

# Airmont Community Meeting

August 6, 2013

**Introductions**

**Opening Remarks**

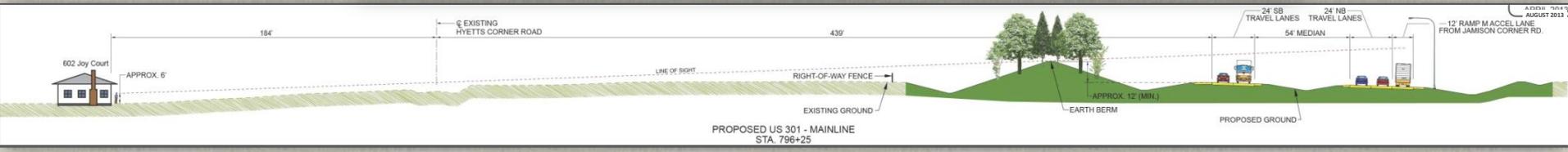
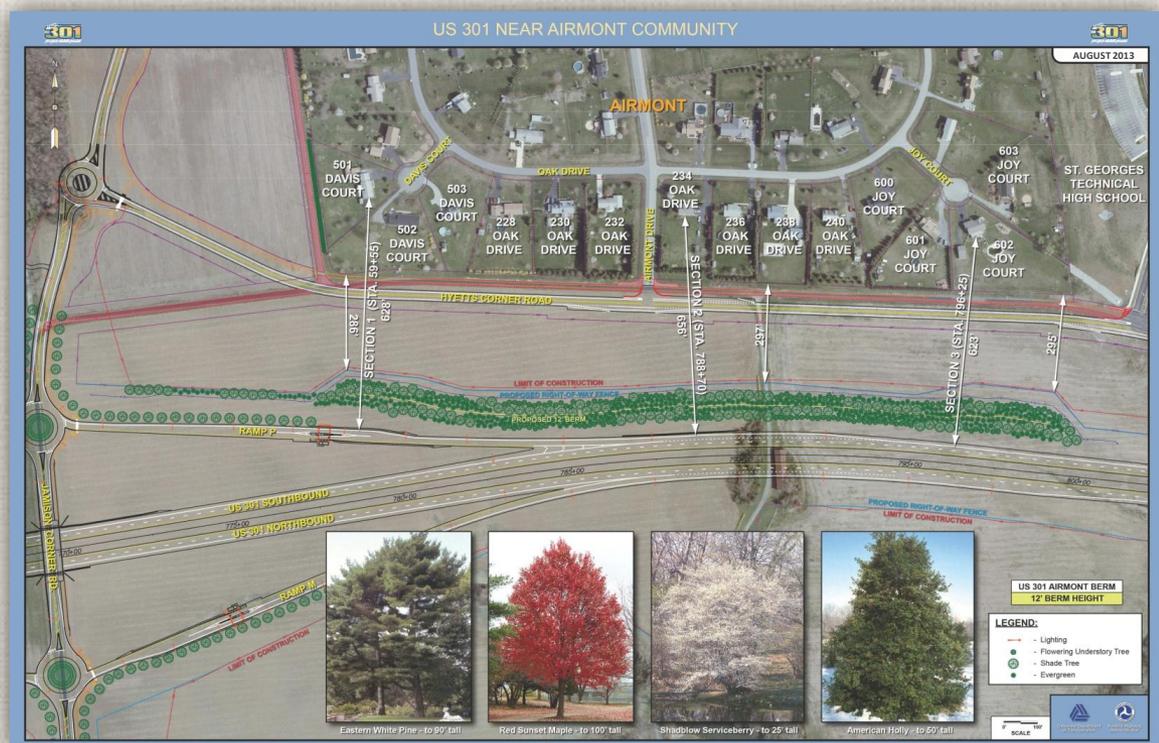
**Responses to Questions from Prior Meeting**

**Next Steps**

- ❖ **Follow-up items from the April 11, 2013 meeting, including:**
  - **Further consideration of the community's desire to raise the berm height from 12 ft. to 16 ft.**
  - **Does NEPA require an analysis of vibration?**
  - **Review the Circuit 8 court case in regard for the need for a vibration analysis.**
  - **Confirm if a qualitative and/or quantitative analysis of Air Quality is required for the first year of operation, which is estimated in 2017.**
  - **Review the issues that were considered in making the decision to identify the Green North alignment as the Preferred Alternative instead of the Green South alignment**
  - **Continue the outreach with the local emergency response agencies to review the temporary proposed closure of Airmont Drive at Hyetts Corner Road during construction**
  - **Review construction sequencing to determine the earliest that Hyetts Corner Road, to the east of the Vo-Tech School, can practicably be opened.**
  - **Establishment of Construction Advisory Groups for the project that would meet during construction.**

