# **COMMENTS: NOT Recommended For Further Evaluation**



#### 11 Cultural Resources (historic properties & parks) 22 Water Resources (crossings) 15 Farmlands (acres) 259 42 Relocations LOS F in 2020: Roadway Congestion Summit Bridge SR 896 north of C/D Cana

## **ALTERNATIVE 1**

#### • 2000 MIS

- Recommendation: - Most Environ
- ☐ RETAIN ✓ DROP
- Most Cost
- Most Relocation Impacts - Minimal Congestion Benefits

#### • 2005 Project Team • Rationale:

- Recommendation: RETAIN **▼** DROP
- Increasing Traffic to Summit Bridge Causes LOS F on the Bridge in 2020

ental Impacts

- Requires New Summit Bridge and New I-95 / SR 896 Interchange with Section 4(f) Involver
- C&D Canal Recreation Area and Wildlife Refugee
- 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)

<ul><li>What</li></ul>	do	you	recommend?
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- ☐ RETAIN

**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

DROP omments:			
mments:			



#### 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

· What do you recommend?

□ RETAIN □ DROP · Comments:

# **ALTERNATIVE 3**

#### • 2000 MIS Recommendation:

- **■** RETAIN
- □ DROP
- Least Environmental Impacts
- Least Cost
- Moderate Relocation Impacts
- Moderate Congestion Benefits

#### • 2005 Project Team



#### - 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

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301 15	TOWNSEND	13	\-

<b>Environmental Effects</b>	ALI. Z		
Environmental Effects	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		

· What do you recommend?

☐ RETAIN

Comments:

□ DROP

- 2000 MIS
- Recommendation: ☐ RETAIN
- **☑** DROP
- Mid-Level Environmental Impacts - Mid-Level-Cost
- Mid-Level Relocation Impacts - Minimal Congestion Benefits



#### • 2005 Project Team • 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



2 LANES - NO LOCAL ACCESS

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
Environmental Effects	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: -Boyds Corner Road -US 301 north of Middletow



#### • 2000 MIS

- □ RETAIN
- **☑** DROP
- 2005 Project Team Rationale: □ RETAIN



- Moderate Cost
  - No Relocation Impacts
  - Minimal Congestion Benefits



- No Local Access Provided on New **Two-Lane Controlled Access** Roadway-Building Project for Through Traffic Only
- Only Marginal Reduction in Volumes on Boyds Corner Road and the Existing US 301 Alignmen North of Middleto
- Only addressing Through Traffic
- Does Not Meet Purpose & Need

What do you	recommend?
☐ RETAIN	

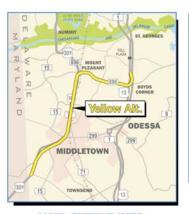
- □ DROP
- Comments:

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70			
3			

# 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

# **COMMENTS: RECOMMENDED For Further Evaluation**

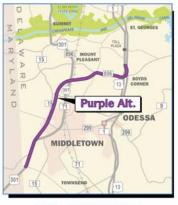


#### 4 LANES - CONTROLLED ACCESS-ALONG EXISTING ROADWAYS

New US 301 roadway along existing US 301 and existing SR 896 (Boyd's Corner Road)



- Project Team Comments:
- Most properties affected (200)
- Most effect on property access (133)
- Minimum effect on Waters of the US (streams and ditches)
- Mid-level effect on Army Corps of Engineers (ACOE) regulated wetlands
- Most overpass bridges required
- Most existing communities affected (6), within 600 feet of right-of-way



#### 4 LANES - CONTROLLED ACCESS ON NEW LOCATION & ALONG EXISTING ROADWAY

New US 301 roadway on new location, west of existing US 301 (Ridge Alignment) and along SR 896 (Boyd's Corner Road)

Environmental Effects	PURPLE ALT.
100 Year Floodplains (acres)	4
ACOE Wetlands (acres)	19
DNREC Tidal Wetlands (acres)	0
Agricultural Districts (number)	1
Prime Farmland (acres)	487
State Resource Areas (acres)	15
Forestland (acres)	21
Publicly Owned Parks (acres)	0

Your Comments:

### **PURPLE ALT.**

- Project Team Comments:
- Third most properties affected (67)
- Third most effect on property access (25)
- Mid-level effect on Waters of the US (streams and ditches)
- Mid-level effect on Army Corps of Engineers (ACOE) regulated wetlands
- Shortest length alternative
- 4 existing communities within 600 feet of right-of-way

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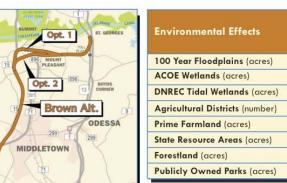
#### 4 LANES - CONTROLLED ACCESS-ALONG EXISTING ROADWAY & ON NEW LOCATION -----

