WELCOME

US 301 Project Development

Welcome!

On behalf of the Delaware Department of Transportation (DelDOT), the Federal Highway Administration (FHWA) and the US Army Corps of Engineers (USACE), welcome to this eighth round of public workshops for the US 301 Project Development effort.

Purpose of Workshop

The purpose and primary focus of the Public Workshop is to update the public on project activities since the March 2009 Public Workshop, including:

- Detailed design plans (US 301 mainline-semi-final plans / Spur Road-preliminary plans)
- Update of environmental impacts and environmental / community mitigation information
- A number of additional design refinements, including:
  - The need to close Hyetts Corner Road during construction
  - Consolidation of US 13 / Port Penn Road / Toll Free Ramp Intersection
  - The intersection of Summit Bridge Road and Armstrong Corner Road to accommodate the interchange with the new US 301
  - Churchtown Road Overpass of Spur Road / Access to Tidewater Utility / Maintenance of Traffic during construction
- Emergency Access Needs
- Real Estate Acquisition
- Traffic and Funding Concept
- Path Forward / Next Steps

Public Involvement - Discuss and Listen

This Public Workshop affords all members of the public the opportunity to present their views regarding the US 301 project, including the detailed design plans and other related information, such as current traffic data and environmental effects information, along with a number of design refinements. Please feel free to ask questions of the Project Team members, write down and submit your comments, or voice your opinion and make us aware of your thoughts.

Public Input

In addition to seven rounds of public workshops, DelDOT has conducted numerous meetings with property owners, communities, businesses, organizations and other individuals to provide information and listen to comments and concerns.

A comprehensive, user-friendly Project Website has been active since April 2005. The site's value is demonstrated by its use. At the end of July 2011, the site has had over 4 million hits.

Over 4,000 people have attended at least one Public Workshop during June, September, December 2005; February and April 2006; January 2007 and March 2009 sessions.

Over 2,600 people provided written comments on the alternatives and over 7,000 people signed petitions regarding various alignment alternatives.

Community Meetings

The Project Team has held approximately 50 community meetings, with anywhere from 30 to 200 people attending. The communities that the Project Team has met with, sometimes more than once, are:

- Airmont
- Augustine Creek
- Back Creek
- Chesapeake Meadow
- Crystal Run Farm
- Dickerson Farms
- Fox Hunter Crossing
- Grande View Farms
- Matapeake
- Mid Farms
- Lea Eara Farms
- Spring Arbor
- Fairview Farms
- Jamison Corner Road Residents
- Middletown Baptist Church
- Middletown Village
- Mount Hope
- Post and Rail Farms
- Ratledge Road Residents
- Springmill
- Summit Bridge Farms
- Summit Farms
- Summit Pond
- The Legends
- Westside Hunt

The Project Team met with the following communities prior to the workshop.

- Spring Arbor
- Summit Bridge Farms
- Springmill
- Airmont / Mt. Hope

The Project Team also met with and talked to a number of property owners in the project area, prior to the public workshop.

Next Steps

- Complete US 301 Mainline design: 2011
- Purchase remaining US 301 Mainline right-of-way: 2011/2012
- Purchase US 301 Spur Road right-of-way: 2012/2013
- It continues to be important to preserve the US 301 corridor to meet the current and future transportation needs of this important growth area.
- The goal is to be in a position to move forward with construction when key factors (traffic, revenues, costs and market conditions) result in an acceptable US 301 Mainline Construction Financial Plan to sell Toll Revenue Bonds that minimize risk to the State and the Transportation Trust Fund. DelDOT believes the key factors are moving in the right direction.
- The US 301 Mainline Construction Financial Plan will be updated in Fall, and if determined acceptable, presented to the Governor in December of this year.

Project Purpose and Need

Improve Safety

- Existing US 301 (2000-2010)
  - 1,150 total crashes - 395 resulted in injuries
  - 15 crashes (5 involved trucks) resulted in 17 fatalities
- Fatality rate on existing US 301 is 31% higher than Delaware state-wide average and 37% higher than the national average.

Note: Existing US 301, MD/DE Line to Summit Bridge

Reduce Congestion

- Numerous intersections in the project area projected to operate at Level of Service F (failing)
- Reduces traffic by at least 20% on over 50% of the local roads

Manage Truck Traffic

- Removes large percentage of interstate trucks from existing US 301, Boyds Corner Road and other local roads, thus reducing congestion, improving safety and supporting economic development.

US 301 Northbound at SR 299 (Middletown)

Sharp Curve South of Summit Bridge

Westbound Boyds Corner Road at US 301

Job Creation

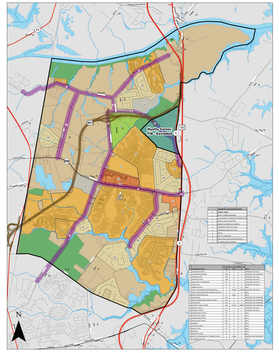
The approved and proposed economic development in this important growth area and the construction of US 301 will create a significant number of needed jobs.

No. of Jobs	Type	Source
14,400	Permanent	Approved or Proposed Economic Development
650	Temporary	
5,200	Construction	US 301 Construction
2,400	Supporting Industry	
7,700	Induced [1]	

1. Induced employment includes all of the jobs supported by consumer expenditures resulting from wages to "construction" and "supporting industries" Employment.

US 301 will provide access for other development initiatives, including support for the Base Realignment and Closure Commission (BRAC) near Aberdeen, MD.

Economic Development - Southern New Castle County

- New US 301 will support a significant amount of approved and proposed economic development in southern New Castle County, which is projected to be one of the fastest growing areas of the State.
  - 87% of the projected population growth in New Castle County is projected to take place in southern New Castle County.
  - Existing commercial/office development is projected to increase by 275% (7.9 million square feet (MSF) total – 5.0 MSF approved and 2.9 MSF proposed).
  - Existing residential units are projected to increase by 143% (a total of 19,085 - 12,735 approved/6,350 proposed).
  - These figures only include a portion of the 1,100 acre Whitehall development and do not include 52 acres of developable land in Westown.
  - New US 301, along with local road improvements, will accommodate the traffic resulting from the existing, approved and proposed development, along with the projected regional/interstate traffic.
- US 301 will support economic development by removing regional / long distance traffic, especially heavy trucks, from local roads and providing expressway access to job centers in Wilmington, Philadelphia, southern New Jersey and Maryland.

Southern New Castle County - Transportation Investment District Land Development Activity