



Spring Arbor Community Meeting

August 23, 2011

Spring Arbor Club House

Attendees: Project Team members Andrew Bing, Don Blough, Bill Hellmann, and Ed Thomas; 80 people from the community including Senator Bruce Ennis, Representative Quinn Johnson and Frank Bailey (Chief, Volunteer Hose Company).

Andrew Bing began the meeting by thanking everyone for attending and expressed appreciation to Dave Raymond for arranging and setting up the meeting. Andrew pointed out that Senator Bruce Ennis, Representative Quinn Johnson and Frank Bailey were in attendance. He explained that the purpose of the meeting is to provide a preview of the August 31, 2011 US 301 Public Workshop (postponed to September 6, 2011) and to update Spring Arbor residents about project refinements, especially those in the vicinity of Spring Arbor, that have been made or are under consideration, since the last Public Workshop held in March 2009. Andrew mentioned that the US 301 project website (<http://deldot.gov/information/projects/us301/>) has been updated and all display boards that will be available at the workshop are on the website. The PowerPoint presentation that will be presented at the workshop will also be shown on the project website in a couple days. Andrew provided the workshop hours and when the PowerPoint presentation will be shown. He stated that the project has been divided into four design sections and that the focus this evening would be on Section 2, which includes the Spring Arbor area. He introduced Bill Hellmann who used a PowerPoint presentation to:

- review the project purpose and need;
- provide a brief history of the project, including the role and direction provided by the General Assembly;
- provide an update since the March 2009 Public Workshop;
- review recent economic development and jobs data;
- provide a brief description of the approved Green North + Spur Road Alternative and refinements; and
- point out the location of Spring Arbor in relation to the New US 301 Mainline.

Bill introduced Don Blough who described Section 2, US 301, Levels Road Extended to East of Norfolk Southern Railroad including the berm that would be located between Spring Arbor and the Mainline. Don provided highlights of the refinements including interchange modifications, ramp/round-a-bout connections, improvements to Summit Bridge Road and the emergency access ramp at Bunker Hill Road. Mr. Hellmann then summarized the project's next steps including final design of the Mainline, purchase of right-of-way and update of the project financial plan.

Andrew pointed out that the end of the comment period for the August 31st Public Workshop (postponed to September 6, 2011) was September 12th (extended through September 16th) and urged residents to attend and provide comments, which will be considered as the project moves forward. He emphasized the importance of providing written comments. He stressed that the website is now the focal point for obtaining information and encouraged people to visit the website frequently. He concluded the presentation by informing attendees how to provide comments and stay informed.

A question and answer session followed the introductory presentations. The following summary of the questions and comments has been arranged into several categories. As will be seen, a number of the comments could be placed in more than one category:

Spring Arbor Impacts

1. What will be the distance from Spring Arbor property lines to the berm?

Varies from 110 feet to 200 feet

2. We are the only major neighborhood south of Section 1 that is impacted by the Mainline!

Communities adjacent to the US 301 Mainline in Section 2 include Middletown Village and Springmill, as well as Spring Arbor.

3. Am I going to get exhaust fumes from trucks?

An air quality analysis on both a regional and project level was conducted during the environmental document process and the results are included in the Draft Environmental Impact Statement (DEIS) and Final Environmental Impact Statement (FEIS), which can be found on the project website. The project is consistent with/does not violate national air quality standards.

4. What is the height of truck exhaust pipes?

Approximately 12', as typical and calculated in the Federal Highway Administration's (FHWA's) traffic noise model.

5. Second story of our houses will be above the berm, it will not help with noise at this level!

Current Federal Highway Administration (FHWA) guidance suggests that analysis of upper story use areas, such as balconies, is only appropriate for multi-family residences such as apartments, condos etc. DeIDOT does not analyze noise levels for the second story levels of single family homes.

