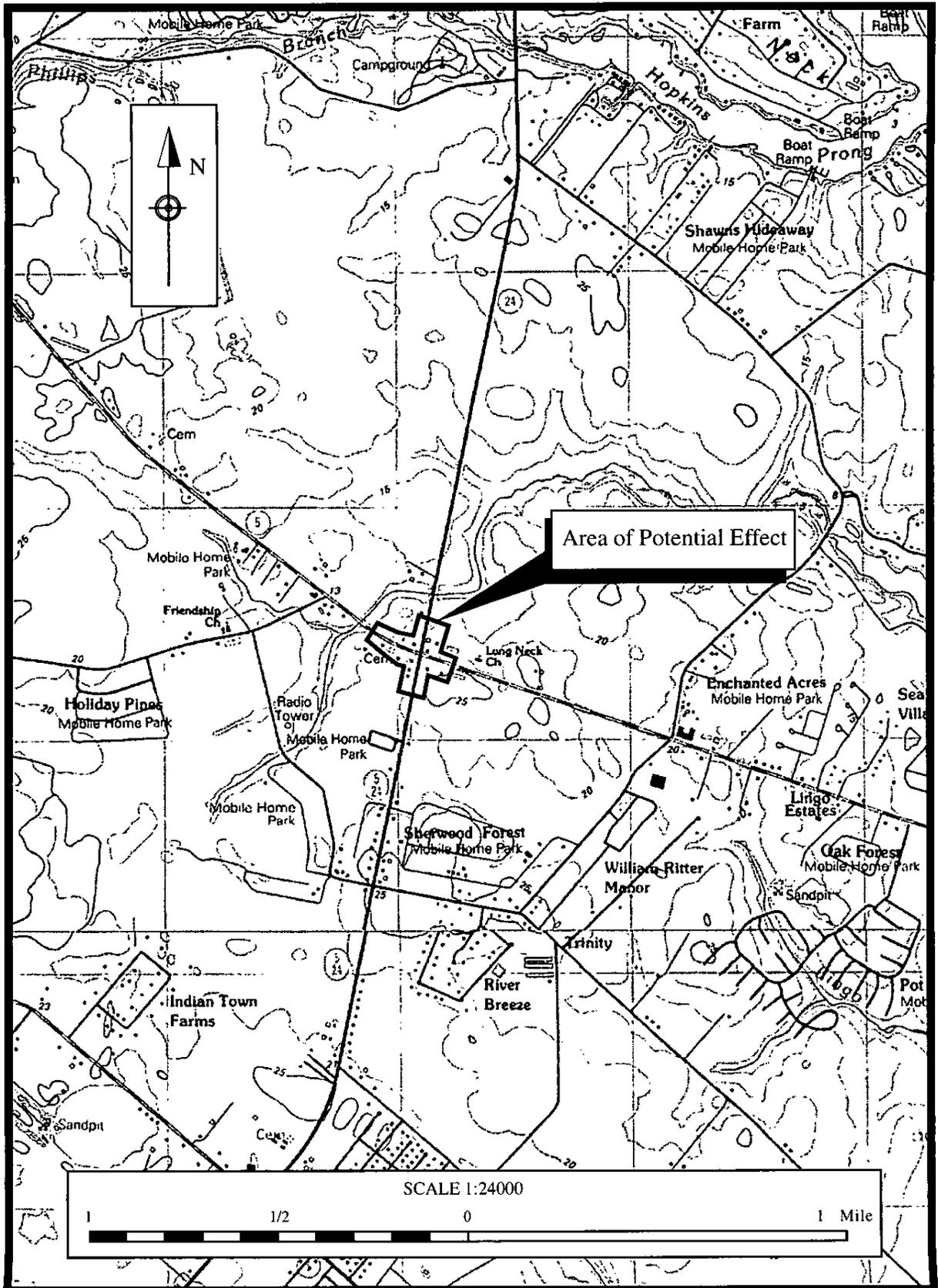


Figure 2.1 Area of Potential Effect (Source: Portion of USGS Topographic Map, Fairmount Quadrangle, Maptech 1997).

III. ENVIRONMENTAL, PREHISTORIC, AND HISTORIC CONTEXT

ENVIRONMENTAL CONTEXT

The intersection of State Routes 24 and 5 is located in Sussex County, Delaware, approximately seven miles northeast of Millsboro, Delaware and 8.5 miles southwest of Rehoboth, Delaware. The project area is located in the Atlantic Coastal Plain physiographic province, an area characterized by relatively flat expanses of dissected Pleistocene and Holocene terraces (Jordan 1974). The underlying geology of the project area consists of sediments deposited by Pleistocene glacial events and marine flooding (Kraft 1974).

The project area lies within the Evesboro-Rumford soil association, which consists of excessively drained soils containing rapidly permeable sand or sand loam subsoils. This soil association encompasses mostly level landscapes, but some instances of low dune-like ridges and steeper slopes bordering streams exist (Ireland and Matthews 1974).

Soils within the project area belong to the Evesboro soil series, specifically the Evesboro loamy sand (EvA) found on zero-to-two-percent slopes. The Evesboro soil series consists of very deep, excessively drained upland soils. The typical Evesboro soil profile exhibits a dark grayish brown (10YR 3/2) light loamy sand Ap horizon that caps a yellowish brown (10YR5/4) loamy sand B horizon. This B horizon caps a pale brown (10YR 6/3) sand C horizon, which in turn caps a strong brown (7.5YR 5/6) sandy loam IIC2 horizon. The Evesboro loamy sand (EvA) is the most prevalent soil in Sussex County, and is found in broad, fairly undissected upland settings (Ireland and Matthews 1974).

The closest water source to the project area is Guinea Creek. This creek crosses State Route 24 about 276 meters northwest of the highway's intersection of State Route 5. Guinea Creek drains into Herring Creek, which lies approximately 4.3 kilometers northeastward. Herring Creek then drains into Rehoboth Bay, and, ultimately, the Atlantic Ocean. Elevations in the project area are approximately 19 feet above mean sea level (amsl).

PREHISTORIC CONTEXT

The regional Delmarva chronology will be employed in the following discussion of the prehistoric background for the project area, as most of the existing data for the state of Delaware (as well as settlement patterns) come from work conducted by Dr. Jay F. Custer and his associates (Custer 1984, 1989, and 1996).

Paleo-Indian (13,000 – 6500 BC)

The Paleo-Indian cultural period covers the Paleo-Indian and Early Archaic periods of the traditional eastern chronology. This period begins with the first evidence of humans in northern Delaware. By this time, the Wisconsin glacial ice sheet had fully receded, and the first 5,000

years of the Paleo-Indian period are characterized by a cold and wet climate. Vegetation consisted of a mosaic of grasslands, deciduous forests, and boreal forests. After 8000 BC, a general drying trend is evident, as spruce and pine boreal forests with small amounts of deciduous trees dominated the mixed forest and grasslands.

New Castle County, like much of the Middle Atlantic region, was characterized by a relatively complex set of overlapping environmental zones, providing a variety of subsistence resources for prehistoric peoples entering the area. Throughout this period the occupants of northern Delaware practiced hunting and gathering lifeways focused around sources of stone for tools. Archaeological sites from this time period are usually identified by the presence of well-crafted stone projectile points usually made of high quality crypto-crystalline stone, including chert and jasper. The points are characterized by a single long channel flake, or flute, removed from both sides of the point. These point styles are commonly accompanied by various scrapers and flake tools.

Archaic (6500 – 3000 BC)

In the traditional chronology, a break in cultural patterns began at approximately 8000 BC that corresponded with a general warming trend. Pine and northern hardwoods, particularly oak, replaced boreal forests and open grasslands. In the Delmarva regional chronology, the Paleo-Indian and Early Archaic periods are combined under the single rubric of Paleo-Indian. Archaic populations continued the basic life ways of the previous period. Hunting and gathering continued as the basic subsistence pattern. Populations remained highly mobile in the archaic period, but there was a noticeable change in the types of lithic materials being utilized. As people expanded into new environments, the focus on high quality lithic resources was lost. Tool kits of this period typically were made from material that was expedient and locally available. Diagnostic stone tools include points with bifurcated bases, side-notched points, and various stemmed points. The Delmarva Regional Archaic period incorporates the Middle Archaic chronological period of the Traditional Eastern Chronology.

Woodland I (3000 BC – AD 1000)

Around 3000 BC, the rate of sea level rise slowed and, as a result, riverine and estuarine environments began to stabilize enough to support significant and seasonally predictable populations of shellfish and anadromous fish. An increase in the number of sites from this time period indicates a population increase. The development of sedentism, inferred from the number of complex sites found in this period, forms the basis of distinguishing the Archaic from the Woodland I period in the Delmarva region. The Woodland I period incorporates the Late Archaic, Early, and Middle Woodland periods of the Traditional Eastern Chronology.

Container technology evolved through this time period, beginning with steatite bowls and developing into a ceramics industry. Initially, vessels were thick walled, undecorated, and mirrored the shape of stone bowls. Through time ceramic vessels became rounded, more refined, and often decorated. Net sinkers, stone axes, spear thrower weights, and a wide range of stone points and blades were made during this period. Common point styles were stemmed, side-notched, and triangle points.

Native Americans adopted a more sedentary existence in the warmer and drier climate of the Middle Holocene. The oak and hemlock forests evolved into mixed vegetation of grassland, oak forest, and hickory forests. Settlement during this period commonly consisted of repeated campsite reuse and semi-sedentary to sedentary small village sites along major drainages.

Woodland II (AD 1000 – 1600)

Chronologically, this part of prehistory is known as the Late Woodland period. During the five hundred years of Native American life preceding contact with Europeans, many Native Americans gathered in small villages or hamlets. Most villages lay adjacent to major streams and rivers. By approximately AD 900, horticulture took on an important role in the subsistence pattern across the Middle Atlantic region, though little evidence of these practices have been found in Delaware.

Smaller settlements probably continued to rely on intensive food gathering as the main route of subsistence. Temporally diagnostic artifacts of this late period include small triangular arrow and/or dart points, and various styles of ceramics. Ceramic vessels of this period are often highly decorated and were made in a wide range of shapes.

The disappearance of non-local influences on mortuary practices and absence of tools made from non-local stone imply a breakdown in extensive trade networks during the early portion of the Woodland II period. The main Woodland II cultural complex is known as Minguannan and distinguished by a ceramic type of the same name.

HISTORIC CONTEXT

General History

The project area is located in the southern part of Sussex County, within an area known as the Indian River Hundred. Originally called Hoorn kill by early-seventeenth-century Dutch colonists, the southern portion of the county was renamed "Deale" by English Colonists in the late seventeenth century. In 1682 William Penn renamed the entire county Sussex. The county's acreage increased and decreased as a result of the conflict between William Penn and the Calverts (Sharf 1888). Sussex County regained its original territory with the establishment of the Mason-Dixon Line in the mid-eighteenth century. During the eighteenth century, the county was divided into Old Sussex and New Sussex. The county is comprised of thirteen hundreds that include Cedar Creek, Indian River, Nanticoke, Northwest Fork, Seaford, Broadkiln, Lewes, Rehoboth, Baltimore, Dagsborough, Georgetown, Broad Creek, Little Creek, and Gumborough (Munroe 1979).

Lewes, a circa-1621 trading post established by the Dutch West Indies Company, was unofficially erected as the first county seat and remained as such until 1793, when the county seat was officially moved to Georgetown (Scharf 1888). During the seventeenth and eighteenth centuries a logging industry had been established within the county, while a small whaling industry had been established at Lewes (Hoffman and Baumgardt 1990:I-13). Sussex County has remained rural through the twentieth century with its chief agricultural industry being

orchards. During the nineteenth century, fruits from the area orchards were shipped to markets in Philadelphia, Baltimore, Washington, DC, and Wilmington by way of the Delaware, Maryland, and Virginia Railroad, which followed a north-south route, and the Queen Anne's Railroad, which followed an east-west route (Conrad 1908:687).

The project area is part of the seventeenth-century "Long Neck" tract patented by William Burton in 1667. Other seventeenth-century area patentees included Nathaniel Carr of "Cruder's Ridge," circa 1667, and William Robinson of "Angola Neck," circa 1693. The Burton Family was very influential in Long Neck's industrial and political arenas throughout the eighteenth and nineteenth centuries. The project area was rural during the nineteenth century, with settlement located at the crossroads and along Long Neck Road (Figure 3.1).

Research indicates that during the eighteenth century a cloistered, ethnic group established itself within the Long Neck region. Known as "Yellowmen," the community was believed by historians of the day to be comprised of Nanticoke, mulattos, or persons of Moorish descent. The community was basically self contained and established its own churches and schools, economically sustaining itself through the produce of community farms (Conrad 1908:724).

Project Corridor History

The intersection of State Routes 24 and 5 has been a transportation nexus since 1928, when State Route 24 was constructed between Harmons School and Angola. State Route 24 was planned in conjunction with State Route 5, a new road that utilized some stretches of existing roadway between the project area and Milton.

