

Middletown Corridor Coalition

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In order to better evaluate the true cost(s) of the spur road and alternatives, we ask that DeIDOT (and/or outside contractor) to provide the following information.

1. Cost (in comparable 2005 \$) of upgrading Rt. 301/896 from Churchtown Rd. to the proposed interchange of the Green Route & Route 301 AND costs associated with improvements to the Summit Bridge Approach.
2. What would be the difference in cost to acquire ROW for the spur (new acquisition) versus land needed to upgrade existing 896/301
3. Cost associated with building the spur road, including improvements to the Summit Bridge approach, from the base of Summit Bridge to the proposed interchange with the Green Route (include purchase of ROW currently not owned by DeIDOT).
4. Estimate the need for, and additional costs of, associated Improvements to Rt. 302 south of the proposed interchange of the Green Route & Route 301 (south along Route 301 to...?). This assumes some improvements may be needed to accommodate some of the anticipated 6,000 CPD expected on the spur route.
5. Costs associated with making 896 a divided highway. Should this be considered under any scenario as a safety measure? Is it assumed that Route 896 will not need improving (expanding) in the future?
6. What improvements are already slated for improving Choptank RD, what is its final design volume?
7. What would the time frame be to upgrade 896/301 to accommodate future traffic as opposed to building the spur?
- 8.) What is the impact to homes (how many are directly impacted) utilizing an increased capacity on 896? How does this compare to the spur?
9. How do changes in future land use of the area (more compact growth in central core, less in northwestern quadrant per NCCo Comprehensive Plan) impact expected traffic patterns, specifically the need for improvements to existing roadways (e.g. Route 301) and the expected local use of the spur? (I.e. will improvements be essential for Rt. 301 anyway?)
10. With other projects in the tri state area at a maximum dBA level of 47 dBA, why is the sound level for the spur road estimated at 67 dBA. We feel it is not acceptable at that level. What will be done to lower that dBA level to no less than 55 dBA.
11. Please Quantify the possible negative impacts (traffic failures?) of not building the spur in favor of making improvements to Route 301 per item #1.
12. What other alternatives have been considered to reduce traffic / improve conditions on Choptank Road?