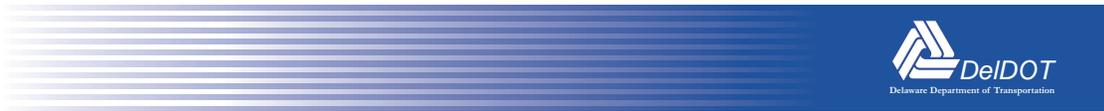


APPENDIX B

RESOURCE AGENCY DISTRIBUTION LIST AND MEETING SUMMARIES



Resource Agency Distribution List

Mr. Richard Hassel, Chief Section1
Department of the Army
Philadelphia District
100 Penn Square East
Philadelphia, PA 19107-3390

Mr. Jim Butch
EPA Region III(3EA30)
Wetlands NEPA Team
1650 Arch Street
Philadelphia, PA 19103

Mr. Bob Zepp
Program Supervisor
US Fish & Wildlife Service
177 Admiral Cochrane Drive
Annapolis, MD 21401

Ms. Joanne Haughey
DNREC, Division of Water Resources
Wetlands & Subaqueous Lands Branch
89 Kings Highway
Dover, DE 19901 (D450)

Mr. Timothy A. Slavins
Division of Historic and Cultural Affairs
21 The Green, Suite B
Dover, DE 19901

Ms. Gwen Davis
Delaware State Historic Preservation
Office
21 The Green, Suite A
Dover, DE 19901

Ms. Karen Bennett
DNREC, Delaware Natural Heritage
Program
4876 Hay Point Landing Road
Smyrna, DE 19977

Ms. Jackie Winkler
Department of the Army-Philadelphia
District
Corps of Engineers
Wanamaker Building
100 Penn Square East
Philadelphia, PA 19107-3390

Mr. Timothy Goodger
NOAA – National Marine Fisheries
Service
904 South Morris Street
Oxford, MD 21654

Mr. Bill Moyer
Delaware Department of Natural
Resources & Environmental Control
Office of the Secretary
89 Kings Highway
Dover, DE 19901

Mr. Milton Melendez
Delaware Department of Agriculture
2320 South DuPont Highway
Dover, DE 19901

Mr. Kevin Magerr, Environmental
Engineer
Office of Environmental Programs
US EPA Region 3 (3EA30)
1650 Arch Street
Philadelphia, PA 19103-2029

MEETING SUMMARY

PROJECT NAME:	DelDOT West Dover Connector	JOB NO.	046106061.0001
SUBJECT:	DelDOT's Joint Agency Quarterly Meeting	DATE:	April 8, 2004
<p>(X) Record of Meeting/Conversation Attendees: (Attendance sheet requested for others)</p> <p>Rob McCleary, DelDOT Jay Kelley, DelDOT Terry Fulmer, DelDOT Mike Hahn, DelDOT Richard Hassel, Corps of Engineers Gwen Davis, DESHPO Jackie Winkler, Corps of Engineers</p>			
<p>Jay Kelley and I were first on the meeting agenda and introduced the West Dover project. Jay provided project background, goals, and discussed the traffic analysis and community involvement efforts. I talked about the environmental screening approach, described the study area, and outlined the relationship of the screening effort to the other work. The following comments and questions ensued:</p> <ul style="list-style-type: none"> Jackie Winkler – If possible, consider expanding the environmental screening area far enough west to allow for a road alignment that could go around the headwaters of Puncheon Run as opposed to across the waterway. Jay and I responded that we would consider doing that. Gwen Davis – The DESHPO would like the opportunity to review the Phase 1 cultural resources survey scope of work. Terry Fulmer indicated she would forward the scope to Gwen. Gwen Davis – Locating a road so close to the historic Eden Hill Farm house would have an adverse effect on the building. It should not be a foregone conclusion that the solution to area traffic problems should be an extension of Saulsbury Road on Eden Hill property. Jay indicated that while the idea of extending Saulsbury Road has been “on the books” for many years, the purpose of the current study is to examine the traffic need in concert with a range of issues, and then determine the alternative(s) that make the most sense. Consider extending the study area north to include the Rt 1/Scarborough Road area, since some southbound traffic on Route 15 originates from there. A larger study area could allow more geographic room for solutions. I responded that the traffic modeling would encompass that area, and that evaluating the environmental study area would consider this comment. The agencies indicated an interest in a field visit within the next few months to get a sense for the project and be able to provide additional input. Jackie further stated that if the project followed the “merged” process (an agency streamlining procedure), a field visit would be required prior to the agencies signing off on the Purpose and Need. Terry responded that a field trip would be arranged. There was no discussion about whether or not the project would use a “merged” process. 			
Follow-Up Required?	Person: Leslie to inquire regarding merged process applicability and obtain attendees list if available.	Date:	
Copies to:	E. Panichi, Document Control		

MEETING SUMMARY

PROJECT NAME:	DelDOT West Dover Connector	JOB NO.	046106061.0010
SUBJECT:	DelDOT's Joint Agency Quarterly Meeting	DATE:	July 8, 2004
<p>(X) Record of Meeting/Conversation Attendees: (Attendance sheet requested for others)</p> <p>Jay Kelley, DelDOT Terry Fulmer, DelDOT Richard Hassel, Corps of Engineers Jackie Winkler, Corps of Engineers Gwen Davis, DESHPO Leslie Roche, DMJM+HARRIS</p>			
<p>West Dover Connector was first on the meeting agenda. Jay Kelley re-introduced the West Dover Connector project and reiterated that the project is exploring whether or not the extension of Saulsbury Road could alleviate some of the traffic problems in the study area. He spoke about the cut through traffic condition east of New Burton Road caused by traffic from the north trying to get to US 13. Jay reiterated that the owners of Eden Hill Farm intend to sell their land for development, but that the development plans are still unknown. He responded the the question Dan Griffith raised at the April JPR meeting about the geographic extent of the study area by saying that the focus of the study is to examine the pros and cons of extending Saulsbury Road and that this study was not intended to be a regional analysis of traffic problems. Consequently, DelDOT's study area is locally focused. As alternatives are developed and evaluated, the study area will continue to be evaluated and adjusted as needed.</p> <p>Leslie Roche provided a progress report on the environmental screening, identifying key constraints in the study area: waterways, wetlands, floodplains, agricultural preservation easements, cultural resources, the railroad right-of-way, and underground and overhead utilities along New Burton Road. She indicated that, in aggregate, these constraints will be challenging as ideas are developed for alternatives. She stated that data collection is on-going and asked that the agencies continue to provide assistance and information that would be helpful to the study effort. The following comments and questions ensued:</p> <ul style="list-style-type: none"> • Jackie Winkler – Since the April JPR meeting, did we consider expanding the environmental screening area far enough west to allow for a road alignment that could go around the headwaters of Puncheon Run as opposed to across the waterway. Leslie responded that the suggestion had been considered and found to be appropriate considering the Section 404 permitting requirements of any future alternative. The study area has been moved to the west so as to clear the Puncheon Run headwaters. • Gwen Davis – The purpose and need for the project should be carefully written and clear. The environmental study area seems large for an extension of Saulsbury Road. However, a Saulsbury Road extension seems too limiting for the larger geographic scope of traffic issues. To cover the larger geographic scope, it would seem that the study area should be extended northward, at least as far as Route 8. Jay responded with a reiteration of the opportunity presented by Eden Hill Farm, and that if a project develops from this study, it will not resolve all the area traffic problems. • The list of Working Group members was requested, along with an explanation of the selection of members representing minority and low income communities. Jay responded that the information requested would be provided. • An update of the status of Eden Hill Farm was requested. Jay responded that the development plans for 			

the property have not been decided or made know. However, the owners are definitely planning to sell and are considering a number of development ideas.

- Questions were raised about the name of the project with opinions about “West Dover Connector” and “Saulsbury Road Extension” conflicting. Jay explained that because the former seemed to evoke thoughts of a regional bypass, the latter name was added parenthetically to focus the project geographically.

Leslie wrapped up the meeting by asking the agency representatives to select a date and time for a field trip to tour the study area. The date of August 31st was selected. All attendees should meet in the lobby of the North Wing of DelDOT at 9:30 am.

<p>Follow-Up Required? Yes.</p>	<p>Person: Leslie to obtain attendees list if available; Leslie to send an email confirmation about the field trip as well as a mid August reminder to the agencies.</p>	<p>Date:</p>
<p>Copies to: E. Panichi, Document Control</p>		

DRAFT Memorandum of Meeting Resource Agencies

Meeting Date: August 31, 2004
Time: 9:30 AM
Location: DeIDOT, Clayton Room

Attendees:

Jackie Winkler	Corps of Engineers
Jim Butch	EPA
Dan Griffith	DE SHPO
Gwen Davis	DE SHPO
Bob Kleinburd	FHWA
Tim Goodger	NOAA/NMFS
Joanne Haughey	DNREC
Terry Fulmer	DeIDOT
Joy Ford	DeIDOT
Bob Taylor	DeIDOT
Rob McCleary	DeIDOT
Jay Kelley	DeIDOT
Ralph Reeb	DeIDOT
Andrew Bing	Kramer & Associates
Chris Fronheiser	DMJM+HARRIS
Mayuresh Khare	DMJM+HARRIS
Robert Kramer	Kramer & Associates
Evio Panichi	DMJM+HARRIS
Marge Quinn	DMJM+HARRIS
Leslie Roche	DMJM+HARRIS
Ed Thomas	Kramer & Associates

The purpose of the meeting was to present information to the agencies about the West Dover Connector study and hear their concerns and initial input. The following is a summary of the discussions:

Introductions and Welcome

- Jay Kelly called the meeting to order, thanked everyone for attending, presented the agenda for the meeting, and identified the handout information.

Project History

- Ralph Reeb, DeIDOT's Director of Planning, provided an overview of the state and city involvement in the Eden Hill Farm development and a brief description of the history surrounding the West Dover Connector project.
- Ralph indicated that Eden Hill Farm development and the West Dover Connector are two distinct but related projects, with different goals and processes and that each can proceed without the other.
- Ralph explained that the State and City's involvement in the Eden Hill Farm development was precipitated by the family's decision to sell the farm and the farm's current zoning designation as industrial zone. The family is allowing them to help shape the future of this important part of Dover. The City and State are working together as partners in the rezoning process, historic preservation, and master planning process.

- Ralph stated that the goals of the Eden Hill Farm development are to preserve open space, the historic buildings, setting and views, to provide additional recreational facilities for area residents, ensure that any development reflects the character of Old Dover, and to preserve the character and quality of life of surrounding communities.
- Ralph explained that a property survey has been completed and for an old parcel this is quite an effort. Currently the State and the City are writing a proposed zoning ordinance amendment to allow for a mixed use neo-traditional development. A more definitive land use plan is being developed in conjunction with this new zoning. This effort will be accomplished during the summer.
- Ralph showed a slide that contained a graphic depicting a very general land use concept plan and indicated that right now, the plan is a “crayon” plan, with a more definitive plan currently under development. The intent is to develop the farm as a mixed-use development containing office, commercial and residential with recreational and open-space areas. The roadway entering the site will extend from Saulsbury Road at North Street, as this is what the Department will require as part of site access. Where and if this roadway connects to adjacent lands and other roadways, is the mission of the West Dover Connector study.
- Ralph explained that ideas for a West Dover Connector have been part of comprehensive and master plans of the City of Dover, Kent County and the Dover/Kent County MPO for a number of years. The state legislature has appropriated funds for the study effort and the planning work has begun, as represented by the formation of the Working Group and the assembly of the project team.

Questions to Ralph:

- Jim Butch asked about the size of Eden Hill Farm. Ralph answered that the parcel is 272 acres.
- Dan Griffith asked whether DeIDOT has the development plan for the Eden Hill farm. Ralph indicated that it is still being worked on by the family. They will propose the development plan in their master subdivision plan to the City.
- Gwen Davis asked whether DeIDOT has a building plan. Ralph replied yes, but it is conceptual only. The size, shape and context of the buildings are still to be determined.
- Gwen Davis asked why the state is not paying to purchase the right of way for the future roadway to service the residential development. Ralph replied that as with normal development projects, any area of public right of way required for access to the parcel would be handled through deed restriction.
- Jackie Winkler asked Ralph to explain what the recreational and open space will be. Ralph explained that the current zoning for that land could have permitted industrial warehouse development, but we didn't feel that was in keeping with the area. He indicated that it will be some type of park space, but it is not well formed. The family wants no buildings on portion of the Eden Hill Farm parcel.
- Dan Griffith asked about the size of proposed open space and recreational area on the Eden Hill Farm parcel. Ralph replied that it is 62 acres.
- Dan Griffith asked what criteria are the City and planners using for context sensitive development. Ralph replied that DeIDOT don't know that yet. But the family will submit a pattern book to the City for their review which will include those details. The content of the book is likely to be discussed at the upcoming 9/16 meeting.
- Gwen Davis asked who has been working on the Eden Hill Farm development effort. Ralph indicated that the team that has worked on Eden Hill Farm development is very broad and includes the state, city, county and legislatures. The urban design firm, Wallace, Roberts and Todd (WRT) has played a key role as well.
- Dan Griffith asked what is the connection of Eden Hill Farm to the West Dover Connector project. Ralph replied saying that Saulsbury Road will be extended to serve as a major access point to new development as part of the Eden Hill Farm project. There has been discussion about extending

Saulsbury Road that goes back 30 years. WDC was included in Long Range Transportation Plan and legislature provided money to study how it might work.

Background on Purpose and Need for the West Dover Connector

- Evio Panichi, DMJM+HARRIS Project Manager, briefly identified the components of study that have thus far provided input to the purpose and need statement, including studies of cut through traffic, heavy vehicle traffic, existing traffic operations, demographic trends, new development and trip generation, and planning level traffic forecasts for 2015 and 2030. Evio presented and described the traffic study area.
- Marge Quinn presented the results of the traffic and demographic studies conducted to date. She explained the results of a license plate survey conducted in the study area which confirms that cut-through traffic is using many east-west routes in the study area to get to destinations north and south of the study area. She further pointed out that existing heavy vehicle traffic percentages (between 5% and 12%) on roads in the study area are higher than the ranges that would typically be expected for similar classification of roadways (typically between 3% and 6%). Marge also explained that under existing conditions failing levels of service occur at numerous intersections (5) in the study area and some movements at other intersections are also experiencing poor levels of service.
- Marge presented adopted forecasts for population, households, and employment which show rapid growth in the area in the next decade. She explained that the area west of New Burton Road would experience the maximum growth in population and households while the area east and north of New Burton Road would experience maximum growth in employment. She presented future “pipeline” development (i.e., approved land development, land development under review, and land development under construction). She explained that this development will lead to an estimated 5,040 new PM peak hour vehicle trips in the study area. This estimate of PM peak hour trips is equivalent to the number of PM peak hour trips that would be generated if six discount department stores such as Wal-Mart were located in the study area.
- Marge explained that the estimated new trip data from development as well as estimates for background traffic growth was input into the traffic simulation model for the study to forecast the effect at intersections in the study area. In 2015, the modeling results show level of service failures at seventeen out of twenty intersections and lengthy queues. She demonstrated these findings at the intersections of West Street and North Street, Wyoming Mill Avenue and North Street, and US 13 and Camden-Wyoming Avenue.
- Marge explained the modeling results for intersections in the study area in 2030. Twenty-four out of the twenty-five intersections studied would fail in 2030 and queues would be extensive.

