



Middletown December 5&6 Middletown Fire Hall W. Green St. and S. Scott St. Middletown, DE	Townsend December 7 Townsend Fire Hall 107 Main St. Townsend, DE
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Public Workshop

December 5, 6 and 7, 2005
4:00 PM to 7:00 PM

If you are unable to complete the comment form this evening, please return it to us by January 9, 2006.

INTRODUCTION

Public Workshops for the US 301 Project Development effort were held on June 20 & 21, 2005 to secure public input on a potential Range of Alternatives. As a result, the Range of Alternatives included seven build alternatives which were evaluated, along with the No Build Alternative. On September 12, 13 and 19, 2005, a second round of Public Workshops was held to present the Range of Alternatives and an assessment of their effects and secure public input on Alternatives to be Retained for Detailed Evaluation. DeIDOT has considered the input from the public workshops, community meetings and consultation with the environmental resource and regulatory agencies and the Federal Highway Administration in making an informed decision to retain the Yellow, Purple, Green and Brown alternatives for detailed evaluation.

Workshop Purpose

The purpose of this third round of workshops is to present information on the retained alternatives and secure input from the public on the detailed evaluation of those Retained Alternatives. The public is also free to comment, should they wish, on a recommended preferred alternative.

Modifications to Retained Alternatives

A number of modifications have been made to the Retained Alternatives, in response to comments received from the public and the resource agencies and as a result of the more detailed evaluations, including:

All Alternatives

All retained alternatives require relocation of the existing ramps from US 13 to NB SR 1 and from SB SR 1 to US 13, currently located just south of the C&D Canal. These ramps would be relocated to just north of the US 13 / SR 72 intersection. These new ramps, north of the Canal, were first proposed by DeIDOT in the mid 1990's.

Purple & Green Alternatives:

- A 2-lane spur has been provided from the vicinity of Armstrong Corner Road to south of the Summit Bridge
- Two diamond interchange options have been developed to provide access between new US 301 and existing US 301 in the Armstrong Corner Road area:
 - Option 1: Interchange with Armstrong Corner Road, just west of existing US 301
 - Option 2: Interchange with relocated US 301, just north of Armstrong Corner Road

Yellow Alternative

- Provides a new interchange at SR 896 / SR 15, at the south end of Summit Bridge, to address the existing sharp curve

Additional Refinements

A number of additional refinements, which are presented in this document, have been made to the Retained Alternatives

Next Steps

DeIDOT will consider the input from this third round of public workshops, the results of the continuing detailed evaluation and the results of continued consultation with the resource agencies in reaching a recommendation on a preferred alternative, the next step in the project development process. We currently anticipate this will occur in early 2006.

Stay Involved - Provide your input

We encourage you to provide us with your input and to stay involved in the project development process for this important project.

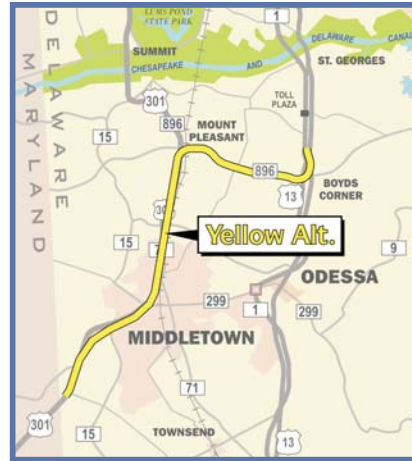
Workshop Information / Comment Form

POTENTIAL IMPACTS OF ALTERNATIVES RETAINED

The Yellow, Purple, Brown and Green Alternatives have been retained for detailed evaluation. This selection was based on an analysis of potential natural environmental and cultural resources impacts, community impacts, engineering considerations, and comments received from the general public, community and business representatives and leaders, the environmental resource and regulatory agencies and state and local elected officials. The chart below provides the potential impacts of each alternative, as well as the range of potential impacts for the four Retained Alternatives. For the Brown and Green alternatives, the N after the numbers is for the north option and the S is for the south option.

