

# ALTERNATIVE RETAINED FOR DETAILED EVALUATION - YELLOW ALTERNATIVE

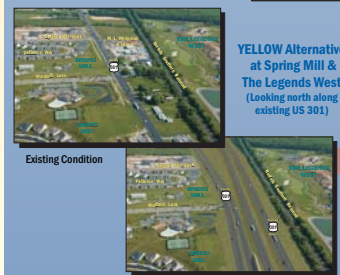
## 301 US 301 Project Development

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

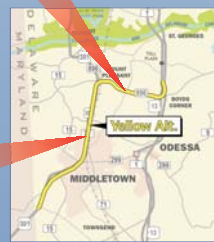
The Yellow Alternative would be a four-lane, limited access tolled highway constructed along existing US 301 from the Delaware/Maryland state line to the Mt. Pleasant area, where the roadway would turn east and parallel existing SR 896, Boyds Corner Road, and tie into SR 1 just north of the SR 1/Boys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



**YELLOW Alternative at Cedar Lane Middle & Elementary Schools**  
(Looking east along Boyds Corner Road)  
Rendering of YELLOW Alternative (Purple-Spur Alternative is similar at this location)



**YELLOW Alternative at Spring Mill & The Legends West**  
(Looking north along existing US 301)



Rendering of YELLOW Alternative

### REVISIONS SINCE THE SEPTEMBER 2005 WORKSHOPS

Refined US 301 connections to SR 1

**Advantages:**

- Allows drivers on proposed US 301 to avoid having to pay tolls twice
- Allows US 301 drivers to avoid the toll plaza thus reducing congestion
- The additional lanes do not directly impact any existing houses or structures
- Although tight, the northbound ramp is placed between the existing toll plaza building and the existing lanes without impacting the building
- A large part of the construction is simply widening out from the existing lanes
- Wetland Impacts are minimal

**Disadvantages:**

- Footprint at the toll plaza increases and additional property acquisition will be required
- The southbound ramp requires the widening of the SR 1 bridge over Scott Run, north of the toll plaza
- The southbound ramp runs very close to Hyets Corner Rd
- Creates an additional merge north of the toll plaza
- Eliminates the connection from the toll plaza to the visitor parking area at the toll plaza building
- Eliminates the surface access from the toll plaza building to the toll plaza

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 DelDOT in the mid 1990's

**Advantages:**

- Relocates the existing substandard US 13 to NB SR 1 ramp that is located just north of the toll plaza (operates as a free ramp across C & D Canal)
- Relocation of the existing northbound on-ramp from US 13 to northbound SR 1 allows the new US 301 ramps to tie to SR 1, north of the existing toll plaza, by safely passing through the toll plaza area
- Relocation of the ramp allows for better lane balance and safer traffic operations approaching the SR 1 Canal bridge
- The relocated ramps provide better use of the available highway capacity on US 13

**Disadvantages:**

- Currently, Lowewood Grove Road drivers can use the existing free ramp to go north on SR 1. Under this option, the free movement will now occur 3.6 miles farther north
- Traffic from southern New Castle County and US 13, south of the Canal, will now need to use St. George's Bridge
- The new direct connection north of the C&D Canal will require an unconventional intersection design with the SB ramp from SR 1 to US 13
- There may be contaminated soils in the proposed interchange area that may increase the construction cost of the new ramps

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

**Advantages:**

- Addresses the sharp curve at the south end of the Summit Bridge, where numerous accidents and fatalities have occurred

**Disadvantages:**

- Additional property acquisition
- Increased project costs

**Minor Refinements**

- Strawberry Lane Overpass added
- Retaining walls added to avoid impacts to historic properties (Cochran Grange and Hedgelaw) and public park (Middletown Commons)

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 Corner Road/Route 896
- Proximity to Cedar Lane Elementary School and new Middle School (under construction)
- Circuitous property access - one way frontage roads between Armstrong Corner Road and Boyds Corner Road
- High impact on existing communities (within 600 feet)
- Not possible to lower roadway profile, due to overpass of Main Street, SR 71, Frogtown Crossing, Marl Pit Road, Boyds Corner Road (2), realigned Shallcross Lake Road, US 13 and SR 1; therefore, difficult to mitigate indirect impacts (noise, visual, etc.)
- Highest cost
- Least improvements to traffic conditions on north/south roadways - US 301, Choptank Road, Cedar Lane Road
- Moderate improvements on east/west roadways
- Lowest traffic volume using new US 301
- Requires acquisition of New Covenant Church

#### Comparison of the Retained Alternatives - Engineering

Alternative	Yellow	Purple	Brown	Green
Engineering / Traffic	High	Low	Low	Low
Construction	High	Low	Low	Low
Operational	High	Low	Low	Low
Cost	High	Low	Low	Low
Impact	High	Low	Low	Low
Other	High	Low	Low	Low

### CULTURAL & ENVIRONMENTAL RESOURCES

**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

**Disadvantages**

- Highest Wetland impacts
- Highest impacts to high quality wetlands
- Highest Waters of the US impacts
- Highest direct impact on known historic properties / Section 4(f) - potential fatal flaw in use of federal funds
- Potential noise and visual effects on Vandegrift property (Historic)

Note: Detailed evaluation is continuing to identify cultural resources and assess potential effects

#### Comparison of the Retained Alternatives - Cultural Resources

Alternative	Yellow	Purple	Brown	Green
Cultural Resources	High	Low	Low	Low
Construction	High	Low	Low	Low
Operational	High	Low	Low	Low
Cost	High	Low	Low	Low
Impact	High	Low	Low	Low
Other	High	Low	Low	Low

#### Comparison of the Retained Alternatives - Natural Resources

Alternative	Yellow	Purple	Brown	Green
Natural Resources	High	Low	Low	Low
Construction	High	Low	Low	Low
Operational	High	Low	Low	Low
Cost	High	Low	Low	Low
Impact	High	Low	Low	Low
Other	High	Low	Low	Low

### PUBLIC COMMENTS FROM SEPTEMBER WORKSHOPS

Comments received as of October 17, 2005 - (123 Retain / 259 Drop)

**Positive**

- Uses existing roadway corridors
- The option is needed to serve local traffic
- Will have less impact on property values
- Will improve traffic on US 301 through Middletown
- Uses right-of-way already owned by the State

**Negative**

- It will cut the Town of Middletown in half
- Comes too close to existing communities
- Will be very disruptive to local traffic patterns during construction
- Significant impacts on businesses and residences along existing US 301
- Don't want to see SR 896 widened
- Has negative environmental impacts
- Trucks will not use this alternative
- This alternative is too expensive, has many overpasses
- Don't want to see New Covenant Church forced to move
- Don't like the service roads
- Alternative is not direct, will have negative traffic impacts, congestion will remain
- Do not want major highway construction / improvements near their communities or homes
- Too many harmful impacts on existing roads

#### SUMMARY OF COMMENTS RECEIVED FROM THE PUBLIC AS OF OCTOBER 17, 2005

RETAINED ALTERNATIVES	YELLOW	PURPLE	BROWN	GREEN
Support / Retain	123	331	170	594
Oppose / Drop	259	99	259	139

A total of 1,056 public comments were received from the September workshops, the project office, e-mail, mail and phone.