Public Involvement Process

- Robert Kramer, Kramer and Associates’ Project Manager provided a brief overview of the public outreach effort for this project. He explained that the on going outreach effort for this project was comprehensive and included listening tour interviews and interview with stakeholders, presentations to community associations in affected areas, environmental justice outreach particularly in Rodney Village, public workshops, community working group meetings, and updates on the project website.
- Bob explained the purpose and role of the Working Group. Its purpose and role is to provide advice to DeIDOT in traffic issues and the group will help develop consensus and acceptance among the general public and agencies. This was followed by a brief review of working group members.

Goals and Objectives

- Bob discussed the development of the goals and objectives. He explained that the goals and objectives were developed based on information from varied sources including the criteria employed by Working Group Members to evaluate alternatives, inputs from listening tour, planning workshop, and Mayors, review of various comprehensive and long range plans and from State policy directives .
- Bob presented a brief overview of the objectives including land use planning, economic growth and development objectives, environmental objectives, aesthetic consideration and finally public outreach objectives. He stated that the objective of reducing cut through traffic through neighborhoods was the important point of concern to the residents, followed by safety issues for kids trying to reach parks and connectivity between parks.

Field Tour

1. At Eden Hill Farm, questions were asked about the allees on the property. It was explained that there are two allees on the property, which are parallel rows of trees. The old allee extends from the front of the house to Water Street, and at one time framed a view down Water Street. The old allee is overgrown so that no view is currently possible. The new allee extends from the house along the existing driveway to North Street. Both allees, as well as the house and its immediate environs, are included in the Eden Hill Farm preservation area to be acquired by the City of Dover. The City would retain both allees and it is envisioned that the old allee and the view down Water Street would be restored.
2. Along Governors Avenue, Rob McCleary mentioned the plan to rebuild the road. Construction of a new culvert under the road may or may not solve flooding problems as many of these problems were induced by constructing homes in the Puncheon Run floodplain. Jim Butch echoed this comment by saying that the cause of most flooding issues pre-date the West Dover Connector study when there were no regulations regarding construction in and near waterways, and the study will not resolve the flooding problems. The Project Team stated that the West Dover Connector project will include stormwater management facilities to retain all additional runoff as a result of the project. The Team also stated that this project will not add to the current flooding problems.
3. At the Charles Polk Road stop, a question was asked about the sentiment of the residents toward the idea of a new road impacting their neighborhood. It was explained that the neighborhood representatives on the Working Group have been actively involved and, although they are concerned, they see the road as a possible benefit to them.
4. At the Charles Polk Road stop, Dan Griffith mentioned that the artificial berm west of John Clark Road and perpendicular to Isaac Branch was the remains of a mill impoundment.
5. At the Camden-Wyoming Fire Hall, a question was asked why the tour wasn't traveling down Front Street and acknowledging the traffic issues there. It was explained that similar traffic issues occur along Front Street and are of concern to this project, particularly considering the schools and residential nature of land use along the road. It was only for logistical and time reasons that the tour did not specifically travel the route of Front Street.

Questions and Comments

- Jim Butch indicated his opinion that based on the information provided and his observations, the project appears as though it won't encounter environmental issues that cannot be avoided or adequately mitigated.
- Bob Kramer responded that there are quite a few issues in the study area and that the issues would be subject to detailed evaluation as alternatives are developed and analyzed. Bob also stated that there are some issues, such as flooding conditions in the communities along Puncheon Run, which pre-date the West Dover Connector study. This study may or may not be able to resolve such pre-existing issues. In the case of the flooding issue, it is the direct result of

development within a floodplain that occurred prior to there being regulations discouraging such development.

- Jackie Winkler asked whether DeIDOT would be submitting a concurrence for on purpose and need. Jay Kelly and Rob McCleary responded that this study is early in the process. The concurrence process would come at a later phase when alternatives are known. Rob stated that he would not be doing this presently.
- Jackie stated that the Corps would be interested in seeing alternatives generated that would avoid natural environment impacts wherever possible. Although this is an early study phase, it is important to keep in mind that the Corps will eventually want to see an alternatives analysis that includes examination of alternatives that would avoid environmental impacts.
- Dan Griffith indicated he would be interested in seeing alternatives that would not increase traffic on cut through streets.
- Dan also gave his opinion that a connection through Rodney Village from existing Wyoming Mill Road might make more sense than an extension of Saulsbury Road to a new corridor through Rodney Village.
- Dan asked whether it may be possible to examine ways of making the existing streets used as cut through routes to work better given the fact that Norfolk-Southern is reticent to allow new railroad crossings.
- Bob Kramer explained a recent situation in which Norfolk-Southern was doing track work that blocked the at-grade crossings, creating traffic problems. He indicated that the absence of a southerly crossing route is a public safety concern.
- There was some discussion about whether the project goal statement should be re-worded as it is currently limited to north-south travel movements. The project need appears to be rooted in better accommodating local travel movements. East-west travel would be accommodated if a connection was made to US Route 13, which then provides again for north-south movements. The Project Team will consider re-wording the project goal statement as discussed.
- Gwen Davis questioned whether we would be looking at alternatives other than extending Saulsbury Road to address the purpose and need? Bob Kramer indicated that the Working Group has generated some ideas to date that would not extend Saulsbury Road and that all ideas are currently being considered.
- Joanne Haughey expressed a concerned that impacts to stream corridors are avoided. She suggested that as the project progresses, there may be opportunities to consider stream corridor enhancement.

Rob McCleary concluded the meeting by indicating that the resource agencies would be kept apprised of and involved in the West Dover Connector study. He indicated that it may be desirable to have a session with the agencies similar to the second Working Group meeting. At such a meeting, the agencies would have an opportunity to develop their ideas for solutions to the traffic issues. Completing such a meeting this fall, before the next public workshop, would be advantageous. Rob indicated that the agencies would be contacted about having such a meeting.

Memorandum of Meeting
Quarterly Agency (JPR)

Meeting Date: October 14, 2004
Time: 11:00 AM
Location: DeIDOT

Attendees:

Jackie Winkler	Corps of Engineers
Jim Butch	EPA
Gwen Davis	DE SHPO
Bob Kleinburd	FHWA
Tim Goodger	NOAA/NMFS
Bob Zepp	USFWS
Joanne Haughey	DNREC
Trish Arndt	DNREC
Terry Fulmer	DeIDOT
Mike Hahn	DeIDOT
Jay Kelley	DeIDOT
Darren O'Neill	DeIDOT
Monroe Hite	DeIDOT
Chris Fronheiser	DMJM+HARRIS
Mayuresh Khare	DMJM+HARRIS
Evio Panichi	DMJM+HARRIS
Marge Quinn	DMJM+HARRIS
Leslie Roche	DMJM+HARRIS
Robert Kramer	Kramer & Associates

The purposes of participating in the JPR meeting were 1) to present the concepts developed as a result of the Working Group meetings and 2) hear the agencies comments and ideas. The following is a summary of the discussions:

Introductions and Welcome

- Jay Kelley presented the agenda for the meeting, and described the Working Group process to date, explaining that the Working Group had developed ideas which culminated in ten (10) concepts. The concepts would be presented to the agencies today as well as at the upcoming November 10 Public Workshop. Jay indicated that detailed study would be undertaken after November 10 with the expectation of refining and paring the concepts to yield a preliminary set of alternatives.

