



STATE OF DELAWARE  
**DEPARTMENT OF TRANSPORTATION**  
800 BAY ROAD  
P.O. Box 778  
DOVER, DELAWARE 19903

CAROLANN WICKS, P.E.  
SECRETARY

June 28, 2006

Re: DelDOT Contract Number: 25-090-01  
Federal Aid Project Number: IM-N056(27)  
**I-95 Delaware Turnpike Improvements Project**  
Turnpike Mainline from SR 1 to SR 141  
I-95/SR 1 Interchange  
I-95 Northbound Widening Extension  
New Castle County, Delaware  
**Environmental Reevaluation**  
*[Change in project limits]*

Mr. Robert Kleinburd  
Realty and Environmental Specialist  
Federal Highway Administration  
300 South New Street, Room 2101  
Dover, Delaware 19904

Dear Mr. Kleinburd:

The purpose of this letter is to present a review and reevaluation of the environmental consequences of the current design for improvements to I-95 between SR 1 and SR 141 and the improvements to the I-95/SR 1 Interchange for consistency with the Finding of No Significant Impact (FONSI) for the project. The FONSI was issued on March 2, 2005.

Also included in this submission is an evaluation of the extension of widening activities, in the northbound direction only, from the SR 141 Interchange to the I-495 split. New traffic studies indicate the need to revise the design to include an additional northbound lane between the I-95/I-295 split and the I-95/I-495 split. An environmental evaluation of the extended northbound widening, a total of 1.2 additional miles, has been completed, and no additional significant impacts have been identified. The extension would be included in the mainline widening contract. **Figure 1** shows the project location and extended project area.

**FONSI SELECTED ALTERNATIVE**

*I-95/SR 1 Interchange/I-95 Turnpike Mainline*

The I-95/SR 1 Interchange/I-95 Turnpike Mainline widening project involves the provision of an additional fifth lane on the I-95 mainline between the SR 1 Interchange and the SR 141 Interchange as well as modifications to the I-95/SR 1 Interchange.

The initial I-95 mainline evaluation included approximately 2.1 miles of I-95 between SR 1 and SR 141. The existing Turnpike mainline consists of four 12-foot lanes in each direction, with 12-foot shoulders

both inside and outside, separated by a two-foot concrete median barrier. The FONSI Selected Alternative (Alternative 2 Option 2) provides an additional fifth lane in each direction on the I-95 mainline between the SR 1 interchange and the SR 141 interchange. The widening will occur to the outside of the existing northbound and southbound roadways and would have provided mechanically-stabilized earth (MSE) walls to the outside of the roadway to minimize effects to the adjacent environment through Churchmans Marsh.

The FONSI Selected Alternative for the I-95/SR 1 Interchange (Alternative 3), located at the southern end of the project area, included the construction of separated northbound-to-northbound and southbound-to-southbound directional ramps between I-95 and SR 1 in order to separate freeway-to-freeway traffic from local traffic. The Selected Alternative also included modifications to the northbound SR 7 alignment, improved local access, and modifications to Ramps S, G2, U, U1 and R to facilitate the flow of traffic.

### **POST FONSI MODIFICATIONS**

An initial Application for Department of the Army Permit was submitted on April 26, 2005. U.S. Army Corps of Engineers (Corps) comments were received July 7, 2005, and the Delaware Department of Transportation (DelDOT) submitted responses and a supplemental permit application on January 9, 2006 and May 19, 2006.

There have been no changes in the design of the I-95/SR 1 Interchange; modifications have been made to two stormwater management ponds to be constructed within the interchange area. Engineering design changes for the I-95 widening will provide for (1) the installation of sheet pile walls, rather than MSE walls, through the wetland areas associated with Christiana Marsh, and (2) riprap scour protection has been added to protect the abutments of the Christina River Bridge.

#### *Extended Widening Northbound from SR 141 to I-495*

Recent traffic updates to the regional traffic model for the WILMAPCO planning area (which includes New Castle County, Delaware, and Cecil County, Maryland) and subsequent modeling of the project area have identified the need to modify the northern project limit, in the northbound direction.

Today, northbound I-95 carries four lanes in each direction from the SR 1 interchange through Churchmans Marsh. At the I-95/I-295 split, three lanes continue northbound on I-95 (Wilmington/Philadelphia) and two lanes extend north to I-295 (Delaware Memorial Bridge), a 3-2 split. Per the FONSI Selected Alternative, the 5<sup>th</sup> lane widening project added an additional through lane to northbound I-95 through Churchmans Marsh which extended to I-295 with a 3-3 split, *i.e.* three lanes to I-95 (Wilmington/Philadelphia) and three lanes to I-295 (Delaware Memorial Bridge). However, updated traffic figures and analysis for the year 2007, using DelDOT's new Peninsula Traffic Model, indicate that the projected AM peak period volume on I-95 north of this split will be nearly 8,000 vehicles per hour, exceeding the capacity of a three-lane freeway. If the northbound I-95 widening were only extended to I-295, the existing congestion on I-95 at the SR 1 interchange would simply move two miles north to the I-95/I-295 split.

Therefore, we are proposing to extend the widening of northbound I-95 from the I-95/I-295 split through the I-95/I-295/I-495 interchange to just north of the I-95/I-495 split. This change would modify the I-95/I-295 split to a 4-2 configuration (four lanes continuing northbound on I-95 and two lanes exiting to I-295). Results from CORSIM simulation model runs indicate that the proposed 4-2 split would reduce travel times on northbound I-95 between SR 273 and I-495 by up to 40% (12.5 to 7.5 minutes) during the AM peak period, while the originally proposed 3-3 split would result in travel time savings of less than 10% (12.5 to 11.5 minutes), compared to the No Build condition. Not widening I-95 north of the

I-95/I-295 split would prevent the mainline widening project from achieving its full benefits at the system level.

**Figure 2**, Sheets 2-5, shows the FONSI Selected Alternative design for the I-95/SR 1 Interchange.

**Figure 3**, Sheets 1-8, shows the proposed design for the I-95 Turnpike Mainline, including the extended widening of the northbound lane.

## ENVIRONMENTAL IMPACTS

Environmental impacts associated with the proposed design for the I-95 widening are evaluated and compared to those identified in the January, 2005, Environmental Assessment. **Table 1** summarizes the impacts to resources for the project. There have been only three changes in impacts since the initial document: an increase in the amount of new impervious surface, a net decrease in impacts to waters of the US, and an additional 2.4 acres of forest impacts. The project may require the acquisition of an additional 1.08 acres of commercial-zoned property (no displacement).

<b>Table 1. Comparison of Resource Impacts</b>		
<b>Resource</b>	<b>EA/FONSI Selected Alternative</b>	<b>Current Proposal</b>
Floodplains	<0.7% fill	<0.7% fill
Stormwater Management		
New Impervious Surface/ Required Treatment Capacity	26.36 acres	26.04 acres
SWM Treatment Capacity Provided	35.29 acres	35.29 acres
<b>Waters of the US (Total ACOE)</b>	<b>2.17 acres</b>	<b>2.02 acres</b>
Wetlands (non-tidal)	0.87 acre	0.62 acre
Wetlands (tidal)	None	0.09 acre
Areas other than wetlands (tidal – Christina River)	0.26 acre (54 lf)	0.02 acre (30 lf)
Areas other than wetlands (non-tidal channels, drainage ditches)	1.04 acres (6,163 lf)	1.29 acres (7,005 lf)
Forest	1.60 acres	4.00 acres
RTE Species	No impact	No impact
Farmlands	No impact	No impact
Cultural Resources		
Direct Adverse Effects to Historic Structures	No impact	No impact
Indirect Effects to Historic Resources	No impact	No impact
Adverse Effects to Archaeological Resources	No impact	No impact
Public Lands/Section 4(f) Uses	None	None
Air Quality	Conforms with SIP	Conforms with SIP
Noise	No perceptible impact	No perceptible impact
Residential or Business Relocations	None	None
Property Acquisition	9.41 acres	10.49 acres
Environmental Justice Issues	None	None
Hazardous Materials	No Impact	No Impact

Resource surveys were completed for the project area associated with the additional northbound widening to determine the presence of hazardous materials, cultural resources, and noise sensitive receptors. No additional resources were identified. There are no changes in impacts associated with air quality as a result of the additional widening. The extension of widening in the northbound direction between SR 141 and I-295 is not a capacity improvement, and will not increase or decrease the Average Annual Daily Traffic (AADT), only facilitate its movement through this section of I-95. No additional air quality

analysis is required. The proposed extension of the northbound widening will not impact additional floodplains due to the elevation of the roadway through the extended widening and the proposed sheet pile wall construction. The fill associated with the roadway embankment will remain unchanged at less than 0.7% of the storage volume associated with the floodplain.

Water Quality/Stormwater Management

There will be an additional 2.68 acres of new impervious surface due to the extension of the northbound widening. When added to the initial new surface area of 23.36 acres, the revised interchange/mainline project will create 26.04 acres of new impervious surface requiring treatment of stormwater runoff. Stormwater management (SWM) facilities would be provided to accommodate stormwater runoff from newly constructed impervious surfaces. The proposed SWM facilities will treat a total of 35.29 acres, a quantity in excess of the new required treatment area.

Waters of the US

Field delineations for the extension of the northbound widening were conducted on April 25, 27 and 28, 2006, to determine the presence of waters of the US, including wetlands, in the area affected by construction of the extended mainline widening. A total of seventeen wetlands and five areas other than wetlands (streams, channels and ditches) were surveyed. A Jurisdictional Determination was completed with the US Army Corps of Engineers on June 1, 2006. **Figure 4** shows the approximate locations of all waters of the US, including wetlands, identified in the project area. There will be no impacts to these waters of the US due to the extension of the northbound widening as a result of the use of interlocking sheet pile walls along the existing roadway slopes.

<b>Table 3. Impacts to Waters of the US, including Wetlands</b>			
<b>Impacts</b>	<b>EA/FONSI March 2, 2005</b>	<b>Current Proposal</b>	<b>Overall Change (FONSI to Current Proposal)</b>
Wetlands, non-tidal	0.87 acre	0.62 acre	- 0.25 acre
Wetlands, tidal	None	0.09 acre	+ 0.09 acre
Waters, non-tidal	1.04 acres	1.29 acres	+ 0.25 acre
Waters, tidal	0.26 acre	0.02 acre	- 0.24 acre
<b>TOTAL</b>	<b>2.17 acres</b>	<b>2.03 acres</b>	<b>- 0.15 acre</b>

The proposal to use sheet pile walls rather than MSE walls adjacent to the Christiana Marsh wetland areas will not result in any change to the EA/FONSI impacts. The addition of riprap scour protection at the abutments of the Christina River Bridge will change impacts to tidal wetlands (areas WW and WX) by 4,003 square feet. Modifications to the design of SWM pond F will eliminate a riprap impact and increase the flow impact in area WF-1.

Overall, there has been a 0.15-acre net decrease in total impacts to waters of the US from the EA/FONSI to the currently proposed design.

Forests

The initial project forest impacts, based upon preliminary conceptual design, were 1.60 acres, identified in the EA in Forest Stands 1 and 2. Further advancement of the initial mainline design and proposed northbound widening will result in an additional 2.4 acres of forest impacts (identified as Forest Stands 3, 5, 6, 9, 13-19, and 22-24; shown in **Figure 5**). The increased forest impacts for the initial mainline widening and SR 1 Interchange modifications total 1.9 acres. The extension of the northbound widening will impact 0.5 acres of forest due mainly to outfall construction within forested slopes adjacent to the

roadway. The impacted forest within the project area consists predominately of pioneer forests with open canopy areas.

Right of Way Acquisition

There is one potential property acquisition that may be required in order to provide construction access for the widening of the I-95 bridge over the Christina River. DelDOT would acquire approximately 1.08 acres from Parcel Number 1001300001. The potential acquisition is shown on **Figure 3** (Sheets 3 and 4). There are no displacements associated with the acquisition of this parcel.

**MITIGATION**

No changes are identified in the location or use of noise-sensitive receptors, and no new noise-sensitive receptors were identified for the proposed design. Noise abatement continues to be unwarranted. No additional stormwater management quantity is required for the proposed design. Design engineering has decreased the total waters of the US impacts identified for the proposed design from that noted in the Environmental Assessment. Overall mitigation for impacts to waters of the US will continue as initially proposed. The project is committed to providing 4.0 acres of reforestation to compensate for the impacts to forest resources. Reforestation will be included in the I-95 Mainline roadway construction contract.

**CONCLUSION**

Based on the information cited above, we have determined that the currently proposed design including the extension of the northbound widening, when compared with the initial design included in the I-95/SR 1 Interchange - I-95 Turnpike Mainline Environmental Assessment /FONSI, will not result in a significant change in socioeconomic or natural environmental impacts. Therefore, we believe the FONSI remains valid and no other supplemental environmental documentation is required. If you agree with this determination, please indicate your concurrence on the signature line provided below. This reevaluation has been prepared in accordance with 23 CFR 771.129.

Should you have any questions or comments please call me at 302-760- 2280 or Mr. Darren O'Neill at 302-760-2274.

Sincerely,

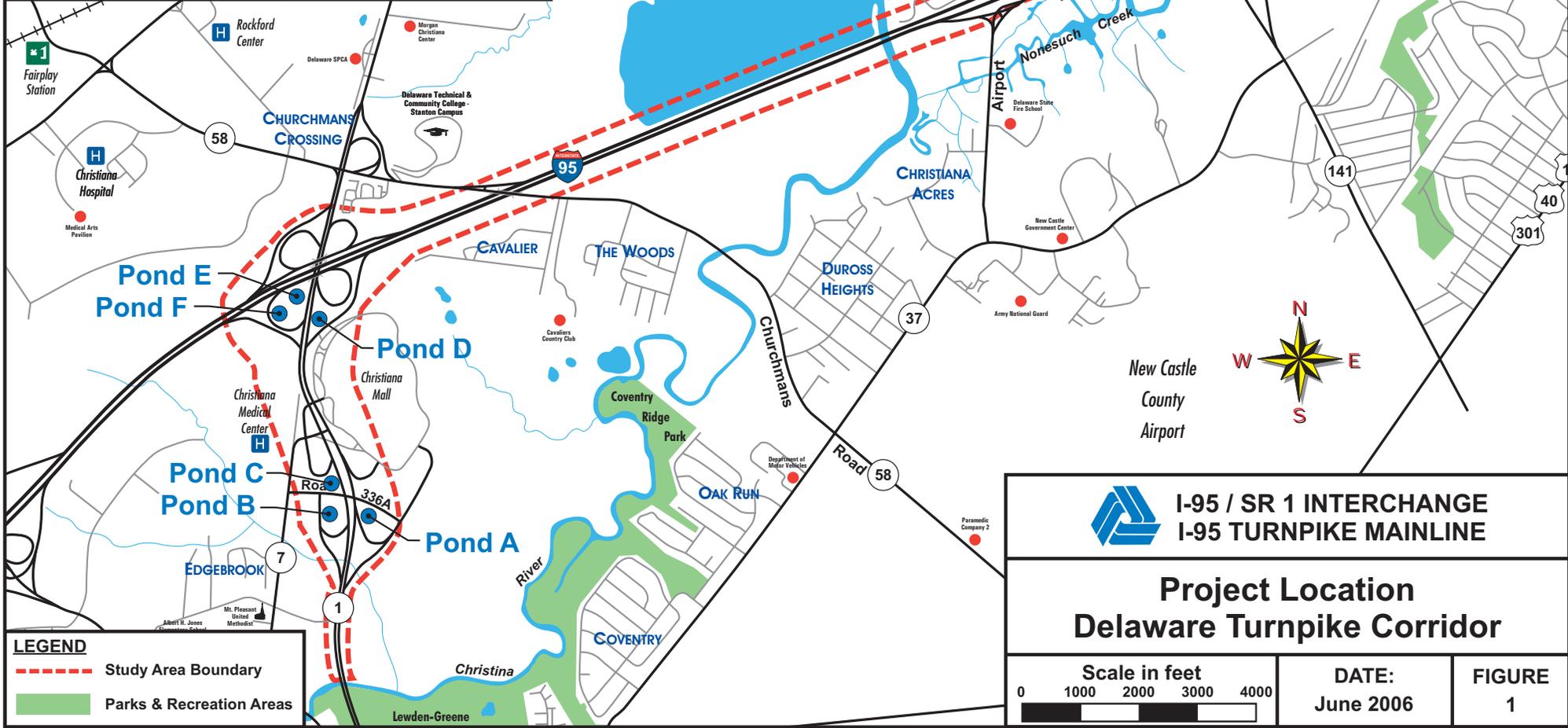
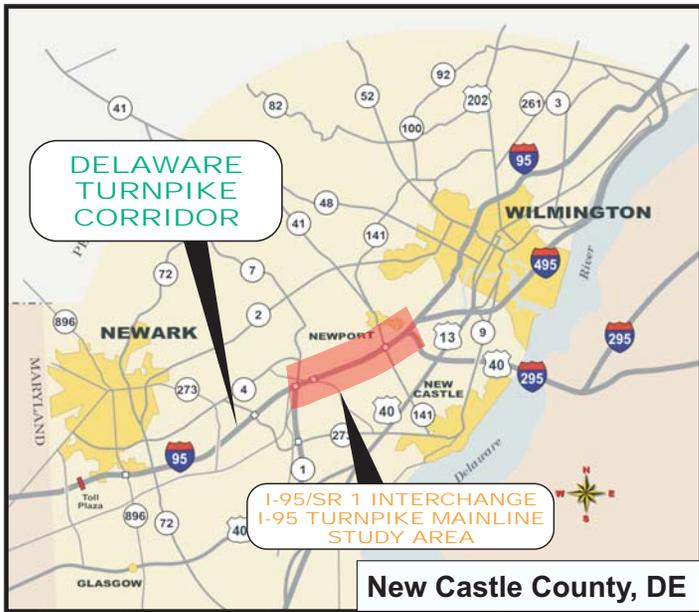
Therese Fulmer  
Environmental Manager  
Delaware Department of Transportation

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Concur:  
Federal Highway Administration

Attachments

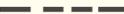
cc  
Darren O'Neill, I-95 Project Manager  
William Hellmann, RK&K Project Manager

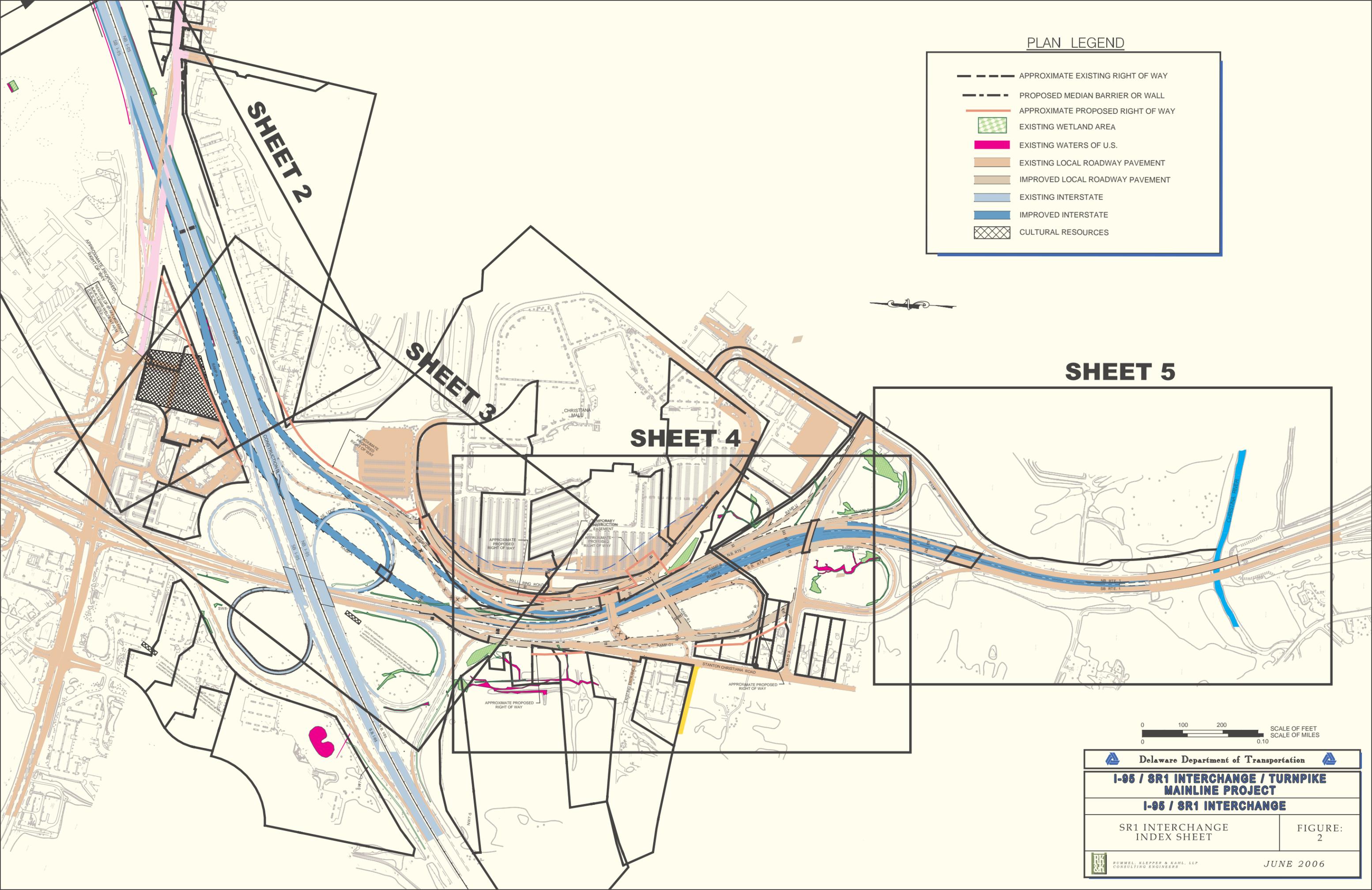


**LEGEND**

	Study Area Boundary
	Parks & Recreation Areas

PLAN LEGEND

	APPROXIMATE EXISTING RIGHT OF WAY
	PROPOSED MEDIAN BARRIER OR WALL
	APPROXIMATE PROPOSED RIGHT OF WAY
	EXISTING WETLAND AREA
	EXISTING WATERS OF U.S.
	EXISTING LOCAL ROADWAY PAVEMENT
	IMPROVED LOCAL ROADWAY PAVEMENT
	EXISTING INTERSTATE
	IMPROVED INTERSTATE
	CULTURAL RESOURCES



SHEET 5



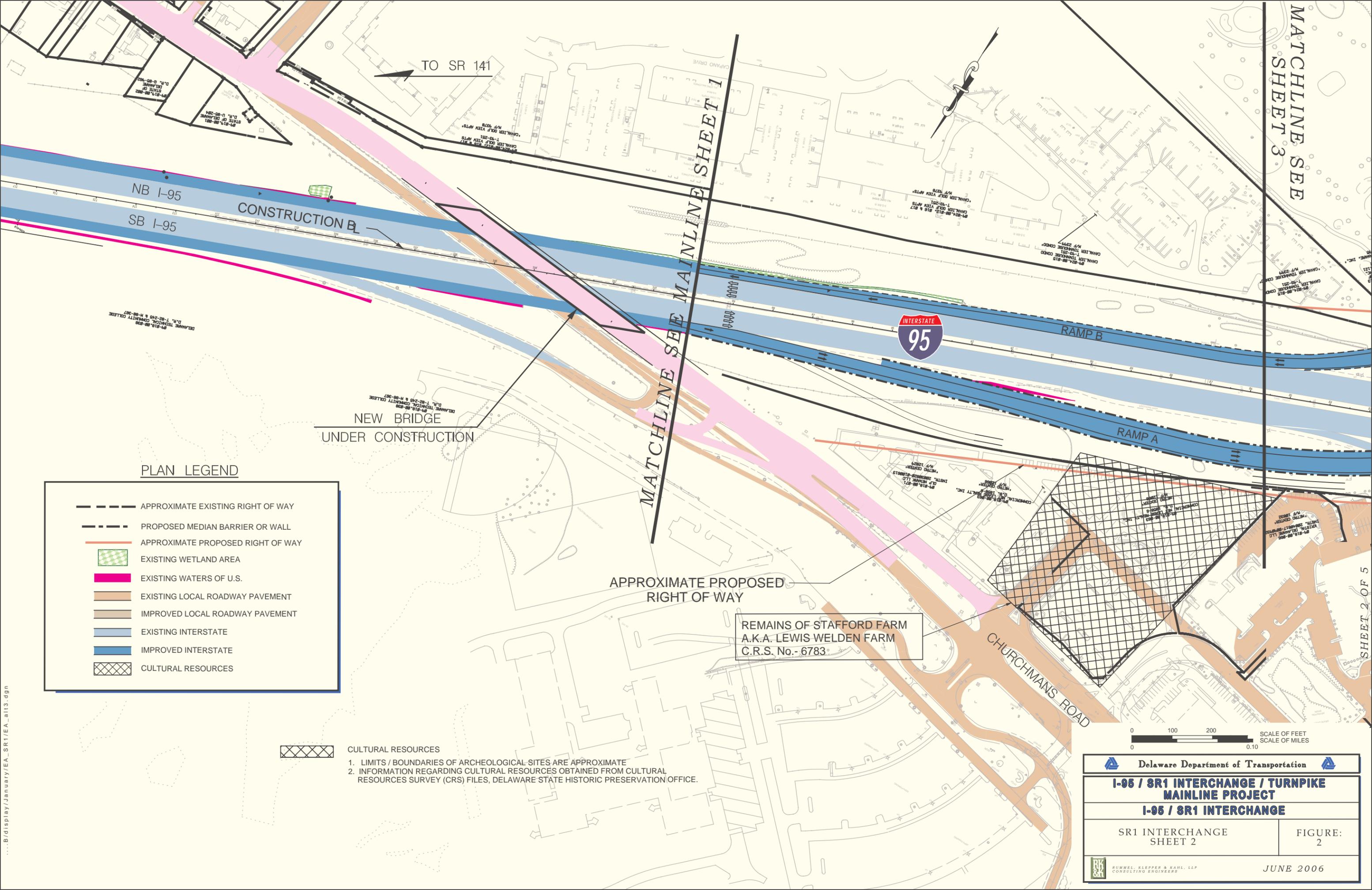
 <b>Delaware Department of Transportation</b> 	
<b>I-95 / SR1 INTERCHANGE / TURNPIKE MAINLINE PROJECT</b>	
<b>I-95 / SR1 INTERCHANGE</b>	
SR1 INTERCHANGE INDEX SHEET	FIGURE: 2
 RUMEL, KLEPPER & KAHL, LLP CONSULTING ENGINEERS	
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MATCHLINE SEE SHEET 3

SHEET 2 OF 5

TO SR 141

MATCHLINE SEE MAINLINE SHEET 1



PLAN LEGEND

	APPROXIMATE EXISTING RIGHT OF WAY
	PROPOSED MEDIAN BARRIER OR WALL
	APPROXIMATE PROPOSED RIGHT OF WAY
	EXISTING WETLAND AREA
	EXISTING WATERS OF U.S.
	EXISTING LOCAL ROADWAY PAVEMENT
	IMPROVED LOCAL ROADWAY PAVEMENT
	EXISTING INTERSTATE
	IMPROVED INTERSTATE
	CULTURAL RESOURCES

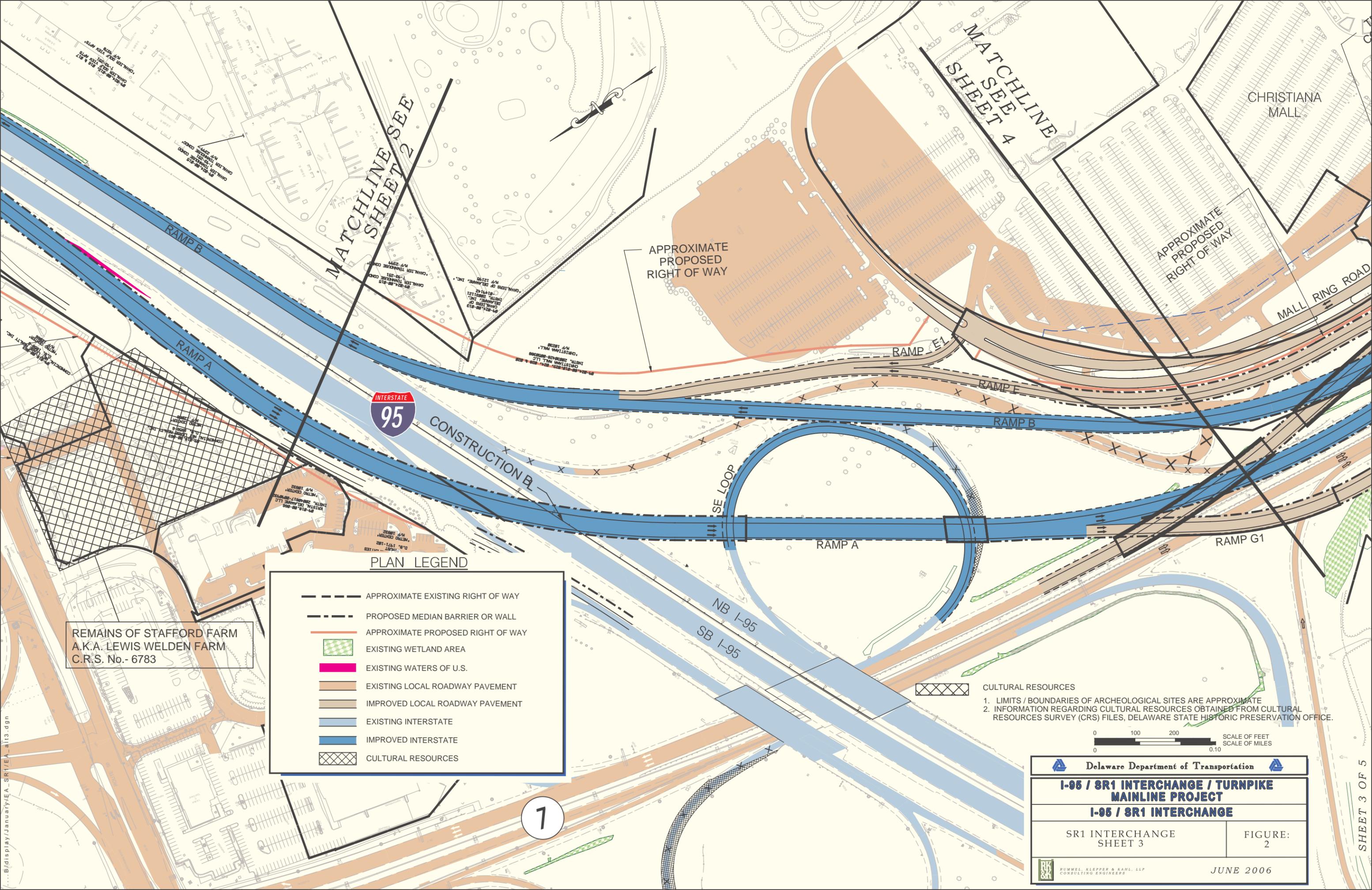
CULTURAL RESOURCES

1. LIMITS / BOUNDARIES OF ARCHEOLOGICAL-SITES ARE APPROXIMATE  
 2. INFORMATION REGARDING CULTURAL RESOURCES OBTAINED FROM CULTURAL RESOURCES SURVEY (CRS) FILES, DELAWARE STATE HISTORIC PRESERVATION OFFICE.



Delaware Department of Transportation	
<b>I-95 / SR1 INTERCHANGE / TURNPIKE MAINLINE PROJECT</b>	
<b>I-95 / SR1 INTERCHANGE</b>	
SR1 INTERCHANGE SHEET 2	FIGURE: 2
RUMMEL, KLEPPER & KARL, LLP CONSULTING ENGINEERS	
JUNE 2006	

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MATCHLINE SEE SHEET 2

MATCHLINE SEE SHEET 4

CHRISTIANA MALL

APPROXIMATE PROPOSED RIGHT OF WAY

APPROXIMATE PROPOSED RIGHT OF WAY

MALL RING ROAD



CONSTRUCTION B

SE LOOP

RAMP A

RAMP B

RAMP G1

NB I-95  
SB I-95

PLAN LEGEND

	APPROXIMATE EXISTING RIGHT OF WAY
	PROPOSED MEDIAN BARRIER OR WALL
	APPROXIMATE PROPOSED RIGHT OF WAY
	EXISTING WETLAND AREA
	EXISTING WATERS OF U.S.
	EXISTING LOCAL ROADWAY PAVEMENT
	IMPROVED LOCAL ROADWAY PAVEMENT
	EXISTING INTERSTATE
	IMPROVED INTERSTATE
	CULTURAL RESOURCES

REMAINS OF STAFFORD FARM  
A.K.A. LEWIS WELDEN FARM  
C.R.S. No.- 6783



CULTURAL RESOURCES  
1. LIMITS / BOUNDARIES OF ARCHEOLOGICAL SITES ARE APPROXIMATE  
2. INFORMATION REGARDING CULTURAL RESOURCES OBTAINED FROM CULTURAL RESOURCES SURVEY (CRS) FILES, DELAWARE STATE HISTORIC PRESERVATION OFFICE.



<b>I-95 / SR1 INTERCHANGE / TURNPIKE MAINLINE PROJECT</b>	
<b>I-95 / SR1 INTERCHANGE</b>	
SR1 INTERCHANGE SHEET 3	FIGURE: 2
JUNE 2006	

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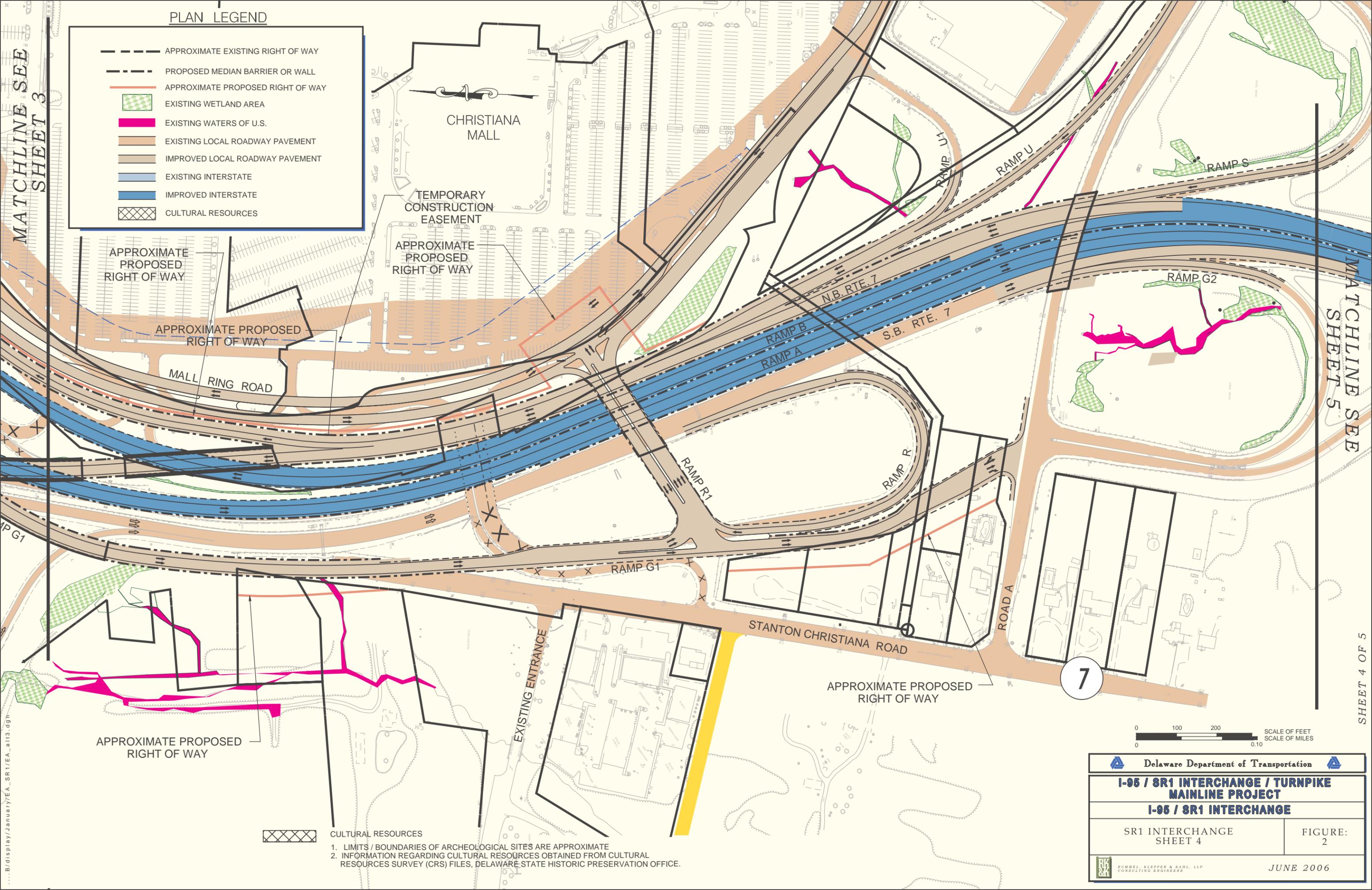
SHEET 3 OF 5

PLAN LEGEND

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-  APPROXIMATE PROPOSED RIGHT OF WAY
-  EXISTING WETLAND AREA
-  EXISTING WATERS OF U.S.
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-  EXISTING INTERSTATE
-  IMPROVED INTERSTATE
-  CULTURAL RESOURCES

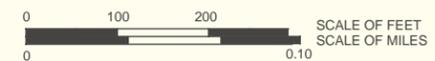
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MATCHLINE SEE SHEET 5



