

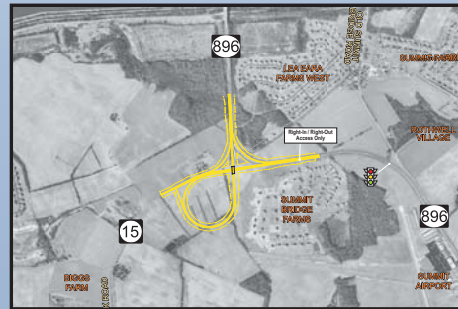
# ALTERNATIVE RETAINED FOR DETAILED EVALUATION - YELLOW ALTERNATIVE



## TWO INTERCHANGE OPTIONS SOUTH OF SUMMIT BRIDGE

### Option 1 Description

- Provides loop ramp for Southbound SR 896



### Advantages

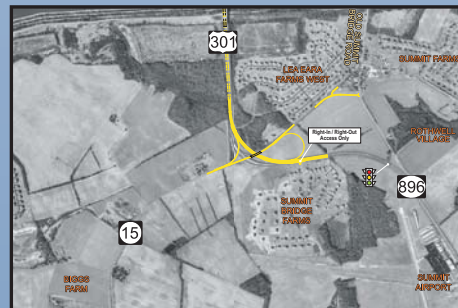
- Eliminates existing SR 896 sharp curve and traffic signal
- Slows traffic down by using ramp movements
- Provides continuous traffic flow for major movements on SR 896

### Disadvantages

- Traffic volume near capacity on single-lane loop ramp (year 2030) – likely requires two-lane loop
- Loop ramp design speed may not alleviate safety concerns – speed of southbound vehicles coming off Summit Bridge onto loop ramp – driver expectation – ramp still below desired design speed
- High wetland and waters of the US impacts

### Option 2 Description

- Bethel Church Road over SR 896 with loop ramp to SR 896 northbound



### Advantages

- Improves SR 896 curve radius to desired design speed
- Eliminates existing SR 896 traffic signal within curve
- Provides continuous traffic flow for major movements on SR 896
- Low wetland and waters of US impacts

### Disadvantages

- Provides more direct and desirable access to Bethel Church / Choptank Road, potentially increasing traffic volumes on these roads
- Access to SB 896 from SR 15 and NB 896 to SR 15 indirect, provided by overpass to Bethel Church Road, to Old Summit Bridge Road, to SR 896 at existing signal
- Additional traffic near Lea Eara Farms community

## ENGINEERING / TRAFFIC / SAFETY / COMMUNITY

### Advantages

- Provides 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
- Close proximity to Cedar Lane Schools
- Circuitous property access-one way frontage roads between Armstrong Corner Road and Boyds Corner Road
- High number of existing communities (within 600 feet) impacted
- 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.)
- Least improvement to traffic conditions on north/south roadways - US 301, Choptank Road, Cedar Lane Road
- Moderate traffic improvements on east/west roadways
- Lowest traffic volume using new US 301
- Longest alternative
- Highest cost alternative
- Requires acquisition of the Odessa Fire Station at Boyds Corner
- High residential noise impacts to north side of Summit Bridge Farms, residents along Boyds Corner Road, just east of Mt. Pleasant,

### Comparison of the Retained Alternatives - Engineering

GENERAL CONSIDERATIONS	YELLOW	PURPLE + SPUR	BROWN NORTH	BROWN SOUTH	GREEN + SPUR NORTH	GREEN + SPUR SOUTH
Preliminary Cost (\$ millions)	\$686-\$758	\$816 - \$880	\$550-\$608	\$499-\$551	\$534 - \$590	\$526 - \$582
Total length of alternative (miles)	19.4	16.9	17.5	15.9	17.5	17.3
Total Area of Limit of Construction (acres)	870.5	891.3	894.3	897.4	876.3	876.3
Number of Properties Impacted	377	154	100	100	132	132
Interchanges	4	2	5	5	6	6
Overpasses	11	11	8	8	9	9

## CULTURAL & NATURAL ENVIRONMENT

### Advantages

- Lowest Agricultural District impacts
- Low forestland impacts
- Lowest impacts to Species Habitat Areas (wildlife & plants)

### Disadvantages

- High residential noise impacts
- Highest wetland impacts
- Highest waters of the US impacts
- Only alternative that directly impacts on known historic properties / Section 4(f) - fatal flaw in use of federal funds
- Highest noise and visual effects on historic properties

### Comparison of the Retained Alternatives - Cultural Resources

	YELLOW	PURPLE with Spur	BROWN	GREEN with SPUR
Boys Corner Road Spur Option 2	1	1	1	1
Boys Corner Road Option 4	1	1	1	1
Armstrong Corner Road Option 2A	1	1	1	1
Armstrong Corner Road Option 2B	1	1	1	1

### Comparison of the Retained Alternatives - Natural Resources

	YELLOW	PURPLE with SPUR	BROWN	GREEN with SPUR
Wetlands	10	10	10	10
Waters of the US	10	10	10	10
Historic Properties	10	10	10	10
Species Habitat Areas	10	10	10	10