



**Middletown**  
**February 22, 2006**  
 Middletown Fire Hall  
 W. Green St. and S. Scott St.  
 Middletown, DE

**Middletown**  
**February 23, 2006**  
 Cedar Lane Elem. School  
 1259 Cedar Lane  
 Middletown, DE

## Issues-Focused Public Workshop

**February 22 and 23, 2006**  
**1:00 PM to 8:00 PM**

### INTRODUCTION

At formal Public Workshops held on December 5, 6 and 7, the Department presented the Alternatives Retained for Detailed Evaluation (Yellow, Purple + Spur, Brown and Green + Spur). These alternatives included a number of modifications, seen for the first time by the public. The modifications resulted in a large number of public comments, suggestions and requests for additional data and time to assimilate the new information and provide appropriate comments. As a result, the Department extended the Workshop comment period from January 9 to January 23.

### Workshop Purpose

This informal workshop setting will allow the Project Team to present, in an extended format, the results of their evaluation of the issues raised at the formal December Public Workshops and during the subsequent seven-week comment period.

### Focus Issues

A number of the key issues to be presented and discussed at the Workshops includes:

- Can the toll free ramps at the SR 1 bridge over the C&D Canal be retained?
- What is the purpose and need for the spur road?
- Can the interchange south of Summit Bridge be altered to reduce its impacts?
- Can impacts to the Middletown Baptist Church and the New Covenant Church be avoided or minimized?
- Can the alternatives be further refined to minimize effects on adjacent communities and resources?

The public is encouraged to raise additional issues they deem important to the project.

### Next Steps

Comments from the public, along with comments from the federal and state environmental resource and regulatory agencies, local and state elected officials and the Project Team's continued analyses and detailed evaluation will be considered by DeIDOT in refining the Alternatives Retained for Detailed Evaluation and eventually recommending a Preferred Alternative.

### Stay Involved - Provide your input

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

## Workshop Information / Comment Form

### ISSUES-FOCUSED PUBLIC WORKSHOPS TO ADDRESS RESIDENTS' CONCERNS

Material to be presented at these Issues-Focused Public Workshops will focus on a number of concerns expressed at the December Workshops.

#### SR 1 TOLL FREE RAMPS AT C & D CANAL -

ALL ALTERNATIVES

An alternative that retains the toll-free ramps to and from the SR 1 Bridge across the C&D Canal has been developed. This alternative retains, at its current location, the existing southbound SR 1 off-ramp to Lorewood Grove Road and US 13. Additionally, the northbound on-ramp from US 13 to northbound SR 1 is shifted approximately 3000' to the south in order to provide satisfactory traffic operations in the near and mid-term. This shift may require the relocation of the Port Penn Road/US 13 intersection to the south.

DeIDOT has decided not to consider further the relocation of the toll-free ramps to north of the C&D Canal as an integral part of a US 301 recommendation. However, in the long-term, DeIDOT may have to revisit this issue depending on traffic operations and safety.

#### MIDDLETOWN BAPTIST CHURCH - PURPLE + SPUR AND GREEN + SPUR ALTERNATIVES

The Project Team has developed an additional interchange option for the Purple with Spur and Green with Spur Alternatives in the vicinity of the Middletown Baptist Church in order to minimize impacts on the church property. This new option, along with the two options presented at the December Workshops, is being presented at this Issues-Focused Workshop.

#### NEW COVENANT CHURCH - YELLOW AND PURPLE + SPUR ALTERNATIVES

The Project Team has developed a bypass option for the Yellow and Purple + Spur Alternatives that would avoid taking the New Covenant Church. This new option is being presented at these Issues-Focused Workshops, along with the options presented at the December Workshops.

#### SPUR ROAD: PURPLE + SPUR AND GREEN + SPUR ALTERNATIVES

The Project Team has refined the 2-lane Spur Road for the Purple and Green Alternatives in response to numerous comments from adjacent communities. These refinements include a number of options that improve the sharp curve on SR 896 just south of Summit Bridge and eliminate the existing traffic signal on the curve.

