## 7) **Exercise**

## 301 US 301 Project Development

## **DESCRIPTION OF THE YELLOW ALTERNATIVE**





### 4 LANES - LIMITED ACCESS -Along Existing US 301 & Boyds Corner Road

#### **Project Team Recommendation**

- RETAIN for Detailed Evaluation
- □ DROP from Further Consideration
- Only true "On-alignment" alternative
- Evaluate on own merits and as a basis of comparison with "No-build" and "Off-alignment" options

# **BANGE OF ALTERNATIVES - YELLOW ALTERNATIVE**

## **ENGINEERING - TRAFFIC & SAFETY CONSIDERATIONS**

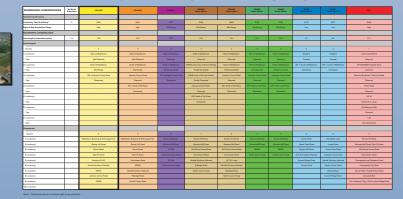
#### **Advantages**

- Retains the new roadways in existing roadway corridors (US 301 / Boyds Corner Road)
- Improves safety by separating local from through traffic
- Mid-range cost to construct

#### Disadvantages

- Highest number of properties impacted, businesses and homes along existing US 301 and SR 896 will bear the brunt of the impact
- Higher potential for traffic impact during construction (along existing US 301 and SR 896)
- One-way frontage roads between Armstrong Corner and Boyds Corner Roads access to some properties circuitous
- Not possible to lower roadway profile, due to overpasses of Boyds Corner Road (2) and Shallcross Lake Road, therefore, difficult to mitigate indirect impacts

#### Comparison of the Range of Alternatives - Engineering



## **CULTURAL & ENVIRONMENTAL RESOURCES**

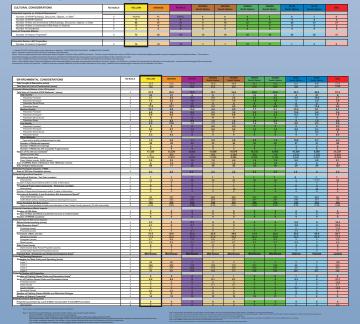
#### Advantages

- No DNREC Tidal Wetland impacts 0 acres
- Mid-range Agricultural District impacts 14 acres
- Lower Forestland impacts 31.5 acres

#### Disadvantages

- The anticipated cultural resource impacts are greater along existing roadways, but detailed evaluation is continuing to identify resources and assess potential effects
- Highest Wetland Impacts 47.9 acres
- Higher Waters of the US impacts 17,320 LF

#### Comparison of the Range of Alternatives - Cultural & Natural Resources



#### September 2005



## **PUBLIC COMMENTS ON YELLOW ALTERNATIVE** Public comments received by the comment period ending July 22, 2005 (79 Retain / 125 Drop) Advantages • Using existing roadway corridor is good - keeps trucks and traffic where they are now • Affects only existing communities that are already on a major road Disadvantages • Concern that Yellow divides Middletown in two (Adverse impacts on community cohesion and established commercial enterprises) Too many properties impacted - businesses and homes along US 301 & SR 896 will suffer • Concern that alternative will divide the proposed Bayberry development in two, impact the Cedar Lane Elementary School and take the New Covenant Church • Concern that flyover ramp tie to SR1 at Boyds Corner Road will create impact to Grande View Farms - visual, noise, etc. - difficult to mitigate impacts Effect on Cultural Resources is too great DO NOT SUPPORT SUPPORT ADD 79 125 156 . . 17 Public Comments (as of July 22, 2005) on the potential Range of Alternatives presented at Public Workshops - June 20 & 21, 2005