SHEET 4 OF 5

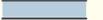
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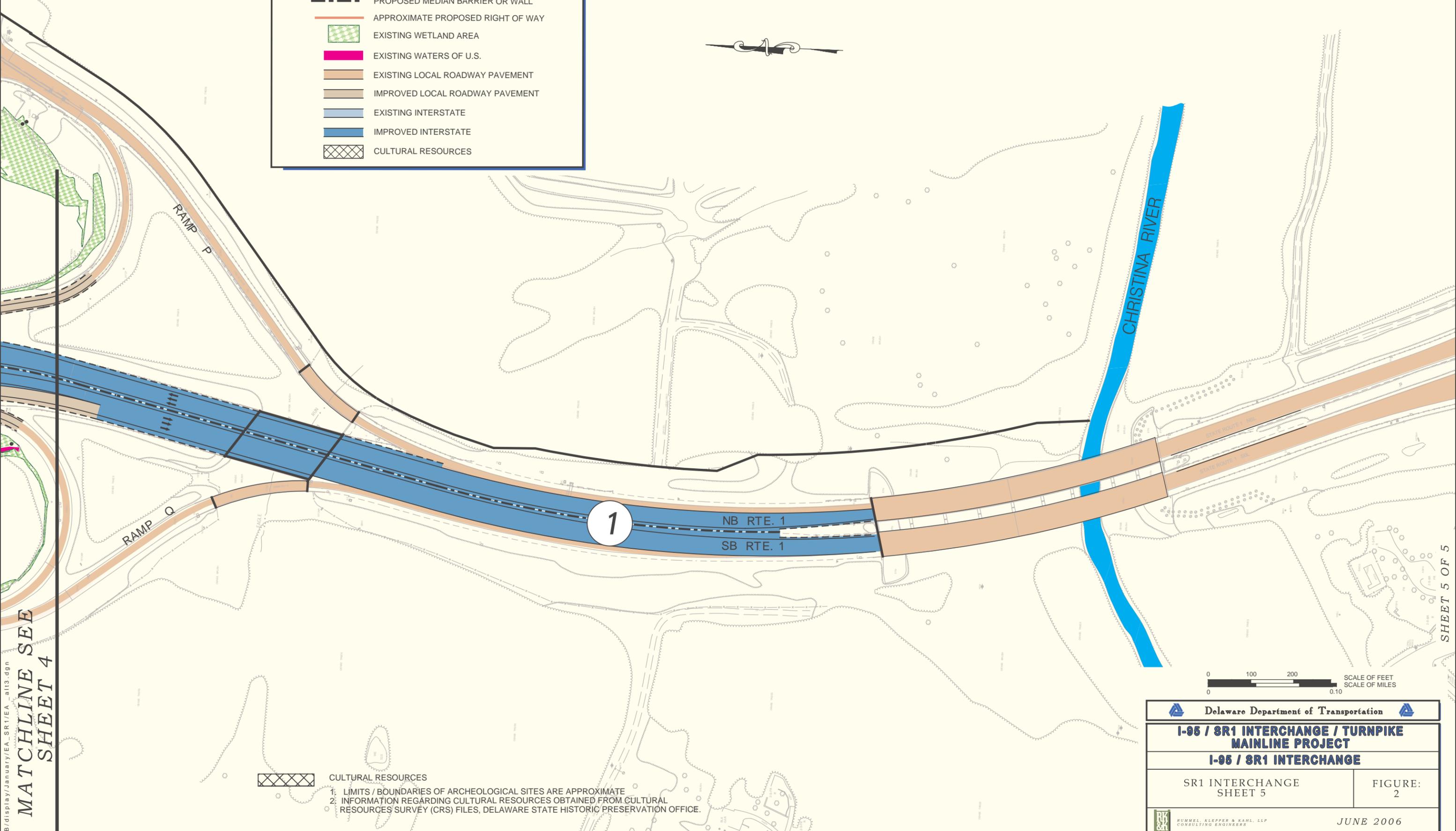
 Delaware Department of Transportation 	
<b>I-95 / SR1 INTERCHANGE / TURNPIKE MAINLINE PROJECT</b>	
<b>I-95 / SR1 INTERCHANGE</b>	
SR1 INTERCHANGE SHEET 4	FIGURE: 2
 RUMMEL, KLEPPER & KAHL, LLP CONSULTING ENGINEERS	
JUNE 2006	

 CULTURAL RESOURCES  
 1. LIMITS / BOUNDARIES OF ARCHEOLOGICAL SITES ARE APPROXIMATE  
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PLAN LEGEND

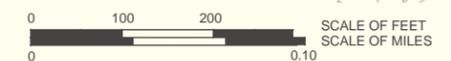
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-  APPROXIMATE PROPOSED RIGHT OF WAY
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-  EXISTING WATERS OF U.S.
-  EXISTING LOCAL ROADWAY PAVEMENT
-  IMPROVED LOCAL ROADWAY PAVEMENT
-  EXISTING INTERSTATE
-  IMPROVED INTERSTATE
-  CULTURAL RESOURCES

TO SR 273 



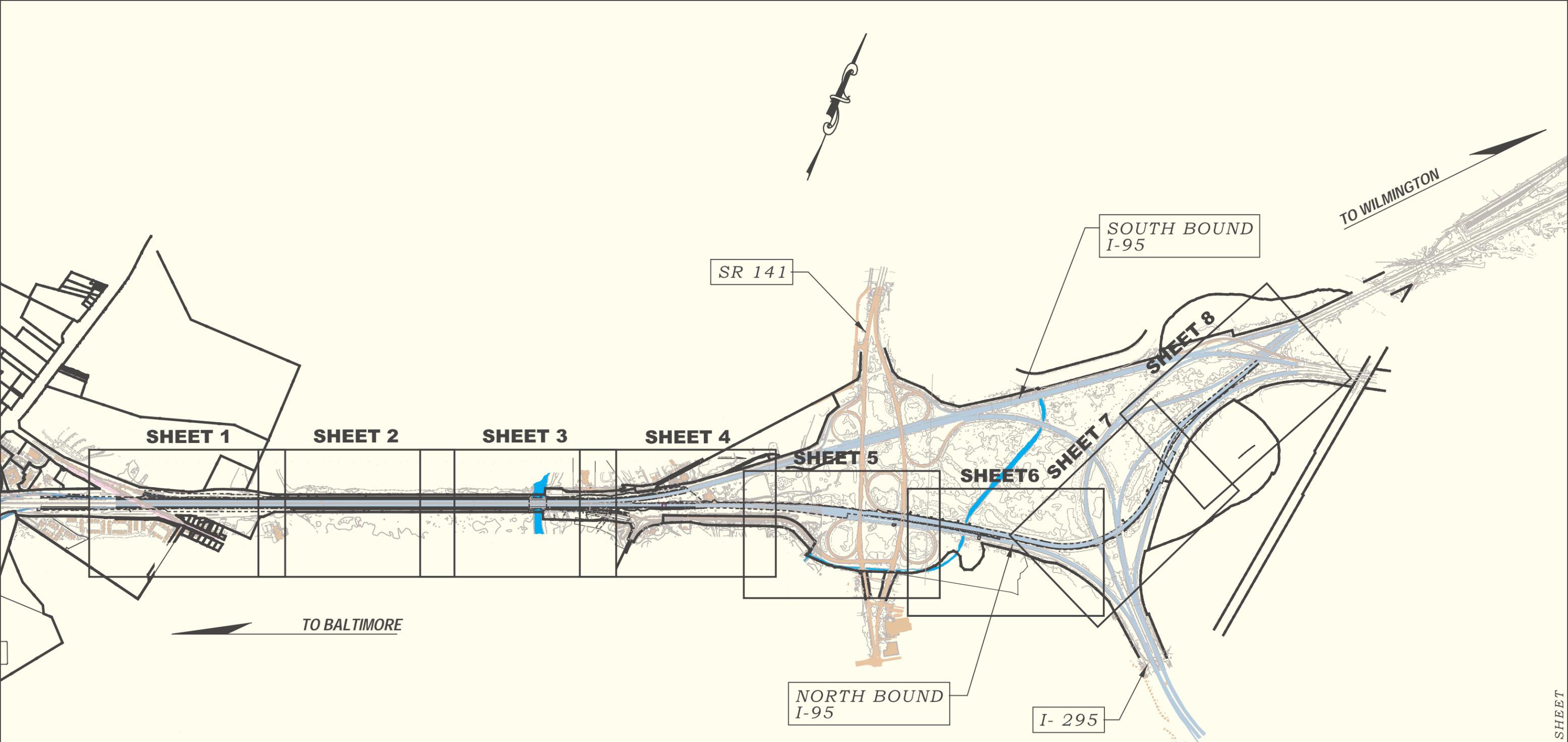
MATCHLINE SEE SHEET 4

SHEET 5 OF 5



 CULTURAL RESOURCES  
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 Delaware Department of Transportation 	
<b>I-95 / SR1 INTERCHANGE / TURNPIKE MAINLINE PROJECT</b>	
<b>I-95 / SR1 INTERCHANGE</b>	
SR1 INTERCHANGE SHEET 5	FIGURE: 2
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JUNE 2006	



PLAN LEGEND

	APPROXIMATE EXISTING RIGHT OF WAY
	PROPOSED MEDIAN BARRIER OR WALL
	APPROXIMATE PROPOSED RIGHT OF WAY
	LOD -- LIMIT OF DISTURBANCE
	EXISTING WETLAND AREA
	EXISTING WATERS OF U.S.
	EXISTING LOCAL ROADWAY PAVEMENT
	IMPROVED LOCAL ROADWAY PAVEMENT
	EXISTING INTERSTATE
	IMPROVED INTERSTATE



<b>I-95 / SR1 INTERCHANGE / TURNPIKE MAINLINE PROJECT</b>	
<b>I-95 / TURNPIKE MAINLINE</b>	
TURNPIKE MAINLINE INDEX SHEET	FIGURE: 3
JUNE 2006	

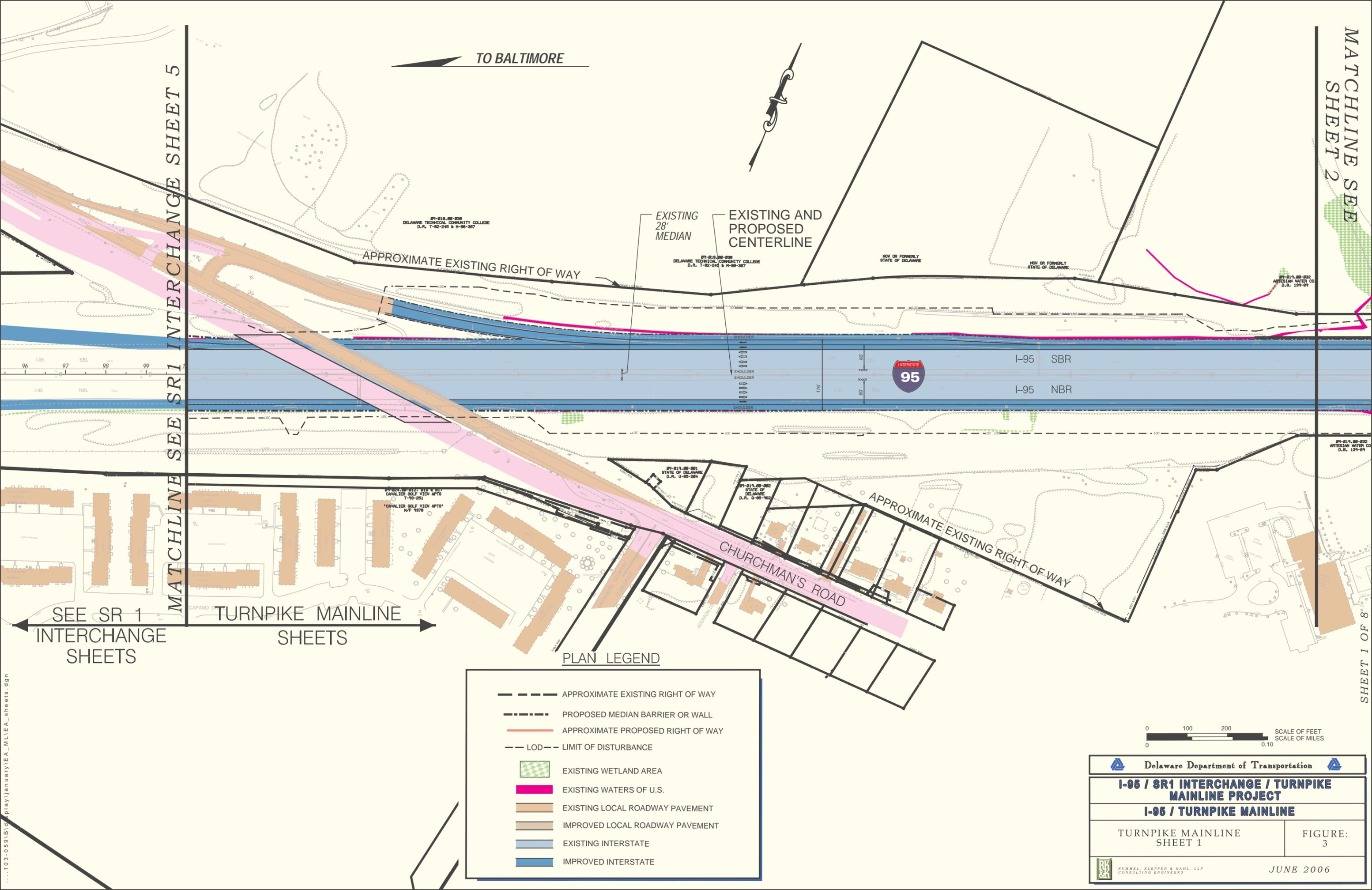
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INDEX SHEET

MATCHLINE SEE SHEET 2

MATCHLINE SEE SR1 INTERCHANGE SHEET 5

TO BALTIMORE



SEE SR 1 INTERCHANGE SHEETS

TURNPIKE MAINLINE SHEETS

PLAN LEGEND

	APPROXIMATE EXISTING RIGHT OF WAY
	PROPOSED MEDIAN BARRIER OR WALL
	APPROXIMATE PROPOSED RIGHT OF WAY
	LOD - LIMIT OF DISTURBANCE
	EXISTING WETLAND AREA
	EXISTING WATERS OF U.S.
	EXISTING LOCAL ROADWAY PAVEMENT
	IMPROVED LOCAL ROADWAY PAVEMENT
	EXISTING INTERSTATE
	IMPROVED INTERSTATE



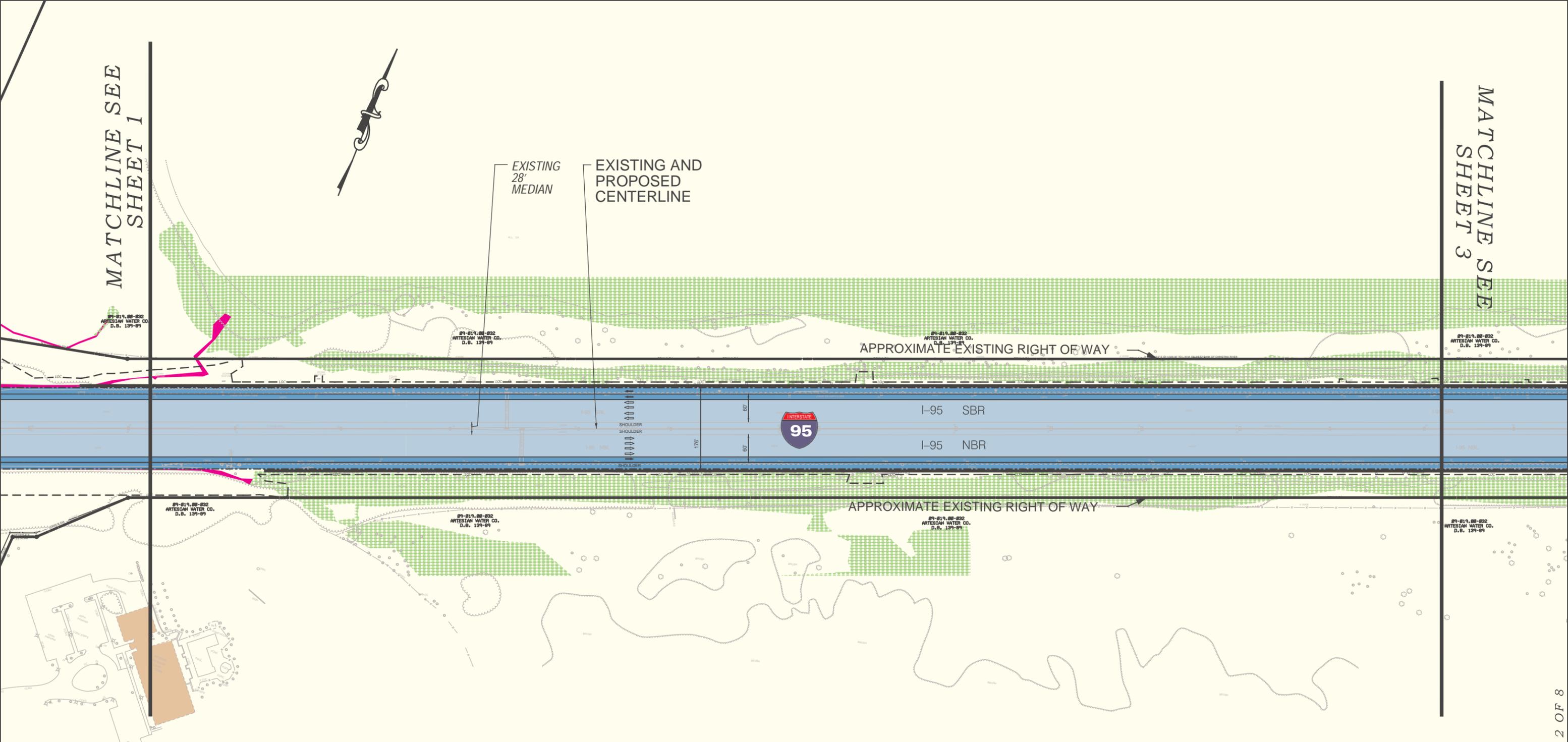
Delaware Department of Transportation	
<b>I-95 / SR1 INTERCHANGE / TURNPIKE MAINLINE PROJECT</b>	
<b>I-95 / TURNPIKE MAINLINE</b>	
TURNPIKE MAINLINE SHEET 1	FIGURE: 3
RUMMEL, KLEPPER & KAHL, LLP CONSULTING ENGINEERS	
JUNE 2006	

SHEET 1 OF 8

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MATCHLINE SEE SHEET 1

MATCHLINE SEE SHEET 3



PLAN LEGEND

	APPROXIMATE EXISTING RIGHT OF WAY
	PROPOSED MEDIAN BARRIER OR WALL
	APPROXIMATE PROPOSED RIGHT OF WAY
	LIMIT OF DISTURBANCE
	EXISTING WETLAND AREA
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	EXISTING LOCAL ROADWAY PAVEMENT
	IMPROVED LOCAL ROADWAY PAVEMENT
	EXISTING INTERSTATE
	IMPROVED INTERSTATE



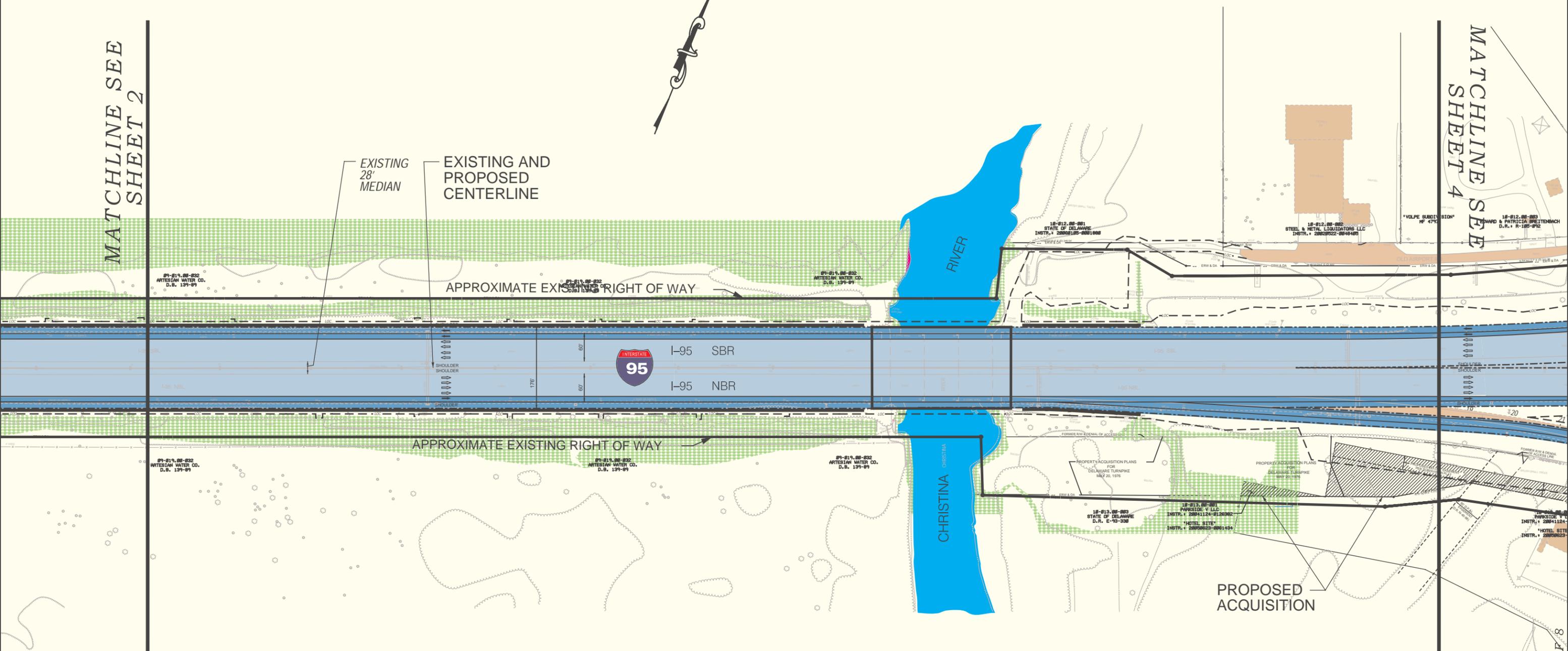
Delaware Department of Transportation	
<b>I-95 / SR1 INTERCHANGE / TURNPIKE MAINLINE PROJECT</b>	
<b>I-95 / TURNPIKE MAINLINE</b>	
TURNPIKE MAINLINE SHEET 2	FIGURE: 3
RUMMEL, KLEPPER & KAHL, LLP CONSULTING ENGINEERS	
JUNE 2006	

