

II. ALTERNATIVES CONSIDERED

*SR 26, Atlantic Avenue from Clarksville to Assawoman Canal
Environmental Assessment and Section 4(f) Evaluation*



*U.S. Department of Transportation
Federal Highway Administration*



*STATE OF DELAWARE
Department of Transportation*

II. Alternatives Considered

This section describes the alternatives considered for improving SR 26, Atlantic Avenue and explains the process by which the alternatives were developed and the preferred alternative ultimately determined.

A. No-Build Alternative

The No-Build Alternative represents the existing roadway conditions of SR 26 in the project area, with only routine maintenance and minor roadway and safety improvements being undertaken in the future. The No-Build Alternative serves as a baseline for comparison to the build alternatives.

Existing SR 26 is a two-lane east-west roadway located in southern Sussex County, Delaware. The existing roadway is a nominal 22 foot wide roadway, consisting of two travel lanes varying from ten feet to twelve feet in width, with shoulders varying from zero to five feet in width, and having minimal drainage and limited sidewalks. In many areas the existing utilities are located adjacent to or within the pavement, rendering the clear zone non-existent in these areas. There are more than 270 parcels adjacent to the roadway within the project limits. The parcels are of mixed residential and commercial uses, and many of these parcels have open access points without curbing to define the directional movements.

B. Preliminary Project Development

1. Project Initiation

The development of alternatives for the SR 26, Atlantic Avenue Improvement Project (SR 26 Project) was initially guided by the concepts recommended in the January 2001 *Alternatives Analysis and Traffic Summary*. The conceived improvements included the addition of turning lanes, the re-alignment of selected intersections, the addition of traffic signals, the addition of shoulders, improved driveway delineation, and the addition of sidewalks. The concepts considered that the widening required to accommodate these improvements would be distributed equally to both sides of the existing roadway.

Prior to the development of preliminary alternatives, a *Historic Resources Survey/Determination of Eligibility Report* was prepared in July 2003. Eighty-two individual properties meeting the fifty year old or older requirement for evaluation were identified during the course of the cultural resource study. Fourteen properties within the project area are eligible for the National Register of Historic Places (NRHP) and one is already listed. In areas where historic properties are adjacent to the roadway, however, shifting the alignment to the north or the south was evaluated to avoid impacting the NRHP eligible/listed properties. Due to the proximity of the historic properties to the existing edge of pavement of SR 26, three preliminary alignments were developed that would minimize or avoid impacts to these historic properties. These preliminary alternatives are referred to as Alternative A, Alternative B and Alternative C.

2. Avoidance and Minimization: Preliminary Alternatives A, B and C

Due to the length of the project, and the number of historic resources through-out the project limits, the project was broken into four sections for the purpose of creating alternatives (see **Figure II-1**). Each section contains at least one historic resource. Alternatives were developed for each section to minimize impacts to the historic resources. The same typical section of 12-foot to 11-foot travel lanes with 5-foot shoulders was used for Preliminary Alternative A, B and C. Depending on the location of the section, either the open (see **Figure II-1**) or closed (see **Figure II-2**) drainage typical sections with sidewalk was used.

Figure II-1: Open Typical Section

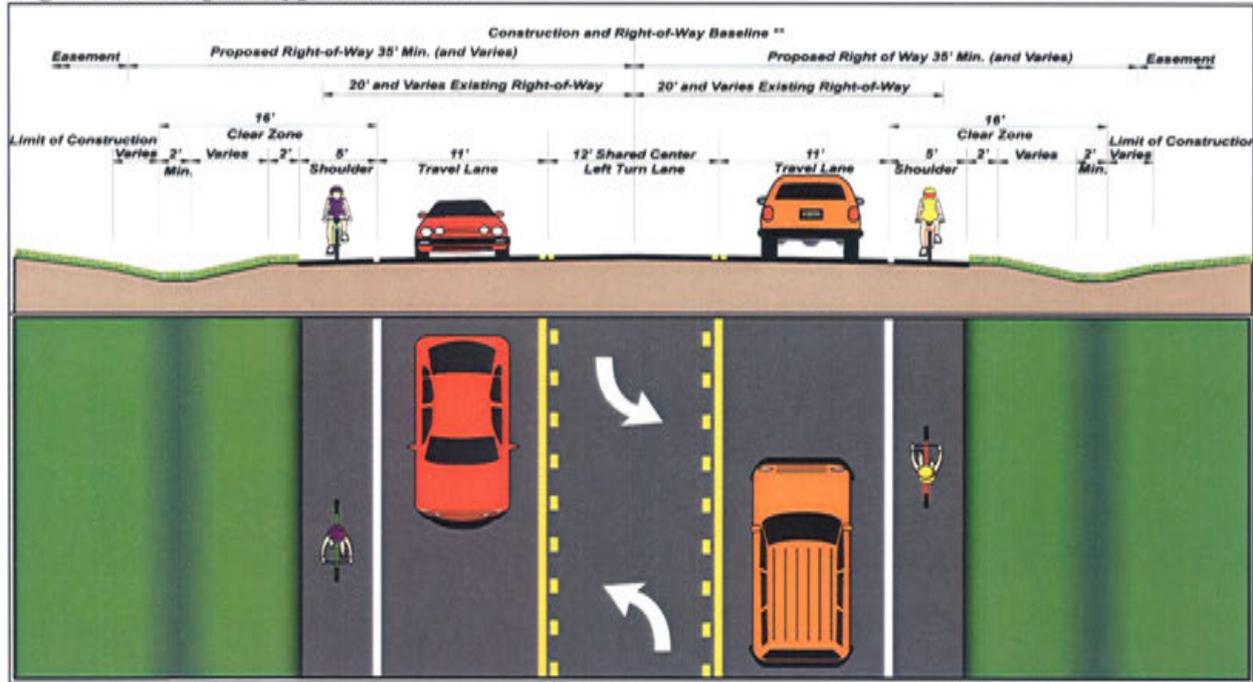
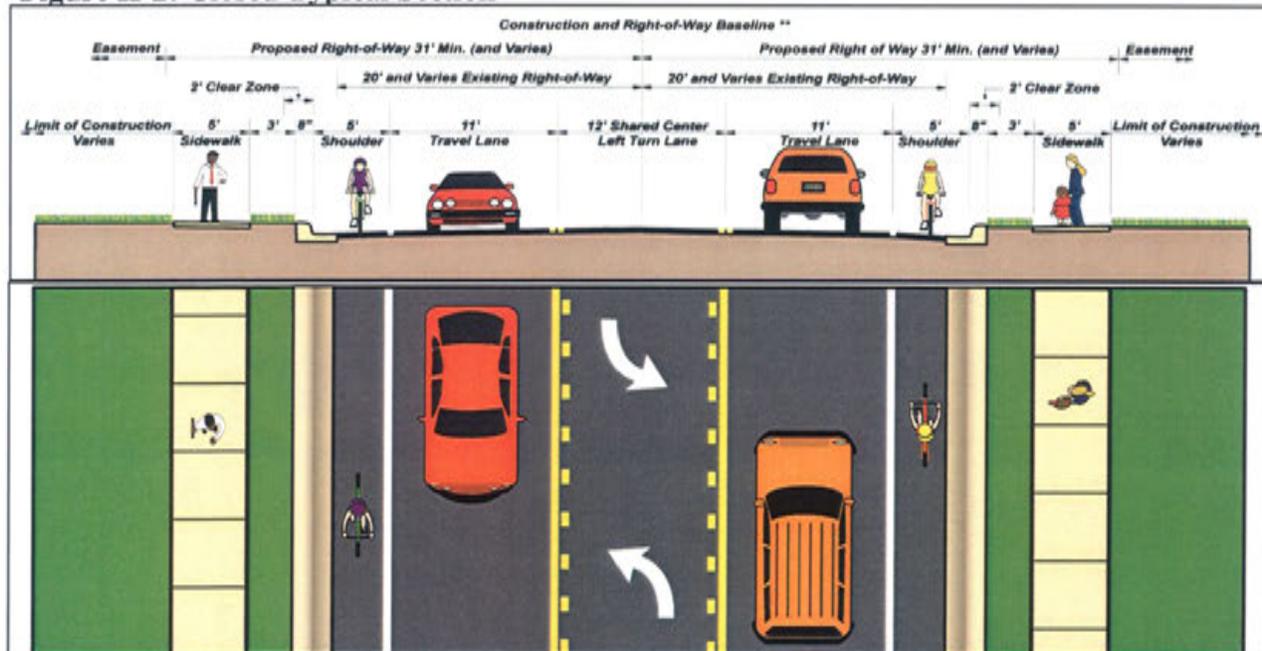