A number of questions have been raised regarding the Spur Road that will be addressed at these workshops including:

- Why is access to Summit Bridge being improved?
- Who would use the Spur Road?
- How would the proposed Spur Road help local traffic north of Middletown?
- What are the effects of providing local access to/from the Spur Road?
- How does the Spur Road impact the operations of the SR 1 Bridge over the C&D Canal?
- Could the proposed interchange options at SR 15/SR 896, south of Summit Bridge, be simplified to reduce the adverse effects on adjacent communities?
- Could an at-grade intersection operate satisfactorily at SR 15/SR 896, south of Summit Bridge, rather than the interchange options under consideration?
- Could the 2-lane Spur Road be replaced by combining the Purple and Green Alternatives with an improved existing US 301 from Armstrong Corner Road to Summit Bridge?

#### EFFECTS OF ALTERNATIVES

The effects of the continuing efforts to refine and improve alternatives to minimize impacts on natural, cultural and community resources is also being presented.

# ALL ALTERNATIVES

## RETAIN TOLL FREE RAMPS TO SR 1 BRIDGE OVER C&D CANAL

### Description

- Retain Southbound SR 1 off-ramp to Lorewood Grove Road at current location (no change)
- Relocate on-ramp from US 13 to northbound SR 1, approximately 3000' to south

### Advantages

- Improve merge between toll free ramp and SR 1. The long northbound down grade on the toll free ramp allows vehicles ample distance to accelerate
- Better balance of traffic lanes, volumes and speeds between SR 1 Highway Speed EZ Pass, Cash/NB Toll Free Ramp and new US 301 lanes
- US 301 joins SR 1 as a lane addition, rather than merging into an existing lane

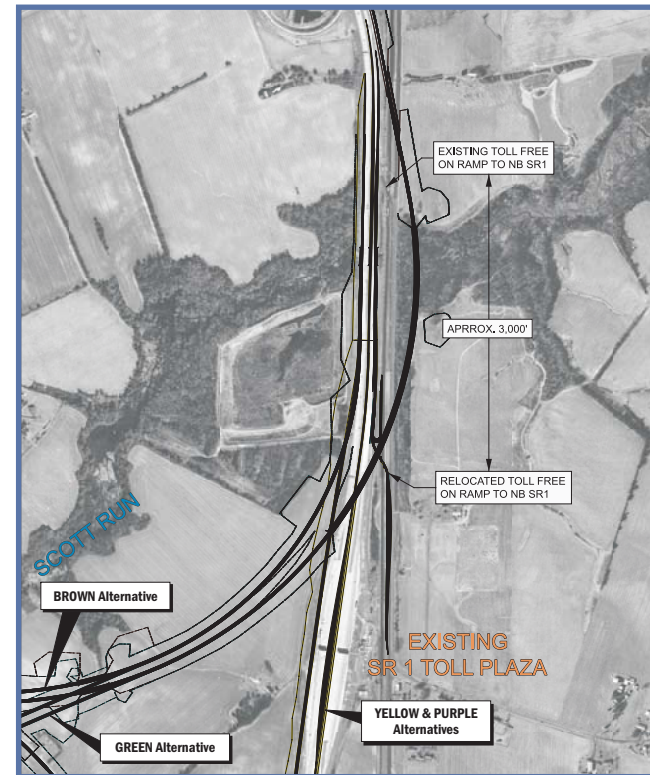
### Disadvantages

- Concern about the length of the left turn lane from northbound US 13 to northbound SR 1.
- Reduces EZ Pass to 1 lane (volumes show this OK)
- Poor level of service (D/E) where cash lanes and toll free northbound on-ramp traffic merge into one lane

### Project Team Recommendation:

Incorporate into all Alternatives

Will operate for short- and mid-term, but long-term safety of the Northbound Toll-Free On-Ramp to SR 1 may require changes in the future



# PURPLE + SPUR AND GREEN + SPUR ALTERNATIVES

## INTERCHANGE OPTION 1 - ARMSTRONG CORNER ROAD AREA

### Description

- Provides diamond interchange between new US 301 and Armstrong Corner Road



### Advantages

- Lower wetland impacts than Option 2 and 3
- Utilizes existing Armstrong Corner Road alignment (reduces costs)
- Located farther away from Springmill community than Options 2 & 3
- Uses proposed signal at Armstrong Corner Road for local access from existing US 301 to new US 301 (minimizes the number of traffic signals on existing US 301)
- Provides greatest spacing between signalized intersections on existing US 301
- Reduces total ROW impacts compared to Option 2
- Requires fewer bridge structures than Option 2

### Disadvantages

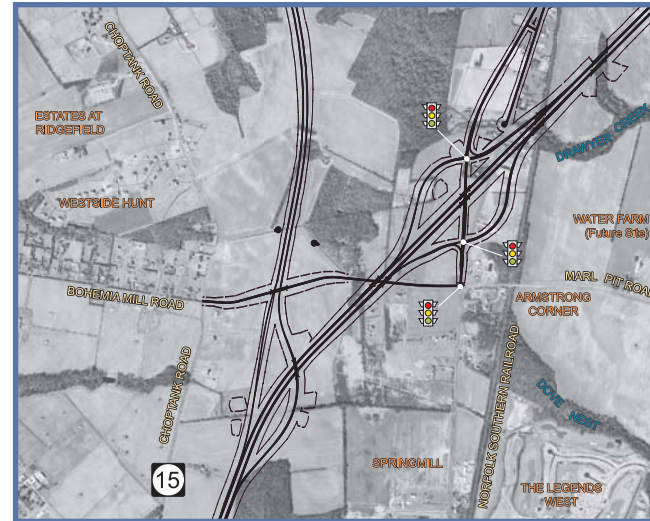
- Requires acquisition of Middletown Baptist Church – impacts both church buildings and parking lot
- Provides ramp spacing between Spur and new US 301/Armstrong Corner Road that barely meets minimum design standards
- Does not provide direct tie between Armstrong Corner Road and Bohemia Mills Road
- Locates new US 301 Interchange on local road (Armstrong Corner) rather than arterial (existing US 301)

# PURPLE + SPUR AND GREEN + SPUR ALTERNATIVES

## INTERCHANGE OPTION 2 - ARMSTRONG CORNER ROAD AREA

### Description

- Provides diamond interchange between new US 301 and relocated existing US 301



### Advantages

- Less wetland impacts than Option 3
- Improves spacing between Spur interchange and new US 301 / relocated existing US 301 interchange
- Avoids impacts to Middletown Baptist Church buildings, but impacts a portion of the church parking area
- Provides direct connection between Armstrong Corner Road and Bohemia Mills Road
- Locates new US 301 interchange on arterial (existing US 301) rather than local road (Armstrong Corner Road)

### Disadvantages

- Results in greater ROW and displacement impacts along existing US 301 than Option 1 (increased costs)
- Increased construction cost due to additional structures and relocation of existing US 301
- Two additional signals on existing US 301 (in addition to proposed signal at Armstrong Corner) – affects traffic operations on US 301
- Leads to less than desirable spacing of signalized intersections on US 301
- Reduces distance between new US 301 and Springmill (from 1300 to 800 feet)

## INTERCHANGE OPTION 3 - ARMSTRONG CORNER ROAD AREA

### Description

- Provides diamond interchange between the new US 301 and Armstrong Corner Road (similar to Option 1), but alignment shifted slightly to southeast to avoid Middletown Baptist Church property



### Advantages

- Lower Waters of the US and Species Habitat impacts than Options 1&2
- Lower DNREC Sub-Aqueous Lands impacts than Option 2
- Lower Forest impacts than Options 1&2
- Increases distance from new US 301 to Post and Rail Farms community
- Avoids direct impacts to Middletown Baptist Church property
- Uses proposed signal at Armstrong Corner Road for local access from existing US 301 to new US 301 (minimizes number of signals on existing US 301)
- Increased spacing between signalized intersections on existing US 301
- Reduces acres of property required to 203 acres (214 and 281 acres for Options 1 and 2 respectively)

### Disadvantages

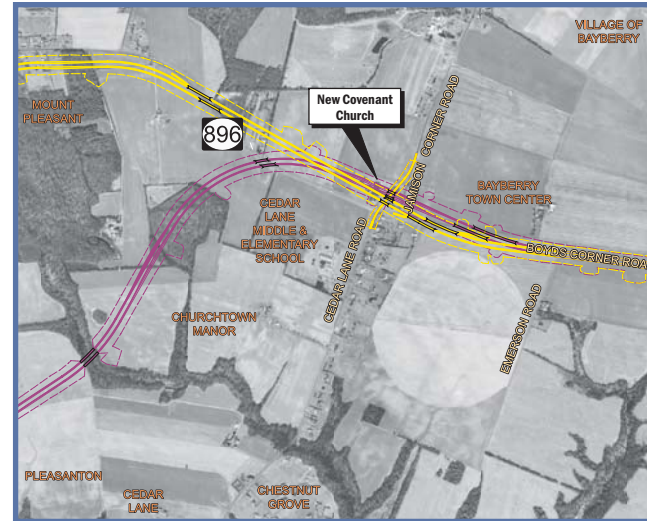
- Greater wetland impacts than Options 1&2 (9.6 acres versus 6.0 and 7.8 acres for Options 1&2, respectively)
- Impacts previously undisturbed, low quality wetland NW of Springmill
- Reduces distance between new US 301 and Springmill Community to 600 feet (1300 and 800 feet for Options 1&2, respectively)
- Locates new US 301 interchange on local road (Armstrong Corner Road) rather than arterial (existing US 301)
- Reduces distance between new US 301 and the Armstrong Walker House historic site to 500 feet (700 and 1000 feet for Options 1 and 2, respectively)
- Middletown Baptist Church buildings are located 300 feet from new ramp and 550 feet from new US 301 mainline

# YELLOW AND PURPLE + SPUR ALTERNATIVES

## ALIGNMENT OPTION 1 - BOYDS CORNER ROAD AREA

### Description

- Provides new US 301 alignment just north of existing SR 896 (Boys Corner Road – west of Jamisons Corner Road)



### Advantages

- Leaves minimal “dead” space between Boys Corner Road and new US 301
- Minimizes impacts on proposed “Livable Delaware” Community (Bayberry)

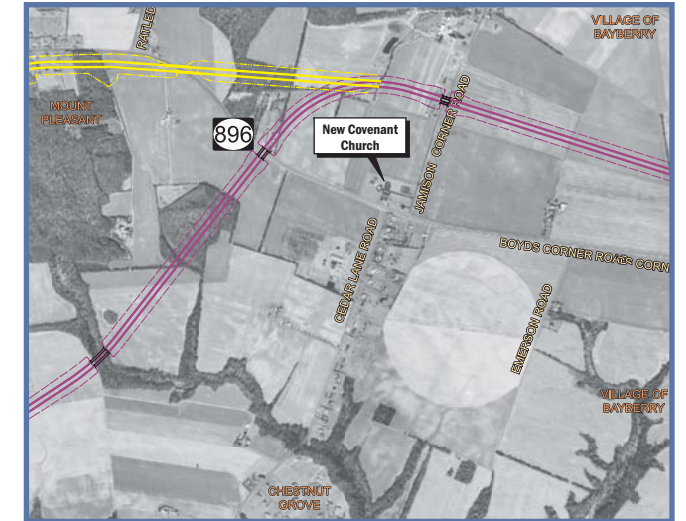
### Disadvantages

- Requires acquisition of New Covenant Church
- Results in difficult skew of new US 301 bridge over Boys Corner Road
- Direct impact on proposed Bayberry South community - South side of existing Boys Corner Road from east of Cedar Lane to Shallcross Lake Road
- Direct impact to southwest corner of proposed Bayberry Town Center
- New US 301 is elevated and creates barrier between proposed Bayberry South and Bayberry North / Bayberry Town Center