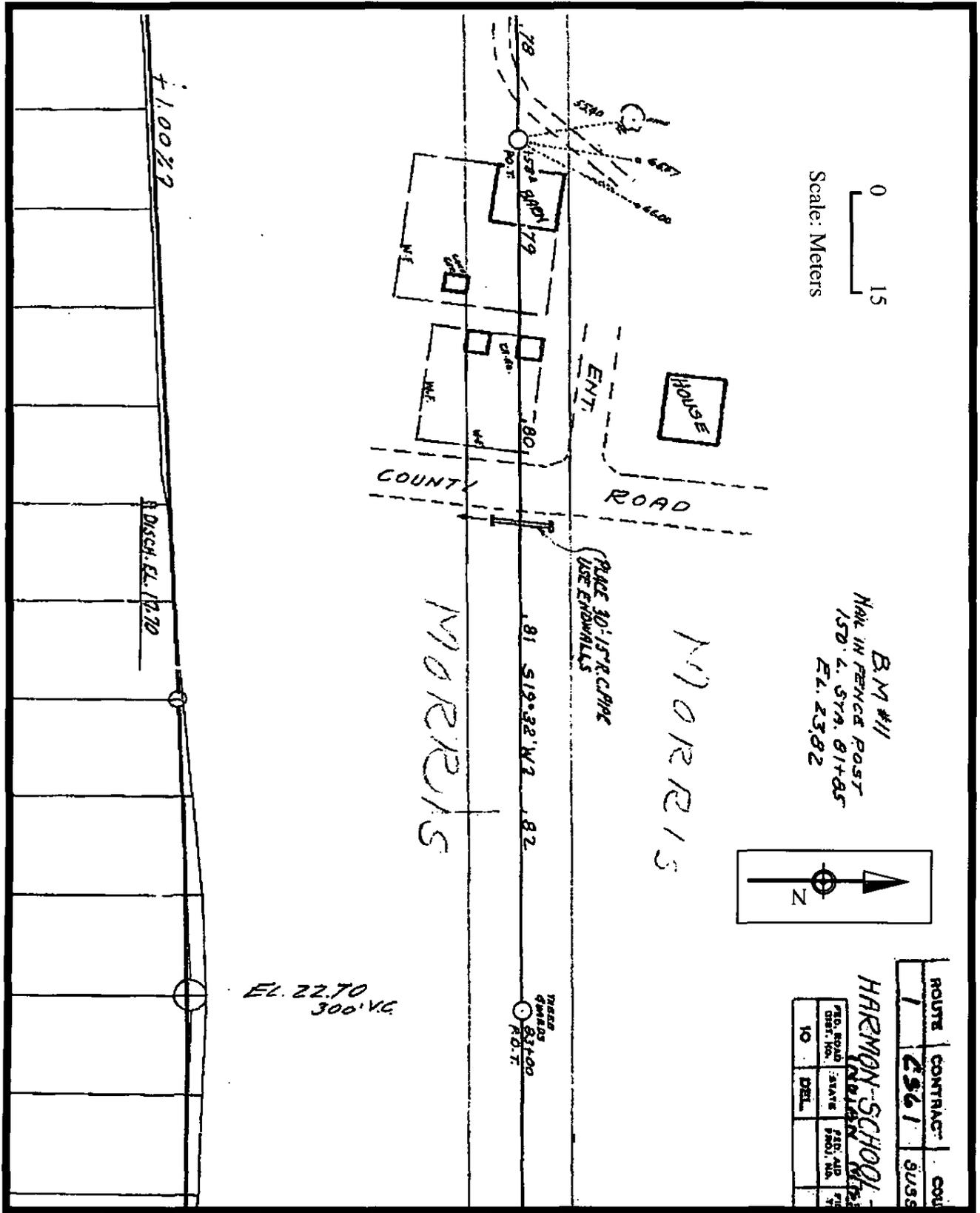
State Route 5 shares the State Route 24 corridor south of the project area. This section was constructed in 1928 (Figure 3.2). As the new highway intersected Long Neck Road, State Route 5 turned westward, following the existing alignment of the old road through the project area (see Figure 3.2). The section of State Route 5 that extends west from the intersection is presently known as Indian Mission Road. The old road east of State Route 24 is still called Long Neck Road.

As the right of way of State Route 24 was extended across Long Neck Road, it passed through the farm of Elmer Morris. Morris' outbuildings, including a barn, carriage house, and corner, were directly in the path of the new roadway. When State Route 24 was completed, the Morris house on the northeast corner was the only structure present at the new intersection. The Morris barn appears to have been moved to a spot north of the house and close to State Route 24 (Figures 3.3 and 3.4). The Morris house was included in a cultural resource survey prepared by the Sussex Preservation Office in 1983, when the farm was owned by Paris and Elva Johnson. A gas station and convenience store replaced the Morris/Johnson farm in the 1990s (see Figure 1.1).



Figure 3.1 Project Area in 1868 (Source: Beers 1868).

Figure 3.2 As Built of State Road 24/State Road 5 Intersection in 1928 (Source: Delaware State Highway Department, 1928).



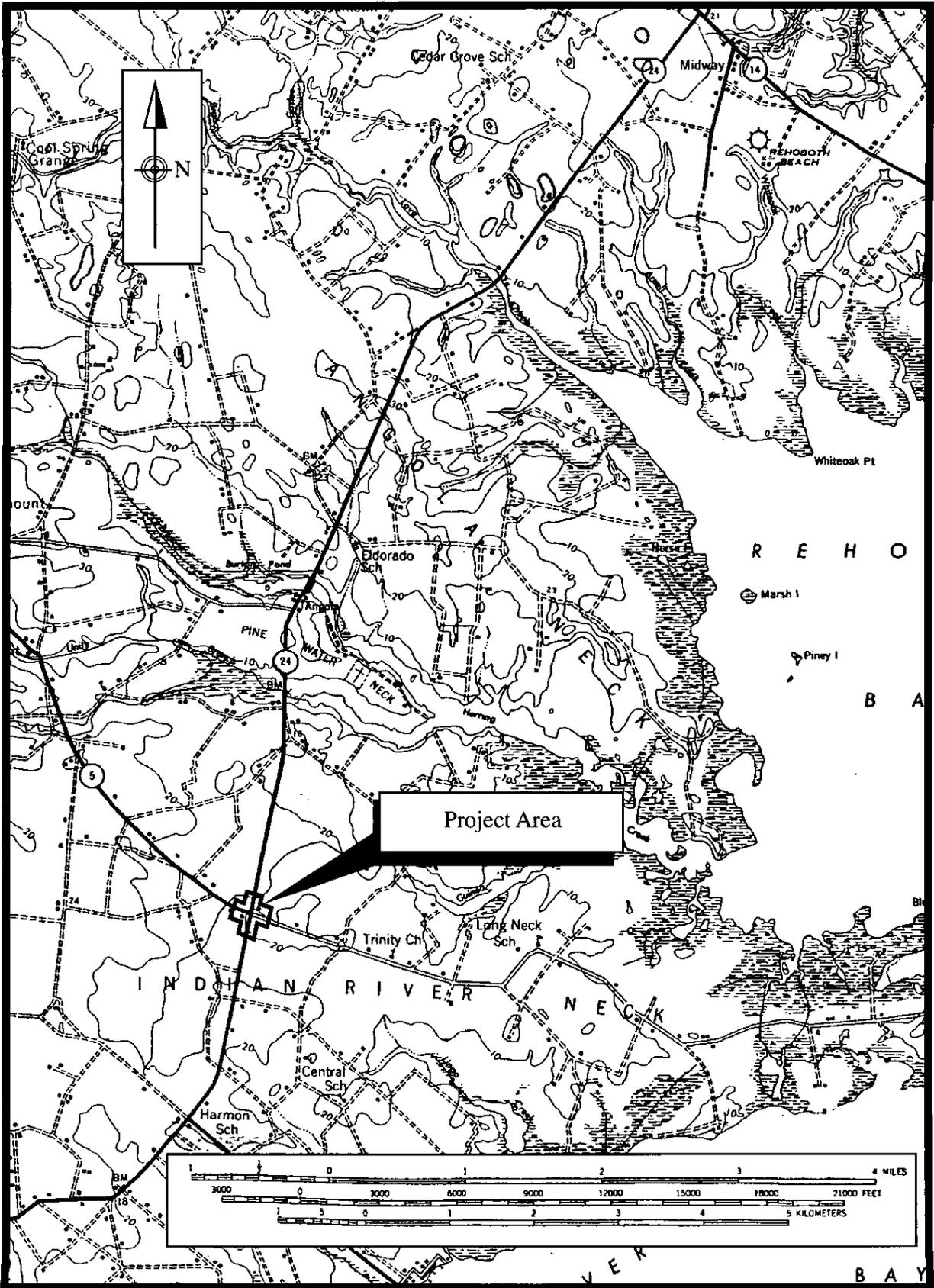


Figure 3.3 Intersection of State Road 24/State Road 5 in 1938. (Source: US Army, Rehoboth Quadrangle 1938).

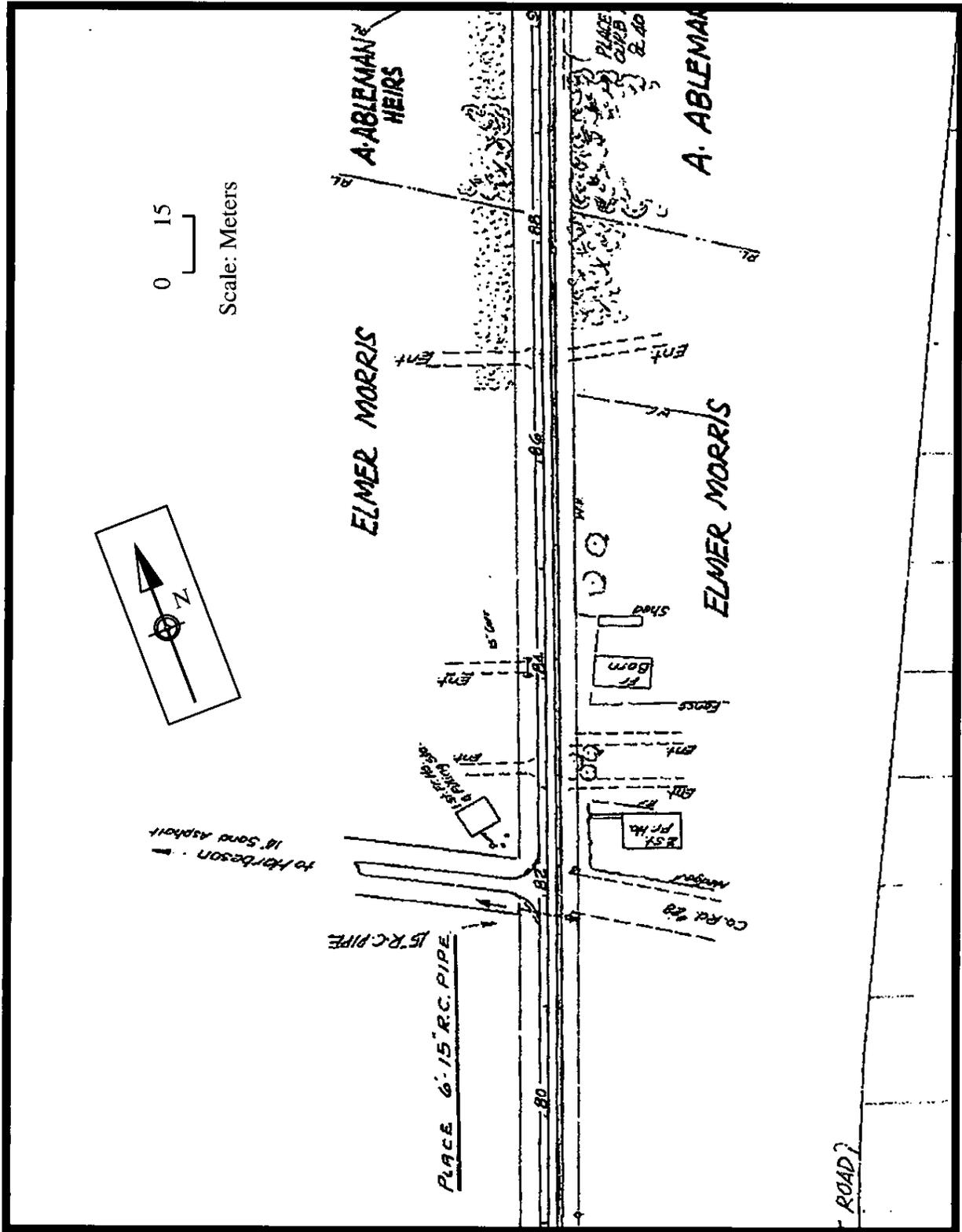


Figure 3.4 As Builts of State Road 24/State Road 5 Intersection in 1939
 (Source: Delaware State Highway Department 1939).

Creation of the State Routes 24 and 5 intersection in 1928 brought commercial development to the project area. By 1939 a combination residence and filling station was located on the northwest corner. The house was converted into a store. A large garage, an icehouse, and an outhouse were added to the property. The old filling station and store were removed in 1965 when improvements were made to the intersection (Figure 3.5 and see Figure 3.3). Gas stations have continued to occupy the northwest corner into the present (see Figure 3.4). A strip mall was built parallel to State Route 24 behind the gas station in the 1990s.

According to map resources, a structure was built at the southwest corner of the intersection in the decade following construction of State Route 24 (see Figure 3.2). Subsequent maps indicate that a store or small business and a combination house and business occupied the southwest corner in the 1960s (see Figure 3.5). A private residence and a gift shop presently occupy the southwest corner of the intersection. The property also includes the Lingo family cemetery alongside Indian Mission Road. The Lingo farmhouse is located on Indian Mission Road outside of the project area, adjacent to State Route 5 (Figure 3.6).

The southeast corner of the State Routes 24 and 5 intersection appears to have remained vacant until the 1970s or 1980s (Figure 3.7 and see Figure 1.1). A bank presently occupies this corner.

