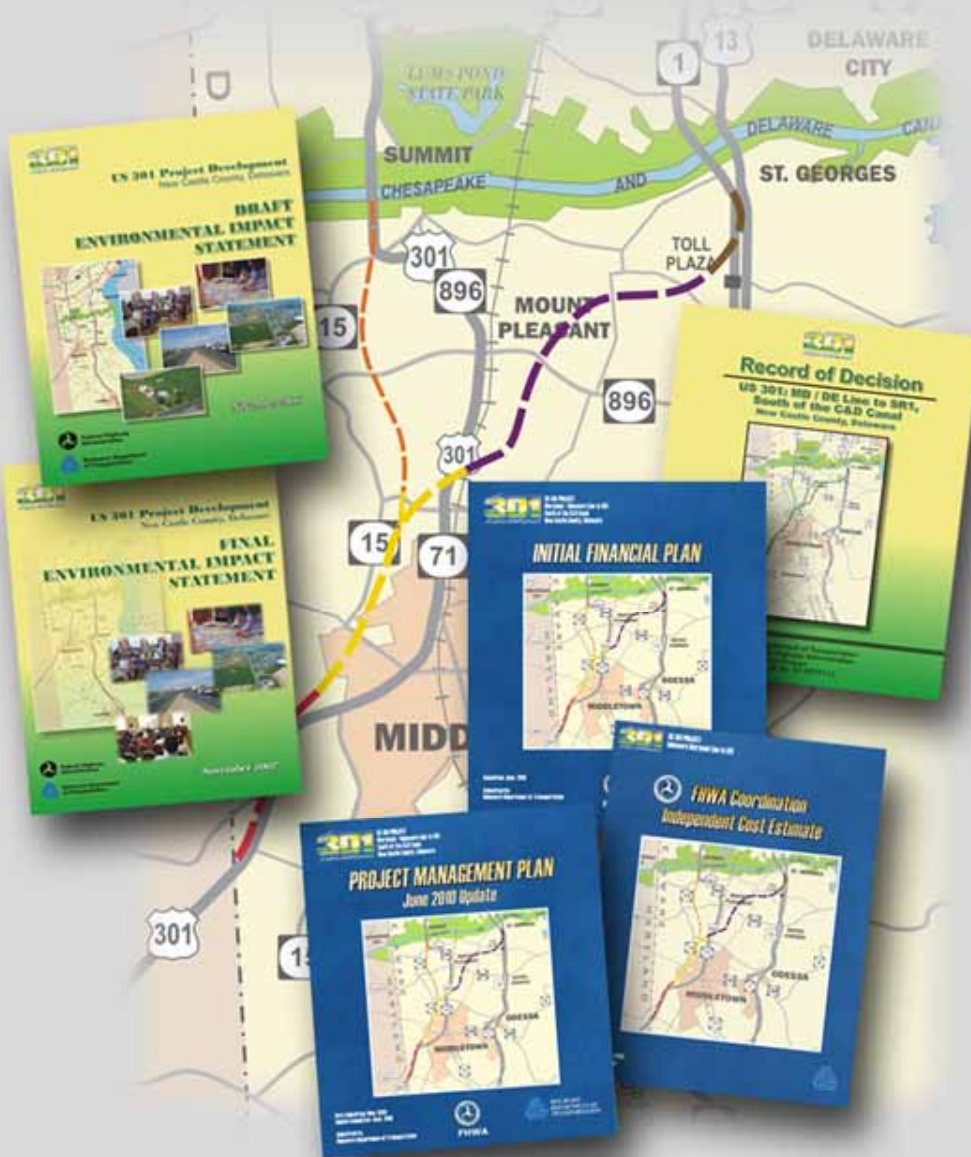


US 301 Project Development



State Contract T200511301



Federal Highway Administration



Delaware Department of Transportation



US Army Corps of Engineers

Public Workshop

September 6, 2011

Middletown Fire Hall



WELCOME & PURPOSE



❖ Welcome to the US 301 Public Workshop!

❖ Purpose:

- Update you on project activities since the March 2009 workshop, including:
 - » Project Plans
(US 301 Mainline – semi-final / Spur Road – preliminary)
 - » Environmental Impacts and Mitigation
 - » A Number of Design Refinements
 - » Emergency Access Needs
 - » Real Estate Acquisition
 - » Funding Concept and Traffic
 - » Next Steps

Plan to attend the US 301 Workshop
August 31st - 3:00-8:00 PM

Come Review & Comment on


- ♦ Current Project Plans
- ♦ Additional Design Refinements
- ♦ Real Estate Acquisition Process
- ♦ Path Forward / Next Steps

DeIDOT
F.Y.I.

Rescheduled
for Sept. 6,
2011


The purpose of the workshop is to update the public on overall project activities since the March 2009 workshop, including presentation of items such as:

- Detailed design plans (US 301 initial on-vest final plans / Spur Road preliminary plans)
- Update of environmental impacts and environmental / community mitigation information
- A number of additional design refinements, including:
 - The need to show Spotts Corner Road during construction
 - Corridorization of US 13 / Paul Penn Road / Toll Free Ramp Interchange
 - The intersection of Kentrell Bridge Road and Armandier Corner Road to accommodate the interchange with the new US 301
 - Charlestown Road Overpass of Spur Road / Access to Thimblebar Utility / Maintenance of traffic during construction
- Emergency Access Needs
- Real Estate Acquisition Process
- Traffic and Funding Concept
- Path Forward / Next Steps




Any person having special needs or requiring special aids, needs or accommodations is requested to contact DeIDOT's phone at 301-251-1234.

If accessible digital materials are posted, a no text/voice, per/voice barrier a DeIDOT user may access materials online.




For more information: To view the Public Workshop Display Boards, visit www.us301.deidot.gov. For further information, call 1-800-855-8500 (in DE) or 301-251-1234, or write DeIDOT's Office of Public Relations, P.O. Box 778, Dover DE. The US 301 Project is a cooperative effort of the Delaware Department of Transportation and the Federal Highway Administration.



WORKSHOP MATERIALS



Please pick up a copy of the
**Workshop Handout at the Sign-In
Tables.**

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

FYI Flyer

Public Notice

Workshop Handout

Display Boards

PowerPoint Presentation

Comment Form





QUESTIONS & COMMENTS



- ❖ Members of the Project Team are here to explain the information being presented, to listen to your comments and respond to your questions.
- ❖ You are invited to express your views and submit comments on the US 301 Project.
- ❖ Comments will be received:
 - During the Workshop (comment forms);
 - By emailing to dotpr@state.de.us; or
 - By mailing to DeDOT Public Relations, P.O. Box 778, Dover, Delaware 19903.
- ❖ Comments are due by **September 16, 2011.**

US 301 Project Development
Public Workshop
Tuesday, September 6, 2011
3:00 PM to 8:00 PM
Middletown Fire Hall

QUESTIONS AND/OR COMMENTS

If you wish to comment or inquire about the following aspects of the project:

How did you learn of the Workshop? (please check all that apply)

Project Mailing List Telephone Call Newspaper Radio/Television Community Notice/Meeting

DeDOT Project Website Other

Your comments and opinions are very important. All information provided on this form will be carefully reviewed by DeDOT. (Please state how 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 contribution to this important transportation project.)

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

OPTIONAL: Please provide your information:
Name: _____
Community / Organization: _____
Address: _____

