

ALTERNATIVE RETAINED FOR DETAILED EVALUATION - GREEN + SPUR ALTERNATIVE



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ENGINEERING - TRAFFIC & SAFETY CONSIDERATIONS

ENGINEERING / TRAFFIC

Advantages

- Lowest impact on existing communities (within 600 feet)
- Higher potential to minimize effects on adjacent communities since alternative passes under most local roads
- Lowest impacts on traffic during construction
- Improves safety by separating local from through traffic, including truck traffic
- Mid-range number of properties directly impacted
- Green South reduces indirect effects on the Airmont community (Scott Run Business Park would provide a buffer) and St. George's Vo-Tech High School
- Significant reduction in traffic on existing US 301, Boyds Corner Road, Cedar Lane Road, Choptank Road and SR 299
- Highest volume using new US 301
- Mid-range cost

Disadvantages

- Skewed (angled) crossing of Scott Run (environmental impacts) - South Option
- Proximity to new Appoquinimink High School (under construction) west of Middletown, and Cedar Lane Elementary School and Middle School (under construction) - South Option
- Potential indirect effect on the Airmont Community and St. George's Vo-Tech High School - North Option

CULTURAL & ENVIRONMENTAL RESOURCES

Advantages

- Mid-range wetland impacts
- Mid-range high quality wetlands impacts
- Low Waters of the US impacts
- Mid-range forestland impacts
- Mid-range impact to Species Habitat Areas (wildlife & plants)
- Low residential noise impacts

Disadvantages

- High DNREC Tidal Wetland impacts
- High floodplain impacts
- High Agricultural District impacts
- Requires acquisition of one of the last three operating dairy farms (Emerson Farm) in New Castle County. Difficulty in implementing Nutrient Management Plan with reduced acreage - South Option

Note: Detailed evaluation process is on-going to identify cultural resources and assess potential effects

Comparison of the Retained Alternatives - Cultural Resources

APRIL 10-11, 2006 ALTERNATIVES IMPACT MATRIX	YELLOW RANGE OF IMPACTS	PURPLE + SPUR RANGE OF IMPACTS	BROWN-NORTH RANGE OF IMPACTS	BROWN-SOUTH RANGE OF IMPACTS	GREEN + SPUR NORTH RANGE OF IMPACTS	GREEN + SPUR SOUTH RANGE OF IMPACTS	RANGE OF IMPACTS
Potential Impacts on Cultural Resources							
Properties to be evaluated for Direct Effects*	4	0	0	0	0	0	0 - 4
Properties to be evaluated for Visual and Audible Effects*	13	12-13	9	9	10	12	9 - 13
Properties to be evaluated for Noise Abatement*	15	12-13	9	9	10	12	9 - 15
Total Area of Limit of Disturbance (acres)	852-889	813-869	921	907	903-935	847-919	813 - 935
Positive Model - Pre-History Sensitivity on the Limit of Disturbance							
High Sensitivity Area (area) % of total area	15 (1.7%) - 15 (1.8%)	17 (1.9%) - 17 (2.1%)	20 (2.3%)	21 (2.3%)	19 (2.1%) - 19 (2.3%)	21 (2.3%) - 21 (2.5%)	15 (1.7%) - 21 (2.5%)
Medium Sensitivity Area (area) % of total area	81 (9.3%) - 87 (10.2%)	182 (19.9%) - 187 (19.9%)	281 (28.2%)	254 (25.8%)	210 (24.9%) - 214 (23.8%)	239 (28.2%) - 242 (27.2%)	81 (9.3%) - 281 (28.2%)
Low Sensitivity Area (area) % of total area	534 (60.9%) - 651 (68.2%)	514 (55.2%) - 577 (58.2%)	537 (53.8%)	554 (55.9%)	520 (60.2%) - 579 (59.9%)	479 (56.7%) - 495 (59.1%)	514 (55.2%) - 651 (68.2%)
Total Area of Limit of Disturbance (acres)	223 (25.3%) - 225 (25.3%)	116 (13.7%) - 131 (14.8%)	183 (18.3%)	127 (14.8%)	87 (10.3%) - 88 (10.8%)	87 (10.3%) - 88 (11.8%)	87 (10.3%) - 225 (25.3%)
Positive Model - Historic Sensitivity on the Limit of Disturbance							
High Sensitivity Area (area) % of total area	38 (4.4%) - 41 (4.7%)	7 (0.8%) - 8 (1.0%)	5 (0.5%)	5 (0.5%)	5 (0.6%) - 7 (0.8%)	7 (0.8%) - 8 (0.9%)	5 (0.5%) - 41 (4.7%)
Medium Sensitivity Area (area) % of total area	238 (27.3%) - 238 (28.1%)	199 (22.2%) - 228 (26.1%)	219 (21.9%)	212 (21.4%)	189 (22.0%) - 228 (24.9%)	198 (23.3%) - 228 (25.4%)	189 (22.0%) - 238 (28.1%)
Low Sensitivity Area (area) % of total area	489 (55.8%) - 611 (65.2%)	486 (54.4%) - 582 (57.2%)	481 (47.8%)	488 (47.9%)	482 (55.4%) - 611 (64.3%)	489 (56.7%) - 611 (71.8%)	489 (55.8%) - 611 (65.2%)
Area of Potential Effects							
Number of Historic Properties*	15	10-11	9	9	10-11	10-12	9 - 15
Potential Section 4(f) Properties							
Number of Historic Properties*	4	0	0	0	0	0	0 - 4

