

West Dover Connector

(Saulsbury Road Extension)

Working Group

Meeting No. 7

Modern Maturity Center

May 25, 2005



Agenda

Agenda and Tab Review	Jay Kelley
Review Working Group Guidelines	Bob Kramer
Follow-Up from Last Working Group Meeting	Mike Girman
Correspondence and Stakeholder Meetings	Bob Kramer
April 14 Resource Agency Meeting	Leslie Roche
Concepts 7D and 14	
– Concept Descriptions and Maps	Mike Girman
– Screening Results	
• Traffic	Marge Quinn
• Natural and Built Environment	Chris Fronheiser
Review Working Group Progress and Information Presented	Bob Kramer
Breakout Session	Project Team/Working Group
Report Out	Session Facilitators
Discussion	Bob Kramer
Next Steps	Bob Kramer

Tab Review

- Tab 1 – Meeting Slides
- Tabs 2 thru 8 – Received in Mail
 - Tab 2 Summary of April 6, 2005 Working Group Meeting
 - Tab 3 E-mail from Steve Cain and Response Letter
 - Tab 4 E-mail from Jane Edwards and Response Letter
 - Tab 5 Maps of Preliminary Alternative 7D and Concept 14
 - Tab 6 Updated Traffic Scoring Sheets and Data Matrices
 - Tab 7 Updated Environmental Scoring Sheets and Data Matrices
 - Tab 8 TSM (Preliminary Alternative 11) Intersection Details

Review Working Group Guidelines

- **How We Treat Each Other**
- **How We Make Recommendations**
- **How We Communicate with Those Outside The Working Group**

Working Group Guidelines

- **How We Treat Each Other**
 - Each member has an equal right to speak and ask questions. There are no “dumb questions.”
 - Each member is encouraged to share individual viewpoints. Individual opinions are valid whether others agree with them or not.
 - We will listen to, respect, and seek to understand the views of others, particularly those perspectives that differ from our own.
 - Disagreements will be explored not suppressed. In some instances, however, disagreements may be discussed outside of meetings so that we are not distracted from achieving the purpose of the meetings.
 - We will be courteous when addressing the other members, staff and consultants.
 - We will refrain from interrupting each other, staff or consultants.
 - We will keep our comments relevant to the topic under discussion.
 - Draft materials, plans, and reports shared by and among members, staff and consultants shall be treated as working papers.

Working Group Guidelines

- **How We Make Recommendations**
 - The Working Group will operate by consensus whenever possible. Consensus does not necessarily mean agreement or active support by each member. Those not objecting are not necessarily indicating that they favor the proposal under consideration, but merely that they can “live with it.”
 - In the absence of consensus, a super majority of three-quarters (75%) of the members present is required for approval of an action.
 - The facilitator will seek the sense of the Working Group on an issue/action. If there is not unanimity and if a clear super majority does not exist, written ballots will be used.
 - Members may designate an alternate to attend and participate in discussions in his or her absence. Alternates may vote in absence of the member, except on the vote to adopt final recommendations.
 - The vote to adopt final recommendations will be by super majority. Only members can vote and written “absentee” ballots will be accepted.
 - Non-members shall attend meetings as observers and may be invited to offer comments if time allows.

Working Group Guidelines

- **How We Communicate with Those Outside the Working Group**
 - Ideas discussed within the Working Group should not be presented as representing the position of the group without the agreement of the group.
 - When speaking about the work of the Working Group outside of meetings, members are speaking for themselves only unless speaking from approved documents or positions of the Working Group.
 - Draft materials, plans, and reports shared by and among members, staff, and consultants shall be treated as working papers.

Last Meeting Follow-Up

- City of Dover Substation Impact
 - Partial impact to the grounds of the substation could occur in Preliminary Alternative 7 if widening is required on the east side of New Burton Road and under Preliminary Alternative 12. If such an impact were to occur, substation operations would not be affected and relocation of the substation would not be required.
- Preliminary Alternative 12A and 12B Agricultural District Land Impacts
 - Agricultural District Land impacts for either Concepts 12A or 12B would be 1.82 acres (data matrix updated). These totals include impact acreage for relocating the railroad.