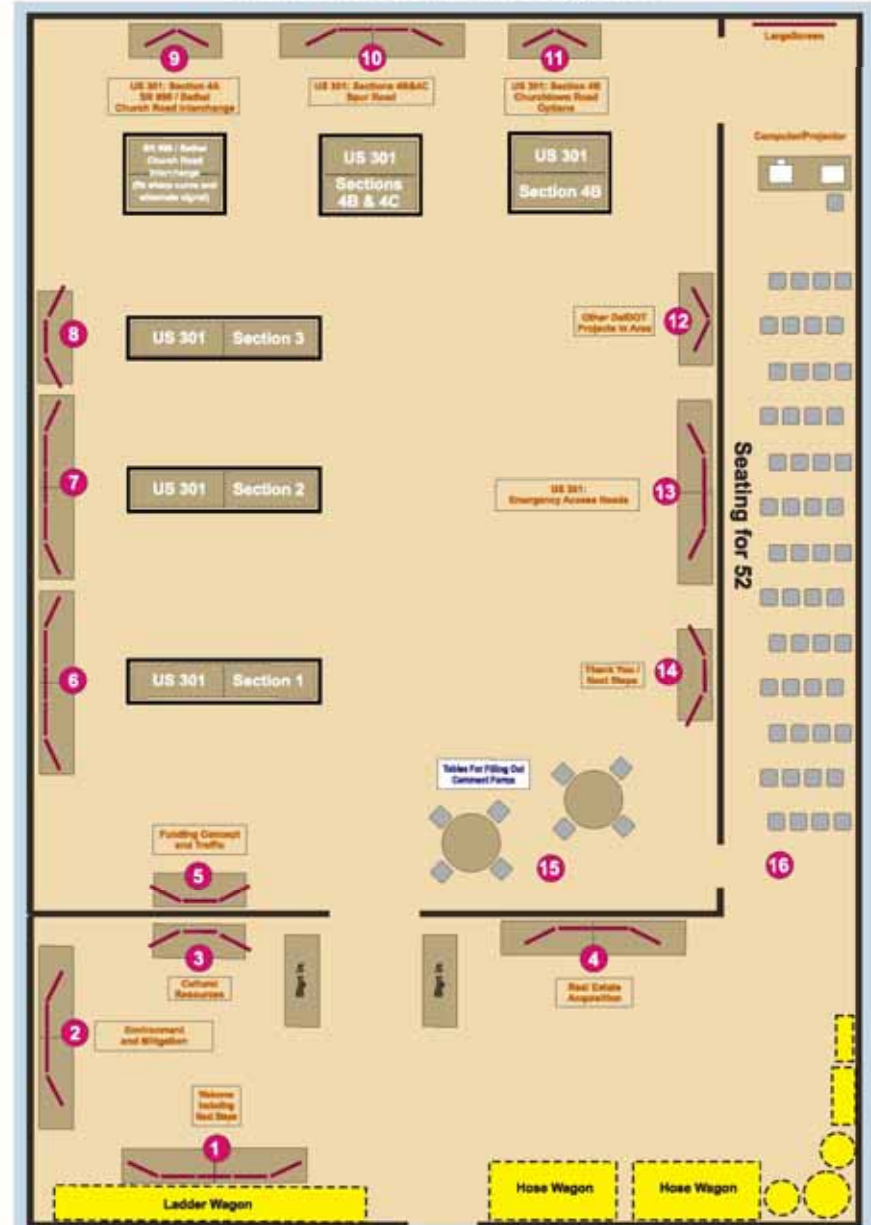
Phone: 1-800-652-6600 (toll free)
Fax: 302-739-2092
www.delnet.gov
PO Box 778, Dover, Delaware 19903
Email: dotpr@state.de.us



Tonight's Workshop Layout

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

US 301 Public Workshop Tuesday, September 6th (3-8pm) Middletown Fire Hall Meeting Room





US 301 Design Sections



Section 1

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

Section 2

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

Section 3

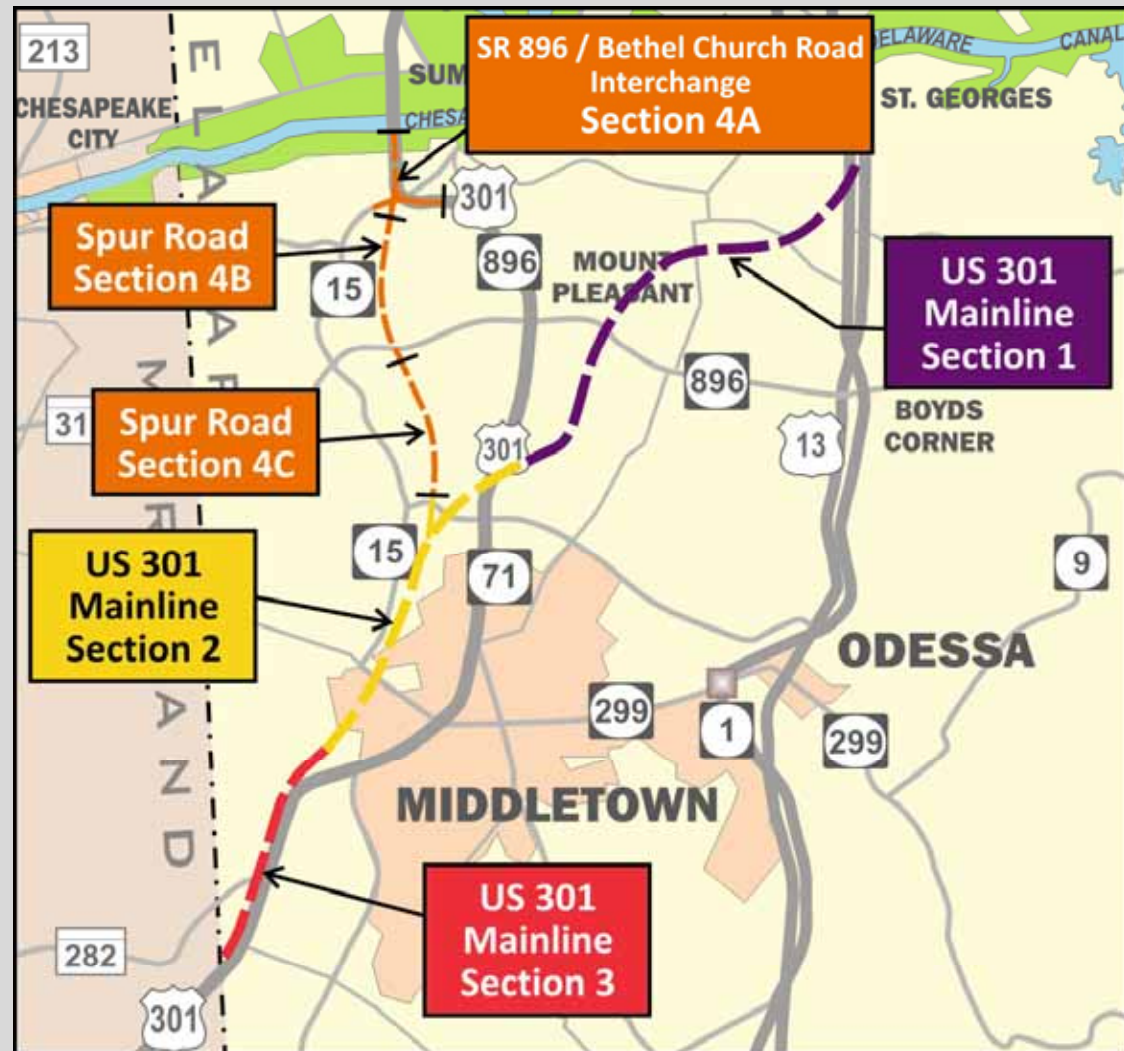
US 301: South of the Maryland/Delaware Line to Levels Road Extended