Comparison of the Retained Alternatives - Engineering

APRIL 10-11, 2006 ALTERNATIVES IMPACT MATRIX	YELLOW RANGE OF IMPACTS	PURPLE + SPUR RANGE OF IMPACTS	BROWN-NORTH RANGE OF IMPACTS	BROWN-SOUTH RANGE OF IMPACTS	GREEN + SPUR NORTH RANGE OF IMPACTS	GREEN + SPUR SOUTH RANGE OF IMPACTS
General Considerations	\$674	\$618 - \$674	\$581	\$541	\$531 - \$582	\$618 - \$674
Engineering Considerations						
Total length of alternative (miles)	12.7 - 12.9	15.3 - 15.5	15.5	15.9	17.3	17.3
Total Area of Limit of Construction (acres)	852 - 880-89	813 - 869	921	907	903 - 935	847 - 919
Number of Properties Impacted	36	10-11	11	12	12	12
Interchanges						
Number	4	4	4	4	4	4
Location(s)	Lewis Road/RT15	Lewis Road/RT15	Lewis Road/RT15	Lewis Road/RT15	Lewis Road/RT15	Lewis Road/RT15
Type	Spur Diamond	Diamond	Diamond	Diamond	Diamond	Diamond
Location(s)	North of Middletown	North of Middletown	North of Middletown	North of Middletown	North of Middletown	North of Middletown
Type	Spur	Diamond	Partial Diamond	Partial Diamond	Partial Diamond	Partial Diamond
Location(s)	SR1 at Boyds Corner Road	SR1 at Boyds Corner Road	SR88 north of Summit Avenue	SR88 north of Summit Avenue	Jamison Corner Road	Jamison Corner Road
Type	Directional	Directional	Partial Diamond	Partial Diamond	Directional	Directional
Location(s)	SR1 at Boyds Corner Road	SR1 at Boyds Corner Road	Jamison Corner Road	Jamison Corner Road	SR1 North of Tall Plaza	SR1 North of Tall Plaza
Type	Directional	Directional	Directional	Directional	Directional	Directional
Location(s)	SR1 North of Tall Plaza	SR1 North of Tall Plaza	SR155/Choptank Road	SR155/Choptank Road	SR155/Choptank Road	SR155/Choptank Road
Type	Directional	Directional	Directional	Directional	Directional	Directional
Location(s)	SR1 North of Tall Plaza	SR1 North of Tall Plaza	SR155/Choptank Road	SR155/Choptank Road	SR155/Choptank Road	SR155/Choptank Road
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