

Attachment H: Comments from the Public on the Final EIS

Record of Decision

Attachment H:
Public Comments

Attachment H

Comments from the Public on the Final EIS

**US 301 Project Development
Comments Received on FEIS**



From: gpuglisi@atlanticbb.net
Sent: Monday, December 10, 2007 8:44 PM
To: Cole Darrel (DeIDOT)
Cc: andye13@atlanticbb.net

Darrell Cole, Who are you to say that nobody cares if the spur road is put in. First of all it wasn't on the plans to start with back in 2005, to begin with. It was an add on later (to the Green Route). We wanted the Green Route without the SPUR. So saying that only the Daley's want the uncoupled the spur is not true. We don't need to spend more Tax payers money. Stop trying to spend and just put the Green Route in without the Spur, like everyone wanted to begin with. George Puglisi

P.S.

We are only in-favor of "Uncoupling" the Spur from the Rt 301 project and have it as a stand alone project. We are also asking for necessary upgrade of existing 896/301 to make it a safer road with less congestion. This was admitted to by Sec. Wicks. at a meeting with the leadership of the Middletown Corridor Coalition. This is supported by the Legislators in our area and is the right thing to do. We will not stand by and let DeIDOT build an unnecessary road at the cost of 135 million dollars of taxpayer money that is not even of use to the residents of Northern Middletown.

From: Scott Kirchner [shkrcb@atlanticbb.net]
Sent: Monday, December 10, 2007 6:44 PM
To: Cole Darrel (DeIDOT)
Cc: Andye Daley; Wicks Carolann (DeIDOT); Brown Barbara A. (Governor)
Mr. Cole

"Today after the FEIS was sent out, Darrell Cole of DeIDOT has sent an e-mail to the Auditors office claiming that the only two people holding up the RT301 project are the Daley's. He said no one cares that the Spur is going to be built."

If the above statement attributed to you is correct, then simply

- 1) You are wrong
- 2) You have not been listening

Scott H Kirchner
Chesapeake Meadow

From: Heather Patricco [teacher.two@atlanticbb.net]
Sent: Monday, December 10, 2007 5:43 PM
To: Cole Darrel (DeIDOT)

**US 301 Project Development
Comments Received on FEIS**



Cc: andye13@atlanticbb.net; Brown Barbara A. (Governor); Wicks Carolann (DelDOT)

Subject: Uncoupling

We are only in-favor of "**Uncoupling**" the Spur from the Rt 301 project and have it as a stand alone project. We are also asking for necessary upgrade of existing 896/301 to make it a safer road with less congestion. This was admitted to by Sec. Wicks. at a meeting with the leadership of the Middletown Corridor Coalition. This is supported by the Legislators in our area and is the right thing to do. We will not stand by and let DelDOT build an unnecessary road at the cost of 135 million dollars of taxpayer money that is not even of use to the residents of Northern Middletown.

Thank you for you attention to this matter,

Middletown Corridor Coalition
Ken and Heather Patricco

From: HomeinDE@aol.com

Sent: Monday, December 10, 2007 9:18 PM

To: Cole Darrel (DelDOT)

Cc: andye13@atlanticbb.net; Wicks Carolann (DelDOT); Brown Barbara A. (Governor)

Subject: Uncoupling the Spur

We are only in-favor of "**Uncoupling**" the Spur from the Rt 301 project and have it as a stand alone project. We are also asking for necessary upgrade of existing 896/301 to make it a safer road with less congestion. This was admitted to by Sec. Wicks. at a meeting with the leadership of the Middletown Corridor Coalition. This is supported by the Legislators in our area and is the right thing to do. We will not stand by and let DelDOT build an unnecessary road at the cost of 135 million dollars of taxpayer money that is not even of use to the residents of Northern Middletown.

From: delaweenys@atlanticbb.net

Sent: Monday, December 10, 2007 5:55 PM

To: Cole Darrel (DelDOT)

Cc: Wicks Carolann (DelDOT); Brown Barbara A. (Governor); Andye Daley

Subject: Uncoupling the Spur from 301

We are in-favor of "Uncoupling" the Spur from the Rt 301 project and have it as a stand alone project. We are also asking for necessary upgrade of existing 896/301 to make it a safer road with less congestion.

Thank you for you attention to this matter,

Martha Guro

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Comments Received on FEIS**



From: Carolyn Repolle [crepolle@yahoo.com]
Sent: Monday, December 10, 2007 7:34 PM
To: Cole Darrel (DelDOT)
Cc: andye13@atlanticbb.net; Wicks Carolann (DelDOT); Brown Barbara A. (Governor)
Subject: "Uncoupling" the Spur
Hello Darrel,

I was notified that you had mentioned that the Daley's are the only ones who care about the Spur project. How wrong you are! I have 4 boys under the age of 9 and am very, very busy. I have very little time on my hands and it is all that I have in me to keep my head above water as I run our household and our business. I am very grateful for the Daley's passion and persistence with this project. I could not do what they have done. My home is very close to the proposed spur and I would see and hear the traffic if it were built. I just wanted to assure you, we are not in favor of this spur at all. We bought a home down here in quiet Middletown and we inquired about the land beside us to make sure there would be no building going on.

We are only in-favor of "**Uncoupling**" the Spur from the Rt 301 project and have it as a stand alone project. We are also asking for necessary upgrade of existing 896/301 to make it a safer road with less congestion. This was admitted to by Sec. Wicks. at a meeting with the leadership of the Middletown Corridor Coalition. This is supported by the Legislators in our area and is the right thing to do. We will not stand by and let DelDOT build an unnecessary road at the cost of 135 million dollars of taxpayer money that is not even of use to the residents of Northern Middletown.

This has been a long and drawn out conflict and I know a resolution is within reach.
Thank you for your time,
Carolyn and Damian Repolle'
Chesapeake Meadow residents

From: Carl [ppmsfa@verizon.net]
Sent: Monday, December 10, 2007 10:12 PM
To: Cole Darrel (DelDOT); Andye Daley; Wicks Carolann (DelDOT); Brown Barbara A. (Governor)
Cc: Carl
Subject: Rte. 301 Spur

We are only in-favor of "**Uncoupling**" the Spur from the Rt 301 project and have it as a stand alone project. We are also asking for necessary upgrade of existing 896/301 to make it a safer road with less congestion. This was admitted to by Sec. Wicks. at a meeting with the leadership of the Middletown Corridor Coalition. This is supported by the Legislators in our area and is the right thing to do.

We will not stand by and let DelDOT build an unnecessary road at the cost of 135 million dollars of taxpayer money that is not even of use to the residents of Northern Middletown.

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Comments Received on FEIS**



Thank you for you attention to this matter,

Carl & Eileen Edelin
Dickerson Farms
Middletown Corridor Coalition

From: Reber [reber1@mindspring.com]
Sent: Monday, December 10, 2007 10:15 PM
To: Cole Darrel (DelDOT); Wicks Carolann (DelDOT); Brown Barbara A. (Governor)
Cc: andye13@atlanticbb.net
Subject: Rt 301 spur

We are only in-favor of "Uncoupling" the Spur from the Rt 301 project and have it as a stand alone project. We are also asking for necessary upgrade of existing 896/301 to make it a safer road with less congestion. This was admitted to by Sec. Wicks. at a meeting with the leadership of the Middletown Corridor Coalition. This is supported by the Legislators in our area and is the right thing to do. We will not stand by and let DelDOT build an unnecessary road at the cost of 135 million dollars of taxpayer money that is not even of use to the residents of Northern Middletown.

Thank you for you attention to this matter,

Rusty & Maria Reber
Chesapeake Meadows

From: conna4@verizon.net
Sent: Monday, December 10, 2007 9:59 PM
To: Cole Darrel (DelDOT)
Cc: andye13@atlanticbb.net; Wicks Carolann (DelDOT); Brown Barbara A. (Governor)
Subject: Rt 301 project

We are only in-favor of "Uncoupling" the Spur from the Rt 301 project and have it as a stand alone project. We are also asking for necessary upgrade of existing 896/301 to make it a safer road with less congestion. This was admitted to by Sec. Wicks. at a meeting with the leadership of the Middletown Corridor Coalition. This is supported by the Legislators in our area and is the right thing to do. We will not stand by and let DelDOT build an unnecessary road at the cost of 135 million dollars of taxpayer money that is not even of use to the residents of Northern Middletown.

Thank you for you attention to this matter,

Middletown Corridor Coalition

**US 301 Project Development
Comments Received on FEIS**



From: sconna@aol.com
Sent: Monday, December 10, 2007 10:06 PM
To: Cole Darrel (DelDOT)
Cc: andye13@atlanticbb.net; Brown Barbara A. (Governor); Wicks Carolann (DelDOT)
Subject: Rt 301 project

We are only in-favor of "Uncoupling" the Spur from the Rt 301 project and have it as a stand alone project. We are also asking for necessary upgrade of existing 896/301 to make it a safer road with less congestion. This was admitted to by Sec. Wicks. at a meeting with the leadership of the Middletown Corridor Coalition. This is supported by the Legislators in our area and is the right thing to do. We will not stand by and let DelDOT build an unnecessary road at the cost of 135 million dollars of taxpayer money that is not even of use to the residents of Northern Middletown.

Thank you for you attention to this matter,

Middletown Corridor Coalition

From: Missy DelRosso [missy.delrosso@gmail.com]
Sent: Monday, December 10, 2007 5:44 PM
To: Cole Darrel (DelDOT); andye13@atlanticbb.net; Wicks Carolann (DelDOT); Brown Barbara A. (Governor)
Subject: Route 301 Spur
Dear Mr. Cole, Ms. Wicks and Ms. Brown,

We are only in favor of "**Uncoupling**" the Spur from the Rt 301 project and having it as a stand alone project. We are also asking for the necessary upgrade of existing 896/301 to make it a safer road with less congestion. The necessity of this was admitted to by Sec. Wicks. at a meeting with the leadership of the Middletown Corridor Coalition. This is supported by the Legislators in our area and is the right thing to do. We will not stand by and let DelDOT build an unnecessary road at the cost of 135 million dollars of taxpayer money that is not even of use to the residents of Northern Middletown.

Thank you for you attention to this matter.

Sincerely,
Steve and Melissa DelRosso

-----Original Message-----

From: BECKY BROWN [mailto:kabobkats@verizon.net]
Sent: Wednesday, December 12, 2007 2:26 PM
To: Cole Darrel (DelDOT)

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Cc: andye13@atlanticbb.net; Wicks Carolann (DelDOT); Brown Barbara A. (Governor)
Subject: Rt. 301 Spur Please Uncouple

We are only in-favor of "**Uncoupling**" the Spur from the Rt 301 project and have it as a stand alone project. We are also asking for necessary upgrade of existing 896/301 to make it a safer road with less congestion. This was admitted to by Sec. Wicks. at a meeting with the leadership of the Middletown Corridor Coalition. This is supported by the Legislators in our area and is the right thing to do. We will not stand by and let DelDOT build an unnecessary road at the cost of 135 million dollars of taxpayer money that is not even of use to the residents of Northern Middletown.

Duane, Rebecca, Megan and Michael Brown
56 Meadow Dr.
Middletown, DE 19709

Becky Brown
KabobKats Persians
www.KabobKats.com

-----Original Message-----

From: JENNIFER POWELL [mailto:powelljf@verizon.net]
Sent: Tuesday, December 11, 2007 10:22 AM
To: Wicks Carolann (DelDOT); Cole Darrel (DelDOT); Brown Barbara A. (Governor); andye13@atlanticbb.net
Cc: Stephen
Subject: Uncoupling the Spur
Importance: High

We are in-favor of "**Uncoupling**" the Spur from the Rt 301 project, leaving it as a stand alone project, the viability of which to be determined at a later date.

We are looking for upgrades to the existing 896/301 which are necessary to make it a safer road and to reduce congestion. The necessity for this work was acknowledged by Sec. Wicks at a meeting with the leadership of the Middletown Corridor Coalition. Additionally, the upgrades to the existing 896/301 roadway is not only supported by the Legislators in our area, it is the right thing to do. We will not stand idly by, allowing DelDOT to build an unnecessary road at the cost of 135 million dollars of taxpayer money, a road that will not even be accessible to the residents of Northern Middletown. We are committed to the Coalition's efforts in this regard.

Thank you for you attention to this matter,

Jennifer F. & Stephen M. Powell

In support of the Middletown Corridor Coalition

-----Original Message-----

From: Jill Gruskiewicz [mailto:jillg2@mac.com]

Sent: Wednesday, December 12, 2007 10:17 PM

To: Brown Barbara A. (Governor); Wicks Carolann (DelDOT); andye13@atlanticbb.net; Cole Darrel (DelDOT); Missy DelRosso

Subject:

We are only in-favor of "**Uncoupling**" the Spur from the Rt 301 project and having it as a stand alone project. We are also asking for the necessary upgrade of existing 896/301 to make it a safer road with less congestion. The necessity of this upgrade was admitted to by Sec. Wicks. at a meeting with the leadership of the Middletown Corridor Coalition. This is supported by the Legislators in our area and is the right thing to do. We will not stand by and let DelDOT build an unnecessary road at the cost of 135 million dollars of taxpayer money that is not even of use to the residents of Northern Middletown.

