

# RECOMMENDED PREFERRED ALTERNATIVE



## YELLOW ALTERNATIVE 4 LANES - LIMITED ACCESS - ALONG EXISTING US 301 & BOYDS CORNER ROAD



The Yellow Alternative would be a four-lane, limited access tolled highway constructed parallel to existing US 301 from the Delaware/Maryland state line to the Mt. Pleasant area, where the roadway would turn east and parallel existing SR 896, Boyds Corner Road, and tie into SR 1 just north of the SR 1/Boyd's Corner Road interchange. Service roads would provide access for properties along existing US 301 and also allow for the circulation of local traffic, while existing Boyds Corner Road would provide local access in that corridor.

### Why not Yellow?

#### Natural Environment

- Lower stream, forestland and habitat area impacts than Green North but far greater wetland and waters of the US impacts than Green north

#### Cultural Resources

- Only alternative with direct impacts to historic resources
- Four unavoidable Section 4(f) impacts (**fatal flaw for Federal Funding**)

#### Community

- High impact on communities along existing US 301 and SR 896 (7 existing / 3 proposed)
  - Existing: Bunker Hill\*, Middletown Village\*, Springmill\*, The Legends West\*, Grande View Farms\*, Summit Bridge Farms, Lea Earra Farms
  - Proposed: Southridge, Pleasanton and Bayberry
- Difficult to minimize impacts on existing and proposed communities since much of roadway is elevated to cross over other roadways (See asterisks on above list of communities)
- High noise impacts on residential properties (74) versus Green North + Spur (32)
- Proximity to Cedar Lane Schools, New Covenant Church and Grande View Farms community and direct impact on Odessa Volunteer Fire Co. Substation
- Concern over width (300-350 ft) of the corridor in order to accommodate new US 301 and Boyds Corner Road in the same corridor
- Office of State Planning and Coordination - need to minimize impacts on Livable Delaware development Bayberry

#### Public Involvement

- Less support than other alternatives

#### Engineering

- Highest cost alternative (\$686 to \$758 Million), highest real estate costs
- Complex design and construction of flyover at intersection of US 13 and Boyds Corner Road and existing SR 1 / Pole Bridge Road interchange
- Highest number of properties impacted and highest number of displacements
- Difficult to construct/traffic impacts during construction (along existing US 301 and Boyds Corner Road)
- More complex access-service roads required on north-south section
- Carries lowest volume of traffic on new US 301

## BROWN ALTERNATIVE 4 LANES - LIMITED ACCESS - ON NEW LOCATION



The Brown Alternative would provide 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 just north of Churchtown Road and then curves northeast between Summit Bridge Farms and Dickerson Farms passing through the northern portion of Summit Airport, before curving east toward SR 1. An interchange with Jamison Corner Road would be provided with either Option.

### Why not Brown?

#### Natural Environment

- Less wetland impacts than Green North + Spur, but greater impacts to high quality wetlands, forestlands, Agricultural Preservation Easements and habitat areas than Green North + Spur

#### Cultural Resources

- Slightly less potential indirect effects than Green North + Spur (11 versus 13)

#### Community

- Difficult to minimize impacts on four communities near US 301/SR 896/SR 15 because of complex interchange and elevated roadways compared to Green+Spur

#### Public Involvement

- Greatest public opposition by those expressing opinions

#### Summit Airport

- Brown South - major impact on existing airport runway and support buildings and on FAA approved expansion plans - **a fatal flaw**
- Brown North - impacts the clear zone and FAA approved expansion plans (**potential fatal flaw**)
- FAA will likely oppose Brown Alternatives

#### Engineering

- Complex interchange at US 301/SR 896/SR 15
- FAA has approved airport expansion plans

## PURPLE + SPUR ALTERNATIVE 4 LANES - LIMITED ACCESS - ALONG EXISTING BOYDS CORNER ROAD & ON NEW LOCATION



The Purple+Spur Alternative would provide a four-lane, limited access tolled highway constructed on new location, generally north/south, from the Delaware/Maryland state line to south of Armstrong Corner Road, north of Middletown. The new alignment would continue northeast to SR 896 west of Jamison Corner Road and Cedar Lane Road, where the alignment would parallel existing Boyds Corner Road (SR 896) and tie into SR 1 just north of the SR 1/Boyd's Corner Road interchange and south of the existing Biddles Corner Toll Plaza. A two-lane, limited access spur roadway would extend from north of Armstrong Corner Road to just south of the Summit Bridge.

### Why not Purple + Spur?

#### Natural Environment

- Impacts are generally similar to the Green North + Spur alternative, but with slightly less wetland impacts, and slightly greater forestland, waters of US and floodplain impacts

#### Cultural Resources

- Number of historic properties indirectly affected is slightly greater than Green North + Spur (17 vs. 13)

#### Community

- Significantly greater noise impacts on residential properties (77), than Green North + Spur (32)
- Proximity to communities along new US 301 and Spur Road (6 existing / 4 proposed)
  - Existing: Bunker Hill, Middletown Village, Springmill, Grande View Farms, Summit Bridge Farms, Lea Earra Farms
  - Proposed: Southridge, Pleasanton, Churchtown Manor and Bayberry
- Close proximity to Cedar Lane Schools, New Covenant Church and Grande View Farms community, and direct impacts on Odessa Volunteer Fire Co. Substation, and proposed Livable Delaware Bayberry development are greater than Green North + Spur which has less impacts on schools, communities and proposed development
- Extremely difficult to mitigate impacts on communities because Purple Alternative is elevated along Boyds Corner Road - cannot be lowered due to need to pass over Boyds Corner Road twice, local north-south roads, US 13, and SR 1
- Concern over width (300-350 ft) of the corridor in order to accommodate new US 301 and Boyds Corner Road in the same corridor

#### Public Involvement

- Second most support (after Green+Spur)

#### Engineering

- Higher cost (\$616 to \$680 million) than Green North + Spur (\$534 to \$590 million)
- Complex design and construction of flyover ramp at intersection of US 13 and Boyds Corner Road and existing SR 1 / Pole Bridge Road interchange and along access ramps through Biddles Corner Toll Plaza. Green North + Spur requires simpler connection to SR 1.