

# US 301 Project Development Final Environmental Impact Statement



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STATE OF DELAWARE  
DEPARTMENT OF TRANSPORTATION

In re: US 301 Project Development Public Hearing

Middletown Fire Department  
27 West Green Street  
Middletown, Delaware

Tuesday, January 9, 2007  
4:00 p.m.

-- TRANSCRIPT OF PROCEEDINGS --

WILCOX & FETZER  
1330 King Street - Wilmington, Delaware 19801  
(302) 655-0477  
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## List of Persons providing Testimony:

Richard Wooleyhan  
Jennifer Goff  
Edith Carroll  
Anna Wooleyhan  
Dave Goff  
Mark Carroll  
Steve Carroll  
Chuck Ott  
Janice Biddle  
Loraine Green  
Representative Cathcart  
Senator Amick  
Wayne Usilton  
Susan Love  
Jorge Velasquez

### NOTE 1:

Pages 2-37 of "In re: US 301 Project Development Public Hearing" text has not been reproduced in this section, as it contains only the spoken introduction to the project and no oral testimony. The full text of this portion of the hearing transcript is included in **Appendix I**.

NOTE 2: Exhibits follow the final page of the petition.

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1 along with the other testimony and all comments received.  
2 All testimony is expected to be offered in a courteous,  
3 constructive manner and should follow accepted rules of  
4 meeting decorum. Inappropriate or rude testimony will  
5 not be included in the public record.

6 The first person who will give testimony  
7 tonight is Richard Wooleyhan.

8 MR. WOOLEYHAN: My name is Richard  
9 Wooleyhan, 427 Ratledge Road. I'm presenting a new route  
10 that I'm calling option 4B, which has been discussed at  
11 previous meetings. I know it impacts the wetland area  
12 which has been described to me as low quality previously  
13 disturbed.

14 Myself, friends, family from Ratledge Road  
15 and Jamison Corner Road like for you to strongly consider  
16 this route. Yes, it does impact wetlands. But your  
17 option one severs our farm in half, that in which affects  
18 our livelihood, our heritage to the land, our retirement,  
19 our quality of life. The fact is if you're a farmer,  
20 your land is all the above.

21 I know this road is needed. I also know  
22 that there are other routes you could have chosen. But  
23 we were told that the large property owners had to be  
24 considered. The fact is Bayberry doesn't want their

## Response to Richard Wooleyhan:

Thank you for your statement.

DelDOT received the map proposing Option 4B, with signatures as noted, during the Public Hearing. [Option 4B is a hand-drawn alignment that would traverse the distance between Boyds Corner Road and Jamison Corner Road approximately 1,500 feet east of the alignment presented in the DEIS (shown on this map as Option 1)]. DelDOT is committed to working with the environmental resource agencies, the Army Corps of Engineers and the farmers, owners and neighbors in the Ratledge Road community to develop an alignment for this portion of the Green North Alternative that will minimize, to the greatest extent possible, impacts to active farmlands and minimize impacts to the wetland area.

To this end, representatives from the Ratledge Road/Jamison Corner neighborhood, Corps of Engineers, FHWA, DelDOT, DNREC, the Delaware News Journal and the Project Team met in the field on January 30, 2007, to review the existing environment in the vicinity of the proposed options. Follow up meetings have been held to discuss ongoing concerns and design an alignment that would preserve the affected farm properties and homes while minimizing impacts to wetlands in the area.

As a result of the community's concerns and ongoing consultation, DelDOT is proposing the Option 4B Modified alignment as the preferred alignment of new US 301 in this area. Option 4B Modified essentially is aligned on the DP&L corridor from south of the Cedar Lane School complex to the boundary of the Whitehall properties, where it then curves to the east toward Jamison Corner Road. DelDOT is also proposing a minimization and mitigation package that will compensate for the increased impacts this alignment will cause to wetlands and forest, in coordination with the resource agencies. The option and commitments in the mitigation package are included in the FEIS and ROD.

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1 subdivision plan split in half. Whitehall needs a road  
2 for their project. We all understand that.

3           The people of Ratledge Road who have lived  
4 here a minimum of 15, 20, 40 years, some of us a  
5 lifetime, and the forever friends of Jamison Corner Road,  
6 the Rouch family, the Hobson family, which will be  
7 impacted the most, and last but not least the owners of  
8 Whitehall have a solution. On my map, it's referred to  
9 as option 4B, which has been signed by every adjoining  
10 property on it, including Whitehall.

11           I know this route has an effect on wetlands.  
12 But we all feel the loss of productive farm land and our  
13 quality of life is far more important than the impact the  
14 road will have on the wetlands. We're not asking for the  
15 road to be moved to the other side of the state, only  
16 1,500 feet to the east of option one. Hopefully not too  
17 much to ask. Please consider this option.

18           Thank you, Richard Wooleyhan and the  
19 taxpayers of Jamison Corner Road and Ratledge Road.

20           (Exhibit No. 1 was marked for  
21 identification.)

22           MR. BING: Thank you, Richard.

23           The next person to speak will be Jennifer  
24 Goff. I'm going to have Jennifer use this microphone

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1 since, unfortunately, she's come down with laryngitis and  
2 I think this works better.

3 MS. GOFF: I also have four minutes from  
4 Doris Wooleyhan.

5 MR. BING: I'd also like everyone to know  
6 that Jennifer will speak for eight minutes. The third  
7 person is Doris Wooleyhan, who is back there with her arm  
8 raised, and she has given her four minutes to Jennifer.

9 MS. GOFF: Jennifer Goff, 3428 Sonoma Lane,  
10 York, Pennsylvania.

11 Good evening. I'm here to provide testimony  
12 because the preferred recommended route for project 301  
13 green north will have a direct and negative impact on my  
14 family and our community.

15 There are six options for the portion of the  
16 roadway near Ratledge Road. Four of those options cross  
17 federally protected wetlands and two cross working farms.  
18 The members of this community have repeatedly asked  
19 project managers to utilize the wetland area in order to  
20 preserve farmland, the farming community and the  
21 livelihood of its life-long residents.

22 The term "community" refers to a group of  
23 people who form relationships over time by interacting  
24 regularly around shared experiences and common interests.

## Response to Jennifer Goff:

Thank you for your statement.

Please see the previous response to Richard Wooleyhan.

DelDOT received the map proposing Option 4B, with signatures as noted, during the Public Hearing. [Option 4B is a hand-drawn alignment that would traverse the distance between Boyds Corner Road and Jamison Corner Road approximately 1,500 feet east of the alignment presented in the DEIS (shown on this map as Option 1)]. DelDOT is committed to working with the environmental resource agencies, the Army Corps of Engineers and the farmers, owners and neighbors in the Ratledge Road community to develop an alignment for this portion of the Green North Alternative that will minimize, to the greatest extent possible, impacts to active farmlands and minimize impacts to the wetland area.

To this end, representatives from the Ratledge Road/Jamison Corner neighborhood, Corps of Engineers, FHWA, DelDOT, DNREC, the Delaware News Journal and the Project Team met in the field on January 30, 2007, to review the existing environment in the vicinity of the proposed options. Follow up meetings have been held to discuss ongoing concerns and design an alignment that would preserve the affected farm properties and homes while minimizing impacts to wetlands in the area.

As a result of the community's concerns and ongoing consultation, DelDOT is proposing the Option 4B Modified alignment as the preferred alignment of new US 301 in this area. Option 4B Modified essentially is aligned on the DP&L corridor from south of the Cedar Lane School complex to the boundary of the Whitehall properties, where it then curves to the east toward Jamison Corner Road. DelDOT is also proposing a minimization and mitigation package that will compensate for the increased impacts this alignment will cause to wetlands and forest, in coordination with the resource agencies. The option and commitments in the mitigation package are included in the FEIS and ROD.

Your reasons for the request are noted.



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1 This definition implies that a true community is not  
2 bound only by physical location, but through human  
3 connections. As potential routes for the 301 bypass have  
4 been mapped, a great deal of consideration has been given  
5 to planned communities. While efforts have been made to  
6 skirt the boundaries of existing subdivisions and avoid  
7 land that is slated for future development, an existing  
8 community is being divided.

9 The area between the C&D Canal, Mt. Pleasant  
10 and Boyds Corner doesn't have a fancy name or a  
11 homeowner's association. However, the people living in  
12 this area do have a strong sense of community.

13 The families of this once rural farming  
14 community have shared experiences for four to five  
15 generations. They have worked, socialized, celebrated  
16 and mourned together. When someone is in need, this  
17 community pulls together and provides support.

18 The planned green north route will create a  
19 physical barrier through the middle of this community.  
20 Members of this community have accepted the physical  
21 barrier. However, it is unfair to pit neighbor against  
22 neighbor, friend against friend and ask this community to  
23 decide whose land, whose legacy and whose livelihood will  
24 be sacrificed.

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1 In the public workshop forum, we were told  
2 that the wetland routes have a fatal flaw. In order to  
3 utilize this land in a federal project, we must prove  
4 there is no practical alternative. Of the presented  
5 alternatives, one takes land from the Wooleyhan farm.  
6 The other takes land from the Emerson farm. This is  
7 unacceptable and is not a practical alternative.

8 In the true spirit of community, local land  
9 owners have drafted and agreed to options that make use  
10 of middle ground. These options traverse land that is  
11 not tilled by either farmer by utilizing a public  
12 right-of-way, Whitehall property, and a small portion of  
13 low quality, previously disturbed, nontidal wetland.  
14 Even though our proposal will impact wetland habitat, we  
15 still believe it is a more reasonable, responsible and  
16 practical solution.

17 As an outdoor enthusiast and high school  
18 biology teacher, I have great appreciation for nature. I  
19 understand the value of wetlands and the importance of  
20 wetland conservation. However, I also know that our  
21 environment is complex. We cannot maintain the delicate  
22 balance of life by focusing exclusively on the  
23 preservation of a single type of habitat. All organisms  
24 are interconnected in the web of life and all organisms

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1 have different habitat requirements. While some are  
2 strictly aquatic or terrestrial, others require a  
3 combination. Some organisms thrive in dense woodland  
4 while others need open space for survival. Maintaining  
5 biological diversity by protecting various types of  
6 habitat is the only environmentally conscious action.

7 As the daughter and granddaughter of  
8 life-long farmers, I also understand the value of  
9 agriculture. Agriculture is the number one industry in  
10 the State of Delaware. In New Castle County, farmland is  
11 disappearing at an alarming rate. Unlike wetlands,  
12 farmland cannot be replaced. By failing to protect this  
13 irreplaceable natural resource, we lose a direct  
14 connection with our cultural heritage, impair food  
15 production and compromise Delaware's self-reliance and  
16 economic stability.

17 Thank you.

18 MR. BING: The next person to give testimony  
19 is Edith Carroll.

20 MS. CARROLL: Edith Carroll, 449 Ratledge  
21 Road.

22 I have a petition with 285 signatures of  
23 family, friends, church family and concerned people in  
24 the area with this green north route option one.

## **Response to Edith Carroll:**

Thank you for your statement.

*(begins on next page)*

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1                   The petition reads, "The green north route  
2 used in option one is not practical by using productive  
3 farmland. The proposed option A or B of the green north  
4 route is more practical because it does not run in the  
5 middle of a productive field and near many life-long  
6 residents of Ratledge Road."

7                   This productive farming field is owned by my  
8 sister, Anna Wooleyhan, and farmed by her son Dickie  
9 Wooleyhan. This would be taking away their livelihood.  
10 Secretary Wicks is well aware of a farmer's livelihood.  
11 Once a farmer, always a farmer.

12                   This farm was bought by our mother and  
13 father when Anna and I were small children. We worked in  
14 the fields with our parents. This farm is our heritage.  
15 When our father died, Anna and Pete started farming.  
16 They sacrificed a lot in their life. They had two  
17 children: Dickie and Phyllis. Phyllis is deaf. And  
18 that was a tremendous burden because there was not any  
19 school in Delaware for deaf children at that time.

20                   When they could afford to purchase the farm,  
21 they bought it from our mother. Dickie has been farming  
22 since he was a child. And when Pete died in November of  
23 2005, Dickie has taken over.

24                   This is his income. He earns a living from

*(continued from previous page)*

We acknowledge receipt of the petition bearing 285 signatures. The petition is included at the end of this section.

Please see the previous response to Richard Wooleyhan.

DeIDOT received the map proposing Option 4B, with signatures as noted, during the Public Hearing. [Option 4B is a hand-drawn alignment that would traverse the distance between Boyds Corner Road and Jamison Corner Road approximately 1,500 feet east of the alignment presented in the DEIS (shown on this map as Option 1)]. DeIDOT is committed to working with the environmental resource agencies, the Army Corps of Engineers and the farmers, owners and neighbors in the Ratledge Road community to develop an alignment for this portion of the Green North Alternative that will minimize, to the greatest extent possible, impacts to active farmlands and minimize impacts to the wetland area.

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As a result of the community's concerns and ongoing consultation, DeIDOT is proposing the Option 4B Modified alignment as the preferred alignment of new US 301 in this area. Option 4B Modified essentially is aligned on the DP&L corridor from south of the Cedar Lane School complex to the boundary of the Whitehall properties, where it then curves to the east toward Jamison Corner Road. DeIDOT is also proposing a minimization and mitigation package that will compensate for the increased impacts this alignment will cause to wetlands and forest, in coordination with the resource agencies. The option and commitments in the mitigation package are included in the FEIS and ROD.

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1 farming. There is a lot of family on Ratledge Road and  
2 we all bond together. Remember, this is our heritage.  
3 This four-lane highway would almost be in our son's  
4 backyard. We're not asking you to move this route miles  
5 away. We're just asking you to move it to a more  
6 practical route that is not directly in the active  
7 farming field.

8 Anna and I have lived here over 60 years.  
9 I'm just telling her age. I remember Pete telling me  
10 about a man taking a perk test in a field that Pete  
11 rented and was farming about a year prior to his death.  
12 The man was taking the perk test because the field is  
13 going to be a housing project. Pete asked him, "Where is  
14 all the food coming from when all the farms are developed  
15 in houses and highways?"

16 The man said, "Out of cans or boxes."

17 Pete said, "You have to grow it first before  
18 it goes into a can or made into flour or cereal."

19 It's my thought that Delaware wanted farmers  
20 to stay in Delaware. It looks as if the farmers are  
21 being chased to Maryland or other places.

22 On Saturday, Anna and I were getting  
23 signatures from residents in Crystal Run development.  
24 Some of their comments were they bought houses here

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1 because of the quiet and peaceful area.

2 Please consider a more practical route than  
3 option one for the green north. Thank you.

4 MR. BING: The next person on the list is  
5 Anna Wooleyhan.

6 If people have cell phones, if they could  
7 turn them down? It's very disruptive.

8 MS. WOOLEYHAN: Anna Wooleyhan, 420 Ratledge  
9 Road.

10 I own the farm that DelDOT wants to put the  
11 four-lane highway in the middle of the field that runs  
12 parallel to Ratledge Road. The highway would be directly  
13 behind my house and my daughter Phyllis and her husband,  
14 Donnie.

15 In November 2005, my husband, Pete, died.  
16 We had been married 54-1/2 years. Pete was diagnosed  
17 with cancer one week before his death. He combined  
18 soybeans in this field two weeks before he died. Then  
19 November 2006 I found out that a four-lane highway was  
20 planned through my property.

21 We could have sold our farm many times to  
22 developers for houses. We chose not to sell because  
23 we're dedicated farmers. It is not practical to build a  
24 highway in the middle of my field. We grow everything

## Response To Anna Wooleyhan:

Thank you for your statement.

Please see the previous response to Richard Wooleyhan.

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As a result of the community's concerns and ongoing consultation, DelDOT is proposing the Option 4B Modified alignment as the preferred alignment of new US 301 in this area. Option 4B Modified essentially is aligned on the DP&L corridor from south of the Cedar Lane School complex to the boundary of the Whitehall properties, where it then curves to the east toward Jamison Corner Road. DelDOT is also proposing a minimization and mitigation package that will compensate for the increased impacts this alignment will cause to wetlands and forest, in coordination with the resource agencies. The option and commitments in the mitigation package are included in the FEIS and ROD.

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1 from corn to wheat to soybeans. I ask you to protect my  
2 farmland. Please consider another option on the green  
3 route. Thank you.

4 MR. BING: The next person to speak will be  
5 Dave Goff.

6 Dave may speak for longer than four minutes.  
7 The next person is Mark Carroll, who is not going to  
8 speak for four minutes. So combined they will be less  
9 than eight minutes.

10 MR. GOFF: David Goff. Professional  
11 address, 555 North Duke Street.

12 I'd like to submit this (indicating) along  
13 with my testimony. This is a packet of about ten  
14 different articles from journals such as the New England  
15 Journal of Medicine, Family Practice Journals, Annals of  
16 Internal Medicine.

17 I'm a physician by training. It's been my  
18 pleasure to have Anna as a patient. Donnie and Phyllis  
19 I've had as patients in the past, and other family  
20 members I've helped out as time goes on.

21 Probably everybody in here has had a family  
22 member die or knows of someone who dies and has a spouse  
23 die a year later. They say they die of heart break.  
24 That's almost true. It's called Tako-Tsubo syndrome. It

## Response to Dave Goff:

We acknowledge receipt of the journal articles (listed on page 80 of the transcript document).

Please see the previous response to Richard Wooleyhan.

DelDOT received the map proposing Option 4B, with signatures as noted, during the Public Hearing. [Option 4B is a hand-drawn alignment that would traverse the distance between Boyds Corner Road and Jamison Corner Road approximately 1,500 feet east of the alignment presented in the DEIS (shown on this map as Option 1)]. DelDOT is committed to working with the environmental resource agencies, the Army Corps of Engineers and the farmers, owners and neighbors in the Ratledge Road community to develop an alignment for this portion of the Green North Alternative that will minimize, to the greatest extent possible, impacts to active farmlands and minimize impacts to the wetland area.

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As a result of the community's concerns and ongoing consultation, DelDOT is proposing the Option 4B Modified alignment as the preferred alignment of new US 301 in this area. Option 4B Modified essentially is aligned on the DP&L corridor from south of the Cedar Lane School complex to the boundary of the Whitehall properties, where it then curves to the east toward Jamison Corner Road. DelDOT is also proposing a minimization and mitigation package that will compensate for the increased impacts this alignment will cause to wetlands and forest, in coordination with the resource agencies. The option and commitments in the mitigation package are included in the FEIS and ROD.

Your testimony as a physician to the stress relocation causes and to the effects of Tako-Tsubo syndrome are noted. Your assessment of the effects of vibration on those whose awareness of their surroundings is dependent upon sensing vibrations is also noted.

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1 generally means people have so much stress in their life  
2 they actually have a heart attack because of these  
3 increased levels of adrenaline or the fight-or-flight  
4 hormones people have. It's a deadly phenomena.

5           Since this has started, Anna found out a  
6 four-lane highway was going through her backyard  
7 literally 500 feet, she's been under nothing but stress.  
8 My father-in-law, Richard Wooleyhan, exact same  
9 situation. Right across the street. This is how the man  
10 makes his living, how he's planned his retirement, his  
11 life.

12           When I look around here, I see other people  
13 that I've known for quite some time who also do the same  
14 thing, own many farms on this map who will be affected by  
15 this, lose their income, part of their life. It's going  
16 to become quite a hassle for them to get by.

17           Imagine if your corporation closed down when  
18 you're in your last year getting ready to retire. That's  
19 pretty much the situation that's happening with them.

20           Along with this, Donnie and Phyllis -- as  
21 I've said, they've been my patients in the past, also.  
22 They're both deaf. I heard somebody say this is a  
23 burden. This is a burden for them trying to get by each  
24 day. Think how much you use your hearing and how much it

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1 impacts you when you're not able to hear. If you have a  
2 cold, speak up, I can't hear you. Well, they rely on  
3 vibration for a lot of their sensing. If somebody knocks  
4 on their door or comes into their house, they feel this  
5 vibration.

6           Imagine cars and trucks going through their  
7 backyard 500 feet from their house, how that is going to  
8 affect their life. Every time a truck goes by, they'll  
9 think something bad is going on. Not because they're not  
10 smart. It's because how they have to function. And  
11 putting this, I think it's called green north route in is  
12 going to delay that, change their entire life, also. But  
13 this will last forever for them. They have a house.  
14 It's their livelihood.

15           When Pete Wooleyhan -- we spoke about him a  
16 couple times. He was Jen's grandfather, Dickie's dad. I  
17 sat here at the medical center the day we found out he  
18 had cancer. I came out after speaking with the  
19 radiologist. He was sitting on the curb. I told Anna, I  
20 said, "It doesn't look good. It looks like he has  
21 cancer." We told Pete, "It's not good. It looks like  
22 you have cancer."

23           You know what he said? "Well." That's what  
24 he said: "Well."

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1                   Why did he say "well"? Because his wife was  
2 provided for. His son is a third-generation farmer on  
3 the land. I expected my kids to play on this land.  
4 Everything was in place. His daughter had a good house.  
5 Now all this is going to be destroyed.

6                   And we need the road. We absolutely need  
7 the road. It's got to happen. Because of very poor  
8 planning, we have sprawl, urban sprawl in Middletown, if  
9 you can believe it. But there's nothing you can do about  
10 it. We need the road. All we're asking is it be moved  
11 over a little bit. Just a little bit. And somebody else  
12 said it. Not miles; feet. And that's going to change  
13 the impact it has on Dickie, his sister, his mom and  
14 everybody who lives on Ratledge Road.

15                   The other part of my background is I have --  
16 my undergraduate degree is in soil physics at the  
17 University of Delaware. Probably on bottom of these soil  
18 maps you see around here I'm signed off as a technician.  
19 Also, Musad Gsoudrati, he's probably one of the Ph.D.'s.  
20 As you go through these nice straight lines, it makes it  
21 look like, yep, this is absolutely the delineation.  
22 That's really not the truth when you go through and pick  
23 out soil samples one by one.

24                   Moving this over anywhere along the way

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1 outside of their backyard really isn't going to make a  
2 bit of difference. The definition for wetland is so  
3 broad that we could go outside, dump water on the ground  
4 and if it gets cold enough and doesn't evaporate  
5 tomorrow, you put a fence around it, it's considered a  
6 wetland.

7 All we want is the other option. Just move  
8 it over. That's it.

9 (Exhibit Nos. 2 through 9, respectively,  
10 were marked for identification.)

11 MR. BING: Thank you.

12 The next speaker will be Mark Carroll.

13 MR. CARROLL: Mark Carroll, 450 Ratledge  
14 Road.

15 I'll be probably, more or less, impacted  
16 more than anybody else. I'll be right behind the road.

17 And then hearing other things, Dickie losing a lot of  
18 land from other places selling their farms to make  
19 housing developments. So this will really be a big  
20 impact on him, too, because he's losing half his field.

21 I understand they're having a berm. That  
22 wasn't for us. It's because of Crystal Run. I don't  
23 know. You know, I'm amazed how they're doing this. I  
24 don't know. I just wish they'd move it back a little

## Response to Mark Carroll:

Thank you for your statement.

Please see the previous response to Richard Wooleyhan.

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1 bit. I think that's it.

2 MR. BING: Next up to testify will be  
3 Stephen Carroll.

4 MR. CARROLL: Steve Carroll, 410 Meadow  
5 Lane.

6 I didn't prepare anything at all. This  
7 effects my family greatly. Once again, we're asking for  
8 the road to be moved a little bit, not -- you know, once  
9 again, not, like they said, on the other side of the  
10 state or anything like that.

11 I've never seen so many people with so much,  
12 I don't know, heart, you know, be so upset talking about  
13 this. This is their livelihood, years and years. I  
14 mean, people moved down here. They're here five, ten  
15 years, they think they're affected. This family has been  
16 here a very long, long time. My mother was born in a  
17 house not far from there. This is their everything.

18 I mean, they've -- I don't know how to  
19 express -- how any more to express it, other than this  
20 means a lot to them. If we could just -- once again,  
21 we're not saying take it to another state or anything  
22 like that. Just move it over. I don't know.

23 I mean, these people, they're pleading their  
24 hearts out, you know, for this road to be moved a little

## Response to Steve Carroll:

Thank you for your statement.

Please see the previous response to Richard Wooleyhan.

DelDOT received the map proposing Option 4B, with signatures as noted, during the Public Hearing. [Option 4B is a hand-drawn alignment that would traverse the distance between Boyds Corner Road and Jamison Corner Road approximately 1,500 feet east of the alignment presented in the DEIS (shown on this map as Option 1)]. DelDOT is committed to working with the environmental resource agencies, the Army Corps of Engineers and the farmers, owners and neighbors in the Ratledge Road community to develop an alignment for this portion of the Green North Alternative that will minimize, to the greatest extent possible, impacts to active farmlands and minimize impacts to the wetland area.

To this end, representatives from the Ratledge Road/Jamison Corner neighborhood, Corps of Engineers, FHWA, DelDOT, DNREC, the Delaware News Journal and the Project Team met in the field on January 30, 2007, to review the existing environment in the vicinity of the proposed options. Follow up meetings have been held to discuss ongoing concerns and design an alignment that would preserve the affected farm properties and homes while minimizing impacts to wetlands in the area.

As a result of the community's concerns and ongoing consultation, DelDOT is proposing the Option 4B Modified alignment as the preferred alignment of new US 301 in this area. Option 4B Modified essentially is aligned on the DP&L corridor from south of the Cedar Lane School complex to the boundary of the Whitehall properties, where it then curves to the east toward Jamison Corner Road. DelDOT is also proposing a minimization and mitigation package that will compensate for the increased impacts this alignment will cause to wetlands and forest, in coordination with the resource agencies. The option and commitments in the mitigation package are included in the FEIS and ROD.

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1 bit. They're not saying don't bring the road through.  
2 They're not saying -- everybody is well aware the road  
3 needs to be there. It doesn't have to be right in part  
4 of their backyards, part of their livelihood. That's  
5 just -- they have to do something else.

6           There's other communities out here that  
7 aren't built yet. There's things they can do to move  
8 this over and not affect these people that are here  
9 pleading their hearts out just to move this road what? A  
10 quarter of a mile. Come on. A quarter of a mile. It's  
11 not much.

12           So I just -- I don't think it's very  
13 practical to run through their backyards, to affect their  
14 lives, you know, for the rest of their lives. I just  
15 think that something can be done. The road can be moved.  
16 And, I mean, I know everybody here, part of the Ratledge  
17 Road and our family would really, really appreciate it if  
18 you guys could do something. You see what it means to  
19 these people. So thank you.

20           MR. BING: The next person to testify is  
21 Susan Love. Is Susan here?

22           I was told she's not going to be able to get  
23 here until after 8:00, so we'll move her down to the end  
24 of the list.

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1                   The next person to testify will be  
2 Charles Ott. Charles prepared some remarks that will go  
3 a little over four minutes, and I said that that would be  
4 okay.

5                   MR. OTT: Maybe.

6                   All right. My name is Chuck Ott. I live at  
7 109 Airmont Drive in Middletown. I'm the president of  
8 the Airmont Civic Association.

9                   The proposed green north route runs several  
10 hundred feet south of the Airmont neighborhood. The  
11 residents of Airmont are still disappointed that the  
12 green north route was chosen over the green south option.  
13 Our first choice would be to have this option  
14 reconsidered and a modified green south be chosen as the  
15 preferred choice for the new route 301.

16                   Of the public workshops held previously on  
17 this subject, only the April 2006 workshop actually split  
18 out green north and green south for comment. There was  
19 not an overwhelming public support for green south. In  
20 fact, the vote was 29 to 30, essentially an even split.

21                   The cost estimates show that green south is  
22 slightly less expensive to build than green north,  
23 probably because it is shorter. Multiply this admittedly  
24 short distance by the large number of vehicles traveling

## RESPONSE TO CHUCK OTT:

Thank you for your statement.

The rationale and justification for the selection of Green North as DelDOT's recommended preferred alternative are well-documented in the DEIS (Chapter V). The recommendation was based on a balanced overview which included a comparison of the impacts to the natural environment (wetlands and waters of the US, potential bog turtle habitat and forests), social and economic impacts (property acquisition, relocations, community and community facilities), cultural resources (physical, noise and visual effects) and the feasibility and restraints of the engineering design (ability to meet project purpose and need, design complexity, construction costs) of various elements of the roadway. When compared to the Green South Alternative, the differences in environmental impacts were that the Green North has lower wetlands, forest and stream impacts and has less potential to disrupt the habitats of wetland dependent wildlife. Green North also has a single, shorter and more perpendicular crossing of Scott Run than Green South. For these reasons, DNREC did not support the Green South Alternative. The Green North Alternative represents, in the opinion of the resource and regulatory agencies, the best solution to the existing need.

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1 this stretch of road and there will be a significant  
2 savings overall in fossil fuels and emissions. I believe  
3 these economic and environmental considerations deserve  
4 some weight in the decision making process.

5           While the green south option was chosen over  
6 green north due to environmental considerations, the  
7 difference between the two is actually quite small. For  
8 example, if you look at the first item on the list given  
9 to us, which is wetlands, green north affects 26.2 acres  
10 and green south affects 28.3 acres, about an 8 percent  
11 difference.

12           The yellow option, which is still under  
13 consideration, affects over 50 acres. If wetlands were a  
14 large consideration, yellow would have been immediately  
15 rejected or the brown and purple routes chosen, which  
16 both affect less wetland than green north or south.

17           By all measures, environmentally green north  
18 and south are extremely close with green north actually  
19 slightly better in terms of high quality wetlands, waters  
20 of the U.S. linear feet and hydrolic soils. Where the  
21 two alternatives are not different are the properties  
22 directly impacted. 130 are impacted by the south and 132  
23 by the north.

24           While this may seem insignificant, I'm sure

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1 it is very significant to the two additional property  
2 owners. The total number of relocations is 13 for south  
3 versus 18 for north. Again, the extra 5 people relocated  
4 by the green north option need to be considered.

5           The environmental laws speak for the flora  
6 and fauna who cannot speak. It is up to us, the people,  
7 to speak for ourselves. I submit to you that the green  
8 south option places a higher value on an amount of  
9 environmental harm that is too small to measure than a  
10 direct and measurable effect on the human inhabitants of  
11 the area. Please consider a compromise route that has  
12 less effect on the humans in our neighborhood.

13           The reason that I am asking for a compromise  
14 is that the current green south option has a relatively  
15 large effect on one of our rural neighbors, Emerson  
16 farms. We should be looking for ways to preserve  
17 farmland, and it seems to me that there would be a route  
18 that runs closer to the west edge of Emerson's farm so  
19 that the effect is lessened on this neighbor of ours.

20           In the event that the green north option is  
21 still chosen, I see three issues that need to be  
22 addressed. First is that the berm proposed needs to be  
23 designed so that the road is completely shielded from the  
24 Airmont neighborhood. I realize that this has already

*(continued from previous page)*

Please see the previous response to Richard Wooleyhan.

DelDOT is proposing the Option 4B Modified alignment as the preferred alignment of new US 301 in this area. Option 4B Modified essentially is aligned on the DP&L corridor from south of the Cedar Lane School complex to the boundary of the Whitehall properties, where it then curves to the east toward Jamison Corner Road. DelDOT is also proposing a minimization and mitigation package that will compensate for the increased impacts this alignment will cause to wetlands and forest, in coordination with the resource agencies. The option and commitments in the mitigation package are included in the FEIS and ROD.

During final design, the elevation of the roadway in this location will be evaluated further in a effort to keep the profile as low as reasonably possible. A visual earthen berm is proposed between the community and new US 301 to minimize visual and noise impacts.

*(continued on next page)*

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1 been proposed as a result of previous public comment, but  
2 the berm on the drawings appears to extend only to the  
3 western half of the neighborhood. I realize that we have  
4 been told verbally that this is because the road is well  
5 below grade at that point and that a berm is not  
6 necessary there.

7 I want it on the public record that the  
8 design intent is that an adequate berm will be provided  
9 for visual and noise abatement, and that we are formally  
10 requesting that it remain adequate on all future plans.

11 The second issue is the amount of disruption  
12 that the construction of the green north option will  
13 cause to our neighborhood. A solution to this issue  
14 would be to build the berm before the road is built.  
15 This way the neighborhood could be at least partially  
16 shielded from the traffic, noise and dust that the  
17 construction will surely bring.

18 The third issue is the inadequate conditions  
19 of the roads in the area. The proposed interchange will  
20 place a much greater burden on a road system that is  
21 ill-equipped for the current level of traffic. Of  
22 particular interest are Jamisons Corner Road and the  
23 intersection of Road 412A with Lorewood Grove Road.

24 As has been proposed by other commenters, I

*(continued from previous page)*

During the final design phase, DelDOT will evaluate the practicality of constructing the berm prior to construction of the roadway or as a part of the initial phase in the sequence of construction.

DelDOT will continue to evaluate the feasibility of extending the berm during final design. The berm is currently not proposed where the roadway will be below-grade.

DelDOT is currently in the design phase of planned improvements in this area (Jamison Corner Road reconstruction, Route 412A realignment, Lorewood Grove Road reconstruction) that are included in the Capital Transportation Plan (refer to DEIS, Chapter I, Section C.5.g.).

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1 support a revision to the north end of Jamisons Corner  
2 Road. Specifically, I would like to see it extended  
3 north from the point where it curves east toward  
4 Road 412A and instead have it intersect Lorewood Grove at  
5 the point where the existing Road 412A intersects. The  
6 existing Road 412A would be abandoned or given to the  
7 Whitehall owners to provide some compensation for taking  
8 their land for the Jamisons Corner Road extension. At  
9 the intersection of the new Jamisons Corner Road and  
10 Lorewood Grove Road, a roundabout or traffic circle could  
11 be used to calm the traffic at what is currently a very  
12 dangerous intersection.

13 I thank DelDOT for the opportunity to make  
14 these comments, and request that they give them serious  
15 consideration.

16 MR. BING: The next person to speak is  
17 Janice Biddle. Janice.

18 MS. BIDDLE: My name is Janice Biddle. I  
19 live at 510 Ratledge Road.

20 The road is going to go right behind my  
21 house. That's not an issue. The issue is farmland.  
22 That's important to us. There's not too many farms left.  
23 And there's one man willing to keep his farm and run it  
24 and you people want to take it away from him. You want

## Response To Janice Biddle:

Thank you for your statement.

Please see the previous response to Richard Wooleyhan.

DelDOT received the map proposing Option 4B, with signatures as noted, during the Public Hearing. [Option 4B is a hand-drawn alignment that would traverse the distance between Boyds Corner Road and Jamison Corner Road approximately 1,500 feet east of the alignment presented in the DEIS (shown on this map as Option 1)]. DelDOT is committed to working with the environmental resource agencies, the Army Corps of Engineers and the farmers, owners and neighbors in the Ratledge Road community to develop an alignment for this portion of the Green North Alternative that will minimize, to the greatest extent possible, impacts to active farmlands and minimize impacts to the wetland area.

To this end, representatives from the Ratledge Road/Jamison Corner neighborhood, Corps of Engineers, FHWA, DelDOT, DNREC, the Delaware News Journal and the Project Team met in the field on January 30, 2007, to review the existing environment in the vicinity of the proposed options. Follow up meetings have been held to discuss ongoing concerns and design an alignment that would preserve the affected farm properties and homes while minimizing impacts to wetlands in the area.

As a result of the community's concerns and ongoing consultation, DelDOT is proposing the Option 4B Modified alignment as the preferred alignment of new US 301 in this area. Option 4B Modified essentially is aligned on the DP&L corridor from south of the Cedar Lane School complex to the boundary of the Whitehall properties, where it then curves to the east toward Jamison Corner Road. DelDOT is also proposing a minimization and mitigation package that will compensate for the increased impacts this alignment will cause to wetlands and forest, in coordination with the resource agencies. The option and commitments in the mitigation package are included in the FEIS and ROD.



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1 to preserve wetlands for what? Snakes, frogs and  
2 turtles? So what. Move them. We can't move a farm.  
3 It's not right.  
4 That's all I got to say.  
5 MR. BING: The next person to testify is  
6 Loraine Green. Loraine.  
7 And I believe, if I understand, she's going  
8 to take four minutes from her husband, Len.  
9 MS. GREEN: Loraine Green, 922 Fieldsboro  
10 Road, Townsend, Delaware.  
11 I'd like to address the proposed green  
12 route. One would think that green means go, according to  
13 the statement that says it's preferred by a higher number  
14 of respondents to the comments.  
15 I would like to counter that it may be the  
16 least voted for because our community is spread out over  
17 rural miles and not confined to large subdivided  
18 neighborhoods, the way Middletown has historically been  
19 until this development boom. If this is not a popularity  
20 contest, then our comments should also have merit.  
21 Tonight specifically I'd like to address the  
22 green route and where it would cross Route 896, since the  
23 originally proposed crossing has been dropped and four  
24 new options have been added. Of these four options, we

## Response to Loraine Green:

Thank you for your statement.

Please see the previous response to Richard Wooleyhan.

DelDOT received the map proposing Option 4B, with signatures as noted, during the Public Hearing. [Option 4B is a hand-drawn alignment that would traverse the distance between Boyds Corner Road and Jamison Corner Road approximately 1,500 feet east of the alignment presented in the DEIS (shown on this map as Option 1)]. DelDOT is committed to working with the environmental resource agencies, the Army Corps of Engineers and the farmers, owners and neighbors in the Ratledge Road community to develop an alignment for this portion of the Green North Alternative that will minimize, to the greatest extent possible, impacts to active farmlands and minimize impacts to the wetland area.

To this end, representatives from the Ratledge Road/Jamison Corner neighborhood, Corps of Engineers, FHWA, DelDOT, DNREC, the Delaware News Journal and the Project Team met in the field on January 30, 2007, to review the existing environment in the vicinity of the proposed options. Follow up meetings have been held to discuss ongoing concerns and design an alignment that would preserve the affected farm properties and homes while minimizing impacts to wetlands in the area.

As a result of the community's concerns and ongoing consultation, DelDOT is proposing the Option 4B Modified alignment as the preferred alignment of new US 301 in this area. Option 4B Modified essentially is aligned on the DP&L corridor from south of the Cedar Lane School complex to the boundary of the Whitehall properties, where it then curves to the east toward Jamison Corner Road. DelDOT is also proposing a minimization and mitigation package that will compensate for the increased impacts this alignment will cause to wetlands and forest, in coordination with the resource agencies. The option and commitments in the mitigation package are included in the FEIS and ROD.

Option 4B Modified does not impact either the Wooleyhan or Emerson farms.

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1 were told that the Army Corps of Engineers would probably  
2 only consider two due to the impact on wetlands.

3           Last night I came to the meeting and I heard  
4 a gentleman say that the Army Corps' motto is try to seek  
5 a better way. Tonight I'd like to point out that the  
6 only two options left for consideration on Ratledge Road  
7 are not a better way.

8           My basis for this statement is that both  
9 options go through working farmland. The first farm in  
10 consideration is that of our neighbors, the Wooleyhan's,  
11 who have farmed that land for more than 60 years. Over  
12 the years, they have received numerous offers to sell  
13 their property for development. Each time they refused  
14 due to their love and devotion to farming.

15           The second farm that I speak on behalf of is  
16 the Emerson's, my family farm, which is affected by  
17 option four. This farm is one of the last working dairy  
18 farms in New Castle County, a farm and farm family that  
19 has hosted four generations of farmers over 64 years and  
20 counting which currently supports the livelihood of three  
21 generations.

22           Both of these farms' futures are in jeopardy  
23 with the options presented. And our families will not be  
24 the only ones to suffer as a result. So, too, will the

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1 countless number of drivers that stop by our fields to  
2 watch calves being born, anyone that has admired or moved  
3 here for the open spaces or anyone that has enjoyed a  
4 cold glass of milk. After all, if the milk supply goes  
5 down, dairy prices will go up. These are just a few  
6 things to consider if the farms go.

7           Tonight I'll detail for you my top reasons  
8 why there has got to be a better way than the options  
9 presented. My first reason is that you are not only  
10 taking a piece of land, you are interfering with people's  
11 livelihoods, their family traditions and community.

12           I implore for the public and the Army Corps  
13 to not just look at farms as open property, instead it is  
14 someone's livelihood. What the public and the Army Corps  
15 needs to understand is that unlike a house that you can  
16 buy and reestablish, farms are not that easy to come by.

17           For one of the farms, my father's dairy, on  
18 paper it seems like just a few acres will be taken from  
19 his land. However, a few acres has a major impact. One  
20 of the issues farmers with dairy face is how to dispose  
21 of animal waste. Every year these farmers are required  
22 to file a nutrient management plan for its disposal.  
23 This is a mandated ratio of land to number of animals  
24 that must be met. This plan must then be approved by the

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1 state Agriculture Department. Any loss of property would  
2 make it difficult to satisfy this requirement, thereby  
3 potentially eliminating another dairy in the county and  
4 my father's means of sustenance.

5 Unlike the taking of a house, the  
6 unfortunate reality is houses can be bought in Delaware  
7 and in time new homes can be established. However, it is  
8 virtually impossible to find farmland in Delaware, yet  
9 alone a farm that is equipped for a dairy operation.

10 When you take land away from the Wooleyhans  
11 and the Emersons, you are jeopardizing their livelihood,  
12 their homes and you are also breaking apart our  
13 tightly-knitted community, a place where we have helped  
14 each other out in times of need, celebrated the joys of  
15 our families and the sorrows together. Farming is both  
16 my family's and the Wooleyhan's heritage. And we have a  
17 combined 140 years of farming history to prove that.

18 The Wooleyhans, my father and the residents  
19 of Ratledge and Jamison Corner were just notified in the  
20 past six weeks of the new plans to acquire their land.  
21 One of the reasons we were told that the two routes would  
22 still be considered is because the remaining two options  
23 do not heavily affect wetlands. Yet, on the same plan, a  
24 toll plaza can go through wetlands because it is a

1 feasible location on paper.

2 I certainly understand the need for wetland  
3 preservation, but I don't agree with it at the loss of  
4 farmland if both can be avoided. Farmland is also a  
5 nonrenewable natural resource. I don't see how  
6 exchanging wetlands for farmland is a better solution.  
7 After all, wetlands can be man-made, farmland cannot.

8 So I ask, should the environmental impact  
9 due to loss of farmland be considered, too? What is the  
10 ratio of return for farmland when you take it away? If  
11 on the same proposed plan we can ignore wetland for a  
12 toll plaza, shouldn't the same consideration be given for  
13 farmland? After all, the governor preaches about a  
14 livable Delaware and preserving farmland and open space.  
15 And, yet, we want to go through with it on a Delaware  
16 project.

17 I was surprised and saddened to see that  
18 even with Delaware's agriculture initiative, loss of  
19 agriculture and its impact on the environment is just  
20 considered a factor, not a major consideration.

21 We have heard the masses gather together and  
22 fight for churches because it is hard to find the land to  
23 relocate. I agree with their cry. Yet, I wonder why the  
24 same consideration was not given to farmland, something

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1 that is virtually impossible to buy in Delaware unless  
2 you are a developer. We are taking something away from  
3 the environment, something that cannot be replenished.

4 That, coupled with the fact the most fertile  
5 farmland in Delaware occurs in this same stretch of land  
6 along the C&D Canal, leads me to characterize this land  
7 as priceless.

8 How sad it is to see that these farm  
9 families have struggled to keep these farms going. And  
10 to reward them, these sections of their land were  
11 selected because there is no subdivision planned for  
12 their property. To make matters worse, these options  
13 were only presented to the property owners within the  
14 last six weeks. And, yet, major proposed subdivisions  
15 such as Bayberry are left unscathed. Home sites over  
16 homes, that's what we gave up.

17 In a meeting with DelDOT, Mr. Helman told  
18 the Ratledge Road community that the original proposal  
19 was scratched because it went through wetlands. When  
20 Jerry Emerson pointed out the wetland impact at the first  
21 presentation at Brick Mill, the DelDOT rep told him that  
22 is was not a problem. The state could make new wetlands  
23 like they did on Route 1. Mr. Helman said that was not  
24 the case here.

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1 When Jerry asked why the proposed weigh  
2 stations could be built on wetlands, Mr. Helman said it  
3 would have a different impact. It is hard to understand  
4 this reasoning of how a toll plaza can be built on  
5 wetlands, but a small acreage of wetland cannot be built  
6 on to propose a new road's route.

7 It's obvious that the main reason why the  
8 green route is being considered is to provide access to  
9 the Whitehall properties and proposed business parks.  
10 The road could have run from the Churchtown property  
11 through the proposed Bayberry development to Route 1.  
12 The distance is much shorter so construction costs would  
13 be much less.

14 The other property is in proposed  
15 development status and these plans could be altered.  
16 This more direct route would have no wetland impact and,  
17 since it's already planned for development, no reduction  
18 of farmland. But, sadly, the wishes of the developers  
19 are being considered over the people whose heritage and  
20 livelihood rest on the land they own.

21 So I ask the Army Corps of Engineers if your  
22 motto is try and seek a better way, is seeking a better  
23 way to consider the wishes of the developers and to  
24 protect proposed home sites over existing ones? Is

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1 seeking a better way to move a highway to avoid a church  
2 because it would be hard to relocate a building, yet, not  
3 consider how that same thing would happen with the loss  
4 of farmland? You should be able to relocate a farm as  
5 well. And, unfortunately, it's not that easy.

6 Is it a better way to jeopardize the  
7 livelihood of several families? Is it a better way to  
8 exchange wetlands for farmland when both could be avoided  
9 if other plans would be considered?

10 Please consider that these farms are not  
11 only a treasure to the families that own and operate them  
12 in Delaware, they are a true natural resource that cannot  
13 be replenished. Wetlands can be mitigated;  
14 unfortunately, farmland cannot.

15 And just in closing, remember that without  
16 farmers, we'd be naked and hungry. And certainly who  
17 would want that?

18 MR. BING: Has Susan Love arrived yet?

19 That's all the people who have actually  
20 signed up to testify. Is there anyone who's here who  
21 would like to testify? Just by raising their hand,  
22 please let me know.

23 I think Representative Cathcart wanted to  
24 make a few remarks.

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1 MR. CATHCART: I'm Dick Cathcart,  
2 C-A-T-H-C-A-R-T. And I'm the state representative from  
3 the Ninth District.

4 Excuse my back. I think it's important I  
5 face DeIDOT and the Army Corps of Engineers in my  
6 comments.

7 The first thing I'd like to say, when this  
8 whole process started a couple years ago, especially when  
9 we saw the first alternatives, I think the first thing  
10 that the elected officials -- I know Steve Amick is in  
11 the back, because we talked about this probably 100  
12 times. We knew some part of our constituency was going  
13 to be impacted. One of the things we pled to  
14 Kramer & Associates was to please make sure they do  
15 everything that's humanly possible to give the residents  
16 of this district an opportunity to make comment and to  
17 take those comments serious and make changes whenever it  
18 was possible. And obviously up to tonight I would  
19 congratulate Kramer. I think everybody in this room  
20 would agree they've been given plenty of opportunity to  
21 make comments. So I thank you for that.

22 But, more importantly, tonight you heard  
23 emotions and passion about these various routes from  
24 Airmont Farms and Chesapeake Meadows, from a community

## Response To Representative Cathcart:

Thank you for your statement.

DeIDOT has been proactive in seeking to inform and get feedback from the communities and public, in general, and specifically with those who are potentially affected by all of the alternatives, throughout the life of this study. In addition, DeIDOT has maintained a dialogue with the elected officials whose constituents will be impacted by this project, and, in turn, we appreciate your involvement and support for your constituents and the citizens of Delaware.

We have listened and will continue to listen and respond to the comments we have received. We will continue work together with the communities of Chesapeake Meadow, Airmont, Ratledge Road and others, as well as with individual property owners, many of whom we have heard from during public testimony, to develop a final preferred alternative that will include the best efforts to minimize impacts to all while considering environmental resources.

We look forward to continuing to work with you, on behalf of those people whom we have heard here tonight, to provide the best solution for all concerned.

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1 standpoint, and certainly from the ones that own farms  
2 that are going to be greatly impacted.

3           The thing that I would plead to you is to  
4 take very seriously what they said. This is coming from  
5 the bottom of their hearts. It's going to impact  
6 communities. It's going to impact three generations of  
7 farmers and a fourth generation that's growing up right  
8 now.

9           And the key word, the one word I heard most  
10 often mentioned today is "practical." And I know that's  
11 one of your considerations. Whatever this route is, it's  
12 got to be practical.

13           I think some of these changes these folks  
14 are asking for not only make sense, but are practical. I  
15 hope you made note of that in their testimony.

16           You heard that agriculture is a dying  
17 industry in southern New Castle County. I know we look  
18 for bog turtles because it's an endangered species. I  
19 would submit that farmers in southern New Castle are an  
20 endangered species, too.

21           Please take these comments seriously and do  
22 anything you can to make these alternatives more  
23 palatable to this group of people that stood before you  
24 with so much passion.

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1 I know I'm one elected official that's going  
2 to be standing by their side in trying to fight to get  
3 these things they asked for. I know Steve Amick, when he  
4 comes up to follow me, will tell you that as well.

5 I appreciate your time. And, again, to  
6 Kramer, we appreciate your passion in this as well. I  
7 know you guys have gone out of your way in several cases  
8 to make sure that the community has had an opportunity to  
9 plead their case, and I appreciate that.

10 MR. AMICK: I hate to start with a pun, but  
11 this has been a long road. Pun is not really the right  
12 word. A quip, I guess.

13 Dick and I and Bethany Hall-Long have been  
14 to a lot of meetings about this, met with an awful lot of  
15 communities. We compared notes over and over again  
16 trying to find solutions to these individual problems all  
17 over this area. And I appreciate all the effort that the  
18 team that DelDOT has put together has taken to listen  
19 carefully to as many comments as they can.

20 I've gone to each one of those meetings and  
21 I've come away with something and thought that  
22 neighborhood has a point to make endlessly. So I think  
23 the fact that the neighborhoods have made those points  
24 have made it much more difficult to come up with

## Response to Senator Steve Amick:

Thank you for your statement.

DelDOT has been proactive in seeking to inform and get feedback from the communities and public, in general, and specifically with those who are potentially affected by all of the alternatives, throughout the life of this study. In addition, DelDOT has maintained a dialogue with the elected officials whose constituents will be impacted by this project, and, in turn, we appreciate your involvement and support for your constituents and the citizens of Delaware.

We have listened and will continue to listen and respond to the comments we have received. We will continue work together with the communities of Chesapeake Meadow, Airmont, Ratledge Road and others, as well as with individual property owners, many of whom we have heard from during public testimony, to develop a final preferred alternative that will include the best efforts to minimize impacts to all while considering environmental resources.

We look forward to continuing to work with you, on behalf of those people whom we have heard here tonight, to provide the best solution for all concerned.



# US 301 Project Development Final Environmental Impact Statement



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1 recommended solutions to this long-term problem. But I'm  
2 glad everybody had an opportunity to express themselves  
3 as much as possible.

4 That opportunity continues, if I'm not  
5 mistaken. If there is requests for further written  
6 communication with respect to what you've heard tonight,  
7 I think the team will honor it until --

8 MR. BING: February 3rd.

9 MR. AMICK: -- February 3rd. So there's  
10 time to get in further communication.

11 A couple things do stay with me. I do think  
12 Airmont has made an excellent case, and those are things  
13 that stayed with me as I've learned about the plans for  
14 this particular road.

15 With respect to Ratledge Road, I came up  
16 with an intention actually as I was coming into the hall  
17 tonight to talk at some length about Ratledge Road. But  
18 you covered it with far more passion. And I think you  
19 covered it well, with maybe one exception. And that may  
20 be something where I have a perspective different.

21 I've been in the legislature quite a long  
22 time, came to represent the area below the canal here  
23 only in the last -- well, since 2002. One thing has  
24 struck me very aggressively, that is the relatively

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1 weaker sense of community that the area between the canal  
2 and Middletown has at this point.

3 With all the construction that has gone on,  
4 people tend to live in developments and not communities.  
5 When I ask people where they live, they tell me the name  
6 of a development. And I'm very concerned that we're  
7 going to take what little sense of community this  
8 particular area has when you take properties close to  
9 Ratledge Road. That's a major part of community this  
10 area has left. I'm concerned with respect to that.

11 We protect cultural resources. We protect  
12 environment. We're trying to protect community. In this  
13 case, we're going to protect the community from the  
14 incurs that this road would result in. So I appreciate  
15 everybody coming out. I'd be happy to hear any other  
16 comments.

17 You have to understand that Dick and Bethany  
18 Hall-Long and myself don't make this decision. But we're  
19 going to be there to fight every step of the way to make  
20 sure whatever protections are needed to make sure that  
21 the negative effects are mitigated and positive effects  
22 enhanced, we're going to try to do that on your behalf.

23 I appreciate everybody coming out. That's  
24 the most significant sign is everybody here this evening.

# US 301 Project Development Final Environmental Impact Statement



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1 Thanks a lot.

2 MR. BING: Again, is there anyone at this  
3 point who would like to give additional testimony, just  
4 by raising your hand?

5 MR. USILTON: Mr. Kramer, I gave private  
6 testimony. Can I make a statement?

7 MR. BING: Yes.

8 MR. USILTON: My name is Wayne Usilton,  
9 4914 Summit Bridge Road.

10 MR. BING: Spell your last name.

11 MR. USILTON: U-S-I-L-T-O-N.

12 I don't have anything prepared. Naturally,  
13 I'm north of Armstrong Corner Road. I'm going to be  
14 impacted at this point. If the green route goes through,  
15 it's going through my home.

16 I moved down here 22 years ago. I have  
17 horses and I wanted open field or open ground. Armstrong  
18 has their farm around me. With this green route, it's  
19 really upsetting for all of us. Because on the books 40  
20 years ago, it was supposed to go from 301 Maryland line  
21 to Summit Bridge.

22 Now, we all know that Summit Bridge can't  
23 handle, according to everybody in the Army Corps of  
24 Engineers, that it cannot handle the truck traffic or the

## Response to Wayne Usilton:

Thank you for your statement.

The volume of traffic projected to use the Summit Bridge daily in 2030 with the Green Alternative with the Spur Road is 59,500; under the No-Build condition the volume is 65,000. Therefore, the Green Alternative with the Spur Road is projected to provide some relief to traffic on Summit Bridge in 2030. While both of these projections represent a significant increase over existing daily volume of 26,300, the level of service (LOS) on Summit Bridge is projected to be LOS D during peak hours with the Green with the Spur Road, which is still considered acceptable.

*(continued on next page)*

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1 additional traffic. But all we have to do is repair that  
2 bridge or get it to the point where it can handle that  
3 traffic.

4 Because if you notice on the green route,  
5 they've got that spur. Now, the spur follows the old  
6 bridge route. We've been over this study numerous times.  
7 They spent millions of dollars on this study. I cannot  
8 see why they cannot do the green route spur and leave it  
9 going over the entire state over SR-1.