Thank you for you attention to this matter,
Thomas & Jill Gruskiewicz
302-376-1208

Middletown Corridor Coalition

-----Original Message-----

From: Phelps, Anthony O [mailto:Anthony.Phelps@astrazeneca.com]

Sent: Wednesday, December 12, 2007 9:05 AM

To: Wicks Carolann (DelDOT); Cole Darrel (DelDOT); Brown Barbara A. (Governor)

Cc: andye13@atlanticbb.net; Daley, Patrick J

Subject: Rt. 301 project

The Spur from the Rt 301 project needs to be done as a stand-alone project. Deldot needs to remove the spur route, as soon as possible and complete the buyouts affected by the green route. Deldot also needs to make the necessary upgrades to the existing 896/301 to make it a safer road with reduced congestion. Sec. Wicks, you even said it yourself, this work is necessary and needs to be done first. This is supported by the Legislators in our area and is the right thing to do.

-----Original Message-----

From: Danielle Candy [mailto:dcandy1@verizon.net]

Sent: Wednesday, December 12, 2007 9:28 AM

To: Cole Darrel (DelDOT)

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Cc: andye13@atlanticbb.net; Wicks Carolann (DelDOT); Brown Barbara A. (Governor)

Subject: spur from rt 301 project

Dear Darrel,

I am only in-favor of "**Uncoupling**" the Spur from the Rt 301 project and having it as a stand alone project. I am also asking for the necessary upgrade of existing 896/301 to make it a safer road with less congestion. The necessity of this upgrade was admitted to by Sec. Wicks. at a meeting with the leadership of the Middletown Corridor Coalition. This is supported by the Legislators in our area and is the right thing to do. I will not stand by and let DelDOT build an unnecessary road at the cost of 135 million dollars of taxpayer money that is not even of use to the residents of Northern Middletown.

Thank you for you attention to this matter,

Danielle Candy
Middletown Corridor Coalition

From: William F Candy [mailto:wcandy@wlgore.com]

Sent: Wednesday, December 12, 2007 12:02 PM

To: Cole Darrel (DelDOT)

Cc: andye13@atlanticbb.net; Wicks Carolann (DelDOT); Brown Barbara A. (Governor)

Subject: Route 301 Spur Project

Dear Darrel,

I am only in-favor of "**Uncoupling**" the Spur from the Rt 301 project and having it as a stand alone project. I am also asking for the necessary upgrade of existing 896/301 to make it a safer road with less congestion. The necessity of this upgrade was admitted to by Sec. Wicks. at a meeting with the leadership of the Middletown Corridor Coalition. This is supported by the Legislators in our area and is the right thing to do. I will not stand by and let DelDOT build an unnecessary road at the cost of 135 million dollars of taxpayer money that is not even of use to the residents of Northern Middletown.

Thank you for you attention to this matter,

Bill Candy
Middletown Corridor Coalition

From: LeSage [mailto:vlesage@verizon.net]

Sent: Wednesday, December 12, 2007 11:31 AM

To: Cole Darrel (DelDOT); andy13@atlanticbb.net; Wicks Carolann (DelDOT); Brown Barbara A. (Governor)

**US 301 Project Development
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Subject: Uncoupling Spur from Rt 301 project

Dear Mr. Cole,

We are only in-favor of "Uncoupling" the Spur from the Rt 301 project and have it as a stand alone project. We are also asking for necessary upgrade of existing 896/301 to make it a safer road with less congestion. This was admitted to by Sec. Wicks. at a meeting with the leadership of the Middletown Corridor Coalition. This is supported by the Legislators in our area and is the right thing to do. We will not stand by and let DeIDOT build an unnecessary road at the cost of 135 million dollars of taxpayer money that is not even of use to the residents of Northern Middletown.

Thank you for you attention to this matter,

The LeSage's
Chesapeake Meadow

From: yardscapeinc@verizon.net [mailto:yardscapeinc@verizon.net]
Sent: Wednesday, December 12, 2007 11:25 AM
To: Cole Darrel (DelDOT)
Cc: andy13@atlanticbb.net; Wicks Carolann (DelDOT); Brown Barbara A. (Governor)
Subject: Rt301 Project - Resident not in favor of project!!]

As a resident of Chesapeake Meadow, I AM NOT in favor of the Rt301 project.

As Andy Daley has discussed with us,
We are only in-favor of "Uncoupling" the Spur from the Rt 301 project and having it as a stand alone project. We are also asking for the necessary upgrade of existing 896/301 to make it a safer road with less congestion. The necessity of this upgrade was admitted to by Sec. Wicks. at a meeting with the leadership of the Middletown Corridor Coalition. This is supported by the Legislators in our area and is the right thing to do. We will not stand by and let DeIDOT build an unnecessary road at the cost of 135 million dollars of taxpayer money that is not even of use to the residents of Northern Middletown.

Thank you,

Adam Sierocinski

From: Kaite Jones [mailto:k8jones@gmail.com]
Sent: Wednesday, December 12, 2007 9:10 PM
To: Cole Darrel (DelDOT)

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Cc: andye13@atlanticbb.net; Brown Barbara A. (Governor); Wicks Carolann (DelDOT)

Subject: 301 spur uncoupling

We are only in-favor of "**Uncoupling**" the Spur from the Rt 301 project and have it as a stand alone project. We are also asking for necessary upgrade of existing 896/301 to make it a safer road with less congestion. This was admitted to by Sec. Wicks. at a meeting with the leadership of the Middletown Corridor Coalition. This is supported by the Legislators in our area and is the right thing to do. We will not stand by and let DelDOT build an unnecessary road at the cost of 135 million dollars of taxpayer money that is not even of use to the residents of Northern Middletown.

Thank you for you attention to this matter,

Kathryn and Matthew Jones

Middletown Corridor Coalition

From: McTaggart, John F [mailto:john.mctaggart@astrazeneca.com]

Sent: Wednesday, December 12, 2007 5:53 PM

To: Cole Darrel (DelDOT); Wicks Carolann (DelDOT); Wicks Carolann (DelDOT)

Cc: andye13@atlanticbb.net; Kleinburd Robert (FHWA); Amick Steven (LegHall); Ennis Bruce (LegHall); rcathcart@desu.edu;

Tonya_Baker@biden.senate.gov; Darius_Brown@biden.senate.gov

Subject: Darrel Cole's E-mail and comment on the mid farm civic Meeting.

Dear Carolann

I am writing this E-mail because it has come to my attention from my legislators and the leadership of the Middletown Corridor Coalition that Darrel Cole is trying to put a spin on a meeting he attended for Mid Farms Civic Association. I am the President of that organization and I was asked to hold that meeting because the people of my association who are total takes were told that the Coalition is holding up the project. There were members there that were both for and against the SPUR. Darrel Cole said in his E-mail the there was only 1 ally of the Daley's Which is not true. First of all the Daley's are not fighting this by themselves. AS a member of the Middletown Corridor Coalition I am PROUD to have someone lead a tough fight for the greater good of the community. Every Household that belongs to the Midfarms Civic Association and is DIRECTLY affected by the SPUR was in attendance of this meeting and none of them are for the SPUR. Darrel Cole can not state that there are only a few people that oppose this. All of the people that were in attendance that are Total takes are the people that were there to find out when they are getting there money. I appears to me that Del DOT is trying to pit Neighbors against each other over money and that it is low as you can go.

We are only in-favor of "Uncoupling" the Spur from the Rt 301 project and have it as a stand alone project. We are also asking for necessary upgrade of existing 896/301 to make it a safer

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road with less congestion. This was admitted to by Sec. Wicks. at a meeting with the leadership of the Middletown Corridor Coalition. This is supported by the Legislators in our area and is the right thing to do. We will not stand by and let Del DOT build an unnecessary road at the cost of 135 million dollars of taxpayer money that is not even of use to the residents of Northern Middletown.

If Del DOT is so concerned about people that are total takes and will be losing a residence they should buy them out now, separate the Spur and see if it will stand alone.

Here is a quote in FEIS from Joan Larrive Deputy State Historic Preservation Officer. This shows that there are people within the state organization that question the need for this Spur
Section 9: page 9 of 37 First paragraph.

"As discussed by DE SHPO staff at resource agency meetings, this office remains concerned with Del DOT's addition of the north-south "Spur Road" to the Green and Purple Alternatives. The inclusion of this additional facility contributes to the higher number of affected historic properties on these routes. Functionally, the Brown Alternatives appear to achieve similar movement of traffic, but with fewer affected historic properties. The design of the two-lane Spur Road, depicted as a corridor nearly as wide as, and with the same 70 mph design speed as the mainline facility, seems out of proportion with the percentage of traffic it may carry, particularly as existing Route 301 will remain in service. As indicated in the DEIS, the addition of the Spur Road was also of significant concern to some members of the public.

If the issues with the Brown Route cannot be overcome (as stated in the DEIS), and FHWA and Del DOT continue to view Green North as the preferred alternative, this office requests further consideration of the purpose, need, and design of the Spur Road."

This E-mail will be followed by E-mails from others that are not for the Spur because there have been no options other than the abandoned options for the 301 corridor.

Carolann

I would like to hear from you if it will be policy for Darrel Cole to tell what ever lies he needs to in order to advance this project as it stands.

Thanks

John McTaggart President
Midfarms Civic Association
302-463-8528

-----Original Message-----

From: John Fertal [mailto:johnbf@atlanticbb.net]

Sent: Wednesday, December 12, 2007 8:00 PM

To: Cole Darrel (DelDOT)

Cc: Brown Barbara A. (Governor); Wicks Carolann (DelDOT); andye13@atlanticbb.net

Subject: Rt 301 Spur Project

To: Darrell Cole,

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We are only in-favor of "**Uncoupling**" the Spur from the Rt 301 project and have it as a stand alone project. We are also asking for necessary upgrade of existing 896/301 to make it a safer road with less congestion. This was admitted to by Sec. Wicks. at a meeting with the leadership of the Middletown Corridor Coalition. This is supported by the Legislators in our area and is the right thing to do. We will not stand by and let DelDOT build an unnecessary road at the cost of 135 million dollars of taxpayer money that is not even of use to the residents of Northern Middletown.

Thank you for you attention to this matter,

Middletown Corridor Coalition

John & Suzanne Fertal
7 Meadow Drive
Middletown, DE 19709

From: Michele McRobert [mailto:mamamcrobert@yahoo.com]
Sent: Friday, December 14, 2007 8:18 AM
To: Cole Darrel (DelDOT)
Cc: andye13@atlanticbb.net; Wicks Carolann (DelDOT); Brown Barbara A. (Governor)
Subject: uncoupling the spur

Dear Darrel,

I am only in-favor of "**Uncoupling**" the Spur from the Rt 301 project and having it as a stand alone project. I am also asking for the necessary upgrade of existing 896/301 to make it a safer road with less congestion. The necessity of this upgrade was admitted to by Sec. Wicks. at a meeting with the leadership of the Middletown Corridor Coalition. This is supported by the Legislators in our area and is the right thing to do. I will not stand by and let DelDOT build an unnecessary road at the cost of 135 million dollars of taxpayer money that is not even of use to the residents of Northern Middletown.

Thank you for you attention to this matter,

Michele McRobert
Middletown Corridor Coalition

-----Original Message-----

From: William Fontana [mailto:cavobean@msn.com]
Sent: Friday, December 14, 2007 8:45 AM
To: Cole Darrel (DelDOT); andye13@atlanticbb.net; Wicks Carolann (DelDOT); Brown

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Barbara A. (Governor)

Subject: "Uncoupling" the Spur from the Rt 301

We are only in-favor of "Uncoupling" the Spur from the Rt 301 project and having it as a stand alone project. We are also asking for the necessary upgrade of existing 896/301 to make it a safer road with less congestion. The necessity of this upgrade was admitted to by Sec. Wicks. at a meeting with the leadership of the Middletown Corridor Coalition. This is supported by the Legislators in our area and is the right thing to do. We will not stand by and let DelDOT build an unnecessary road at the cost of 135 million dollars of taxpayer money that is not even of use to the residents of Northern Middletown.

Thank you for you attention to this matter,

Mr. & Mrs. William Fontana
328 West Dickerson Lane
Dickerson Farm
Middletown, DE 19709

Middletown Corridor Coalition

From: itsmedes2005@atlanticbb.net [mailto:itsmedes2005@atlanticbb.net]
Sent: Wednesday, December 12, 2007 7:52 AM
To: Cole Darrel (DelDOT); andyel3@atlanticbb.net; Wicks Carolann (DelDOT); Brown Barbara A. (Governor)
Cc: missy.delrosso@gmail.com
Subject: RT 301 Project

We are only in-favor of "Uncoupling" the Spur from the Rt 301 project and having it as a stand alone project. We are also asking for the necessary upgrade of existing 896/301 to make it a safer road with less congestion. The necessity of this upgrade was admitted to by Sec. Wicks. at a meeting with the leadership of the Middletown Corridor Coalition. This is supported by the Legislators in our area and is the right thing to do. We will not stand by and let DelDOT build an unnecessary road at the cost of 135 million dollars of taxpayer money that is not even of use to the residents of Northern Middletown.