Section 4A

SR 896/Bethel Church Road Interchange

Section 4B and 4C

Spur Road: US 301 to SR 896/Bethel Church Road Interchange





PROJECT PURPOSE & NEED



❖ Improve Safety

- Existing US 301 (2000-2010)
 - » 1,150 total crashes - 395 resulted in injuries
 - » 15 crashes (5 involved trucks) resulted in 17 fatalities

Note: MD / DE Line to Summit Bridge

- Fatality rate on existing US 301 is 31% higher than Delaware State-wide average and 37% higher than the national average



Sharp Curve South of Summit Bridge

❖ Reduce Congestion – Existing and Projected

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



Westbound Boyds Corner Road at US 301

❖ Manage and Separate Truck Traffic

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



US 301 Northbound at SR 299 (Middletown)



PROJECT UPDATE SINCE MARCH 2009 WORKSHOP



- April 30, 2009** → After considering March 2009 workshop input, DeIDOT submitted a report to the General Assembly, recommending proceeding with the Green North + Spur Road alternative.
- July 1, 2009** → The General Assembly directed DeIDOT to implement the US 301 Corridor Project in phases, beginning with the US 301 Mainline; the same direction was provided in the 2011 and 2012 Bond Bills.
- January 2010** → The General Assembly authorized the sale of \$125 million in bonds, to fund the remaining final design and right-of-way acquisition.
- January 2010** → A House Resolution resulted in the establishment of a process to monitor, on an annual basis, important transportation and land use data.

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

DESIGN

- September 2008 - today** → DeIDOT has focused on completing final design for the US 301 Mainline (Sections 1, 2 & 3).
- September 2009 - today** → DeIDOT has focused on detailed design plans for the SR 896 / Bethel Church Road Interchange and on preliminary design plans for the Spur Road.

RIGHT-OF-WAY ACQUISITION

- June 2008 - present** → DeIDOT has focused on right-of-way acquisition for the US 301 Mainline.