10 SR-1 up to 95 is a major disaster. You get  
11 up to Christiana Mall, in that area it is a nightmare.  
12 Now they want to spend more money to add another lane.  
13 Does that make sense?

14 Do what originally was supposed to be done.  
15 Go from the Maryland line to Summit Bridge. Do what you  
16 got to do on Summit Bridge to repair it, and leave the  
17 farmers and everybody alone.

18 The other thing that I want to point out  
19 here and I want them to consider is why would you have a  
20 major interchange at Armstrong's Corner area dumping --  
21 possibly dumping traffic right back onto the road we're  
22 trying to get traffic off of? It doesn't make sense to  
23 me.

24 With that, you know, I hope that you

*(continued from previous page)*

Improvements are programmed to relieve congestion at the I-95/SR 1 interchange, which include the construction of direct ramps between I-95 and SR 1 in both directions, separating through traffic from local traffic. These improvements are scheduled for construction beginning in the fall 2009, with completion anticipated by the end of 2012, well in advance of the projected completion of US 301 (2015/2016). The new interchange was designed to relieve existing congestion and accommodate future traffic volumes. The connection of US 301 to SR 1 was considered in developing the design concept for the new interchange improvements. An additional lane (5<sup>th</sup> lane in each direction) is currently under construction on I-95 from SR 1 to SR 141.

The Red Alternative, which followed the ridge route and SR 896, crossing the C&D Canal on the Summit Bridge, was evaluated during the planning process but was not retained for detailed evaluation. Reasons for not retaining the Red Alternative included:

- it does not accommodate the 65% of traffic on US 301 that is destined for points to the northeast
- it would require additional lanes on the Summit Bridge to accommodate increased traffic volumes
- it did not provide direct access to SR 1
- it would have required major improvements to the SR 896/I-95 interchange and tie-in to Old Baltimore Pike
- it had identified impacts to Section 4(f) resources
- it would have been the costliest to construct
- required the most difficult maintenance of traffic and inconvenience to travelers during construction.

The full explanation for not retaining the Red Alternative are in the DEIS, Section II.B.2.a.

The interchange at Armstrong Corner Road is designed to allow local access to businesses and residences on the north side of Middletown.

# US 301 Project Development Final Environmental Impact Statement



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1 consider going the green route with the spur to Summit  
2 Bridge, not going over to SR-1 at all. Or, the brown  
3 route to Summit Bridge without going to SR-1. That's all  
4 I have. Thank you.

5 MR. BING: Is there anyone else who would  
6 like to give any public testimony at this point? Anyone  
7 else?

8 Okay. I know we are still waiting for  
9 Susan Love to get here. We are going to be here until  
10 10:00 o'clock tonight. If at any time anyone changes  
11 their mind and does wish to give public testimony, just  
12 come up and notify me.

13 People are free to look at the display  
14 boards and maps. We are here until 10:00 o'clock. I  
15 thank everyone who gave testimony and who is here. And,  
16 again, if you would like to give testimony, just come and  
17 let me know. Thank you very much.

18 - - - - -

19 MR. BING: Ladies and gentlemen, if I could  
20 have your attention for one moment? We have some  
21 additional people who are wanting to give public  
22 testimony. I believe some people went to use the rest  
23 room. So we're going to resume in five minutes to give  
24 the public testimony. Thank you.

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1                   We have continually expressed these concerns  
2 to the Route 301 project team and are pleased -- yes, I  
3 said pleased -- that measures have been included in the  
4 plan that will help mitigate noise and visual impacts to  
5 our community.

6                   In the final stage of the project planning,  
7 the residents of Middletown Village request the  
8 following: One, we request that DelDOT remain firm in  
9 its commitment to build the berm to the west of  
10 Middletown Village and that it be included in the final  
11 plans. We further request that the length of the berm is  
12 maximized to protect our residents from noise and visual  
13 impacts.

14                   Two, we request that the berm be landscaped  
15 with trees and shrubs to increase its effectiveness as a  
16 visual screen to our residents.

17                   Three, we request that DelDOT reforest the  
18 area between Middletown Village and the proposed highway,  
19 and that reforestation begin as soon as these lands are  
20 acquired rather than after the highway is constructed.

21                   Specifically, construction of the green  
22 route will leave an isolated triangle of land to the  
23 northwest of Woodline Drive. Reforestation of this area  
24 will provide additional visual screening for residents of

*(continued from previous page)*

A visual earth berm is proposed between Middletown Village and the new US 301 roadway. The berm will provide visual screening for the community, as well as provide a measure of noise abatement. The proposed earth berm is 2,000 feet long and 16 feet high. Final dimensions of the berm will be determined during final design with the goal being to minimize the visual impacts to the neighborhood. Construction of the earth berm will also eliminate noise impacts for western Middletown Village.

All project landscaping will be developed during the final design of the project.

Reforestation locations will be chosen to optimize the future regrowth of forest lands and in accordance with guidance provided by the Delaware Code, Title 17, Sections 201-211 (Landscaping and Reforestation Act). DelDOT plans to conduct reforestation on the isolated triangle to which you refer as part of its required reforestation package. DelDOT will consider your request to plant this reforestation area in advance of construction. We will do all that is possible to protect the trees along Woodline Drive.

*(continued on next page)*

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1 the western portion of Middletown Village.

2 In addition, serious consideration should be  
3 given to reforestation of currently vacant land within  
4 Middletown Village adjacent to the proposed highway.  
5 These actions will both protect residents from visual  
6 impacts of the roadway and will enhance habitat and water  
7 quality in the headwaters of the Appoquinimink River.

8 We further request that all existing trees  
9 along Woodline Drive remain and are outside of  
10 construction areas.

11 Four, we request that noise and visual  
12 impacts from the Bunker Hill Road overpass be considered  
13 and mitigated.

14 Five, we request that drainage impacts be  
15 evaluated and considered. Construction of the roadway  
16 will alter drainage patterns in the region and residents  
17 have expressed concern about drainage and flooding,  
18 particularly in the western portion of the neighborhood.

19 Six, we request that lighting on the highway  
20 be kept to the minimum amount required by safety  
21 standards to minimize light pollution.

22 Seven, we request that DelDOT actively  
23 involve the Middletown Village Civic Association in the  
24 design phase of the project to ensure that our concerns

*(continued from previous page)*

The noise analysis shows that for most locations in Middletown Village, there would be no measured impacts from the new US 301. Specifically, the current daily volume of traffic on Bunker Hill Road is 4,000 vehicles. The projected 2030 daily traffic for Bunker Hill Road under the Green North Alternative is 6,900, which represents a 58 percent decrease from the daily traffic projected to use Bunker Hill Road under the No-Build Alternative. Due to the relatively low volumes projected to utilize Bunker Hill Road and the distance (more than 1,600 feet from the nearest property in Middletown Village), there were no predicted noise impacts from the Bunker Hill Road overpass.

Stormwater management facilities will be designed and constructed to manage roadway runoff and hydrology altered by the construction of the berm. During final design, more specifics regarding the potential stormwater management facilities and drainage features will be developed to ensure the proposed roadway will not increase the potential for flooding in the area.

DelDOT is proposing lighting of the highway only at interchanges and toll plazas; additional lighting will be installed if safety concerns warrant. The final decisions on lighting will take place during final design. In addition, highway lighting would be shielded from residential areas.

A refined Preferred Alternative is presented in the Final EIS, and commitments regarding minimization and mitigation of impacts will be memorialized in the Record of Decision which is anticipated to be signed following the availability of the FEIS and a subsequent review period. Final engineering and design of the roadway will be guided by those commitments, as will construction. At various stages in the final design process, DelDOT will meet with those directly and indirectly affected by the project to review the design plans and secure their input.

*(continued on next page)*

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1 and needs are met as the project goes forward.  
2 And, eight, in recognition that it could be  
3 a decade or more before the proposed highway is completed  
4 and that during this time, traffic will continue to build  
5 on existing Route 301, we request expedited action on  
6 planned traffic lights at the intersections of Ash  
7 Boulevard and Route 301 and Doc Levinson Drive and 301.  
8 Thank you for this opportunity to comment  
9 this evening.  
10 MR. BING: Thank you, Susan.  
11 The next person to testify is Jorge  
12 Velazquez.  
13 MR. VELAZQUEZ: Good evening. My name is  
14 Jorge, J-O-R-G-E, Velazquez, V-E-L-A-Z-Q-U-E-Z. I live  
15 at 820 Woodline Drive in Woodline Village.  
16 Very briefly, I'd like to ask that DeLDOT  
17 maintain or mitigate the damage to or the removal of the  
18 existing tree line and trees that are parallel to the  
19 properties on Woodline Drive.  
20 And the second thing that I'd like to say is  
21 we have a pond that was created with the construction of  
22 our homes. And the pond has now been there for about  
23 three years. And we're concerned about, first of all,  
24 what's going to happen to the existing water that's

*(continued from previous page)*

New signals will be placed as traffic warrants their installation.

If traffic warrants are met, the signal for Doc Levinson Drive at US 301 will be installed as a part of the improvements on US 301 from Middleneck Road to Peterson Road (refer to State Contract 25-128-04). There is no active study or design for a signal at US 301/Ash Boulevard, and past studies showed it did not meet warrants. Hopefully, the signal at Doc Levinson Drive will divert some traffic there.

### **RESPONSE TO JORGE VELASQUEZ:**

DeLDOT will make every effort to protect the line of trees along Woodline Drive.

There is no anticipated impact to the existing stormwater pond; additional stormwater management facilities will also be constructed to manage roadway runoff and hydrology altered by the construction of the berm.

*(continued on next page)*



# US 301 Project Development Final Environmental Impact Statement



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1 sitting there? And if that is filled in, what will  
2 happen to that water? Where is that water going to go?  
3 Thank you very much for the opportunity to  
4 speak.

5 MR. BING: Thank you, Jorge.

6 The next person to speak will be Brad Berry.  
7 Sorry. That was my fault. He's going to give private  
8 testimony.

9 Anyone else, by show of hands, who would  
10 like to give public testimony at this time?

11 We will be here until 10:00 p.m. Any time  
12 anyone wants to give public testimony, just let me know.

13 - - - - -

14 MR. BING: It is 9:15 p.m. There's no  
15 member of the public here, but we are still open to take  
16 public testimony until 10:00 o'clock.

17 - - - - -

18 MR. BING: It is now 10:00 o'clock on  
19 January 9, 2007. There are no members of the public  
20 present, and the US 301 public hearing is now closed.

21 People still have until February 3rd, 2007  
22 to submit written comments either by mail or through the  
23 Internet. But the public hearing portion is finished.

24 (Hearing concluded at 10:00 p.m.)

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# US 301 Project Development Final Environmental Impact Statement



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1 I N D E X

2

3 E X H I B I T S

4

5 EXHIBITS MARKED

6 1 Map showing potential options of green north

7 crossing Boyds Corner Road with signatures

8 (Mark Tudor retained exhibit) ..... 39

9

10 2 Journal of the American College of Cardiology

11 article ..... 51

12

13 3 New England Journal of Medicine article ..... 51

14

15 4 Annals of Internal Medicine article ..... 51

16

17 5 QJM article ..... 51

18

19 6 Article on the prevalence of Tako-Tsubo

20 Syndrome in a large urban agglomeration ..... 51

21

22 7 Article on Tako-Tsubo Cardiomyopathy ..... 51

23

24 8 Article on sequential transthoracic ultrasound

assessment of coronary flow reserve in a

patient with Tako-Tsubo Syndrome ..... 51

9 BMJ Career Focus article ..... 51

CERTIFICATE OF REPORTER PAGE 81

81

1 State of Delaware )

2 )

3 County of New Castle )

C E R T I F I C A T E

4

5

6 I, Patricia L. Shelton, Notary Public, do hereby

7 certify that the foregoing record, pages 2 to 79

8 inclusive, is a true and accurate transcript of my

9 stenographic notes taken on Tuesday, January 9, 2007, in

10 the above-captioned matter.

11 IN WITNESS WHEREOF, I have hereunto set my hand

12 and seal this 11th day of January, 2007, at Wilmington.

13

14

15

16 Patricia L. Shelton

17 Certification No. 104-RPR

18 (Expires January 31, 2008)

19

20

21

22

23

24

# US 301 Project Development Final Environmental Impact Statement



This petition copied in the following pages was referenced during Public Testimony on January 9, 2007 as a part of Edith Carroll's testimony.

Petition for the 301 Project Development concerning Ratledge Road near Mt. Pleasant

The Green North route using Option 1 is not practical by using productive farm land. The proposed Option A or B of the Green North route is more practical because it does not run in the middle of a productive field and near many life-long residents of Ratledge Road.

<u>May Chaves</u>	<u>Ruth C. Hobson</u>
<u>Paul E. Pate</u>	<u>Caroline M. Hobson</u>
<u>Misty J. Warren</u>	<u>Beth M. Hobson</u>
<u>Suzanne Allen</u>	<u>Jill</u>
<u>Flip Wright</u>	<u>Phyllis Emerson</u>
<u>Willard Wright</u>	<u>Jay Emerson</u>
<u>Jan Mitchell</u>	<u>Beth Galasewicz</u>
<u>Bob Hurd</u>	<u>William Hood</u>
<u>Edith Davidson</u>	<u>Charlotte Goggin</u>
<u>E. Pate</u>	<u>Dee J. King</u>
<u>Cornell Hampton Sr</u>	<u>Eric S. Kelly</u>
<u>Jeff King</u>	<u>Hotchkiss</u>
<u>Beif Susan Alfie</u>	<u>Amy Beth Hickey</u>
<u>Alvin H. Powell</u>	<u>John W. Hickey</u>
<u>Suzanne Cipolla</u>	<u>Denise Vandant</u>
	<u>Shawn Vandant</u>

NGC o FAEM  
Bureau president

OVER NAME? or BRACK  
31/37  
P. 1 of 15<sup>8</sup>

# US 301 Project Development Final Environmental Impact Statement



Jimmy Emerson  
Debbie Emerson  
Dee Emerson  
Mandy Emerson  
Robert Emerson  
Sarah Emerson

Petition for the 301 Project Development concerning Ratledge Road near Mt. Pleasant

The Green North route using Option 1 is not practical by using productive farm land. The proposed Option A or B of the Green North route is more practical because it does not run in the middle of a productive field and near many life-long residents of Ratledge Road.

Robert Woolfson  
John H. Hoff  
David J. Woolfson  
Linda [unclear]  
Edgar H. [unclear]  
Dwight L. Reynolds  
Raymond Bunn  
Timothy [unclear]  
Beatrice Rober  
Eileen H. Hampp  
Carilyn Hamby  
William Campbell  
Richard Hamby  
Wanda Kemptell  
William A. Cackham

Tom C. [unclear]  
Barbara A. D.  
Lain Newell  
Patricia Jones  
Reese K. Pae  
Linda Egan  
Dwight L. Jones  
Donna M. [unclear]  
Amy Hampp  
Donna [unclear]  
Anna Woolfson  
Daphne [unclear]  
Robert K. [unclear]  
Robert [unclear]  
Willard S. Hamby  
Bella H. [unclear]

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P. 3 of 1

# US 301 Project Development Final Environmental Impact Statement



Petition for the 301 Project Development concerning Ratledge Road near Mt. Pleasant

The Green North route using Option 1 is not practical by using productive farm land. The proposed Option A or B of the Green North route is more practical because it does not run in the middle of a productive field and near many life-long residents of Ratledge Road.

<u>Edith S. Carroll</u>	<u>Cheryl A. Jones</u>
<u>W.D. Carroll</u>	<u>Jeffer Bradford</u>
<u>Landon M. Carroll</u>	<u>Bruce Malina</u>
<u>Mahblanice</u>	<u>Charles Carpenter</u>
<u>George Lynam</u>	<u>Lynida Cowgill</u>
<u>Helmut Sartini</u>	<u>David P. Cowgill</u>
<u>Shirley Tuttle</u>	<u>Peter A. Shroder</u>
<u>Sandy Tuttle</u>	<u>Imma Shroder</u>
<u>Carole Ogness</u>	<u>Peter A. Shroder</u>
<u>Thomas Loster</u>	<u>Michael W. Wren</u>
<u>Bice Jackson</u>	<u>Juan R. You</u>
<u>Robert H. Hill</u>	<u>Lauren M. Green</u>
<u>Nancy W. Parker</u>	<u>Arlene Rybacki</u>
<u>Peter Thomas Bryant</u>	<u>Tom Rybacki</u>
<u>Mr. J. Carl Bryant</u>	<u>Kelsee Carroll</u>

30

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Petition for the 301 Project Development concerning Ratledge Road near Mt. Pleasant

The Green North route using Option 1 is not practical by using productive farm land. The proposed Option A or B of the Green North route is more practical because it does not run in the middle of a productive field and near many life-long residents of Ratledge Road.

<u>Michael</u>	<u>Michelle Kempfield</u>
<u>Christie J. Tins</u>	<u>Dorcas Spence</u>
<u>Raymond</u>	<u>John F. Spence Jr</u>
<u>Mike Wood</u>	<u>Mark C. Spence</u>
<u>Cheryl Kefauver</u>	<u>John V. Gensel</u>
<u>Chloe Kolar</u>	<u>Lucy D. Beeth</u>
<u>Jacob Kolar</u>	<u>Dr. M. W. Beeth</u>
<u>Margie H. Krouk</u>	<u>Spelun Thompson</u>
<u>Rhonda Smith</u>	<u>Edward G. Adams Jr</u>
<u>Burke J. J. J.</u>	<u>Dr. J. Adams</u>
<u>Shelia Hacker</u>	<u>Thomas Clabesoff</u>
<u>John H.</u>	<u>Cecilia Robinson</u>
<u>Debra Spicer</u>	<u>Robert W. B. B.</u>
<u>Michelle</u>	<u>Paul D. B. B.</u>
<u>Jackie Smith</u>	<u>Robert W. B. B.</u>

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# US 301 Project Development Final Environmental Impact Statement



Petition for the 301 Project Development concerning Ratledge Road near Mt. Pleasant

The Green North route using Option 1 is not practical by using productive farm land. The proposed Option A or B of the Green North route is more practical because it does not run in the middle of a productive field and near many life-long residents of Ratledge Road.

<u>Bonnie Sue Heist</u>	<u>John David Kennedy</u>
<u>Debra L. Higgins</u>	<u>Ch Gordon</u>
<u>Laura Pomichalek</u>	<u>Ch. Sikes</u>
<u>Jany Rickman</u>	<u>[Signature]</u>
<u>Karin H. Long</u>	<u>J. A. H.</u>
<u>Jim P. Miller</u>	<u>Ryan L.</u>
<u>[Signature]</u>	<u>[Signature]</u>
<u>Jessica Looney</u>	<u>Mart J. Lennado</u>
<u>Lori Biggs</u>	<u>V. P. Alexander</u>
<u>Patty Kibb</u>	<u>Sharon Weaver</u>
<u>Cheryl Bayle</u>	<u>[Signature]</u>
<u>Felice Boyce</u>	<u>Ruth Harvey</u>
<u>Donna Nardo</u>	<u>Charmitt Ennet</u>
<u>Sherry Dalkow</u>	<u>Arda Barrett</u>
<u>[Signature]</u>	<u>Greg Stewart</u>

30

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Petition for the 301 Project Development concerning Ratledge Road near Mt. Pleasant

The Green North route using Option 1 is not practical by using productive farm land. The proposed Option A or B of the Green North route is more practical because it does not run in the middle of a productive field and near many life-long residents of Ratledge Road.

<u>Connie J. Jannerich</u>	<u>Walter Spier</u>
<u>Hans Jannerich</u>	<u>Betty Shepherd</u>
<u>Matthew Jannerich</u>	<u>Bryon Shepherd</u>
<u>Thomas W. Wakeley</u>	<u>Chellis y. George</u>
<u>Ronald P. Goodrum</u>	<u>Margaret A. George</u>
<u>Judy Goodman</u>	<u>[Signature]</u>
<u>Scott Seal</u>	<u>[Signature]</u>
<u>Bud Seal</u>	<u>[Signature]</u>
<u>Cady Bowen</u>	<u>[Signature]</u>
<u>Kelly Brown</u>	<u>[Signature]</u>
<u>Lisa Hartzel</u>	<u>[Signature]</u>
<u>Dawn Omd</u>	<u>[Signature]</u>
<u>James P. Stewart</u>	<u>[Signature]</u>
<u>Jane Stewart</u>	<u>[Signature]</u>
<u>Mary Ann Spencer</u>	<u>[Signature]</u>

20

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# US 301 Project Development Final Environmental Impact Statement



Petition for the 301 Project Development concerning Ratledge Road near Mt. Pleasant

The Green North route using Option 1 is not practical by using productive farm land. The proposed Option A or B of the Green North route is more practical because it does not run in the middle of a productive field and near many life-long residents of Ratledge Road.

Eijal B. L'Had  
William [unclear]  
Guni Dedhia  
BUI DUY TAN 06 Jan. '07  
Gary Chyny  
Barbara Vitore  
Pat Vitore  
Stephan [unclear]  
Kim Ferrara  
Wendy Spear  
Bonnie Spear  
Marilyn Foxes  
Scott Bieber  
Bryce [unclear]

Theresa [unclear]  
Shelley [unclear]  
Don [unclear]

18

P.8/15

Petition for the 301 Project Development concerning Ratledge Road near Mt. Pleasant

The Green North route using Option 1 is not practical by using productive farm land. The proposed Option A or B of the Green North route is more practical because it does not run in the middle of a productive field and near many life-long residents of Ratledge Road.

Sue MacCulley  
Habib [unclear]  
[unclear]  
James M. [unclear]  
Pat [unclear]  
[unclear]  
Jim [unclear]  
Leslie [unclear]  
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Kimberly [unclear]  
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Nadine [unclear]

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# US 301 Project Development Final Environmental Impact Statement



Petition for the 301 Project Development concerning Ratledge Road near Mt. Pleasant

The Green North route using Option 1 is not practical by using productive farm land. The proposed Option A or B of the Green North route is more practical because it does not run in the middle of a productive field and near many life-long residents of Ratledge Road.

Michael J. Ellis  
Cliff Rogers  
James A. Miller  
Walter C. Mitchell  
Walter C. Mitchell  
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Sam Ogilvie  
R. A. Cole  
Talitha R. Mappanaka  
Donald Antomucci  
Michael Reynolds

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Petition for the 301 Project Development concerning Ratledge Road near Mt. Pleasant

The Green North route using Option 1 is not practical by using productive farm land. The proposed Option A or B of the Green North route is more practical because it does not run in the middle of a productive field and near many life-long residents of Ratledge Road.

Donald McMillan 1302 354-4142 TM Builders  
Luigi Hobbes  
Mandy Emory  
Berch Badur  
Frank W. Henry  
D. Keefe  
David Ber  
Dennis J. Mullen  
Theresa Badur

(11)

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This section contains the exhibits presented by  
Richard Wooleyhan (Exhibit 1) and  
Dave Goff (Exhibits 2-9)

Exhibit 1 (BACK) is included opposite.  
Exhibits 2 – 9 are on the following pages.  
Exhibit 1 (FRONT) is included following Exhibits 2-9.

*Philip Emerson*  
*Cory Gorman*  
*Paul Wooleyhan*  
*Jim H. Hill (Wooleyhan)*  
*David J. Wooleyhan*  
*Robert J. Francis*  
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*James Harty*  
*Dalton Emerson*  
*Archie Goff*  
*Archie Harty*  
*for Goff*

For Option A or B  
*John Schmitt, NRES-USDA 12/4/06*  
*Clayton Blum*  
*May C. Wynn, NCCO Farm Bureau President*  
*Wendell E. Blum*  
*Jeffrey Blum, Blum Resource Group, Inc.*  
*Robert McCoy - Whitehall*  
*William McCoy - Whitehall*  
*Ann Dedina, Middletown Family Farm Assoc.*  
*Robert W. Ravach, Farm Owner*  
*Beth M. Johnson, Farm Owner*  
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Exhibit 1  
 (Back)  
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J Am Coll Cardiol. 2003; 41:743-748. doi:10.1016/S0735-1097(02)92024-8  
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## CLINICAL STUDY: ACUTE APICAL BALLOONING

### Myocardial perfusion and fatty acid metabolism in patients with tako-tsubo-like left ventricular dysfunction

Satoshi Kurisu, MD\*, Ichiro Inoue, MD\*,  
Takaji Kawagoe, MD\*, Masaharu Ishihara, MD\*,  
Yuji Shimatani, MD\*, Kenji Nishioka, MD\*,  
Takashi Umemura, MD\*, Suji Nakamura, MD\*,  
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Manuscript received July 16, 2002; revised manuscript  
received October 14, 2002, accepted October 31, 2002.

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**OBJECTIVES:** We sought to assess myocardial perfusion and metabolism in patients with  
peculiar transient asynergy, which consisted of basal normokinesia and apical akinesia of the left  
ventricle (LV) at the same time.

**BACKGROUND:** This asynergy has been widely called "tako-tsubo-like LV dysfunction" in  
Japan, but little is known about its pathophysiology.

**METHODS:** We performed rest thallium-201 (<sup>201</sup>Tl) and iodine-123-beta-methyl-p-iodophenyl  
penta-decanoic acid (<sup>123</sup>I-BMIPP) dual-isotope myocardial single-photon emission computed  
tomography (SPECT) in 14 patients with tako-tsubo-like LV dysfunction. The LV was divided  
into 17 segments, and each segment was graded with scores between normal uptake (0) and

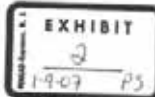
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defect (4). We also measured the Thrombolysis in Myocardial Infarction trial (TIMI) frame count in 28 patients and 20 control subjects.

**RESULTS:** Early SPECT (5 ± 3 days) revealed that the total defect score value with BMIPP was significantly higher than reduced uptake with <sup>201</sup>Tl (p < 0.01). Reduced uptake of BMIPP was observed in parallel with an apical aknetic region and usually involved uptake of <sup>201</sup>Tl. This discrepancy improved gradually during the follow-up period (29 ± 6 days) (p = 0.36). Compared with control subjects, patients had a TIMI frame count that was significantly higher in all coronary arteries immediately after onset. This higher TIMI frame count decreased but was sustained even after resolution of tako-tsubo-like LV dysfunction.

**CONCLUSIONS:** Our data suggest that myocardial fatty acid metabolism is more severely impaired than myocardial perfusion, in parallel with an apical aknetic region during the early phase, and that impaired multivessel coronary microcirculation is involved, at least in part, in tako-tsubo-like LV dysfunction.

