

COMMENTS: NOT Recommended For Further Evaluation



4 LANES - CONTROLLED ACCESS - NEW LOCATION & ON ALIGNMENT

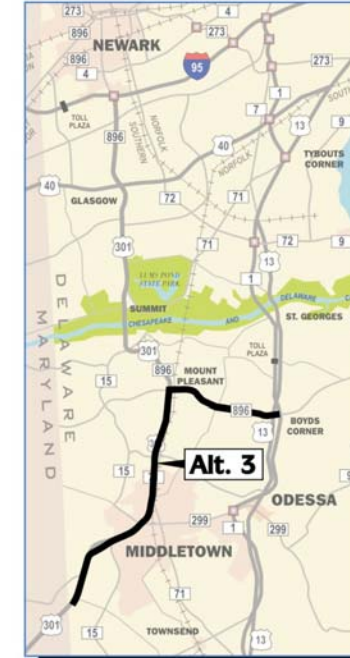
New N-S Roadway, west of existing US 301, on new location (Ridge Alignment) from MD line to C&D Canal and then extending north from C&D Canal along SR 896 to I-95

Environmental Effects	ALT. 1 Updated 2005
Wetlands (acres)	11
Cultural Resources (historic properties & parks)	22
Water Resources (crossings)	15
Farmlands (acres)	259
Relocations	42
Roadway Congestion	LOS F in 2020: • Summit Bridge • SR 896 north of C/D Canal • SR 896 / I-95 Interchange

ALTERNATIVE 1

- 2000 MIS Recommendation:**
 - RETAIN
 - DROP
 - 2005 Project Team Recommendation:**
 - RETAIN
 - DROP
- Rationale:**
- Most Environmental Impacts
 - Most Cost
 - Most Relocation Impacts
 - Minimal Congestion Benefits
- Rationale:**
- Increasing Traffic to Summit Bridge Causes LOS F on the Bridge in 2020
 - Requires New Summit Bridge and New I-95 / SR 896 Interchange with Section 4(f) Involvements:
 - C&D Canal Recreation Area and Wildlife Refuge
 - Iron Hill Park and Historic District
 - Cooches Bridge Historic District
 - Does Not Optimize Existing Capacity of SR 1, including C&D Canal crossing, and Programmed Capacity Improvements to I-95 / SR 1 Interchange and I-95 East of SR1 (construction in 2006)

- What do you recommend?
 - RETAIN
 - DROP
- Comments:



4 LANES - UNCONTROLLED ACCESS ON ALIGNMENT

New N-S Roadway, along existing US 301 from MD line to Mount Pleasant and new E-W Roadway along existing Boyd's Corner Road to SR 1

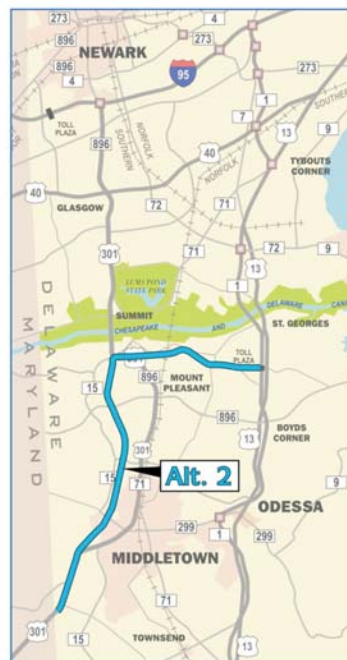
Environmental Effects	ALT. 3 Updated 2005
Wetlands (acres)	7
Cultural Resources (historic properties & parks)	17
Water Resources (crossings)	5
Farmlands (acres)	29
Relocations	43
Roadway Congestion	Moderate Congestion Benefits; LOS F in 2020: • Safety concerns about uncontrolled access with mix of heavy trucks, especially through Middletown

ALTERNATIVE 3

- 2000 MIS Recommendation:**
 - RETAIN
 - DROP
 - 2005 Project Team Recommendation:**
 - RETAIN
 - DROP
- Rationale:**
- Least Environmental Impacts
 - Least Cost
 - Moderate Relocation Impacts
 - Moderate Congestion Benefits
- Rationale:**
- Does Not Separate Through and Local Traffic, Especially Truck Traffic Through Middletown
 - Would Not Be Expected to Improve Safety
 - Does Not Meet Purpose and Need



- What do you recommend?
 - RETAIN
 - DROP
- Comments:



2 LANES CONTROLLED ACCESS - NEW LOCATION

New N-S Roadway, west of existing US 301, on new location (Ridge Alignment) from MD line to south of C&D Canal and then extending E-W, on new location, to SR 1, south of C&D Canal

Environmental Effects	ALT. 2 Updated 2005
Wetlands (acres)	20
Cultural Resources (historic properties & parks)	8
Water Resources (crossings)	13
Farmlands (acres)	309
Relocations	5
Roadway Congestion	Minimal Congestion Benefits; LOS F in 2020: • Eastern portion of New East-West Connector

ALTERNATIVE 2

- 2000 MIS Recommendation:**
 - RETAIN
 - DROP
 - 2005 Project Team Recommendation:**
 - RETAIN
 - DROP
- Rationale:**
- Mid-Level Environmental Impacts
 - Mid-Level-Cost
 - Mid-Level Relocation Impacts
 - Minimal Congestion Benefits
- Rationale: Same as MIS**
- Two-Lane Roadway is Not Sufficient to Handle Future Traffic
 - New East-West Connector LOS F in 2020
 - Does Not Meet Purpose and Need



- What do you recommend?
 - RETAIN
 - DROP
- Comments:



2 LANES - NO LOCAL ACCESS NEW LOCATION

New N-S Roadway, west of existing US 301, on new location (Ridge Alignment) from MD line to south of C&D Canal and then extending E-W, on new location, to SR 1, south of C&D Canal

Environmental Effects	ALT. 4 Updated 2005
Wetlands (acres)	19
Cultural Resources (historic properties & parks)	8
Water Resources (crossings)	13
Farmlands (acres)	382
Relocations	0
Roadway Congestion	Minimal Congestion Benefits; LOS E or F in 2020: • Boyd's Corner Road • US 301 north of Middletown

ALTERNATIVE 4

- 2000 MIS Recommendation:**
 - RETAIN
 - DROP
 - 2005 Project Team Recommendation:**
 - RETAIN
 - DROP
- Rationale:**
- Moderate Environmental Impacts
 - Moderate Cost
 - No Relocation Impacts
 - Minimal Congestion Benefits
- Rationale:**
- No Local Access Provided on New Two-Lane Controlled Access Roadway-Building Project for Through Traffic Only
 - Only Marginal Reduction in Volumes on Boyd's Corner Road and the Existing US 301 Alignment North of Middletown
 - Only addressing Through Traffic
 - Does Not Meet Purpose & Need



- What do you recommend?
 - RETAIN
 - DROP
- Comments:

