



US 301 Project Development



April 2006



PUBLIC COMMENT OVERVIEW

The fifth round of Public Workshops for the US 301 Project Development effort was held on April 10 and 11, 2006 at the Middletown Volunteer Fire Company. Announcements, Public Notice, advertisements and the flyer that was widely distributed throughout the project study area prior to the workshops indicated that these workshops may be the public's last opportunity to review and comment at a public workshop on the Alternatives Retained for Detailed Evaluation before DeIDOT presents a recommendation on a Preferred Alternative in late 2006. The Retained Alternatives and the results of the detailed evaluation of each Retained Alternative and their respective effects were presented and reviewed at these workshops.

Because of concern surrounding potential truck traffic diversion onto Maryland roads resulting from application of a toll on new US 301, special effort was exerted to inform potentially impacted residents in Maryland about the workshops. The informational flyer, sent to over 2,000 addresses on the project mailing list, was also distributed to over 3,500 addresses in the Cecilton, Chesapeake City, Warwick and Galena zip code areas of Maryland. As a result, 13% of the people who signed in at the workshops had a Maryland address.

Almost 350 people attended the two workshops. Although fewer people attended the April workshops than any previous round of workshops, it is important to note that the Project Team met with approximately 700 residents from fifteen communities during February and March. The workshop attendees reviewed displays, large maps and viewed a Power Point presentation which was made three times at each workshop. Each attendee was given a set of reduced copies of the displays, the Alternatives Impact Matrix and a comment form. Comments were received from a total of 152 people at the workshops and through May 18. Also, four petitions signed by a total of 876 people were received during the comment period expressing opposition to one or more of the alternatives.

In filling out the comment form, people were asked to indicate which alternative they preferred and their preference among options related to the alternatives. Additionally, people were requested to indicate what they liked and did not like about each alternative.

Following is a summary of the preferences and related information from the 152 people who provided input:

ALTERNATIVE PREFERENCES

The comment form distributed at the workshops and the website online form requested people to indicate their preference among the Retained Alternatives. Most respondents, 141 of 152, took that opportunity and the results are listed below and summarized on the following pages. Given the small sample size, it is impossible to draw any conclusions as to public preferences from the comments received. Of those who did express an opinion, twice as many people preferred the Green Alternative (North or South) compared to each of the other Alternatives. The support for Green was almost evenly split between those who favored Green North and those who preferred Green South. It is also interesting to note that few people prefer Brown South.

COMMENTS RECEIVED (Through MAY 18, 2006)

- 28 people prefer the Yellow Alternative
- 28 people prefer the Purple + Spur Alternative
- 20 people prefer the Brown North Option
- 6 people prefer the Brown South Option
- 30 people prefer the Green + Spur Alternative North Option
- 29 people prefer the Green + Spur Alternative South Option

In addition to the 152 people who submitted comment forms and emailed comments and preferences, 876 people expressed their views by signing four petitions as indicated below:

- 567 residents of the Springmill community submitted a petition requesting that the Green and Purple + Spur Alternatives be returned to their original location without the spur
- 89 residents of the community of Asbury Chase signed a petition opposing the Yellow and Purple + Spur Alternatives.
- 109 residents of the Grande View community signed a petition opposing the Yellow and Purple + Spur Alternatives.
- 111 people associated with the Middletown Baptist Church signed a petition favoring the Green + Spur Alternative with Armstrong Corner Road Area Interchange Option 2A.

COMMENTS ON ALTERNATIVES

People filling out the comment form indicated what they like and dislike about each alternative. Many respondents provided this information. The likes and dislikes are summarized as follows:

YELLOW ALTERNATIVE

What do you like?

- Follows existing roads:
 - Keeps traffic where it is
 - Residents and businesses are accustomed to a lot of traffic; they knew what they were moving close to
- Less effects on established developments
- Not disruptive to natural resources: wildlife, forest and farmland
- Away from churches and schools
- Shortest and most direct route

What do you NOT like?

- Cuts through Middletown, impacts communities and properties
- Noise and visual impacts
- Disruption during construction
- Uses existing roads
- Will not solve problems



PURPLE+ Spur ALTERNATIVE

What do you like?

- Less impact on existing developments, through traffic, bypasses Middletown
- Most balanced proposal
 - Spur will help traffic flow
 - Follows existing roads
 - Gets traffic off SR 15

What do you NOT like?

- Disrupts people who already live here
- Impacts to Boyds Corner area
- Close to schools
- Takes farmland
- Noise impacts
- Traffic problems during construction



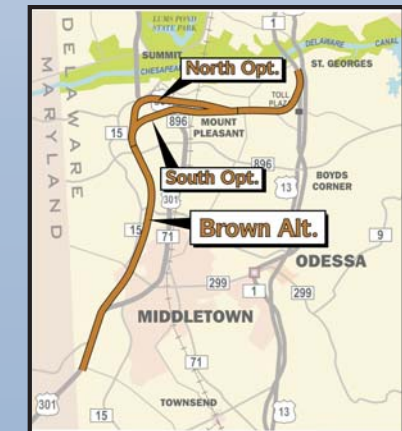
BROWN NORTH ALTERNATIVE

What do you like?

