

SECTION 1.0 INTRODUCTION

This report presents the results of an historic architectural survey conducted within the Area of Potential Effects (APE) for the proposed replacement of Bridge 1-100, which carries Old Kennett Road (N243) over an unnamed tributary of Red Clay Creek in Christiana Hundred, New Castle County, Delaware. The survey included site visits to the project area on November 19, 2008, and January 9, 2009. A Phase IA archaeological survey will be completed by Richard Grubb & Associates and submitted as a separate report.

Because DelDOT is using federal funds provided by the Federal Highway Administration for the proposed undertaking, this 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 on Historic Preservation published November 26, 1980; and the Procedures for the Protection of Historic and Cultural Properties as set forth in 36 CFR Part 800. These regulations require sponsors of federally licensed or federally assisted projects to consider the effects of their actions on historic properties. The purpose of this historic architectural survey is to evaluate resources listed in or eligible for the National Register of Historic Places within the APE.

Survey data for the current project, including forms, photographs, and maps, are on file at the Delaware Division of Historical and Cultural Affairs and DelDOT in Dover, Delaware, and at Richard Grubb & Associates, Inc., in Cranbury, New Jersey.

1.1 Project Description

Built in 1920, Bridge 1-100 carries Old Kennett Road over an unnamed tributary of Red Clay Creek (see Figures 1.1-1.4). The bridge is located in a low-density residential area in Christiana Hundred, west of the historic village of Centreville. Old Kennett Road is a two-lane roadway with guiderails and extends generally east-west through the APE, which begins approximately 80 feet west of the northerly section of Snuff Mill Road (N244) leading to Centreville and ends roughly 150 feet west of the southerly section of Snuff Mill Road (N247) to Yorklyn. Bridge 1-100 is located about 200 feet east of the southerly section of Snuff Mill Road. The existing right-of-way is established as 30 feet north and 15 feet south of the bridge centerline. There are no buildings immediately adjacent to the bridge, which is surrounded by mature trees and vegetation. A single-family residence is located at the northwest corner of Old Kennett Road and the northerly section of Snuff Mill Road, and a

