

HISTORIC STRUCTURES SURVEY & DETERMINATION OF ELIGIBILITY REPORT

SR 0080-17M, Interstate 80 (I-80) Reconstruction Project
ER No. 2013-8131-089



Stroud Township, Stroudsburg Borough, and East Stroudsburg
Monroe County, PA

Prepared for:



Engineering District 5-0
1002 Hamilton Street | Allentown PA 18101

Prepared on behalf of:



1700 Market Street
Philadelphia, PA 19103



5 Capital Drive
Harrisburg, PA 17110

VOLUME 1

OCTOBER 2016

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Abstract

The Pennsylvania Department of Transportation (PennDOT) Engineering District 5-0 is conducting studies as part of the proposed SR 0080-17M, Interstate 80 (I-80) Reconstruction Project. The project is located in parts of Stroud Township, East Stroudsburg Borough and Stroudsburg Borough, Monroe County, Pennsylvania. The I-80 Reconstruction Project includes 3.5 miles of full roadway reconstruction, widening and interchange reconfiguration from west of Exit 303 to east of Exit 307 within eastern Monroe County, Pennsylvania. As part of ongoing studies, PennDOT has requested that a historic structures survey be completed for the proposed project. The purpose of these investigations is to identify and prepare recommendations for potentially eligible resources located within the project's Area of Potential Effect (APE). The Historic Structures Survey & Determination of Eligibility Report was completed in compliance with applicable state and federal guidelines. State and federal mandates that apply to the project include: the U.S. Department of Transportation Act of 1966 and the National Historic Preservation Act of 1966 as amended, and its implementing regulations.

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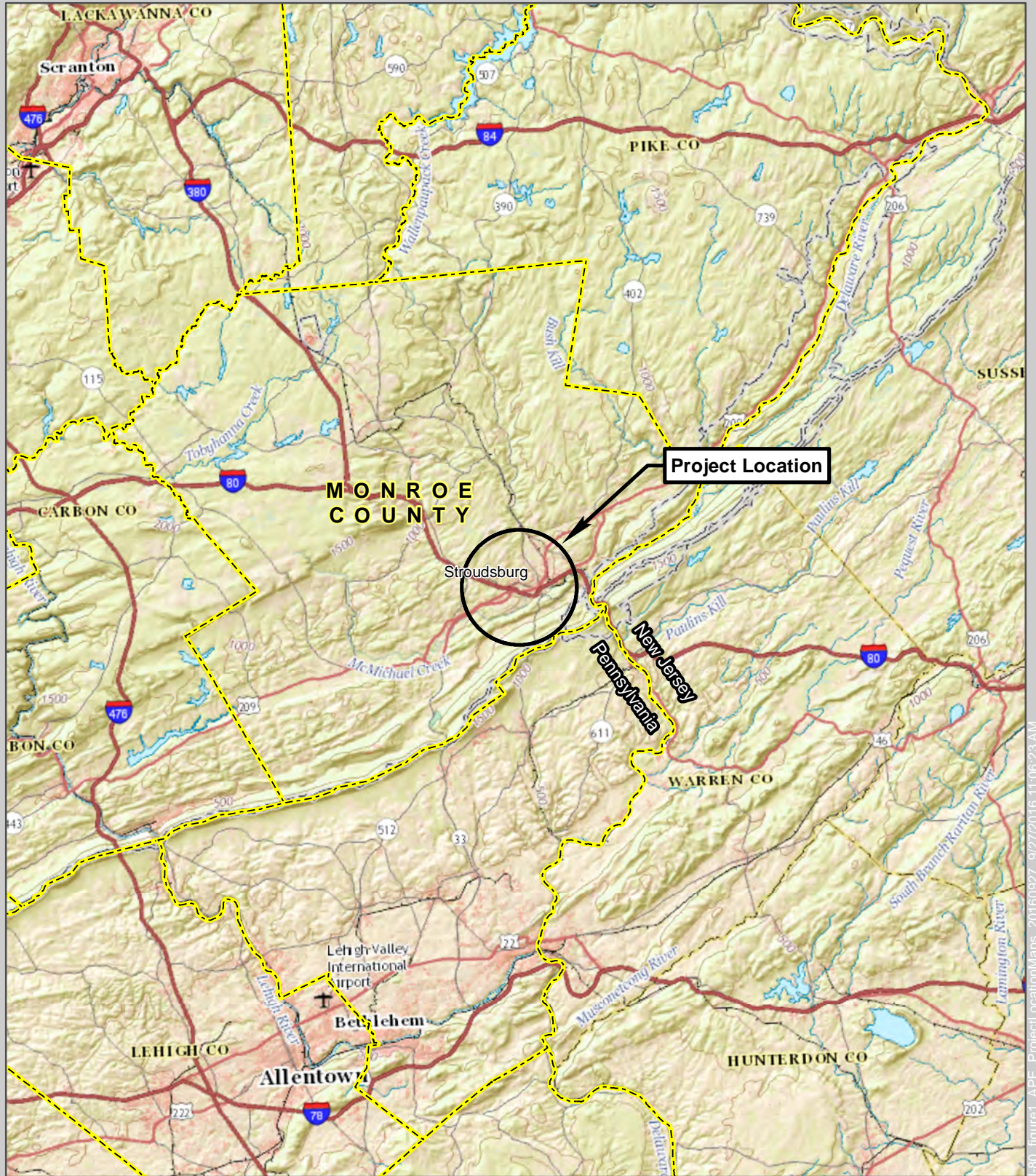
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INTRODUCTION

The Pennsylvania Department of Transportation (PennDOT) District 5-0 has requested the completion of a historic structures survey as part of the Interstate 80 (I-80) Reconstruction Project in Stroud Township, Stroudsburg Borough, and East Stroudsburg Borough, Monroe County (**See Figure 1**). The historic structures survey was conducted at the direction of PennDOT District 5-0 in order to identify all historic and potentially eligible resources located within the Area of Potential Effect (APE) for the proposed project. The field investigations and research were conducted in order to provide sufficient documentation to allow for determinations of eligibility that would be required for the project's compliance with Section 106 of the National Historic Preservation Act of 1966 (as amended).

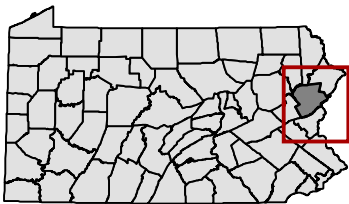
The cultural resources work for this project study area was conducted in keeping with federal and state laws that protect significant cultural resources, including historical and archaeological sites. Federal and state mandates for cultural resources protection include: the Federal Highway Act of 1966, as amended 1968; the National Environmental Policy Act of 1969; the National Historic Preservation Act of 1966 (as amended); Executive Order 11593; and the Commonwealth of Pennsylvania Act. No. 1978-273, amended as Act No. 1988-72. In addition, Section 2002 of Commonwealth of Pennsylvania Act No. 120-1970 provides for the protection of historic sites and Section 4(f) of the United States Department of Transportation Act of 1966 provides for the protection of historic resources of national, state, and local significance. These laws require that the effect of any federally assisted undertaking and/or state-funded transportation project on historically significant buildings, structures, objects, or sites be taken into consideration during project planning. All work was performed in accordance with the Advisory Council on Historic Preservation's 36 CFR 800 revised regulations, the Pennsylvania Historical and Museum Commission's (PHMC) "Guidelines for Architectural Investigations in Pennsylvania" (2014) and PennDOT's Publication 689 "The Transportation Project Development Process: Cultural Resources Handbook" (2013).

The Pennsylvania State Historic Preservation Office (PA SHPO) files in Harrisburg and Cultural Resources GIS (CRGIS) database were consulted regarding previously identified resources and surveys in the study area. Project staff conducted research at the Pennsylvania State Archives, Harrisburg; Monroe County Historical Society, Stroudsburg, Pennsylvania; Monroe County Tax Assessment Office, and Recorder of Deeds Office, in Stroudsburg, Pennsylvania and other repositories. Field investigations were undertaken at various times between April 2014 and June 2016. McCormick Taylor, Inc. architectural historians Jerry Clouse and Charles Richmond conducted the survey. Mr. Richmond and Mr. Clouse both meet the Secretary of the Interior's qualifications for history and architectural history (36 CFR Part 61) (**See Appendix A**). Historian Joseph Jasinski assisted with the survey, background research and report writing.



**Figure 1
Project Location Map**

Pennsylvania Department of Transportation, District 5-0
 SR 0080-17M, Interstate 80 (I-80) Reconstruction Project
 Stroudsburg Borough, East Stroudsburg Borough,
 and Stroud Township, Monroe County, PA



Source: USGS National Map, 2016
 2016



I-80 figure1_APE ProjectLocationMaps_20160927_9/27/2016 11:06:23 AM

PROJECT DESCRIPTION

The I-80 Reconstruction Project includes 3.5 miles of full roadway reconstruction, widening and interchange reconfiguration from west of Exit 303 to east of Exit 307 within eastern Monroe County, Pennsylvania. The roadway in this region serves as a major carrier of local and regional commuter traffic and local, regional and national freight. The roadway is also utilized to access recreational and tourist destinations, including the Pocono resort areas and Delaware Water Gap National Recreational Area. Originally constructed in the 1960's, the roadway has suffered significant deterioration in recent years and no longer meets multiple design criteria. The heavy traffic volumes contribute to frequent congestion and crashes.

A Phase I Alternatives Analysis was prepared for the Federal Highway Administration (FHWA) and Pennsylvania Department of Transportation (PennDOT) District 5-0. That report provided multiple alignment options for upgrading the roadway and improving connection for all users. The options were presented to the public and comments received. The options were compared for effectiveness in meeting the project needs. Project needs were identified as safety, congestion and mobility. Following the Phase I Alternatives Analysis, three alternatives (2A, 2B & 2D) were carried forward and further refined within the Phase II Alternatives Analysis (**See Appendix B**).

Phase II Alternatives

I-80 Mainline will generally follow the existing alignment for each alternative consisting of three 12-foot lanes in each direction, a 26-foot wide median including 12-foot inside shoulders and 12-foot outside shoulders. The following narratives describe the proposed design for each of the Phase II Alternatives.

Alternative 2A

SR 611 Interchange (Exit 303): In Alternative 2A, Exit 303 proposes a tight diamond interchange concept, implementing a new stacking order on the mainline as well as a new grade separation on SR 611. This configuration provides a connector road that loops from SR 611 south to the mainline, with SR 611 and I-80 as overhead crossings. The new I-80 overhead crossing is east of the existing Ramp A overhead bridge. The interchange was shifted slightly to the east to accommodate, and improve, profile geometry of the entrance and exit ramps. All entrance and exit ramps are designed for a 40 MPH design speed. Ramp lengths were increased to accommodate the new grade separation, which requires retaining walls along the mainline. Additionally, the new SR 611 Connector will require retaining walls as well as rock cuts to accommodate the new alignment and profile. The new SR 611 Connector will provide additional queuing and capacity for SR 611. This interchange will be improved from a partial interchange to a full movement interchange. The new full interchange is anticipated to alleviate traffic along the SR 611 corridor by allowing additional points of access to I-80. Additional reconstruction and resurfacing work is anticipated along SR 611. Minor geometric improvements were made to accommodate the new SR 611 Connector; however profile geometry will match the existing conditions today. Improvements are to tie into the existing section of SR 611 before the intersection at the Stroud Mall.

US 209/Business 209/Dreher Avenue Interchanges (Exits 304, 305, and 306): Improvements will be made to Business 209 (West Main Street) from Bridge Street to east of Exit 305. The improvements will provide additional turning lanes and intersection improvements as well as

horizontal geometry improvements at Exit 305. The overhead structure carrying US 209 will not be improved in this alternative.

The improvements at Exit 304 will directly affect the improvements at Exit 305. The spacing between the exits is minimal, which forces Exit 304 and Exit 305 to function as a single interchange. In Alternative 2A, all existing movements, with the exception of West Main Street to US 209 SB, are provided. The elimination of the West Main Street to US 209 SB movement is to remove the inadequate weave length on I-80. Due to horizontal and vertical geometry of the mainline and entrance ramp, additional weave length, as well as required vertical clearance of the flyover ramp (Ramp D), is not achievable at this location. The Ramp D viaduct provides improved horizontal and vertical geometry to the existing exit ramp to US 209 SB. The entrance to I-80 EB (Ramp C) provides slight horizontal and vertical improvements; additionally the acceleration lane converts to an auxiliary lane connecting to the off ramp at Exit 305 (Ramp G), which provides improved weaving distance between the exits. The mainline profile is raised at this exit to provide the required clearance at West Main Street. All ramps at Exit 304 provide for a minimum design speed of 35 MPH. Direct movements from US 209 NB to I-80 WB and I-80 EB to US 209 SB are not provided in Alternative 2A.

Minor changes have been made at Exit 305 during the development of Phase II. All existing ramp movements are provided and improved. Minor changes were made to profiles of the entrance and exit ramps at Exit 305. Profile adjustments were made to the Dreher Avenue Connector to reduce the cut on the eastern limit of the road.

After the completion of Phase I, Exit 306 was removed to simplify and reduce the number of exits within the corridor. To compromise with the local need for access, the Dreher Avenue Connector road was provided. Dreher Avenue improvements will extend from the intersection with the Dreher Avenue Connector to just north of the I-80 crossing. Mainline profile improvements accommodate required vertical clearance needs. Driveway improvements will be required dependent on the final profile of Dreher Avenue.

SR 191 Interchange (Exit 307): This alternative incorporates shifting I-80 to the north to accommodate the proposed I-80 mainline ultimate section below the recently reconstructed SR 611 overhead structure. A split diamond interchange is proposed maintaining the off-ramp from I-80 EB to SR 611 (Park Avenue). Ramps for the connection of SR 191 (Broad Street) to I-80 EB and I-80 WB will also be provided with some reconfiguration to meet design criteria. A cul-de-sac may be incorporated to terminate Colbert Street and replace the intersection at SR 191. The overhead structures carrying SR 191 over I-80 and McMichael Creek would be reconstructed and tie into the existing 5-point intersection with Ann Street and Main Street. Medical facility access is maintained with a reconstructed driveway tying to the new SR 191 profile. Mainline geometry will connect to the adjacent project at Exit 308.

Alternative 2B

SR 611 Interchange (Exit 303): In Alternative 2B, Exit 303 will be almost identical to Alternative 2A. The major difference at Exit 303 between Alternatives 2A and 2B is the addition of Ramp B linking to US 209 SB. See the description of Exit 304 for a detailed description of Ramp B.

US 209/Business 209/Dreher Avenue Interchanges (Exits 304, 305, and 306): After Phase I, evaluation of stacking orders for all ramps and the mainline yielded changes for Alternative 2B. Due to the proximity of Exit 305, Exits 304 and 305 function as a single interchange. Ramp B,

originating at Exit 303, continues eastward to serve as a collector-distributor road for US 209 SB. The profile for Ramp B has been improved to provide the required clearance over Bridge Street as well as tie into the Ramp G viaduct, which links I-80 WB to US 209 SB. Ramp B now incorporates a new structure along the alignment. Ramp F incorporates new limits of retaining walls to mitigate impacts to the apartment SR 0080 Section 17M, Monroe County complex to the south. The stacking order of the mainline, Ramp G and Ramp C (from US 209 NB) has been changed. The mainline now maintains the existing alignment with Ramps C and Ramp G as flyovers. Ramp C now connects to Ramp E on structure and serves as a collector-distributor road to the north of I-80, serving I-80 WB and SR 611 (Exit 303). Profile modifications to reduce limits of structure and walls have been incorporated to all ramps at this exit. Throughout Exit 304 and Exit 305, Ramps J and K, which connect US 209 and Main Street with I-80 EB respectively, remain separated. Ramp H, which connects Main Street with I-80 WB, incorporates profile adjustments to accommodate required vertical clearance and mitigate floodplain impacts to the north. The mainline incorporated radii adjustments to mitigate the need for extra wide shoulders to accommodate horizontal sight distance. Ramps L and M, which provide connection between US 209 and Main Street, have been adjusted to accommodate the US 209 bifurcated profile, which is required for the new stacking order of Ramps G and C. Minor improvements are anticipated for Arlington Avenue, which is to the immediate east of Ramp L. The limits of US 209 improvements will be determined with the selected alternative. Ramps incorporate a design speed of at least 40 MPH (with Ramps B, F, and L meeting 35 MPH).

In comparison to Phase I, the movements at Exit 305 have had horizontal and vertical changes. The connection of the ramps to West Main Street has changed slightly to reduce overall impacts and improve the geometry of West Main Street. Improvements to West Main Street will start at Bridge Street and end just east of Exit 305. Ramp K now extends into Exit 305 which removes additional weaving and merging on Ramp J.

Similar to Alternative 2A, Exit 306 was removed to simplify and reduce the number of exits within the corridor. The Dreher Avenue Connector road was provided with a different alignment than what was proposed for Alternative 2A. Dreher Avenue improvements will extend from the intersection with the Dreher Avenue Connector to just north of the I-80 crossing. Mainline profile improvements accommodate required vertical clearance needs. Driveway improvements will be required depending on the final profile of Dreher Avenue.

SR 191 Interchange (Exit 307): Since Phase I, the EB on and off ramps to I-80 have been relocated to tie into the SR 611 Bridge. The new locations of these ramps reduce overall impacts as well as pull the EB and WB movements' closer together. The WB ramps remain at the same location as Alternative 2A and incorporate the same improvements as Alternative 2A. All ramp geometry meets a 40 MPH design speed in the vicinity of I-80. In this configuration Ramp T, connects to I-80 EB, passes under SR 191 and will require a rock cut and bench along its entire length to reduce impacts to properties in South Stroudsburg.

Alternative 2D

SR 611 Interchange (Exit 303): In Phase II the tight diamond configuration was moved west to tie into the main intersection with the shopping center on SR 611. This was due primarily to the need to increase the ramp lengths to tie into the adjusted mainline geometry. The mainline profile was lowered in this area to try to keep a minimal elevation difference between SR 611 and the SR 611 Connector over I-80. Improvements on SR 611 will extend east and tie into the existing roadway section.

US 209/Business 209/Dreher Avenue Interchanges (Exits 304, 305, and 306): In comparison to Phase I, significant horizontal and vertical changes have occurred for ramps and the mainline. With Exit 303 pushed to the west, there is now adequate spacing to place the I-80 WB exit ramp to SR 611 at Exit 303 (Ramp C) rather than begin it at Exit 304. This allows Ramp H, connecting Main Street with I-80 WB, to be pulled closer to Exit 305. Along with Ramp H, Ramp E, which connects US 209 with I-80 WB, also relocates closer to Exit 304 and in turn is able to tie into the structure crossing Pocono Creek. The reason for this change is due to a change in stacking order for Ramp I and Ramp E. Ramps I and E now tie into the same profiles as Alternative 2B at US 209. Ramps J through N are the same as Alternative 2B. Similarly, the improvements on West Main Street are the same as Alternative 2B, which will begin at Bridge Street and end east of Exit 305. All ramps meet a minimum of 35 MPH design speed.

Exit 305 is identical to Alternative 2B, with the exception of not having Ramp E in Alternative 2B. The removal of Exit 306 and the addition of the Dreher Avenue Connector road are identical to Alternative 2B.

SR 191 Interchange (Exit 307): Exit 307 is identical to Alternative 2B.

The PennDOT Engineering District 5-0 is investigating options to reconstruct SR 80 Section 17M in East Stroudsburg Borough, Stroudsburg Borough, and Stroud Township in Monroe County. The project will extend from the crossing over Pocono Creek (west terminus) to Brodhead Creek (east terminus) and will include adding an additional travel lane on the eastbound and westbound travel lanes; and interchanges improvements at Exits 302, 303, 304, 305, 306, and 307 to meet current design standards. PennDOT and FHWA are anticipating the completion of an Environmental Assessment-level document for National Environmental Policy Act (NEPA) compliance. The PennDOT project team is currently examining several potential alternatives and gathering data for analysis of each.

AREA OF POTENTIAL EFFECT

The Area of Potential Effect (APE) is defined as the “geographic area or areas within which an undertaking may cause changes in the character or use of historic properties, if any such properties exist” [36 CFR § 800.16(d)]. The APE for the proposed I-80 Reconstruction Project was drawn in consideration of both direct and indirect effects, including potential visual and audible effects. The APE was drawn to include the area immediately adjoining the proposed reconstruction project. The APE for this project follows the viewsheds north and south to and from I-80 which generally travels in an east/west direction throughout the project area. The APE was developed in coordination with the PennDOT Cultural Resource Professional (CRP) for District 5-0 and was submitted to the PA SHPO for their review and comment. The PA SHPO concurred with the proposed APE on November 13, 2014.

In general, the APE follows the current I-80 corridor within portions of Stroud Township, Stroudsburg Borough and East Stroudsburg Borough, Monroe County, PA (**See Figures 2-8**). The above-ground historic resources APE was drawn to parallel the current I-80 corridor but was limited by viewsheds obstructed by tree lines, steep embankments, and hillsides. The APE was also limited by whether I-80 was elevated or in cut at specific locations throughout the project corridor.

Beginning at the northwest end of the project, the I-80 APE extends approximately 200 feet west from Hemlock Lane to incorporate the viewshed of the proposed road improvements at that location. The APE extends approximately 200 feet to the north of existing I-80 to incorporate the properties immediately adjacent to proposed road improvements. The APE continues east approximately 3,600 feet to a point opposite Skinner Hill Road. The APE turns directly northeast and includes the interchange with SR 611. A modified interchange may be constructed in the area between SR 611 and I-80 at this location.

The APE continues east along the north side of SR 611 to the vicinity of the intersection with Heller Drive. The project may require a new intersection at Heller Drive and SR 611. The APE extends approximately 800 feet north from existing SR 611 in an arc between Heller Road and SR 611 to include a potential new interchange/ramp construction immediately west of the Stroud Mall. The area largely consists of a steeply sloped, wooded tract.

The APE then continues east, approximately 300 feet north of I-80 and running parallel with I-80, from the vicinity of Bridge Street to SR 2012/Main Street in Stroudsburg Borough. The APE in this area consists primarily of wooded areas adjacent to Pocono Creek, which limits the extent of the viewshed.

The APE incorporates new road construction at Exit 305 to SR 2012/Main Street in Stroudsburg. The proposed project may include ramp, interchange and roadway improvements at the exit. The APE was drawn to incorporate the areas of new construction and continues east along the north side of SR 2012/Main Street approximately 1350 feet to include the limits of proposed roadway improvements. The APE returns in the direction of I-80 at Garden Street, before turning east. The APE roughly follows Garden Street to a point just west of Greenway Avenue. The area is composed of a mixture of early-to-mid twentieth century residential and late twentieth century commercial development.

The APE continues northeast along the west side of Greenway Avenue, and parallel to Dreher Avenue, to the intersection with SR 2012/Main Street. Road improvements may be made along Dreher Avenue between I-80, and a potential new ramp may be constructed along the west side of

the Stroudsburg Cemetery. The area consists of a mix of late nineteenth and early-to-mid twentieth century residential, commercial, industrial and funerary properties. The APE then continues along SR 2012/Main Street to Christine Drive, immediately northeast of the Stroudsburg Cemetery, then returns in a southeasterly direction toward I-80.

The APE proceeds several hundred feet northeast along the north side of McMichael Creek and then turns northwest along Pocono Creek. The APE continues in a northeasterly direction approximately 400 feet north parallel to I-80 due to a combination of the topography and setting which results in an increased viewshed from I-80 in this area. The APE passes Palmer Street and continues to S. Seventh Street at the north end of the SR 611 bridge over McMichael Creek. The APE then follows the south side of Ann Street in Stroudsburg to S. Sixth Street. The APE continues north along S. Sixth Street to SR 2012/Main Street. The APE then follows Main Street to Fifth Street. At this point it flares out to encompass roadway improvements along SR 191 up to N. Fourth Street. The APE follows Fifth Street to McConnell Street then continues along McConnell Street to Fourth Street. The APE turns southeast paralleling N. Fourth Street and then turns to the southwest approximately 200 feet after crossing Main Street to parallel it, crossing Kitson Street as it continues to McMichael Creek. The APE follows McMichael Creek east to Brodhead Creek and continues to the west side of Lincoln Avenue in East Stroudsburg. The APE was drawn to include the viewshed of proposed road construction and a new ramp from I-80.

The APE follows Lincoln Avenue to a point approximately 200 feet south of I-80. The APE then returns west, approximately 200 feet south of and paralleling I-80 until Huston Avenue. The APE continues along Colbert Street to Stokes Avenue, where it turns south and continues to Collins Street. The APE follows Collins and Robeson Streets to SR 611, turns south and continues to Bryant Street. The APE was drawn to include the areas within the viewshed of proposed ramp and roadway improvements along SR 611 and SR 191/Broad Street. The viewshed is limited by the built up character of the early-to-mid twentieth century residential area.

The APE travels west along Bryant Street and then continues west, approximately 300 feet south of I-80, to McMichael Creek. The APE follows McMichael Creek to include the salvage yard. The area comprising the salvage yard may include ramp or interchange improvements. The APE continues west from the salvage yard (approximately 300 feet south of I-80) and parallel to Katz Drive.

Proposed ramp improvements and bridge replacements may be undertaken at the I-80 and Dreher Avenue intersection. The APE expands south away from I-80 in the vicinity of the intersection with Dreher Avenue, generally paralleling Dreher Avenue for approximately 1,400 feet, to Glenview Avenue. The APE extends approximately 200 feet to the east of Dreher Avenue to include potential road and interchange improvements along this street.

The APE turns west from Dreher Avenue at its intersection with Glenview Avenue and continues in a slight arc approximately 1,800 feet to Sweetfern Road. A new road may also connect Dreher Avenue to Hemlock Road which would also require improvements along Dreher Avenue. The area includes wooded areas and residential development between Dreher Avenue and Hemlock Road.

The APE follows north along Sweetfern Road to Arlington Avenue. The APE extends west along Arlington Avenue to the intersection with Jane Street. The APE follows Jane Street south and then arcs to the southwest to incorporate proposed road improvements. The arc continues to a point approximately 300 feet east of US 209. The APE extends south along US 209 for

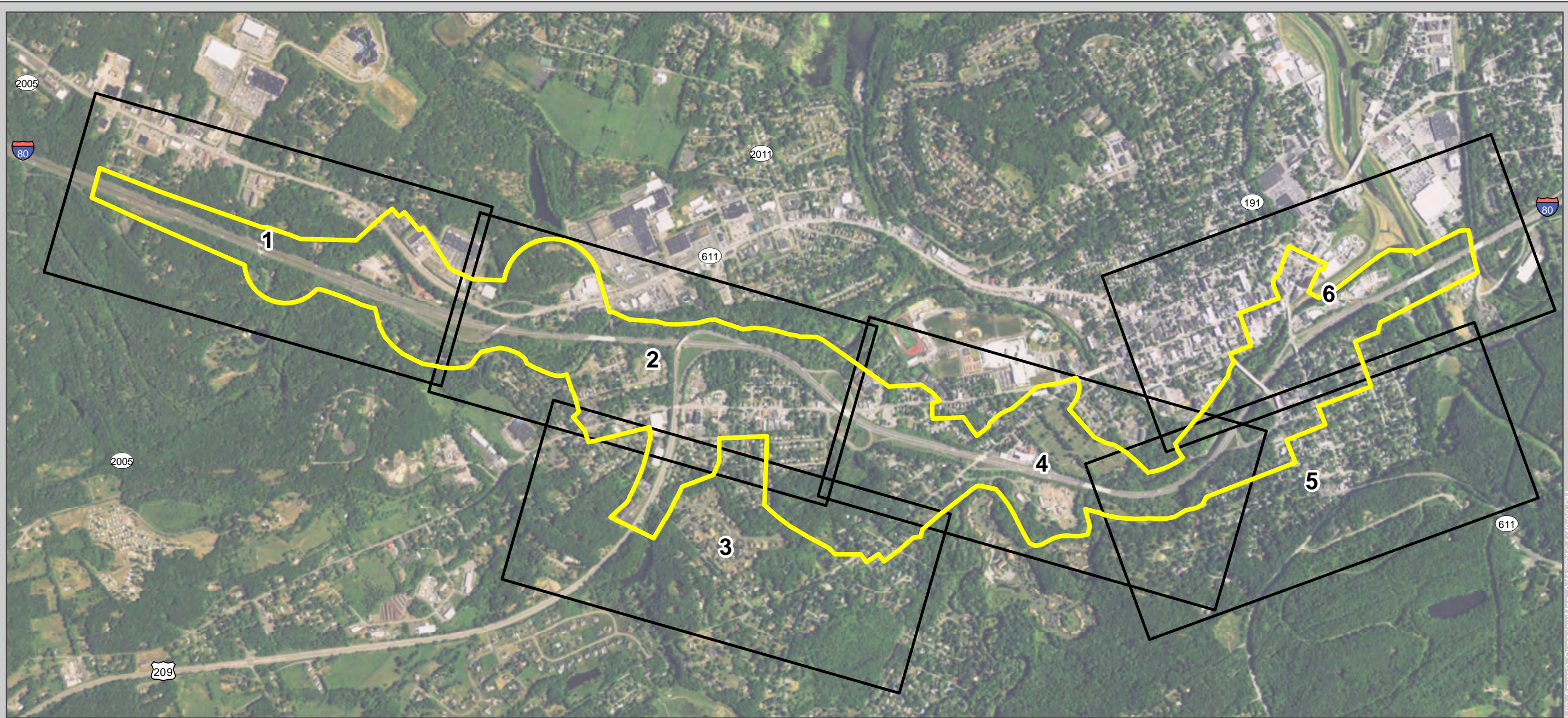
approximately 1,300 feet, maintaining a 300-foot buffer to the east and west of US 209. The APE then crosses US 209 and turns north. It continues to a point approximately 200 feet south of Business US 209, near Pocono Park Drive. The APE turns west, running parallel to Business US 209 for approximately 1,000 feet.

The APE then turns north and crosses both Business US 209 and Miller Street. The APE continues north to Pocono Creek. The APE follows Pocono Creek to the west, parallel to Tanite Road. The APE turns southwest and crosses Tanite Road in an area of mixed commercial and residential development. The APE proceeds northwest to include the properties along the south side of Tanite Road. The project may include ramp construction along the south side of I-80 near the intersection of Tanite Road and Emery Wheel Road. As a result, the APE extends approximately 300 feet south from the proposed ramp locations to include residential properties along the south side of Tanite Road.

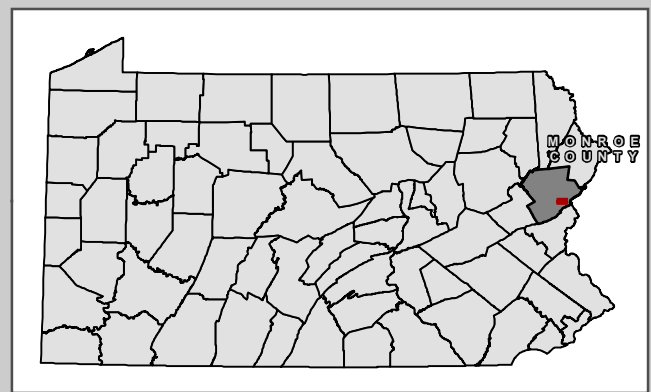
The APE continues west from Tanite Road, approximately 200 feet south and parallel with I-80, and expands immediately southeast of the I-80 and White Stone Corner Road intersection to include potential new ramp construction. The APE extends approximately 600 feet to the southwest in an arc in the area of White Stone Corner Road, Kirkwood Road and Pocono Creek. The APE continues west approximately 2,200 feet, following the south side of I-80, to a point opposite the starting point noted above.

The APE encompasses approximately 685 acres and was drawn to include all the areas where there was the potential for both direct and indirect effects.

The APE for archaeological resources is a subset of the project APE. The APE for archaeological resources is defined as any part(s) of the project area in which ground disturbance may occur and includes staging areas and temporary construction easements. The APE for archaeology will be more fully defined as the project engineering is developed.



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- Area of Potential Effects
- Cut Sheets

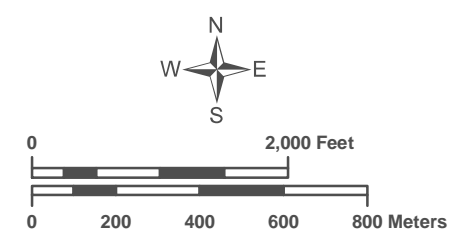
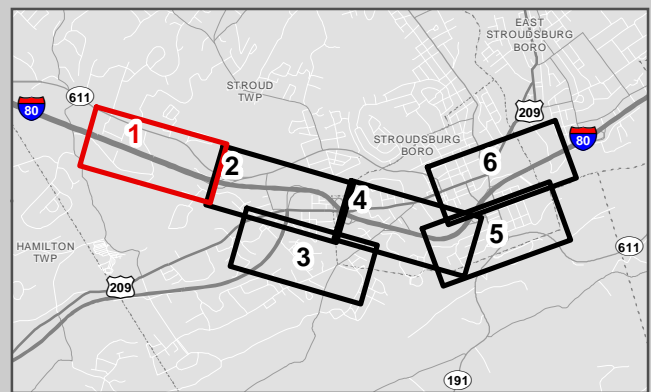


Figure 2
Index Page
Area of Potential Effects (APE) Map

Pennsylvania Department of Transportation, District 5-0
SR 0080-17M, Interstate 80 (I-80) Reconstruction Project

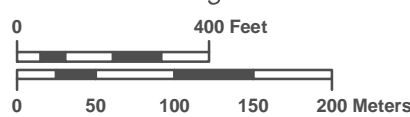
Stroudsburg Borough, East Stroudsburg Borough,
and Stroud Township, Monroe County, PA

Source: Esri and DigitalGlobe, 2013
2016



 Area of Potential Effects







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**Figure 3
(Sheet 1 of 6)
Area of Potential Effects (APE) Map**

Pennsylvania Department of Transportation, District 5-0
SR 0080-17M, Interstate 80 (I-80) Reconstruction Project

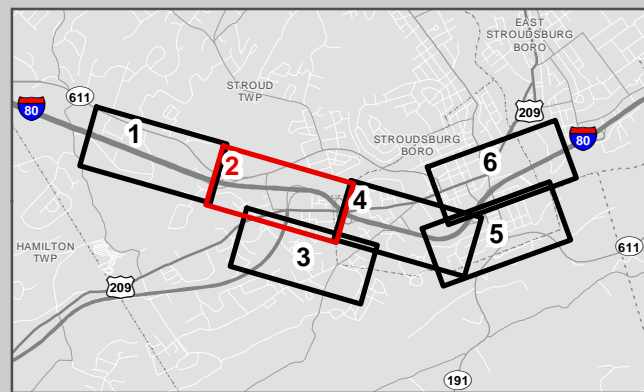
Stroudsburg Borough, East Stroudsburg Borough,
and Stroud Township, Monroe County, PA

Source: Esri and DigitalGlobe, 2013
2016


I-80 Figure 3-3 APE Map Sheets: 8/12/2016 3:54:03 PM

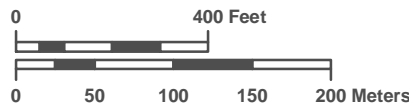


I-80 Figure 3-3 APE Map Sheets 8/12/2016 3:54:03 PM



 Area of Potential Effects






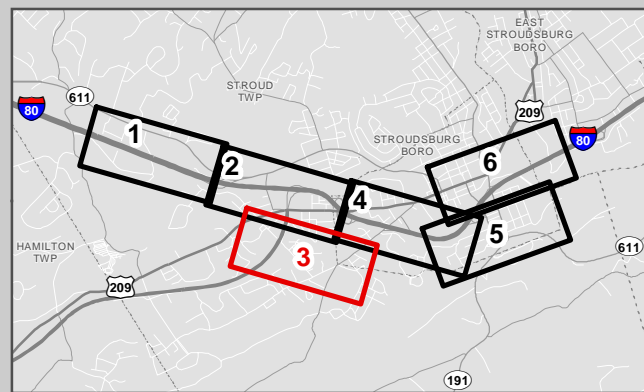
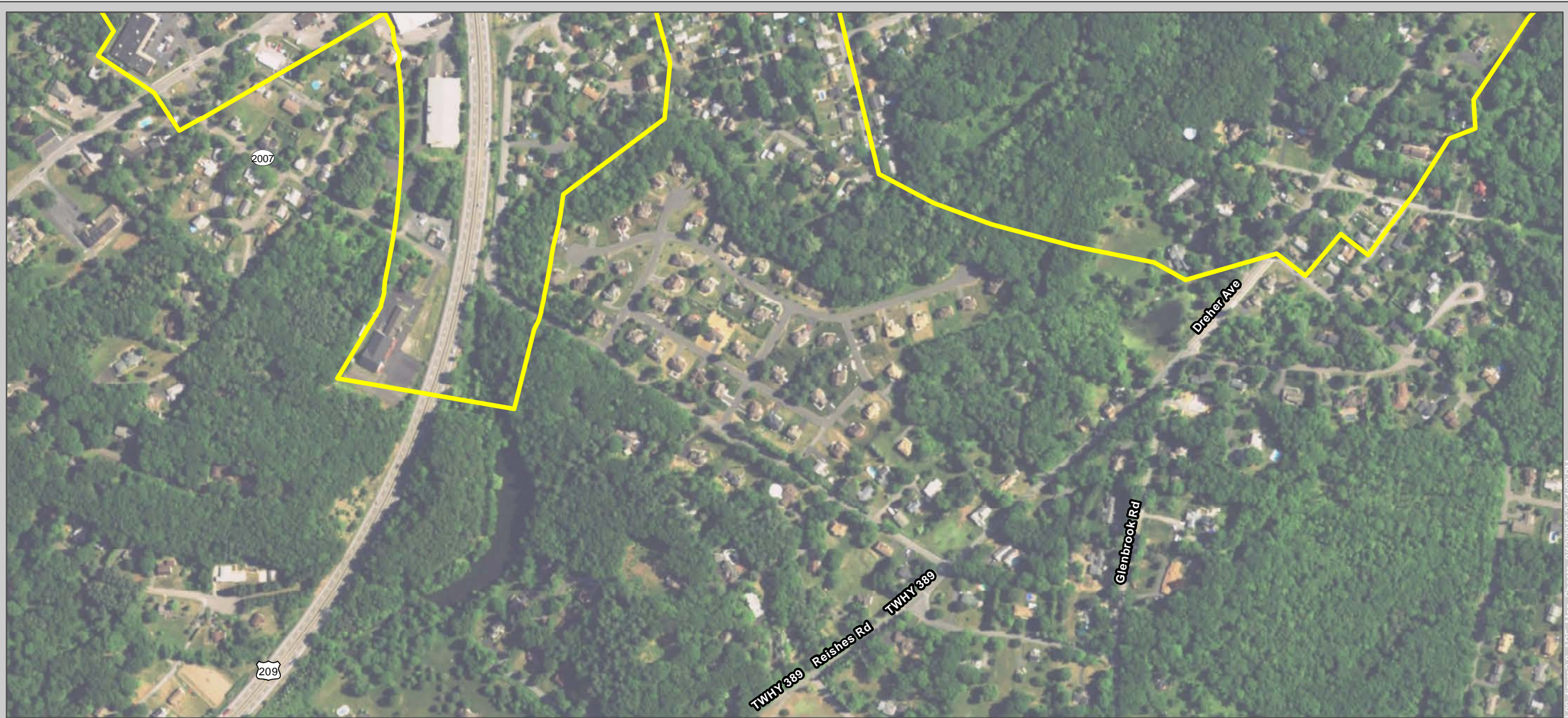



Figure 4
(Sheet 2 of 6)
Area of Potential Effects (APE) Map

Pennsylvania Department of Transportation, District 5-0
SR 0080-17M, Interstate 80 (I-80) Reconstruction Project

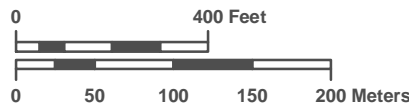
Stroudsburg Borough, East Stroudsburg Borough,
and Stroud Township, Monroe County, PA

Source: Esri and DigitalGlobe, 2013
2016



 Area of Potential Effects





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**Figure 5
(Sheet 3 of 6)
Area of Potential Effects (APE) Map**

Pennsylvania Department of Transportation, District 5-0
SR 0080-17M, Interstate 80 (I-80) Reconstruction Project

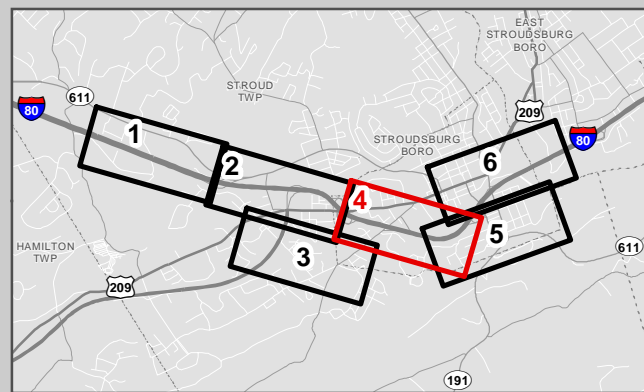
Stroudsburg Borough, East Stroudsburg Borough,
and Stroud Township, Monroe County, PA


Source: Esri and DigitalGlobe, 2013
2016


I-80 Figure 3-8 APE Map Sheets 8/12/2016 3:54:03 PM



I-80 Figure 3-3 APE Map Sheets 8/12/2016 3:54:03 PM



 Area of Potential Effects



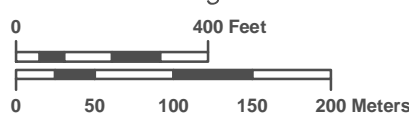


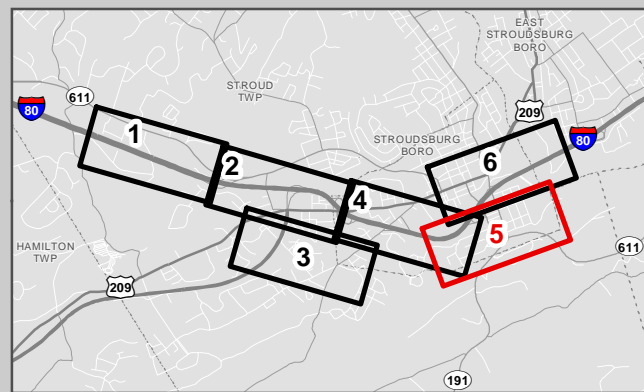


Figure 6
(Sheet 4 of 6)
Area of Potential Effects (APE) Map

Pennsylvania Department of Transportation, District 5-0
SR 0080-17M, Interstate 80 (I-80) Reconstruction Project

Stroudsburg Borough, East Stroudsburg Borough,
and Stroud Township, Monroe County, PA

Source: Esri and DigitalGlobe, 2013
2016



Area of Potential Effects

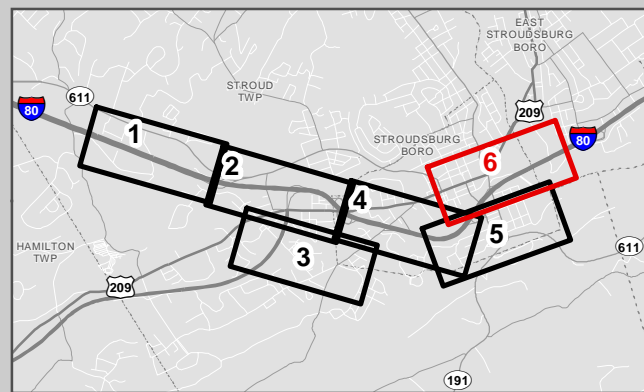
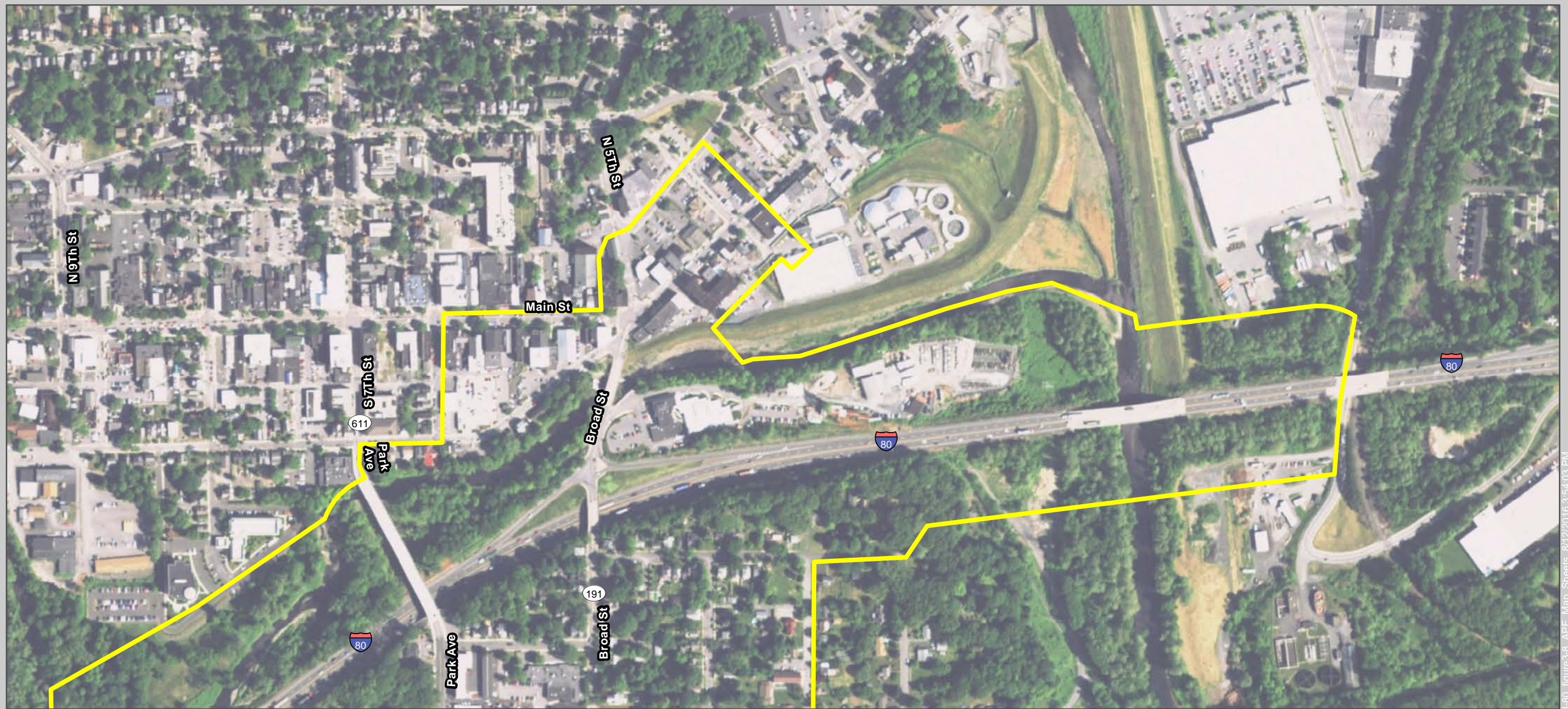
Figure 7
(Sheet 5 of 6)
Area of Potential Effects (APE) Map

Pennsylvania Department of Transportation, District 5-0
 SR 0080-17M, Interstate 80 (I-80) Reconstruction Project

Stroudsburg Borough, East Stroudsburg Borough,
 and Stroud Township, Monroe County, PA

Source: Esri and DigitalGlobe, 2013
 2016

I-80 Figures 3-8 APE Map Sheets 8/12/2016 3:54:03 PM



 Area of Potential Effects







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**Figure 8
(Sheet 6 of 6)
Area of Potential Effects (APE) Map**

Pennsylvania Department of Transportation, District 5-0
SR 0080-17M, Interstate 80 (I-80) Reconstruction Project

Stroudsburg Borough, East Stroudsburg Borough,
and Stroud Township, Monroe County, PA

Source: Esri and DigitalGlobe, 2013
2016

I-80 Figure 8-3 APE Map Sheets 8/12/2016 3:54:03 PM

SURVEY METHODOLOGY

Archival Research

Prior to the field surveys, the files of the PA SHPO were searched for any previous cultural resource studies in the vicinity of the Interstate 80 corridor in Stroud Township, Stroudsburg Borough, and East Stroudsburg Borough, Monroe County, Pennsylvania. A preliminary review of the PA SHPO's CRGIS database resulted in the identification of over fifty previously recorded historic resources within approximately 1,000 feet of the study corridor. The approved APE is based on refined project plans and encompasses a smaller area with fewer such resources.

Previously Identified Resources

A total of twenty-one (21) previously identified resources were identified within the APE of the I-80 Reconstruction Project and are identified on **Figures 9-14**. This total includes 1 National Register of Historic Places (NRHP) listed, 3 NRHP eligible, 3 ineligible, 12 unevaluated, 1 preservation district, and 1 aggregate resource. Three of the previously identified resources are no longer extant: Tanite Company Site (#038605), Tri-County Detox Center (#038597), and Culver Mill Site (#038769).

The following resource was previously listed in the National Register of Historic Places:

- Kitson Woolen Mill (#064337)

The following three (3) resources were previously determined eligible for the NRHP:

- Stroudsburg Commercial Historic District (#141880)
- Stroudsburg U.S. Post Office (#064420)
- Wallace Hardware Building (#038768)

The following three (3) resources were previously determined ineligible for the NRHP:

- Bridge over McMichael Creek (#136599)
- SR 191 Bridge over McMichael Creek (#136598) (**Demolished**)
- Stroudsburg Freight Station (#032621)

The following twelve (12) resources were previously surveyed, but lacked sufficient information to be evaluated for the NRHP at that time (* *no longer extant*). As part of the historic structures survey several of the previously surveyed but unevaluated resources were selected for further investigations and documentation. The level of documentation was based upon field inspection by architectural historians and in coordination with the project team.

- Tanite Company Site (#038605)*
- Tanite Road Property (#038606)
- Tri-County Detox Center (#038597)*
- Miller Farm; Dolby-Palmer Farm (#038598)
- Rice House (#038599)
- Hollinshead-Kautz-Patterson House (#038764)
- Stroudsburg Cemetery (#038809)

- Trolley Barn (#038810) (114 Park Avenue)
- Robert & Josephine Murray Property (#155988)
- 617 Ann Street (#155989)
- 621 Ann Street (#155990)
- Culver Mill Site (#038769)*

The following resource is a designated preservation district:

- Stroudsburg Historic Preservation District HDA (#155775)

The Stroudsburg Historic Preservation District HDA is a locally recognized designation. The Stroudsburg Historic Preservation District HDA is not the equivalent of NRHP eligible or listed status, but is a local preservation ordinance and does not require compliance with Section 106 as part of the I-80 Reconstruction Project. The Stroudsburg Historic Preservation District HDA encompasses much of the downtown area of Stroudsburg, including areas within the APE for the I-80 project which have been reviewed as part of this study independent of their association with the Stroudsburg Historic Preservation District HDA.

The following resources are aggregate files that have not been evaluated for the NRHP:

- New York, Susquehanna & Western Railroad (Key #156533)

The project team identified historic transportation corridors within the APE. Several known railroad corridors, with associated support facilities, were identified. It was determined that no further investigations were required in relation to the New York, Susquehanna & Western Railroad (Key #156533) based upon PA SHPO policy regarding railroad corridors at the time the project was initiated. PA SHPO policy stated that only major built elements of railroads, such as stations, bridges, roundhouse, etc., required review and evaluation if there was a potential for the resource to be impact by a proposed project. Therefore, no determination of eligibility has been completed on the New York, Susquehanna & Western Railroad.

Field Methodology

On January 27, 2014 a field view was conducted with representatives from PennDOT, PHMC, AECOM, and McCormick Taylor, Inc. The field view was conducted to identify potential historic resources and establish documentation standards for those resources. It was determined that all previously identified resources, including NRHP listed and eligible resources, would be field investigated to confirm their previously established National Register status. It was determined that resources which had the potential to be affected by the project would be documented through the completion of abbreviated and standard PHRS forms and properties which had a low potential to be impacted would be recorded with minimal documentation.

The architectural survey identified all buildings that appeared to be greater than fifty (50) years in age within the project APE. For those properties that were considered potentially eligible, standard Pennsylvania Historic Resource Survey (PHRS) forms were completed with sufficient research and documentation to present determination of eligibility findings for the National Register. The forms for any properties recommended eligible for the NRHP would include appropriate historic contexts, National Register evaluation, and boundary description and justification.

An abbreviated PHRS form was prepared for any previously unevaluated or for newly identified properties which met the minimum criteria for National Register consideration and appeared to be clearly ineligible for the NRHP. The abbreviated form would include general data on the property, USGS mapping, a site plan, and representative photographs. In addition, the abbreviated PHRS forms were utilized for properties that had the potential to be impacted by the proposed project

It was established that groupings of similar resources (with similar built date, style and/or function) which lacked potential as historic districts, but merited documentation would be mapped, photographed and have brief written descriptions prepared as part of the survey/eligibility report. The grouping form of documentation was applied to collections of resources which were considered clearly ineligible for the NRHP, but also had potential to be impacted by the proposed project. In general, groupings were documented as small residential developments which shared a common theme of planning or architecture.

At the direction of PennDOT, it was determined that resources within the APE which had limited potential to be impacted by the project, but met minimum requirements for evaluation for the NRHP would be noted with minimal documentation. The documentation for these resources would include street address and photographic documentation, and this information would be included as a table in the survey/eligibility report. It was anticipated that upon further investigation that the number and level of documentation could be revised as research and field work progressed.

Project staff utilized available Monroe County tax assessment and property records as part of the historic structures survey. This information aided in the identification and confirmation of built dates for properties located within the project APE. In addition, project staff reviewed subdivision plans for neighborhoods and groupings of similar building types within the APE. The various subdivision plans spanned from 1895 to 1964. This information was obtained in order to determine if collections of resources had the potential to be considered as residential historic districts or groupings of similar resources. The subdivision records were also researched in an effort to identify and evaluate any potential planned residential neighborhoods within the project APE.

Field investigations were conducted from April 2014 through June 2016. All identified resources were recorded on aerial base mapping and in tabular form, noting physical address, construction date of principal structure(s), and National Register status (recommendations). Digital photographs were taken of all identified resources and have been included in either the historic structures report or on appropriate survey forms which have been included as appendices.

NRHP Criteria for Evaluation and Aspects of Integrity

The objective of the reconnaissance level survey was to determine if identified resources within the APE for the project had the potential to be eligible for inclusion in the NRHP. The significance of a historic property is identified when it is placed in and evaluated within its historic context or contexts. Historic contexts illustrate patterns which are identifiable through the examination of the property and the history of the surrounding area. A property is evaluated within its associated historic context and must demonstrate that one or more of the four NRHP Criteria for Evaluation is applicable and that sufficient integrity from its period of significance is

retained. These criteria represent the particular relationships a property may have to the nation, state or local area.

The four criteria of eligibility are: Criterion A, B, C, or D. Resources may be eligible for listing on the National Register of Historic Places if:

Criterion A: They are associated with events that have made a significant contribution to the broad patterns of our history.

Criterion B: They are associated with the lives of persons significant in our past.

Criterion C: They embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.

Criterion D: That have yielded, or may be likely to yield, information important in prehistory or history.

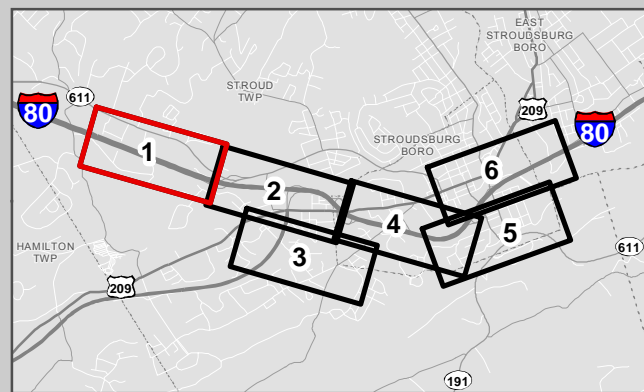
In addition, a property must possess integrity of location, design, materials, setting, workmanship, feeling, and/or association (National Register Bulletin 1990: 44). Once a property is evaluated within the appropriate criteria/criterion, the integrity of the property must be checked. All properties change over time. However, the property being evaluated must retain the essential features which convey its historic identity. These features describe why and when a property was significant (National Register Bulletin 1990: 46).

Under Criterion A or B, a property that is significant for its historic association is eligible “if it retains the essential physical features that made up its character or appearance during the period of its association with the important event, historical pattern, or person(s). If a property is eligible under Criterion C, it must “retain most of the physical features that constitute that style or technique (National Register Bulletin 1990: 46).” For a property to be eligible under Criterion D, “integrity is based upon the property’s potential to yield specific data that addresses important research questions (National Register Bulletin 1990: 46).”

A property eligible under Criterion A and/or B should possess some virtues of the seven aspects of integrity. Properties eligible under Criterion C must retain “those physical features that characterize the type, period, or method of construction that the property represents. Retention of design, workmanship, and materials will usually be more important than location, setting, feeling, and association (National Register Bulletin 1990: 48).” For properties eligible under Criterion D, setting and feeling may not have direct bearing on the property’s ability to yield important information. Evaluation of integrity will focus primarily on location, design, materials, and perhaps workmanship (National Register Bulletin 1990: 49).”



I-80 Figure 9-14. Previously Identified Resources - 20160927 9/27/2016 11:08:56 AM



Area of Potential Effects

National Register Status

- Listed
- Eligible
- ▲ Undetermined
- ▲ Ineligible

* National Register status was obtained from the PA SHPO's CRGIS database.



Figure 9
(Sheet 1 of 6)
Previously Identified Resources Map

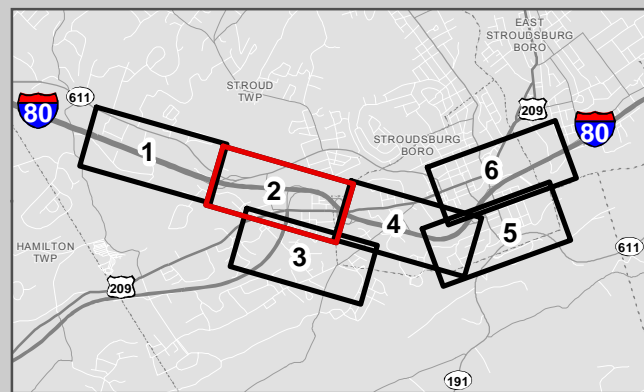
Pennsylvania Department of Transportation, District 5-0
SR 0080-17M, Interstate 80 (I-80) Reconstruction Project
Stroudsburg Borough, East Stroudsburg Borough,
and Stroud Township, Monroe County, PA

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Source: Esri and DigitalGlobe, 2013
2016



I-80 Figure 9-14: Previously Identified Resources - 20160927 9/27/2016 11:08:56 AM



Area of Potential Effects

National Register Status

- Listed
- Eligible
- ▲ Undetermined
- ▲ Ineligible

* National Register status was obtained from the PA SHPO's CRGIS database.