# EARTH BERM - HEIGHT

- ❖ DelDOT will commit to working with the adjacent property owner (Welfare Foundation) on opportunities to raise the berm from its current 12' high design. This is dependant on the potential of a land swap with the property owner to provide the additional property needed to raise the height of the berm.



# **DOES NEPA REQUIRE AN ANALYSIS OF (I) VIBRATION, INDEPENDENTLY, AND (II) NOISE & VIBRATION AS A CUMULATIVE EFFECT UPON IMPACTED RESIDENTS, AS A RESULT OF US 301?**



- ❖ **DeIDOT and FHWA did not evaluate vibration, or noise and vibration as a cumulative effect, in the EIS, because no vibration effects were anticipated for the adjacent properties or structures, based on the US 301 Project Team’s experience and the significant distances from US 301 to the closest community property lines and residential dwellings. Man-made earthborn vibrations attenuate rapidly with distance from the source and effects are generally confined to short distances from the source.**
- ❖ **In addition, vibration was not identified as a possible project impact during the extensive public and agency scoping/coordination process. Also, vibration was not mentioned in any public or agency comments received on the November 2006 Draft EIS and at the January 2007 Public Hearing.**
- ❖ **Since there were no anticipated impacts from vibrations and the issue of vibrations was not raised during the NEPA process (2005-2007), the Environmental Consequences chapters of the Draft EIS and Final EIS did not need to discuss vibration.**
- ❖ **DeIDOT has evaluated the vibration issue and confirmed that the vibration effects should be imperceptible to Airmont residents, due to the significant distance from the source (US 301 construction and subsequent operation) to the community property lines and residences.**

# REVIEW THE CIRCUIT 8 COURT CASE IN REGARD FOR THE NEED FOR A VIBRATION ANALYSIS



- ❖ The referenced case of *Mid States Coalition for Progress v. Surface Transportation Board LLC* involved impacts of a new freight rail line on surrounding communities.
- ❖ Heavy steel-wheeled freight rail cars and steel rails cause substantially greater vibrations than lighter rubber-tired vehicles traveling on highways.
- ❖ Additionally, in the particular circumstances of the *Mid States* case, it was alleged that residences would incur vibration impacts, which would cause amplification of the perceived impact of noise during the operation of the freight rail.
- ❖ As there should be no vibration impacts to the Airmont community from US 301, traffic noise from the operation of US 301 would not be amplified.
- ❖ The *Mid States* case is not considered relevant to the US 301 EIS.

# CONFIRM IF A QUALITATIVE AND/OR QUANTITATIVE ANALYSIS OF AIR QUALITY IS REQUIRED FOR THE FIRST YEAR OF OPERATION, WHICH IS ESTIMATED IN 2017.

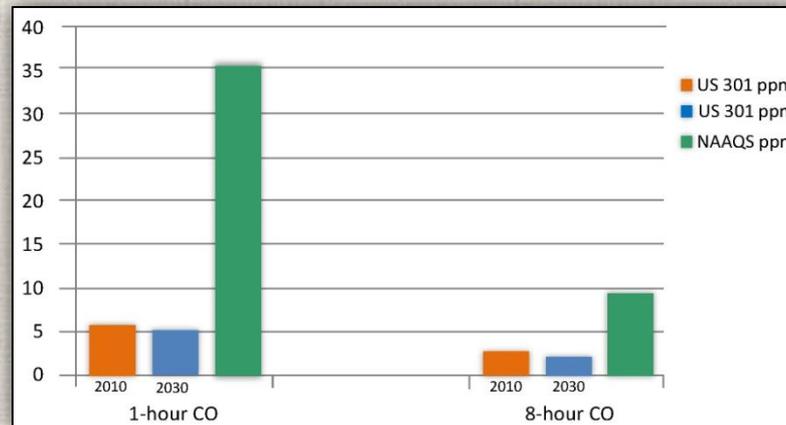


## ❖ Regional Quantitative Conformity Analysis

- A quantitative Regional Conformity Analysis is required to confirm the Regional Transportation Plan (RTP), which includes the US 301 project, conforms to the State Implementation Plan (SIP).
- The regional quantitative analysis confirmed air quality conformance of the RTP with the SIP.
- This analysis did include the potential first year of roadway operation in 2017.

