



FHWA ID No. 52-0599112

US 301 PROJECT DEVELOPMENT

From the MD State Line to SR 1, South of the Chesapeake & Delaware Canal
New Castle County, Delaware

FINAL ENVIRONMENTAL IMPACT STATEMENT (FEIS)

SUBMITTED PURSUANT TO
42 USC 4332(2)(C) and CEQ Regulations (40 CFR 1500 (et. seq.))

by the

**United States Department of Transportation
Federal Highway Administration**

and the

Delaware Department of Transportation

In cooperation with:

**United States Army Corps of Engineers
United States Environmental Protection Agency
United States Fish and Wildlife Service**

11/30/2007
Date of Approval

Hassan Raza
Hassan Raza
Division Administrator
Federal Highway Administration

11/30/07
Date of Approval

Robert J. Taylor
Robert J. Taylor
Chief Engineer
Delaware Department of Transportation

The purpose of this project is to improve and enhance highway safety, manage truck traffic, and address existing and projected traffic congestion in the US 301 corridor, while minimizing environmental impacts and accommodating existing and planned development. The project area in New Castle County, Delaware extends west to the Maryland state line; east to the US 13/SR 1 corridor; south to south of Middletown, Delaware; and north to the Chesapeake and Delaware Canal. The alternatives evaluated in the Draft Environmental Impact Statement (EIS) and at the Location/Design Public Hearing include the No-Build Alternative and four build alternatives (Yellow, Purple, Brown, and Green). Each build alternative consists of a four-lane, fully access-controlled tolled highway facility. The Purple and Green

Alternatives include a two-lane, fully access controlled tolled Spur Road. The Green Alternative, North Option was presented in the Draft EIS as DelDOT's Recommended Preferred Alternative.

In response to comments received, continued consultation with the resource and regulatory agencies, coordination with the public, and refined engineering, the Delaware Department of Transportation announced the Green Alternative plus Spur, North Option, with Armstrong Corner Area Option 2A, Summit Interchange Option 3B, and Ratledge Road Area Option 4B Modified as the Preferred Alternative on May 16, 2007.

Environmental impacts associated with all of the alternatives are presented in this document. The Preferred Alternative impacts will include residential and business displacements; right-of-way acquisition; impacts to forest and farmland; impacts to floodplains and waters of the United States including wetlands; noise impacts to residences; and adverse visual and noise effects to cultural resources. Additionally, the project may have secondary effects and will have cumulative effects.

This Final Environmental Impact Statement will be available for public review for a period of 30 days. Comments are due on January 14, 2008, and may be submitted to either of the following addresses.

Additional project information, including an electronic version of this document, is available on the DelDOT website, www.deldot.gov/information/projects/us301/. The following persons may be contacted for additional information concerning this document:

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