

ALTERNATIVE RETAINED FOR DETAILED EVALUATION - YELLOW ALTERNATIVE

301 US 301 Project Development

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

The Yellow Alternative would provide a four-lane, limited access tolled highway constructed parallel to 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. Slip ramps would be provided between the new service roads and New US 301 north of Armstrong Corner Road, service roads would provide local access from Bunker Hill Road to Churchtown Road and allow for the circulation of local traffic in the north-south corridor, while existing Boyds Corner Road would provide local access in the east-west corridor. Interchanges would be provided at Levels Road, via service roads from Bunker Hill Road to Churchtown road and SR 896 south of Summit Bridge.



Existing Condition

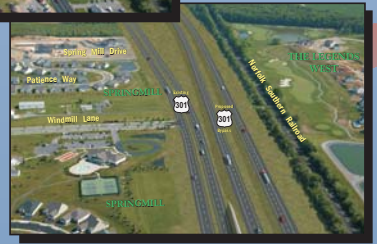
YELLOW Alternative at Cedar Lane Middle & Elementary Schools (Looking east along Boyds Corner Road)

Rendering of YELLOW Alternative (Option 1)
(Purple+Spur Alternative similar at this location)

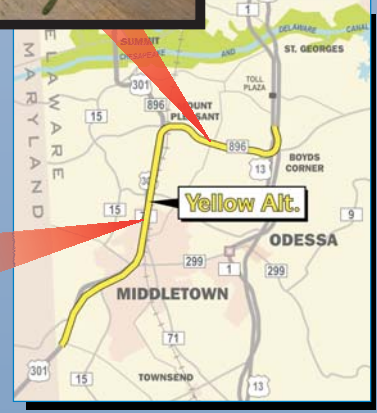


Existing Condition

YELLOW Alternative at Springmill & The Legends West (Looking north along existing US 301)



Rendering of YELLOW Alternative

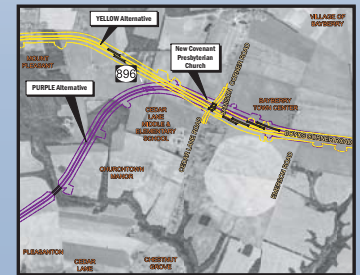


FOUR ALIGNMENT OPTIONS IN BOYDS CORNER ROAD AREA

Option 1

Description

- Provides new US 301 alignment just north of existing SR 896 (Boys Corner Road - west of Jamison Corner Road)



YELLOW

Advantages

- Leaves minimal "dead" space between Boyds Corner Road and new US 301
- Avoids impacts to existing Jamison Corner Road residences, located just north of proposed Town Center (Bayberry)
- Avoids impacts to southwest corner of Grande View Farms
- Avoids impacts to one of last three operating dairy farms (Emerson Farm) in New Castle County
- Minimizes impacts on proposed "Livable Delaware" community (Bayberry)
- Mid-level wetland impacts

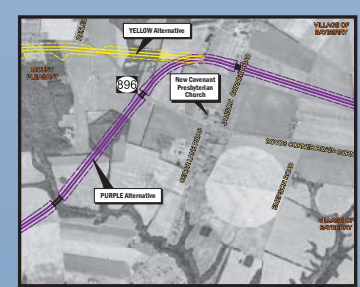
Disadvantages

- Requires acquisition of New Covenant Presbyterian Church
- Results in difficult skew of new US 301 bridge over Boyds Corner Road
- Direct impact on proposed Bayberry South community (southside of existing Boyds Corner Road from east of Cedar Lane Road to Shallcross Lake Road)
- New US 301 is elevated and creates a barrier between proposed Bayberry South and Bayberry North / Bayberry Town Center
- High waters of the US impacts

Option 2

Description

- Shifts New US 301 alignment 1,800 feet north of New Covenant Presbyterian Church



