

RECOMMENDED PREFERRED ALTERNATIVE



301 US 301 Project Development

RECOMMENDED GREEN NORTH + SPUR ALTERNATIVE 4 LANES - LIMITED ACCESS - ON NEW LOCATION



The Green North + Spur Alternative would provide a four-lane, limited access tolled highway constructed on new location, extending north from the Delaware/Maryland state line to north of Armstrong Corner Road, north of Middletown, then continue generally northeast and interchange with SR 1 north of the Biddles Corner Toll Plaza. A two-lane, limited access spur roadway would extend from south of Armstrong Corner Road to just south of the Summit Bridge. The North Option extends north-northeast passing over Boyds Corner Road and Ratledge Road and continues north-northeast before curving east, south of the Airmont community and interchanging with SR 1. Interchanges would be provided at Levels Road, Existing US 301 north of Armstrong Corner Road and Jamison Corner Road.

Why Green North + Spur?

- Impacts to natural environmental and cultural resources are similar to other alternatives, except for yellow, which has greater wetland, waters of the US, cultural resources and the only Section 4(f) impacts
- Low impact on existing and planned communities, schools and businesses
- Greatest volume of traffic on new US 301 resulting in lower volumes on local roads
- Can be constructed with the least impact on the traveling public
- Is a lower cost alternative
- Of those who provided comments, greatest public support

Why Green North + Spur over Green South + Spur?

- **Green North Advantages**
 - More perpendicular crossing of Scott Run than Green South
 - Lower wetland, stream and forestland impacts than Green South
 - Green North passes under Jamison Corner Roads, while Green South passes over Jamison Corner Road
- **Green North Disadvantages:**
 - Proximity to Ratledge Road residents (100/200 ft. vs. 2,500/3,000 ft.) and Airmont community (360 ft vs. 3,000 ft.)
 - NOTE: Visual earth berm would be provided between new US 301 and Airmont community
 - St. Georges VoTech High School (500 ft. vs. 1,500 ft)
 - Direct impact on Wooleyhan Farm
 - Higher impacts to species habitat area

RECOMMENDED INTERCHANGE OPTION 2A ARMSTRONG CORNER ROAD AREA



GREEN + SPUR

Option 2A would provide a split diamond interchange between new and existing US 301. The northbound entrance and exit ramps would be located on existing US 301 approximately 1,000 feet north of Armstrong Corner Road. The southbound entrance and exit ramps would be located on existing US 301, approximately 3,500 feet north of Armstrong Corner Road. Two new signalized intersections on existing US 301 would control exit and entry traffic.

Option 2A balances the impacts to local community resources:

	Distance to Middletown Baptist Church Buildings	Distance to Middletown Baptist Church Parking Lot	Distance to Springmill Community	Distance to Historic Armstrong-Walker House
OPTION 1	Requires Location of Church	Requires Location of Church	1,300 feet	1,400 feet
OPTION 2	350 feet	Impacts a portion of the parking lot	940 feet	1,100 feet
OPTION 2A	620 feet	170 feet	770 feet	800 feet
OPTION 3	450 feet	180 feet	670 feet	540 feet

Why Option 2A?

Advantages

- Balances the impacts to local community resources (see table above)
- Locates new US 301 interchange on an arterial (existing US 301) rather than a local road (Armstrong Corner Road - as Options 1 and 3 do)
- Avoids relocating existing US 301, (Option 2 does) and reduces construction and right-of-way costs
- Avoids direct impacts to Middletown Baptist Church property (Options 1 and 2 do not)
- Low-high quality wetlands impacts

Disadvantages

- Higher wetland impacts than other options
- Not a traditional type interchange, with ½ mile between access points
- Wider bridge needed over existing US 301 because of deceleration lane for loop ramp
- Impacts on Midland Farms community (all Alt's)
- Option 2A is closer to Springmill community (770 feet) than Options 1 & 2, (1,300 & 940 feet respectively) Options 1 & 2 directly impact Middletown Baptist Church
- Option 2A is closer to Armstrong-Walker house (800 feet) than Option 1 (1,400 feet) and Option 2 (1,100 feet)

RECOMMENDED SPUR ROAD OPTION 3B



GREEN + SPUR

Option 3B would provide a north serving directional "Y" interchange between the Spur and SR 896, improve the sharp curve on SR 896 to current design standards and eliminate the signalized intersection on the curve. Access from SR 15 to SR 896 (on sharp curve) would be relocated to an east-west extension of Bethel Church Road from Choptank Road to the Spur Road and a grade separation / trumpet interchange would be provided at the Spur Road / Bethel Church Road extended, providing access to

Why Option 3B?

Advantages

- Provides free flowing traffic on Spur
- Removes proposed signal on Spur (Options 1,3 & 4 require signals)
- Reduces potential noise associated with signal (braking, stopping & starting)
- Maintains a single through lane along entire Spur

Disadvantages

- Greater right-of-way impacts for grade separation/trumpet interchange at the Spur Road/Bethel Church Road Extended