

ALTERNATIVES CONSIDERED BUT NOT RECOMMENDED FOR FURTHER EVALUATION

301 US 301 Project Development

Historical Background: 1995-2000

Major Investment Study (MIS)

- Prepared as a stand-alone document
- Prepared adhering "to the principles of the National Environmental Policy Act (NEPA) process, including the consideration of alternatives and their environmental effects"
- Included informal Resource Agency study updates
- Included public involvement: Stakeholders Steering Committee and Public Workshops
- Emphasized multi-modal transportation solutions

MIS Process

1. Identify MIS Goals & Objectives
2. Identify MIS Range of Multi-Modal Alternatives
3. Evaluate MIS Range of Multi-Modal Alternatives
4. Recommend Alternatives to be Carried Forward for detailed study and NEPA Process

MIS Objectives

- Shift from Single Occupancy Vehicles (SOV's)
- Decrease vehicle miles traveled
- Decrease vehicle hours traveled
- Improve roadway levels of service
- Decrease traffic volumes
- Improve mobility for transit dependent populations
- Improve management of through vehicles
- Achieve consistency with land use and transportation plans
- Minimize environmental impacts
- Minimize relocations
- Annualized cost
- Cost effectiveness
- Feasibility of implementation

Environmental Effects Based on 2005 Data	ALT. 1 4 LANE CONTROLLED ACCESS NEW LOCATION ON ALIGNMENT	ALT. 2 4 LANE CONTROLLED ACCESS NEW LOCATION	ALT. 3 4 LANE UNCONTROLLED ACCESS ON ALIGNMENT	ALT. 4 2 LANE NO LOCAL ACCESS NEW LOCATION
Wetlands (acres)	11	20	7	19
Cultural Resources (historic properties & parks)	22	8	17	8
Water Resources (crossings)	15	13	5	13
Farmlands (acres)	259	309	29	382
Relocations	42	5	43	0
CURRENT RECOMMENDATIONS:	DROP	DROP	DROP	DROP
PROJECT TEAM COMMENTS:	Requires New Summit Bridge Requires New I-95/896 Interchange Likely Sec. 4(f) Involvement	Does Not Accommodate Future Traffic Does Not Meet Purpose & Need ALT. 2 Alignment to Be Evaluated as 4-Lane Controlled Access Alternative	Does Not Manage Truck Traffic Not Expected to Improve Safety Does Not Meet Purpose & Need ALT. 3 Alignment to Be Evaluated as 4-Lane Controlled Access Alternative	Only Accommodates Through Traffic Does Not Accommodate Local Traffic Does Not Meet Purpose & Need ALT. 4 Alignment to Be Evaluated as 4-Lane Controlled Access Alternative

COMPARISON OF ENVIRONMENTAL EFFECTS



4 LANES - CONTROLLED ACCESS - NEW LOCATION ON ALIGNMENT

New N-S Roadway, west of existing US 301, on new location (Ridge Alignment) from MD line to C&D Canal and then extending north from C&D Canal along SR 896 to I-95

Environmental Effects	ALT. 1 Updated 2005
Wetlands (acres)	11
Cultural Resources (historic properties & parks)	22
Water Resources (crossings)	15
Farmlands (acres)	259
Relocations	42
Roadway Congestion	LOS F in 2020: • Summit Bridge • SR 896 south of C&D Canal • SR 896 / I-95 Interchange

ALTERNATIVE 1

- 2000 MIS Recommendation: RETAIN DROP
- 2005 Project Team Recommendation: RETAIN DROP
- Rationale:
 - Most Environmental Impacts
 - Most Cost
 - Most Relocation Impacts
 - Minimal Congestion Benefits
- Rationale:
 - Increasing Traffic to Summit Bridge Causes LOS F on the Bridge in 2020
 - Requires New Summit Bridge and New I-95 / SR 896 Interchange with Section 4(f) Involvements:
 - C&D Canal Recreation Area and Wildlife Refuge
 - Iron Hill Park and Historic District
 - Coaches Bridge Historic District
 - Does Not Optimize Existing Capacity of SR 1, including C&D Canal crossing, and Programmed Capacity Improvements to I-95 / SR 1 Interchange and I-95 East of SR1 (construction in 2006)

