

# RANGE OF ALTERNATIVES - BROWN ALTERNATIVE

## 301 US 301 Project Development

### DESCRIPTION OF THE BROWN ALTERNATIVE



**4 LANES - LIMITED ACCESS - ON NEW LOCATION**

#### Project Team Recommendation

- RETAIN for Detailed Evaluation
- DROP from Further Consideration

- Lowest Wetland impacts of all alternatives
- Resource Agencies desire to see further evaluation

### ENGINEERING - TRAFFIC & SAFETY CONSIDERATIONS

#### Advantages

- Lower number of properties impacted
- Lower impacts on traffic during construction
- Improves safety by separating local from through traffic

#### Disadvantages

- Higher cost alternative
- Longer Alternative - 15 miles
- Highest number of interchanges - 5 N / 4 S
- Highest number of overpasses - 7 N / 8 S - Higher construction cost
- Complex interchange at US 301 / SR 896, south of Summit Bridge - difficult to mitigate indirect effects (noise, visual, etc.) on Lea Eara Farms West and Summit Bridge Farms communities
- Highest number of existing adjacent communities (within 600') - 6
- Indirect impact on proposed new school, west of Middletown, and St. George's Technical High School
- Impacts on Summit Airport - FAA designated reliever airport, 85 employees, 100 based aircraft, State Police helicopter operations

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

CONSIDERATION	NO BUILDS	YELLOW	ORANGE	PURPLE	BROWN	GREEN	RED	BLUE
Number of Properties Impacted	0	10	15	20	25	30	35	40
Number of Interchanges	0	5	10	15	20	25	30	35
Number of Overpasses	0	7	8	9	10	11	12	13
Number of Adjacent Communities	0	6	7	8	9	10	11	12

### CULTURAL & ENVIRONMENTAL RESOURCES

#### Advantages

- Lowest Wetland impacts - 18.1 N / 16.6 S acres
- Mid-range Waters of the US impacts - 11,608 N / 10,970 S LF
- Mid-range impacts to cultural resources based on efforts to date, but detailed evaluation is continuing to identify resources and assess potential effects

#### Disadvantages

- Higher DNREC Tidal Wetland impacts - 1.5 N & S acres
- Higher Floodplain impacts - 2.5 N & S acres
- Highest Agricultural District impacts - 28 N & S acres
- Low to mid-range Forestland impacts - 32.9 N / 48.6 S acres

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

CULTURAL CONSIDERATION	NO BUILDS	YELLOW	ORANGE	PURPLE	BROWN	GREEN	RED	BLUE
Number of Wetland Impacts	0	18.1	16.6	15.1	13.6	12.1	10.6	9.1
Number of Waters of the US Impacts	0	11,608	10,970	10,332	9,694	9,056	8,418	7,780
Number of Agricultural District Impacts	0	28	28	28	28	28	28	28
Number of Forestland Impacts	0	32.9	48.6	64.3	80.0	95.7	111.4	127.1

ENVIRONMENTAL CONSIDERATION	NO BUILDS	YELLOW	ORANGE	PURPLE	BROWN	GREEN	RED	BLUE
Wetland Impacts	0	18.1	16.6	15.1	13.6	12.1	10.6	9.1
Waters of the US Impacts	0	11,608	10,970	10,332	9,694	9,056	8,418	7,780
Agricultural District Impacts	0	28	28	28	28	28	28	28
Forestland Impacts	0	32.9	48.6	64.3	80.0	95.7	111.4	127.1

### PUBLIC COMMENTS ON BROWN ALTERNATIVE

Public comments received by the comment period ending July 22, 2005 (50 Retain / 161 Drop)

#### Advantages

- Through traffic will not impact the local traffic
- Moves traffic away from downtown Middletown

#### Disadvantages

- Negative impacts on existing communities
- Impact to Summit Airport would be too great
- Trucks and cars will tend to use SR 896 - more traffic on Summit Bridge

ALTERNATIVE	SUPPORT	DO NOT SUPPORT	ADD
Yellow Alternative	79	125	-
Orange Alternative	57	114	-
Purple Alternative	156	72	-
Brown Alternative	50	161	-
Green Alternative	219	50	-
Red Alternative	31	75	-
Blue Alternative	-	-	42*
Other	-	-	17

\* Blue Alternative added as a result of Public Comments received at June 2005 Workshops

Public Comments (as of July 22, 2005) on the potential Range of Alternatives presented at Public Workshops - June 20 & 21, 2005