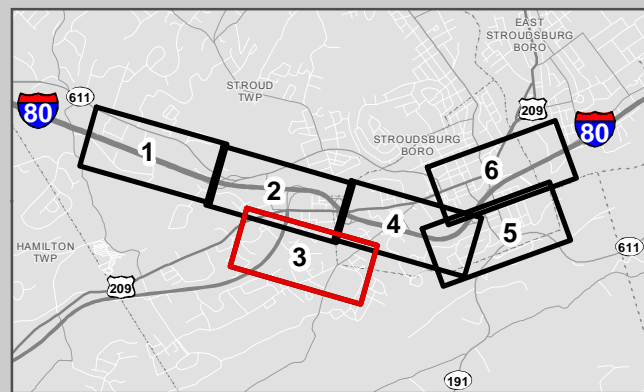
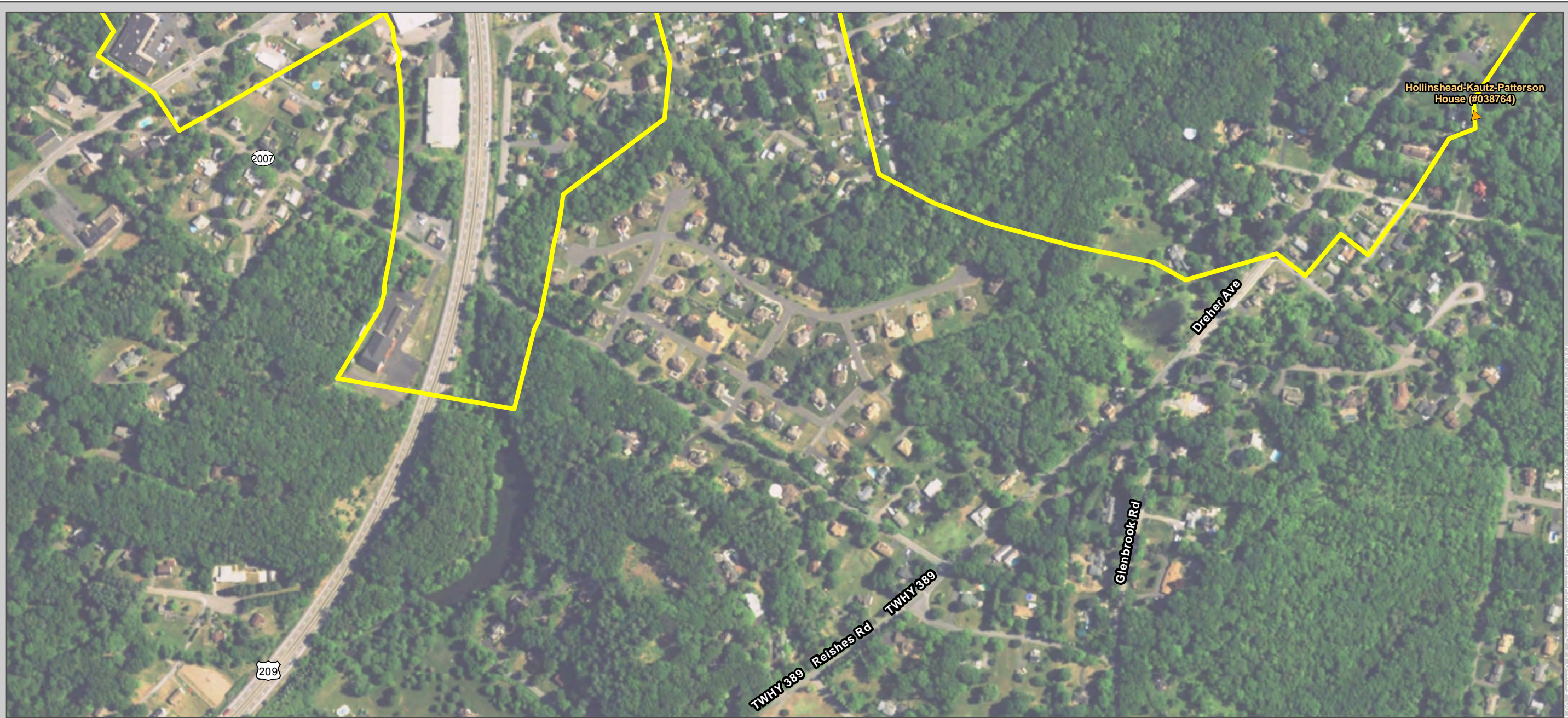


Figure 10
(Sheet 2 of 6)
Previously Identified Resources Map

Pennsylvania Department of Transportation, District 5-0
SR 0080-17M, Interstate 80 (I-80) Reconstruction Project
Stroudsburg Borough, East Stroudsburg Borough,
and Stroud Township, Monroe County, PA

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Source: Esri and DigitalGlobe, 2013
2016



Area of Potential Effects

National Register Status

- Listed
- Eligible
- ▲ Undetermined
- ▲ Ineligible

* National Register status was obtained from the PA SHPO's CRGIS database.

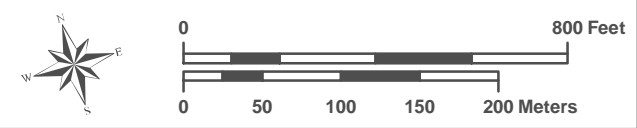


Figure 11
(Sheet 3 of 6)
Previously Identified Resources Map

Pennsylvania Department of Transportation, District 5-0
SR 0080-17M, Interstate 80 (I-80) Reconstruction Project
Stroudsburg Borough, East Stroudsburg Borough,
and Stroud Township, Monroe County, PA

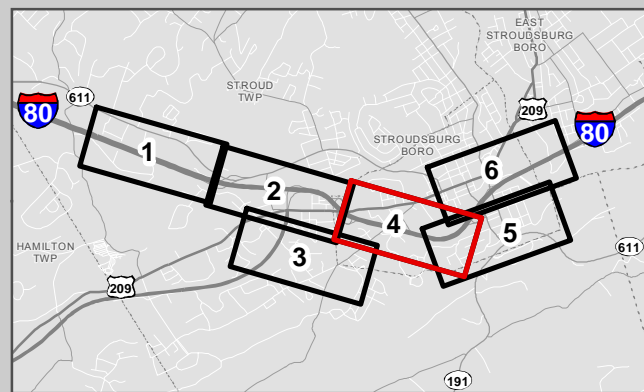
**McCORMICK
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Source: Esri and DigitalGlobe, 2013
2016

I-80 Figure 9-14: Previously Identified Resources - 20160927 9/27/2016 11:08:56 AM



I-80 Figure 9-14. Previously Identified Resources - 20160927 9/27/2016 11:08:56 AM



Area of Potential Effects

National Register Status

- Listed
- Eligible
- ▲ Undetermined
- ▲ Ineligible

* National Register status was obtained from the PA SHPO's CRGIS database.

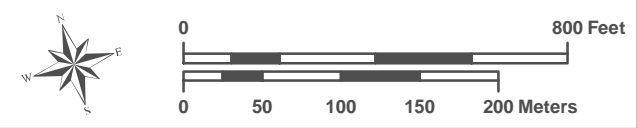


Figure 12
(Sheet 4 of 6)
Previously Identified Resources Map

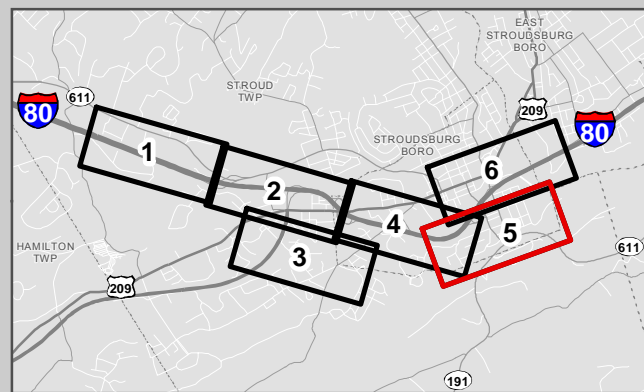
Pennsylvania Department of Transportation, District 5-0
SR 0080-17M, Interstate 80 (I-80) Reconstruction Project
Stroudsburg Borough, East Stroudsburg Borough,
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Source: Esri and DigitalGlobe, 2013
2016



I-80 Figure 9-14: Previously Identified Resources - 20160927 9/27/2016 11:08:56 AM



	Area of Potential Effects
National Register Status	
	Listed
	Eligible
	Undetermined
	Ineligible

* National Register status was obtained from the PA SHPO's CRGIS database.

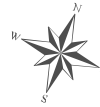
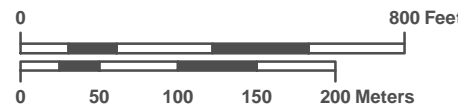

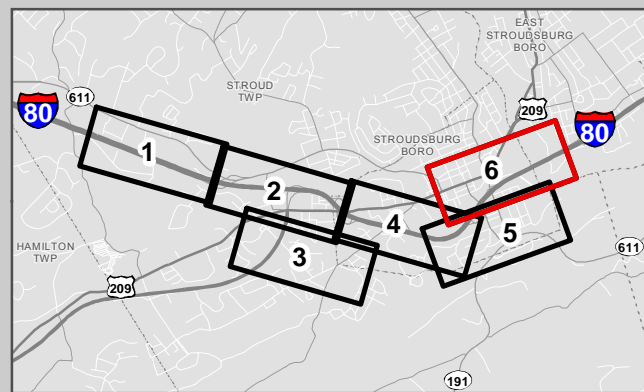



Figure 13
(Sheet 5 of 6)
Previously Identified Resources Map

Pennsylvania Department of Transportation, District 5-0
SR 0080-17M, Interstate 80 (I-80) Reconstruction Project
Stroudsburg Borough, East Stroudsburg Borough,
and Stroud Township, Monroe County, PA



Source: Esri and DigitalGlobe, 2013
2016



Area of Potential Effects

National Register Status

- Listed
- Eligible
- ▲ Undetermined
- ▲ Ineligible

* National Register status was obtained from the PA SHPO's CRGIS database.

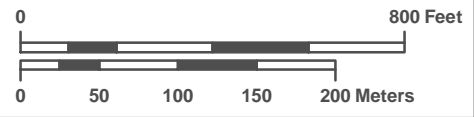
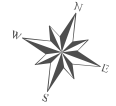


Figure 14
(Sheet 6 of 6)
Previously Identified Resources Map
Pennsylvania Department of Transportation, District 5-0
SR 0080-17M, Interstate 80 (I-80) Reconstruction Project
Stroudsburg Borough, East Stroudsburg Borough,
and Stroud Township, Monroe County, PA



Source: Esri and DigitalGlobe, 2013
2016

I-80 Figure 9-14. Previously Identified Resources - 20160927 9/27/2016 11:08:56 AM

HISTORIC CONTEXT

Monroe County

The Upper Delaware Valley was inhabited by the Lenni Lenape at the time of the first contact with European settlers. The Lenni Lenape were primarily hunter-gatherers who inhabited semi-permanent villages. The Stroudsburg area was located at the intersection of two great Native American paths, the Minsi Path, from Philadelphia to Kingston, New York, and the Pechoquealin Path, from Shawnee on Delaware to the Wyoming Valley, present-day Wilkes-Barre (Wallace 1971: 103, 124). The first Europeans in the region were the Dutch. Nicholas DuPui settled in the vicinity of Shawnee on Delaware and established a homestead around 1727. During the first half of the eighteenth century Dutch, English and French-Huguenot settlers arrived in the Upper Delaware Valley. Many immigrants arrived in Philadelphia and proceeded along the Delaware and Lehigh Rivers. In 1737 the colonial government of Pennsylvania orchestrated the infamous “Walking Purchase” which resulted in a significant acquisition of land in the Upper Delaware Valley, but also incensed the native population who saw the action as dishonest and furthered disharmony.

Monroe County was formed on April 1, 1836 from portions of Northampton and Pike Counties. The county was named in honor of President James Monroe. Monroe County currently consists of Barrett Township, Chestnuthill Township, Coolbaugh Township, Eldred Township, Hamilton Township, Jackson Township, Middle Smithfield Township, Paradise Township, Pocono Township, Polk Township, Price Township, Ross Township, Smithfield Township, Stroud Township, Tobyhanna Township, and Tunkhannock Township. The county also includes four municipal boroughs, Stroudsburg Borough, Delaware Water Gap Borough, East Stroudsburg Borough, and Mount Pocono Borough.

Following the American Revolution migration to the region increased, and the largest ethnic groups were German and English. The settlers engaged in agriculture which was supported by the broad fertile valleys, abundant woodland and numerous bodies of water that were capable of providing power to mills. The creeks and streams also provided transportation access to the Delaware River where goods could be transported downstream to various ports. Agriculture and forest products were the main economic forces that encouraged development of the area. Lumber, wood products and tree bark for tanning leather were major industries. Textiles emerged as an important industry during the early-twentieth century. Tourism and recreation industries developed during the mid-to-late nineteenth century, particularly in the area of Delaware Water Gap. In 1840 the county had a population of 9,879. By 1860 the population had increased to 16,758. In 1863 Monroe County was reduced in area by the establishment of Carbon County.

During the late-nineteenth century and early-twentieth century transportation systems in and through Monroe County improved access and eventually attracted tourists to the scenic beauty of the region. The region is home to numerous recreational destinations, including Delaware Water Gap National Recreational Area, Pocono International Speedway, and several state forests and ski resorts. Pocono Mountains developed a tourism industry, beginning with development at Delaware Water Gap. The county is home to East Stroudsburg University and Monroe County Campus of the Northampton Community College. The main highway corridors within the county are I-80, Interstate 380 (I-380), and State Route 611. The principal population centers are Stroudsburg, East Stroudsburg, Tannersville, Mount Pocono and Delaware Water Gap. By 1970 the population of Monroe County had reached 45,422. The county experienced continued population growth throughout the late twentieth century, reaching 95,709 in 1990. In 2010 Monroe County had a population of 169,842.

Borough of Stroudsburg

In 1730 Peter LaBar and his brothers arrived in America from France. The family moved into the interior country and settled in present-day Mount Bethel Township, Northampton County. The brothers eventually married and established homesteads for their own families. Peter LaBar relocated to the vicinity of present-day Stroudsburg (Mathews 1886: 1082-1083). Other pioneering families settled in the region. Later, Jacob Stroud purchased a tract of land for development which abutted LaBar's property.

During the French and Indian War the Pennsylvania provincial government established a series of military defenses to protect the frontier. The defensive line was supervised under the direction of Benjamin Franklin. The line of forts extended from present-day Monroe County to present-day Huntingdon County. In Northampton County (which included Monroe County at that time), four forts were established. These included Fort Hamilton, Fort Norris, Fort Hyndshaw and DuPui's (Hunter 1960: 214). These constituted the provincial fortifications which were manned by provincial troops. Several private defensive bastions were established in Northampton County, including the private residence of the prominent early settler Daniel Brodhead III.

Fort Hamilton was established in present-day Stroudsburg and was named in honor of James Hamilton, a prominent Pennsylvania politician and former lieutenant governor (Hunter 1960: 220). The fort was located north of the Stroud Mansion on Main Street. The fort was roughly square in shape with the outer walls measuring approximately 80 feet in length. The fort consisted of a log palisade surrounding a blockhouse. Four half bastions, designed to support artillery, were built as part of the fort. The fort was completed in January 1756. In June 1756 the fort was occupied by an officer and fifteen soldiers. The fort was intended to support approximately 40 men. Several accounts indicated that the fort was not built solidly and was frequently in poor condition. Fort Hamilton was occupied by provincial troops until mid-to-late 1757. The blockhouse was utilized by members of the community after the evacuation of the provincial troops. By March 1758 the fort had been abandoned by which time the structure had significantly deteriorated.

The Borough of Stroudsburg was originally settled during the late eighteenth century by the Stroud family. Jacob Stroud was born in Amwell Township, Hunterdon County, New Jersey, on January 13, 1735. The Stroud Family settled in Smithfield Township, Northampton County (now Monroe County), Pennsylvania, c. 1745. (Smithfield Township encompassed the Stroudsburg area and was later divided into Upper and Lower Smithfield Townships.) Jacob was sent to live with Nicholas DuPui, a prominent early settler and land-holder in Shawnee-on-Delaware. Jacob Stroud learned farming as a trade. Around 1756 Stroud enlisted in the English Colonial Army and was mustered out of the army on April 6, 1761. He returned to Smithfield Township and married Elizabeth McDowell, the granddaughter of Nicholas DuPui. In 1769 Jacob Stroud settled in present-day Monroe County. Stroud had previously been engaged in agriculture and transportation. He acquired land and established a homestead and gristmill operation.

Jacob Stroud laid out the town of Stroudsburg in 1799 and later additions were made by his son Daniel (Day 1843: 476). Jacob Stroud (1735-1806) had established his family in the Stroudsburg area, prior to the laying out of the town, by constructing substantial homes for his sons and daughters. The site was selected for its location along McMichael Creek near its confluence with Pocono Creek, which provided water-power for industrial use. In 1815 Stroudsburg was incorporated as a borough, and in 1836 was established as the county seat of the newly formed Monroe County (Appel 1975: 9). Stroud Jacob Hollinshead, a descendant of Jacob Stroud,

donated the land for the Monroe County Courthouse as well as the right-of-way for a street to the courthouse. During the 1810s and 1820s several industrial operations were established in Stroudsburg, including a saw mill, tannery, distillery and two gristmills.

During the early-to-mid-nineteenth century industrial operations expanded within the Borough of Stroudsburg. The borough served as a commercial and governmental center for Monroe County. In 1857 the Stroudsburg Bank was chartered with Stroud Jacob Hollinshead as one its organizers. Other financial institutions followed. The Stroudsburg Woolen Mill was organized in 1865 and employed over 120 workers. During the early twentieth century several silk mills were built, including the Monroe Silk Mills and Pocono Silk Mills (Sanborn Map Company 1930: 6). In 1927 textile firms, including the Thomas Kitson & Son, Monroe Silk Mills, and others, employed over 400 workers in Stroudsburg. That same year the Erie Railroad, with its control of the NYS&W and WB&E, employed over 200 workers at its Stroudsburg operations (Keller 1927: 275-276).

Between 1856 and the 1890s three railroads, including the Delaware, Lackawanna & Western Railroad (DL&W), New York, Susquehanna & Western (NYS&W), and Wilkes-Barre & Eastern Railroad (WB&E), were constructed and provided access for Stroudsburg to eastern coastal cities. These railroad lines improved commerce and encouraged development of the borough. In addition, the NYS&W established a major car repair and logistical center in Stroudsburg which employed hundreds of workers. During the early twentieth century an electric street railway was built to link Stroudsburg with the Delaware Water Gap area and its tourism trade.

During the mid-to-late nineteenth century a variety of services were instituted in the Borough of Stroudsburg intended to improve the quality of life of its residents. In the mid-nineteenth century, the citizens of Stroudsburg recognized the need for a municipal cemetery. To solve this problem, a group of citizens, headlined by Stroud Burson, Stroud Jacob Hollinshead, William Davis, and Simon Barry, among others, submitted an application for incorporation of the Stroudsburg Cemetery to the Court of Common Pleas of Monroe County. On May 26, 1865 a citizen of Stroudsburg donated seven acres for a public cemetery (Mathews 1886: 1182). The Stroudsburg Water Company was chartered in 1876. The cemetery was located outside the borough at the time, but has since been incorporated into Stroudsburg. The Stroudsburg Cemetery is situated along the south side of State Route 2004 and abuts I-80.

By 1868 the community had expanded to a population of approximately 1,600. Stroudsburg continued to experience growth throughout the late nineteenth and early twentieth centuries, due in part to its location along several important transportation corridors, industrial development and as the governmental center of the county. On several occasions the borough annexed adjacent lands for Stroud Township. In 1890 the Romanesque-style Monroe County Courthouse, designed by architect T.I. Lacy, was constructed. During the late-nineteenth and early-twentieth centuries the Pocono region developed as a popular vacation destination, further encouraging growth in Stroudsburg. Tourism has emerged during the twentieth century as a major economic factor for the borough. In 2010 the Borough of Stroudsburg had a population of 5,567.

East Stroudsburg

In 1737 Daniel Brodhead III received a patent for 600 acres of land in Bucks County, which would later be developed as East Stroudsburg, Monroe County. Brodhead was a native of New York and among the earliest settlers of the region. Brodhead was politically active and was noted as a prominent supporter of the Moravian church. He died in 1755, and his land passed to his

children, Daniel, Garret, Luke and John. The area remained largely agricultural throughout the early to mid-nineteenth century.

East Stroudsburg experienced significant industrial and commercial development during the early-to-mid 1860s, primarily as a result of the construction of the Delaware, Lackawanna and Western Railroad (DL&W). The railroad was built in 1856. Industrial operations, shops, and residences were developed along the railroad line following its completion. On May 23, 1870 East Stroudsburg was incorporated as a borough. In 1875 Stephen Kistler operated a large tannery operation in the borough along the DL&W. During the early 1880s a cigar factory, foundry, and silk mill were established in the borough. By 1886 the borough included six general stores, two furniture stores, three hotels, two drug stores, a jewelry store and numerous other commercial operations (Mathews 1886: 1188-1189).

In 1893 the East Stroudsburg Normal School, a private educational institution, was established in East Stroudsburg (East Stroudsburg State College 1968). The first class included 320 students. In 1920 ownership was transferred to the Commonwealth of Pennsylvania and was named the East Stroudsburg State Normal School. In 1927 the school was reorganized as the State Teachers College at East Stroudsburg. In 1960 the school became the East Stroudsburg University of Pennsylvania. The institution was officially designated as East Stroudsburg University on July 1, 1983, and is an accredited university offering both undergraduate and graduate degrees (East Stroudsburg University 2014). In 2011 East Stroudsburg University had an enrollment of 7,353.

By 1900 East Stroudsburg's population stood at 2,648. The population increased from 3,330 in 1910 to 6099 in 1930. The increase was due in large part to the expansion of the railroad operations and growth of East Stroudsburg University. By 1940 the population had grown to 6,404. The borough continued to experience population growth throughout the late twentieth and early twenty-first centuries. In 2010 East Stroudsburg had a population of 9,840.

Stroud Township

Named for Jacob Stroud (1735-1806), present-day Stroud Township saw its earliest settlers arriving in the 1750s. The area became a part of Hamilton Township in 1775 when that township was established in Northampton County. Originally, Stroud Township included the future sites of Stroudsburg and East Stroudsburg. Early settlers included members of the Sly, Keller, Drake, Felker, Frederick, Decker, and Van Vliet families (Mathews 1886: 1123). The region suffered as a result of the French and Indian War, but settlers returned following conclusion of the hostilities. Fort Hamilton was established within the township as part of the defense against French and Indian depredations, but the site is now situated within the boundary of present-day Stroudsburg. By 1762 the first recorded tavern operator, John McMichael, had established operations within Stroud Township. In 1778 John Logan established a second tavern within the township (Mathews 1886: 1134-1135). Early settlers engaged in agriculture, and the Cherry Valley, in the southern portions of Stroud Township, proved to be well suited for agriculture.

Stroud Township was formed on January 22, 1817 as part of Northampton County. By 1820 the population had increased to 1,143. The population continued to grow and by 1830 consisted of 1631 residents, including those residing in Stroudsburg. The township remained part of Northampton County until 1836. In 1840 the Stroud Township population was 1206 (Mathews 1886: 1121). The decrease was due to the organization of the Borough of Stroudsburg. The township is bounded by Pocono and Hamilton Townships, to the west; Price Township, to the

north; Smithfield Township, Stroudsburg, and East Stroudsburg, to the east; and Northampton County, to the south.

In 1870 Stroud Township had a population of 2,160. The population included 2032 native born Americans, 128 foreign-born residents, and 38 African-Americans (Beers 1875: 4). In 1875 Stroud Township remained a rural, agricultural community adjacent to the population centers of Stroudsburg and East Stroudsburg. The township benefitted from the construction of the Delaware Lackawanna & Western Railroad (DL&W) through the township. The village of Spragueville, situated in northern Stroud Township, included a tannery and station along the DL&W (Beers 1875). During the mid-to-late nineteenth century the township included several gristmills, sawmills, blacksmith shops, and tanneries (Beers 1875). Regional tourism and the business of attracting summer visitors to the Stroudsburg area spread out from the Delaware Water Gap in the late nineteenth century. Among the attractions in Stroud Township was Highland Dell and Highland Cottage (Appel 1976: 99).

The Tanite Company of Stroudsburg, Pennsylvania (located in Stroud Township) was one of the most successful companies located in Stroud Township during the mid-to-late nineteenth century. The company was founded in 1867 and produced emery wheels used in the manufacture of stoves, plows, hardware, and cutlery (Appel 1976: 87-88). The company produced a variety of machinery, including polishing machines, grinding machines, metal worker's tools, and emery wheel products (Technical Literature 1907: 391). The facilities consisted of at least four buildings, including a power station and manufacturing plant.

The township experienced continued commercial and residential growth throughout the mid-to-late twentieth century. According to the 2000 census, there were 13,978 people, 5,174 households, and 3,880 families residing in the township (United States Census Bureau 2013).

Transportation

The first transportation corridors within present-day Monroe County were established by the pre-contact indigenous population. Present-day Stroudsburg was situated along the course of the Minsi Path. The path connected Kingston, New York, on the Hudson River with the Delaware River, at Philadelphia. The path can be traced through the modern communities of Philadelphia, Bethlehem, and Stroudsburg (Wallace 2005: 102-103). The Pechoquealin Path extended between Shawnee-on-Delaware with the Wyoming Valley, present-day Wilkes-Barre (Wallace 2005: 124). During the 1720s the first European settlers began to migrate to present-day Monroe County. The settlers established paths, often expanding existing trails. The earliest roads were crude and little more than bridle paths. In 1725 the first road was petitioned and built by local authorities. In 1737 another road, linking the homestead of Nicholas DuPui to William Cole's property was constructed (Keller 1927: 491-492). Additional roads were petitioned and built during the mid-to-late eighteenth century to connect communities like Bushkill, Stroudsburg, and Shawnee.

The era of turnpike construction in the United States occurred during the period between 1800 and 1830, according to historian Joseph Durrenberger. The system of turnpike roads developed in response to the needs for improved internal transportation and communication. By 1821, 146 turnpike companies had been organized in Pennsylvania. This pattern continued into the 1830s, even though railroad and canal building was beginning to play a larger role in transportation. The turnpike system, at its peak, has been estimated to consist of approximately 2,400 miles of roadways (Durrenberger 1968). In Monroe County turnpikes were established between the main population center of Stroudsburg and neighboring communities, such as Scranton, Wilkes-Barre,

Honesdale, and others. The Delaware and Hudson Canal, completed in 1829, connected Honesdale with Kingston, New York, and was a major coal carrier (Shank 1981: 57). The routes improved communications and commerce, but were eventually supplanted by rail and canal transportation. During the early twentieth century many of the turnpike routes were incorporated into the state highway systems.

The Delaware Lackawanna & Western (DL&W) Railroad was organized in 1853 as the result of the merger of previously existing railroad companies. The DL&W established a 411 mile line between Hoboken, New Jersey and Buffalo, New York. The railroad passed through the communities of Hoboken, New Jersey, Delaware Water Gap, Stroudsburg, and Scranton, Pennsylvania, Binghamton and Buffalo, New York. The line passed through the anthracite coal region of Pennsylvania and became a major transporter of coal. The DL&W also benefitted from its location through the Pocono region. The Pocono region became an important tourist destination during the nineteenth century and developed tourist resorts in Delaware Water Gap and other locales. By the 1940s the DL&W began a period of decline due in large part to increased use of automobiles and trucks and the decrease in anthracite coal production. On October 17, 1960 the DL&W merged with the Erie Railroad to form the Erie Lackawanna Railroad in an attempt to stem its decline and consolidate resources. The Erie Lackawanna continued to decline and was absorbed by Conrail in 1976.

The New York, Susquehanna and Western Railway (NYS&W), also known as the Susie-Q, operated over 500 miles of track in New York, Pennsylvania, and New Jersey. The NYS&W was formed in 1881 from the merger of several smaller railroads. In 1898 the NYS&W was leased by the Erie Railroad which valued the company's connections within the anthracite coal mining region of Pennsylvania. Passenger service between Stroudsburg and New York City began in the fall of 1882 and continued until 1941. The company provided commuter service from Northern New Jersey to New York City until 1966. The railroad was purchased by the Delaware Otsego Corporation in 1980 and conducts operations as an intermodal freight transport business.

The NYS&W Stroudsburg Shops were located south of the Stroudsburg Cemetery and east of State Route 2004. The shops included an engineer repair shop, boiler shop, blacksmith shop, casting supply shed, carpenter shop, paint shop and a variety of other support structures (Sanborn Map Company 1930). A car repair shop was adjacent to the rail yard and was a major feature of the facilities. The complex also included a main office, supply buildings, and locker rooms. The facilities included a number of support structures, such as lumber sheds, oil tanks, sand houses, bins, towers, and water tanks. Following the closure of the shops most of the buildings and track were removed. The I-80 alignment, constructed in the 1960s, followed the NYS&W right-of-way along the south side of Stroudsburg and within Stroud Township. The shop location is currently occupied as a salvage yard.

In 1892 the Wilkes Barre & Eastern Railroad was chartered to establish a line to the Scranton area coal fields. The WB&E was a wholly-owned subsidiary of the New York, Susquehanna and Western Railway. The NYS&W had previously been dependent upon the Erie Railroad and Pennsylvania Railroad to complete its connection with major distribution centers. The WB&E was intended to be a NYS&W owned connection between the Scranton area coal fields and major distribution points along the east coast. In 1898 the Erie Railroad gained control of the NYS&W and its subsidiaries. Under the Erie Railroad management the WB&E declined in use as it already maintained connections between the anthracite region and its distribution sites. The WB&E continued in service until its bankruptcy in 1937, and the rail line was abandoned in 1939. The WB&E right-of-way was later incorporated into I-80 during the mid-twentieth century.

In 1907 a 4-mile street railway line was established in the Borough of Stroudsburg. In 1911 the electric railway was merged with another line to form the Stroudsburg, Water Gap & Portland Railway to create a 10-mile line which provided access to the Delaware Water Gap recreational area from Stroudsburg. In 1917 the company was reorganized as the Stroudsburg Traction Company. In 1925 the company incorporated buses as part of its operations. Increased automobile use challenged the feasibility of continued electric street railway. In 1928 the street railway was abandoned (Hilton and Doe 1960: 301).

During the late nineteenth century a national movement sought to improve the quality of America's roads. Originally supported by bicycle enthusiasts, it was later adopted by automobile manufacturers, tire makers, and the public. Supporters of the Good Roads Movement advocated for improved roads by lobbying government officials. In 1916 the Federal Aid Road Act was signed into law by President Woodrow Wilson, which ushered in the modern highway system. In 1920 the residents of Monroe County supported a major bond issue to help finance road construction in the county. By 1927 Monroe County had 58 miles of concrete road, 47 miles of bituminous road, and approximately 4,800 feet of brick road (in Stroudsburg) (Keller 1927: 500). Monroe County also had jurisdiction over 35 miles of abandoned former turnpike roads.

Several state routes converged on the Borough of Stroudsburg during the early twentieth century. The borough served as the county seat of government and a regional population center. State Route 164, State Route 165, State Route 168, and Route 169 provided connections with the surrounding communities with Stroudsburg (Benedict 1915). Most early highways incorporated and upgraded existing roads and turnpikes. Route 168 was later renamed as State Route 611, and Route 164 became U.S. Route 209. Both these routes are located within the I-80 Project APE.

On June 29, 1956, when the Interstate Act was passed, all highway planning was moved to the Pennsylvania Department of Highways. The beginning of construction of I-80 in Pennsylvania occurred on March 19, 1959 near Corsica. The first section to see construction was from Exit 308 (East Stroudsburg) to Exit 310 (Delaware Water Gap) in 1959. That section opened in 1960, at the same time work began on the section from Exit 70 (Strattanville) to Exit 78 (Sigel/Brookville). In 1953 the 2,465-foot-long Delaware Water Gap Toll Bridge opened to traffic and would become an important element of the I-80 corridor between Stroudsburg and New Jersey. I-80 follows the alignment of WB&E Railroad immediately south of Stroudsburg and within the project's APE.

Industrial Development

By the mid nineteenth century the Borough of Stroudsburg and surrounding communities had developed lumber/planning, textiles, tannery, and milling industries (**See Figures 15 & 16**). William Wallace established a major saw and planing mill operation in Stroudsburg during the nineteenth along McMichael Creek. By the mid-twentieth century the Frisbie Lumber Company operated at the site of the former William Wallace mill. A number of small shops and businesses had been established in Stroudsburg, including foundries, blacksmith shops, tinsmiths, and other skilled trades.

By 1850, several foundries were already established throughout Monroe County. These early foundries predominantly worked to aid in the repair of industrial machines and to produce agricultural implements. By 1850 John Salma owned a small foundry in the Borough of Stroudsburg and Simeon Schoonover operated another foundry in nearby Smithfield Township (1850 Manufacture's Census). As early as 1843 the Analomink Foundry produced bar iron that was predominantly used to service, and repair, the equipment for the silk and grist mills of

Monroe County (Appel, 1995). By 1870, five more foundries had been built within Monroe County (1870 Manufacture's Census).

During the nineteenth century industrial operations in Monroe County were not confined to Stroudsburg and other towns. The Tanite Company of Stroudsburg, Pennsylvania was founded in 1867 and produced emery wheels used in the manufacture of stoves, plows, hardware, and cutlery (Appel 1976: 87-88). The company was actually located in neighboring Stroud Township. The company produced a variety of machinery, including polishing machines, grinding machines, metal worker's tools, and emery wheel products (Technical Literature 1907: 391). The February 21, 1880 issue of *Scientific America* featured interior and exterior views of the Tanite Company and a description of the work conducted at the site. The facilities consisted of at least four buildings, including a power station and manufacturing plant.

With the presence and prominent position of the railroads in the area, the ability to repair railroad cars and machinery became a major concern. The New York, Susquehanna & Western Railroad (NYS & W) established a major car repair and logistical center in Stroudsburg during the late nineteenth century to help alleviate this problem. The shops included a car repair shop, engineer repair shop, boiler shop, blacksmith shop, casting supply shed, carpenter shop, and a variety of other support structures (Sanborn Map Company, 1930). These shops needed foundries to create the parts needed to fix the railroad cars. The H.B. Marsh & Son foundry was one of the many firms that were closely affiliated with the railroads. In 1902, in order to cut down on shipping expenses and gain proximity to these railroads, John and Eugene Marsh moved their foundry to 11 Foundry Street, in Stroudsburg, just north of these repair shops. This allowed them to be closer to their biggest clients, the railroads, and in particular the NYS & W.

The textile industry in Monroe County began on an industrial scale when the Stroudsburg Woolen Mill was established in 1865. In 1873 Thomas Kitson formed a partnership with William Wallace, a locally prominent businessman, and re-established the Stroudsburg Woolen Mill. Kitson gained experience at other textile mills in Connecticut and New York. The Kitson family operated the mill until the early 1930s. In 1933 the Holland Thread Company purchased the operation. During the 1890s, silk production was established in East Stroudsburg. The Ryle Silk Mill was built in 1895 on Brown Street, East Stroudsburg and was known as Gilbert Silk Mill during 1920s and 1930s. Several factors contributed to the location of textile firms in Monroe County, including the availability of a good labor market and a transportation network with connections to major east coast cities.

By 1919 the Borough of Stroudsburg was home to several silk and textile firms, including Stroudsburg Ribbon Mills, Stanford Silk Company, Monroe Silk Mills, Thomas Kitson & Son, and William Gilbert Company. Many of the companies were headquartered in New York, but maintained factories in Stroudsburg and other Monroe County communities (Pennsylvania Bureau of Statistics and Information 1919). The Amalgamated Silk Company, Star Ribbon Manufacturing Company, Stanford Silk Company and Gottier Ribbon Mill were some of the companies from New York that operated in the Stroudsburg vicinity. In 1922 the D.G. Derry, Inc. silk manufacturer was the largest employer in Stroudsburg, with 377 workers. The production of textiles was a major industry in Stroudsburg with several firms employing over 500 workers. Thomas Kitson & Son, Inc. and Monroe Silk Mills were other major textile employers in Stroudsburg (Pennsylvania Bureau of Statistics and Information 1922).

The Borough of East Stroudsburg also emerged as an industrial center, mainly located around the railroad. The Stroudsburg Roller Mill and East Stroudsburg Glass Company are only two of a number of industries that flourished in East Stroudsburg at the end of the nineteenth century. East

Stroudsburg also maintained several textile firms and included approximately 300 workers. Silk and other textiles continued to be produced in Stroudsburg and East Stroudsburg throughout the mid to late twentieth century, although the numbers of persons employed in the industry steadily declined.

In 1916 the leading employers in East Stroudsburg included International Boiler Works (100 workers) William Gilbert Company (silk – 83 workers), East Stroudsburg Glass Company (80 workers), and Whitehall Tatum Company (glass bottles – 105 workers). By far the largest employer in Stroudsburg in 1916 was the New York, Susquehanna & Western Railroad, with a workforce of 363 men. In 1919 Wilkes-Barre & Eastern Railroad had 450 workers in Stroudsburg (Pennsylvania Bureau of Statistics and Information 1916, Pennsylvania Bureau of Statistics and Information 1919).

In 1927 the Borough of Stroudsburg included various industrial and commercial enterprises. The silk and ribbon manufacturing was a major industry, with companies such as Thomas Kitson & Sons Inc. and Monroe Silk Mills employing hundreds of employees. Numerous smaller firms, employing between 20 and 100 workers, also established factories in Stroudsburg. The Erie Railroad system employed over 200 workers at its shops in Stroudsburg (Keller 1927: 275-276).

Many of the industrial operations of Stroudsburg and East Stroudsburg continued into the mid twentieth century, but steadily faced increased competition and eventually began to decline. The Gilbert Silk Mill continued in operation until the 1980s. The decline in railroad transportation coincided with the loss of industrial and manufacturing jobs during the mid to late twentieth century. Healthcare and education have emerged as large regional employers in the Stroudsburg and East Stroudsburg region. Monroe County developed a tourism industry during the late nineteenth century due in large part to improvements in rail and trolley service. The Pocono region remains a substantial tourist attraction and has millions of annual visitors and over \$1 billion in economic impact (Frank 2008).

Residential Development

The residential development within the I-80 Reconstruction Project study corridor spans the nineteenth and twentieth centuries. The earliest development was composed of individual farms and homesteads, including the Stroud-Hollinshead House, built c. 1800. During the nineteenth century the towns of Stroudsburg and East Stroudsburg developed in response to increased industrial and commercial growth. The town of Stroudsburg developed on a rectilinear block plan with a downtown commercial area (**See Figures 17 & 18**). Industrial development first emerged along McMichael Creek and consisted of various milling operations. During the early twentieth century streetcar lines encouraged residential development outside the densely populated center of Stroudsburg. During the twentieth century automobiles further opened areas to development immediately adjoining Stroudsburg. David Ames, in his *Context and Guidelines for Evaluating America's Historic Suburbs for the National Register of Historic Places*, defined several periods of residential development based upon their association with transportation development. These various periods included the Streetcar Suburbs (1888-1928), Automobile Era Suburbs (1908-1945), Post-World War II and Early Freeway Suburbs (1945-1960)

Streetcar Suburbs were initiated as a result of the successful development of the electrified streetcar in 1888 (Ames 1998: 15). Streetcar lines radiated out from the urban centers and were designed to open development up in an area up to several miles distant from the central business district. Streetcar transportation allowed middle and working classes to attain certain aspects of the suburban ideal as created by the more affluent suburban developments of the mid nineteenth

century. Streetcar Suburbs were defined by small lots, located on rectilinear plans within walking distance of streetcar lines. The establishment of streetcar lines in Stroudsburg improved access to the commercial downtown, opened surrounding areas to residential development, and encouraged tourism from nearby Delaware Water Gap.

The neighborhood of South Stroudsburg opened to further development during the early twentieth century as a result of transportation expansion, notably the construction of the street railway from Stroudsburg to the Delaware Water Gap area. The area had previously witnessed development with the construction of the passenger station along Storm Street during the 1880s. During the early 1900s developers made plans for housing along and adjacent to the two major roads that connected to downtown Stroudsburg: Park Avenue and Broad Street. The greatest period of development in South Stroudsburg took place between 1907 and 1912 and was confined largely to Broad Street, Barry Street, Lee Avenue and Park Avenue. South Stroudsburg includes a variety of building types and architectural styles. The mainly residential community was developed during the early twentieth century and embodies many of the prominent national styles of the period. In particular, the Foursquare, Colonial Revival, and Bungalow styles are found within South Stroudsburg.

Early Automobile Suburbs developed during the early twentieth century as a result of the emergence of the automobile as a reliable and affordable means of transportation. The increased use of automobiles during the 1920s led to speculation on the development of land on the fringes of metropolitan urban centers and encouraged the development of early automobile suburbs. During the early twentieth century the real estate entrepreneur emerged (Ames 1998: 19). Previously developers acquired land, developed plans, and sold lots to individuals and builders. The automobile also served to transform the suburban landscape, introducing a variety of distinctive elements including shopping centers, commercial strips, gas stations, garages, motels, and other roadside operations. The architecture of the Early Automobile Suburbs reflected national trends, including Colonial, Tudor, and Dutch revivals (Ames 1998: 18). Garages for automobiles appeared on residential properties along alleys and eventually driveways attached to residences. While there do not appear to be any noteworthy examples of early automobile suburban developments within the I-80 study corridor, there are isolated and small scale residential developments established during this period that can be found. These small collections generally lack the complexity and expected characteristics of well-planned suburban neighborhoods.

The pre-World War II period (1880-1940) was dominated by the Eclectic style, stressing pure copies of traditions established in Europe and the Colonial period. The Eclectic style included Colonial Revival, Tudor Revival, and others. The Cape Cod style dwelling was popularized during the early-to-mid twentieth century. The Foursquare design is a common early to mid-twentieth century building type and was readily identifiable due to its plain, box-like design. The Colonial Revival style dwelling was popularized during the early-twentieth century and is typified by a symmetrical façade with an accentuated front door that may be extended forward to include an entrance porch supported by columns (McAlester 1986: 321). The best example of this type of residential development can be found along Bryant Street, in South Stroudsburg, although the neighborhood includes modern intrusions and lacks an overall unity of design and planning.

Post-World War II and Early Freeway Suburbs have been characterized by low density, single family homes on small plots, and uniformity in construction and design. Post-World War II suburban development was identifiable for its zoning patterns that focused on the separation of

residential and commercial development. Subdivisions were often established from rural and agricultural lands that were planned and developed by a single real estate company.

Post-war suburban development was generally located on the periphery, isolated from existing development. Increased mobility and increasing land costs within cities led developers to move further away from the urban center. Improved roads and highways aided the development of the Freeway Suburb. These suburbs are generally characterized by low density in lot sizes and uniformity in architectural design. The architecture of the period was dominated by the Colonial Revival, Cape Cod, Minimal Traditional, and Ranch styles. The suburban development of the period was also characterized by its racial and economic homogeneity. The better examples of the post-war suburbs featured curvilinear streets with cul-de-sacs and amenities such as parks and sidewalks. Numerous small-scale post-war suburban developments are located in the I-80 corridor, but overall they lack the design, layout, and full compliment of resources expected of good examples of post-war suburbanization (**See Figure 19**).

The construction of Interstate 80 began at various locations during the late 1950s and continued into the 1960s as part of the expansion of the Interstate Highway System (**See Figure 20**). The first section in Pennsylvania to see construction was from Exit 308 (East Stroudsburg) to Exit 310 (Delaware Water Gap) in 1959. The construction of I-80 in northeastern Pennsylvania had a major impact on Stroudsburg and the surrounding community. The improved transportation network increased access and opened the area to further development, including growth related to tourism.

Housing construction within the South Stroudsburg neighborhood continued throughout the mid to late twentieth century, and popular period designs and styles, such as Minimal Traditional, Cape Cod, and Ranch, can be found in the community. The Minimal Traditional style house was a dominant form in American tract and subdivision housing from the 1940s into the 1950s. During the late twentieth century the suburban townships surrounding Stroudsburg witnessed increased residential development in the form of planned suburban enclaves. The large-scale post World War II suburbanization did not develop significantly in Monroe County, but the region continued to experience construction of planned residential development throughout the late twentieth and early twenty-first centuries.



**Figure 15
Historic Map, 1860**

Pennsylvania Department of
Transportation, District 5-0
SR 0080-17M, Interstate 80 (I-80)
Reconstruction Project

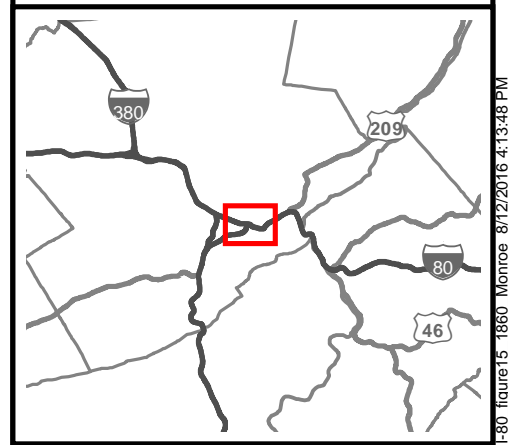
Stroudsburg Borough,
East Stroudsburg Borough,
and Stroud Township,
Monroe County, PA

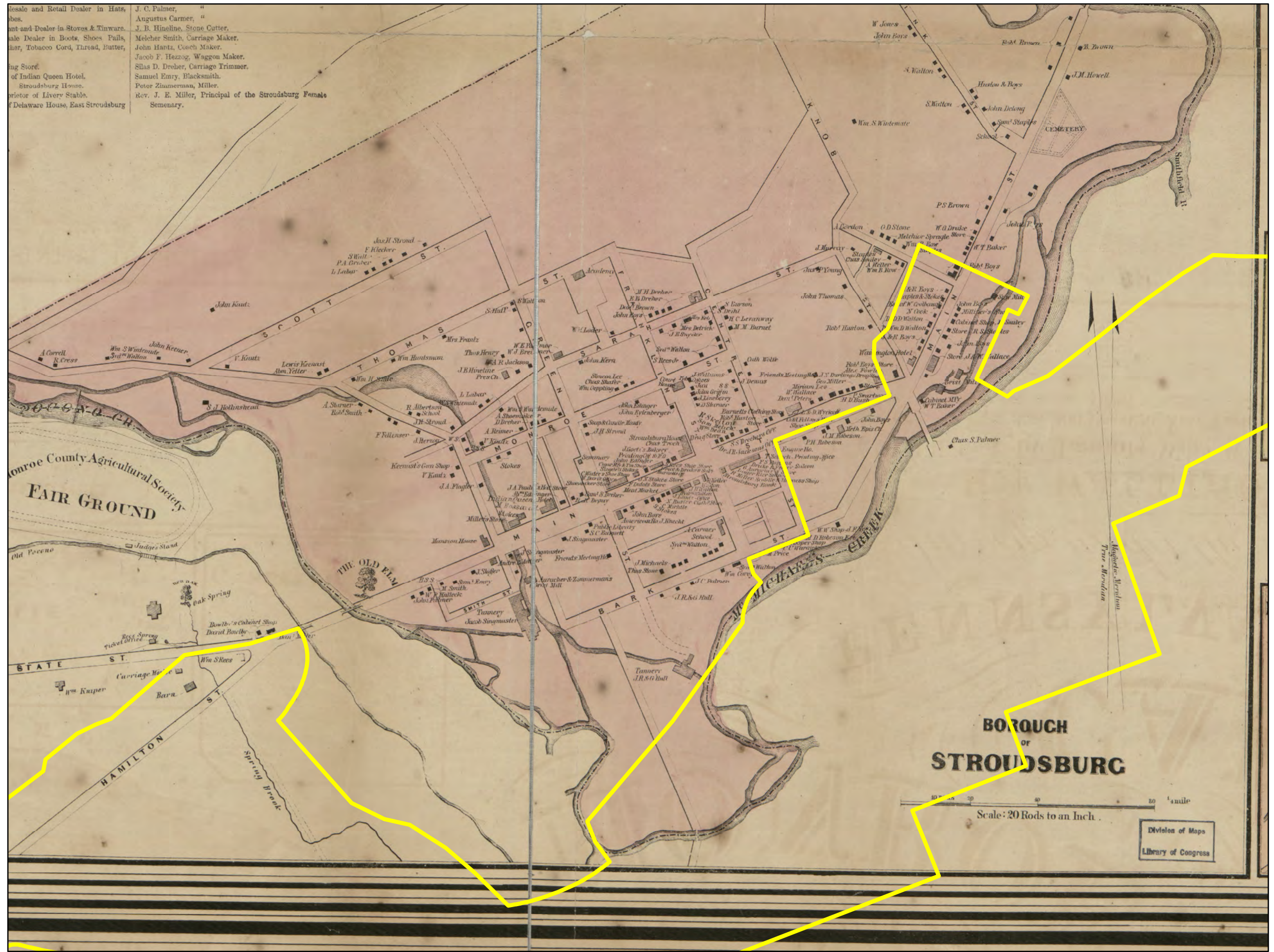
Source: Map of the counties
of Monroe and Carbon, Pennsylvania, 1860

 Area of Potential Effects



Not to Scale





Resale and Retail Dealer in Hats, Shoes, and Boots.
 Dealer in Stoves & Tinware.
 Dealer in Boots, Shoes, Pails, and Tobacco Cord, Thread, Butter, and Soap.
 Dealer in Indian Queen Hotel.
 Stroudsburg House.
 Proprietor of Livery Stable.
 Delaware House, East Stroudsburg

J. C. Palmer, "Augustus Carmer, " J. B. Hineline, Stone Cutter, Melcher Smith, Carriage Maker, John Hantz, Coach Maker, Jacob F. Hezzog, Waggon Maker, Silas D. Dreher, Carriage Trimmer, Samuel Emry, Blacksmith, Peter Zimmerman, Miller, Rev. J. E. Miller, Principal of the Stroudsburg Female Seminary.