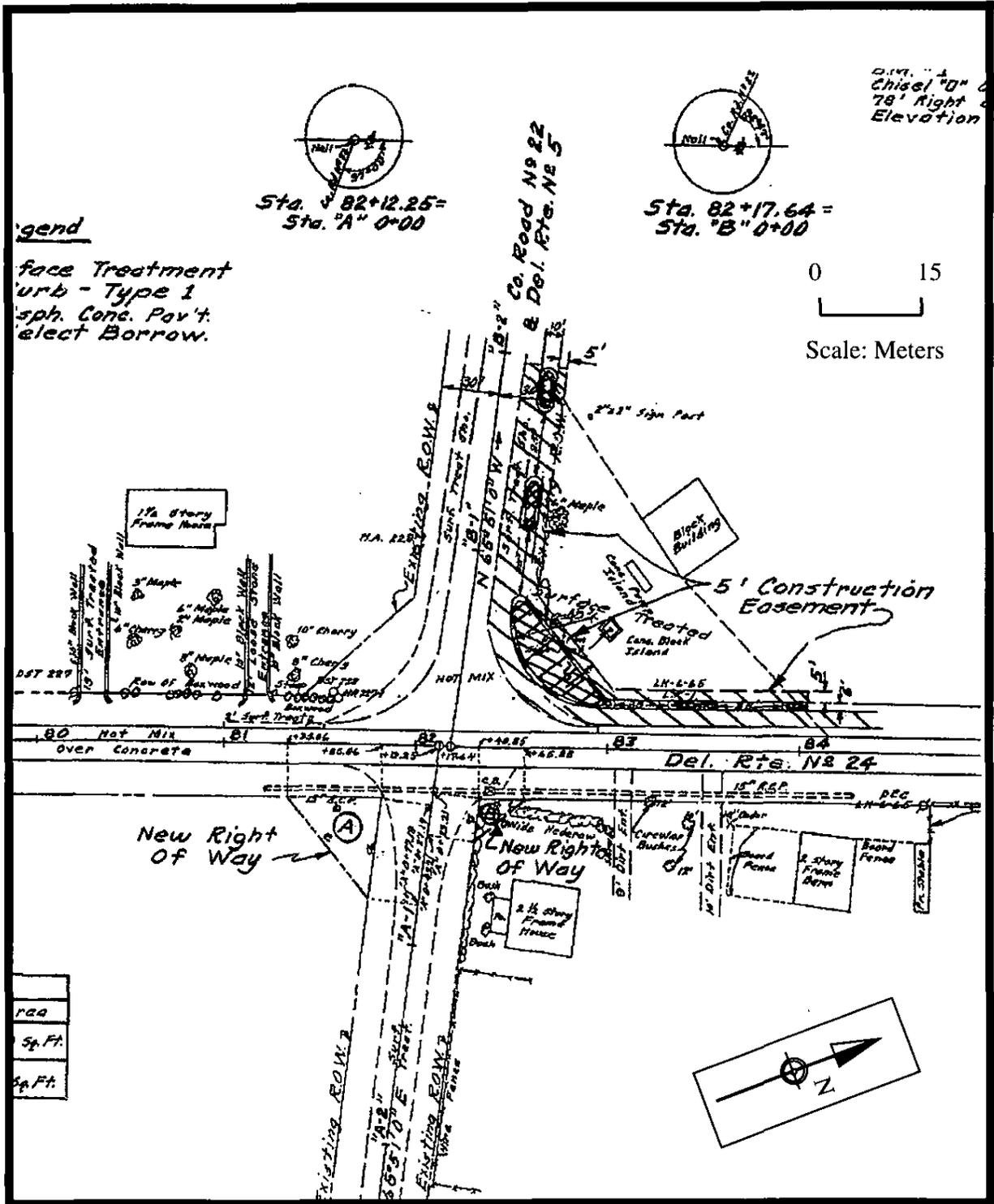


Figure 3.5 As Builts of State Road 24/ State Road 5 Intersection in 1969 (Source: Delaware State Highway Department 1969).

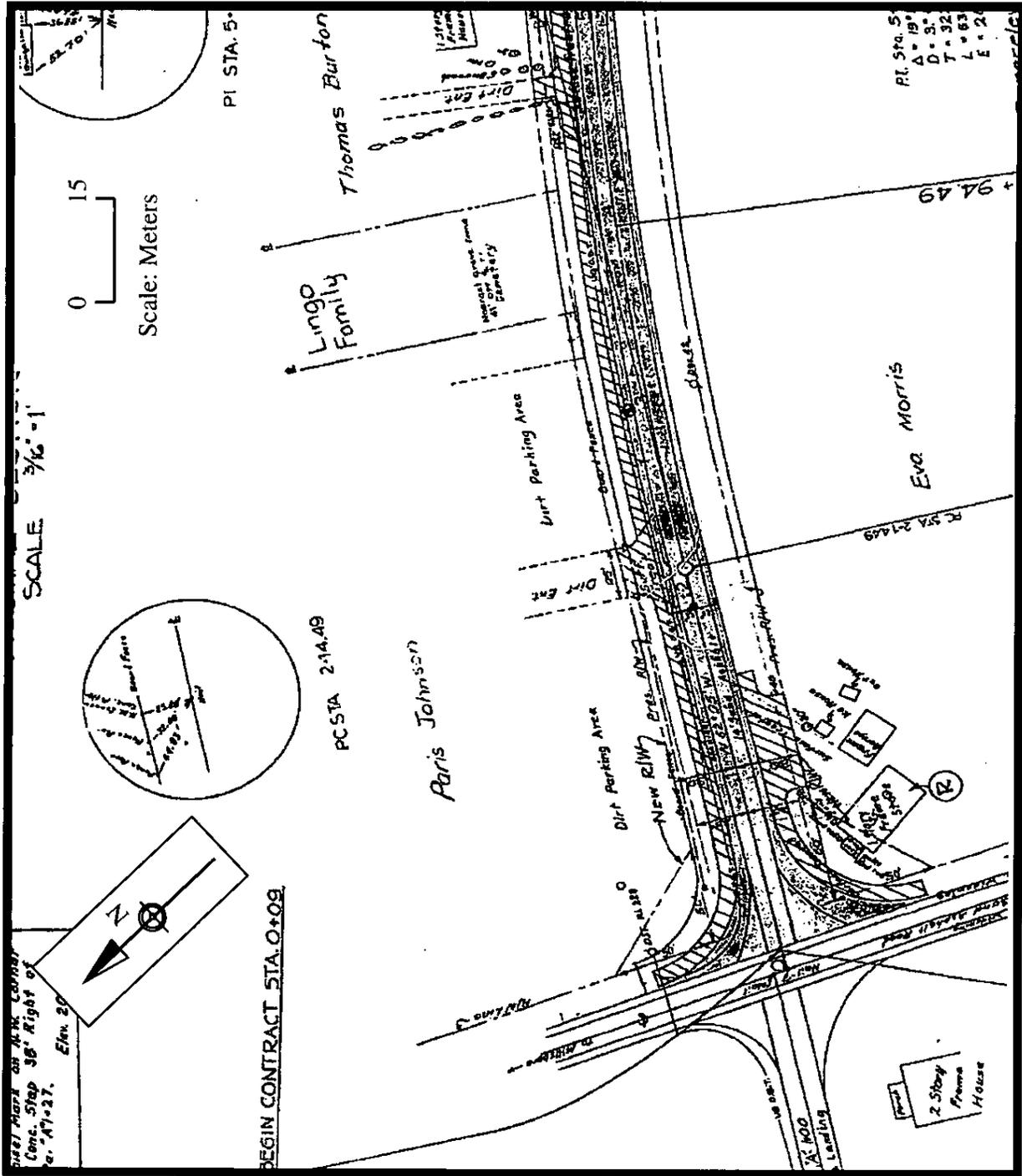


Figure 3.6 As Builts of State Road 24/ State Road 5 Intersection in 1965 (Source: Delaware State Highway Department 1965).

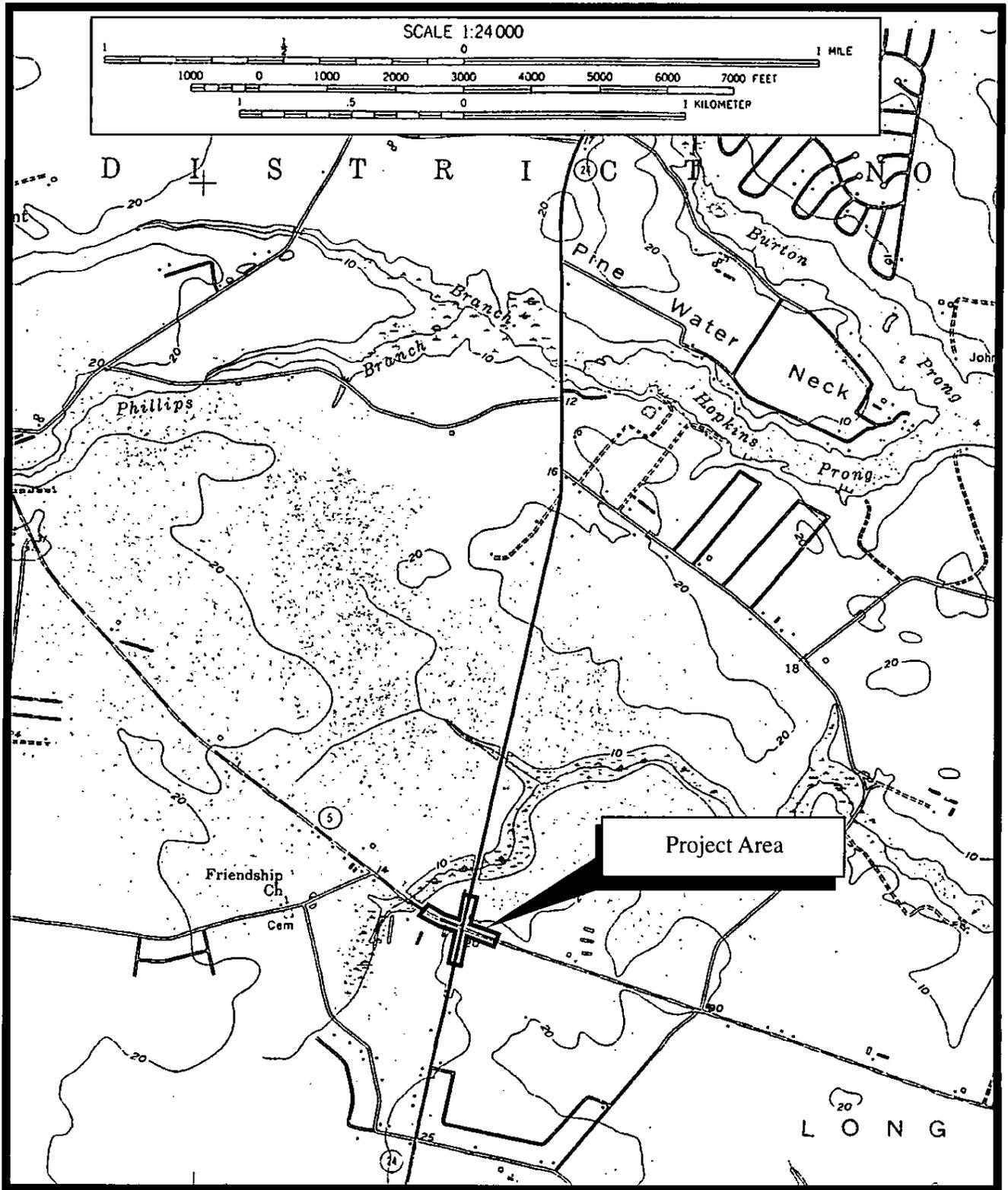


Figure 3.7 Project Area in 1970 (Source: USGS Topographic Map, Fairmount Quadrangle, Revised 1970).

IV. RESULTS

HISTORIC ARCHITECTURE

The intersection of State Routes 24, 5, and 23 in Sussex County, Delaware has been commercialized in recent years. Services for area residents and for travelers en route to the coast include gas stations, a grocery store, a bank, and several offices. Four properties believed to be over 50 years in age were identified within the project area. These four are described below; the accompanying map indicates their location (Figure 4.1).

Field Identification

Properties (1 - 4)

1. *Dunmore House*, State Route 23, west of intersection (Plate 4.1). This house, just within the western limits of construction, is a one-and-a-half story frame dwelling with an intersecting gable roof and weatherboard siding. The house is believed to date from circa 1945 - 1955, and currently belongs to Fondella and Francis Dunmore.
2. *Norwood Property*, State Route 5, southwest corner of intersection. This parcel contains a house and several outbuildings, facing east toward State Route 5, and a store and small family cemetery, which face north along the south side of State Route 23.

House. The house was constructed soon after the completion of the 24/5/23 intersection in circa 1935 - 1940. It is a one-and-a-half story frame dwelling with weatherboard siding and Tudor Revival and Colonial Revival details (Plate 4.2). Several additions and window replacements have somewhat altered the original form and materials. A contemporaneous garage is located off the northwest corner of the house (Plate 4.3). A gambrel roof shed and small doghouse occupy the north side of the property beside the garage. This property may have been used as a store at one time, possibly a combination store and residence.

Lakota's Corner Collection (Plate 4.4). This gift and craft store, part of the Norwood property, was constructed circa 1960 as an automobile service station, possibly a filling station. The store is constructed of concrete block and consists of a flat roof central service bay with a gable roof shop/office to the east and small shed roof addition to the west.

Lingo Family Cemetery. This small family cemetery is located at the northwest corner of the property along State Route 23. There are several headstones on a slight rise adjacent to a drainage ditch along State Route 23. The area does not appear to be fenced or bounded in any way and is currently overgrown with vegetation. The cemetery's dates of use are unknown.