## ❖ Project Level Quantitative Carbon Monoxide Analysis

- The project level quantitative analyses indicate CO (carbon monoxide) emissions resulting from the build conditions would not result in a violation of the CO NAAQS (National Ambient Air Quality Standards).
- Since the quantitative CO analysis included the predicted years of operation 2010 and 2030, a quantitative analysis of the potential first year of operation, 2017, is not required.



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## ❖ **PM<sub>2.5</sub> Emissions**

- **A qualitative analysis for PM<sub>2.5</sub> emissions is required for projects that involve significant levels of diesel vehicle traffic.**
- **It has been determined through Interagency Consultation that the project does not represent a significant number of diesel vehicles and is not a project of air quality concern.**
- **Therefore, neither a qualitative or quantitative analysis for PM<sub>2.5</sub> is required for any year, including the potential first year of operation 2017.**

## ❖ **Mobile Source Air Toxics (MSATs)**

- **Since NAAQS have not been established for Mobile Source Air Toxics (MSATs), a quantitative analysis is not required.**
- **A qualitative discussion of MSAT impacts was conducted and concludes that the resulting decreased VMT on the existing congested roadway network helps offset the increase in VMT along the new alignments regardless of the year analyzed.**
- **In addition, EPA's vehicle and fuel regulations, coupled with vehicle fleet turnover have been projected to reduce region-wide MSAT levels to be substantially lower than current levels.**
- **Therefore quantitative and/or qualitative analyses of MSATs for the potential first year of operation, 2017, or any specific year, are not required.**

# REVIEW THE ISSUES THAT WERE CONSIDERED IN MAKING THE DECISION TO IDENTIFY THE GREEN NORTH ALIGNMENT AS THE PREFERRED ALTERNATIVE INSTEAD OF THE GREEN SOUTH ALIGNMENT.

- ❖ A significant element of the current US 301 Green North alignment is the specific location of the crossing of Scott Run, just south of Hyetts Corner Road.
  - During alignment development, this crossing location was scrutinized, shifted, and adjusted in consultation with the Regulatory Agencies to avoid and minimize impacts to sensitive natural resources.
  - The Regulatory Agencies, which include the EPA, USACE, USFWS, and DNREC, visited this section of the US 301 alignment on several occasions and as a result are heavily invested in the approved and permitted US 301 crossing location.



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- In part, due to the Regulatory Agency satisfaction with the Scott Run crossing location and the associated stream and floodplain restoration, both USACE and DNREC have issued permits authorizing construction of this section of US 301.
  - The permits specifically reference the bridge locations, height above the stream and the proposed stream and floodplain restoration in this area.
  - Any changes to the design of US 301, including this location, will require modifications to the existing USACE and DNREC permits or applying for a new permit.
  - Because of the Regulatory Agencies' strong belief that the current design is the best, permit modifications or a new permit to change this crossing location will be difficult, if not impossible to secure.

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- ❖ **Additional disadvantages to shifting US 301 to south include:**
  - **DeIDOT has acquired the necessary right-of-way for the current/approved alignment. Shifting the alignment would require negotiating with new property owners, such as the Emerson farm, and a possible relocation of a home on Hyett’s Corner Rd, delaying the project and increasing project costs.**
  - **DeIDOT has completed final design and preparation of construction bid documents for the current alignment. Redesign would delay the project and result in increased project costs.**
  - **Utility relocations in the area, which are ready to begin, would require redesign, delaying the project and increasing costs.**

