



US 301 Project Development



RESPONSES TO GENERAL QUESTIONS

1. What do you consider the most pressing transportation issues in the US 301 area?

Safety	199	Traffic Congestion	191
Truck Traffic	214	Others	22

2. What do you think should be done to address these issues?

- Separate traffic traveling through the area, especially trucks, from local traffic - **183.**
- Provide a new controlled access US 301 (access via interchange ramps only), similar to SR 1 - **149**
- Provide convenient local access to a new US 301 highway - **80.**
- Others - **18.**

3. Do you have comments on the Project Purpose and Need and Goals and Objectives?

- Alternatives should not divide Middletown in two, in an attempt to separate truck and local traffic.
- Make the project pedestrian and bike friendly.
- Develop a system that would enable the local residents to use the road without paying the toll.

Note: Most respondents agreed with the Project Purpose and Need and Goals and Objectives presented at the Workshops.

4. Are you aware of additional Socioeconomic/Natural Environmental or Cultural Resources in the US 301 Project Development Area that are not displayed tonight?

- Additional resources mentioned included:
 - A watershed on Boyds Corner Road at the East end
 - Wetlands and soccer fields behind Dairy Drive in Middletown Village
 - Bald eagles' and blue herons' nests on the east of Choptank Road behind RhodesDale Farm
 - One Room School House at Mount Pleasant
 - Ringold Church on Armstrong Corner Road

ALTERNATIVES CONSIDERED BUT NOT RECOMMENDED FOR FURTHER EVALUATION

As shown in the table on the previous page (Page 24), the Workshop attendees who completed the comment form recommended that all four alternatives be dropped from further consideration. Alternative 1, the only alternative that continues north of the C&D Canal, had the most support for being included in the Range of Alternatives and evaluated further; however, while 31 people recommended that it be retained, 75 recommended that it be dropped and not evaluated further. Alternative 3 had somewhat less support than Alternative 1, while Alternatives 2 and 4 had very little support for further evaluation.

Alternative 1

More people (75) suggested that Alternative 1 should be dropped while 31 indicated that it should be retained for further evaluation. Though not substantially higher, more people are interested in retaining this alternative, which continues along SR 896, north of the C&D Canal, to I-95 than the other three alternatives. Below are some of the explanations given for their recommendations:

- This would have been the best option but not today.
- Too costly.
- Leave SR 1/I-95 traffic alone.
- The future will demand a new bridge at Summit.
- Want to see an analysis of these impacts and access to 95 vs. access to 95 at Christiana Mall.
- Excellent alternative to connect truck traffic to 301. Fosters new truck traffic route moving 301 truck traffic off of Route 1.