Concepts Presentation

- Chris Fronheiser presented and described each of the 10 concepts, reminding the agencies that copies of each concept were provided in a handout package they received at the beginning of the presentation. Evio Panichi summarized the likes and dislikes data collected from the Working Group, including a summary statement as to whether the concept seemed to have strong, moderate, or limited support from the Working Group in terms of advancing it to detailed study.
- Chris indicated that Concept 1 (No Build) is required as part of the planning process. It is the same “do nothing” concept that Ralph Reeb had explained at the August 31, 2004 agency meeting on this study.

- Chris described Concept 2 which involves 4 alternative connections, all of which would terminate at New Burton Road.
- Jackie Winkler asked if the Working Group had been given information about the natural resources features and constraints in the concept corridors. Chris responded that such an explanation had been provided, including an explanation of the need to consider avoiding or minimizing impacts.
- Gwen Davis asked whether the issue of Eden Hill Farm as a National Register historic property was explained to the Working Group. Marge Quinn responded that, yes, the information had been provided to them. Marge pointed out that the Working Group input to date focuses primarily on community issues. However, we are informing and reminding them that there are other natural and cultural resources issues as well.
- Bob Kleinburd asked what the status is on the Eden Hill Farm sale. Jay responded that the money for the purchase has been appropriated; however, negotiations are on-going. He noted that the land area to be acquired and preserved is not in the locations where right-of-way might have to be acquired for a West Dover Connector project.
- Gwen stated that it is important for the Working Group to understand that the planned preservation of Eden Hill Farm may not be the only action that has to be considered in assessing the effects of the West Dover Connector project on the National Register property. Jay concurred and indicated that the Working Group has been made aware of this issue. Bob Kleinburd asked that this issue be reiterated to the Working Group. Jay responded that the Working Group would be advised.
- Mike Hahn asked what the boundaries of the National Register Eden Hill Farm property are. Jay stated that the information would be acquired and reported to the Working Group.
- Chris described Concept 3: a connection to Route 13 using Wyoming Avenue. He then explained the conceptual elevations of a bridge over the railroad, explaining that a minimum 30 foot vertical separation would be needed between the top of rail and the deck of the bridge.
- Jackie asked if it could be assumed that a railroad crossing structure would be separate from a Puncheon Run crossing structure in all concepts. Bob Kramer responded that some concepts would not have separate crossings.
- Chris described Concept 4: a connection to Route 13 using Webbs Lane. He pointed out that there is an elementary school along Webbs Lane that is a key concern of many in the Working Group.
- Mike asked whether there is thought to shifting the auxiliary connection in Concept 4 further south to simplify the structure over the railroad. Chris responded that it is possible to shift the location of the auxiliary connection and that other concepts illustrate that more southerly location.
- Chris described Concept 5: a connection to Route 13 using the Kesselring property. He explained the three corridor options, with potential corridors along Charles Polk Road and through Brecknock Park. He acknowledged the lack of Working Groups support for the Brecknock Park corridor, citing the many natural and built environment issues associated with that concept.
- Gwen asked how the terminology summarizing the Working Group likes and dislikes was determined. Bob Kramer explained the Working Group break out sessions, and stated that the Working Group awaits some traffic and environmental information to form more definitive opinions about the concepts. The terminology used in the summary statements Evio presented was based on the number of groups who did or did not want to see each concept go to detailed study.
- Chris described Concept 6: a bypass around Camden and Wyoming. He explained that this concept was found to be unfavorable by the Working Group in the context of the study goals and objectives. The Working Group determined that it should be a separate project.
- Chris described Concept 7: a connection to Route 13 using New Burton Road as part of the corridor. He indicated that New Burton Road would be widened as opposed to constructing a new road.
- Chris described Concepts 8 through 10 as other ideas that would not involve extending Saulsbury Road. He described Concept 8: a connection between Wyoming Mill Road and Route 13 via Webbs Lane. He described Concept 9: a connection between Wyoming Mill Road and Route 13 using

Charles Polk Road. He described Concept 10: widening North Street and realigning the Wyoming Mill Road/North Street intersection.

Questions and Comments

The following questions were asked and comments provided at the conclusion of the presentation:

- Jackie asked whether the information presented constitutes DeIDOT's full range of alternatives. Jay responded by saying that the concepts represent what the Working Group has developed to date, and that DeIDOT is continuing to collect ideas from the Working Group, the public, and the agencies.
- Bob Kramer commented that no other ideas have been developed by DeIDOT or its consultants at this time. He stated that a range of ideas was looked at and dismissed either due to significant natural and/or built environment impacts, or lack of response to the goals and objectives. For example, a route west of the study area was determined to be a bypass idea that does not address the local traffic needs in the goals and objectives. Such an idea would be another project. He concluded by saying that the concepts presented today are the full range of concepts at the present time.
- Bob Kleinburd asked whether DeIDOT will know its right-of-way needs on the Eden Hill Farm property before the Eden Hill Farm agreement is completed? Jay responded that DeIDOT can build a conceptual alignment agreement into the overall agreement.
- Jackie asked if the project team was going to follow the MATE process. If so, the agencies would need to concur on purpose and need before looking at alternatives. If the team is not going to follow the MATE process, then what process are we proposing to use. Jackie asked if we were seeking formal or informal comment. She suggested that DeIDOT consider requesting written comments from the agencies.
- Evio asked whether the agencies are prepared to provide comments or other information that DeIDOT can share with the Working Group for their consideration. Joanne responded that concepts which avoid impacting Puncheon Run, Isaac Branch, historic properties, and Brecknock Park, as well as provide some stream corridor buffering, are the preferable concepts. Concept 7B is one of those concepts.
- Mike indicated the need to define the boundary of the National Register-listed Eden Hill Farm property so that the project can strive to avoid a Section 4(f) taking issue. He also suggested that even though new at-grade railroad crossings are prohibited by current legislation, the study shouldn't necessarily dismiss the at-grade crossing concept. Jay responded by saying that the study is considering enhancement of multi-modal connectivity, particularly between parks, schools, and residential areas. An at-grade crossing idea raises safety concerns for bicycles and pedestrians.
- Gwen stated that DeIDOT appears to be proceeding as though federal funding will occur in the future. Would DeIDOT acquire right-of-way before a preferred alternative is selected or in time to allow an Eden Hill Farm agreement to occur? Jay responded that DeIDOT would not acquire right-of-way before a preferred alternative is selected; the Eden Hill Farm agreement process will not be a timing issue.
- Bob Kleinburd asked whether the study is a Federal-Aid project and had Section 106 consultation been initiated. Terry responded that the study is state-funded. Gwen responded that the Historic Preservation Office received an initiation letter that included a provisional clause for a shift into the Section 106 process in the future.
- Bob Kleinburd stated that if the study becomes or is a Federal-Aid project requiring an Environmental Assessment, it does not seem as though DeIDOT is following MATE because there is no purpose and need statement. He indicated that if federal aid is anticipated at some future date, a purpose and need statement must be developed and concurrency sought. Monroe Hite responded that the WDC study is in an earlier phase of study compared, for example to the US 113 project, and that the MATE process had not yet been initiated for the WDC study. The WDC study

is still in the initial transportation planning phase; a purpose and need statement has not yet been developed. What was presented today by DeIDOT and its consultants was a set of concepts that **DMJM+HARRIS** the Working Group had developed to date, not alternatives.