SHEET 2 OF 8

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MATCHLINE SEE SHEET 2

MATCHLINE SEE SHEET 4



PLAN LEGEND

	APPROXIMATE EXISTING RIGHT OF WAY
	PROPOSED MEDIAN BARRIER OR WALL
	APPROXIMATE PROPOSED RIGHT OF WAY
	LOD - LIMIT OF DISTURBANCE
	EXISTING WETLAND AREA
	EXISTING WATERS OF U.S.
	EXISTING LOCAL ROADWAY PAVEMENT
	IMPROVED LOCAL ROADWAY PAVEMENT
	EXISTING INTERSTATE
	IMPROVED INTERSTATE



**Delaware Department of Transportation**

**I-95 / SR1 INTERCHANGE / TURNPIKE MAINLINE PROJECT**

**I-95 / TURNPIKE MAINLINE**

TURNPIKE MAINLINE SHEET 3	FIGURE: 3
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JUNE 2006

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SHEET 3 OF 8

MATCHLINE SEE SHEET 3

MATCHLINE SEE SHEET 5

TO WILMINGTON

APPROXIMATE EXISTING RIGHT OF WAY

APPROXIMATE EXISTING RIGHT OF WAY

PROPOSED ACQUISITION

95

PLAN LEGEND

	APPROXIMATE EXISTING RIGHT OF WAY
	PROPOSED MEDIAN BARRIER OR WALL
	APPROXIMATE PROPOSED RIGHT OF WAY
	LIMIT OF DISTURBANCE
	EXISTING WETLAND AREA
	EXISTING WATERS OF U.S.
	EXISTING LOCAL ROADWAY PAVEMENT
	IMPROVED LOCAL ROADWAY PAVEMENT
	EXISTING INTERSTATE
	IMPROVED INTERSTATE

0 100 200 SCALE OF FEET  
0 0.10 SCALE OF MILES

Delaware Department of Transportation

I-95 / SR1 INTERCHANGE / TURNPIKE MAINLINE PROJECT

I-95 / TURNPIKE MAINLINE

TURNPIKE MAINLINE SHEET 4

FIGURE: 3

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SHEET 4 OF 8

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MATCHLINE SEE SHEET 4

MATCHLINE SEE SHEET 6

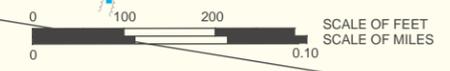
TO WILMINGTON



WAY

PLAN LEGEND

	APPROXIMATE EXISTING RIGHT OF WAY
	PROPOSED MEDIAN BARRIER OR WALL
	APPROXIMATE PROPOSED RIGHT OF WAY
	LOD - LIMIT OF DISTURBANCE
	EXISTING WETLAND AREA
	EXISTING WATERS OF U.S.
	EXISTING LOCAL ROADWAY PAVEMENT
	IMPROVED LOCAL ROADWAY PAVEMENT
	EXISTING INTERSTATE
	IMPROVED INTERSTATE



**Delaware Department of Transportation**

**I-95 / SR1 INTERCHANGE / TURNPIKE MAINLINE PROJECT**

**I-95 / TURNPIKE MAINLINE**

TURNPIKE MAINLINE SHEET 5	FIGURE: 3
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**RK&K** RUMMEL, KLEPPER & KAHL, LLP  
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SHEET 5 OF 8

TO WILMINGTON

MATCHLINE SEE SHEET 7

MATCHLINE SEE SHEET 5

INTERSTATE 95

SHEET 6 OF 8

PLAN LEGEND

-  APPROXIMATE EXISTING RIGHT OF WAY
-  PROPOSED MEDIAN BARRIER OR WALL
-  APPROXIMATE PROPOSED RIGHT OF WAY
-  LOD - LIMIT OF DISTURBANCE
-  EXISTING WETLAND AREA
-  EXISTING WATERS OF U.S.
-  EXISTING LOCAL ROADWAY PAVEMENT
-  IMPROVED LOCAL ROADWAY PAVEMENT
-  EXISTING INTERSTATE
-  IMPROVED INTERSTATE

0 100 200 SCALE OF FEET  
0 0.10 SCALE OF MILES

Delaware Department of Transportation

I-95 / SR1 INTERCHANGE / TURNPIKE MAINLINE PROJECT

I-95 / TURNPIKE MAINLINE

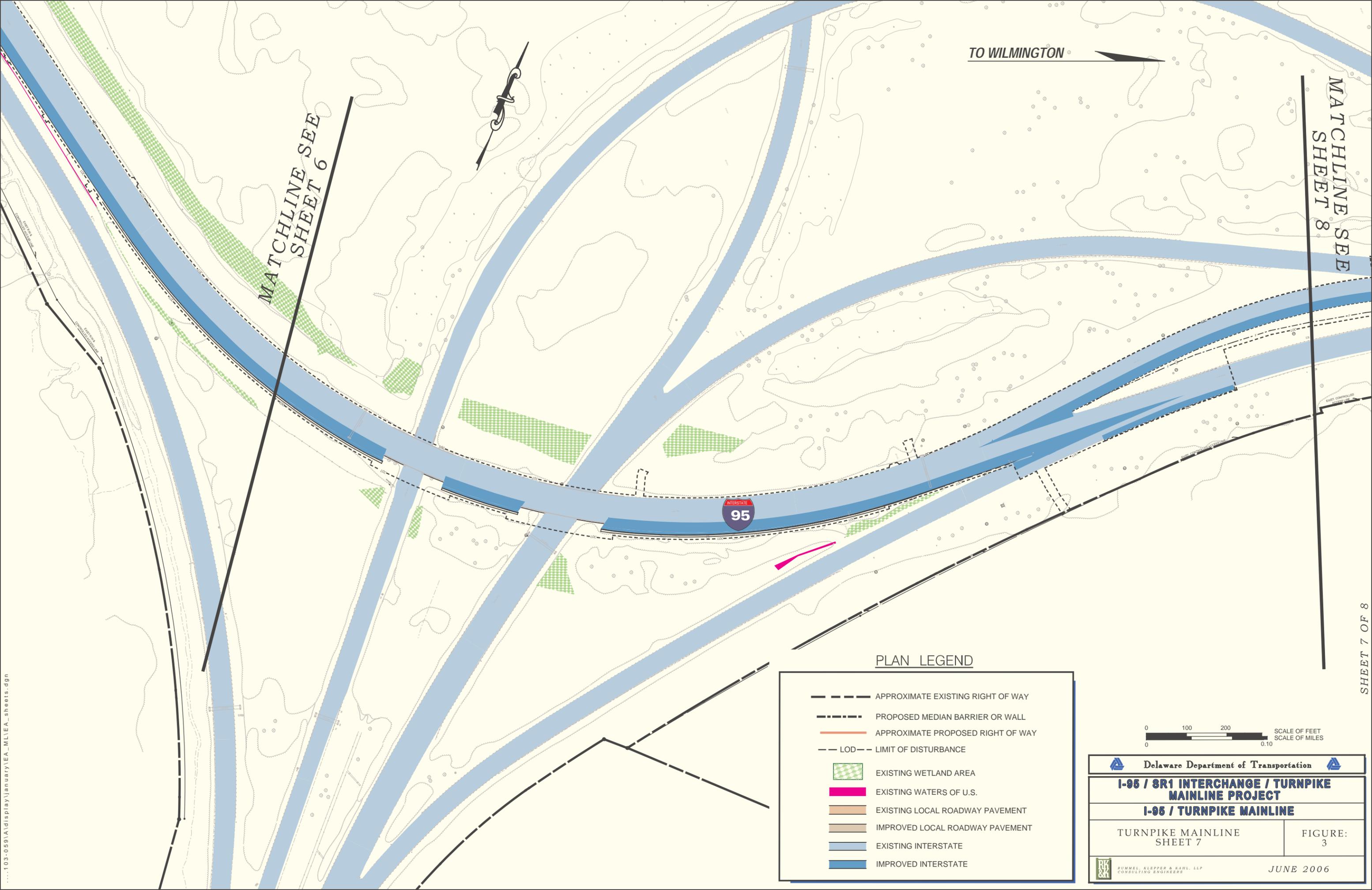
TURNPIKE MAINLINE SHEET 6

FIGURE: 3

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TO WILMINGTON

MATCHLINE SEE SHEET 6

MATCHLINE SEE SHEET 8

SHEET 7 OF 8

PLAN LEGEND

	APPROXIMATE EXISTING RIGHT OF WAY
	PROPOSED MEDIAN BARRIER OR WALL
	APPROXIMATE PROPOSED RIGHT OF WAY
	LOD - LIMIT OF DISTURBANCE
	EXISTING WETLAND AREA
	EXISTING WATERS OF U.S.
	EXISTING LOCAL ROADWAY PAVEMENT
	IMPROVED LOCAL ROADWAY PAVEMENT
	EXISTING INTERSTATE
	IMPROVED INTERSTATE