NATURAL ENVIRONMENT	YELLOW	PURPLE + Spur		BROWN	GREEN + Spur North		GREEN + Spur South		RANGE **
		Opt 1	Opt 2		Opt 1	Opt 2	Opt 1	Opt 2	
Wetland (acres)	49.0	19.3	19.4	20.3 N / 26.4 S	20.2	21.8	21.6	23.3	19.3-49.0
High quality wetlands (acres)	26.7	6.8	8.2	10.4 N / 8.5 S	8.0	9.4	9.0	10.3	6.8-26.7
Number of wetlands	39	39	46	38 N / 32 S	41	48	41	48	32-48
Number of wetland crossings	3	9	9	9 N / 6 S	8	9	9	10	3-10
Waters of the US - linear feet (LF)	26,111	18,538	17,794	13,279 N / 12,480 S	11,306	12,038	13,480	12,566	11,306 -26,111
DNREC Tidal Wetlands (acres)	0.5	0.5	0.5	1.5 N & S	1.5	1.5	1.5	1.5	0.5-1.5
Hydic soils (acres)	151	116	131	117 N / 112 S	123	137	116	130	112-151
Floodplain (acres)	1.3	1.3	1.3	2.5 N & S	2.5	2.5	2.5	2.5	1.3-2.5
Agricultural District (acres)	14.1	29.5	29.5	29.2 N & S	29.2	29.5	29.2	29.5	14.1-29.5
Agricultural Preservation Easements (acres)	3	3.8	3.8	9.4 N / 11.7 S	3.8	3.8	3.8	3.8	0-11.7
Forestland (acres)	39.5	45.6	42.1	42.1 N / 55.4 S	51.3	47.4	44.1	40.2	39.5-55.4
Potential Rare, Threatened and Endangered Species habitat areas	Low	Mid	Mid	High	Mid	Mid	Mid	Mid	Low-High
CULTURAL									
Historic Properties directly impacted	4	0	0	0	0	0	0	0	0-4
Historic Properties potentially affected	15	12	13	9 N & S	10	11	11	12	9-15
COMMUNITY									
Existing communities within 600 ft	5	4	4	5 N / 6 S	2	2	3	3	2-6
ENGINEERING									
Total length of alternative (miles)	14.4	16.9	16.9	15.5 N / 15.9 S	17.5	17.5	17.3	17.3	14.4-17.5
Properties directly impacted	338	137	146	100 N / 102 S	123	130	122	130	100-338
Preliminary cost (\$ millions)	\$694	\$618	\$674	\$581 N / \$541 S	\$531	\$582	\$567	\$611	\$531-\$694

YELLOW ALTERNATIVE



4 LANES - LIMITED ACCESS - ALONG EXISTING US 301 & BOYDS CORNER ROAD

The Yellow Alternative would be a four-lane, limited access tolled highway constructed along existing US 301 from the Delaware/Maryland state line to the Mt. Pleasant area, where the roadway would turn east and parallel existing SR 896, Boyds Corner Road, and tie into SR 1 just north of the SR 1/Boyds Corner Road interchange. Existing Boyds Corner Road would provide local access while service roads would provide access for properties on existing US 301 and also allow for the circulation of local traffic.

Engineering / Traffic Comments:

Advantages

- Retains the new roadways in existing roadway corridors (US 301 and Boyds Corner Road/SR 896)
- Improves safety by separating local from through traffic, including truck traffic

Disadvantages

- Highest number of properties directly impacted - businesses and homes along existing US 301 and SR 896
- Higher potential for traffic impacts during construction along existing US 301 and Boyds Corner Road/Route 896
- Proximity to Cedar Lane Elementary School and new Middle School (under construction)
- Circuitous property access-one way frontage roads between Armstrong Corner Road and Boyds Corner Road
- High impact on existing communities (within 600 feet)
- Not possible to lower roadway profile, due to overpass of Main Street, SR 71, Frogtown Crossing, Marl Pit Road, Boyds Corner Road (2), realigned Shallcross Lake Road, US 13 and SR 1; therefore, difficult to mitigate indirect impacts (noise, visual, etc.)
- Highest cost
- Least improvements to traffic conditions on north/south roadways - US 301, Choptank Road, Cedar Lane Road
- Moderate improvements on east/west roadways
- Lowest traffic volume using new US 301
- Requires acquisition of New Covenant Church
- Requires acquisition of new N

Cultural / Environmental Comments:

Advantages

- Low DNREC Tidal Wetland impacts
- Lowest Agricultural District impacts
- Lowest forestland impacts
- Low floodplain impacts
- Mid-range impact to Species Habitat Areas (wildlife & plants)
- Mid-range residential noise impacts

