



## MEMORANDUM

TO: All in Attendance

FROM: John Burke, Project Engineer

DATE: February 9, 2005

SUBJECT: Centre Road Working Group Meeting

PROJECT: SR 141 (Centre Road) from Kirkwood Hwy. to Faulkland Road

JMT JOB NO.: D02626.01

A Centre Road Working Group meeting was held on January 31, 2005 at the Austin Baltz Elementary School in Elsmere, Delaware at 5:30pm. The following persons were in attendance:

Name	Agency	Phone No.	E-Mail Address
Marc Cote'	DeIDOT	302 760-2289	<a href="mailto:mcote@mail.dot.state.de.us">mcote@mail.dot.state.de.us</a>
Neil Rowley	Coldwell Banker	410-955-1200	
Terry Rowley			<a href="mailto:tsrowley@comcast.net">tsrowley@comcast.net</a>
Michael J. Alfree	State of DEDSCYF	410-633-2522	
Susan Rivebark	Brookland Terr. Civil Club	410-633-0828	
Thomas Litter	Brackex-Roselle Civil	410-633-4559	
Chrissy Roberts		410-395-8361	
Joseph Reoa		410-395-8341	
John Janowski		410-395-8341	
Tammy Ford		410-658-9101	
Robert Bristow		302-999-3505	<a href="mailto:Robert.j.bristow@usa.dupont.com">Robert.j.bristow@usa.dupont.com</a>
Pete Hayward	"Limerick" Development	410-831-2113	<a href="mailto:phayward@udel.edu">phayward@udel.edu</a>
Tim Winstead	DSP	410-633-5000 Ext. 216	<a href="mailto:Timothy.winstead@state.de.us">Timothy.winstead@state.de.us</a>
Tigist Zageye		410-737-6205 Ext. 14	
Heather Diaga		410-737-6205 Ext. 18	
Tim Plemmons		410-655-7275	
Chris McCully			
Gail Van Gilden			
R. Wayne Ashbee	WHCD	302-998-2967	<a href="mailto:Ashbee97@aol.com">Ashbee97@aol.com</a>
Al Loyola	DTC	302-577-3278 Ext. 3465	
Debbie Hudson		410-641-9571	
John Cummings	Willow Run CA		
Mike MacDaniell	Woodland HTS	410-999-8912	
Dave DuPlessis	JMT	302 266-9600	<a href="mailto:dduplessis@jmt.com">dduplessis@jmt.com</a>
Scott Rasmussen	JMT	410 316-2235	<a href="mailto:srasmussen@jmt.com">srasmussen@jmt.com</a>

John Burke	JMT	410 316-2269	<a href="mailto:jburke@jmt-engineering.com">jburke@jmt-engineering.com</a>
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The following items were discussed:

General Comments:

1. The meeting began with introductions of the design team and attendees.
2. Marc Cote then provided an update on the project. The general concept was developed through the planning process which included the working group. Marc explained that JMT has been selected to prepare the final design.
3. Marc explained that the project will be constructed in two contracts. The first contract will be to perform the utility relocations along the east side of SR 141. As part of this work the primary clearing and grading will be done along the east side of the roadway. This contract will begin in the Fall of 2005. The second contract, which will begin in the Fall of 2006, will complete the roadway construction.
4. John Burke presented the design elements of the project including the typical section for Centre Road and the improvements at the Faulkland Road intersection.
5. Chris McEvelly asked DeIDOT if the houses that are being purchased could be removed at a faster rate. Marc explained that following the purchase of the house and the relocation of the family, DeIDOT must perform asbestos testing and removal. Following this step, the demolition contract can begin. DeIDOT is removing the houses as quickly as possible.
6. Chris McEvelly questioned whether DeIDOT has sufficiently considered the idea of placing above ground utilities underground. Marc explained that the utility companies are not bound to do this and that the expense is generally cost prohibitive.
7. There was considerable discussion regarding the pedestrian crosswalk design for the Faulkland Road intersection. Chris McEvelly and Gail Van Gilder raised an objection to the current design, contending that there should be crosswalks at each of the four legs of the intersection. Marc stated that he pursued this issue with DeIDOT's Chief Traffic Engineer and that he was informed DeIDOT's policy is to cross "major" roadways at one leg of an intersection. The policy is based on the impact to the signal timing and safety. In this case, properties along the north side of the intersection lack specific destinations to warrant the additional crossing.
8. The idea of a brick wall had been proposed for the area between southbound Centre Road and the service road. Chris McEvelly and Gail Van Gilder were concerned that this concept had been dropped in favor of the proposed ornamental fence combined with landscape plantings. Marc explained that the fence was a proposal and the treatment in this area was open for discussion. However, the advantage of the fence was that it would provide better sight lines than a solid brick wall and it would not be a target for graffiti.
9. The lane width (12 feet) and shoulder width (11 feet) were discussed. It was questioned whether these dimensions were necessary and were consistent with DeIDOT design standards for a 40 mph design speed. Al Loyola from DTC stated that following this project, they would provide bus service along this route and that an 11 foot shoulder would be needed to accommodate passengers and stay outside the travel lane. It was noted that the wider shoulder provides a safer area for vehicle breakdowns. The shoulder also provides an area for police to perform speed enforcement. It was suggested that colored pavement could be used to differentiate the shoulder from the through lanes.
10. The question was raised regarding who will maintain landscaping. Marc stated that this was an ongoing issue the Department faces. DeIDOT welcomes and encourages communities to get involved in landscaping maintenance; however, at this point the issue is not resolved. It was suggested that possibly the children from the Ferris School could maintain the landscape plantings

as an educational exercise. The Ferris School representative stated that this has been investigated in the past and is illegal according to the ACLU.

11. It was suggested that possibly the children from the Ferris School could maintain the landscape plantings as an educational exercise. The Ferris School representative stated that this has been investigated in the past and is illegal according to the ACLU.
12. A resident of the Brack Ex community stated that he feels they were slighted when access at Cedar Lane and Lehigh Avenue was eliminated. He questioned whether anyone has evaluated the impact the increased traffic will have at the intersection of Clifton Road and Kirkwood Highway. Marc stated that DeIDOT had not looked at the issue at this time.
13. Marc addressed the local concerns over flooding in the area by discussing the stormwater management design of the project.
14. It was discussed that the "signals ahead" sign may also have flashing yellow lights added to it to aid in alerting the driver.
15. A question was raised concerning the proposed roadway pavement design and the noise levels associated with it. Marc discussed the HMA pavement design of the project and explained the history of DeIDOT pavement installations to assure that this design will have reduced noise levels.
16. Marc explained that there is an effort underway to develop a corridor plan for SR 141. This design of this project is being done in accordance with that plan.
17. Marc followed up the meeting by stating the next step in the public involvement process would be a Public Workshop in March.

The above statements represent a true and accurate account of the discussion during this meeting to the best of our knowledge. If there are any conflicts, misrepresentations or omissions with the above statements, please contact the undersigned at (410) 316-2269 within five (5) days of receipt of these minutes.

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John Burke

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Date

cc All in Attendance  
Desmond Coelho  
Carter Hyde  
Dave DuPlessis  
Brad Herb  
Nan Zhao

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