

## DeIDOT Identifies Preferred Alternative for West Dover Connector

The Delaware Department of Transportation (DeIDOT) has completed an Alternatives Analysis study and identified Alternative 5C Modified as the Preferred Alternative for the West Dover Connector, a roadway that would extend Saulsbury Road south where it currently ends at the intersection of Saulsbury Road and North Street. This alternative will be recommended to the Federal Highway Administration.

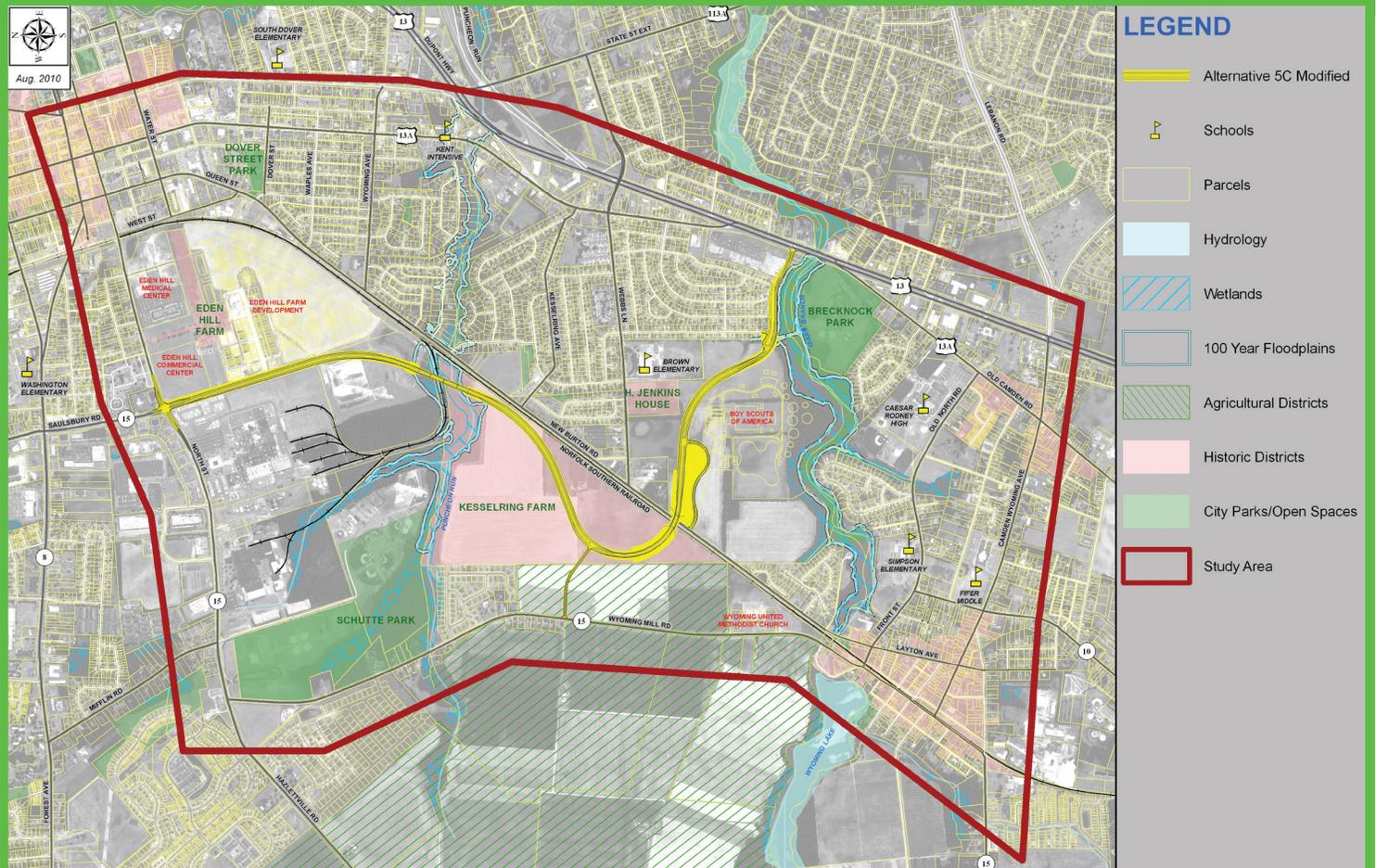
### Key Features of 5C Modified

- Extends Saulsbury Road over Puncheon Run and the railroad spur
- Parallels New Burton Road on the west side of the railroad—refined during detailed study to avoid impacts

on the building complex of the historically eligible Kesselring Farm

- Connects US 13 to Saulsbury Road using the Charles Polk corridor—refined during detailed study to reflect new development of the Boy Scouts of America and the Kent County Parks and Recreation
- Retains existing Charles Polk Road for local circulation to and from the Rodney Village community
- Provides an auxiliary connection to Wyoming Mill Road
- Provides a two-way connector road for access to New Burton Road
- Has support of the public and of the West Dover Connector Working Group, an advisory committee of residents, government agencies, business and community leaders, and elected officials

### DeIDOT Preferred Alternative 5C Modified



## Alternatives Development Process

Several dozen unique ideas for extending Saulsbury Road to the south were generated by the Working Group and the general public. These ideas were reviewed by environmental resource agencies concerning the natural and built environment. From these reviews, meetings and public workshops, a total of 25 improvement concepts were developed. Of these 25 concepts, 19 concepts were found to meet the elements of Purpose and Need and were advanced for further study.

Next, the 19 concepts and the No-Build Alternative, as required, were analyzed with regard to impacts to the natural and built environment and presented to the Working Group and to the public. Four build alternatives, 4, 5C, 7C and 7D, and the No-Build Alternative were then advanced for detailed traffic, environmental and conceptual engineering study. Detailed study revealed that Alternative 5C Modified would have high benefits for Purpose and Need, providing moderate to high traffic benefits. It would have overall fewer impacts than the other three build alternatives and have the support of the Working Group and public.

## Purpose & Need

The purpose of the West Dover Connector is to improve mobility across the Norfolk Southern Railroad for all modes of travel to and from the west side of Dover, reduce congestion at key intersections in the study area, improve

connectivity of the roadway network for regional, through and local travel, reduce through traffic volume on local streets and within historic districts, and improve safety, including emergency service access. The following transportation needs have been identified in the project area:

- Relieve current and future peak hour traffic congestion
- Relieve congestion in historic districts and areas
- Provide infrastructure to accommodate population and employment increases
- Reduce cut-through traffic generated by future development
- Provide a direct connection to US 13 for through traffic
- Improve circulation across the Norfolk Southern Railroad
- Improve accessibility for emergency services
- Improve safety for drivers, cyclists and walkers

## Community Support & Public Involvement

Various descriptions of a West Dover Connector have been included in the City of Dover's comprehensive plans since the 1960s, including its recommendation in the most recent *2008 Comprehensive Plan*. The Dover City Council has identified the extension of Saulsbury Road as a high priority for many years, and the Dover/Kent County metropolitan planning organization (MPO) is committed to funding the construction of the West Dover Connector.

DelDOT has involved the community and stakeholders in the development of the West Dover Connector project. A "listening tour" involved interviews with nearly 100 individuals to understand local issues and concerns. Four public workshops have been held to present information and to obtain input on transportation concepts and alternatives. In addition, DelDOT convened a Working Group to provide advice regarding potential transportation improvements to extend Saulsbury Road. The Working Group met eight times over the course of the study to develop and review concepts and alternatives for the West Dover Connector.

## Next Steps

Preliminary engineering and environmental clearance is expected to be complete by late 2011. Final Design and Right of Way acquisition is expected to occur from 2011 to 2013. Construction is expected to take place from spring 2014 to spring 2016.



### For More Information

Go to [deldot.gov/projects](http://deldot.gov/projects) or contact:  
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