

3.0 DESCRIPTION OF THE AREA OF POTENTIAL EFFECT

For the purposes of Section 106 of the National Historic Preservation Act of 1966, the Area of Potential Effect (APE) is defined as “the geographic area within which an undertaking may cause changes in the character or use of historic properties, if any such properties exist” (36 CFR 800.4). For the Red and Blue Alternatives of the U.S. 301 project development area, the overall APE has been generally defined as the area within 600 feet of the proposed alternatives for the project without exceptions. Consultation with the SHPO has indicated that this is an appropriate definition to encompass the historic resources that could be directly, visually, or audible adversely affected by the proposed alternatives.

Previous study by A.D. Marble, Inc. staff as reported in July 2005 identified potential historic resources within the APE as it was defined at that time (*Figure 2*). However, since that effort, additional areas have been added to the APE in order to address project engineering changes, and this report addresses those new areas within the current APE: the Current Study Area – Red and the Current Study Area – Blue. The current study areas are designated in this way to reflect their association with the proposed Red and Blue Alternatives.

The APE for the Blue Alternatives is located south of Middletown and encompasses alternatives located both north and south of Townsend. The irregularly shaped APE follows along the boundaries of tax parcels and measures approximately 12.7 square miles. The APE for the Blue Alternatives largely lies within Appoquinimink Hundred but a portion is in St. George’s Hundred (*Figure 3*). The western boundary of the APE begins near U.S. 301 and extends to just east of S.R. 1. Gear’s Corner Road and S.R. 15 serve as parts of the western boundary. The southern part of Noxontown Lake and Green Giant Road serve as portions of the northern limits of the APE and Ratledge Road and Caldwell’s Corner Road serve as portions of the southern limits of the APE.

Although numerous runs and small creeks drain the study area, no major waterways are located within the APE of the Blue Alternatives. The northwestern area of the APE is drained by tributaries of the Appoquinimink Creek which flow first into Noxontown Pond. The southwestern portion of the APE is drained by tributaries of Blackbird Creek which then drains into the Delaware River. The area of the APE is relatively flat, well-watered, and is conducive to agriculture. Until after the mid-twentieth century, the area was characterized by a pattern of dispersed farms with the towns of Townsend and Middletown serving the commercial needs of the surrounding countryside. In the late twentieth century, residential and commercial development of the area burgeoned with the modernization of the Du Pont Highway (U.S. 13) and more recently with construction of new S.R. 1.

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- Determined Eligible
 - Listed
 - Determined Not Eligible
 - Unevaluated
 - ▭ Proposed APE
- Previously Listed or Determined Eligible (boundaries confirmed):**
- ▭ Determined Eligible
 - ▭ Listed
- Previously Listed or Determined Eligible (boundaries under investigation):**
- ▭ Determined Eligible
 - ▭ Listed