Disadvantages

- Highest Wetland impacts
- Highest impacts to high quality wetlands
- Highest Waters of the US impacts
- Highest direct impact on known historic properties / Section 4(f) - potential fatal flaw in use of federal funds
- Potential noise and visual effects on Vandegrift property (Historic)

Note: Detailed evaluation is continuing to identify cultural resources and assess potential effects

Public Comments from September Workshops:

- Comments received as of October 17, 2005 - (123 Retain / 259 Drop)

Positive

- Uses existing roadway corridors
- The option is needed to serve local traffic
- Will have less impact on property values
- Will improve traffic on US 301 through Middletown
- Uses right-of-way already owned by the State

Negative

- It will cut the Town of Middletown in half
- Comes too close to existing communities
- Will be very disruptive to local traffic patterns during construction
- Significant impacts on businesses and residences along existing US 301
- Don't want to see SR 896 widened
- Has negative environmental impacts
- Trucks will not use this alternative
- This alternative is too expensive, has many overpasses
- Don't want to see New Covenant Church forced to move
- Don't like the service roads
- Alternative is not direct, will have negative traffic impacts, congestion will remain
- Do not want major highway construction / improvements near their communities or homes
- Too many harmful impacts on existing roads

MODIFICATIONS SINCE THE SEPTEMBER 2005 WORKSHOPS

Refined US 301 connections to SR 1

Advantages:

- Allows drivers on proposed US 301 to avoid having to pay tolls twice
- Allows US 301 drivers to avoid the toll plaza thus reducing congestion
- The additional lanes do not directly impact any existing houses or structures
- Although tight, the northbound ramp is placed between the existing toll plaza building and the existing lanes without impacting the building
- A large part of the construction is simply widening out from the existing lanes
- Wetland impacts are minimal

Disadvantages:

- Footprint at the toll plaza increases and additional property acquisition will be required
- The southbound ramp requires the widening of the SR 1 bridge over Scott Run, north of the toll plaza
- The southbound ramp runs very close to Hyetts Corner Rd
- Creates an additional merge north of the toll plaza
- Eliminates the connection from the toll plaza to the visitor parking area at the toll plaza building
- Eliminates the surface access from the toll plaza building to the toll plaza

The refined US 301 connections to SR 1 require relocating the existing ramps from US 13 to NB SR 1 and from SB SR 1 to US 13, currently located just south of the C&D Canal. These ramps would be relocated to just north of the US 13/SR 72 intersection, about 3.6 miles to the north. These new ramps were first proposed by DelDOT in the mid 1990's

Advantages:

- Relocates the existing substandard US 13 to NB SR 1 ramp that is located just north of the toll plaza (operates as a free ramp across C & D Canal)
- Relocation of the existing northbound on-ramp from US 13 to northbound SR 1 allows the new US 301 ramps to tie to SR 1, north of the existing toll plaza, by safely passing through the toll plaza area
- Relocation of the ramp allows for better lane balance and safer traffic operations approaching the SR 1 Canal bridge
- The relocated ramps provide better use the available highway capacity on US 13

Disadvantages:

- Currently, Lorewood Grove Road drivers can use the existing free ramp to go north on SR 1. Under this option, the free movement will now occur 3.6 miles farther north
- Traffic from southern New Castle County and US 13, south of the Canal, will now need to use St. George's Bridge
- The new direct connection north of the C&D Canal will require an unconventional intersection design with the SB ramp from SR 1 to US 13
- There may be contaminated soils in the proposed interchange area that may increase the construction cost of the new ramps

Provide new interchange between SR 896, SR 15 and existing US 301

Advantages:

- Addresses the sharp curve at the south end of the Summit Bridge, where numerous accidents and fatalities have occurred

Disadvantages:

- Additional property acquisition
- Increased project costs

Minor Refinements

- Strawberry Lane Overpass added
- Retaining walls added to avoid impacts to historic properties (Cochran Grange and Hedgelawn) and public park (Middletown Commons)

Please visit Yellow Alternative Work Table to review detailed drawings and ask questions

BROWN ALTERNATIVE

4 LANES - LIMITED ACCESS - ON NEW LOCATION



The Brown Alternative would be a four-lane, limited access tolled highway constructed on new location on a north/south alignment (Ridge Route) from the Delaware/Maryland state line to south of Summit Bridge. It would then continue on new location on an east alignment, south of the C&D Canal, to intersect with SR 1 between the Biddles Corner Toll Plaza and the SR 1 bridge over the C&D Canal. The North Option extends north to SR 15 / SR 896 and then curves east along existing SR 896 towards SR 1. The South Option extends north to north of Churchtown Road and then curves northeast between Summit Bridge Farm and Dickerson Farm passing through the northern portion of Summit Airport, before curving east toward SR 1.