- What do you recommend?
 RETAIN
 DROP
- Comments:



4 LANES - UNCONTROLLED ACCESS ON ALIGNMENT

New N-S Roadway, along existing US 301 from MD line to Mount Pleasant and new E-W Roadway along existing Boyd's Corner Road to SR 1

Environmental Effects	ALT. 3 Updated 2005
Wetlands (acres)	7
Cultural Resources (historic properties & parks)	17
Water Resources (crossings)	5
Farmlands (acres)	29
Relocations	43
Roadway Congestion	Moderate Congestion Benefits; LOS F in 2020: • Safety concerns about uncontrolled access with mix of heavy trucks, especially through Middelton

ALTERNATIVE 3

- 2000 MIS Recommendation: RETAIN DROP
- 2005 Project Team Recommendation: RETAIN DROP
- Rationale:
 - Least Environmental Impacts
 - Least Cost
 - Moderate Relocation Impacts
 - Moderate Congestion Benefits
- Rationale:
 - Does Not Separate Through and Local Traffic, Especially Truck Traffic Through Middelton
 - Would Not Be Expected to Improve Safety
 - Does Not Meet Purpose and Need

- What do you recommend?
 RETAIN
 DROP
- Comments:



2 LANES CONTROLLED ACCESS - NEW LOCATION

New N-S Roadway, west of existing US 301, on new location (Ridge Alignment) from MD line to south of C&D Canal and then extending E-W, on new location, to SR 1, south of C&D Canal

Environmental Effects	ALT. 2 Updated 2005
Wetlands (acres)	20
Cultural Resources (historic properties & parks)	8
Water Resources (crossings)	13
Farmlands (acres)	309
Relocations	5
Roadway Congestion	Minimal Congestion Benefits; LOS F in 2020: • Eastern portion of New East-West Connector

ALTERNATIVE 2

- 2000 MIS Recommendation: RETAIN DROP
- 2005 Project Team Recommendation: RETAIN DROP
- Rationale:
 - Mid-Level Environmental Impacts
 - Mid-Level-Cost
 - Mid-Level Relocation Impacts
 - Minimal Congestion Benefits
- Rationale: Same as MIS
 - Two-Lane Roadway is Not Sufficient to Handle Future Traffic
 - New East-West Connector LOS F in 2020
 - Does Not Meet Purpose and Need

- What do you recommend?
 RETAIN
 DROP
- Comments:



2 LANES - NO LOCAL ACCESS NEW LOCATION

New N-S Roadway, west of existing US 301, on new location (Ridge Alignment) from MD line to south of C&D Canal and then extending E-W, on new location, to SR 1, south of C&D Canal

Environmental Effects	ALT. 4 Updated 2005
Wetlands (acres)	19
Cultural Resources (historic properties & parks)	8
Water Resources (crossings)	13
Farmlands (acres)	382
Relocations	0
Roadway Congestion	Minimal Congestion Benefits; LOS E or F in 2020: • Boyd's Corner Road • US 301 north of Middelton

ALTERNATIVE 4

- 2000 MIS Recommendation: RETAIN DROP
- 2005 Project Team Recommendation: RETAIN DROP
- Rationale:
 - Moderate Environmental Impacts
 - Moderate Cost
 - No Relocation Impacts
 - Minimal Congestion Benefits
- Rationale:
 - No Local Access Provided on New Two-Lane Controlled Access Roadway-Building Project for Through Traffic Only
 - Only Marginal Reduction in Volumes on Boyd's Corner Road and the Existing US 301 Alignment North of Middelton
 - Only addressing Through Traffic
 - Does Not Meet Purpose & Need

- What do you recommend?
 RETAIN
 DROP
- Comments: