



Project Schedule - Path Forward

2006

- **Feb. 22, 23** Issues-Focused Public Workshops
- **Feb. 20, 23, 25** Project Office will be closed.* Will re-open Monday Feb. 27.
- **Early April** Public Workshops
- **April – July** Phase II Bog Turtle Survey and Report
- **Late Summer** Draft Environmental Impact Statement (DEIS)
- **Early Fall** Public Workshops
- **Late 2006** Preferred Alternative Recommendation
- **Late 2006 – Early 2007** Final Environmental Impact Statement (EIS)

2007

* Temporary Project Office Closing

During the week of the Issues-Focused Public Workshops, the US 301 Project Office will be closed. The Project Office will be closed on Monday, February 20, Thursday, February 23, and Saturday, February 25. The Project Office will re-open on Monday, February 27 and will have all of the updated information from the Issues-Focused Public Workshops.

Contact Information

The US 301 Project Team invites public and media inquiries about this project.

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Reserve the Dates...
Issues-Focused
Public Workshops
February
22 & 23

US 301 Update

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Issues-Focused Workshops to Address Residents' Concerns



The Delaware Department of Transportation (DelDOT) will conduct Issues-Focused Public Workshops for US 301 on February 22 at the Middletown Fire Hall and February 23 at Cedar Lane Elementary School.

This informal workshop setting will allow the Project Team, in an extended format, to respond to the issues and concerns that were raised at the three December Workshops and during the seven-week comment period. The public is encouraged to attend these informal workshops anytime between 1:00 pm and 8:00 pm. Each workshop will offer the same information with a brief presentation given at 1:30 and repeated at 3:00, 4:30 and 6:30.

Issues that will be addressed

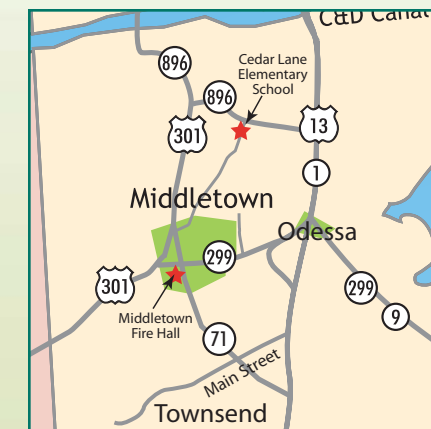
At the December 5, 6 and 7 workshops, the DelDOT Project Team presented the US 301 Alternatives Retained for Detailed Evaluation. These alternatives (Yellow, Purple + Spur, Brown and Green + Spur) included a number of modifications seen for the first time by the public. These modifications resulted in a large number of comments from the public and state elected

officials. As a result of this public input, the February workshops will focus on a number of key issues including:

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

In the meantime, the Project Team is continuing to meet with many of the communities in the project area to discuss their issues and potential solutions.

Look inside for information that will be presented at the workshops.



Issues-Focused Workshops

Wednesday, February 22

1:00 pm – 8:00 pm
Middletown Fire Hall
W. Green Street and S. Scott Street
Middletown

Thursday, February 23

1:00 pm – 8:00 pm
Cedar Lane Elementary School
1259 Cedar Lane Road
Middletown

Each workshop will offer the same material. A brief presentation of key issues will be given at each workshop at 1:30, 3:00, 4:30 and 6:30.

Inside...

- Summary of Public Comments
- Alternatives Issues to Be Discussed
- SR1 Toll Free Ramps at C & D Canal
- Middletown Baptist Church
- New Covenant Church
- Spur Alternatives
- Effects of the Modified/Refined Alternatives



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Over 500 Comments received since December workshops

More than 525 local residents attended the December workshops. Over 500 comments expressing a preference for, or in opposition to, the Retained Alternatives were received for December 5, 2005 through January 23, 2006. Comments were received at the workshops, the project office, the project hotline, the project website (www.us301.org) and at DelDOT headquarters during the comment period. Seven petitions were also received containing nearly 5,000 signatures.

These comments and preferences expressed by the public are not a scientific sample, but rather represent only the views of those who chose to provide comments.

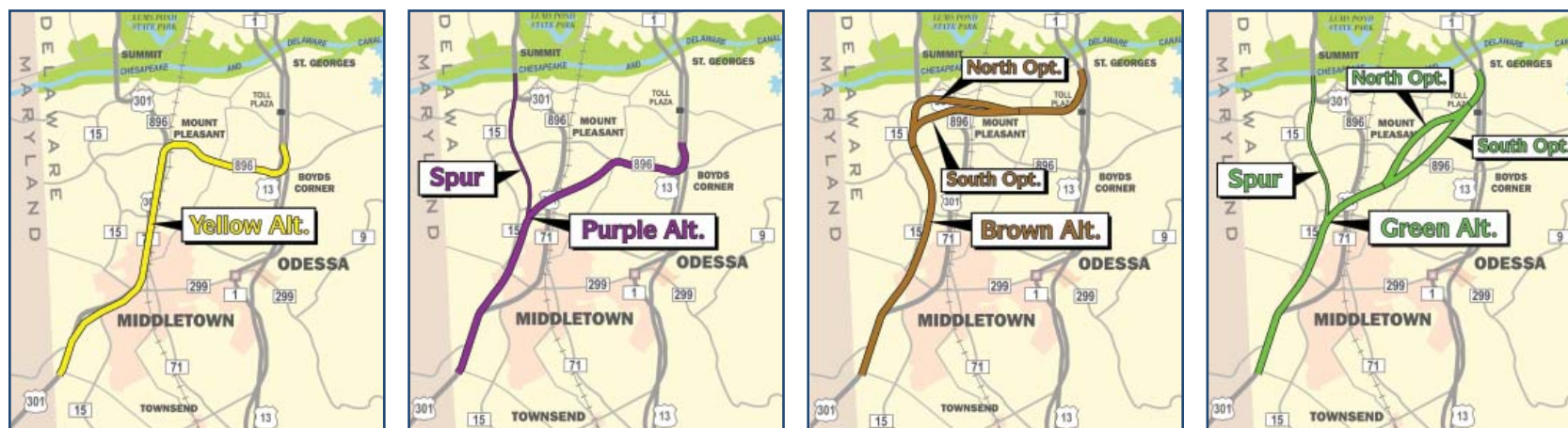
Comments Received from 12/5/05 through 1/23/06

		YELLOW	PURPLE + SPUR	BROWN	GREEN + SPUR	TOTAL
Opinions	Prefer	70	31	41	108	250
	Oppose	73	60	81	38	252
	TOTAL	143	91	122	146	502

Petitions Received from 12/5/05 through 1/23/06

In addition, the following petitions have been received:

- 239 oppose Yellow (generally Springmill community)
- 14 prefer Yellow
- 200 oppose Yellow and Purple (New Covenant Church)
- 1,152 prefer Yellow (generally communities west of Middletown)
- 85 prefer Yellow and Purple (generally Airmont community)
- 125 oppose Brown (generally communities south of Summit Bridge)
- 3,094 oppose any part of US 301 that would adversely affect the Middletown Baptist Church.



Issues-Focused Public Workshops to address residents' concerns

Material to be presented at the Issues-Focused Public Workshops will specifically focus on concerns expressed on the information presented at the December Workshops.

SR 1 TOLL FREE RAMPS AT C & D CANAL – ALL ALTERNATIVES

At the workshops, you will have the opportunity to review an alternative that will retain the toll-free ramps to and from the SR 1 Bridge across the C&D Canal. This alternative retains, at its current location, the existing southbound SR 1 off-ramp to Lorewood Grove Road and US 13. Additionally, the northbound on-ramp from US 13 to northbound SR 1 is shifted approximately 3000' to the south in order to provide satisfactory traffic operations in the near and mid-term. This shift may require the relocation of the Port Penn Road/US 13 intersection to the south. DeIDOT has decided not to consider further the relocation of the toll-free ramps to north of the C&D Canal as an integral part of a US 301 recommendation. However, in the long-term, DeIDOT may have to revisit this issue depending on traffic operations and safety.

MIDDLETOWN BAPTIST CHURCH – PURPLE + SPUR AND GREEN + SPUR ALTERNATIVES

The Project Team is developing an additional interchange option for the Purple with Spur and Green with Spur Alternatives in the vicinity of the Middletown Baptist Church in order to minimize impacts on the church property. This new option, along with the two options presented at the December Workshops, will be discussed at the February Issues Workshops.

NEW COVENANT CHURCH – YELLOW AND PURPLE + SPUR ALTERNATIVES

The Project Team is developing a bypass option for the Yellow and Purple + Spur Alternatives that would avoid taking the New Covenant Church. This option will be presented at the February Issues Workshops,

along with the options presented at the December Workshops.

SPUR ROAD: PURPLE + SPUR AND GREEN + SPUR ALTERNATIVES

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

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

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

EFFECTS OF ALTERNATIVES

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

Many factors to be considered in recommending a Preferred Alternative

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