

RANGE OF ALTERNATIVES RECOMMENDED FOR FURTHER EVALUATION

US 301 Project Development

- The Project Team has been busy conducting a "Listening Tour" of over 130 state, county and municipal officials, police and emergency services, civic organizations, business, environmental, and historic interest groups.
- From these interviews, the following set of project goals has been developed and will be used to evaluate alternative solutions to determine how well they:
 - Provide a new limited access roadway that separates through and seasonal traffic, particularly trucks, from local traffic, thus improving safety and preserving and enhancing the capacity on the local roadways for local traffic.
 - Provide efficient access to the new limited access roadway for local traffic traveling north and south of the study area.
 - Provide a roadway network that supports responsible and sustainable land development and economic growth and accommodates projected local, seasonal and through-traffic.
 - Provide roadway solutions that first avoid, and if avoidance is not possible, minimize and mitigate adverse effects to communities and the natural environmental and cultural resources.

Environmental Effects	RANGE OF ALTERNATIVES RECOMMENDED FOR FURTHER EVALUATION					
	YELLOW ALT.	ORANGE ALT.	PURPLE ALT.	BROWN ALT. OPT. 1	BROWN ALT. OPT. 2	GREEN ALT. OPT. 1
100 Year Floodplains (acres)	4	6	4	7	7	6
ACOE Wetlands (acres)	20	21	19	16	16	22
DNREC Tidal Wetlands (acres)	0	5	0	5	5	5
Agricultural Districts (number)	2	2	1	1	1	1
Prime Farmland (acres)	656	694	487	653	616	492
State Resource Areas (acres)	15	0	15	0	0	0
Forestland (acres)	21	28	21	29	43	31
Publicly Owned Parks (acres)	0.53	0.53	0	0	0	0
Potential Rare Threatened and Endangered Species Areas (acres)	TBD	TBD	TBD	TBD	TBD	TBD
Number of known Historic Resources	25	24	14	12	12	14
Number of Potential Historic Resources	105	109	26	31	48	44

COMPARISON OF ENVIRONMENTAL EFFECTS



YELLOW ALT.
4 LANES - CONTROLLED ACCESS - ALONG EXISTING ROADWAYS
New US 301 roadway along existing US 301 and existing SR 896 (Boyd's Corner Road)

Environmental Effects	YELLOW ALT.
100 Year Floodplains (acres)	4
ACOE Wetlands (acres)	20
DNREC Tidal Wetlands (acres)	0
Agricultural Districts (number)	2
Prime Farmland (acres)	656
State Resource Areas (acres)	15
Forestland (acres)	21
Publicly Owned Parks (acres)	0.53

- YELLOW ALT.**
- Project Team Comments:
 - Most properties affected (200)
 - Most effect on property access (133)
 - Minimum effect on Waters of the US (streams and ditches)
 - Mid-level effect on Army Corps of Engineers (ACE) regulated wetlands
 - Most overpass bridges required
 - Most existing communities affected (6), within 600 feet of right-of-way

Your Comments:



PURPLE ALT.
4 LANES - CONTROLLED ACCESS - ON NEW LOCATION & ALONG EXISTING ROADWAY
New US 301 roadway on new location, west of existing US 301 (Ridge Alignment) and along SR 896 (Boyd's Corner Road)

Environmental Effects	PURPLE ALT.
100 Year Floodplains (acres)	4
ACOE Wetlands (acres)	19
DNREC Tidal Wetlands (acres)	0
Agricultural Districts (number)	1
Prime Farmland (acres)	487
State Resource Areas (acres)	15
Forestland (acres)	21
Publicly Owned Parks (acres)	0

- PURPLE ALT.**
- Project Team Comments:
 - Third most properties affected (87)
 - Third most effect on property access (25)
 - Mid-level effect on Waters of the US (streams and ditches)
 - Mid-level effect on Army Corps of Engineers (ACE) regulated wetlands
 - Shortest length alternative
 - 4 existing communities within 600 feet of right-of-way

Your Comments:



GREEN ALT.
4 LANES - CONTROLLED ACCESS - ON NEW LOCATION
GREEN ALT. - OPT. 1
New US 301 roadway, west of existing US 301 (Ridge Alignment) then northeast from Armstrong to SR 1 south of C&D Canal
GREEN ALT. - OPT. 2
New US 301 roadway, west of existing US 301 (Ridge Alignment), then northeast from Armstrong to SR 896, then north to new East-West Connection, south of C&D Canal