ECONOMIC DEVELOPMENT & JOBS

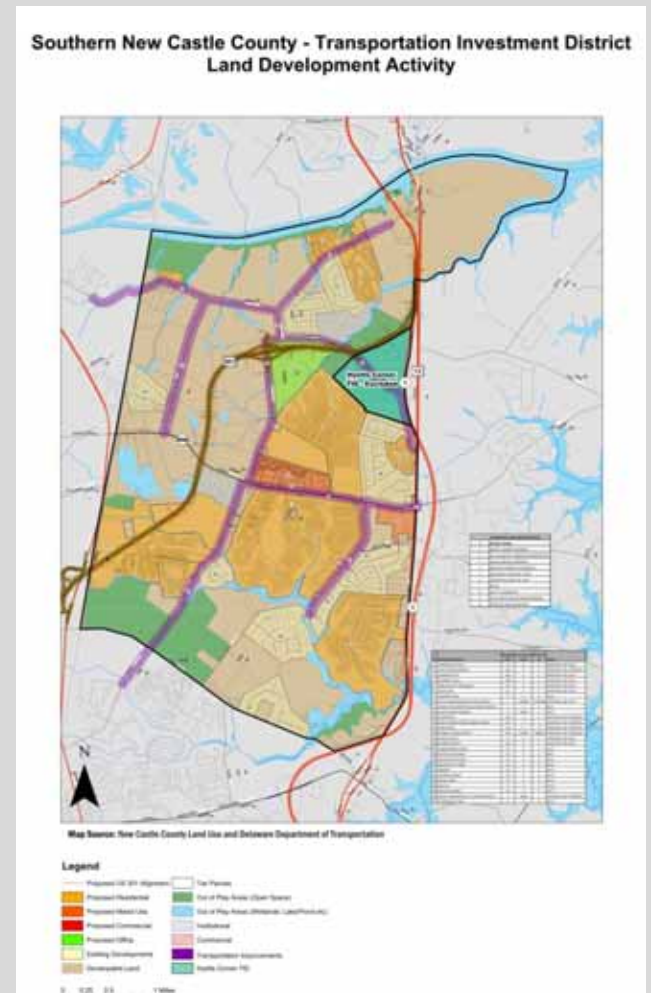


❖ Economic Development - Southern New Castle County

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

| No. of Jobs | Type | Source |
|-------------|----------------------|---|
| 14,400 | Permanent | Approved or Proposed Economic Development |
| 650 | Temporary | |
| 5,200 | Construction | US 301 Construction |
| 2,400 | Supporting Industry | |
| 7,700 | Induced ¹ | |

¹ Induced employment includes all of the jobs supported by consumer expenditures resulting from wages to "construction" and "supporting industries" employment.





SECTION 1

US 301, EAST OF NORFOLK SOUTHERN RAILROAD TO SR 1, SOUTH OF THE C&D CANAL



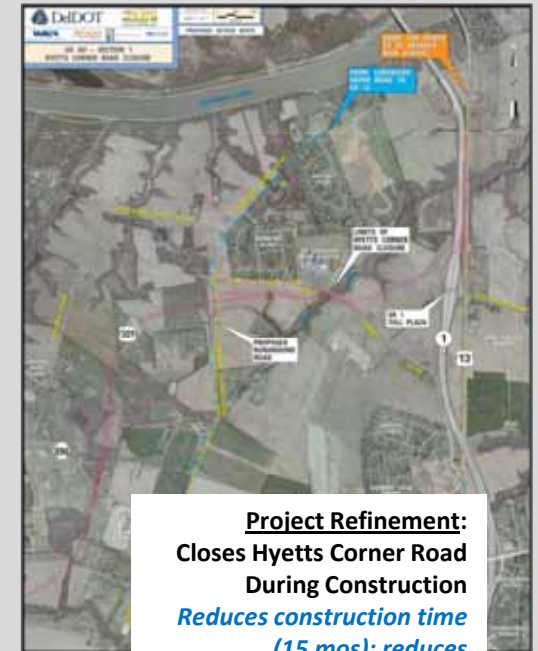
Adopted Refinement:
Provides roundabouts rather than stop-controlled intersections at Jamison Corner Road Interchange
Reduces speeds & travel delays; improves safety & reduced costs