Last Meeting Follow-Up

- Preliminary Alternatives 5C and 7C Spur Impacts to Streams, Floodplains, and Wetlands
 - Although impacts to the natural environment in the vicinity of Isaac Branch would be equivalent for each concept, overall natural environment impacts of Preliminary Alternative 5C Spur at Puncheon Run would be much greater than those of Preliminary Alternative 7C Spur. The 5C Spur would involve constructing a new crossing of Puncheon Run whereas the 7C Spur would use New Burton Road with some widening.
- Preliminary Alternative 4 Impact (Why is Symbol Same)
 - A rank order is not used. The range of impact on floodplains and agricultural district lands is similar to the range of impact from Preliminary Alternatives 5A through 5C.

Last Meeting Follow-Up

- TSM (Preliminary Alternative 11) Intersection Details (See Details in Tab 8)
 - Analysis conducted for all 25 intersections
 - Considered committed improvements, where applicable (Column 2)
↓
 - 2015 intersection LOS calculated (Column 3)
↓
 - Identified & applied improvements to eliminate unacceptable performance, where possible (Column 4)
↓
 - Recalculated LOS with 2015 TSM improvements (Column 5).
↓
 - Calculated LOS for 2030 volumes with 2015 TSM improvements (Column 6)
↓
 - Identified & applied improvements to eliminate unacceptable performance, where possible (Column 7)
↓
 - Recalculated LOS with all possible 2030 TSM improvements (Column 8).

Correspondence & Stakeholder Meetings

- Correspondence-
 - E-mail from Steve Cain (Tab 3)
 - E-mail from Jane Edwards (Tab 4)
- Stakeholder Meeting
 - Towns of Camden and Wyoming on May 2nd at Nellie Hughes Stokes Elementary School
 - Approx 20-25 people attended
 - Presentation made followed by questions and answers
- DeIDOT welcomes opportunities to meet with others as requested

April 14 Resource Agency Meeting

- Provided:
 - Background on the Study
 - Overview of Concepts and Preliminary Alternatives
 - Screening Process and Matrices
- Agencies in Attendance:
 - U.S. Army Corps of Engineers
 - U.S. Environmental Protection Agency
 - U.S. Fish and Wildlife Service
 - Delaware Dept. of Resources and Environmental Control
 - Wetlands and Subaqueous Lands Section
 - Delaware Coastal Program
 - Delaware State Historic Preservation Office
 - Delaware Department of Agriculture

April 14 Resource Agency Meeting

- Response from Agencies:
 - Preliminary Alternatives with least impact at Puncheon Run are favored in terms of minimizing environmental impact
 - Inform Working Group of all the Environmental Factors to be Evaluated in Detailed Study Phase

April 14 Resource Agency Meeting

Environmental Factors for Detailed Study

- Socioeconomics and Land Use
- Air Quality
- Noise
- Cultural Resources
- Section 4(f) Evaluation
- Water Quality
- Floodplains
- Wetlands
- Aquatic Ecology
- Vegetation and Wildlife
- Threatened and Endangered Species
- Wild and Scenic Rivers
- Coastal Zone and Coastal Barriers
- Contaminated Sites
- Aesthetics
- Construction Impacts
- Secondary and Cumulative Effects
- Relationship of Short-Term Uses to Long-Term Productivity
- Irreversible and Irretrievable Commitments of Resources
- Permits and Approvals

April 14 Resource Agency Meeting

- Response Continued...
 - Use of Lands of Brecknock Park for 5C spur and 7C spur
 - Is an unacceptable idea due to impacts to the protected public parkland
 - Viewed as a “Fatal Flaw”
 - Federal laws provide protection to parklands
 - USDOT Act of 1966, Section 4(f) stipulates that the FHWA will not approve any project which requires the use of any publicly owned public park, recreation area, or wildlife or waterfowl refuge, or any land from any historic site of national, state, or local significance unless:
 - there is no feasible and prudent alternative to the use, and
 - all possible planning to minimize harm resulting from such use is included
 - “Feasible and prudent” alternatives exist to 5C spur and 7C spur

Brecknock Park

- Brecknock Park is operated by the County under a leave/will agreement with the Elizabeth Goggin Estate for the long-term benefit of the people of Kent County
- Permitted uses are passive and active recreation
- Park preserves Brecknock, an historic property, listed on the National Register of Historic Places
- Park preserves a high quality riparian area of Isaac Branch

Concept 14 (Tab 5)

Concept Description

Provide additional capacity along New Burton Road, Wyoming Avenue, and Webbs Lane.



