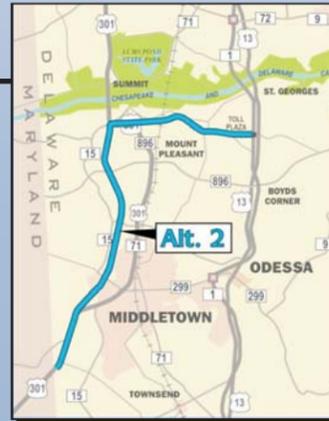


ALTERNATIVES CONSIDERED BUT NOT RECOMMENDED FOR FURTHER EVALUATION

Alternative 2

More people (78), by a margin of over 7 to 1, recommended dropping this alternative from further evaluation. Eleven people recommended that it be retained. Some of the reasons for their suggestions follow:

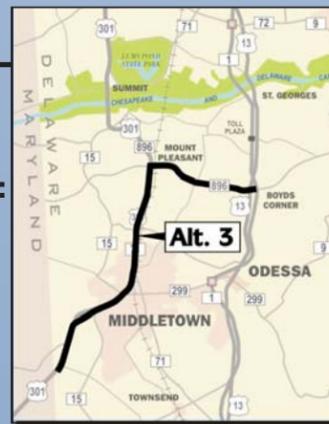
- Should be more direct to reduce cost.
- Okay, but not as direct as Alt. 1. Does not separate traffic as well.
- Funneling traffic over to Rt. 13 is not a viable answer.
- This is the best option today.



Alternative 3

More people (72) suggested that Alternative 3 be dropped from further evaluation while 23 people recommended that it be retained. Some of the reasons for these choices are listed below:

- Does not separate traffic well. Disruption of Route 71 area.
- This pathway is the closest to preserving the character of the area and should be reconsidered if a southern bypass of Middletown is not possible.
- Too costly.
- This alternative has the least impacts and could be built quickly.



Alternative 4

Of the four alternatives the greatest number of people (81) suggested that this alternative be dropped and the fewest (7) want to see it retained for further evaluation. Their reasons include:

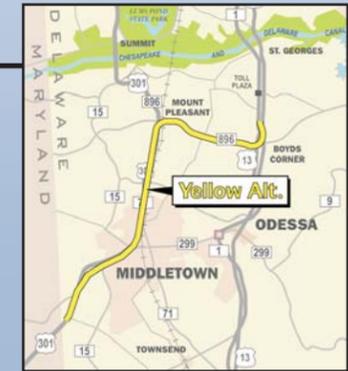
- No local access; no reduction (or minimal) of traffic at Boyd's Corner or 301.
- Cannot possibly consider this a good option.
- Excessive mileage and more concrete - too costly.



RANGE OF ALTERNATIVES RECOMMENDED FOR FURTHER EVALUATION

YELLOW Alternative

More than 50% of the Workshop attendees who completed the comment form expressed views regarding this alternative with 79 recommending the Yellow Alternative be retained for further evaluation and 125 suggesting it not be considered further. A representative sample of the reasons offered (verbatim) for their recommendations follows:



- Utilizes current roadways in the plan. It seems like a good idea to just build upon roadways that are already in use rather than building brand new roads.
- Doesn't separate traffic. Affects too many businesses and properties. Please drop from consideration. Does not meet purpose and need.
- Very poor option. Too great of an affect on residential land & farmland. Will also impact traffic too much during construction.
- Not cost effective with relocations and cost of building bridges. Large impact on the existing communities and the new ones coming such as Bayberry.
- Impact on schools, displacing people who have lived here for 30 years.
- This appears to be the least expensive because of existing roads. The improvements however would be extremely disruptive during construction. It seems to have the least impact on existing developments and should encourage trucks to use it for access north and south. Truckers would hopefully prefer this route over 896 North of the Summit Bridge.
- Too expensive, too much right of way to purchase.
- Utilizing existing alignments is good. However, existing and emerging communities may be adversely affected.
- This is a good plan due to the local access to the new 301 and the fact that the local traffic is separated from 301 and running beside existing road.
- Yes! Keep the trucks and traffic where it is now. Do not create a new road through our heartland.
- No-it would seem to be a negative to run a major highway through an existing populated area.
- Other than a southern bypass of Middletown, this is the option that has the least impact on the character of the region.
- Good plan, many properties but fewer established neighborhoods, minimal effects on wetlands.
- No. Silent killer. Compromise of quality of life.
- Effects too many communities. Noise levels will be an issue to communities.