#### Abbreviations and Acronyms

- <sup>123</sup>I-BMIPP
- iodine-123-beta-methyl-p-iodophenyl penta-decanoic acid
- CAD
- coronary artery disease
- LCx
- left circumflex artery
- LV
- left ventricle or ventricular
- MI
- myocardial infarction
- RCA
- right coronary artery
- SPECT
- single-photon emission computed tomography
- TDS
- total defect score
- TIMI
- Thrombolysis In Myocardial Infarction trial
- <sup>201</sup>Tl
- thallium-201

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Myocardial perfusion and fatty acid metabolism in patients with tako-tsubo-like left ventr... Page 3 of 4

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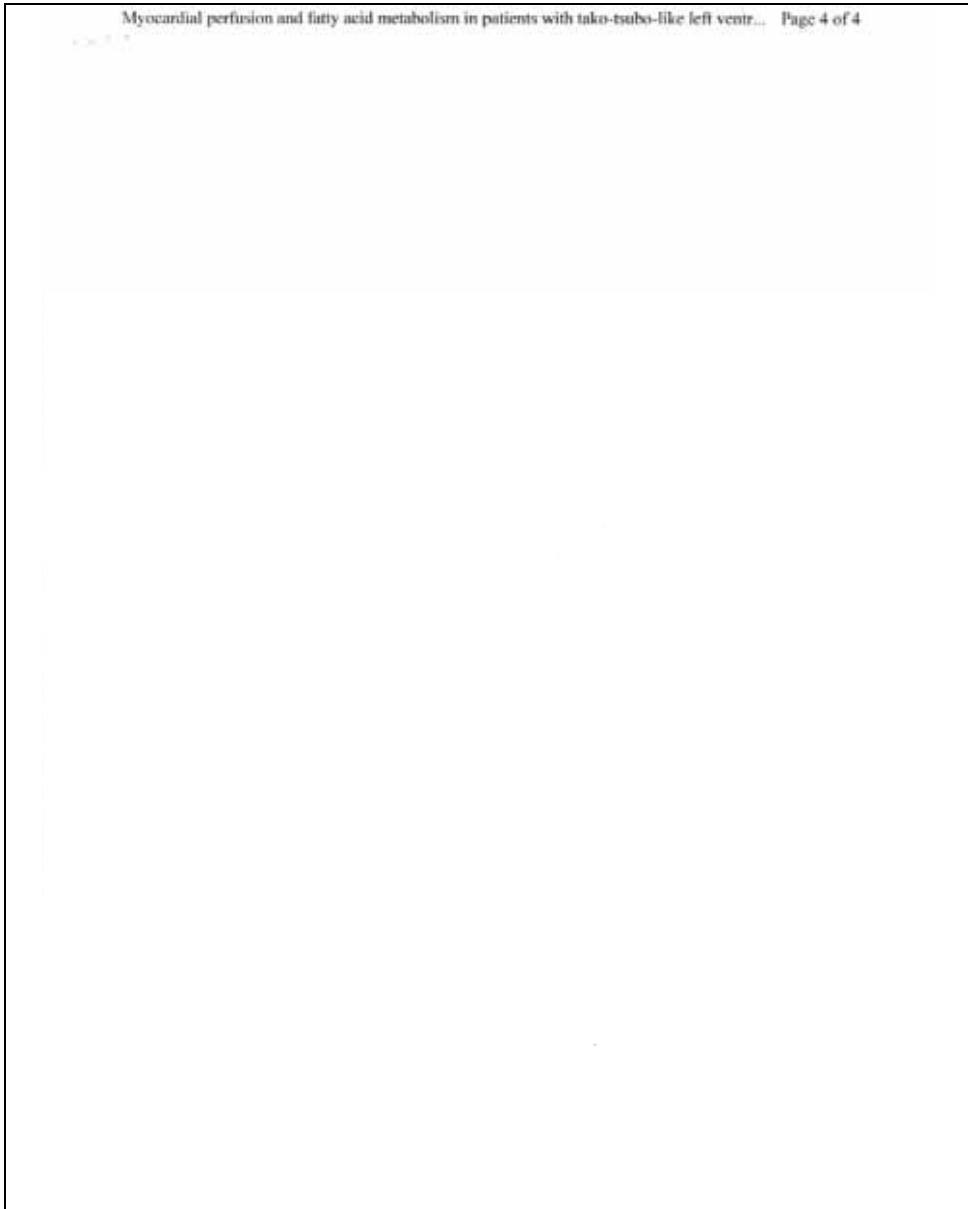
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NEJM – Neurohumoral Features of Myocardial Stunning Due to Sudden Emotional Stress Page 1 of 4

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**ORIGINAL ARTICLE**

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## Neurohumoral Features of Myocardial Stunning Due to Sudden Emotional Stress

*Ilan S. Wittstein, M.D., David R. Thieme, M.D., Joao A.C. Lima, M.D., Kenneth L. Baughman, M.D., Steven P. Schulman, M.D., Gary Gerstenblith, M.D., Katherine C. Wu, M.D., Jeffrey J. Rade, M.D., Trinity J. Bivacqua, M.D., Ph.D., and Hunter C. Champion, M.D., Ph.D.*

**ABSTRACT**

*Background* Reversible left ventricular dysfunction precipitated by emotional stress has been reported, but the mechanism remains unknown.

*Methods* We evaluated 19 patients who presented with left ventricular dysfunction after sudden emotional stress. All patients underwent coronary angiography and serial echocardiography; five underwent endomyocardial biopsy. Plasma catecholamine levels in 13 patients with stress-related myocardial dysfunction were compared with those in 7 patients with Killip class III myocardial infarction.

*Results* The median age of patients with stress-induced cardiomyopathy was 63 years, and 95 percent were women. Clinical presentations included chest pain, pulmonary edema, and

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cardiogenic shock. Diffuse T-wave inversion and a prolonged QT interval occurred in most patients. Seventeen patients had mildly elevated serum troponin I levels, but only 1 of 19 had angiographic evidence of clinically significant coronary disease. Severe left ventricular dysfunction was present on admission (median ejection fraction, 0.20; interquartile range, 0.15 to 0.30) and rapidly resolved in all patients (ejection fraction at two to four weeks, 0.60; interquartile range, 0.55 to 0.65;  $P < 0.001$ ). Endomyocardial biopsy showed mononuclear infiltrates and contraction-band necrosis. Plasma catecholamine levels at presentation were markedly higher among patients with stress-induced cardiomyopathy than among those with Killip class III myocardial infarction (median epinephrine level, 1264 pg per milliliter [interquartile range, 916 to 1374] vs. 376 pg per milliliter [interquartile range, 275 to 475]; norepinephrine level, 2284 pg per milliliter [interquartile range, 1709 to 2910] vs. 1100 pg per milliliter [interquartile range, 914 to 1320]; and dopamine level, 111 pg per milliliter [interquartile range, 106 to 146] vs. 61 pg per milliliter [interquartile range, 46 to 77];  $P < 0.005$  for all comparisons).

**Conclusions** Emotional stress can precipitate severe, reversible left ventricular dysfunction in patients without coronary disease. Exaggerated sympathetic stimulation is probably central to the cause of this syndrome.

## Source Information

From the Division of Cardiology, Department of Medicine (I.S.W., D.R.T., J.A.C.L., S.P.S., G.G., K.C.W., J.J.R., H.C.C.), and the Brady Urological Institute (T.J.B.), Johns Hopkins University School of Medicine, Baltimore; the Department of Epidemiology, Johns Hopkins University School of Public Health, Baltimore (D.R.T.); and the Cardiovascular Division, Department of Medicine, Brigham and Women's Hospital, Boston (K.L.B.).

Address reprint requests to Dr. Wittstein at the Division of Cardiology, Johns Hopkins Hospital, Carnegie 568, 600 N. Wolfe St., Baltimore, MD 21287, or at [wittstein@jhmi.edu](mailto:wittstein@jhmi.edu).

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N Engl J Med 2005; 352:1923-1925, May 5, 2005. **Correspondence**

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### REVIEW

## Systematic Review: Transient Left Ventricular Apical Ballooning: A Syndrome That Mimics ST-Segment Elevation Myocardial Infarction

Kevin A. Bybee, MD; Tomas Kara, MD, PhD; Abhiram Prasad, MD, MRCP; Amir Lerman, MD; Greg W. Barsness, MD; R. Scott Wright, MD; and Charanjit S. Rihal, MD

7 December 2004 | Volume 141 Issue 11 | Pages 858-865

The transient left ventricular apical ballooning syndrome, also known as takotsubo cardiomyopathy, is characterized by transient wall-motion abnormalities involving the left ventricular apex and mid-ventricle in the absence of obstructive epicardial coronary disease. In this paper, we review case series that report on patients with the transient left ventricular apical ballooning syndrome to better characterize patients presenting with the syndrome.

We identified 7 case series that reported on at least 5 consecutive patients with the transient left ventricular apical ballooning syndrome. The syndrome more often affects postmenopausal women (82% to 100%) (mean age, 62 to 75 years). Patients commonly present with ST-segment elevation in the precordial leads, chest pain, relatively minor elevation of cardiac enzyme and biomarker levels, and transient apical systolic left ventricular dysfunction despite the absence of obstructive epicardial coronary disease. An episode of emotional or physiologic stress frequently precedes presentation with the syndrome. The in-hospital mortality rate seems to be low, as does the risk for recurrence.

### Author and Article Information

From Mayo Clinic College of Medicine, Rochester, Minnesota.

**Potential Financial Conflicts of Interest:** Consultancies: R. S. Wright (Bayer); Grants received: R. S. Wright (Centocor, Merck, Bayer, Bristol-Myers Squibb).

**Requests for Single Reprints:** Charanjit S. Rihal, MD, Cardiac Catheterization Laboratory, Mayo Clinic and Foundation, 200 First Street SW, Rochester, MN 55905; e-mail, [Rihal@mayo.edu](mailto:Rihal@mayo.edu).

**Current Author Addresses:** Drs. Bybee, Kara, Prasad, Lerman, Barsness, Wright, and Rihal: Mayo Clinic and Foundation, 200 First Street SW, Rochester, MN 55905.

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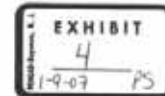
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## The clinical features of *takotsubo* cardiomyopathy

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Received 20 December 2002 and in revised form 26 May 2003

**Background:** Cardiologists have recently recognized a reversible form of heart failure of unknown origin characterized by a *takotsubo*-shaped hypokinesis of the left ventricle on left ventriculography.

**Aim:** To clarify the clinical features of this cardiomyopathy.

**Design:** Observational study.

**Methods:** Seven patients with reversible ventricular dysfunction were followed for 4.5 years. Clinical course, routine examinations, and cardiac catheterizations in each patient were documented.

**Results:** The cardiomyopathy developed in six elderly female and one male patients (mean age 75.3 years), all of whom had been exposed to stress. Cardiac enzymes did not significantly increase, but serum norepinephrine increased remarkably (1.19 ng/ml). Coronary angiography revealed normal coronary arteries. However, left ventriculography showed akinesis in the apical segments, together with hyperkinesis in the basal segments (a *takotsubo* shape). The abnormal kinesis normalized within 17.4 hospital days without any treatment in five patients, and with haemodynamic support for 3 days in the other two. Endocardial biopsies did not suggest any specific pathology. The cardiac events did not recur over a 1–4 year follow-up.



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**Discussion:** Coronary vasospasm, myocarditis and other substantial diseases previously described were ruled out as the cause of *takotsubo* cardiomyopathy in our subjects. Prognosis was good without any form of treatment, provided that the patients survived the severe heart failure state. Catecholaminergic or adrenoceptor-hyperactive cardiomyopathy may be the cause of this cardiomyopathy.

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## Prevalence of Tako-Tsubo Syndrome in a Large Urban Agglomeration

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Among 4,551 patients referred to the investigators' catheterization laboratory, 1,613 presented with acute coronary syndrome, and 12 had confirmed Tako-Tsubo syndrome (prevalence 0.7%). In conclusion, the present study emphasizes the underestimation of this new heart disease. © 2006 Elsevier Inc. All rights reserved. (*Am J Cardiol* 2006; 98:662-665)

Several studies have recently reported a new medical entity called Tako-Tsubo cardiomyopathy, or transient left ventricular apical ballooning.<sup>1-7</sup> This entity is defined as (1) acute chest pain during stressful incidents associated with ST-segment abnormalities and/or increased serum troponin levels, (2) regressive systolic dysfunction usually localized in the apical and medial left ventricles, and (3) no coronary lesions. However, studies are rare, and only a few sporadic cases of Tako-Tsubo syndrome have been reported. The aim of our study was to determine the prevalence and characteristics of this cardiomyopathy in a large population presenting with acute coronary syndrome.

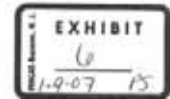
#### Methods and Results

Among 4,551 patients referred to our catheterization laboratory over a 5-year study period (January 2000 to April 2005), 1,613 underwent coronary arteriography for suspicion of acute coronary syndrome. Criteria for selection included age >18 years and presentation with acute coronary syndrome.<sup>10</sup> All patients underwent coronary arteriography and left ventricular angiography <48 hours after the onset of chest pain. Patients without significant angiographic atherosclerotic luminal narrowing in each of the 3 epicardial coronary arteries (<50%) and with wall motion abnormalities systematically underwent coronary vasospasm provocation tests.<sup>11</sup> We defined Tako-Tsubo syndrome as (1) acute chest pain during stressful incidents associated with ST-segment abnormalities and/or increased serum troponin level, (2) regressive nonischemized systolic dysfunction, and (3) no coronary lesions. In-hospital follow-up was collected in all patients, and long-term follow-up was established by phone contact with the patients or their physicians. Statistical analysis was performed using StatView version

4.5 (Abacus Concepts, Inc., North Carolina). Continuous variables are presented as means ± SD and ranges, unless otherwise specified. Categorical data are presented as absolute values and percentages. Among the 1,613 patients with suspected acute coronary syndrome, 1,165 (72%) underwent percutaneous coronary interventions (including 532 emergency procedures), 62 (4%) were referred for coronary artery bypass graft surgery, and 386 (24%) had only medical treatment. Coronary angiography revealed the following distribution: 36% with single-vessel disease (587 patients), 27% with 2-vessel disease (437 patients), and 23% with 3-vessel disease (367 patients). Two hundred twenty-two patients (14%) had no significant coronary vessel disease. The mean number of diseased vessels was  $1.59 \pm 1$ . Fourteen patients (0.9%) had confirmed myocarditis, and 18 (1.1%) had elevations of laboratory markers related to supraventricular tachycardia or atrial fibrillation. Twelve patients presented with Tako-Tsubo syndrome, resulting in a prevalence of 0.7%. The baseline characteristics of these patients are listed in Table 1. The mean age of the population was  $65 \pm 15$  years (range 35 to 84), with a ratio of men to women of 1:11. The mean peaks of plasma creatinine kinase and of troponin I were, respectively,  $366 \pm 289$  IU/L and  $7.8 \pm 6.2$  μg/L. The mean left ventricular ejection fraction assessed by left ventricular angiography and echocardiography was  $44 \pm 6\%$  and  $35 \pm 6\%$ , respectively. Echocardiography was performed at admission (mean time  $4 \pm 1$  hour), even when left ventricular angiography was performed at  $1 \pm 0.9$  day. Three patients had reversible left ventricular pressure gradients at initial echocardiography. Ten patients presented with a typical pattern of Tako-Tsubo syndrome, with akinesia of the mid and distal segments of all walls, with compensatory hyperkinesia of the base (Figure 1). Two patients presented with a partial and circular pattern of Tako-Tsubo syndrome: 1 patient had akinesia of the basal and mid-segments of all walls, with compensatory hyperkinesia of the apex, and 1 patient had limited akinesia of the mid-segments of all walls (Figure 2). All patients recovered from wall motion abnormalities, and left ventricular ejection fractions rapidly improved, as observed

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No.	Age (yr)/Gender	Precipitating Factor	Preceding Symptom	NYHA Class	ST-Elevation Myocardial Infarction*	Admission Electrocardiogram†	Peak of Biologic Markers	Troponin I (µg/L)	Creatinine (µmol/L)	Ischemic ECG‡	IVEF (%)	Wall Motion Abnormalities*
1	33 M	Fear of surgery	Chest pain	I	0	0	260 (230)	21	45	45	45	0
2	42 F	Acute bronchial asthma	Chest pain	I	+	+	120	18	33	33	33	0
3	52 F	Acute bronchial asthma	Chest pain	I	+	+	264	42	42	42	42	0
4	60 F	Cir. necrosis	Chest pain	I	0	0	236	2.14	20	20	20	0
5	50 F	Aberration	Chest pain	I	0	0	223	5.07	33	33	33	0
6	50 F	Cir. necrosis	Chest pain	II	0	0	303	2.5	44	44	44	0
7	72 F	Fear of death	Chest pain - dyspnea	III	0	0	190	4.6	44	44	44	0
8	75 F	Trauma	Chest pain	III	+	+	441	1.1	46	46	46	0
9	78 F	Pre	Chest pain	III	+	+	441	6.23	50	50	50	0
10	80 F	Pre	Chest pain	III	+	+	171	3.54	41	41	41	0
11	80 F	Aberration	Genital malform.	III	0	0	101	3.5	45	45	45	0
12	84 F	Aberration	Chest pain	III	0	0	101	3.5	45	45	45	0

at echocardiographic follow-up (Figure 3). At 1-month and 1-year follow-up, the mean left ventricular ejection fractions, by echocardiography, were  $49 \pm 5\%$  and  $64 \pm 6\%$ , respectively. During a follow-up of  $26 \pm 12$  months, no patients with Tako-Tsubo syndrome died or presented with major adverse cardiovascular events.

**Discussion**

Despite recent reports of a new medical entity called Tako-Tsubo syndrome,<sup>1-6</sup> its prevalence is uncertain, all the more because partial patterns may occur and could be misdiagnosed. In our population of patients with acute coronary syndrome, the prevalence of Tako-Tsubo syndrome was 0.7%, including typical or partial patterns.

The clinical presentation of Tako-Tsubo syndrome mimics that of acute coronary syndrome.<sup>2</sup> Its pathophysiology has not yet been elucidated. It seems that the onset of this disease is typically triggered by an acute and clear emotional or stress event or by an accumulation of trivial and repetitive stress.<sup>7-9</sup> Sympathetic activation might induce several unclear and hypothetical disorders: multifocal coronary or microvascular vasospasms or direct catecholamine cardiac damage.<sup>9</sup> A few years ago, many unexplained acute coronary syndromes with normal coronary vessels, but with abnormal left ventricular function, were wrongly diagnosed as coronary spasms (Prinzmetal's angina) or myocarditis. The diagnosis of Tako-Tsubo syndrome is based mainly on coronary and biplane left ventricular angiography, which excludes the diagnosis of coronary artery disease and recognizes the circumferential pattern of wall motion abnormalities of Tako-Tsubo syndrome.

In the present study, among the 1,613 patients with suspected acute coronary syndrome referred to our catheterization laboratory, 12 presented with confirmed Tako-Tsubo syndrome, resulting in a prevalence of 0.7%. However, this prevalence should be cautiously interpreted, according to the lifestyle of the population. Our patients live in a large urban agglomeration (Paris and its periphery). This cardiomyopathy depends on induced stress. In large urban setting, stress is part of the lifestyle, and its prevalence is likely significantly greater than in peaceful rural areas. In contrast, gender differences may affect the management of acute coronary syndrome,<sup>10-14</sup> whereas the diagnosis of Tako-Tsubo syndrome, which mainly occurs in women, is performed with coronary angiography.<sup>6</sup> The incidence of acute coronary syndrome in the United States was estimated at 1,680,000 in 2001,<sup>15</sup> and according to our results, 12,250 patients could develop Tako-Tsubo syndrome each year, underlining the potential underestimation of the real prevalence of Tako-Tsubo syndrome.

The main limitation of this study was that we reviewed in our database all patients with acute coronary syndrome referred to our catheterization laboratory during a period of

\* In both N<sub>1</sub> and N<sub>2</sub>.  
† In both N<sub>1</sub> and N<sub>2</sub>.  
‡ CK = creatinine kinase; IVEF = left ventricular ejection fraction.



Figure 1. Right anterior oblique left ventricular angiogram of a patient with a pattern typical of Tako-Tsubo syndrome.

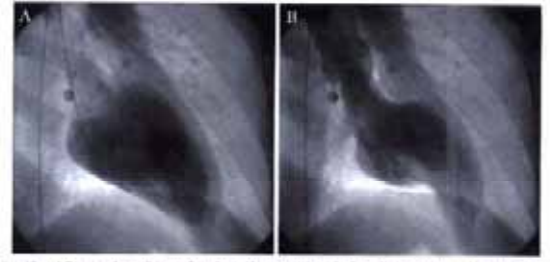


Figure 2. Right anterior oblique left ventricular angiogram of a patient with partial and circular Tako-Tsubo syndrome (akinesis of the basal and mid-segments of all walls).

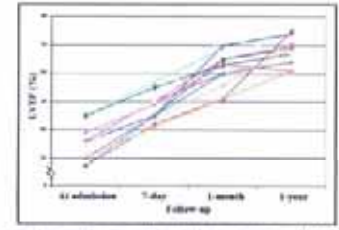


Figure 3. Echocardiographic left ventricular ejection fraction (LVEF) follow-up of patients with Tako-Tsubo syndrome.

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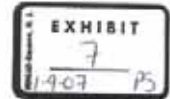
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## Tako Tsubo Cardiomyopathy (Transient Left Ventricular Apical Ballooning): Case Report of a Myocardial Perfusion Echocardiogram Study

Shrikant P. Y. Upadya, MD, Shrikh M. Hoq, MD, MPH, Rahul Panjala, MD, MPH, Fadi Alwan, MD, Edward Tushy, MD, FACC, and Stuart Zarich, MD, FACC, FASE, Bridgeport, Connecticut



We are reporting a case of Tako tsubo cardiomyopathy (transient left ventricular apical ballooning) in the Western population identified by a perfusion echocardiogram that demonstrated perfusion defect at baseline in the apical and adjacent walls that was

incongruous to the wall-motion abnormality. The perfusion defect improved within 72 hours on a repeated study indicating that microvasculature disruption is a key feature of this enigmatic cardiomyopathy. (*J Am Soc Echocardiogr* 2005;18:10-14.)

**T**ako tsubo cardiomyopathy (transient left ventricular [LV] apical ballooning) is an enigmatic cardiomyopathy, characterized by extensive apical asynergy in the absence of significant coronary disease.

### CASE REPORT

A 77-year-old Caucasian woman, with history of bicuspid aortic valve replacement 5 years previously, recently presented to the emergency department (ER) in a peripheral hospital with typical anginal pain of severe intensity after the news of her brother's death. At the time of presentation, she was stable hemodynamically and her physical examination was unremarkable except for 1+ bilateral ankle edema. Her significant laboratory workup included a positive troponin T level of 0.83 ng/mL (normal < 0.1 ng/mL) and an electrocardiogram that showed first-degree atrioventricular block, left-axis deviation, and 0.5 to 1 mm ST elevations in V<sub>2</sub> to V<sub>4</sub> (Figure 1). A bedside transthoracic echocardiogram showed extensive anterolateral akinesis. The patient was transferred to our hospital for emergency coronary angiography that, however, revealed only minimal nonobstructive atherosclerotic disease with grade II thrombus in Myocardial Infarction (TIMI) flow and absence of thrombus/cot (Figure 2 and 3). Left ventriculography confirmed extensive akinesis of the apex, anterior apical, midlateral, inferolateral, and midinferior segments with an ejection

fraction estimated at 50% (Figures 4 and 5). Basal segments were contracting vigorously. Given the extent of the wall-motion abnormality and the lack of significant coronary artery disease, a diagnosis of Tako tsubo cardiomyopathy was entertained. Echocardiogram performed the next day confirmed the persistence of the above wall-motion abnormalities (Figures 6 and 7). Perfusion echocardiogram (Sequoia 256, Acuson, Mountain View, Calif with QPS software) using Optison contrast was performed in real time and low mechanical index microbubble destruction protocol. This showed an absence of perfusion in the apex and distal septum while perfusion was preserved in the midseptum and midlateral wall (Figure 8). Repeat perfusion study 72 hours later showed improved perfusion in all walls except the apex. The LV function had marginally improved in the interim.

### DISCUSSION

Tako tsubo cardiomyopathy, also referred to as transient LV apical ballooning, was initially described in Japanese patients,<sup>1,2</sup> but has recently been recognized in Western literature, too.<sup>3,6</sup> In a Japanese multicenter report of 88 patients by Tsuchishima et al,<sup>3</sup> the syndrome was noted to have the characteristic transient apical ballooning of the LV and absence of significant angiographic stenosis.<sup>3</sup> They reported this condition predominantly in elderly women. Emotional or physical stress was recognized as a triggering factor. ST-T segment changes mimicking acute myocardial infarction are seen on electrocardiography, especially in leads V<sub>2</sub> to V<sub>6</sub>.

The exact mechanism of this condition is unknown. Initially, simultaneous multivessel coronary spasm was suggested as the causative factor.<sup>1,3</sup> Although none of the studies have demonstrated

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doi:10.1016/j.echo.2004.10.024



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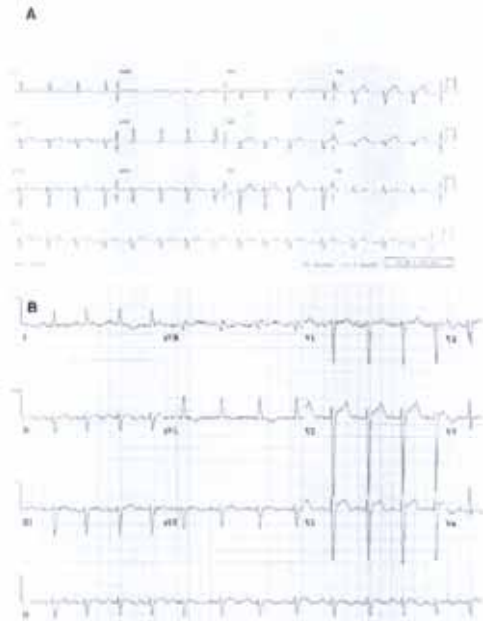


Figure 1. Electrocardiogram showing ST-T elevation from V<sub>1</sub> to V<sub>6</sub> at presentation (A) and after 72 hours showing T-wave inversions in V<sub>1</sub> to V<sub>6</sub> (B).

spontaneous coronary spasm at the time of presentation with this infarction, provokable testing has been performed in a select number of patients to demonstrate vasospasm. In one study provokable vasospasm was confirmed in only 21% of the patients (10 of 48),<sup>6</sup> whereas in another study ergonovine- or acetylcholine-induced single-vessel spasm occurred in 28% and multivessel coronary spasm occurred in 43% of patients.<sup>7</sup> A third study, however, showed focal spasm in only one patient (14%).<sup>22</sup> Thus, multivessel spasm even with provocation has been demonstrated only on an in-

traventricular basis and seems less likely to be the cause of this condition.

Impaired microvascular dysfunction as an alternative cause is being suggested by a few studies.<sup>23,24</sup> Significantly higher TIMI frame counts by angiography have been noted in this condition that suggest a no-reflow phenomenon from microvascular disruption. In addition, in a study by Kurisu et al,<sup>11</sup> decreased blood flow was demonstrated by thallium 201 single photon emission computed tomographic imaging in the apical segments. However, the defect on 123 BMIPP (3-methylthiohexyl pentadecano-



Figure 2. Left coronary angiogram demonstrating lack of significant coronary artery disease.



Figure 4. Left ventriculogram in end systole showing hypercontractility of basal segments with apical ballooning.



Figure 3. Normal right coronary angiogram.



Figure 5. Left ventriculogram in end diastole.

acid) imaging in the same patients was much more severe than the thallium defect giving an indication that fatty acid metabolism is more affected than the myocardial perfusion. In contrast to the above findings, Abe et al<sup>25</sup> using Doppler flow wire measurements in 3 patients and contrast echocardiography in one patient, found no demonstrable microvascular abnormality.

Thus, contrast perfusion echocardiography has been reported in only one prior patient. Ours is the second reported case and the first with a positive demonstration of the perfusion abnormality. Our case report gives validation to the disruption of microvasculature in this condition, by not only demonstrating an apical absence of perfusion in the immediate circumstances, but an improvement in

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Figure 6 Apical 4-chamber view in end systole showing basal hypercontractility and apical ballooning (A) and 72 hours later demonstrating resolution of apical ballooning (B).



