



ALTERNATIVE RETAINED FOR DETAILED STUDY - ORANGE ALTERNATIVE (WEST BYPASS)



113 US 113 North / South Study

DESCRIPTION OF THE ORANGE ALTERNATIVE

The Orange Alternative begins at US 113 and Frederica Road and travels south along Tub Mill Pond Road, Bowman Road and Cricket Hollow Lane. It passes east of the 1895 Robbins Farm and west of the Hall Estates Subdivision. The alignment crosses over Milford Harrington Highway/SR 14. It continues southward where it crosses Williamsville Road at the Griffith Pond boat access, and then bridges Johnson Branch. The alignment passes just over the western corner of Retreat at Hazard's Hill Subdivision, continues south over Abbotts Pond Road and turns east crossing Union Church Road and Fitzgerald Road before it ties back into US 113 at Clendaniel Road. Interchanges are proposed along US 113 at Frederica Road, Milford Harrington Highway, Shawnee Road and with US 113 south of Fitzgeralds Road.



NATURAL ENVIRONMENT

Advantages

- No potential effect on wellhead protection areas

Disadvantages

- Among highest State Natural Area and Resource Area impacts
- Impacts to highest quality wetlands along Johnson Branch
- High wetland impacts
- High Waters of the US impacts
- Potential direct impact to Federally-listed RTE - area around new bald eagle nest
- High potential Federally-listed RTE impacts - swamp pink
- High agricultural impacts
- High forest land impacts
- High potential effect on excellent and good groundwater recharge areas

CULTURAL RESOURCES

Advantages

- No direct impact to National Register of Historic Places architectural properties
- Low impact to areas with potential high sensitivity for early historic-period archeological resources
- Moderate impact to areas with potential high sensitivity for later historic-period archeological resources

Disadvantages

- High potential indirect effects on National Register of Historic Places architectural properties (approximately 6 properties)
- Highest impact to areas with potential high and moderate sensitivity for prehistoric archeological resources
- Impacts a known archeological site

COMMUNITY / ENGINEERING / TRAFFIC

Advantages

- Short overall length
- Highest traffic benefits (51,500 vehicles per day (vpd) vs. about 38,000 vpd for the other bypass alternatives)
- Little disruption to existing businesses
- Moderate number of existing residential properties (318) within 900 feet of the Orange Alternative
- A moderate number of existing residential properties (51) would be acquired
- A low number of residential properties access (3) and farm properties access (2) would be modified
- The lowest number of commercial properties (1) would be acquired
- No school properties would be located within 900 feet of the Orange Alternative

Disadvantages

- High number of existing communities (9) are within 900 feet of the Orange Alternative

Kent County	Sussex County	
- Hall Estates	- The Heath	- Hudson Mill
- Country Lake	- Stanley Manor	- Hudson Pond Acres
- Haven Lake Estates	- Lincoln Village	- The Retreat at Hazzards Hill (under construction)
- High number of property impacts
- Highest acres of property impacts
- Fair consistency with Livable Delaware
- Longest length of construction on new alignment
- High cost alternative
- The Frederica First Baptist Church and property of the New Hope Baptist Church are located within 900 feet of the Orange Alternative
- A manufactured housing community on Fitzgeralds Road would be acquired
- High number of farm properties (69) within 900 feet of the Orange Alternative

RESOURCE & REGULATORY AGENCY COMMENTS

Because the West Bypass Alternatives directly impact more and higher quality natural resources, they are considered more environmentally damaging alternatives than the East Bypass Alternatives.

The environmental resource and regulatory agencies consider the East Bypass Alternatives preferable to the West Bypass Alternatives.

The West Bypass Alternatives have more potential to affect historic buildings than do the East Bypass Alternatives.

The West Bypass Alternatives have greater overall potential to affect archeological sites than do the Yellow and East Bypass Alternatives.

PUBLIC COMMENTS TO DATE

Little support to date by Working Group and the public for the Orange Alternative.

Comparison of Retained Alternatives

	Alt. 1	Alt. 2	Alt. 3	Alt. 4	Alt. 5	Alt. 6	Alt. 7
Length (miles)	1.2	1.2	1.2	1.2	1.2	1.2	1.2
Construction Cost (\$ million)	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Annual Traffic Benefits (vpd)	38,000	51,500	38,000	38,000	38,000	38,000	38,000
Acres of Property Impacts	100	100	100	100	100	100	100
Number of Property Impacts	100	100	100	100	100	100	100
Number of Residential Properties Acquired	50	50	50	50	50	50	50
Number of Commercial Properties Acquired	1	1	1	1	1	1	1
Number of Farm Properties Acquired	69	69	69	69	69	69	69
Number of Agricultural Properties Acquired	10	10	10	10	10	10	10
Number of Forest Land Properties Acquired	10	10	10	10	10	10	10
Number of Wetland Properties Acquired	10	10	10	10	10	10	10
Number of High Quality Wetland Properties Acquired	10	10	10	10	10	10	10
Number of National Register of Historic Places Properties Acquired	6	6	6	6	6	6	6
Number of Archeological Sites Acquired	1	1	1	1	1	1	1
Number of Federally-Listed RTE Properties Acquired	1	1	1	1	1	1	1
Number of State Natural Area Properties Acquired	10	10	10	10	10	10	10
Number of State Resource Area Properties Acquired	10	10	10	10	10	10	10
Number of Wetland Properties Acquired	10	10	10	10	10	10	10
Number of High Quality Wetland Properties Acquired	10	10	10	10	10	10	10
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