**Figure 16
Historic Map, 1860**

Pennsylvania Department of Transportation, District 5-0

SR 0080-17M, Interstate 80 (I-80) Reconstruction Project

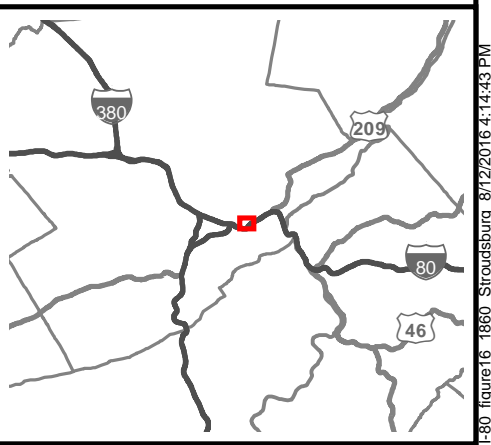
Stroudsburg Borough, East Stroudsburg Borough, and Stroud Township, Monroe County, PA

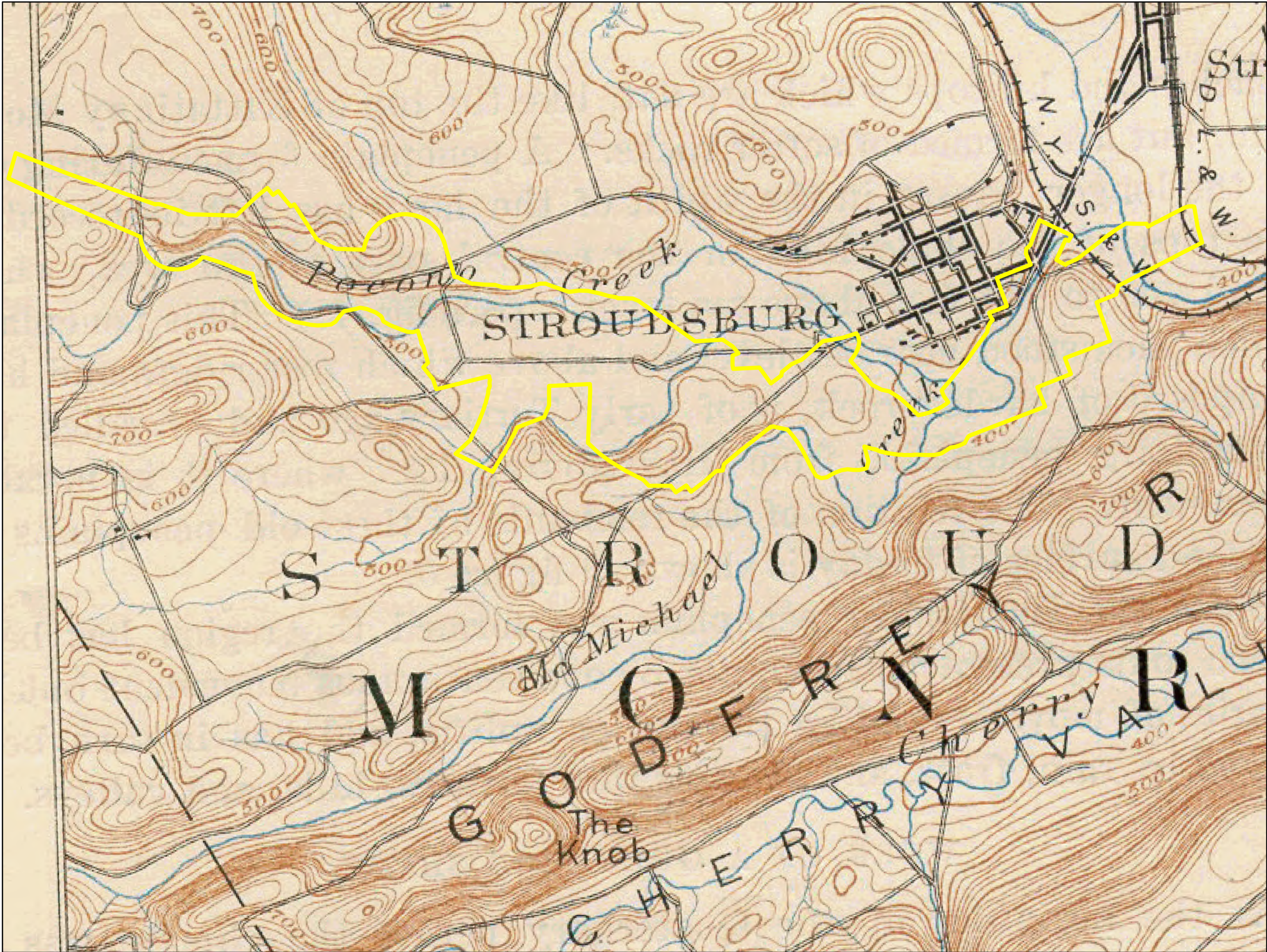
Source: Map of the counties of Monroe and Carbon, Pennsylvania, 1860

Area of Potential Effects



Not to Scale





**Figure 17
Historic Map, 1893**

Pennsylvania Department of
Transportation, District 5-0

SR 0080-17M, Interstate 80 (I-80)
Reconstruction Project

Stroudsburg Borough,
East Stroudsburg Borough,
and Stroud Township,
Monroe County, PA

Source: USGS 1:62,500
Delaware Water Gap Sheet
Edition of Nov. 1893, reprinted 1930

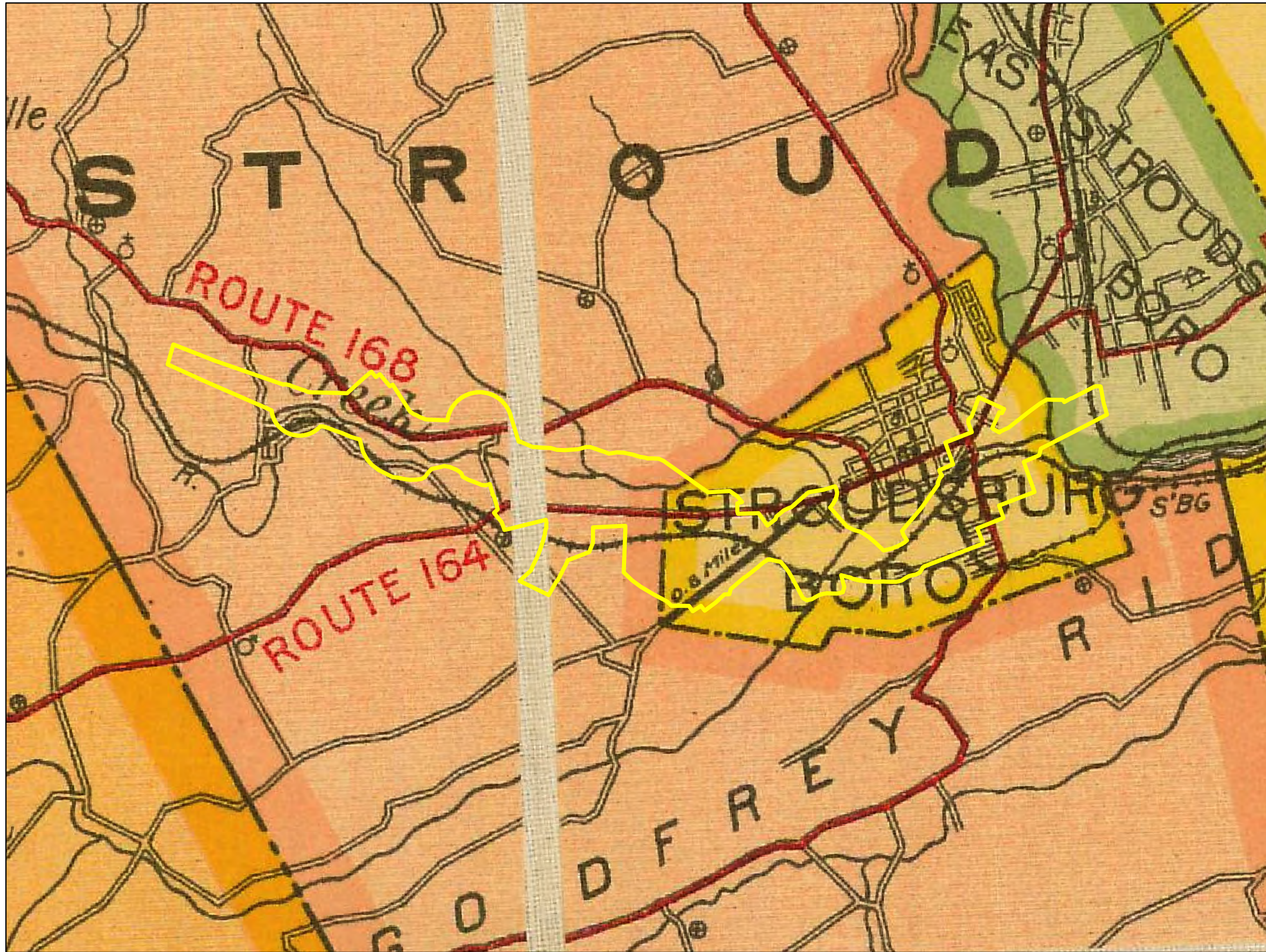
 Area of Potential Effects



Not to Scale



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**Figure 18
Historic Map, 1915**

Pennsylvania Department of
Transportation, District 5-0

SR 0080-17M, Interstate 80 (I-80)
Reconstruction Project

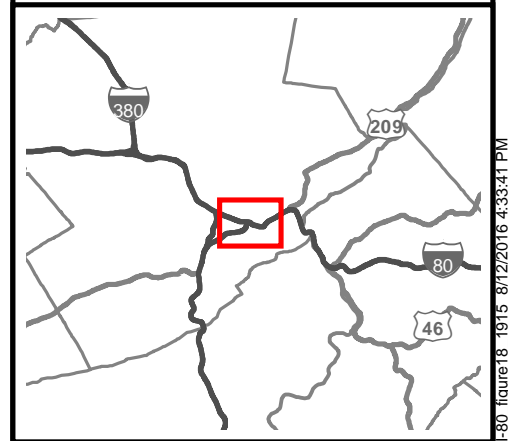
Stroudsburg Borough,
East Stroudsburg Borough,
and Stroud Township,
Monroe County, PA

Source:
Map of the Public Roads in Monroe County
State Highway Department
May 1, 1915

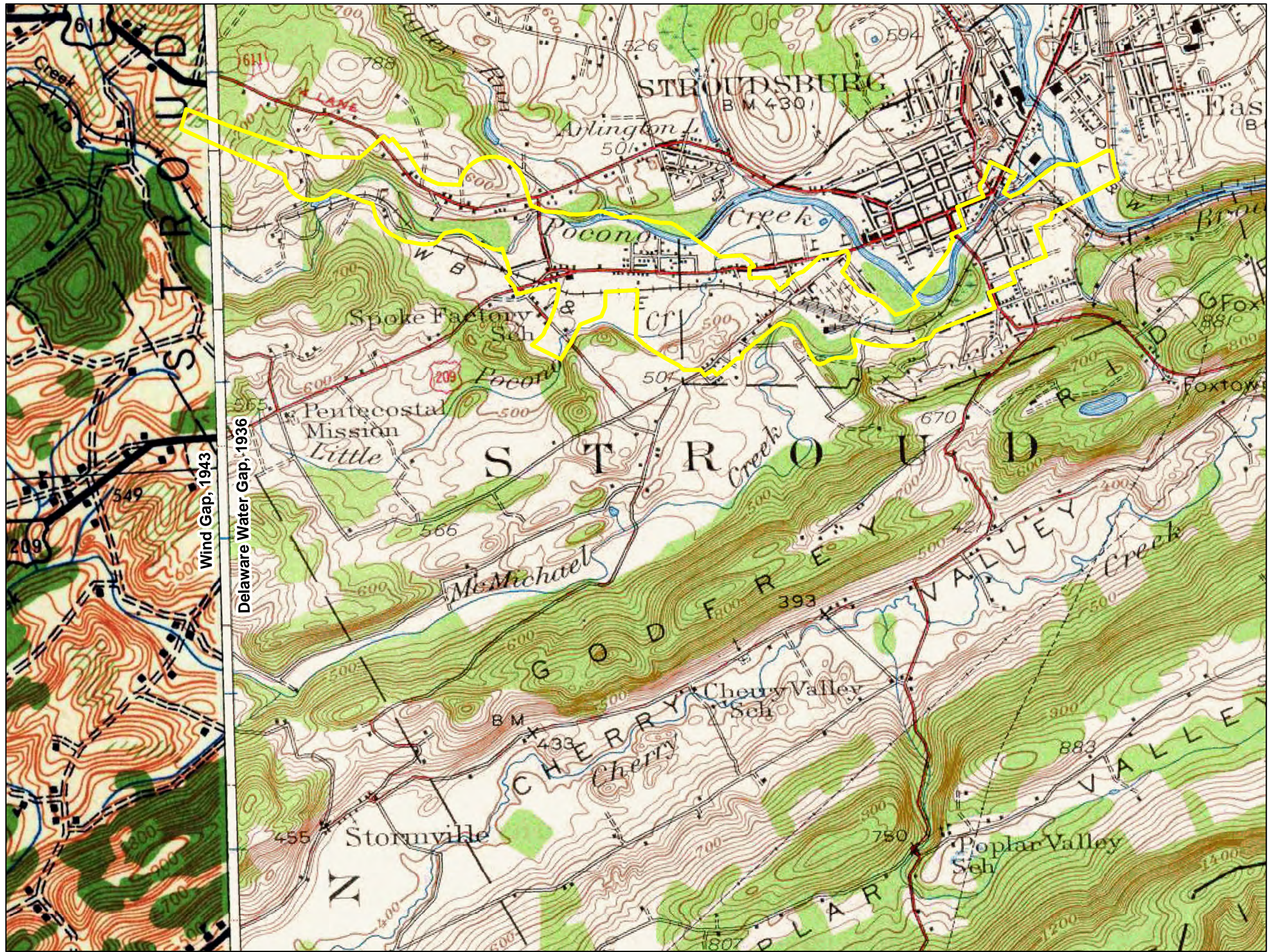
 Area of Potential Effects



Not to Scale



80_figure18_1915_8/12/2016_4:33:41 PM



**Figure 19
Historic Map, 1936**

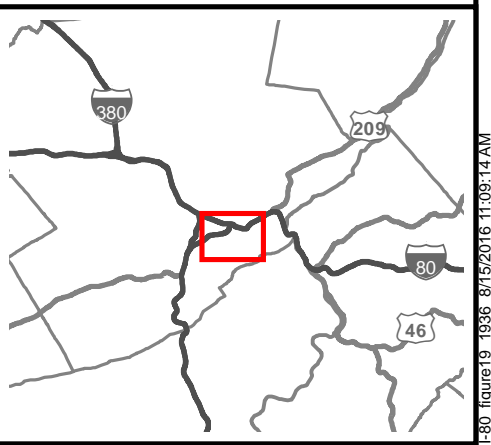
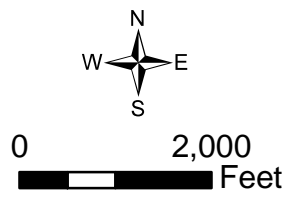
Pennsylvania Department of
Transportation, District 5-0

SR 0080-17M, Interstate 80 (I-80)
Reconstruction Project

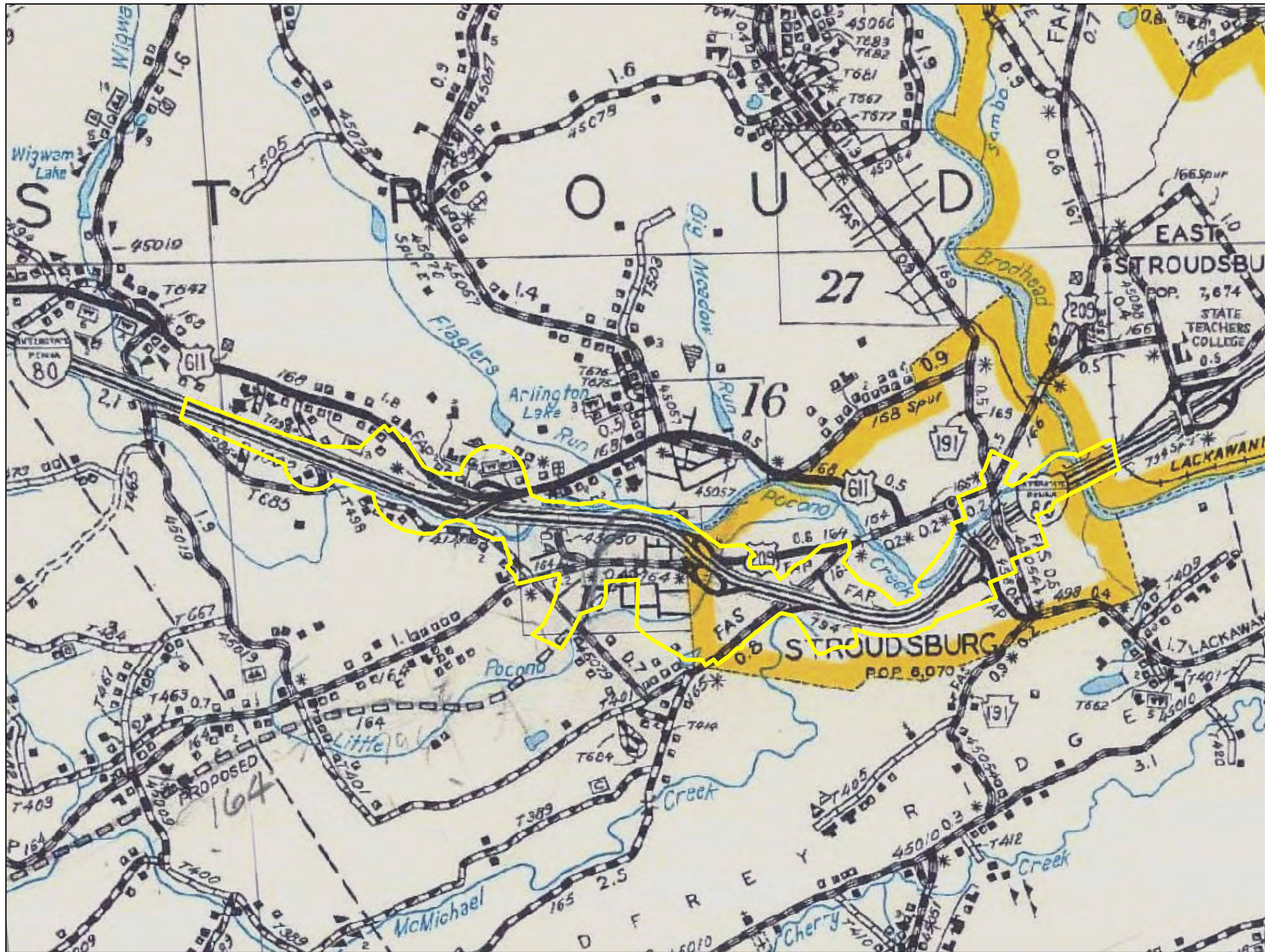
Stroudsburg Borough,
East Stroudsburg Borough,
and Stroud Township,
Monroe County, PA

Source: USGS 1:62,500
Delaware Water Gap Sheet, 1936 and
Wind Gap Sheet 1943

 Area of Potential Effects



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**Figure 20
Historic Map, 1961**

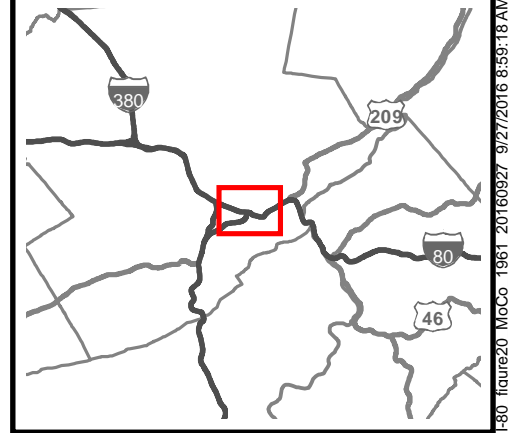
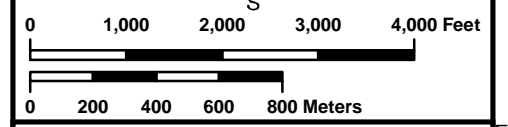
Pennsylvania Department of
Transportation, District 5-0

SR 0080-17M, Interstate 80 (I-80)
Reconstruction Project

Stroudsburg Borough,
East Stroudsburg Borough,
and Stroud Township,
Monroe County, PA

Source: General Highway Map
Monroe County, Pennsylvania
Pennsylvania Department of Highways, 1961
2016

 Area of Potential Effects



80_figure20_McCo_1961_20160927_9/27/2016 8:59:18 AM

HISTORIC STRUCTURES SURVEY

Field investigations were undertaken at various times between April 2014 and June 2016. McCormick Taylor, Inc. staff conducted the field investigations and applied the methodology which was developed in coordination with PennDOT District 5-0. Each of the surveyed resources have been keyed to mapping (**See Figures 21-26**).

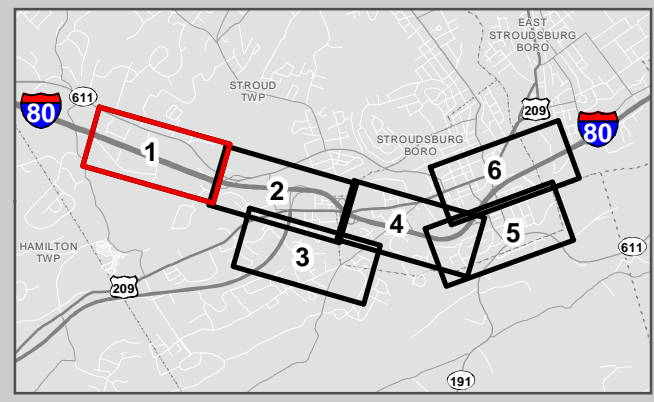
The survey resulted in the identification of one (1) NRHP listed and three (3) NRHP eligible resources within the project APE. These include the Kitson Woolen Mill (#064337), Stroudsburg Commercial Historic District (#141880), Stroudsburg U.S. Post Office (#064420) and Wallace Hardware Building (#038768). The survey confirmed the previously National Register evaluations for these four (4) properties.

A total of twenty-two (22) structures were documented with tabulation and photographs. These properties are located within the APE, but were determined to have limited potential to be impacted by the proposed project (**See Table 1**).

A total of twenty-six (26) resources were documented on abbreviated PHRS forms. These properties are recommended not eligible for the NRHP (**See Table 2, Appendix C**). This total includes one (1) previously identified, but unevaluated resource: 114 Park Avenue (Key #038810).

A total of ten (10) groupings were surveyed as part of the project. The ten (10) groupings are recommended not eligible for the NRHP (**See Table 3, Appendix D**).

Standard PHRS forms were completed for eleven (11) properties (**See Table 4, Appendix E**). Three of these properties were previously identified, but were not evaluated for the NRHP at that time. These include Stroud-Hollinshead House (Key # 038764), Mengle House (Key # 038599), and Stroudsburg Cemetery (Key # 038809). The survey recommended the Stroud-Hollinshead House as eligible for listing in the NRHP under Criterion C as a good representative example of an early nineteenth century Georgian style residence with early twentieth century Colonial Revival elements retaining a high level of integrity.



Area of Potential Effects

Survey Documentation

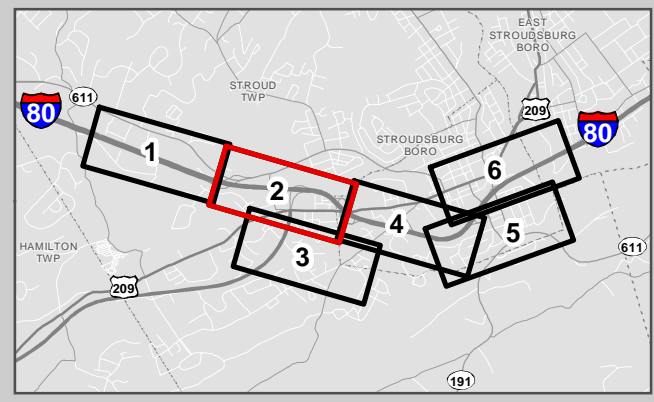
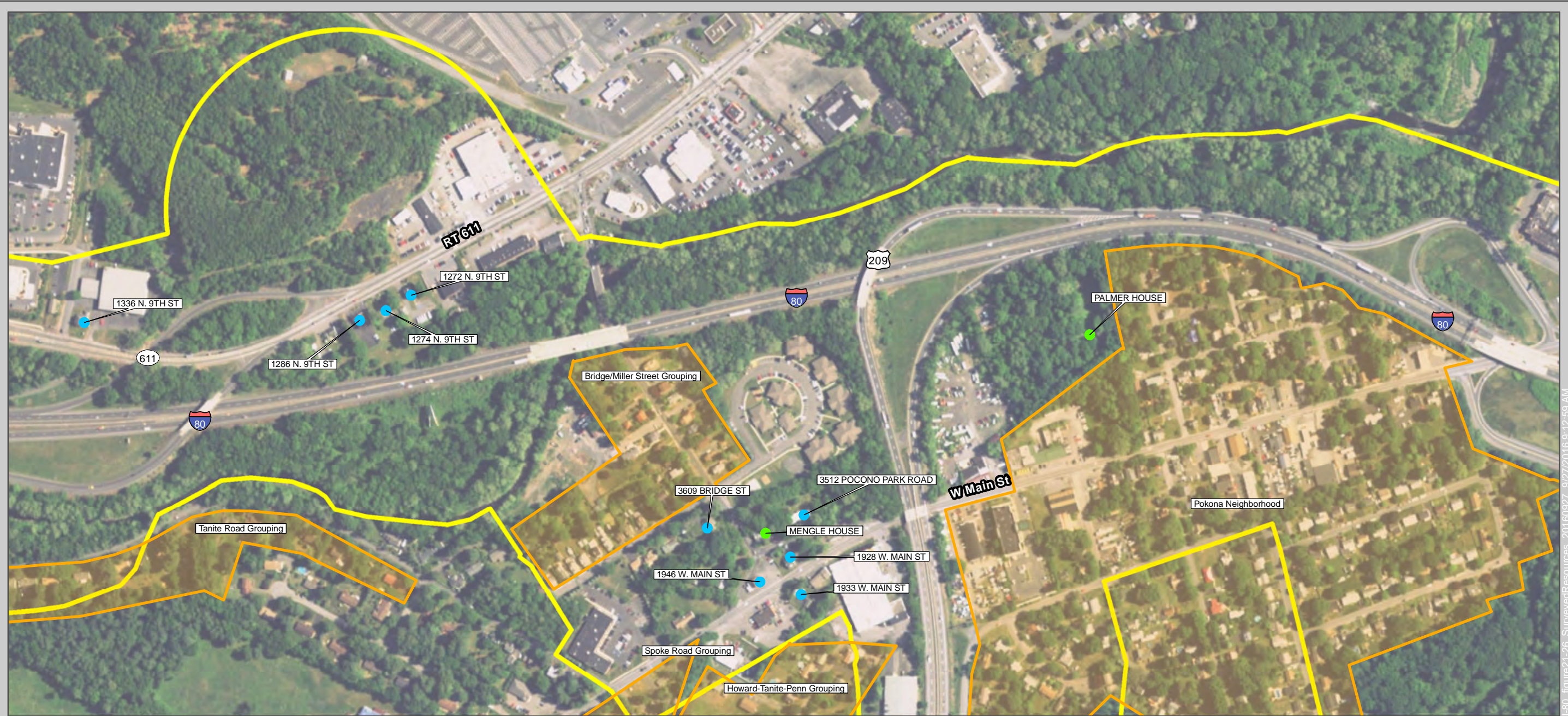
- Area of Potential Effects
- Standard PHRS Forms
- Grouping
- Standard PHRS Forms
- Abbreviated PHRS Forms
- Photograph Documentation

**Figure 21
(Sheet 1 of 6)
Surveyed Resources Map**

Pennsylvania Department of Transportation, District 5-0
SR 0080-17M, Interstate 80 (I-80) Reconstruction Project
Stroudsburg Borough, East Stroudsburg Borough,
and Stroud Township, Monroe County, PA

Source: Esri and DigitalGlobe, 2013
2016

I-80_figure21-26_SurveyedResources_20160927_9/27/2016 9:12:59 AM



Area of Potential Effects

Survey Documentation

- Area of Potential Effects
- Grouping
- Standard PHRS Forms
- Abbreviated PHRS Forms
- Photograph Documentation

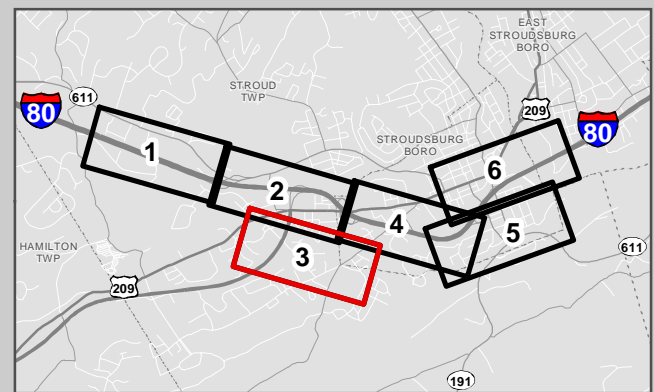
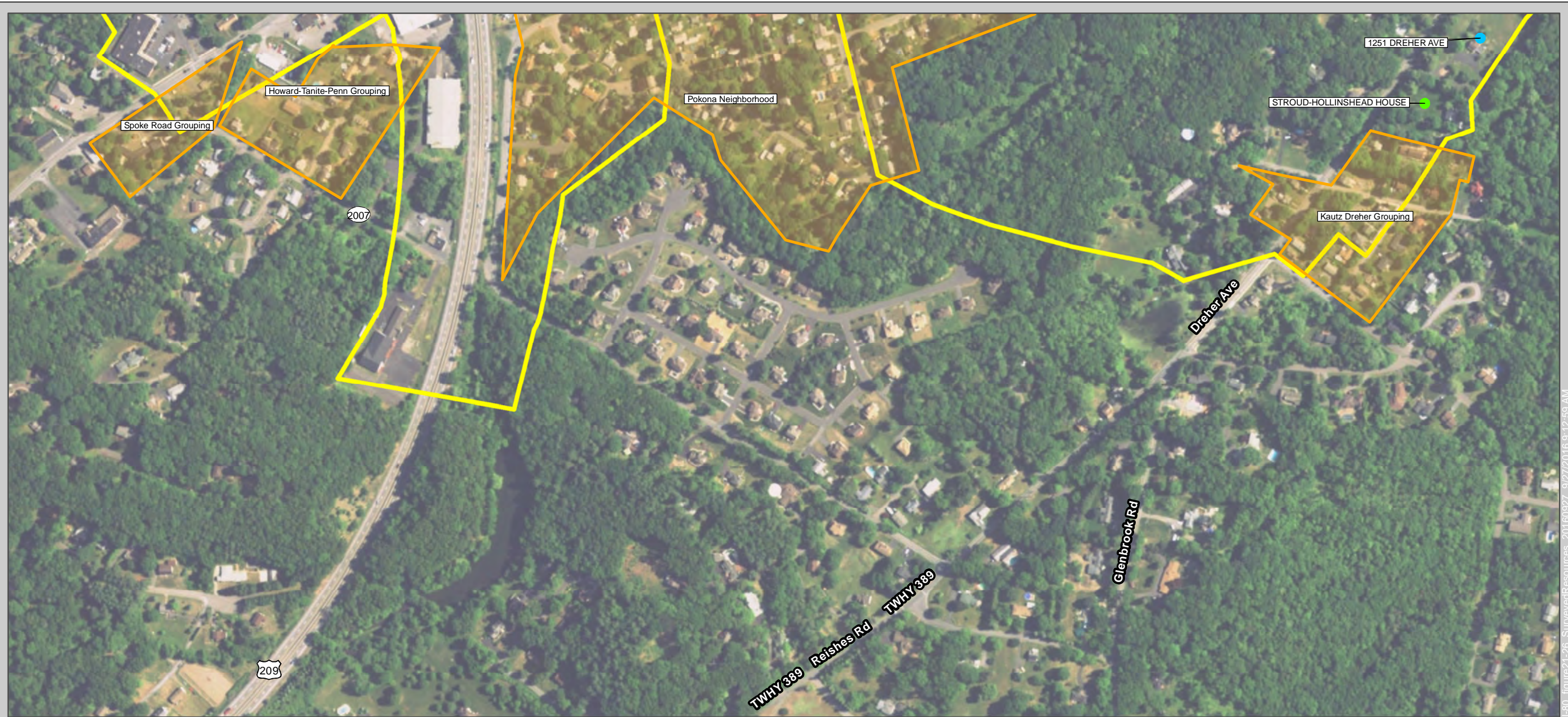
**Figure 22
(Sheet 2 of 6)
Surveyed Resources Map**

Pennsylvania Department of Transportation, District 5-0
SR 0080-17M, Interstate 80 (I-80) Reconstruction Project
Stroudsburg Borough, East Stroudsburg Borough,
and Stroud Township, Monroe County, PA

**McCORMICK
TAYLOR**

Source: Esri and DigitalGlobe, 2013
2016

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Area of Potential Effects


Survey Documentation

- Area of Potential Effects
- Standard PHRS Forms
- Grouping
- Standard PHRS Forms
- Abbreviated PHRS Forms
- Photograph Documentation




**Figure 23
(Sheet 3 of 6)
Surveyed Resources Map**

Pennsylvania Department of Transportation, District 5-0
SR 0080-17M, Interstate 80 (I-80) Reconstruction Project
Stroudsboro Borough, East Stroudsboro Borough,
and Stroud Township, Monroe County, PA

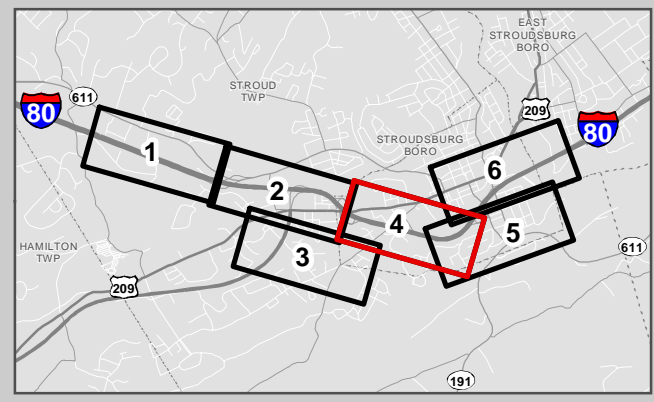


Source: Esri and DigitalGlobe, 2013
2016

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Area of Potential Effects

Survey Documentation

- Standard PHRS Forms
- Abbreviated PHRS Forms
- Photograph Documentation

Area of Potential Effects

Grouping

● Standard PHRS Forms

● Abbreviated PHRS Forms

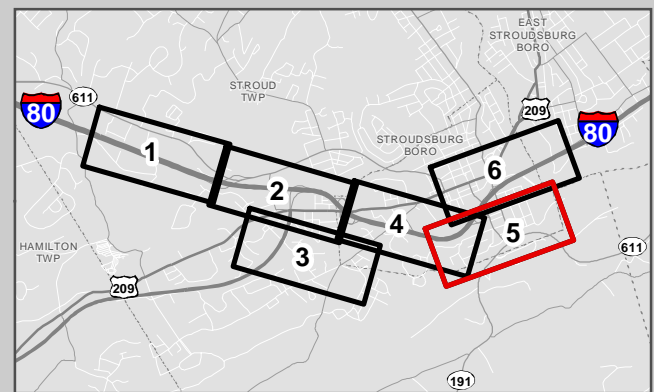
● Photograph Documentation

Figure 24
(Sheet 4 of 6)
Surveyed Resources Map

Pennsylvania Department of Transportation, District 5-0
SR 0080-17M, Interstate 80 (I-80) Reconstruction Project
Stroudsburg Borough, East Stroudsburg Borough,
and Stroud Township, Monroe County, PA

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TAYLOR**

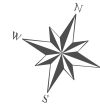
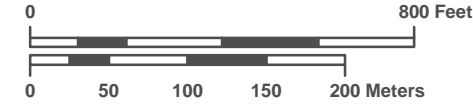
Source: Esri and DigitalGlobe, 2013
2016



Area of Potential Effects


Survey Documentation

- Standard PHRS Forms
- Grouping
- Standard PHRS Forms
- Abbreviated PHRS Forms
- Photograph Documentation

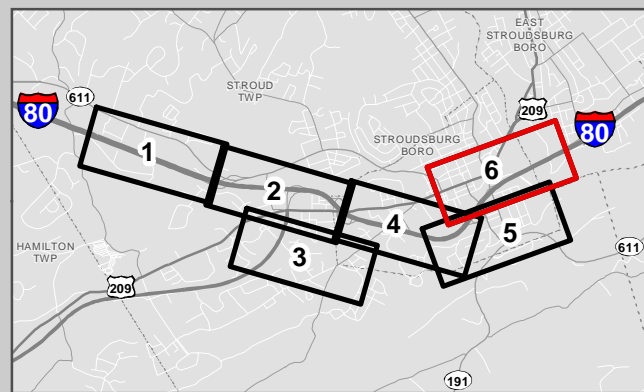
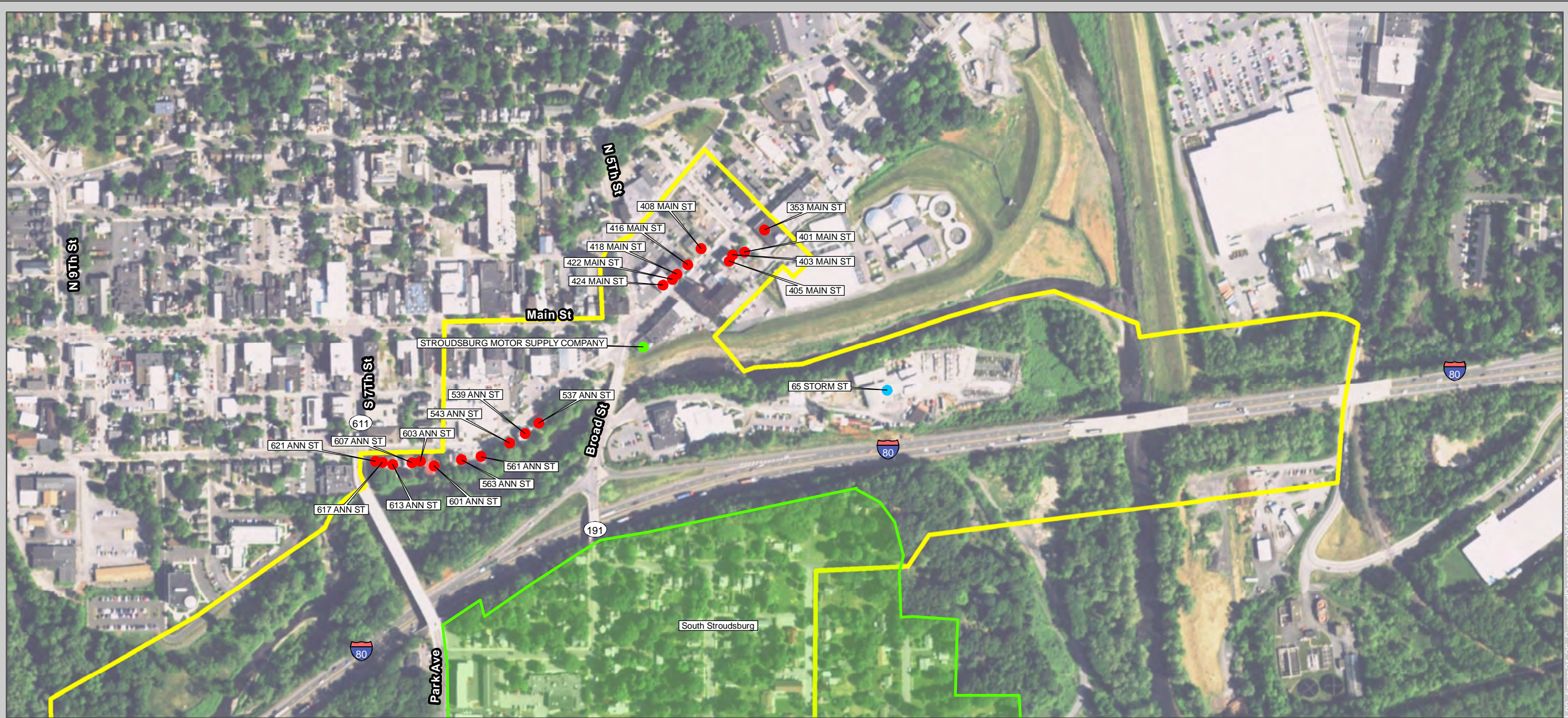
**Figure 25
(Sheet 5 of 6)
Surveyed Resources Map**

Pennsylvania Department of Transportation, District 5-0
SR 0080-17M, Interstate 80 (I-80) Reconstruction Project
Stroudsburg Borough, East Stroudsburg Borough,
and Stroud Township, Monroe County, PA



Source: Esri and DigitalGlobe, 2013
2016

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- Area of Potential Effects
- Survey Documentation**
- Standard PHRS Forms
- Grouping
- Standard PHRS Forms
- Abbreviated PHRS Forms
- Photograph Documentation



Figure 26
(Sheet 6 of 6)
Surveyed Resources Map

Pennsylvania Department of Transportation, District 5-0
SR 0080-17M, Interstate 80 (I-80) Reconstruction Project
Stroudsburg Borough, East Stroudsburg Borough,
and Stroud Township, Monroe County, PA

**McCORMICK
TAYLOR**
Source: Esri and DigitalGlobe, 2013
2016

I-80_figure21-26_SurveyedResources_20160927_9/27/2016 9:12:59 AM

Photographic Documentation

At the direction of PennDOT, it was determined that resources within the APE which had limited potential to be impacted by the project, but met minimum requirements for evaluation for the NRHP would be noted with minimal documentation. At the January 27, 2014 field view with representatives from PennDOT, PHMC, AECOM, and McCormick Taylor, Inc. the documentation standards for those resources within the APE were established. At the direction of PennDOT, it was determined that resources within the APE that met minimum requirements for evaluation for the NRHP, but had limited potential to be impacted by the project would be surveyed with minimal documentation. The documentation of these resources would include photographic documentation with brief descriptions noted in the survey/eligibility report. It was anticipated that upon further investigation that the number and level of documentation for the above noted properties may be revised as research and field work progressed.

The following twenty-two (22) resources met the minimum requirements for evaluation for the NRHP, but had limited potential to be impacted by the project due to the nature of the proposed project activities at those locations. In general, these resources fall within the viewshed of project activities which are limited to minor roadway improvements that will not encroach upon the properties' tax parcel boundaries. If the project should be modified or altered and have potential to impact any of the photo documented resources, further investigations may be required.

The photographic documentation was undertaken by McCormick Taylor, Inc. staff on various dates between May 2015 and September 2015.

**Table 1
Surveyed Resources: Photographic Documentation**

Resource	Location	Description	Map Reference
432 Dogwood Rd	Stroud Township	Mid-20 th century 5 bay, 1 story Ranch-style residence.	Fig. 21
319 White Stone Corner Road	Stroud Township	Ca. 1900 2 story, 4 bay frame dwelling. Extensively altered.	Fig. 21
353 Main Street	Stroudsburg Borough	Early 20 th century 2 story, 3 bay brick commercial building	Fig. 26
401 Main Street	Stroudsburg Borough	Early 20 th century 2 ½ story, 3 bay Colonial Revival style residence	Fig. 26
403 Main Street	Stroudsburg Borough	Late 19 th century 3 story, 4 bay Italianate style building	Fig. 26
405 Main Street	Stroudsburg Borough	Late 19 th century 3 story, 3 bay Italianate style building	Fig. 26
408 Main Street	Stroudsburg Borough	Mid-20 th century 1 story International style office building.	Fig. 26
416 Main Street	Stroudsburg Borough	Late 19 th century 2 story, 5 bay frame dwelling.	Fig. 26
418-420 Main Street	Stroudsburg Borough	Late 19 th century 4 bay, 3 story vernacular building.	Fig. 26
422 Main Street	Stroudsburg Borough	Early 20 th century 3 story, 3 bay vernacular building.	Fig. 26

424 Main Street	Stroudsburg Borough	Early 20 th century 3 story, 6 bay Italianate style commercial/apartment building.	Fig. 26
537 Ann Street/ Stroudsburg Freight Station (#032621)	Stroudsburg Borough	Former railroad depot (previously recommended not eligible)	Fig. 26
539 Ann Street	Stroudsburg Borough	Early 20 th century 2 ½ story, 6 bay duplex with Bungalow style elements.	Fig. 26
543 Ann Street	Stroudsburg Borough	Late 19 th /early 20 th century 1 ½ story, 2 bay vernacular residence.	Fig. 26
561 Ann Street	Stroudsburg Borough	Late 19 th /early 20 th 3 bay, 2 ½ story vernacular dwelling.	Fig. 26
563 Ann Street	Stroudsburg Borough	Late 19 th century 2 ½ story, 2 bay gable front vernacular dwelling.	Fig. 26
601 Ann Street	Stroudsburg Borough	Mid 19 th 3 bay, 2 ½ story vernacular dwelling.	Fig. 26
603 Ann Street	Stroudsburg Borough	Late 19 th century 2 ½ story, 2 bay vernacular frame dwelling.	Fig. 26
607 Ann Street	Stroudsburg Borough	Mid-19 th century, 2 ½ story, 6 bay vernacular brick residence.	Fig. 26
613 Ann Street	Stroudsburg Borough	Ca. 1895 2 story, 4 bay vernacular duplex.	Fig. 26
617 Ann Street	Stroudsburg Borough	Ca. 1895 2 ½ story, 3 bay vernacular style residence.	Fig. 26
621 Ann Street	Stroudsburg Borough	Ca. 1895 2 ½ story, 3 bay vernacular residence.	Fig. 26



Photograph 1: 432 Dogwood Road



Photograph 2: 319 White Stone Corner Road.



Photograph 3: 353 Main Street.



Photograph 4: 401 Main Street.



Photograph 5: 403 Main Street and 405 Main Street.



Photograph 6: 408 Main Street.



Photograph 7: 416 Main Street.



Photograph 8: 418-420 Main Street.



Photograph 9: 422 Main Street.



Photograph 10: 424 Main Street.



Photograph 11: 537 Ann Street.



Photograph 12: 539 Ann Street.



Photograph 13: 543 Ann Street.



Photograph 14: 561 Ann Street.



Photograph 15: 563 Ann Street.



Photograph 16: 601 Ann Street.



Photograph 17: 603 Ann Street.



Photograph 18: 607 Ann Street.



Photograph 19: 613 Ann Street.



Photograph 20: 617 Ann Street.



Photograph 21: 621 Ann Street.

Abbreviated Historic Resource Survey Forms

Based upon the methodology established for the project in coordination with PennDOT and PA SHPO, it was determined that properties fifty (50) years or older, but clearly lacking historical significance or architectural distinction and had potential to be impacted by the proposed project, were documented on abbreviated PHRS forms.

A total of twenty-six (26) properties were documented on abbreviated PHRS forms. These properties ranged from early-to-mid twentieth century residential properties to transportation, industrial, and commercial properties. The residential properties encompassed a wide range of architectural styles, including examples of the Bungalow, Dutch Colonial Revival, and vernacular dwellings from the early-to-mid twentieth century. A number of mid twentieth century residences were also found within the APE, including examples of the Ranch, Minimal Traditional, Cape Cod, Neocolonial Revival, and Mediterranean styles. The surveyed properties included a number of non-residential structures, including transportation, commercial, and industrial related resources. The property at 2 Katz Road was part of the former New York, Susquehanna & Western Railroad. The property at 114 Park Avenue was the former trolley barn for the Stroudsburg & Water Gap Street Railway.

The resources surveyed through the completion of abbreviated PHRS forms are included on **Table 2** and in **Appendix C**.

Table 2
Surveyed Resources: Abbreviated Historic Resource Survey Forms

Resource	Location	Description	NRHP Recommendation	Map Reference
2 Katz Road	Stroudsburg Borough	Ca. 1900 industrial building	Not Eligible	Fig. 24
65 Storm Street	Stroudsburg Borough	Ca. 1910 industrial building	Not Eligible	Fig. 26
114 Park Avenue	Stroudsburg Borough	1907 trolley barn	Not Eligible	Fig. 25
300 Tanite Road	Stroud Township	Ca. 1860 Vernacular 2 ½ story,	Not Eligible	Fig. 21

		3 bay frame dwelling.		
314 White Stone Corner Road	Stroud Township	1956 Ranch style 1 story, 4 bay dwelling.	Not Eligible	Fig. 21
315 White Stone Corner Road	Stroud Township	1952 one story, 3 bay gable front Vernacular dwelling.	Not Eligible	Fig. 21
338 White Stone Corner Road	Stroud Township	1932 Vernacular 2 ½ story, 3 bay frame dwelling.	Not Eligible	Fig. 21
353 White Stone Corner Road	Stroud Township	Ca. 1950 1½ story, frame residence.	Not Eligible	Fig. 21
433 Dogwood Road	Stroud Township	Ca. 1960 2 story, 4 bay Neocolonial style residence.	Not Eligible	Fig. 21
1220 Dreher Ave	Stroudsburg Borough	Ca. 1950 2 story, 3 bay Bungalow style residence.	Not Eligible	Fig. 24
1222 Dreher Ave	Stroudsburg Borough	Ca. 1930 2 story, 3 bay Dutch Colonial Revival	Not Eligible	Fig. 24
1224 Dreher Ave	Stroudsburg Borough	Ca. 1950 1 ½ story, 3 bay Cape Cod style residence.	Not Eligible	Fig. 24
1225 Dreher Ave	Stroudsburg Borough	Ca. 1925 1 ½ story, 4 bay Bungalow style residence.	Not Eligible	Fig. 24
1251 Dreher Ave	Stroudsburg Borough	3 bay, 2 story Dutch Colonial Revival residence built in 1928.	Not Eligible	Fig. 23 & 24
1272 N. 9 th Street	Stroud Township	Ca. 1930 2 ½ 2 bay Foursquare style building	Not Eligible	Fig. 22
1274 N. 9 th Street	Stroud Township	Ca. 1940 2 ½ story, 3 bay Colonial Revival style residence.	Not Eligible	Fig. 22
1286 N. 9 th Street	Stroud Township	Ca. 1925 2 story, 4 bay residence with elements of the Bungalow and Colonial Revival styles.	Not Eligible	Fig. 22
1336 N. 9 th Street	Stroud Township	Ca. 1940 2 ½ story, 4 bay vernacular frame structure.	Not Eligible	Fig. 22
1409 N. 9 th Street	Stroud Township	Mid-20 th century 1-2 story, 7 bay Mediterranean style residence.	Not Eligible	Fig. 21
1413 N. 9 th Street	Stroud Township	Early 20 th century 2 ½ story, 3 bay frame dwelling.	Not Eligible	Fig. 21
1928 W. Main Street	Stroud Township	Early 20 th century 1 ½ story, 3 bay Bungalow style residence.	Not Eligible	Fig. 22
1933 W. Main Street	Stroud Township	Mid-20 th century 2 bay, 1 ½ story Bungalow style residence.	Not Eligible	Fig. 22
1946 W. Main Street	Stroud Township	Early 20 th century 2 ½ story, 4 bay vernacular dwelling converted to a business.	Not Eligible	Fig. 22
3512 Pocono Park Road	Stroud Township	Ca. 1950 1 story, 7 bay vernacular residence.	Not Eligible	Fig. 22
3609 Bridge Street	Stroud Township	Ca. 1925 2 story, 4 bay vernacular residence.	Not Eligible	Fig. 22
Gaunt Road	Stroud Township	2-3 story, multi bay early 20 th century concrete industrial building.	Not Eligible	Fig. 21

Groupings

As a result of coordination with PennDOT and PA SHPO it was resolved that due to the large number of resources located within the project study area that groupings of similar resources (by built date, style and/or function) would be documented as single collections, or groupings, rather than surveyed individually. The groupings would need to have a demonstrated association, such as being part of a subdivision or a consistency in date and style, but also lacked cohesiveness as historic districts. Consequently, these groupings would be considered to lack potential to be considered eligible for the NRHP. The groupings would be documented with mapping, photographs and have written descriptions. During field survey work there was the potential for individual resources to be identified within the groupings which may have individual potential to be considered eligible for the NRHP. No individual resources within the groupings have been identified for further evaluation.

As part of the I-80 Reconstruction Project, a total of ten groupings were identified within the project's APE. The groupings consisted predominately of residential housing dating from the early to mid-twentieth century. The groupings did include a mid-twentieth century apartment complex (Garden Street Grouping) and a mid-twentieth century motel complex (Spoke Avenue Grouping). The groupings have been recorded in **Table 3** below, along with a brief description and representative photographs. The groupings are documented in Appendix D.

Table 3
Surveyed Resources: Groupings

Resource	Location	Description	NRHP Recommendation	Map Reference
Bridge-Miller Street Grouping	Stroud Township.	28 early-to-mid twentieth century properties, including Bungalow style.	Not Eligible	Fig. 22
Dreher Avenue Grouping	Stroudsburg Borough	23 single family dwellings and duplexes that are centered on Dreher Ave., includes a small number of Bungalow, Queen Anne, and Foursquare style properties.	Not Eligible	Fig. 24
Garden Street Grouping	Stroudsburg Borough	14 apartment buildings constructed ca. 1957.	Not Eligible	Fig. 24
Howard-Penn-Tanite Grouping	Stroud Township	13 mid-to-late-20 th century residences, including Bungalow, Ranch, and Split Level styles.	Not Eligible	Fig. 22 & 23
Kautz-Dreher Grouping	Stroudsburg Borough	13 early-twentieth-century houses at Dreher Ave., Kautz St., and Coolbaugh St. The grouping is primarily made up of 1 ½	Not Eligible	Fig. 23

		story, 3-bay, Bungalow style houses.		
Pokona Neighborhood Grouping	Stroud Township	Early-to-late twentieth century mixed residential, commercial and industrial neighborhood of approximately 188 resources.	Not Eligible	Fig. 22 & 23
Rhodes Grouping	Stroudsburg Borough	21 early-to-mid-20 th century including vernacular, Bungalow, Ranch, Dutch Colonial style dwellings.	Not Eligible	Fig. 24
Spoke Road Grouping	Stroud Township	20 mid-20 th century buildings, part of a motel complex. Includes a modern office building.	Not Eligible	Fig. 22 & 23
Tanite Road Grouping	Stroud Township	18 mid-to-late-20 th century Ranch style houses, and a small number of Minimal Traditional style houses.	Not Eligible	Fig. 20 & 21
West Main Street Grouping	Stroudsburg Borough	16 late 19 th -early 20 th century residences, including examples of the Queen Anne and Dutch Colonial Revival styles.	Not Eligible	Fig. 24

Bridge-Miller Street Grouping

The Bridge-Miller Street Grouping is made up of 28 early-to-mid twentieth century properties. The Bridge-Miller Street Grouping is bound by Interstate 80 to the north, Fairgrounds Circle to the east, Miller Street to the south, and stops approximately 200 feet short of Tanite Road to the west. This grouping is primarily made up of one-and-a-half-story, two-bay, early-to-mid twentieth century Bungalow style houses (**See Photographs 22 & 23**). These houses generally have concrete block foundations, although some of them use rough face or formed concrete block. They have vinyl siding and side gabled asphalt shingled roofs that extend beyond the walls to create a covered porch along the façade. Many of the homes feature full width porches supported on brick piers with tapered wood posts. The residences are mostly modest examples of the Bungalow style with many having been altered with a variety of material changes causing a loss of integrity. Overall, the grouping of dwellings does not exhibit significance as a concentration of architecturally distinct properties nor retain the cohesiveness of a potential historic district.



Photograph 22: View of residences located in the Bridge-Miller Street Grouping.



Photograph 23: Streetscape of residences located in the Dreher Avenue Grouping.

Dreher Avenue Grouping

The Dreher Avenue Grouping is set in a largely urban area adjacent to the Stroudsburg Cemetery. This grouping is made up of twenty-three single family dwellings and duplexes that are centered on Dreher Avenue (See **Photograph 23**). The grouping consists primarily of early-to-mid-twentieth century houses, although a few date to the late-nineteenth-century. This grouping includes a small number of Bungalow, Queen Anne, and Foursquare style properties. While many different architectural styles and elements are illustrated in this grouping, the majority are Vernacular dwellings. They are two-and-a-half-story, three-bay residences, built with a concrete foundation, vinyl siding, and an asphalt shingled, gable roof. Overall, the houses in the Dreher Avenue Grouping have seen various and substantial alterations to their original design, materials, and construction resulting in a loss of architectural integrity. The grouping is a modest concentration of residential properties which lacks cohesiveness and architectural distinction.

Garden Street Grouping

The Garden Street grouping consists of 14 apartment buildings that were constructed ca. 1957. The apartment buildings line both sides of Garden Street. The vast majority of these buildings are two-story, two-bay, Vernacular style duplexes (See **Photograph 24**). They have concrete foundations, combination brick and vinyl siding exteriors, and low pitched, side gabled, asphalt shingle roofs. Overall, these buildings have seen alterations and modifications to their original materials. The Garden Street apartments are undistinguished examples of a common mid twentieth century building type.



Photograph 24: View of the ca. 1957 Garden Street apartment buildings.



Photograph 25: View looking along Howard Street within the Howard-Penn-Tanite Grouping.

Howard-Penn-Tanite Grouping

The Howard-Penn-Tanite Grouping is made up of 13 residential properties. This grouping is centered on the intersection between Howard Street and Penn Craft Road. This grouping is primarily made up of one-to-two-story and two-and-one-half-story, three-to-four-bay, mid-to-late-twentieth century buildings of various styles, excluding an early-twentieth century Vernacular dwelling located at 144 Tanite Avenue. Bungalow, Ranch, and Split Level are the dominant styles within the grouping (See **Photograph 25**). The buildings generally have concrete foundations, brick and aluminum siding exteriors, and front or side gabled, asphalt shingle roofs. Overall, the majority of these houses have been extensively altered and modernized with replacement materials, thereby significantly diminishing the overall architectural integrity of materials, design, construction, and feel within this grouping. In addition, the houses here have various set-backs and are located in various size lots. This

grouping lacks sufficient cohesiveness of design and layout to be considered a potential historic district.

Kautz-Dreher Grouping

The Kautz-Dreher Grouping consists of thirteen early-twentieth-century houses centered around Dreher Avenue, Kautz Street, and Coolbaugh Street. This grouping is primarily made up of one-and-a-half-story, three-bay, Bungalow style houses (**See Photograph 26**). These have concrete foundations, vinyl or aluminum siding exteriors, and asphalt-shingled gabled roofs. The fenestration is primarily, both single and paired, one-over-one, double-hung windows with both wood and synthetic sashes. A few mid-twentieth-century Vernacular style houses are also found within this grouping. Many of the houses along these streets have seen extensive use of replacement materials and other significant alterations that have diminished their overall integrity of design, materials, workmanship, and association. These properties, constructed from the early twentieth century through the late twentieth century, have various setbacks and lot sizes. Overall, the grouping lacks sufficient cohesiveness to be considered a potential historic district.



Photograph 26: View of residential properties located within the Kautz-Dreher Grouping.



Photograph 27: Looking west along West Main Street within the Pokona Grouping.

Pokona Neighborhood Grouping

The Pokona Neighborhood Grouping is a mixed residential, commercial and industrial neighborhood of approximately 188 resources centered around West Main Street. This large grouping is bound by I-80 to the north, Hemlock Road to the east, Route 209 to the west, and the houses along Rosebriar Lane, Douglas Avenue, and King David Road to the south. The neighborhood developed roughly between 1910 and 1970. The commercial and industrial buildings are found along West Main Street, and include structures built at various times throughout the early to late twentieth century (**See Photograph 27**). Bungalow, Ranch, and Vernacular style houses are the dominant styles found in the Pokona neighborhood. The residential area around King David Road, Sweet Fern Road, Rosebriar Lane, Hemlock Road, and Honeysuckle Lane comprises primarily one-story, four-bay, mid-to-late-twentieth century Ranch style houses with central brick chimneys. There are also some modern, modular homes sporadically placed within these streets as well. The houses on Leafy Greene Street are primarily early-to-mid-twentieth century Bungalow and Ranch style houses. The houses on the north side of West Main Street are primarily early-to-mid-twentieth century Vernacular-style houses. Pokona Avenue consists primarily of early-twentieth century Vernacular and Bungalow style houses. Throughout this entire grouping, the vast majority of these houses have seen significant alterations, modifications, and additions. Most have also had extensive use of replacement materials that have taken away from the houses' integrity of design, materials, workmanship, and

association. The grouping as a whole lacks sufficient cohesiveness to be considered a potential historic district.

Rhodes Grouping

The Rhodes Grouping is made up of 21 resources centered around Greenway Avenue (See **Photograph 28**). This grouping is primarily connected due to their similar construction dates. Almost all of these buildings were originally built in the early-to-mid-twentieth century, but they have random setbacks and lot size. While there are a few Bungalow and Ranch style buildings, along with a house built in the Dutch Colonial style, the majority of the houses within this grouping are made up of frame, Vernacular style structures. These range fairly evenly from one-story up to two-and-a-half stories. They are primarily either two or three bays, with a concrete foundation, vinyl siding, and an asphalt shingled, gable roof. Overall, this grouping's housing shows significant alterations to its original design, construction, materials, and function, and as such, has lost much of their integrity. In addition, the Rhodes Grouping lacks sufficient cohesiveness to be considered a potential historic district.



Photograph 28: View of residential properties located within the Rhodes Grouping.



Photograph 29: View of cabins located within the Spoke Road Grouping.

Spoke Road Grouping

The Spoke Road Grouping is made up of 20 mid-twentieth-century buildings. The buildings were part of the original Walter's Motel complex that was constructed in the 1950s. The eleven buildings on the west side of Tanite Road make up the current Flowerfield Inn and Cottages, a bed and breakfast operation. The nine properties located on the east side of Tanite Road are owned separately and have deteriorated significantly. The Flowerfield Inn and Cottages consists of nine cottages arranged around the circular path of Spoke Road. 1987 W. Main Street is a two-story, two-bay main office, with a one-story, four-bay, gable-front structure with an L-shaped, ten-bay motel attachment. The cottages that are part of this complex are either single or double units. The singles are generally one-story, two-bay buildings with a side gabled asphalt shingle roof. The doubles are primarily one-story, four-bay buildings, that are either rectangular or L-shaped in design (See **Photograph 29**). They generally have side gabled asphalt shingle roofs, with gabled hoods above both entrances. Some cottages have exposed rafter tails, while others have dormers and all are sheathed with vertical or horizontal board siding and have concrete foundations. Overall, the cottages owned by Flowerfield Inn and Cottages have much more integrity than the ones of the east side of Tanite Road. This grouping lacks overall integrity as a result of alterations and additions, including the introduction of the modern office building.

Tanite Road Grouping

The Tanite Road Grouping is made up of 18 properties. This grouping runs along the southern edge of Tanite Road from Jack Pine Drive, to the east, until approximately 75 feet in front of Emery Wheel Road, to the west. Pocono Creek is immediately north of the Tanite Road Grouping. This grouping is primarily made up of mid-to-late-twentieth-century Ranch style houses, along with a small number of Minimal Traditional style dwellings (**See Photograph 30**). Most of these houses are one-story, three- or four-bay single family dwellings. The vast majority of the houses have brick exteriors along the façade and vinyl siding on the gable ends. Almost all of these houses have side-gabled roofs with asphalt shingles. The Tanite Road Grouping is a collection of mid-to-late twentieth century single family residences which lack architectural distinction and historical significance. In addition, the grouping's layout lacks the cohesiveness of a potential historic district.



Photograph 30: View looking southwest along Tanite Road.



Photograph 31: Streetscape of residences located within the West Main Street Grouping.

West Main Street Grouping

The West Main Street Grouping is set in a largely urban area along West Main Street (**See Photograph 31**). The grouping is made up of sixteen properties along West Main Street. This grouping is primarily made up of two-and-a-half-story, three- or four-bay, late-nineteenth to early-twentieth-century frame buildings with elements of the late nineteenth and early twentieth century styles, including examples of the Queen Anne and Dutch Colonial Revival styles. Most still do maintain their original function as residences, although a few have been altered and now function as commercial properties. Overall, the buildings in this grouping have had significant alterations to their original design, construction, and materials, and as such, no longer have sufficient integrity to be considered eligible for the NRHP. In addition, the grouping's absence of uniform layout and design results in a lack of cohesiveness necessary for a historic district.

Pennsylvania Historic Resource Survey (PHRS) Form

A total of ten (10) resources were surveyed for the NRHP through the completion of standard Pennsylvania Historic Resource Survey (PHRS) forms. The resources identified as potentially eligible for the NRHP as part of the SR 0080-17M, Interstate 80 (I-80) Reconstruction Project survey include a variety of property types, including a recreational camp, cemeteries, a residential neighborhood, industrial and commercial properties and individual residences. Each property was documented through field investigations, background research, historic context development, and evaluation based upon the National Register criteria for evaluating resources. The Stroud-Hollinshead House is recommended eligible for the NRHP under Criterion C for its Georgian and Colonial Revival style elements. The remaining nine (9) properties are recommended not eligible for the NRHP for various reasons, including lack of historical significance and/or integrity.

The resources documented with standard PHRS forms are listed below in **Table 4**. A brief description of each resource and its National Register evaluation has been provided, along with representative photographs. The standard PHRS forms completed as part of this survey are included in **Volume 2, Appendix E**.