## ALIGNMENT OPTION 2 - BOYDS CORNER ROAD AREA

### Description

- Shifts New US 301 alignment to 1,500 feet north of New Covenant Church and adjacent to north boundary of proposed Town Center (Bayberry)



### Advantages

- Avoids New Covenant Church
- Provides improved skew of new US 301 bridge over Boys Corner Road
- Shifts new US 301 farther away from Cedar Lane Schools

### Disadvantages

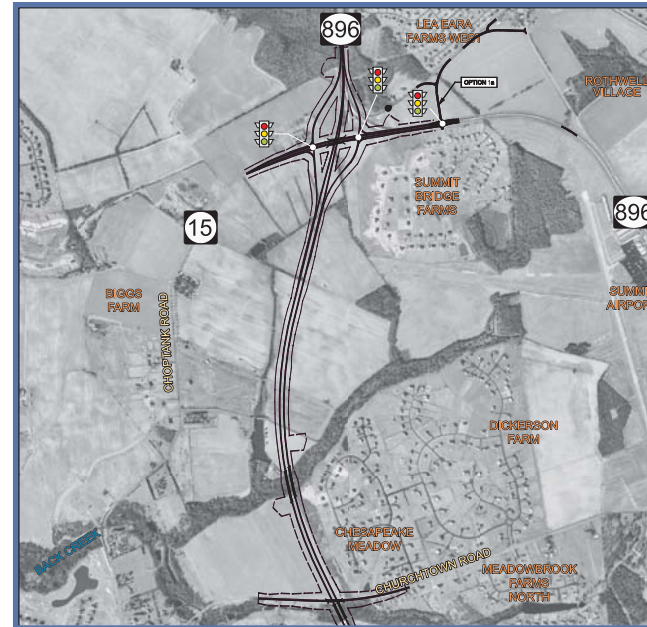
- Impacts southwest corner Grande View Farms community
- Results in greater wetland impacts than Option 1
- Isolates Church between Boys Corner Road, new US 301 and an improved Jamisons Corner Road
- New US 301 creates a barrier between proposed Bayberry South / Town Center and Bayberry North
- Increases length of new US 301 (increased costs)
- Requires long bridge structure over the intersection of Boys Corner Road, the entrance to Grande View Farms and Shellcross Road (increased costs and potential safety considerations)
- Decreases the distance between new US 301 and historic resources

# PURPLE + SPUR AND GREEN + SPUR ALTERNATIVES

## INTERCHANGE OPTION 1 - SOUTH OF THE SUMMIT BRIDGE

### Description

- Provides a “full diamond” interchange with free-flow from Summit Bridge to the Spur



### Advantages

- Eliminates the existing SR 896 sharp curve/traffic signal
- Diamond interchange ramp would act as buffer between Spur Road and Summit Bridge Farms
- Provides full vehicular access in all directions for local communities

### Disadvantages

- Requires heaviest local traffic movements (SB & NB SR 896) to use signalized intersections
- Interchange is adjacent to Summit Bridge Farms community

## INTERCHANGE OPTION 2 - SOUTH OF THE SUMMIT BRIDGE

### Description

- Provides a directional “Y” interchange between SR 896 and Spur
- Grade separates SR 15 over the Spur Road and SR 896
- Improves the sharp curve on SR 896 to current design standards and eliminates the traffic signal on the curve



### Advantages

- Improves the existing SR 896 sharp curve and removes the traffic signal on the curve
- Maintains free flow of heaviest local movements (NB + SB SR 896) at the interchange
- Directional “Y” interchange is farther away from Summit Bridge Farms than Option 1