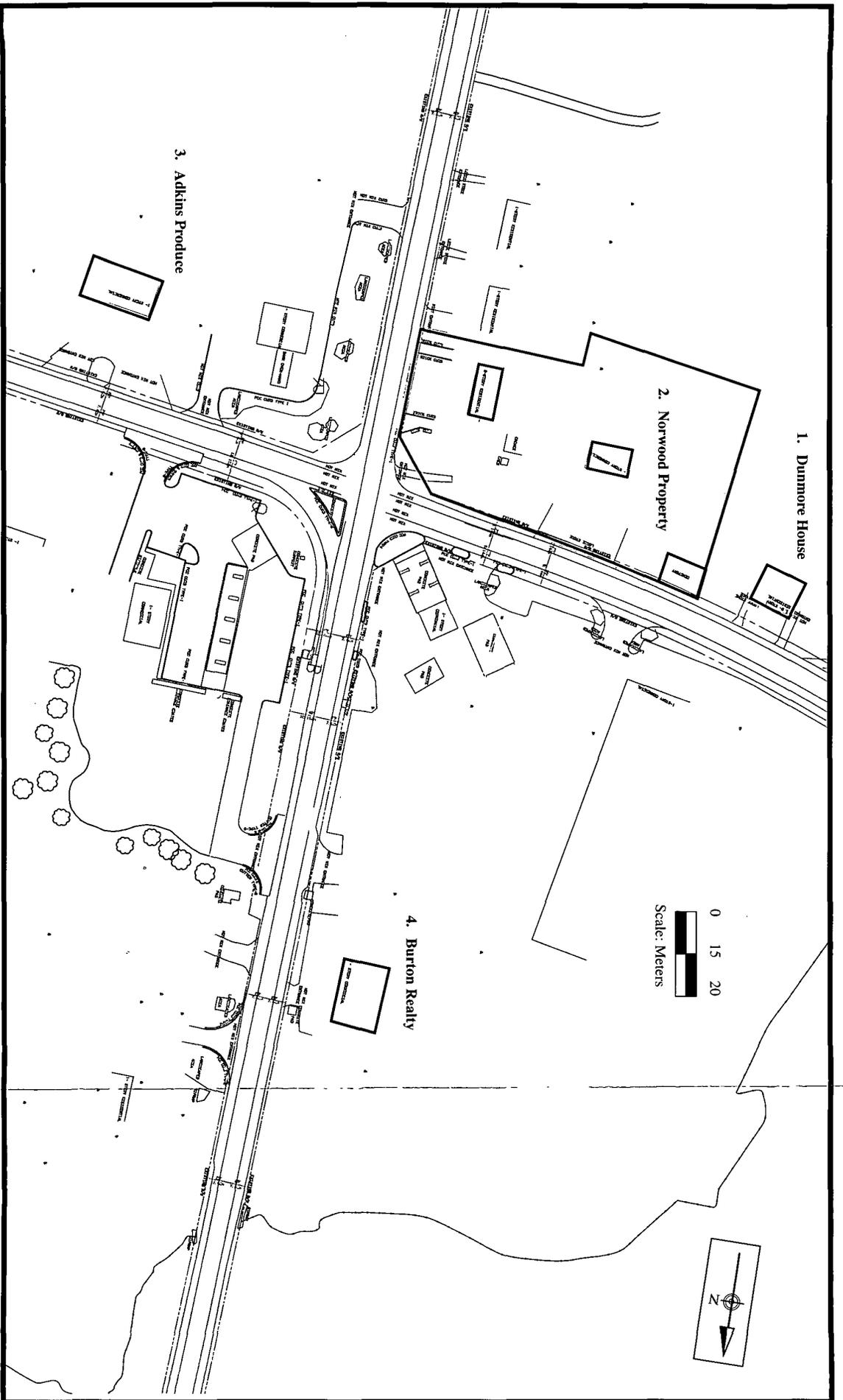


Figure 4.1 Locations of Architectural Resources within Area of Potential Effect.

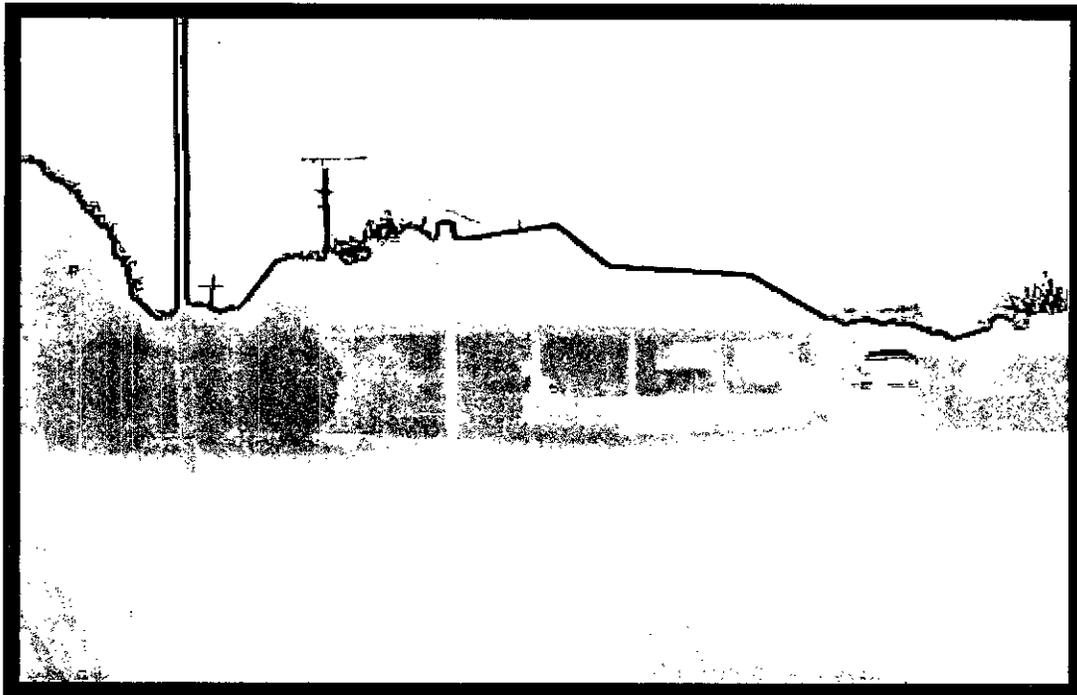


Plate 4.1 Property 1: Dunmore House, State Route 23, West of Intersection.



Plate 4.2 Property 2: Norwood Property (House), Intersection of State Routes 24, 5, and 23, Northwest Corner.

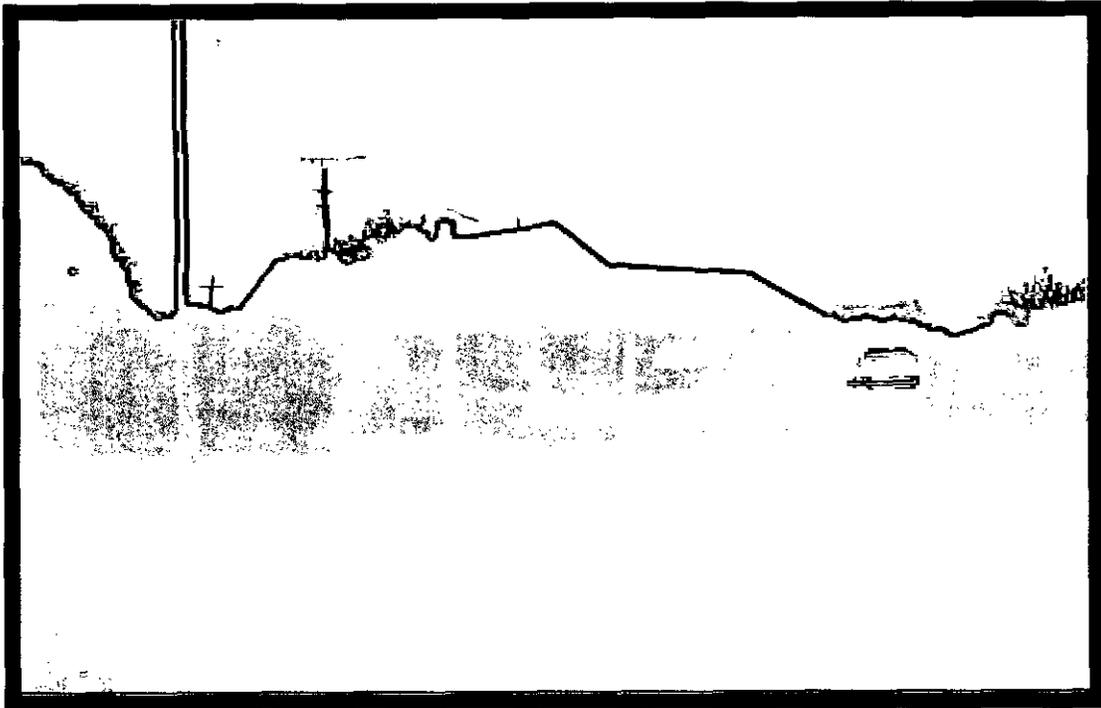


Plate 4.3 Property 2: Norwood Property (House), Detail of Garage, Intersection of State Routes 24, 5, and 23, Northwest Corner.

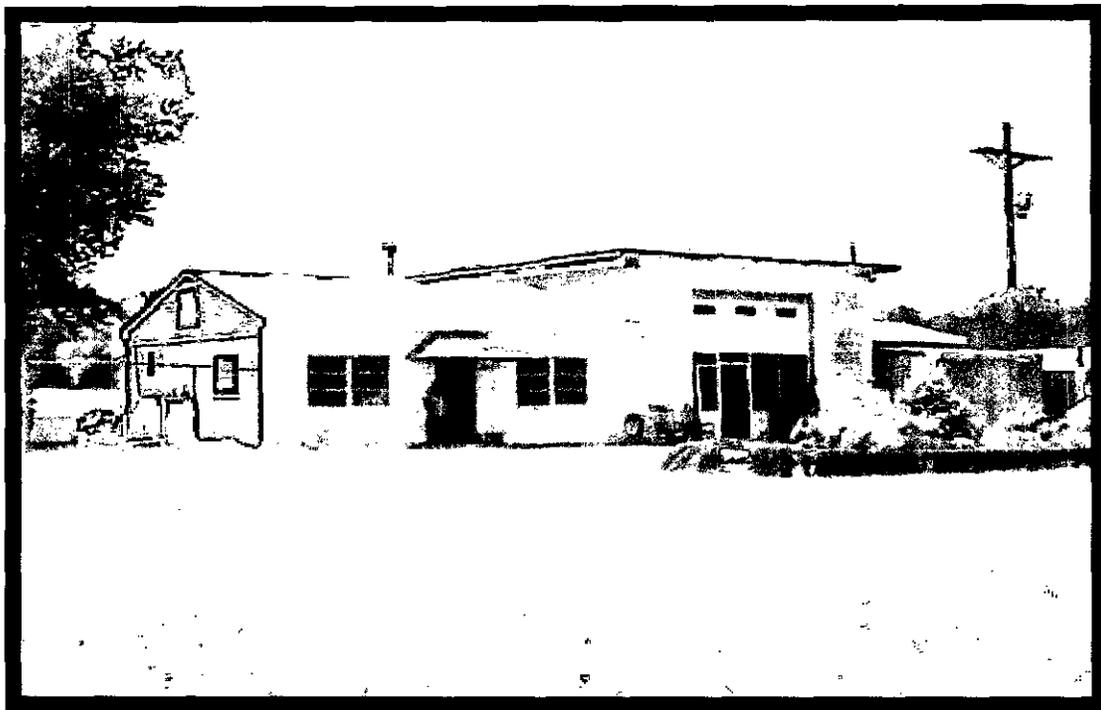


Plate 4.4 Property 2: Norwood Property (Lakota's Corner Collection), State Route 23, West of Intersection.

3. *Adkins Produce*, State Route 23, east of intersection (Plate 4.5). This market faces north to State Route 23, east of the intersection of State Routes 24, 5, and 23. The market is a concrete block building supporting a metal side gable roof with a shed extension along the north facade. This building resembles an agricultural building, and may have served this purpose prior to its current use. The building is currently used as a gardening and gift shop, as well as a produce market, which reflects the ongoing agricultural heritage of the area. Alterations to the interior and exterior to convert the building for use as a store have severely diminished the property's architectural integrity. It was probably constructed in circa 1940 – 1960; a large addition to the east side was added in the 1980s or 1990s.
4. *Burton Realty*, State Route 24, north of intersection (Plate 4.6). Located in a former residence, the Burton Realty building is just at the northern edge of the project area. Constructed circa 1945 – 1950, the frame, side gable building with intersecting front gable entrance has been sided with vinyl siding. Windows have been replaced with 2/2 vinyl sash windows. Interior and exterior alterations, including the addition of substantial handicapped accessible ramps and an exterior staircase on the north facade has been necessary to convert this former house into a commercial property.

ARCHAEOLOGY

A total of 20 shovel tests were excavated within two areas located in the project's APE. Two areas containing above-ground cultural resources were also investigated. Each section will be discussed individually.

Area 1

Area 1 is situated 55 meters north of the intersection of State Route 24 and State Route 5, approximately 24 meters east of the northbound lane of State Route 24 (Figure 4.2). The area is an approximately 3,300-square-meter plot bounded on the south by the parking lot for an Exxon service station/convenience store. The western boundary consists of the entrance lane to the Exxon station. The northern and eastern boundaries are a wooded property line and the Long Neck United Methodist Church driveway, respectively. The area itself consists of a maintained lawn.

A total of fourteen shovel tests was excavated within Area 1 along four staggered, parallel transects (see Figure 4.2). These tests revealed a mixture of disturbed and undisturbed profiles. In general, all of the profiles were typical examples of the Evesboro soil series, differing only in the addition of two capping fill layers exhibited by the disturbed profiles and a tendency towards slightly lighter Munsell colors. It should be noted that the disturbed profiles were encountered in proximity to the drainage grates and parking lot of the Exxon station.

