

4. DETERMINATIONS OF EFFECT AND MITIGATION MEASURES

Methodology

Pursuant to the BAHP's confirmation of properties and districts eligible or potentially eligible for listing in the National Register of Historic Places, determinations of effect were undertaken for the significant historic resources of the U.S. Route 13 Relief Route study area. Fifty-three properties including 5 historic districts were reviewed for determinations of effect of the proposed highway. Of the 53 resources, 22 are listed in the National Register, 23 were determined to be eligible, and 8 were determined to be potentially eligible, i.e., in need of more in-depth archival and on-site investigation. For the sake of addressing all properties that possibly would be historic and therefore protected under Section 106 Compliance, potentially eligible resources were treated as eligible properties. Throughout this evaluation, the criteria used for "effect" and "adverse effect" were those set forth by the Advisory Council on Historic Preservation's rules and regulations for the protection of historic and cultural properties (36 CFR, Part 800).

The determinations of effect were carried out by a joint team comprised of representatives from the Delaware Bureau of Archaeology and Historic Preservation, the Federal Highway Administration, the Delaware Department of Transportation, and Killinger Kise Franks Straw, planning and historical consultants. The process was two-fold. First, the participants reviewed engineering plans depicting the 53 historic resources with their boundaries and the proposed U.S. Route 13 alignment. From this preliminary screening, 26 resources clearly were found to have no effect. The 27 resources for which an effect was evident or warranted a field review were then evaluated on-site by the joint field team which included an historic preservationist and an historic landscape architect. Of these, 22 were found to be affected by the Relief Route. During the course of the field review, the nature of the effects upon the 22 resources and recommendations for their mitigation were examined.

General Observations

Within the U.S. Route 13 Relief Route, the adverse effects upon architectural resources predominantly can be categorized as alterations to their historic setting. One example of such an alteration is the introduction of a road through an agrarian landscape, thereby affecting the vista from an historic farmhouse. In order to mitigate these types of impacts, recommendations were made to concentrate on landscape screening as a means to shield visual intrusions from their historic setting. With this type of landscaping -- defined as the installation of berms, trees, hedges, shrubs, and/or ground cover -- it was agreed that the majority of these properties would be rendered with a conditional no adverse effect. For some properties for which landscape mitigation would not be an appropriate solution, shifts in the road alignment were studied and where feasible, implemented. Where a structure such as the St. Georges Bridge clearly cannot be mitigated, a determination of acceptable adverse effect was made.