Table 4
Surveyed Resources: Standard Pennsylvania Historic Resource Survey (PHRS) Forms

Resource	Location	Description	NRHP Recommendation	Map Reference
Stroud-Hollinshead House (Key # 038764)	Stroudsburg Borough	C. 1800 2 ½ story 5 bay Georgian style stone residence.	Eligible, Criteria C	Fig. 23
Camp Kirkwood	Stroud Township	A 292-acre camp with 24 buildings and structures located along the wooded floodplain surrounding the Pocono Creek.	Not Eligible	Fig. 21
Kautz-Kintz House	Stroudsburg Borough	C. 1915 3 bay 2 ½ story brick Foursquare style residence.	Not Eligible	Fig. 24
Hollinshead Cemetery	Stroudsburg Borough	Family cemetery.	Not Eligible	Fig. 23
South Stroudsburg	Stroudsburg Borough	Early-to-late 20 th century mixed use neighborhood.	Not Eligible	Fig. 24-26
Howard Palmer Property	Stroud Township	C. 1920, 3-bay, 2-story, frame house characteristics of the Craftsman style.	Not Eligible	Fig. 22
Mengle House (Key # 038599)	Stroud Township	1 ½ story, 3-bay, early 20th century Bungalow style single family dwelling.	Not Eligible	Fig. 22
Perfection Shoe Machinery Company	Stroudsburg Borough	A 1-story, 5-bay brick factory with steel frame structural system built in 1916.	Not Eligible	Fig. 24
Stroudsburg Cemetery (Key # 038809)	Stroudsburg Borough	19 th and 20 th century public cemetery.	Not Eligible	Fig. 24
H.B. Marsh & Son, Inc.	Stroudsburg Borough	A 1902 industrial complex.	Not Eligible	Fig. 24
Stroudsburg Motor Supply Company	Stroudsburg Borough	1946 1 story, 4 bay brick commercial building.	Not Eligible	Fig. 26

Stroud-Hollinshead House

The Stroud-Hollinshead House, at 1303 Dreher Avenue, is located in Stroudsburg Borough near the Stroud Township line. The Stroud-Hollinshead House is a five-bay, two-and-a-half story, ashlar sandstone house with Georgian and Colonial Revival style features (See **Photographs 32 & 33**). Its Georgian features include the five-bay façade, the center-hall plan, and cornice returns. Colonial Revival style elements include the board and batten shutters, the Doric columned hood over the front door, and the shed-roof side porch with bold, square columns. The windows throughout the main block of the house have nine-pane upper wood sash and six-pane lower wood sash. All of the windows have molded surrounds and wide, wooden sills. A stone summer kitchen stands at the southwest corner of the house and has been incorporated into the main house through a frame addition. There is a stone garage with Colonial Revival style details to the west side of the summer kitchen with an attached work shop, and a modern frame utility shop is located immediately west of the garage.

According to local tradition, the Stroud/Hollinshead House was constructed c. 1800 by Jacob Stroud (c. 1735-1806) for his fourth child, Sarah (1770-1853). Sarah was the wife of Dr. James Hollinshead. Stroud, who laid out Stroudsburg in 1799, had been a colonel during the American Revolution and owned about 4000 acres in the vicinity of the village. Jacob Stroud died in 1806, and his daughter Sarah inherited the 118-acre farm with the “houses, out houses, edifices, and buildings thereon erected”. The property was owned by the Kautz and Kintz families during the late nineteenth and early twentieth centuries. In 1926 the property passed to the Palmer family. Stroudsburg businessman Frank Patterson purchased the property in 1935.

The c. 1800 Stroud-Hollinshead House retains a high degree of integrity of design, setting, feeling, and materials from its original Georgian design as well as from its 1930s renovations done in the Colonial Revival style. As evaluated under Criterion C, the Stroud-Hollinshead House is recommended eligible for the NRHP for its Georgian and Colonial Revival style elements, retaining a high degree of integrity.

The Stroud-Hollinshead House is recommended **eligible** for the NRHP.



Photograph 32: View looking northeast at the façade of the Stroud-Hollinshead House at 1303 Dreher Avenue.



Photograph 33: View looking west at east and south elevations of the Stroud-Hollinshead House.

Camp Kirkwood

Camp Kirkwood is a 292-acre camp, located at 127 Kirkwood Road in Stroud Township, Monroe County, Pennsylvania. It is a cluster of 24 buildings and structures located along the wooded and rocky hills and floodplain surrounding the Pocono Creek. The property of Camp Kirkwood was originally a farmstead owned by Carl and Mary Alice Kohl, in the mid-twentieth-century. Three of the current buildings, The Coop/The Roost, the Carriage House, and the Pony Barn, along with a stone bridge date to this period. All of the buildings have been re-purposed for camp use. Camp Kirkwood contains many other buildings that date to its first use as a camp in 1960. Most of these buildings were built in the late-twentieth-century expressly for use in this camp setting, including the Camp Office and Stroup House (**See Photographs 34 & 35**). The former right-of-way of the Wilkes-Barre and Eastern Railroad goes through the camp property. Established in 1960, Camp Kirkwood was created when the Presbytery of Philadelphia purchased a family farm in Stroud Township, just west of Stroudsburg. The 292-acre property was converted into a residential youth camp, retreat and conference center. The camp provides for diverse activities such as games on its large meadows, hiking on trails winding through laurel, hemlock and pine, and a large pond for boating and swimming.

Camp Kirkwood does not appear to be associated with any important historic events or trends under Criterion A. Although recreational tourism and camping was historically important to the Stroudsburg area, Camp Kirkwood is a late example of a church camp in the region. As evaluated under Criterion B, the Camp Kirkwood property is not known to be associated with any individuals of local, state, or national significance. As evaluated under Criterion C, the Camp Kirkwood property is not eligible for the National Register of Historic Places. Generally, the buildings of the Camp lack distinction in their design, and overall the Camp appears to be a hodgepodge of buildings, lacking a cohesiveness of design and layout. Archaeological investigations have not been conducted on the property; therefore, the resource's eligibility under Criterion D (potential to yield information important to history or prehistory) cannot be assessed at this time.

Camp Kirkwood is recommended **not eligible** for the National Register of Historic Places.



Photograph 34: View looking southwest at the north and east elevations of the Camp Office.



Photograph 35: View looking southwest at the north and east elevations of the Stroup House.

Kautz-Kintz House

The c. 1915 Kautz-Kintz House, located at 1228 Dreher Avenue, is a three-bay, two-and-a-half story brick house resting on a raised, coursed sandstone foundation (**See Photograph 36**). The house is two bays deep. All elevations of the house are laid in stretcher bond brick. The house exhibits characteristics of the Prairie or American Foursquare style including its square shape and its low-pitched roof with wide, overhanging eaves. A c. 1920 single-bay, one-story, panel-face, concrete block garage stands to the rear of the house. A c. 1930 single-bay, one-story, gable-front frame wood shed stands to the rear side of the garage. The c. 1915 Kautz-Kintz House likely served as the new home for recently married Bertha Kautz and Evan Kintz in the early twentieth century. Bertha and Evan were married in 1914 and lived in the Kautz farmhouse for a year (Stroud-Hollinshead House at 1303 Dreher Avenue) until this house was completed. The 1920 population census shows Evan Kintz, aged 26, living on Dreher Avenue with his wife Bertha, aged 26, and their son Jacob, aged 3. Evan Kintz was noted in city directories as a book keeper for various businesses throughout the early-to-mid twentieth century.

The Kautz-Kintz House does not appear to be associated with any important historic events or trends under Criterion A and is not known to be associated with any individuals of local, state, or national significance under Criterion B. As evaluated under Criterion C, Kautz-Kintz House is a good representative example of the Prairie or American Foursquare style, however, this style was a common and popular choice among home owners of the period across the United States, and the Kautz-Kintz House is not distinctive in its design or layout. Archaeological investigations have not been conducted on the property; therefore, the resource's eligibility under Criterion D (potential to yield information important to history or prehistory) cannot be assessed at this time.

The Kautz-Kintz House is recommended **not eligible** for the National Register of Historic Places.



Photograph 36: View looking west at the south and east elevations of the c. 1915 Kautz-Kintz House.

Hollinshead Cemetery

The Hollinshead Cemetery is located on the north side of Dreher Avenue and bound on the west side by the house at 1228 Dreher Avenue (**See Photograph 37**). The cemetery is surrounded by a grove of mature trees on all sides except to the front, and it is enclosed with an ashlar limestone wall evidently erected in the late nineteenth/early twentieth century. There is a single, centrally located entrance along the south side facing onto Dreher Avenue. Evidently the burial ground was begun in the late eighteenth century when it was known as Kiser's Burying Ground. The earliest tombstone is for Dirck Van Vliet, born in 1699 and died in 1774. There are 13 marked graves in the cemetery for the Hollinshead, Van Vliet, and Stroud families. The Stroud J. Hollinshead obelisk is set at the south end of the cemetery. John Stroud and Sarah Stroud Hollinshead were children of Colonel Jacob Stroud, founder of Stroudsburg, and are buried in the Hollinshead Cemetery.

The Hollinshead Cemetery does not appear to be associated with any important historic events or trends under Criterion A. As evaluated under Criterion B, the Hollinshead Cemetery is not known to be associated with any individuals of local, state, or national significance. As evaluated under Criterion C, the Hollinshead Cemetery does not display significant or noteworthy artistic designs or layout. Archaeological investigations have not been conducted on the property; therefore, the resource's eligibility under Criterion D cannot be assessed at this time.

As evaluated under Criterion Consideration C, the Hollinshead Cemetery is not associated with any historical figures of outstanding importance where the grave is the most appropriate site associated with his or her productive life. None of the figures associated with this cemetery have made contributions to local, state, or national history that were known to be truly extraordinary. As evaluated under Criterion Consideration D, the Hollinshead Cemetery does not derive significant importance from the graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events.

The Hollinshead Cemetery is recommended **not eligible** for the National Register of Historic Places.



Photograph 37: Looking north, overall view of cemetery from Dreher Avenue.

South Stroudsburg

South Stroudsburg is located in the southeastern section of the Borough of Stroudsburg, Monroe County, Pennsylvania. The South Stroudsburg neighborhood includes approximately 360 residential and commercial properties located south of downtown Stroudsburg (See **Photographs 38-41**). The neighborhood is roughly bounded by Interstate 80 (I-80) to the north; Huston Street, to the east; Clermont Avenue, Morningside Avenue, and Club Court, to the south; and Highland Drive, to the west. The neighborhood is primarily residential, but does include a small number of commercial properties. The neighborhood was established during the late nineteenth century and expanded rapidly during the early twentieth century. Residential and commercial development has continued throughout the mid-to-late twentieth century.

South Stroudsburg opened to development during the early twentieth century as a result of the construction of the street railway from Stroudsburg to the Delaware Water Gap area. During the early 1900s developers made plans for housing along and adjacent to the two major roads that connected to downtown Stroudsburg: Park Avenue and Broad Street. South Stroudsburg includes a variety of building types and architectural styles. The mainly residential community was developed during the early twentieth century and embodies many of the prominent national styles of the period. In particular, the Foursquare, Colonial Revival, and Bungalow styles are found within South Stroudsburg. Housing construction within South Stroudsburg continued throughout the mid to late twentieth century and popular period designs and styles, such as Minimal Traditional, Cape Cod, and Ranch, can also be found in the community.



Photograph 38: View looking northeast at residences along the east side of Broad Street from Lenox Street.



Photograph 39: Looking northwest along Broad Street from intersection with Bryant Street.

The South Stroudsburg neighborhood does not appear to be associated with any important historic events or trends under Criterion A. South Stroudsburg is primarily a residential neighborhood of single family residences and duplexes, but also includes a small number of commercial properties. The neighborhood developed from the late nineteenth and throughout the twentieth century, but is not a good representative example of a planned suburban development from any particular period. As evaluated under Criterion B, South Stroudsburg is not known to be associated with any individuals of local, state, or national significance. As evaluated under Criterion C, South Stroudsburg does not appear to be eligible for the National Register. The neighborhood lacks the overall cohesiveness to be considered an historic district. The

neighborhood includes a mixed collection of architectural styles representing the period from the late nineteenth through the mid twentieth centuries. In addition, modern intrusions, such as I-80, contribute to the lack of cohesiveness. Archaeological investigations have not been conducted on the property; therefore, the resource's eligibility under Criterion D (potential to yield information important to history or prehistory) cannot be assessed at this time.

South Stroudsburg is recommended **not eligible** for the National Register of Historic Places.



Photograph 40: View looking northeast along Lenox Street from Park Avenue.



Photograph 41: View looking at northeast side of Lee Avenue, south of Collins Street.

Howard Palmer Property

The Palmer House, located at 121 Myrtle Street, has a long set-back from the west side of Myrtle Street. I-80 is located to the north of the property. The 4.70-acre property is set on a wooded lot surrounded and includes a house, garage, chicken house, greenhouse, and other outbuildings, which appear to have been abandoned for fifteen to twenty years. The Palmer House is a c. 1920, three-bay, two-story, gable-front, frame house resting on a raised, poured concrete foundation (See Photograph 42). The house exhibits characteristics of the Craftsman style including exposed rafter tails and fish scale, slate roof shingles. The house features gable-roof wall dormers breaking through the open eaves along each side. The Howard Palmer Property can be traced back to 1907 when Cicero Gearhart and wife Blanche deeded two tracts of land in Stroud Township to William Dolby Palmer. Howard H. Palmer was born in 1876 in White Haven, Pennsylvania, and died in 1955 in Stroudsburg. His occupation was a farmer, greenhouse proprietor and operator of Palmer's Grove, a noted picnic outing and summer recreation center for 30 years.

The Howard Palmer Property does not appear to be associated with any important historic events or trends under Criterion A. Although the property was associated with Palmer's Grove, an early twentieth century, local summer picnic and recreation facility, its size and layout do not appear to have been significant to the Stroudsburg area. In addition, there are no structures or landscape features retaining sufficient integrity to represent its recreational history. As evaluated under Criterion B, the Palmer House property is not known to be associated with any individuals of local, state, or national significance. As evaluated under Criterion C, the c. 1920 Palmer House is a representative example of a house with Craftsman style elements, but it does not contain the elaborate porch designs typically associated with this style. Archaeological investigations have

not been conducted on the property; therefore, the resource's eligibility under Criterion D (potential to yield information important to history or prehistory) cannot be assessed at this time.

The Howard Palmer Property is recommended **not eligible** for the National Register of Historic Places.



Photograph 42: View looking northwest at the east and south elevations of the Palmer House.

Mengle House

The Mengle House is located at 3516 Pocono Park Road in Stroud Township, Monroe County, Pennsylvania. The property also includes a stone cellar and a small cottage located to the northeast of the house. The Mengle House is a one-and-a-half-story, three-bay, early-twentieth century Bungalow style, single-family dwelling (See **Photograph 43**). It has a concrete foundation, river-stone and vinyl siding exterior, and a side-gabled asphalt shingle roof with a south sloping shed-roof portico. Vinyl-sided, shed-roof dormers adorn both the north and south sloping gables and are equipped with modern, ribbon two-light sliding windows with vinyl sash. An interior river-stone chimney is centered along the ridgeline and is decorated with vertically placed river-stones serving as its crown. The wrap-around porch partially covers the first floor on the west elevation. The river-stone balustrade on the west elevation is adorned with a low arch located at floor level on the south end of the portico. The Mengle House was built in 1923 by Hiram and Anna Mengle.

A mid-twentieth century cottage is located directly northeast of the Mengle House. It is a one-story, three-bay frame building with a concrete-block foundation, asphalt-shingle exterior, and an asphalt-shingled cross-gabled roof. A shed roof porch is located along the north end of the west facing façade and is supported by square wood posts. An early twentieth century stone cellar is located directly northeast of the Mengle House, between the house and the cottage.

The Mengle House does not appear to be associated with any important historic events or trends under Criterion A. As evaluated under Criterion B, the Mengle House is not known to be

associated with any individuals of local, state, or national significance. As evaluated under Criterion C, the Mengle House is not eligible for the National Register. The integrity of materials of the Mengle House has been compromised due to the various alterations it has undergone, including the replacement of many of its windows. The house is one of many undistinguished and altered early twentieth century Bungalow style houses in the area. Archaeological investigations have not been conducted on the property; therefore, the resources eligibility under criterion D (potential to yield information important to history and prehistory) cannot be assessed at this time.

The Mengle House is recommended **not eligible** for the National Register of Historic Places.



Photograph 43: View looking northwest at the east and south elevations of the Mengle House.

Perfection Shoe Machinery Company

The Perfection Shoe Machinery Company is located in the western section of the Borough of Stroudsburg, near the intersection of SR 209 and I-80. The industrial building was constructed in 1916 as a one-story, five-bay factory with a steel frame structural system (**See Photograph 44**). The gable front structure has an asphalt shingle roof, brick exterior, and stone foundation. The façade is composed of five bays which are separated by raised brick pilasters. Large industrial windows are found along the east and west elevations, but have been infilled with wood siding. The Perfection Shoe Machinery Company was incorporated on March 1, 1916 in Pennsylvania. The company operated as a manufacturer and supplier of shoe making machines and parts for about ten years. The Perfection Shoe Machinery Company filed for bankruptcy and the factory was sold in 1926. During the early-to-mid twentieth century the Perfection Shoe Machinery Company factory was converted to function as a textile factory. The factory operated as the Stroudsburg Silk Company, Yankee Silk Mill, Inc., and Yankee Ribbon Mill, Inc.

The Perfection Shoe Machinery Company building does not appear to be associated with any important historic events or trends under Criterion A. The factory was established during the

early twentieth century and functioned for several years as a manufacturer of shoe making machinery and supplies. The company ceased operations after several years and the facility was adapted to use for various industrial purposes, primarily textiles. As evaluated under Criterion B, the Perfection Shoe Machinery Company is not known to be associated with any individuals of local, state, or national significance. As evaluated under Criterion C, the Perfection Shoe Machinery Company has been altered through the loss of the original fenestration and materials. The early twentieth century addition has significantly deteriorated and lacks integrity. In addition, a warehouse associated with the factory is no longer extant. Archaeological investigations have not been conducted on the property; therefore, the resource's eligibility under Criterion D (potential to yield information important to history or prehistory) cannot be assessed at this time.

The Perfection Shoe Machinery Company building is recommended **not eligible** for the National Register of Historic Places.



Photograph 44: View looking southeast at the north and west elevations of the Perfection Shoe Machinery Company.

Stroudsburg Cemetery

The Stroudsburg Cemetery (Key #038809) is located on the east side of Dreher Avenue, between I-80 and Main Street in the Borough of Stroudsburg. The Stroudsburg Cemetery is set on rolling terrain, featuring gentle hills that are used to enhance the features of the cemetery. Both paved and gravel roads allow unrestricted access throughout the grounds. In addition to the cemetery grid, the complex consists of the Stroudsburg Cemetery office, the Creekside Pet Crematory, the Stroudsburg Memorial, the Norton Mausoleum, St. George's Chapel, and a recently constructed garage (**See Photographs 45 & 46**). The cemetery complex contains 24.81 acres of land. In the mid nineteenth century, the citizens of Stroudsburg recognized the need for a municipal cemetery. To solve this problem, a group of citizens, headlined by Stroud Burson, S. J. Hollinshead, William Davis, and Simon Barry, among others, submitted an application for incorporation of the Stroudsburg Cemetery. The two most prominent people interred within the Stroudsburg Cemetery are John Summerfield Staples and Emery Ebenezer Norton, a prominent lawyer who is buried in the large mausoleum that sits in the northeast section of the cemetery. John Summerfield Staples

(1843-1888) is famous for being the substitute hired to replace Abraham Lincoln in the Civil War.

As evaluated under Criterion A, the Stroudsburg Cemetery is not associated with any important historic events or trends. While it was a part of the late-nineteenth to early-twentieth century rural cemetery movement, it was a later addition, and is missing several of the important elements of this trend, including major landscape changes and large picturesque gardens and plantings. As evaluated under Criterion B, the Stroudsburg Cemetery is not known to be associated with any individuals of outstanding local, state, or national significance. The presence of John Summerfield Staples and Ebenezer Norton do not rise to the point of significance. As evaluated under Criterion C, the Stroudsburg Cemetery is not noteworthy of a certain period or style, and has no elaborate circulation networks, or the significant landscape designs and plantings common to the rural cemetery movement. The additions and alterations have diminished the association to its original period of significance. Overall, there is little architectural cohesiveness among the design elements found throughout. Archaeological investigations have not been conducted on the property; therefore, the resource's eligibility under Criterion D (potential to yield information important to history or prehistory) cannot be assessed at this time. With regard to cemeteries and graves specifically, Criteria Considerations c and d must be evaluated. As evaluated under Criteria Consideration c, the Stroudsburg Cemetery is not associated with any historical figures of outstanding importance where the grave is the most appropriate site associated with his or her productive life. As evaluated under Criteria Consideration d, the Stroudsburg Cemetery does not derive significant importance from the graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events.



Photograph 45: Looking northwest towards the Norton Mausoleum from the road east of the Stroudsburg Memorial.



Photograph 46: View looking south at the north and east elevations of the Stroudsburg Memorial.

H.B. Marsh & Sons, Inc. Foundry

The H.B. Marsh & Son, Inc. Foundry is located at 11 Foundry Street, Stroud Township, Monroe County, Pennsylvania. The former H.B. Marsh & Son, Inc. foundry is a one-story, multiple-bay industrial complex that was built in 1902 and was expanded at several times over the course of the early-to-mid twentieth century (**See Photographs 47 & 48**). The complex includes an adjacent residential duplex at 10/12 Foundry Street, which was previously used for employee housing. The complex consists of approximately 2.86 acres of land. The H. B. Marsh & Son, Inc. foundry began in a small town near Saylorsburg, called Sand Hill. It was here that John Marsh opened an iron foundry in 1848. In 1902, the Marsh Foundry was moved to 1102 Dreher Avenue, now 11 Foundry Street, in order to reduce the cost of transporting castings to the New York,

Susquehanna & Western (NYS & W) and the Wilkes-Barre & Eastern Railroad (WB & E) shop yards, which were the main markets for the foundry's castings.

The H. B. Marsh & Son, Inc. Foundry does not appear to be associated with any important historic events or trends under Criterion A. As evaluated under Criterion B, the H. B. Marsh & Son, Inc. Foundry is not known to be associated with any individuals of local, state, or national significance. As evaluated under Criterion C, the H. B. Marsh & Son, Inc. Foundry has seen multiple additions expanding the original industrial complex, along with numerous and significant alterations to the original portions of the buildings. Overall, there is little architectural cohesiveness of design among the buildings and additions throughout the former H. B. Marsh & Son, Inc. Foundry complex. Archaeological investigations have not been conducted on the property; therefore, the resource's eligibility under Criterion D (potential to yield information important to history or prehistory) cannot be assessed at this time.

The H. B. Marsh & Son Inc. Foundry is recommended **not eligible** for the National Register of Historic Places.



Photograph 47: View of the north elevation of former H. B. Marsh & Son, Inc. Foundry.



Photograph 48: View looking northwest at the east and south elevations of the former H. B. Marsh & Son, Inc. Foundry

Stroudsburg Motor Supply Company

The Stroudsburg Motor Supply Company, at 499 Main Street, is a one-story, four-bay mid twentieth century commercial building (**See Photograph 49**). The structure rests upon a concrete block foundation and has a painted brick exterior and steel structural system. The commercial building has a flat roof with a parapet along the north, east and west elevations. The parapet is capped with glazed ceramic tiles. The main entrance is located along the north elevation, facing onto Main Street. The glass door with aluminum framing is centrally located along the façade and is flanked by two storefront windows. In 1946 the Stroudsburg Motor Supply Company constructed a new commercial building at 499 Main Street, Stroudsburg. The Stroudsburg Motor Supply Company building is a modest, utilitarian mid-twentieth century commercial structure. The building exhibits many characteristics associated with modern design principles, including a lack of ornamentation, with a streamlined appearance, and a flat roof. The building operated as a service-bay business, featuring a prominent vehicle bay and an attached office space. In 1941 Bert N. Transue was president and A.B. McDowell served as secretary of the Stroudsburg Motor Supply Company, and they continued their association with the company through the 1960s.

The Stroudsburg Motor Supply Company building does not appear to be associated with any important historic events or trends under Criterion A. As evaluated under Criterion B, the Stroudsburg Motor Supply Company is not known to be associated with any individuals of local, state, or national significance. Bert N. Transue was president of the company throughout much of the early to mid-twentieth century and was active in his community through a variety of affiliations. As evaluated under Criterion C, the Stroudsburg Motor Supply Company is an undistinguished example of a utilitarian structure. While the building does retain modernist elements of design and materials, it is not an exceptional or innovative example. Archaeological investigations have not been conducted on the property; therefore, the resource's eligibility under Criterion D (potential to yield information important to history or prehistory) cannot be assessed at this time.

The Stroudsburg Motor Supply Company building is recommended **not eligible** for the National Register of Historic Places due to a lack of historical significance.



Photograph 49: View looking east at the north and west elevations of the Stroudsburg Motor Supply Company building.

RECOMMENDATIONS

Four (4) previously identified NRHP listed and eligible resources are located within the APE for the proposed I-80 Reconstruction Project: Kitson Woolen Mill (Key #064337), Stroudsburg Commercial Historic District (Key #141880), Stroudsburg U.S. Post Office (Key #064420), and Wallace Hardware Building (Key #038768). The NRHP status of these resources was confirmed as part of the architectural survey.

Eleven (11) properties were considered potentially eligible for the NRHP and were documented through the completion of standard PHRS forms. These properties included the Stroud-Hollinshead House, Camp Kirkwood, Kautz-Kintz House, Hollinshead Cemetery, South Stroudsburg, Howard Palmer Property, Mengle House, Perfection Shoe Machinery Company, Stroudsburg Cemetery, H.B. Marsh & Sons, Inc. Foundry, and Stroudsburg Motor Supply Company. One property, the Stroud-Hollinshead House, is recommended eligible for listing in the NRHP under Criterion C as part of the I-80 Reconstruction Project. The remaining ten (10) properties are recommended not eligible for the NRHP.

Twenty-two (22) properties were photo documented as part of the project. These properties are located within the APE, but have a low potential to be impacted by the proposed project. No formal recommendations are being made at this time for these resources. Further investigations would be required if the project plans should be revised and any of these resources have the potential to be impacted.

Twenty-six (26) properties were documented on abbreviated PHRS forms. These properties are recommended not eligible for the NRHP due to various reasons, including lack of architectural distinction and/or lack of significance.

Ten (10) groupings were documented as part of the survey. The groupings are recommended not eligible for the NRHP due to a combination of the lack of architectural distinction and historical significance as well as a loss of integrity of design and layout.

In summation, the Historic Structures Survey & Determination of Eligibility Report has concluded that a total of five (5) resources listed, eligible, and recommended eligible for the NRHP are located within the APE for the proposed I-80 Reconstruction Project (**See Table 5**).

Table 5
National Register Listed and Eligible Resources

Resource	Location	Description	NRHP Status	Map Reference
Kitson Woolen Mill (#064337)	Stroudsburg Borough	Late 19 th -early 20 th century Italianate style mill.	Listed, Criterion A	Fig. 14
Stroudsburg Commercial Historic District (#141880)	Stroudsburg Borough	Downtown commercial district.	Eligible, Criteria A & C	Fig. 14
Stroudsburg U.S. Post Office (#064420)	Stroudsburg Borough	Art Deco style post office built in 1933-34.	Eligible, Criteria A & C	Fig. 14
Wallace Hardware Building (#038768)	Stroudsburg Borough	C. 1857, C. 1902 Italianate style department store.	Eligible, Criteria A	Fig. 14
Stroud-Hollinshead House (Key # 038764)	Stroudsburg Borough	Ca. 1800 2 ½ story 5 bay Georgian style stone residence.	Recommended Eligible, Criteria C	Fig. 23

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VOLUME 1
APPENDIX A - QUALIFICATIONS

Qualifications

Jerry A. Clouse | Historic Structures Group Coordinator

M.A. American Studies: The Pennsylvania State University, Harrisburg, PA

B.A. Major-English/Minor-Journalism: University of Kentucky, Lexington, KY

Experience: Mr. Clouse meets/exceeds 36 CFR 61 Secretary of Interior Standards for Professional Qualifications as an architectural historian with more than twenty-six years full-time experience. He has conducted field survey work, researched and written National Register nominations, and researched historical background information for archaeological investigations. He has also written and produced other cultural resource documents such as survey reports, Determination of Effect reports, and Historic American Building Survey (HABS) recordation. In addition, he has provided technical assistance to PennDOT Bureau of Environmental Quality on cultural resource policy and day-to-day operations. Mr. Clouse has extensive experience in the management and research of historic preservation projects in Pennsylvania, Maryland, Delaware, Ohio, New Jersey and Virginia.

Charles A. Richmond | Architectural Historian

M.A. American Studies: The Pennsylvania State University, Harrisburg, PA

B.A. Major-History/Minor-Political Science: Thiel College, Greenville, PA

Experience: Mr. Richmond meets/exceeds 36 CFR 61 Secretary of Interior Standards for Professional Qualifications as an architectural historian with seventeen years full-time experience. He has conducted research for both historic structures and archaeological projects. In addition, he has conducted research to establish historic contexts for cultural resource studies throughout the Mid-Atlantic region. Mr. Richmond has also produced other cultural resource documents such as Historic Resource Survey reports, Determination of Effect reports, National Register Nomination Forms, and state-level recordations. Mr. Richmond has extensive experience in historic preservation projects in Pennsylvania, Delaware, Maryland, Ohio, New Jersey, North Carolina Virginia, and Washington, D.C.

Joseph A. Jasinski | Architectural Historian

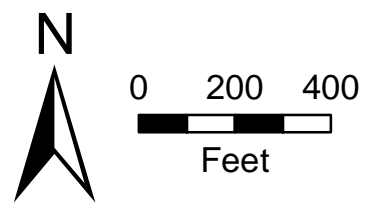
M.A. History: Villanova University of Pennsylvania, Villanova, PA

B.A. History: York College of Pennsylvania, York, PA

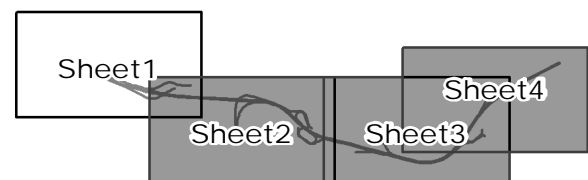
Experience: Mr. Jasinski has one year of experience as a full-time architectural historian. He has conducted research for both historic structures and archaeological projects from the late seventeenth century to the mid-to-late twentieth century. Mr. Jasinski has also conducted research to establish historic contexts and overall trends for cultural resource studies throughout the Mid-Atlantic region. He has experience in the production of other cultural resource documents such as, Historic Resource Survey reports and National Register Nomination Forms. Mr. Jasinski has experience conducting historic preservation projects in Pennsylvania, Delaware, and Maryland.



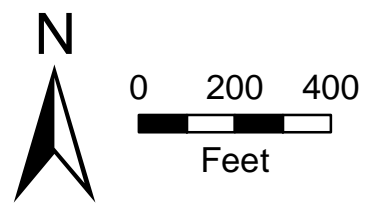
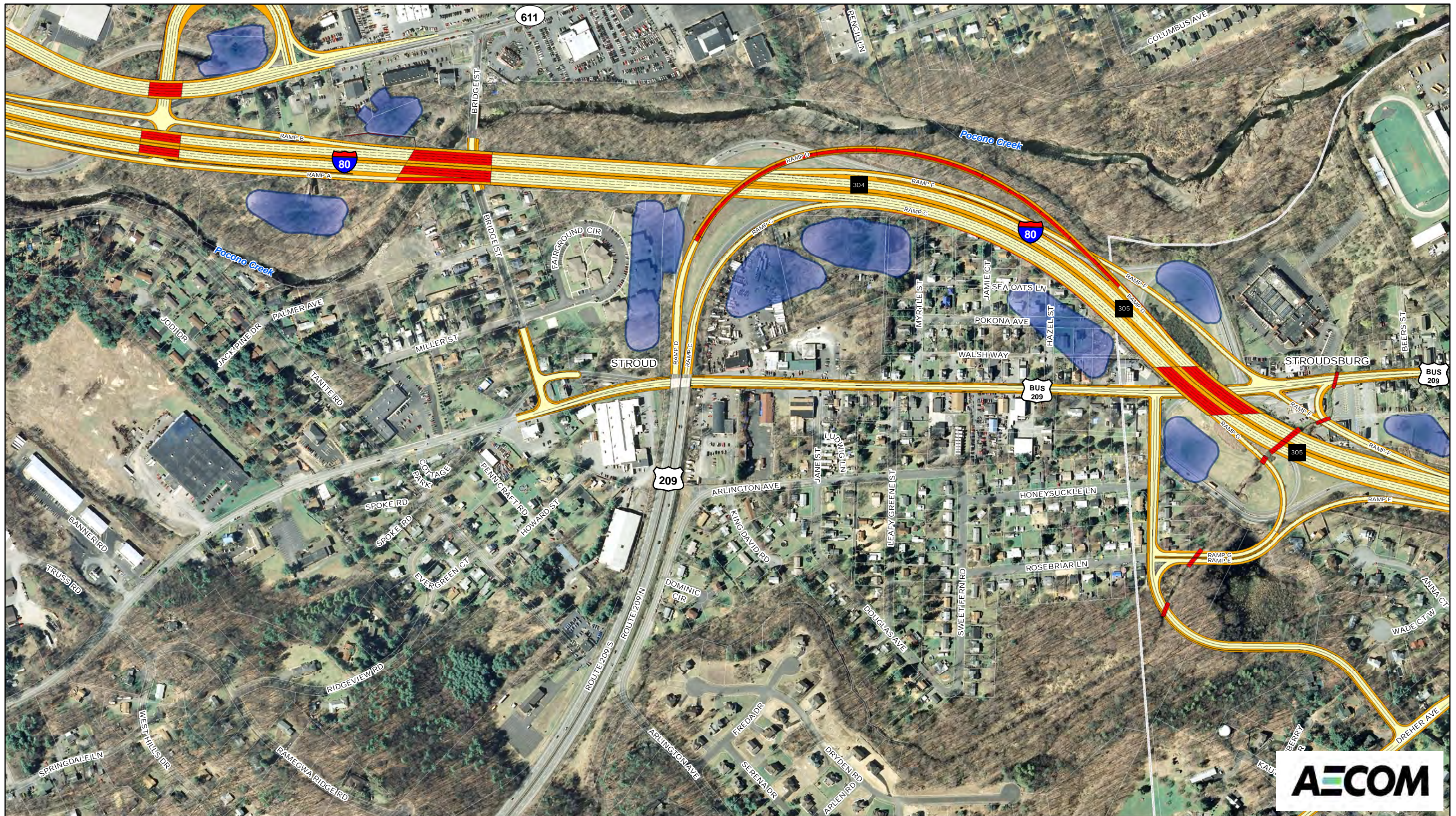
VOLUME 1
APPENDIX B - PROJECT PLANS



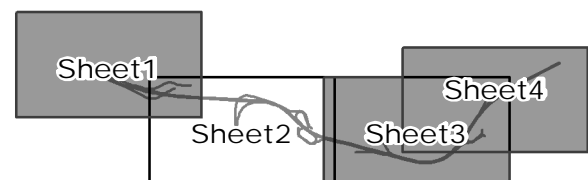
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- Travel Lane
- Storm Water Basin



I-80 RECONSTRUCTION
 FIGURE 3.1:
 ALTERNATIVE 2A
 Sheet 1 of 4



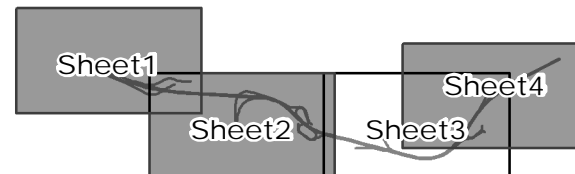
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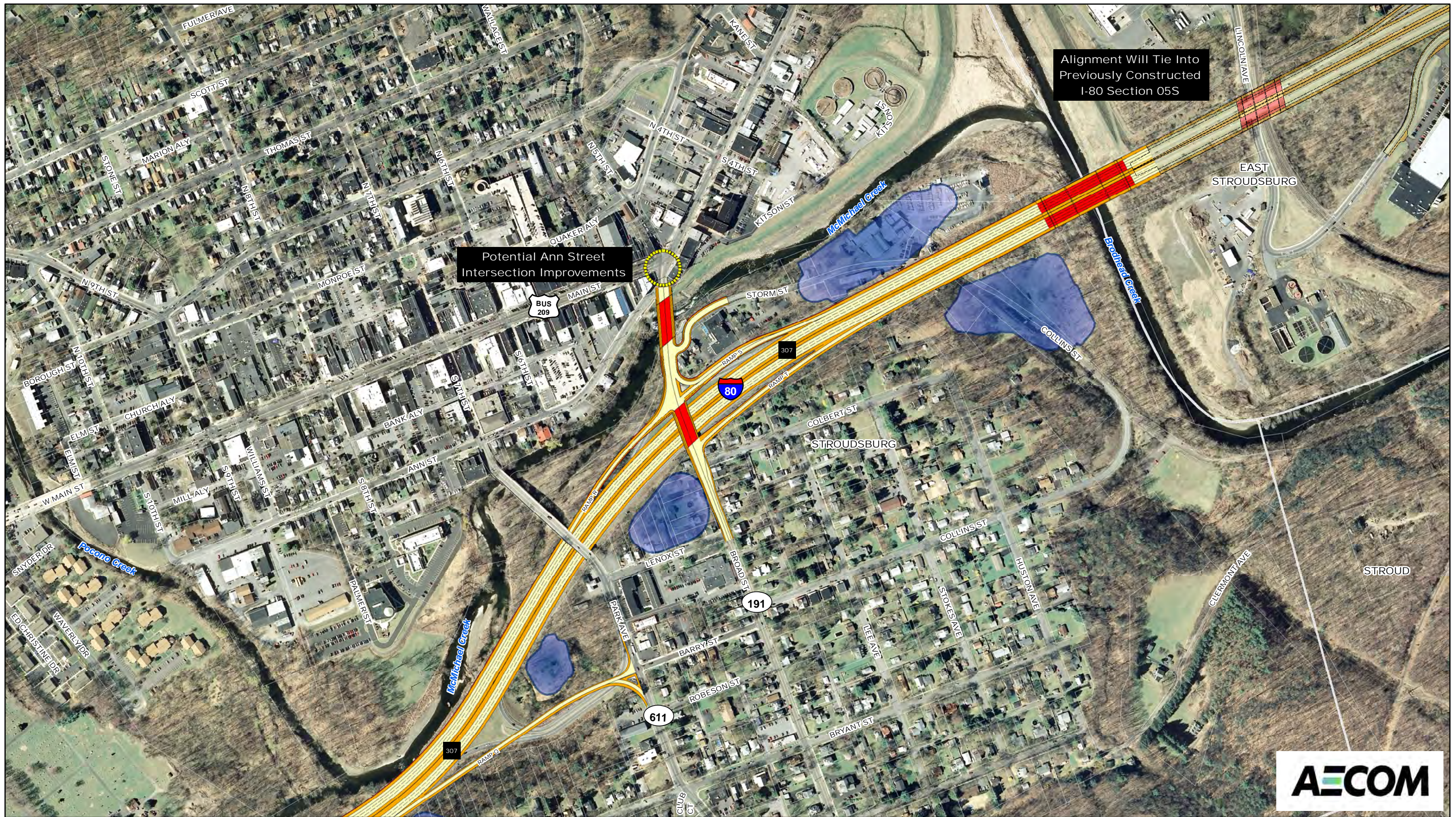
I-80 RECONSTRUCTION
 FIGURE 3.1:
 ALTERNATIVE 2A
 Sheet 2 of 4



- Structure
- Shoulder or Barrier
- Travel Lane
- Storm Water Basin



I-80 RECONSTRUCTION
 FIGURE 3.1:
 ALTERNATIVE 2A
 Sheet 3 of 4

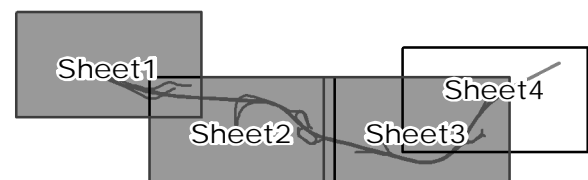


Alignment Will Tie Into Previously Constructed I-80 Section 05S

Potential Ann Street Intersection Improvements

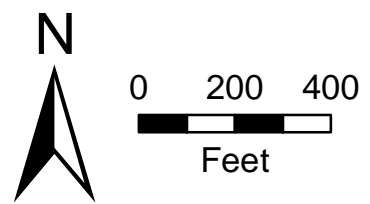


- Structure
- Shoulder or Barrier
- Travel Lane
- Storm Water Basin

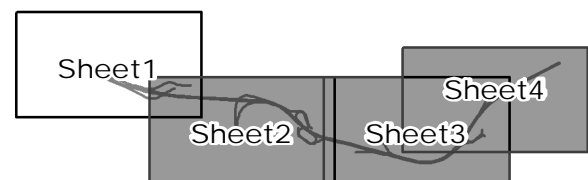


I-80 RECONSTRUCTION
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 Sheet 4 of 4

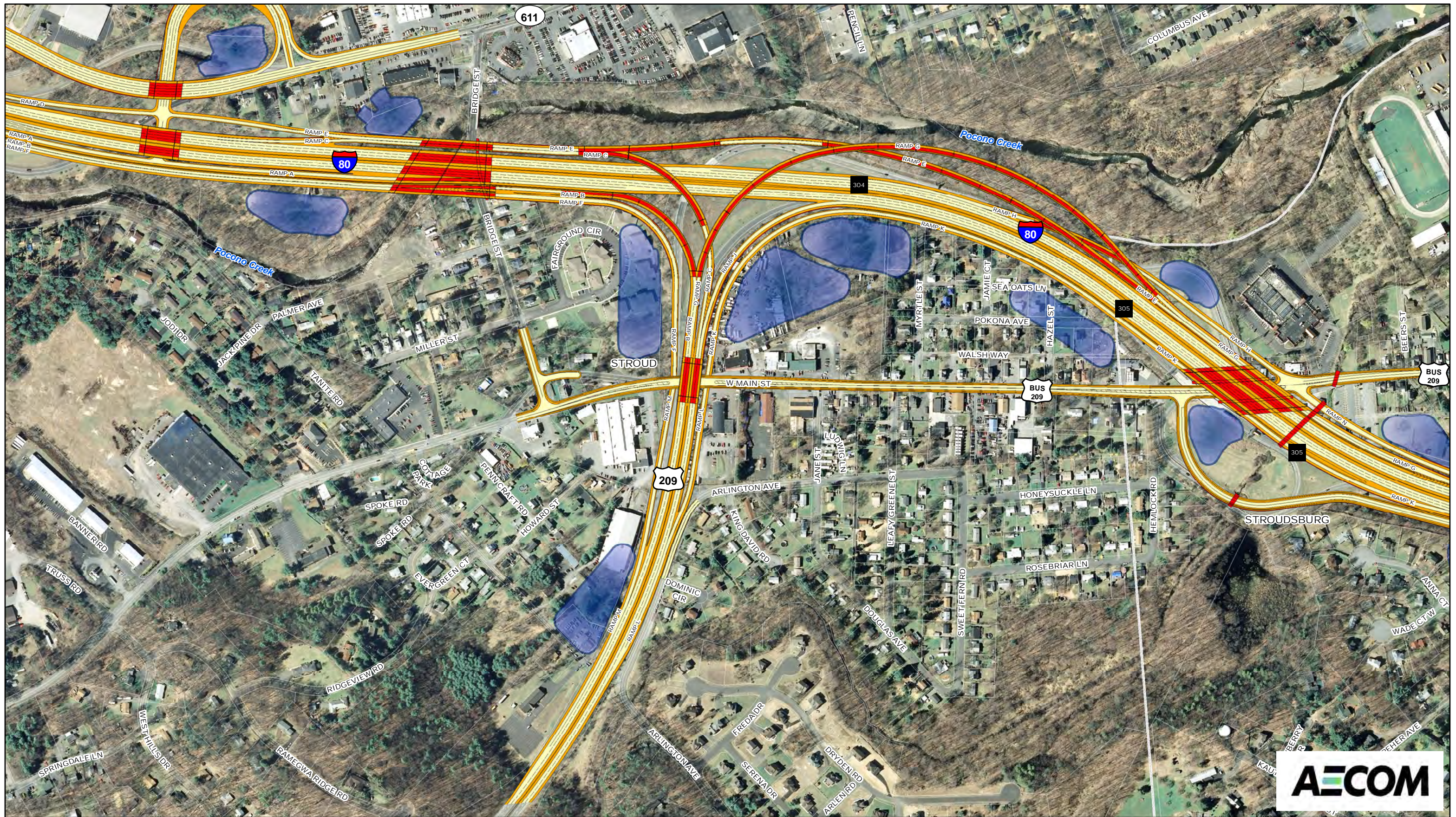




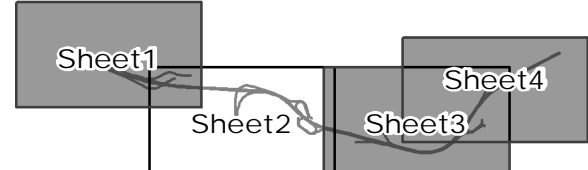
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- Shoulder or Barrier
- Travel Lane
- Storm Water Basin



I-80 RECONSTRUCTION
 FIGURE 3.2:
 ALTERNATIVE 2B
 Sheet 1 of 4



- Structure
- Shoulder or Barrier
- Travel Lane
- Storm Water Basin



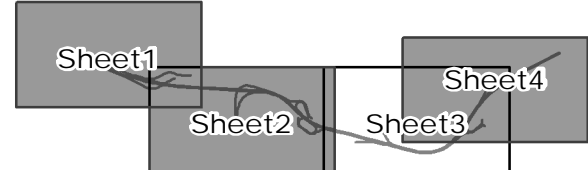
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 FIGURE 3.2:
 ALTERNATIVE 2B
 Sheet 2 of 4



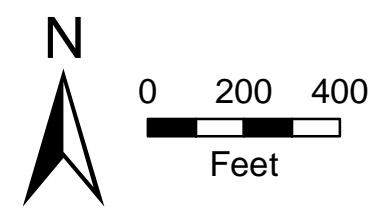
Potential Ann Street Intersection Improvements



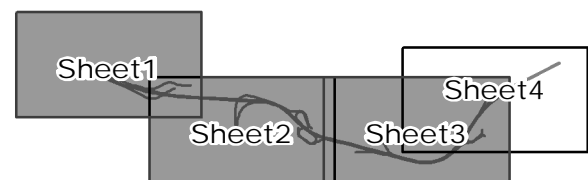
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- Shoulder or Barrier
- Travel Lane
- Storm Water Basin



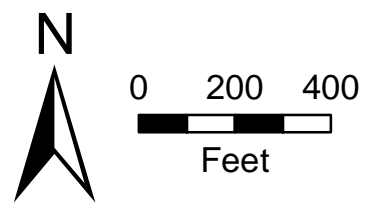
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 FIGURE 3.2:
 ALTERNATIVE 2B
 Sheet 3 of 4



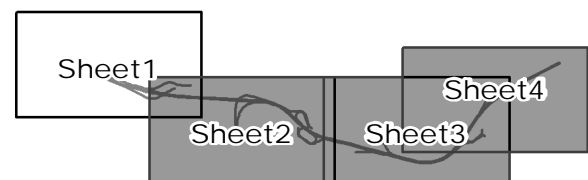
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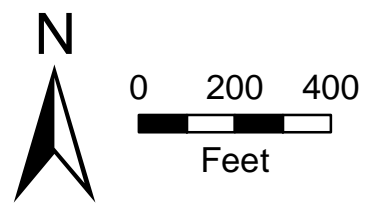
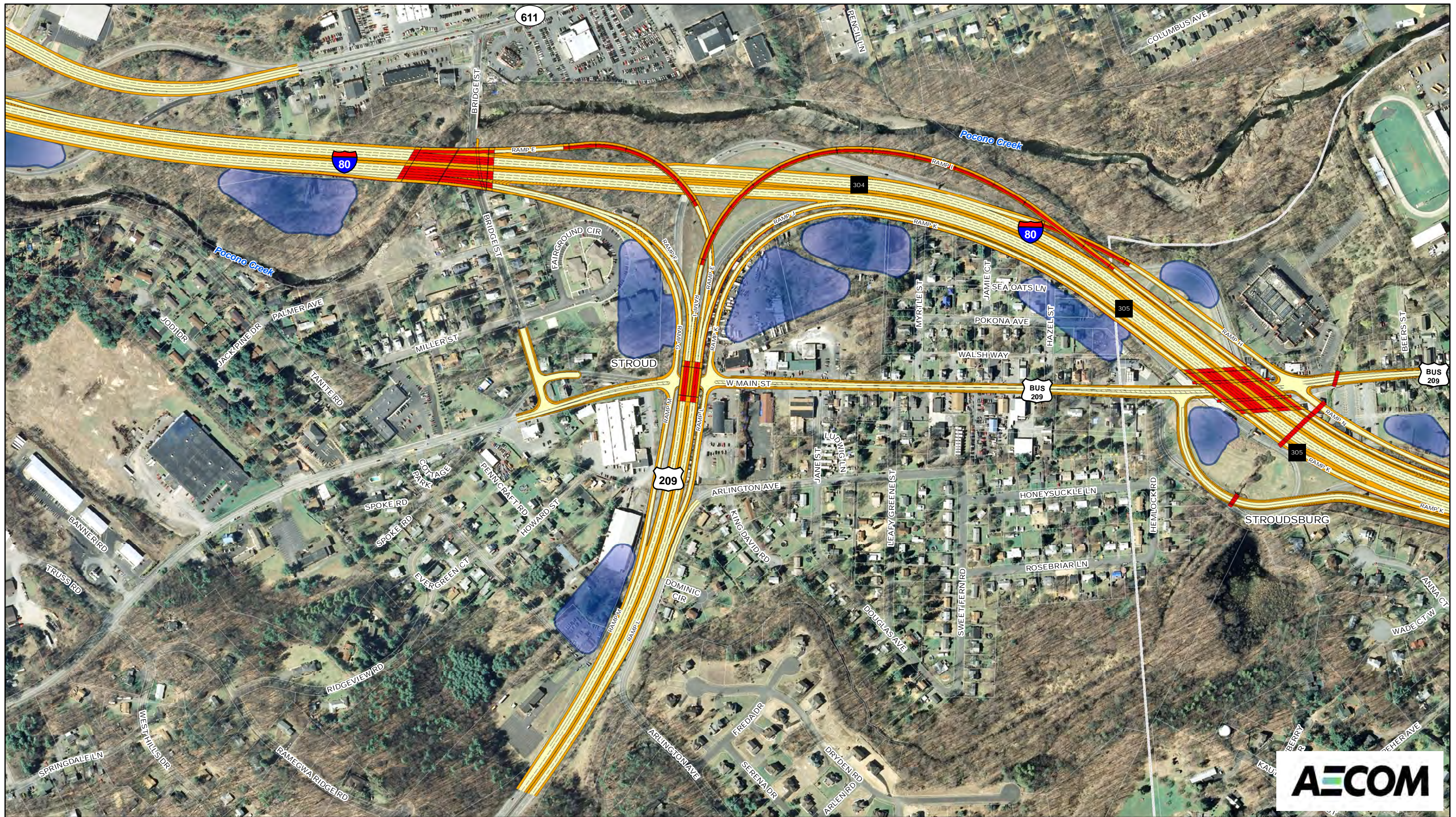
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 FIGURE 3.2:
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 Sheet 4 of 4



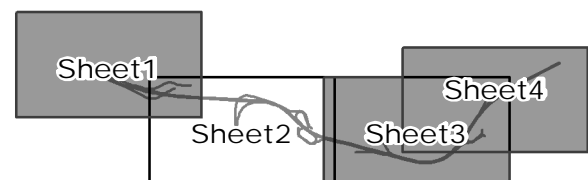
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- Travel Lane
- Storm Water Basin



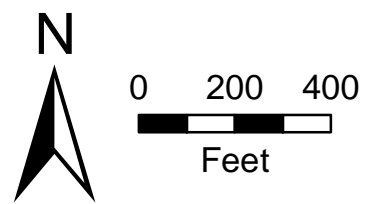
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 FIGURE 3.3:
 ALTERNATIVE 2D
 Sheet 1 of 4



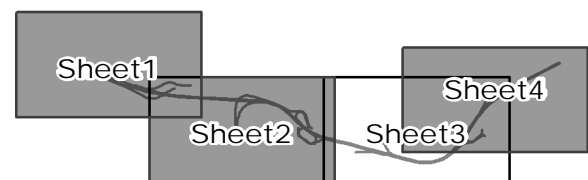
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I-80 RECONSTRUCTION
 FIGURE 3.3:
 ALTERNATIVE 2D
 Sheet 2 of 4

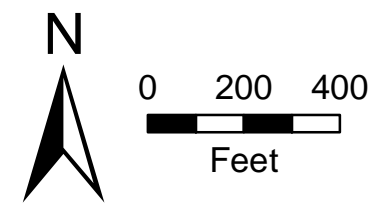


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- Travel Lane
- Storm Water Basin

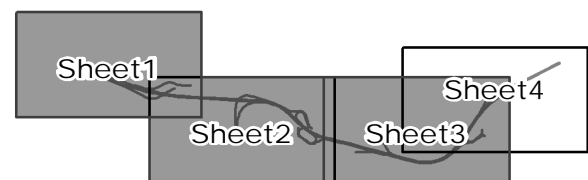


I-80 RECONSTRUCTION
 FIGURE 3.3:
 ALTERNATIVE 2D
 Sheet 3 of 4



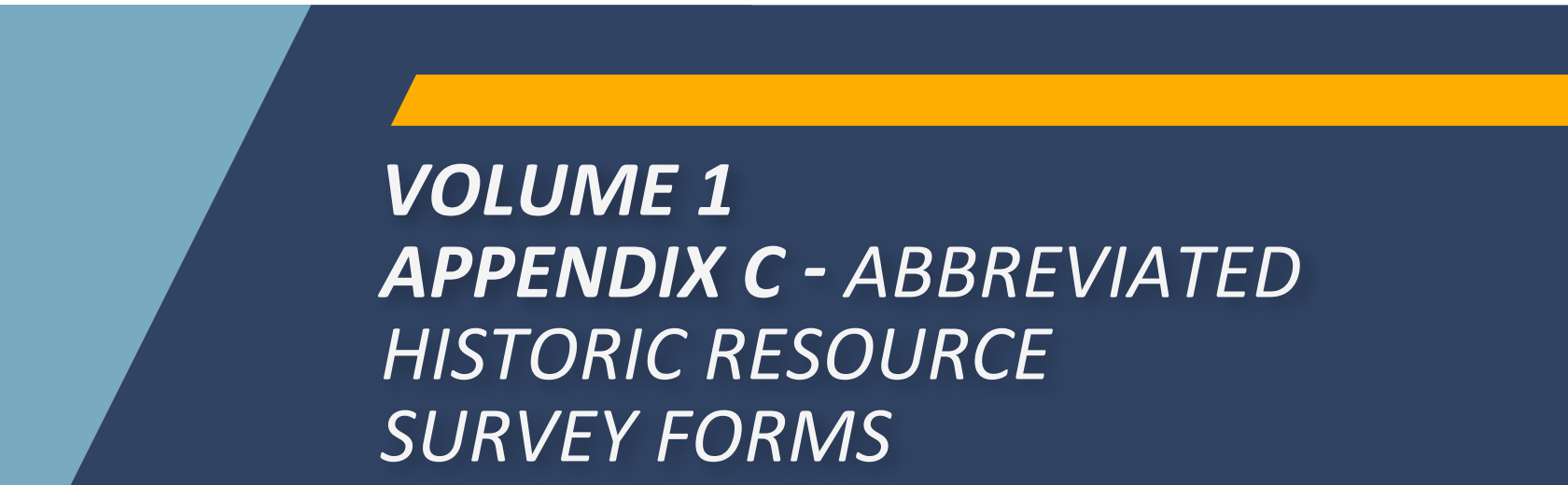


- Structure
- Shoulder or Barrier
- Travel Lane
- Storm Water Basin



I-80 RECONSTRUCTION
 FIGURE 3.3:
 ALTERNATIVE 2D
 Sheet 4 of 4





VOLUME 1
APPENDIX C - ABBREVIATED
HISTORIC RESOURCE
SURVEY FORMS

**Abbreviated Historic Resource Survey Form
Pennsylvania Historical & Museum Commission**

IDENTIFICATION AND LOCATION

ER #: 2013-8131-089

Survey Code: N/A

Tax Parcel: 18-7300-10-36-1125

County: Monroe

Municipality: Stroudsburg

Borough

Address: 2 Katz Road

Historic/Other Name: New York, Susquehanna & Western Railroad shop

Owner Name/Address: Luigi Spagnolo

2 Katz Road, Stroudsburg, PA 18360

Owner Category: Private

USGS Quad: Stroudsburg, PA

UTM: Zone 18 N 4536407 E 482876 Or Lat /Long

PHYSICAL DESCRIPTION

Resource Classification: Building

Resources 5

Historic Property Function: Transportation

Current Property Function: Recycling Center

Year Built: c. 1900

Architectural Style: Other

Materials: Foundation: Concrete

Walls: Stucco

Roof: Shingle

Width in Bays: 5

Stories: 1

SURVEYOR INFORMATION

Name: Joseph Jasinski, MA

Project Name: SR 0080-17M, Interstate 80 Project

Date: April 2016

Project Location: I-80 corridor in Stroud Township, Stroudsburg, and East Stroudsburg

Organization Name: McCormick Taylor, Inc.

Organization Address: 5 Capital View Drive, Suite 400 Harrisburg, PA 17110

Previous Survey(s): N/A

PHMC Key No.

Surveyor Eligibility Recommendation: Not Eligible

Lack of integrity

Lack of significance

Insufficient information to make a recommendation

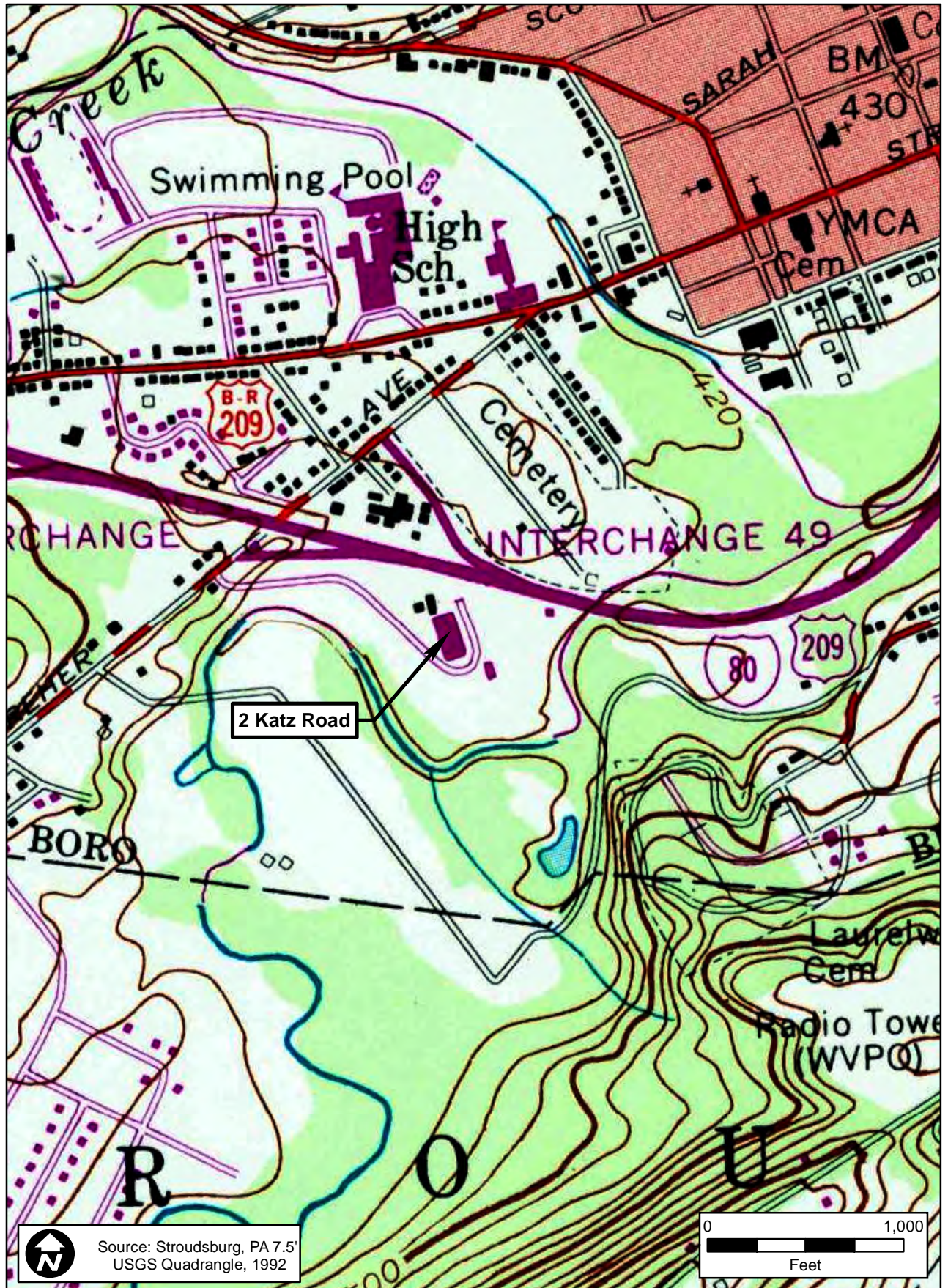


Caption: 1. The south and west elevations of the original Katz's Junkyard building facing northeast.