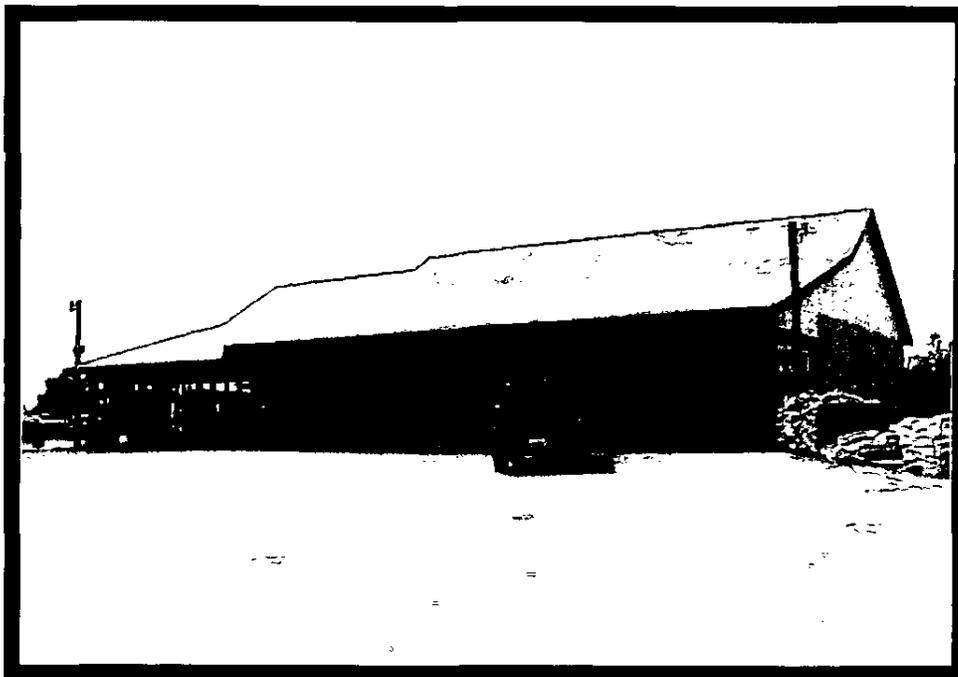


Plate 4.5 Property 3: Adkin's Produce, State Route 5, South of Intersection.



Plate 4.6 Property 4: Burton Realty, State Route 23, East of Intersection.

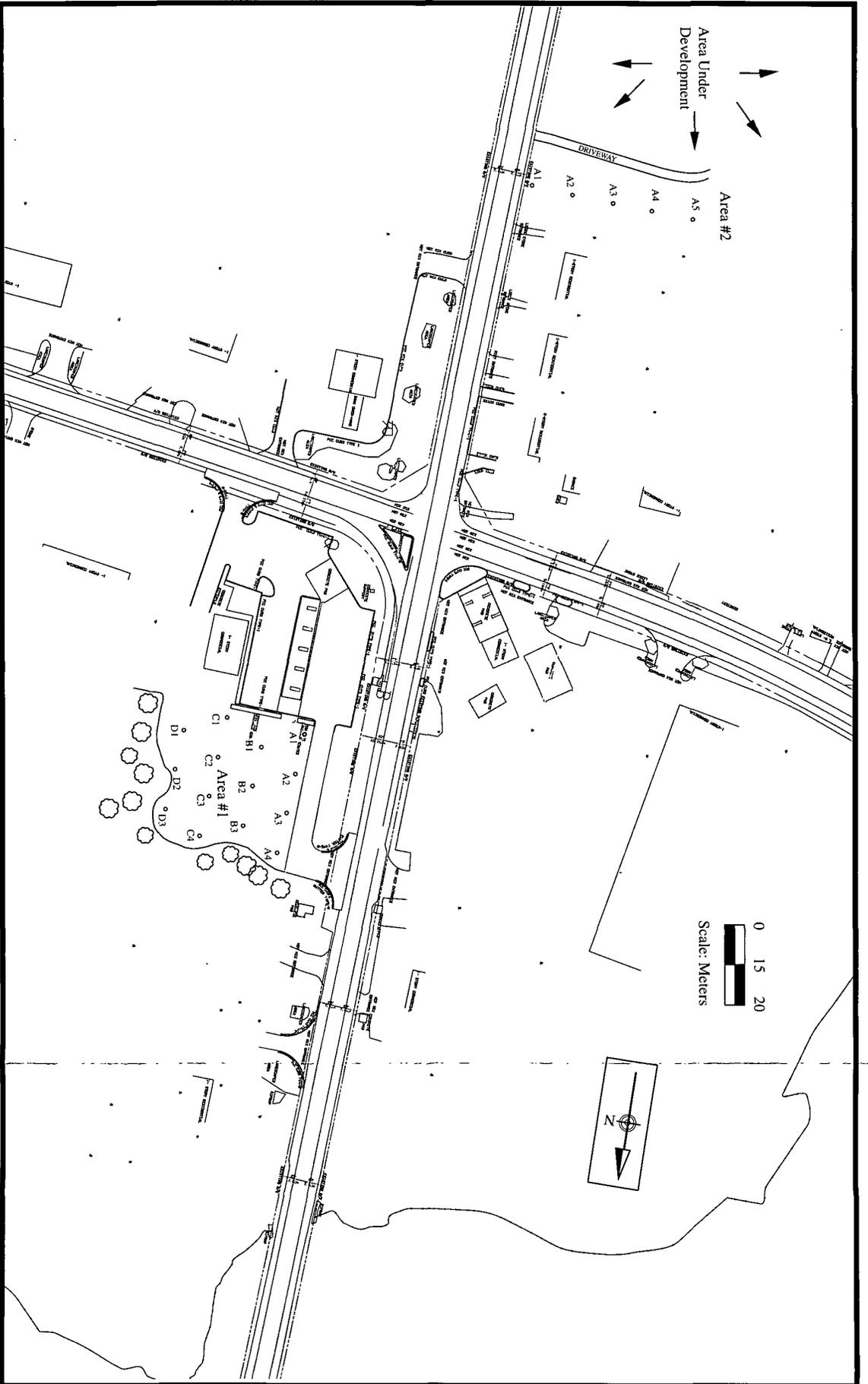


Figure 4.2 Areas 1 and 2, Locations of Shovel Tests.

Shovel Test C3 is representative of the undisturbed soil profiles, while Shovel Test B1 represents the disturbed profiles (Figure 4.3).

Shovel Test C3

- Stratum I (0 – 28 cm) a dark brown (10YR 3/3) loamy sand Ap horizon
- Stratum II (28 – 49 cm) a light olive brown (2.5Y 5/4) loamy sand B horizon
- Stratum III (49 – 72 cm) a light yellowish brown (2.5Y 6/4) sand C horizon

Shovel Test B1

- Stratum I (0 – 17 cm) a dark brown (10YR 3/3) compact sand and gravel fill horizon
- Stratum II (17 – 27 cm) a very dark grayish brown (10YR 3/2) compact sand and charcoal fill horizon
- Stratum III (27 – 44 cm) a dark brown (10YR 3/3) loamy sand Ap horizon
- Stratum IV (44 – 64 cm) a light olive brown (2.5Y 5/4) loamy sand B horizon
- Stratum V (64 – 75 cm) a light yellowish brown (2.5Y 6/4) sand C horizon

No archaeological remains were found in any of the shovel tests. A small amount of modern debris (brick and porcelain) was recovered from the fill horizons, all of which was discarded in the field.

Area 2

Area 2 is situated approximately 140 meters south of the intersection of State Routes 24 and 5, along the southbound lane of State Route 24. The area consists of a long, rectilinear plot of fallow land that measures approximately 1,800 square meters (see Figure 4.2). This area is bounded on the east by State Route 24, on the west and north by property lines, and on the south by private development. Area 2 has been moderately impacted by this private development, and has probably been used as a parking lot for heavy machinery.

A total of five shovel tests was excavated within Area 2, along a single bisecting transect. In general, all of the shovel tests exhibited typical Evesboro soil series profiles, except for a slight tendency towards slightly lighter Munsell colors and higher clay content in the C horizon. Shovel Test A2 is representative of the profiles from this area (see Figure 4.3).

Shovel Test A2

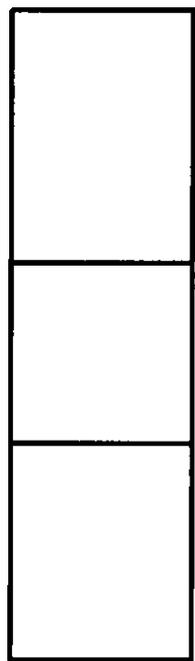
- Stratum I (0 – 27 cm) a dark brown (10YR 3/3) loamy sand Ap horizon

0 10 20



Scale: Centimeter

Area 1
Shovel Test C3

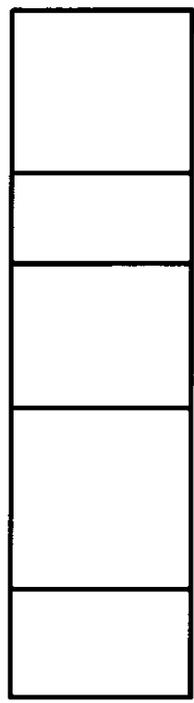


Stratum I (0-28cm) Dark Brown (10YR3/3) Loamy Sand Ap- Horizon

Stratum II (28-49cm) Light Olive Brown (2.5YR5/4) Loamy Sand B- Horizon

Stratum III (49-72cm) Light Yellowish Brown (2.5YR6/4) Sand C-Horizon

Area 1
Shovel Test B1



Stratum I (0-17cm) Dark Brown (10YR3/3) Compact Sand and Gravel Fill Horizon

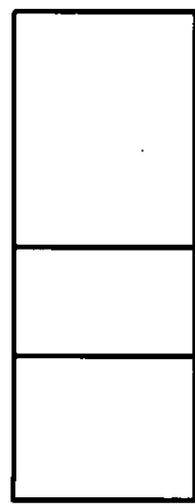
Stratum II (17-27cm) Dark Grayish Brown (10YR3/2) Compact Sand and Charcoal Fill Horizon

Stratum III (27-44cm) Dark Brown (10YR3/3) Loamy Sand Ap- Horizon

Stratum IV (44-64cm) Light Olive Brown (2.5YR5/4) Loamy Sand B-Horizon

Stratum V (64-75cm) Light Yellowish Brown (2.5YR6/4) Sand C-Horizon

Area 2
Shovel Test A2



Stratum I (0-27cm) Dark Brown (10YR3/3) Loamy Sand Ap- Horizon

Stratum II (27-39cm) Light Yellowish Brown (2.5YR6/4) Loamy Sand B-Horizon

Stratum III (39-57cm) Light Olive Brown (2.5YR5/4) Clayey Sand C-Horizon

Figure 4.3 Representative Shovel Test Profiles.

Stratum II (27 – 39 cm) a light yellowish brown (2.5Y 6/4) loamy sand B horizon

Stratum III (39 – 57 cm) a light olive brown (2.5Y 5/4) clayey sand C horizon

No archaeological remains of any kind were recovered from these shovel tests.

V. SUMMARY AND RECOMMENDATIONS

There are a number of buildings and structures at and near the intersection of State Routes 24, 5, and 23 in Sussex County, Delaware. Most were constructed in the past two decades, including two gas stations, a strip mall with a grocery store, a bank, and a row of offices. Four properties within the project area appear to be over 50 years in age. These include the Dunmore House, named for the current owners; the Norwood property, which includes a residence, gift shop, and cemetery; Adkins Produce; and Burton Realty.

No link was identified between any of these properties and an event or development/settlement pattern of historic significance that might render them eligible for the National Register under Criterion A for their historic associations. No significant person was identified with associations to these properties. Therefore, these properties are not recommended as eligible under under Criterion B. Due to their lack of a distinctive use of a style, materials, or construction technique, none possess the architectural significance necessary to be considered eligible for the National Register under Criterion C. Moreover, alterations to siding and roofing materials, window replacements, exterior additions, and interior reconfigurations have diminished their physical integrity. The Dunmore House, Norwood property, Adkins Produce, and Burton Realty, therefore, are not recommended as eligible for listing in the National Register. No further work is recommended on these properties.

In February 2001, URS completed a Phase I cultural resources study that involved proposed improvements to the intersection of State Routes 24 and 5 in Sussex County, Delaware. Historic background research and a pedestrian survey did not identify any standing National Register eligible structures. Archaeological fieldwork consisted of nineteen shovel tests excavated in two areas that were proposed for storm water management ponds. No archaeological remains of any kind were revealed by the shovel tests. Therefore, no further work is recommended for the State Routes 24 and 5 project area.

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- 1989 *Prehistoric Cultures of the Delmarva Peninsula: An Archaeological Study*. University of Delaware Press, Newark.

- 1996 *Prehistoric Cultures of Eastern Pennsylvania*. Pennsylvania Historical Museum Commission, Harrisburg.

Delaware State Highway Department

- 1928 *Plan for Construction Contract No. CS61. [Road No. 24]. Sheet No. 5*. On file at the Department of Transportation, Dover.

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- 1964 *General Highway Map, Sussex County, Delaware*. Available at the State Archives, Dover.

- 1965 *Plan for Construction of Contract No. 64-01-034. [Road No. 22]. Sheet No. 4*. On file at the Department of Transportation, Dover.

- 1969 *Construction Plan for Contract No. 69-1-005. [Road No. 24]. Sheet No. 3*. On file at the Department of Transportation, Dover.

Ireland, William Jr. and Earl D. Matthews

- 1974 *Soil Survey of Sussex County Delaware*. United States Department of Agriculture, Soil Conservation Service, in cooperation with the Delaware Agricultural Experiment Station.

Jordan, Robert R.

- 1974 "Local Stratigraphic Studies, Pleistocene Deposits of Delaware." In *Oaks*, R.Q. Jr. and DuBar J.R., editors, *Post Miocene Stratigraphy, Central and Southern Atlantic Coastal Plain*, Logan, Utah, Utah State University Press, pp. 30 – 52.

Kraft, John C.

- 1974 "Geological Reconstructions of Ancient Coastal Environments in the Vicinity of Island Field Archaeological Site, Kent County, Delaware." In *Transactions of the Delaware Academy of Science*, Vol. 5, 1974 and Vol. 6, 1975.

US Army, Corps of Engineers

1938 *Rehoboth Quadrangle Map*. 15 Minute Series. Available at the State Archives, Dover.

US Department of the Interior, Geological Survey

1970 *Fairmount, Delaware Quadrangle Map*. 7.5 Minute Series. 1954 map photorevised in 1970. Available at the State Archives, Dover.

1991 *Fairmount, Delaware Quadrangle Map*. 7.5 Minute Series. 1984 map revised in 1991. Available at the State Archives, Dover.