Engineering / Traffic Comments:

Advantages

- Lowest number of properties impacted
- Mid-range impacts on traffic during construction (SR 15 / SR 896)
- Improves safety by separating local from through traffic, including truck traffic
- Mid-range cost to construct
- Significant reduction in traffic on existing US 301, Boyds Corner Road, Cedar Lane Road, Choptank Road and SR 299
- Second highest volume using new US 301

Disadvantages

- Impacts on Summit Airport – FAA designated reliever airport, 85 employees, 100 based aircraft, State Police helicopter operations
- Complex interchange at US 301 / SR 896 / SR 15, south of Summit Bridge – difficult to mitigate indirect effects (noise, visual, etc.) on Lea Eara Farms and Summit Bridge Farms communities
- Highest number of existing communities within 600 ft
- Proximity to new Appoquinimink High School (under construction) west of Middletown and St. George's Vo-Tech High School

Cultural / Environmental Comments:

Advantages

- Mid-range wetland impacts
- Mid-range high quality wetland impacts
- Mid-range Waters of the US impacts
- Less potential impacts to cultural resources
- Mid-range residential noise impacts
- Mid-range forestland impacts
- Mid-range forestland impacts

Disadvantages

- High DNREC Tidal Wetland impacts
- High floodplain impacts
- High Agricultural District impacts
- High impact to Species Habitat Areas (wildlife & plants)

Note: Detailed evaluation is continuing to identify cultural resources and assess potential effects

Public Comments from September Workshop:

- Comments received as of October 17, 2005 - (120 Retain / 259 Drop)

Positive

- Will allow trucks to continue to use Summit Bridge
- Connects Summit Bridge area to SR 1
- Addresses the sharp curve at the south end of Summit Bridge

Negative

- Goes through Summit Airport
- Too close to the schools
- Takes truck traffic through what is now a quiet community
- Traffic will be encouraged to use Summit Bridge
- Negative impacts for several existing communities
- A long, costly route with construction issues, several overpasses
- Concern regarding direct impacts on several individual property owners
- Concerned about detrimental impact to farmland
- Will reduce property values

MODIFICATIONS SINCE THE SEPTEMBER 2005 WORKSHOPS

The refined US 301 connections to SR 1 require relocating the existing ramps from US 13 to NB SR 1 and from SB SR 1 to US 13, currently located just south of the C&D Canal. These ramps would be relocated to just north of the US 13/SR 72 intersection. These new ramps were first proposed by DelDOT in the mid 1990's.

Advantages:

- Relocates the substandard US 13 to NB SR 1 ramp that exists just north of the toll plaza (operates as a free ramp across C & D Canal).
- Relocation of the existing northbound on-ramp from US 13 allows the new US 301 ramps to safely tie to SR 1 north of the existing toll plaza
- Relocation of the ramp allows for better lane balance and safer traffic operations approaching the SR 1 Canal bridge
- The relocated ramps provide better use of the available US 13 highway capacity

Disadvantages:

- Currently, Lorewood Grove Road drivers can use the existing free ramp to go north on SR 1. Under this option, the free movement will now occur 3.6 miles farther north
- Traffic from southern New Castle County and US 13, south of the Canal, will now need to use St. George's Bridge
- The new direct connection north of the C&D Canal will require an unconventional intersection design with the SB ramp from SR 1 to US 13
- There may be contaminated soils in the proposed interchange area that may increase the construction cost of the new ramps

Minor Refinements

- Strawberry Lane Overpass added
- Slight alignment shift to avoid impacts to C&D Canal Wildlife Area (Section 4(f) property)

Please visit Brown Alternative Work Table
to review detailed drawings and ask questions