0 100 200 SCALE OF FEET  
0 0.10 SCALE OF MILES

<b>I-95 / SR1 INTERCHANGE / TURNPIKE MAINLINE PROJECT</b>	
<b>I-95 / TURNPIKE MAINLINE</b>	
TURNPIKE MAINLINE SHEET 7	FIGURE: 3
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TO WILMINGTON

LIMIT OF CONSTRUCTION

MATCHLINE SEE SHEET 7

INTERSTATE 95

PLAN LEGEND

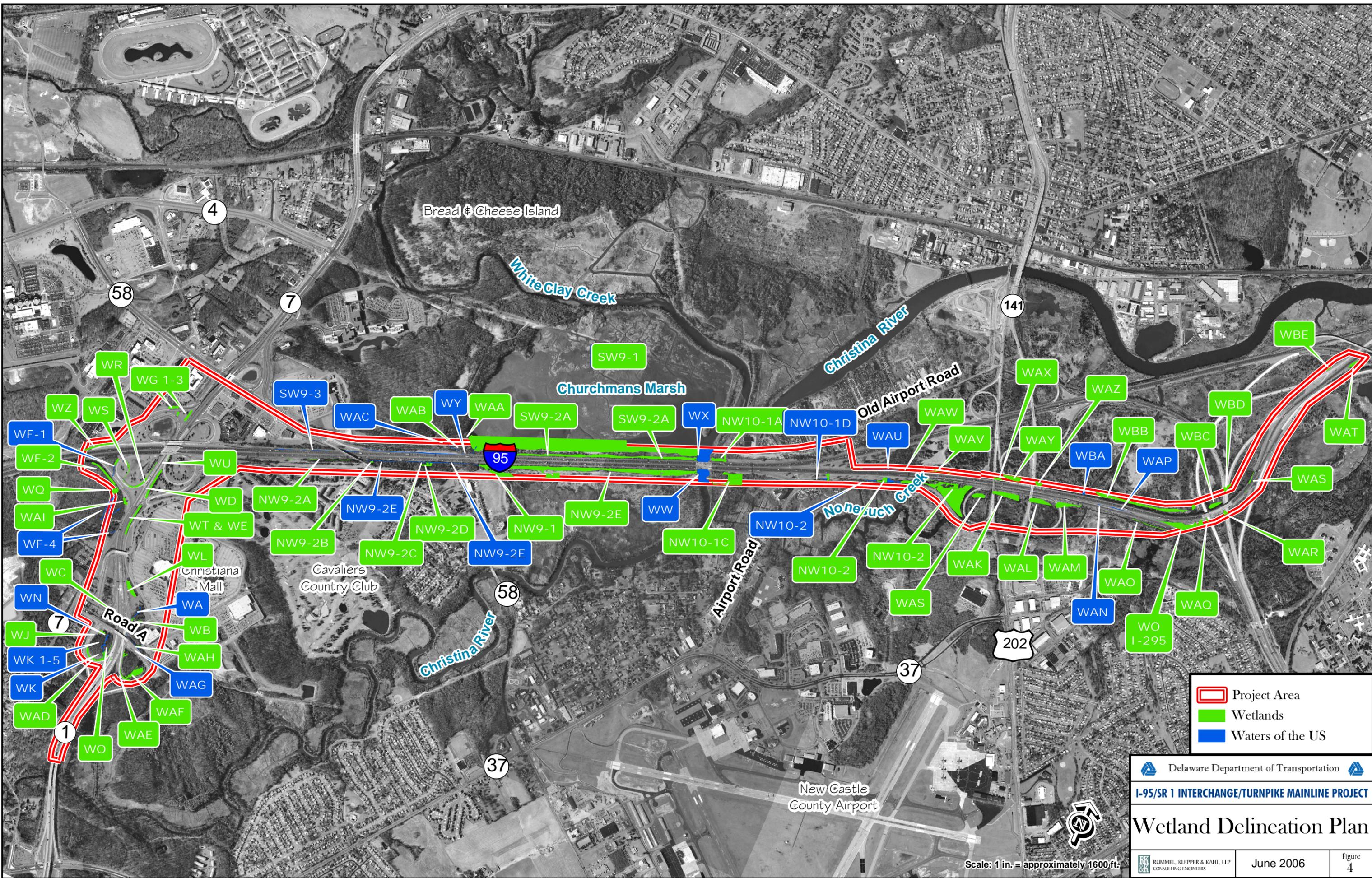
-  APPROXIMATE EXISTING RIGHT OF WAY
-  PROPOSED MEDIAN BARRIER OR WALL
-  APPROXIMATE PROPOSED RIGHT OF WAY
-  LOD - LIMIT OF DISTURBANCE
-  EXISTING WETLAND AREA
-  EXISTING WATERS OF U.S.
-  EXISTING LOCAL ROADWAY PAVEMENT
-  IMPROVED LOCAL ROADWAY PAVEMENT
-  EXISTING INTERSTATE
-  IMPROVED INTERSTATE

0 100 200 SCALE OF FEET  
0 0.10 SCALE OF MILES

 Delaware Department of Transportation 	
<b>I-95 / SR1 INTERCHANGE / TURNPIKE MAINLINE PROJECT</b>	
<b>I-95 / TURNPIKE MAINLINE</b>	
TURNPIKE MAINLINE SHEET 8	FIGURE: 3
 RUMMEL, KLEPPER & KAHL, LLP CONSULTING ENGINEERS	
JUNE 2006	

SHEET 8 OF 8

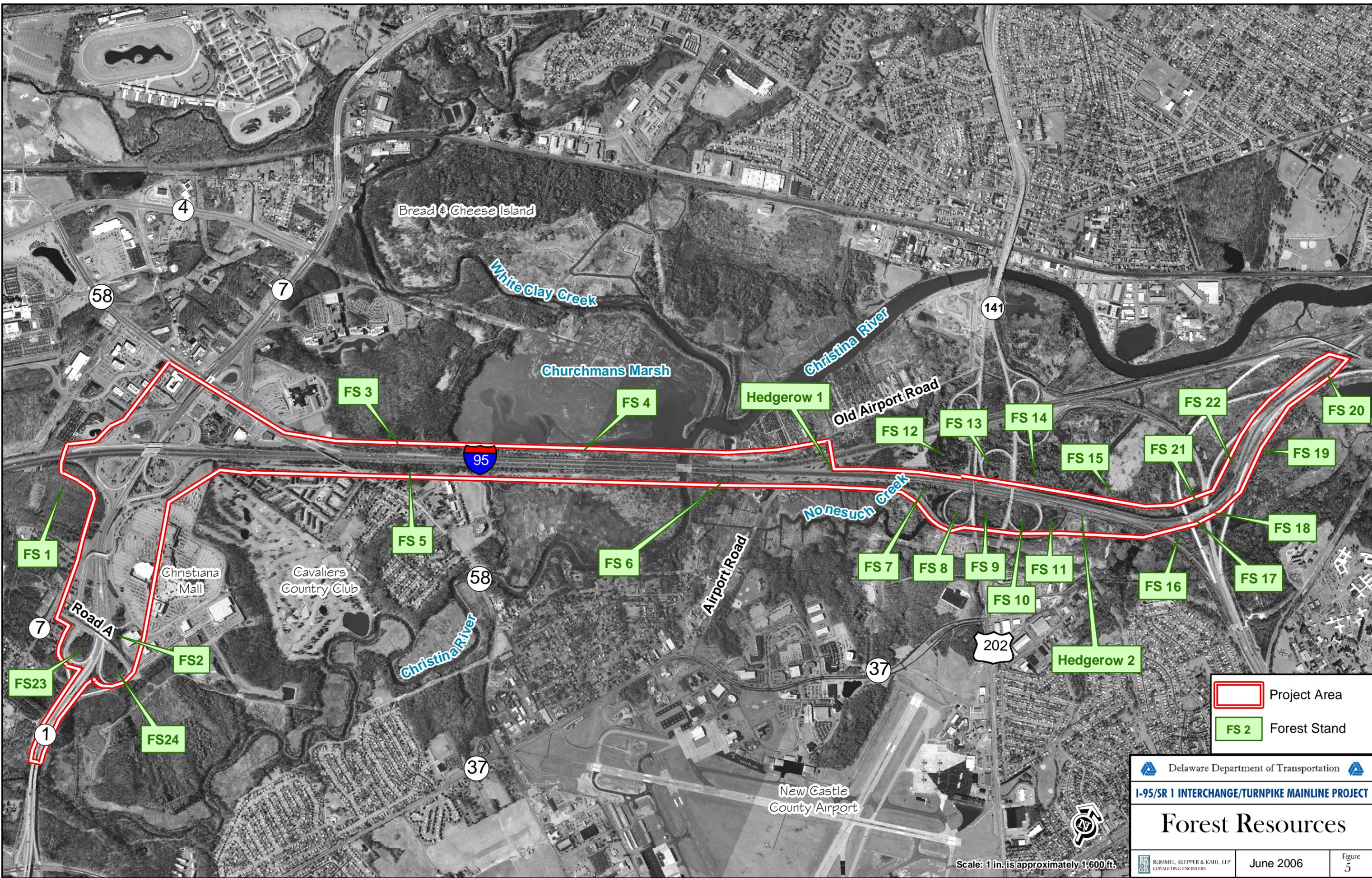
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- Project Area
- Wetlands
- Waters of the US

Delaware Department of Transportation  
**I-95/SR 1 INTERCHANGE/TURNIPIKE MAINLINE PROJECT**  
**Wetland Delineation Plan**

Scale: 1 in. = approximately 1600 ft.



	Project Area
	Forest Stand

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**I-95/SR 1 INTERCHANGE/TURNIPIKE MAINLINE PROJECT**

# Forest Resources

Scale: 1 in. is approximately 1,600 ft.