Appendix A: Resumes of Key Personnel

Education:

MS/1980/Rensselaer Polytechnic Institute, Troy, New York
Archaeology

MA/1978/St. Louis University, St. Louis, Missouri
American Studies

BA/1975/Westfield State College, Westfield, Massachusetts
History

Professional:

Register of Professional Archaeologists
Society for Historical Archaeology
Society for Industrial Archaeology
Council for Northeast Historical Archaeology
Professional Archaeologists of New York City

Experience:

Mr. Morin has over 24 years of experience in conducting and supervising archaeological investigations. He has directed archaeological and historical assessments, National Register evaluations, and archaeological data recovery efforts. Mr. Morin's particular expertise is in the area of urban archaeology and nineteenth-century farmsteads, domestic deposits, and structural remains.

1999 to Present: Archaeologist, URS Corporation, Florence, NJ.

***Phase I Archaeological Investigations, Route 71, Monmouth University,
Monmouth County, New Jersey***

Principal Investigator for Phase I archaeological investigations of a pedestrian walkway across Route 71 at Monmouth University. Conducted for the New Jersey Department of Transportation.

***Route 27 Environmental Screening, Somerset and Middlesex Counties, New
Brunswick, New Jersey***

Principal Investigator for environmental screening along Route 27 in Somerset and Middlesex Counties, New Jersey. Conducted for the New Jersey Department of Transportation.

***Cultural Resource Reconnaissance Survey of the Proposed Hillsborough Motor
Vehicle Inspection Station, Somerset County, New Jersey***

Principal Investigator for an historical and archaeological field reconnaissance survey to identify and evaluate the potential for any significant cultural resources within the construction area of a proposed inspection station. Conducted for the New Jersey Department of Transportation.

Cultural Resource Survey of the Proposed Freehold Motor Vehicle Inspection Station, Monmouth County, New Jersey.

Principal Investigator for an archaeological survey as part of a Categorical Exclusion Document for a proposed motor vehicle inspection station. Conducted for the New Jersey Department of Transportation.

Archaeological Monitoring for the Dry-Laid Stonewall Stabilization/Restoration Project, Chesapeake and Ohio Canal National Historical Park, Georgetown, District of Columbia.

Principal Investigator, for the recordation and evaluation of structural remains and deposits associated with the restoration of the towpath stone retaining wall between 33rd and 34th Streets.

Archaeological Overview and Assessment of the Chesapeake Ohio Canal National Historical Park.

Principal Investigator providing archival, literature, and collections research for developing an overview and assessment of the prehistoric and historic archaeological resources located within the C&O Canal Park. This information will be summarized and evaluated, addressing topics regarding the nature, distribution, and significance of the prehistoric and historic resources. Recommendations will also be generated for future research involving site prediction, sampling bias in the existing record and National Register evaluations.

1991 to 1998: Staff Archaeologist, National Park Service, Denver Service Center, Applied Archaeology Center.

Various Archaeological Assessment and Testing Programs at Gettysburg National Military, Gettysburg, Pennsylvania.

Principal Investigator for the determination of construction impacts to archaeological resources associated with nineteenth-century farmsteads and battle field related activities.

Archaeological Investigations of Outer Line Drive and PA Route 252 Intersection, Valley Forge National Historical Park, Chester County, Pennsylvania.

Principal Investigator for the determination of construction impacts to archaeological resources associated with a nineteenth-century farmstead.

Archaeological Testing at the Delaware Aqueduct, Upper Delaware Scenic and Recreational River, Minisink Ford, New York and Lackawaxen, Pennsylvania.

Principal Investigator for the determination of construction impacts to potential archaeological resources associated with the aqueduct and Delaware and Hudson Canal.

Archaeological Assessment for Phase I Development at Windber/Scalp Level Coal Heritage Project Project, Borough of Scalp Level, Cambria County, Pennsylvania.

Principal Investigator for testing the foundation of a circa 1910 house foundation and yard that was occupied by a former coal mine supervisor.

1988 to 1991: Senior Archaeologist, The Cultural Resource Group, Louis Berger & Associates, Inc., East Orange, New Jersey.

Phase I/II Archaeological and Historical Investigation of the Proposed NJ Route 129 Realignment Between Broad Street and US Route 1, Trenton, New Jersey, for DKM Properties Corp., Lawrenceville, New Jersey.

Principal Investigator for the recordation and evaluation of a basin associated with industries along the D&R Canal.

Archaeological Data Recovery of the I-95 Completion Project, Philadelphia, Pennsylvania for the Pennsylvania Department of Transportation.

Principal Investigator for the mitigation of mid-eighteenth to nineteenth-century wharves, domestic deposits, and structural remains.

1986 to 1988: Archaeologist, Louis Berger & Associates, Inc.

Archaeological and Historic American Engineering Record Data Recovery at Two Locks on the Delaware and Raritan Canal, Mercer County, New Jersey, for the New Jersey Department of Transportation.

Principal Investigator for the mitigation of mid-nineteenth to early-twentieth-century canal and structural remains.

Archaeological Data Recovery Program of the East Creek Mill Site, Cape May County, New Jersey for the New Jersey Department of Transportation.

Principal Investigator for the mitigation of structural remains of a mid-nineteenth to early-twentieth-century sawmill.

Cultural Resource Reconnaissance of the Azalea Farm Development, Shrewsbury, New Jersey, for Blackpoint Construction Company, Inc., Red Bank, New Jersey.

Principal Investigator for the testing of potential archaeological sites.

Archaeological Data Recovery Program of the Hamlin Historic Archaeological Site, Warren County, New Jersey, for the New Jersey Department of Transportation.

Principal Investigator for the mitigation of the structural remains of a late-eighteenth to early-nineteenth-century rural farmstead.

Documentary and Literature Search for the Proposed Sanitary Landfill Site IA, Rockaway Township, Morris County, New Jersey, for Rockaway Township.

Principal Investigator for the evaluation of the potential for cultural resources.

Route 92, Mercer, Middlesex and Somerset Counties, Technical Environmental Study for the Federal Highway Administration and the New Jersey Department of Transportation.

Historical Archaeologist for the evaluation of nineteenth to early-twentieth-century farmsteads.

Archaeological Assessment of Droyer's Point Development, Jersey City, New Jersey, for the Department of Housing and Economic Development, Jersey City.

Field Supervisor for the evaluation of the potential for cultural resources.

Phase II Archaeological Investigation of the Washington Street Urban Renewal Area, Site I, for Shearson Lehman/American Express, New York, New York.

Field Supervisor/Crew Chief for the testing of nineteenth-century industrial and commercial remains.

1984 to 1985: Louis Berger & Associates, Inc.

Phase III Mitigation of Barclays Bank, 100 Water Street, for the London and Leeds Corporation.

Crew member for the testing of late-seventeenth to early-nineteenth-century domestic deposits and structural remains.

Phase III Mitigation at Carney Rose/Thomas Tindall Farmstead Site, Trenton, New Jersey.

Crew member for the mitigation of seventeenth to early-nineteenth-century domestic deposits and structural remains associated with a farmhouse.

1983 to 1984: Louis Berger & Associates, Inc.

Phase II Archaeological Investigation of Barclays Bank, 100 Water Street, for the London and Leeds Corporation.

Crew member for the testing of late-seventeenth to early-nineteenth-century domestic deposits and structural remains.

Phase III Mitigation at Carney Rose/Thomas Tindall Farmstead Site, Trenton, New Jersey.

Crew member for the mitigation of seventeenth to early-nineteenth-century domestic deposits and structural remains associated with a farmhouse.

1980 to 1983: Historical Archaeologist, American Resources Group, Ltd., Carbondale, Illinois.

Responsibilities included site survey and identification; supervision of field crews; laboratory analysis, and report preparation. Dealt with both prehistoric and historic resources, however, main concentration was on historic resources.

Phase II Archaeological Investigations of the Green Site, Randolph County, Illinois.

Principal Investigator for the testing and evaluation of a mid-nineteenth-century horse-powered sawmill and gristmill site.

Callaway Nuclear Power Plant Survey, Fulton, Missouri.

Project Historical Archaeologist, for the identification and evaluation of nineteenth to mid-twentieth-century deposits and structural remains.

Phase II Archaeological Survey in Northfield, Sparta, Illinois.

Project Historical Archaeologist for the historic archaeological research and analysis.

Phase I Archaeological Survey of the Eden Field, Burning Star Mine #3, Randolph County, Illinois.

Project Historical Archaeologist, for the identification and evaluation of nineteenth to mid-twentieth-century deposits and structural remains.

Phase I Archaeological Survey of the Northfield and Eastfield, Burning Star Mine #3, Randolph County, Illinois.

Project Historical Archaeologist, for the identification and evaluation of nineteenth to mid-twentieth-century deposits and structural remains.

Phase I Archaeological Survey of the Eastfield and Westfield Burning Star Mine #5, Jackson County, Illinois.

Project Historical Archaeologist, for the identification and evaluation of nineteenth to mid-twentieth-century deposits and structural remains.

Phase I Archaeological Survey of the Callaway Nuclear Power Plant, Callaway County, Missouri.

Project Historical Archaeologist, for the identification and evaluation of nineteenth to mid-twentieth-century deposits and structural remains.

Publications:

- 1974 "Springfield During the Civil War Years: 1861 – 1865." *Historical Journal of Western Massachusetts* (3)2:25 – 37.
- 1991 "Why Dig Another Mill Site? Archaeological Investigations of the East Creek Mill." *North American Archaeologist* (12)2:93 – 108.

Education:

BA/1993/University of Delaware
Anthropology/Philosophy

Experience:

Mr. Eichinger has over ten years experience in all phases of cultural resource management. Mr. Eichinger has participated in the excavations of both prehistoric and historic sites in the Middle Atlantic states, and has also participated in all aspects of laboratory analysis of prehistoric and historic artifacts, including blood residue analysis.

2001 ***Phase I Archaeological Survey of the Conectiv Energy Bethlehem Plant Site, Northampton County, Pennsylvania***

Field Supervisor for Phase I archaeological investigations conducted for Conectiv Mid-Merit, Inc. (CMMI) by URS Corporation. The project involved background research, archaeological fieldwork and laboratory analysis, and a geomorphological study for a proposed power plant site.

Phase I Cultural Resources Investigation for the Proposed Conectiv Energy Delta Plant Site, York County, Pennsylvania

Field Supervisor for a Phase I cultural resources investigation conducted for Conectiv Energy by URS Corporation. The project involved archaeological and historic architectural studies within the are of potential effect (APE) of a proposed electrical generating facility, laydown area, and associated power transmission corridor.

Phase I Cultural Resources Investigation for Proposed Intersection Improvements for State Routes 24 and 5, Sussex County, Delaware.

Field Supervisor for the archaeological portion of a survey conducted by URS Corporation (URS) for the Delaware Department of Transportation (DelDOT). Work was initiated in response to proposed improvements for a section of State Route 9 from the Kent County line to N453.

Phase II Archeological Survey, Smoot's Cove (Site 18PR585), Prince George's County, Maryland, Woodrow Wilson Bridge Project

Field Supervisor for Phase II archaeological excavations at the Smoot Cove site (18PR585), a small Late Woodland encampment along the Potomac River.

2000 ***Archaeological Data Recovery Riversdale Manor Dependency, Prince George's Counties, Maryland***

Field Supervisor for Phase III archaeological excavations within and around the Riversdale Manor dependency (18PR390). The excavations resulted in the documentation of the remnants of an earlier structure located beneath the existing building.

Germantown Avenue Bridge Replacement Site 36PH106, Archaeological Data Recovery, Philadelphia, Pennsylvania

Field Supervisor for the Phase III archaeological investigations conducted to mitigate adverse effects to the Paul Site (36PH106), an 18th to 19th century occupation, from the proposed replacement of the Germantown Avenue Bridge over Wissahickon Creek.

Phase I Archaeological Assessment of State Route 362, From State Route 361 to State Route 67 (US321), Elizabethton, Carter County, Tennessee

Field Supervisor for a Phase I terrestrial archaeological survey of State Route 362, from State Route 361 to State Route 67 (US 321), Carter County, Tennessee. The survey of the proposed corridor identified one Late Woodland Fort Ancient period archaeological site (Site 40CR222).

Phase I Archaeological Survey of the proposed State Highway 32 Realignment, from State Route 73 to Wilton Springs Road, Cocke County, Tennessee.

Field Supervisor for a Phase I terrestrial archaeological survey of the State Highway 32 realignment. The investigations surveyed nine previously known prehistoric sites (40CK13, 40CK23, 40CK25, 40CK27, 40CK29, 40CK24, 40CK26, 40CK28, 40CK30), and identified two additional prehistoric / historic sites.

Phase I Archaeological Survey of the South Bend Substation Site, Armstrong County, Pennsylvania

Phase I archaeological investigations for the Dominion Energy and Consolidated Natural Gas Company's (DRI-CNG) proposed electric generation peaking plant in Armstrong County, Pennsylvania. No prehistoric or historic sites were identified.

Phase I Terrestrial Archeological Survey for US 301 Southern Corridor, Charles And Prince George's Counties, Maryland

Field Supervisor for the Phase I terrestrial archeological investigations of the proposed US 301 Southern Corridor project in Prince Georges and Charles Counties, Maryland. The survey used a GIS-based predictive model developed for the Waldorf area that incorporated criteria of slope, aspect, and drainage. Fieldwork documented sixteen prehistoric sites and four historic sites.

1999

Phase I Archaeological Survey for Woodrow Wilson Bridge Expanded APE project, Prince George's County, Maryland

Field Supervisor for Phase I investigations on two parcels associated with the Woodrow Wilson Bridge project. Survey resulted in the documentation of two prehistoric sites; Site 18PR588, a non-diagnostic lithic scatter, and Site 18PR585, a deeply buried Late Woodland occupation.

Phase I Archaeological Survey Workplan for the OH7-C1 Power Station Site, Dominion Energy and Consolidated Natural Gas, Muskingum County, Ohio

Field Supervisor for Phase I investigations on a 40-acre tract in Cass Township, Ohio. Survey resulted in the documentation of a temporally non-diagnostic prehistoric lithic scatter.