Traffic Scoring Sheet Updated (Tab 6)



●	Most Improvement
●	Moderate Improvement
○	Low Improvement / No Impact
○-	Negative Impact

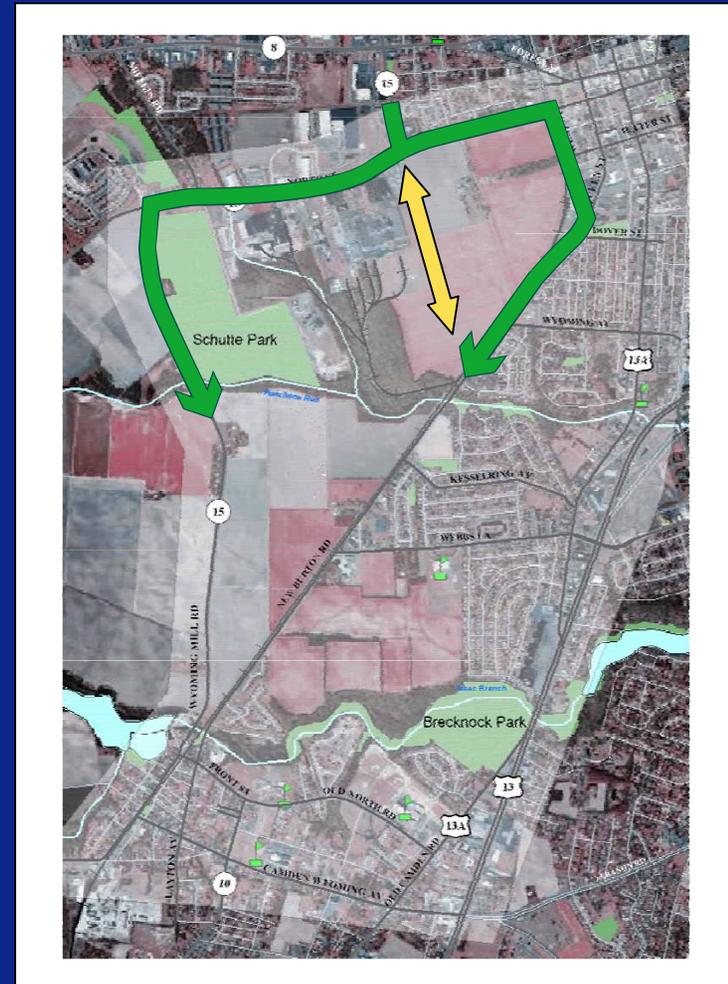
Traffic Circulation – Concept 7D

Objectives:

- Improve continuity for traffic movements around Schutte Park and Eden Hill Farm
- Volume reduction in movements around Eden Hill Farm and Schutte Park
- Reduction in trip lengths

Results:

- High benefits from Concept 7D



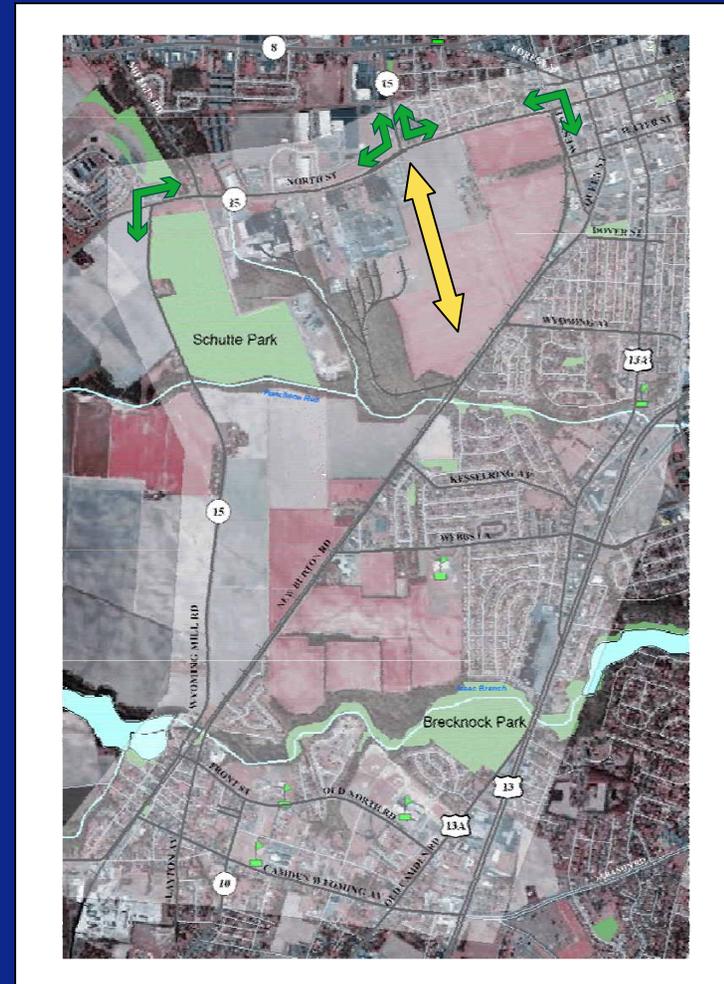
Potential North Street Intersection Performance Improvements – Concept 7D

Objectives:

- Reduction in turning movements at North Street intersections
- Significant number of turning movements would become through movements at the intersection of North Street and Saulsbury Road
- Reduced turning movements help improve intersection performance and safety

Results:

- High benefits Concept 7D



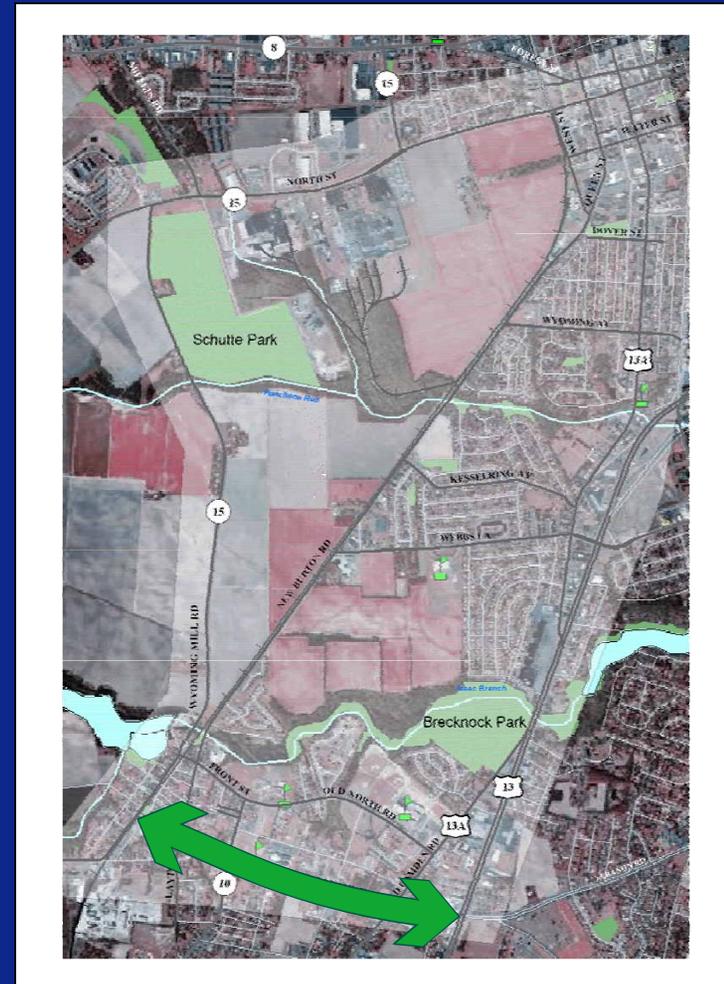
Traffic Reduction on Camden-Wyoming Avenue – Concept 7D