Environmental Effects	GREEN ALT. OPT. 1	GREEN ALT. OPT. 2
100 Year Floodplains (acres)	6	7
ACOE Wetlands (acres)	22	20
DNREC Tidal Wetlands (acres)	5	5
Agricultural Districts (number)	1	1
Prime Farmland (acres)	492	543
State Resource Areas (acres)	0	0
Forestland (acres)	34	31
Publicly Owned Parks (acres)	0	0

- GREEN ALT.**
- Project Team Comments:
 - Opt. 1:
 - Mid-level effect on properties (53)
 - Mid-level effect on property access (17)
 - Mid-level effect on Waters of the US (streams and ditches)
 - Most effect on Army Corps of Engineers (ACE) regulated wetlands
 - Least existing communities affected (2), within 600 feet of right-of-way
 - Fewest overpass bridges required
 - Opt. 2:
 - Mid-level effect on properties (33)
 - Mid-level effect on property access (15)
 - Mid-level effect on Waters of the US (streams and ditches) and Army Corps of Engineers (ACE) regulated wetlands
 - Least existing communities affected (2), within 600 feet of right-of-way
 - Fewest overpass bridges required

Your Comments:



ORANGE ALT.
4 LANES - CONTROLLED ACCESS - ALONG EXISTING ROADWAY & ON NEW LOCATION
New US 301 roadway along existing US 301 and new East-West Connection, south of C&D Canal

Environmental Effects	ORANGE ALT.
100 Year Floodplains (acres)	4
ACOE Wetlands (acres)	31
DNREC Tidal Wetlands (acres)	3
Agricultural Districts (number)	2
Prime Farmland (acres)	694
State Resource Areas (acres)	0
Forestland (acres)	28
Publicly Owned Parks (acres)	0.53

- ORANGE ALT.**
- Project Team Comments:
 - Second most properties affected (172)
 - Second most effect on property access (97)
 - Mid-level effect on Waters of the US (streams and ditches) and Army Corps of Engineers (ACE) regulated wetlands
 - Most existing communities affected (6), within 600 feet of right-of-way
 - Potential effect on current operation and future expansion of Summit Airport

Your Comments:



BROWN ALT.
4 LANES - CONTROLLED ACCESS - ON NEW LOCATION
BROWN ALT. - OPT. 1
New US 301 roadway on new location, west of existing US 301 (Ridge Alignment) and East-West Connection, south of C&D Canal
BROWN ALT. - OPT. 2
New US 301 roadway on new location, west of existing US 301 (Ridge Alignment) and North-West Extension through Summit Airport, then along new East-West Connection, south of C&D Canal

Environmental Effects	BROWN ALT. OPT. 1	BROWN ALT. OPT. 2
100 Year Floodplains (acres)	7	7
ACOE Wetlands (acres)	16	16
DNREC Tidal Wetlands (acres)	3	3
Agricultural Districts (number)	1	1
Prime Farmland (acres)	653	616
State Resource Areas (acres)	0	0
Forestland (acres)	29	43
Publicly Owned Parks (acres)	0	0

- BROWN ALT.**
- Project Team Comments:
 - Opt. 1:
 - Fewest properties affected (47)
 - Lowest effect on property access (10)
 - Least effect on Waters of the US (streams and ditches)
 - Least effect on Army Corps of Engineers (ACE) regulated wetlands
 - Longest length alternative
 - 5 existing communities within 600 feet of right-of-way
 - Potential problems with flight paths of Summit Airport because of crops and overpasses
 - Opt. 2:
 - Second fewest properties affected (48)
 - Second lowest effect on property access (11)
 - Second most effect on Waters of the US (streams and ditches)
 - Least effect on Army Corps of Engineers (ACE) regulated wetlands
 - 5 existing communities within 600 feet of right-of-way
 - Least effect on acres of forest land and agricultural districts
 - Significant effect on current operation and future expansion of Summit Airport

Your Comments:



ALTERNATIVE ? (Draw Your Suggested Route)

Describe Your Suggested Route:
