

13

ALTERNATIVE RETAINED FOR DETAILED EVALUATION - BROWN ALTERNATIVE





301/ US 301 Project Development

DESCRIPTION OF THE BROWN ALTERNATIVE 4 LANES - LIMITED ACCESS -

ON NEW LOCATION

The Brown Alternative would be a four-lane, limited access tolled highway constructed on new location on a north/south alignment (Ridge Route) from the Delaware/Maryland state line to south of Summit Bridge. It would then continue on new location on an east alignment, south of the C&D Canal, to intersect with SR 1 between the Biddles Corner Toll Plaza and the SR 1 bridge over the C&D Canal. The North Option extends north to SR 15 / SR 896 and then curves east along existing SR 896 towards SR 1. The South Option extends north to north of Churchtown Road and then curves northeast between Summit Bridge Farm and Dickerson Farm passing through the northern portion of Summit Airport, before curving east toward SR 1.









Strawberry Lane Overpass added
 Slight alignment shift to avoid impacts to C&D Canal Wildlife Area (Section 4(f) property)

The relocated ramps provide better use of the available US 13 highway capacity

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

MODIFICATIONS SINCE THE SEPTEMBER 2005 WORKSHOPS

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

• Relocates the substandard US 13 to NB SR 1 ramp that exists just north of the toll plaza (operates as a free

Relocation of the existing northbound on-ramp from US 13 allows the new US 301 ramps to safely tie to SR 1 north of the existing toll plaza

Relocation of the ramp allows for better lane balance and safer traffic operations approaching the SR 1 Canal

Ournently, Lorewood 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
 Ournently, Lorewood Grove Road drivers can use the existing free ramp to go north on SR 1. Under this option, the free movement 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

Canal . These ramps would be relocated to just north of the US 13/SR 72 $\,$ intersection. These new ramps were first proposed by DelDOT in the mid 1990's

ramp across C & D Canal).

Minor Refinements

ENGINEERING - TRAFFIC & SAFETY CONSIDERATIONS

ENGINEERING / TRAFFIC

- Aurantagis

 Lowest number of properties impacted

 Mid-range impacts on traffic during construction (SR 15 / SR 896)

 Improves safety by separating local from through traffic, including truck traffic

 Mid-range cost to construct

 Significant roduction in traffic on existing US 301, Boyds Corner Road, Cedar Lane Road, Choptank Road and SR 299

 Second highest traffic volume using new US 301

- Impacts on Summit Airport FAA designated reliever airport, 85 employees, 100 based aircraft, State Police helicopter operations
 Complex interchange at US 301 / SR 896 / SR 15, south of Summit Bridge difficult to mitigate indirect effects (noise, visual, etc.) on Lea Eara Farms and Summit Bridge Farms communities
 Highest number of existing communities within 600 tt
 Proximity to mer Appequimininish High School (under construction) west of Middletown and St. George's Vo-Tech High School

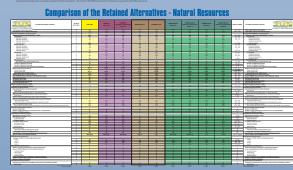
Comparison of the Retained Alternatives - Engineering

ALTERNATIVE	No Build Albertailtee	YELLOW	PURPLE	PURPLE with sport interchange option 2	REDAY North	EXCUN Each	CPREN Nach	GREEN North with sport interchange option 2	CPREN Zouth	CPRES Souli with sport intents option 2
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velininary Cost (\$ millions)	0	3696	\$616	3676	\$387	\$961	\$337	\$167 \$167		\$610
NOINEERING CONSIDERATIONS										
idal broath of alternative brides?		16.6	16.9	30.3	13.3	10.9	17.0	17.0	17.3	
Idal Area of Limit of Construction (acres)		1,073	1,038	1,096	101	907	130	100	840	807
tumber of Properties Impacted		338	137	166	100	102	123	130	133	
Number										
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Type					Divisional .	Directorus	Diamond			
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Name		10	55	10						
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3 Location(k)		Bunker HIT Road	Extrema Michigang Contex Rised	Bahama Militure bung Corner Road	Bahania MI Road	Bahemia MERoad	Extrema UE/Amabung Corner Road	Botema Michinistrong Contex Road	Salveria MEArreburg Corner Road	Boherna MEX Contex No
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CULTURAL & ENVIRONMENTAL RESOURCES

Comparison of the Retained Alternatives - Cultural Resources





PUBLIC COMMENTS FROM SEPTEMBER WORKSHOP

Comments received as of October 17, 2005 - (120 Retain / 259 Drop)

- Will allow trucks to continue to use Summit Bridge
- Connects Summit Bridge area to Route 1
 Addresses the sharp curve at the south end of Summit Bridge

- Negative
 Goes through Summit Airport
 Too close to the schools
 Takes truck traffic through what is now a quiet community
 Traffic will be pushed north to use Summit Bridge
 Negative impacts for several existing communities
 A long, costly route with construction issues, several overpasses
 Concern egarding direct impacts on several individual property owners
 Concerned about detrimental impact to farmland
- Will reduce property values

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

RETAINED ALTERNATIVES	YELLOW	PURPLE	BROWN	GREEN
Support / Retain	123	331	120	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.