Objective:

- Vehicular traffic diversion (including trucks) from historic towns of Camden and Wyoming

Result:

- Traffic reduction on Camden-Wyoming Avenue is moderate for Concept 7D



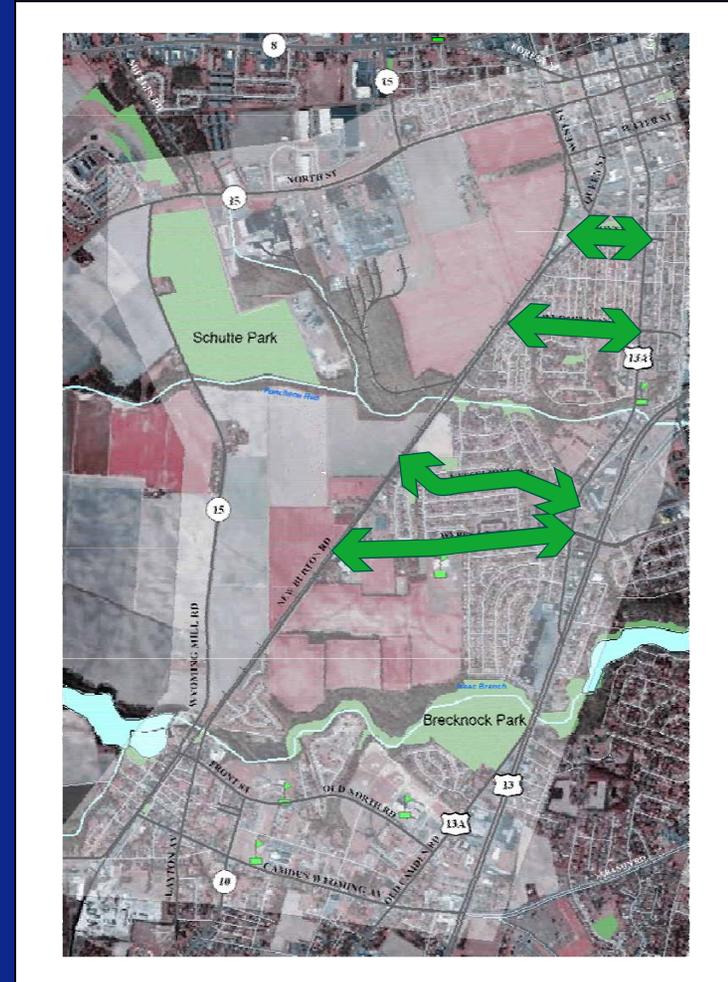
Reduction in Through Traffic – Concept 7D

Objective:

- Reduction in through trips on streets between New Burton Road and Governor's Avenue

Result:

- No reduction in through traffic, as Concept 7D brings more traffic to New Burton Road which can then cut-through



Improved Access & Mobility Across NS Railroad – Concept 7D

Objectives:

- Improved access and mobility across NS Railroad within the study area (with an underpass or overpass crossing of NS Railroad)
- Improved access and mobility for emergency response vehicles
- Improved access and mobility for heavy vehicles

Results:

- High benefit on this screening factor is provided by Concept 7D

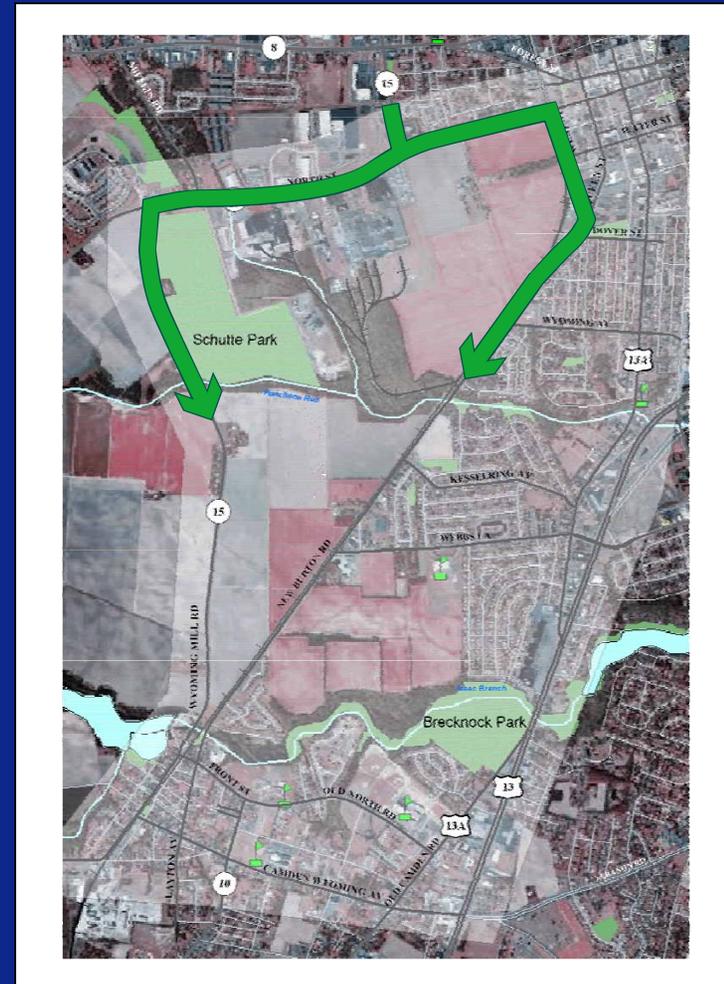
Traffic Circulation – Concept 14

Objectives:

- Improve continuity for traffic movements around Schutte Park and Eden Hill Farm
- Volume reduction in movements around Eden Hill Farm and Schutte Park
- Reduction in trip lengths

Results:

- No reduction in circulatory trips because no connector is provided and Concept 14 draws more traffic to Saulsbury Road and North Street



Potential North Street Intersection Performance Improvements – Concept 14

Objectives:

- Reduction in turning movements at North Street intersections
- Significant number of turning movements would become through movements at the intersection of North Street and Saulsbury Road
- Reduced turning movements help improve intersection performance and safety

Results:

- Deterioration in intersection performance at Saulsbury Road and North St. and North St. and West St. as Concept 14 encourages more traffic through these intersections



Traffic Reduction on Camden-Wyoming Avenue – Concept 14

Objective:

- Vehicular traffic diversion (including trucks) from historic towns of Camden and Wyoming

Result:

- Traffic reduction on Camden-Wyoming Avenue is moderate for Concept 14



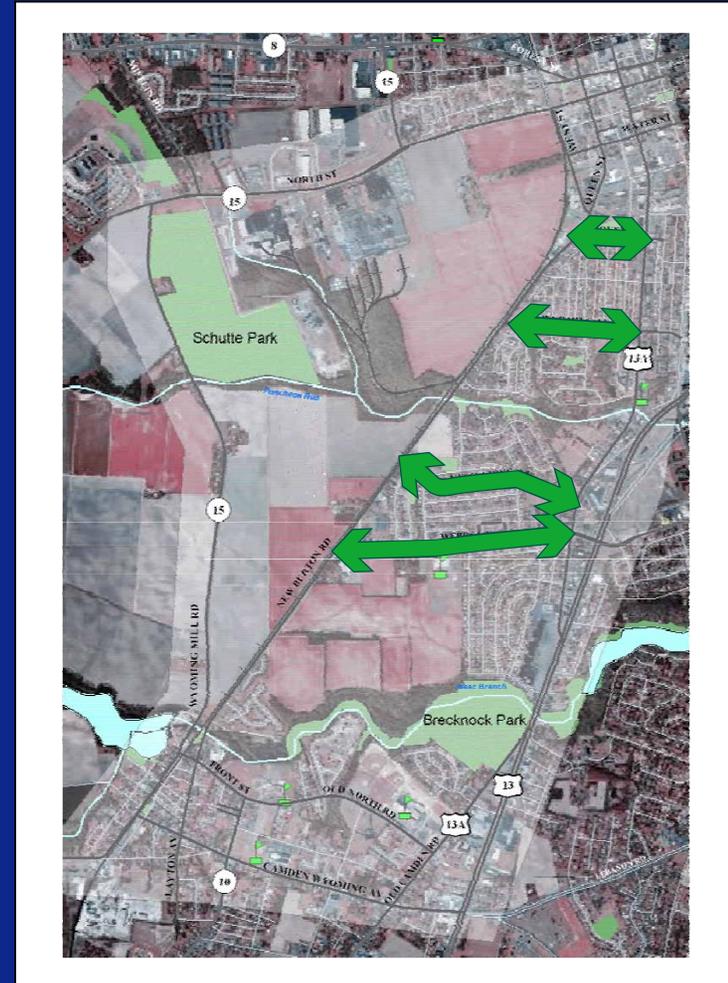
Reduction in Through Traffic – Concept 14

