



WELCOME

301 US 301 Project Development

Welcome!

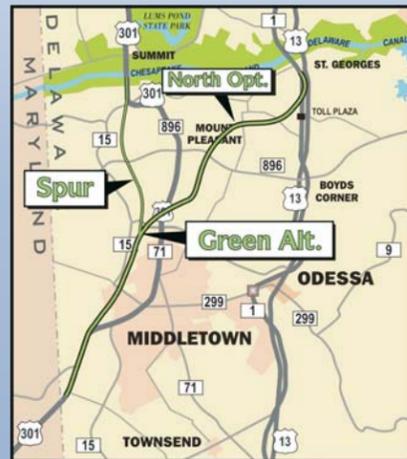
On behalf of the Delaware Department of Transportation (DelDOT), the Federal Highway Administration (FHWA) and the US Army Corps of Engineers (USACE), welcome to this seventh round of public workshops for the US 301 Project Development effort.

Purpose of Workshop

Spur Road

The purpose and primary focus of the Public Workshop is to present the following information to the public regarding the Spur Road:

- Potential alternatives to the Spur Road, including the upgrading of existing US 301
- Identification of an early contract to improve the sharp curve on SR 896, south of Summit Bridge
- The results of additional Spur Road studies that were commitments in FHWA's approved Record of Decision (ROD) for the project, including:
 - Alignment refinements to minimize impacts
 - Spur Road median width
 - Spur Road design speed



Current Traffic Data

The most current traffic data for the project is also presented.

The Public Workshop is presenting information regarding the Spur Road, in accordance with Epilogue Language to the 2008 General Assembly Bond Bill.

"The General Assembly directs the Department to implement the US 301 Corridor project in Phases, beginning with the US 301 mainline section. Before expending funds for the final design and construction of the Spur Road segment of the project, the Department will convene public workshops on the Spur Road segment. At the workshops, the Department will present information and alternatives for the Spur Road, including the upgrading of the existing US 301. The most current traffic data available at that time shall be presented to the public at the workshops. The Department shall report to the General Assembly on the comments received at the public workshops and make recommendations on how to proceed with this segment of the project no later than May 1, 2009."

US 301 Mainline Potential Refinements

In addition, DelDOT will use the Public Workshop as an opportunity to provide the public with information regarding a number of potential refinements to the selected US 301 Mainline Green North Alternative, including:

- US 301 Mainline at the MD/DE line - minor shift of the alignment to reduce environmental impacts, avoid electric transmission towers, and reduce costs
- Levels Road Diamond Interchange - minor shift to reduce potential environmental impacts to Sandy Branch
- Northbound US 301 exit to Northbound Spur Road - modify from a left side to a right side exit to improve traffic operations & safety and reduce costs
- The New US 301 Interchange with existing US 301, just north of Armstrong Corner Road, where a diamond interchange with roundabouts at the ramp termini is being considered, in lieu of the selected partial cloverleaf interchange, to reduce environmental impacts and improve traffic operations and safety
- Jamison Corner Road Diamond Interchange - consideration of roundabouts at ramp termini, to improve traffic operations and safety, and to reduce costs
- Toll Free Ramp from US 13 to Northbound SR 1 (Roth Bridge) - shift further to south and relocate a section of Port Penn Road at US 13

Public Involvement - Discuss and Listen

This Public Workshop affords all interested persons the opportunity to present their views regarding alternatives for the Spur Road, including the upgrading of Existing US 301, the results of various Spur Road studies and other related information, such as current traffic data and environmental effects information, along with a number of potential refinements to the New US 301 Mainline design. You are invited to express your views. Please feel free to ask questions of the Project Team members, write down 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 meeting with communities, businesses, organizations and 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 February 2009, the site has had over 3,525,442 hits.

Over 3,300 people attended at least one Public Workshop during June, September, December 2005; February and April 2006; and January 2007 sessions. Over 2,200 people provided written comments on the alternatives and over 7,000 people signed petitions in support or opposition to various alternatives.

Community Meetings

The Project Team has held approximately 50 community meetings at the request of the individual communities. Each community meeting attracted between 30 and 200 people. The communities that the Project Team has met with, sometimes more than once, are:

- Airmont
- Augustine Creek
- Back Creek
- Chesapeake Meadows
- Crystal Run Farm
- Dickerson Farms
- Fox Hunter Crossing
- Towns of Galena and Cecilton
- Grande View Farms
- Matapeake
- Midland Farms
- Middletown Baptist Church
- Middletown Village
- Mount Hope
- Post and Rail Farms
- Rattledge Road Residents
- Springmill
- Summit Bridge Farms
- Summit Farms
- Summit Pond
- The Legends
- Westside Hunt

The Project Team participated in the following community meetings during the month of March 2009, to present the public workshop materials to the communities, prior to this public workshop:

Spring Arbor

Monday, March 2 - 7:00 PM - Spring Arbor Clubhouse

Lea Earra Farms/Summit Farms

Monday, March 9 - 7:00 PM - Southern New Castle County Patrol Community Meeting Room

Summit Bridge Farms

Tuesday, March 10 - 7:00 PM - Old Middletown Town Hall

Chesapeake Meadow, Dickerson Farms, Mid Farms, & Fairview Farm

Wednesday, March 11 - 7:00 PM - New Middletown Town Hall

The Legends

Monday, March 16 - 7:00 PM - Frog Hollow Country Club

Residences/Businesses Along Existing US 301

Tuesday, March 17 - 7:00 PM - New Middletown Fire Hall

Summit Pond

Wednesday, March 18 - 7:00 PM - New Middletown Town Hall

Spring Mill

Thursday, March 19 - 7:00 PM - Spring Mill Clubhouse

The Project Team also met with or talked to numerous property owners in the project area.

Project Purpose and Need

Manage Truck Traffic

- US 301 is used as a Mid-Atlantic truck route and serves as an alternative to avoid tolls and congestion on I-95.
- High volume of truck traffic on Existing US 301 (1-lane in each direction unlimited access)
 - 27% Trucks at DE/MD State Line (Feb 2008)
 - 15% Trucks on Boyds Corner Road (Sep 2008)
- Mixing a high percentage of truck traffic with local traffic affects roadway operations and safety.
- 95% of interstate truck traffic on Northbound US 301 is heading northeast.

Improve Safety

- High Accident Locations
 - Several roadway segments of US 301 / SR 896 are on DelDOT's Highway Safety Improvement Program (HSIP) list
 - Need to address sharp curve at south end of Summit Bridge
- From January 2000 to December 2006, 1200+ reported accidents in project area (US 301, SR 896, SR 299, and SR 15)
 - 36% resulted in injury or death
 - 13 fatalities on the US 301/SR 896 Corridor

Note: Five (5) additional fatalities have occurred on US 301 south of the C&D Canal, between January 2007 and December 2008

Reduce Congestion

- Separate local traffic from US 301 thru traffic, especially trucks.
- Multi-modal related recommendations from the US 301 Major Investment Study have been or are being implemented.
- Despite these non-capacity improvements, traffic growth during the last 5 to 10 years in the Project Area has exceeded projections.
- Need to develop roadway capacity improvements

SELECTED ALTERNATIVE

- The Green North + Spur Road was selected from the Alternatives Retained for Detailed Study, as it was considered to best meet Purpose and Need by providing a controlled-access facility that would best remove thru traffic, especially truck traffic, from local roads; that would best improve traffic safety in the project area; and that would best address congestion, including accommodating existing and projected development.