Thank you for you attention to this matter,

Middletown Corridor Coalition
The Serafino's

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-----Original Message-----

From: Crissy Roth [mailto:crissyroth@atlanticbb.net]
Sent: Wednesday, December 12, 2007 2:56 PM
To: Wicks Carolann (DelDOT); Brown Barbara A. (Governor); Cole Darrel (DelDOT)
Subject: Rt 301 Project - Uncoupling the Spur

Dear Madams and Sirs:

We are writing to confirm our support of the Middletown Corridor Coalition and its work regarding the proposed Spur road of the new Rte 301 project. We agree that the spur road, which was tacked onto the project in the last stages of public hearings, should be uncoupled from the main Rte 301 project and made to stand on its own merit.

Secretary Wicks, thank you for meeting with Coalition leaders over the past few months. Members of the Coalition,
Clarissa and Neil Roth

-----Original Message-----

From: Cheryl L Babb [mailto:cbabb@wlgore.com]
Sent: Tuesday, December 18, 2007 11:59 AM
To: Brown Barbara A. (Governor); Wicks Carolann (DelDOT); Cole Darrel (DelDOT); andye13@atlanticbb.net
Cc: missy.delrosso@gmail.com
Subject:

We are only in-favor of "**Uncoupling**" the Spur from the Rt 301 project and having it as a stand alone project. We are also asking for the necessary upgrade of existing 896/301 to make it a safer road with less congestion. The necessity of this upgrade was admitted to by Sec. Wicks. at a meeting with the leadership of the Middletown Corridor Coalition. This is supported by the Legislators in our area and is the right thing to do. We will not stand by and let DelDOT build an unnecessary road at the cost of 135 million dollars of taxpayer money that is not even of use to the residents of Northern Middletown.

Thank you for you attention to this matter,

Middletown Corridor Coalition

----- Original Message -----

From: [Dee Durham](#)
To: hgerman@rkkengineers.com
Sent: Thursday, January 03, 2008 2:09 PM
Subject: US 301 FEIS Question and Comment Form

The proposed solution to Route 301 is a completely outdated, conventional approach to "solving" transportation needs and does not sufficiently weigh the cost/benefit analysis of the big picture.

**US 301 Project Development
Comments Received on FEIS**



The impacts from induced traffic and induced development was not taken into consideration according to project consultants to whom I spoke.

Why are we not considering rail from Wilmington to Dover and the beaches, and elsewhere?

It is time for DelDOT and Delaware to start thinking more creatively about its transportation needs.

Where is the enormous amount of funding coming from? Let's use the fiscal crunch as a lead to think differently about how we approach transportation needs and to look more holistically about transportation and its interrelationship with people, communities and the environment. We can no longer afford - fiscally and environmentally - to keep doing things a la the late 20th century.

Why is Delaware surrounded by three states who are ALL taking a fresh look at new approaches and instituting the principles of "Smart Transportation." PennDOT - which used to say "we only build roads and move vehicles - is now leading the way in promoting smart transportation policy and seriously considering land use implications in its planning. New Jersey as well. And, Maryland.

C'mon Delaware, let's not continue down the wrong path when we know far better now, we know that alternatives exist.

ONLINE COMMENT FORM ATTACHED

-----Original Message-----

From: pattydheck@aol.com [mailto:pattydheck@aol.com]

Sent: Wednesday, December 19, 2007 10:45 AM

To: Cole Darrel (DelDOT)

Cc: andye13@atlanticbb.net; Wicks Carolann (DelDOT); Brown Barbara A. (Governor)

Subject: Uncouple The Spur From The Route 301 Project

We are only in-favor of "**Uncoupling**" the Spur from the Rt 301 project and having it as a stand alone project. We are also asking for the necessary upgrade of existing 896/301 to make it a safer road with less congestion. The necessity of this upgrade was admitted to by Sec. Wicks. at a meeting with the leadership of the Middletown Corridor Coalition. This is supported by the Legislators in our area and is the right thing to do. We will not stand by and let DelDOT build an unnecessary road at the cost of 135 million dollars of taxpayer money that is not even of use to the residents of Northern Middletown.

Thank you for you attention to this matter,

Patty Heck
Whittaker Brothers

**US 301 Project Development
Comments Received on FEIS**



Office: (302) 832-6805
Cell: (302) 383-2036
Email: pattydheck@aol.com

From: Diane LaRoche [mailto:dilaroche1@gmail.com]
Sent: Thursday, January 10, 2008 4:39 PM
To: DOT Public Relations (DelDOT)
Subject: Route 301 By-Pass

I am a Springmill resident, and I would like to make you aware of my opposition to the so-called "Yellow Route." This route would cause the most negative impact to our development and to other residents and businesses along this stretch of Rt. 301. All of us in Springmill are greatly distressed that even at this late date in your decision-making process, you could still consider any route but the proposed "Green Route." I thought that when you made the choice of the Green Route, and announced that it was your choice, the whole thing would be over. Please, enough already! Go Green!!!!

From: Pastor Edward J. Lasko, Sr. [mailto:mbcpastor@verizon.net]
Sent: Tuesday, January 08, 2008 4:29 PM
To: DOT Public Relations (DelDOT)
Subject: New FEIS final proposal

Mark Tudor
Project manager
1/8/2008

Mark;

I'm sure this has been a most difficult time for you as the project manager. I believe you have done an outstanding job on an extremely sensitive project involving so many people, groups, agencies, etc.

I wanted to express my appreciation, on behalf of our church family, for the extraordinary job which you and your staff have done.

Many difficult decisions had to be made, some of which we were unhappy with. However, I believe you have chosen the best route for the majority of southern New Castle County citizens.

Be assured of our prayers for the citizens which are being forced to move, several who are our neighbors. We are praying for a speedy resolution of the relocation process.

If our church or myself may be of assistance to you or your staff please feel free to call upon me.

**US 301 Project Development
Comments Received on FEIS**



Sincerely,

Pastor Edward J. Lasko, Sr.

-----Original Message-----

From: Marsilii, Paula [mailto:PMarsilii@nccde.org]

Sent: Tuesday, January 08, 2008 3:40 PM

To: Hall-Long Bethany (LegHall); Ennis Bruce (LegHall); Amick Steven (LegHall); Wicks Carolann (DelDOT); Cole Darrel (DelDOT)

Cc: Cindy Marando

Subject: Route 301 FEIS Comments

Dear Legislators -

Please see comments attached regarding the FEIS for the Route 301 Project. Thanks to all for your efforts in keeping all of us informed and up to date about the project. We look forward to continuing to work closely to bring our early acquisition request to fruition. As a matter of fact, we just received notice that the DelDOT appraiser will be contacting us to set up an appointment!

Paul and Paula Marsilii
426 Armstrong Corner Road
Middletown, DE 19709

ONLINE COMMENT FORM ATTACHED

Attention: Mark Tudor
US 301 Project Director
Delaware Dept. of Transportation
Fax; 302-739-2217

January 31, 2006

For the planned U.S. 301 project I would have preferred the yellow alternate. Even though it is the most expensive choice the primary benefit of this route is that it follows the existing roadway and avoids fragmenting the remaining open ground. Since the green option was selected for construction I have several suggestions and concerns that should be addressed.

Since I am a partner of Rhoadesdale Farm LP my primary area of interest is the spur road between Old School House road and Churchtown road. The current route of the spur road runs along the edge of our backfield which is adjacent to an abandoned borrow pit. Half of this boundary is an Osage orange hedgerow and the remainder is a berm planted with white pines. If

the spur road were shifted slightly to the east it would then run along the edge within the borrow pit. This routing would have several benefits. The primary plus is that it would reduce the impact on our farm, which we are trying to preserve as a working farm (open ground that is in short supply for this area which Governor Minner is trying to save) and our farm serves as a wintering ground for thousands of migratory waterfowl in this region and ospreys and bald eagles frequently show up. Since the spur road would be running through the borrow pit through this stretch it will be at a lower elevation and therefore reduce the sound and visual impact (since there is a hedge and berm already in place). Why tear out screening and sound deadening devices if they are already in place? Due to it being at a lower elevation the height requirements for the Old School House and Churchtown road overpasses would be reduced and their associated costs. In addition the right of way cost should be lower for the borrow pit ground when compared to productive farmland.

Another area of concern is the acquisition of land from our backfield adjacent to Old School House road and the planned retention pond at the head waters of Back Creek. We require access to this field from the road for farming purposes and any additional rain run off from the retention pond may be more than our water control structures of our ponds can handle. Also since we eat the fish from our ponds any additional pollutants from the road will be detrimental. Could this retention pond be placed in the borrow pit area instead of wasting more productive (costly) farmland?

I am in agreement with the views of the Middletown Corridor Coalition in questioning the necessity and benefits of the spur road. Improving and widening the existing road from Summit Bridge to the proposed Rt. 1 interchange will reduce the impact on this community. There is a two lane roadway already in place from the bridge almost to School house road due to the recently completed Mount Pleasant improvements. Wouldn't it be more cost effective to widen the short portion of remaining single lane road to the planned interchange? The planned Choptank road improvements will handle the increased traffic volume to the west of Route 301.

Our farm has lost acreage due to the Choptank road improvements and my family is trying to maintain as much of it as open productive farmland. The spur road will negatively impact the value of our ground adjacent to it. We are one of the few families that are trying to buck the trend of the MOT suburbia. If the spur road becomes necessary I would like to speak with the DeDot planners and engineers to find a mutually acceptable solution to the spur road alignment as has been done with the Wolleyhan family and for Hoobers.

Please feel free to contact my partners or me so we can discuss possible options.

Sincerely,

Daniel F. Rhoades
828 Shallcross Lake Road
Middletown, De. 19709
(302) 376-1855

-----Original Message-----

From: Tgtsrye@cs.com [mailto:Tgtsrye@cs.com]

Sent: Monday, December 17, 2007 7:47 PM

**US 301 Project Development
Comments Received on FEIS**



To: Cole Darrel (DelDOT); Wicks Carolann (DelDOT); Brown Barbara A. (Governor)
Cc: andy13@atlanticbb.net
Subject: rt 301

We are only in-favor of *"Uncoupling"* the Spur from the Rt 301 project and having it as a stand alone project. We are also asking for the necessary upgrade of existing 896/301 to make it a safer road with less congestion. The necessity of this upgrade was admitted to by Sec. Wicks. at a meeting with the leadership of the Middletown Corridor Coalition. This is supported by the Legislators in our area and is the right thing to do. We will not stand by and let DelDOT build an unnecessary road at the cost of 135 million dollars of taxpayer money that is not even of use to the residents of Northern Middletown.

Thank you for you attention to this matter,

The Rybicki Family

-----Original Message-----

From: Ted [mailto:tsiegel1@verizon.net]
Sent: Thursday, January 10, 2008 4:28 PM
To: DOT Public Relations (DelDOT)
Subject: 301 By-pass

I would like to register my strong support for the Green Route 301 by-pass option.

Ted Siegel
Middletown, DE

From: Freddy Wendt [mailto:fremarwen@msn.com]
Sent: Thursday, January 10, 2008 6:42 PM
To: DOT Public Relations (DelDOT)
Subject:

This is another note to endorse the option that you have chosen for the 301 by pass. I was surprised and disappointed to learn recently that there is still room for overturning the decision made in December. Please consider this still another vote to continue as planned. We are happy with the decision that has been made and see no reason to backtrack and choose another.

Let's get on with it!!!

**US 301 Project Development
Comments Received on FEIS**



Fred Wendt
618 Poets Way
Middletown, DE 19709

Received January 12, 2008

We live in the Springmill community on the North side. Our house backs up to a small wooded area with a large field behind it. The Yellow route would be the one used in this area. We do not want this yellow route put behind our homes. Please use another alternative.

Thank you for your immediate consideration to this request.

We tried to send this through the DelDOT site but we had a problem, so we copied and sent it through our E-mail.

Name: Mr. & Mrs. George Abel
Community/Organization: Springmill
Address: 353 Daylilly Way

Received January 12, 2008

We are opposed to the yellow route as we feel it will negatively impact the lifestyle of our community - Springmill.

We hope you will stick with the plan that was chosen and published.

Thank you ,

Noel and Edward Carey
209 Patience Way
Middletown, DE 19709

Received January 12, 2008

Hello

I am a resident at the Springmill community development and have attended many of the Engineering meetings held at the Springmill Clubhouse. I am 100% in favor of the Green route for the project. I am, however, not in favor of the offshoot that will run very close to the community.

The first plans for the offshoot were very much acceptable. We are a community of 362 homes and this is not a small issue to us. Please try to keep the offshoot as far away from this

**US 301 Project Development
Comments Received on FEIS**



community as possible. As a 55 and older community, we spend a lot of time in our homes and didn't move to Delaware to look at traffic or to listen to it in the distance.

Thank you for giving us this opportunity to speak out again.

Sincerely
Tom Ferrara

Received January 11, 2008

the attachment is a form expressing our support of the preferred alternative (green plus spur) for the route 301 project. please confirm receipt and acknowledgement of our "votes" so that we know our voices are being heard.

thank you,
Richard J. and Carol M. Foley
302 Daylilly Way
Middletown, DE 19709
378-0740

[WEBSITE COMMENT FORM ATTACHED]

Received January 12, 2008

I live in the Springmill Community in Middletown. I want to see the Green Plan implemented as already agreed. I believe that this will be best for all concerned.

Dennis L. Hand

Received January 12, 2008

Thomas & Christine Laphan
tcclaphan2000@mac.com

We strongly support the 301 "Green Route" and believe that the "yellow route" would be a disaster .

From: Evans LaRoche [mailto:ealaroche@gmail.com]
Sent: Friday, January 11, 2008 3:52 PM
To: DOT Public Relations (DelDOT)
Subject: New 301

**US 301 Project Development
Comments Received on FEIS**



I hope you will stick to the published choice of routes for the new Hwy 301. The green route is closest to the tentative route that was published years ago, and many people have made plans and choices based on that possibility.

E. A. LaRoche
Middletown

Received January 11, 2008

Please be aware that as a resident of Springmill in Middletown, Delaware, I vehemently OPPOSE any selection of the YELLOW Route.

There are many other viable choices. The YELLOW Route IS NOT ONE>

Please listen to our voices. It is important for this town that we be heard and considered.

Thank you.

Lorraine Mills
577 Whispering Trail
Middletown, DE 19709

[WEBSITE COMMENT FORM ATTACHED]

From: popejrmj@verizon.net [mailto:popejrmj@verizon.net]
Sent: Friday, January 11, 2008 4:09 PM
To: DOT Public Relations (DeIDOT)
Subject: 301 Project

We approve the Green North + Spur Road that extends north from the Delaware/Maryland state line to north of Armstrong Corner Road and then continues generally northeast and interchanges with Route 1 North of the Biddles Corner Toll Plaza and south of the C&D Canal. Interchanges at Levels Road, existing US 301 north of Armstrong Corner Road, and Jamison Corner Road.

We further approve the Interchange Option 2A and Spur Road Option 3B.

John R and Maxine Pope
83 Springmill Drive
Middletown DE 19709

Received January 11, 2008

Mark,

Thanks so much for your time and efforts. I am not savvy with the computer and have a tough time with this form.

Please accept this as a reply from the Summit Pond Maintenance Corp., that all the residents strongly oppose any widening, or additional increase in the amount of traffic in front of our development. It is a common fact in our daily lives that we risk death trying to cross the lanes of traffic as they exist now. Accidents at the entrance to our development as people ignore the light are routine. The truck noise is horrendous. Please do not increase this thru fare.

Sincerely,
Gibson C. Yoder

From: DIANA RYAN [mailto:DBRYAN09@VERIZON.NET]
Sent: Friday, January 11, 2008 7:07 PM
To: DOT Public Relations (DelDOT)
Subject: NEW 301 BYPASS

Pursuant to the article in the News Journal, I am answering in favor of keeping the current route proposed by DelDot as it stands this date. I do not see the need to rehash this over for the months, years to come only to have the work postponed, delayed and costing more then already anticipated. This bypass is many years overdue and needs to get started as soon as possible before additional roadblocks are encountered.

Thank you.

Diana Ryan
Springmill
Middletown DE

Received January 11, 2008

I am a resident of Springmill, a 55+ community, in Middletown, Delaware and am in agreement with the [Green Route](#) Proposal for Route 301. I think it is the best choice for the area.

Thank You,

Christine T. Chappelle
418 Morning Glory Lane
Middletown, DE 19709

**US 301 Project Development
Comments Received on FEIS**



Received January 11, 2008

To Whom It May Concern:

I am a resident of Springmill - a housing development located on US 301 in Middletown, DE. Any project involving Rt.301 directly impacts the residents of Springmill.

Please be informed that my neighbors and I strongly support the GREEN route for the 301 by-pass project. No other option provides the same much needed benefits for our community. We also endorse the GREEN SPUR road to benefit Summit Bridge users.

Thank you!

David and Betty Sturgill
584 Whispering Trail
Middletown, DE 19709-5801

Received January 12, 2008

Gentlemen: As a resident of Springmill in Middletown De. I support the green route alternative of the 301 project. This would seem to be the best of all alternatives . Thank you
Robert P.Gross
307 Daylillyway
Middletown De. 19709

-----Original Message-----

From: nikkistryker@atlanticbb.net [mailto:nikkistryker@atlanticbb.net]
Sent: Monday, January 14, 2008 9:33 PM
To: DOT Public Relations (DeIDOT)
Subject: proposed 301 project

We just want to support DelDot's Preferred Alternative Green North + Spur Road decision that was rendered on 5/18/07. We think that it is in the best interest of the Middletown area, as well as for those passing through our community.

We do NOT want the deletion of the spur road from the alternative. For safety sake, in the event of an evacuation, it will be another possible route. Even on an ordinary day-to-day basis, it will be a safe, convenient route for the local population to travel north to the Summit Bridge.

Nikki and Harvey Stryker
237 Wickerberry Drive
Middletown, DE 19709

From: Harry Wingate [mailto:harrywingate@verizon.net]
Sent: Monday, January 14, 2008 11:46 AM
To: DOT Public Relations (DelDOT)
Subject: 301

We live at 205 Patience Way, Springmill, Middletown. We are very worried that you are thinking of using the Yellow Route on 301. There is already too much traffic coming past our houses and into Middletown. Trucks go down 301 by the hundreds every day and all night. Please keep the Green Route. Thank you Harry & Patricia Wingate

From: billcuz@hotmail.com [mailto:billcuz@hotmail.com]
Sent: Saturday, January 12, 2008 6:19 PM
To: DOT Public Relations (DelDOT)
Subject: US 301

My wife and I live in Springmill and believe the present selection by DelDOT is fine. The route from the MD line to just past the toll booths seems the only viable route. Also the spur indicated seems reasonable. I hope this does not impact homeowners seriously but agree with your decisions.

William and Eleanor Cousins, 510 Whispering Trail, Middletown DE 19709 Phone 302-376-8118

From: Mary Jo Starrett [mailto:maryjostarrett@verizon.net]
Sent: Monday, January 14, 2008 1:21 PM
To: DOT Public Relations (DelDOT)
Subject: 301 Comments

We just want to **support** DelDOT's Preferred Alternative Green North + Spur Road decision that was rendered on 5/18/07. We think that it is in the best interest of the entire region, even though it will have a negative impact on our community of Springmill by being so close.

We do NOT want the deletion of the spur road from the alternative. For safety sake, in the event of an evacuation, it will be another possible route. Even on an ordinary day-to-day basis, it will be a safe, convenient route for the local population to travel north to the Summit Bridge.

We DO approve the recent changes, i.e. Interchange Option 2A and Spur Road Opt. 3B as well as the other minor changes to accommodate the farming community. These were sensible decisions.

Mary Jo Starrett and Ron Starrett
54 Springmill Drive
Middletown, DE 19709

From: Jay Sonecha [mailto:JSonecha@blenheimhomes.com]
Sent: Monday, January 14, 2008 2:01 PM
To: Tudor Mark (DeIDOT)
Subject: Route 301 Alignment

Blenheim Bayberry, LLC
220 Continental Drive, Suite 410
Newark, DE 19713
Phone: (302) 254-0100
Fax: (302) 254-0109

January 14, 2008

Mr. Mark Tudor, Group Engineer
North Project Development
Department of Transportation
State of Delaware
Dover, Delaware

RE: Route 301 Alignment

Dear Mr. Tudor:

Please be advised that we are fully supportive of DeIDOT's selection of "Green-North Option with a Spur" for Route 301 and the extensive studies that were performed and the public process that was followed in selecting this alignment.

Sincerely,

Blenheim Bayberry, LLC
Jay N. Sonecha, Authorized Member

January 14, 2008

Greetings,

I & my neighbors are in agreement w/the "GREEN ROUTE +SPUR" Proposal because it will have a minimal impact on the area, is cost effective & will have effective control on truck traffic. The "Yellow alternate" on the other hand is the least desirable because it severely impacts the area both during construction as well as afterword.

Everyone I talked to in our community of 362 homes is fully in agreement with the above comments. Thank you in advance for forwarding these comments on this very important subject.

Sincerely,

Gerard F. Ryan
113 Springmill Dr.
Middletown, DE 19709

US 301 PROJECT DEVELOPMENT

MD/DE Line to SR 1, South of C & D Canal

FINAL ENVIRONMENTAL IMPACT STATEMENT

DELAWARE DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

QUESTIONS AND/OR COMMENTS

Must be submitted on or before January 14, 2008

I / We wish to comment or inquire about the following with respect to the Final Environmental Impact Statement for US 301 from MD/DE Line to SR 1.

I am in complete agreement with the Final Environmental Impact Statement for US 301. I believe the sooner the project is completed the more lives will be saved and accidents will decrease. So Count my wife Laura and myself as a vote for the future of Delaware.

Thank You, Mr. Richard Belber & Mrs. Laura Belber

Please ADD my / our name(s) to the Mailing List

Please DELETE my / our name(s) from the Mailing List

Your comments and opinions are very important. All information provided on this form will be carefully considered by DeIDOT and FHWA. Under state law, this form is public domain, and if requested, a copy of it must be provided to the media or public. Thank you for your participation and contributions to this important transportation project.

OPTIONAL: Please provide your information:

Name: Mr & Mrs Richard Belber

Community/Organization: Springmill Community

Address: 10 Springmill Dr Middletown, DE 19709

US 301 PROJECT DEVELOPMENT

MD/DE Line to SR 1, South of C & D Canal

FINAL ENVIRONMENTAL IMPACT STATEMENT

DELAWARE DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

QUESTIONS AND/OR COMMENTS

Must be submitted on or before January 14, 2008

I / We wish to comment or inquire about the following with respect to the Final Environmental Impact Statement for US 301 from MD/DE Line to SR 1.

Mr. Tudor,

We agree with Del Dots Recommended Preferred Alternative route for the US 301 project.

Jim & Peg Burget
513 Whispering Trail, (Springmill)
Middletown, De 19709

Please ADD my / our name(s) to the Mailing List

Please DELETE my / our name(s) from the Mailing List

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OPTIONAL: Please provide your information:

Name: _____

Community/Organization: _____

Address: _____

US 301 PROJECT DEVELOPMENT

MD/DE Line to SR 1, South of C & D Canal

FINAL ENVIRONMENTAL IMPACT STATEMENT

DELAWARE DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

QUESTIONS AND/OR COMMENTS

Must be submitted on or before January 14, 2008

I / We wish to comment or inquire about the following with respect to the Final Environmental Impact Statement for US 301 from MD/DE Line to SR 1.

I live in the community of Springmill. I am STILL uncertain (after all this time) as to exactly where this proposed road would run in relation to my development. Please be advised that we already face the problem of having Rt. 896 at our front door! As if this weren't bad enough, it sounds as though you are proposing to sandwich our development between 896 and the new road. How can that be good for anyone? You claim that you will build "berms" to help with the noise and the seeing the highway, but we all can see how that did not help on the Rt. 896 side of the development. Although I realize that someone (some development) will have to "pay the price" for expansion in the Middletown area, I do not see why it has to be a development that is already struggling with one major highway.

Please ADD my / our name(s) to the Mailing List

Please DELETE my / our name(s) from the Mailing List

Your comments and opinions are very important. All information provided on this form will be carefully considered by DeIDOT and FHWA. Under state law, this form is public domain, and if requested, a copy of it must be provided to the media or public. Thank you for your participation and contributions to this important transportation project.

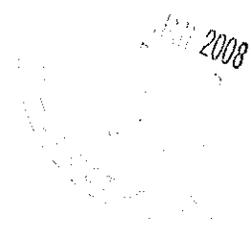
OPTIONAL: Please provide your information:

Name: [Cioffi]

Community/Organization: Springmill

Address: _____

Dennis Clay
1034 Middletown Warwick Rd.
Middletown, De. 19709
302-598-0665



Mark Tudor, P.E. and Corps of Engineers

I'm writing this letter to explain our position on the Strawberry Lane connection with the 301 project. The proposal submitted from Del Dot has the road running into our wood and through our pond and then through our permanently preserved, highly productive farmland. Our farm has been preserved forever by the development rights being removed. The woodland would be cut completely off from our farm and be surrounded by roads. There is a herd of about 20 deer that use this woods. Roads all the way around the woods would not be good.

Our proposal is to place the connector road next to the weigh station and along the side of old 301. There is room to put this road in that spot. Delaware will own that land no matter where this connector road goes. So there is a savings in land purchases. The road that is proposed on our farm is also about twice as long as the alternate along old 301. So there would be a savings in construction. The connector road along old 301 is one of Del Dots original proposals. I don't know why it didn't get submitted to the Corps.

I understand the issue for the Corps of Engineers is trying to miss the wetlands. I agree we shouldn't destroy wetlands. I also think we shouldn't destroy protected farmland. We can create new wetlands, but we can't create this quality of farmland. The world has to eat, and farmland is the source of most food. The current proposal would also hit wetlands and take our permanently preserved farmland. Our proposal would only affect less than one half acre of wetlands on land already owned by the state.

We have lived on this farm on 301 for forty seven years. We have been to all the meetings on the 301 project. We have not fought this project during the process. We have only tried to make suggestions on issues with moving farm equipment and moving farm products from one farm to another.. Our business will be greatly impacted by the 301 project, because it runs through five farms that we farm. This is a major impact to our operation, but we haven't fought it. We do feel like we have to fight the placement of the connector road because of the impact to our farm. We have made the commitment to preserve land and with that commitment we have made plans to put another center pivot irrigation system on this land. We knew the new 301 was going through five of our rented farms, so we decided to enhance the ground we own and make it more productive. The connector road takes away some of that productivity.

We suggest possibly trying to enhance some of our other wetlands in order to make up for this small piece of wetlands that would be taken by our proposal.

In closing, we believe there is a good alternative to the connector road going through our farm. We believe it will have less impact on the environment. We believe keeping the roads close together makes a lot of sense both environmentally and economically.

Thank you for your consideration.

Sincerely
Dennis Clay

Morgan Clay
1038 Middletown-Warwick Road
Middletown, DE 19709



Mark Tudor, P.E.,

I'm writing this letter to request that the Corp of Engineers reconsider going through our farm to make a connector road to Strawberry Lane. We made the decision four years ago to purchase the two farms next to our home farm. At the same time we decided to preserve these two farms in a New Castle County Farmland Preservation Program. These farms are to be preserved forever. We now have plans and a written proposal from Sussex Irrigation Co. to add a new irrigation system which would be directly impacted by the new connector road. We need to build this irrigation system now.

We have lived in this same location for nearly 47 years and we have watched traffic get worse and worse. We have gone to many meetings over the years to see what Del Dot had planned for the new 301 project, but also to give our support to the entire 301 project because we know this road needs to be built. When the road is under construction and after it is finished our farming operation will be significantly impacted. The new 301 will cut through 5 farms we till. But we still support the entire project. In the past few months we have been to meetings in support of having a connector road from Hooper Equipment to Strawberry Lane. We needed this road to help keep our large equipment which needs to go towards Maryland from having to go towards Middletown, a much more heavy traffic route and then turn around and head back towards Maryland.

We believe a better option to putting the connector road through our preserved farm would be to keep the connector as close as possible to the new 301 project and the new 301 northbound weigh station. By keeping these roads as close together as possible seems to be a better option for the environment. Del Dot will already own a significant amount of ground between the new weigh station and Strawberry Lane which will not be used for anything. If the connector road is squeezed as close as possible to the new weigh station it appears that the connector road would impact less than a half acre of wetlands. If the new connector road is put through our farm, it will cut our farm pond to half its size, maybe do away with it altogether. This farm pond is used by all sorts of wildlife from deer, fox, groundhogs to geese and ducks. All but the geese and ducks come from the woods to use the pond. It seems more important to have these wetlands and woods connected to open farmland than to be surrounded by highways. The impact to the wildlife which uses these 65 acres will be much greater if this wildlife has to cross a road to get to open farm fields.

The cost to the taxpayer will be much more when Del Dot has to purchase our preserved farmland, when they already will own the land where the connector road could be put. It will cost more to put the connector road through our farm to Strawberry Lane because it is a loner route. Also it will cost more when Del Dot fills our wetlands pond, they will have to build one twice as big.

We have also told Del Dot that we are willing to provide land for the purpose of mitigation to deal with wetlands they would have to cross to keep the connector road as close to the new weigh station as possible.

In closing, as farmers we are not experts on wetlands and wondering what we can do to better manage our wetlands habitat.

Thank You Very much,

Morgan Clay, JAN 8, 2008
Morgan Clay

US 301 PROJECT DEVELOPMENT

MD/DE Line to SR 1, South of C & D Canal

FINAL ENVIRONMENTAL IMPACT STATEMENT

DELAWARE DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

QUESTIONS AND/OR COMMENTS

Must be submitted on or before January 14, 2008

I / We wish to comment or inquire about the following with respect to the Final Environmental Impact Statement for US 301 from MD/DE Line to SR 1.

I would like to add my comment that I do not want to see the Yellow Route for the new 301 project. Our community - Springmill - has joined together and expressed our vote for the Green Route/North + Spur. This route would serve our purpose and nearby communities as well.

Sonya Comstock
Springmill
324 Daylilly Way
Middletown, DE 19709
302-449-5515

Please ADD my / our name(s) to the Mailing List

Please DELETE my / our name(s) from the Mailing List

Your comments and opinions are very important. All information provided on this form will be carefully considered by DelDOT and FHWA. Under state law, this form is public domain, and if requested, a copy of it must be provided to the media or public. Thank you for your participation and contributions to this important transportation project.

OPTIONAL: Please provide your information:

Name: Sonya Comstock

Community/Organization: Springmill

Address: _____

US 301 PROJECT DEVELOPMENT

MD/DE Line to SR 1, South of C & D Canal

FINAL ENVIRONMENTAL IMPACT STATEMENT

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I / We wish to comment or inquire about the following with respect to the Final Environmental Impact Statement for US 301 from MD/DE Line to SR 1.

The proposed solution to Route 301 is a completely outdated, conventional approach to "solving" transportation needs and does not sufficiently weigh the cost/benefit analysis of the big picture.

The impacts from induced traffic and induced development was not taken into consideration according to project consultants to whom I spoke.

Why are we not considering rail from Wilmington to Dover and the beaches, and elsewhere?

It is time for DeIDOT and Delaware to start thinking more creatively about its transportation needs.

Where is the enormous amount of funding coming from? Let's use the fiscal crunch as a lead to think differently about how we approach transportation needs and to look more holistically about transportation and its interrelationship with people, communities and the environment. We can no longer afford - fiscally and environmentally - to keep doing things a la the late 20th century.

Why is Delaware surrounded by three states who are ALL taking a fresh look at new approaches and instituting the principles of "Smart Transportation." PennDOT - which used to say "we only build roads and move vehicles - is now leading the way in promoting smart transportation policy and seriously considering land use implications in its planning. New Jersey as well. And, Maryland.

C'mon Delaware, let's not continue down the wrong path when we know far better now, we know that alternatives exist.

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OPTIONAL: Please provide your information:

Name: Dee Durham

Community/Organization: a Delaware citizen and Executive Director, S.A.V.E.

Address: OFFICE: 101 East Street Road, Kennett Square, PA 19348 director@save41.org

US 301 PROJECT DEVELOPMENT

MD/DE Line to SR 1, South of C & D Canal

FINAL ENVIRONMENTAL IMPACT STATEMENT

DELAWARE DEPARTMENT OF TRANSPORTATION
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I / We wish to comment or inquire about the following with respect to the Final Environmental Impact Statement for US 301 from MD/DE Line to SR 1.

we wish to again express our strong support for the preferred alternative (Green North + Spur Road) of the route 301 project. clearly, after due consideration by all, this option appears to be the best for the greatest number of people concerned.

Please ADD my / our name(s) to the Mailing List

Please DELETE my / our name(s) from the Mailing List

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OPTIONAL: Please provide your information:

Name: Richard J. and Carol M. Foley

Community/Organization: Springmill

Address: 302 Daylilly Way Middletown, DE 19709

US 301 PROJECT DEVELOPMENT

MD/DE Line to SR 1, South of C & D Canal

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I / We wish to comment or inquire about the following with respect to the Final Environmental Impact Statement for US 301 from MD/DE Line to SR 1.

AS A TAX PAYING AND VOTING RESIDENT OF THE SPRINGMILL COMMUNITY, I WISH TO STRONGLY SUPPORT AND ENCOURAGE DELDOT TO FOLLOW THROUGH WITH THE PLANS AS OUTLINED IN THE FEIS. I AM IN AGREEMENT WITH DELDOT AND OTHERS THAT THE GREEN ROUTE WILL HAVE THE LEAST IMPACT ON MAJORITY OF T HE RESIDENTS

Please ADD my / our name(s) to the Mailing List

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OPTIONAL: Please provide your information:

Name: ROBERT JACKSON

Community/Organization: SPRINGMILL

Address: 19 SPRINGMILL DR. MIDDLETOWN, DE 19709

Del DOT
800 Bay Road
P.O. Box 978
Dover, DE 19903-0778

Dec. 24, 2007

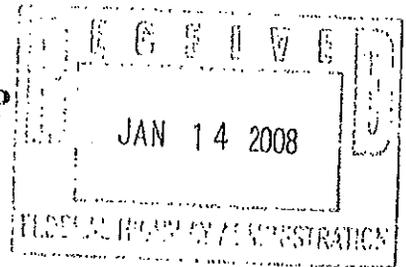
RE: PROPOSED RT 301 & SPUR

I AM REPLYING TO THE RECENT NEWSPAPER ARTICLES ON THE PROPOSED RT. 301 AND THE SPUR. I AM FOR CONSTRUCTING RT. 301, BUT AGAINST TO ADDING THE SPUR. I FEEL THE PUBLIC, (THE TAXPAYERS OF DELAWARE) WOULD BE BETTER SERVED IF THE RECENT IMPROVED RT. 896 WOULD BE INCORPORATED WITH THE PROPOSED RT. 301. IN MY OPINION, IT MAKES MORE ECONOMICAL AND LOGICAL SENSE TO UTILIZE AN EXISTING 2 LANE HIGHWAY IN PLACE OTHER THAN TO CONSTRUCT 2 SEPARATE 1 LANE ROADS WITH A MEDIAN STRIP SEPARATING THROUGH VIRGIN GROUNDS. I THANK YOU FOR YOUR CONCERN



SINCERELY
Florian P. Lisinski
FLORIAN P. LISINSKI
1848 CHOPTANK ROAD
MIDDLETOWN, DE 19709

DELAWARE FINANCIAL GROUP
110 SOUTH POPLAR STREET SUITE 101
P.O. BOX 1425
WILMINGTON, DELAWARE 19899
(302) 658-5600
(302) 658-3341 Fax
E-mail: andy lubin@aol.com



January 10, 2008

Hassan Raza
Division Administrator
Federal Highway Administration
300 South New Street
Dover, DE 19901

RE: US 301 Project Development
Final Environmental Impact Statement

Dear Mr. Raza:

We represent Whitehall, LLC, a significant land owner located in Southern New Castle County directly impacted by the US 301 project.

For several years, Whitehall, LLC and its consultants have worked with representatives of the Delaware Transportation Department in an effort to accomplish the much needed limited access traffic relief route for southern New Castle County. There has been many iterations and alternatives proposed to accomplish this goal, and we are convinced the Green Route North is the most effective solution.

While the proposed Highway bisects the Whitehall lands requiring substantial redesign of an approved but un-built office sub-division and new major land development plan for the remaining acreage, the recommended path is the appropriate one to serve the majority of northbound traffic to Route I and I-95 north.

The recommendation of the proposed spur continuing north to Route 896 will relieve and improve traffic heading to Newark and points south. The combination of the proposed improvements, in our opinion, accomplishes the goals intended for the US 301 Project development.

If you have any questions regarding our position, please contact us at your convenience.

Sincerely,



Andrew M. Lubin

US 301 PROJECT DEVELOPMENT

MD/DE Line to SR 1, South of C & D Canal

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I / We wish to comment or inquire about the following with respect to the Final Environmental Impact Statement for US 301 from MD/DE Line to SR 1.

The substantial amount of thorough data collected and carefully analyzed over the last few years, clearly demonstrates the environmental impact of the road is far less than the impact of the enormous growth witnessed in Middletown. There is no project that is without its drawbacks, but to date, the accumulated data, and the conclusion of the FEIS clearly demonstrates the current preferred road accomplished the objective of the new road with the least amount of harm to the environment and the residents. I think it should be noted, that further unwarranted delays can and have caused considerable harm to the residents and commuters of Middletown.

Please ADD my / our name(s) to the Mailing List

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OPTIONAL: Please provide your information:

Name: Mike and Cindy Marando

Community/Organization: _____

Address: 430 Armstrong Corner Road, Middletown, DE 19709

US 301 PROJECT DEVELOPMENT

MD/DE Line to SR 1, South of C & D Canal

FINAL ENVIRONMENTAL IMPACT STATEMENT

DELAWARE DEPARTMENT OF TRANSPORTATION
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I / We wish to comment or inquire about the following with respect to the Final Environmental Impact Statement for US 301 from MD/DE Line to SR 1.

As a homeowner whose lot will be acquired by the project; I felt it was important to offer my support for the Preferred Alternative - the Green Route North with spur. I reviewed significant portions of the FEIS, with a focus on the information relating to our lot on Armstrong Corner Road. It has long been a concern that established houses of worship in the area, as well as schools, be preserved and left unharmed as a result of this project. The future housing development in the area is secondary to the current safety issues needing to be addressed by this project. It should be noted that some who are unhappy with this choice, particularly those in the Choptank Road area, are those who had purchased lots when notes already existed on "county and DeIDOT" books and other plans dating back to the 1960s that the Route 301 project already had purchased right of way in this area. The preferred alternative has been chosen as a result of careful investigation, open presentations, and prudent negotiation with the public affected by this project. It is our opinion that if this route must be built, that the preferred alternative is the best choice fiscally as well as environmentally.

Please ADD my / our name(s) to the Mailing List

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OPTIONAL: Please provide your information:

Name: Paul and Paula Marsillii

Community/Organization: _____

Address: 426 Armstrong Corner Road, Middletown, DE 19709

US 301 PROJECT DEVELOPMENT

MD/DE Line to SR 1, South of C & D Canal

FINAL ENVIRONMENTAL IMPACT STATEMENT

DELAWARE DEPARTMENT OF TRANSPORTATION
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I / We wish to comment or inquire about the following with respect to the Final Environmental Impact Statement for US 301 from MD/DE Line to SR 1.

I strongly oppose the choice of the YELLOW Route. It is the least acceptable to me and to the 700 residents of Springmill in Middletown.

Please hear our voices and understand the importance of NOT choosing the YELLOW route.

Thank you.

Lorraine Mills
577 Whispering Trail
Middletown, DE 19709

Please ADD my / our name(s) to the Mailing List

Please DELETE my / our name(s) from the Mailing List

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OPTIONAL: Please provide your information:

Name: Lorraine Mills

Community/Organization: Springmill Concerned Residents

Address: 577 Whispering Trail, Middletown, DE (missbuffington@verizon.net)

US 301 PROJECT DEVELOPMENT

MD/DE Line to SR 1, South of C & D Canal

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I / We wish to comment or inquire about the following with respect to the Final Environmental Impact Statement for US 301 from MD/DE Line to SR 1.

We strongly feel that a 301 bypass that actually bypasses Middletown is urgently needed not only to relieve pass-through congestion but also to relieve noise pollution from the parade of large commercial vehicles which traverse through Middletown every day and night.

Accordingly, the No Build and the Yellow alternates should definitely not be considered at all.

The Preferred Green/North alternative is acceptable.

The Brown and Purple alternates would also be acceptable to us, but we are content to bow to the Preferred Green/North alternate.

We strongly suggest that there should be a restriction of large, non-local commercial vehicle traffic on 301 after the bypass is completed. If it is illegal to force these vehicles to use the bypass because it is a toll road, then maybe it shouldn't be a toll road. We realize the tolls are expected to defray the costs of the bypass. However, if tolls keep it from being used enough to fulfill the purpose for building it, then alternative funding sources should be explored.

Please ADD my / our name(s) to the Mailing List

Please DELETE my / our name(s) from the Mailing List

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OPTIONAL: Please provide your information:

Name: James and Dolores Mount

Community/Organization: Springmill

Address: 184 Springmill Drive, Middletown, DE 19709

US 301 PROJECT DEVELOPMENT

MD/DE Line to SR 1, South of C & D Canal

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I / We wish to comment or inquire about the following with respect to the Final Environmental Impact Statement for US 301 from MD/DE Line to SR 1.

I prefer the The Green North + Spur Road option.

Please ADD my / our name(s) to the Mailing List

Please DELETE my / our name(s) from the Mailing List

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OPTIONAL: Please provide your information:

Name: (PRALL)

Community/Organization: _____

Address: _____

US 301 PROJECT DEVELOPMENT

MD/DE Line to SR 1, South of C & D Canal

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I / We wish to comment or inquire about the following with respect to the Final Environmental Impact Statement for US 301 from MD/DE Line to SR 1.

My wife and I would like to voice our dissatisfaction with how close the proposed route for the the 301 by-pass would be to our community of Springmill. We would ask that the route be reconsidered and moved further from our community. Why not move it back to Choptank and just enlarge Choptank to fit the new by-pass?

David & Joan Schopp
94 Springmill Dr
Middletown, DE

Please ADD my / our name(s) to the Mailing List

Please DELETE my / our name(s) from the Mailing List

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OPTIONAL: Please provide your information:

Name: David & Joan Schopp

Community/Organization: Springmill

Address: 94 Springmill Dr.

US 301 PROJECT DEVELOPMENT

MD/DE Line to SR 1, South of C & D Canal

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I / We wish to comment or inquire about the following with respect to the Final Environmental Impact Statement for US 301 from MD/DE Line to SR 1.

I would like to continue to express my concern about the 301 proposal, first and foremost towards the priority tree used to make decisions about the road. For example, the road appears to benefit most the residents of MD and other interstate commuters. This is at the expense of DE residents who not only have to pick up the tab but also have to live with the unsightly super-highway. Should we not prioritize DE, and specifically, Middletown, residents above others? Also, consideration was given to future and planned developments in the area. Should we not give priority to existing Middletown neighborhoods and communities? Middletown is poised to be an affluent city in DE like Greenville and Hockessin. This road will seriously affect the value of properties in the Middletown area.

I am very skeptical about whether the super-highway will indeed solve the traffic problem. Many of the interstate drivers have already said that they use 301 in order to avoid tolls and will not pay to use the new proposed 301. The convenience simply does not offset the expense. This is alarming to me and should be alarming to the 301 project team! Instead of trying to accommodate the traffic, perhaps we should look at the problem as one where we encourage commuters to use other routes that are already formed for thru-traffic. For example, if the issue is in fact, tolls, what would happen if we removed tolls from the preferred route (like 95)? Or, let's say we left things as they are and eventually 301 backed up. At that point 301 may no longer be the preferred route for many individuals and they will naturally adjust their expectations and seek alternative routes.

Another possibility is to form a series of smaller roadways to divide up the traffic effectively among a series of veins. In this way the character and feel of Middletown would be less impacted but the traffic would still be able to move through. Or maybe rules can be introduced on the existing 301 that prevent trucks (or vehicles of a certain weight) to pass through. Even more radical: how about narrowing 301? This would make it unpalatable to non-local traffic.

Some of these ideas are somewhat radical, I know. What I am trying to do is encourage the 301 project team to think outside of the box in solving this problem (I'm an engineer so bear with me). I think it is important for the project team to prove to the community that the traffic problem cannot be addressed with any other solution besides building a highway through their backyards. I do not think that the project team has sufficiently exhausted other avenues in coming to this solution and would like to ask for them to revisit this basic question.

Thanks!
Sammye Traudt

Please ADD my / our name(s) to the Mailing List

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OPTIONAL: Please provide your information:

Name: Sammye Traudt

Community/Organization: Crystal Run Farms

Address: 135 Crystal Run Drive, 19709

US 301 PROJECT DEVELOPMENT

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I / We wish to comment or inquire about the following with respect to the Final Environmental Impact Statement for US 301 from MD/DE Line to SR 1.

Dear Mr. Tudor, C. Wicks

I am an individual property owner that will be taken through acquisition according to the map of the green route from Armstrong's Corner Road to SR1. I reside at 4914 Summit Bridge Road. I have attended all workshops, plus all the prior studies of 301. The spur to Summit Bridge is and was the proposed ridge route from prior studies. I have testified, made several comments, but I am only one vote. I am disappointed, that there seems to have been several behind closed door meetings with many civic groups and politicians and individuals like myself were left out. The News Journal and the housing developments don't understand that the spur was always there on the books to be done over 40 years ago. The spur is the correct way to relieve local traffic. If there are any future meetings public or behind closed doors, I would appreciate involvement.

L.Wayne Usilton
Lwusilton@aol.com

Please ADD my / our name(s) to the Mailing List

Please DELETE my / our name(s) from the Mailing List

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OPTIONAL: Please provide your information:

Name: _____

Community/Organization: _____

Address: _____

US 301 PROJECT DEVELOPMENT

MD/DE Line to SR 1, South of C & D Canal

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I / We wish to comment or inquire about the following with respect to the Final Environmental Impact Statement for US 301 from MD/DE Line to SR 1.

I wish to support the Green Route/Spur that DelDOT has approved. The environmental impact statement adds little that is negative about this decision. The very worst possible choice would have been the yellow route b/c of its proximity to an existing subdivision, safety issues at intersections and around proposed shopping areas on the west side of Middletown, and creation of untenable amounts of additional traffic on 301. Additional negative choices would have been the routes which took churches and homes already established.

Traffic on 301 continues to increase at an alarming rate. I travel to and from Springmill and see frequent near-misses, usually involving trucks. Automobile drivers pull out in front of heavy trucks without considering the fact that these trucks cannot be stopped on a dime. Just last week 2 truckers had to slam on their brakes as a car pulled out in front of them from the Arby's parking lot. One trucker nearly lost control as his truck jack-knifed right in front of me. My car was filled with the smell of burning rubber from their tires. Had it not been for the skill of the truck drivers, someone would have died there. Today a truck tried and could not stop for a red light at the corner of 301 and Springmill Dr. Had I pulled out when my green left turn arrow came on, the truck would have slammed into my car.

All this is to say, DelDOT must begin construction NOW on this much needed by-pass and spur. Residents are tired of "meeetings," "workshops," "impact studies," and "comment periods." They want ACTION! At the rate things are going, only 5 year olds stand a chance of living long enough to see this by-pass to completion.

Please ADD my / our name(s) to the Mailing List

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OPTIONAL: Please provide your information:

Name: Sharron Young

Community/Organization: Springmill

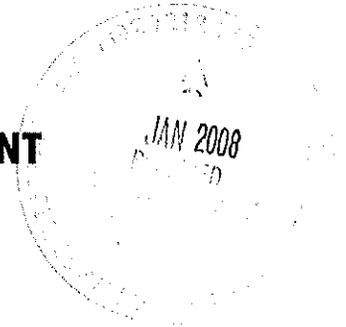
Address: 230 Patience Way Middletown

US 301 PROJECT DEVELOPMENT

MD/DE Line to SR 1, South of C & D Canal

FINAL ENVIRONMENTAL IMPACT STATEMENT

DELAWARE DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION



QUESTIONS AND/OR COMMENTS

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I / We wish to comment or inquire about the following with respect to the Final Environmental Impact Statement for US 301 from MD/DE Line to SR 1.

We personally like the latest plan for US 301 and are very interested in seeing it complete as soon as possible. We hope there are no plans to change the latest proposed route.

Please ADD my / our name(s) to the Mailing List

Please DELETE my / our name(s) from the Mailing List

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OPTIONAL: Please provide your information:

Name: George and Claudette Latsko

Community/Organization: Springmill

Address: 636 Poets Way, Middletown, DE 19709

**Middletown Corridor Coalition's Responsive Comments to the
FEIS
(Final Environmental Impact Statement)
Dated November 2007
Regarding the US 301 Project Development in New Castle County,
Delaware**

Summary

The MCC is a grass roots organization that feels the FHWA does not have all of the pertinent information to properly assess the "Final Environmental Impact Statement" (FEIS) submitted for the US 301 Project as submitted by DelDOT in November of 2007. It should be noted that the MCC supports the selection of the Green Route and only finds fault with the process surrounding the addition of a spur after the public comment period. The MCC, and various state representatives and departments, have recommended the removal of the spur route from this project on multiple occasions and maintains that removal is the most ethical, cost effective, environmentally conscious, and historically conscious path. When the spur is removed, it can be considered as a stand alone project and reconsidered under its own merits. In order to make this document more concise, a full list of grievances is not being submitted, but instead this document is centered on the FEIS only. Please note that the bolded paragraphs that follow represent a good summary of each comment for longer comment sections, with the balance of that comment representing supporting information.

Omissions

Our first comment is a general one, DelDot has not submitted all of the relevant information required to properly assess this project. In order to support our long list of comments we felt it necessary to quickly list a few of those omissions. This list is a summary of the omitted information, and a full list can be provided upon request.

1 - Attachment 1 – Letter requesting the removal of the spur road from the project from our area state representatives and state senator.

2 - "Estimating Toll Road Demand and Revenue" - This research was sponsored by the American Association of State Highway and Transportation Officials in Cooperation with the Federal Highway Administration and was based on Planning and Administration and Estimating Toll Road Demand and Revenue. This document is in excess of 45 pages and can be found at the following link.

http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_syn_364.pdf

3 – Attachment 2 - Letter from Chris Coons County Executive to Sec. of Transportation Nathan Hayward recommending a combination of the green and brown routes with the

Middletown Corridor Coalition's Responsive Comments to the FEIS

brown route representing the spur. This document shows a predetermination to include the brown route under all phases of the project.

4 – Attachment 3 – Email from RKK engineers to Mark Tudor describing their toll revenue estimates as “potentially frightening” and overestimated by 200% – 800% due to the “Estimating Toll Road Demand and Revenue” document listed above.