Submitted:

The above represents the writer's understanding of the discussions and a complete and accurate record of the decisions and agreements made. Amendments to this record shall be made in writing to the author.

cc: Attendees
DMJM+HARRIS Job No.: 046106061

Draft Memorandum of Meeting
Resource Agency (JPR)

Meeting Date: April 14, 2005
Time: 11:30 AM
Location: DeIDOT

NEXT Resource Agency Meeting
Thursday July 14, 2005
DeIDOT

Resource Agency Attendees:

Tricia Arndt	DNREC
Jim Butch	US Environmental Protection Agency
Gwen Davis	DE SHPO
Richard (Dick) Hassel	US Army Corps of Engineers
Joanne Haughey	DNREC
Bob Kleinburd	FHWA
Milton Melendez	Delaware Department of Agriculture
Bill Whitman	DNREC
Bob Zepp	US Fish and Wildlife Service

Project Team and DeIDOT Attendees:

Terry Fulmer	DeIDOT
Mike Hahn	DeIDOT
Rob McCleary	DeIDOT
Andrew Bing	Kramer & Associates
Mike Girman	DMJM Harris
Mayuresh Khare	DMJM Harris
Bob Kramer	Kramer & Associates
Marge Quinn	DMJM Harris
Leslie Roche	DMJM Harris

Introduction

Rob McCleary welcomed the resource agencies to the West Dover Connector portion of the meeting. Rob provided a brief overview of what would be presented and discussed: the project origins, the localized nature of the study, prior long-range planning that identified the need to look at improving mobility in the west Dover area, the traffic and demographic analyses undertaken, the public involvement program made up of a listening tour, Working Group and public workshops. Rob stated that a project level Purpose and Need has been developed with localized goals, that the project team is in the process of gathering and evaluating ideas and refining them into concepts, and that those concepts will be presented at today's meeting. Rob explained that the team believes a full range of alternatives has been developed, with provision for any ideas the resource agencies may have. Rob indicated that the project team would like to return to the resource agencies at their regularly scheduled July JPR meeting with a recommendation as to the alternatives to be retained for detailed study.

Rob acknowledged that a recent article in the Delaware State News gave the indication that alternatives were being eliminated by the Working Group. He clarified that only Concepts that did not meet the Purpose and Need were recommended by the Working Group to be dropped from further study.

Mike Girman updated the resource agencies by stating that the Cooperating Agency letters were sent to the resource agencies in March. He further stated that the project level Purpose and Need Statement received concurrence from the Federal Highway Administration in February and was sent to the

resource agencies for their comment. Mike offered that if any resource agency representatives have not seen the Cooperating Agency letter and/or the Purpose and Need they should let DeIDOT know.

Mike Girman stated that the project team has consulted with Terry Fulmer and Bob Kleinburd as to the level of documentation for the West Dover Connector and both concurred that an Environmental Assessment (EA) would be appropriate. Mike stated that the project is intended to address specific localized issues and that an EA level of documentation, as opposed to an Environmental Impact Statement (EIS), is appropriate.

Dick Hassel asked when the project team expects concurrence from the resource agencies on the Purpose and Need. Mike responded by asking that the resource agencies strive to provide DeIDOT with their comments no later than May 15th so that the Working Group can have the benefit of agency input at their next meeting on May 25th.

Comprehensive Plans, Livable Delaware, and Growth Trends

Marge Quinn began the presentation portion of the meeting by explaining the origins of the West Dover Connector study. She stated that the idea of a West Dover Connector has been part of the City of Dover Comprehensive Plan since 1996. Additionally she commented that various descriptions of a West Dover Connector have been referenced in comprehensive plans of Dover dating back to the 1960's and the most recent City of Dover Comprehensive Plan called for this specific project development effort. Further, she stated that the Dover/Kent Long-Range Plan calls for a study of the West Dover Connector. Additionally, she remarked that this long-range transportation plan along with the circulation element of the City of Dover Comprehensive Plan identified the west side of Dover as a future problem area for north-south travel.

With an accompanying map of the Dover area, Marge explained that the project study area is encompassed within the "Growth Area" specified in the Kent County Master Plan. She explained that it is in this area that land development ordinances support more intensive development. Also using the map, she stated that the majority of the project study area is designated "Investment Level 1" in the Delaware Strategies for State Policies and Spending. Being in the Kent County Growth Area as well as the state-designated Investment Level 1 area, the study area and its immediate environs will be seeing continued growth in the foreseeable future and infrastructure improvements are encouraged to accommodate that growth.

Marge Quinn explained that the West Dover Connector study is using MPO adopted demographic forecasts for 2030. These forecasts indicate a 21 percent growth in jobs such that one out of two new jobs in Kent County will be located in the Dover area. By the same measure, 15 percent growth in residents and 19 percent growth in households are forecasted, such that one out of five new households in the County will be located in the Dover area.

Marge explained that information on approved land development, land development under review and land development under construction, i.e., development that is already in the pipeline, was gathered from the land use agencies in the region. Comparison of the household forecast for 2030 and pipeline development data shows that the number of new dwelling units in the pipeline (3,380 units) already exceeds the MPO forecast for growth in households between 2000 and 2030 (2,907 households).

Traffic and Travel Demand Modeling

Mayuresh Khare presented the traffic and travel demand modeling portion of the presentation. He explained that the project team is using DeIDOT's travel demand model which is the accepted planning

tool for travel analysis throughout the state of Delaware. Input factors include the adopted MPO forecasts, existing local traffic patterns as determined by traffic counts undertaken by the project team, and the use of refined Traffic Analysis Zones (TAZ), links, nodes, and centroids that were developed to better represent the transportation network for the study area. The model was calibrated and validated to best replicate study area traffic. Mayuresh explained that the model output included traffic volumes and patterns distributed over the roadway network for 2015 and 2030.

Mayuresh Khare explained data collected on existing conditions and the travel demand modeling results identified four (4) primary areas of existing and foreseeable local issues in the study area: traffic congestion, deficiencies with respect to system linkage and continuity, constraints regarding emergency service accessibility, and safety concerns.

In terms of traffic congestion, Mayuresh explained that failing movements occur at 5 out of 25 intersections in the study area under existing conditions. Long queues (back-ups) form during existing peak hours on approaches to intersections, including: Wyoming Mill Road at North Street, North Street at West Street, and Queen Street at West Street. In the future No-Build condition, substantial deterioration in level of service and queuing will occur at most study area intersections. In 2015, 16 out of 25 intersections will have failing levels of service. By 2030, 22 out of 25 intersections will have failing levels of service.

Mayuresh demonstrated existing and foreseeable queuing at the afore-mentioned intersections with screen shots from the simulation modeling conducted in the study. At the West Street/North Street intersection, northbound queuing in 2015 will extend to the intersection of West and Queen Streets and will affect performance at both intersections. At the intersection of Wyoming Mill and North Street, queuing on northbound Wyoming Mill Road will extend to the Wyoming town line. At the US 13/Camden-Wyoming Avenue intersection, the level of service is near failure now and will fail in 2015. Queues in all directions will be long, particularly in the southbound direction.

Mayuresh presented the portion of the Functional Classification Map approved by the FHWA on 11/9/2001 that depicts the study area. He indicated that, under existing conditions, the roadway system in the study area does not efficiently collect and distribute traffic from local streets to the collector roadways and to the regional arterial system. In the study area, through traffic uses local streets to access higher order arterials. He explained that the roadway system lacks the continuity of a grid system west of New Burton Road. Saulsbury Road terminates at North Street, dispersing traffic onto local streets. As a result, conflicts exist in the use and function of local roadways. These conflicts will worsen in the future. Mike Girman added that through truck traffic is an issue in the study area.

Mayuresh further explained that a significant number of turning movements occur at the North Street intersection because of its T-intersection configuration. Heavy turning movements impede intersection safety and performance. This situation will worsen in the future.