New US 301 roadway along existing US 301 and new East-West Connection, south of C&D Canal

Environmental Effects	ORANGE ALT.	
100 Year Floodplains (acres)	6	
ACOE Wetlands (acres)	21	
DNREC Tidal Wetlands (acres)	5	
Agricultural Districts (number)	2	
Prime Farmland (acres)	694	
State Resource Areas (acres)	0	
Forestland (acres)	28	
Publicly Owned Parks (acres)	0.53	

- Project Team Comments:
- Second most properties affected (172)
- Second most effect on property access (97)
- Mid-level effect on Waters of the US (streams and ditches) and Army Corps of Engineers (ACOE) regulated wetlands
- Most existing communities affected (6), within 600 feet of right-of-way
- Potential effect on current operation and future expansion of

	MIDDLETOWN		1	Fo
15	TOWNSEND	13	~	_
4 LA	NES - CONTROLI On New Loca		SS	
B	BOWN ALT	. OPT. 1		
ting	roadway on I US 301 (Ridg Connection, s	e Alignn	nent) and	
RI	ROWN AIT -	APT 9	7	



Environmental Effects	BROWN ALT.		
	OPT. 1	OPT. 2	
100 Year Floodplains (acres)	7	7	
ACOE Wetlands (acres)	16 16		
DNREC Tidal Wetlands (acres)	5	5	
Agricultural Districts (number)	1	1	
Prime Farmland (acres) 6		616	
State Resource Areas (acres)	0	0	
Forestland (acres)	29	43	
Publicly Owned Parks (acres)	0	0	

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#### Project Team Comments:

#### OPIL 1

- Fewest properties affected (47)
- Lowest effect on property access (10) - Most effect on Waters of the US (streams and ditches)
- Least effect on Army Corps of Engineers (ACOE) regulated wetlands
- Longest length alternative
   5 existing communities within 600 feet of right-of-way
   Potential problems with flight paths of Summit Airport because
- of ramps and overpasses

- Second Fewest properties effected (48)
  Second lowest effect on property access (11)
  Second most effect on Waters of the US (streams and ditches)
  Least effect on Army Corps of Engineers (ACOE) regulated wetlands
  5 existing communities within 600 feet of right-of-way
- Most effect on acres of forest land and agricultural districts
- operation and future expansion of Summit Airpark

Your Comments:	ON NEW FOCULOR	- Significant effect on current
3		Your Comments:
	BROWN ALT OPT. 1	
	New US 301 roadway on new location, west of existing US 301 (Ridge Alignment) and	
	East-West Connection, south of C&D Canal	
	BROWN ALT OPT. 2	
	New US 301 roadway on new location, west of	-
	existing US 301 (Ridge Alignment) and North-West	
( <del>'</del>	Extension through Summit Airport, then along new East-West Connection, south of C&D Canal	
8		
l:		

# **COMMENTS: RECOMMENDED For Further Evaluation**



Environmental Effects	GREEN ALT.	
	OPT. 1	OPT. 2
100 Year Floodplains (acres)	6	7
ACOE Wetlands (acres)	22 20	
DNREC Tidal Wetlands (acres)	5	5
Agricultural Districts (number)	1	1
Prime Farmland (acres)	492	543
State Resource Areas (acres)	0	0
Forestland (acres)	34	31
Publicly Owned Parks (acres)	0	0

BENEFICK ALL

#### • Project Team Comments:

#### 8PT. 1

- Mid-level effect on properties (53)
- Mid-level effect on property access (17)
- Mid-level effect on Waters of the US (streams and ditches)
- Most effect on Army Corps of Engineers (ACOE) regulated wetlands Least existing communities affected (2), within 600 feet
- of right-of-way
   Fewest overpass bridges required

#### OFT. 2

- Mid-level effect on properties (53)
- Mid-level effect on property access (15)
- Mid-level effect on Waters of the US (streams and ditches) and Army Corps of Engineers (ACOE) regulated wetlands
- Least existing communities affected (2), within 600 feet
- of right-of-way
   Fewest overpass bridges required

•	Your	Comments:	

Region Alt. - OPT. 1

New US 301 roadway, west of existing US 301 (Ridge Alignment) then northeast from Armstrong to SR 1 south of C&D Canal

ON NEW LOCATION

-	-	AND RES SERVICES	-

New US 301 roadway, west of existing US 301 (Ridge Alignment), then northeast from Armstrong to SR 896, then north to new East-West Connection, south of C&D Canal

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# SUMMIT CHESAPEAKE AND TOLL PLAZA 896 MOUNT PLEASANT TOLL PLAZA BOYDS CORNER 9 ODESSA 299 1 TOWNSEND 13

	ALTER	NATIVE	?
ſ	Draw Your	Suggested	Route

Additional Comments