

1.0 INTRODUCTION

1.1 PURPOSE AND GOALS OF THE INVESTIGATION

John Milner Associates, Inc. (JMA) conducted a historic architectural investigation as part of an environmental assessment associated with proposed I-95 improvements in New Castle County, Delaware. While originally scoped as three separate projects, the investigations were subsequently combined for reporting purposes. The work was conducted in association with Rummel, Klepper & Kahl, LLP (RKK) and for the Delaware Department of Transportation (DelDOT) (Appendix I).

The purpose of the investigation was to identify and evaluate architectural properties within or immediately adjacent to the area of potential effects (APE), that met the 50-year age consideration of the National Register of Historic Places (National Register).

The proposed I-95 improvements will be funded by the Federal Highway Administration (FHWA). Therefore, the undertaking is subject to review in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended. The investigation was conducted in accordance with the Secretary of the Interior's *Standards and Guidelines for Archeology and Historic Preservation* (National Park Service 1983), as well as guidelines specific to the State of Delaware, including the *Delaware Statewide Comprehensive Historic Preservation Plan* (Ames et al. 1987) and the Delaware State Historic Preservation Office's Guidelines for Archaeological and Architectural Surveys in Delaware (1993).

Fieldwork for the historic architectural investigation was conducted in November and December of 2003, and May and June of 2004.

1.2 DESCRIPTION OF THE AREA OF POTENTIAL EFFECTS

As part of the identification of historic architectural properties, DelDOT, in consultation with the FHWA and the DE SHPO, determined an APE, as defined in 36 CFR 800.16:

(d) Area of potential effects means 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 caused by the undertaking.

With a number of alternative options considered in the project planning and development stages, the APE encompassed all areas of possible direct and indirect effect within two separate sections of the I-95 corridor. The western section extends from the Delaware-Maryland boundary on the west to the SR 896 interchange on the east (Figure 1). This portion of the APE originally extended into Maryland; however, due to design revisions, proposed improvements are now expected to incur entirely within the Maryland portion of Interstate 95. Within this corridor a new toll plaza will be constructed, and new traffic lanes and shoulders will be introduced. The eastern section extends from SR 1 interchange on the west to the SR 141 interchange on the east (Figure 2). Within this corridor existing lanes may be shifted and new ramps, traffic lanes, and shoulders may be introduced. The APE also includes a buffer zone that extends 1,000 feet in all direction from areas of possible ground disturbance. The buffer zone encompasses the projected 65-decibel

contour line, the FHWA threshold for possible noise impacts. Depending on location, the APE extends some 700 to 800 feet beyond this contour line to allow for consideration of possible visual impacts. The APE is shown in Figures 1 and 2.