With regard to emergency service accessibility, Mayuresh Khare explained that mobility and access across the Norfolk Southern railroad is limited due to the need to cross the railroad at grade. He pointed out that an at-grade railroad crossing occurs at North Street. The next railroad crossing to the south is at Front Street, a distance of 2.9 miles from the North Street crossing. He presented a map showing that the 2.9 mile distance between the at-grade crossings essentially bisects the study area. He explained that the distance between crossings adds travel time and distance on either side of the railroad.

Mayuresh explained that safety is an issue at the railroad grade crossings, at roadway intersections, and is a concern with respect to bicycle and pedestrian activities. With regard to railroad crossings,

Mayuresh explained that of the 28 railroad grade crossings in Kent County, the four in West Dover are ranked high in terms of collision prediction value:

- Southern Boulevard ranks 4th
- North Street ranks 7th;
- Camden-Wyoming Avenue ranks 8th; and,
- Front Street ranks 11th.

Mayuresh defined “collision prediction value” as the probability that a collision between a train and a highway vehicle will occur at a crossing in a given year. Factors include but are not limited to: frequency of train operation, extent of vehicular traffic at the crossing, geometry of the crossing, and type of warning device at the crossing. Mayuresh explained that new development will increase traffic; thus, safety at grade crossings will be a greater concern. Marge Quinn elaborated that the prediction value for each of the crossings was not developed by the team but instead was developed by the Federal Railroad Administration.

At roadway intersections, Mayuresh stated that a significant number of accidents occur at the intersection of Saulsbury Road and North Street due to heavy turning movements. He explained that new development will increase traffic; thus, safety at intersections will be a greater concern.

In terms of bicycle and pedestrian activities, Mayuresh stated that a lack of continuous bicycle and pedestrian facilities occurs in the study area as many sidewalks have missing links and sections of roadway lack shoulders. Moreover, he noted that a lack of compatible bicycle and pedestrian facilities occurs in the study area (appropriate shoulder widths, bicycle lanes, and multi-use trails). He stated that bicycle and pedestrian facility connections are lacking between parks, schools, and other community facilities in the study area. Rob McCleary added that the public identified the need for connections between the parks in the study area. As well, the public would like any project developed from this effort to improve the study area’s multimodal system (pedestrian, bicycle, and bus).

Purpose and Need

Leslie Roche presented the Purpose and Need portion of the presentation by stating that the foregoing issues of forecasted growth and current and future localized local traffic issues form the basis for the project Purpose and Need. She stated that there is a need in the study area to:

- Reduce congestion at key intersections;
- Improve mobility across the Norfolk Southern railroad; and,
- Improve connectivity for localized travel.

Leslie presented the Study Area Map and reiterated that the concerns which are the basis for the Purpose and Need are contained within the bounds of North Street, US 13/Governors Avenue, Wyoming Mill Road, and Camden-Wyoming Avenue. She stated that the focus of the West Dover Connector study is on addressing localized mobility issues.

Leslie reminded the agency representatives present at the meeting that a copy of the project Purpose and Need statement was distributed to the resource agencies for their review and comment. She explained that DeIDOT had obtained FHWA concurrence on the project Purpose and Need. Leslie explained to the agencies that DeIDOT requests and welcomes their formal comments as they will enhance project understanding and appropriate decision-making.

Dick Hassel asked what the timeframe is for providing agency comments on the Purpose and Need. Mike Girman responded that a deadline of May 15th would be desirable as the team would like to report input from the agencies to the Working Group at the May 25th meeting. Leslie Roche added that it would be very helpful to have the agencies' comments by May 15th, but that the team would accept comments later if needed as having input from the agencies is of greatest importance.

Concepts and Preliminary Alternatives

Mike Girman led the next portion of the agency meeting by presenting the concepts and alternatives. He explained that the Working Group, the agencies and the public are sources of ideas to address the Purpose and Need. Ideas received are and have been developed into Concepts and compared to the Purpose and Need (Step 1) through the use of DeIDOT's travel demand model. Concepts that were found to meet the Purpose and Need were conceptually engineered into Preliminary Alternatives. These Preliminary Alternatives were then screened for impacts to the natural and built environment (Step 2). The findings from Steps 1 and 2 have been tabulated on scoring and data sheets provided in Tab 3 of the handout for today's meeting.

Mike Girman proceeded to explain each concept and alternative. He stated that the No-Build alternative is a "do nothing" alternative that will be carried through the process. He explained that many of the Preliminary Alternatives originate from the end of a proposed road to be built as part of the Eden Hill Farm development. This proposed road would form the fourth leg of the North Street/Saulsbury Road intersection and would extend southward along the boundary of the Eden Hill Farm property and Kraft Foods property.

Joanne Haughey asked for clarification of the meaning of the colored lines on the alternative maps. Mike Girman explained that the yellow bandwidths are the conceptual rights of way within which construction would occur. The blue lines denote the location of retaining walls.

Regarding Preliminary Alternative 2A, Mike Girman explained that the alignment would cross Puncheon Run at the same location as the existing bridge. No new bridge would be required. Mike explained that of all the Preliminary Alternatives, the traffic benefits of Preliminary Alternative 2 are limited. Preliminary Alternative 2 is the worst performer in terms of the project Purpose and Need.

Several attendees asked how Preliminary Alternatives 2A, 2B, 2C, and 2D would get traffic to US 13. Mike Girman responded that these alternatives would not provide a connection to US 13 and that the Working Group is not recommending further consideration of these preliminary alternatives. Rob McCleary explained that the public has expressed concern for existing traffic problems on Governors Avenue. Any action DeIDOT takes in this project would have to consider effects on US 13 and Governors Avenue.

Rob McCleary noted that the public is concerned about flooding along Puncheon Run. He explained that most flooding issues are downstream of New Burton Road. Rob indicated that any action DeIDOT ultimately takes in this project would not create or exacerbate downstream flooding conditions.

In discussing Preliminary Alternative 3, Joanne Haughey asked whether Wyoming Avenue is a residential road. Mike Girman responded that Wyoming Avenue is a residential road. He explained that Preliminary Alternative 3 would require improvements to Wyoming Avenue, including possible widening.

Regarding Preliminary Alternative 5A, Rob McCleary commented that the Rodney Village residents became interested in the West Dover Connector study when 5A was brought to their attention as 5A would use Charles Polk Road to access US 13.

In discussing Preliminary Alternative 5C, Rob McCleary explained that all farm properties in the study area are being considered for development by their owners with the exception of the Papen Farm. The existing owners are not interested in farming over the long term. Rob explained that the Eden Hill Farm development plan is the most advanced in terms of the time schedule for development. The Eden Hill Farm property owners plan to apply for a zoning change from Industrial to the new Neighborhood Development designation in June.

Terry Fulmer asked whether the Kesselring farmstead on the west side of New Burton Road is National Register eligible. Mike Girman responded that the farmstead is identified in the State Historic Preservation Office (HPO) records as an inventoried property. The determination of eligibility will be ascertained during detailed study.

Rob McCleary stated that the resource agencies had input on the Eden Hill Farm development plan. He cited Ms. Anne McCleave of the State Historic Preservation Office as having reviewed the plan and provided specific input. Rob added that the proposed road forming the fourth leg of the North Street/Saulsbury Road intersection is part of the Eden Hill Farm development plan.

Regarding Concepts 5C Spur and 7C Spur, the resource agencies concurred that crossing Isaac Branch and impacting Brecknock Park is an unacceptable idea from the perspectives of impacts to the natural environment (wetlands, waterway, possible threatened and endangered species habitat, and floodplain), the historic Brecknock property, and the protected parkland. Terry Fulmer identified any crossing of Isaac Branch into Brecknock Park as fatally flawed. Mike Girman commented that the concept is one that many in the Rodney Village community prefer as it would avoid impacts to their neighborhood.

