

# ALTERNATIVE RETAINED FOR DETAILED EVALUATION - BROWN ALTERNATIVE

## 301 US 301 Project Development

### DESCRIPTION OF THE BROWN ALTERNATIVE 4 LANES - LIMITED ACCESS - ON NEW LOCATION

The Brown Alternative would be a four-lane, limited access tolled highway constructed on new location on a north/south alignment (Ridge Route) from the Delaware/Maryland state line to south of Summit Bridge. It would then continue on new location on an east alignment, south of the C&D Canal, to intersect with SR 1 between the Biddles Corner Toll Plaza and the SR 1 bridge over the C&D Canal. The North Option extends north to SR 15 / SR 896 and then curves east along existing SR 896 towards SR 1. The South Option extends north to north of Churchtown Road and then curves northeast between Summit Bridge Farm and Dickerson Farm passing through the northern portion of Summit Airport, before curving east toward SR 1.

BROWN Alternative at Airmont  
(Looking east along Hyetts Corner Road)



Existing Condition

Rendering of BROWN Alternative  
(Green South+Spur Alternative in background)



### MODIFICATIONS SINCE THE SEPTEMBER 2005 WORKSHOPS

The refined US 301 connections to SR 1 require relocating the existing ramps from US 13 to NB SR 1 and from SB SR 1 to US 13, currently located just south of the C&D Canal. These ramps would be relocated to just north of the US 13/SR 72 intersection. These new ramps were first proposed by DeIDOT in the mid 1990's

#### Advantages

- Relocates the standard US 13 to NB SR 1 ramp that exists just north of the toll plaza (operates as a free ramp across C & D Canal).
- Relocation of the existing northbound on-ramp from US 13 allows the new US 301 ramps to safely tie to SR 1 north of the existing toll plaza
- Relocation of the ramp allows for better lane balance and safer traffic operations approaching the SR 1 Canal bridge
- The relocated ramps provide better use of the available US 13 highway capacity

#### Disadvantages

- Currently, Lorewood Grove Road drivers can use the existing free ramp to go north on SR 1. Under this option, the free movement will now occur 3.6 miles farther north
- Traffic from southern New Castle County and US 13, south of the Canal, will now need to use St. George's Bridge
- The new direct connection north of the C&D Canal will require an unconventional intersection design with the SB ramp from SR 1 to US 13
- There may be contaminated soils in the proposed interchange area that may increase the construction cost of the new ramps

#### Minor Refinements

- Strawberry Lane Overpass added
- Slight alignment shift to avoid impacts to C&D Canal Wildlife Area (Section 4(f) property)

Please visit Brown Alternative Work Table to review detailed drawings and ask questions

### ENGINEERING - TRAFFIC & SAFETY CONSIDERATIONS

#### ENGINEERING / TRAFFIC

##### Advantages

- Lowest number of properties impacted
- Mid-range impacts on traffic during construction (SR 15 / SR 896)
- Improves safety by separating local from through traffic, including truck traffic
- Mid-range cost to construct
- Significant reduction in traffic on existing US 301, Boyds Corner Road, Cedar Lane Road, Choptank Road and SR 299
- Second highest traffic volume using new US 301

##### Disadvantages

- Impacts on Summit Airport - FAA designated reliever airport, 85 employees, 100 based aircraft, State Police helicopter operations
- Complex interchange at US 301 / SR 896 / SR 15, south of Summit Bridge - difficult to mitigate indirect effects (noise, visual, etc.) on Lea Eara Farms and Summit Bridge Farms communities
- Highest number of existing communities within 600 ft
- Proximity to new Appoquinimink High School (under construction) west of Middletown and St. George's Vo-Tech High School

#### Comparison of the Retained Alternatives - Engineering

Alternative	Yellow	Purple	Brown	Green
Lowest number of properties impacted	Low	Low	Low	Low
Mid-range impacts on traffic during construction (SR 15 / SR 896)	Low	Low	Low	Low
Improves safety by separating local from through traffic, including truck traffic	Low	Low	Low	Low
Mid-range cost to construct	Low	Low	Low	Low
Significant reduction in traffic on existing US 301, Boyds Corner Road, Cedar Lane Road, Choptank Road and SR 299	Low	Low	Low	Low
Second highest traffic volume using new US 301	Low	Low	Low	Low

### CULTURAL & ENVIRONMENTAL RESOURCES

#### Advantages

- Mid-range wetland impacts
- Mid-range high quality wetlands impact
- Mid-range Waters of the US impacts
- Low potential impacts to cultural resources
- Mid-range forestland impacts

#### Disadvantages

- High DNREC Tidal Wetland impacts
- High floodplain impacts
- High Agricultural District impacts
- Mid-range forestland impacts
- High impact to Species Habitat Areas (wildlife & plants)

Note: Detailed evaluation is continuing to identify cultural resources and assess potential effects

#### Comparison of the Retained Alternatives - Cultural Resources

Alternative	Yellow	Purple	Brown	Green
Mid-range wetland impacts	Low	Low	Low	Low
Mid-range high quality wetlands impact	Low	Low	Low	Low
Mid-range Waters of the US impacts	Low	Low	Low	Low
Low potential impacts to cultural resources	Low	Low	Low	Low
Mid-range forestland impacts	Low	Low	Low	Low
High impact to Species Habitat Areas (wildlife & plants)	Low	Low	Low	Low

#### Comparison of the Retained Alternatives - Natural Resources

Alternative	Yellow	Purple	Brown	Green
Mid-range wetland impacts	Low	Low	Low	Low
Mid-range high quality wetlands impact	Low	Low	Low	Low
Mid-range Waters of the US impacts	Low	Low	Low	Low
Low potential impacts to cultural resources	Low	Low	Low	Low
Mid-range forestland impacts	Low	Low	Low	Low
High impact to Species Habitat Areas (wildlife & plants)	Low	Low	Low	Low

### PUBLIC COMMENTS FROM SEPTEMBER WORKSHOP

Comments received as of October 17, 2005 - (120 Retain / 259 Drop)

#### Positive

- Will allow trucks to continue to use Summit Bridge
- Connects Summit Bridge area to Route 1
- Addresses the sharp curve at the south end of Summit Bridge

#### Negative

- Goes through Summit Airport
- Too close to the schools
- Takes truck traffic through what is now a quiet community
- Traffic will be pushed north to use Summit Bridge
- Negative impacts for several existing communities
- A long, costly route with construction issues, several overpasses
- Concern regarding direct impacts on several individual property owners
- Concerned about detrimental impact to farmland
- Will reduce property values

### SUMMARY OF COMMENTS RECEIVED FROM THE PUBLIC AS OF OCTOBER 17, 2005

RETAINED ALTERNATIVES	YELLOW	PURPLE	BROWN	GREEN
Support / Retain	123	331	120	594
Oppose / Drop	259	99	259	139

A total of 1,056 public comments were received from the September workshops, the project office, e-mail, mail and phone.