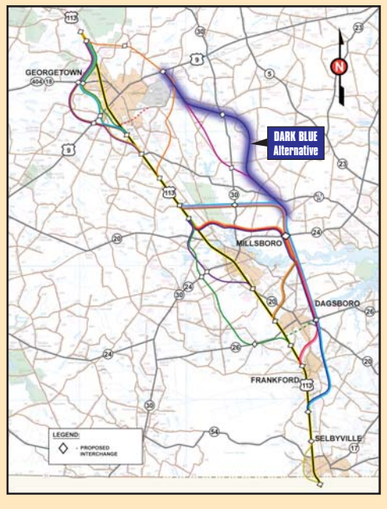
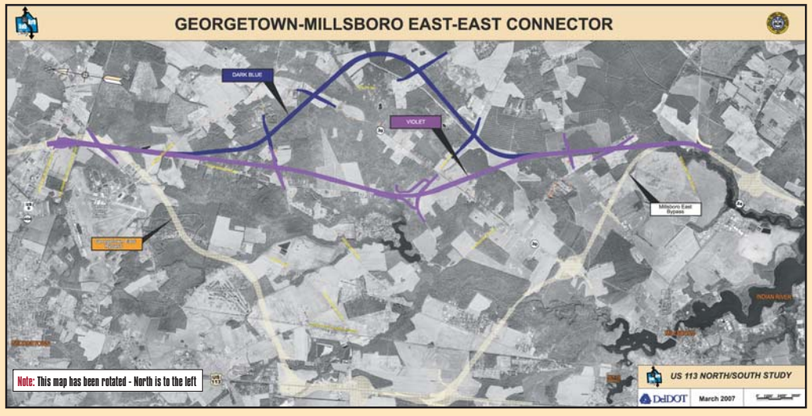
DESCRIPTION OF THE DARK BLUE ALTERNATIVE

Beginning at SR 9, east of Georgetown on the Eastern Bypass Retained Alternative for the Georgetown Area, the Dark Blue Alternative heads in a southerly direction crossing over the Delaware Coastline Railroad, Park Avenue (TR 9) and Springfield Road just east of the intersection of Springfield Road with Deep Branch Road. The alternative turns to the east, crossing Peterkins Road and SR 30, about 3000' south of Springfield Crossroads. The Dark Blue Alternative continues east crossing Avalon Road and begins to turn south to parallel an existing utility corridor. The alternative crosses Avalon Road again and continues in a southwesterly direction to Zoar Road. After crossing Zoar Road, the Dark Blue Alternative turns south crossing Hollyville Road and Morris Mill Road before connecting with the Millsboro-South Area Eastern Bypass Retained Alternative at SR 24.





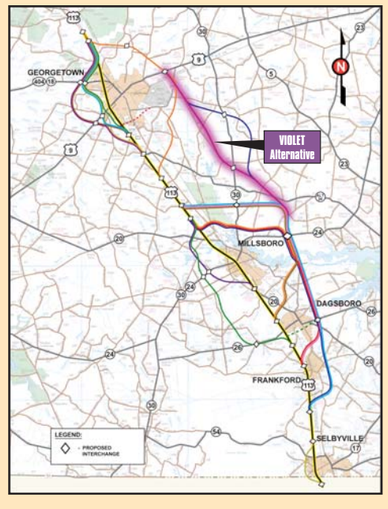
Comparison of Dark Blue / Violet Alternatives to Previously Retained Georgetown and Millsboro East Bypass Alternatives