In presenting Concept 6, Mike Girman re-stated the fact that among the ideas developed into concepts, some did not meet the project Purpose and Need. Concept 6 is one of those ideas, as are Concepts 8, 9, and 10 and that the Working Group has recommended no further study on these concepts. He explained that the others, 2, 3, 4, 5, 7 and 11 meet the project Purpose and Need in varying degrees and were refined into Preliminary Alternatives.

Regarding Concept 8, Terry Fulmer asked whether the New Burton Road crossing could be a bridge. Mayuresh Khare responded that bridging New Burton Road was possible; however, Concept 8 does not meet the project Purpose and Need.

In discussing Concept 10, the resource agencies noted that any widening of North Street would result in impacts to historic resources.

In presenting Preliminary Alternative 11, Mike Girman explained that the intersections highlighted in yellow are the ones that could be improved by implementing Transportation System Management strategies. Mayuresh Khare explained that all intersections in the study area were examined to determine which ones would experience acceptable levels of service (LOS) in 2030 if TSM improvements were in place. The results of this analysis determined that only the intersections highlighted would experience an improvement in LOS to acceptable levels by 2030.

Mike Girman presented Concept 12 to the agencies noting that relocating the railroad would provide additional right of way along New Burton Road such that the road could be widened to the west rather

than to the east. The ability to widen to the west would minimize community impacts along New Burton Road. This is a key difference between Concept 12 and Preliminary Alternative 7.

Mike introduced and described Concept 13, explaining that it was developed from a proposal provided by the Planning Committee of the Rodney Village Civic Association. Mike noted that Concept 13 resembles Concept 6, but provides a specific alignment. Several resource agency representatives commented that Concept 13 would not address the Purpose and Need and would introduce a large area of new road and additional environmental impacts.

Mike Girman summed up the activities of the April 6, 2005 Working Group meeting by explaining that Working Group members made a unanimous recommendation to eliminate Preliminary Alternative 2 as well as Concepts 6, 8, 9, and 10. He explained that the Working Group would take no action regarding Concepts 12 and 13 until the upcoming May 25th meeting.

Gwen Davis asked whether eliminating Concepts 6, 8, 9, and 10 is also the team's recommendation. Mike Girman responded that the team concurs. Rob McCleary explained that at this time the team does not recommend eliminating Preliminary Alternative 2 as it has some benefit with respect to the project Purpose and Need. He explained that only concepts that clearly do not meet the project Purpose and Need or concepts with obvious fatal flaws, such as the 5C Spur and 7C Spur, are being recommended for elimination.

Joanne Haughey stated that the remaining Preliminary Alternatives appear to go through neighborhoods. Mike Girman concurred. Bob Kramer stated that the presence of the school on Webbs Lane is a major concern of the Working Group for any alternatives that would use Webbs Lane.

Joanne Haughey asked whether the location of the New Burton Road crossing matters from a traffic perspective. Mayuresh Khare responded that whereas a northern crossing has some merit, the southern crossings provide greater traffic benefit especially in the reduction of through traffic on local streets.

Bob Kramer reminded the resource agencies that the team would like to receive input from the agencies prior to the upcoming May 25th Working Group meeting so that the Working Group can have the benefit of agency input.

Mike Hahn asked when the detailed environmental study will be started. Mike Girman responded that a screening level of environmental review has been conducted. The detailed study in terms of wetlands delineation and cultural resources survey is being initiated.

Gwen Davis stated that the cultural resources data should be added to the parameters that the Working Group considers when evaluating the alternatives. Mike Girman responded that the Working Group has been told that the detailed study phase will include other issues not addressed in the screening phase. Gwen suggested that the Working Group be provided a list of those other parameters so that they know the full array of factors. At a minimum, she indicated the screening matrix should have a blank column for cultural resource data.

Next Steps

Mike Girman explained to the resource agencies that all remaining Preliminary Alternatives will be discussed at the next Working Group meeting which is on Wednesday, May 25, 2005 at the Modern Maturity Center at 5:30 in the DuPont Ballroom. The meeting will include further discussion of the Preliminary Alternatives and Concepts. The Working Group will discuss and will entertain motions

regarding Concepts 12 and 13, along with the remaining Preliminary Alternatives. The project team will report the results of today's resource agency meeting. The Working Group will not choose a Preferred Alternative at the next Working Group meeting but only make further recommendations of concepts and preliminary alternatives that do not merit further study.

Mike Girman explained that the team plans to update the resource agencies on the West Dover Connector study at their regularly scheduled **July 14, 2005 JPR meeting**. At that time, the project team will make their recommendation as to the alternatives to be retained for detailed study.

Action Items

The following action items resulted from today's meeting:

1. The resource agencies have been asked to provide the team with comments on the project Purpose and Need on or before May 15.
2. The resource agencies have been asked to provide the team with any new concepts/alternatives for consideration.
3. Add a column for cultural resources data to the screening matrix, even if it is blank at this point.
4. DMJM Harris will develop a complete list of the parameters to be used in detailed study of the alternatives. This list will be provided to the Working Group.

Memorandum

Date: July 18, 2005
To: File
From: Leslie Roche
Subject: West Dover Connector
Memo of July 14, 2005 Quarterly Agency (JPR) meeting

Attendees: Kevin Magerr, EPA
Jackie Winkler, ACOE
Bob Zepp, USFWS
Milton Melendez, DE Dept of Agriculture
Gwen Davis, DE SHPO
Tricia Arndt, DNREC
Jackie Meyer, DNREC
Joanne Haughey, DNREC
Jay Kelley, DeIDOT
Rob McCleary, DeIDOT
Terry Fulmer, DeIDOT
Joy Ford, DeIDOT
Mike Hahn, DeIDOT
Kevin Cunningham, DeIDOT
Bob Kramer, Kramer & Associates
Mike Girman, DMJM Harris
Chris Fronheiser, DMJM Harris
Leslie Roche, DMJM Harris

The purpose of making a presentation to the JPR was to update the resource agencies on work completed since the April 14, 2005 JPR meeting, distribute and discuss the information contained in the Draft Preliminary Alternatives Analysis Report, and briefly discuss the next project steps.

Jay Kelley started the meeting noting that the West Dover Connector project, like most other DeIDOT projects, will be affected by recent budget cuts. He stated that DeIDOT has a fixed budget to complete concept development, select a Preferred Alternative and complete an EA.

Mike Girman summarized the content of the last two Working Group meetings and stated that the Project team had recently completed and submitted to DeIDOT a Preliminary Alternatives Analysis Report. He noted that the team is moving into detailed study in advance of starting an EA and selecting a preferred alternative.

Leslie reminded the agencies that DeIDOT is looking for their comments and federal agency concurrence on the Purpose and Need statement. She asked for those responses by July 28.

Leslie stated that the project team had provided the following information to the Working Group at the request of the resource agencies:

- Agency preference to minimize impact to Puncheon Run;
- A wide range of environmental factors would be examined in the EA phase;
- The 5C and 7C Spur alternatives would Impact Isaac Branch and Brecknock Park and are considered by the agencies to be fatally flawed.

Leslie updated the agencies on the status of environmental field work by saying that the wetlands delineation work is completed and the cultural resources survey work is beginning.

Leslie and Mike Girman presented the alternatives the Project Team is recommending that DeIDOT retain for detailed study. They stated that the Draft Preliminary Alternatives Analysis Report contains what the Project Team believes to be the full range of alternatives.

