

1.0 Introduction

This report presents the results of an intensive-level historic architectural survey conducted within the APE for the proposed HSIP Mill Creek Road and Stoney Batter Road in New Castle County, Delaware. The survey included a site visit to the project area on January 11, 2011. A combined reconnaissance and CRS intensive-level historic architectural survey was conducted. Archaeological investigations are being conducted by a DelDOT Environmental Studies parent agreement consultant.

Because DelDOT is using federal funds provided by the Federal Highway Administration for the proposed undertaking, this intensive-level historic architectural survey has been conducted in accordance with the instructions and intent of the following regulations: Section 101(b)(4) of the National Environmental Policy Act of 1969; Sections 1(3) and 2(b) of Executive Order 11593; Section 106 of the national Historic preservation Act, as amended; 23 CFR 771, as amended; the guidelines developed by the Advisory Council of Historic Preservation published November 26, 1980; and the Procedures for the Projection of Historic and Cultural Properties as set forth in 26 CFR 800. These regulations require sponsors of federally licensed or federally assisted projects to consider the effects of their actions on historic properties. The purpose for this intensive-level historic architectural survey is to evaluate resources within the APE for National Register eligibility.

Survey data for the project, including forms, photographs, and maps, are on file at the Delaware Division of Historic and Cultural Affairs and DelDOT in Dover, Delaware.

1.1 Project Description

The project was initially identified through the Highway Safety Improvement Program due to a history of a high accident rate at the existing intersection. The proposed undertaking involves redesigning the intersection because the current design does not adequately support the traffic volumes present. The improvements will include a realigned intersection to increase site distances, separate left, right, and through lanes at southbound Mill Creek Road, 11-foot travel lanes with 5-foot shoulders to accommodate bicyclists, as well as new signage and striping. Extensive drainage improvements are also part of the project. At this time it appears that right-of-way, temporary construction easements, and permanent easements will be acquired from land owned by New Castle County that has been designated as public open space. Therefore, this project may involve an application of the 4(f) law in some form.

1.2 Area of Potential Effect

The APE includes locations that may be impacted by construction or that may experience effects once construction is completed. Included within the APE are all locations where an undertaking may result in ground disturbance, from which elements of the undertaking may be visible, and where the activity may result in changes in traffic patterns, land use, and public access, for example. Project effects on historic resources may include both physical and contextual effects. Direct physical effects could include physical destruction, demolition, damage, or alteration of a historic resource. Indirect contextual effects may include isolation of a property from its surrounding environment, the introduction of visual, audible, or atmospheric elements that are out of character with a property or that alter its setting and context, or elimination of publicly accessible views of the resource.

The APE is defined in 36 CRFR 800.16(d) as follows: “the geographic area or area within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects cause[d] by the undertaking.”

One APE has been delineated for this project, an APE for architecture. The APE includes the area in which roadway improvements may directly or indirectly cause changes in the character or use of historic properties. The APE includes all properties that are adjacent to the construction impacts. To account for potential visual or contextual effects, the APE extends beyond the limits of the project to include those properties that would be impacted by visual changes and changes in patterns of use, as well as those properties that could experience a change in historic character associated with the proposed improvements.

The APE illustrated in Figure 1.2 and discussed in this report contains 114.71 acres and was developed by DelDOT in consultation with the Delaware Historic Preservation Office (DE SHPO). For section 106 compliance under the National Historic Preservation Act, as amended, the APE is ultimately developed and confirmed by DelDOT and the Federal Highway Administration in consultation with the DE SHPO.



