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Engineering - traffic f saftiv consinerations
ENGINEERING / TRAFFIC
Advantages

- Lowest number of properties directy impacted
- Midrange inpacts on traffic during construction (SR $15 /$ SR 896)
- Significant reduction in trafficic on exist through trafifi, including tuck traffic
- Second highestrtrafici volume using new U US 301 ,

The Brown Alternative would be a four-lane, limited access tolled highway constructed on new

 C\&D Canal. The North option extends north to SR $15 /$ SR 896 and then curves east along existin oortheast between Summit Bridge Farm and Dickerson Farm passing through the northerr portion of Summit Airport, before curv
proposed with either Option.


Existing Condition
Rendering of BRowN Alterative
(Green South + Spur Altemative in back
ground

## uisauvaniages

- Impacts on Summit Airport - FAA designated relievera airport, 85 employees, 100 based aircraft, State Police helicopter
- Compratexins inerchange at US 301 / SR 896 / SR 15 , south of Summit Bridge - difificult to mitigate indirect effects (noise, visual

- Highest number of existsing communitites withithin $\mathbf{n} 0$ oft


GUITURAL \& ENVIRONMENTAL RESOURCES

Advantages

- Mid-range wetland impact
- Midr-range e hitiand qualitypacts wetands impaci
- Mid.r.ange Waters of the US impacts
- Less ontential impacts to cuturuar
- Less potential inpacts to culturalis resources

Nid-ange forestland impacts
${ }^{\text {Notete }}$ - ${ }^{\text {Detaled }}$

| Disaduantages |
| :--- |
| - High DNREC |

- High DNRECTIdal Wetan
- High floodplain inpacts
- High Aggiciutural Distrít timpacis
- Mid-range forestland impactis
 Comparison of the Retained Alternatives - Cultural Resources

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