Welcome & Purpose

- Welcome to the US 301 Public Workshop!

- Purpose:
  - Update you on project activities since the March 2009 workshop, including:
    - Project Plans
      (US 301 Mainline – semi-final / Spur Road – preliminary)
    - Environmental Impacts and Mitigation
    - A Number of Design Refinements
    - Emergency Access Needs
    - Real Estate Acquisition
    - Funding Concept and Traffic
    - Next Steps
Please pick up a copy of the Workshop Handout at the Sign-In Tables.

Workshop presentation materials are available on the US 301 Project Website, www.us301.deldot.gov

FYI Flyer
Public Notice
Workshop Handout
Display Boards
PowerPoint Presentation
Comment Form

September 6, 2011 Public Workshop Presentation
Members of the Project Team are here to explain the information being presented, to listen to your comments and respond to your questions.

You are invited to express your views and submit comments on the US 301 Project.

Comments will be received:

- During the Workshop (comment forms);
- By emailing to dotpr@state.de.us; or
- By mailing to DelDOT Public Relations, P.O. Box 778, Dover, Delaware 19903.

Comments are due by September 16, 2011.
Tonight’s Workshop Layout

1. Welcome
2. Environment and Mitigation
3. Cultural Resources
4. Real Estate Acquisition
5. Funding Concept and Traffic
6. US 301: Section 1 - E. of NSRR to SR1
7. US 301: Section 2 - Levels Road Extended to E. of NSRR
8. US 301: Section 3 - S. of DE/MD Line to Levels Road Extended
9. US 301: Section 4A - SR 896 / Bethel Church Road Interchange (Improve Sharp Curve and Eliminate Signal)
10. US 301: Sections 4A & 4B - Spur Road - US 301 to SR 896 / Bethel Church Road Interchange
11. US 301: Section 4B - Churchtown Road Options
12. Other DelDOT Projects in Area
14. Thank You / Next Steps
15. Comment Tables
16. Workshop PowerPoint

September 6, 2011 Public Workshop Presentation
**US 301 Design Sections**

**Section 1**
US 301: East of Norfolk Southern Railroad to SR 1, South of the C&D Canal

**Section 2**
US 301: Levels Road Extended to East of Norfolk Southern Railroad

**Section 3**
US 301: South of the Maryland/Delaware Line to Levels Road Extended

**Section 4A**
SR 896/Bethel Church Road Interchange

**Section 4B and 4C**
Spur Road US 301 to SR 896/Bethel Church Road Interchange

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**PROJECT PURPOSE & NEED**

- **Improve Safety**
  - Existing US 301 (2000-2010)
    - 1,150 total crashes - 395 resulted in injuries
    - 15 crashes (5 involved trucks) resulted in 17 fatalities
    
      *Note: MD / DE Line to Summit Bridge*
  
    - Fatality rate on existing US 301 is 31% higher than Delaware State-wide average and 37% higher than the national average

- **Reduce Congestion – Existing and Projected**
  - Numerous intersections in the project area projected to operate at Level of Service F (failing)
  
    - Reduces traffic by at least 20% on over 50% of the local roads

- **Manage and Separate Truck Traffic**
  - Removes large percentage of interstate trucks from existing US 301, Boyds Corner Road and other local roads, thus reducing congestion and improving safety and supporting economic development

*September 6, 2011 Public Workshop Presentation*
After considering March 2009 workshop input, DelDOT submitted a report to the General Assembly, recommending proceeding with the Green North + Spur Road alternative.

The General Assembly directed DelDOT to implement the US 301 Corridor Project in phases, beginning with the US 301 Mainline; the same direction was provided in the 2011 and 2012 Bond Bills.

The General Assembly authorized the sale of $125 million in bonds, to fund the remaining final design and right-of-way acquisition.

A House Resolution resulted in the establishment of a process to monitor, on an annual basis, important transportation and land use data.

The decision on when to build the US 301 Spur Road (Sections 4B & 4C) will be based on a collective understanding of traffic flow characteristics and conditions, including congestion levels, safety data and land use/development activity.

DelDOT has focused on completing final design for the US 301 Mainline (Sections 1, 2 & 3).

DelDOT has focused on detailed design plans for the SR 896 / Bethel Church Road Interchange and on preliminary design plans for the Spur Road.

DelDOT has focused on right-of-way acquisition for the US 301 Mainline.
ECONOMIC DEVELOPMENT & JOBS

Economic Development - Southern New Castle County

- New US 301 will support a significant amount of approved and proposed economic development in southern New Castle County, which is projected to be one of the fastest growing areas of the State.
  - 87% of the projected population growth in New Castle County is projected to take place in southern New Castle County.
  - Existing commercial/office development is projected to increase by 275% (7.9 million square feet (MSF) total – 5.0 MSF approved and 2.9 MSF proposed).
  - Existing residential units are projected to increase by 143% (a total of 19,085 - 12,735 approved/6,350 proposed).