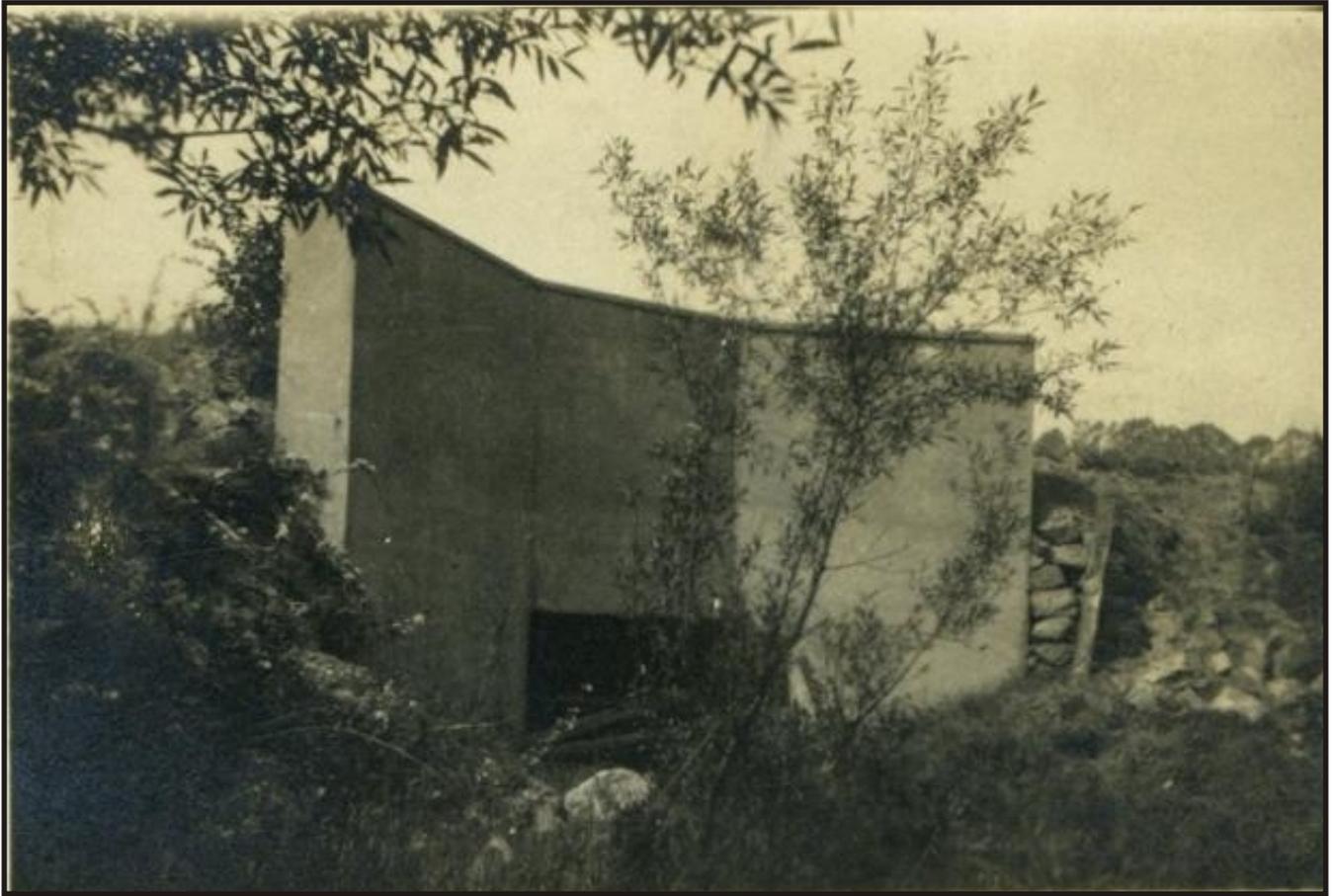


Figure 1.4:

Bridge 1-100, circa 1921
(from Delaware Department of Transportation 2009).

vacant residence is located at the southwest corner of the road's intersection with the southerly section of Snuff Mill Road. Other houses in the vicinity are set back from the road on large lots.

Bridge 1-100 consists of a concrete slab on stone abutments with flared wingwalls and capped parapet. The bridge has an overall structure length of six feet and a deck out-to-out width of 23 feet, providing 20.75 feet of curb-to-curb width and a total shoulder width of 2.25 feet. Modern metal guiderails extend across the bridge and along the roadway through the APE, as shown on Plates 1.1-1.2.

The *Delaware Bridge Survey* did not include Bridge 1-100 because it is less than the minimum length of 20 feet. DelDOT Cultural Resources Staff completed an evaluation of the structure's eligibility for the National Register in 2006. Although a relatively early example of a reinforced concrete box culvert, it represents a common type and does not possess historical or technological significance. The structure also lacks integrity as a result of unsympathetic repairs to the headwalls. As a result, in 2006 DelDOT recommended Bridge 1-100 not eligible for the National Register of Historic Places, with concurrence from the Delaware State Historic Preservation Office (DE SHPO). The bridge survey form is contained in Appendix A.

The existing bridge has been evaluated as structurally deficient. The headwall has rotated, requiring repairs to temporarily stabilize the structure. The proposed project would replace the structure with precast concrete rigid frame or box culvert, widen and reconstruct approaches and guardrail, and add riprap for scour protection. The roadway elevation will also be increased slightly at the culvert location to address vertical curves or sight distance issues.

1.2 Area of Potential Effects

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 effects 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 to the resource.



Plate:
1.1

Photo View:
East

Photographer:
Jennifer Leynes

Date:
November 19,
2009

Project area from near the intersection of the southerly section of Snuff Mill Road. The concrete parapet of Bridge 1-100 is visible at center.



Plate:
1.2

Photo View:
West

Photographer:
Jennifer Leynes

Date:
November 19,
2009

Project area on Old Kennett Road. Note the mature trees and vegetation along the roadway.

The APE is defined in 36 CFR 800.16(d) as follows: “the geographic area or areas 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 the bridge replacement and 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 replacement of Bridge 1-100.

The APE as illustrated on Figure 1.3 and discussed in this report has been developed based on recommendations and coordination with DelDOT. 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. Unless the project changes significantly in scope, those discussions will likely result in the same maps and areas developed in this report.