Figure II-2: Closed Typical Section

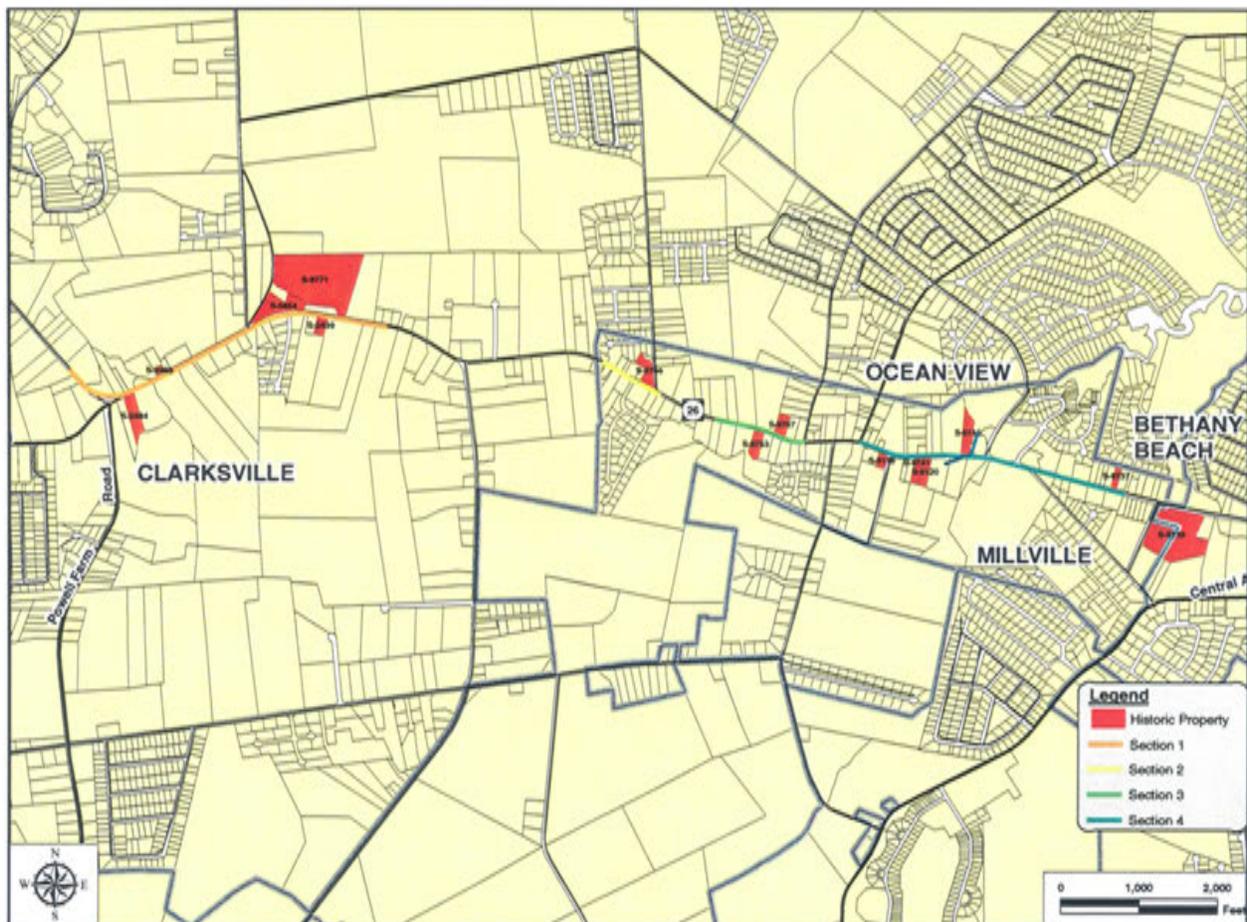


For the intersections, twelve foot left turn lanes were designed at the following roadways intersecting SR 26: Omar Road, Powell Farm Road, SR 17, Whites Neck Road, Railway Road, Windmill Road, Clubhouse Road, Old Mill Road, Doc's Place, Woodland Avenue, Central Avenue, West Avenue and Tyler Drive. The intersection locations are shown on the mapping on **Figures II-4 through II-16**.

In order to minimize impacts to sensitive historic resources the NRHP listed or eligible resources along SR 26 within the project limits were inventoried and mapped. Four sections were identified where avoidance and minimization measures would need to be undertaken to preserve these historic resources. Within each section three Preliminary Alternatives, Alternatives A, B and C were developed with different horizontal alignments. Alternatives A, B and C were used in combinations within each section to determine the best horizontal alignment to avoid and or minimize the sensitive natural and cultural resources identified in each of the sections.

The sections and resources are shown below in **Figure II-3**. A description of each section follows along with descriptions of impacts based on application of Preliminary Alternatives A, B and C for each section in **Tables II-1 through II-4**.

Figure II-3: Avoidance and Minimization Sections



a. Section One

Section One begins at Omar and Powell Farm Roads in Clarksville and extends east to beyond the Campbell Farm. This section includes the following historic properties: the M.C. Webb House and the Evans House, Spring Banke and the Hiestand House. Three alternatives, Alternatives A, B and C, were developed for this section.

Alternative A would widen the roadway while maintaining the existing roadway centerline. This alternative would require right-of-way from all forty-two adjacent properties. One residence would be displaced and right-of-way would be required from all five historic properties, both eligible and listed. No historic structure would be affected by this alternative.

Alternative B would shift the alignment ten feet to the north of the existing roadway centerline to avoid the Webb property, then shifts the alignment ten feet to the south to avoid the Evans property, and continues the shift to the south past the Spring Banke and Campbell Farm properties. This alternative would require right-of-way from the Hiestand property, while avoiding the four other historic properties. The shifts at the west end of the section would require three residential relocations in order to avoid taking right-of-way from the two historic properties.

Alternative C would start out the same as Alternative B, with the ten foot shifts to the north and then south of the existing roadway centerline in order to avoid the Evans and Webb properties. The alignment would then shift back to the centerline before shifting south again to avoid right-of-way acquisitions from the Spring Banke and Campbell Farm properties. The shift back to the centerline would require right-of-way from the properties on the north and south side of the roadway equally where no shift is needed. Right-of-way would still be required from the Hiestand property under this alternative. The improvement would require a strip acquisition from the front of the property, but would not impact the historic structure on that property.

Table II-1: Summary of Impacts for Preliminary Alternatives, SECTION ONE

FEATURE	UNIT	ALT. A	ALT. B	ALT. C
Total Right of Way Acquisitions	Acres	1.61	1.46	1.89
Commercial	Acres	0.15	0.22	0.28
Residential/Agricultural	Acres	1.46	1.24	1.61
Total No. of Properties Affected	Each	42	30	28
Residential Displacements	Each	1	3	2
Business Displacements	Each	0	0	0
Meets Design Standards	Yes/No	Yes	Yes	Yes
Prime Farmland Soils	Acres	0.13	0.25	0.25
Statewide Important Soils	Acres	0	0	0
Active Agricultural Land	Acres	0.13	0.25	0.25
Public Parks/Recreational Areas	Acres	0	0	0
Effects on Listed NRHP Properties	Acres	0.19	0	0
Effects on Eligible NRHP Properties	Acres	0.1	0.049	0.048
Archeological Sites Impacted	Acres	0	0	0
Potential Hazardous Materials Sites Impacted	No.	0	0	0
Wetlands Impacted	Acres	0.07	0.08	0.08
Streams Crossed	No.	0	0	0
Stream Impacts	Acres	0	0	0
100 Yr Floodplain Encroachment	Acres	0	0	0
500 Yr Floodplain Encroachment	Acres	0	0	0
Forest Cover	Acres	0	0	0
Trees (4" Caliper and greater) Impacted	No.	44	20	25
Section One Length	L.F.	4700	4700	4700

b. Section Two

Section Two begins approximately 800 feet west of Whites Neck Road to approximately 400 feet east of Whites Neck Road. One historic property is located within this section. The Banks property is located on the northwest corner of the SR 26/Whites Neck Road intersection. Since the National Register eligible property is located on the north side of SR 26, only two widening alignments, Alternatives A and B, were developed for this section.

Alternative A would widen the roadway while maintaining the existing roadway centerline. This alternative would affect all twenty-four properties adjacent to the roadway. No residences or commercial businesses would be displaced, but right-of-way would be required from the one historic parcel.

Alternative B would shift the widening ten feet to the south of the existing roadway centerline to avoid right-of-way acquisition from the historic parcel. This alternative would reduce the total number of parcels that need right-of-way acquisition from twenty-four to twenty-one. No residences or business would be displaced by this alternative.

Table II-2: Summary of Impacts for Preliminary Alternatives, SECTION TWO

FEATURE	UNIT	ALT. A	ALT. B
Total Right of Way Acquisitions	Acres	1.265	0.85
Commercial	Acres	0.355	0.085
Residential/Agricultural	Acres	0.91	0.76
Total No. of Properties Affected	Each	24	21
Residential Displacements	Each	0	0
Business Displacements	Each	0	0
Meets Design Standards	Yes/No	Yes	Yes
Prime Farmland Soils	Acres	0	0
Statewide Important Soils	Acres	0	0
Active Agricultural Land	Acres	0	0
Public Parks/Recreational Areas	Acres	0	0
Effects on Listed NRHP Properties	Acres	0	0
Effects on Eligible NRHP Properties	Acres	0.09	0
Archeological Sites Impacted	Acres	0	0
Potential Hazardous Materials Sites Impacted	No.	0	0
Wetlands Impacted	Acres	0	0
Streams Crossed	No.	0	0
Stream Impacts	Acres	0	0
100 Yr Floodplain Encroachment	Acres	0.14	0.16
500 Yr Floodplain Encroachment	Acres	0	0
Forest Cover	Acres	0	0
Trees (4" Caliper and greater) Impacted	Each	15	9
Section Two Length	L.F.	1600	1600

c. Section Three

Section Three begins 400 feet east of Whites Neck Road to station and continues east approximately 1,600 feet east of Railway Road. This section contains the following historic properties: McGinn Property on the south side of SR 26 and the Hickman property on the north side of SR 26. A small barn located behind the main houses is the only portion of the McGinn property that is NHRP eligible, whereas the entire Hickman property is NHRP eligible. Since the Hickman property is on the north side of SR 26, only two widening alignments, Alternatives A and B, were developed within this section.

Alternative A would widen the roadway while maintaining the existing roadway centerline. This alternative requires right-of-way from all eight adjacent parcels and one NHRP eligible property (Hickman). Three residences would be displaced by this alternative.

Preliminary Alternative B would shift the improvements ten feet south of the existing roadway centerline. This alternative would avoid impacts to the Hickman property with additional impacts to the McGinn parcel. The additional impacts to the McGinn parcel would require the structure in the front of the property (not historic) to be impacted. An additional residence (for a total of four) would be displaced under this alternative.

Table II-3: Summary of Impacts for Preliminary Alternatives, SECTION THREE

FEATURE	UNIT	ALT. A	ALT. B
Total Right of Way Acquisitions	Acres	0.3	0.383
Commercial	Acres	0.084	0.074
Residential/Agricultural	Acres	0.214	0.309
Total No. of Properties Affected	Each	8	7
Residential Displacements	Each	3	4
Business Displacements	Each	0	0
Meets Design Standards	Yes/No	Yes	Yes
Prime Farmland Soils	Acres	0	0
Statewide Important Soils	Acres	0	0
Active Agricultural Land	Acres	0	0
Public Parks/Recreational Areas	Acres	0	0
Effects on Listed NRHP Properties	Acres	0	0
Effects on Eligible NRHP Properties	Acres	0.038	0
Archeological Sites Impacted	Acres	0	0
Potential Hazardous Materials Sites Impacted	No.	1	0
Wetlands Impacted	Acres	0	0
Streams Crossed	No.	0	0
Stream Impacts	Acres	0	0
100 Yr Floodplain Encroachment	Acres	0	0
500 Yr Floodplain Encroachment	Acres	0	0
Forest Cover	Acres	0	0
Trees (4" Caliper and greater) Impacted	Each	15	15
Section Three Length	L.F.	700	700

d. Section Four

Section Four begins at Clubhouse Road and continues east to Grants Avenue. This section includes the following NRHP-eligible properties: Wolf, Phillips and Townsend Store and Dwelling located on the south side of SR 26; and the West, and Brown properties located on the north side of SR 26. Three widening alignments, Alternatives A, B and C, were developed within this section.