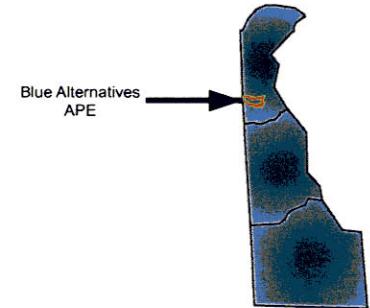
Sources:
1997 Aerial Photography

Figure 2
Identified Resources



Current Study Area Blue Alternatives

 Proposed APE

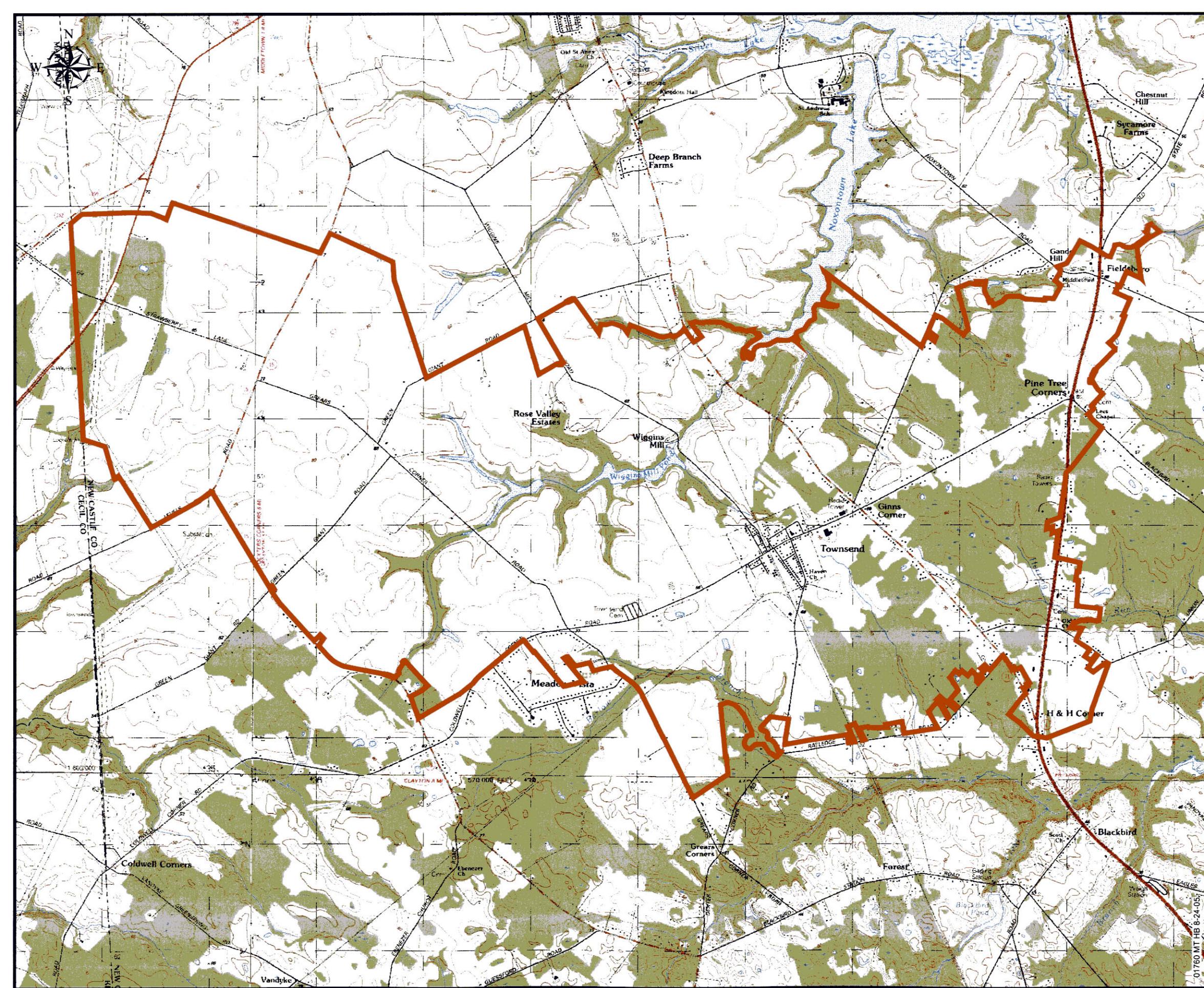


Source:
USGS 7.5' DRGs: Cecilton, MD. Clayton, MD.
Middletown, DE. Millington, MD.

Figure 3 Project Location Map



January 2006

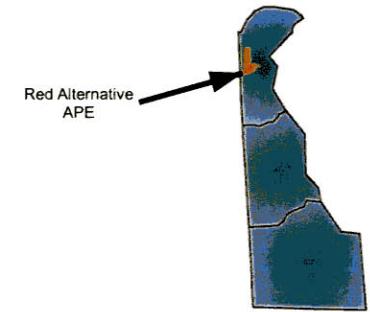


The APE for the Red Alternative lies between Summit Bridge over the Chesapeake and Delaware Canal (C & D Canal) on the south and the S.R. 896 interchange with the John F. Kennedy Memorial Highway (I-95) on the north. The APE includes 600 feet on either side of the S.R. 896/U.S. 301 corridor. The irregularly shaped APE follows along the boundaries of tax parcels and measures approximately 6.6 square miles. The APE for the Red Alternative lies entirely within Pencader Hundred (*Figure 4*). The area adjoining the S.R. 896/U.S. 301 corridor has historically been a transportation corridor. The APE includes the intersection with Old Baltimore Pike, a section of Old Cooch's Bridge Road, the village of Glasgow at the intersection with Pulaski Highway (U.S. 40), and the intersection with Chesapeake City Road just north of the C & D Canal.

Although numerous runs and small creeks drain the study area, no major waterways are located within the APE of the Red Alternative. The northern area of the APE is drained by tributaries of the Christina River which flows into the Delaware River. The southern portion of the APE is drained by tributaries that flow into Lum's Pond which then drains into the Delaware River. The area of the APE is relatively flat, well-watered, and is conducive to agriculture. Until after the mid-twentieth century, the area was characterized by a pattern of dispersed farms with the towns of Newark and Glasgow serving the commercial needs of the surrounding countryside. In the late twentieth century, residential and commercial development of the area burgeoned with the creation of I-95 to the north and the modernization of U.S. 301 to the southwest and S.R. 896 through the project area.

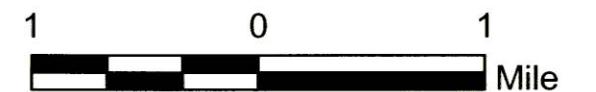
Current Study Area Red Alternative

 Proposed APE



Source:
USGS 7.5' DRGs: Elkton, MD. Newark East, DE.
Newark West, DE. Saint Georges, DE.

Figure 4 Project Location Map



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