PURPLE + SPUR ALTERNATIVE



4 LANES - LIMITED ACCESS - ALONG EXISTING BOYDS CORNER ROAD & ON NEW LOCATION

The Purple+Spur Alternative would be a four-lane, limited access tolled highway constructed on new location, generally north/south, from the Delaware/Maryland state line to north of Armstrong Corner Road, north of Middletown. The new alignment would continue northeast to SR 896 west of Jamison Corner Road and Cedar Lane Road, where the alignment would parallel existing Boyds Corner Road (SR 896) and tie into SR 1 just north of the SR 1/Boys Corner Road interchange and south of the existing Biddles Corner Toll Plaza. A two-lane, limited access spur roadway would extend from north of Armstrong Corner Road to just south of the Summit Bridge, with a diamond interchange at the Spur/SR 15/SR 896.

Engineering / Traffic Comments:

Advantages

- Mid-number of properties impacted
- Low impact on existing communities (within 600 feet)
- Improves safety by separating local from through traffic, including truck traffic
- Significant reduction in traffic on existing US 301, Boyds Corner Road, Cedar Lane Road, Choptank Road and SR 299
- Third highest volume using new US 301

Disadvantages

- Higher potential for traffic impacts during construction along existing Boyds Corner Road
- Proximity to new Appoquinimink High School (under construction) west of Middletown, Cedar Lane Elementary School and Middle School (under construction)
- Not possible to lower new US 301 roadway profile along Boyds Corner Road, due to overpasses of Boyds Corner Road (2), realigned Shallcross Lake Road, US 13 and SR 1; therefore, difficult to mitigate indirect impacts (noise, visual, etc.) on adjacent communities
- Overall width of SR 896 and new US 301 creates significant barrier
- 2nd highest cost to construct
- Requires acquisition of the New Covenant Church

Cultural / Environmental Comments:

Advantages

- Lowest wetland impacts
- Lowest high quality wetlands impacts
- Mid-range Waters of the US impacts
- No DNREC Tidal Wetland impacts
- Low floodplain impacts
- Mid-range forestland impacts
- Mid-range impact to Species Habitat Areas (wildlife & plants)

Disadvantages

- High Agricultural District impacts
- Potential noise and visual effects on Vandergrift property (Historic)
- High number of residential noise impacts

Note: Detailed evaluation is continuing to identify cultural resources and assess potential effects

Public Comments from September Workshops: (Purple Alternative DID NOT include Spur at that time)

- Comments received as of October 17, 2005 (331 Retain / 99 Drop)

Positive

- A direct route that fixes traffic problems, keeps traffic near Boyds Corner, provides better local access
- Separates local from through traffic, helps truck traffic
- Uses existing roadway corridor (Boys Corner Road)
- Strikes a good balance among the issues
- Less property and environmental impacts
- A lower cost approach
- Doesn't divide Middletown; keeps the town whole
- Will do a good job of keeping traffic moving

Negative

- Extremely wide roadway corridor (new US 301 & Boyds Corner Road)
- Impacts existing and new schools
- Will destroy Choptank Road open space
- Too close to several existing developments
- Will require acquisition of the New Covenant Church
- This alternative will cause negative impacts to an agricultural district
- Impact to four existing and four proposed communities

MODIFICATIONS SINCE THE SEPTEMBER 2005 WORKSHOPS

Provides 2-lane Spur, from vicinity of Armstrong Corner Road to Summit Bridge, with interchange at Spur/SR 15/SR 896

Advantages:

- Provides a balanced traffic solution by optimizing the existing capacity of the C&D Canal bridges (Summit, SR 1 & St. George's)
- Addresses the sharp curve at the south end of the Summit Bridge, where numerous accidents and fatalities have occurred
- Minimizes total roadway improvement costs required in the SR 896 and SR 1 corridors, north of the Canal (2005-2030)

Disadvantages:

- Proximity of Spur to existing communities (within 600'): Post and Rail Farms, Chesapeake Meadow, Summit Bridge Farms
- Additional property acquisition
- Increased project costs

Refined US 301 connection to SR 1

Advantages:

- Allows drivers on proposed US 301 to avoid having to pay tolls twice
- Allows US 301 drivers to avoid the toll plaza thus reducing congestion
- The additional lanes do not directly impact any existing houses or structures
- Although tight, the northbound ramp is placed between the existing toll plaza building and the existing lanes without impacting the building
- A large part of the construction is simply widening out from the existing lanes
- Wetland impacts are minimal