6. Is there any reason why New US 301 could not be located on the other side of the schools, farther from Spring Arbor?

Numerous alignments for new US 301 were evaluated during the planning phase of the project. The result of that extensive effort is the approved current alignment.

7. We are concerned about noise, how can we be protected, can we get sound barriers (like those on I-695 around Baltimore)?

A 10' high landscaped visual earth berm has been proposed between new US 301 and the Spring Arbor community. This landscaped visual earth berm also provides cost effective benefits by reducing projected highway noise levels in the community. Noise barriers, similar

to I-695 – the Baltimore Beltway, were not found to be reasonable and feasible under DeIDOT’s FHWA-approved noise policy.

US 301 Mainline (Sections 1-3)

1. How wide will the highway be?

The US 301 right-of-way for Section 2, excluding interchanges, will vary from 335 to 365 feet.

2. Will I have access to New US 301?

The closest access to new US 301 for Spring Arbor residents would be either Levels Road Extended, south of the community, or Summit Bridge Road, in the vicinity of Armstrong Corner Road, north of the community.

3. When will the Mainline be constructed?

See Attachment No.1 regarding US 301 Mainline construction timing.

4. Can I get to the Mainline without going up to Armstrong Corner Road?

See response to question 2.

5. How will people coming from Maryland get to the shopping areas in Middletown?

Marylanders are likely to gain access by way of new US 301 and the Levels Road Extended interchange to existing US 301 or via Maryland Routes 213 to 282 (Cecilton-Warwick Road), through Warwick, relocated Warwick Road and Levels Road Extended to existing US 301.

6. What happens to the west approach of Bunker Hill Road over new US 301?

After passing over new US 301, Bunker Hill Road will descend and tie into the existing roundabout at Choptank Road.

7. Can the elevation of new US 301 be lowered?

New US 301 is on a slight fill/embankment as it passes to the west of Spring Arbor. In order for the roadway to properly drain, the roadway needs to be at a higher elevation than the existing ground.

8. We thought the Mainline would go under Bunker Hill Road, how high will Bunker Hill Road be when it goes over the Mainline?

New US 301 will pass under Bunker Hill Road. The elevation of the Bunker Hill roadway will be approximately 22 feet above the US 301 Mainline, allowing 16.5 feet for minimum vertical clearance and 5 feet for the bridge depth.

9. Does the bridge go over the railroad?

The new US 301 Mainline will pass over the Norfolk Southern Railroad on bridges that will provide a minimum vertical clearance of 23 feet 6 inches.

10. I understood the Mainline was ending at Levels Road, now I see it is extended into Maryland.

The construction of new US 301 will extend for a short distance into Maryland. US 301 currently tapers from two lanes in each direction to one lane in each direction, in Maryland. DeIDOT will remove the tapered section in Maryland, providing continuity of two lanes in each direction.

11. For much of the distance the Mainline goes through flat farmland, what will the grade be between Maryland and Spring Arbor?

The profile for new US 301 between the Maryland line and north of Spring Arbor is relatively flat for the most part, with minimum grade elevations to accommodate drainage and required clearances over streams such as Sandy Branch. Roadway profile grades through this portion of the project will vary from 0.5% to 0.7%.

12. Economic conditions have changed, the factors that were used to determine whether this project is needed may have changed. Is this project still needed?

While economic conditions have changed, the US 301 improvements remain necessary to address existing and projected congestion, improve safety, and manage and separate heavy long-distance truck traffic from local roads, such as existing US 301 and Boyd's Corner Road.

13. There is the possibility this road will never be built.

While there is such a possibility, constructing US 301 remains a DeIDOT priority.

14. Where will the drainage be directed to when Sandy Branch is crossed?

These existing drainage patterns will be maintained. In the project area adjacent to Spring Arbor, the majority of the roadway and earth berm runoff will be conveyed via ditches, pipes and stormwater management systems to the south where it will outlet to Sandy Branch. The roadway runoff nearer the Bunker Hill Road crossing will be piped westward across the US 301 highway via culvert and ultimately outlets to Sandy Branch.