- The approved and proposed economic development in this important growth area and the construction of US 301 will create a significant number of needed jobs.

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<thead>
<tr>
<th>No. of Jobs</th>
<th>Type</th>
<th>Source</th>
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<tbody>
<tr>
<td>14,400</td>
<td>Permanent</td>
<td>Approved or Proposed Economic Development</td>
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<tr>
<td>650</td>
<td>Temporary</td>
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<tr>
<td>5,200</td>
<td>Construction</td>
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<td>2,400</td>
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<tr>
<td>7,700</td>
<td>Induced</td>
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1 Induced employment includes all of the jobs supported by consumer expenditures resulting from wages to “construction” and “supporting industries” employment.
Adopted Refinement: Provides roundabouts rather than stop-controlled intersections at Jamison Corner Road Interchange
Reduces speeds & travel delays; improves safety & reduced costs

Modified Project Refinement: US 13/Port Penn Road/Toll Free Ramp Intersection
Provides single intersection; reduces delays; increases storage for left turns & improves safety

FEIS/ROD Option: Jamison Corner Road Interchange proposed with stop controlled intersections

Project Refinement: Closes Hyetts Corner Road During Construction
Reduces construction time (15 mos); reduces environmental impacts by eliminating need for detour road across Scott Run; improves safety by minimizing conflicts between local traffic and construction vehicles; reduces project financing costs ($20 million)
**SECTION 2**

**US 301, LEVELS ROAD EXTENDED TO EAST OF NORFOLK SOUTHERN RAILROAD**

**Adopted Refinement:**
Provides right exit ramp from northbound US 301 to northbound Spur Road
*Improves traffic operations (slower right lane speeds and driver expectancy) and safety; reduces construction costs ($5.25M – shorter bridge – 300’ vs. 700’ – eliminates retaining walls)*

**Adopted Refinement:**
Provides Diamond Interchange configuration between new US 301 and Summit Bridge Road with roundabouts (blue)
*Single point of access on Summit Bridge Road; reduces environmental impacts, simplifies US 301 bridge over Summit Bridge Road*

**Project Refinement:**
Summit Bridge Road Improvements – additional details
*2 Lanes in each direction + widening at Armstrong Corner Road / Marl Pit Road Intersection*

**Project Refinement:**
Bunker Hill Road – Emergency Access (improves public safety)

**FEIS/ROD Option:**
Provided Partial Cloverleaf Option (yellow)

**FEIS/ROD Option:**
Provided left exit from northbound US 301 to northbound Spur Road

FEIS/ROD Option: Provided Partial Cloverleaf Option (yellow)

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Adopted Refinement:
Provides slight shift of new US 301 Mainline to the east at the MD/DE line to avoid electric transmission towers
*Reduces utility impacts and costs; reduces environmental impacts, reduces required right-of-way; reduces construction time for Strawberry Lane overpass*

Adopted Refinement:
Levels Road Interchange shifted about 125 feet south
*Reduces environmental impacts; reduces earthwork, bridge costs and & overall construction costs*

Adopted Refinement:
Design modifications to improve operations for weigh station and 
Levels Road Interchange
*Improves traffic operations and reduces costs and impacts*

Mainline Toll Plaza Improvements
(more detailed information)

- 2 highway speed E-Zpass and 3 E-Zpass / Cash Lanes in each direction
- Toll booth access via tunnel
- LEED-rated Administration Building
- E-Zpass Customer Service

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**Adopted Refinement:**
Provides direct north serving ramps between Bethel Church Road and SR 896
*Reduces amount of roadway; reduces costs; reduces right-of-way; reduces environmental impacts; provides landscaped visual earth berm between Summit Bridge Farms and Spur Road (11’ x 2000’); reduces impacts to Lea Eara Farms open space (6.7 to 4.9 acres)*

**FEIS/ROD Option:**
Provided north serving access between Bethel Church Road and SR 896 via an east-west extension of Bethel Church Road to the Spur Road
Adopted Refinement:
Spur Road Alignment 3
Provides for overall minimization of property impacts:

- Decreases impacts to Steele Farm by approximately 3.5 acres and avoids impacts to the Steele Farm buildings
- Decreases impacts to Rhoadesdale Farm by approximately 3.8 acres
- Decreases impacts to the Yaiser property by approximately 1.98 acres
- Reduces stream, agricultural preservation and farmland impacts
- Decreases the length of structure carrying Churchtown Road over the Spur Road
Preferred Refined Option: Churchtown Road slightly farther away from Chesapeake Meadow; reduces property impacts (Chesapeake Meadow HOA, Carter, Bailey, Yaiser); improves access to Tidewater Utilities; reduces construction costs; lowers elevation of Churchtown Road over Spur Road and enhances public safety.
**GOAL:**
- Provide adequate access for emergency response while maintaining safety for the traveling public.
- All ramps controlled by automatic gates.