Figure 7 Perfusion echocardiograms in end systole in apical 4-chamber view with large defect in apex and distal septum (arrow) (A) and showing minor apical perfusion defect after 72 hours (arrow) (B).

the perfusion defect within 72 hours after the first study.

The cause of this microvascular dysfunction is not very clear, but it is suggested that emotional

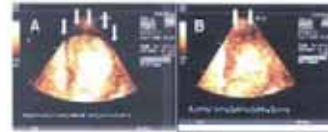


Figure 8 Another view of perfusion echocardiogram in end systole in apical 4-chamber view with large defect in apex (arrow) (A) and showing repeated perfusion echocardiogram after 72 hours in apical 4-chamber view with only small defect of apex (arrow) (B).

or physical stress causes a release of catecholamines similar to the proposed mechanism in neurogenic stunned myocardium. In rat models, stress has been shown to stimulate  $\alpha$ - and  $\beta$ -adrenoceptors that causes activation of the p44/p42 mitogen-activated protein kinase leading to cell apoptosis.<sup>15</sup> A catechol surge caused by physical or emotional stress could lead to microvascular disruption and metabolic changes without the significant macrovascular involvement as observed in Tako tsubo cardiomyopathy.

### Conclusions

This is the first detailed case report of a perfusion echocardiogram performed in this rare but increasingly recognized condition in the Western population. Perfusion echocardiogram gives us an insight about the possibility of microvascular dysfunction as the cause of this cardiomyopathy.

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EXHIBIT  
8  
1-9-07 PS

## Sequential Transthoracic Ultrasound Assessment of Coronary Flow Reserve in a Patient with Tako-tsubo Syndrome

Rodolfo Corso, MD, Maurizio Galdieri, MD, FESC, Antonino Mione, MD, Pasquale Imelli, MD, Germano Provenza, MD, and Giovanni Cicozzo, MD, Salerno and Naples, Italy

We report a case of a 70-year-old woman with Tako-tsubo syndrome admitted to the hospital with typical chest pain and electrocardiogram changes in anterior precordial leads suggesting acute coronary syndrome. Coronary angiography demonstrated normal coronary artery and left ventriculography the typical apical ballooning of Tako-tsubo syndrome. Transthoracic echocardiographically de-

rived coronary flow velocity reserve by adenosine was lower than normal (1.54) in the acute phase and improved after 1 month (2.68). At this time, electrocardiogram normalization also occurred. Our report supports the hypothesis that coronary microvascular dysfunction might be a determinant of Tako-tsubo syndrome. (J Am Soc Echocardiogr 2006;19:1402.e5-e8.)

A 70-year-old woman with a history of cigarette smoking and arterial systemic hypertension, but not myocardial infarction, was referred for exertional dyspnea and chest pain that began 6 hours earlier as a result of emotional stress. At admission, no cardiac murmur was appreciated, whereas few rales in the basal part of the lungs could be heard. Blood pressure was 150/90 mm Hg. Electrocardiogram at rest showed a S-T segment elevation in leads V<sub>1</sub> to V<sub>3</sub> (Figure 1, A). Blood test revealed normal myocardial enzyme levels but a slight increment of troponin I (1.05 ng/mL; normal value < 0.01 ng/mL). Two-dimensionally derived left ventricular (LV) ejection fraction (Simpson's modified method) was 40% because of apical akinesis and hyperkinesis of basal LV myocardial segments. Doppler interrogation of mitral inflow showed a pattern of LV abnormal relaxation (peak early transmitral flow velocity/peak atrial transmitral flow velocity [E/A] ratio = 0.90 and E velocity deceleration time = 280 milliseconds). Trivial mitral regurgitation was also detected, whereas no evidence of pericardial effusion was visualized. Subsequent coronary angiography revealed normal coronary arteries (Figure 2). The ventriculography showed, however, LV enlargement and anteroposterior akinesis and basal hyperkine-

sis (Figure 3), conferring a typical aspect known as tako-tsubo (Japanese definition of container for octopus). The day after, an ultrasound assessment of coronary flow was performed in the distal left anterior descending coronary artery, before and after intravenous adenosine infusion (0.14 mg/kg in 90 seconds).<sup>1</sup> Coronary flow reserve (CFR) was calculated as hyperemic to resting diastolic peak flow velocity ratio. By this method, a value of 1.54 was obtained, it being the result of a reduced increase of hyperemic flow velocity (Figure 4). After the resolution of the acute phase, the patient remained asymptomatic during the entire hospitalization period. At hospital discharge, electrocardiogram showed negative T waves in anterior precordial leads (Figure 1, B). Treatment with ranolazine (5 mg/d) and metoprolol (50 mg/d) was prescribed. One month later, the patient was asymptomatic and electrocardiogram findings appeared normal (Figure 1, C). At that time, the echocardiogram showed a normal regional wall motion, with LV ejection fraction of 65%. Transmitted E/A ratio was 0.85 and deceleration time was 310 milliseconds. CFR repeated at this time was 2.68 with a substantial improvement of hyperemic coronary diastolic peak flow velocities (Figure 4).

### DISCUSSION

Tako-tsubo syndrome, first described in Japan, is a clinical condition characterized by transient apical akinesis despite normal coronary angiography and reversible, severe LV dysfunction.<sup>2</sup> In the acute phase, LV angiograms show extensive systolic ballooning taking the shape of a container traditionally

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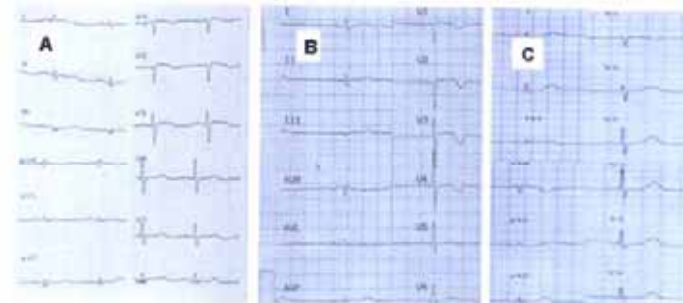


Figure 1. Resting electrocardiogram (ECG) in acute phase (A), at hospital discharge (B), and 1 month later (C). A, ECG at hospital admission (acute phase) shows S-T segment elevation in V<sub>1</sub> to V<sub>3</sub>. B, ECG at discharge shows mild persistence of S-T segment elevation, accompanied by T-wave inversion in anterior leads (V<sub>1</sub>, V<sub>2</sub>, V<sub>3</sub>). C, One month after hospital discharge, complete normalization of T wave can be appreciated.

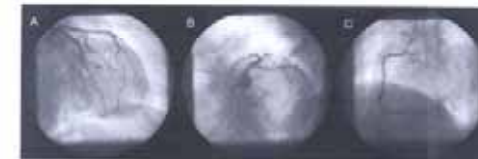


Figure 2. Coronary angiography shows no evidence of significant epicardial coronary artery stenosis in left (right anterior oblique view [RAO] 30° [A]) and left anterior oblique view (LAO) 55° [B] or right (LAO 45° [C]).

used in Japan to catch octopus and known as tako-tsubo. Alternative definitions of this syndrome are stress cardiomyopathy and transient LV apical ballooning. Tako-tsubo syndrome is triggered by severe emotional or physical stress, and generally mimics the picture of an acute myocardial infarction.<sup>3</sup> The clinical presentation includes typical angina pectoris, life-threatening ventricular arrhythmias, cardiogenic shock, or a combination of these.<sup>4</sup> The differential diagnosis takes into account other diseases characterized by reversible myocardial dysfunction as myocarditis, cardiotoxicity (especially by cocaine), endocrine disturbances, infiltrative processes (hemochromatosis, cardiomyopathies, or both), and neurogenic vascular disorders.<sup>5</sup> In the majority of cases, Tako-tsubo syndrome is observed

in postmenopausal women and has a favorable prognosis.<sup>6</sup>

Transthoracic Doppler echocardiography allows visualization of the middle and distal part of left anterior descending coronary artery and is useful for noninvasive assessment of CFR.<sup>14</sup> Coronary flow velocity pattern and CFR reflect coronary microvascular function under stable hemodynamic conditions and in the absence of epicardial coronary artery stenosis.<sup>15</sup> Abnormal coronary flow has recently been reported in patients with stress-related myocardial dysfunction who present normal coronary angiography results.<sup>9</sup> A recent study documented a significant reduction of CFR of the 3 coronary arteries and its improvement during follow-up of patients with Tako-tsubo syndrome by

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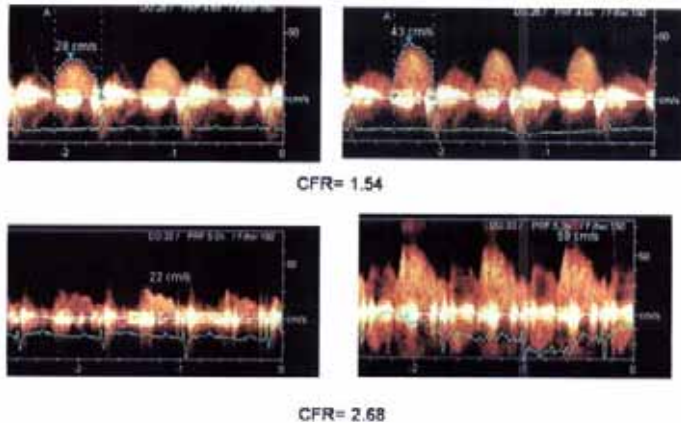
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Ciro et al 1402.e7



**Figure 3** Left ventriculography in right anterior oblique view (RAO), end diastole (A) and end systole (B). Left ventricular (LV) midapical segments are akinesis, whereas LV basal segments are hyperkinetic, conferring typical aspect of Tako-tsubo syndrome.



**Figure 4** Flowing and hyperemic coronary flow by transthoracic Doppler echocardiography of left anterior descending coronary artery in acute phase (top) and 1 month later (bottom). Coronary flow velocity pattern at rest (left) and after adenosine infusion (right). Improvement of coronary flow reserve (CFR) from 1.54 to 2.68 can be observed. Improvement is in part caused by decrease of coronary diastolic peak flow velocity at rest (28–22 cm/s) but above all by increase of hyperemic flow velocity (42–59 cm/s).

invasive Doppler flow wire.<sup>10</sup> In addition, the deceleration time of diastolic velocities of all coronary arteries was decreased in the first phase and increased during follow-up, thus, appearing as a particular sign of this syndrome. In our patient, trans-

thoracic Doppler-derived CFR was abnormally reduced in proximity of the acute event whereas it appeared substantially improved after 1 month. Although no apparent variation in the deceleration time of coronary velocities was detectable between

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initial and predischarge tracings, we need to take into account how the measurement of this parameter is much more difficult and less reliable by using the transthoracic method than by using Doppler flow wire. However, also in our patient, the improvement of CFR paralleled the complete recovery of LV myocardial function. Worthy of note, a previous experience by cardiac magnetic resonance imaging also showed reduced CFR and regional defects in such patients,<sup>11</sup> suggesting the presence of sympathetic induced dysfunction of coronary microcirculation.<sup>12</sup>

The origin of Tako-tsubo syndrome remains unclear.<sup>7</sup> Several mechanisms have been proposed to explain transient apical akinesis including multivessel epicardial or microvascular spasm mediated by abnormal activation of adrenoceptors and catecholamine-induced myocardial stunning.<sup>12</sup> To our knowledge, our case report is the first to demonstrate a reduction of CFR in Tako-tsubo syndrome and its subsequent improvement paralleling the recovery of LV function by the sequential use of transthoracic Doppler echocardiography. Our findings confirm the occurrence of severe microvascular damage and its reversibility, supporting the hypothesis that coronary microvascular dysfunction might have a hinge role in the pathogenesis of Tako-tsubo syndrome.

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**SCIENTIFIC LETTER**

**Tako-tsubo transient left ventricular apical ballooning: is intravascular ultrasound the key to resolve the enigma?**

B Ibanez, F Navarro, M Cordoba, P M-Alberca and J Farre

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Accepted  
10 March 2004

**Abbreviations:** ACS, acute coronary syndrome; CAD, coronary artery disease; EEM, external elastic membrane; IVUS, intravascular ultrasound; LAD, left anterior descending; LCSA, lumen cross sectional area; LV, left ventricular; PB, plaque burden; RAO, right anterior oblique; Tnl, troponin I

**Keywords:** tako-tsubo; apical ballooning; myocardial stunning; intravascular ultrasound; vulnerable plaque

The first 150 words of the full text of this article appear below.

A new cardiac syndrome exhibiting transient left ventricular (LV) apical ballooning has been widely described in Japan. Conversely, there are few series outside Japan.<sup>1,2</sup> This syndrome usually affects elderly women, frequently preceded by emotional/physical stress.<sup>1,2</sup> These patients present with chest pain, ECG abnormalities, and minimal enzymatic release, mimicking an anterior wall acute coronary syndrome (ACS). LV contractility recovers in several days. Today, the aetiology remains unknown. Systematically, coronary artery disease (CAD) has been ruled out because of the wide akinetic area and absence of significant coronary artery stenosis on angiography. Recently we have published that tako-tsubo patients have a well developed left anterior descending (LAD) coronary artery, suggesting that the

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Tako-tsubo transient left ventricular apical ballooning: is intravascular ultrasound the key ... Page 2 of 3

akinetic area could be supplied by LAD alone.<sup>1</sup>

To test the hypothesis that a ruptured coronary plaque could be the underlying aetiology of this syndrome we prospectively performed intravascular ultrasound (IVUS) examination in five consecutive ... [Full text of this article]

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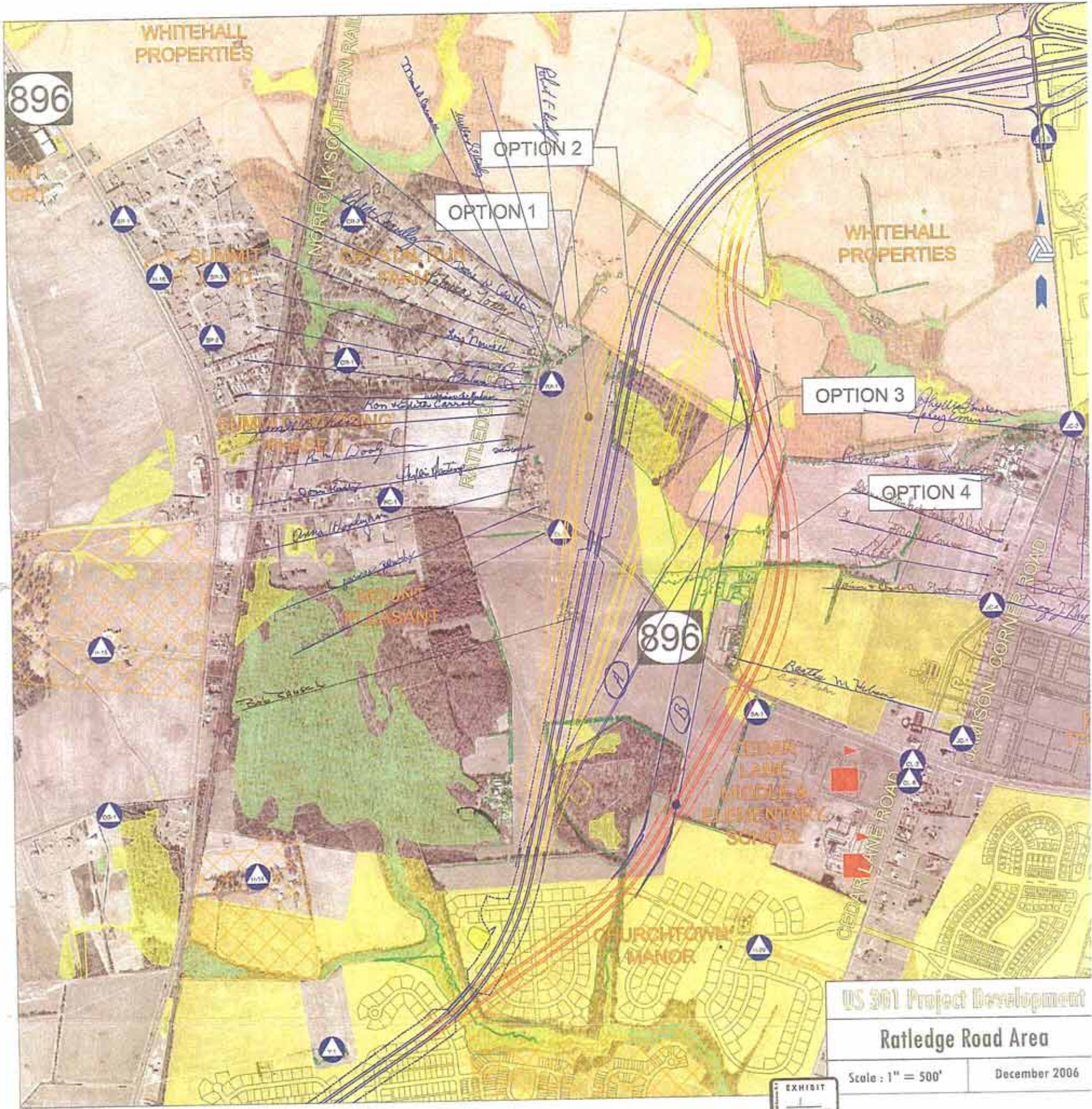
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STATE OF DELAWARE  
DEPARTMENT OF TRANSPORTATION

IN RE: U.S. 301  
PROJECT DEVELOPMENT

PUBLIC HEARING

Middletown Fire Hall  
27 West Green Street  
Middletown, Delaware

Tuesday, January 9, 2007  
4:00 p.m. - 10:00 p.m.

TRANSCRIPT OF PROCEEDINGS

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## List of Persons Providing Testimony

Donald Cooke  
Robert McCoy  
Paul Lower  
Sandra Reddy  
Mark Lasko  
Betty Baker  
Tom Young  
Tom Young, Jr.  
Cindy Marando  
Linda Bonet  
Chip Irons  
Peggy Thomas  
Nancy Leonard  
Landon Carroll  
John McTaggart  
Brad Barrie

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2

1 DONALD COOKE: I'm just concerned about the  
2 spur. I'm from Chesapeake Meadow. I just would like to  
3 know how close to the development, Chesapeake Meadow  
4 development, will the spur go, how close it will be.  
5 It's my understanding that the state owns quite a bit of  
6 property through there, and, if at all possible, I'm  
7 wondering if it could be moved further west if, in fact,  
8 the spur is approved, further west of Chesapeake Meadow,  
9 to avoid any problems with the playground as was --  
10 there's a playground for the development right near the  
11 proposed highway, the spur.

12 That's basically all. If at all possible,  
13 just try to move that further out in the field as opposed  
14 to being right next to the development.

15 That's it.

16 ROBERT MCCOY: Let me just tell you what  
17 I'm going to tell you first, and I don't know what words  
18 you want to put it down in, but I work for the Welfare  
19 Foundation, and the Whitehall Delaware, LLC, that owns  
20 approximately 2000 acres along the C & D Canal that's  
21 referred to as the Whitehall property. And we do not  
22 object to the 301 crossroad entering our property on the  
23 wetlands on the north side of the Mount Pleasant-Boyd's  
24 Corner Road. And we want to make sure that a good

## Response to Donald Cooke

Thank you for your statement.

The alignment of the Spur Road was shifted to the west to accommodate the construction of the visual screening berm. The toe of the berm will be at least 100 feet from any property lines at the southern end of Chesapeake Meadow, where it will be the closest.

The proposed berm would be 11 feet high in this location; continuous safety fencing will also be installed on both sides of the Spur Road to prevent pedestrian access to the highway.

## Response to Robert McCoy

Thank you for your statement.

We appreciate the support of the Welfare Foundation and Whitehall Delaware, LLC, for the farmers in the Ratledge Road area. DelDOT has worked with the environmental resource agencies, the Army Corps of Engineers and the farmers, owners and neighbors in the Ratledge Road community to develop an alignment for this portion of the Preferred Alternative that will avoid and/or minimize, to the greatest extent possible, impacts to active farmlands and minimize impacts to the wetland area.

DelDOT received the map proposing Option 4B, with signatures as noted, during the Public Hearing. [Option 4B is a hand-drawn alignment that would traverse the distance between Boyds Corner Road and Jamison Corner Road approximately 1,500 feet east of the alignment presented in the DEIS (shown on this map as Option 1)]. DelDOT is committed to working with the environmental resource agencies, the Army Corps of Engineers and the farmers, owners and neighbors in the Ratledge Road community to develop an alignment for this portion of the Green North Alternative that will minimize, to the greatest extent possible, impacts to active farmlands and minimize impacts to the wetland area.

To this end, representatives from the Ratledge Road/Jamison Corner neighborhood, Corps of Engineers, FHWA, DelDOT, DNREC, the Delaware

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1 decision is made and that the rights of farmers on either  
2 side of this wetlands who have owned properties for many  
3 generations are not trampled on as opposed to putting the  
4 road on the wetlands. Because I think a number of the  
5 farmers believe that we have asked for the road to be put  
6 on their land as opposed to ours, and that is just not  
7 so.

8 Thank you.

9 PAUL LOWER: I don't understand why this  
10 road has not been built a long time ago. I have been  
11 going through this area since I was -- I have only lived  
12 here since '99, but I have been going through this area  
13 since 1955, and I remember when the new Summit Bridge,  
14 301 bridge, was built I think in the early '60s. And, of  
15 course, there's traffic and the truck traffic. The  
16 traffic through down this highway, through Middletown, is  
17 horrible. I almost got hit a couple times. I was making  
18 a left turn, the arrow to make the left turn, and a  
19 tractor-trailer started to pull through the light even  
20 though he had the red light. So much truck traffic  
21 through here anymore. I saw the sign down there.  
22 There's a lot of truck traffic uses 301 rather than I-95,  
23 which is also a very congested corridor, and I saw this  
24 thing about 10 years, and in 10 years this is going to be

News Journal and the Project Team met in the field on January 30, 2007, to review the existing environment in the vicinity of the proposed options. Follow up meetings have been held to discuss ongoing concerns and design an alignment that would preserve the affected farm properties and homes while minimizing impacts to wetlands in the area.

As a result of the community's concerns and ongoing consultation, DelDOT is proposing the Option 4B Modified alignment as the preferred alignment of new US 301 in this area. Option 4B Modified essentially is aligned on the DP&L corridor from south of the Cedar Lane School complex to the boundary of the Whitehall properties, where it then curves to the east toward Jamison Corner Road. DelDOT is also proposing a minimization and mitigation package that will compensate for the increased impacts this alignment will cause to wetlands and forest, in coordination with the resource agencies. The option and commitments in the mitigation package are included in the FEIS and ROD.

## Response to Paul Lower

Thank you for your statement.

We anticipate completion of the FEIS in the fall of 2007. Following FHWA's issuance of the Record of Decision (ROD), engineering design and right-of-way acquisition is estimated to take up to four years (2008-2011), with construction following, beginning in 2012. Construction could take from four to 10 years to complete depending on funding.



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1 out of date.

2 I guess that's my main concern. I hope  
3 this thing don't take 10 years to get built. Of course,  
4 they have been fighting over where it's going to go for  
5 what, about a year or so now? Because you got all these  
6 people, all these homes they built over here now that  
7 weren't there years ago that were just farm ground. It  
8 wasn't worth two cents and now the ground is worth a  
9 fortune. Going to cost so much more to build it now than  
10 what it would have cost to build it 20 years ago. In  
11 fact, Dick Janney, Joann Armstrong's husband, who owns  
12 the Armstrong farm up here, he told me they was supposed  
13 to build it about 15 years ago. I don't know what  
14 happened to that.

15 I guess my main concern is get this thing  
16 done. Pick a plan, let's go with it, get it done.

17 I guess that's about it.

18 SANDRA REDDY: I don't want 301 in my  
19 backyard. As a member of Mid Farms Civic Association, we  
20 have had many meetings of these different routes of the  
21 highway. It's going to take out three of our neighbors:  
22 The Marandos, the Wrzburgs, and the Marsalis. And their  
23 lives will change forever.

24 Also, I'm glad 301 is not directly in where

## Response to Sandra Reddy

Thank you for your statement.

DelDOT recognizes that the new roadway on its new alignment will have an adverse effect on some members of the community, including your neighbors. We appreciate your concern and your request to move the alignment to avoid impacts to properties in your neighborhood. We may not be able to accommodate all of these requests, but we will evaluate your request, as well as others of a similar nature, during the next phase of design for the project. The loss of active farmland and open space is an issue of concern to DelDOT as well. During the design phase, we will continue to work to minimize the impact of the roadway on the community, farmlands, and the natural environment.

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1 they were originally going to make it. But they're  
2 taking away a lot of open space and farmland. So  
3 basically what we're getting is just more cars and more  
4 highways. And it's not really the growth. They just  
5 keep building homes down there and there's no -- it's not  
6 going to stop. We're still going to be in gridlock, I  
7 think.

8 I wish 301 was closer to the original 301  
9 because of the habitat of like animals. And I wrote it  
10 down so I wouldn't forget. Basically I'm concerned about  
11 the habitat of all the animals back there. Like we do  
12 have deer, foxes. We do have some barn eagles.  
13 Basically, if it was closer to 301, I don't think it  
14 would be as effective as putting it right through the  
15 center of the farmland where it is designated.

16 Also, I feel like that could be made  
17 into -- instead of a highway, a major highway, I think it  
18 could be made into like a bike route for the kids to get  
19 safely to Appoquinimink High School. They could be like  
20 walker trails there and bike trails instead of a major  
21 superhighway. If the berms are going to be built to  
22 prevent the noise, they have to add lots of trees all  
23 along the whole route.

24 That's basically it. They're going to put

## Response to Sandra Reddy (continued):

Planning for US 301 has continued off and on for many years, and, with the Spur Road, the western portion of US 301 does follow the originally-recommended route for the new alignment near Midland Farms.

DeIDOT will be considering wildlife passages in the design of new US 301 to accommodate the movement of wildlife; the locations of these passages will be finalized during final design.

Finally, DeIDOT obtained sufficient right-of-way when it purchased the property along the ridge route to accommodate a pedestrian/bicycle pathway. Based on comments received from members of the community, we will consider the accommodation of a combined pedestrian/bicycle path in the design of the Spur Road. Additionally, during final design, stormwater management facilities may include swales and roadside ditches, rather than ponds, thereby lessening the associated impacts.

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1 a pond in someone's lot. So they're going to be taking  
2 an amount of farm. So they're going to have to pay  
3 higher taxes. So I think they should move that pond  
4 somewhere else.

5 MARK LASKO: I'm very glad to see that the  
6 preferred route is the Green Plus Spur Route here in  
7 Middletown, Delaware. That protects a number of things I  
8 care about. Certain wetlands that are being protected,  
9 the Middletown Baptist Church, which I attend. I'm very  
10 thankful that's being done. Thankful for the help that  
11 we have gotten along the way from the 301 planning  
12 meeting and the people that are here. Appreciate it. I  
13 have enjoyed the process, and I'm looking forward to it  
14 being over, as I'm sure you are as well.

15 That's it.

16 BETTY BAKER: For the Hobson family, we are  
17 tired of people who have moved into these new  
18 developments complaining about the new road and noise  
19 impact on their homes. They will still have their homes.  
20 You are taking people's homes and land that have been  
21 here for 30, 40, and 50 years or more. This is very  
22 unfair, because the new development is what is causing  
23 all this traffic. You should have done this 40 years  
24 ago. It is impossible to do this now with all the new

## Response to Mark Lasko

Thank you for your statement

## Response to Betty Baker

Thank you for your statement.