Disadvantages:

- Footprint at the toll plaza increases and additional property acquisition will be required
- The southbound ramp requires the widening of the SR 1 bridge over Scott Run, north of the toll plaza
- The southbound ramp runs very close to Hyetts Corner Rd
- Creates an additional merge north of the toll plaza
- Eliminates the connection from the toll plaza to the visitor parking area at the toll plaza building
- Eliminates the surface access from the toll plaza building to the toll plaza

The refined US 301 connections to SR 1 require relocating the existing ramps from US 13 to NB SR 1 and from SB SR 1 to US 13, currently located just south of the C&D Canal. These ramps would be relocated to just north of the US 13/SR 72 intersection, about 3.6 miles to the north. These new ramps were first proposed by DelDOT in the mid 1990's

Advantages:

- Relocates the existing substandard US 13 to NB SR 1 ramp that is located just north of the toll plaza (operates as a free ramp across C & D Canal).
- Relocation of the existing northbound on-ramp from US 13 to northbound SR 1 allows the new US 301 ramps to tie to SR 1, north of the existing toll plaza, by safely bypassing the toll plaza area
- Relocation of the ramp allows for better lane balance and safer traffic operations approaching the SR 1 Canal bridge
- The relocated ramps provide better use the available highway capacity on US 13

Disadvantages:

- Currently, Lorewood Grove Road drivers can use the existing free ramp to go north on SR 1. Under this option, the free movement will now occur 3.6 miles farther north
- Traffic from southern New Castle County and US 13, south of the Canal, will now need to use St. George's Bridge
- The new direct connection north of the C&D Canal will require an unconventional intersection design with the SB ramp from SR 1 to US 13
- There may be contaminated soils in the proposed interchange area that may increase the cost of construction of the new ramps

Provides Interchange at Armstrong Corner Road or at Relocated Existing US 301

- See Page 6 for details

US 301 Alignment shifted south at existing US 301

- Recommended by the Corps of Engineers to significantly reduce wetland impacts (See Page 6)

Minor Refinements

- Strawberry Lane Overpass added

Please visit Purple Alternative Work Table to review detailed drawings and ask questions

GREEN + SPUR ALTERNATIVE



4 LANES - LIMITED ACCESS - ON NEW LOCATION

The Green + Spur Alternative would be a four-lane, limited access tolled highway constructed on new location, extending north from the Delaware/Maryland state line to north of Armstrong Corner Road, north of Middletown, then continue generally northeast to tie into SR 1 north of the Biddles Corner Toll Plaza. A two-lane, limited access spur roadway would extend from north of Armstrong Corner Road to just south of the Summit Bridge, with a diamond interchange at the Spur/SR 15/SR 896. The North Option extends north-northeast passing over Boyd's Corner Road, about 3700 feet west of Cedar Lane Road and continues north-northeast before curving east, south of the Airmont Community before tying into SR 1. The South Option extends in a northeast direction to the West of Cedar Lane Elementary School then passes over Boyds Corner Road and between the proposed Village of Bayberry and Scott Run Business Park at Whitehall before tying into SR 1.

Engineering / Traffic Comments:

Advantages

- Mid-range cost
- Lowest impact on existing communities (within 600 feet)
- Higher potential to minimize effects on adjacent communities since alternative passes under most local roads
- Lowest impacts on traffic during construction
- Improves safety by separating local from through traffic, including truck traffic
- Mid-range number of properties impacted
- Green South reduces indirect effects on the Airmont community (Scott Run Business Park would provide a buffer) and St. George's Vo-Tech High School
- Significant reduction in traffic on existing US 301, Boyds Corner Road, Cedar Lane Road, Choptank Road and SR 299
- Highest volume using new US 301

Disadvantages

- Skewed (angled) crossing of Scott Run (environmental impacts) – South Option
- Proximity to new Appoquinimink High School (under construction) west of Middletown, and Cedar Lane Elementary School and Middle School (under construction) – South Option
- Potential indirect effect on the Airmont Community and St. George's Vo-Tech High School – North Option

Cultural / Environmental Comments:

Advantages

- Mid-range wetland impacts
- Mid-range high quality wetlands impacts
- Lowest Waters of the US impacts
- Mid-range forestland impacts
- Low-Lowest impact to Species Habitat Areas (wildlife & plants)
- Low residential noise impacts

Disadvantages

- High DNREC Tidal Wetland impacts
- High floodplain impacts
- High Agricultural District impacts

Note: Detailed evaluation is continuing to identify cultural resources and assess potential effects

Public Comments from September Workshops:

(Green Alternative DID NOT include Spur alignment at that time)

- Comments received as of October 17, 2005 - 594 Retain / 139 Drop

Advantages

- More direct route, keeps traffic out of Middletown, doesn't cut the town in half, lessens congestion
- Will save fuel and time
- Gets traffic out of business district
- This alternative has a lot of public support
- Moderate construction cost
- Less impact on existing residences and businesses and on the environment
- Good solution to traffic problems, less disruption during construction, handles trucks better
- Fewer overall negative impacts
- Changes can be made to proposed developments to accommodate the new road
- Meets goals and objectives of the project

Disadvantages

- Harmful impacts on Vo-Tech and new Appoquinimink High School
- Damages farmland
- Negative impacts on individuals' properties and specific communities
- Negative impact on open land

MODIFICATIONS SINCE THE SEPTEMBER 2005 WORKSHOPS

Provides 2-lane Spur from vicinity of Armstrong Corner Road to Summit Bridge, with interchange at Spur/SR 15/SR 896

Advantages:

- Provides a balanced traffic solution by optimizing the existing capacity of the C&D Canal bridges (Summit, SR 1 & St. George's)
- Addresses the sharp curve at the south end of the Summit Bridge, where numerous accidents and fatalities have occurred
- Minimizes total improvement costs required in the SR 896 and SR 1 corridors north of the Canal (2005-2030)

Disadvantages:

- Proximity of Spur to existing communities (within 600'): Post and Rail Farms, Chesapeake Meadow, Summit Bridge Farms
- Additional property acquisition
- Increased project costs

The refined US 301 connections to SR 1 require relocating the existing ramps from US 13 to NB SR 1 and from SB SR 1 to US 13, currently located just south of the C&D Canal. These ramps would be relocated to just north of the US 13/SR 72 intersection. These new ramps were first proposed by DelDOT in the mid 1990's.

Advantages:

- Relocates the substandard US 13 to NB SR 1 ramp that exists just north of the toll plaza (operates as a free ramp across C & D Canal)
- Relocation of the existing northbound on-ramp from US 13 allows the new US 301 ramps to safely tie to SR 1 north of the existing toll plaza
- Relocation of the ramp allows for better lane balance and safer traffic operations approaching the SR 1 Canal bridge
- The relocated ramps provide better use of the available US 13 highway capacity

Disadvantages:

- Currently, Lorewood Grove Road drivers can use the existing free ramp to go north on SR 1. Under this option, the free movement will now occur 3.6 miles farther north
- Traffic from southern New Castle County and US 13, south of the Canal, will now need to use St. George's Bridge
- The new direct connection north of the C&D Canal will require an unconventional intersection design with the SB ramp from SR 1 to US 13
- There may be contaminated soils in the proposed interchange area that may increase the construction cost of the new ramps

Provide Interchange Options at Armstrong Corner Road and at Relocated Existing US 301

- Option 1: Diamond Interchange at Armstrong Corner Road
 - Option 2: Diamond Interchange at Relocated Existing US 301
- See Page 6 for details

US 301 Alignment shifted south at existing US 301

- Recommended by the Corps of Engineers to significantly reduce wetland impacts (See Page 6 for details)

Minor Refinements

- Strawberry Lane Overpass added

PURPLE + SPUR ALTERNATIVE

GREEN + SPUR ALTERNATIVE

- New US 301 alignment shifted south to significantly reduce wetland impacts (Corps of Engineers recommendation)
- Provide Interchange Options - at Armstrong Corner Road or at Relocated Existing US 301

OPTION 1



Option 1: Diamond Interchange at Armstrong Corner Road

Option 1: Diamond Interchange at Armstrong Corner Road

Advantages:

- Minimizes impacts to large wetland area (north of new US 301, south of Old Schoolhouse Road)
- Utilizes much of existing Armstrong Corner Road alignment
- Lower ROW impacts compared to interchange on relocated US 301 (Option 2)
- Fewer structures required than alternative with relocated US 301 (Option 2) Note: If Armstrong Corner Road taken over new US 301, number of structures is the same
- Uses proposed signal at existing US 301 and Armstrong Corner for local access from existing US 301 to new US 301

Disadvantages:

- Ramp spacing between Spur and diamond interchange barely meets AASHTO minimum standards of 1000' feet
- Indirect route for vehicles traveling west on Armstrong Corner/ Bohemia Mill Roads
- Requires relocation of Middletown Baptist Church
- Undesirable skew of bridges over US 301 and Norfolk Southern Railroad
- Interchange of local and new US 301 traffic on local road (Armstrong Corner) not on existing US 301

OPTION 2



Option 2: Diamond Interchange at Relocated Existing US 301

Option 2: Diamond Interchange at Relocated Existing US 301

Advantages:

- Minimizes impacts to large wetland area (north of new US 301, south of Old Schoolhouse Road)
- Greatly improved spacing between Spur interchange and new US 301 / Relocated Existing US 301
- Reduced impact to Middletown Baptist Church
- Provides direct route for vehicles traveling west on Armstrong Corner/ Bohemia Mill Roads
- Creates interchange of local traffic with new US 301 traffic on existing US 301, not on local road (Armstrong Corner)

Disadvantages:

- High ROW and displacement impacts in interchange area compared to Option 1
- Increased construction cost due to additional structures and need to relocate short section of existing US 301
- Undesirable skew of bridges over US 301 and Norfolk Southern Railroad
- Introduces two additional signals on existing US 301, in addition to the proposed signal on existing US 301 at Armstrong Corner

YOUR COMMENTS ON THE YELLOW ALTERNATIVE

What do you like about the Yellow Alternative: _____

What do you NOT like about the Yellow Alternative: _____

YOUR COMMENTS ON THE BROWN ALTERNATIVE

What do you like about the Brown Alternative: _____

What do you NOT like about the Brown Alternative: _____

YOUR COMMENTS ON THE PURPLE + SPUR ALTERNATIVE

What do you like about the Purple + Spur Alternative: _____

What do you NOT like about the Purple + Spur Alternative: _____

YOUR COMMENTS ON THE GREEN + SPUR ALTERNATIVE

What do you like about the Green + Spur Alternative: _____

What do you NOT like about the Green + Spur Alternative: _____

Preferred Alternative / Additional Comments:

If you wish to indicate your preference for a preferred alternative, please check one of the following:

YELLOW

PURPLE + SPUR Interchange Option 1 Interchange Option 2 (Select One)

BROWN North Option South Option (Select One)

GREEN + SPUR North Option South Option (Select One)
 Interchange Option 1 Interchange Option 2 (Select One)

Additional comments you wish to offer regarding the project:

Your comments and opinions are very important. All information provided on this form will be carefully reviewed by DeIDOT. 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: _____

Community/Organization: _____

Address: _____

Email Address: _____

DeIDOT Public Relations, PO Box 778, Dover, DE 19903
Phone 866-485-9988 (toll-free) Fax 302-739-2217 Email dot-public-relations@state.de.usw
www.us301.org

Next Steps / Project Contact Information:

NEXT STEPS

Early 2006

Public Workshop No. 4
Recommended Preferred Alternative

Stay Informed & 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 on alternatives that will solve the problems on US 301. There are several ways to do this:

- ▶ Attend public workshops
- ▶ Fill out a Comment Form
- ▶ Log on to the project website for all the latest information:
www.us301.org
- ▶ Visit the Project Office

Middletown Square Shopping Center
723 North Broad Street
Middletown, DE 19709

Hours of Operation
Mondays 10AM - 2PM
Thursdays 3PM - 7PM
Saturdays 9AM - 1PM

(The Project Office will be closed for the holidays beginning on December 22 and will reopen on January 5)

All materials presented at the public workshops will be available at the Project Office after December 7 and on the Project Website after December 13.

Please provide us with your comments by January 9, 2006.

You may convey your comments via:

- ▶ DeIDOT Public Relations, PO Box 778, Dover, DE 19903
- ▶ Phone 866-485-9988 (toll-free)
- ▶ Fax 302-739-2217
- ▶ Email dot-public-relations@state.de.us