Alternative A would widen the roadway while maintaining the existing roadway centerline and would follow the original concept plans. This alternative would require right-of-way from all thirty-eight adjacent properties; one residential property and one commercial property would be displaced. All five NHRP eligible properties would have right-of-way acquisitions.

Alternative B would shift the alignment ten feet to the north of the existing roadway centerline to avoid the Wolf, Phillips and Townsend Store properties, then shifts to the south to avoid the West and Brown properties. This alternative would affect thirty-two adjacent properties, but would not involve any business or residential relocations, nor would it require any right-of-way acquisition from the historic properties. Although the Townsend Store and Dwelling property acquisition would be avoided, it could still be affected, as the existing porch is within the existing roadway right-of-way.

Alternative C would shift the alignment ten feet to the north of the existing roadway centerline to avoid the Wolf, Phillips and Townsend Store properties, then shifts to the south to avoid the West and Brown properties similar to Alternative B. Alternative C would return to the existing centerline between the West and Brown properties; thus requiring an equal amount of right-of-way acquisition from the properties on both sides of the roadway. Thirty-four properties would be affected by this alternative, with one residential relocation.

Table II-4: Summary of Impacts for Preliminary Alternatives, SECTION FOUR

FEATURE	UNIT	ALT. A	ALT. B	ALT. C
Total Right of Way Acquisitions	Acres	1.28	1.37	1.51
Commercial	Acres	0.61	0.82	0.97
Residential/Agricultural	Acres	0.67	0.55	0.54
Total No. of Properties Affected	Each	38	32	34
Residential Displacements	Each	1	0	1
Business Displacements	Each	1	0	0
Meets Design Standards	Yes/No	Yes	Yes	Yes
Prime Farmland Soils	Acres	0.07	0.06	0.06
Statewide Important Soils	Acres	0	0	0
Active Agricultural Land	Acres	0.07	0.06	0.06
Public Parks/Recreational Areas	Acres	0	0	0
Effects on Listed NRHP Properties	Acres	0	0	0
Effects on Eligible NRHP Properties	Acres	0.13	0.03	0.006
Archeological Sites Impacted	Acres	0	0	0
Potential Hazardous Materials Sites Impacted	No.	0	0	0
Wetlands Impacted	Acres	0.03	0.017	0.03
Streams Crossed	No.	1	1	1
Stream Impacts	Acres	0.006	0.006	0.006
100 Yr Floodplain Encroachment	Acres	0.15	0.16	0.18
500 Yr Floodplain Encroachment	Acres	0.33	0.33	0.31
Forest Cover	Acres	0	0	0
Trees (4" Caliper and greater) Impacted	Each	26	13	16
Section Four Length	L.F.	4200	4200	4200

C. Build Alternatives

The three build alternatives, Combination Alternative ABC, Alternative D and Revised Alternative D (Preferred Alternative) were developed. Each is described in this section followed by **Figures II-4** through **II-16** which shows the right-of-way line for each and the map/aerial photo with the right-of-way lines for each build alternative.

1. Combination Alternative ABC

Following extensive coordination with the Delaware State Historic Preservation Office, the Federal Highway Administration, and DelDOT, it was decided that in Section One, a combined Alternate A and C would be used because it provided a balance between impacts to historic sites and residential relocations. In Section Two, Alternative B would minimize impacts to the NRHP eligible Banks property. Alternative B was be used in Section Three to the eliminate the need to relocate the house on the McGinn property and Alternative C would be used in Section Four to minimize impacts to six NRHP-eligible properties. These alternatives were combined into a single alternative referred to in this document as Combination Alternative ABC. The remainder of the project (outside of the section limits) will be widened about the existing roadway centerline.

This alternative widens the existing roadway to create two 11-foot travel lanes with 5-foot shoulders/bike lanes. The western portion of the project, from Clarksville to west of Railway Road, would incorporate an open drainage section with no sidewalks. The eastern portion of the project, from west of Railway Road to the Assawoman Canal was designed with a curb and gutter, closed drainage and a 5-foot sidewalk. In both the open and closed drainage sections, all utilities would be relocated beyond the clear zone.

Under this alternative three intersections would be improved beyond the addition of left turn lanes: SR 26/Omar Road/Powell Farm Road (Clarksville), Central Avenue and West Avenue. The Clarksville intersection would be realigned to allow for SR 26 to have through movement, and additional turn lanes would be incorporated. This would allow for a safer intersection with fewer points of conflict. The SR 26/Central Avenue intersection would be re-aligned to allow for a smoother through movement on Central Avenue. Turn lanes are also being proposed for this intersection. A new traffic signal is proposed for West Avenue, as well as left turn lanes from SR 26 onto West Avenue. Additional improvements--such as bypass lanes at un-signalized intersections and continuation of the proposed bike lane through the signalized intersections--are included in this alternative.

This alternative would include the delineation and channelization of many of the open access points within the project limits. The addition of curb and gutter, grass strips and the removal of pavement within the entrances would allow for more controlled movements at these points. Each proposed entrance would meet DelDOT's standards for either residential or commercial entrances.

During the analysis of the Combination Alternative ABC, it was determined that a shared center left turn lane was needed to help control traffic at the numerous access points. Without the shared center left turn lane, considerable traffic back-ups would occur mid-block. This would

create a safety issue as well as a congestion problem. Therefore, as a result of this analysis, Combination Alternative ABC was found not to meet two of the four stated goals of the project.

2. Alternative D

This alternative is similar to the Combination Alternative ABC, including the creation of travel lanes and shoulders, the limits of open and closed drainage sections, proposed intersection realignments and creation of defined access points. But it also adds a continuous shared center left turn lane for the entire project limits instead of adding left turn lanes at intersections.

This alternative widens the existing roadway to create two 11-foot travel lanes with 5-foot shoulders/bike lanes and 12-foot wide continuous shared center left turn lanes. The western portion of the project, from Clarksville to Old Mill Road, incorporates an open drainage section with no sidewalks. The eastern portion of the project, from Old Mill Road to the Assawoman Canal, was designed with a curb and gutter, closed drainage and a 5-foot sidewalk. In both the open and closed drainage sections, all utilities will be relocated beyond the clear zone.

In addition to the shared center turn lane, this alternative also includes the re-alignment of the SR 26 and Cedar Drive intersection, in addition to the three intersections mentioned under Combination Alternative ABC. Presently this intersection is at a skew to SR 26. The intersection would be re-aligned to be perpendicular to SR 26. This would improve safety and traffic flow at this intersection.

The horizontal alignment of Alternative D would generally follow the historic resource minimization alignment shifts developed for Sections One, Two, Three and Four. In order to minimize impacts to the Hickman property and several residences on the south side of SR 26 in Section Three, a closed drainage system with no sidewalk would be utilized. **Table II-5** compares the impacts of the original Combination ABC alternative with the continuous shared center left-turn lane alternatives (Alternative D and Revised Alternative D). The typical cross section for Alternative D is shown on **Figures II-1** and **II-2**.

3. Revised Alternative D (Preferred Alternative)

Revised Alternative D is a refinement of Alternative D and shares the same typical section. Once Alternative D was developed, DelDOT continued coordination with the DESHPO and FHWA in order to minimize impacts to the historic and natural resources within the project limits. In some areas, certain design details, such as reducing the width of the grass strip, adding closed drainage within the open section, and adding retaining walls were incorporated into Alternative D. These details helped to minimize impacts to the historic resources and allowed for some relocations to be reduced to strip acquisitions instead. Stormwater management and drainage needs have also been refined in this Alternative.

One change to the proposed horizontal alignment of preliminary Alternative D has been implemented in this Alternative. This change consists of a shift in the alignment, beginning at a point approximately 300 feet west of Tyler Avenue, which will avoid displacing two parcels, effectively reducing their impacts to strip acquisitions. As design advanced, the storm-water management pond locations, areas and sizes were also revised. The changes to the linear right-of-way to avoid and minimize impacts has also resulted in revised drainage, grading and final

relocation of utilities. Drainage in front of the historic Hiestand property, located on the south side of SR 26 near Irons Lane, was originally designed under Alternative D as an open drainage section; however, in order to limit acquisition from this NRHP-eligible property, Revised Alternative D included a redesigned closed drainage system with curb and gutter.

Revised Alternative D is the Preferred Alternative because it meets all four of the project goals, while minimizing impacts to the historic and natural resources within the project limits. As stated above, Combination Alternative ABC was found not to satisfy the goals of reducing congestion or improving safety. While Preliminary Alternative D met all the project goals, the design was conceptual and would not meet all State and Federal design requirements.