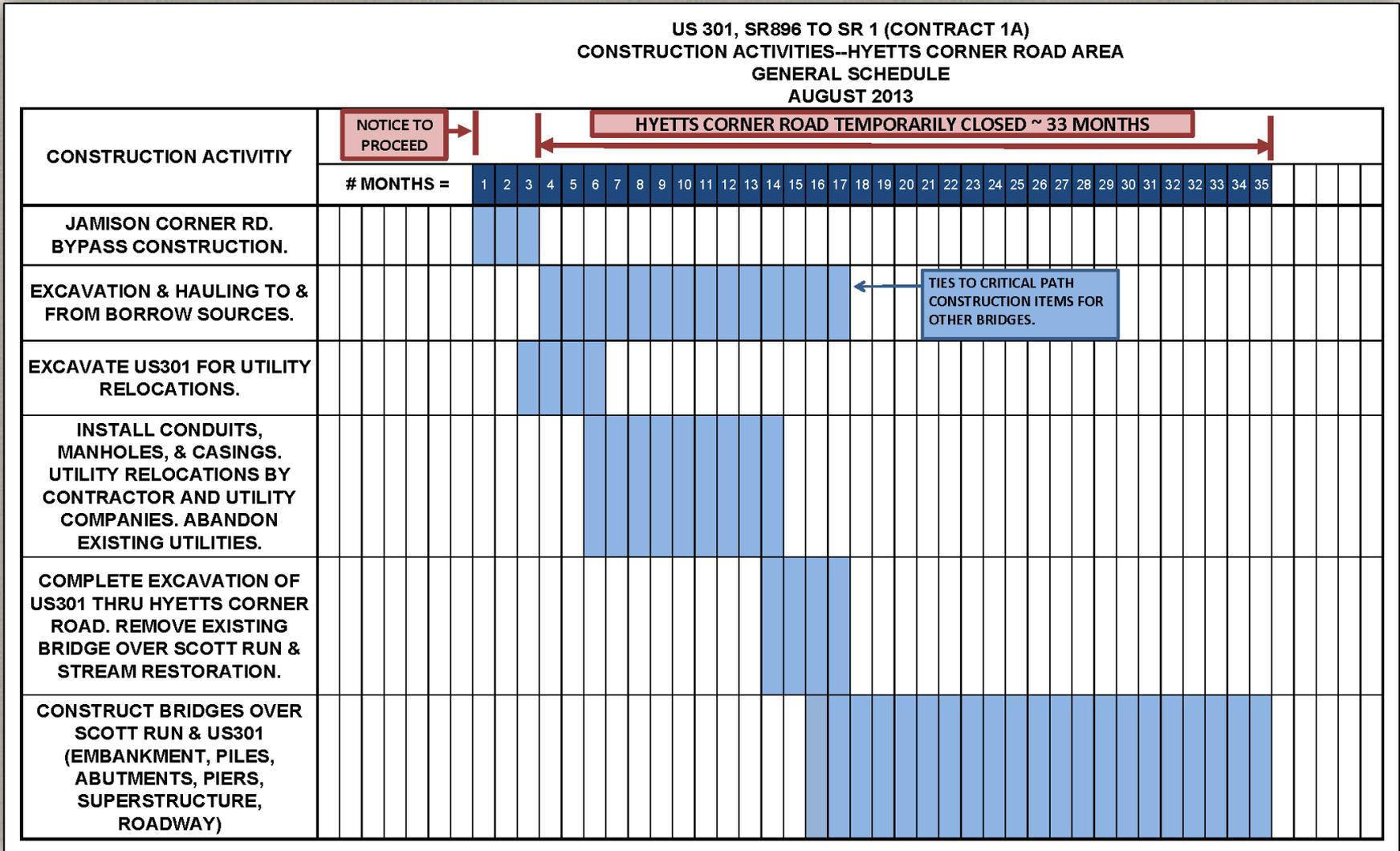
# **REVIEW CONSTRUCTION SEQUENCING TO DETERMINE THE EARLIEST THAT HYETTS CORNER ROAD TO THE EAST OF THE VO-TECH SCHOOL CAN PRACTICABLY BE OPENED.**