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



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



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

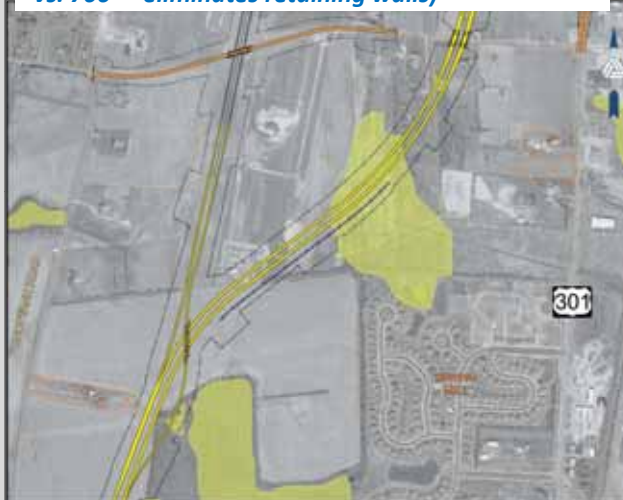


SECTION 2

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



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

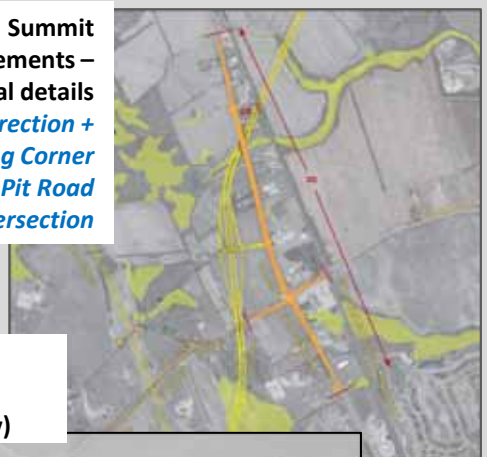


Adopted Refinement:
 Provides Diamond Interchange configuration between new US 301 and Summit Bridge Road with roundabouts (blue)
Single point of access on Summit Bridge Road; reduces environmental impacts, simplifies US 301 bridge over Summit Bridge Road



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

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



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



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





SECTION 3

US 301, SOUTH OF THE MARYLAND / DELAWARE LINE TO LEVELS ROAD EXTENDED



Adopted Refinement:

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

Adopted Refinement:

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

Adopted Refinement:

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



Mainline Toll Plaza Improvements
(more detailed information)



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



SECTION 4A

SR 896 / BETHEL CHURCH ROAD INTERCHANGE



Adopted Refinement:

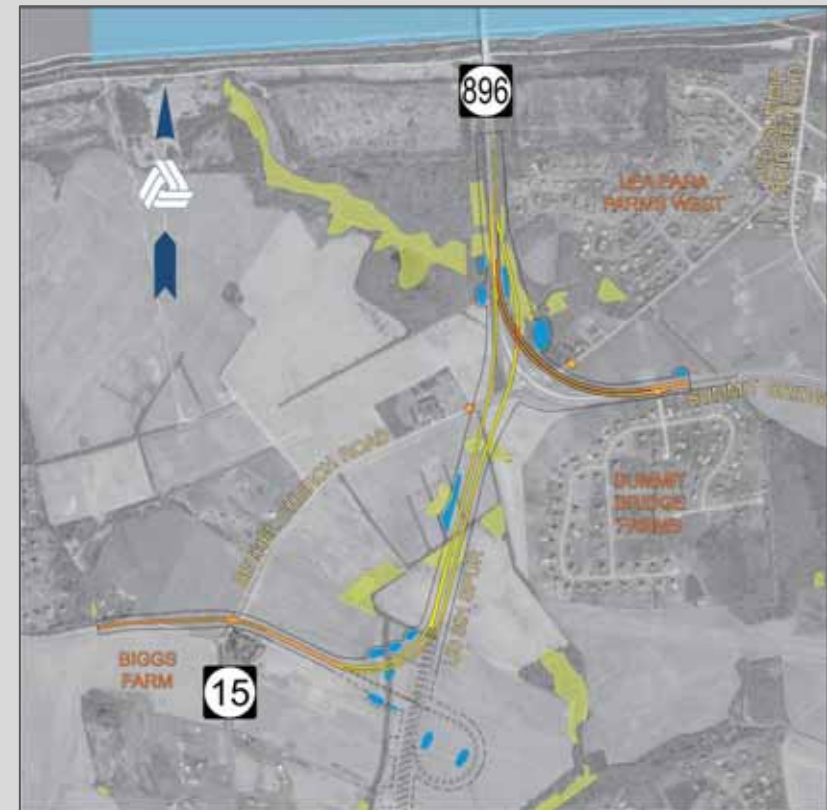
Provides direct north serving ramps between Bethel Church Road and SR 896

Reduces amount of roadway; reduces costs; reduces right-of-way; reduces environmental impacts; provides landscaped visual earth berm between Summit Bridge Farms and Spur Road (11' x 2000'); reduces impacts to Lea Eara Farms open space (6.7 to 4.9 acres)



FEIS/ROD Option:

Provided north serving access between Bethel Church Road and SR 896 via an east-west extension of Bethel Church Road to the Spur Road





SECTIONS 4B & 4C

SPUR ROAD, US 301 TO SR 896 / BETHEL CHURCH ROAD INTERCHANGE



Adopted Refinement:
Spur Road Alignment 3

Provides for overall minimization of property impacts :