Comments

Summary Page S-2

Deldot said: “Approximately 95% of the northbound truck traffic originating south of Middletown is destined to points northeast of the C&D canal, with nearly 90% of that destined for places outside Delaware.”

Deldot also said “The Proposed description of the “Spur” road is to improve safety and better manage the heavy Truck traffic volumes through the project area”

By these estimates the north bound Truck traffic that could utilize the spur only constitutes approximately 3 - 5% of the total Truck traffic on the 301 Corridor. Further this percentage is lowered, due to roughly 2-3% of these trucks with a final destination of Middletown proper. Per the “Estimating Toll Road Demand and Revenue” document it is a reasonable assumption that only 40% will utilize the toll road. The spur is being built for 1.2% to 2% of the overall traffic.

The Middletown Corridor Coalition (MCC) proposed to upgrade the existing 896/301 from Boyd's Corner Rd. to Armstrong Corner Rd., an approx. 1 mile stretch of roadway. This Upgrade would widen 896/301 from two lanes to four lanes with minimal impact on properties and businesses. This upgrade would save the State and Federal Government upward of \$135 Million by replacing the highly expensive “Spur” road. This work is acknowledged as necessary under any scenario by DelDOT.

Moreover, the proposed “Spur” road will increase risk to drivers. One example is that there have been recent reports showing that the Toll Booth Accident Rate has dramatically increased over the last 10 years. The “Spur” road will direct more drivers through toll booths, thus increasing risk.

We also question the use of the DEIS written in 1992. Why was there no updated DEIS written to back such a costly road project? DelDOT has not done their due diligence in this respect.

Summary Page S-5

It is the Middletown Corridor Coalition's contention that there is a problem with DelDOT's request for federal funds with regards to the “Spur”. Pursuant to Title

Middletown Corridor Coalition's Responsive Comments to the FEIS

23 from the FHWA, if a facility is to be built with enough land to complete a four lane highway, the applicant must provide justification for a four lane facility. This is to apply even when the applicant is only constructing two lanes but has enough land to build four. The amount of land must be justified in order to gain federal funding. If it can not be explained, the State should not obtain federal funding for construction of the roadway.

It is the Middletown Corridor Coalition's contention, due to the comments in Attachment 2, that DeIDOT intends to originally build a 2 lane "Spur" roadway in order to obtain federal funding, but that DeIDOT's ultimate plan is to upgrade that roadway to a four or six lane highway in the future. The negative aspects of the brown route apply to the spur route namely greatest public opposition, elevated roadways, negative impacts of traffic above the Summit Bridge, impact to the Summit Airport and high quality wetland impacts. The spur has not withstood the public workshop comment period due to the timing of the addition of the spur and the Summit Bridge cannot withstand additional traffic without upgrade to the bridge itself.

The "Spur" Road facility has a 62' median, four 12' shoulders, two 12' single lane roadways, and 60' of clearways in the design for an overall width of 146'. This suggests that one day a four lane highway or perhaps even a six lane highway designed for 70 mph speeds could be finished in its place. The MCC, along with our legislators and the Department of Land Use in New Castle County, all agree that this is a very likely scenario. We would like DeIDOT to justify why they would need a four lane highway or a six lane highway attached to the Main Facility (the main green route) that is already a four lane Highway which is 260 feet wide, that could be expanded to six or eight lanes. That main Route has the same suggested speed design of 70 mph.

The Summit Bridge which directly flows into the "Spur" design is unable and will never be able to withstand significantly increased traffic flow, whether it is in ten years or 50 years. For this reason, as well as environmental and historical impacts, the Brown, Yellow, and Red routes were all dismissed from the "selection" process.

Since the "Spur" road is estimated at a cost of approximately \$135 million, and the Delaware Transportation Trust Fund has a shortfall of over \$1.5 billion, it is fiscally irresponsible to design and build an unnecessary roadway. This is due to the fact the MCC has come up with a cost saving alternative that the Federal government would cover if the application was reapplied with the upgrade of Rte. 301 from Boyd's Corner Rd to Armstrong Corner Rd as the "Spur" DeIDOT desires. This would alleviate the congestion, safety and cost issues of the Route 301 corridor.

It is DeIDOT's duty to listen to the mandate of the people. A community should have a strong say in what happens where we live, and as a group, we have proposed an alternative that has not gone to public comment. We reiterate that the "Spur" road is an unnecessary, expensive road project that will be unbeneficial to the people of the

Middletown Corridor Coalition's Responsive Comments to the FEIS

community it will be constructed through. Upgrading the existing roadways is the most practical and beneficial solution for all involved.

Summary Page S-8

The MCC asserts that the Brown Route, which was dismissed and is opposed by DENREC (Delaware Department of Natural Resources and Environmental Control) and SHPO (State Historic Preservation Office) and our state legislators (Attachment 1), runs along the same alignment as the "Spur" as supported in multiple DelDOT emails including Attachment 2. Therefore, the "Spur" road will have the same potential impacts to high quality wetlands and relatively undisturbed natural stream systems and wildlife corridors in the area adjacent to and within the C and D Canal State Wildlife Area and State Natural Area, an area that is not to be developed, and level 3, 4 environmental areas in New Castle County. In support of this assertion, DelDOT has admitted to the MCC that the "Spur" road is designed on the same alignment as the Brown Route.

Summary Page S-15

The preferred Alternative will impact far more than 143 properties. The MCC contends that there are hundreds more properties impacted by the "Spur" road, which are not included in this number. The MCC has done extensive research on the proposed "Spur" and finds DelDOT to be negligent and irresponsible in continuing the design and placement of the "Spur".

Summary Page S-17

The MCC would like an air quality conformity analysis before the ROD. This will help insure the well-being of the thousands of residents who live in the Green Route project area, including the "Spur" road area. We would like to receive the results of such an analysis, and its impact on the future health of residents living in the project area.

Summary Page S-18

The MCC would like further analysis performed in the "Spur" area, particularly in the subdivisions along its proposed route. The sound analysis allegedly performed on July 7, 2005 was done at 3:00 p.m. to 3:15 p.m. in two areas at a great distance from the proposed road site. We feel that the sound testing to date has been unacceptable. In addition, the sound abatement proposed by DelDOT will not bring the sound levels to an acceptable level for the subdivisions that abut the "Spur". In order to preserve sound levels the DelDOT proposal of 55dBA is not acceptable.

Any sound abatement berms should be soil tested to assure it is clean fill. The MCC requests a soil sample for our own analysis. The MCC would like to be on record that sound mitigation is required by both county and state code to be built before any

Middletown Corridor Coalition's Responsive Comments to the FEIS

construction of a roadway facility if the construction is near an existing subdivision. This is in order to protect the residents of the existing subdivisions from sound and other negative conditions produced by construction.

Summary page S-19

The "Spur" will run directly through Protected Farmland protected since 2005. This is in contradiction of the Governor's Livable Delaware Executive Order.

Summary page S-21

The Toll Diversion Working Group from the fine state of Maryland, whose work ended in August of 2006, was not given information on the "Spur" road as a part of the Rte. 301 project. This is because the Spur was not being publicly acknowledged although it was being discussed as the preferred alternative in Attachment 2 as early as December of 2005. With the addition of the spur, easier access to toll diversion were created.

Summary page S-24

No where in the FEIS is there any documentation of the meeting Sec. Carolann Wicks had with three Legislators (Rep. Cathcart, Rep. Hall-Long, and Senator Amick), in which they asked Sec. Wicks to uncouple the "Spur" from the Rte. 301 project and make it stand on its own merit in a stand alone project. This meeting took place as a result of DelDOT adding the "Spur" at the end of the workshop process and giving no alternatives to the "Spur" for the public to review or discuss. All feasible alternatives at that point had the "Spur" added to their design. The resultant from that meeting was the letter listed as Attachment 1.

Summary Page S-25

Under section O, the Rte. 301 project was proposed as being primarily funded through the toll revenue bonds supported by the four potential toll collection facilities along the build alternatives. It has come to light that this toll revenue has been overestimated by at least 200%.

This information was given in a report entitled "National Cooperative Highway Research Program". The research was sponsored by the American Association of State Highway and Transportation Officials in Cooperation with the Federal Highway Administration and was based on Planning and Administration and Estimating Toll Road Demand and Revenue. http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_syn_364.pdf

Considering the Delaware Transportation Trust Fund's \$1.5 Billion shortfall, funding sources are limited. With an estimated cost of \$600 to \$800 million, Delaware would have to come up with approx. \$118 million on its own. This task is even more

Middletown Corridor Coalition's Responsive Comments to the FEIS

formidable considering the financial situation of the State and the gross overestimation of toll revenue.

Purpose and Need page I-4

Under Section B: DelDOT proposed that the Rte. 301 Project would enhance highway safety, manage truck traffic and address existing and projected traffic congestions in the US 301 corridor, while minimizing environmental impacts and accommodate existing and planned development. The MCC contends that this plan does just the opposite. First, addressing the safety issue, there is an increased risk of accidents with toll booths. The plan for DelDOT is to have four of these tolls along a 15 mile length. Further, 95% of truck traffic which DelDOT is attempting to alleviate, travels from east to west. **Once again the need for a "Spur" roadway is unseen, due to the "Spur" only "potentially" carrying less than 5% of the truck traffic. When percentages for local traffic consideration and the overestimation mentioned in Summary Page S-25's comment, the resultant is approximately 1% - 2% of truck traffic. An upgrade of the existing 896/301 roadway would sufficiently carry this small percentage. This would also fix the expected environmental impacts that would happen with the building of the "Spur" road.** Concerning congestion in the area, the MCC's option of upgrading the existing roadway would more adequately address this problem. Additionally, the existing road represents a safety issue that needs to be addressed under all scenarios.

The projected homes to be built in the project area in just the next few years alone are upward of 12,880. That is a potential of an additional 25,000 cars in the area, if not more. These new homes cannot utilize the spur or green route by design, and will feed directly into the existing area of safety concern. This information is shared per the Middletown Transcript December 27, 2007 issue:

"New houses, townhouses, apartments: residential development in 2008.
Compiled by Rebecca Henely, Staff Reporter.

Each year, the Middletown Transcript publishes an annual update on the new and in-progress residential development coming to the southern New Castle County area.

Information for this year's article has been provided by Kristen Krenzer, public relations officer for the Town of Middletown; Vince Kowal, spokesperson for New Castle County Land Use; the Town of Odessa; and Mike Jester, code enforcement officer for the Town of Townsend. The list excludes small developments with houses in the single digits and large developments where only a few homes are left to be built.

Ashby's Place: 4 single-family homes, pending approval, on Bayview Rd.
Bayberry North: 619 single-family homes, 56 duplexes, 82 townhouses, to be built on Boyd's Corner Rd.

Middletown Corridor Coalition's Responsive Comments to the FEIS

- Bayberry South: 970 single-family homes, 100 townhouses, 120 condominiums, to be built on Boyd's Corner Rd.
- Baymont Farms: 157 single-family homes, pending approval, on Vance Neck Rd.
- Carter Farm: 420 single-family homes, pending approval, on Bethel Church Rd.
- Churchtown Manor: 201 single-family homes, approved, on Cedar Lane Rd.
- Crossland: 7 single-family homes, 230 townhouses, pending approval, on Lorewood Grove Rd.
- Estates at St. Anne's: 466 single-family homes, 103 built, 21 under construction on Levels Rd in Middletown.
- Fidler Property: 123 single-family homes, approved, on Bethel Church Rd.
- Floral Plan Growers, LLC: 85 single-family homes, approved, on Hyetts Corner Rd.
- High Hook Farms: 162 single-family homes, 42 duplexes, 56 townhouses, pending approval, on Vance Neck Rd.
- Highlands (Cleaver Farm Rd): 206 duplexes, 708 townhouses, 336 apartments/condominiums, approved for construction, on Cleaver Farm Rd. in Middletown.
- Highlands (Bohemia Mill Rd): 42 single-family homes, pending approval, on Bohemia Mill Rd.
- Lighthouse Farm: 54 single-family homes, pending approval, on Port Penn Rd.
- Longmeadow: 243 single-family homes, 239 built off Del. 299 in Middletown.
- Middletown Crossing: 134 single-family homes, 125 built on Del. 299 in Middletown.
- Middletown Village: 262 single-family homes, 253 built; 300 apartments, 84 built, 72 under construction; off U.S. 301 in Middletown.
- Odessa Commons: Proposed 100 single-family homes, as well as a small commercial district, in preliminary planning and awaiting amendments to the Town of Odessa zoning ordinance, on Del. 299, west of current Town of Odessa.
- Parkside: 492 single-family homes, 106 built, 37 under construction on Cedar Lane Rd in Middletown.
- The Parkway at South Ridge: 1 single-family home, 4 duplexes, 237 townhouses, 204 apartment/condominiums in the Westown area near the new Merrimac Avenue.
- Pennfield/Lester Property: 137 single-family homes, pending approval, on Port Penn Rd.
- Pleasanton: 289 single-family homes, 145 townhouses, pending approval, on Cedar Lane Rd.