Phase I Archaeological Survey Workplan for the WV-1 Power Station Site, Dominion Energy and Consolidated Natural Gas, Pleasant County, West Virginia

Field Supervisor for Phase I investigations on Site 46PL44, a prehistoric site with Late Woodland and Adena associations. Conducted for Dominion Energy and Consolidated Natural Gas.

Phase I Archeological and Historic Architectural Survey of the Earnshaw Property Wetland Creation Site (WIC-1) Charles County, Maryland

Field Supervisor for Phase I investigations associated with the Woodrow Wilson Bridge project. Survey resulted in the documentation of Site 18CH667, a Late Archaic lithic scatter.

Muncy Bridge Redecking, Temporary Construction Easement Phase 1a Geomorphological Testing

Field Supervisor for Phase 1a investigations. Conducted for Pennsylvania Department of Transportation.

Phase I / II Archaeological Survey for Dominion Energy and Consolidated Natural Gas, PA-2 Site, Armstrong County, Pennsylvania

Field Supervisor for Phase I / II investigations Site 36AR469, a late eighteenth century dwelling in Armstrong County, PA. Conducted for Dominion Energy and Consolidated Natural Gas.

Categorical Exclusion Document: Improvements to Intersection of State Route 70 Eastbound and Towbin Avenue, in Lakewood Township, Ocean County, New Jersey

Field Supervisor for Phase I investigations. Conducted for the New Jersey Department of Motor Vehicles

Categorical Exclusion Document: Improvements to Intersection of Route 33 and Halls Mill Road, Freehold Township, Monmouth County, New Jersey

Field Supervisor for Phase I investigations. Conducted for the New Jersey Department of Motor Vehicles

Maryland Route 5 - Hughesville

Field Supervisor for Phase I investigations for the Hughesville Bypass. Survey resulted in the documentation of Mid to Late Archaic prehistoric site (18CH665) and a historic brick clamp of unknown association. Conducted for the Maryland State Highway Administration.

1998

Maryland Route 5 - Brandywine Interchange

Field Supervisor for Phase I investigations outside of TB, Maryland. Conducted for the Maryland State Highway Administration.

Wilson Tract, Chester County, Pennsylvania

Field Supervisor for Phase II/III investigations on Site 36CH687, a historic farmstead. Project conducted for the Pennsylvania Department of Transportation.

Hancock Streetscape, Washington County, Maryland

Field Supervisor for the archaeological monitoring and data recovery within the National Register of Historic Places eligible Hancock Historic District streetscape. Conducted for the Maryland State Highway Administration.

Perryman Golf Course, Harford County Maryland

Field Supervisor for the Phase I archaeological investigations at Sites 18HA84 and 18HA189 within the proposed Perryman Golf Course.

Dover Bridge, Talbot County Maryland

Field Supervisor for Phase I investigations associated with the replacement of the Dover Bridge. An early colonial occupation dating from the late seventeenth to the early eighteenth century (18TA315) was discovered, along with a Late Woodland prehistoric site (18TA316).

1997

Sandy Island, Georgetown County, South Carolina

Archaeologist for Phase I Intensive Archaeological survey of Sandy Island. The six mile long island is the largest inter-coastal island in the United States and contained a total of 52 sites. Every time period from Early Archaic to the late nineteenth century was represented, including several ante / post bellum rice plantations.

Phase III Data Recovery, King of Prussia Inn, King of Prussia, Pennsylvania

Crew Chief for Phase III data recovery of eighteenth through nineteenth century tavern/inn in King of Prussia, Pennsylvania. Site contained extensive structural remains and eighteenth century yard deposits. Conducted for the Pennsylvania Department of Transportation, District 6-0.

Wilmington Bypass Alternative project, New Hanover and Brunswick Counties, North Carolina

Archaeologist for Phase I and II investigations associated with proposed bypass within New Hanover County, north of Wilmington. Project involved investigation of several Woodland period prehistoric sites.

Midfield Cargo Complex, BWI Airport, Maryland

Archaeologist for Phase I and II investigations associated with proposed Mid-Field Cargo Facility. Project involved testing of nineteenth-century farmstead. Conducted for the Maryland Aviation Administration.

1996 to 1997 ***Route 21 Mitigation***

Archaeologist for all phases of investigations. Projects (28PA143, 28PA145, 28PA40, and 28PA39). Sites worked on included the historic home of Scotto Nash (28PA39), breeder of the American Beauty rose, and an intact Woodland Period prehistoric village site (28PA143).

1996 ***Inter-County Connector Phase I investigation***

Crew Chief for Phase Ib survey associated with proposed Intercounty Connector north of Washington, D.C. in Montgomery and Prince George's County, Maryland. Involved the testing of over 30 properties with historic standing structures and the sample survey of over 30 miles of proposed highway corridors on new location and over 90 miles along existing roadways. Conducted for the Maryland State Highway Administration.

North Branch Site (18AG214), Allegany County, Maryland

Archaeologist for archaeological survey, identification, and evaluation study of the North Branch Site located in the Chesapeake and Ohio National Historic Park in Allegany County, Maryland. Conducted for the National Capital Area of the National Park Service

1995 to 1996 ***Route 206 Widening***

Archaeologist for Phase I and II archaeological investigations. Project area contained remnants of late nineteenth century domestic and farmstead sites within Stokes State Forest and Delaware Watergap National Recreation Area. Conducted for the New Jersey Department of Transportation.)

Phase I investigations into the North Woods and the West Woods, Antietam National Battlefield, Maryland

Archaeologist for the I and II archaeological survey of the West Woods and the North Woods, and the Locher/Poffenberger farmstead site in Antietam National Battlefield. Project involved comprehensive surveys of battlefield sites within the park and Phase II testing of a nineteenth century farmstead. Conducted for the National Capital Area of the National Park Service.

1995 ***Maryland Route 2/4 Interconnector, Calvert County, Maryland***

Archaeologist for the Phase I Calvert County Maryland Route 2/4 interconnector survey, which consisted of over 7 miles of new roadway. Daily coordination with highway survey crews was necessary to complete this fast track project. Conducted for the Maryland State Highway Administration.

Phase II Testing, William-Shoemaker Site, Tuckahoe, New Jersey

Archaeologist for testing of historic house lot in a southern New Jersey town. Site contained extensive mid-eighteenth to late nineteenth century deposits and features. Conducted for the New Jersey Department of Transportation.

Phase II investigations at 18PR399 and 18PR401 prehistoric sites in Prince George's County, Maryland

Archaeologist for the Phase II testing of Sites 18PR399 and 18PR401 in Prince George's County, Maryland. Conducted for the Maryland State Highway Authority.

BWI Airport, Maryland

Archaeologist on the Phase II investigations at the Harman's Site. Project involved the testing of two Early Archaic to Late Woodland sites. Project conducted for the Maryland State Highway Administration.

1994

Virginville Bridge Replacement Project (S.R. 0143 Section 01B), in Virginville, Pennsylvania

Archaeologist for the Phase I survey associated with the replacement of the Virginville Bridge across the Maidenhead Creek in Berks County, Pennsylvania. . Conducted for the Pennsylvania Department of Transportation

King of Prussia Inn/Route 202 widening project in Montgomery County, Pennsylvania

Archaeologist for the Phase II investigation at the eighteenth through nineteenth century tavern/inn in King of Prussia, Pennsylvania. Site contained extensive structural remains and eighteenth century yard deposits. Conducted for the Pennsylvania Department of Transportation, District 6-0.

Phase I extension and Phase II survey of the Old Betzwood Bridge Replacement

Archaeologist for a Phase II study for the Pennsylvania Department of Transportation. Phase II archaeological testing of bridge replacement project area, which was located in Valley Forge National Historic Park. Project area contained remnants of nineteenth century industrial village.

Phase I Prehistoric survey of the Route 896/Iron Hill East Project in New Castle County, Delaware

Archaeologist for a Phase I survey associated with the Route 1 expansion project. Conducted for the Delaware Department of Transportation.

Phase I Historic survey of the White Clay Creek/Christina River Project in New Castle County, Delaware

Archaeologist for a survey of historic resources along the White Clay Creek and Christina River. Conducted for the University of Delaware.

1990 to 1994 *Phase I surveys, Phase II investigations, and Phase III mitigations for the University of Delaware Center for Archaeological Research in New Castle County, Delaware.*

Projects included both historic and prehistoric sites in Delaware, Maryland, and Pennsylvania. Key projects include: Snapp and Leipsic Prehistoric Sites (7NC-G-101 and 7K-C-194A), Henry Coursey Plantation Site, Buchanan-Savin Farmstead, and the Pollack Wetland Replacement series. Also, participated in laboratory curation, analysis, and blood residue testing for numerous sites in the Mid-Atlantic Region.

Education:

MS/2000/University of Oregon
Historic Preservation

BA/1993/University of Maryland
Art History

Professional:

National Trust for Historic Preservation
Preservation Maryland

Experience:

Ms. Brockett has experience in historic building research and documentation, particularly in the Middle Atlantic and Pacific Northwest regions. She has specific knowledge of the history of Maryland and Virginia, with a variety of research projects in this area at the local, state, and national levels.

National Register Determination of Eligibility forms for Randallstown Elementary School and Former Health Clinic, Randallstown, Maryland

Determination of Eligibility forms were prepared for Baltimore County Public Schools in November 1999. Research was conducted at the Baltimore County Courthouse, Department of Planning, School Administration Headquarters, and during site visits.

Survey of George Washington University buildings and surrounding areas, Washington, DC

A photographic and written survey form was prepared for all GWU campus buildings and representative buildings in the surrounding the Foggy Bottom neighborhood. An analysis was made determining the impact of the university's presence within a National Register historic district.

Investigation of Woodrow Wilson Bridge Wetland Mitigation Sites, Virginia

Thirteen potential wetland creation sites were researched and examined to determine effects on potentially eligible historic properties. This project was completed for the Federal Highway Administration and submitted to the Virginia SHPO.

Intensive Surveys of the Olde Towne Residential Historic District, Portsmouth, Virginia

Site surveys, photography, and historic research was conducted on this affluent residential area for the Virginia SHPO. Houses and outbuildings range in construction dates and styles from 1776 through the 1920s.

Reconnaissance Survey of Forest Service Buildings in Wind River National Forest, Wind River, Washington

A survey of 1920s and 1930s buildings, including residential, organizational, and industrial buildings, was conducted for the US Forest Service to evaluate their architectural presence in the state of Washington.

Condition Assessment Report for Hope Abbey Mausoleum, Eugene, Oregon

This report provides an analysis of a failing concrete building in Eugene, Oregon. The report documents the history and construction of the building and details the steps necessary to effectively solve water infiltration problems. Copies were distributed to the City of Eugene (property owner) and the Friends of the Masonic Cemetery (non-profit caretakers).

Preservation Plan for the Shelton-McMurphey-Johnson House, Oregon

This plan was developed to provide for the preservation and long-term management of an 1888 Victorian house-museum. The proposal, which has since been implemented, creates a partnership among the City of Eugene (property owner), the Friends of Shelton-McMurphey-Johnson House (non-profit caretakers), and students in the University of Oregon's Historic Preservation Program. The house will continue operation as a house/museum and will be used as a hands-on training facility for preservation students.

HABS Field Drawings for Timberline Lodge, Mt. Hood, Oregon

Field measurements and drawings on this National Historic Landmark ski lodge, built by the WPA in the early 1930s. Work included measuring and sketching all hotel rooms, public areas, service areas, and facilities.

Publications

- 1999 "Guidelines for Alterations to Leased Space in Historic Buildings." *Technical Preservation Guidelines Series*. Historic Buildings and the Arts Center of Expertise, General Services Administration.
- 1998 "Sawing in America." *Historic Preservation League of Oregon Field Notes* 86 (Summer): 6, 12.
- 1996 "Washburne Historic District Survey." *The ASHP Journal* 9 (Fall): 3.
- 1996 "A Bad Case of the Blues." *US News and World Report* (3/4/96): 51 - 62. Co-authored by David Whitman, Timothy Ito, Amy Kost, et al.

Education:

BA/1979/Douglass College, Rutgers University
Archaeology

Professional:

Society for Industrial Archaeology
New Jersey Archaeological Society
National Genealogical Society

Experience:

Ms. Wuebber has over 20 years experience researching, analyzing, and writing contextual and site-specific histories for industrial, military, transportation, commercial, and residential properties in the Northeast, Mid-Atlantic, Southeast, and Midwest.

1999 to Present * Historian, URS Corporation. Archaeology and Historical Architecture Group. Key projects include:

King of Prussia Inn, S.R. 0202, Section 400, King of Prussia, Montgomery County, Pennsylvania.

Conducted documentary, cartographic, and photographic research for the ca.1719-1952 King of Prussia Inn. For the Pennsylvania Department of Transportation.

Phase I/II Archaeological Surveys for Proposed the Route 54 Truck Climbing Lanes between Boyd and Elysburg in Northumberland County, Pennsylvania.

Conducted general background research on the Route 54 project corridor and site specific historic research on three areas selected for Phase II excavation. For the Pennsylvania Department of Transportation, District 3.

Route 21 Cultural Resources Mitigation, Passaic County, New Jersey.

Researched and wrote walking tour brochure for an ethnically diverse industrial neighborhood in Passaic. For the New Jersey Department of Transportation.

Phase I Investigation for Proposed Electric Generating Facility in Cass Township, Muskingum County, Ohio.

Compiled archaeological and historical background data and wrote historical context for the project area. For the Dominion Resources, Inc. and Consolidated Natural Gas (DRI-CNG).

1983 to 1999 Louis Berger

Projects include:

Raritan River Crossings Historic Study

History of crossings between Raritan Landing and Raritan Bay. For the New Jersey Department of Transportation.

Georgetown Incinerator Site, Square 1189, Washington, D.C.

Intensive historical research for the eastern half of a block located along the historic waterfront area. For Millennium Partners of Washington, D.C., Inc.

Edison National Historic Site, West Orange, New Jersey

Ethnographic overview and assessment for the Thomas Edison National Historic Site. For the U.S. National Park Service.