Objective:

- Reduction in through trips on streets between New Burton Road and Governor's Avenue

Result:

- No reduction in through traffic, as Concept 14 brings more traffic to New Burton Road which can then cut-through



Improved Access & Mobility Across NS Railroad – Concept 14

Objectives:

- Improved access and mobility across NS Railroad within the study area (with an underpass or overpass crossing of NS Railroad)
- Improved access and mobility for emergency response vehicles
- Improved access and mobility for heavy vehicles

Results:

- No underpass or overpass is within study area under Concept 14

Traffic Summary for Concepts 7D and 14

- Concept #7D:
 - Traffic analysis determined this concept meets project purpose and need.

- Concept #14:
 - Concept #14 does not improve study area traffic conditions and does not meet project purpose and need.

Environmental Impact Scoring Sheet Updated (Tab 7)



●	No Impact
●	Minimal Impact
○	Moderate Impact
○-	Most Impact

Preliminary Alternative 7D

- Concept # 7D developed into Preliminary Alternative and evaluated for potential impacts
- Impacts to resources were assessed:
 - Based on preliminary bandwidths, not actual roadway widths
 - Preliminary alignments were based on:
 - 40 mph design speed (main roadway)
 - 30 mph design speed (auxiliary ramps & roads)

Environmental Impacts Summary

- Preliminary Alternative 7D :
 - No wetlands impacts
 - Minimal floodplain impacts (like 7A-C)
 - No impacts to Agricultural districts
 - Similar number of displacements to Preliminary Alternative 2B
 - Modest amount of right of way required

Review Working Group Progress & Information Presented

- Working Group Progress to Date:
 - Working Group has not recommended 2A-D and 6, 8, 9 and 10 for further study
 - Some support for dropping 5A and 7A, 7B
 - Mixed support for dropping 11
 - Working Group Still Needs to React to 7D, 12A &B, 13, and 14
- Information Presented:
 - 5C spur and 7C spur “fatally flawed”
- Detailed Study will Determine Actual Alignment for 5 and 7 as they cross Kesselring Farm

Breakout Session

- Using Concept/Preliminary Alternative Maps
 - Review Project Team's Scoring Sheets and Data Matrices
 - Discuss Concepts and Alternatives that May not Merit Further Consideration and Why

Report Outs

Breakout Group Facilitators

Discussion

Working Group Recommendations

Next Steps & Next Meeting

- Meet with Resource Agencies on July 14 & get their recommendations on alternatives retained for detailed study
- Public Workshop will be held September 20th regarding alternatives recommended for detailed study
- Using above input and Working Group recommendations, DeIDOT will decide on alternatives to be retained for detailed study

Next Working Group Meeting

Time and Date

August 17th 2005, 5:30PM

IF NEEDED

Location

Modern Maturity Center

DuPont Ballroom

1121 Forrest Avenue

Dover, DE 19904