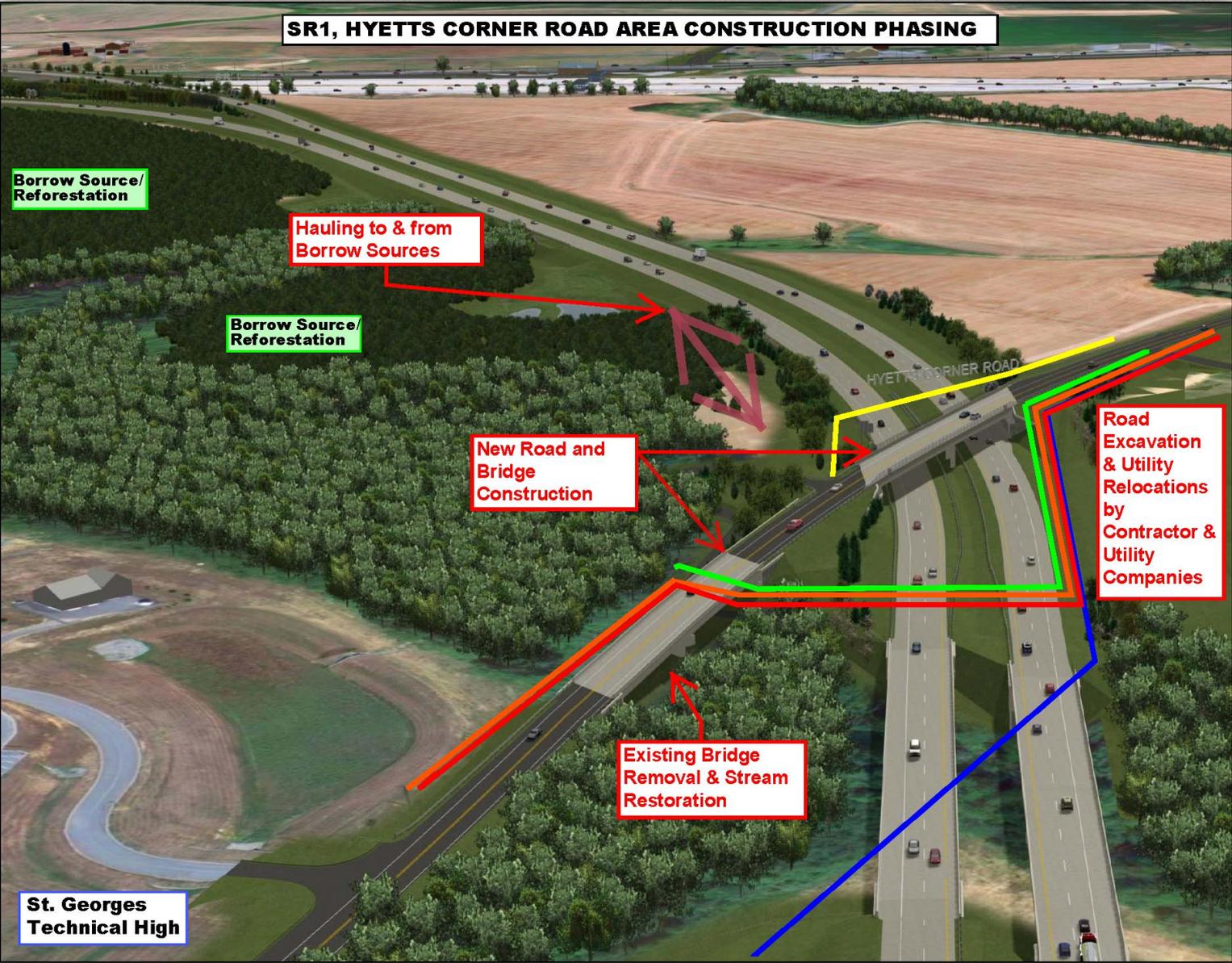
- ❖ **DelDOT has incorporated several measures to minimize the amount of time that Hyetts Corner Road would be closed and to mitigate the impacts of the closure. These include:**
  - **Temporary run-around on Jamison Corner Road, to maintain traffic through the US 301 interchange construction area. The run-around road will be constructed prior to closing Hyetts Corner Road.**
  - **Advance utility relocations on Jamison Corner Road, to allow for the early construction of the run-around road and minimize the overall time of the construction contract.**
  - **DelDOT's contractor will perform various utility relocation activities such as placing conduit, manholes and casing pipes; performing a directional drill under Scott Run for the relocated water line; and constructing the sewer relocations.**
  - **Complete the US 301 excavations, begin to place embankments and build the Hyetts Corner Road bridges over Scott Run and US 301 immediately following the utility relocations.**

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- ❖ However, even with these measures in place, the magnitude of the work will require the temporary closure of Hyetts Corner Road for approximately 2 years 9 months.