Middletown Corridor Coalition's Responsive Comments to the FEIS

- Ponds of Odessa: 180 single-family homes, pending approval, on Vance Neck Rd.
- Port Penn Assemblage: 247 single-family homes, 258 townhouses, pending approval, on Dutch Neck Rd.
- Preserve: 202 single-family homes, 62 townhouses, pending approval, on Dutch Neck Rd
- Promenade: 273 condominiums, approved, on East Main Street in Middletown.
- Roberts Farm: 204 single-family homes, pending approval, on Taylor's Bridge Rd.
- Rothwell Village: 150 single-family homes, approved, on Old Summit Bridge Rd, east Middletown.
- Silver Maple Farm: 205 single-family homes, pending approval, on Bayview Rd.
- Spring Arbor at South Ridge: 182 single-family homes, 24 built, 12 under construction; 12 duplexes, 4 built; 123 townhouses, 13 built, 22 under construction; on Bunker Hill Rd in Middletown.
- Spring Oaks: 119 single-family homes, pending approval on Marcus Rd.
- Townsend Village I: 244 single-family homes, 81 built; off of Main Street in Townsend.
- Townsend Village II: 319 single-family homes, 132 built, on Del. 71, a half-mile north of the intersection of Main Street and Del. 71 in Townsend.
- Village at Scott Run/Elkins Farm: 181 single-family homes, 90 duplexes, pending approval, on Hyetts Corner Rd.
- Warren Tract: 126 single-family homes, pending approval, on Port Penn Rd.
- Westown: 1,000 single-family homes, 260 duplexes, 540 townhouses, pending approval, off Levels Rd.
- Willow Grove Mill: 339 single-family homes, 188 built, 30 under construction; 248 townhouses, 223 built, 25 under construction on Del. 299 in Middletown
- Willow Grove Mill II: 192 townhouses, approved, on Del. 299 in Middletown.
- Windsor at Hyetts Corner: 149 single-family homes on Hyetts Corner Rd, approved.

Purpose and Need Page I-7

Fatal Crashes are referenced in the first paragraph with specific details pointing to US 301 near the Maryland State line. It is the MCC's contention once again that with more toll booths, more accidents may arise. The area of interest on this page points to an exact location of a future toll facility for the Rt 301 project. The NTSB investigators reported:

Middletown Corridor Coalition's Responsive Comments to the FEIS

- 49 percent of all interstate accidents in Illinois are at toll plazas, and three times as many people die in them as in accidents on the road itself.
- 30 percent of all accidents on the Pennsylvania toll highway system happen at toll plazas.
- 38 percent of all crashes on New Jersey toll highways are toll plaza accidents.

Introducing electronic toll collection lanes, though, can make the problem worse. Mohamed Abdel-Aty, associate professor at Central Florida University's Department of Civil and Environmental Engineering, studied the Orlando-Orange County Expressway system in Florida.

Between January 1994 and June 1997, 31.6 percent of total crashes occurred at the 10 main toll plazas and 46.3 percent at the 38 toll booth ramps, Abdel-Aty found.

Introducing EZ-PASS electronic toll collection lanes beside the regular lanes increased the accident rate at the busy Holland-East Mainline Plaza.

We in the MCC hope the FHWA and DelDOT are aware of these statistics and make the appropriate changes in the design of the new Rt 301 Bypass.

It is also our contention that for DelDOT to make a toll road to alleviate the truck traffic on the 301 corridor is a futile effort. Through DelDOT's own surveys, the majority of truckers using the existing Rte. 301 are doing so to divert a toll road. We believe truckers will not utilize a toll road when the existing Rte. 301 will still be available. There is a need today to upgrade the existing Rte. 896/301 to help with the congestion of the future.

Beginning of "Alternatives" portion of the FEIS.

Alternatives Page II-3

This description is one that suggest that DelDOT is attempting to Fix the Dangerous Curve off the Summit Bridge by including it in the Rte. 301 By pass project. This Curve should be fixed immediately. There are major accidents and fatalities in this location on a regular basis. To not fix this curve immediately represents a huge danger to drivers and is both negligent and irresponsible. Improving the curve should be done separately from the Rte. 301 project and as soon as possible, rather than waiting until the construction of the Rte. 301 project.

Alternative page II-8

The MCC once again points out that the overall width of 146' is in fact a future design for a four to six lane 70 mph speed roadway that will interchange with the toll facility.

Middletown Corridor Coalition's Responsive Comments to the FEIS

This design is clearly overdone on many levels. The need for this massive construction for less than 5% of the truck traffic does not benefit Delawareans, especially those in the construction area. The MCC has stated repeatedly that the design of a "Spur" Road would be far safer for everyone at a reduced speed. Our suggestion of a 45-50 mph road design was not mentioned in this report.

The proposed "Spur" goes through ten (10) active Farms, whereas the MCC's proposal goes through no active farms. DelDOT's design has very many environmental impacts that are of great detriment to the quality of life of both the residents of Northern Middletown as well as the wildlife that resides here that has no voice.

Conclusion

In conclusion, the MCC strongly suggests that the FHWA require DelDOT to justify the "Spur" as a four to six lane roadway project and the green route as a four to six lane project before any funding is approved. The MCC, as well as our elected officials, suggested that the spur route has avoided public comment, whether by DelDOT design or not, and should be proposed independently as a stand alone project. Within that new stand alone project, the Maryland Toll Diversion Workgroup needs to be reconvened and the Army Corp of engineers should be informed of the potential for increased traffic across the Summit Bridge. Other areas of general concern revolve around the lack of information given to the New Castle County Department of Land Use. In recent conversations with that department it has become apparent that officials within that organization were unaware of the filing of the FEIS. As a minimum, before acceptance of this report and completion of the ROD, the spur portion of this project should withstand public comment. Furthermore, the MCC suggests that DelDOT uncouple the "Spur Road" from the Rte. 301 bypass project and replace it with the necessary upgrades of 301-896 from Boyd's Corner Road to Armstrong Corner Road, as well as improvements to make the curve at the foot of Summit Bridge safer.

Thank you in advance for your time and attention. Feel free to contact me for any additional information you may require.

Contact Information:

Andye Daley, Chair
Middletown Corridor Coalition
103 Fox Den Court
Middletown, DE 19709
302-378-2807

**Middletown Corridor Coalition's Responsive Comments to the
FEIS**

Attachment 1

August 28, 2007

Secretary Carolann Wicks
DelDOT
PO Box 778
Dover, DE 19903

Dear Carolann,

We write to thank you for meeting with us last week on the so called "spur" portion of current plans for realignment of US 301.

As you know, the "spur" extending from a point northwest of Middletown to Summit Bridge has been controversial. Some residents are of the opinion that the "spur" was a late addition to various Rte 301 alternatives and that other, better, options were not fully explored.

As you also know, the purpose of our recent meeting was to ask whether or not a separate review of the "spur" portion of the 301 plan was not possible and beneficial in light of public concerns as they have arisen. Such a separation would allow the benefits and costs of such a "spur" to be compared with specific alternatives.

In the course of our meeting you indicated a number of impediments to a separate review of the "spur." However, in light of the ongoing concerns of residents, you agree to determine more thoroughly the consequences of a further separate review of current plans and to let us know of your conclusion and plan of action within about a week of your receipt of this letter.

Letter to Secretary Wick
August 28, 2007

**Middletown Corridor Coalition's Responsive Comments to the
FEIS**

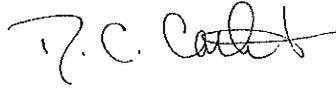
Attachment 1

Page Two

We now call upon you to advise us of your further analysis of our proposal to undergo a separate thorough planning process with respect to the "spur".

Please advise us of your thinking as a result of this comprehensive review of this "spur" issue.

Sincerely,



Steven Amick
State Senator
Tenth District

Richard Cathcart
State Representative
Ninth District

Bethany Hall-Long
State Representative
Eighth District

SHA:RCC:BHL/dlc

Middletown Corridor Coalition's Responsive Comments to the FEIS

Attachment 2

CHRISTOPHER A. COONS
COUNTY EXECUTIVE



87 READS WAY
NEW CASTLE, DE 19720

December 29, 2005

DEC 29 2005
RECEIVED
OFFICE OF
THE SECRETARY

Hon. Nathan Hayward, Secretary
Delaware Department of Transportation
800 Bay Road
Post Office Box 778
Dover, Delaware 19903

Dear Secretary Hayward:

I appreciate the request to provide New Castle County's perspective on proposed Route 301 Corridor improvements, in particular regarding consistency with the Comprehensive Development Plan and its transportation component. As the local government charged with regulating and overseeing the land use process, New Castle County is committed to working with DelDOT and other state agencies to ensure that our growth area and sewer service area are aligned with those areas where the State of Delaware will provide infrastructure to support growth. This coordination will result in more attractive, vibrant neighborhoods and convenient work environments for our citizens.

Our review of the options that you have presented is mainly based on Department of Land Use plans and has focused on existing and projected conditions, current development and anticipated development within the growth zones. Council members and members of the public have expressed concern to me on the difficult impact local residents, churches, farmers and businesses will experience from the various options. County Council was given the opportunity to review the proposals; however, these comments reflect my views and not necessarily those of County Council.

Based upon our information, we offer the following observations:

Options Recommended for Removal from Consideration

1) Yellow. This option creates a large impact on existing communities and existing corridors in the growth area.

2) Purple. Like Yellow, this option creates a large impact on existing communities and corridors in the growth area, particularly Boyd's Corner Road.

Recommendation

We recommend a combination of options green and brown that provide:

1) A Route 301 corridor from the Maryland State Line via the Brown/Green route;

PHONE: 302-395-8102

FAX: 302-395-5208

Email: ccoons@co.newcastle.de.us

Middletown Corridor Coalition's Responsive Comments to the FEIS

Attachment 3

From: Jim Burnett [mailto:jburnett@rkkengineers.com]
Sent: Tuesday, May 29, 2007 12:09 PM
To: Tudor Mark (DelDOT)
Cc: 'Bill Hellmann'; jkuttesch@rkkengineers.com; stewartg@publicfm.com
Subject: The Accuracy of Toll Revenue Forecasts

Mark,

I read a recent NCHRP report over the weekend (Synthesis 364: Estimating Toll Road Demand and Revenue", 2006). It was fairly eye-opening.

The study was essentially a review of current practices by DOT's, MPO's, and modeling practitioners for estimating traffic and revenue forecasts for toll facilities. Here are some of the highlights:

- There really is no state-of-the-practice for toll revenue traffic modeling; There are many different types of models, some much more complex than others
- It is most common for transportation officials to focus on the weekday peak hours, using factors to extrapolate the peak hours data from 24-hour models. Accordingly, this is how most regional models have been developed. However, toll revenue forecasts require a much different model that focuses on many different time periods: peak, off-peak, daily, weekly, seasonal, weekend, etc.
- While truck and commercial traffic is typically a very important part of a toll revenue forecast, most regional models have only a basic ability to model truck travel separately.
- *NOTE: For our study, it seems that we made a wise choice to use the URS model because A) it models the peak and off peak periods separately, B) it models trucks independently from autos, giving them a different value of time C) it includes the network of I-95 and US 301 down to DC, which the DelDOT model does not*
- However, of most interest to me was a table that they included which compared actual traffic revenue to the revenue forecasts for 26 different toll facilities throughout the US for the first 5 years of operation (opening between 1996 and 2004). **It was frightening.** There was almost no consistency in results. The forecasts ranged from a low of **13% (yes, that is correct, the actual revenue collected was only 13% of the projected revenue!)**, up to **152%** (the forecasts under-predicted the revenue by about 50%)
- In most cases though, the forecasts under-predicted the actual revenue collected. This is the same story we heard about several months ago in a newspaper article (from the Sunday Denver Post) that we circulated around which criticized the revenue forecasting records of the Big 3 (Wilbur Smith, URS and Vollmer)
- The NCHRP report tried to group the facilities by type to see if they could identify any trends. They found that:
 - Toll facilities in highly congested areas, with high income levels (high value of time), with no competitive non-tolled roads, and low to moderate toll rates had revenues that were closest to the projections
 - Toll facilities in outlying areas, characterized by less established traffic patterns, partial beltways, further from employment centers, and moderate-to-high toll rates, had revenues that were 61%-67% of the projections.
 - Toll facilities on developed corridors, characterized by established traffic patterns, in large metropolitan areas, with potential alternative routes, and moderate toll rates, had revenues that were 51%-60% of the projections.

Middletown Corridor Coalition's Responsive Comments to the FEIS

- Seems to me like US 301 falls somewhere near the latter two descriptions.

Attachment 3 - Continued

Based on all of this, it appears that our current strategy of having PFM provide a range of revenue estimates (reduced by 10%, 20% & 30%, respectively) seems entirely appropriate, as the INCHRP report seems to paint a picture of an industry-wide trend of over-predicting toll revenues.

Jim

Jim Burnett, PE, PTOE
Project Manager - Traffic
RK&K Engineers, LLP
Consulting Engineers
800-787-3755