Caption: 2. The north and west elevations of a mid-twentieth-century industrial building facing southeast.

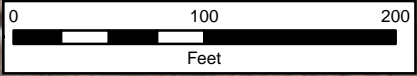
Location Map: 2 Katz Road



Site Map: 2 Katz Road



Source: ESRI





Photograph 3: View looking north at modern commercial building.



Photograph 4: View looking east from main gate toward a modern modular structure and office. *(The property was not accessible at the time of field investigations)*

**Abbreviated Historic Resource Survey Form
Pennsylvania Historical & Museum Commission**

IDENTIFICATION AND LOCATION

ER #: 2013-8131-089
Survey Code: Tax Parcel: 18730007793150
County: Monroe Municipality: Stroudsburg Borough
Address: 65 Storm Street
Historic/Other Name: Black Diamond Vinegar Works/Kistler Brothers
Owner Name/Address: All Granite & Marble Corporation
1A Mt. Vernon Street, Ridgefield Park, NJ 07660
Owner Category: Private
USGS Quad: Stroudsburg, PA
UTM: Zone 18 N 4537269 E 484266 Or Lat /Long

PHYSICAL DESCRIPTION

Resource Classification: Building # Resources 1
Historic Property Function: Industry - Manufacturing
Current Property Function: Industry - Manufacturing
Year Built: ca. 1910
Architectural Style: No style
Materials: Foundation: Concrete
Walls: Vinyl
Roof: Metal
Width in Bays: 2 Stories: 1

SURVEYOR INFORMATION

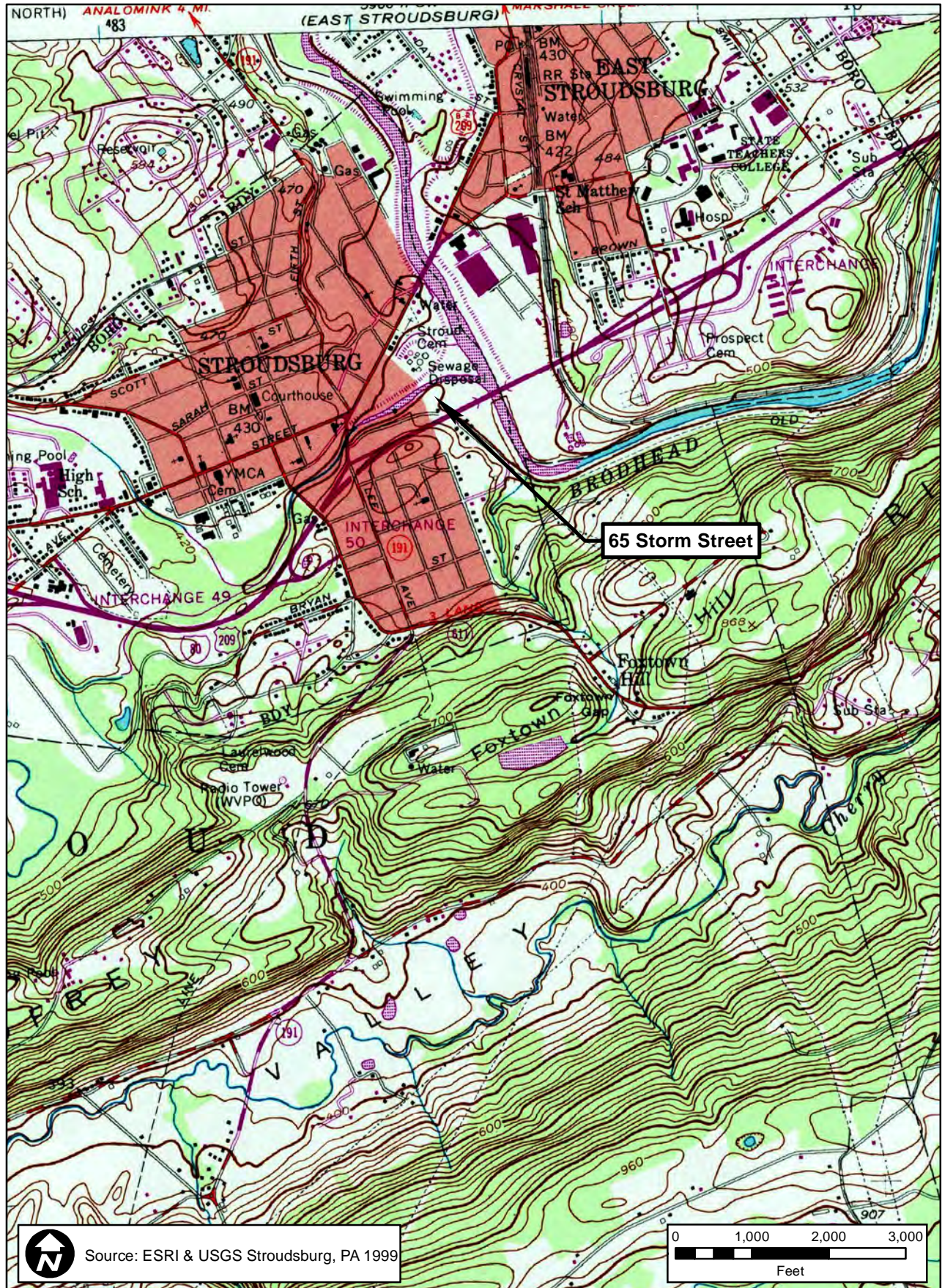
Name: Charles Richmond, MA
Project Name: SR 0080-17M, Interstate 80 Project Date: April 2016
Project Location: I-80 corridor in Stroud Township, Stroudsburg, and East Stroudsburg
Organization Name: McCormick Taylor, Inc.
Organization Address: 5 Capital View Drive, Suite 400 Harrisburg, PA 17110
Previous Survey(s): None
PHMC Key No.
Surveyor Eligibility Recommendation: Not Eligible
 Lack of integrity Lack of significance
 Insufficient information to make a recommendation



Caption: Photograph 1: View looking northwest at 65 Storm Street.

Caption:

Location Map: 65 Storm Street



Site Map: 65 Storm Street

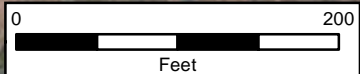


65 Storm Street

1



Source: ESRI



**Abbreviated Historic Resource Survey Form
Pennsylvania Historical & Museum Commission**

IDENTIFICATION AND LOCATION

ER #: 2013-8131-089

Survey Code: N/A

Tax Parcel: 18-7300-11-66-1898

County: Monroe

Municipality: Stroudsburg

Borough

Address: 114 Park Ave, Stroudsburg, PA

Historic/Other Name: Stroudsburg & Water Gap Street Railway trolley barn

Owner Name/Address: Brent Klaus

100 Gymnastics Way Stroudsburg, PA 18360

Owner Category: Private

USGS Quad: Stroudsburg, PA

UTM: Zone 18 N 4536616 E 483917 Or Lat /Long

PHYSICAL DESCRIPTION

Resource Classification: Building

Resources 1

Historic Property Function: Transportation

Current Property Function: Retail and Services/Commercial

Year Built: 1907

Architectural Style: Vernacular

Materials:

Foundation: Stone

Walls: Brick

Roof: Metal

Width in Bays: 3

Stories: 1

SURVEYOR INFORMATION

Name: Charles Richmond, MA

Project Name: SR 0080-17M, Interstate 80 Project

Date: May 2016

Project Location: I-80 corridor in Stroud Township, Stroudsburg, and East Stroudsburg

Organization Name: McCormick Taylor, Inc.

Organization Address: 5 Capital Drive, Suite 400 Harrisburg, PA 17110

Previous Survey(s): Monroe County Historic Sites Survey

PHMC Key No. 038810

Surveyor Eligibility Recommendation: Not Eligible

Lack of integrity

Lack of significance

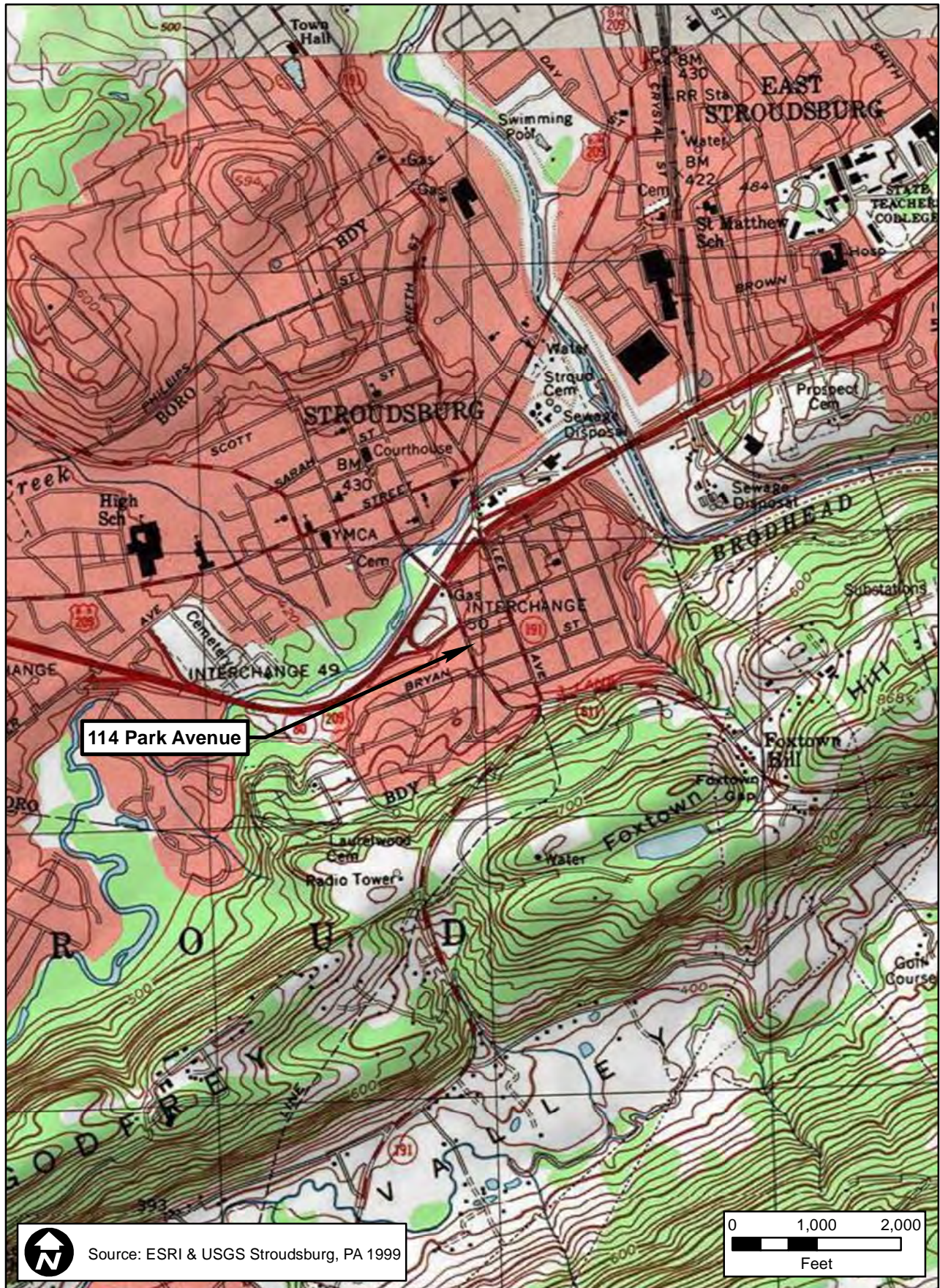
Insufficient information to make a recommendation



Caption: Photograph 1: East and north elevations of 114 Park Avenue facing southwest.

Caption:

Location Map: 114 Park Avenue



Site Map: 114 Park Ave



**Abbreviated Historic Resource Survey Form
Pennsylvania Historical & Museum Commission**

IDENTIFICATION AND LOCATION

ER #: 2013-8131-089

Survey Code: N/A

Tax Parcel: 17-6390-01-38-7456

County: Monroe

Municipality: Stroud

Township

Address: 300 Tanite Road

Historic/Other Name: 300 Tanite Road

Owner Name/Address: Donald C. Lesoine

300 Tanite Road Stroudsburg, PA 18360

Owner Category: Private

USGS Quad: Stroudsburg, PA

UTM: Zone 18 N 4537269 E 480062 Or Lat /Long

PHYSICAL DESCRIPTION

Resource Classification: Building # Resources 2

Historic Property Function: Residence

Current Property Function: Residence

Year Built: C.1860

Architectural Style: Vernacular

Materials: Foundation: Concrete

Walls: Vinyl

Roof: Asphalt

Width in Bays: 3

Stories: 2 1/2

SURVEYOR INFORMATION

Name: Charles Richmond, MA

Project Name: SR 0080-17M, Interstate 80 Project Date: April 2016

Project Location: I-80 corridor in Stroud Township, Stroudsburg, and East Stroudsburg

Organization Name: McCormick Taylor, Inc.

Organization Address: 5 Capital View Drive, Suite 400 Harrisburg, PA

Previous Survey(s): N/A

PHMC Key No.

Surveyor Eligibility Recommendation: Not Eligible

Lack of integrity Lack of significance

Insufficient information to make a recommendation

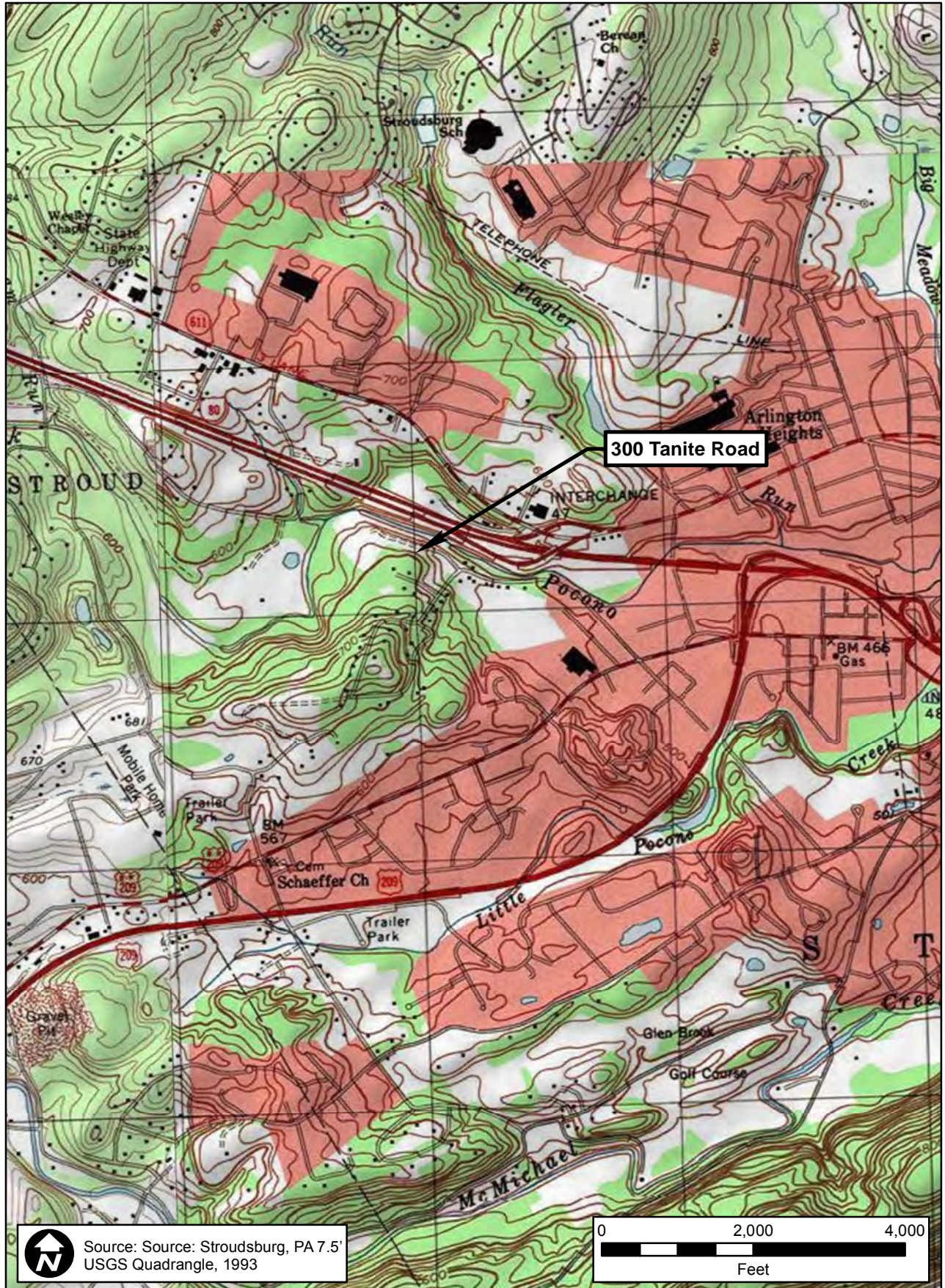


Caption: Photo 1: South and east elevations of 300 Tanite Road while facing north.

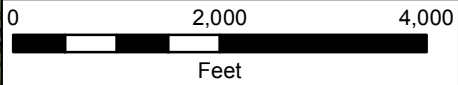


Caption: Photo 2: North and east elevations of 300 Tanite Road while facing southwest.

Site Map: 300 Tanite Road



Source: Source: Stroudsburg, PA 7.5' USGS Quadrangle, 1993



Site Map: 300 Tanite Road



**Abbreviated Historic Resource Survey Form
Pennsylvania Historical & Museum Commission**

IDENTIFICATION AND LOCATION

ER #: 2013-8131-089

Survey Code: N/A

Tax Parcel: 17-6390-01-29-0214

County: Monroe

Municipality: Stroud

Township

Address: 314 White Stone Corner Road

Historic/Other Name: N/A

Owner Name/Address: George and Lorraine Woodling
RR 7 PO Box 7506 Stroudsburg, PA 18360

Owner Category: Private

USGS Quad: Stroudsburg, PA

UTM: Zone 18 N 4537493 E 479578 Or Lat /Long

PHYSICAL DESCRIPTION

Resource Classification: Building # Resources 3

Historic Property Function: Single dwelling

Current Property Function: Single dwelling

Year Built: 1956

Architectural Style: Other

Materials: Foundation: Concrete

Walls: Brick

Roof: Asphalt

Width in Bays: 4

Stories: 1

SURVEYOR INFORMATION

Name: Charles Richmond, MA

Project Name: SR 0080-17M, Interstate 80 Project Date: April 2016

Project Location: I-80 corridor in Stroud Township, Stroudsburg, and East Stroudsburg

Organization Name: McCormick Taylor, Inc.

Organization Address: 5 Capital View Drive, Suite 400 Harrisburg, PA

Previous Survey(s): N/A

PHMC Key No.

Surveyor Eligibility Recommendation: Not Eligible

Lack of integrity

Lack of significance

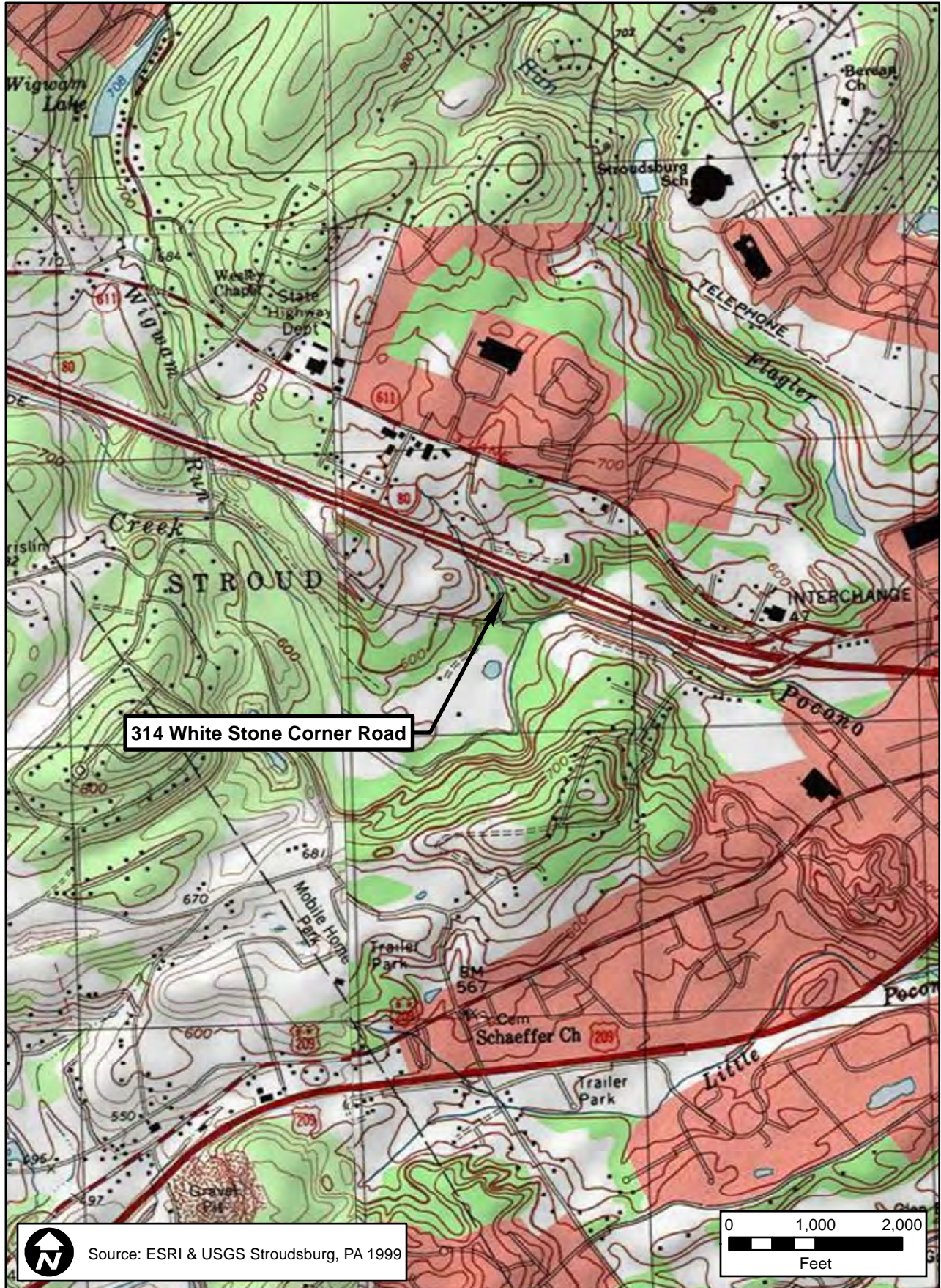
Insufficient information to make a recommendation



Caption: Photograph 1: View looking southeast at north and west elevations.

Caption:

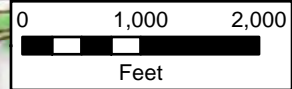
Location Map: 314 White Stone Corner Road



314 White Stone Corner Road



Source: ESRI & USGS Stroudsburg, PA 1999



Site Map: 314 White Stone Corner Road



**Abbreviated Historic Resource Survey Form
Pennsylvania Historical & Museum Commission**

IDENTIFICATION AND LOCATION

ER #: 2013-8131-089

Survey Code: N/A

Tax Parcel: 17-6390-01-19-8237

County: Monroe

Municipality: Stroud

Township

Address: 315 White Stone Corner Road

Historic/Other Name: 315 White Stone Corner Road

Owner Name/Address: Christopher and Dina Cioffi
19 Knollwood Road, NJ 07960

Owner Category: Private

USGS Quad: Stroudsburg, PA

UTM: Zone 18 N 4537480 E 479510 Or Lat /Long

PHYSICAL DESCRIPTION

Resource Classification: Building

Resources 2

Historic Property Function: Single dwelling

Current Property Function: Single dwelling

Year Built: 1952

Architectural Style: Vernacular

Materials: Foundation: Concrete

Walls: Asbestos

Roof: Asphalt

Width in Bays: 3

Stories: 1 1/2

SURVEYOR INFORMATION

Name: Charles Richmond, MA

Project Name: SR 0080-17M, Interstate 80 Project Date: April 2016

Project Location: I-80 corridor in Stroud Township, Stroudsburg, and East Stroudsburg

Organization Name: McCormick Taylor, Inc.

Organization Address: 5 Capital View Drive, Suite 400 Harrisburg, PA 17110

Previous Survey(s): None

PHMC Key No.

Surveyor Eligibility Recommendation: Not Eligible

Lack of integrity

Lack of significance

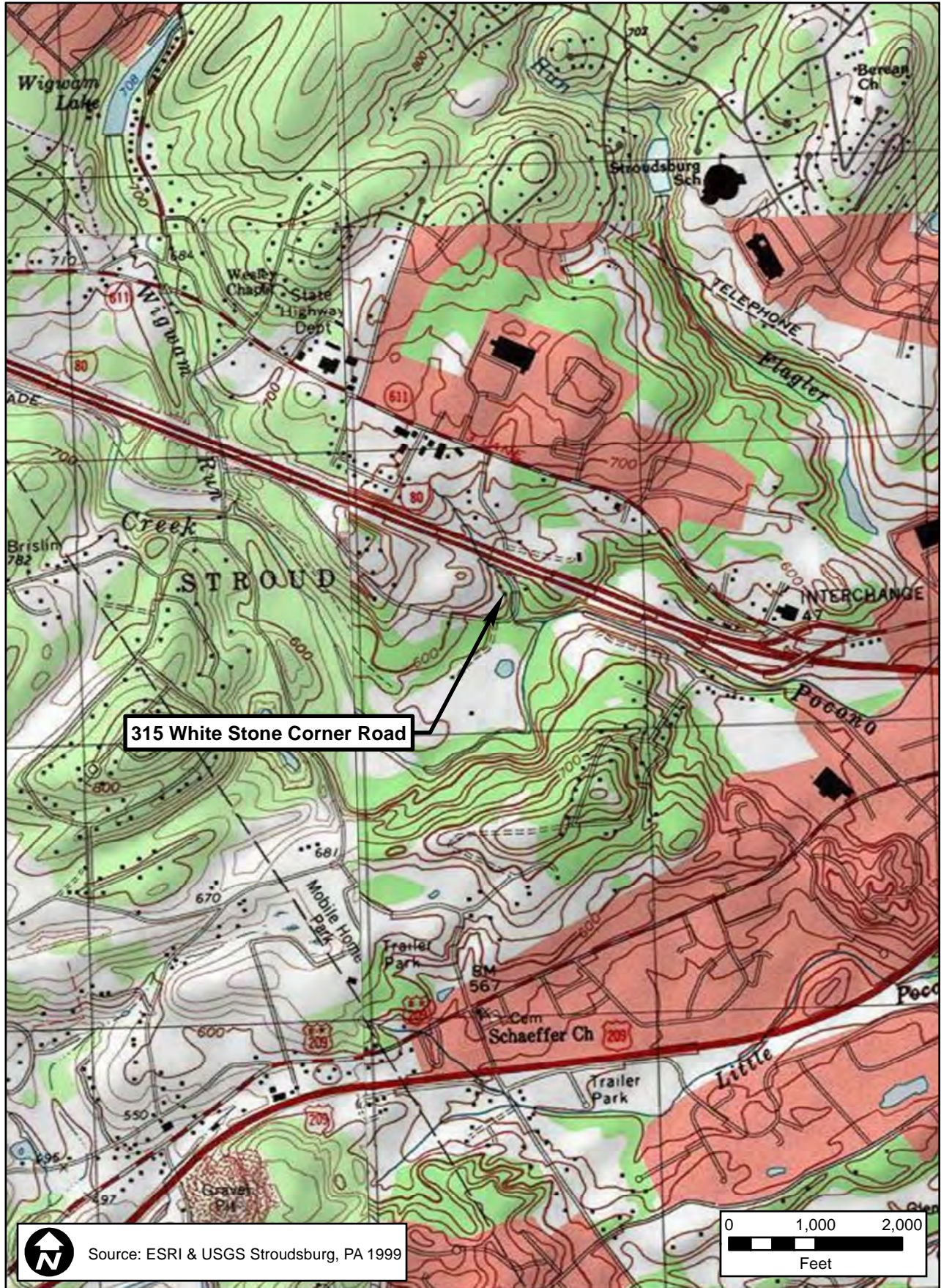
Insufficient information to make a recommendation



Caption: Photograph 1: North and east elevations of 315 White Stone Corner Road while facing southwest.

Caption:

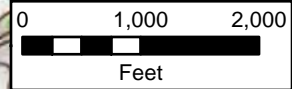
Location Map: 315 White Stone Corner Road



315 White Stone Corner Road



Source: ESRI & USGS Stroudsburg, PA 1999



Site Map: 315 White Stone Corner Road



**Abbreviated Historic Resource Survey Form
Pennsylvania Historical & Museum Commission**

IDENTIFICATION AND LOCATION

ER #: 2013-8131-089

Survey Code: N/A

Tax Parcel: 17-6390-01-29-0956

County: Monroe

Municipality: Stroud

Township

Address: 338 White Stone Corner Road

Historic/Other Name: N/A

Owner Name/Address: Rinevest LLC

PO Box 231, Stroudsburg, PA 18360

Owner Category: Private

USGS Quad: Stroudsburg, PA

UTM: Zone 18 N 4537663 E 479569 Or Lat /Long

PHYSICAL DESCRIPTION

Resource Classification: Building

Resources 2

Historic Property Function: Single dwelling

Current Property Function: Single dwelling

Year Built: 1932

Architectural Style: Vernacular

Materials: Foundation: Concrete

Walls: Aluminum

Roof: Asphalt

Width in Bays: 3

Stories: 2 1/2

SURVEYOR INFORMATION

Name: Charles Richmond, MA

Project Name: SR 0080-17M, Interstate 80 Project Date: April 2016

Project Location: I-80 corridor in Stroud Township, Stroudsburg, and East Stroudsburg

Organization Name: McCormick Taylor, Inc.

Organization Address: 5 Capital View Drive, Suite 400 Harrisburg, PA

Previous Survey(s): None

PHMC Key No.

Surveyor Eligibility Recommendation: Not Eligible

Lack of integrity

Lack of significance

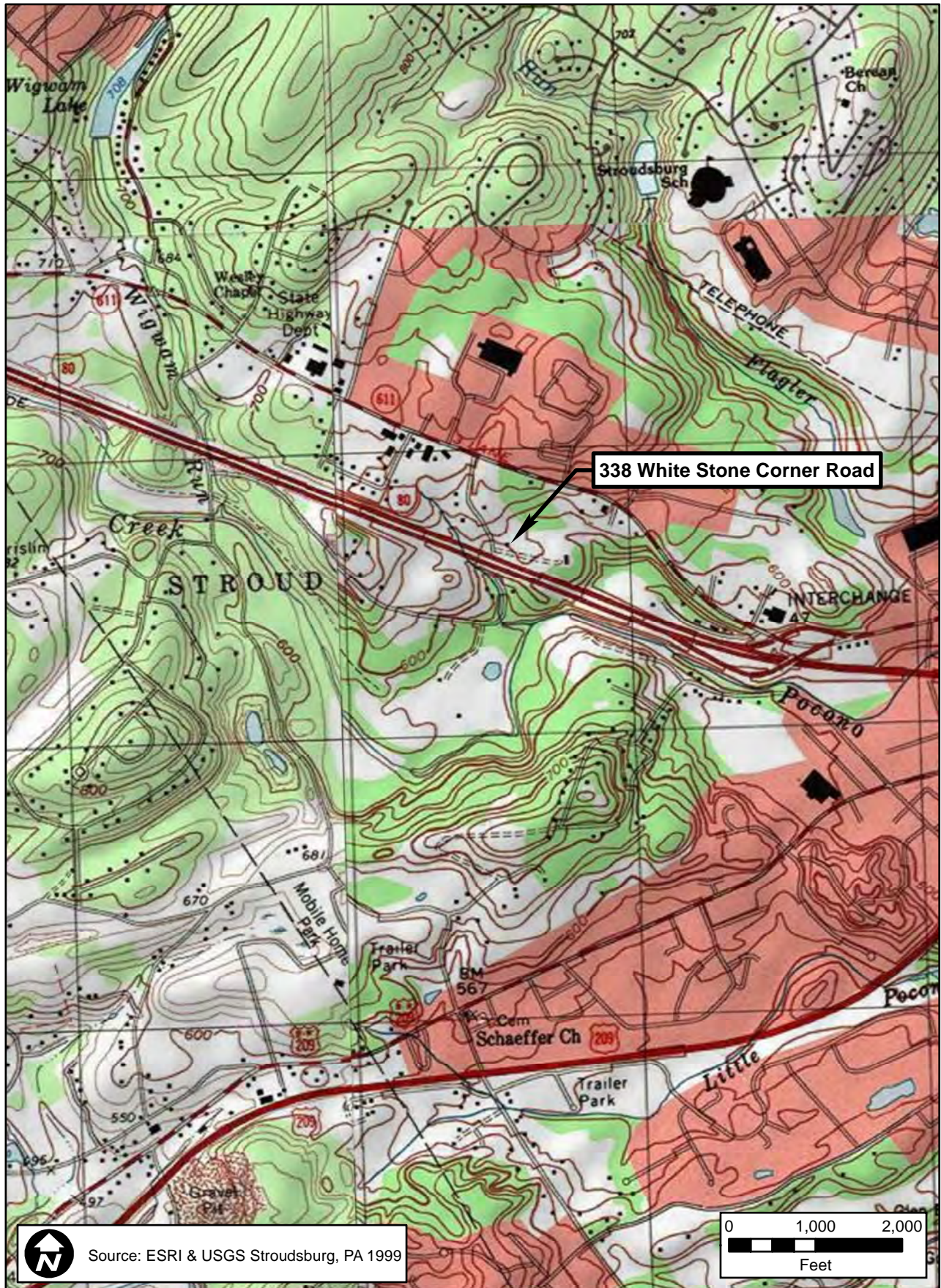
Insufficient information to make a recommendation



Caption: Photograph 1: View looking northeast at south and west elevations.

Caption:

Location Map: 338 White Stone Corner Road



Site Map: 338 White Stone Corner Road



**Abbreviated Historic Resource Survey Form
Pennsylvania Historical & Museum Commission**

IDENTIFICATION AND LOCATION

ER #: 2013-8131-089

Survey Code: N/A

Tax Parcel: 17-6391-03-10-4135

County: Monroe

Municipality: Stroud

Township

Address: 353 White Stone Corner Road

Historic/Other Name: N/A

Owner Name/Address: Joseph William and Donna Ann Burbella
1110 Poplar Valley Road East Stroudsburg, PA 18360

Owner Category: Private

USGS Quad: Stroudsburg, PA

UTM: Zone 18 N 4537754 E 479418 Or Lat /Long

PHYSICAL DESCRIPTION

Resource Classification: Building # Resources 1

Historic Property Function: Single dwelling

Current Property Function: Single dwelling

Year Built: ca. 1950

Architectural Style: Bungalow/Craftsman

Materials: Foundation: Concrete

Walls: Vinyl

Roof: Asphalt

Width in Bays: 3

Stories: 1 1/2

SURVEYOR INFORMATION

Name: Charles Richmond, MA

Project Name: SR 0080-17M, Interstate 80 Project Date: April 2016

Project Location: I-80 corridor in Stroud Township, Stroudsburg, and East Stroudsburg

Organization Name: McCormick Taylor, Inc.

Organization Address: 5 Capital View Drive, Suite 400 Harrisburg, PA 17110

Previous Survey(s): None

PHMC Key No.

Surveyor Eligibility Recommendation: Not Eligible

Lack of integrity

Lack of significance

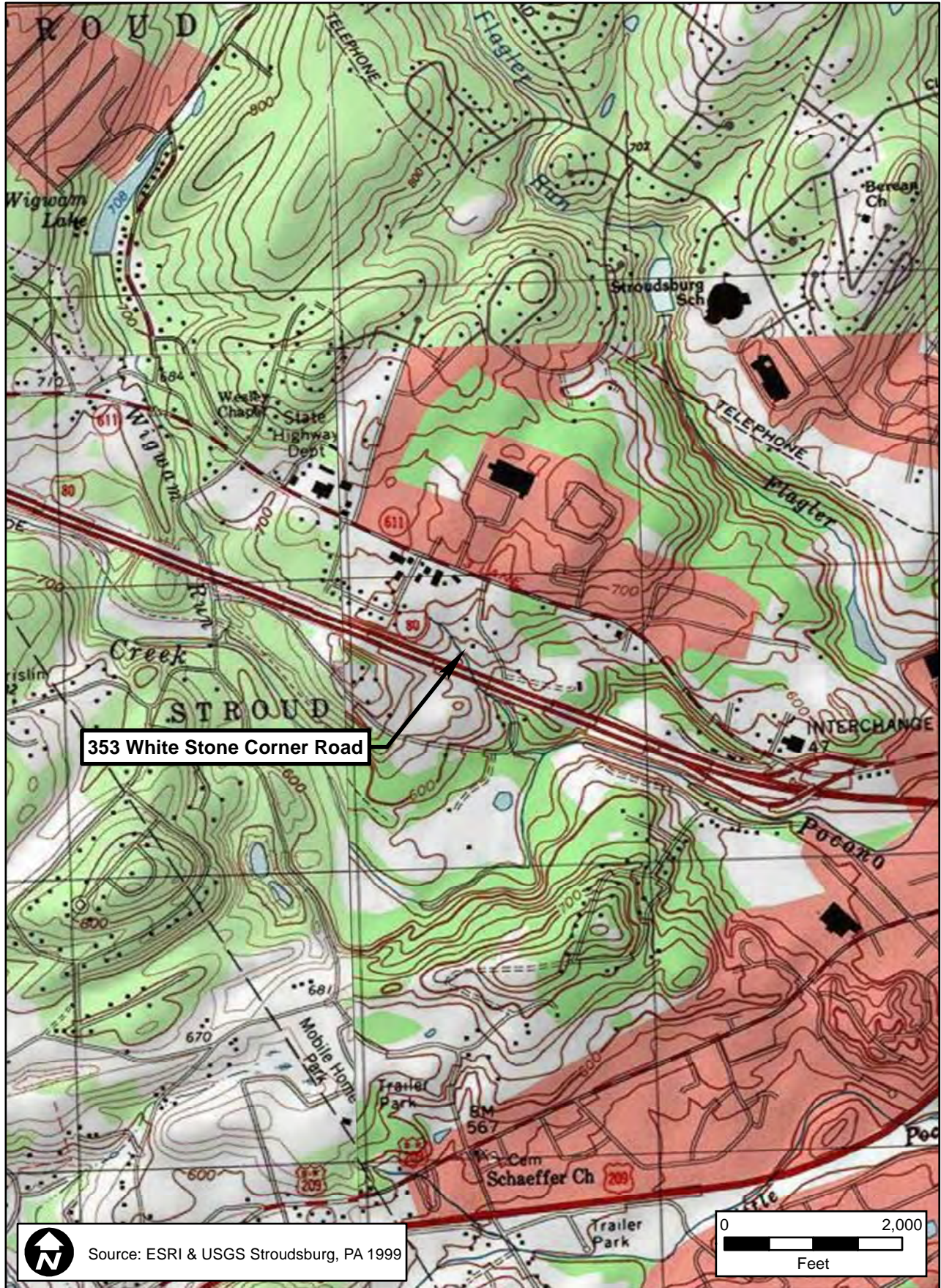
Insufficient information to make a recommendation



Caption: Photograph 1: North and west elevations of 353 White Stone Corner Road while facing southeast.

Caption:

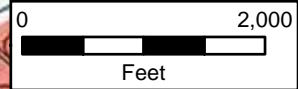
Location Map: 353 White Stone Corner Road



353 White Stone Corner Road



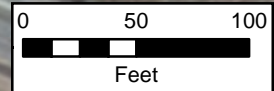
Source: ESRI & USGS Stroudsburg, PA 1999



Site Map: 353 White Stone Corner Road



Source: ESRI Imagery



**Abbreviated Historic Resource Survey Form
Pennsylvania Historical & Museum Commission**

IDENTIFICATION AND LOCATION

ER #: 2013-8131-089

Survey Code: N/A

Tax Parcel: 17-6391-03-00-7368

County: Monroe

Municipality: Stroud

Township

Address: 433 Dogwood Road

Historic/Other Name: 433 Dogwood Road

Owner Name/Address: James P. and Jean E. Seaver

RR 14 BOX 7485 Stroudsburg, PA 18360

Owner Category: Private

USGS Quad: Stroudsburg, PA

UTM: Zone 18 N 4537839 E 479148 Or Lat /Long

PHYSICAL DESCRIPTION

Resource Classification: Building # Resources 1

Historic Property Function: Single dwelling

Current Property Function: Single dwelling

Year Built: Ca. 1960

Architectural Style: Other

Materials: Foundation: Concrete

Walls: Vinyl

Roof: Asphalt

Width in Bays: 4

Stories: 2

SURVEYOR INFORMATION

Name: Charles Richmond, MA

Project Name: SR 0080-17M, Interstate 80 Project Date: April 2016

Project Location: I-80 corridor in Stroud Township, Stroudsburg, and East Stroudsburg

Organization Name: McCormick Taylor, Inc.

Organization Address: 5 Capital View Drive, Suite 400 Harrisburg, PA 17110

Previous Survey(s): None

PHMC Key No.

Surveyor Eligibility Recommendation: Not Eligible

Lack of integrity

Lack of significance

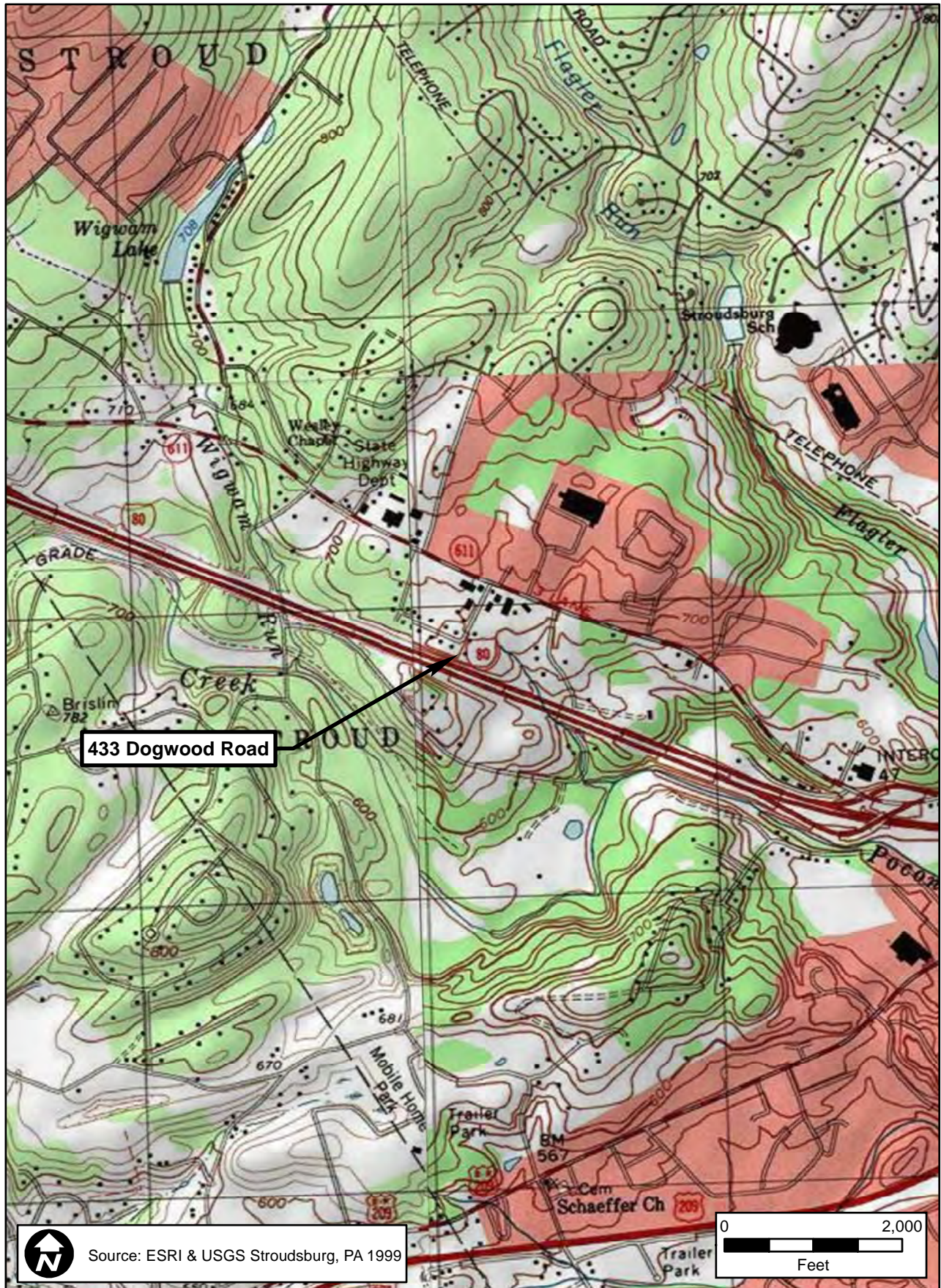
Insufficient information to make a recommendation



Caption: Photograph 1: West and north elevations of 433 Dogwood Road facing southeast.

Caption:

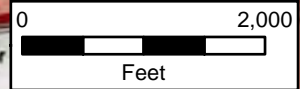
Location Map: 433 Dogwood Road



433 Dogwood Road



Source: ESRI & USGS Stroudsburg, PA 1999



Site Map: 433 Dogwood Road



Dogwood Rd

Hemlock Ln

1

433 Dogwood Road

80

0 100
Feet

Source: Esri & DigitalGlobe, 2013

**Abbreviated Historic Resource Survey Form
Pennsylvania Historical & Museum Commission**

IDENTIFICATION AND LOCATION

ER #: 2013-8131-089

Survey Code: N/A

Tax Parcel: 18-7300-09-16-8518

County: Monroe

Municipality: Stroudsburg

Borough

Address: 1220 Dreher Ave

Historic/Other Name: 1220 Dreher Avenue

Owner Name/Address: Cemal Cakir

PO Box 430 Stroudsburg, PA 18360

Owner Category: Private

USGS Quad: Stroudsburg, PA

UTM: Zone 18 N 4536561 E 482541 Or Lat /Long

PHYSICAL DESCRIPTION

Resource Classification: Building # Resources 1

Historic Property Function: Single dwelling

Current Property Function: Single dwelling

Year Built: Ca. 1925

Architectural Style: Bungalow/Craftsman

Materials: Foundation: Concrete

Walls: Vinyl

Roof: Asphalt

Width in Bays: 3

Stories: 2

SURVEYOR INFORMATION

Name: Charles Richmond, MA

Project Name: SR 0080-17M, Interstate 80 Project Date: April 2016

Project Location: I-80 corridor in Stroud Township, Stroudsburg, and East Stroudsburg

Organization Name: McCormick Taylor, Inc.

Organization Address: 5 Capital View Drive, Suite 400 Harrisburg, PA

Previous Survey(s): None

PHMC Key No.

Surveyor Eligibility Recommendation: Not Eligible

Lack of integrity

Lack of significance

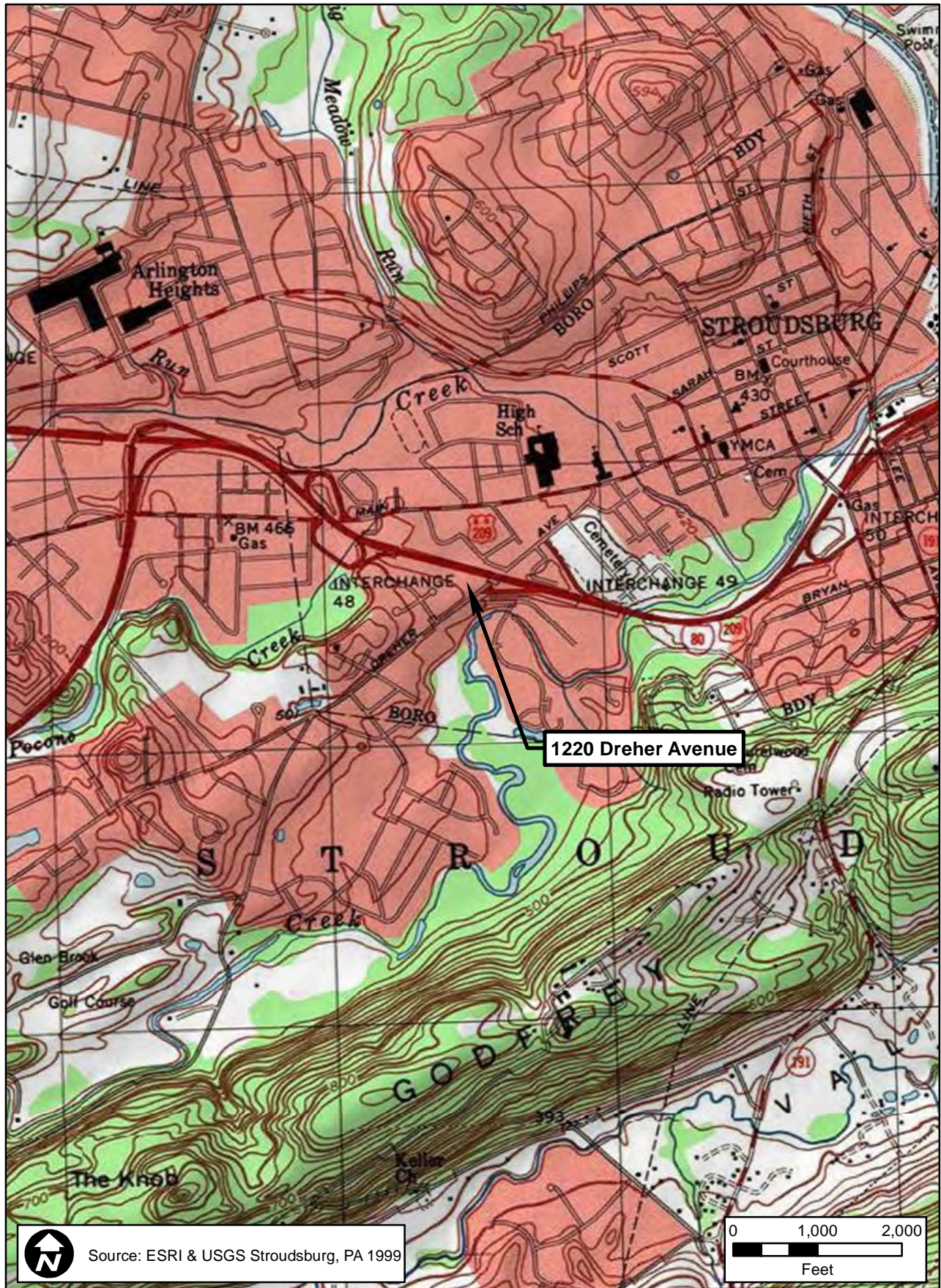
Insufficient information to make a recommendation



Caption: Photograph 1: South and west elevations of 1220 Dreher Avenue facing northeast.

Caption:

Location Map: 1220 Dreher Avenue



Site Map: 1220 Dreher Avenue



**Abbreviated Historic Resource Survey Form
Pennsylvania Historical & Museum Commission**

IDENTIFICATION AND LOCATION

ER #: 2013-8131-089
Survey Code: N/A Tax Parcel: 18-7300-09-16-7546
County: Monroe Municipality: Stroudsburg Borough
Address: 1222 Dreher Avenue
Historic/Other Name: 1222 Dreher Avenue
Owner Name/Address: James Etal Fareri
5231 Mountainside Dr. Stroudsburg, PA 18360
Owner Category: Private
USGS Quad: Stroudsburg, PA
UTM: Zone 18 N 4536548 E 482521 Or Lat /Long

PHYSICAL DESCRIPTION

Resource Classification: Building # Resources 1
Historic Property Function: Single dwelling
Current Property Function: Single dwelling
Year Built: Ca. 1930
Architectural Style: Colonial Revival
Materials: Foundation: Concrete
Walls: wood
Roof: Asphalt
Width in Bays: 3 Stories: 2

SURVEYOR INFORMATION

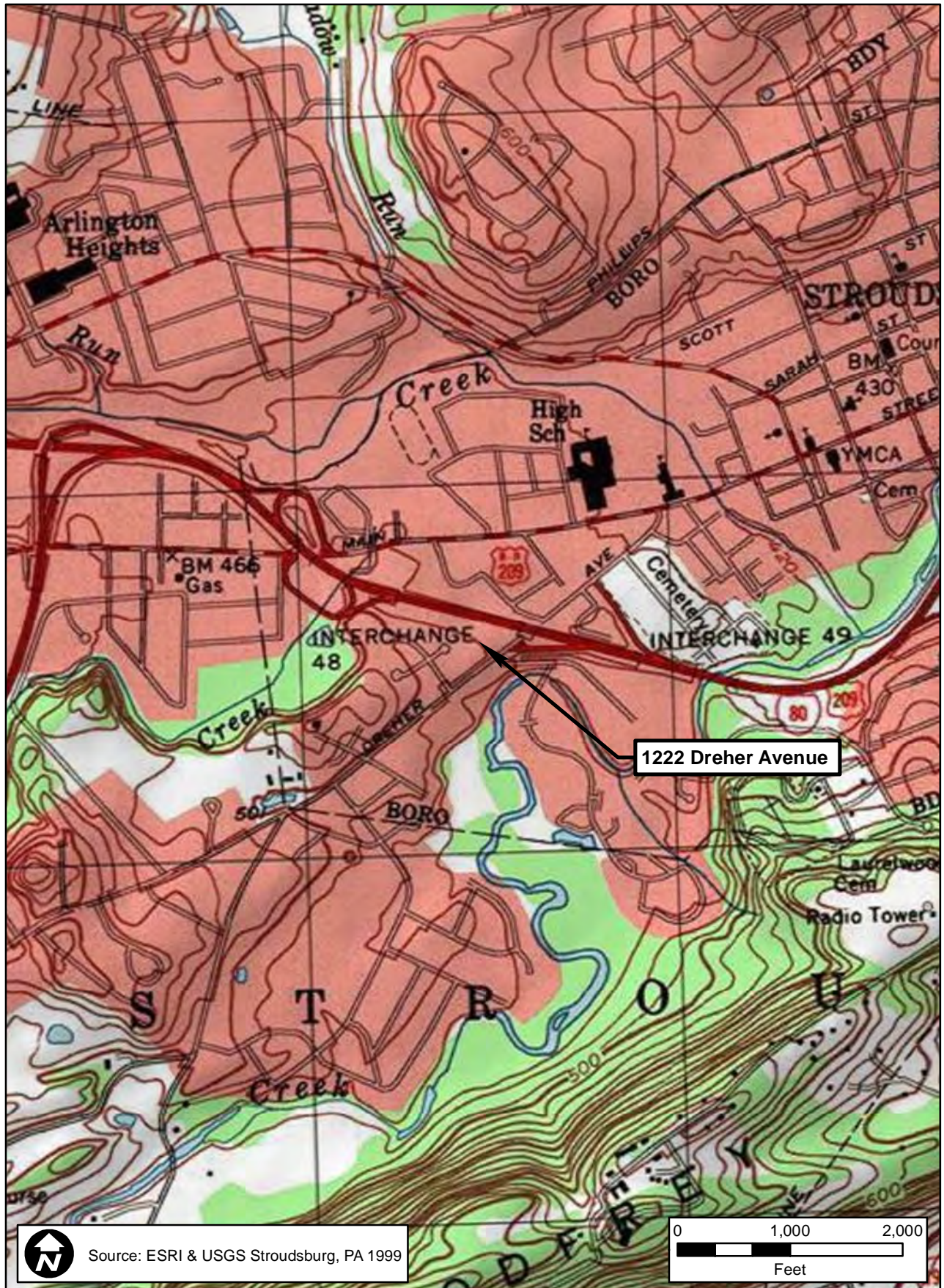
Name: Charles Richmond, MA
Project Name: SR 0080-17M, Interstate 80 Project Date: April 2016
Project Location: I-80 corridor in Stroud Township, Stroudsburg, and East Stroudsburg
Organization Name: McCormick Taylor, Inc.
Organization Address: 5 Capital View Drive, Suite 400 Harrisburg, PA 17110
Previous Survey(s): None
PHMC Key No.
Surveyor Eligibility Recommendation: Not Eligible
 Lack of integrity Lack of significance
 Insufficient information to make a recommendation



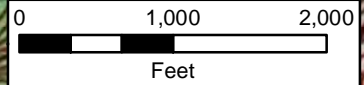
Caption: Photograph 1: View looking northwest at south and east elevations of 1222 Dreher Avenue.