Randolph BRF 0241(29) Project, Bridge Number 42, Vermont Route 12, Town of Randolph, Orange County, Vermont

Phase I archaeological and historical investigations of industrial sites in the village of Randolph, Vermont. For the Vermont Agency of Transportation.

New Jersey Route 18, East Brunswick and Old Bridge, Middlesex County, New Jersey

Phase I and II cultural resource investigations for Route 18 bridge improvements. For the New Jersey Department of Transportation.

Philadelphia, Pennsylvania, Metropolitan Detention Center

Intensive historical investigation of half a city block in Center City, Philadelphia. For the U.S. Department of Justice, Federal Bureau of Prisons.

Delaware SR 1 Corridor, Pine Tree Corners, New Castle County, Delaware

Phase I and II investigations at the John Henry Site (7NC-J-223). For the Delaware Department of Transportation.

New Jersey Route 21(2N), City of Newark, Essex County, New Jersey

Phase II historical investigations for Route 21(2N) bridge replacement and roadway improvements. For the New Jersey Department of Transportation.

Clarksburg, West Virginia, proposed federal facility

Phase I archaeological survey at 306-344 West Pike Street, West Clarksburg. For the U.S. General Services Administration, Region 3-

Houston, Texas, Metropolitan Detention Center

Intensive historical investigation of two city blocks in downtown Houston. For the U.S. Department of Justice, Federal Bureau of Prisons.

Clark-Cochran Farm at the Appoquinimink North Site (7NC-F-13), New Castle County, Delaware

Phase III investigation of a multicomponent prehistoric and historic site. For the Delaware Department of Transportation.

Erie Federal Courthouse Site, Erie, Pennsylvania

Phase II historical and archaeological investigations. Intensive documentary research of a city block in downtown Erie. For the U.S. General Services Administration, Middle Atlantic Region.

Greater Sandy Run Acquisition Area, Marine Corps Base, Camp LeJeune, North Carolina

Archaeological and architectural study of Camp Davis, a World War II military facility. For the U.S. Department of the Army, Wilmington District Corps of Engineers.

Naval Air Station Reserve Base, Willow Grove, Pennsylvania, and the Aviation Supply Office, Philadelphia, Pennsylvania

Architectural resource assessment and Phase IA archaeological survey of naval facilities. For the Department of the Navy, Northern Division, Naval Facilities Engineering Command.

Conrail Pennsylvania Clearance Improvement Project

Archaeological and architectural assessment of bridges and tunnels throughout Pennsylvania. For the Consolidated Rail Corporation.

Survey and Evaluation of Historical and Archaeological Resources at the Former United States Coast Guard Station, City of Gloucester, Camden County, New Jersey

Phase I and II investigations of a former Coast Guard Station and U.S. Immigration Detention Center. For the U.S. Coast Guard Maintenance and Logistics Command Atlantic, Governors Island.

Historic American Engineering Record. Gohlson Bridge, Mansion Truss Bridge, Clarkton Bridge, Oak Ridge Bridge, Kerr's Crossing Bridge, Mount Meridian Bridge, Knightly Bridge, Wallace Mill Bridge, and Carpenter's Ford Bridge, Virginia

Intensive background research for nine bridges. For the Virginia Department of Transportation.

Rowland's Mills (28Hu475), New Jersey Route 31 Dualization, Readington Township, Hunterdon County, New Jersey

Phase II archaeological and historical investigations of a nineteenth-century milling community. For the New Jersey Department of Transportation.

Route I-287 (5T, 6N, 7H through 8N, and 9R) HOV Lane Additions, Morris and Somerset Counties, New Jersey

Phase I and II cultural resource investigations of alternatives for the Canal Parkway 15-mile-long corridor in Morris and Sussex counties. For the New Jersey Department of Transportation.

U.S. Route 113, Sussex County, Delaware

Archaeological and architectural study of U.S. Route 113 between Milford and Georgetown. For the Delaware Department of Transportation.

Historical Research for Liberty Gas Pipeline, Middlesex County, New Jersey, and New York City

Prepared historical overview for assessment of archaeological potential within proposed gas pipeline corridor. For Transcontinental Gas Pipe Line Company.

Route 9A Reconstruction Project, New York, New York

A contextual study of nineteenth-century manufacturing sites along Manhattan's West Side. For the New York State Department of Transportation, in cooperation with the Federal Highway Administration and the City of New York.

Historical Research: 1626-1990, Salem Maritime National Historic Site, Massachusetts

Responsible for tax and deed research used in development of a site history and series of base maps for the park. For the National Park Service, Denver Service Center.

Historic Sites Inventory, Delaware Water Gap National Recreation Area, New Jersey and Pennsylvania

Responsible for compiling an inventory of historic standing structures in park, and conducted site-specific research on potentially National Register-eligible structures. For the National Park Service, Mid-Atlantic Region.

Youngstown, Ohio, Proposed United States Courthouse

Intensive historical investigation of one city block in downtown Youngstown. For the U.S. General Services Administration, Region 5.

I-95 Ramp Completion Project, Philadelphia, Pennsylvania

Archaeological data recovery. Conducted property research on waterfront lots in Center City, Philadelphia. For Urban Engineers, Inc.

East Creek Sawmill Site (28CM20), Cape May County, New Jersey

Phase II historical and archaeological study. Conducted historical research to identify property ownership and develop historical context for interpretation of mill remains dated circa 1782 to 1913. For the Federal Highway Administration and the New Jersey Department of Transportation.

Vandevanter-Fountain House Site (A085-01-0007), Staten Island, New York

Phase III historical and archaeological data recovery. Conducted historical research related to this late eighteenth- to late nineteenth-century farmstead. For the Department of the Navy, Northern Division, Naval Facilities Engineering Command.

Florence Historic Archaeological District, Colorado

Phase III historical and archaeological data recovery. Conducted historical research related to this late nineteenth-/twentieth-century oil field in Fremont County, Colorado. For the U.S. Department of Justice, Federal Bureau of Prisons.

Clover Property, Old Dominion Electric Cooperative, Halifax County, Virginia

Phase I and II cultural resource survey. Conducted historical research on this late nineteenth-century tobacco plantation. For United Engineers and Constructors, Inc., and Old Dominion Electric Cooperative.

Proposed New Jersey Turnpike Widening Project, Interchange 8A to U.S. Route 46

Environmental Impact Statement. Wrote township histories and conducted research on land use of the New Jersey Meadowlands from the seventeenth through the twentieth centuries. For the New Jersey Turnpike Authority.

Submarine Escape Training Tank, Naval Submarine Base, New London, Groton, Connecticut

Historic structure documentation. Conducted background research on this historic engineering resource. For the U.S. Department of the Navy.

The Fort Drum Cultural Resource Project, New York

Conducted intensive historical research on nineteenth-century farmsteads in Jefferson and Lewis counties, New York, including tax, census, deed, and court records. For the National Park Service, Mid-Atlantic Region, and the U.S. Department of the Army.

***Archaeological Excavation and Historic American Engineering Record
Documentation at Locks 4 and 6A of the Delaware and Raritan Canal, Trenton,
New Jersey***

Responsible for background research on these historic canal features. For the New Jersey Department of Transportation.

***Archaeological Evaluation of the Washington Metropolitan Area Transit
Authority (WMATA) E-Route, Upper Mid-City Segment, District of Columbia***
Developed a historical context for the evaluation of archaeological resources along this transportation route. For Wallace Roberts & Todd and the Washington Metropolitan Area Transit Authority.

***Archaeological Survey for the Rehabilitation of Park Roads, Gettysburg
National Military Park, Gettysburg, Pennsylvania***

Conducted research on the Battle of Gettysburg and the history of monumentation in the park. For the National Park Service, Denver Service Center.

Block 1101, Wilmington, Delaware

Phase I, II, and III archaeological investigations. For the City of Wilmington, Department of Commerce.

***Route 92 Cultural Resources Study, Somerset, Mercer, and Middlesex Counties,
New Jersey***

Investigations for the New Jersey Department of Transportation.

Education:

Graduate Work/1991/University of Delaware
Architectural History

BA/1986/West Chester University
History/English

Professional:

Preservation Delaware
National Trust for Historic Preservation

Experience:

Ms. Scheerer has over eleven years of experience in conducting historic architectural surveys and evaluations. Ms. Scheerer also has extensive experience in the photography of historic properties, including large-format photography.

1996 to Present: Assistant Architectural Historian, URS Corporation, Florence, NJ.

Phase I/II Archaeological Investigations, Wilson Tract, Tredyffrin Township, Chester County, Pennsylvania

Assistant Historian, historic architectural survey and evaluation for the proposed highway improvements to SR 202. Project conducted for the Pennsylvania Department of Transportation, District 6-0.

Phase I/II Archaeological Investigations, Germantown Avenue Bridge, Chestnut Hill, Pennsylvania

Historian for the historical research for the preparation of the Phase I/II archaeological investigations report for improvements to the Germantown Avenue Bridge. Conducted for the Fairmount Park Commission and the City of Philadelphia.

Phase I Archaeological Survey of the Lansdale Slip Ramp, Pennsylvania Turnpike, Route 476, Montgomery County, Pennsylvania

Historian for Phase I archaeological survey of the Lansdale Slip Ramp. Conducted for the Pennsylvania Turnpike Commission.

Phase I Archaeological Survey for the Virginville Bridge Replacement, Berks County, Pennsylvania

Historian for Phase I archaeological survey for the replacement of the Virginville Bridge. Conducted for the Pennsylvania Department of Transportation.

Phase IA Archaeological Documentary Research Study for Clearview and 24th Avenue Pumping Stations, Borough of Queens, New York City

Historian for the Phase I archaeological documentary research study for proposed reconstruction and improvement of Clearview and 24th Avenue pumping stations. Conducted for the Department of Environmental Protection, City of New York.

Phase IA Archaeological Documentary Research Study for Oakland Ravine Storm Water Treatment System Project, Borough of Queens, New York City

Historian for the Phase I archaeological documentary research study for the proposed re-routing of storm water and the restoration and creation of wetlands within the Oakland Ravine. Conducted for the New York City Department of Environmental Protection.

Reconnaissance Survey for Sikorsky Memorial Airport, Stratford, Connecticut

Assistant Architectural Historian and Historian for cultural resource survey. Performed research for the preparation of an environmental assessment for Master Plan Improvements to Sikorsky Airport. Conducted for Sikorsky Memorial Airport.

Historic Architecture Survey for Lambert-St. Louis International Airport, St. Louis, Missouri

Assistant Architectural Historian and Historian for historic architecture research and survey for the proposed Master Plan Improvements for the Lambert-St. Louis International Airport. Conducted for the Federal Aviation Administration.

Cultural Resources Report of the New Jersey Department of Motor Vehicles Inspection Stations

Assistant Architectural Historian and Historian for the historic research and architectural survey for the proposed improvements to the New Jersey Department of Motor Vehicles Inspection stations statewide. Conducted for the New Jersey Department of Transportation.

Little Basin Bulkhead and Walkway, Jersey City, New Jersey

Historian for historical research of the Morris Canal's Little Basin, preparation of a report for the renovation of the basin bulkhead and the construction of a walkway along the basin. Conducted for the New Jersey General Service Administration, Division of Building and Construction.

Categorical Exclusion Document, Route 31 and I-95, Ewing Township, New Jersey

Assistant Architectural Historian and Historian for proposed improvements of highway interchange. Conducted for the New Jersey Department of Transportation.

Cultural Resources Survey, Freehold, New Jersey

Assistant Architectural Historian and Historian for proposed improvements involving the intersections of Route 9/Route 524, Route 33/Route 79, Route 9/Route 79, and Route 33/Halls Mill Road. Conducted for the New Jersey Department of Transportation.

Maryland Route 30/Manchester Bypass, Carroll County, Maryland

Assistant Architectural Historian and Historian for expedited inventory of more than 80 individual resources and farmsteads, and four historic districts, including the towns of Manchester, Melrose, and Greenmount. Conducted for the Maryland State Highway Administration.

Level of Action Assessment, Dover Township, New Jersey

Assistant Architectural Historian and Historian for a survey of an intersection improvement project in Tom's River, Dover Township, New Jersey. Conducted for the New Jersey Department of Transportation.

Route 21 Extension Cultural Resource/Mitigation, Clifton, Passaic County, New Jersey

Assistant Architectural Historian and Historian for project involving a multi-year cultural resource mitigation program. Project involved HABS/HAER historical research and architectural survey for the recordation of large scale, complex late-nineteenth and early-twentieth-century industrial complexes, a canal, and residential neighborhoods. Conducted for the New Jersey Department of Transportation.

Phase I Archaeological Survey, Maryland 331 Dover Bridge Replacement Across the Choptank River, Talbot and Caroline Counties, Maryland

Assistant Architectural Historian for the Phase I archaeological survey. Project conducted for the Maryland Department of Transportation, State Highway Administration.

Phase I Assessment, Route 28, Improvements, Westfield Borough, Union County, New Jersey

Assistant Architectural Historian, level of action assessment for New Jersey Route 28 improvements, Westfield Borough, Union County. Conducted for the New Jersey Department of Transportation.

Route 206 Widening and Climbing Lanes Project, Sussex County, New Jersey

Assistant Architectural Historian, historic architectural survey and evaluation for the proposed widening of Route 206, Sussex County. Conducted for the New Jersey Department of Transportation.

Level of Action Assessment, Marlton Circle, Burlington County, New Jersey
Assistant Architectural Historian, level of action assessment for improvements to the Marlton Circle, Burlington County. Conducted for the New Jersey Department of Transportation.

Publications:

1990 (Contributor) *Diaries of Benjamin Henry Latrobe*. American Philosophical Society, Philadelphia, Pennsylvania.

1979 *Johannes Kelpius and the Frankford Land Company*. Report submitted to British Library, London; Fairmount Park Commission, Philadelphia, Pennsylvania.

1979 *Aerial Infra-Red Photography in Conjunction with Architectural Investigation*. Paper presented