- Lower number of impacts to communities and properties
- Distance from Middletown Baptist Church
- Less disruptive to existing traffic
- Direct route

What do you NOT like?

- Impacts to existing communities
- Impacts to Summit Airport
- Poor traffic flow, not direct
 - Connections with SR 896
 - Forces traffic north to Summit Bridge
 - Doesn't address peak hour backups
- Takes farmland



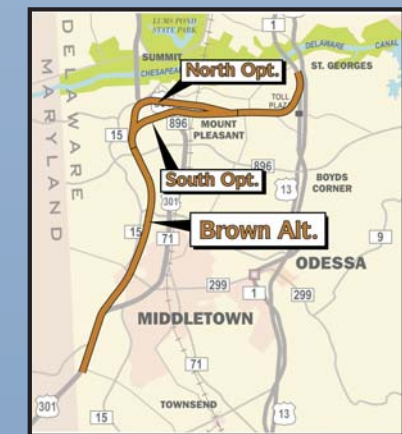
BROWN SOUTH ALTERNATIVE

What do you like?

- Impacts fewer communities and properties

What do you NOT like?

- Poor traffic flow, not direct
 - Forces traffic north to Summit Bridge
 - Doesn't address peak hour backups
 - No spur
- Impacts Summit Airport
- Impacts existing and planned communities
- Takes farmland



GREEN NORTH+Spur ALTERNATIVE

What do you like?

- Less impact on existing communities and properties
- Efficient traffic flow northeast and north
- Direct route
- Best cost
- Less natural resource impacts
- Less noise impacts
- Less impact to Bayberry
- No church impacts

What do you NOT like?

- Damage to farmland
- Number of property impacts
- Length, not direct
- Close to schools
- Impact to planned development: Bayberry, Whitehall
- Noise and air quality impacts



GREEN SOUTH+Spur ALTERNATIVE

What do you like?

- Away from Middletown and existing communities
- Most direct
- Will not hurt Middletown Baptist Church
- Fewer natural resource impacts

What do you NOT like?

- Farmland impacts
- Too close to schools



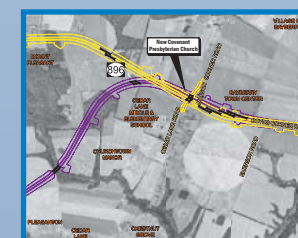
OPTION PREFERENCES

Options associated with several of the Retained Alternatives were presented at the workshops; for example, four alignment options were presented for the Boyd's Corner Road area. People were asked to indicate their preferences among these options. Following is a summary of the preferences. As can be seen, a small minority of the people who provided their views took the opportunity to express an option preference. While this information is informative, it is an insufficient basis to draw conclusions regarding the public's preference among these options.

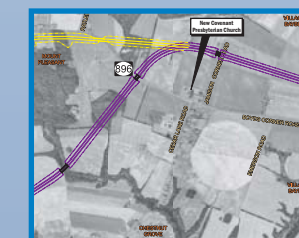
YELLOW ALTERNATIVE

Alignment Options at Boyd's Corner Road

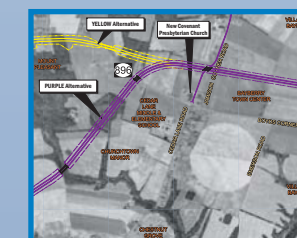
OPTION 1



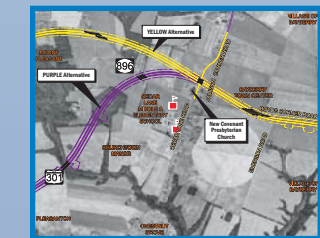
OPTION 2



OPTION 3 (New)



OPTION 4 (New)



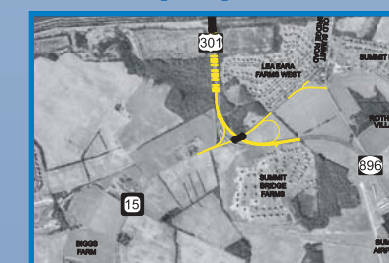
- 9 people prefer Option 1, New US 301 north of SR 896, west of Jamison Corner Road
- 2 people prefer Option 2, New US 301 1,800 feet north of New Covenant Church
- 1 person prefers Option 3, New US 301 1,500 feet north of New Covenant Church and adjacent to Bayberry Town Center
- 5 people prefer Option 4, New US 301 230 feet north of New Covenant Church

Interchange Options South of Summit Bridge

OPTION 1



OPTION 2 (New)



ADDITIONAL COMMENTS REGARDING THE PROJECT

- Narrow down, get on with it!
- Should have been done years ago.