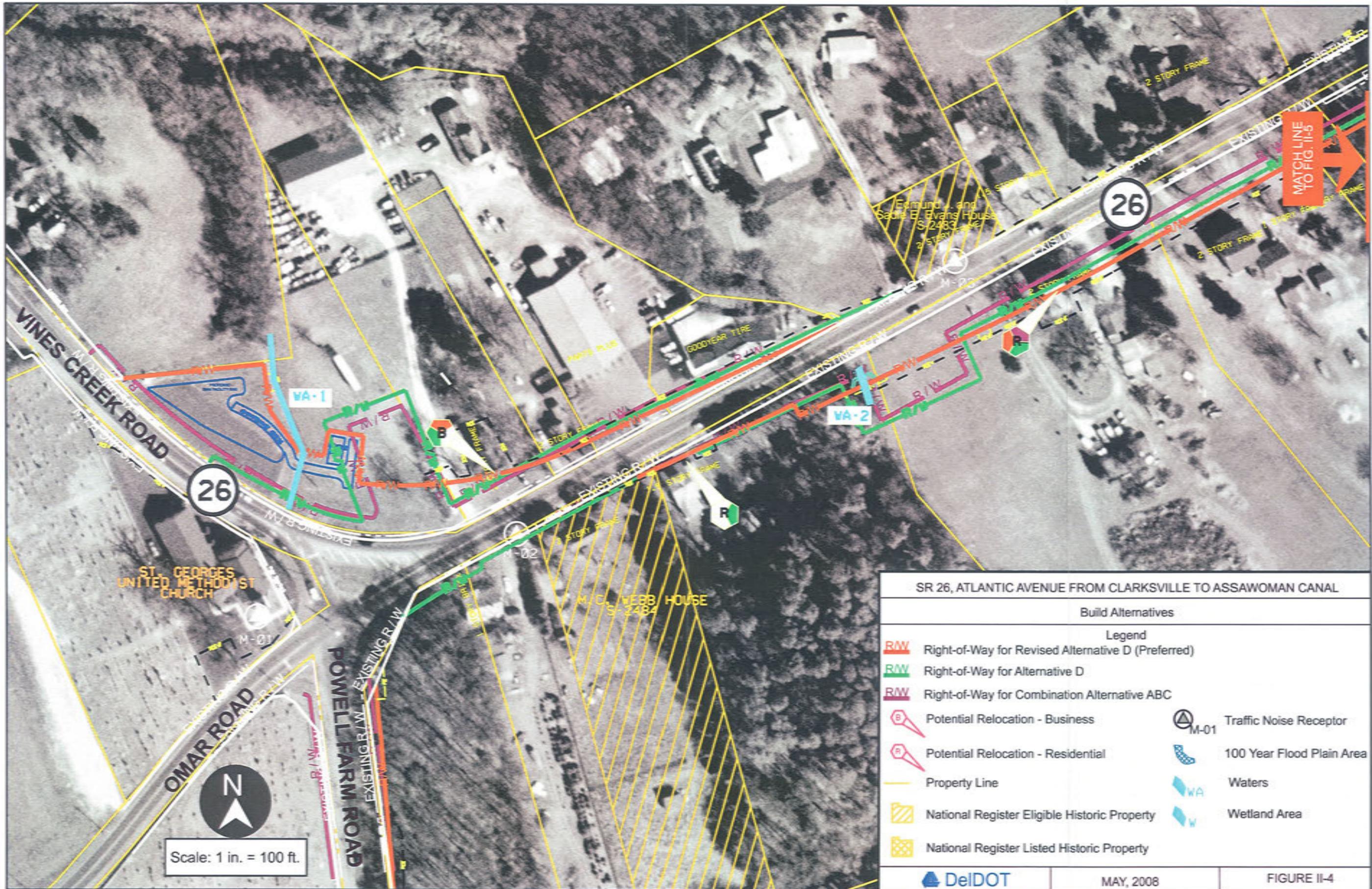
The Preferred Alternative meets the goals of reducing congestion and improving safety by adding the continuous shared center left turn lane. This additional lane provides room for emergency vehicles to respond. The lane may also be utilized during an evacuation for any weather or homeland security event.

The shared center left turn lane also allows motorists who wish to make left turns mid-block to do so outside of the through travel lanes. Without this lane, vehicles waiting to turn left would have to stop in the through travel lane, thereby impeding traffic flow, because the proposed 5-foot shoulder would not be wide enough for through vehicles to pass around them. This situation would not only add to the congestion on the roadway, it would also create an unsafe condition.

Table II-5: Summary of Impacts for Each Alternative

	Unit of Measure	No Build	Combination Alternative ABC	Alternative D	Revised Alternative D
Socio-Economic and Cultural Resource Impacts					
<i>Impacts to Private Properties</i>	No. [Acres]	0 [0]	177 [9.33]	196 [12.04]	229 [20.59]
Residential	Acres	0	5.24	2.7	4.64
Business/Institutional	Acres	0	3.11	8.32	12.15
Agricultural	Acres	0	0.98	1.02	3.80
<i>Relocations</i>	No.	0	8	16	9
Residential Relocations	No.	0	7	13	5
Business Relocations	No.	0	1	3	4
<i>Communities/Institutions/Facilities</i>	No.	0	7	7	7
Educational Facilities	No.	0	0	0	0
Churches/[Cemeteries]	No./[No.]	0/[0]	4/[2]	4/[2]	4/[2]
Public Parks/Recreational Areas	No.	0	0	0	0
Emergency/Law Enforcement Services	No.	0	0	0	0
Environmental Justice Communities	No.	0	0	0	0
<i>Historical/Archeological</i>					
Historical Property	No. [Acres]	0 [0]	2 [0.10]	6 [0.20]	5 [0.17]
Archeological Sites	No.	0	0	0	0
Natural Environmental Resource Impacts					
<i>Soils</i>					
Prime Farmland Soils	Acres	0	0.98	1.02	3.80
Soils of Statewide Importance	Acres	0	0	0	0
<i>Water Resources</i>					
*Wetlands	No. [Acres]	0 [0]	5 [0.0365]	5 [0.0566]	6 [0.0728]
*Waters	No. [Acres]	0 [0]	7 [0.1032]	10 [0.1225]	10 [0.1270]
New Impervious Surface	Acres	0	3.27	7.71	7.71
Floodplains	Acres	0	3.43	3.25	3.25
<i>Wildlife Habitat</i>					
Rare and Endangered Species Habitat	Yes/No	No	No	No	No
Forest Cover	Acres	0	0.015	0.29	0.29
<i>Air Quality, Noise and Hazardous Materials</i>					
Air Quality Impacts	Yes/No	No	No	No	No
Noise Impacts	Yes/No	Yes	Yes	Yes	Yes
Potential Hazardous Material (Sites)	Yes/No [No.]	No [0]	Yes [7]	Yes [7]	Yes [7]
Project Cost (2008 U.S. dollars)					
Estimated Construction Cost	\$ million	0	15.3	20.1	28
Estimated Right-of-Way Cost	\$ million	0	23.5	27.6	30
Total Cost	\$ million	0	38.8	47.7	58
Total Project Length	Miles	0	3.94	3.94	3.94

*Mitigation to replace impacted areas elsewhere in the project area will be undertaken to offset impacts. Measures would be undertaken for erosion and sediment control and stormwater management to reduce runoff.