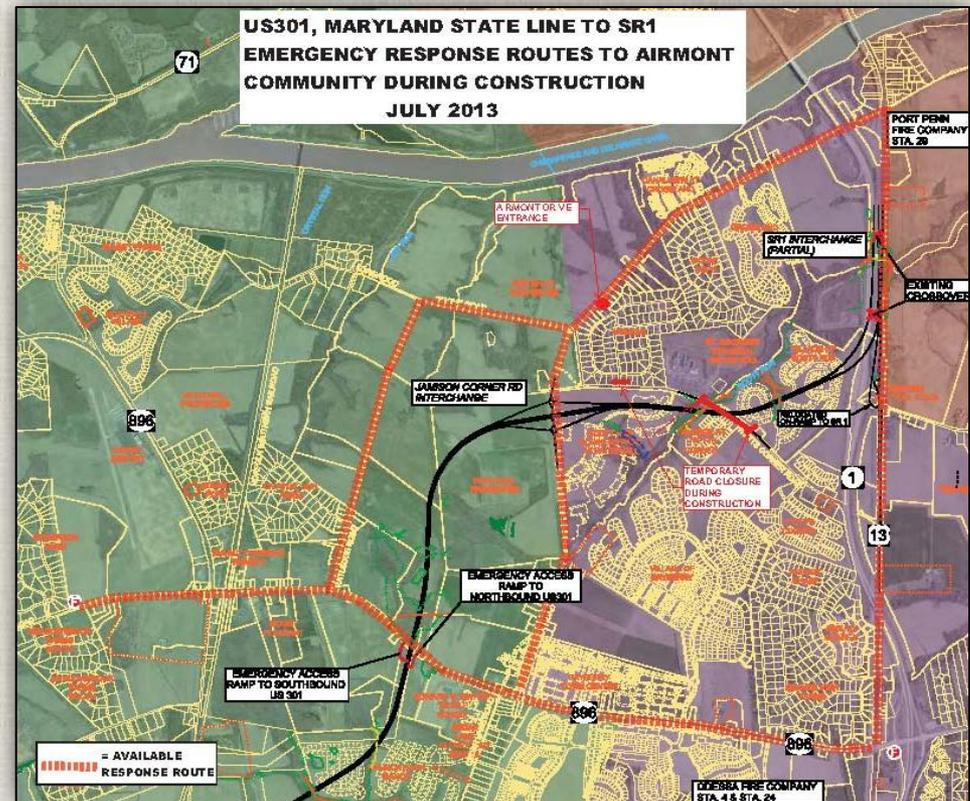


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# CONTINUE THE OUTREACH WITH THE LOCAL EMERGENCY RESPONSE AGENCIES TO REVIEW THE TEMPORARY PROPOSED CLOSURE OF AIRMONT DRIVE AT HYETTS CORNER ROAD DURING CONSTRUCTION

- ❖ DelDOT met with the emergency responders at the Transportation Management Team meeting on July 15, 2013.
- ❖ Members of the New Castle County Police were in attendance and had no issues with the temporary closure of Airmont Drive.
- ❖ On July 22, 2013, DelDOT met with the Fire Chiefs and other representatives of the Odessa and Volunteer Hose (Middletown) fire companies and the Engine Captain of the Port Penn Fire Company.
  - No concerns were raised regarding the temporary closure since multiple routes are available to the Airmont Drive entrance on Lorewood Grove Road.
  - DelDOT will continue to involve the emergency responders as part of the Construction Advisory Groups for US 301.



# ESTABLISHMENT OF CONSTRUCTION ADVISORY GROUPS



- ❖ DeDOT will establish Construction Advisory Groups made up of invited elected officials and representatives from different communities and emergency response agencies.
- ❖ These groups will meet periodically with representatives of DeDOT and the construction companies to discuss and address items such as project status, current construction issues, upcoming construction activities, etc.
- ❖ There may be three separate groups, i.e. one group for each design section, to allow for more focused discussions, in view of the 13-mile length of the project.
- ❖ The Construction Advisory Groups will be formed after the advertisement of the contracts for construction bids currently anticipated in spring 2014, but prior to beginning construction in fall 2014.



	<b>Section 1</b> US 301: E. of Norfolk Southern RR to SR 1
	<b>Section 2</b> US 301: Levels Road to E. of Norfolk Southern RR
	<b>Section 3</b> US 301: S. of DE/MD Line to Levels Road

- ❖ **The US 301 mainline project continues to move forward.**
- ❖ **The final design and construction contract bid documents are essentially complete.**
- ❖ **All Corps and DNREC permits, required for construction, have been secured.**
- ❖ **The Department is in the process of:**
  - **Completing the acquisition of necessary property / right-of-way;**
  - **Working with the utility companies as they proceed with advanced utility relocations; and**
  - **Applying for a low interest federal TIFIA Loan.**