Caption:

Location Map: 1222 Dreher Avenue



Source: ESRI & USGS Stroudsburg, PA 1999



Site Map: 1222 Dreher Avenue



**Abbreviated Historic Resource Survey Form
Pennsylvania Historical & Museum Commission**

IDENTIFICATION AND LOCATION

ER #: 2013-8131-089

Survey Code: N/A

Tax Parcel: 18-7300-09-16-6581

County: Monroe

Municipality: Stroudsburg

Borough

Address: 1224 Dreher Avenue

Historic/Other Name: 1224 Dreher Avenue

Owner Name/Address: Charles G. and Rose Ann Moran

1224 Dreher Avenue Stroudsburg, PA 18360

Owner Category: Private

USGS Quad: Stroudsburg, PA

UTM: Zone 18 N 4536540 E 482509 Or Lat /Long

PHYSICAL DESCRIPTION

Resource Classification: Building

Resources 1

Historic Property Function: Single dwelling

Current Property Function: Single dwelling

Year Built: Ca. 1950

Architectural Style: Other

Materials: Foundation: Concrete

Walls: Vinyl

Roof: Asphalt

Width in Bays: 3

Stories: 1 1/2

SURVEYOR INFORMATION

Name: Charles Richmond, MA

Project Name: SR 0080-17M, Interstate 80 Project

Date: April 2016

Project Location: I-80 corridor in Stroud Township, Stroudsburg, and East Stroudsburg

Organization Name: McCormick Taylor, Inc.

Organization Address: 5 Capital View Drive, Suite 400 Harrisburg, PA

Previous Survey(s): None

PHMC Key No.

Surveyor Eligibility Recommendation: Not Eligible

Lack of integrity

Lack of significance

Insufficient information to make a recommendation

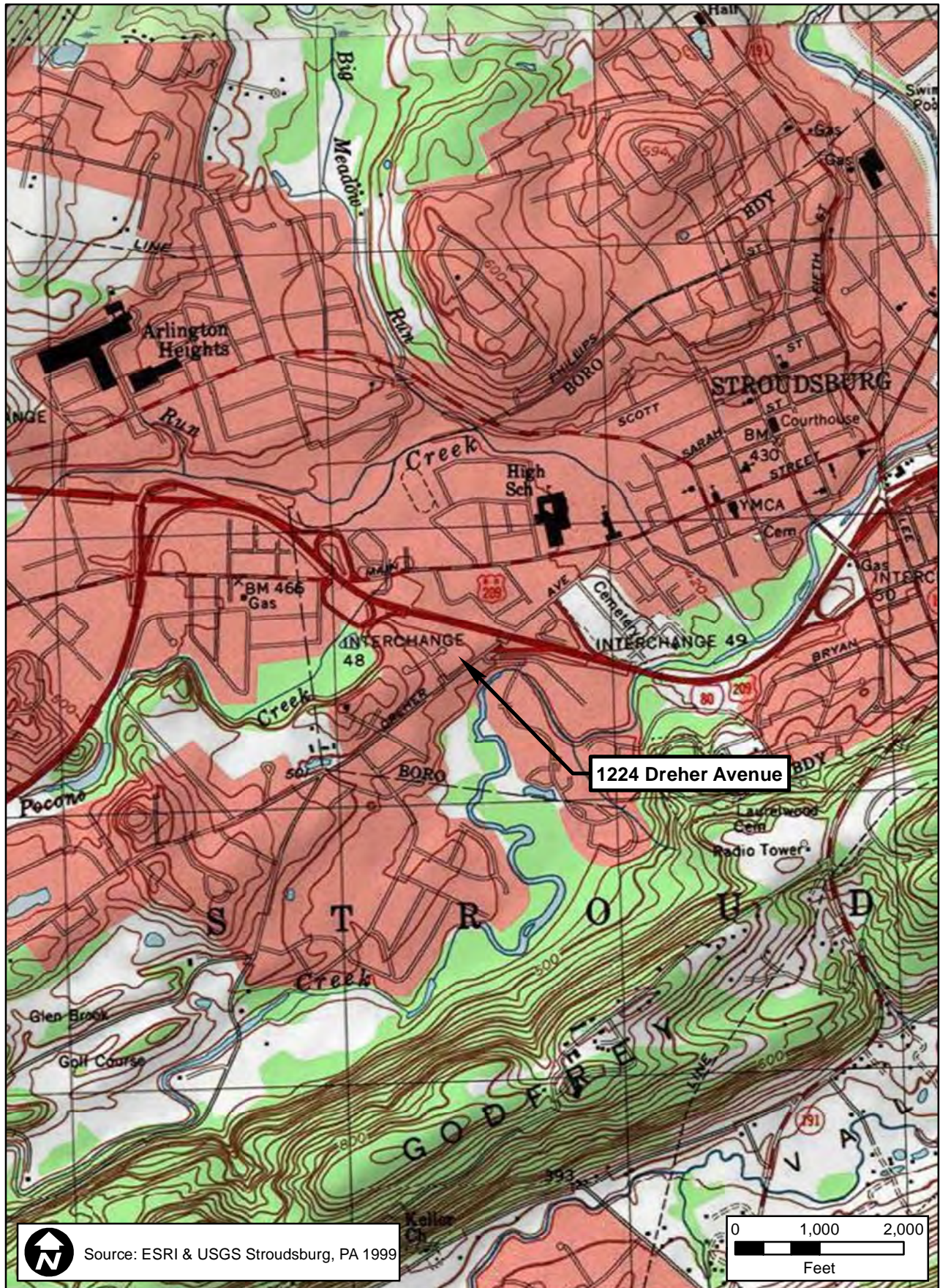


Caption: Photograph 1: South and west elevation of 1224 Dreher Avenue while facing north. The house is a modified Cape Cod style residence.

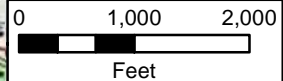


Caption: Photograph 2: South and east elevation of 1224 Dreher Avenue while facing northwest. The house is a modified Cape Cod style residence.

Location Map: 1224 Dreher Avenue



Source: ESRI & USGS Stroudsburg, PA 1999



Site Map: 1224 Dreher Avenue



**Abbreviated Historic Resource Survey Form
Pennsylvania Historical & Museum Commission**

IDENTIFICATION AND LOCATION

ER #: 2013-8131-089
Survey Code: N/A Tax Parcel: 18-7300-09-16-8304
County: Monroe Municipality: Stroudsburg Borough
Address: 1225 Dreher Avenue
Historic/Other Name: 1225 Dreher Avenue
Owner Name/Address: Carl M. and Georgann Hagerty
1225 Dreher Avenue Stroudsburg, PA 18360
Owner Category: Private
USGS Quad: Stroudsburg, PA
UTM: Zone 18 N 4536499 E 482517 Or Lat /Long

PHYSICAL DESCRIPTION

Resource Classification: Building # Resources 1
Historic Property Function: Single dwelling
Current Property Function: Single dwelling
Year Built: Ca. 1925
Architectural Style: Bungalow/Craftsman
Materials: Foundation: Concrete
Walls: Concrete
Roof: Asphalt
Width in Bays: 4 Stories: 1 1/2

SURVEYOR INFORMATION

Name: Charles Richmond, MA
Project Name: SR 0080-17M, Interstate 80 Project Date: April 2016
Project Location: I-80 corridor in Stroud Township, Stroudsburg, and East Stroudsburg
Organization Name: McCormick Taylor, Inc.
Organization Address: 5 Capital View Drive, Suite 400 Harrisburg, PA 17110
Previous Survey(s): None
PHMC Key No.

Surveyor Eligibility Recommendation: Not Eligible

- Lack of integrity Lack of significance
 Insufficient information to make a recommendation

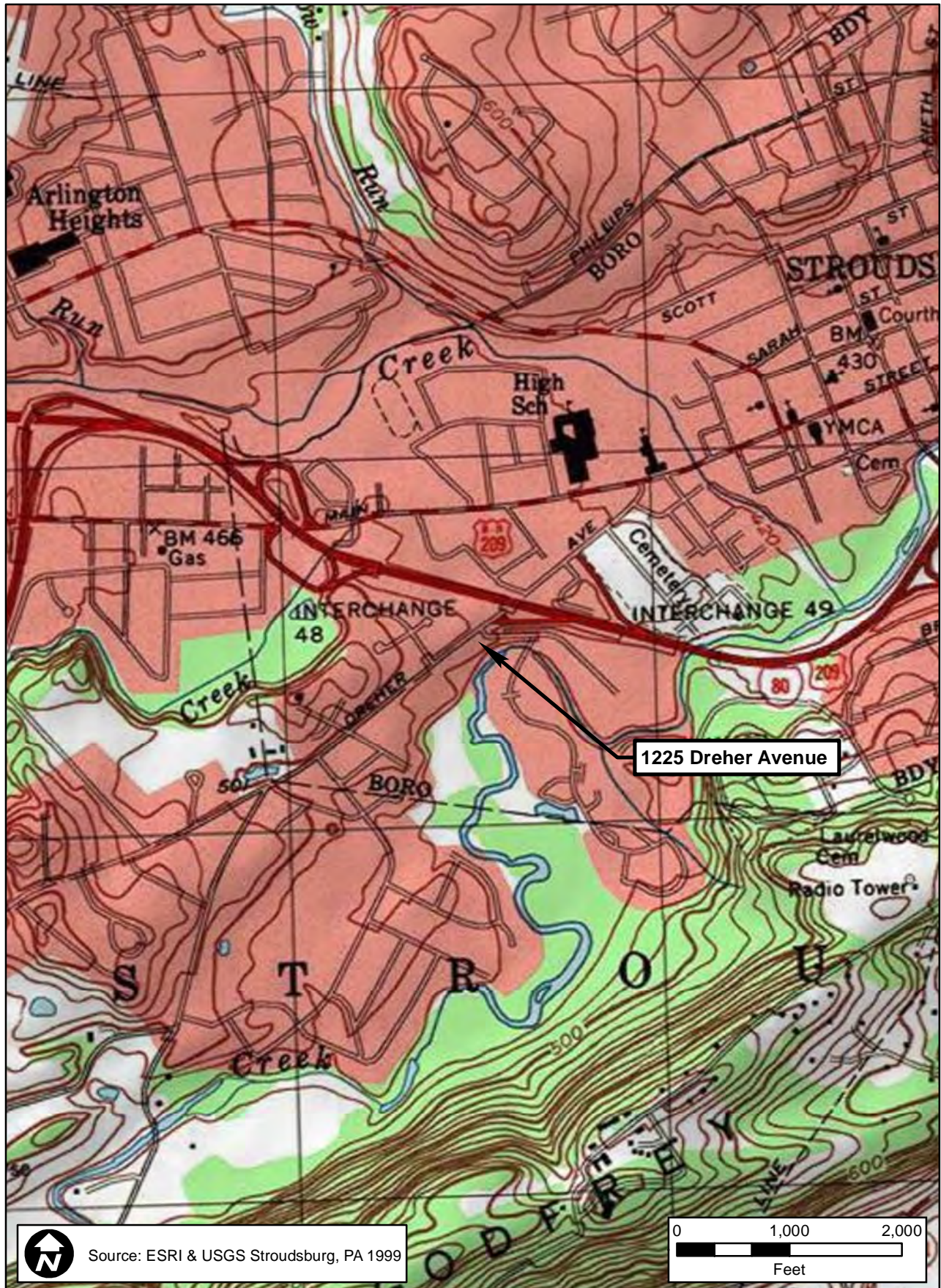


Caption: Photograph 1: North and east elevations of 1225 Dreher Avenue facing south.



Caption: Photograph 2: North and west elevations of 1225 Dreher Avenue facing southeast.

Location Map: 1225 Dreher Avenue



Site Map: 1225 Dreher Avenue



Source: Esri & DigitalGlobe, 2013

0 100
Feet

**Abbreviated Historic Resource Survey Form
Pennsylvania Historical & Museum Commission**

IDENTIFICATION AND LOCATION

ER #: 2013-8131-089

Survey Code: N/A

Tax Parcel: 18-7300-09-15-4938

County: Monroe

Municipality: Stroudsburg

Borough

Address: 1251 Dreher Avenue

Historic/Other Name: 1251 Dreher Avenue

Owner Name/Address: Martin J. and Mae R. Salva

1251 Dreher Avenue, Stroudsburg, PA 18360

Owner Category: Private

USGS Quad: Stroudsburg, PA

UTM: Zone 18 N 4536359 E 482385 Or Lat /Long

PHYSICAL DESCRIPTION

Resource Classification: Building # Resources 1

Historic Property Function: Single dwelling

Current Property Function: Single dwelling

Year Built: 1928

Architectural Style: Colonial Revival

Materials: Foundation: Concrete

Walls: Vinyl

Roof: Asphalt

Width in Bays: 3

Stories: 2

SURVEYOR INFORMATION

Name: Charles Richmond, MA

Project Name: SR 0080-17M, Interstate 80 Project Date: April 2016

Project Location: I-80 corridor in Stroud Township, Stroudsburg, and East Stroudsburg

Organization Name: McCormick Taylor, Inc.

Organization Address: 5 Capital View Drive, Suite 400 Harrisburg, PA 17110

Previous Survey(s): Monroe County Historic Sites Survey, undetermined
PHMC Key No. 038764

Surveyor Eligibility Recommendation: Not Eligible

- Lack of integrity Lack of significance
 Insufficient information to make a recommendation

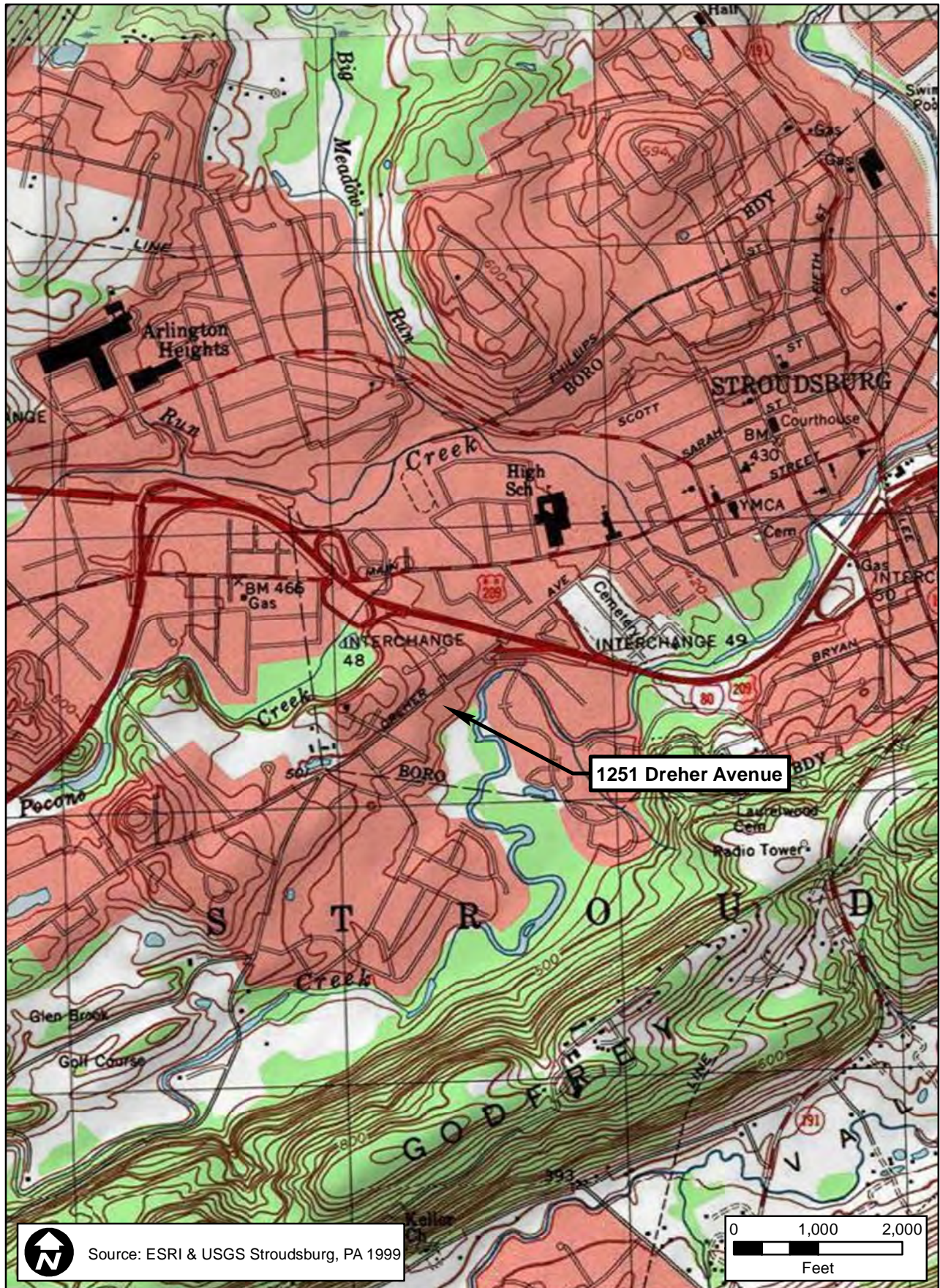


Caption: Photograph 1: View looking northeast at the north and west elevations of 1251 Dreher Avenue.



Caption: Photograph 2: View looking west at the south and east elevations of 1251 Dreher Avenue.

Location Map: 1251 Dreher Avenue



Site Map: 1251 Dreher Avenue



**Abbreviated Historic Resource Survey Form
Pennsylvania Historical & Museum Commission**

IDENTIFICATION AND LOCATION

ER #: 2013-8131-089

Survey Code: N/A

Tax Parcel: 17-6390-02-68-1656

County: Monroe

Municipality: Stroud

Township

Address: 1272 N. 9th Street

Historic/Other Name: 1272 N. 9th Street

Owner Name/Address: BMJ, LP/PO Box 301
East Stroudsburg, PA 18301

Owner Category: Private

USGS Quad: Stroudsburg, PA

UTM: Zone 18 N 4537285 E 480824 Or Lat /Long

PHYSICAL DESCRIPTION

Resource Classification: Building # Resources 2

Historic Property Function: Single dwelling

Current Property Function: Commercial

Year Built: ca. 1930

Architectural Style: Other

Materials: Foundation: Concrete

Walls: Brick

Roof: Asphalt

Width in Bays: 2

Stories: 2 1/2

SURVEYOR INFORMATION

Name: Charles Richmond, MA

Project Name: SR 0080-17M, Interstate 80 Project Date: April 2016

Project Location: I-80 corridor in Stroud Township, Stroudsburg, and East Stroudsburg

Organization Name: McCormick Taylor, Inc.

Organization Address: 5 Capital View Drive, Suite 400 Harrisburg, PA 17110

Previous Survey(s): None

PHMC Key No.

Surveyor Eligibility Recommendation: Not Eligible

- Lack of integrity Lack of significance
 Insufficient information to make a recommendation

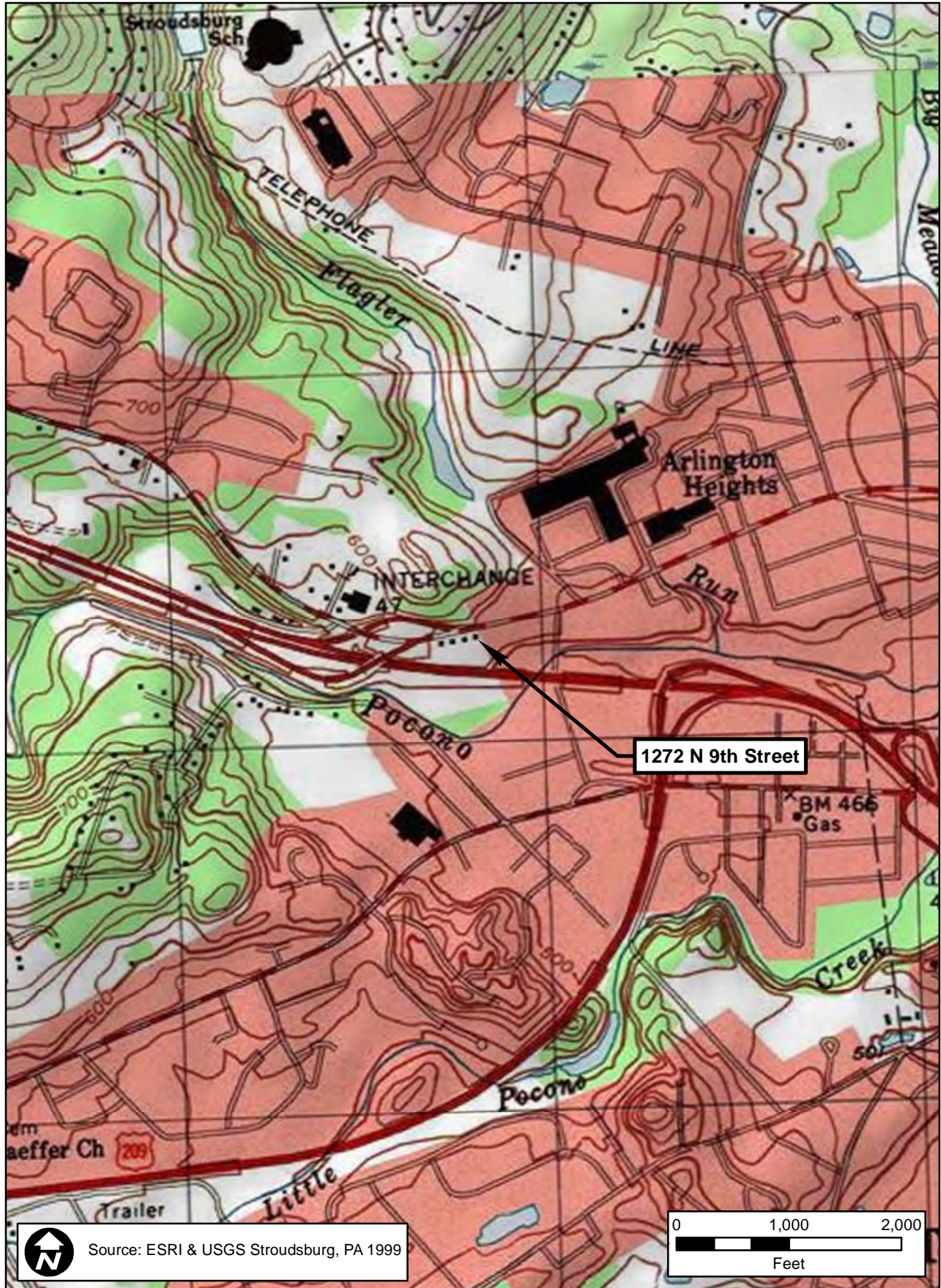


Caption: Photograph 1: View looking southeast at the north and west elevations of Foursquare style building at 1272 N. 9th Street.



Caption: Photograph 2: View looking south at the north elevation of the Foursquare style building at 1272 N. 9th Street.

Location Map: 1272 N 9th Street



Site Map: 1272 N 9th Street



RT 611 611

1272 N 9th Street

1

2

80

80

0 100 Feet

Source: Esri & DigitalGlobe, 2013

**Abbreviated Historic Resource Survey Form
Pennsylvania Historical & Museum Commission**

IDENTIFICATION AND LOCATION

ER #: 2013-8131-089
Survey Code: N/A Tax Parcel: 17-6390-02-68-0636
County: Monroe Municipality: Stroud Township
Address: 1274 N. 9th Street
Historic/Other Name: 1274 N. 9th Street
Owner Name/Address: John M. and Arlene L. Frailey
131 Mountain Shadows Lane Stroudsburg, PA 18360
Owner Category: Private
USGS Quad: Stroudsburg, PA
UTM: Zone 18 N 4537281 E 480795 Or Lat /Long

PHYSICAL DESCRIPTION

Resource Classification: Building # Resources 1
Historic Property Function: Single dwelling
Current Property Function: Single dwelling
Year Built: ca. 1940
Architectural Style: Colonial Revival
Materials: Foundation: Concrete
Walls: Brick
Roof: Asphalt
Width in Bays: 3 Stories: 2 1/2

SURVEYOR INFORMATION

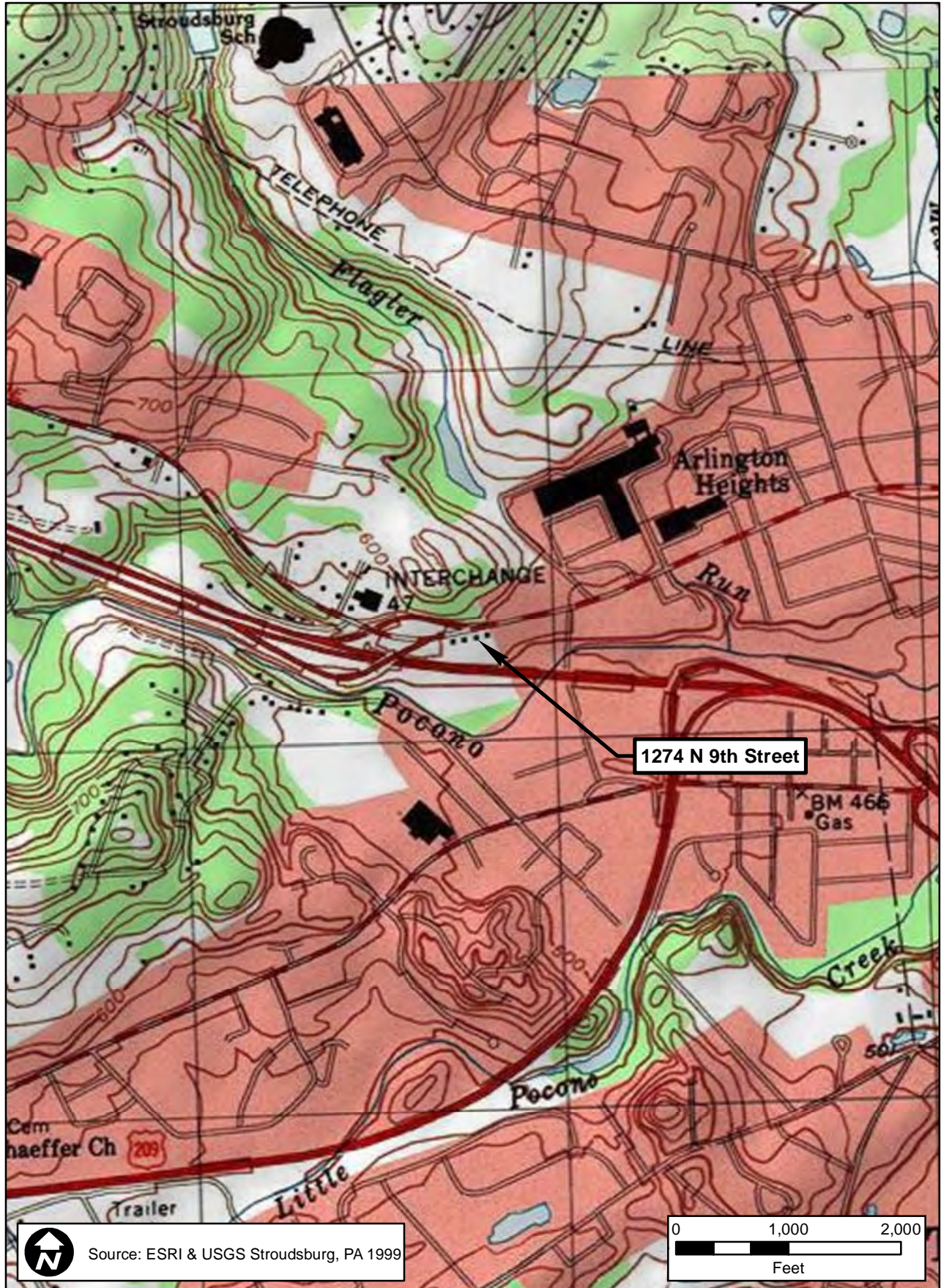
Name: Charles Richmond, MA
Project Name: SR 0080-17M, Interstate 80 Project Date: April 2016
Project Location: I-80 corridor in Stroud Township, Stroudsburg, and East Stroudsburg
Organization Name: McCormick Taylor, Inc.
Organization Address: 5 Capital View Drive, Suite 400 Harrisburg, PA
Previous Survey(s): None
PHMC Key No.
Surveyor Eligibility Recommendation: Not Eligible
 Lack of integrity Lack of significance
 Insufficient information to make a recommendation



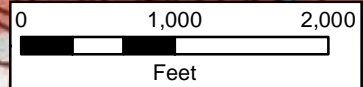
Caption: Photograph 1: North and west elevations of 1274 N. 9th Street facing southeast.

Caption:

Location Map: 1274 N 9th Street



Source: ESRI & USGS Stroudsburg, PA 1999



Site Map: 1274 N 9th Street



RT 611 611

1

1274 N 9th Street

80

80

Source: Esri & DigitalGlobe, 2013

0 100 Feet

**Abbreviated Historic Resource Survey Form
Pennsylvania Historical & Museum Commission**

IDENTIFICATION AND LOCATION

ER #: 2013-8131-089

Survey Code: N/A

Tax Parcel: 17-6390-02-58-9614

County: Monroe

Municipality: Stroud

Township

Address: 1286 N. 9th Street Stroudsburg, PA

Historic/Other Name: 1286 N. 9th Street

Owner Name/Address: John M. and Arlene L. Fraily

131 Mountain Shadows Lane Stroudsburg, PA 18360

Owner Category: Private

USGS Quad: Stroudsburg, PA

UTM: Zone 18 N 4537270 E 480759 Or Lat /Long

PHYSICAL DESCRIPTION

Resource Classification: Building # Resources 1

Historic Property Function: Single dwelling

Current Property Function: Commercial

Year Built: Ca. 1925

Architectural Style: Mixed

Materials: Foundation: Stone

Walls: Brick

Roof: Asphalt

Width in Bays: 4

Stories: 2

SURVEYOR INFORMATION

Name: Charles Richmond, MA

Project Name: SR 0080-17M, Interstate 80 Project Date: April 2016

Project Location: I-80 corridor in Stroud Township, Stroudsburg, and East Stroudsburg

Organization Name: McCormick Taylor, Inc.

Organization Address: 5 Capital View Drive, Suite 400 Harrisburg, PA

Previous Survey(s): None

PHMC Key No.

Surveyor Eligibility Recommendation: Not Eligible

Lack of integrity

Lack of significance

Insufficient information to make a recommendation

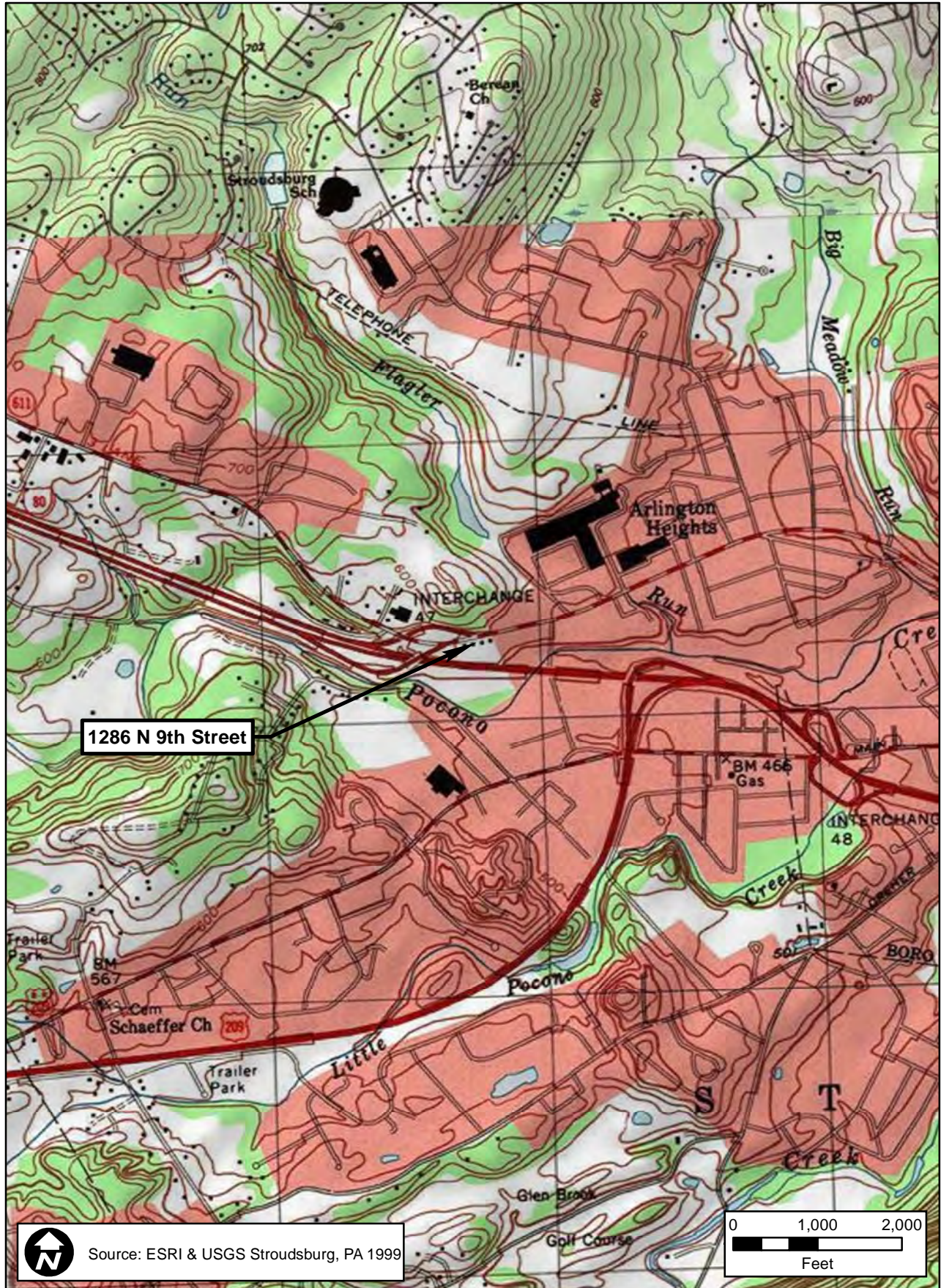


Caption: Photograph 1: View looking southeast at the north and west elevations of 1286 N. 9th Street.



Caption: Photograph 2: View looking southwest at the north and east elevations of 1286 N. 9th Street.

Location Map: 1286 N 9th Street



Site Map: 1286 N 9th Street



**Abbreviated Historic Resource Survey Form
Pennsylvania Historical & Museum Commission**

IDENTIFICATION AND LOCATION

ER #: 2013-8131-089

Survey Code: N/A

Tax Parcel: 17-6390-01-49-9143

County: Monroe

Municipality: Stroud

Township

Address: 1336 N. 9th Street Stroudsburg, PA

Historic/Other Name: 1336 N. 9th Street

Owner Name/Address: Conygham Co Inc.

700 Scott St PO BOX 1126 Wilkes Barre, PA 18703-1126

Owner Category: Private

USGS Quad: Stroudsburg, PA

UTM: Zone 18 N 4537371 E 480447 Or Lat /Long

PHYSICAL DESCRIPTION

Resource Classification: Building # Resources 1

Historic Property Function: Single dwelling

Current Property Function: Commercial

Year Built: Ca. 1940

Architectural Style: Vernacular

Materials: Foundation: Concrete

Walls: Vinyl

Roof: Asphalt

Width in Bays: 4

Stories: 2 1/2

SURVEYOR INFORMATION

Name: Charles Richmond, MA

Project Name: SR 0080-17M, Interstate 80 Project Date: April 2016

Project Location: I-80 corridor in Stroud Township, Stroudsburg, and East Stroudsburg

Organization Name: McCormick Taylor, Inc.

Organization Address: 5 Capital View Drive, Suite 400 Harrisburg, PA 17110

Previous Survey(s): None

PHMC Key No.

Surveyor Eligibility Recommendation: Not Eligible

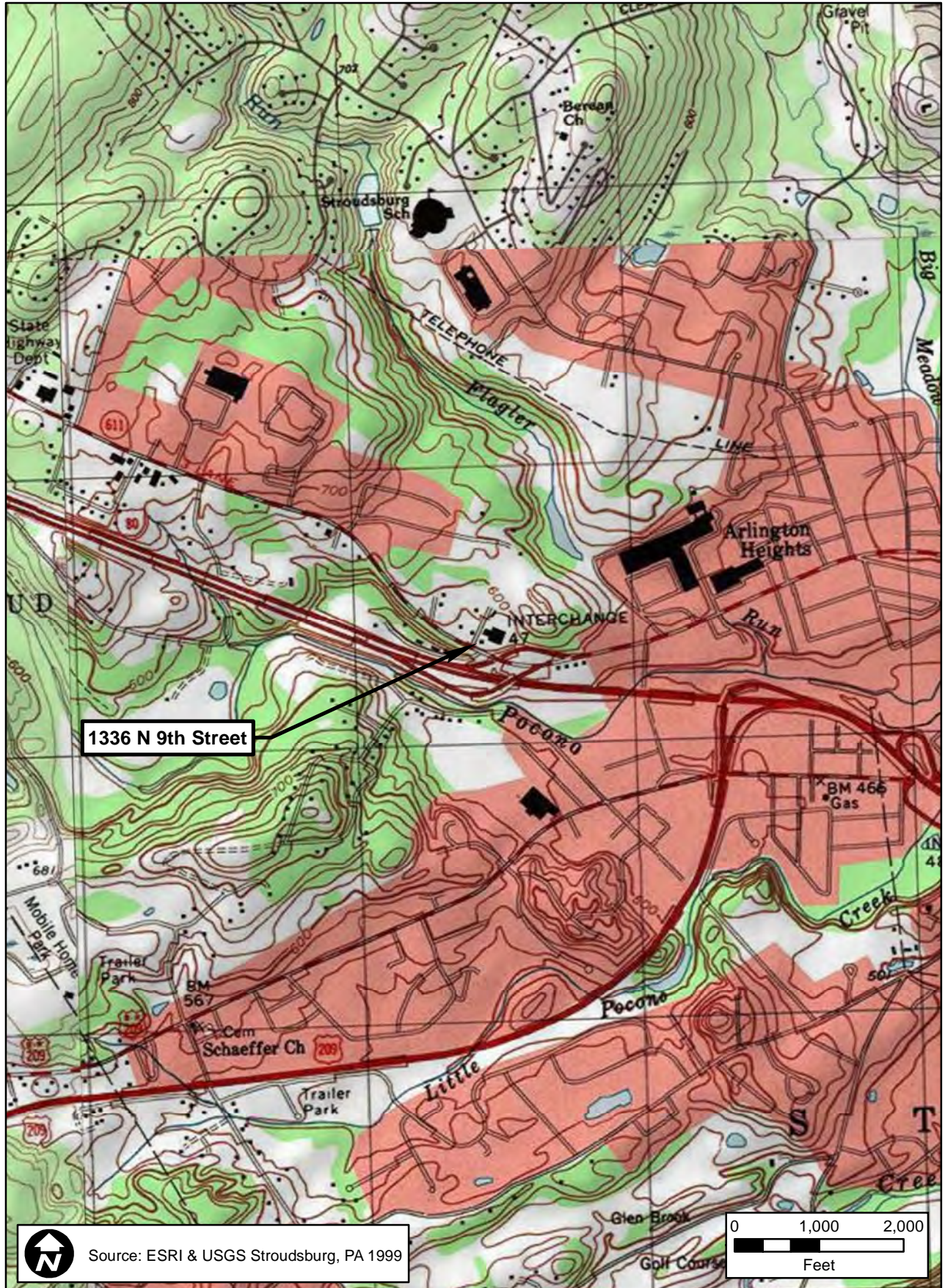
- Lack of integrity Lack of significance
 Insufficient information to make a recommendation



Caption: Photograph 1: View looking north at the south and east elevations of 1336 N. 9th Street.

Caption:

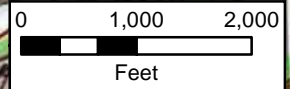
Location Map: 1336 N 9th Street



1336 N 9th Street



Source: ESRI & USGS Stroudsburg, PA 1999



Site Map: 1336 N 9th Street



1336 N 9th Street

Heller Dr

1705

1

611

Gaunt Rd



Source: Esri & DigitalGlobe, 2013



**Abbreviated Historic Resource Survey Form
Pennsylvania Historical & Museum Commission**

IDENTIFICATION AND LOCATION

ER #: 2013-8131-089
Survey Code: N/A Tax Parcel: 17-6390-01-29-9707
County: Monroe Municipality: Stroud Township
Address: 1409 N. 9th Street Stroudsburg, PA
Historic/Other Name: N/A
Owner Name/Address: Kathleen R. Lockwood
551 Thomas Street Stroudsburg, PA 18360
Owner Category: Private
USGS Quad: Stroudsburg, PA
UTM: Zone 18 N 4537603 E 479774 Or Lat /Long

PHYSICAL DESCRIPTION

Resource Classification: Building # Resources 1
Historic Property Function: Single dwelling
Current Property Function: Commercial
Year Built: C. 1950
Architectural Style: Other
Materials: Foundation: Concrete
Walls: Stucco
Roof: Terra Cotta
Width in Bays: 7 Stories: 2

SURVEYOR INFORMATION

Name: Charles Richmond, MA
Project Name: SR 0080-17M Reconstruction Project Date: April 2016
Project Location: I-80 corridor in Stroud Township, Stroudsburg, and East Stroudsburg
Organization Name: McCormick Taylor, Inc.
Organization Address: 5 Capital View Drive, Harrisburg, PA 17110
Previous Survey(s): None
PHMC Key No. N/A
Surveyor Eligibility Recommendation: Not Eligible

- Lack of integrity Lack of significance
 Insufficient information to make a recommendation

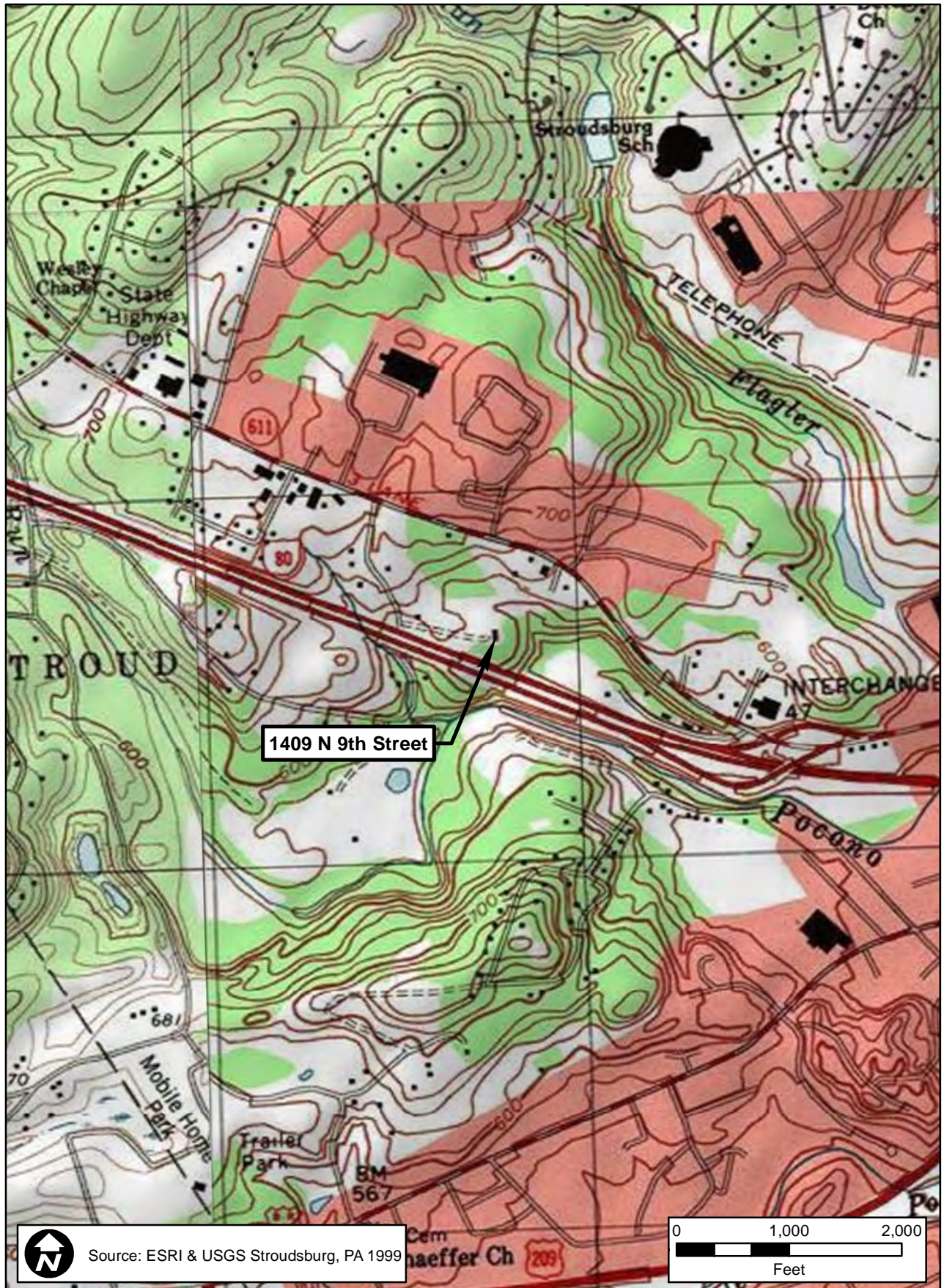


Caption: Photograph 1: View looking southeast at the north and west elevations of the Mediterranean style house at 1409 N. 9th Street.

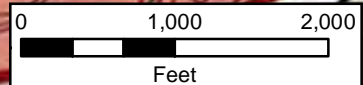


Caption: Photograph 2: View looking west at the east elevation of the Mediterranean style house at 1409 N. 9th Street.

Location Map: 1409 N 9th Street



Source: ESRI & USGS Stroudsburg, PA 1999



Site Map: 1409 N 9th Street



1409 N 9th Street

1

2



Source: Esri & DigitalGlobe, 2013



**Abbreviated Historic Resource Survey Form
Pennsylvania Historical & Museum Commission**

IDENTIFICATION AND LOCATION

ER #: 2013-8131-089

Survey Code: N/A

Tax Parcel: 17-6391-03-30-4023

County: Monroe

Municipality: Stroud

Township

Address: 1413 N. 9th Street Stroudsburg, PA

Historic/Other Name: 1413 N. 9th Street

Owner Name/Address: Catherine May

127 Terrace Drive, Stroudsburg, PA 18360

Owner Category: Private

USGS Quad: Stroudsburg, PA

UTM: Zone **18** N 4537690 E 480026 Or Lat /Long**PHYSICAL DESCRIPTION**

Resource Classification: Building # Resources 1

Historic Property Function: Single dwelling

Current Property Function: Commercial

Year Built: ca. 1940

Architectural Style: Vernacular

Materials: Foundation: Concrete

Walls: Aluminum

Roof: Asphalt

Width in Bays: 3

Stories: 2 1/2

SURVEYOR INFORMATION

Name: Charles Richmond, MA

Project Name: SR 0080-17M, Interstate 80 Project Date: April 2016

Project Location: I-80 corridor in Stroud Township, Stroudsburg, and East Stroudsburg

Organization Name: McCormick Taylor, Inc.

Organization Address: 5 Capital View Drive, Suite 400 Harrisburg, PA

Previous Survey(s): None

PHMC Key No.

Surveyor Eligibility Recommendation: Not Eligible

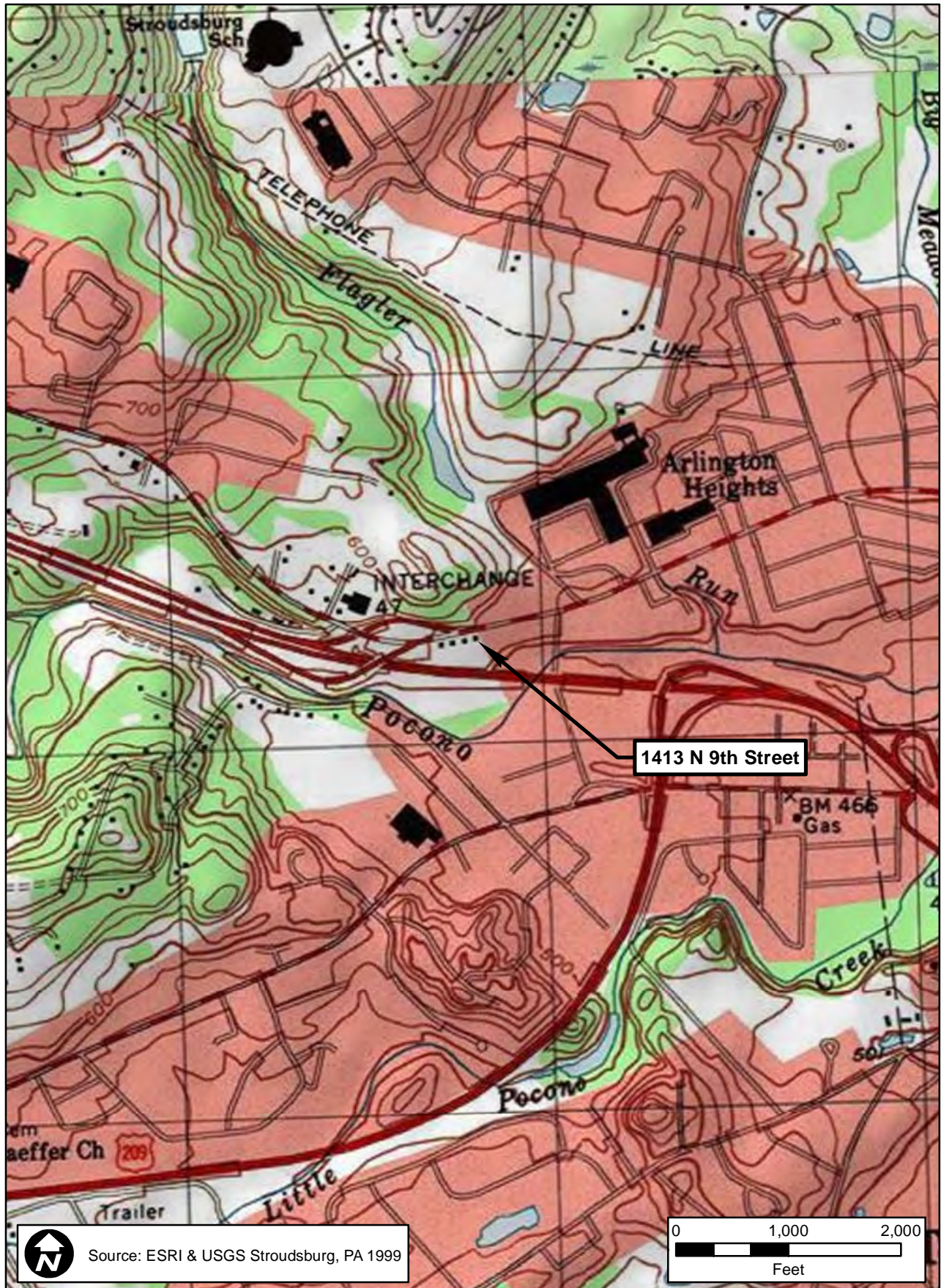
- Lack of integrity Lack of significance
 Insufficient information to make a recommendation



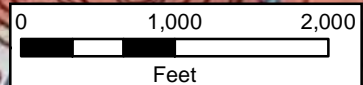
Caption: Photograph 1: View looking northwest at the south and east elevations of 1413 N. 9th Street.

Caption:

Location Map: 1413 N 9th Street



Source: ESRI & USGS Stroudsburg, PA 1999



Site Map: 1413 N 9th Street



1413 N 9th Street

Source: Esri & DigitalGlobe, 2013

0 100
Feet

**Abbreviated Historic Resource Survey Form
Pennsylvania Historical & Museum Commission**

IDENTIFICATION AND LOCATION

ER #: 2013-8131-089

Survey Code: N/A

Tax Parcel: 17-6390-11-77-2452

County: Monroe

Municipality: Stroud

Township

Address: 1928 W. Main Street

Historic/Other Name: 1928 W. Main Street

Owner Name/Address: Nancy D. Keiper as trustee of the Nancy D. Keiper Irrevocable Tst
1928 W Main St. Stroudsburg, PA 18360

Owner Category: Private

USGS Quad: Stroudsburg, PA

UTM: Zone 18 N 4536850 E 481146 Or Lat /Long

PHYSICAL DESCRIPTION

Resource Classification: Building # Resources 2

Historic Property Function: Single dwelling

Current Property Function: Single dwelling

Year Built: ca. 1925

Architectural Style: Bungalow/Craftsman

Materials: Foundation: Concrete

Walls: Vinyl

Roof: Asphalt

Width in Bays: 3

Stories: 2

SURVEYOR INFORMATION

Name: Charles Richmond, MA

Project Name: SR 0080-17M, Interstate 80 Project Date: April 2016

Project Location: I-80 corridor in Stroud Township, Stroudsburg, and East Stroudsburg

Organization Name: McCormick Taylor, Inc.

Organization Address: 5 Capital View Drive, Suite 400 Harrisburg, PA 17110

Previous Survey(s): None

PHMC Key No.

Surveyor Eligibility Recommendation: Not Eligible

Lack of integrity

Lack of significance

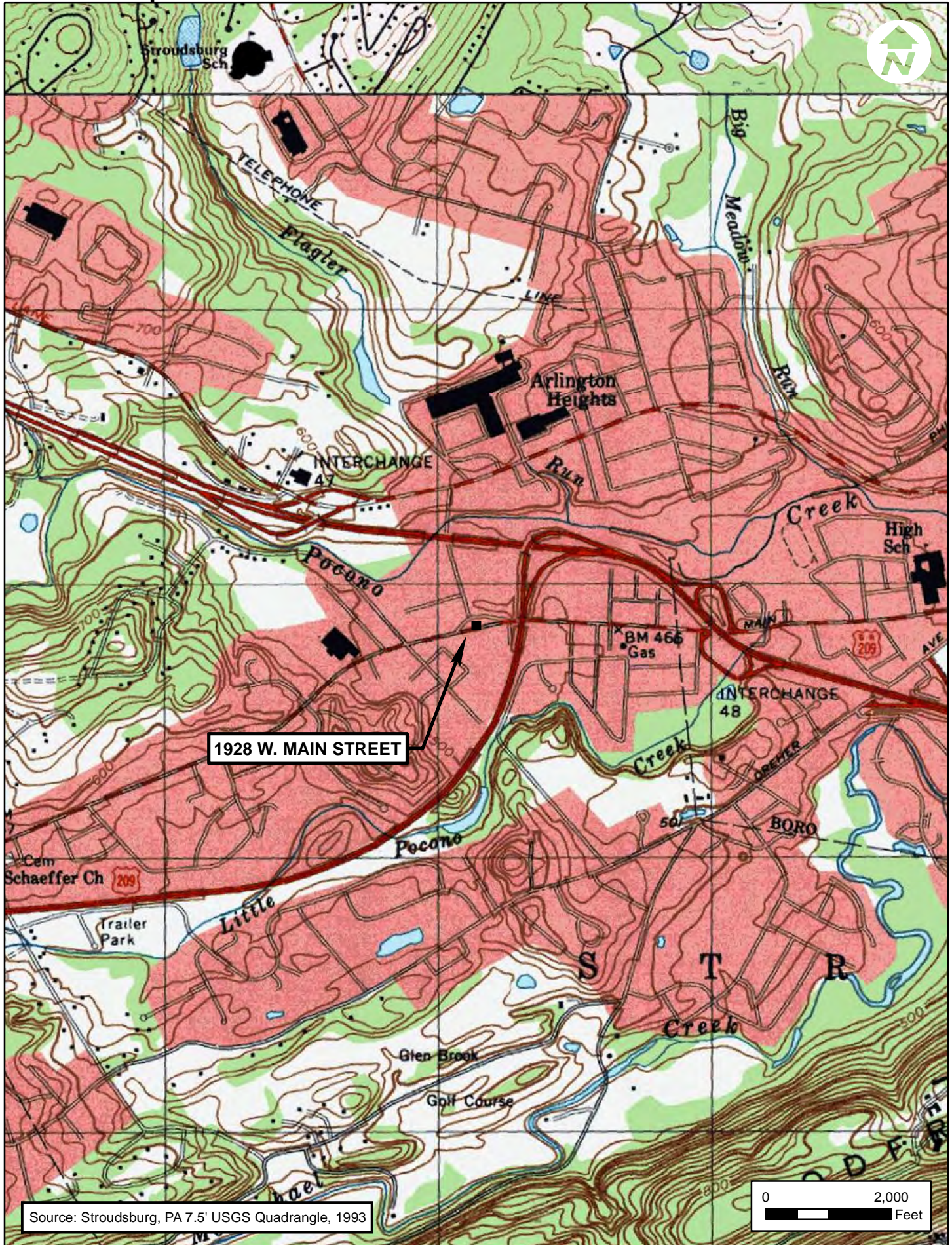
Insufficient information to make a recommendation



Caption: Photograph 1: View looking northwest at the south and east elevations of 1928 W. Main Street.

Caption:

Location Map: 1928 W. MAIN STREET



Source: Stroudsburg, PA 7.5' USGS Quadrangle, 1993

Site Map: 1928 W. MAIN STREET



Source: Esri & DigitalGlobe, 2013

0 100
Feet

**Abbreviated Historic Resource Survey Form
Pennsylvania Historical & Museum Commission**

IDENTIFICATION AND LOCATION

ER #: 2013-8131-089
Survey Code: N/A Tax Parcel: 17-6390-11-77-2258
County: Monroe Municipality: Stroud Township
Address: 1933 W. Main St.
Historic/Other Name: 1933 W. Main St.
Owner Name/Address: Rose Ann Gouger
1933 West Main St. Stroudsburg, PA 18360

Owner Category: Private
USGS Quad: Stroudsburg, PA
UTM: Zone 18 N 4536815 E 481146 Or Lat /Long

PHYSICAL DESCRIPTION

Resource Classification: Building # Resources 2
Historic Property Function: Single dwelling
Current Property Function: Single dwelling
Year Built: ca. 1925
Architectural Style: Bungalow/Craftsman
Materials: Foundation: Concrete
Walls: Vinyl
Roof: Asphalt
Width in Bays: 2 Stories: 1 1/2

SURVEYOR INFORMATION

Name: Charles Richmond, MA
Project Name: SR 0080-17M, Interstate 80 Project Date: April 2016
Project Location: I-80 corridor in Stroud Township, Stroudsburg, and East Stroudsburg
Organization Name: McCormick Taylor, Inc.
Organization Address: 5 Capital View Drive, Suite 400 Harrisburg, PA
Previous Survey(s): None
PHMC Key No.