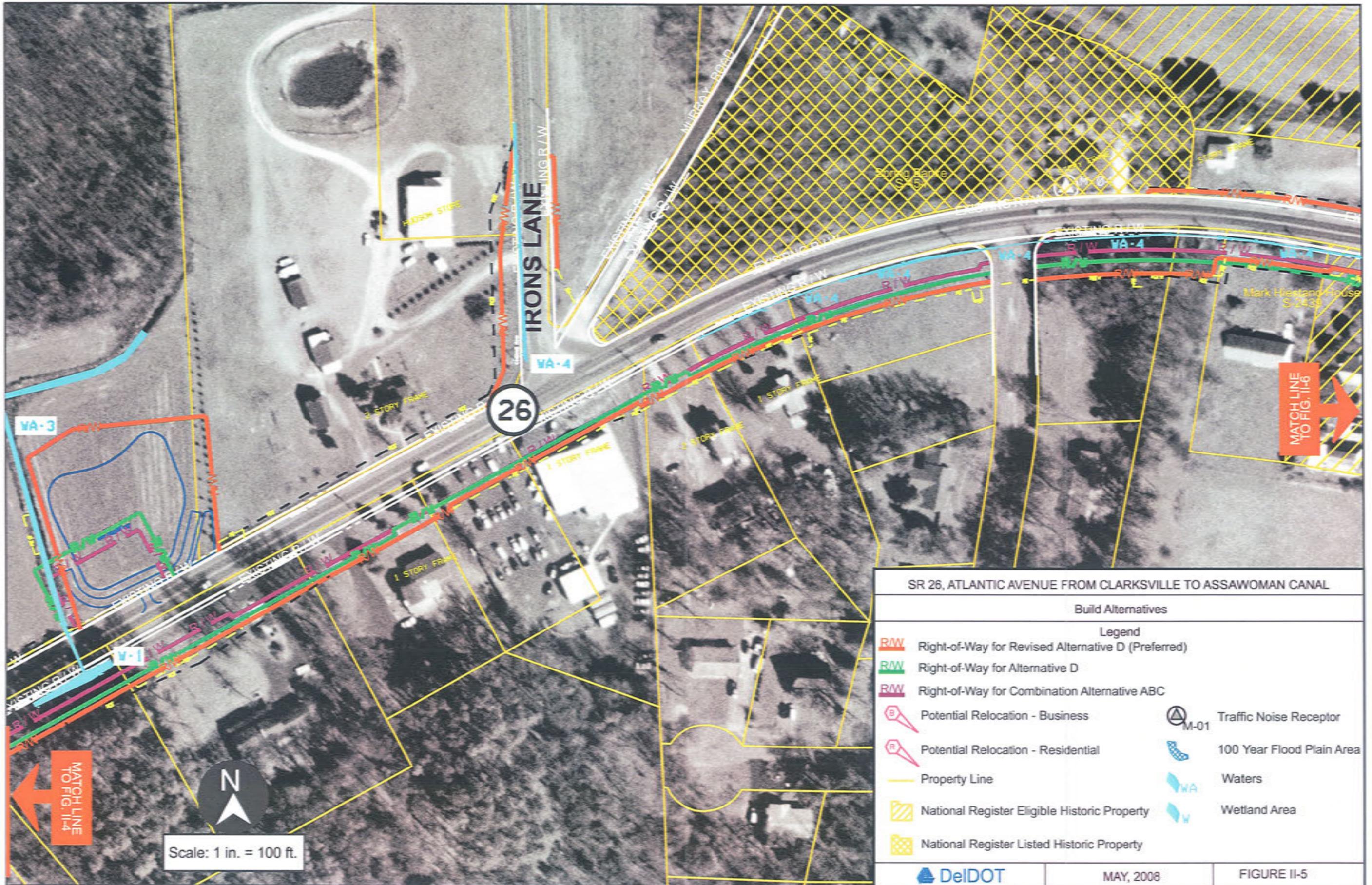


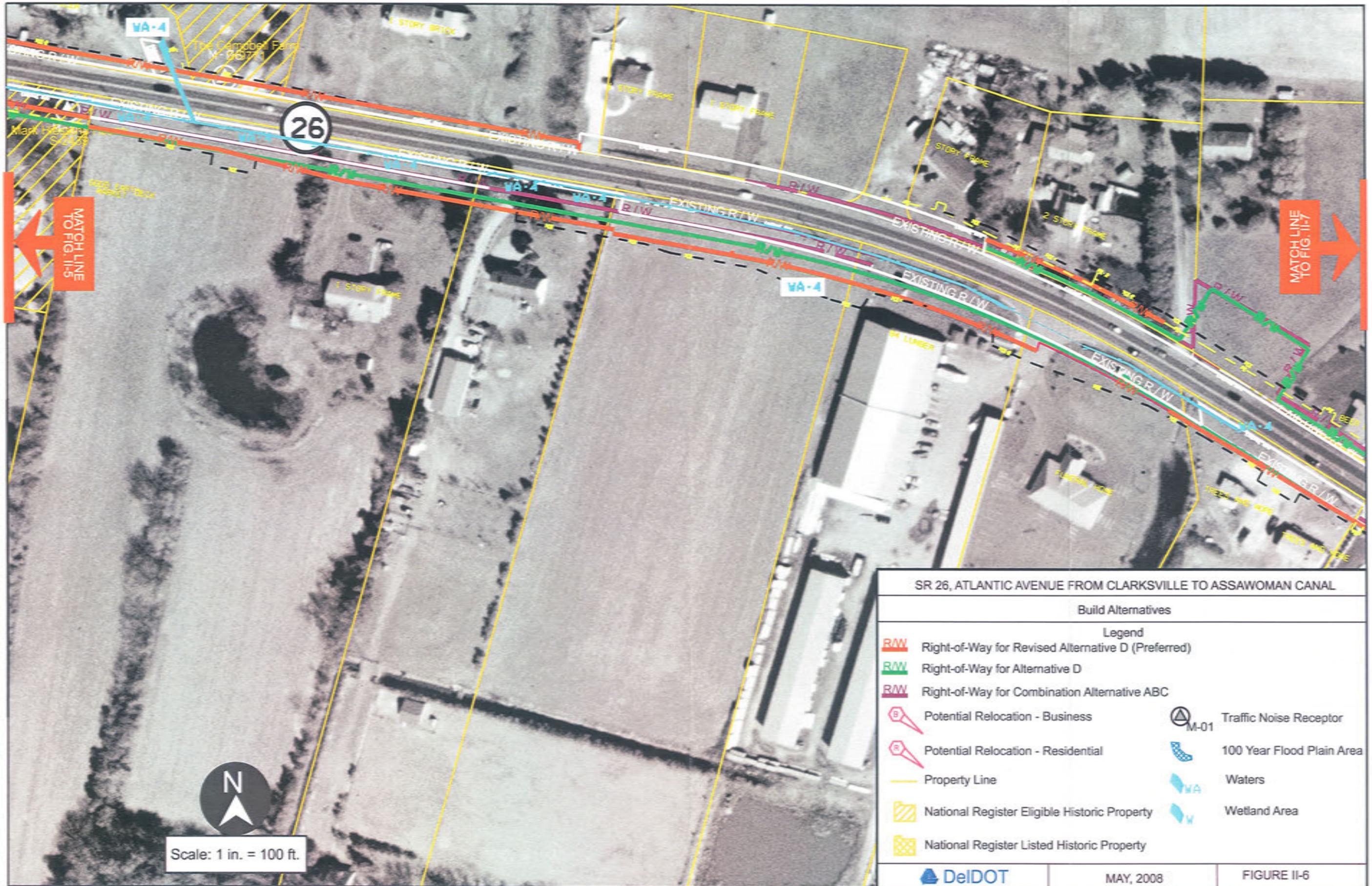
SR 26, ATLANTIC AVENUE FROM CLARKVILLE TO ASSAWOMAN CANAL

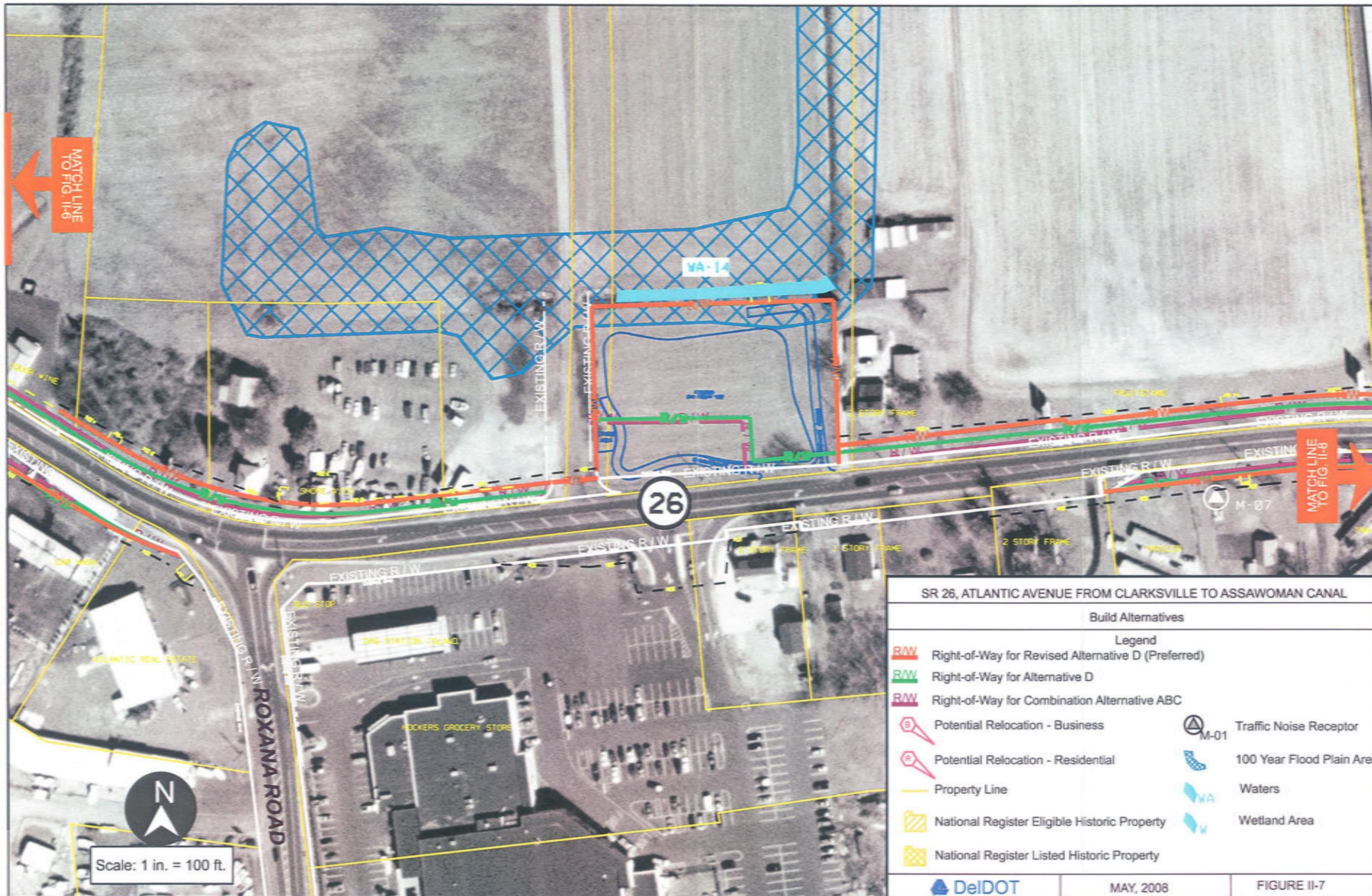
Build Alternatives

Legend

- RW Right-of-Way for Revised Alternative D (Preferred)
- RW Right-of-Way for Alternative D
- RW Right-of-Way for Combination Alternative ABC
- B Potential Relocation - Business
- R Potential Relocation - Residential
- Property Line
- National Register Eligible Historic Property
- National Register Listed Historic Property
- M-01 Traffic Noise Receptor
- 100 Year Flood Plain Area
- WA Waters
- W Wetland Area