Berm

1. Are you building the Mainline on a berm and a berm next to the road?

The visual earth berm is being constructed along the east side of New US 301. Also, see response to question 7 under US 301 Mainline.

2. Will there be trees on top of the landscaped berm?

The visual earth berms will be landscaped, however, trees are not anticipated on top of the landscaped berms, due to previous experience, i.e. the top of berms do not receive adequate water to support trees. The trees planted on the side slopes of the berms will grow to heights that will be above the top of the berm.

3. What are the heights of the berms on SR 1 and at Spring Meadow?

DeIDOT constructed visual screening berms during the SR1 project at the Sycamore Farms and Chestnut Lane communities south of Odessa. These berms were constructed with materials encountered during the construction of the SR1 project that were not suitable for use in the roadway embankment or elsewhere on the project. These berms were constructed with 2:1 side slopes (as compared to the 3:1 side slopes proposed for the US301 berms. The SR1 berms are 14 feet above the existing ground resulting in a height above the SR1 roadway that ranges from 8 to 15 feet. Spring Meadow is a new 55+ development located between Dover and Smyrna opposite the Garrison Lake Golf Course between US13 and SR1. There are berms along the property line adjacent to SR1 that were constructed by the Developer on the development's land.

4. Is the state more interested in an attractive berm than one that provides noise protection?

DeIDOT proposes to provide a landscaped visual earth berm to screen the community from the highway. An additional benefit of the landscaped visual earth berm is the reduction in noise levels. The Department is interested in and considers both purposes important.

5. Why can't the berm be higher – we would prefer 16 feet rather than 10 feet?

In developing the recommended cost effective height of a visual earth berm, consideration is given to visual and aesthetic benefits, the elevation of the roadway and the community, the distance between the community and the road, along with the number of noise impacts, the severity of noise impacts, and the cost-effectiveness/relative performance and other impacts of increased berm height. Per our commitment at the August 23rd meeting, the US 301 Project Team is currently evaluating the effectiveness of various berm heights at the Spring Arbor community. The US 301 Project Team will report back to the community, after we have completed our evaluation.

However, raising the berm would require a strip of land from the Spring Arbor common area. Should such a decision be reached, Spring Arbor would be expected to provide the necessary easement for the required strip of land along the community common area.

Schools

1. How far will the highway be from the elementary and high schools?

The new US 301 Mainline will be approximately 250 feet to 280 feet from the elementary school and 715 feet from the high school. Please note that the school has constructed a visual earth berm on their property, between proposed US 301 and the elementary school and the high school (partial). It is anticipated that the partial berm along the high school will be extended to the southwest towards Sandy Branch.

2. Why did DeIDOT decide to put the Mainline so close to the schools and our community?

The property required for new US 301 was dedicated for the highway prior to the planning for the high school, the elementary school and the Spring Arbor community. Planning for the high school, the elementary school, and the Spring Arbor community took place with full knowledge of proposed new US 301. Plan documents for Spring Arbor noted the dedicated US 301 right-of-way.

3. Where is the emergency access lane in relation to the schools?

The emergency access ramp to northbound US 301 will be located on Bunker Hill Road on the east side of new northbound US 301 and not in the proximity of the schools.

4. How will you keep the students off the new road?

As a controlled-access facility, new US 301 will include a fence throughout its length. Students walking to and from school will access these schools via the Bunker Hill Road overpass of new US 301.

5. Can you build a pedestrian walkway over the Mainline to the schools?

Construction of a pedestrian walkway over new US 301 is not considered necessary for access to the schools. There is an existing sidewalk system on the south side of Bunker Hill Road between the schools and Merrimac Avenue. The new Bunker Hill Road overpass includes a sidewalk to maintain this access.

