

# THANK YOU / NEXT STEPS

## 301 US 301 Project Development

### Thank You!

We thank you for taking the time to review the Public Workshop materials and for participating in the US 301 project development effort.

Your insights and suggestions are valuable and greatly appreciated.

DeIDOT will report to the General Assembly by May 1, 2009 on the results of the Spur Road studies, on the comments from this Public Workshop, and on the results of the continued consultation with the Environmental Resource Agencies in making a recommendation on how to proceed with the Spur Road. DeIDOT will also consider the Public Workshop input regarding the various potential refinements to the new US 301 mainline.

Carolann Wicks  
Secretary  
Delaware Department of Transportation



### Continuing Activities

#### Continuing Outreach Efforts: Community and Resource Agencies

From the outset of the US 301 project in 2005, DeIDOT has made a priority of reaching out to the public. This unprecedented effort will continue throughout final design and construction. In addition to public workshops and community and property owner meetings, the US 301 Project Team will continue to utilize the US 301 website ([www.us301.deldot.gov](http://www.us301.deldot.gov)) and periodic newsletters to keep the public informed and involved. Additionally, the US 301 Project Team will continue to meet with the Federal and State Environmental Resource and Regulatory Agencies to seek their input and guidance. Our agency partners have been an integral part of the project's success to date. Working sessions and field reviews will continue throughout final design and construction.

#### Continuing Activities: US 301 Final Design

Final design activities on the US 301 mainline portion of the project are underway. These activities have resulted in a number of potential refinements to the Selected Alternative in an effort to reduce project impacts (community and the natural environment), improve traffic operations and safety, and reduce project costs. Decisions regarding these potential refinements will consider the input received at this Public Workshop.

#### Continuing Activities: Right-of Way (ROW) Acquisition Process

DeIDOT is working with property owners who have requested early acquisition of their property, which is required to construct the new US 301 Mainline. DeIDOT has also sent letters to property owners whose entire property may be needed for the new US 301. These activities will continue during the final design phase. ROW activities have NOT been initiated for the Spur Road. The ROW process is being managed by Tom Nickel of DeIDOT's Real Estate Office. Tom can be reached at (302) 326-4482 or [thomas.nickel@state.de.us](mailto:thomas.nickel@state.de.us).

#### Continuing Activities: Field Surveys and Soil Borings US 301 Mainline

Two activities that are taking place early during the final design phase are field surveys and soil borings. These activities are underway only on the new US 301 mainline and not on the Spur Road. The field surveys will allow the US 301 Project Team to establish accurate property lines and surface features for the entire US 301 mainline corridor. The soil boring work will provide data that is important to the US 301 Mainline final design effort. Questions regarding field surveys or soil borings should be referred to Diane Bernardo ([diane.bernardo@state.de.us](mailto:diane.bernardo@state.de.us) or (302) 326-4487), or call the 301 Hotline at 866-485-9988.

#### Initiating Activities: Cultural Resources

As part of the US 301 Project Development effort, several steps have been taken to identify cultural resources that may be affected by the project. So far, the Project Team, in consultation with the State Historic Preservation Office (SHPO), has researched and documented a historical context for the project area, developed and tested a computer model to predict probable locations of archaeological sites, and surveyed and evaluated buildings and structures in the project area to determine their National Register eligibility. The Project Team has also prepared its Finding of Adverse Effects with a Memorandum of Agreement. Physical, audible, and visual effects to historic properties, resulting from the project, have been identified. Discussions with property owners will be scheduled to explore measures to minimize or mitigate the adverse effects. Potential mitigation measures will be considered and implemented where practical and feasible. Surveys to identify archaeological sites are being performed and will continue over the next several years. Effects on archaeological sites and

### Cost Estimates and Funding Options

- The current cost estimate, developed in 2007 for the Selected Alternative, Green North + Spur Road, is \$704 million (inflated \$'s)
- The project goal has been, and continues to be, to fund the US 301 project primarily with bonds supported by US 301 toll revenues, thus attempting to minimize the project's impact on the State Transportation Trust Fund (TTF) and the Statewide Transportation Program.
- In November 2007, DeIDOT prepared a Financial Analysis that supported this approach and concluded that toll revenue bonds were a feasible funding option.
  - The Federal Highway Administration (FHWA) conducted an independent review of DeIDOT's Cost Estimates and Financial Analysis, and determined that the estimates, analysis and results were reasonable.
- Economic conditions have changed dramatically in the last year, thus DeIDOT is in the process of updating all project cost estimates and will subsequently be updating the Financial Analysis of funding options for the new US 301 Project. Based on the potential refinements to the project that have been developed over the past year, it is anticipated that the estimated project cost will increase.
- The updated Cost Estimates and Financial Analysis will include:
  - DeIDOT's recommendations for the project, after considering comments from the Public Workshop on the Spur Road Alternatives, Spur Road Study Options, and Potential Refinements to New US 301
  - Anticipated Bond Market conditions

#### Schedule (Subject to Funding Availability & Concurrence from General Assembly)

- 2008:** The General Assembly has authorized FY 2009 funding for detailed engineering and initiating property acquisition for the New US 301 Mainline  
 Note: Final design and right-of-way acquisition activities are NOT underway on the Spur Road
- 2008-2011:** Design and right-of-way acquisition for the New US 301 Mainline, contingent upon funding availability
- 2011:** Construction for the New US 301 Mainline begins, if full funding is available and concurrence is received from General Assembly, under ideal conditions  
 Notes:
  - The estimated construction period is 4 to 5 years.
  - Toll Revenues are proposed to fund a significant portion of the cost of the Project.
  - A schedule for the Spur Road cannot be determined until DeIDOT makes a recommendation to the General Assembly on how to proceed with the Spur Road segment of the project (required by May 1, 2009).

### Providing Comments

- Public Workshop comments can be provided:
  - During the Workshop by filling out a Comment Form
  - Via email to [dotpr@state.de.us](mailto:dotpr@state.de.us)
  - Via mail to DeIDOT Public Relations, P.O. Box 778, Dover, Delaware 19903
- Comments are due by April 3, 2009

### Stay Informed and Up-To-Date

- We encourage all residents, property owners, business owners and those who travel the US 301 Corridor to stay informed and make their views known. There are several ways to do this:
  - Comment Forms provided at Workshop
  - Have your name added to the Project Mailing List (on bottom of Comment Form)
  - Emailing to [dotpr@state.de.us](mailto:dotpr@state.de.us)
  - Mailing to DeIDOT Public Relations, PO Box 778, Dover, Delaware 19903
- Visit the Project website for all the latest information ([www.us301.deldot.gov](http://www.us301.deldot.gov))