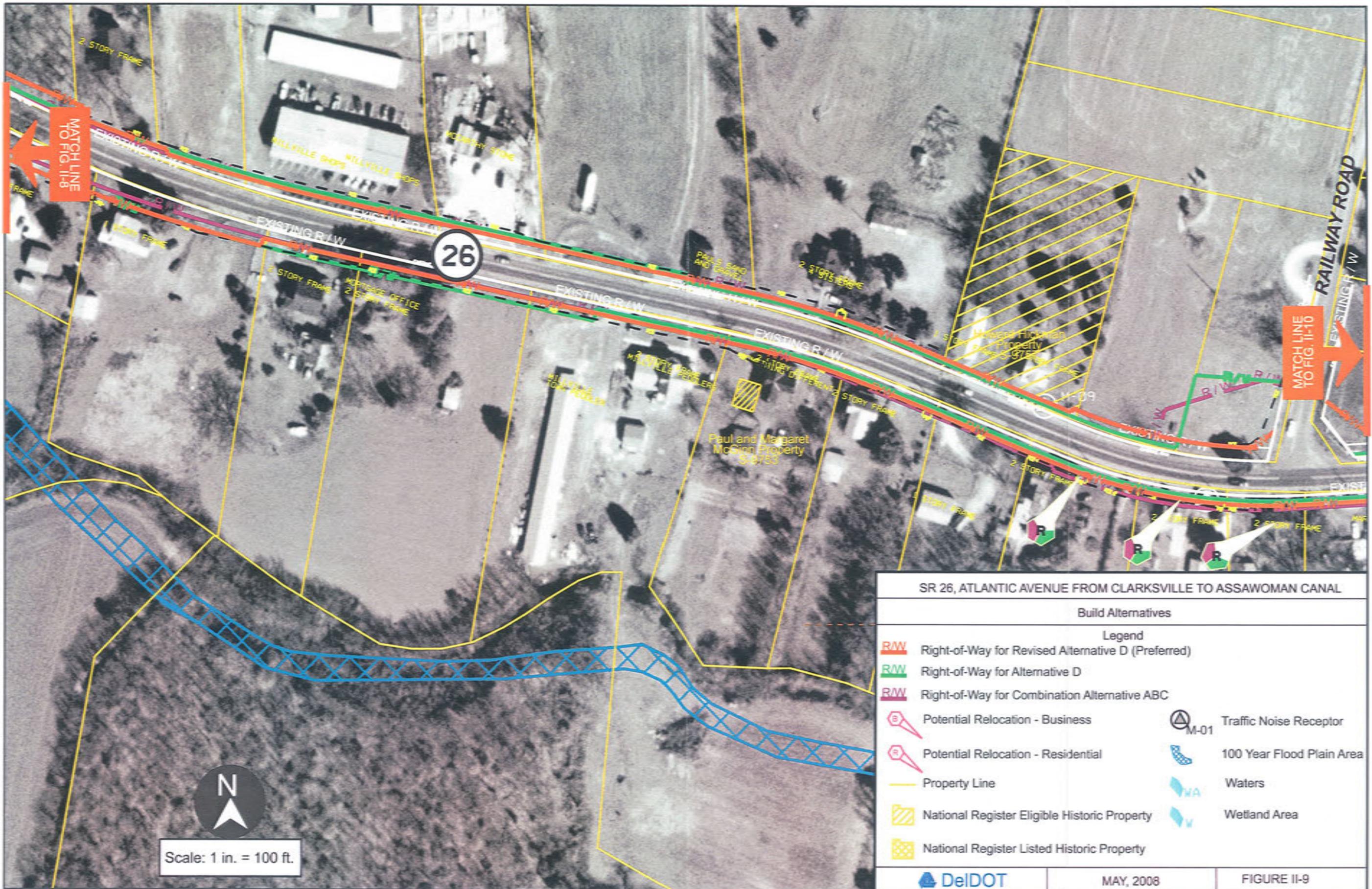


SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

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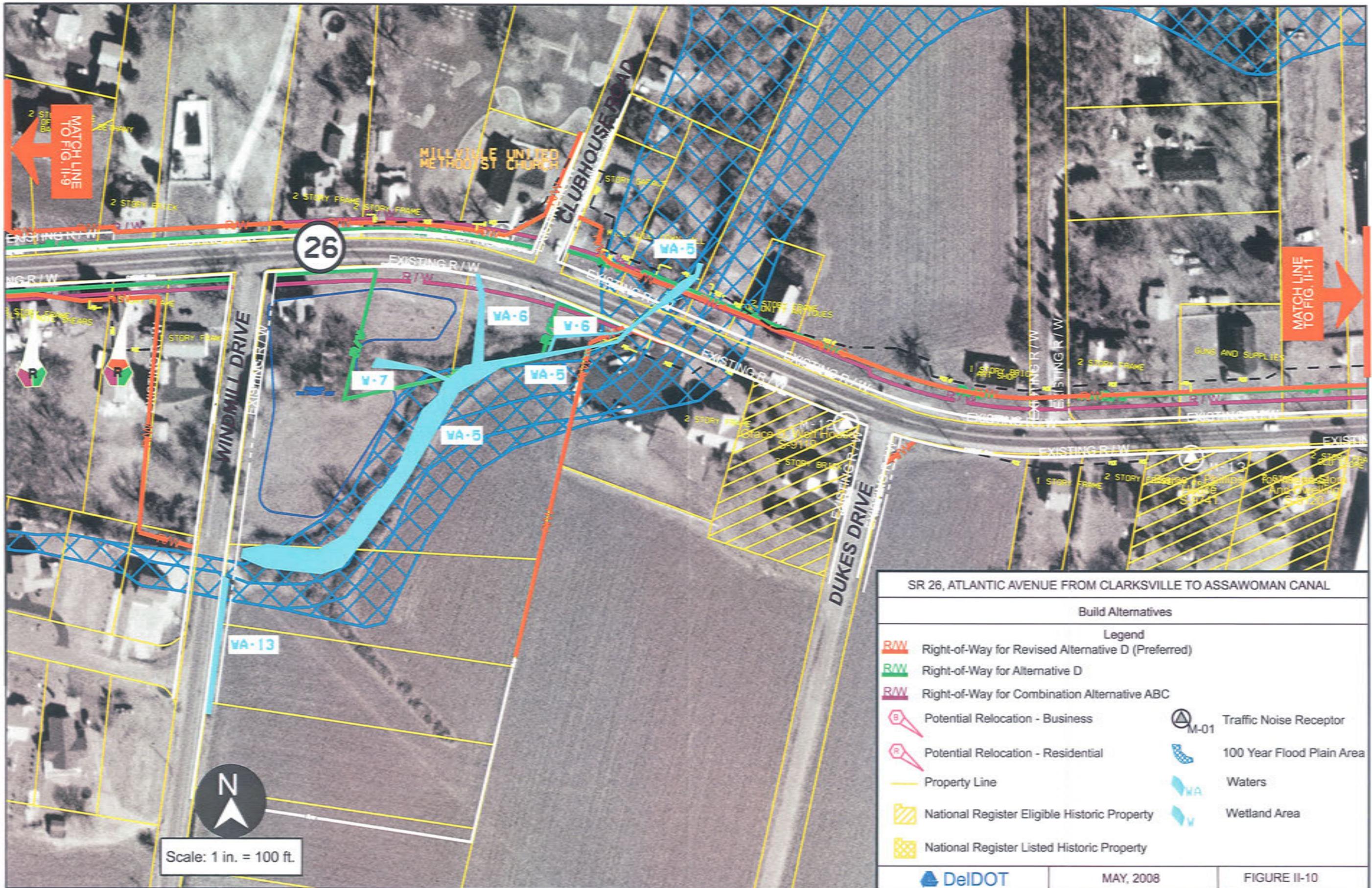


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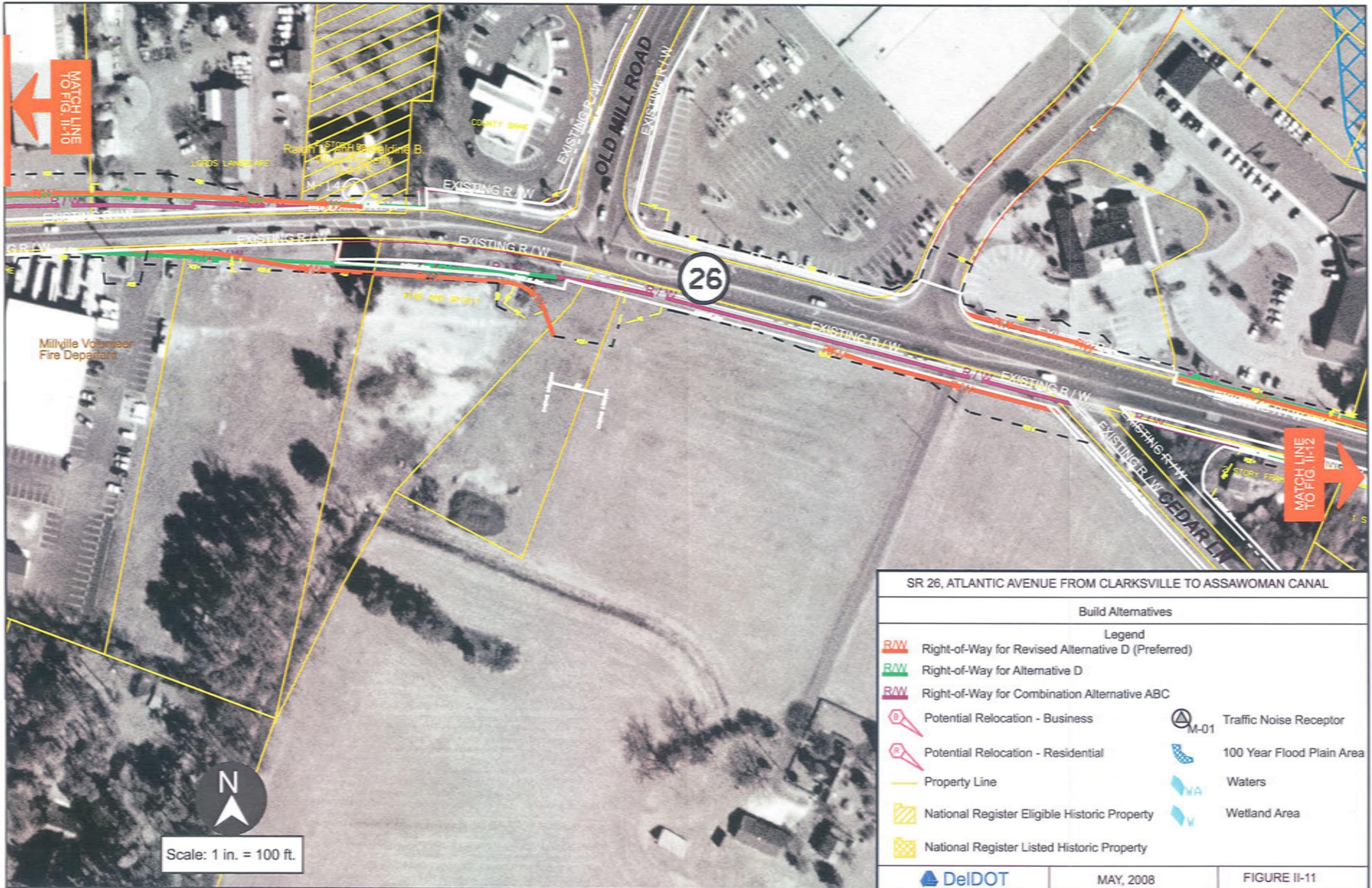