6. The new highway will cause health problems for the students.

See response to question 4 under Spring Arbor Impacts regarding air quality. An earth berm will provide a visual barrier and reduce highway noise levels at the air conditioned schools.

7. Do you plan to meet with the parents of the students who attend the elementary and high schools?

DelDOT has coordinated the US 301 project with the appropriate Appoquinimink School District officials.

Truck Traffic

1. Will trucks be banned from using existing US 301?

No.

2. With new development (battery facility near Levels Road and a potential distribution center) on or near existing US 301 trucks will use existing 301 defeating the purpose to be served by the Mainline.

Long-distance through heavy trucks, not having a local origin or destination, will likely use new US 301 and not existing US 301. There will be no connection between existing and new US 301 in the vicinity of the MD/DE line, prior to the toll facility. Trucks with a local destination, to and from the south, are also likely to use new US 301, in view of the truck prohibitions planned for local roads in Maryland and Delaware in the vicinity of the MD/DE line. Trucks with a local destination, to and from the north, will have the option to use new US 301, paying a toll at the local interchange they select (likely at either Levels Road Extended or Summit Bridge Road, in the vicinity of Armstrong Corner Road), or they could continue to travel toll-free by using existing US 301, Boyd's Corner Road, US 13 and the toll-free ramps south of the Roth Bridge.

3. Will trucks still use local roads?

See response above and below. Some trucks with a local origin or destination are likely to continue to use existing US 301, Boyds Corner Road, US 13 and the toll-free ramps. It is projected that the majority of long-distance through trucks, not having a local origin or destination, will use new US 301.

4. How can DelDOT keep trucks off local roads?

One of the primary purposes of the US 301 project is to remove truck traffic from the local roadway network. This will be accomplished in multiple ways. First, the new limited access roadway will provide a much more attractive route (no traffic signals and no congestion) than current US 301. Second, tolls will be structured to discourage long-distance trucks from leaving new US 301 to go onto the local road system. Trucks are likely to pay a toll, very similar to those at the I-95 Newark Toll Plaza, regardless of where they access new US 301. For example, truck tolls at the US 301 Mainline plaza may be \$9 and they may be slightly less, say \$8, at the ramp plazas. The Mainline plaza and ramp plaza truck tolls will be kept similar in order to minimize truck toll diversions; the goal being to keep trucks on the US 301 Mainline. Third, trucks will be restricted along key potential diversion routes such as Warwick Road and Strawberry Lane.

5. What percent of the trucks will New US 301 remove from existing US 301?

New US 301 is projected to carry approximately 6,800 trucks per day, north of the Levels Road Extended interchange in 2030. Without new US 301, most of these trucks would use existing US 301 through Middletown. Also, without new US 301, existing US 301 is projected to carry 5,100 trucks per day through Middletown in 2030. With the new US 301 constructed, existing US 301 is projected to carry approximately 1,400 trucks per day, a 70% reduction.

Tolls

1. Can local residents be provided with a means to pay greatly reduced tolls?

Financial analyses conducted in the past have assumed no discounts; however, frequent user discounts may be considered during the preparation of the final Financial Plan.

2. Will we have to pay a toll on US 301 and a toll on SR 1?

No, travelers will only pay one toll. For example, if using new US 301; traffic traveling north on US 301 will only pay a toll at either the Mainline plaza or the on-ramps to the north, since US 301 ties into SR 1 north of the Biddles toll plaza. Traffic traveling south on SR 1, if they choose to use new US 301 will not pay a toll on SR 1, since the US 301 exit is north of the Biddles toll plaza. Traffic traveling south on new US 301 will pay a toll as they exit at any of the three southbound off-ramps or at the Mainline toll plaza, if traveling to Maryland. The toll-free ramps on SR 1 south of the C&D Canal/Roth Bridge will remain. Local traffic can still use existing US 301 for free.