- 5 people prefer Option 1, Loop Ramp for southbound SR 896
- 12 people prefer Option 2, Bethel Church Road over SR 896, Loop Ramp to SR 896 northbound

PURPLE+Spur ALTERNATIVE

Interchange Options in Armstrong Corner Road Area

OPTION 1



OPTION 2



OPTION 2A (New)



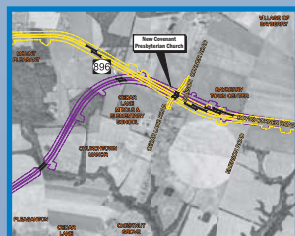
OPTION 3



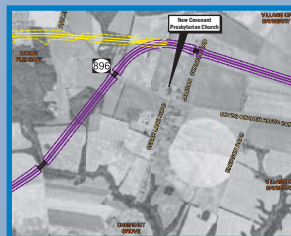
- 7 people prefer Option 1, Diamond interchange between new US 301 and Armstrong Corner Road
- 1 person prefers Option 2, Diamond interchange between new US 301 and relocated existing US 301
- 14 people prefer Option 2A, Non-typical interchange with movements split over several thousand feet on existing US 301
- 4 people prefer Option 3, Diamond interchange between new US 301 and Armstrong Corner Road shifted southeast to avoid Middletown Baptist Church

Alignment Options at Boyd's Corner Road

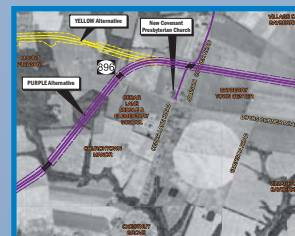
OPTION 1



OPTION 2



OPTION 3 (New)



OPTION 4 (New)

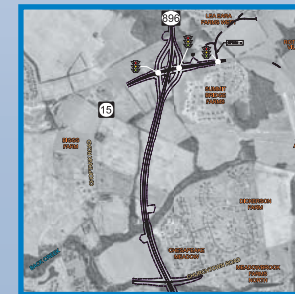


- 6 people prefer Option 1, New US 301 north of SR 896, west of Jamison Corner Road
- 1 person prefers Option 2, New US 301 1,800 feet north of New Covenant Church
- 3 people prefer Option 3, New US 301 1,500 feet north of New Covenant Church and adjacent to Bayberry Town Center
- 5 people prefer Option 4, New US 301 230 feet north of New Covenant Church

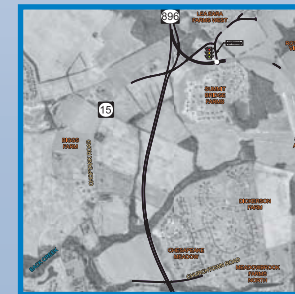
PURPLE+Spur ALTERNATIVE (continued)

Interchange Options South of Summit Bridge

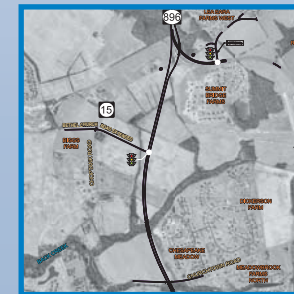
OPTION 1



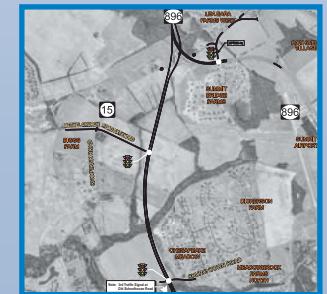
OPTION 2



OPTION 3 & 3B



OPTION 4



- 5 people prefer Option 1, Diamond interchange free traffic flow from Summit Bridge to Spur
- 1 person prefers Option 2 & 2A, Directional "Y" interchange
- 1 person prefers Option 3, Directional "Y" interchange, signalized intersection
- 6 people prefer Option 3B, Directional "Y" interchange, grade separation
- 1 person prefers Option 4, Directional "Y" interchange, local access

GREEN+Spur ALTERNATIVE *

* NOTE: GREEN+Spur Interchange Options are the same as PURPLE+Spur Interchange Options - Refer to PURPLE+Spur sketches for: Options at Armstrong Corner Road Area; Options South of Summit Bridge

Interchange Options in Armstrong Corner Road Area

- 14 people prefer Option 1, Diamond interchange between new US 301 and Armstrong Corner Road
- 3 people prefer Option 2, Diamond interchange between new US 301 and relocated existing US 301
- 14 people prefer Option 2A, Non-typical interchange with movements split over several thousand feet on existing US 301
- 8 people prefer Option 3, Diamond interchange between new US 301 and Armstrong Corner Road shifted southeast to avoid Middletown Baptist Church

Interchange Options south of Summit Bridge

- 12 people prefer Option 1, Diamond interchange free traffic flow from Summit Bridge to Spur
- 1 person prefers Option 2 & 2A, Directional "Y" interchange
- 2 people prefer Option 3, Directional "Y" interchange, signalized intersection
- 17 people prefer Option 3B, Directional "Y" interchange, grade separation
- 5 people prefer Option 4, Directional "Y" interchange, local access