

## ANALYSIS OF PROJECT EFFECT

Current design plans for the relocation of Delaware Route 7 North indicate that for the majority of architectural resources potentially eligible for, or listed in, the National Register, proposed construction will occur within the limits of the state's existing right-of-way, i.e. outside the proposed National Register site boundaries, and thus is not expected to have direct effect upon significant architectural resources. For the Hannah Gutherie farmstead, construction at the Limestone Road - Little Baltimore Road intersection as originally proposed was found to have a potential for effect due to encroachment beyond the existing right-of-way. Plans for this intersection are now in the process of being redesigned, to locate the intersection further south and east, thus resulting in avoidance of effect upon this complex. A similar redesign effort has been completed for the Limestone Road - Route 72 intersection, with the result that the proposed new construction at this location is not expected to have an effect on the potentially eligible Harmony School, and may indeed "improve" upon the existing situation by relocation of the roadway further west than it now lies.

It is possible that some potentially significant architectural resources may be indirectly affected by the proposed project. Because Limestone Road is and has been a multilane highway for twenty years or more, the proposed realignment will not introduce

a new road or intersection where none had existed in the past and is not expected to materially alter the existing environment of resources such as the McKennan-Klair, Derrickson, and Samuel Dennison houses, or the Gutherie-Dennison farmstead, all of which are set back at some distance from the existing roadway. However, those resources now located in close proximity to the road (the Mermaid Tavern, the Hannah Gutherie farmstead and the Springer-Yeatman complex) may potentially experience indirect effects of a temporary nature during construction due to the presence of heavy equipment. Indirect effects of a more permanent kind (aural, visual and olfactory) may occur to these properties due to a decrease in the already limited distance between the buildings and the roadway.