### Disadvantages

- Creates circuitous access for SR 15 traffic west of SR 896 seeking access to SR 896 (via Bethel Church Road (adjacent to Lea Eara Farms) and Old Summit Bridge Road)
- Results in 6,200 and 6,900 vehicles per day on Bethel Church Road and Old Summit Bridge Road (east of existing US 301/ SR 896)
- Requires minor modification of existing SR 896 / Old Summit Bridge Road intersection
- Increased construction costs (number of structures)
- The northbound Spur Road is elevated, adjacent to Summit Bridge Farms and Lea Eara Farms communities

**INTERCHANGE OPTION 3 - SOUTH OF THE SUMMIT BRIDGE**

**Description**

- Provides a directional “Y” interchange between Spur and SR 896
- Improves the sharp curve on SR 896 to current design standards and eliminates the signalized intersection on the curve
- Relocates access from SR 15 to SR 896 (on sharp curve) to an east-west extension of Bethel Church Road from Choptank Road to the Spur Road



**Advantages**

- Maintains free flow of heaviest local movements (NB + SB SR 896) at the “Y” interchange
- Improves the existing sharp curve on SR 896 and eliminates the traffic signal on the curve
- Locates directional “Y” interchange farther away from Summit Bridge Farms than Option 1

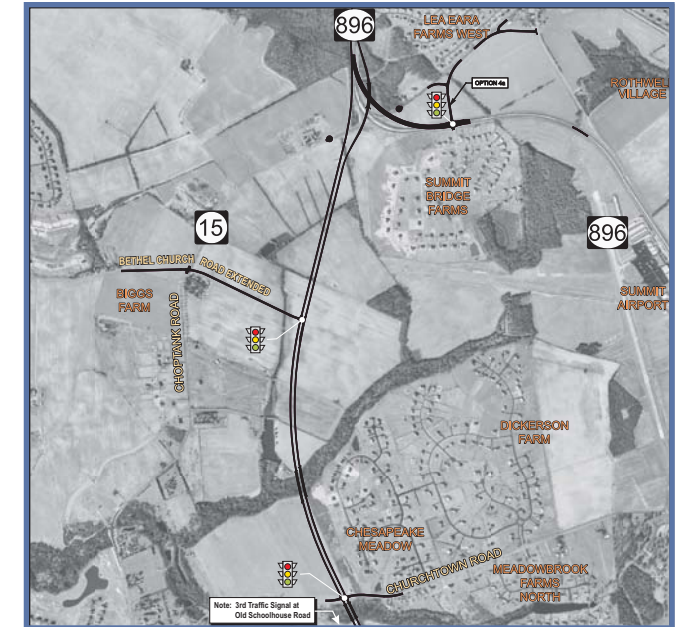
**Disadvantages**

- Northbound Spur Road is elevated, adjacent to Summit Bridge Farms community
- Does not provide direct local access (Summit Bridge Farms, Lea Eara Farms & Summit Farms) to and from the south, on the Spur

**INTERCHANGE OPTION 4 - SOUTH OF THE SUMMIT BRIDGE**

**Description**

- Same as Option 3, plus provides local access at Churchtown Road and Old Schoolhouse Road
- Requires traffic signals at the two additional intersections along the spur



**Advantages**

- Same as Option 3, plus
- Provides access for local residents
- Would keep speeds lower on Spur Road, closer to a true parkway concept
- Would reduce traffic on the section of Choptank Road north of Churchtown Road compared to spur options with no local access

**Disadvantages**

- Same as Option 3, plus
- May accelerate or encourage further development along roadways with access to the spur in both Delaware and Maryland (Old Schoolhouse Road, Churchtown Road and Bethel Church Road)
- Provides more toll free connectivity to the spur for Westtown, Southridge, and other Middletown communities west of US 301, increasing volumes on southern Choptank Road. About 1,900 vpd are projected to use Old Schoolhouse Road to access Spur, rather than Levels Road (toll).
- Potential safety issues – intersection vs. free flowing traffic
- Potential noise issues – braking, stopping and starting at intersections

