

**DOCUMENTATION SUPPORT
FOR
DETERMINATION OF EFFECT**
Submitted Pursuant to
36 CFR Part 800.4(d)(2)
and
36 CFR Part 800.5(a)(1)

In accordance **36 CFR Part 800.11(e)**
and
36 CFR Part 800.11(f)

for

SR 1, Little Heaven Grade Separated Intersection Project
Kent County, Delaware
State Contract No. 24-122-02
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**Prepared
For**



*Department of Transportation
Federal Highway Administration*

Prepared by



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TABLE OF CONTENTS

	<u>Page</u>
ABSTRACT	1
I. DESCRIPTION OF THE UNDERTAKING	6
A. Purpose and Need	7
B. Proposed Action.....	8
II. DESCRIPTION OF STEPS TAKEN TO IDENTIFY HISTORIC PROPERTIES	11
A. Area of Potential Effects.....	11
B. Background Research	11
III. DESCRIPTION OF HISTORIC PROPERTIES	12
A. W. C. Fountain Agricultural Complex (CRS # K-01689)	14
B. Barratt’s Chapel and Cemetery (CRS # K-103)	22
C. Jehu Reed House (CRS # K-137)	26
D. Thomas James House (CRS # K-2686)	29
E. Mt. Olive Colored School / Mt. Olive School (CRS # K-2685).....	38
F. Archaeological Sites	43
IV. DESCRIPTION OF THE UNDERTAKING’S EFFECT ON HISTORIC PROPERTIES	43
A. W. C. Fountain Agricultural Complex (CRS # K-01689)	43
B. Barratt’s Chapel and Cemetery (CRS # K-103)	45
C. Jehu Reed House (CRS # K-137)	45
D. Thomas James House (CRS # K-2686)	45
E. Mt. Olive Colored School / Mt. Olive School (CRS # K-2685).....	45
F. Archaeological Sites	50
G. Summary	50
V. EXPLANATION OF WHY THE CRITERIA OF ADVERSE EFFECT WERE APPLICABLE OR INAPPLICABLE, INCLUDING ANY CONDITIONS OR FUTURE ACTIONS TO AVOID, MINIMIZE, OR MITIGATE ADVERSE EFFECTS	50
A. Resources Not Adversely Affected by the Little Heaven Grade Separated Intersection Project	51
B. Resources Adversely Affected by the Little Heaven Grade Separated Intersection Project	53
C. Avoidance of Adverse Effect for Mount Olive School Including Minimization	58
D. Options to Minimize Harm, Prevent Harm and Mitigation	58
VI. SUMMARIES OF ANY VIEWS PROVIDED BY CONSULTING PARTIES AND THE PUBLIC	59
APPENDIX A: MEMORANDUM OF AGREEMENT	13 pages

ABSTRACT

This report presents the results of a determination of effects assessment conducted by the Federal Highway Administration (FHWA) and the Delaware Department of Transportation (DelDOT) in consultation with the Delaware Historic Preservation Officer (DE SHPO) for the proposed SR 1, Little Heaven Grade Separated Intersection project in Kent County, Delaware. Since the project undertaking will be federally funded, FHWA seeks to comply with Section 106 of the National Historic Preservation Act of 1966, as amended, and the implementing regulations contained in 36 CFR Part 800.

DelDOT is considering improvements to SR 1 and that consists of grade separating the intersection of SR 1 at Bowers Beach Road, providing a north-south service road adjacent to either side of existing SR 1 in the area of Little Heaven Delaware extending from north of the Clapham Road intersection to south of Barratt's Chapel Road.

The Preferred Alternative for the SR 1, Little Heaven Grade Separated Intersection Project would shift SR 1 to the east of the existing SR 1 roadway corridor, would provide two-way north-south parallel service roads on each side of SR 1, would construct/reconstruct several intersections to tie into the proposed improvements and would provide a grade separated crossing of SR 1 over Bowers Beach Road. The Bowers Beach Road crossing would connect to the new two-way, north-south service roads that would be constructed parallel to SR 1 which would in turn provide connections between local roadways and would provide access to and from SR 1 via ramps. The west service road would connect Clapham Road in the north to Barratt's Chapel Road in the south. The east service road would connect Mulberrie Point Road in the north to Skeeter Neck Road in the south.

The Preferred Alternative would improve the local road network while helping to preserve the capacity of SR 1. The proposed action under the Preferred Alternative is consistent with goals and objectives identified in the State of Delaware's Long-Range Transportation Plan, the SR 1 Corridor Capacity Preservation Program, the Strategies for State Policies and Spending and the Livable Delaware Initiative. The proposed action is also consistent with the Kent County Comprehensive Plan and the Dover/Kent County Metropolitan Planning Organization's Long-Range Transportation Plan and is included in their Transportation Improvement Program.

The Criteria of Effect and Criteria of Adverse Effect were applied to this undertaking and each resource was evaluated for a determination of effect. FHWA and DelDOT have considered and consulted with the DE SHPO and the public on alternatives or measures to avoid and/or help minimize effects on historic properties. The undertaking minimizes impacts and harm to historic properties (and others) by incorporating various minor shifts in the alignment. The Preferred Alternative takes into account efforts to avoid/minimize effects to all properties, particularly historic properties. The proposed transportation improvements take into account various minor geometric shifts in alignment where impacts to certain historic properties were unavoidable.

The following National Register of Historic Places (NRHP) listed or eligible resources located within the Area of Potential Effects (APE) are described in terms of their NRHP Status, the potential effects of implementing the preferred alternative beginning with the historic architectural resources.