

Page/para #	Comment	Source	Response
<b>GENERAL COMMENTS</b>			
<b>G1.a</b>	<p>Thank you for this opportunity to provide comments to the New Road Master Plan.</p> <p><i>[comments copied in lines G1.a though G1.g below for specific responses]</i></p> <p>Thank you again for this opportunity to offer my comments. Respectfully,</p> <p>Timothy Ritzert</p> <p><b>Roundabouts.</b> I respond well and embrace the roundabout design elements. I agree for all the reasons set forth in meetings I have attended that introducing roundabouts at the intersections of New and Nassau, New and Old Orchard Roads, New and Lynn Roads will have a constructive influence on driving habits. I also think that they offer an attractive aesthetic component. I would still like to see a roundabout or a partial roundabout used at the intersection of W. Fourth St and New Rd. though it is my understanding that that proposal has been jettisoned due to some stakeholders' reaction. I hope it is not too late to revisit this intersection and create an attractive and effective design.</p>	Via Email on 7/7/19	<p>A mini-roundabout was originally proposed at the 4<sup>th</sup> Street and New Road intersection. The mini-roundabout would require additional right-of-way. In addition, the mini roundabout would not be able to have any landscaping in the middle due to the turning movements of the vehicles (it would have to just be a different type of paving surface such as concrete pavers or colored/imprinted asphalt). Therefore, it would not be as effective a measure as the splitter islands which could have shrubs, grasses, and small trees (less than 4" dbh at 25 years old). Landscape within the medians helps to block long sight lines which encourages speeding.</p>
<b>G1.b</b>	6-20 display	<b>Landscape Design.</b> I understand the principles of using native plant materials in a landscape plan. However, for safety reasons I raise this concern: If the native plants attract deer, and if the area being planted is adjacent to a roadway, it may be wiser to choose other native plants or even choosing non-native in an effort to keep deer from being attracted to graze along a roadway.	<p>Via Email on 7/7/19 (cont.)</p> <p>Design of planting areas (including selection of plant materials) along the roadside will be undertaken in the preliminary and final engineering for projects undertaken. All plants will be located outside of clear zones as per DelDOT policy.</p> <p>With regard to deer-vehicular crashes (DVC) there is little research that shows results from clearing vegetation. Deer continue to move from food source to food source. Most DVC risk reduction measures involve either driver</p>