Figure 1.1: USGS Map from 1993 7.5' USGS Quadrangle: Kennett Square (DE DataMIL)

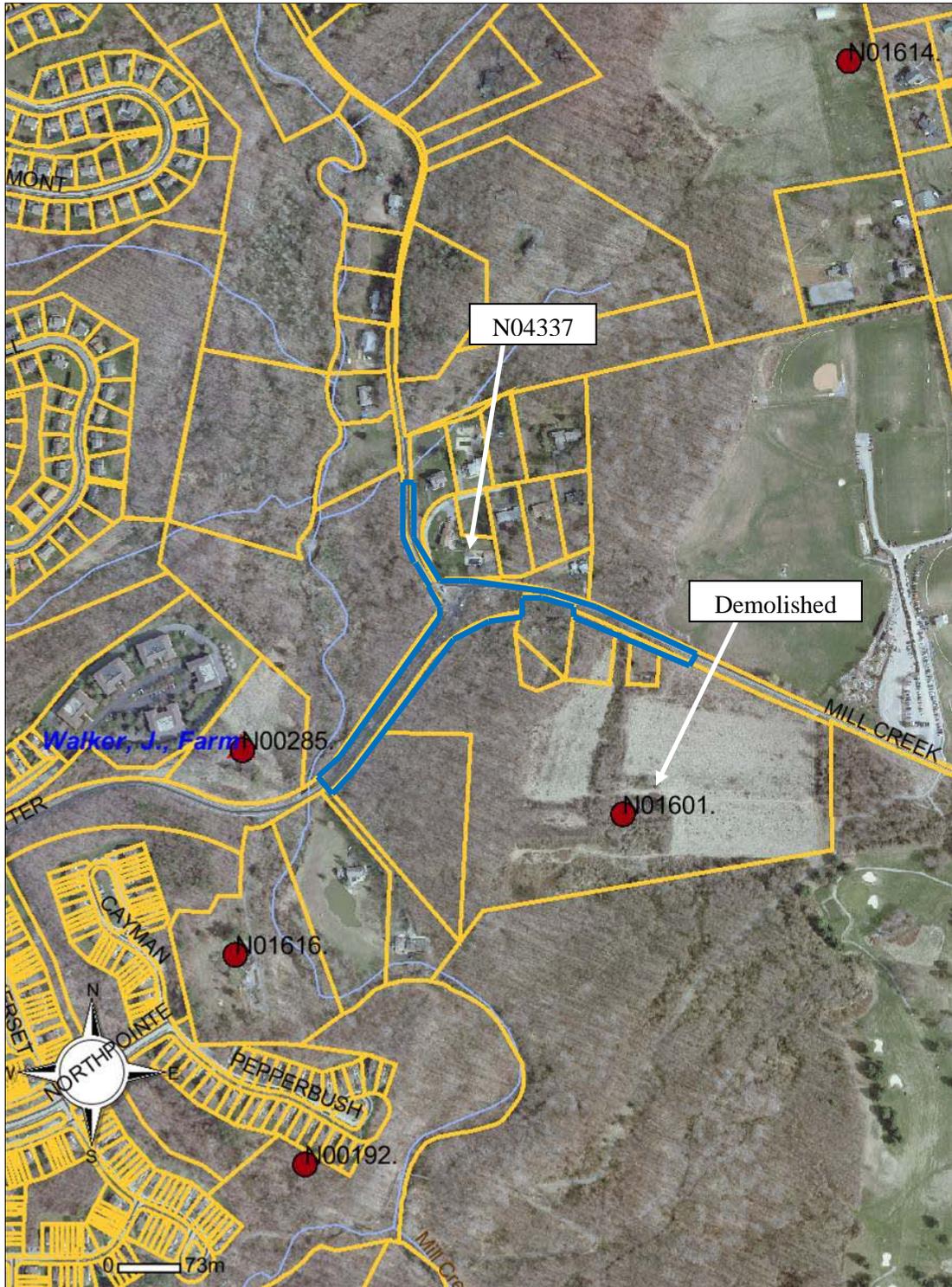


Figure 1.2 This 2007 aerial photograph is annotated to outline the approximate limits of the proposed project. The APE for standing structures consists of all tax parcels adjacent to the area outlined in blue, approximately 114.71 acres. N01610 is a demolished resource. (DE CHRIS)