US 301: SECTIONS 4B & 4C: SPUR ROAD - US 301 TO SR 896/BETHEL CHURCH ROAD INTERCHANGE

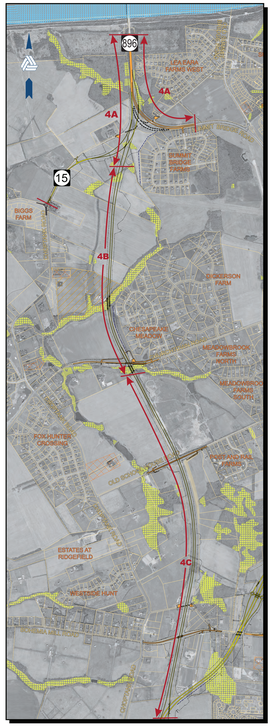
US 301 Project Development

10A

Sections 4B and 4C:

The Spur Road from New US 301 in the vicinity of Armstrong Corner Road to the SR 896 / Bethel Church Road Interchange is 3.9 miles long and divided into 2 construction contracts 4B and 4C which include:

- 1 lane in each direction with controlled access
- 54 foot wide median (reduced from ROD width of 62 feet)
- Design Speed: 70 mph and Posted Speed: 65 mph
- Pavement: Asphalt
- North serving ramps from New US 301 to Spur Road
- North serving ramps from Spur Road to SR 896
- Overpasses of Spur Road by Armstrong Corner Road, Old School House Road, and Churchtown Road



Community Commitments:

- Continue to adjust and refine the alignment to avoid and/or minimize impacts to individual properties and communities
- Landscaped visual earth berm at Chesapeake Meadow constructed as early as practicable during roadway contructions (FEIS/ROD: 11'x1600' / Refined: 11'x1800')
- Fair compensation for farmland acquired; also compensation provided for remainder portions left unsuitable or inaccessible for farming.
- Continue outreach to affected parties during final design of landscaping and other mitigation where feasible; landscaping to be included in final design.

8.16.11

10B

Decisions Since March 2009 Workshop

Adopted Refinement: Spur Road Alignment 3 [See map on panel 10A]

Description:

The Spur Road provides a 2-lane, median divided, controlled access facility (one lane in each direction), from New US 301 in the vicinity of Armstrong Corner Road to Summit Bridge, including:

- North serving ramps from New US 301 to Spur Road
- North serving ramps from Spur Road to SR 896
- Overpasses of Spur Road by Armstrong Corner Road, Old School House Road, and Churchtown Road
- Visual earth berm between Chesapeake Meadow Community and Spur Road

Advantages:

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
- Reduces stream, agricultural preservation and farmland impacts
- Decreases the length of structure carrying Churchtown Road over the Spur Road
- Decreases impacts to the Yaiser property by approximately 1.98 acre

Disadvantages:

- Decreases the distance between the Spur Road and Chesapeake Meadow by approximately 70' (290' to 215') at the northwest corner of the community, but maintains the visual earth berm
- Increases structure length across Back Creek and high quality wetland impacts
- Increases forest land impacts

Agency Coordination / Public Input:

- The US 301 Spur Road Alignment Options were presented at the March 2009 Public Workshop.
- The designs of the bridges over Back Creek (Bridge 4-5) and over the tributary of Back Creek (Bridge 4-3) north of Chesapeake Meadow were subsequently reviewed with FHWA on August 25, 2009, field reviewed during the September 15, 2009 agency meeting, and revisited at the May 25, 2010 agency meeting.
- The agencies do not object to the Adopted Spur Road alignment, provided the project includes mitigation along Back Creek.
- Rhoadesdale Farm raised concerns regarding the Spur Road stormwater management concept during DNREC's comment period, for DelDOT's water quality certification application

8.5.11

10C

Decisions Since March 2009 Workshop

FEIS/ROD Spur Road Option:

Description:

The Spur Road provides a 2-lane, median divided, controlled access facility (one lane in each direction), from New US 301 in the vicinity of Armstrong Corner Road to Summit Bridge, including:

- North serving trumpet-type interchange between Spur Road and Bethel Church Road Extended
- Y-type interchange with SR 896, south of Summit Bridge
- Overpasses of Spur Road by Armstrong Corner Road, Old School House Road, and Churchtown Road
- Visual earth berm west of Chesapeake Meadow Community

Advantages:

- Increased distance between Spur Road and homes in the northwest corner of the Chesapeake Meadow community.
- Decreased the length of structure crossing Back Creek
- Decreased high quality wetland impacts

Disadvantages:

- Increased impacts on Steele farmland and buildings
- Increased impacts on Rhoadesdale Farm
- Increased impacts on Zapata property
- Increased impacts on Yaiser farm

8.16.11

10D

Spur Road Traffic Monitoring:

- In January 2010, the General Assembly authorized the sale of $125 million in GARVEE Bonds to complete design and right of way acquisition for US 301. At the same time, the House of Representatives passed House Resolution No. 35 requiring DelDOT to develop a process to monitor important Transportation and Land Use Data for initiating construction of the US 301 Spur Road.
- A process has been established to monitor on an annual basis important Transportation and Land Use Data.
- The decision on when to build the US 301Spur Road will be based on a collective understanding of traffic flow characteristics and conditions, including congestion levels, safety data and land use/development activity.
- This data is good information on which to continue to make good public investment decisions confirming when to fund and build major public investments, and is generally consistent with monitoring data for other comprehensive transportation initiatives, such as the US Route 40 Corridor Program.
- The approach is consistent with DelDOT's initial and current plans for phasing the implementation of the US 301 project.
- DelDOT has always indicated that the construction of the US 301 project would be phased. The US 301 mainline would be the initial phase of the project to be constructed (as directed by the General Assembly-see below) followed by the SR 896/Bethel Church Road Interchange - fix the sharp curve south of Summit Bridge and remove traffic signal - safety concern and finally, the last two US 301 Spur Road contracts.
- This order of phasing is consistent with the Project's Purpose and Need.
- The Bond Bills for Fiscal Years 2010, 2011 & 2012 noted "The General Assembly directs the Department to implement the US 301 Corridor project in phases, beginning with the US 301 Mainline section."

Spur Road Decision:

- After considering public input from the March 2009 public workshop, DelDOT submitted a report to the General Assembly, recommending proceeding with the Green North + Spur Road alternative which had been previously approved by the Federal Highway Administration in their April, 2008.
- In response, the General Assembly directed the Department (in the fiscal year 2010 Bond Bill) to implement the US 301 Corridor Project in phases, beginning with the US 301 Mainline section. The General Assembly provided identical language in the 2011 and 2012 Bond Bills.
- In January 2010, the General Assembly authorized the sale of $125 million in Grant Anticipation Revenue Vehicles (GARVEE) bonds, to fund the remaining final design and right-of-way acquisition for the US 301 Project. These GARVEE bonds were sold in June 2010.
- Also in January 2010, 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 will be based on a collective understanding of traffic flow characteristics and conditions, including congestion levels, safety data and land use/development activity.

8.25.11