Surveyor Eligibility Recommendation: Not Eligible

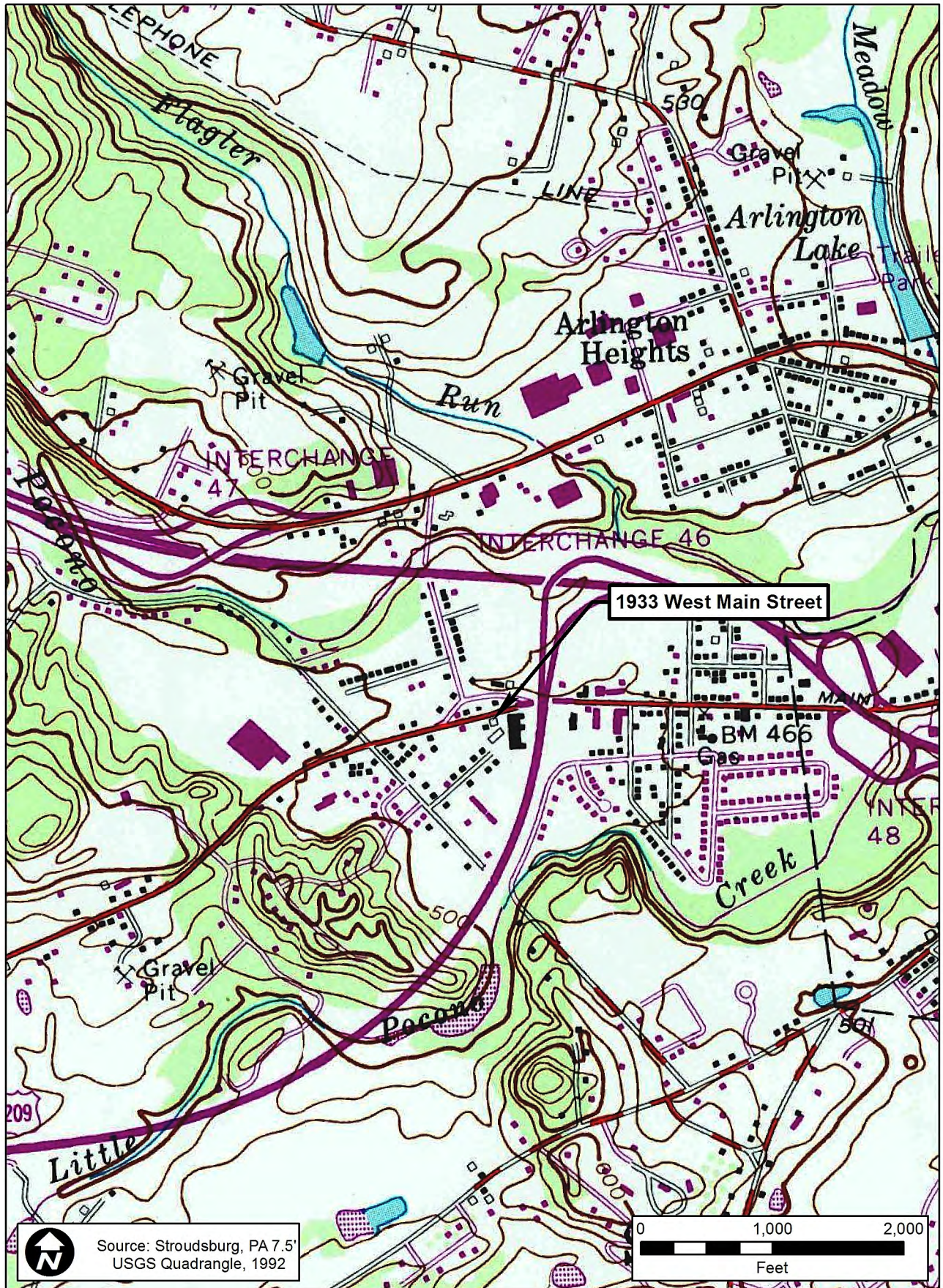
- Lack of integrity Lack of significance
 Insufficient information to make a recommendation



Caption: Photograph 1: Facade (right) and east elevation of 1933 West Main Street while facing southwest.

Caption:

Location Map: 1933 West Main Street



Site Map: 1933 West Main Street



**Abbreviated Historic Resource Survey Form
Pennsylvania Historical & Museum Commission**

IDENTIFICATION AND LOCATION

ER #: 2013-8131-089
Survey Code: N/A Tax Parcel: 17-6390-11-77-0385
County: Monroe Municipality: Stroud Township
Address: 1946 W. Main Street
Historic/Other Name: 1946 W. Main Street
Owner Name/Address: James Ferraro/910 Summit Drive
Stroudsburg, PA 18360
Owner Category: Private
USGS Quad: Stroudsburg, PA
UTM: Zone 18 N 4536838 E 481102 Or Lat /Long

PHYSICAL DESCRIPTION

Resource Classification: Building # Resources 1
Historic Property Function: Single dwelling
Current Property Function: Commercial
Year Built: ca. 1920
Architectural Style: Vernacular
Materials: Foundation: Concrete
Walls: Vinyl
Roof: Asphalt
Width in Bays: 4 Stories: 2 1/2

SURVEYOR INFORMATION

Name: Charles Richmond, MA
Project Name: SR 0080-17M, Interstate 80 Project Date: April 2016
Project Location: I-80 corridor in Stroud Township, Stroudsburg, and East Stroudsburg
Organization Name: McCormick Taylor, Inc.
Organization Address: 5 Capital View Drive, Suite 400 Harrisburg, PA 17110
Previous Survey(s): None
PHMC Key No.

Surveyor Eligibility Recommendation: Not Eligible

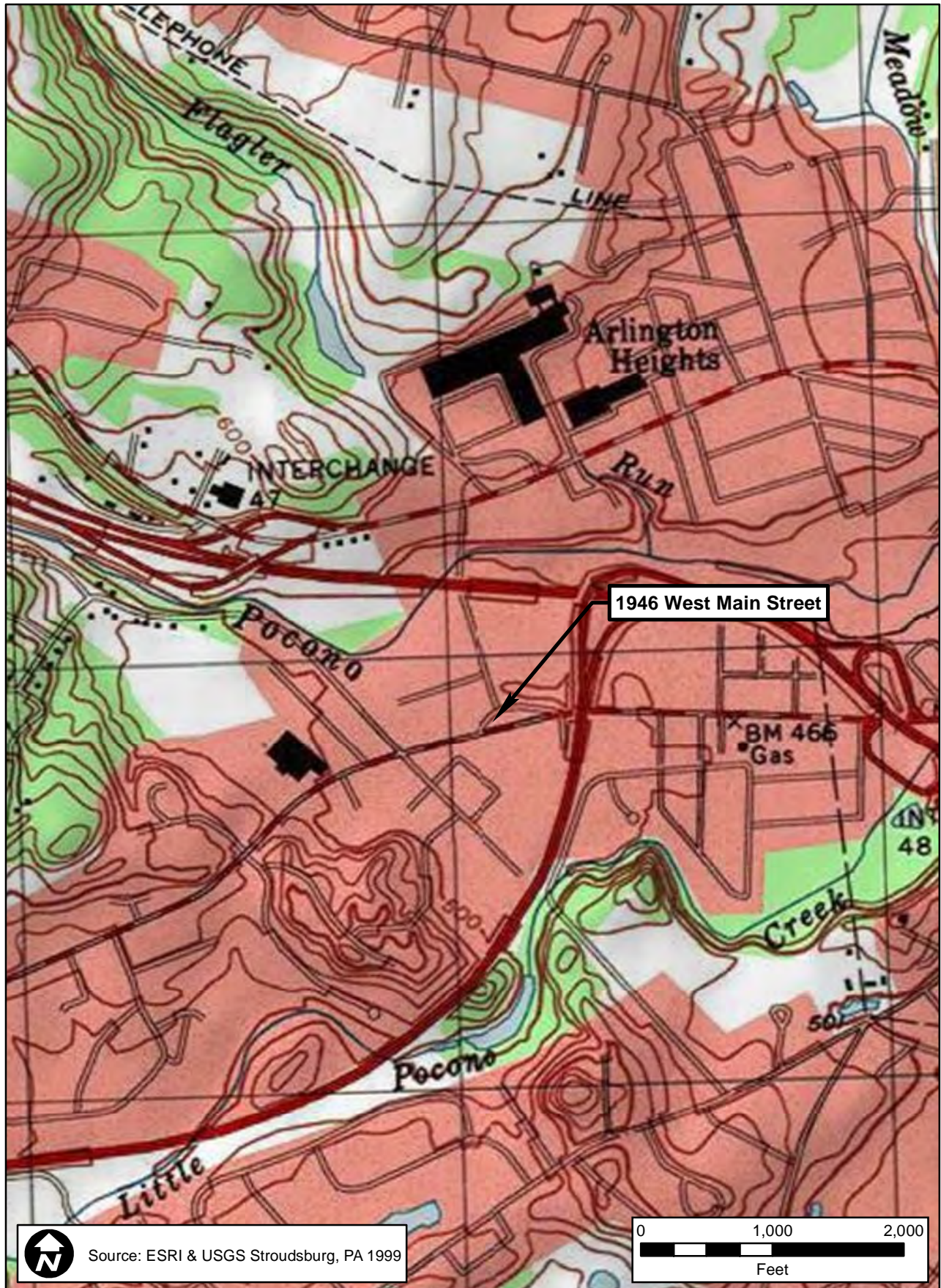
- Lack of integrity Lack of significance
 Insufficient information to make a recommendation



Caption: Photograph 1: View looking northwest at the south and east elevations of 1946 W. Main Street.

Caption:

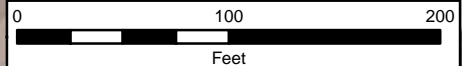
Location Map: 1946 West Main Street



Site Map: 1946 West Main Street



Source: ESRI



**Abbreviated Historic Resource Survey Form
Pennsylvania Historical & Museum Commission**

IDENTIFICATION AND LOCATION

ER #: 2013-8131-089

Survey Code: N/A

Tax Parcel: 17-6390-07-77-3556

County: Monroe

Municipality: Stroud

Township

Address: 3512 Pocono Park Road

Historic/Other Name: 3512 Pocono Park Drive

Owner Name/Address: Linda M. Chesko

1928 Pocono Park Drive Stroudsburg, PA 18360

Owner Category: Private

USGS Quad: Stroudsburg, PA

UTM: Zone 18 N 4536897 E 481176 Or Lat /Long

PHYSICAL DESCRIPTION

Resource Classification: Building # Resources 1

Historic Property Function: Single dwelling

Current Property Function: Single dwelling

Year Built: ca. 1950

Architectural Style: Other

Materials: Foundation: Concrete

Walls: Vinyl

Roof: Metal

Width in Bays: 7

Stories: 1

SURVEYOR INFORMATION

Name: Charles Richmond., MA

Project Name: SR 0080-17M, Interstate 80 Project Date: April 2016

Project Location: I-80 corridor in Stroud Township, Stroudsburg, and East Stroudsburg

Organization Name: McCormick Taylor, Inc.

Organization Address: 5 Capital View Drive, Suite 400 Harrisburg, PA

Previous Survey(s): None

PHMC Key No.

Surveyor Eligibility Recommendation: Not Eligible

- Lack of integrity Lack of significance
 Insufficient information to make a recommendation

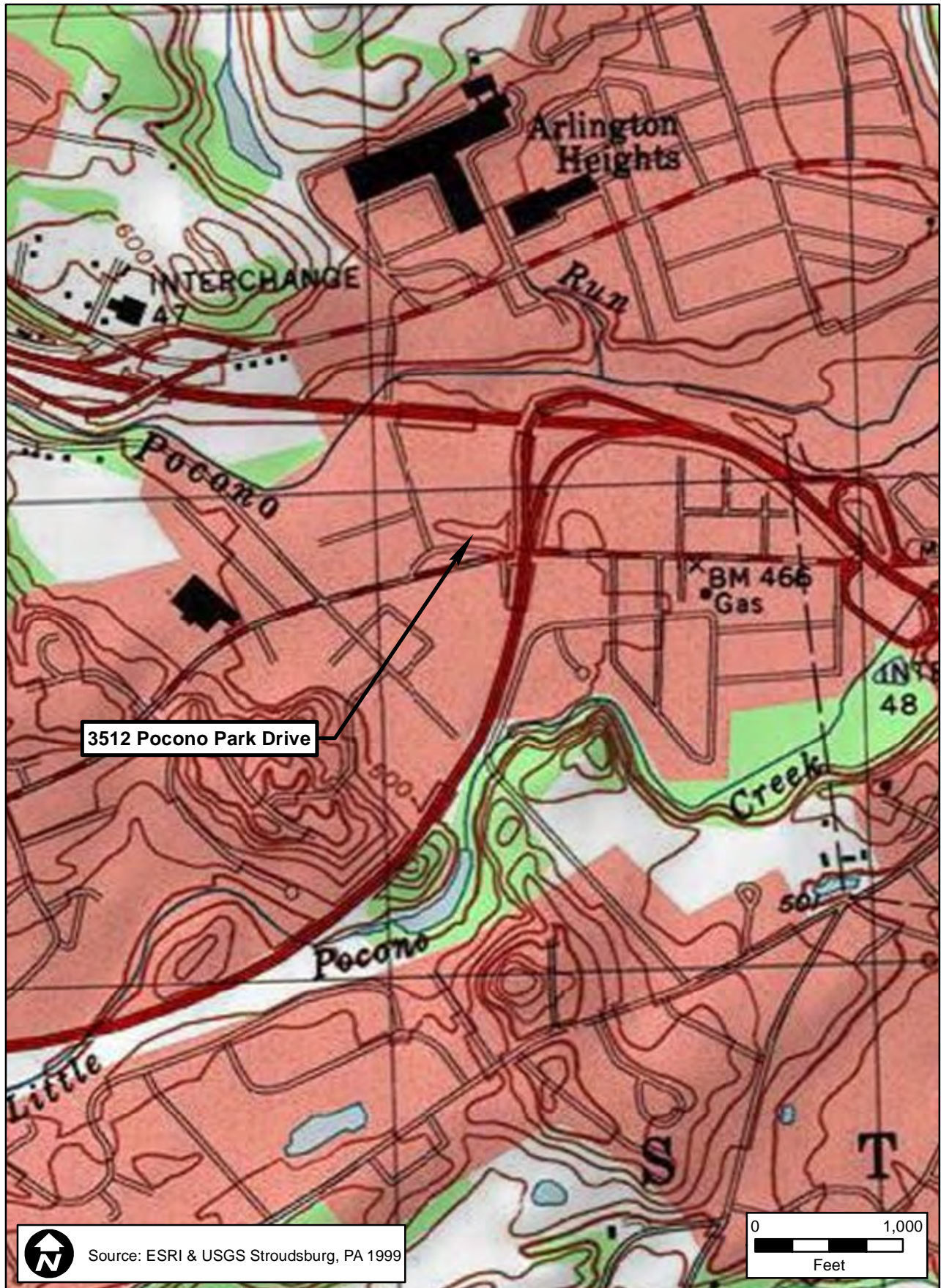


Caption: Photograph 1: View looking north at the south elevation of 3512 Pocono Park Drive.



Caption: Photograph 2: View looking northeast at the south and west elevations of 3512 Pocono Park Drive.

Location Map: 3512 Pocono Park Drive



Site Map: 3512 Pocono Park Drive



**Abbreviated Historic Resource Survey Form
Pennsylvania Historical & Museum Commission**

IDENTIFICATION AND LOCATION

ER #: 2013-8131-089

Survey Code: N/A

Tax Parcel: 17-6390-07-67-9691

County: Monroe

Municipality: Stroud

Township

Address: 3609 Bridge Street

Historic/Other Name: 3609 Bridge Street

Owner Name/Address: Mae R. Salva

1251 Dreher Avenue Stroudsburg, PA 18360

Owner Category: Private

USGS Quad: Stroudsburg, PA

UTM: Zone 18 N 4536922 E 481072 Or Lat /Long

PHYSICAL DESCRIPTION

Resource Classification: Building # Resources 1

Historic Property Function: Single dwelling

Current Property Function: Single dwelling

Year Built: ca. 1925

Architectural Style: Vernacular

Materials: Foundation: Concrete

Walls: Vinyl

Roof: Asphalt

Width in Bays: 4

Stories: 2

SURVEYOR INFORMATION

Name: Charles Richmond, MA

Project Name: SR 0080-17M, Interstate 80 Project Date: April 2016

Project Location: I-80 corridor in Stroud Township, Stroudsburg, and East Stroudsburg

Organization Name: McCormick Taylor, Inc.

Organization Address: 5 Capital View Drive, Suite 400 Harrisburg, PA

Previous Survey(s): None

PHMC Key No.

Surveyor Eligibility Recommendation: Not Eligible

Lack of integrity

Lack of significance

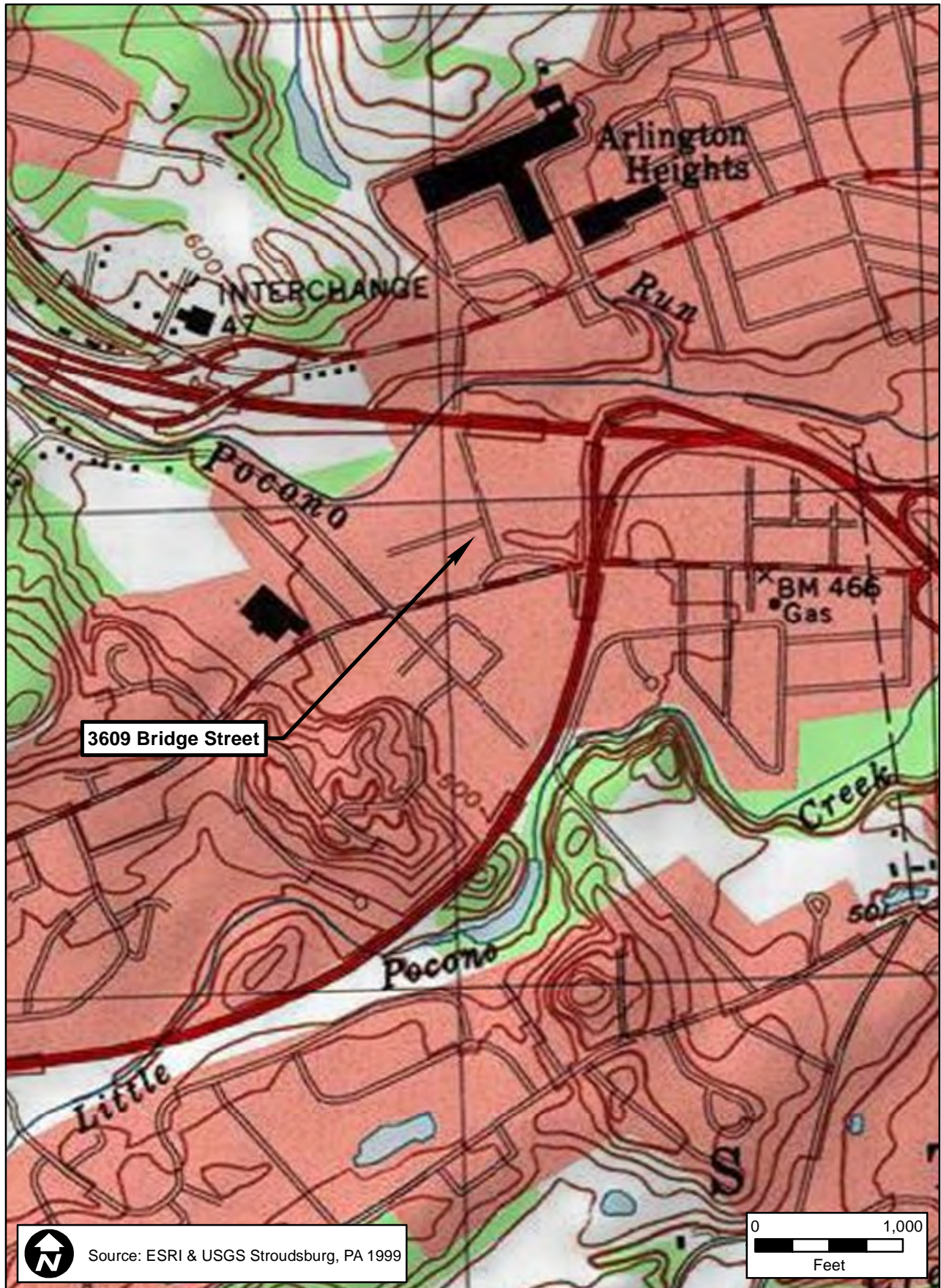
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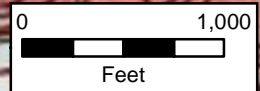
Caption: Photograph 1: View looking northwest at the south and east elevations of 3609 Bridge Street.

Caption:

Location Map: 3609 Bridge Street



Source: ESRI & USGS Stroudsburg, PA 1999



Site Map: 3609 Bridge Street



**Abbreviated Historic Resource Survey Form
Pennsylvania Historical & Museum Commission**

IDENTIFICATION AND LOCATION

ER #: 2013-8131-089

Survey Code: N/A

Tax Parcel: 17-6390-01-39-5401

County: Monroe

Municipality: Stroud

Township

Address: Gaunt Road

Historic/Other Name: Gaunt Road Building

Owner Name/Address: Township of Stroud

1211 N. 5th Street, Stroudsburg, PA 18360

Owner Category: Private

USGS Quad: Stroudsburg, PA

UTM: Zone 18 N 4537440 E 480071 Or Lat /Long

PHYSICAL DESCRIPTION

Resource Classification: Building

Resources 1

Historic Property Function: Industrial

Current Property Function: Industrial

Year Built: ca. 1950

Architectural Style: Other

Materials: Foundation: Concrete

Walls: Concrete

Roof: Metal

Width in Bays: 7

Stories: 2

SURVEYOR INFORMATION

Name: Charles Richmond, MA

Project Name: SR 0080-17M, Interstate 80 Project

Date: April 2016

Project Location: I-80 corridor in Stroud Township, Stroudsburg, and East Stroudsburg

Organization Name: McCormick Taylor, Inc.

Organization Address: 5 Capital View Drive, Suite 400 Harrisburg, PA

Previous Survey(s): None

PHMC Key No.

Surveyor Eligibility Recommendation: Not Eligible

Lack of integrity

Lack of significance

Insufficient information to make a recommendation

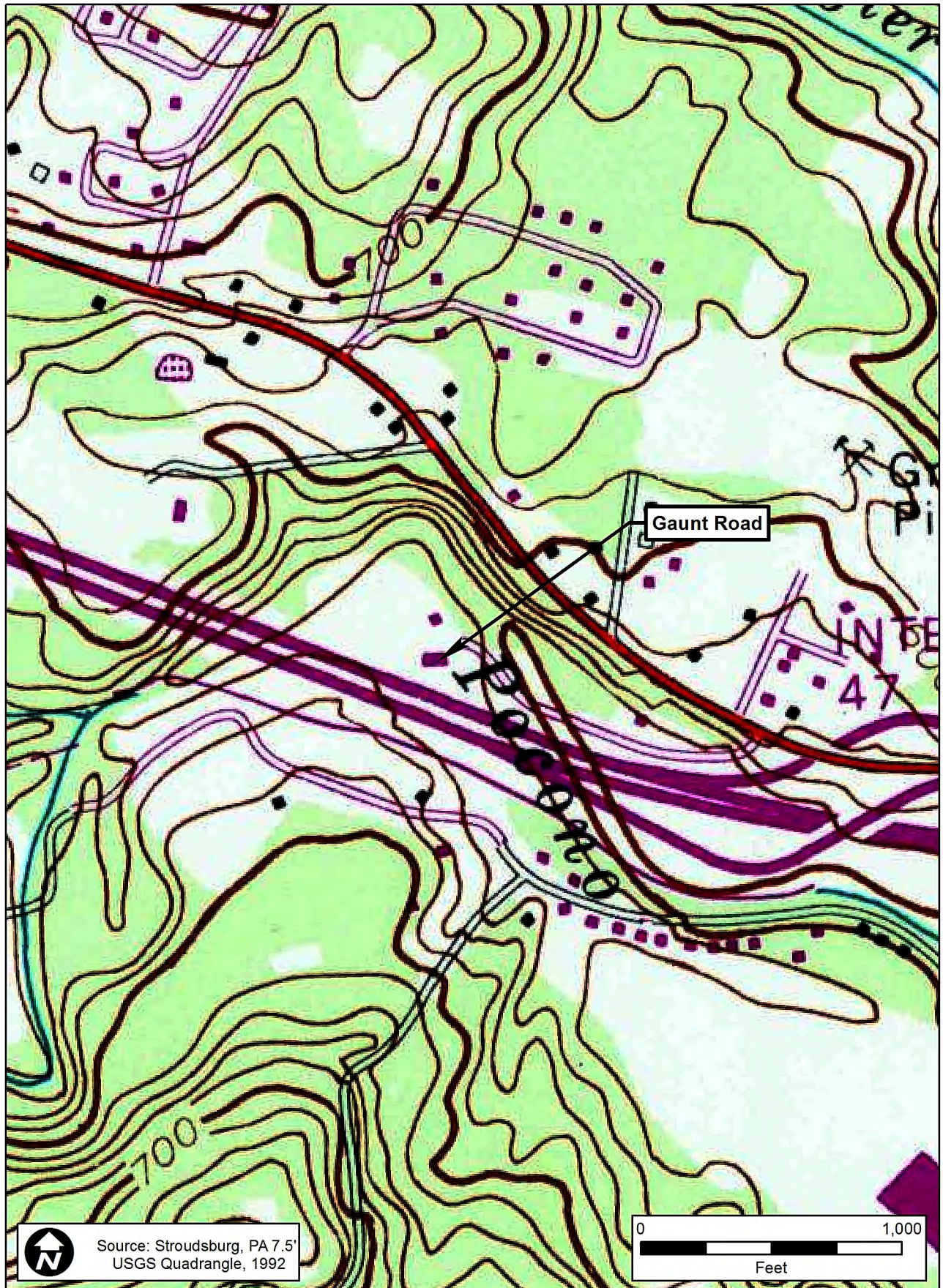


Caption: Photograph 1: View looking north at the Gaunt Road industrial building.



Caption: Photograph 2: North and east elevations of the Gaunt Road industrial building.

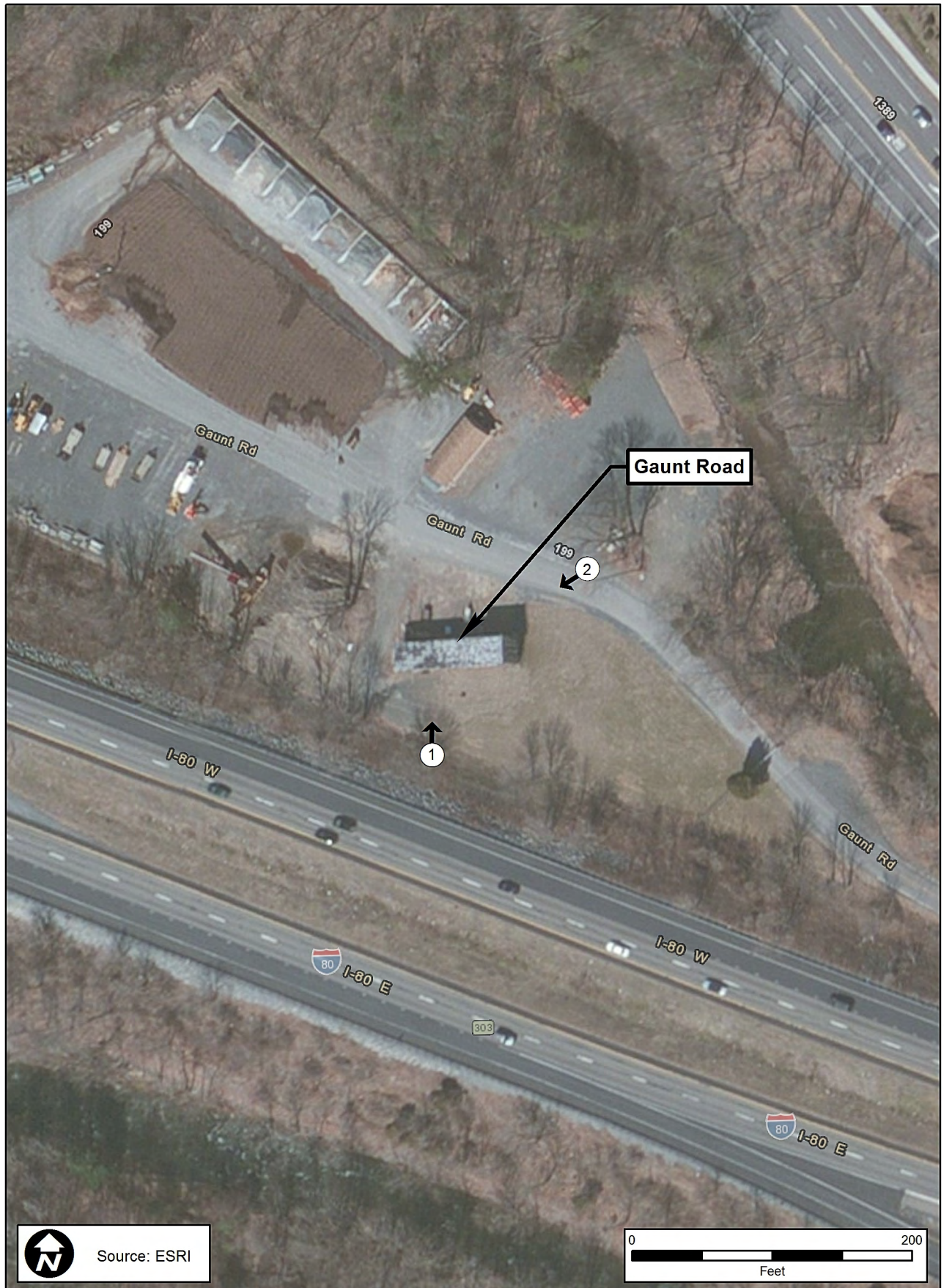
Location Map: Gaunt Road



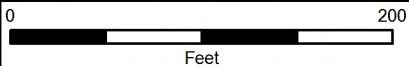
Source: Stroudsburg, PA 7.5'
USGS Quadrangle, 1992



Site Map: Gaunt Road



Source: ESRI





VOLUME 1
APPENDIX D - GROUPINGS

**Abbreviated Historic Resource Survey Form
Pennsylvania Historical & Museum Commission**

IDENTIFICATION AND LOCATION

ER #: 2013-8131-089

Survey Code: N/A

Tax Parcel: multiple

County: Monroe

Municipality: Stroud

Township

Address: Bridge and Miller Street, south of SR 0080

Historic/Other Name: Bridge-Miller Street Grouping

Owner Name/Address: multiple

Owner Category: Private

USGS Quad: Stroudsburg, PA

UTM: Zone 18 N 4536969 E 481061 Or Lat /Long

PHYSICAL DESCRIPTION

Resource Classification: Building # Resources 28

Historic Property Function: Residential

Current Property Function: Residential

Year Built: ca. 1925

Architectural Style: Bungalow/Craftsman

Materials: Foundation: Concrete

Walls: Vinyl

Roof: Asphalt

Width in Bays: 3

Stories: 1 1/2

SURVEYOR INFORMATION

Name: Joseph Jasinski, MA

Project Name: SR 0080-17M, Interstate 80 Project Date: April 2016

Project Location: I-80 corridor in Stroud Township, Stroudsburg, and East Stroudsburg

Organization Name: McCormick Taylor, Inc.

Organization Address: 5 Capital View Drive, Suite 400 Harrisburg, PA

Previous Survey(s): None

PHMC Key No.

Surveyor Eligibility Recommendation: Not Eligible

Lack of integrity Lack of significance

Insufficient information to make a recommendation



Caption: Photograph 1: View looking west along the north side of Miller Street from the intersection with Bridge Street.

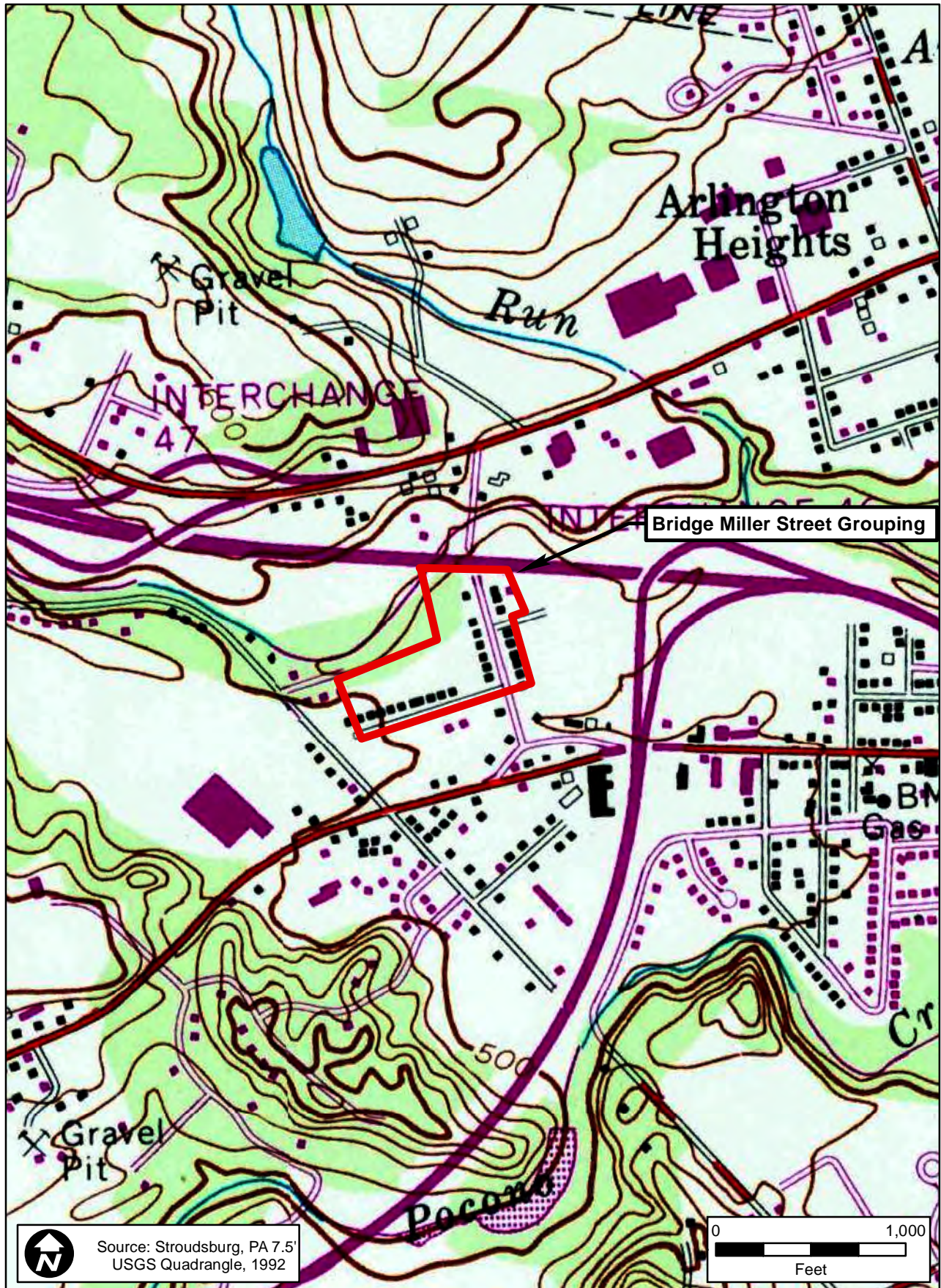


Caption: Photograph 2: View looking south along the west side of Bridge Street towards the intersection with Miller Street.

Bridge-Miller Street Grouping Stroud Township, Monroe County, PA

The Bridge-Miller Street Grouping is made up of 28 early-to-mid twentieth century properties. The Bridge-Miller Street Grouping is bound by Interstate 80 to the north, Fairgrounds Circle to the east, Miller Street to the south, and stops approximately 200 feet short of Tanite Road to the west. This grouping is segmented by Bridge Street. Nine properties face Bridge Street from the east, while another eight properties face it from the left, with one last house set back off the road. Ten single family dwellings are found along the north side of Miller Street (**See Photographs 1 and 2**). This grouping is primarily made up of one-and-a-half-story, two-bay, early-to-mid twentieth-century Bungalow style houses (**See Photographs 3 and 4**). These houses generally have concrete block foundations, though some of them use rough face or formed concrete block. They have vinyl siding and side gabled asphalt shingled roofs that extend past the walls to create a covered porch along the façade. Many of the homes feature full width porches supported on brick piers with tapered wood posts. Gable and shed roof dormers and exposed rafter tails and brackets are common Bungalow style features found on houses within the grouping. The prototypical house for this grouping is 2030 Miller Street (**See Photograph 5**). This is a one-and-a-half-story, two-bay, early-to-mid twentieth-century Bungalow style house. It has a formed concrete block foundation, vinyl siding, and a side gabled asphalt shingle roof with dormers on both gables. Exposed brackets help support the overhanging eaves. The south sloping gable is extended to create a full-width covered porch along the façade. It has an exterior brick chimney along its east elevation. The fenestration includes single, paired, and ribbon three-over-one, double-hung sash windows. The residences are primarily modest altered examples of the Bungalow style, along with one American Foursquare style house. The majority of these houses have undergone various alterations including the installation of bay and modern replacement windows and vinyl siding exteriors, as well as the building of rear and enclosed front porch additions. These changes have contributed to a lack of architectural integrity within the Bridge-Miller Street Grouping. Overall, the grouping of dwellings does not exhibit significance as a concentration of architectural distinct properties.

Location Map: Bridge Miller Street Grouping



Site Map: Bridge Miller Street Grouping





Photograph 3: View looking northeast at the south and west elevations of the houses at 3638 and 3636 Bridge Street.



Photograph 4: View looking southeast at the west and north elevations of the house at 3616 Bridge Street.



Photograph 5: View looking northwest at the south and east elevations of the house at 2030 Miller Street.

**Abbreviated Historic Resource Survey Form
Pennsylvania Historical & Museum Commission**

IDENTIFICATION AND LOCATION

ER #: 2013-8131-089

Survey Code: N/A

Tax Parcel: multiple

County: Monroe

Municipality: Stroudsburg

Borough

Address: Dreher Avenue between US BUS 209, to the north, and I-80, to the south.

Historic/Other Name: Dreher Avenue Grouping

Owner Name/Address: multiple

Owner Category: Private

USGS Quad: Stroudsburg, PA

UTM: Zone 18 N 4536800 E 482862 Or Lat /Long

PHYSICAL DESCRIPTION

Resource Classification: Building

Resources 23

Historic Property Function: Domestic - single dwelling

Current Property Function: Domestic - single dwelling

Year Built: ca 1910

Architectural Style: Vernacular

Materials: Foundation: Concrete

Walls: Vinyl

Roof: Asphalt

Width in Bays: 3

Stories: 2 1/2

SURVEYOR INFORMATION

Name: Joseph Jasinski, MA

Project Name: SR 0080-17M, Interstate 80 Project

Date: April 2016

Project Location: I-80 corridor in Stroud Township, Stroudsburg, and East Stroudsburg

Organization Name: McCormick Taylor, Inc.

Organization Address: 5 Capital View Drive, Suite 400 Harrisburg, PA

Previous Survey(s): None

PHMC Key No.

Surveyor Eligibility Recommendation: Not Eligible

Lack of integrity

Lack of significance

Insufficient information to make a recommendation



Caption: Photograph 1: View looking northeast along Dreher Avenue from the intersection with the I-80 exit 306 ramp



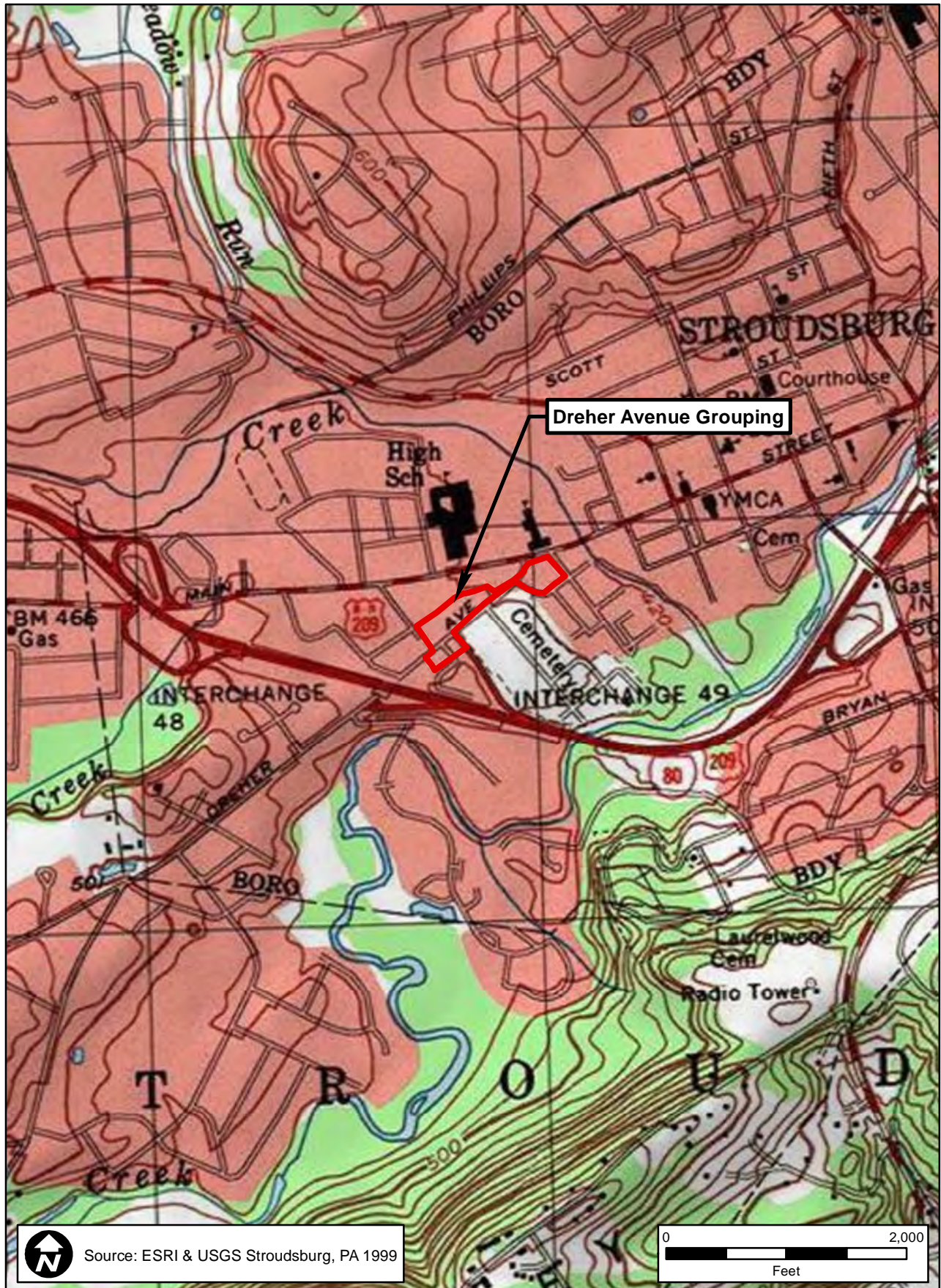
Caption: Photograph 2: View looking southwest along Dreher Avenue from the intersection with Foundry Street

Dreher Avenue Grouping

Borough of Stroudsburg, Monroe County, PA

The Dreher Avenue Grouping is set in a largely urban area adjacent to the Stroudsburg Cemetery. The Stroudsburg Historic Preservation District is located approximately 500 feet to its east. This grouping is made up of twenty-three single family dwellings and duplexes that are centered on Dreher Avenue. Eleven properties are sited facing Dreher Avenue from the north, while another five face it from the south. One other house is oriented facing Featherman Street from the east. The last cluster of six houses is encircled by Snyder Drive, Waverly Drive, and Dreher Avenue. The grouping consists primarily of early-to-mid-twentieth-century houses, though a few date to the late-nineteenth-century. This grouping includes a small number of Bungalow, Queen Anne, and Foursquare style properties. While many different architectural styles and elements are illustrated in this grouping, the majority are built in the Vernacular style (**See Photographs 1-4**). They are two-and-a-half-story, three-bay residences, built with a concrete foundation, vinyl siding, and an asphalt shingled, gable roof. Many of these houses have seen various alterations that significantly reduce the overall architectural integrity of this grouping. The original fenestration of many of these houses has been replaced with modern materials. Various additions have also been built onto the rear or side of many of these residences. The prototypical house within this grouping is the duplex at 1111 Dreher Avenue (**See Photograph 5**). This is a two-and-a-half-story, three-bay, Vernacular style house. This frame house has a concrete foundation, vinyl siding, and a front-gabled, asphalt shingle roof with short cornice returns. Originally built as a single family home, it has since been altered into a duplex with a separate side entrance that is accessed by wooden stairs on the east elevation. The original entrance is located on the east edge of the façade and accessed by a wooden door with a fanlight. This entrance is covered by a gabled roof porch that is supported by wooden posts. The fenestration includes single and paired windows, as well as a three-part bay window. These are one-over-one, double-hung-sash windows with fixed louvre shutters. A partial-width shed-roof porch is located on the east side of the south elevation. Overall, the houses in the Dreher Avenue Grouping have seen various and substantial alterations to their original design, materials, and construction resulting in a loss of architectural integrity. The grouping is a modest concentration of residential properties which lacks cohesiveness and architectural distinction.

Location Map: Dreher Avenue Grouping



Site Map: Dreher Avenue Grouping





Photograph 3: View looking north at the south and west elevations of the house at 1080/1082 Dreher Avenue.



Photograph 4: View looking southeast at the north and west elevations of the house at 1053 Dreher Avenue.



Photograph 5: View looking south at the north and east elevations of the house at 1111 Dreher Avenue.

**Abbreviated Historic Resource Survey Form
Pennsylvania Historical & Museum Commission**

IDENTIFICATION AND LOCATION

ER #: 2013-8131-089

Survey Code: N/A

Tax Parcel: multiple

County: Monroe

Municipality: Stroudsburg

Borough

Address: Garden Street between US BUS 209 and Greenway Avenue

Historic/Other Name: Garden Street Grouping/Garden Street Apartments

Owner Name/Address: multiple

Owner Category: Private

USGS Quad: Stroudsburg, PA

UTM: Zone 18 N 4536730 E 482453 Or Lat /Long

PHYSICAL DESCRIPTION

Resource Classification: Building

Resources 14

Historic Property Function: Domestic - multiple dwelling

Current Property Function: Domestic - multiple dwelling

Year Built: c. 1957

Architectural Style: Other

Materials: Foundation: Concrete

Walls: Vinyl

Roof: Asphalt

Width in Bays: 5

Stories: 2

SURVEYOR INFORMATION

Name: Joseph Jasinski, MA

Project Name: SR 0080-17M, Interstate 80 Project

Date: April 2016

Project Location: I-80 corridor in Stroud Township, Stroudsburg, and East Stroudsburg

Organization Name: McCormick Taylor, Inc.

Organization Address: 5 Capital View Drive, Suite 400 Harrisburg, PA

Previous Survey(s): None

PHMC Key No.

Surveyor Eligibility Recommendation: Not Eligible

Lack of integrity

Lack of significance

Insufficient information to make a recommendation



Caption: Photograph 1: View looking southeast along Garden Street at apartments 33/35, 29/31 and 25/27 Garden Street.



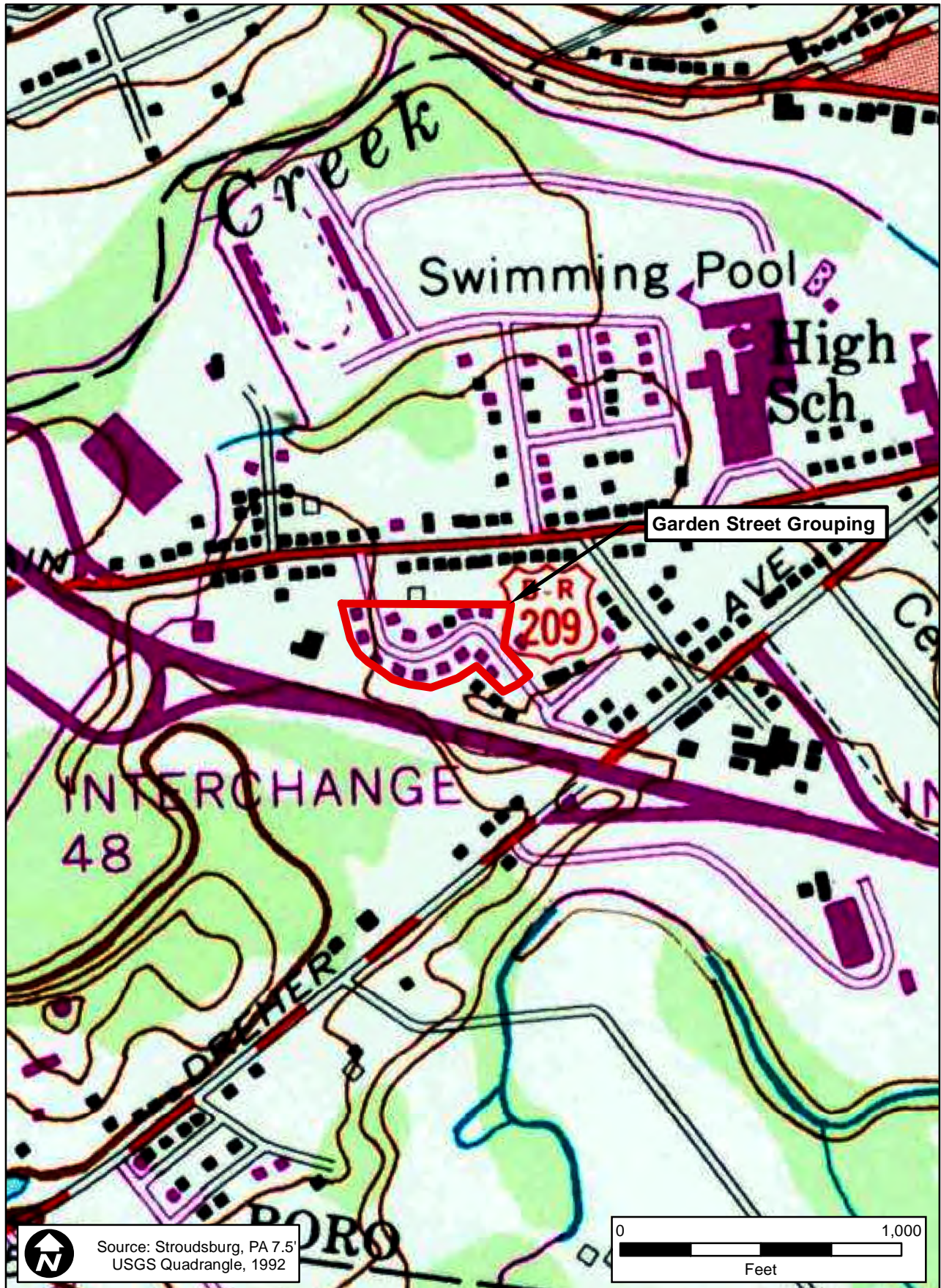
Caption: Photograph 2: View looking southwest along Garden Street at apartments 34/36 and 30/32 Garden Street.

Garden Street Grouping

Borough of Stroudsburg, Monroe County

The Garden Street grouping consists of 14 apartment buildings that were constructed ca. 1957. The apartment buildings line both sides of Garden Street. Eight duplexes face Garden Street from the south, while the other six face Garden Street from the north. Each of these duplexes is oriented squarely to the road. Concrete sidewalks run parallel along both sides of the street. The vast majority of these buildings are two-story, two-bay, Vernacular style duplexes (**See Photographs 1 and 2**). They have concrete foundations, combination brick and vinyl siding exteriors, and low pitched, side gabled, asphalt shingle roofs. The fenestration includes both single and paired, one-over-one, double-hung sash windows. Each duplex includes a centrally located door. Several duplexes include second story overhangs above the half of the façade that has a brick exterior. A concrete stoop and walkway lead to these entrances from the curbside parking. These buildings are typified by 33/35 Garden Street (**See Photograph 1**). The duplex at 40/42 Garden Street illustrates a second variant to the duplexes within this grouping (**See Photograph 3**). This duplex is completely covered by vinyl siding and has small, shed roofs that covers each of the two central entrances. The last variant is a two-story, two-bay Neo-Colonial style duplex that has an asymmetrical facade. Both 21/23 and 49/51 Garden Street follow this particular form (**See Photograph 4**). These have concrete block foundations, brick and vinyl siding exterior, and a side gabled, asphalt shingle roof. The first floor has a brick exterior, while the second floor is covered with vinyl siding. The fenestration includes both paired and single, one-over-one, double-hung sash windows. Each side of this duplex has a central door that is covered by the overhanging eave of the first floor roof. Concrete steps and iron railings, along with a concrete wheel chair ramp provide access to these central doors. Concrete walkways lead from the curbside parking to these entrances. Overall, these buildings have seen alterations and modifications to their original materials. The Garden Street apartments are an undistinguished example of a common mid twentieth century building type.

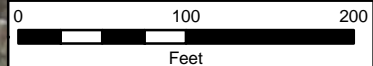
Location Map: Garden Street Grouping



Site Map: Garden Street Grouping



Source: ESRI





Photograph 3: View looking northeast at the house at 40/42 Garden Street.



Photograph 4: View looking southwest at the house at 21/23 Garden Street.

**Abbreviated Historic Resource Survey Form
Pennsylvania Historical & Museum Commission**

IDENTIFICATION AND LOCATION

ER #: 2013-8131-089

Survey Code: N/A

Tax Parcel: multiple

County: Monroe

Municipality: Stroud

Township

Address: Centered at the intersection of Howard St. and Penn Craft Rd.

Historic/Other Name: Howard-Tanite-Penn Craft Grouping

Owner Name/Address: multiple

Owner Category: Private

USGS Quad: Stroudsburg, PA

UTM: Zone 18 N 4536661 E 481063 Or Lat /Long

PHYSICAL DESCRIPTION

Resource Classification: Building # Resources 13

Historic Property Function: Domestic - single dwelling

Current Property Function: Domestic - single dwelling

Year Built: 1910-70

Architectural Style: Other

Materials: Foundation: Concrete

Walls: Vinyl

Roof: Asphalt

Width in Bays: 3-4

Stories: 1-2 1/2

SURVEYOR INFORMATION

Name: Joseph Jasinski, MA

Project Name: SR 0080-17M, Interstate 80 Project Date: April 2016

Project Location: I-80 corridor in Stroud Township, Stroudsburg, and East Stroudsburg

Organization Name: McCormick Taylor, Inc.

Organization Address: 5 Capital View Drive, Suite 400 Harrisburg, PA

Previous Survey(s): None

PHMC Key No.

Surveyor Eligibility Recommendation: Not Eligible

Lack of integrity

Lack of significance

Insufficient information to make a recommendation



Caption: Photograph 1: View looking southwest along Howard Street from the intersection with Penn Craft Road.

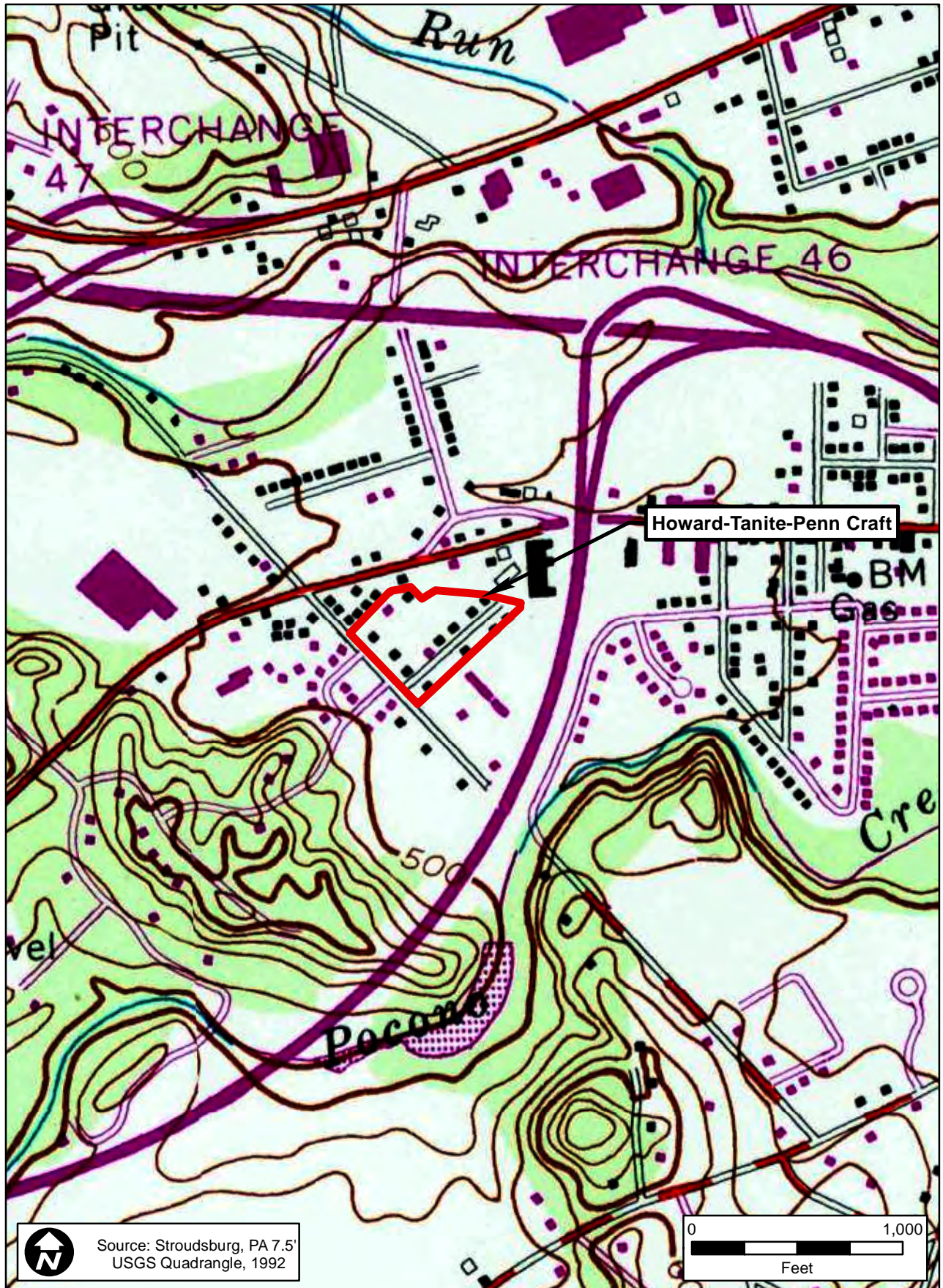


Caption: Photograph 2: View looking southeast at the west and south elevations of the house at 144 Tanite Road.