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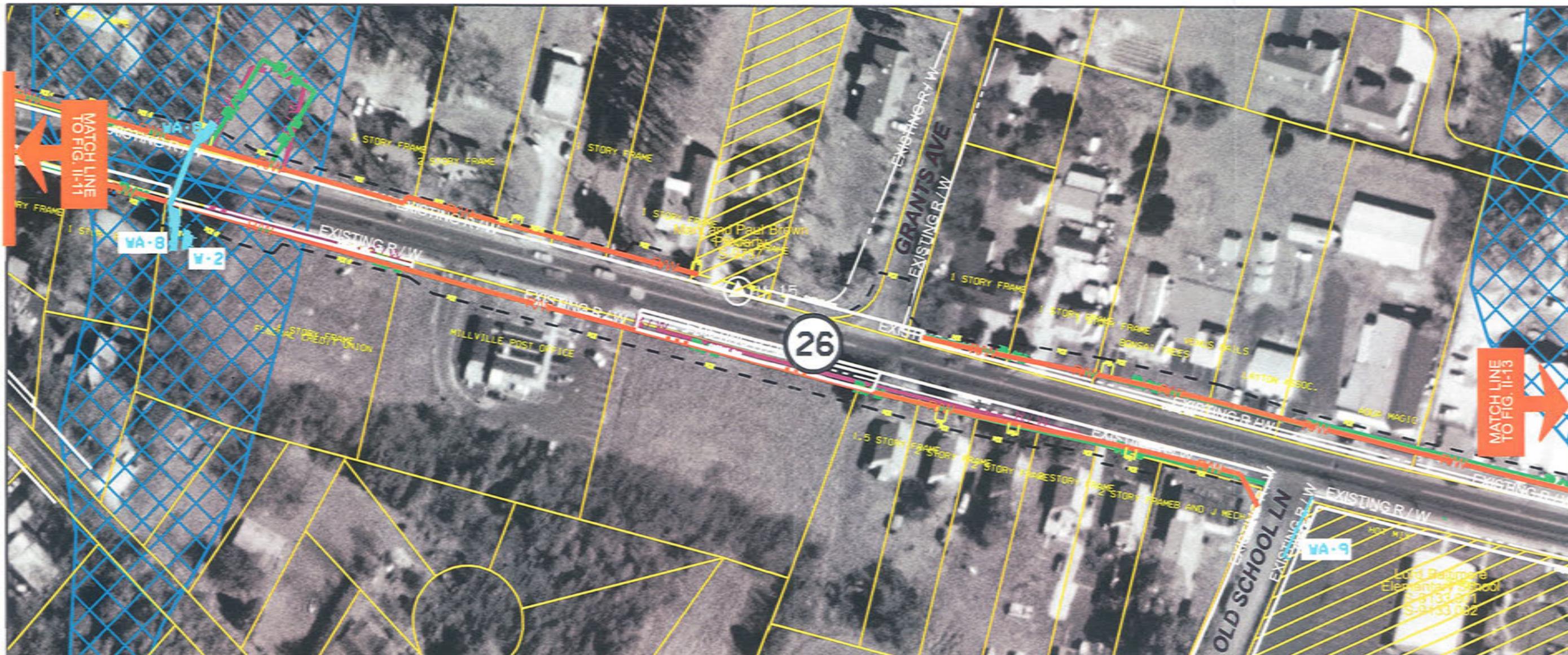


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Build Alternatives

Legend

- R/W Right-of-Way for Revised Alternative D (Preferred)
- R/W Right-of-Way for Alternative D
- R/W Right-of-Way for Combination Alternative ABC
- B Potential Relocation - Business
- R Potential Relocation - Residential
- Property Line
- ▨ National Register Eligible Historic Property
- ▣ National Register Listed Historic Property
- ⊙ M-01 Traffic Noise Receptor
- ▨ 100 Year Flood Plain Area
- Waters
- ▨ Wetland Area



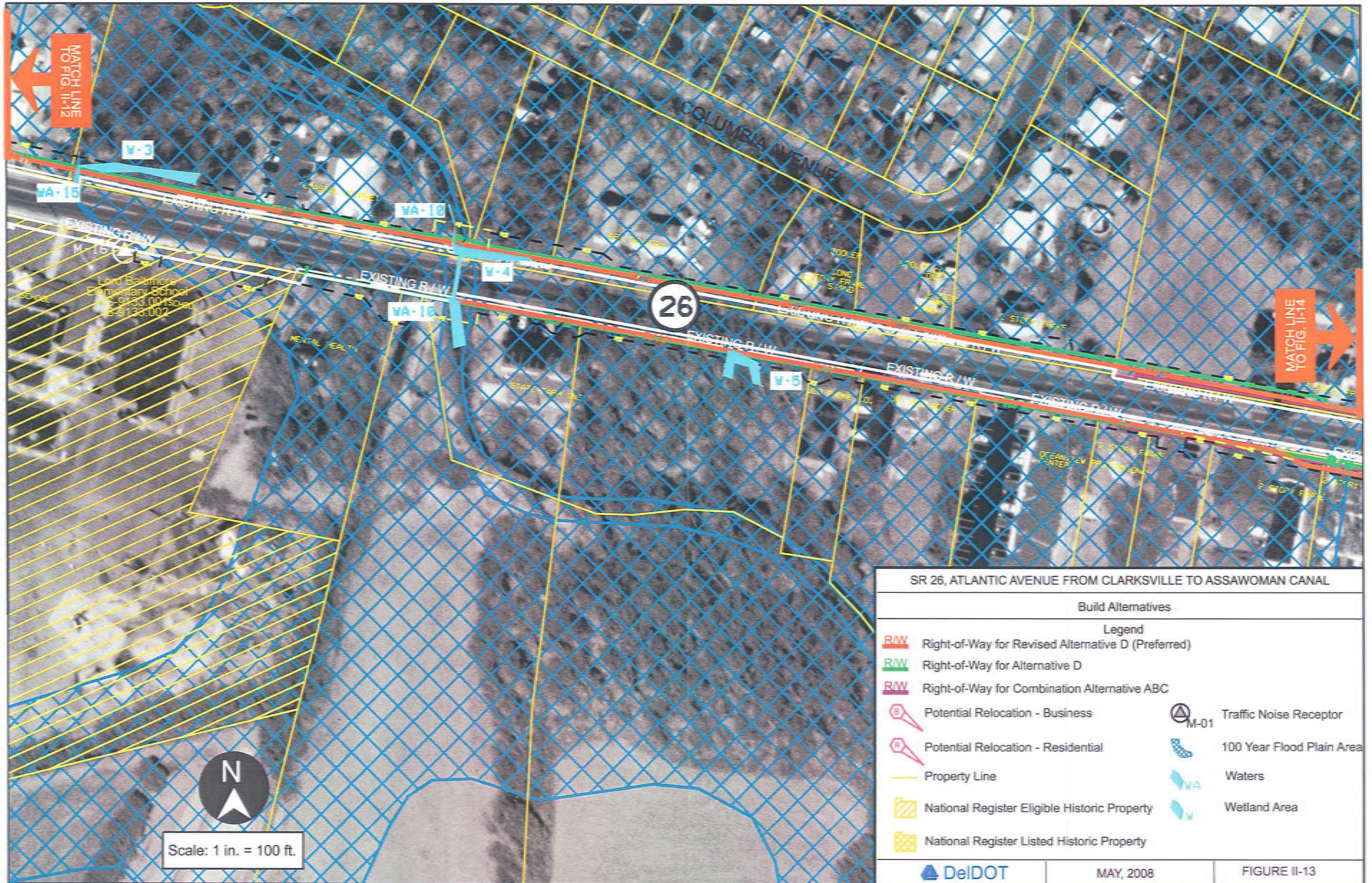
SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

Build Alternatives

Legend

- RW Right-of-Way for Revised Alternative D (Preferred)
- RW Right-of-Way for Alternative D
- RW Right-of-Way for Combination Alternative ABC
- Potential Relocation - Business
- Potential Relocation - Residential
- Property Line
- National Register Eligible Historic Property
- National Register Listed Historic Property
- Traffic Noise Receptor
- 100 Year Flood Plain Area
- Waters
- Wetland Area

Scale: 1 in. = 100 ft.

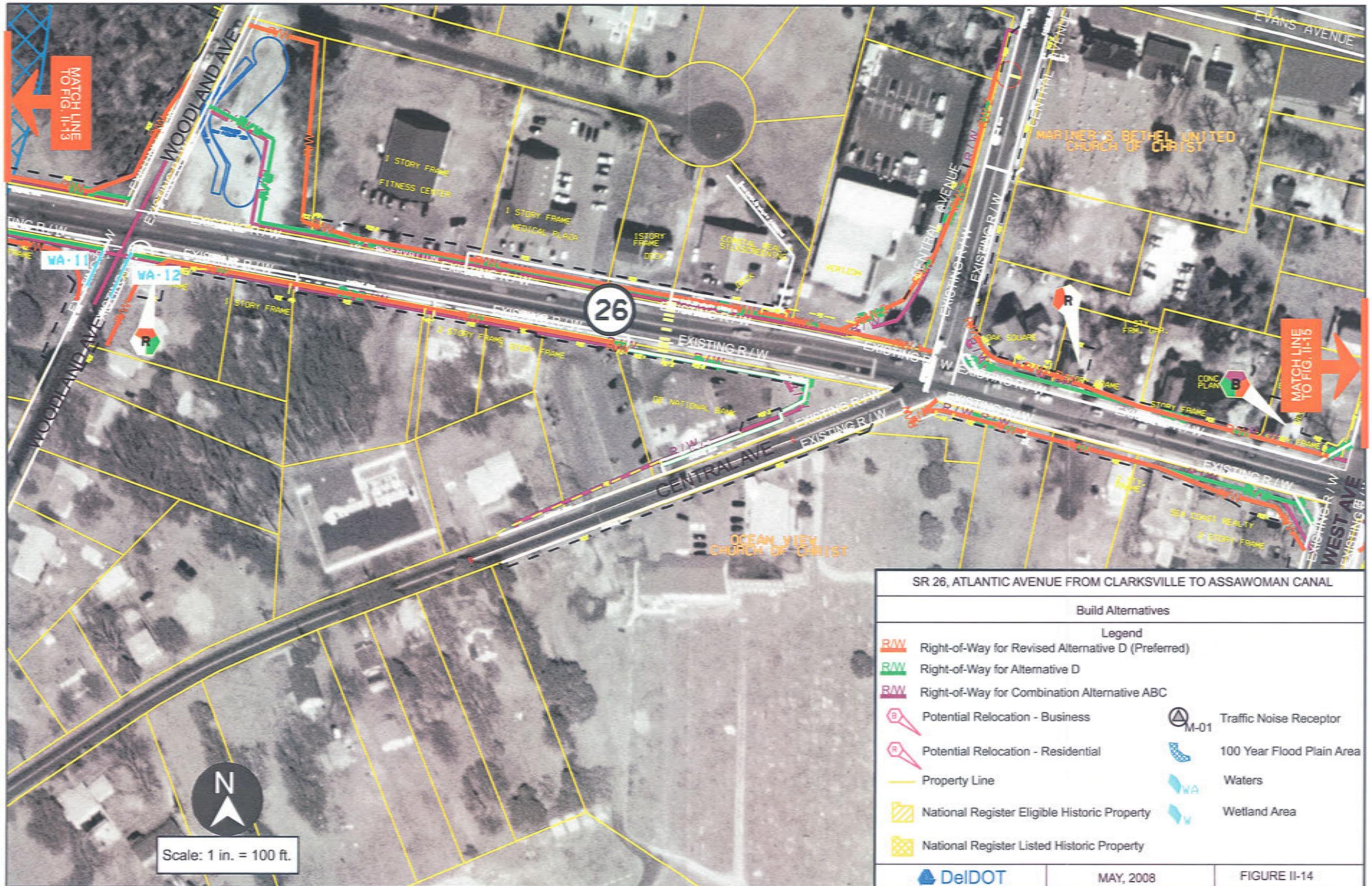


SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

Build Alternatives

Legend

- RW Right-of-Way for Revised Alternative D (Preferred)
- RW Right-of-Way for Alternative D
- RW Right-of-Way for Combination Alternative ABC
- B Potential Relocation - Business
- R Potential Relocation - Residential
- Property Line
- National Register Eligible Historic Property
- National Register Listed Historic Property
- M-01 Traffic Noise Receptor
- 100 Year Flood Plain Area
- WA Waters
- WA Wetland Area