The following questions and comments were discussed:

1. Which alternative would not impact Puncheon Run? Preliminary Alternatives 3 and 7 would not.
2. Gwen Davis stated that Working Group probably knows there will still be cut-through traffic. She asked whether the team has demonstrated that metric will be reduced? Yes. See page 38 in the Preliminary Alternatives Analysis Report.
3. Terry Fulmer stated that there are public concerns about potential impacts in the vicinity of the Reilly Brown School and near Wyoming Avenue with some alternatives.
4. Milton Melendez asked for a clarification between agricultural preservation and agricultural land which was provided.
5. Terry Fulmer stated that due to the volume of project involvement by agency personnel, it would be appropriate for DeIDOT to set a priority of its projects for the agencies.
6. Jackie Winkler stated that she hadn't seen the request for concurrence letter. Mike Girman responded that the letters were sent out the week of June 28.
7. Jackie Winkler indicated she was pleased to see we had gone a long way to reduce impacts to natural resources.
8. Gwen Davis asked for confirmation that the team believes they have a full range of alternatives? Mike responded yes, the report contains the full range as well as the team recommendations for alternatives to be retained for detailed study. She asked about the reasons for rejecting the other concepts and alternatives. Mike responded that the report contains all the rationale for the team's recommendations. The impacts are presented in the document.
9. Gwen Davis acknowledged that she had the opportunity to review A.D. Marble's updated cultural resources scope of work and would provide those comments to DeIDOT.

Memorandum

Date: October 13, 2005
To: File
From: Leslie Roche
Subject: West Dover Connector
 Memo of October 13, 2005 Quarterly Agency (JPR) meeting

Attendees: Bob Kleinburd, FHWA
 Laura Herr, DNREC
 Milton Melendez, DE Dept of Agriculture
 Gwen Davis, DE SHPO
 Tricia Arndt, DNREC
 Kevin Magerr, EPA
 Jim Butch, EPA
 John Gaines, DeIDOT
 Rob McCleary, DeIDOT
 Joy Ford, DeIDOT
 Mike Hahn, DeIDOT
 Ken Dunne, DeIDOT
 Mike Girman, DMJM Harris
 Leslie Roche, DMJM Harris

The purpose of making a presentation to the JPR was to let the agencies know that DeIDOT is ready to move forward with several alternatives to the detailed study phase and to seek comments and input from the agencies on all project information they have been provided to date.

Presentation

Rob McCleary opened the meeting by introducing John Gaines, DeIDOT's new Project Manager for the West Dover Connector Study. Rob then briefly highlighted key project activities completed to date:

- The history of the West Dover Connector in local and regional plans;
- The impending development of Eden Hill Farm and other area farms;
- The transportation study undertaken by DMJM Harris for West Dover Connector;
- Input received from the Working Group and public in terms of transportation issues: congestion, safety, cut-through traffic, park connectivity, etc.
- Circulation of the Purpose and Need statement citing particular needs for safe access across the railroad, congestion reduction, interconnectivity, etc.
- Environmental screening that identified key natural and built environment issues

Regarding the latter, Rob indicated that the cultural resources studies are being initiated and will continue during detailed study. He noted that preliminary inquiries have been made to federal and state agencies regarding threatened and endangered species. In response, no federally regulated species are known to occur in the study area. One state-endangered bird (red-headed woodpecker) has been reported at Breck Nock Park. As well, one rare bird (black vulture) was observed at the same location. Two rare fish (mud sunfish and ironcolor shiner) are known to live in Moore's Lake, downstream from the study area.

Rob stated that DeIDOT has reviewed and considered all the technical information provided by DMJM Harris and input from the resource agencies, Working Group and public. DeIDOT is ready to select alternatives for detailed study. Those alternatives would include 1, 4, 5C, 7C, and 7D. These alternatives embody the range of ideas found in the full range of alternatives; they are a subset of the full range.

Rob noted that none of the selected alternatives includes an alignment along Wyoming Avenue. The Wyoming Avenue alternatives are relatively weak in meeting the Purpose and Need. The Working Group and Public expressed many concerns about a Wyoming Avenue alignment, including potentially significant circulation impacts. As well, DeIDOT recalls Gwen Davis mentioning the potential for an historic district in that location. For all of these reasons, the Wyoming Avenue option, Alternative 2, was not among the alternatives selected for detailed study.

Rob continued by reminding the agencies that Concepts 6, 8, 9, 10, 13, and 14A did not meet Purpose and Need and have not been considered in the selection of alternatives.

Rob stated that DeIDOT has asked for ideas from the agencies, Working Group, and Public and has received some. At this point, DeIDOT believes they have the full range of alternatives. The detailed study phase will be the time to refine alternatives.

Rob provided information to the agencies regarding other area projects:

- Eden Hill Farm received approval for a zoning change to “traditional neighborhood development” this past summer. The site plan went to the PLUS meeting and is headed for City Site Plan review.
- The developer of the Kesselring Farm west of the railroad presented a concept plan at the PLUS meeting this past summer. The concept plan included Alternative 5C, what the developer believes would be the worst case West Dover Connector alternative for their plan. The farm house would not be preserved by the concept plan.
- The owner of the Kesselring Farm east of the railroad has been talking to Kent County about their desire to permanently preserve land along Isaac Branch as a legacy to the community.
- Hidden Creek is currently under construction.

Rob summarized by saying that DeIDOT feels a strong need to advance this project while the opportunity exists. Detailed study will begin which means a closer look at design issues and environmental impacts. Mike Girman and Rob McCleary reminded the agencies that the bandwidths used during the screening phase were conceptual. During detailed study, the alternatives would be developed in greater detail, enabling examination of ways to avoid or minimize impacts.

Rob stated that DeIDOT will be sending a letter to the agencies requesting their concurrence on the alternatives selected for detailed study.

Questions and Comments

- Mike Hahn asked when the next public interaction would occur. Rob responded that the next Working Group meeting would be on November 2, 2005. At that meeting, the project team will share DeIDOT’s selection of alternatives for detailed study.
- Gwen Davis stated that she will be reviewing the cultural resources scope of work as well as the extent to which the selected alternatives overlap the full range of alternatives. She indicated she would not be able to comment until those two tasks were completed. She advised the team that the Purpose and Need statement should be sound.
- Kevin Magerr stated that in addition to natural resources concerns, the EPA would also be looking at human health issues like noise and air quality. Rob responded that the project team

would be examining many environmental and community issues. He cited the example of school children and pedestrian safety along Webbs Lane. Mike Girman and Rob reminded the agencies that the West Dover Connector is envisioned as a boulevard type arterial and not a typical multi-lane highway.

- Kevin Magerr asked whether truck traffic was being considered. Rob responded that the public has voiced concern that truck traffic be reduced or redirected. The West Dover Connector would likely redirect traffic; thus, truck traffic will continue to be an issue to be examined.
- Gwen Davis asked that the cultural resources study identify the area within which the proposed railroad crossing could potentially be seen. That geographic area should be encompassed in the Area of Potential Effects. Rob responded that the visual boundary would be identified. Rob further indicated that because there is some flexibility in considering the route of any alternative through the Kesselring farms, the West Dover Connector study will encompass more than just the 150 foot bandwidths presented so far.
- Mike Hahn asked whether the Spurs through Brecknock Park had been eliminated. Rob responded that, yes, they had been eliminated.
- Gwen asked whether there is a separate project along Wyoming-Mill Road. Rob responded that the City of Dover is looking at re-aligning the North Street/Wyoming-Mill Road intersection and adding a signal. That project is in the evaluation stage, but is not included in DeIDOT's FY 2006-2011 Capital Transportation Improvement Plan.

ACTION ITEM

- DMJM Harris will map the geographic area within which a proposed railroad crossing could be seen. This geographic area will be overlaid on the APE map and the latter adjusted as needed. This information will be provided to Gwen Davis.