G1.c	6-20 display	<p><b>Canary Creek Bridge.</b> A simple, unadorned structure is appropriate for this location. I note that the Master Plan suggests the use of "real brick" or a "brick veneer" for use in the abutments. My opinion is to the contrary as I do not think that brick is a building material used historically in this coastal region and was certainly not widely used. I also would be concerned if the only option or alternative would be for a bare, plain concrete abutment. Would it be possible to create a faux finish to an abutment made of concrete that would be made to look like timbers or wood frame and the concrete colored to appear wooden? The use of masonry elements on the bridge needs to be given very careful thought and should only be allowed if other options are not identified.</p> <p>I really like the idea of separating the multi-modal path from the vehicular bridge, not by use of a jersey wall type structure as shown in the illustration but by constructing a completely separate structure. If a separate multi-modal bridge is not feasible, then a cantilevered path, one that would appear to float above, or extend over the creek would be an attractive alternative.</p>	Via Email on 7/7/19 (cont.)	<p>awareness measures or deer fencing with controlled crossings.</p> <p>The following sentence is already included on page 26 of the draft:  <i>"For road &amp; travel safety, plant selection for hedgerows along the roadway should avoid trees and shrubs that are attractive to deer."</i></p> <p>Values associated with new planting (traffic calming, stormwater management resulting in more infiltration/less runoff, screening of incompatible land uses, and other wildlife benefits unrelated to deer management) suggest that clearing enough vegetation to affect DVCs would have many other adverse effects. If DVCs are a problem, then driver awareness and fencing could be used.</p> <p>Real brick/veneer only applies to the Minos Conaway underpass. As an aside, brick is used throughout buildings and walkways in the Delaware Bay region.</p> <p>With regard to a form liner on the concrete to create a texture to look like wood – yes that is possible  <b>ADD the following bulleted text to the bottom right on page 57 of Final Draft):</b></p> <ul style="list-style-type: none"> <li>• <b>Consider the use of textured concrete on the abutments using a formliner to simulate wood (similar to existing wooden abutments)</b></li> </ul> <p>With regard to the multi-modal path – the clear consensus at the March 27 stakeholder meeting was for the use of a single structure.</p>
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<b>G1.d</b>	6-20 displays	<b>Illustration #1</b> , the existing parking on the west side of the red frame building located at the corner of Nassau and New Roads is an accident waiting to happen. The illustration does not appear to address the unsafe existing condition, but I would like to go on record that the present practice of allowing parking on the west side, close to the existing intersection, represents an unsafe condition, and should not be perpetuated once improvements are made.	Via Email on 7/7/19 (cont.)	Comment noted – the current parking you refer to is on DeIDOT property and the design concept is from DeIDOT.
<b>G1.e</b>	6-20 displays	<b>Illustration #3</b> , Black Hog Crossing describes a "limited right of way and tree preservation". I am pleased to know that the large trees' presence is recognized and appears to be addressed in the proposal of "independent timber structure on poles to preserve poles" but I do not understand what is proposed, or what is the purpose of "independent timber structures" nor how the trees will be protected. I support expending the energies required to save the large trees.	Via Email on 7/7/19 (cont.)	Trail display says "independent timber structure on poles to preserve trees"
				<p style="background-color: #00FF00; display: inline-block; padding: 2px;">ADD example of Gordon Pond Trail to replace Figure 43</p> 
<b>G1.f</b>	6-20 displays	<b>Illustration #7</b> calls for an open drainage ditch to be constructed parallel to the eastbound traffic lane, adjacent to the Brittingham parcel. Couple observations for you to consider:	Via Email on 7/7/19 (cont.)	Drainage associated with the Brittingham proposal is being reviewed by the City and DeIDOT as part of the more detailed project review. The pump station and its access

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G1.g	6-20 displays	<p>a. Where would this ditch drain? Into Canary Creek, thereby contributing to the runoff and increasing its volume, especially at times of increased flooding?</p> <p>b. The developer of the Brittingham Parcel has submitted a preliminary development plan that calls for a sewage pump station to be constructed in a shed-like building in an area located very close to what is likely to be the location of the proposed drainage ditch. This development plan is currently being considered by the Lewes Planning Commission before it is referred to the mayor and council for approval. The plan also shows a proposed driveway entrance on New Rd which will provide access to the pump station. The driveway would be constructed near what will be the bridge abutment or the eastbound approach to the bridge. Is the function of both the ditch and the pump station in close proximity compatible? Similarly, is the proposed pump station driveway compatible with the ditch and bridge redesign?</p> <p>In the area of the Brittingham Parcel I note a splitter island is suggested. I like this idea.</p>	Via Email on 7/7/19 (cont.)	<p>driveway need to be reviewed carefully but are beyond the detail of this plan.</p> <p>ADD NOTE to Chapter 5, Implementation Table, page 71 Item E, Brittingham Farm:</p> <ul style="list-style-type: none"> <li>Review location, function and appearance of related drainage modifications (existing ditch, proposed pump station and pump station maintenance access)</li> </ul>
G2.		<p>Park Rd to Fourth St. Please address the present flooding and drainage needs and include solutions in the design that is approved. This stretch of New Road would be greatly improved by an enhanced landscape plan being developed and implemented. Also, the section of New Rd which is inexplicably wider on the eastbound lane is bothersome and unattractive. Uniformity in lane width can be a useful design feature that should be considered for this section of New Rd</p> <p>Dear Committee, As recently as this past weekend there was a significant line of vehicles waiting to turn onto Pilottown Road from New Road. Although "significant" is not very definitive, it took five minutes to turn onto Pilottown Road. The combination of bicycle &amp; pedestrian traffic coupled with Pilottown vehicles, forced to make "hard" 90 degree turns was a problem. Any substantial volume increase at this intersection will receive very vocal feedback. Subsequently, my greatest concern is the impact on this intersection following the</p>	Via Email on 7/8/19	<p>Comment noted. Recommendations for use of bio-swale to intercept adjacent land use runoff before entering ditchlines and median infiltration to address water quality of roadway runoff are recommended in the plan. The existing paved striped area would become the new EB travel lane separated from the existing WB with medians</p> <p>Comment noted and should be addressed as part of DeIDOT traffic study related to Minos-Conaway and Old Orchard/Wescoats Realignment projects. The June 4, 2019 draft of the master plan (page 27, continued first paragraph from previous page) references the DeIDOT traffic study and it is DeIDOTs responsibility to address this concern (beyond the scope of the NRMP)</p>

	<p>Minos-Conaway New Road alterations. I strongly suggest the use of explicit signage, arrows, "suggested route", "best way", etc., to encourage vehicles to proceed to Old Orchard and NOT continue east on New Rd. The impact of a multi-fold increase in vehicular traffic continuing on to New Road below Old Orchard will jeopardize all elements of bicycle and pedestrian traffic on Pilottown Road and significantly restrict, with volume, the flow of "local traffic" on an extremely narrow roadway and intersection.</p> <p>CONCLUSION: The signage needs to strongly encourage drivers to proceed South (disregarding their GPS "shortest route") and follow Old Orchard to their destination. <b>This one, single item can substantially improve every aspect of the New Road Master Plan.</b></p> <p>Thank you very much for the opportunity to comment. Sincerely, Douglas Spelman, President Canary Creek Subdivision HOA</p>	
<p><b>G3.</b></p>	<p>July 8, 2019 Dear Jim: Here are our comments the Draft New Road Corridor Master Plan (Pilottown Road to Park Road). <u>Width of New Road</u></p> <p>We and our neighbors, property owners on New Road, living specifically in the area between West Fourth Street and Park Road, are concerned about the potential expansion of New Road to fifty feet (50') width with the inclusion of a vegetated infiltration basin in the middle of the road, a bike path, two shoulders, a swale area, and two 11-foot lanes for traffic. It is the consensus of the property owners that we do not want to give up to twenty feet (20') of our property for this expansion. We chose to live in this location with deep lots because we wanted the privacy and quiet that these lots afford. Losing this amount of property would bring our homes closer to traffic and noise, thus reducing our quality of life and our property values. As you know, New Road is already a major corridor for residential, tourist, and commercial traffic, and it will become even busier with planned and future developments on New Road.</p>	<p>Via Email on 7/8/19</p> <p><u>Width of New Road</u> Comment noted on right-of-way widths, The plan addresses this concern on page 32, caption to Figure 35. (relating roadway/bicycle/pedestrian facilities to available right-of-way).</p> <p>To further clarify add the following sentence on page 6 as the last sentence under "TYPICAL SECTION": Where existing right-of-way narrows to less than 50', the sidewalk and planting strip may need to be removed from one side of the road.</p>

Water concerns

In the past there has been significant flooding of our properties, and we expect this to occur more in the future with climate change, rising sea levels, and more frequent storms. It is our concerted belief that the issue of excess stormwater can be handled with an improved design of the current swale (or ditch) system and the installation of rain gardens in the swale area. The flow of the water in the swale should be modified so there is actual flow of the water toward the Rehoboth/Lewes Canal or toward Canary Creek.

Bike path

We suggest that the bike path not be located on New Road as proposed because of the tight space available for the improvements. We recommend that the bike path be routed so that it goes from Pilottown Road, turning onto Marina Drive, and then through Pilottown Village to Park Road. Then it can proceed up New Road to the new Canary Creek Bridge. The Pilottown area consists of wide roads and less traffic, making it much more amenable to bike traffic. This will improve the safety of bicyclists tremendously.

Speeding

We appreciate that this plan addresses the issue of speeding on New Road. We believe the most effective solution for our section of New Road is to install a 3-way stop sign at West Fourth Street. Many drivers swing around the corner at high speeds as they turn right from New Road onto West Fourth Street, causing dangerous conditions for pedestrians. Stop signs, if enforced, would improve the safety of this area.