**RETAINING TOLL FREE RAMPS - ALL ALTERNATIVES** ●●●●

What do you like about retaining the toll free ramps to the SR 1 bridge over the C&D Canal: \_\_\_\_\_

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What do you NOT like about retaining the toll free ramps to the SR 1 bridge over the C&D Canal: \_\_\_\_\_

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**INTERCHANGE OPTIONS 1, 2 AND 3 IN ARMSTRONG CORNER ROAD AREA** ●●

What interchange options do you like and why? \_\_\_\_\_

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What interchange options do you NOT like and why? \_\_\_\_\_

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**ALIGNMENT OPTIONS 1 AND 2 IN BOYDS CORNER ROAD AREA** ●●

What alignment option do you prefer and why? \_\_\_\_\_

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What alignment option do you NOT prefer and why? \_\_\_\_\_

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**INTERCHANGE OPTIONS 1, 2, 3 AND 4 - SOUTH OF SUMMIT BRIDGE** ●●

What interchange options do you prefer and why? \_\_\_\_\_

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What interchange options do you NOT prefer and why? \_\_\_\_\_

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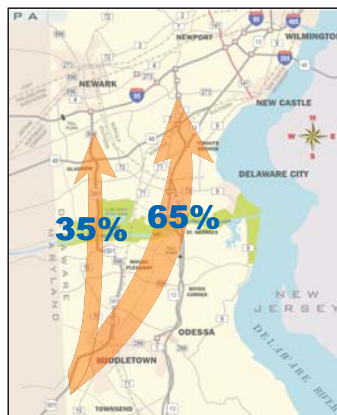
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**The Public & Elected Officials asked:**

**“Why are we improving access to Summit Bridge?”**

- Traffic Survey shows that,
  - 65% of NB traffic is going Northeast (SR 1) and
  - 35% is going North (SR 896)
  - 95% of the long distance trucks are going Northeast
- Traffic Projections (2030) support new 4-lane US 301 and 2-lane Spur



**The Public & Elected Officials asked:**

**“Who would use the Spur?” – some thought the Spur would only serve interstate (to/from MD) traffic**

- 57% comes from the Levels Road interchange (southern Middletown, including Westtown)
- 39% comes from MD
- 5% comes from other locations

**The Public & Elected Officials asked:**

**“How would the proposed Spur help local traffic north of Middletown (such as along Choptank Road) that wants to use the Summit Bridge?”**

- The Spur would:
  - Provide a third route to Summit Bridge (Spur, SR 15 & SR 896)
  - Reduce traffic by 60% on Choptank Road (15,000 to 6,000 - green)
  - Reduce traffic by 25% on existing US 301 (37,000 to 28,000 - green)

**The Public & Elected Officials asked:**

**“How does the Spur impact the operations of the SR 1 Bridge?”**

- The traffic volumes & levels of service are acceptable on the SR 1 Bridge, with or without a Spur

**“Will the SR 1 Bridge fail without the Spur?”**

- No

**The Summit Bridge Farms community asked:**

**“Can the Spur be replaced by improvements to existing US 301 north of Armstrong Corner Road?”  
(The “GREEN w/o Spur, with Improved US 301” Alternative)**

- Yes, existing US 301/SR 896 could be improved instead of the spur, however,
  - Traffic volumes on Choptank Road would double without the spur
  - Traffic volumes on existing US 301/SR 896 would be considerably higher without the Spur
  - Through traffic from the Newark area to Maryland would continue to mix with the local traffic on US 301/SR 896

**Additional comments you wish to offer regarding the project:**

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**NEXT STEPS**  
**April 10 & 11, 2006**  
 Formal Public Workshop No. 4

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: \_\_\_\_\_

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