Howard-Tanite-Penn Craft Grouping Stroud Township, Monroe County, PA

The Howard-Tanite-Penn Craft Grouping is made up of 13 properties. This grouping is centered on the intersection between Howard Street and Penn Craft Road. Nine of these properties are oriented facing Howard Street, five on the south side, with another four located on its north side (**See Photograph 1**). Two other properties are oriented facing Penn Craft Road from the west, with the last two facing Tanite Road from the east (**See Photograph 3**). The Howard-Tanite-Penn Craft Grouping is bound by Tanite Road to the west, College Park to the north, extends approximately 200 feet beyond Howard Street to the southeast, and stops just short of the BRFS Realty Management LLC building to the northeast. This grouping is primarily made up of one-to-two-story and two-and-one-half-story, three and four-bay, mid-to-late-twentieth-century buildings of various styles, excluding an early twentieth century vernacular dwelling located at 144 Tanite Avenue (**See Photograph 2**). Bungalow, Ranch, and Split Level are the dominant styles within the grouping. They generally have concrete foundations, brick and aluminum siding exteriors, and front or side gabled, asphalt shingle roofs. While a few maintain their original fenestration, most have since been replaced with modern one-over-one, double-hung sash windows. 206 Howard Street is a representative house within this grouping (**See Photograph 4**). It is a one-and-a-half-story, four-bay, mid-to-late-twentieth-century Split Level house with an asymmetrical facade. It has a concrete foundation, brick and vinyl siding exterior, and a side gabled asphalt shingle roof. The fenestration includes paired, one-over-one, double-hung sash windows with fixed louvre shutters. The main entrance sits atop a concrete stoop and is located on the west side of the façade. Overall, the majority of these houses have been extensively altered and modernized with replacement materials, thereby significantly diminishing the overall architectural integrity of materials, design, construction, and feel within this grouping. In addition, the houses here have various set-backs and are located in various size lots. This grouping lacks sufficient cohesiveness of design and layout to be considered a historic district.

Location Map: Howard-Tanite-Penn Craft



Site Map: Howard-Tanite-Penn Craft





Photograph 3: View looking southeast towards Howard Street from the intersection of Tanite Road and Evergreen Court.



Photograph 4: View looking east at the north and west elevations of the house at 206 Howard Street.

**Abbreviated Historic Resource Survey Form
Pennsylvania Historical & Museum Commission**

IDENTIFICATION AND LOCATION

ER #: 2013-8131-089

Survey Code: N/A

Tax Parcel: multiple

County: Monroe

Municipality: Stroudsburg

Borough

Address: Intersection of Kautz St. and Dreher Avenue approx. 1600' south of I-80

Historic/Other Name: Kautz-Dreher Grouping

Owner Name/Address: multiple

Owner Category: Private

USGS Quad: Stroudsburg, PA

UTM: Zone 18 N 4536242 E 482153 Or Lat /Long

PHYSICAL DESCRIPTION

Resource Classification: Building

Resources 13

Historic Property Function: Domestic - single dwelling

Current Property Function: Domestic - single dwelling

Year Built: c. 1925

Architectural Style: Bungalow/Craftsman

Materials: Foundation: Concrete

Walls: Vinyl

Roof: Asphalt

Width in Bays: 3

Stories: 1 1/2

SURVEYOR INFORMATION

Name: Joseph Jasinski, MA and Charles Richmond, MA

Project Name: SR 0080-17M, Interstate 80 Project

Date: April 2016

Project Location: I-80 corridor in Stroud Township, Stroudsburg, and East Stroudsburg

Organization Name: McCormick Taylor, Inc.

Organization Address: 5 Capital View Drive, Suite 400 Harrisburg, PA

Previous Survey(s): None

PHMC Key No.

Surveyor Eligibility Recommendation: Not Eligible

Lack of integrity

Lack of significance

Insufficient information to make a recommendation



Caption: Photograph 1: View looking east along Dreher Avenue from the intersection with Glenview Avenue.

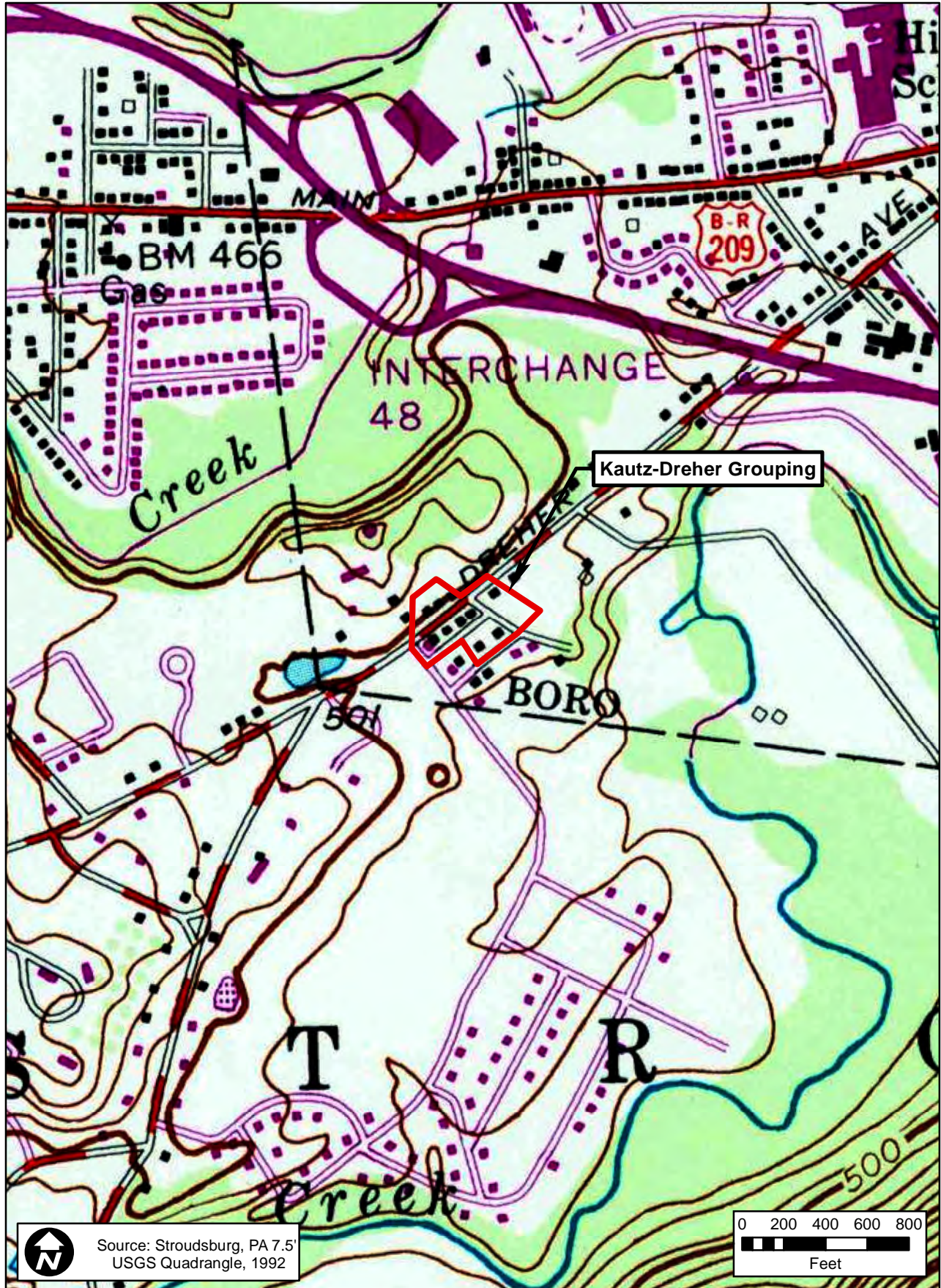


Caption: Photograph 2: View looking west along Dreher Avenue from the intersection with Kautz Street.

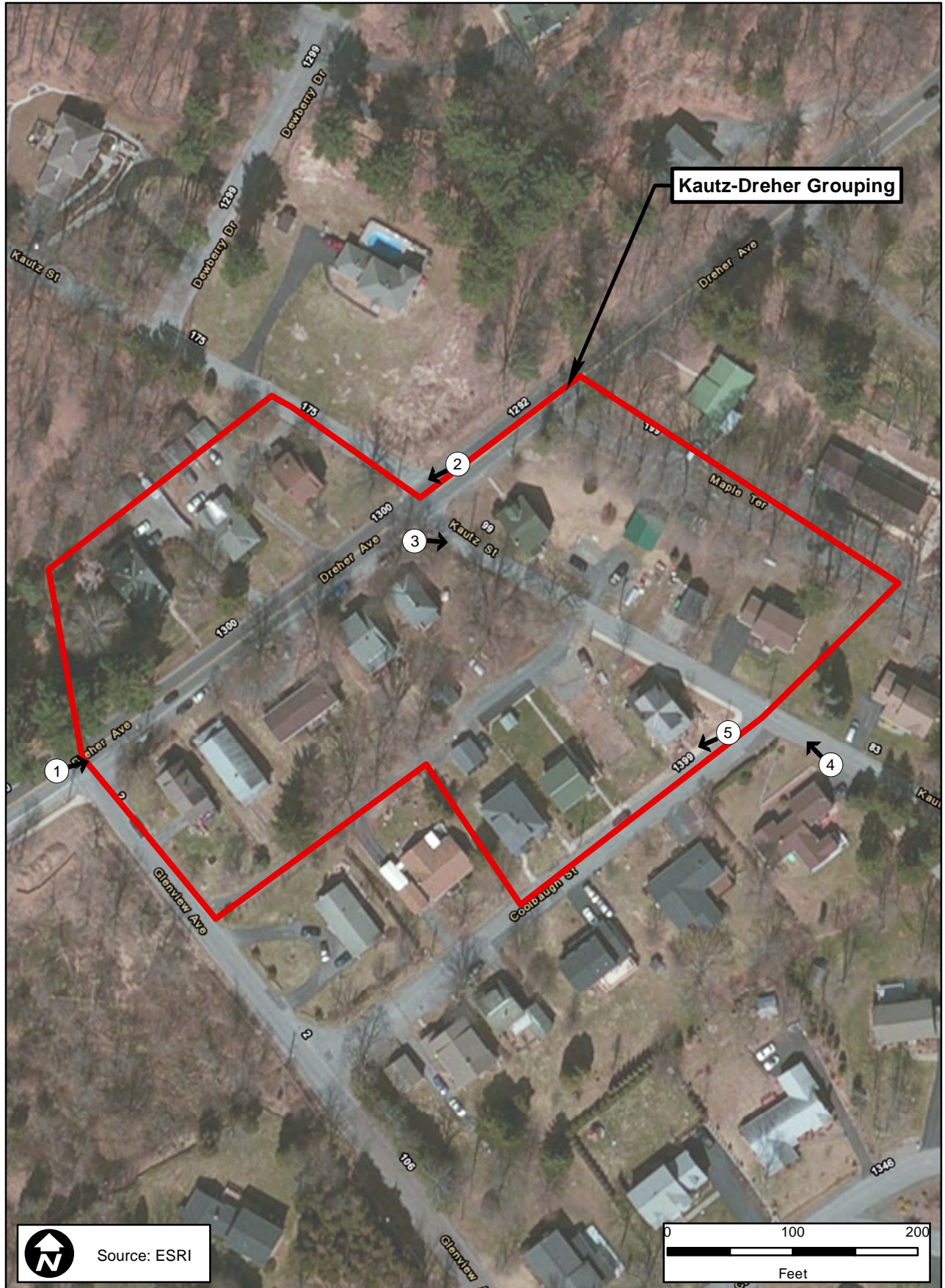
Kautz-Dreher Grouping
Borough of Stroudsburg, Monroe County, PA

The Kautz Street and Dreher Avenue Grouping consists of thirteen early-twentieth-century houses centered around Dreher Avenue, Kautz Street, and Coolbaugh Street. Six houses are located on the south side of Dreher Avenue, between Kautz Street and Glenview Avenue, which make up the east and west boundaries of this grouping, respectively (**See Photographs 1 and 3**). Another three houses are located on the north side of Dreher Avenue (**See Photograph 2**). One house is located on the east side of Kautz Street (**See Photograph 4**). The last three houses within this grouping are located along the north side of Coolbaugh Street, which makes up the southern boundary of the grouping (**See Photograph 5**). Concrete sidewalks line the southern half of the west side of Kautz Street and the eastern half of the north side of Coolbaugh Street. This grouping is primarily made up of one-and-a-half-story, three-bay, Bungalow style houses. These have concrete foundations, vinyl or aluminum siding exteriors, and asphalt-shingled gabled roofs. The fenestration is primarily, both single and paired, one-over-one, double-hung windows with both wood and synthetic sashes. The majority of these houses have centrally located entrance doors that are accessed by a concrete or asphalt walkway. The house at 1321 Dreher Avenue is a representative example of the Bungalow style houses within this grouping (**See Photograph 1**). A few mid-twentieth-century Vernacular style houses are also found within this grouping. These houses are primarily located along the north side of Coolbaugh Street. Examples of these houses are found in 1310 and 1314 Coolbaugh Street (**See Photograph 5**). Many of the houses along these streets have seen extensive use of replacement materials and other significant alterations that have diminished their overall integrity of design, materials, workmanship, and association. These properties, randomly constructed from the early twentieth century through the late twentieth century, have various setbacks and lot sizes. Overall, they lack sufficient cohesiveness to be considered a historic district.

Location Map: Kautz-Dreher Grouping



Site Map: Kautz-Dreher Grouping





Photograph 3: View looking southeast along Kautz Street from the intersection with Dreher Avenue.



Photograph 4: View looking northwest along Kautz Street from the intersection with Coolbaugh Street.



Photograph 5: View looking southwest along Coolbaugh Street from the intersection with Kautz Street.

**Abbreviated Historic Resource Survey Form
Pennsylvania Historical & Museum Commission**

IDENTIFICATION AND LOCATION

ER #: 2013-8131-089

Survey Code: N/A

Tax Parcel: multiple

County: Monroe

Municipality: Stroud

Township

Address: Along Main Street and bound by I-80, to the north, and US 209 to the west

Historic/Other Name: Pokona Neighborhood Grouping

Owner Name/Address: multiple

Owner Category: Private

USGS Quad: Stroudsburg, PA

UTM: Zone 18 N 4536834 E 481633 Or Lat /Long

PHYSICAL DESCRIPTION

Resource Classification: Building # Resources 188

Historic Property Function: Domestic - single dwellings; Commerce - Business

Current Property Function: Domestic - single dwellings; Commerce - Business

Year Built: ca. 1910

Architectural Style: Other

Materials: Foundation: Concrete

Walls: Vinyl

Roof: Asphalt

Width in Bays: 3-4

Stories: 1-2 1/2

SURVEYOR INFORMATION

Name: Joseph Jasinski, MA

Project Name: SR 0080-17M, Interstate 80 Project Date: April 2016

Project Location: I-80 corridor in Stroud Township, Stroudsburg, and East Stroudsburg

Organization Name: McCormick Taylor, Inc.

Organization Address: 5 Capital View Drive, Suite 400 Harrisburg, PA

Previous Survey(s): None

PHMC Key No.

Surveyor Eligibility Recommendation: Not Eligible

Lack of integrity

Lack of significance

Insufficient information to make a recommendation



Caption: Photograph 1: View looking east along West Main Street from the intersection with Leafy Greene Street.



Caption: Photograph 2: View looking west along West Main Street from the intersection with Leafy Greene Street.

Pokona Neighborhood Grouping Stroud Township, Monroe County, PA

The Pokona Neighborhood Grouping is a mixed residential, commercial and industrial neighborhood of approximately 188 resources centered around West Main Street. The neighborhood developed roughly between 1910 and 1970. Part of the neighborhood was laid out as a planned residential development during the early twentieth century. This grouping is bound by I-80 to the north, Hemlock Road to the east, Route 209 to the west, and the houses along Rosebriar Lane, Douglas Avenue, and King David Road to the south.

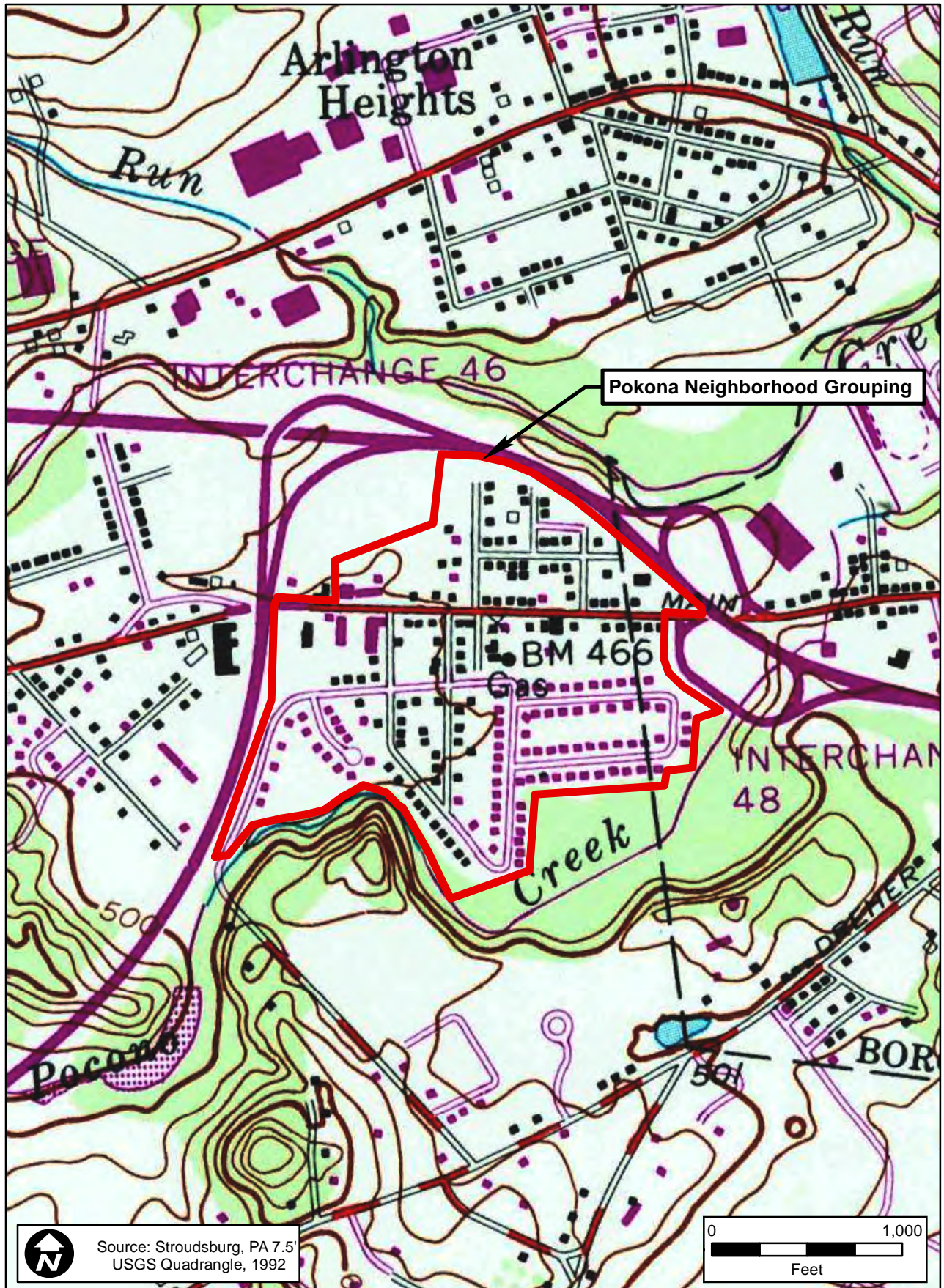
There are two major types of houses along West Main Street. There are one and one-and-a-half-story, three-bay, early-twentieth-century Bungalow-style houses. These have concrete foundations, vinyl siding, and asphalt-shingled gable roofs. The house at 1817 West Main Street (Craftsman style Bungalow) typifies this style of residential housing on this street (**See Photograph 8**). The second common housing style along this street is two-and-a-half-story, two-bay, early-twentieth-century Vernacular-style houses (**See Photograph 1**). These have concrete foundations, brick, aluminum, or vinyl siding exteriors, and side-gabled, asphalt-shingle roofs. It appears that the remainder of West Main St. is commercial/industrial in nature (**See Photograph 2**).

Examining the buildings on the south side of West Main Street, we find that the residential area around King David Road is primarily made up of mid-to-late-twentieth-century Ranch style houses. These houses are one-story and three or four bays in design. They have concrete foundations, aluminum siding exteriors, and side gabled asphalt shingled roofs (**See Photograph 9**). The houses on Sweet Fern Road, Rosebriar Lane, Hemlock Road, and Honeysuckle Lane are all very similar to those on King David Road (**See Photographs 3 and 4**). They are primarily one-story, four-bay, mid-to-late-twentieth-century Ranch style houses with central brick chimneys. Many of these houses have attached car ports or garages. There are also some modern, modular homes sporadically placed within these streets as well. The houses on Leafy Greene Street are primarily early-to-mid-twentieth-century Bungalow and Ranch style houses. Generally these houses are one-and-a-half-story, three-bay houses, with concrete foundations, vinyl siding, and asphalt shingled gabled roofs. Jane Street is made up of mid-to-late-twentieth-century, one-and-a-half-story, four-bay Bungalows, along with a section of mobile homes at the north end of the street. Douglas Avenue is made up of mix of mid-to-late-twentieth-century styles. The two most prominent types are one-story, three-bay Ranch-style houses, and one-and-a-half-story, three-bay Bungalow-style houses (**See Photograph 5**). The houses on this street have all had major alterations and additions to their original design and construction.

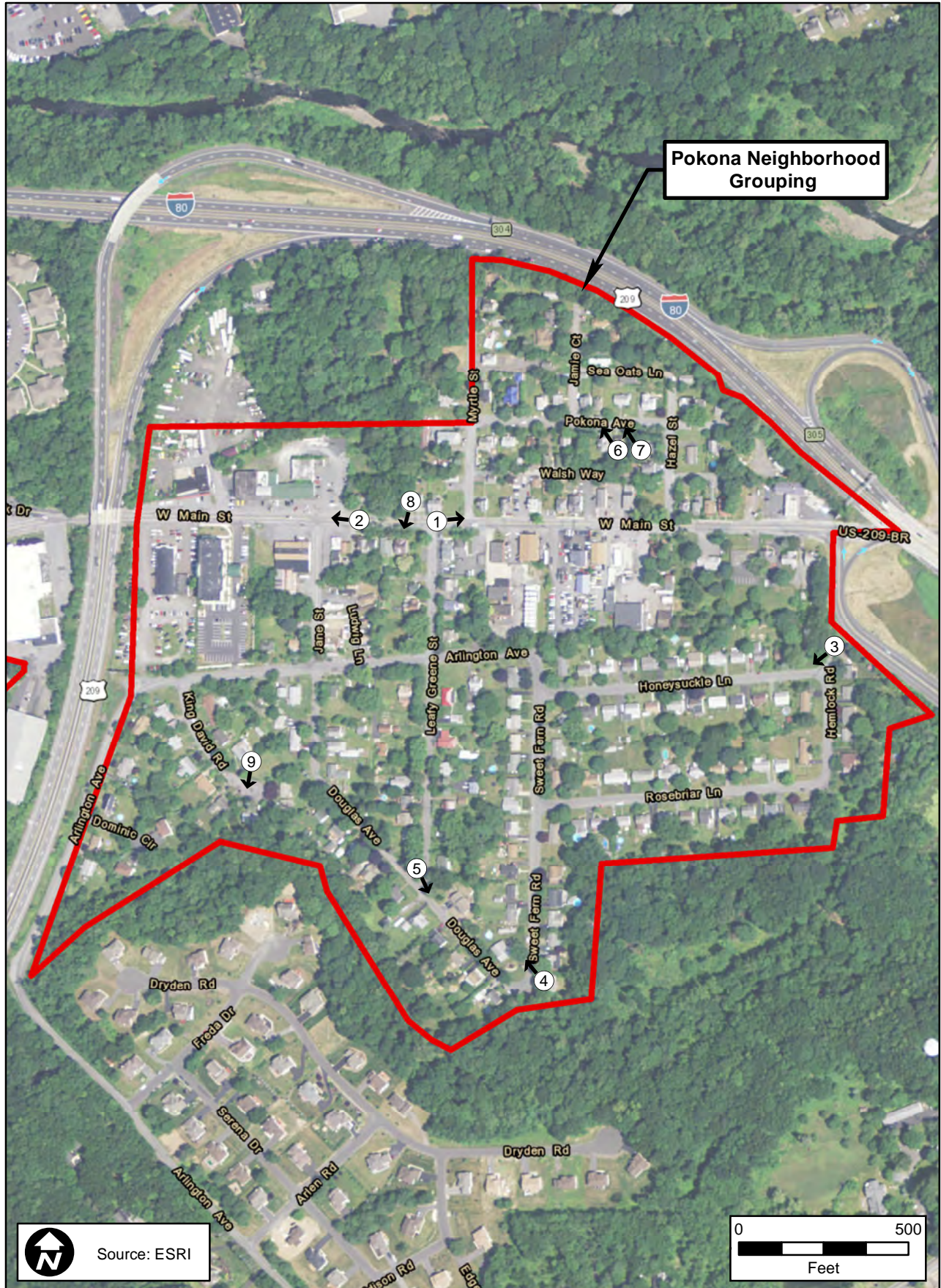
There are also multiple streets on the north side of West Main Street that are included within the Pokona Neighborhood grouping. The houses off of Myrtle Street are primarily early-to-mid-twentieth-century Vernacular-style houses. These are generally two-and-a-half-story, four-bay, frame buildings. This street also includes a modern apartment complex. Pokona Avenue consists primarily of early-twentieth-century Vernacular and Bungalow style houses. These frame houses are one-and-a-half and two-and-a-half-story, and two or three bays in width. They mainly have concrete foundations, vinyl siding, and asphalt shingled gable roofs. (**See Photographs 6 and 7**). Hazel Street includes two early-to-mid-twentieth-century, Vernacular style dwellings. These houses are very similar in design and construction to 227 Pokona Avenue. Jamie Court consists of early-to-mid-twentieth-century Bungalow style houses. These one-and-a-half-story houses are two or three bays in design and have concrete foundations along with asphalt-shingled gable roofs. Throughout this entire grouping, the vast majority of these houses have seen significant alterations, modifications, and additions. Most have had extensive use of replacement materials

that have taken away from the houses' integrity of design, materials, workmanship, and association. The Grouping as a whole lacks sufficient cohesiveness to be considered a historic district.

Location Map: Pokona Neighborhood Grouping



Site Map: Pokona Neighborhood Grouping





Photograph 3: View looking southwest along Honeysuckle Lane from the intersection with Hemlock Road.



Photograph 4: View looking northwest along Sweetfern Road from the intersection with Douglas Avenue.



Photograph 5: View looking southeast along Douglas Avenue from the intersection with Leafy Greene Street.



Photograph 6: View looking northwest at the east and south elevations of the house at 227 Pokona Avenue.



Photograph 7: View looking northwest at the south and east elevations of the house at 229 Pokona Avenue.



Photograph 8: View looking southeast at the north and west elevations of the house at 1817 W. Main Street.



Photograph 9: View looking southwest at the north and east elevations of the house at 135 King David Road.

**Abbreviated Historic Resource Survey Form
Pennsylvania Historical & Museum Commission**

IDENTIFICATION AND LOCATION

ER #: 2013-8131-089

Survey Code: N/A

Tax Parcel: multiple

County: Monroe

Municipality: Stroudsburg

Borough

Address: Centered along Fetherman St., Greenway St. and Dreher Ave. north of I-80

Historic/Other Name: Rhodes Grouping

Owner Name/Address: multiple

Owner Category: Private

USGS Quad: Stroudsburg, PA

UTM: Zone 18 N 4536734 E 482649 Or Lat /Long

PHYSICAL DESCRIPTION

Resource Classification: Building # Resources 21

Historic Property Function: Domestic - single dwelling

Current Property Function: Domestic - single dwelling

Year Built: ca.1920

Architectural Style: Vernacular

Materials: Foundation: Concrete

Walls: Vinyl

Roof: Asphalt

Width in Bays: 2-3

Stories: 1- 2 1/2

SURVEYOR INFORMATION

Name: Joseph Jasinski, MA

Project Name: SR 0080-17M, Interstate 80 Project Date: April 2016

Project Location: I-80 corridor in Stroud Township, Stroudsburg, and East Stroudsburg

Organization Name: McCormick Taylor, Inc.

Organization Address: 5 Capital View Drive, Suite 400 Harrisburg, PA

Previous Survey(s): None

PHMC Key No.

Surveyor Eligibility Recommendation: Not Eligible

- Lack of integrity Lack of significance
 Insufficient information to make a recommendation



Caption: Photograph 1: View looking south along Garden Street toward the intersection with Greenway Avenue



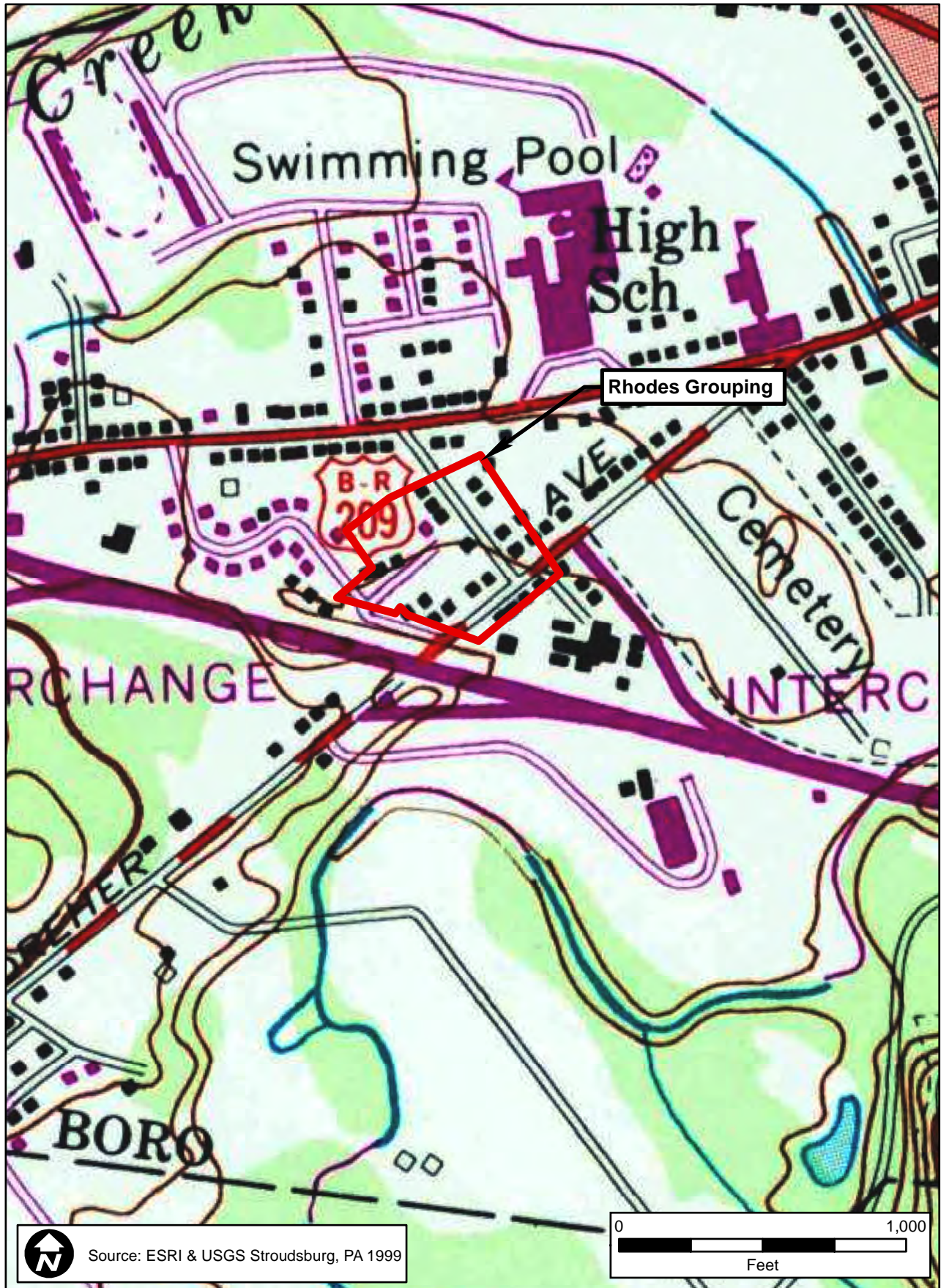
Caption: Photograph 2: View looking south along Fetherman Street near the intersection with West Main Street

Rhodes Grouping

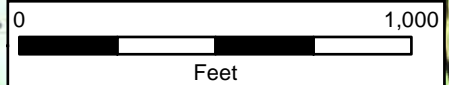
Borough of Stroudsburg, Monroe County, PA

The Rhodes Grouping is made up of 21 resources centered around Greenway Avenue. This grouping is bound by Dreher Avenue on the south, Fetherman Street on the east, Erie Street to the southwest, extends approximately 100 feet past Garden Street to the west, and extends approximately 400 feet beyond Greenway Avenue to the north. Five of these resources are oriented facing Greenway Avenue from the north. Four others face Dreher Avenue from the north; five face Featherman Street from the west, three face Garden Street from the west while three others face it from the east, with the last resource oriented facing Erie Street from the east (**See Photographs 1, 2, and 3**). This grouping is primarily connected due to their similar construction dates. Almost all of these buildings were originally built in the early-to-mid-twentieth century. While there are a few Bungalow and Ranch style buildings, along with a house built in the Dutch Colonial style, the majority of this grouping is made up of frame, Vernacular style structures. These range fairly evenly from one-story up to two-and-a-half stories. They are primarily either two or three bays, with a concrete foundation, vinyl siding, and an asphalt shingled, gable roof. Many of these buildings have seen various alterations from their initial construction, including additions, the replacement of windows, and other various changes which allow a few to be currently used as apartment or commercial buildings. The prototypical building within this grouping is 1131 Greenway Avenue (**See Photograph 4**). This is a two-and-a-half-story, three-bay, early-to-mid-twentieth-century, Vernacular style building. This frame building has a concrete foundation, wide vinyl siding exterior, and a front gabled, asphalt shingle roof. The fenestration includes both single and paired, one-over-one, double-hung-sash windows with fixed louvre shutters. A partial width shed-roof front porch is located on the façade. A pent-roof extends the length of the façade under the porch. A second shed-roof porch is located along the rear elevation. Overall, this grouping shows significant alterations to their original design, construction, materials, and function, and as such, has lost a great deal of integrity. In addition, the Rhodes Grouping lacks sufficient cohesiveness in design and layout due to random setbacks and lot size.

Location Map: Rhodes Grouping



Source: ESRI & USGS Stroudsburg, PA 1999



Site Map: Rhodes Grouping





Photograph 3: View looking southwest along Dreher Avenue toward the intersection with Erie Street.



Photograph 4: View looking northwest at the house at 1131 Greenway Avenue.

**Abbreviated Historic Resource Survey Form
Pennsylvania Historical & Museum Commission**

IDENTIFICATION AND LOCATION

ER #: 2013-8131-089

Survey Code: N/A

Tax Parcel: multiple

County: Monroe

Municipality: Stroud

Township

Address: South side of US 209 BUS at the intersection with Tanite Road

Historic/Other Name: Walter's Motel/Flowerfield Inn and Cottages

Owner Name/Address: Tad Flower Fields, LLC./2011 Renaissance Blvd King of Prussia, PA
Wayne Birnbaum/1992 W. Main Street, Stroudsburg, PA

Owner Category: Private

USGS Quad: Stroudsburg

UTM: Zone 18 N 4536710 E 480890 Or Lat /Long

PHYSICAL DESCRIPTION

Resource Classification: Building # Resources 20

Historic Property Function: Domestic - motel

Current Property Function: Domestic - motel

Year Built: ca. 1950

Architectural Style: Other

Materials: Foundation: Concrete

Walls: wood

Roof: Asphalt

Width in Bays: 3

Stories: 1

SURVEYOR INFORMATION

Name: Joseph Jasinski, MA

Project Name: SR 0080-17M, Interstate 80 Project Date: April 2016

Project Location: I-80 corridor in Stroud Township, Stroudsburg, and East Stroudsburg

Organization Name: McCormick Taylor, Inc.

Organization Address: 5 Capital View Drive, Suite 400 Harrisburg, PA

Previous Survey(s): None

PHMC Key No.

Surveyor Eligibility Recommendation: Not Eligible

Lack of integrity Lack of significance

Insufficient information to make a recommendation



Caption: Photograph 1: View looking south at the north elevation of the Flower Field Inn office building at 1987 West Main Street.



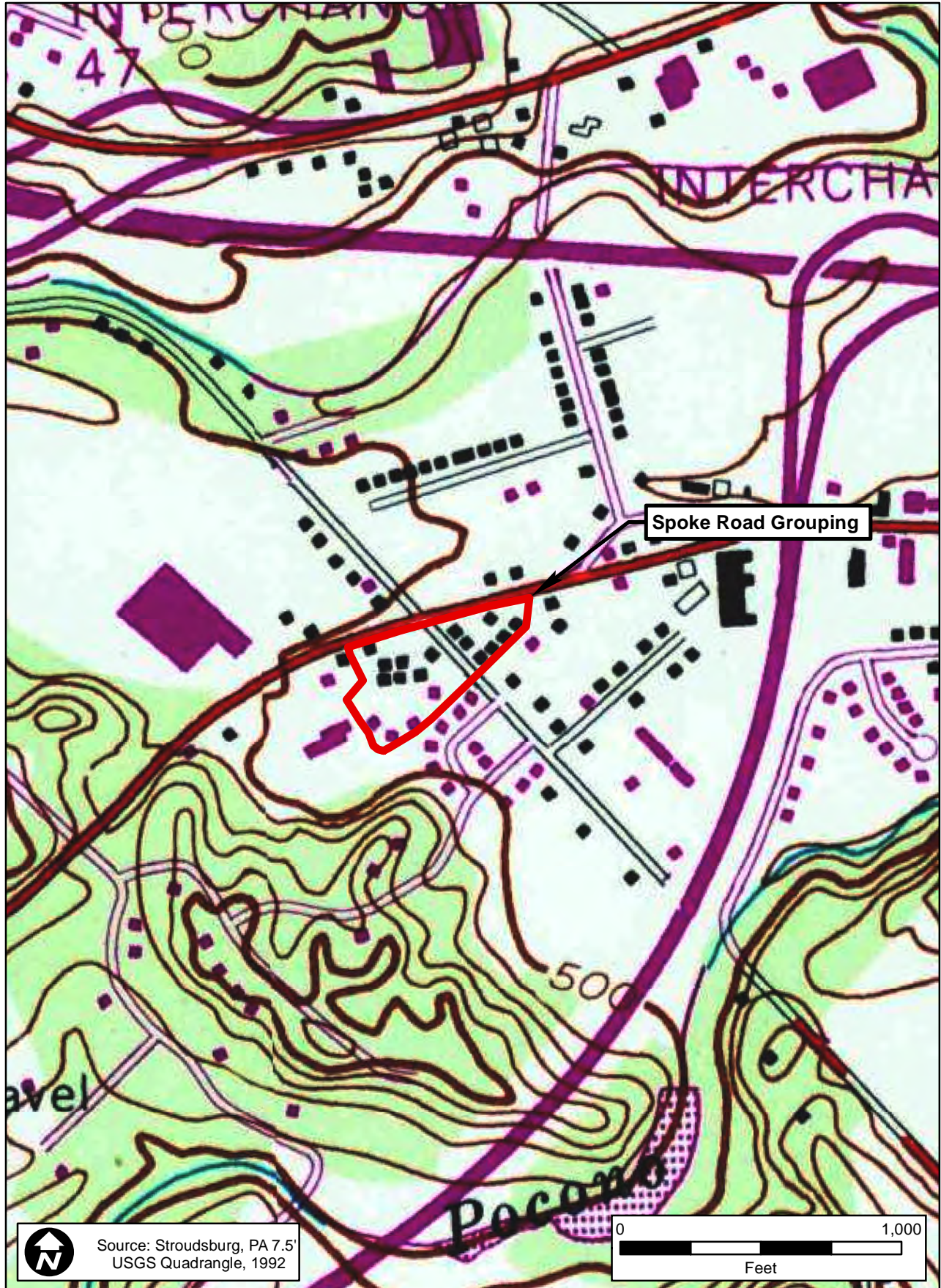
Caption: Photograph 2: View looking southwest at the L-shaped at the Flower Field Inn motel building at 1987 West Main Street.

Spoke Road Grouping Stroud Township, Monroe County, PA

The Spoke Road Grouping is made up of 20 mid-twentieth-century buildings. It is bound by West Main Street to the north, Penn Craft Lane to the east, the Stroudsburg Seventh-Day Adventist School to the west, and a tree-line approximately 150 feet north of Evergreen Court. All of these buildings were part of the original Walter's Motel complex that was constructed in the 1950s, but the property has since been divided by the creation of Tanite Road. The eleven buildings on the west side of Tanite Road make up the current Flowerfield Inn and Cottages, a bed and breakfast operation. The nine properties located on the east side of Tanite Road are owned by Michael Baxter. These are arranged in a semi-circular pattern following Cottage Park Road, with 1971 W. Main Street located in the center and the road wrapping around it. The double-wide structure at 1971 W. Main Street appears to occupy the former motel office, and consists of a one story, four-bay, double-wide mobile home. The other eight cottages are fairly consistent in design, and primarily consist of one-story and three-bays (**See Photograph 6**). These have concrete foundations, vinyl siding, and a side gabled asphalt shingle roof. Each has a picture window and a one-over-one, double hung sash window located along its façade. These cottages have had various alterations, including modern materials and window replacements.

On the west side of Tanite Road, Flowerfield Inn and Cottages has nine cottages arranged around the circular path of Spoke Road. The other two properties on the west side of Tanite Road are 464 Spoke Road and 1987 W. Main Street, which are both accessed by W. Main Street. 1987 W. Main Street is a two-story, two-bay main office, with a one-story, four-bay, gable-front structure with an L-shaped, ten-bay motel attachment (**See Photographs 1 and 2**). The entire structure has a concrete foundation, vertical board siding, and a corrugated metal flat roof. The overhang of the roof creates a covered walkway in front of the rooms that is supported by metal posts that sit atop low brick piers. The fenestration includes one-over-one, double hung sash and picture windows. An interior, central brick chimney is located along the ridgeline of the main office building. The cottages that are a part of this complex are either single or double units. The singles are generally one-story, two-bay buildings with a concrete foundation, vertical board siding, and a side gabled asphalt shingle roof. The doubles are primarily one-story, four-bay buildings, that are either straight or L-shaped in design (**See Photograph 3**). They generally have side gabled asphalt shingle roofs, with gabled hoods above both entrances. Some cottages have exposed rafter tails, while others have dormers (**See Photograph 4**). They all are sheathed with vertical or horizontal board siding and concrete foundations. They are equipped with either one-over-one, double hung sash, or sliding glass windows, while a few have been built with a tripartite picture window located along the façade. Overall, the cottages owned by Flowerfield Inn and Cottages have much more integrity than the ones of the east side of Tanite Road. This complex however, remains incomplete, with nearly half of the original buildings no longer a part of the original property, and as such, the overall integrity has been greatly diminished.

Location Map: Spoke Road Grouping



Source: Stroudsburg, PA 7.5'
USGS Quadrangle, 1992



Site Map: Spoke Road Grouping





Photograph 3: View looking southwest at the cottages along the southern edge of the Flower Field Inn property at 1987 West Main Street.



Photograph 4: View looking northwest at the cottages along the western edge of the Flower Field Inn property at 1987 West Main Street.



Photograph 5: View looking southeast at the building at 1971 West Main Street.



Photograph 6: View looking southwest at the cottages along the western edge of the property at 1971 West Main Street.

**Abbreviated Historic Resource Survey Form
Pennsylvania Historical & Museum Commission**

IDENTIFICATION AND LOCATION

ER #: 2013-8131-089

Survey Code: N/A

Tax Parcel: multiple

County: Monroe

Municipality: Stroud

Township

Address: Tanite Road from Jack Pine Drive to vicinity of Emery Wheel Road

Historic/Other Name: Tanite Road Grouping

Owner Name/Address: multiple

Owner Category: Private

USGS Quad: Stroudsburg, PA

UTM: Zone 18 N 4537102 E 480442 Or Lat /Long

PHYSICAL DESCRIPTION

Resource Classification: Building # Resources 18

Historic Property Function: Domestic - single dwelling

Current Property Function: Domestic - single dwelling

Year Built: ca. 1960

Architectural Style: Other

Materials: Foundation: Concrete

Walls: Vinyl

Roof: Asphalt

Width in Bays: 4

Stories: 1

SURVEYOR INFORMATION

Name: Joseph Jasinski, MA

Project Name: SR 0080-17M, Interstate 80 Project Date: April 2016

Project Location: I-80 corridor in Stroud Township, Stroudsburg, and East Stroudsburg

Organization Name: McCormick Taylor, Inc.

Organization Address: 5 Capital View Drive, Suite 400 Harrisburg, PA

Previous Survey(s): None

PHMC Key No.

Surveyor Eligibility Recommendation: Not Eligible

- Lack of integrity Lack of significance
 Insufficient information to make a recommendation



Caption: Photograph 1: View looking southwest along the south side of Tanite Road at Ranch-style dwellings.



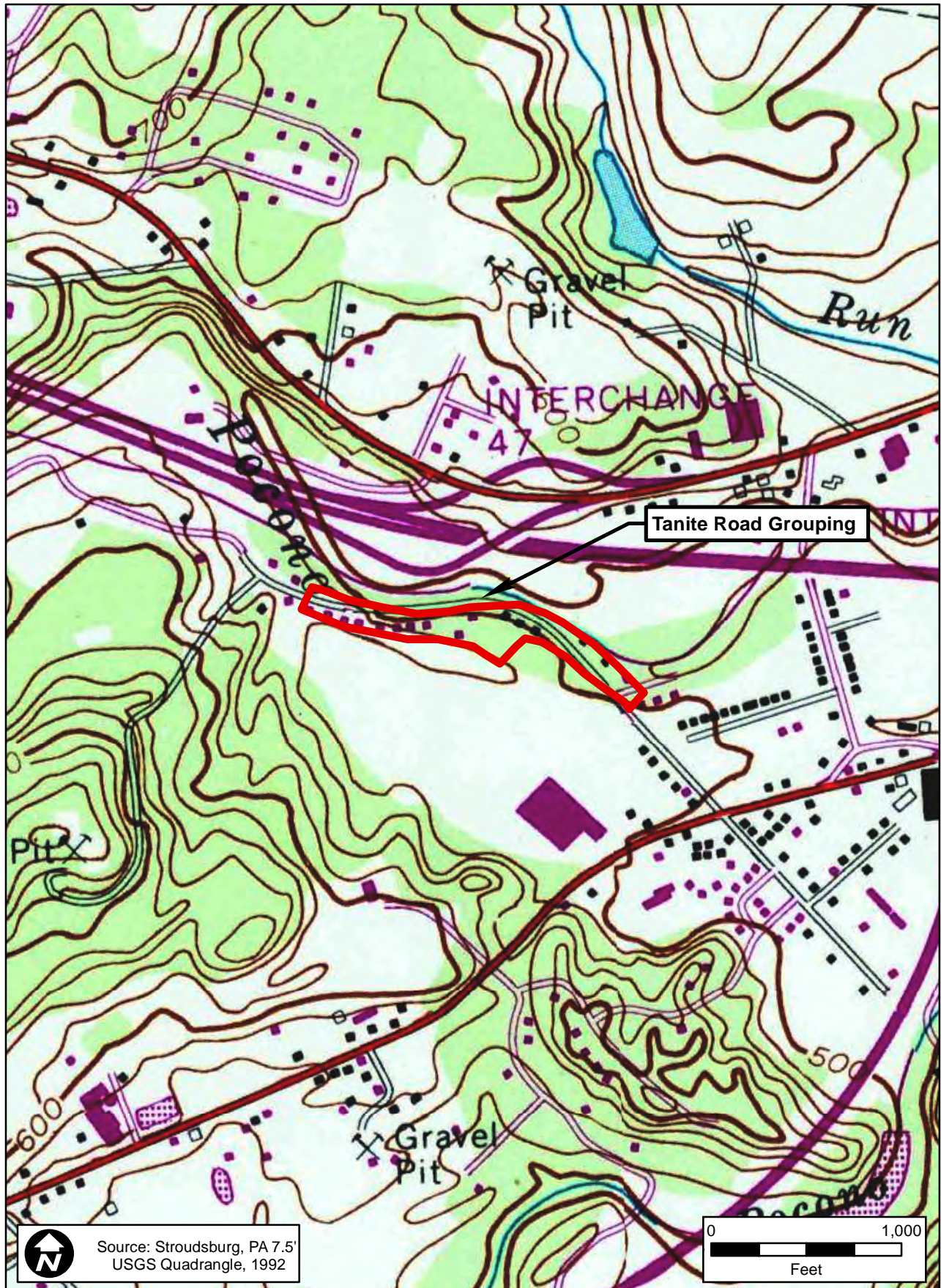
Caption: Photograph 2: View looking southwest along the south side of Tanite Road at the north and east elevations of 259 and 263 Tanite Road.

Tanite Road Grouping

Stroud Township, Monroe County, PA

The Tanite Road Grouping is made up of 18 properties that are oriented facing Tanite Road from the south. This grouping runs along the southern edge of Tanite Road from Jack Pine Drive, to the east, until approximately 75 feet in front of Emery Wheel Road, to the west. Pocono Creek is immediately north of the Tanite Road Grouping. An off-ramp from Interstate 80 is located north of the creek. This grouping is primarily made up of mid-to-late-twentieth-century Ranch style houses, along with a small number of Minimal Traditional style dwellings (**See Photographs 1 and 2**). Most of these houses are one-story, three or four-bay single family dwellings. The vast majority of the houses have brick exteriors along the façade and vinyl siding on the gable ends. Almost all of these houses have side-gabled roofs with asphalt shingles (**See Photographs 3 and 4**). Most also contain attached garages. The proto-typical house of this grouping is illustrated in 243 Tanite Road. This house is a one-story, four-bay, Ranch style house. It has a concrete foundation, brick and vinyl siding exterior, and a side gabled asphalt shingle roof. The main entrance is centrally located along the façade, beside a bay window. Other than this bay window, the fenestration is one-over-one, double-hung sash windows, with plastic louvre shutters. An attached garage with a wood garage door is located on the west elevation of the house. The Tanite Road Grouping is a collection of mid-to-late twentieth century single family residences which lack architectural distinction and historical significance.

Location Map: Tanite Road Grouping



Source: Stroudsburg, PA 7.5'
USGS Quadrangle, 1992





Photograph 3: View looking southeast at the north and west elevations of the house at 227 Tanite Road.



Photograph 4: View looking southwest at the north and east elevations of the 235 Tanite Road.

**Abbreviated Historic Resource Survey Form
Pennsylvania Historical & Museum Commission**

IDENTIFICATION AND LOCATION

ER #: 2013-8131-089

Survey Code: N/A

Tax Parcel: multiple

County: Monroe

Municipality: Stroudsburg

Borough

Address: West Main Street approximately 1000 feet east of I-80

Historic/Other Name: West Main Street Grouping

Owner Name/Address: multiple

Owner Category: Private

USGS Quad: Stroudsburg, PA

UTM: Zone 18 N 4536849 E 482346 Or Lat /Long

PHYSICAL DESCRIPTION

Resource Classification: Building # Resources 16

Historic Property Function: Domestic - single dwelling

Current Property Function: Domestic - single dwelling

Year Built: ca. 1910

Architectural Style: Vernacular

Materials: Foundation:
Walls: Vinyl
Roof:

Width in Bays: 3-4

Stories: 2 1/2

SURVEYOR INFORMATION

Name: Joseph Jasinski, MA

Project Name: SR 0080-17M, Interstate 80 Project Date: April 2016

Project Location: I-80 corridor in Stroud Township, Stroudsburg, and East Stroudsburg

Organization Name: McCormick Taylor, Inc.

Organization Address: 5 Capital View Drive, Suite 400 Harrisburg, PA

Previous Survey(s): None

PHMC Key No.

Surveyor Eligibility Recommendation: Not Eligible

- Lack of integrity Lack of significance
 Insufficient information to make a recommendation



Caption: Photograph 1: View looking east along West Main Street from the intersection with Beers Street.



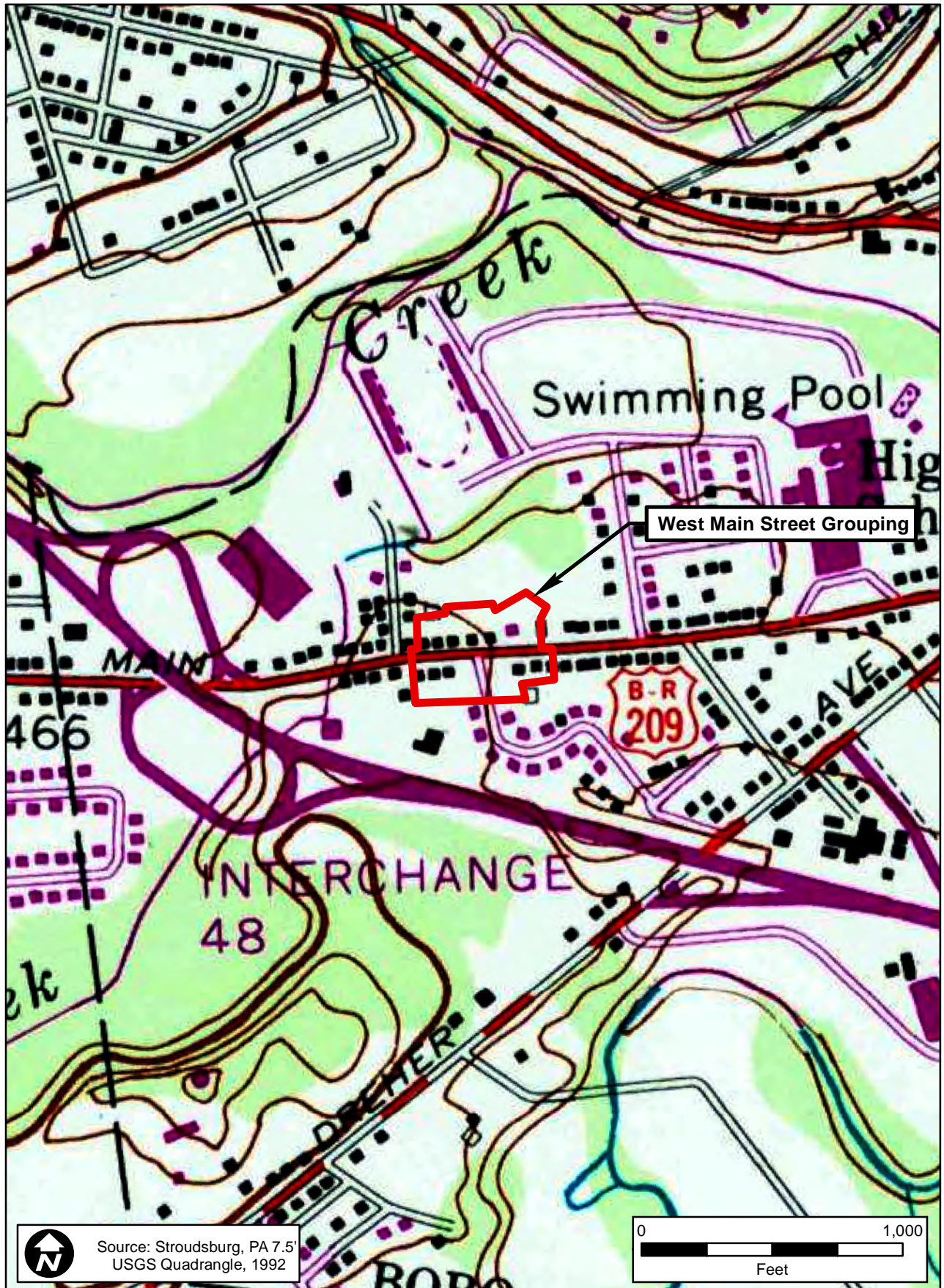
Caption: Photograph 2: View looking west along West Main Street from the intersection with Garden Street.

West Main Street Grouping

Borough of Stroudsburg, Monroe County, PA

The West Main Street Grouping is set in a largely urban area along West Main Street. The Stroudsburg Historic Preservation District is located approximately a half mile to its east. The grouping is made up of sixteen properties that are split evenly on the north and south side of West Main Street. This grouping is centered on West Main Street, with its boundary extending approximately 250 feet to the north and south of the street, west to about 100 feet beyond Beers Street, and to the east about 150 feet beyond Garden Street. This grouping is primarily made up of two-and-a-half-story, three or four-bay, late-nineteenth to early-twentieth-century frame buildings with elements of the late nineteenth and early twentieth century styles (**See Photographs 1 and 2**). These houses generally have concrete foundations, with a few built upon stone foundations. They have asphalt shingled gabled roofs, either side, front, or cross-gabled in design. The majority of these buildings are equipped with vinyl siding exterior. Most still do maintain their original function as residences, though a few have been altered and now function as commercial properties. A proto-typical house for this grouping is 1186 West Main Street (**See Photograph 3**). This is a two-and-a-half-story, three-bay, early-twentieth-century, frame house with elements of the Queen Anne style, including the prominent front gable and wrap-around porch. It has a concrete foundation, vinyl siding, and a cross-gabled asphalt shingle roof. Cornice returns adorn the gable ends. The fenestration includes modern, one-over-one, double-hung-sash replacement windows with synthetic sashes. A wrap-around shed-roof porch runs the length of the façade and covers half of the east elevation of the house. The house at 1191 West Main Street is an example of a Dutch Colonial Revival style house (**See Photograph 4**). Overall, the buildings in this grouping have had significant alterations to their original design, construction, and materials, and as such, no longer have sufficient integrity to be considered eligible for the National Register of Historic Places.

Location Map: West Main Street Grouping



Site Map: West Main Street Grouping





Photograph 3: View looking northwest at the south and east elevations of the house at 1186 West Main Street.



Photograph 4: View looking southeast at the north and west elevations of the house at 1191 West Main Street.