YELLOW

Advantages

- Avoids New Covenant Presbyterian Church
- Provides improved skew of new US 301 bridge over Boyds Corner Road
- Shifts new US 301 farther away from Cedar Lane Schools
- Minimizes impacts on proposed "Livable Delaware" community (Bayberry)
- Low wetland impacts
- Mid-level waters of the US impacts

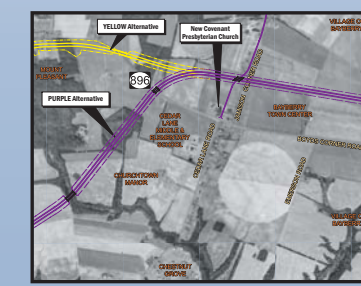
Disadvantages

- Impacts southwest corner of Grande View Farms community
- Results in greater wetland impacts than Option 1
- Isolates Church between Boyds Corner Road, new US 301 and realigned Jamison Corner Road
- Increases length of new US 301 (increased costs)
- Requires long bridge over the intersection of Boyds Corner Road, the entrance to Grande View Farms, and Shallcross Lake Road (increased costs and potential safety considerations)
- Decreases distance between new US 301 and historic resources
- Impacts to one of last three operating dairy farms (Emerson Farm) in New Castle County. Difficulty in implementing Nutrient Management Plan with reduced acreage
- New US 301 creates a barrier between the proposed Town Center (Bayberry) and Bayberry North
- High forestland impacts
- Impacts to Jamison Corner Road residences

Option 3

Description

- Shifts New US 301 alignment to 1,500 feet north of New Covenant Presbyterian Church and adjacent to north boundary of proposed Town Center (Bayberry)



YELLOW

Advantages

- Avoids New Covenant Presbyterian Church
- Provides improved skew of new US 301 bridge over Boyds Corner Road
- Shifts new US 301 farther away from Cedar Lane Schools
- Minimizes impacts to existing residences along Jamison Corner Road
- Avoids impacts to one of last three operating dairy farms (Emerson Farm) in New Castle County
- Low waters of the US impacts
- Low forestland impacts

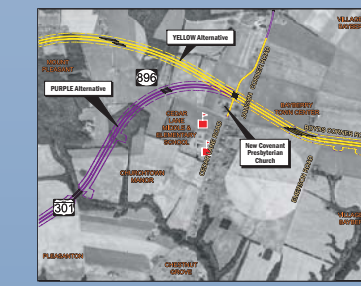
Disadvantages

- Impacts southwest corner of Grande View Farms community
- Results in greater wetland impacts than Option 1 and 2
- Isolates Church between Boyds Corner Road, new US 301 and realigned Jamison Corner Road
- Increases length of new US 301 (increased costs)
- Requires long bridge over the intersection of Boyds Corner Road, the entrance to Grande View Farms, and Shallcross Lake Road (increased cost and potential safety considerations)
- Decreases distance between new US 301 and historic resources
- Impacts on proposed "Livable Delaware" community (Bayberry)
- New US 301 creates a barrier between proposed Bayberry North and Bayberry Town Center

Option 4

Description

- Shifts New US 301 alignment to 230 feet north of New Covenant Presbyterian



YELLOW

Advantages

- Avoids New Covenant Presbyterian Church
- Provides improved skew of new US 301 bridge over Boyds Corner Road
- Shifts new US 301 farther away from Cedar Lane Schools
- Minimizes impacts to existing residences along Jamison Corner Road
- Avoids impacts to southwest corner of Grande View Farms
- Avoids impacts to one of last three operating dairy farms (Emerson Farm) in New Castle County
- Mid-level wetland impacts

Disadvantages

- Isolates Church between Boyds Corner Road, new US 301 and realigned Jamison Corner Road
- Impacts on proposed "Livable Delaware" community (Bayberry)
- New US 301 is elevated and creates a barrier between proposed Bayberry South and Bayberry North / Bayberry Town Center
- High wetland impacts
- High waters of the US impacts