DelDOT received the map proposing Option 4B, with signatures as noted, during the Public Hearing. [Option 4B is a hand-drawn alignment that would traverse the distance between Boyds Corner Road and Jamison Corner Road approximately 1,500 feet east of the alignment presented in the DEIS (shown on this map as Option 1)]. DelDOT is committed to working with the environmental resource agencies, the Army Corps of Engineers and the farmers, owners and neighbors in the Ratledge Road community to develop an alignment for this portion of the Green North Alternative that will minimize, to the greatest extent possible, impacts to active farmlands and minimize impacts to the wetland area.

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1 homes in the area. You are causing the same problems in  
2 this area that the majority of the people moving into  
3 this area are moving away from.

4 We chose the Green North Route, except move  
5 the Green North Route east into the land DP&L purchased  
6 and through the land of Whitehall connecting to Boyd's  
7 Corner Road. Green North Option 4B. This will miss most  
8 of the Woolenham family farm, move it away from the  
9 school and 10 feet from the Hobson home and miss one of  
10 the remaining dairy farms in Delaware, the Emersons.

11 Open land is very important to keep this  
12 area rural. Once the farmland is gone, there is no way  
13 of getting it back. After all, most of the people moving  
14 down in this area want the peaceful country setting. The  
15 wetlands in this area are mostly man-made. When DP&L  
16 bought the land, they dug out a road that blocked the  
17 natural flow of the water. Our grandfather farmed that  
18 ground when we were children and well into the '70s.

19 Bertha Hobson Family, 657 Boyd's Corner  
20 Road, Middletown, Delaware, 19709.

21 TOM YOUNG: I don't agree with the decision  
22 of going with Brown North, and one of the big reasons is  
23 that it's not -- the way it's coming in by St. George's  
24 Vo-tech in that area, it's bypassing our existing toll

## Response to Betty Baker (continued):

To this end, representatives from the Ratledge Road/Jamison Corner neighborhood, Corps of Engineers, FHWA, DeIDOT, DNREC, the Delaware News Journal and the Project Team met in the field on January 30, 2007, to review the existing environment in the vicinity of the proposed options. Follow up meetings have been held to discuss ongoing concerns and design an alignment that would preserve the affected farm properties and homes while minimizing impacts to wetlands in the area.

As a result of the community's concerns and ongoing consultation, DeIDOT is proposing the Option 4B Modified alignment as the preferred alignment of new US 301 in this area. Option 4B Modified essentially is aligned on the DP&L corridor from south of the Cedar Lane School complex to the boundary of the Whitehall properties, where it then curves to the east toward Jamison Corner Road. DeIDOT is also proposing a minimization and mitigation package that will compensate for the increased impacts this alignment will cause to wetlands and forest, in coordination with the resource agencies. The option and commitments in the mitigation package are included in the FEIS and ROD.

## Response to Tom Young:

Thank you for your statement.

The ability to collect tolls on new US 301 in the vicinity of the Maryland/ Delaware state line is integral to the overall tolling concept for the new US 301. Rather than passing vehicles through two toll plazas, the Green North Alternative brings traffic into SR 1 north of the Biddles Corner Toll Plaza. Another option under consideration at this time is the collection of tolls through Open Road Tolling (ORT), where collection is accomplished by reading an in-vehicle transponder (EZ-Pass) or by photographing license plates. In either case, the collection of tolls would not result in the creation of a new branch in DeIDOT since toll collection is already consolidated within its own unit in DeIDOT.

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1 collection system. If we insist on making this a toll  
2 road, we set -- we spent \$18 million to set Biddles  
3 Corner up to handle this sort of volume, and to make a  
4 duplicate effort is a high waste of state funds that were  
5 set up to do this.

6 In addition, the idea that it's -- setting  
7 this up and not using the existing real estate of SR 1,  
8 which I feel would be the optimum route for what they're  
9 doing and incorporate the toll collection system on the  
10 SR 1, I feel we would be creating extra personnel  
11 positions, extra jobs, and a whole additional branch of  
12 DeIDOT just to handle -- if 301 were to be consolidated  
13 into -- it could all be downsized into one program.

14 In addition, with the way the Purple goes,  
15 I believe also that it's a shorter route than the Green,  
16 and the environmental impacts are very close to similar,  
17 and I think in the long-run in the 10-to-50-year plan,  
18 running that route and using that existing infrastructure  
19 will pay off in the long-run by not having the  
20 duplication of the toll collection system.

21 Another fact to bring up is also that some  
22 of the area that the Green Route is coming through was  
23 once listed as dedicated agricultural preserve and has  
24 been shifted off to build the St. George's Vo-tech.

## Response to Tom Young (continued):

We appreciate your preference for the Purple Alternative and the reasons you have for preferring it over the Green North Alternative. The reasons for DeIDOT's recommendation of Green North as the preferred alternative, and the reasons why the other alternatives were not recommended, are documented in Chapter V of the DEIS, in the public workshops and public hearings displays and handouts, and in Chapter II of the FEIS.

DeIDOT does not intend to collect tolls twice on US 301 from vehicles using the facility. Bypassing the existing SR toll plaza has always been included in the project.

DeIDOT continues to explore funding options, in light of the shortfall in funding for transportation projects.

DeIDOT has considered the locations of existing and planned communities in the planning of the alignments of all of the alternatives. We agree that existing communities and the potential impacts to them are more important than those still in the planning stages. Consideration is also given to existing natural resources.

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1 St. George's Vo-tech used to be listed as a dedicated  
2 agricultural preserve and it's been finagled where it's  
3 no longer -- it's a high school now. It's not a  
4 dedicated agricultural preserve. Now they're considering  
5 putting a highway right along that, too.

6 Another concept is that I also don't like  
7 301 being separated from that because I'm against the  
8 privatization issue that they're considering doing. I  
9 think it's just a bad idea that if a private company can  
10 make money and make that thing work, why can't our state  
11 of Delaware? I feel it's a sell-out for the people of  
12 the state of Delaware and DelDOT. I'm hoping that  
13 there's not some sneaky plan, if you will, on the books  
14 to already privatize this sort of thing and separate it  
15 and hang this kid's generation up for some way where they  
16 can get the money and spend it all today on projects and  
17 leave the future generations with the bag that we leave  
18 them holding for 99 years or something like that. I feel  
19 that's very improper and immoral to do to the future  
20 generations of this state of Delaware.

21 Most of all I'd also like to encourage that  
22 where they would take less into consideration of  
23 communities that are not built yet versus communities  
24 that are existing and built when there was the original

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1 301 plan that was on the books with the bridge route and  
2 basically following the road -- Boyd's Corner Road. The  
3 Boyd's Corner Road going across there where that was  
4 originally on record for where it would be -- that's  
5 where they should come out. Communities were planned and  
6 built around that as a state plan that was in place and  
7 now they're changing it and also giving preference to  
8 communities that weren't built where someone could move  
9 into a neighborhood and know, hey, this is where 301 is  
10 going to be. Let's be fair. People who aren't there yet  
11 knowing there's a highway coming in there have a -- it's  
12 more of a fair deal for them because they will know it's  
13 there versus as much of a surprise it was to me to find  
14 out that they were going to put the Green North Route up  
15 there where it was all scheduled for either preserve or  
16 planned community and open space.

17 That's it for me.

18 TOM YOUNG, JR.: I have to say with me  
19 being just an upcoming driver, I just got my blue slip.  
20 I'm about ready to turn it in to DMV and all. If we get  
21 that road, like my dad said, it's going to lead up to a  
22 toll road, I may take that 301 and may lead up to the  
23 toll road, and I'd say that that would really stink to  
24 just like have to pay that toll just to get to and from

## Response to Tom Young, Jr:

Thank you for your statement.

The new US 301 is proposed as a toll facility; i.e., those who use the facility will pay for the facility. Tolls are also collected as a means to contribute to the funding of the roadway; i.e. used to pay off revenue bonds sold to fund the project.

Local roadway connections will still be available, toll free, for local trips.

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1 school. Basically I would be paying like what, a buck 50  
2 to get my education, more than what we would be paying on  
3 our taxes.

4                   Also, if it's going to be going up there  
5 again he said, originally it was supposed to be  
6 agricultural plans, now it's a high school. There's  
7 going to be sports fields. What would we do then? It's  
8 going to be just covered in asphalt later. That just  
9 really ruins it for the next couple generations. 301 is  
10 just behind our house making a bunch of noise with  
11 construction and noise and traffic and tools going off.  
12 Would really bug those that have to get up about 3:00,  
13 4:00 in the morning. It's just all in general it just  
14 stinks.

15                   That's it.

16                   TOM YOUNG: I think we both agree the  
17 Purple alternative is the better one.

18                   TOM YOUNG, JR.: Doesn't mess with much  
19 agriculture. Far away. Doesn't mess with much  
20 community.

21                   TOM YOUNG: That's it.

22                   CINDY MARANDO: We accept the fact that  
23 DeIDOT -- we are Mike and Cindy Marando. Our house at  
24 430 Armstrong Corner Road will be considered eminent

## Response to Cindy Marando:

Thank you for your statement.

Generally, right-of-way acquisition is anticipated to begin in fiscal year 2008, following the receipt of the Record of Decision (ROD) and the announcement of the Selected Alternative. In the case of hardship or protective buying, early acquisition will be accomplished following application and review of the request by the Department on a case-by-case basis.

Future changes in property values along the new US 301 corridor cannot be predicted nor can the values associated with such changes be determined, because other factors along with the highway will influence those changes. DeIDOT will design the new US 301 to avoid or minimize the effects of the new highway on property values to the best extent possible.

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1 domain for this new U.S. 301 road. We accept the fact  
2 that DelDOT will be forced to take our house in order to  
3 meet the objectives of the new U.S. 301. We understand  
4 the efforts of DelDOT's engineers and project managers to  
5 select the most effective road and the enormous  
6 undertaking that was required to achieve this decision.

7           It is imperative to us that DelDOT  
8 understands the sacrifice that we are making to  
9 graciously leave our home. We have lived in the house  
10 for 19 years, and it was primarily built by ourselves;  
11 customized to our family. Through the years we have made  
12 other additions consistent with our preferred way of  
13 life.

14           To be clear, the taking is not just of a  
15 property but a way of life. To fully replace this way of  
16 life, it requires us to relocate further downstate,  
17 further from our employments in Wilmington. We have  
18 enjoyed the best of both worlds. We realize it will  
19 probably require two moves for us to be whole again. One  
20 now to allow our children to finish school and another  
21 closer to retirement. We can only ask -- we could only  
22 hope that the State of Delaware will go above and beyond  
23 fairness for a just and speedy settlement.

24           LINDA BONET: My name is Linda Bonet. I

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1 live at 810 Woodline Drive, which is in Middletown  
2 Village. My backyard faces Choptank Road, Route 15, and  
3 I understand that the Green Route, which is preferable,  
4 is going to be 600 feet from my backyard. And I am  
5 concerned about visual pollution, noise pollution,  
6 drainage, berm and vegetation, and as well as the other  
7 alternative routes that are available and the meeting  
8 that just presented why they were not chosen.

9 My concern is that this isn't really going  
10 to solve the problem that we are trying to solve, which  
11 is the truck traffic. And I would like consideration to  
12 be given to not doing 301 at all. Just the other  
13 projects like the 95, Christiana, rerouting they're doing  
14 over there.

15 But the real issue is the tolls. The  
16 trucks do not want to pay the tolls. They go on 301 to  
17 avoid that. If we had a toll on 301, just a lane for  
18 trucks that would not allow them to pass, something that  
19 would be height monitored that they had to be a certain  
20 height, they would have to pay a toll. I think there's  
21 more benefit to putting a toll in a place where they're  
22 coming to take refuge of not having tolls. And then also  
23 the traffic issue will be secure. Just one lane just for  
24 trucks and that toll somewhere on 301. There's enough

## **Response to Linda Bonet:**

Thank you for your statement.

The construction of an additional lane on existing US 301, between Peterson Road and Mount Pleasant, has been evaluated by the Project Team. The alignment would have to be designed to avoid three historic properties along the existing alignment, and potential impacts to businesses and residences would be extraordinary.

The installation of a toll collection facility on the existing US 301 roadway, with its many access points, would not provide a reliable method of collection.

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1 areas on 301 that we could do that. It would be far less  
2 expensive, less invasive, and probably less  
3 time-consuming as far as the project's time frame is  
4 concerned. This is going to be a 20-year project, from  
5 what I understand.

6           The other concern I have is the nature,  
7 environmental issues. I would like either DNREC or I  
8 don't know if the 301 project team or something to come  
9 out to where I am in my particular spot. There have been  
10 bald eagles. There was one training two babies to fly  
11 that we actual witnessed last spring. Early summer,  
12 spring. I should have videotaped it. I didn't. And  
13 there was box turtles in my driveway that were lost. I  
14 brought them to the pond which is right next to my house.  
15 There's always red foxes and deer in my backyard and the  
16 surrounding area. There's a little forest. There's  
17 hunting that goes on back there. There's serious  
18 environmental things that's happening that I have never  
19 seen. Come out there to check. I have been there three  
20 years now.

21           My other concern is the berm that they  
22 suggest that they will be putting up in order to reduce  
23 the noise. It has to be vegetation and forest in order  
24 to make a real impact. And I don't think that that's

## Response to Linda Bonet (continued)

The area to the west of Middletown Village is not anticipated to be disturbed for the construction of the US 301 project.

Visual and noise impacts for the residents of Middletown Village will be mitigated with the provision of a visual earthen berm between Middletown Village and the new US 301 roadway. The berm will provide visual screening for the community, as well as provide a measure of noise reduction. The proposed earth berm is 2,000 feet long and 16 feet high. Final dimensions of the berm will be determined during the final design. Construction of the earth berm will also eliminate noise impacts for western Middletown Village.

Landscaping will be determined during final design for the project, as will project lighting. Currently, lighting is only proposed for the roadway at interchanges and toll plazas.

DelDOT will meet with those directly and indirectly affected by the project to review the design plans and secure their input.

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1 what they will do initially.

2 And lights on the highway, they could shine  
3 into our homes. There's a whole row of homes there.

4 And we would like to be involved as a  
5 community, Middletown Village. I know personally that  
6 the civic association that I belong to would also like to  
7 be involved in the design phase, if there is one,  
8 regarding the Green Route with this. It affects all of  
9 us directly.

10 I think that's it. I know there's more,  
11 but I can't think of anything.

12 CHIP IRONS: My comment or concern is  
13 primarily with the Armstrong Corner intersection, and I  
14 understand Option 2A has been chosen, and I'd like to  
15 suggest Option 3 as a better alternative. Maybe this is  
16 selfish. I'm not sure.

17 I'm primarily looking at the fact that  
18 instead of the Yellow Route overall, we're getting the  
19 Green Route, which is twice as close to Fox Hunter  
20 Crossing where I live. That's fine. I'm comfortable  
21 with that. But we should -- I think residents who live  
22 to the west should at least be able to use the new bypass  
23 and access it in a more or less convenient way.

24 However, Option 2A interchange at Armstrong

## Response to Chip Irons:

See also the responses to Andye Daley's public testimony, January 8, 2007, in Section 1, pages 4-15.

Thank you for your statement.

We appreciate your preference for the different options in the Armstrong Corner Road area and the reasons you have for preferring them for the Green North Alternative. The reasons for DelDOT's preference is documented in Chapter V of the DEIS and in Chapter II of the FEIS.

Local access to the Spur Road is not proposed in order to discourage increased development west of US 301. Local traffic in southern Middletown is projected to use the spur, having only to pay the ramp toll (a small percentage of the overall toll) for access to and from the spur.



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1 Corner Road, to access it, I'd have to from the west  
2 cross over the spur road and then cross the bypass, hit  
3 the old 301 traffic light, wait for that light, take a  
4 left, go a 10th of a mile, wait for another traffic light  
5 to take the left and then take a ramp to go north on the  
6 bypass. Very inconvenient. I'm not sure how many extra  
7 minutes that would be compared to Option 3 where  
8 essentially the same thing coming from the west, I would  
9 go across the spur road and then right there where the  
10 bypass is, you'd have a left turn without a traffic light  
11 and get on the north route and you're off and going.

12                   So I'm not sure if it's a four-minute  
13 difference, five-minute difference. It's hard to gauge.  
14 But again, with this Green Route not being close enough  
15 to Fox Hunter Crossing, it seems we should at least be  
16 afforded the convenience of being able to reasonably well  
17 access the bypass north at the Armstrong interchange.

18                   It seems that Option 2A and 3 both impact  
19 wetlands. Option 3 I understand to the extent of  
20 1.7 acres more than Option 2A. That is a significant  
21 amount. So I'm hesitant because of that, but I also  
22 understand that often wetlands can be relocated. I'm not  
23 sure how easy that's done.

24                   Also, I'm glad that Option 3 does not

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1 impact the church as much as options 1 and 2. It's  
2 slightly closer to the church, and I understand the  
3 church would prefer it further away. But Option 3,  
4 whichever leaves the church unimpacted.

5 That's mainly it. I'd like to be able to  
6 offer up Option 3 as a more convenient way for residents  
7 to the west to take advantage of the bypass that's coming  
8 closer to them.

9 There's one more thing. As a disadvantage  
10 for Option 2A is the fact that it requires a wider bridge  
11 over the existing U.S. 301 and, as I understand it from  
12 engineers down there, effectively an extra lane, and that  
13 would be a significant cost, and that's a huge  
14 disadvantage for Option 2A.

15 That's it.

16 PEGGY THOMAS: Basically, the community of  
17 Summit Bridge Farms wants to remain a part of the  
18 planning process, the planning, the design process, as it  
19 continues to move. Since the spur road for this project  
20 directly impacts residents of Summit Bridge Farms, it's  
21 important that we particularly have input into the design  
22 process for this particular highway.

23 That's it. I just need to be on record as  
24 to say that we want to be involved going forward.

## Response to Peggy Thomas:

Thank you for your statement.

DelDOT will continue to include directly or indirectly affected communities and the public during the final design process.

# US 301 Project Development Final Environmental Impact Statement



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1                   NANCY LEONARD: Basically the same thing.  
2 Except Leara Farms is the development that I'm concerned  
3 about which is on the opposite side of the road from  
4 Summit Bridge Road. We want to make sure that we are  
5 continually notified about the process as it moves  
6 forward.

7                   Nancy Leonard, 339 Jessica Drive, Leara  
8 Farms, Middletown, 19709.

9                   LANDON CARROLL: When I ride the combine  
10 with Dicky -- I like farming and I ride with him on a  
11 combine and how it's so fun, and I would hate to see the  
12 farm go away because this big road is going there. And  
13 then with all the tolls, all the cars probably wouldn't  
14 go because of being a toll road. And for the trucks,  
15 they probably wouldn't like it because it would have a  
16 weigh station.

17                   Now I won't like it if that road gets built  
18 and I'm still there -- where I'm living now, it's going  
19 right behind my house, and when I play, I go outside with  
20 my dad and then I play ball and it's going to be a huge  
21 dirt pile where I'm looking at and I can hear all the  
22 stuff and I can't even talk to my dad when I'm playing.  
23 Now there's like 70 mile tractor-trailers coming right  
24 over that dirt pile because you never know that one of

## Response to Nancy Leonard:

Thank you for your statement.

DeIDOT will continue to include directly or indirectly affected communities and the public during the final design process.

## Response to Landon Carroll:

Thank you for your statement.

DeIDOT received the map proposing Option 4B, with signatures as noted, during the Public Hearing. [Option 4B is a hand-drawn alignment that would traverse the distance between Boyds Corner Road and Jamison Corner Road approximately 1,500 feet east of the alignment presented in the DEIS (shown on this map as Option 1)]. DeIDOT is committed to working with the environmental resource agencies, the Army Corps of Engineers and the farmers, owners and neighbors in the Ratledge Road community to develop an alignment for this portion of the Green North Alternative that will minimize, to the greatest extent possible, impacts to active farmlands and minimize impacts to the wetland area.

To this end, representatives from the Ratledge Road/Jamison Corner neighborhood, Corps of Engineers, FHWA, DeIDOT, DNREC, the Delaware News Journal and the Project Team met in the field on January 30, 2007, to review the existing environment in the vicinity of the proposed options. Follow up meetings have been held to discuss ongoing concerns and design an alignment that would preserve the affected farm properties and homes while minimizing impacts to wetlands in the area.

As a result of the community's concerns and ongoing consultation, DeIDOT is proposing the Option 4B Modified alignment as the preferred alignment of new US 301 in this area. Option 4B Modified essentially is aligned on the DP&L corridor from south of the Cedar Lane School complex to the boundary of the .

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1 them might come and smash through the dirt pile and hit  
2 our house.

3 I'm 10 years old.

4 JOHN McTAGGART: I just want to say that  
5 I'm not in agreement with the spur addition to the Green  
6 Route. The only people that will even get any use out of  
7 the road are people that aren't residents in the area.  
8 It seems that the bulk of the traffic wants to get away  
9 from the residential areas is the reason that the road is  
10 being put in, and a spur was something that was added to  
11 that route. I'm told that the reason behind the spur is  
12 because -- the main reason the people seen that it's even  
13 going in is because some of the property has already been  
14 purchased, and instead of putting the road through -- and  
15 the community that I'm living in, this road is taking --  
16 it's taking three homes and it's impacting every single  
17 home in our community, whether it's the road is taking  
18 your home or whether the road's going past your home,  
19 high elevations, ramps, the noise that's being at the  
20 community. And when I hear the talk -- we're not going  
21 to have any access to this road. It's all going to be  
22 people coming from Summit Bridge going down to Maryland.  
23 It doesn't seem to add any real value to the project. It  
24 doesn't seem -- we were told that the bridge was

Whitehall properties, where it then curves to the east toward Jamison Corner Road. DelDOT is also proposing a minimization and mitigation package that will compensate for the increased impacts this alignment will cause to wetlands and forest, in coordination with the resource agencies. The option and commitments in the mitigation package are included in the FEIS and ROD.

### **Response to John McTaggart:**

See also the response to Andye Daley in Section 1: Public Testimony – January 8, 2007, pages 4-15.

Thank you for your statement.

In the process that was used for the US 301 Project Development effort, alternatives evolve over time. Alternatives are proposed and eliminated (like the Blue Alternatives) and alternatives change (the addition of the spur to the Purple and Green Alternatives), based on continued analysis and public and agency input.

The public was informed of the Range of Alternatives, the Retained Alternatives, the Recommended Preferred Alternative and the Preferred Alternative. The Green Alternative (including a north and south option) has been under consideration from the beginning of the process and the Green + Spur option has been under consideration since December 2005 when the Retained Alternatives were announced. The addition of the Spur Road presented to the public at the December 2005 public workshops, was presented in considerable detail at the February 2006 “Issues” workshop, including its Purpose and Need, benefits, etc., and again at the April 2006 public workshops. The Green North + Spur was the Recommended Preferred Alternative announced by DelDOT in November 2006, as noted in the DEIS, and was presented as such at the January 2007 Combined Location-Design Public Hearings. Additionally, after every workshop/hearing, the Project Team mailed extensive documentation to community leaders including those from Chesapeake Meadow. DelDOT has been aware of the community’s “no spur” position as a result of the comments and petitions received during the workshops’ comment periods, including those from residents in Chesapeake Meadow and others.

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1 overloaded already and that's the reason that they wanted  
2 to take the traffic over to the new St. George's Bridge.  
3 I'm not sure what the name is.

4                   It seems like we're inviting out of state  
5 traffic to get to not use the 301 intention of removing  
6 the traffic and we're bringing more through the  
7 residential communities, impacting my community, which is  
8 Mid Farms. It's taking half of us and it's dividing us  
9 into four quarters of a community instead of -- we're  
10 only a community of about 10 lots and we're going to be  
11 sectioned off into quarters. And then some of our  
12 neighbors, which aren't exactly called Mid Farms, their  
13 homes are being taken. We think that this would -- I  
14 think it's an opportunity -- would be an opportunity to  
15 maybe being -- all this land is being disturbed in the  
16 area, to maybe give back this property as parkland or  
17 something. And I've thought about -- in my opinion, what  
18 would be best would be if they made some kind of park  
19 where people who are impacted could have a place to go,  
20 take their kids. We have approved parkland north of the  
21 bridge, but there's no real parkland in our area. I  
22 think it would be nice that as much open space that's  
23 being taken from this whole project, if they were to make  
24 it some way that it was almost -- that people could even

## Response to John McTaggart (continued)

The Spur Road was added because:

- (1) it balances the available capacities of the Summit Bridge, SR 1 bridge and St. Georges Bridge crossings of the C&D Canal;
- (2) its addition provided flexibility in addressing the sharp curve and signal at the base of Summit Bridge at the intersection of SR 896, US 301, and SR 15; and
- (3) it will accommodate the 35% of through traffic that was identified in the Origin & Destination Survey, and confirmed by traffic projections, as desiring to access points directly north, while the US 301 mainline will accommodate the 65% of through traffic wishing to access I-95 and points to the northeast.

DelDOT will continue to consider the feasibility of adding a greenway trail adjacent to the east side of the Spur Road. Changes to the typical section of the Spur Road, such as an adjustment of the width of the median or reduced clearances could be evaluated to provide some additional outside width and include the proposed trail within the right-of-way without additional property acquisition.

# US 301 Project Development Final Environmental Impact Statement



21

1 bring their horses, maybe ride some trails or do stuff  
2 with their equestrians in this area because this tract of  
3 land we're talking about isn't super wide, but it would  
4 be a place where they could put horse trails in and maybe  
5 a track and a playground for kids.

6 Out in front of my home they would  
7 actually -- if they had put the road through, they would  
8 actually be closing the road in front of my house because  
9 the highway would be going through. The state owns both  
10 sides of that property. Even if they still closed the  
11 road, it would also make it a park that is accessible for  
12 people, but off of -- it would be easier to access  
13 because it would be off the major beaten path.

14 We just don't understand how -- why this  
15 spur got added, and it seems -- some people say it should  
16 be dropped, some people say it can't be dropped, and in  
17 reality it seems to me that it's just adding more traffic  
18 into the residential communities and uprooting a bunch of  
19 communities, going through a couple of extra communities.  
20 They're looking to taking some of the traffic off the  
21 main highway, but that was believed to be the intent of  
22 the highway is to get the traffic onto it so that people  
23 who were passing through use the main highway to pass  
24 through and not give them other alternatives getting off

22

1 the highway and still tying up the roads that are near  
2 the residences.

3 I guess that's about it. I didn't really  
4 prepare anything. I wanted to say that I hope they  
5 reconsider not putting the spur in. I understand the  
6 scope of the project and that our roads do need to be  
7 upgraded, but with the addition of how large Choptank  
8 Road's going to be made, at that point them roads are  
9 only going to be less than 2,000 feet apart. I think  
10 that we're only inviting more people not to use the  
11 highway and maybe at this time they could give back and  
12 make some nice county parkland or state parkland. I  
13 don't know if the state does parkland or not. But maybe  
14 make some state parkland or county parkland or maybe even  
15 do something different being it is in a rural area where  
16 people could do larger outdoor activities like horseback  
17 riding, walking trails, and then have a park for kids.

18 I have a little daughter loves going to the  
19 park. I'd like to see more of that than a road that  
20 would just invite more people through our residences.  
21 And not divide. Our subdivision is being ripped into  
22 fours with this existing plan with the spur.

23 Thank you.

24 BRAD BARRIE: I'm a resident of Middletown



# US 301 Project Development Final Environmental Impact Statement



23

1 Village, and we just approved a lot of items that were  
2 just discussed publicly out front, and I agree with all  
3 these items.