- *Decreases impacts to Steele Farm by approximately 3.5 acres and avoids impacts to the Steele Farm buildings*
- *Decreases impacts to Rhoadesdale Farm by approximately 3.8 acres*
- *Decreases impacts to the Yaiser property by approximately 1.98 acres*
- *Reduces stream, agricultural preservation and farmland impacts*
- *Decreases the length of structure carrying Churchtown Road over the Spur Road*



FEIS/ROD Option



SECTIONS 4B

SPUR ROAD, US 301 TO SR 896 / BETHEL CHURCH ROAD INTERCHANGE



Preferred Refined Option:
Churchtown Road slightly farther away from Chesapeake Meadow; reduces property impacts (Chesapeake Meadow HOA, Carter, Bailey, Yaiser); improves access to Tidewater Utilities; reduces construction costs; lowers elevation of Churchtown Road over Spur Road and enhances public safety

Preferred Refined Option



FEIS/ROD Option



EMERGENCY ACCESS NEEDS



GOAL:

- Provide adequate access for emergency response while maintaining safety for the traveling public.
- Achieve balance among Safety, Impacts, Costs & Need for Emergency Access.
- All ramps controlled by automatic gates.



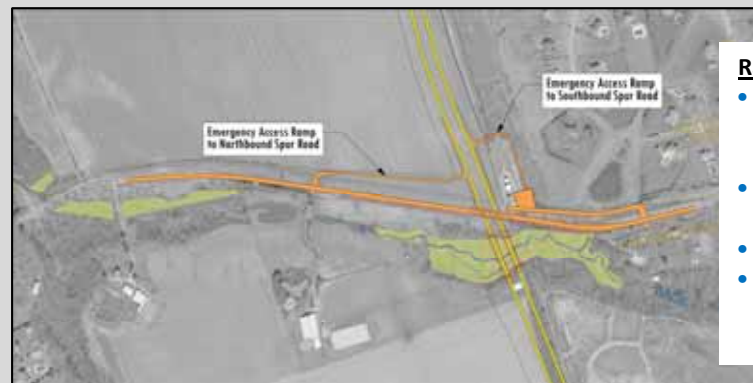
Boyd's Corner Road

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



Ramp at Bunker Hill Road

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



Ramp at Churchtown Road

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

| DISTANCES | | |
|----------------------------|----------------------------|---------------------------------------|
| FROM | TO | MILES |
| SASSAFRAS ROAD, MD | MEDIAN XOVER AT MD LINE | 2.8 |
| MEDIAN XOVER AT MD LINE | S. MIDDLETOWN INTERCHANGE | 2.5 |
| S. MIDDLETOWN INTERCHANGE | N. MIDDLETOWN INTERCHANGE | 3.2 <i>(XOVER PROPOSED @ 1.8)</i> |
| N. MIDDLETOWN INTERCHANGE | JAMISON CORNER INTERCHANGE | 3.9 <i>(XOVER PROPOSED @ 1.33)</i> |
| JAMISON CORNER INTERCHANGE | US 301 RAMP SPLIT AT SR 1 | 1.8 |
| US 301 NB AT RAMP SPLIT | SR 1 NORTHBOUND | 0.8 |
| SR 1 NORTHBOUND | SR 1 EXISTING MEDIAN XOVER | 1.7 |
| US 301 SPUR ROAD DISTANCES | | |
| SOUTH CROSSOVER | CHURCHTOWN ROAD RAMPS | 2.2 |
| CHURCHTOWN ROAD RAMPS | NORTHERN CROSSOVER | 1.2 |
| NORTH CROSSOVER | SR 896/SR 71 INTERSECTION | 2.3 |



NEXT STEPS



- ❖ **Complete US 301 Mainline design: 2011**
- ❖ **Purchase remaining US 301 Mainline right-of-way: 2011/2012**
- ❖ **Purchase US 301 Spur Road right-of-way: 2012/2013**
- ❖ **It continues to be important to preserve the US 301 corridor to meet the current and future transportation needs of this important growth area.**
- ❖ **The goal is to be in a position to move forward with construction when key factors (traffic, revenues, costs and market conditions) result in an acceptable US 301 Mainline Construction Financial Plan to sell Toll Revenue Bonds that minimize risk to the State and the Transportation Trust Fund. DelDOT believes the key factors are moving in the right direction.**
- ❖ **The US 301 Mainline Construction Financial Plan will be updated in Fall, and if determined acceptable, presented to the Governor in December of this year.**



WHEN WILL US 301 MAINLINE BE CONSTRUCTED?