MILLSBORO - GEORGETOWN EAST-EAST CONNECTOR MATRIX

	Previously Retained East Bypass Alternatives			East-East Connector Dark Blue March, 2007	East-East Connector Violet March, 2007
	Georgetown	Millsboro	Total		
Wetlands and Waters of the US					
Wetlands (acres)	12	5	17	18	15
Waters of the US (linear feet)	TBD	TBD	TBD	TBD	TBD
Cultural Resources					
Number of properties	35	31	66	TBD	TBD
Rare, Threatened and Endangered Species					
Potential Rare, Threatened and Endangered Species Areas (acres)	TBD	TBD	TBD	TBD	TBD
Other Considerations					
Agricultural districts (ten year) (# of properties)	5	0	5	0	0
(acres within properties)	32	0	32	0	0
Agricultural Preservation Easements (permanent) (#of properties)	0	0	0	4	3
(acres within properties)	0	0	0	21	21
Forestlands (acres)	-	-	170	197	150
Natural Areas	23	6	29	36	11
State Resource Areas	-	-	48	55	30
Number of Cemeteries	2	3	5	1	0
Properties					
Properties impacted(numbers of)	79	38	117	82	112
Properties impacted (total acres)	TBD	TBD	TBD	TBD	TBD
Homes to be acquired	37	11	48	10	26
Engineering					
Length (miles)	6.54	4.95	11.79	9.38	8.62

DESCRIPTION OF THE VIOLET ALTERNATIVE

Beginning at SR 9, east of Georgetown on the Eastern Bypass Retained Alternative for the Georgetown Area, the Violet Alternative heads in a southerly direction crossing over the Delaware Coastline Railroad, Park Avenue (TR 9) and Springfield Road just east of the intersection of Springfield Road with Deep Branch Road. The alternative continues in a southerly direction paralleling Deep Branch Road crossing Pie Lane and Peterkins Road before crossing Zoar Road about 250' east of the intersection of Zoar Road and Deep Branch Road. At this point, the Violet Alternative turns to the east crossing SR 30 about 1200' south of the intersection of SR 30 and Zoar Road. After crossing SR 30, the alternative turns to the south crossing Hollyville Road and Morris Mill Road before connecting with the Millsboro-South Area Eastern Bypass Retained Alternatives at SR 24.



DARK BLUE Alternative *

Advantages (as compared to previously Retained East Bypass Alternatives)

- 20% reduction in length (2.4 miles shorter)
- Decreased cost as a result of shorter length
- Similar wetland impact (18 acres vs. 17 acres)
- Quality of wetlands lower than Millsboro-South East Bypass Alternatives crossing Cow Bridge Branch
- Impacts no properties in agricultural districts
- Avoids impacts to Georgetown's Waste Treatment spray irrigation facilities
- 30% fewer properties impacted (82 vs. 117)
- 80% fewer homes to be acquired (10 vs. 48)

Disadvantages (as compared to previously Retained East Bypass Alternatives)

- Impacts 4 properties with permanent agricultural easements
- 24% increase in forestland impact (197 acres vs. 159 acres)
- Greater up-front investment to obtain useful bypass functionality - requires construction of a long initial roadway segment, from Rte 9 to Rte. 24 vs Georgetown East-Millsboro East Bypass which could be constructed in 3 shorter sections

VIOLET Alternative *

Advantages (as compared to previously Retained East Bypass Alternatives)

- 30% reduction in length (3.2 miles shorter)
- Decreased cost as a result of shorter length
- 10% reduction in wetland impacts (15 acres vs. 17 acres)
- Quality of wetlands lower than Millsboro-South East Bypass Alternatives crossing Cow Bridge Branch
- Impacts no properties in agricultural districts
- Avoids impacts to Georgetown's Waste Treatment spray irrigation facilities
- Similar number of properties impacted (112 vs. 117)
- 45% fewer homes to be acquired (26 vs. 48)
- Slightly fewer acres of forestland impact (150 acres vs. 159 acres)

Disadvantages (as compared to previously Retained East Bypass Alternatives)

- Impacts 3 properties with permanent agricultural easements
- Greater up-front investment to obtain useful bypass functionality - requires construction of a long initial roadway segment, from Rte 9 to Rte. 24 vs Georgetown East-Millsboro East Bypass which could be constructed in 3 shorter sections

* Impact calculations are preliminary and do not represent all potential impacts