

RANGE OF ALTERNATIVES RECOMMENDED FOR FURTHER EVALUATION

BROWN Alternative

Of all five alternatives, fewer people, indicated that the Brown Alternative should be evaluated further. By a wide margin, more people indicated that of all the alternatives Brown should not be retained for further evaluation, as 50 persons said retain it and 161 said drop it from further evaluation. The following verbatim statements illustrate the reasons that respondents offered to explain their recommendations:



- This option with its increased length takes the most farmland & open space for the roadway.
- Either of these would be good because they will interfere the least with existing roads & traffic during the building phase of the new road. I am a business who could be effected by using existing road.
- Strongly disagree with these options. Option 1 Too close to existing communities. Too close to Summit Airport. Doesn't address problems w/Summit Bridge. Most effect on the Waters of the US. Longest length. Option 2 2nd worse effect on Waters. Too close to existing properties. Most effect on forest. Too close to Summit Airport.
- Disruption of existing developments. Longest length more money. Intersection at foot of Summit Bridge is already dangerous. Putting a limited access highway at or above grade with interchanges will make it worse.
- Best option because of fewest people displaced.
- No. Creates additional noise, lights, pollution where it is not today.
- Too much congestion new high school, industrial park, and projected development.
- Noise issues to existing homes. Great impact to existing communities. Very long.
- Affects most communities with established residents in Summit Bridge, Summit Bridge Farms, and Lea Eara Farms. Causes major traffic problems at Summit Bridge/896/301 area. Eyesore and noise problems to established residents in those communities.
- Prefer both Brown Options over the other options. #1 Brown is the best since it provides the best flow of traffic south from Route 1 and 896 and also north.
- This route would most likely encourage more truck traffic over Summit Bridge for a straight route to I-95. The bridge is not being maintained and would fall into more damaging condition.
- It would disrupt too many established developments.
- The State has established a bike route which would no longer be safe.
- It would cut across the flight patterns to Summit Airport.

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GREEN Alternative

The largest number of people, over 70%, who completed a comment form provided views regarding the Green Alternative. By a wide margin, over 4 to 1, they favor retention of this alternative, as 219 people want the Green Alternative retained for detailed evaluation and 50 suggest it not be considered further. Furthermore, of all five of the alternatives, the greatest number of people want Green retained and the fewest recommend that it be dropped. A representative sample of the reasons why people recommend the Green Alternative be retained or dropped follows:



- Option 1 is problematic as the interchange and highway are most intrusive on Scott Run. This is our worst alternative. Option 2 is OK.
- All the mid level effects are more appealing than other alternatives. Shows creativity in solving the "big picture" concerns.
- Liked Option 1- impacts homes that are not built yet. People will know what they are buying.
- Looks like the least affect keeps the truck traffic going through open areas and away from communities.
- Why make local people pay tolls just to go to work or a local store?
- Green Option 2 is the best option. Wetlands are impacted approximately the same as others and it seems to best meet project purpose and need.
- Not a viable alternative. Destroys integrity of the area.
- The straighter the better Option 1.
- Best idea Option 1. It's a more straight forward route it bypasses the residential community truck traffic can flow from MD to Rt. 1. Middletown residents can have their own business roads where out-of-state, trucks, beach goers, etc. bypass us.
- Option 1: This is the one! If it happens.
- No. Creates additional noise, lights, pollution where it is not today.
- This option is mostly all new construction. Could have the least impact on those who use the roads. Also, it would have the least impact on existing developments.
- This is the best alternative, Option 1. It has the least amount of communities affected. Least amount of overpasses and bridges which would only be an eye sore if built.
- The most important thing is to lessen the impact to existing home owners and this affects the least amount.
- Its level and not a raised highway, so noise control berms could be built to lessen the noise impact.