4           The main thing I really want to say is that  
5 any construction that's to be done, we just need to  
6 protect all the residents that live there now with berms,  
7 sound barriers, shrubs, and to keep the lights down for  
8 noise pollution because the residents that have been  
9 there already -- this is why I don't talk in public.

10           Basically I'm just concerned about noise  
11 pollution, planting berms, which is what I already said.  
12 And the shrubbery. Make sure there's new trees planted  
13 so the visual impact is not so great on the residents.  
14 And keep it as low elevation as possible.

15           That's about all I can think about saying.

16           (The public hearing was adjourned at  
17 10:00 p.m.)

18           - - - - -

19

20

21

22

23

24

## **Response to Brad Barrie:**

Thank you for your statement.

Please see the responses to Susan Love's Public Testimony, January 9, 2007.

DelDOT has committed to minimizing impacts to resident surrounding the proposed US 301 through the installation of visual screening berms that will also provide a measure of noise reduction. The berms are anticipated to be landscaped. Landscaping will be determined during final design, as will lighting, which is proposed in areas of safety concern and for interchange and toll areas only.

# US 301 Project Development Final Environmental Impact Statement



24

C E R T I F I C A T E

STATE OF DELAWARE)

)

NEW CASTLE COUNTY)

I, Kimberly A. Hurley, Registered Merit Reporter and Notary Public, do hereby certify that the foregoing record, pages 1 to 24 inclusive, is a true and accurate transcript of my stenographic notes taken on Tuesday, January 9, 2007, in the above-captioned matter.

IN WITNESS WHEREOF, I have hereunto set my hand and seal this 9th day of January, 2007, at Wilmington.

Kimberly A. Hurley

Certification No. 126-RPR  
(Expires January 31, 2008)

# US 301 Project Development Final Environmental Impact Statement



US 301 Project Development - Public Hearing Comment Form - January 8 & 9, 2007

DELAWARE DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION  
US ARMY CORPS OF ENGINEERS

## QUESTIONS AND/OR COMMENTS

US 301 Delaware-Maryland Line to SR 1, South of C&D Canal  
Combined Location-Design Public Hearings  
Monday January 8, 2007 & Tuesday January 9, 2007  
4:00 PM to 10:00 PM/Conclusion  
Middletown Fire Hall

comment or inquire about the following

subject:

*I THINK THE DEL*

*RECOMMENDATION OF THE GREEN ALTERNATIVE WILL NOT BE MET IMPACT MANY THINGS. IT HAS BEEN A LONG AND STRESSFUL PROCESS THAT HAS BEEN ANALYZED BY MANY, MUCH TIME, EFFORT AND THOUGHT <sup>AND MONEY</sup> HAS GONE INTO THE RECOMMENDED SOLUTION. LET'S STICK WITH THE GREEN*

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. 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: *CLARENCE JOHNSON*  
Community/Organization: *SUMMIT FIRMS*  
Address: \_\_\_\_\_

Mr. Mark Tudor, P.E., US 301 Project Director,  
Delaware Department of Transportation, P. O. Box 778, Dover, Delaware 19903.  
Phone 866-485-9988 (toll-free) Fax 302-739-2217 Email dot-public-relations@state.de.us  
www.us301.org

Response to Clarence Johnson:

Thank you for your comment.

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Middletown Fire Hall

Comment or inquire about the following

Subject:

accepting the request plans as presented by DelDOT

perhaps it would deter the trucks from using it. Regardless of that suggestion, I am asking/suggesting that the roadway that passes through/over Armstrong Corner be moved closer to Rt. 301. It can then curve out as it crosses Armstrong so as the on/off ramps can be constructed. By moving the road closer to existing Rt. 301 it could possibly prevent the acquisition of the Maranto + Marsilli home currently located on Armstrong Corner. More important to me is the personal affect on my own home. Homeowners in the area (which range from 20' - 3000' are concerned about the noise + view and will be getting an earth berm. Springmill community is within 770'. Armstrong-Walker house is 800'. However my home is less than 150' from the proposed highway. I am only one small voice but that is too close for one to ever enjoy the state of Middletown - which is why we came here 16+ years ago. There is no room for an earth berm. There will not hide an elevated highway. You have permanently affected the value of our home and the ability to ever sell. What recourse do we have? How is DelDOT going to compensate us for this permanent damage to the equity of our home? Is there monetary compensation? What are you going to do to alleviate the noise, the dirt + all else that comes with a highway? Everyone else will get visual screenings. We unfortunately will not.

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: Molly Smith  
Community/Organization: Midland Farms Civic Association  
Address: 422 Armstrong Corner Rd. Middletown DE 19709

Phone 866-485-9988 (toll-free) Fax 302-739-2217 Email dot-public-relations@state.de.us  
www.us301.org

### Response to Molly Smith:

Thank you for your comments.

We will consider your request based on the guidelines for roadway design.

All properties within noise-sensitive areas were analyzed for noise impacts. Mitigation was evaluated according to DelDOT's Transportation Noise Policy, which is detailed in the DEIS on page III-82 (Section III.D.2.b). Unfortunately, your property does not meet the criteria for noise abatement. A visual screening berm, which would provide a measure of noise impact relief, was not considered for your property because of right-of-way constraints, highway elevation and/or cost constraints.

Changes in drainage designs/stormwater management that will be detailed during final design may affect your property beyond that which is currently envisioned. DelDOT will continue to coordinate with you during the final design process.

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4:00 PM to 10:00 PM/Conclusion  
Middletown Fire Hall

Comment or inquire about the following

Subject:

011 07

NORTH OPT

WITH SPUR APPEAL TO BE

THE MOST SENSIBLE OF THE ROUTES, IMPARTING A RELATIVELY  
SMALL NUMBER OF FACILITIES TO PEOPLE. I AM PARTICULARLY PLEASED  
YOU CONSIDERED PUBLIC INPUT RE MIDDLETOWN BAPTIST CHURCH.

AFTER HEARING PUBLIC COMMENT, I URGE YOU TO CONSIDER THE OPTION  
MENTIONED BY RESIDENTS OF RATLEDGE RD (WOOLEYHANS, ETC.).

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: JOHN P. BENTLEY

Community/Organization: MIDDLETOWN BAPTIST CHURCH

Address: 223 CARMEL DR.; BEAR, DE 19701

Phone 866-485-9988 (toll-free) Fax 302-739-2217 Email dot-public-relations@state.de.us  
www.us301.org

### Response to John Bentley:

Thank you for your comments.

DelDOT received the map proposing Option 4B, with signatures as noted, during the Public Hearing. [Option 4B is a hand-drawn alignment that would traverse the distance between Boyds Corner Road and Jamison Corner Road approximately 1,500 feet east of the alignment presented in the DEIS (shown on this map as Option 1)]. DelDOT is committed to working with the environmental resource agencies, the Army Corps of Engineers and the farmers, owners and neighbors in the Ratledge Road community to develop an alignment for this portion of the Green North Alternative that will minimize, to the greatest extent possible, impacts to active farmlands and minimize impacts to the wetland area.

To this end, representatives from the Ratledge Road/Jamison Corner neighborhood, Corps of Engineers, FHWA, DelDOT, DNREC, the Delaware News Journal and the Project Team met in the field on January 30, 2007, to review the existing environment in the vicinity of the proposed options. Follow up meetings have been held to discuss ongoing concerns and design an alignment that would preserve the affected farm properties and homes while minimizing impacts to wetlands in the area.

As a result of the community's concerns and ongoing consultation, DelDOT is proposing the Option 4B Modified alignment as the preferred alignment of new US 301 in this area. Option 4B Modified essentially is aligned on the DP&L corridor from south of the Cedar Lane School complex to the boundary of the Whitehall properties, where it then curves to the east toward Jamison Corner Road. DelDOT is also proposing a minimization and mitigation package that will compensate for the increased impacts this alignment will cause to wetlands and forest, in coordination with the resource agencies. The option and commitments in the mitigation package are included in the FEIS and ROD.

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FEDERAL HIGHWAY ADMINISTRATION

US ARMY CORPS OF ENGINEERS

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US 301 Delaware-Maryland Line to SR 1, South of C&D Canal

Combined Location-Design Public Hearings

Monday January 8, 2007 & Tuesday January 9, 2007

4:00 PM to 10:00 PM/Conclusion

Middletown Fire Hall

Comment or inquire about the following:

Subject:

I am in support of the proposed  
Alternative with Armstrong Corner Rd option 2A  
& Summit Bridge option 3B.

I support this alternative because it seems  
to provide the most logical North/South routing &  
alignment for Rt 301 & provides easy access to Rt 1  
& I-95 Northbound. In addition it avoids  
impacting a lot of pre-existing housing, which  
saves money in eminent domain taking. I also think it

allows for easy access to the proposed Scott Run Business Park.

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: Kamal Daltano

City/Community/Organization:

Address: 16 Hidden oaks Blvd Middletown DE 19808

Phone 866-485-9988 (toll-free) Fax 302-739-2217 Email dot-public-relations@state.de.us

www.us301.org

Response To Kamal Daltano:

Thank you for your comment.



# US 301 Project Development Final Environmental Impact Statement



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DELAWARE DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION  
US ARMY CORPS OF ENGINEERS

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Comment or inquire about the following: \_\_\_\_\_ object: 1-9-07

My name is Edith \_\_\_\_\_ and I live at \_\_\_\_\_  
117 Boyds Corner Rd \_\_\_\_\_  
Middletown DE 19709 \_\_\_\_\_

I have attended several meetings and it seems  
that DelDOT has recommended the Green Route  
where I am located at the end of the lane  
on the Rausch Farm-  
My husband built our home and I have  
been here 54 years. He passed away 6 years ago.  
I would think that if the route was moved  
a little further east towards Boyds Corner  
it would not involve the Rausch Farm House  
my home and it could cross over Boyds Corner Rd  
through a wooded area and not disturb the  
Wooleyhan property. This route would save the state  
a considerable amount of money and not have to  
give up valuable farm land which we so desperately  
need \_\_\_\_\_  
Thank you \_\_\_\_\_  
Edith D Chas \_\_\_\_\_

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: \_\_\_\_\_

Phone 866-485-9988 (toll-free) Fax 302-739-2217 Email dot-public-relations@state.de.us  
www.us301.org

### Comment of Edith Chas (copied for legibility):

I have attended several meetings and it seems that DelDOT has recommended the Green Route where I am located at the end of the lane on the Rausch Farm. My husband built our home and I have been here 54 years. He passed away 6 years ago. I would think that if the route was moved a little further east towards Boyds Corner it would not involve the Rausch Farm House my home and it could crossover Boyds Corner Road go through a wooded area and not disturb the Wooleyhan property. This route would save the state a considerable amount of money and not have to give up valuable farm land which we so desperately need.

### Response to Edith Chas:

DelDOT received the map proposing Option 4B, with signatures as noted, during the Public Hearing. [Option 4B is a hand-drawn alignment that would traverse the distance between Boyds Corner Road and Jamison Corner Road approximately 1,500 feet east of the alignment presented in the DEIS (shown on this map as Option 1)]. DelDOT is committed to working with the environmental resource agencies, the Army Corps of Engineers and the farmers, owners and neighbors in the Ratledge Road community to develop an alignment for this portion of the Green North Alternative that will minimize, to the greatest extent possible, impacts to active farmlands and minimize impacts to the wetland area.

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The alignment of Option 4B Modified will not take your home.

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FEDERAL HIGHWAY ADMINISTRATION  
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Middletown Fire Hall

Comment or inquire about the following:

ROADWAY PROPOSALS

Subject:

AFTER 3 YEARS

ETC. I AM SURE THE

LITTLE ALIWAYWAY HAS CONCLUDED THIS IS THE  
BEST ROUTE FOR ALL ASPECTS INVOLVED.  
PLEASE GET ON WITH THE PROJECT. YOU WILL  
NOT MAKE EVERYONE HAPPY.

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. 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: JOAN & PETE LISINSKI 1/9/07 318-3200

Community/Organization: MID FARMS

Address: 1848 CHOPTANK ROAD MIDDLETOWN DC 19709

Phone 866-485-9988 (toll-free) Fax 302-739-2217 Email dot-public-relations@state.de.us  
www.us301.org

### Response to Joan and Pete Lisinski:

Thank you for your comment.

We anticipate completion of the FEIS in the fall of 2007. Following FHWA's issuance of the Record of Decision (ROD), engineering design and right-of-way acquisition is estimated to take up to four years (2008-2011), with construction following, beginning in 2012. Construction could take from four to 10 years to complete depending on funding.

# US 301 Project Development Final Environmental Impact Statement



US 301 Project Development - Public Hearing Comment Form - January 8 & 9,

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comment or inquire about the following

project:

we the DeIDOT  
roads are in worse + have even worse improvements to  
make traffic patterns better, seem to make things worse.  
I live in Airmont and am concerned this project will add more  
noise and traffic than we already have. People constantly  
cut through our community from Locus Grove Rd to get  
to Hyetts Corner. These roads are not built to withstand  
traffic patterns today. I am an avid cyclist and train on these  
my roads that are going to make unsafe. I just hope  
someone can find a legal reason to stop this.

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. 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: Eric Spencer

Community/Organization: Airmont

Address: 312 Beech Ln Middletown, DE 19709

Mr. Mark Tudor, P.E., US 301 Project Director,  
Delaware Department of Transportation, P. O. Box 778, Dover, Delaware 19903.  
Phone 866-485-9988 (toll-free) Fax 302-739-2217 Email dot-public-relations@state.de.us  
www.us301.org

### Response to Eric Spencer:

Thank you for your comment.

DeIDOT is currently in the design phase of planned improvements in this area (Jamison Corner Road reconstruction, Route 412A realignment, Lorewood Grove Road reconstruction) that are included in the Capital Transportation Plan (refer to DEIS, Chapter I, Section C.5.g.). These plans may include widening the roadway to two 12-foot lanes with 8 foot shoulders and a multi-use path.

Suggestions have also been made by several of Airmont's residents to improve the intersection of Hyetts Corner Road, Jameson Corner Road, and Lorewood Grove Road.

# US 301 Project Development Final Environmental Impact Statement



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DELAWARE DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION  
US ARMY CORPS OF ENGINEERS

## QUESTIONS AND/OR COMMENTS

US 301 Delaware-Maryland Line to SR 1, South of C&D Canal  
Combined Location-Design Public Hearings  
Monday January 8, 2007 & Tuesday January 9, 2007  
4:00 PM to 10:00 PM/Conclusion  
Middletown Fire Hall

comment or inquire about the following

THE GREEN ROUTE

project:

EST OPTION

THE SPUR IS A PROBLEM FOR ME AS I LIVE CLOSEST TO  
WHERE THE ROAD CUTS THRU.

IS IT POSSIBLE TO HOLD OFF ON THE SPUR TO SEE IF

IT IS EVEN NEEDED AFTER THE MAIN ROAD IS CONSTRUCTED?

WE MAY FIND THAT 896 IS ADEQUATE TO HANDLE THE  
TRAFFIC.

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: MARK WASHINGTON

Community/Organization: SUMMIT BROOK FARM

Address: 122 LANE DRIVE MIDDLETOWN DE 19709

Mr. Mark Tudor, P.E., US 301 Project Director,  
Delaware Department of Transportation, P. O. Box 778, Dover, Delaware 19903.  
Phone 866-485-9988 (toll-free) Fax 302-739-2217 Email dot-public-relations@state.de.us  
www.us301.org

### Response To Mark Washington:

Thank you for your comment.

We anticipate completion of the FEIS in the fall of 2007. Following FHWA's issuance of the Record of Decision (ROD), engineering design and right-of-way acquisition is estimated to take up to four years (2008-2011), with construction following, beginning in 2012. Construction could take from four to 10 years to complete depending on funding.

Whether new US 301 is constructed in segments or in its entirety, the sequence of construction and the schedule for construction will be determined as the availability of funding is firmed up. As the design phase proceeds, DelDOT will maintain as many options as possible for the construction. Once funding issues are resolved, the Department will announce the approach to building new US 301.

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comment or inquire about the following

project:

the Green options

by DELDOT + the pro. team

seems to meet all needs for the area. It would be nice to  
move the lower portion of the green option a bit further away from  
Middletown Village.

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: Robert Welch

Community/Organization: New Covenant Church

Address: 6 Leah Ct. Middletown, DE 19709

Mr. Mark Tudor, P.E., US 301 Project Director,  
Delaware Department of Transportation, P. O. Box 778, Dover, Delaware 19903.  
Phone 866-485-9988 (toll-free) Fax 302-739-2217 Email dot-public-relations@state.de.us  
www.us301.org

### Response to Robert Welch:

Thank you for your comment.

Suggestions have been received from impacted property owners on both sides of new US 301, requesting DelDOT look at moving the alignment to avoid their specific property. Clearly, both sides cannot be accommodated. The roadway has been shifted from the Middletown Village community to provide the distance needed to construct a visual berm for the community. During final design, DelDOT will review the alignment in this location and evaluate the potential to further lower impacts to Middletown Village.

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Comment or inquire about the following

Project:

- No - because

take to many

was so easily

Purple - No - too close to schools and to confusing joining into SR1.

Green - South - No - too close to schools and impact a dairy farm

Green - North - option 4B - Yes if has to be done does not impact the two farms - take some of Whitehall because this road helps them.

but no Green Spur - that would save money for Delawareans because that would benefit only through traffic. Use existing 896 and keep it maintained.

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: Betty Baker

Community/Organization: Mother Lives 657 Boyds Corner Rd. Middletown

Address: 377 Scotland Rd. Quarryville, PA De 19789

Phone 866-485-9988 (toll-free) Fax 302-739-2217 Email dot-public-relations@state.de.us  
www.us301.org

### Response to Betty Baker:

Thank you for your comment.

DelDOT received the map proposing Option 4B, with signatures as noted, during the Public Hearing. [Option 4B is a hand-drawn alignment that would traverse the distance between Boyds Corner Road and Jamison Corner Road approximately 1,500 feet east of the alignment presented in the DEIS (shown on this map as Option 1)]. DelDOT is committed to working with the environmental resource agencies, the Army Corps of Engineers and the farmers, owners and neighbors in the Ratledge Road community to develop an alignment for this portion of the Green North Alternative that will minimize, to the greatest extent possible, impacts to active farmlands and minimize impacts to the wetland area.

To this end, representatives from the Ratledge Road/Jamison Corner neighborhood, Corps of Engineers, FHWA, DelDOT, DNREC, the Delaware News Journal and the Project Team met in the field on January 30, 2007, to review the existing environment in the vicinity of the proposed options. Follow up meetings have been held to discuss ongoing concerns and design an alignment that would preserve the affected farm properties and homes while minimizing impacts to wetlands in the area.

As a result of the community's concerns and ongoing consultation, DelDOT is proposing the Option 4B Modified alignment as the preferred alignment of new US 301 in this area. Option 4B Modified essentially is aligned on the DP&L corridor from south of the Cedar Lane School complex to the boundary of the Whitehall properties, where it then curves to the east toward Jamison Corner Road. DelDOT is also proposing a minimization and mitigation package that will compensate for the increased impacts this alignment will cause to wetlands and forest, in coordination with the resource agencies. The option and commitments in the mitigation package are included in the FEIS and ROD.

The need for the Spur Road has been demonstrated by the traffic projections, which indicate more than twice as much traffic (14,500 vehicles per day (vpd) versus 6,200 vpd) on SR 15 (Choptank Road, north of Churchtown Road) and more than 30% more traffic (37,200 vpd versus 27,900 vpd) on US 301/SR 896 without the Spur Road. The option to improve US 301/SR 896 from the Armstrong Corner Road Interchange to Summit Bridge and using this improved facility as the "spur" was evaluated briefly by the project team during the alternatives development process but was not presented at a public workshop. This option was not presented because of its inability to reduce traffic congestion, improve safety and manage truck traffic when compared to the Spur Road on the ridge alignment. This alternative was evaluated in greater detail as a result of continuing coordination efforts with the Middletown Corridor Coalition. However, the additional effort has led to the same conclusion, i.e., the Green North plus the Spur Road is still preferred over the Green North Alternative without the Spur but with improvements to existing US 301.

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comment or inquire about the following

project:

no - to many es and to cost  
 I agree with the issue in regard to the corner road area in section  
 Green - South - No - impact dairy farm  
 Green North option 4B - Yes - does not impact  
 the farms land as much and does not  
 impact the schools and the children  
 Why can't you take wetlands instead  
 of farm lands. To me farmlands and  
 homes are more important than wetlands.  
 Please choose Green North Option 4B.

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: Bertha Marie Hobson

Community/Organization: Home - 657 Boyds Corner Rd. - Home and Land

Address: Middletown, De. 19709 Owner

Phone 866-485-9988 (toll-free) Fax 302-739-2217 Email dot-public-relations@state.de.us  
www.us301.org

### Response to Bertha Hobson:

Thank you for your comment.

DelDOT received the map proposing Option 4B, with signatures as noted, during the Public Hearing. [Option 4B is a hand-drawn alignment that would traverse the distance between Boyds Corner Road and Jamison Corner Road approximately 1,500 feet east of the alignment presented in the DEIS (shown on this map as Option 1)]. DelDOT is committed to working with the environmental resource agencies, the Army Corps of Engineers and the farmers, owners and neighbors in the Ratledge Road community to develop an alignment for this portion of the Green North Alternative that will minimize, to the greatest extent possible, impacts to active farmlands and minimize impacts to the wetland area.

To this end, representatives from the Ratledge Road/Jamison Corner neighborhood, Corps of Engineers, FHWA, DelDOT, DNREC, the Delaware News Journal and the Project Team met in the field on January 30, 2007, to review the existing environment in the vicinity of the proposed options. Follow up meetings have been held to discuss ongoing concerns and design an alignment that would preserve the affected farm properties and homes while minimizing impacts to wetlands in the area.

As a result of the community's concerns and ongoing consultation, DelDOT is proposing the Option 4B Modified alignment as the preferred alignment of new US 301 in this area. Option 4B Modified essentially is aligned on the DP&L corridor from south of the Cedar Lane School complex to the boundary of the Whitehall properties, where it then curves to the east toward Jamison Corner Road. DelDOT is also proposing a minimization and mitigation package that will compensate for the increased impacts this alignment will cause to wetlands and forest, in coordination with the resource agencies. The option and commitments in the mitigation package are included in the FEIS and ROD.



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Comment or inquire about the following:

Object:

- NO - to close Bayle Corner Rd and the

roads in in area.  
Yellow - NO - takes to many homes along Bayle Corner  
road will come to close to the sidewalk and  
will cost a lot more because of the distance.  
Green - South NO - too close to the ~~the~~ Hobson Home  
and impact the Emerson Dairy farm.  
Green - North - option 4B - Does not impact as many  
homes and does not take so much open ground take wetlands  
- instead of farm land

Prefer None

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: \_\_\_\_\_

City/Community/Organization: \_\_\_\_\_

Address: \_\_\_\_\_

Phone 866-485-9988 (toll-free) Fax 302-739-2217 Email dot-public-relations@state.de.us  
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Response:

Thank you for your comment.

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Comment or inquire about the following aspect of this project:

I WANT TO KNOW IF

WAS GREEN ALTY

YELLOW CAUSES MY EAGLES? I THINK A

ENVIRONMENTAL IMPACTS CONSIDERED? THE NEW CONSTRUCTION WOULD BE TAKING PLACE  
600 FT FROM MY HOUSE, WHICH ALSO MEANS IT WOULD BE TAKING PLACE AT LEAST  
100 FT FROM A BALD EAGLE FAMILY. WHILE THEIR EXACT NESTING LOCATION IS NOT  
KNOWN AT LEAST TO ME, THEY WERE SIGHTED IN THE AREA, NOT TO MENTION ARE  
THE DEER, FOXES, RABBITS AND VARIETIES OF BIRD RANGING FROM CARDINALS  
TO GREAT BLUE HERONS. I'M ALSO CONCERNED ABOUT NOISE POLLUTION, BEING ONLY  
100 FT AWAY, I DON'T KNOW HOW EFFECTIVE A BERM WILL BE, BECAUSE WE CAN  
HEAR UP BY TRUCKS PASSING ON THE EXISTING 301. THESE SO-CALLED "TESTING"  
WAS WAY TO FAR FROM OUR HOME TO GIVE ACCURATE RESULTS. THIS IS ALL  
NOT TO MENTION THE VISUAL POLLUTION STREAMING FROM LIGHTS FROM BOTH  
STREETLAMPS AND MOTOR VEHICLES.

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: NICK TRAMONTI-BONET

Community/Organization: MIDDLEBROWN VILLAGE

Address: 810 WOODLINE DR. MIDDLETOWN DE 19709

Phone 866-485-9988 (toll-free) Fax 302-739-2217 Email dot-public-relations@state.de.us  
www.us301.org

### Response to Nick Tramonti-Bonet:

Thank you for your comment.

(See also the responses to Susan Love, Public Testimony, January 9, 2007.)

The reasons for DelDOT's recommendation of Green North as the preferred alternative, and the reasons why the other alternatives were not recommended, are documented in Chapter V of the DEIS, in the public workshops and public hearings displays and handouts, and in Chapter II of the FEIS.

We have two recorded sightings of bald eagle nesting sites in the project area. Although the bald eagle was recently removed from the federal endangered species list, both of these sites remain protected under federal regulations such as the Migratory Bird Treaty Act and the USFWS Bald and Golden Eagle Protection Act. The US 301 project will provide buffers and potentially time-of-year restrictions to protect nesting eagles.

A 16-foot by 2,000-foot visual earth berm is proposed to screen the residences adjacent to US 301 from the roadway; this should shield residences from vehicle headlights. There will also be a benefit in noise reduction from the visual berm. Existing noise levels are 45 dBA, measured at a location at 828 Woodline Drive in your community; noise levels are predicted to be elevated to 57 dBA upon construction for the Green Alternative. The visual berm may provide up to 5 dBA reduction in noise.

The highway is not proposed to be fully lighted; lighting is proposed only at interchanges and toll plazas and in areas of safety concern. Highway lighting can also be shielded from nearby residences. Lighting will be determined during final design.

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Comment or inquire about the following

Subject:

we looking for the bypass around Middletown  
the toll — You have now explained the toll in more depth. The toll seems reasonable to us. A lot of our neighbors drive to Middletown a few times per day - shops, kids sports, restaurants, etc. As long as we still have access to Middletown outside of the new route - most will be happy. We will use the new route (bypass of Middletown) for heading to work everyday, and we will be happy that we can get to Middletown without dealing w/ outside traffic. - We can't wait. Hurry Up!  
My sister is the owner-operator of S+T Trucking (Dump Trucks) Teri LePage - (302) 420-0923 - Please consider her for your road construction. She's been in the business for over 20 years.

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: DAVE & DONNA SINGLETON  
Community/Organization: BUDD'S LADDING (WARWICK, MD)  
Address: 220 SCOTT RD. WARWICK, MD 21912

Phone 866-485-9988 (toll-free) Fax 302-739-2217 Email dot-public-relations@state.de.us  
www.us301.org

Response to Dave and Donna Singleton:

Thank you for your comment.