MATCH LINE TO FIG. II-13

MATCH LINE TO FIG. II-15

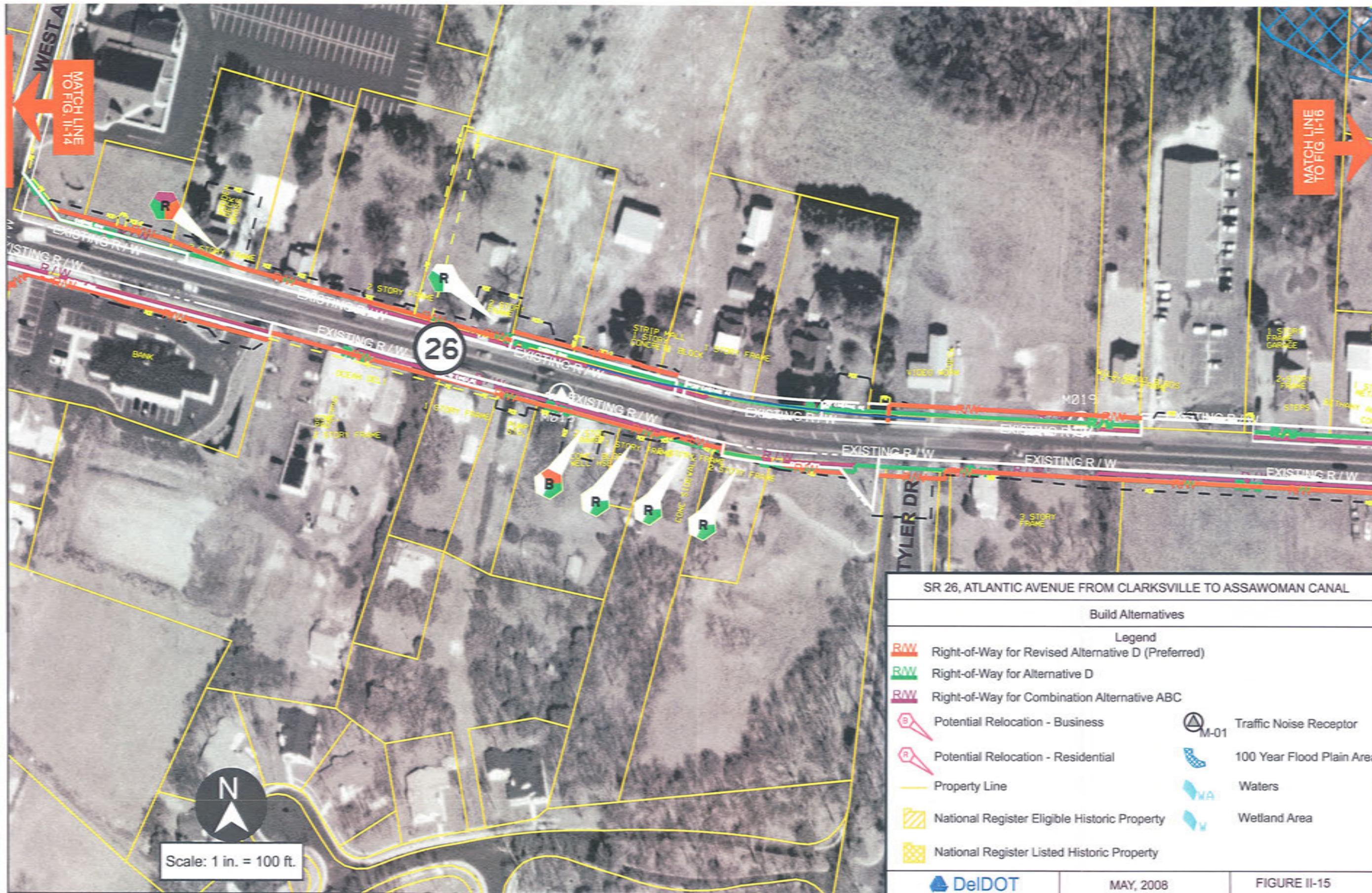
SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

Build Alternatives

Legend

- R/W Right-of-Way for Revised Alternative D (Preferred)
- R/W Right-of-Way for Alternative D
- R/W Right-of-Way for Combination Alternative ABC
- R Potential Relocation - Business
- R Potential Relocation - Residential
- Property Line
- National Register Eligible Historic Property
- National Register Listed Historic Property
- M-01 Traffic Noise Receptor
- 100 Year Flood Plain Area
- WA Waters
- W Wetland Area

Scale: 1 in. = 100 ft.



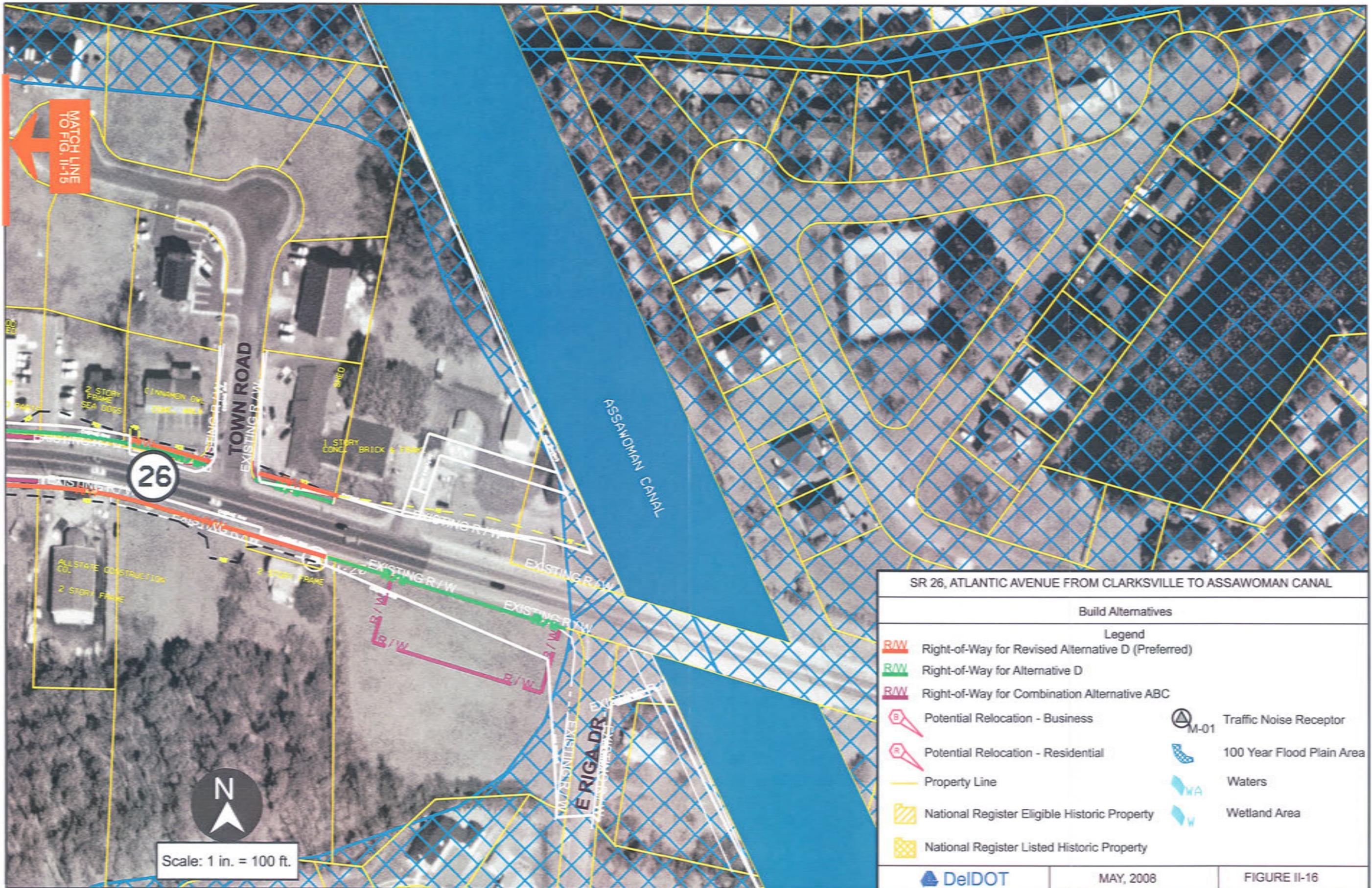
SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

Build Alternatives

Legend

RW	Right-of-Way for Revised Alternative D (Preferred)	M-01	Traffic Noise Receptor
RW	Right-of-Way for Alternative D		100 Year Flood Plain Area
RW	Right-of-Way for Combination Alternative ABC	WA	Waters
	Potential Relocation - Business	WA	Wetland Area
	Potential Relocation - Residential		
	Property Line		
	National Register Eligible Historic Property		
	National Register Listed Historic Property		

DeIDOT MAY, 2008 FIGURE II-15



SR 26, ATLANTIC AVENUE FROM CLARKSVILLE TO ASSAWOMAN CANAL

Build Alternatives Legend	
R/W	Right-of-Way for Revised Alternative D (Preferred)
R/W	Right-of-Way for Alternative D
R/W	Right-of-Way for Combination Alternative ABC
B	Potential Relocation - Business
R	Potential Relocation - Residential
	Property Line
	National Register Eligible Historic Property
	National Register Listed Historic Property
M-01	Traffic Noise Receptor
	100 Year Flood Plain Area
	Waters
	Wetland Area