3. Will tolls increase on the weekend?

The financial analyses conducted in the past have not considered increased tolls for weekends; however, they may be considered during the analysis for the final Financial Plan.

General

1. Are all DelDOT major projects on hold for financial reasons?

No, while a number of projects in DelDOT's Capital Transportation Program have been deleted or delayed because of current economic conditions, the Department still has a moderate level of capital projects planned for construction. The US 301 project is proposed to be funded primarily with toll revenue bonds and some federal funds, in order to minimize its impact on the statewide capital transportation program.

2. State and federal governments cannot afford such projects.

The US 301 Project Team will update the project Financial Plan and present the results to the Secretary of Transportation in December 2011. If acceptable to the Secretary, the Financial Plan will be presented to the Governor. If acceptable to the Governor, the Financial Plan will be presented to the General Assembly, along with a request for authorization to sell toll revenue bonds to fund the construction of the US 301 Mainline. See Attachment No. 1 on when US 301 will get built.

3. How will traffic get on and off Summit Bridge?

Northbound traffic traveling across Summit Bridge will include northbound traffic from existing SR 896, the proposed US 301 Spur Road and Bethel Church Road. A driver traveling

south on the SR 896, across Summit Bridge, will be able to continue south on existing SR 896, travel south on Bethel Church Road to Choptank Road or travel south on the Spur Road.

4. Since the Spur Road is only one lane in each direction, will it be limited access?

Yes, the Spur Road will be a limited-access roadway, with northbound access provided to traffic coming from Maryland or northbound traffic from the Levels Road Extended interchange. Southbound access will be from southbound SR 896 traffic crossing Summit Bridge.

5. Will any improvements be made at the railroad tracks in Middletown for emergency response purposes?

The Middletown Fire Chief responded to this and related questions pointing out the location of the Fire Company's Churchtown Road sub-station and indicating that response times are not impacted.

6. Are there priority funding issues with the US 113 and the US 301 projects? Do they compete for state funds?

Due to the anticipated timing of each project, along with the anticipated type of funding, the US 301 and US 113 projects do not compete for state funds. Also, see response to question 1 under General.

The US 301 project is more advanced than the US 113 project. The US 113 project is currently in the project planning phase (evaluation of alternatives, preparation of environmental documents, coordination with Environmental Resource Agencies, etc.). The US 301 project has an approved Record of Decision (ROD); the preparation of final design/construction bid documents is nearly complete and the acquisition of the necessary right-of-way to construct the project is actively underway.

US 301 is planned to be funded primarily with toll revenue bonds and some federal funds. The US 113 project is not currently planned as a toll facility and its construction is currently anticipated to be funded with federal and state funds.

ATTACHMENT 1

When Will US 301 Get Built?

- We cannot provide you with a specific construction start date for the US 301 Mainline or US 301 Spur Road.
- US 301 will be constructed once we confirm that traffic and revenue projections will result in a financial plan that will be favorably received by the bond market and is acceptable to the Secretary of Transportation, the Governor and the General Assembly.
- We intend to update the financial plan this fall and present the results to the Secretary of Transportation in December.
- It remains the goal of the Department to fund the construction of the US 301 project with primarily toll revenue bonds and some federal funds, thus minimizing impact on the state's Transportation Trust Fund and the statewide Capital Transportation Program.
- Once the General Assembly authorizes the sale of toll revenue bonds, about 3 ½ to 4 years would be required to bid and award the construction contracts and to complete the actual construction of the US 301 Mainline.
- The US 301 Mainline has been and continues to be a higher priority than the US 301 Spur Road.
- Contract 4A, the 896 and Bethel Church Interchange, can be constructed and become operational prior to or as part of the US 301 Spur Road.
- It is anticipated that construction on the US 301 Spur will not happen for a number of years. It is currently contemplated that construction of the US 301 Spur Road would begin sometime after the opening of the US 301 Mainline.
- More information is available on Public Workshop Display Boards 1, 5 and 14.