

# US 301: SECTION 1 - EAST OF NSRR TO SR 1

## 301 US 301 Project Development

### Section 1:

US 301, East of Norfolk Southern Railroad to SR 1, south of the C & D Canal, including:

- 2 lanes in each direction
- Controlled access
- 54 foot wide median\*
- New US 301 overpass of Boyds Corner Road (SR 896)
- New US 301 Diamond Interchange with Jamison Corner Road
- Jamison Corner Road overpass of New US 301
- Interchange ramps at Jamison Corner Road (to and from north only) to be tolled
- Hyetts Corner Road overpass of New US 301 (need to close Hyetts Corner Road during overpass construction)
- New northbound US 301 overpass of Existing SR 1 (north of Biddles Toll Plaza)

\* Median Width Reduced from 66 feet (ROD) to 54 feet

**ROD Commitments:**

- Provide visual earth berm between southbound New US 301 and Hyetts Corner Road (Airmont community)

See Impact Matrix Handout for comparison of environmental impacts of FEIS/ROD Alternative and those of "Potential Refinements".



### Jamison Corner Road Interchange

**FEIS/ROD Alternative:**

Jamison Corner Diamond Interchange with 'T' Type-Stop controlled intersections



**Potential Refinements:**

Provide Diamond Interchange with roundabouts rather than stop-controlled intersections at Jamison Corner Road Interchange



**Advantages**

- Provides continuous flow at ramp intersections, reducing delays to traveling public
- Reduces the width of the Jamison Corner Road bridge over US 301, reducing costs
  - ▶ Roundabouts allow for a two-lane typical section, while stop-controlled intersections require a three-lane typical section to accommodate left turn lanes
- Roundabouts typically reduce speeds and eliminate left-turn and right-angle conflicts, improving safety
  - ▶ Reduce speeds along Jamison Corner Road approaches turn lanes
- Continues roundabout corridor created by the N412A relocation to the north

**Disadvantages**

- None identified

### Port Penn Road/Toll Free Ramp Configuration:

**ROD/Selected Alternative:**

The FEIS/ROD alignment moved the existing toll-free ramp/SR1 merge location 2650 feet south along SR1 to accommodate the proposed bridge abutment for the US 301 Northbound flyover to Northbound SR1. The toll-free ramp intersects US 13 adjacent to this location, with a configuration similar to the existing configuration. The existing Port Penn Road alignment was not altered in the Record of Decision.



**Potential Refinement:**

Relocate the toll-free ramp intersection with US 13 1150 feet south of the Record of Decision (ROD) alternative, and relocate Port Penn Road to a single signalized intersection with the toll-free ramp and US 13

**Advantages**

- Toll-free ramp traffic travel speeds will be closer to SR-1 travel speeds at the end of the toll-free ramp
- The Northbound US 13 to toll-free ramp movement will remain a single left to meter traffic entering SR-1, which will facilitate merging traffic
- Northbound US 13 to toll-free ramp traffic will have significant room to back up before backing through another intersection (Hyetts Corner Road - 6600' to the south)
- A portion of the left-turn lane may be separated from the thru-US 13 traffic by barrier, in order to move stopped traffic away from high-speed traffic and eliminate traffic cutting into line, thus increasing safety
- A single signal on US 13 for Port Penn Road and the toll-free ramp is expected to decrease overall delay
- Port Penn Road traffic seeking to enter the toll-free ramp would not have to enter the Northbound US 13 left-turn queue, which would otherwise extend past Port Penn Road at times
- Port Penn Road will intersect US 13 at a 90-degree angle, which increases visibility of oncoming traffic for vehicles at the intersection
- Reduces traffic on Old Port Penn Road, in front of residences

**Disadvantages**

- Makes access to/from Ches-Del Restaurant more difficult
- Impacts Frightland property parking area
- Removes existing trees (0.67 acres) between US 13 and SR-1
- \$2.5M to \$3.5M more expensive than ROD alternative

See Impact Matrix Handout for comparison of environmental impacts of FEIS/ROD Alternative and this "Potential Refinement".