(SECTIONS 1, 2 & 3)



- ❖ We cannot provide a specific construction start date for the US 301 Mainline.
- ❖ The US 301 Mainline will be constructed once traffic and revenue projections result in a financial plan that will be favorably received by the bond market and is acceptable to the Secretary of Transportation, the Governor and the General Assembly.
- ❖ The financial plan will be updated this fall and the results presented to the Secretary of Transportation in December.
- ❖ It remains the goal of the Department to fund the construction of the US 301 project with primarily toll revenue bonds and some federal funds, thus minimizing impact on the state's Transportation Trust Fund and the statewide Capital Transportation Program.
- ❖ Once the General Assembly authorizes the sale of toll revenue bonds, about 3 ½ to 4 years would be required to bid and award the construction contracts and to complete the actual construction of the US 301 Mainline.
- ❖ The US 301 Mainline has been and continues to be a higher priority than the US 301 Spur Road.
- ❖ More information is available on Public Workshop Display Boards 1, 5 and 14.



WHEN WILL SR 896 / BETHEL CHURCH ROAD INTERCHANGE AND SPUR ROAD BE CONSTRUCTED (SECTIONS 4A & 4B/4C)?



- ❖ **We cannot provide a specific construction start date for the US 301 Spur Road.**
- ❖ **The US 301 Mainline has been and continues to be a higher priority than the US 301 Spur Road.**
- ❖ **Contract 4A, the SR 896/Bethel Church Interchange (improve sharp curve and remove traffic signal), can be constructed and become operational prior to or as part of the US 301 Spur Road.**
- ❖ **It is anticipated that construction on the US 301 Spur (Sections 4B & 4C) will not occur for a number of years. It is currently anticipated that construction of the US 301 Spur Road would begin sometime after the opening of the US 301 Mainline.**
- ❖ **More information is available on Public Workshop Display Boards 1, 5 and 14.**



ASK QUESTIONS – PROVIDE INPUT



- ❖ Please feel free to ask questions of the Project Team members.
- ❖ Comments will be received:
 - During the Workshop (comment forms);
 - By emailing to dotpr@state.de.us; or
 - By mailing to DelDOT Public Relations, P.O. Box 778, Dover, Delaware 19903.

**Please provide your comments
to us by
September 16, 2011.**

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If we wish to comment or inquire about the following aspects of this project:

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DelDOT Project Website Other

Your comments and opinions are very important. All information provided on this form will be carefully considered by DelDOT. 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.

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

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

OPTIONAL: Please provide your information:

Name: _____
Community / Organization: _____
Address: _____

Phone: 1-800-652-5600 (toll free)
Fax: 302-739-2092

www.delDOT.gov

PO Box 778, Dover, Delaware 19903
Email: dotpr@state.de.us



CONSIDERING PUBLIC COMMENTS



- ❖ Comments received from the public, along with those from the Environmental Resource and Regulatory Agencies, will be considered in completing the final design and the acquisition of right-of-way for the project.
- ❖ Decisions regarding additional project refinements will be noted on the project website this fall.

The screenshot shows the Delaware Department of Transportation website. The header includes the state logo and navigation links. The main content area is titled "Projects" and "U.S. Route 301 Project Development". It features a section for an "Upcoming Project Workshop on Wednesday, August 31" with details about the time and location. Below this is a list of interactive display boards, including a Welcome Board, Environmental and Mitigation Board, Cultural Resources Board, Real Estate Acquisition Board, Funding Council and Traffic Board, and various section-specific boards (1, 2, 3, 4A, 4B & 4C, and US 301 Emergency Access Needs Board). A "PUBLIC FEEDBACK" section provides contact information for the Public Relations office.





Stay Informed and Up-to-date



- ❖ We encourage all residents, property owners, business owners and those who travel the US 301 Corridor to stay informed and make their views known. There are several ways to do this:
 - Comment Forms provided at Workshop
 - Have your name added to the Project Mailing List (on bottom of Comment Form)
 - Emailing to dotpr@state.de.us
 - Mailing to DelDOT Public Relations, PO Box 778, Dover, Delaware 19903
 - Visit the Project website to sign up for “email alerts” and for all of the latest information (www.us301.deldot.gov)



Thank You!



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

Your insights and suggestions are valuable and greatly appreciated.

THANK YOU

Shailen Bhatt
Secretary

Delaware Department of Transportation