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Comment or inquire about the following

Subject:

again I like  
- that with this route r address  
TRAFFIC ISSUE WITH THE CURRENT  
fact going to cause an increased problem at  
Route 1 I-95 intersection. This area already  
cannot handle the traffic at busy hours how  
do you feel the traffic will be when it is increased.  
Farmland is non renewable natural resource, and  
the R+301 should be shifted into the wetland  
area to avoid the Woolleyman + Emerson farms  
wetlands can be recreated  
It is still undesirable

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: \_\_\_\_\_

Mr. Mark Tudor, P.E., US 301 Project Director,  
Delaware Department of Transportation, P. O. Box 778, Dover, Delaware 19903.  
Phone 866-485-9988 (toll-free) Fax 302-739-2217 Email dot-public-relations@state.de.us  
www.us301.org

### Response to comment:

Improvements are programmed to relieve congestion at the I-95/SR 1 interchange, which include the construction of direct ramps between I-95 and SR 1 in both directions, separating through traffic from local traffic. These improvements are scheduled for completion in 2013, based on the FY2008 – FY 2013 Capital Transportation Program. This completion schedule is dependant on the availability of state and federal funding. The new interchange was designed to relieve existing congestion and accommodate future traffic volumes. The potential diversion of US 301 traffic to SR 1 was considered during the design of the new interchange improvements. Additional capacity on I-95 from SR 1 to SR 141 is currently under construction as well.

DelDOT received the map proposing Option 4B, with signatures as noted, during the Public Hearing. [Option 4B is a hand-drawn alignment that would traverse the distance between Boyds Corner Road and Jamison Corner Road approximately 1,500 feet east of the alignment presented in the DEIS (shown on this map as Option 1)]. DelDOT is committed to working with the environmental resource agencies, the Army Corps of Engineers and the farmers, owners and neighbors in the Ratledge Road community to develop an alignment for this portion of the Green North Alternative that will minimize, to the greatest extent possible, impacts to active farmlands and minimize impacts to the wetland area.

To this end, representatives from the Ratledge Road/Jamison Corner neighborhood, Corps of Engineers, FHWA, DelDOT, DNREC, the Delaware News Journal and the Project Team met in the field on January 30, 2007, to review the existing environment in the vicinity of the proposed options. Follow up meetings have been held to discuss ongoing concerns and design an alignment that would preserve the affected farm properties and homes while minimizing impacts to wetlands in the area.

As a result of the community's concerns and ongoing consultation, DelDOT is proposing the Option 4B Modified alignment as the preferred alignment of new US 301 in this area. Option 4B Modified essentially is aligned on the DP&L corridor from south of the Cedar Lane School complex to the boundary of the Whitehall properties, where it then curves to the east toward Jamison Corner Road. DelDOT is also proposing a minimization and mitigation package that will compensate for the increased impacts this alignment will cause to wetlands and forest, in coordination with the resource agencies. The option and commitments in the mitigation package are included in the FEIS and ROD.

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Comment or inquire about the following \_\_\_\_\_ object: \_\_\_\_\_

WON'T SIGN UP FOR THE PROJECT  
ON A FULL STOMACH

Richard Wooleyhan

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: \_\_\_\_\_

Mr. Mark Tudor, P.E., US 301 Project Director  
Delaware Department of Transportation, P. O. Box 778, Dover, Delaware 19903.  
Phone 866-485-9988 (toll-free) Fax 302-739-2217 Email dot-public-relations@state.de.us  
www.us301.org

### Response to Richard Wooleyhan:

Thank you for your comment.

(See also Section 4, Public Testimony, January 9, 2007).

DelDOT received the map proposing Option 4B, with signatures as noted, during the Public Hearing. [Option 4B is a hand-drawn alignment that would traverse the distance between Boyds Corner Road and Jamison Corner Road approximately 1,500 feet east of the alignment presented in the DEIS (shown on this map as Option 1)]. DelDOT is committed to working with the environmental resource agencies, the Army Corps of Engineers and the farmers, owners and neighbors in the Ratledge Road community to develop an alignment for this portion of the Green North Alternative that will minimize, to the greatest extent possible, impacts to active farmlands and minimize impacts to the wetland area.

To this end, representatives from the Ratledge Road/Jamison Corner neighborhood, Corps of Engineers, FHWA, DelDOT, DNREC, the Delaware News Journal and the Project Team met in the field on January 30, 2007, to review the existing environment in the vicinity of the proposed options. Follow up meetings have been held to discuss ongoing concerns and design an alignment that would preserve the affected farm properties and homes while minimizing impacts to wetlands in the area.

As a result of the community's concerns and ongoing consultation, DelDOT is proposing the Option 4B Modified alignment as the preferred alignment of new US 301 in this area. Option 4B Modified essentially is aligned on the DP&L corridor from south of the Cedar Lane School complex to the boundary of the Whitehall properties, where it then curves to the east toward Jamison Corner Road. DelDOT is also proposing a minimization and mitigation package that will compensate for the increased impacts this alignment will cause to wetlands and forest, in coordination with the resource agencies. The option and commitments in the mitigation package are included in the FEIS and ROD.

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Comment or inquire about the following

Subject:

As a landscape architect/planner

and Delaware re... /tax...

I support the given location of the proposed U.S. 301 highway alignment.

1) It is not close to, nor does it physically impact the Cedar Lane Road Elementary School, Early Learning Center, or new Middle School;

2) It has a very small environmental impact;

3) It provides for a much needed interchange which will help the Welfare Foundation who wants to develop a major employment center which would benefit the tax base for the southern New Castle County area;

4) It avoids existing built communities;

5) It avoids the church at the N.W. intersection of Boyds Corner Road & Jamison Corner Road

I think it is an excellent, well thought out alignment!

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: Jeff Seemans

Community/Organization:

Address: 1203 Greenbank Road, Wilm., DE 19808

Mr. Mark Tudor, P.E., US 301 Project Director,  
Delaware Department of Transportation, P. O. Box 778, Dover, Delaware 19903.  
Phone 866-485-9988 (toll-free) Fax 302-739-2217 Email dot-public-relations@state.de.us  
www.us301.org

Response to Jeff Seemans:

Thank you for your comment.



# US 301 Project Development Final Environmental Impact Statement



US 301 Project Development - Public Hearing Comment Form - January 8 & 9, 2007

DELAWARE DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION  
US ARMY CORPS OF ENGINEERS

## QUESTIONS AND/OR COMMENTS

US 301 Delaware-Maryland Line to SR 1, South of C&D Canal  
Combined Location-Design Public Hearings  
Monday January 8, 2007 & Tuesday January 9, 2007  
4:00 PM to 10:00 PM/Conclusion  
Middletown Fire Hall

Comment or inquire about the following:

Subject:

consideration  
 every us on part of  
 should be considered after the main project is done.  
 subject: enter Spur R1 seems

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. 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: CAROL GEIGER  
 Community/Organization: SPRINGMILL  
 Address:

Mr. Mark Tudor, P.E., US 301 Project Director,  
 Delaware Department of Transportation, P. O. Box 778, Dover, Delaware 19903.  
 Phone 866-485-9988 (toll-free) Fax 302-739-2217 Email dot-public-relations@state.de.us  
 www.us301.org

### Response to Carol Geiger:

Thank you for your comment.

We anticipate completion of the FEIS in the fall of 2007. Following FHWA's issuance of the Record of Decision (ROD), engineering design and right-of-way acquisition is estimated to take up to four years (2008-2011), with construction following, beginning in 2012. Construction could take from four to 10 years to complete depending on funding.

Whether new US 301 is constructed in segments or in its entirety, the sequence of construction and the schedule for construction will be determined as the availability of funding is firmed up. As the design phase proceeds, DelDOT will maintain as many options as possible for the construction. Once funding issues are resolved, the Department will announce the approach to building new US 301.

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Comment or inquire about the following \_\_\_\_\_  
Subject: \_\_\_\_\_

The Green route is chosen, represents our overall  
balance of all the competing issues and needs

No matter which route is selected someone will be impacted;  
please don't be swayed by complaints of affected property  
owners, just compensate them fairly and fully; changing the  
route will only affect other people who will then come out  
and complain; no route can satisfy everyone, but it is up  
to DelDOT to pick the route that is in the best interests  
of everyone.

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

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OPTIONAL: Please provide your information:

Name: \_\_\_\_\_

Community/Organization: \_\_\_\_\_

Address: \_\_\_\_\_

Mr. Mark Tudor, P.E., US 301 Project Director,  
Delaware Department of Transportation, P. O. Box 778, Dover, Delaware 19903.  
Phone 866-485-9988 (toll-free) Fax 302-739-2217 Email dot-public-relations@state.de.us  
www.us301.org

Response to comment:

Thank you for your comment.

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Comment or inquire about the following

Subject:

NOT DIRECTLY AFFECTED  
YOUR PREFERRED ROUTE IS SO I  
AM NOW AT THE STAGE OF FEELING  
DEIDOT IS NOW IN A CONDITION OF "OVERKILL" ON THIS PROJECT. MEETING COSTS  
ETC FAR OVERSHADOW ADDITIONAL KNOWLEDGE AND BENEFIT YOU GAIN. WHAT HAS TO BE KEPT IN MIND IS THE MONEY  
SITUATION WHICH IS ALMOST ILLUSIONARY NOW. TO TALK ABOUT A MORE/LESS EXPENSIVE ALTERNATIVE 20 YRS. IN THE  
FUTURE MAKES NO SENSE AND HOPEFULLY IS NOT THE ONLY  
BASIS FOR FINAL CHOICE.  
I THINK IT IS TIME TO RETIRE SOME OF THE CHOICES AND  
MOVE TO A FINAL CHOICE AND THEN CONCENTRATE ON  
FIGURING HOW TO RAISE REVENUES.

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 P. Young  
Community/Organization: Crickwood  
Address: 5 E. Middlewood Dr. Middletown DE

Mr. Mark Tudor, P.E., US 301 Project Director,  
Delaware Department of Transportation, P. O. Box 778, Dover, Delaware 19903.  
Phone 866-485-9988 (toll-free) Fax 302-739-2217 Email dot-public-relations@state.de.us  
www.us301.org

### Comment of James Young (copied for legibility):

I am not directly affected by your preferred route so I am now at the stage of feeling DelDOT is now in a condition of "overkill" on this project. Meeting costs etc. far overshadow additional knowledge and benefit you gain. What has to be kept in mind is the money situation which is almost illusionary now. To talk about a more/less expensive alternative 20 yrs. In the future makes no sense and hopefully is not the only basis for final choice. I think it is time to retire some of the choices and move to a final choice and then concentrate on figuring how to raise revenues.

### Response to James Young:

Thank you for your comment.

DelDOT is proceeding toward final project development for US 301, based on the Preferred Alternative. Funding is, and will remain, a real concern for the Department. Traditional funding (Transportation Trust Fund, federal grants) is being explored in addition to the collection of tolls to offset the cost. Public involvement is only one important aspect of the project development process, and DelDOT will continue to involve the public in the project as we move forward.

We anticipate completion of the FEIS in the fall of 2007. Following FHWA's issuance of the Record of Decision (ROD), engineering design and right-of-way acquisition is estimated to take up to four years (2008-2011), with construction following, beginning in 2012. Construction could take from four to 10 years to complete depending on funding.

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Comment or inquire about the following

subject:

Denny did an excellent job of describing the impact to my property. I fully understood the possibilities when I purchased my home in Springmill.

My only question is - How much does all this publicity, workshops, presentations, etc. cost? Seems like overkill to me!!

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: LEE ELDRIDGE  
Community/Organization: SPRINGMILL  
Address: 343 DAYLILLY WAY

Mr. Mark Tudor, P.E., US 301 Project Director,  
Delaware Department of Transportation, P. O. Box 778, Dover, Delaware 19903.  
Phone 866-485-9988 (toll-free) Fax 302-739-2217 Email dot-public-relations@state.de.us  
www.us301.org

### Response to Lee Eldredge:

Thank you for your comment.

A comprehensive public involvement program is required throughout the planning process. Making an informed decision without significant public input on a major complex project such as US 301 is simply poor public policy and not consistent with federal and state policy.

To date, approximately \$7.5 million has been spent on the project development phase of this project, including, among other things, the workshops, engineering, environmental analysis, and preparation of environmental documentation. This figure represents slightly more than one percent of the overall project cost.

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Comment or inquire about the following: \_\_\_\_\_ Subject: \_\_\_\_\_

*Please see witness papers for my  
comments on The 301 project and  
please take my comments in consideration  
as you complete the plans for 301.*

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: \_\_\_\_\_

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**Response to Doris Wooleyhan:**

Thank you for your comment.

*(begins on next page)*

# US 301 Project Development Final Environmental Impact Statement



My support is of the original 301 route since much of the land has been already purchased and the residents have known for years it could go this way. Even though it is costly to update the Summit Bridge and I95, I believe it is presently needed anyhow. If for some reason, it has to come east of the present 896 then I support the new proposed route presented by Richard Wooleyhan. (A new map with the route marked has been presented at this public meeting on January 8, 2007.)

Why destroy productive farmland for a new roadway to avoid an area that is low cost, previously disturbed wetlands. Is this practical?

*(New Whitehall Property)*

Why take productive farmland when you have all of the adjacent landowners in agreement with the route going through the wetlands property. This even includes the owners of the property. This property (10 years) has been slated for some development, long before most of the planning was done in this area.

Why take away part of our history by destroying a farmhouse built in 1900. Yes it may be one of a hundred but in this area they are few and far between. Future generations need to have something left for them. Large sums of monies are put into museums so the next generations know how the past lived. Why destroy an intact historic homestead to build a highway for cars and trucks to pass through our state when they could care less about our state, especially when it can be avoided.

Why does the value of wetlands outweigh the value of productive farmland. Yes wetlands provide shelter, water and food for wildlife. Plants in these areas help our environment. But

As a farmer's wife I know in fact that our crops provide as much food for wildlife as these wetlands. At harvest time you have acres and yes I mean acres that are without any grain due to wildlife feeding on them. Deer, ground hogs, birds (geese, crows, blackbirds our songbirds etc) rabbits, fox, moles, snakes and many more animals are seen in these fields that you plan to destroy with a road. The crops supply not only a food source for wildlife but also shelter. I've seen that over and over. In the past the woods on this farm has been logged and we all know that logs provide lumber for our personal shelter. Is it totally practical to not take our human needs in consideration over the needs of wildlife.

If you're afraid of a dying species you should take a close look at the declining amount of farmers and the decreasing of farmland. I'm not sure what you plan to do when we don't have farmland left for food or farmers to grow your food. Do you realize how many jobs depend on the farmer -- companies who make fertilizer, chemicals, seed, fuel, manufactures of equipment, the ones who do research all before the farmer starts the planting process. Just think after the crop is harvested, it is trucked to the granary, then goes to the mill for processing, then it goes either back to another farmer that is raising beef, dairy cows, chickens, or swine all for our consumption along with milk products, grains for breads and pasta which involves more jobs for processing these commodities. If we haven't a food source, there isn't a need for trucks, trains, or ships to transport our food or grocery stores to sell. Now consider that we are starting to need corn and soybeans to fuel our vehicles. We won't even need a road if we don't have fuel for our vehicles. Sounds to me like it

*Page 4*

## Response to Doris Wooleyhan:

Thank you for your comment.

DelDOT received the map proposing Option 4B, with signatures as noted, during the Public Hearing. [Option 4B is a hand-drawn alignment that would traverse the distance between Boyds Corner Road and Jamison Corner Road approximately 1,500 feet east of the alignment presented in the DEIS (shown on this map as Option 1)]. DelDOT is committed to working with the environmental resource agencies, the Army Corps of Engineers and the farmers, owners and neighbors in the Ratledge Road community to develop an alignment for this portion of the Green North Alternative that will minimize, to the greatest extent possible, impacts to active farmlands and minimize impacts to the wetland area.

To this end, representatives from the Ratledge Road/Jamison Corner neighborhood, Corps of Engineers, FHWA, DelDOT, DNREC, the Delaware News Journal and the Project Team met in the field on January 30, 2007, to review the existing environment in the vicinity of the proposed options. Follow up meetings have been held to discuss ongoing concerns and design an alignment that would preserve the affected farm properties and homes while minimizing impacts to wetlands in the area.

As a result of the community's concerns and ongoing consultation, DelDOT is proposing the Option 4B Modified alignment as the preferred alignment of new US 301 in this area. Option 4B Modified essentially is aligned on the DP&L corridor from south of the Cedar Lane School complex to the boundary of the Whitehall properties, where it then curves to the east toward Jamison Corner Road. DelDOT is also proposing a minimization and mitigation package that will compensate for the increased impacts this alignment will cause to wetlands and forest, in coordination with the resource agencies. The option and commitments in the mitigation package are included in the FEIS and ROD.

# US 301 Project Development Final Environmental Impact Statement



would be very practical to keep what little farmland we have left in productive farmland. I verses a road. How practical is it to keep destroying all of our farmland so we can become dependant on other countries for food like we have oil? Yes this is one small farm but one here and one there soon adds to none left.

I or / (the residents of the Mt Pleasant part of the proposed 301) have been taxpayers (most of use since our 50's on up into the 80's) for all of our lives; Please let us have some say where this road goes. In this area, we are all friends, the kind that are there in the time of need without being asked. Why because we have been together all their lives; from birth to adulthood coming parents, watching each others children grow up and now watching each other become grandparents. I'm a lifetime resident of the MDT area and have lived on Ratledge Road over 35 years. I have watched the area change and in my opinion but then I grew up on a farm. I'm a farmer, I drive the area every day, now we have a great need for the proposed route 301 BUT PLEASE let us who have lived here all our lives have some say where this road goes. We aren't the ones who have moved here thus deserting their home state for lower taxes, cheaper car insurance, and less tax on their pensions. We have deep and I mean deep roots to the area. The Wooleyhan farm has been in the family for 60 years with the third generation tilling it and the fourth generation helping. It is a family operation which is becoming extinct in the United States. Developers have been turned down many times because the farm was being preserved for future generations verses selling out for big bucks. This is being done without taking any tax payer money for the Agriculture Preservation Act. I believe the Rausch and the Emerson farms are also in the second and third Generation. Let Delaware, the first state, set an example of saving the farmland!!! We were first before why not again wouldn't that be practical??

As a native of the area, I don't understand how anybody who has moved into a housing development, that is close to the original proposed Route 301, over the last 20 years can complain. I believe anybody buying or building a house should do their homework before they build or buy in an area chosen to be their future home; This 301 by-pass has been in the works for at least 40 years. The new families moving in the area are a big part of why this road needs to be built. If you're part of the problem, put up with part of the solution don't throw it over who the natives of the area to fix a problem you have helped cause. It is a shame and I know many of the new residents have not been told the truth but in today's society making a buck seems to override telling all the known facts. I also believe the school district has no leg to stand on for complaining. My education came from the Appoquinmink School District (wasn't called that back then) and have watched it grow from a 1 to 12 in one building (now the middle school) to what it is today. The school district elected to build Cedar Lane Elementary School close to what has always been known to all as the 896 Truck Route. They didn't care then and you can't prove to me they care now!. They keep building schools on this property that gets closer and closer to the present 896 Truck Route. The same trucks hauling the same goods go past the school now as will on the new proposed 301. Where are they building the new high school? Just look at how close it is to Route 301. If they are concerned about the safety of our loved ones put the same value on all children regardless of age.

By choosing the green route you're putting undue stress on at least 6-8 life-time residents that are

P.3 of 4

in their 70's and 80's. They have sacrifice much and worked hard to build a small community, enjoy their golden years without stress and have something to pass on to the next generation. Stress is surely not healthy. How about the impact it will have on two handicap adults (one a lifetime resident and an heir to the property) both deaf whose house will be within 300 feet of the proposed green route. The vibrations from the construction will impact these two adults greatly but also think of the everyday rumble of trucks and cars after completion. Can you image having you sense of feeling magnified to above the normal level and living with this everyday?

For these reasons please choose another route besides the green one. It is our health, income, family, heritage and friendships that this route is trying to destroy. By taking productive farmland you also touch the lives of many people who don't realize they need the farmer. I don't believe that the normal public will be impacted in all these ways. Yes I know some apply to all but they choose once to leave all behind.

Doris Wooleyhan  
427 Ratledge Raod  
Middletown, DE 19709  
302-378-9429

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# US 301 Project Development Final Environmental Impact Statement



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Comment or inquire about the following \_\_\_\_\_ object: \_\_\_\_\_

SEE ATTACHED STATEMENT & BROCHURE  
FROM THE DELAWARE INSTITUTE FOR PLANNING  
AND DESIGN (DIPD).  
(5 PAGES ON 3 SHEETS OF PAPER\*)  
\* INCLUDING THIS SHEET

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 R. GUINNUP, AICP, SECRETARY  
Organization: DELAWARE INSTITUTE FOR PLANNING & DESIGN  
Address: 5 VANDERBILT AVE, WILMINGTON, DE 19802

Mr. Mark Tudor, P.E., US 301 Project Director,  
Delaware Department of Transportation, P. O. Box 778, Dover, Delaware 19903.  
Phone 866-485-9988 (toll-free) Fax 302-739-2217 Email dot-public-relations@state.de.us  
www.us301.org

P. 1 of 4

Response to David Guinnup:

(begins on following page)

# US 301 Project Development Final Environmental Impact Statement



Delaware Institute for Planning and Design

5 Vandever Avenue • Wilmington, DE 19802  
302-654-9817 • 302-654-7687 FAX

**Prepared Statement for the Combined Location/Design Public Hearing**  
January 9, 2007 at Middletown, Delaware  
Regarding  
**US Route 301 Corridor from the Delaware/Maryland Line to the C&D Canal**  
DelDOT Project 25-11. DelDOT Project CENAP-OP-R-2006-60

The Delaware Institute for Planning and Design (DIPD) appreciates the opportunity to make comments regarding this very important project. While the Institute has not yet taken a position on any specific corridor alternative or set alternatives, the Institute has the following comments and recommendations:

- Major improvement to and realignment of US 301 is justified on the desirability of improved safety, separation of local and through traffic, and better geometrics to accommodate truck traffic, provide an appropriate and complete hierarchy of roads in the area, and provide a viable alternative route between the Washington and Philadelphia metropolitan areas (easing pressure on the I-95 corridor) with minimal adverse environmental impact.
- The desirability and need for improvements to the US 301 corridor have long been recognized to the point of some right-of-way has already been acquired. A portion of the DelDOT preferred alternative does use much of the right-of-way already acquired (the western portion that goes to the Summit Bridge).
- It is better to have the corridor established prior to further development in the area, rather than later.
- Given the pace of development in the area, funding for right-of-way acquisition should proceed with all deliberate speed. Right-of-way acquisition should not be delayed due to uncertainty about construction and maintenance financing.

The Institute will forward a more complete testimony statement and recommendations prior to the February 3, 2007 deadline.

Eric Sturm, ASLA,  
US 301 Committee Chair

David R. Guinnup, AICP  
Secretary

File: PrepStatmntLH20070109.wpd/pdf (WPW) A copy of the DIPD Information Brochure is attached.



Page 4

## Response to David Guinnup:

Thank you for your comment.

We look forward to receiving your formal statement. Some right-of-way acquisition is being handled through an advanced acquisition process and funding for right-of-way and design will be allocated during the fiscal year, after completion of the FEIS and ROD.

We anticipate completion of the FEIS in the fall of 2007. Following FHWA's issuance of the Record of Decision (ROD), engineering design and right-of-way acquisition is estimated to take up to four years (2008-2011), with construction following, beginning in 2012. Construction could take from four to 10 years to complete depending on funding.

(Mr. Guinnup included an informational brochure with his comment that is reproduced on the following pages.)

# US 301 Project Development Final Environmental Impact Statement



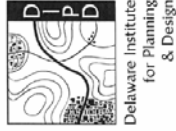
## DIPD Working for Sustainable Environments, Communities, and Structures.

The Delaware Institute for Planning and Design supports and promotes the creation and maintenance of sustainable livable inclusive communities and the enhancement, preservation and conservation of the cultural, historical, environmental, and economic resources of Delaware. DIPD is dedicated to assisting and encouraging private and public decision makers as well as design professionals and officials to:

- Engage in creative and collaborative comprehensive planning, as well as project planning.
- Identify, formulate and implement responsible development and construction policies, practices, programs, and actions.
- Create energy efficient buildings, complexes, and communities that are also safe, healthy, attractive, and interesting.
- Conserve land and other non-renewable natural resources and habitats.
- Develop and use green, eco-friendly infrastructure and technology.



Sensitive and Valuable Habitats



Urban Neighborhoods

**Contact DIPD for More Information  
Mailing and Headquarters Address:**  
Delaware Institute for Planning and Design  
5 Vandover Avenue  
Wilmington, Delaware 19802  
Web Site: <http://www.DIPD.us>  
Phone: 302-654-9817  
Fax: 302-654-7687  
E-mail: [DelawareIPD@aol.com](mailto:DelawareIPD@aol.com)



Waterfront Redevelopment



Historic Sites

Note: DIPD does not engage in partisan political activity nor endorse, contribute to, or support any particular political party or candidate for public office. DIPD does not discriminate on the basis of race, color, sex, or religion in regard to participation in DIPD or benefit from its services, activities, programs, projects, or actions. Finally, DIPD does not attempt to compete with or replace private professional architectural, landscape architectural, or planning consulting and service firms by offering or providing project design and planning services.



## Delaware Institute for Planning & Design



*Urban Planning Processes and Outcomes in Delaware.*

Website: <http://www.DIPD.us>

## DIPD What is the Delaware Institute for Planning and Design (DIPD)?

The Delaware Institute for Planning and Design (DIPD) is a nonprofit nonpartisan corporation organized and governed by professional planners, architects, and landscape architects in Delaware to study, discuss and address common interests and concerns.



DIPD provides a forum to raise the consciousness of public understanding and knowledge of planning and design issues and concerns. The Institute is the primary institutional mechanism for the three professional organizations to speak with a unified voice on matters affecting the present and future development of Delaware, and the respective professions.

The Institute is managed by a Board of Directors composed of representatives appointed by the respective Delaware chapters of the American Planning Association (APA), American Institute of Architects (AIA), and the American Society of Landscape Architects (ASLA).



DIPD Seeks New Pathways for a Sustainable and Prosperous Future via Professional Cooperation and Collaboration.

## The DIPD Mission

- To represent and express the collective concerns, professional opinions, judgments, expertise, and recommendations of professional planners, architects, and landscape architects regarding growth and development of the State of Delaware and its counties, cities, and towns.
- To jointly hold and conduct workshops, conferences, or colloquia that will provide an educational outreach to the public, as well as legislative and executive leaders throughout Delaware, regarding present and future growth trends and other issues of concern to planning and design professionals.
- To advocate incorporation or inclusion of creative and viable planning and design solutions in addressing growth, development and redevelopment issues.
- To initiate, propose, and support planning and design policies or programs that would facilitate the improvement of the built environment.
- To integrate Institute activities with undergraduate and graduate educational programs in the state's colleges and universities, and promote and support development, enhancement and maintenance of planning and design educational programs.
- To establish liaison with State Officials, Offices, Agencies and Departments including the Office of State Planning Coordination to offer assistance in formulating state planning and development policy.
- To develop independent objective professional information, analysis and recommendations for private and public decision makers.

Improving Delaware by Design

## Inquiry and Comment Form

Fill-in the comment area and mail to DIPD, if you have a question, idea, comment, concern, or would like more information about DIPD or its activities, or would like to volunteer to help or make a contribution.

Questions, Comments, Suggestions, or Interests:

Name

Address

Phone and Email Address

Contact DIPD for More Information  
Mailing and Headquarters Address:

**Delaware Institute for Planning  
and Design**  
5 Vandover Avenue  
Wilmington, Delaware 19802  
Web Site: <http://www.DIPD.us>  
Phone: 302-654-9817  
Fax: 302-654-7687  
E-mail: [DelawareIPD@aol.com](mailto:DelawareIPD@aol.com)

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P. 308 4

Handwritten note: "Handwritten note: 'http://www.DIPD.us'"