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## 2.0 METHODS

This historic context considers two interrelated subjects: 1) the DuPont Highway; and 2) post-World War-II residential construction in the study area. Property types associated with the DuPont Highway include commercial roadside architecture; the roadway and associated components; agricultural properties; industrial, recreational, governmental and institutional properties; and residences. As a major transportation spine of southern Delaware, U.S. Route 113 and its environs was the site of substantial residential development in the post-World War II period. This development, due in part, to road improvements, is described in the residential architecture portion of this context.

This context builds upon the U.S. Route 113 Roadside Commercial Architecture Context originally developed over a decade ago by architectural historians with Louis Berger & Associates, Inc. (LBA) while working for the Delaware Department of Transportation on a section of the highway near Ellendale (LBA 1992). The intent of the present context is to extend the period of study to the period after World War II, and to address the context of the roadway itself. The present context also benefited from more recent historic contexts prepared in association with the Department's projects, most notably the historic context for Baltimore Hundred developed by McCormick Taylor Associates, Inc. This context utilized data from the post-War period, and has some applicability to the U.S. Route 113 study.

In researching the construction and evolution of the DuPont Highway, several major archival collections were searched. These included the T. Coleman duPont scrapbooks of the Hagley Library, Wilmington; photographic collections of the Delaware Public Archives; and the as-built drawings of the roadway, provided to John Milner Associates, Inc. (JMA) in digital format by the Department. A major source of secondary information was the clippings files of the local history collection of the Wilmington Public Library. Delaware Department of Highways reports were reviewed at the University of Delaware Library. In addition, previous survey documentation on the Highway was reviewed at the Delaware State Historic Preservation Office.

In researching post-World War II residential architecture, JMA initially sought to determine whether any applicable contexts had already been developed. To do this, State Historic Preservation Offices in New Jersey, Pennsylvania, Virginia, Maryland, South Carolina, and Utah were contacted, as were state department of transportation offices in New Jersey, Pennsylvania, Virginia, and Maryland. Staff members at these agencies suggested the following documents as containing useful information on post-War residences:

- *Suburbanization Historic Context and Survey Methodology. I-495.I-95 Capital Beltway Corridor Transportation Study.* Montgomery and Prince George's County, Maryland (KCI Technologies 1999).
- *Atlanta Housing, 1944 to 1965.* Case Studies in Historic Preservation (Georgia State University 2001).
- Corey Jensen. Post War Typology and Stylistic Designations for Residential Architecture. *The Alliance Review*. January-February 2004.

In addition, inquiries were made to cultural resource professionals through individual contact and a listserve inquiry. An inquiry to another CRM firm yielded a copy of a sourcebook used in a class on mid-twentieth century architecture:

- Massey, James C. and Shirley Maxwell, compilers. *Identification and Evaluation of Mid-20<sup>th</sup> Century Buildings* (National Preservation Institute 2003).

In addition, JMA undertook research in Sussex County newspapers of the 1950s and 1960s to identify builders and sources of residences. This search, described in detail later in this document, indicated the presence of several suppliers of prefabricated residences in the Sussex-Kent counties area. All of these sources contributed in the overall development of this context.