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ALTERNATIVE RETAINED FOR DETAILED EVALUATION - YELLOW ALTERNATIVE

301 US 201 Project Development

DESCRIPTION OF THE YELLOW ALTERNATIVE 4 LANES - LIMITED ACCESS -ALONG EXISTING US 301 & BOYDS CORNER ROAD

The Yellow Alternative would be a four-lane, limited access tolled highway constructed along existing US 301 from the Delawar/Maryland state line to the ML Pleasant area, where the roadway would turn east and parallel existing SR 896, Boyds Comer Road, and tie into SR 1 just north of the SR 1/Boyds Comer Road interchange. Existing Boyds Comer Road would provide local access while service roads would provide access for properties on existing US 301 and also allow for the ation of local traffic



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REVISIONS SINCE THE SEPTEMBER 2005 WORKSHOPS

Refined US 301 connections to SR 1

dvorflogs: a Allows dtverse on proposed US 301 to avoid having to pay tolls twice a Allows US 301 drivers to avoid the toll plaza thus reducing congestion a The additional lanes do not directly impact any existing houses or structure: a Although tight, the ontribuout anno is placed between the existing toll pay a A large part of the construction is simply widening out from the existing fain b Vetland impacts are minimal

Adv

The refined US 301 connections to SR 1 require relocating the existing ramps from US 13 to NB SR 1 and from SB SR 1 to US 13, currently located just south of the C&D Canal. These ramps would be relocated to just north of the US 13/SR 72 intersection, about 3.6 miles to the north. These new ramps were first proposed by DeIDDT in the mid 1990's

Ventrages: e Relocates the existing substandard US 13 to NB SR 1 ramp that is located just north of the tol plaza (operates as a free ramp across C & D Canal) e Relocation of the existing contribution do n-ramp from US 13 to northbound SR 1 allows the new US 301 ramps to E e SR 1, north of the existing top lazar, by safely passing threage the top lazar as a rate of perations approaching the SR 1 allows the new US 301 ramps to E e SR 1, north of the e Relocation of the ramp allows for better lane balance and safer traffic operations approaching the SR 1 Canal bridge is the relocated many proved better use the available highway capacity on US 30 D for Periodic darget proved better use the available highway capacity on US 30 D for the relocated many proved better use the available highway capacity on US 30 D for the relocated many proved better use the available highway capacity on US 30 D for the relocated many for the top lazar of the relocation approaching the SR 1 canal bridge

Disadvantages: a Currently. Lorewood Grove Road drivers can use the existing fire ramp to go north on SR 1. Under this option, the free movement will now occur3 6 mills farther north. a Traffe from southern New Castle County and US 13, south of the Canal, will now need to use SL George's Bridge a The new direct consection north of the CAD Canal will require an unconventional intersection design with the SR and from SR 1 to US 13 a The new direct consection north of the CAD Canal will require an anticomventual intersection design with the SR and from SR 1 to US 13 a The new direct consection north of the CAD Canal will require an anticomventual intersection design with the SR and from SR 1 to US 13 a The new direct consection north of the CAD Canal will north of the new ramps of the new ramps of the contraction onto of the new ramps

Provide new interchange between SR 896. SR 15 and existing US 301

Addresses the sharp

Disadvantages: • Additional property acquisition • Increased project costs

Minor Refinements

Strawberry Lane Overpa
 Retaining walls added

Please visit Yellow Alternative Work Table to review detailed drawings and ask questions

ENGINEERING - TRAFFIC & SAFETY CONSIDERATIONS

ENGINEERING / TRAFFIC

Advantages Retains the new roadways in existing roadway corridors (US 301 and Boyds Corner Road/SR 896)
 Improves safety by separating local from through traffic, including truck traffic

Disadvantages

Highest number of properties directly impacted - businesses and homes along existing US 301 and SR 896
 Higher potential for traffic impacts during construction along existing US 301 and Boyds Comer Road, Route 896
 Proximity to Codar Lane Elementary School and new Middle School (under construction)
 Circuitous property access-one way forintage roads between Amstroom Comer Road and Boyds Comer Road
 High impact on existing communities (within 600 feet)
 Natoreschiebet Comerge ontewprofile during the property of the School (and the School Comer Road)

- mgr.mpacton existing communities (within 600 feet)
 Not possible to lower roadway profile, due to overgaso Main Street, SR 71, Frogtown Crossing, Marl Pit Road, Boydi
 realigned Shallcross Lake Road, US 13 and SR 1; therefore, difficult to mitigate indirect impacts (noise, visual, etc.)
 Highest cost
 Highest cost
 Highest cost
 Moderate improvements to extraffic conditions on onth/ south roadways-US 301, Choptank Road, Cedar Lane Road
 Moderate improvements in extra Views to adways
 Lowest traffic volume using new US 301
 Requires acquisition of lw-rowman etch humb
 Requires acquisition of lw-rowman etch humb

Comparison of the Retained Alternatives - Engineering

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	ninary Casi (3 millions)	a	3614	3418	\$874						\$811
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	ier of Properties Impacied	a	338	137	146	100	102	13	130	103	130
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4	Location(h)		Briad Street	LOI 301 Local	Norlah Dalibert Rabial	Chil Suboul House Road	Cid Exhout House Road	US 301 Local	Natura Southern Rational	US 301 Local	Safeb Southern Rational
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CULTURAL & ENVIRONMENTAL RESOURCES

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Advantages	
Low DNREC Tidal Wetland impacts	
Lowest Agricultural District impacts	
Lowest forestland impacts	
Low floodplain impacts	
 Mid-range impact to Species Habitat Areas (wildlife & plants) 	
Mid-range residential noise impacts	Noto: Dota

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December 2005