**Boyds Corner Road**
- Ramps at US 301 and SR 896
- Provides Access for both Volunteer Hose Fire Company (Middletown) & Odessa Fire Company
- Reduces Travel Distance to Potential Accident by Approximately 2 Miles
- Ramps to Both NB & SB US 301
- One-11’ Lane, 8.18% Grade

**Ramp at Bunker Hill Road**
- Provides Direct Access for Volunteer Hose Fire Co. from Downtown Fire Station
- Provides Access to Spur Road
- Reduces Travel Distance to Potential Accident by 1.6 to 1.75 Miles & Avoids Traffic Signals on Existing US 301
- One-11’ Lane, 8% Grade
- Requires Break In Visual Mitigation Berm for Spring Arbor/Southridge Development - Negligible Increase In Noise (1 dBA)

**Ramp at Churchtown Road**
- Provides Direct Access from Volunteer Hose Fire Co. Station on Churchtown Road
- Ramps to Both NB & SB Spur Road
- One-11’ Lane
- Ramp to NB Spur Road Within Existing DelDOT right-of-way

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**DISTANCES**

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<td>SR 894/SR 71 INTERSECTION</td>
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Next Steps

- Complete US 301 Mainline design: 2011
- Purchase remaining US 301 Mainline right-of-way: 2011/2012
- Purchase US 301 Spur Road right-of-way: 2012/2013
- It continues to be important to preserve the US 301 corridor to meet the current and future transportation needs of this important growth area.
- The goal is to be in a position to move forward with construction when key factors (traffic, revenues, costs and market conditions) result in an acceptable US 301 Mainline Construction Financial Plan to sell Toll Revenue Bonds that minimize risk to the State and the Transportation Trust Fund. DelDOT believes the key factors are moving in the right direction.
- The US 301 Mainline Construction Financial Plan will be updated in Fall, and if determined acceptable, presented to the Governor in December of this year.
We cannot provide a specific construction start date for the US 301 Mainline.

The US 301 Mainline will be constructed once traffic and revenue projections result in a financial plan that will be favorably received by the bond market and is acceptable to the Secretary of Transportation, the Governor and the General Assembly.

The financial plan will be updated this fall and the results presented to the Secretary of Transportation in December.

It remains the goal of the Department to fund the construction of the US 301 project with primarily toll revenue bonds and some federal funds, thus minimizing impact on the state's Transportation Trust Fund and the statewide Capital Transportation Program.

Once the General Assembly authorizes the sale of toll revenue bonds, about 3 ½ to 4 years would be required to bid and award the construction contracts and to complete the actual construction of the US 301 Mainline.

The US 301 Mainline has been and continues to be a higher priority than the US 301 Spur Road.

More information is available on Public Workshop Display Boards 1, 5 and 14.
- We cannot provide a specific construction start date for the US 301 Spur Road.

- The US 301 Mainline has been and continues to be a higher priority than the US 301 Spur Road.

- Contract 4A, the SR 896/Bethel Church Interchange (improve sharp curve and remove traffic signal), can be constructed and become operational prior to or as part of the US 301 Spur Road.

- It is anticipated that construction on the US 301 Spur (Sections 4B & 4C) will not occur for a number of years. It is currently anticipated that construction of the US 301 Spur Road would begin sometime after the opening of the US 301 Mainline.

- More information is available on Public Workshop Display Boards 1, 5 and 14.
ASK QUESTIONS — PROVIDE INPUT

- Please feel free to ask questions of the Project Team members.

- Comments will be received:
  - During the Workshop (comment forms);
  - By emailing to dotpr@state.de.us; or
  - By mailing to DelDOT Public Relations, P.O. Box 778, Dover, Delaware 19903.

Please provide your comments to us by September 16, 2011.
CONSIDERING PUBLIC COMMENTS

- Comments received from the public, along with those from the Environmental Resource and Regulatory Agencies, will be considered in completing the final design and the acquisition of right-of-way for the project.

- Decisions regarding additional project refinements will be noted on the project website this fall.
We encourage all residents, property owners, business owners and those who travel the US 301 Corridor to stay informed and make their views known. There are several ways to do this:

- Comment Forms provided at Workshop
- Have your name added to the Project Mailing List (on bottom of Comment Form)
- Emailing to dotpr@state.de.us
- Mailing to DelDOT Public Relations, PO Box 778, Dover, Delaware 19903
- Visit the Project website to sign up for “email alerts” and for all of the latest information (www.us301.deldot.gov)
Thank You!

We thank you for taking the time to review the Public Workshop materials and for participating in the US 301 project development effort.

Your insights and suggestions are valuable and greatly appreciated.

THANK YOU

Shailen Bhatt
Secretary
Delaware Department of Transportation