Please give serious consideration to these recommendations as the issues directly affect the property owners on New Road.

Sincerely,

Francis Murphy and Marta Nammack  
128 New Road, Lewes, DE

Water Concerns

Comment noted and the plan reflects this approach. As agreed to at the 3/27 stakeholder meeting, we have added a third approach which includes using infiltration within the existing road and right-of-way, if feasible, in tandem with the traffic calming measures

Reword first sentence to say:  
After extensive discussion with neighboring residences, a three step approach, in order of implementation ...

And add to beginning of each bullet:

- Step One: ...
- Step Two: ...
- Step Three: ...

Bike Path

Comment noted and the master plan shows that the separated multi-use facility ends just east of Park Road (page 74, last bullet under shared use trail actions) converting to bicycle lanes and a sidewalk on one or both sides depending upon available right-of-way as per the first comment. This is consistent with the State of Delaware Complete Streets policy

The route through Pilottown Village would require a completely separate process and approval of the residents living in that area.

Speeding -

There is extensive research regarding the effectiveness of stop signs for traffic calming and consensus research indicates that stop signs are not an effective traffic calming measure. Stop signs installed to control speeding are frequently violated, are detrimental to safety and actually increase speeds between stop signs.

G5.	<p>Park Road to Pilottown-                  Again, center islands (center medians) are included in the plan. I asked all my neighbors: these would be a nightmare for us! There are many driveways. Many folks will be bound to make right turns only if a median is in the way. Medians are a nightmare for anyone who backs a boat trailer into their driveway. Medians need much upkeep to look good and no neighbors are willing to weed the median with cars going past both sides of them. What we NEED is a ditch bioswale to control our flooding problem. The neighbors ARE willing to maintain these. And ditch bioswale will be cheaper than center medians. The homeowners reject center medians.                  Bruce Aldred, 120 New Road, Lewes. 302-644-1893</p>	<p>Online comment on 7/8/19</p>	<p>Comment noted – medians are the recommended traffic calming measure approaching 4<sup>th</sup> Street. They are short and have gaps at all driveways and ends can be tapered to accommodate turning radii of trailered vehicles. The medians can be designed to store roadway related runoff to the design storm and then release into the ditch providing much more storage capacity than currently available.</p> <p>See comment G3 for recommendations to be implemented over time <b>in order of priority:</b></p> <ol style="list-style-type: none"> <li>1) Improve ditchlines</li> <li>2) Add bioswales collecting runoff from adjacent land areas and providing more storage</li> <li>3) Add medians with infiltration and storage underneath for roadway runoff</li> </ol> <p>If one and two solve the problem, then 3 may not be necessary for floodplain. If other traffic calming measures installed first solve the problem, then maybe the medians won't be necessary</p>
G6.	<p>New Road at Nassau (Gateway Area)–                  How is this plan affected by the Lewes Crest townhome community that was approved for development on Nassau Road? Will the entrance to this community be aligned with the existing entrance to Reserves of Nassau? How will this new development affect the placement of the roundabout?                  Lighting at roundabout - will kelvin rating be considered for its impact on wildlife and neighboring residents?</p>	<p>Online comment on 7/1/19</p>	<p>Lewes Crest development is addressed as part of County site plan review and DelDOT traffic studies for Minos Conaway project and Old Orchard intersection realignments.</p> <p style="background-color: yellow;">Lighting concerns are addressed on page 45</p>
P45	<p>Additional Comments and Suggestions-                  Light pollution along the entire corridor should be Considered</p> <p>Lynda-Marie Allen</p>		
G7.	<p>Black Hog Gut to Old Orchard-                  A roundabout at the intersection of Old Orchard and New Road makes the most sense to me. It maximizes the line of sight for all drivers entering the roundabout and avoids the</p>	<p>Online comment on 6/21/19</p>	<p>Comment noted</p>

	temptation to use the splitter as a resting spot which is a recipe for disaster. PS: I live in VOFP and use this intersection quite often.		
	Sol Peltz		
<b>G8.</b>	<p>Old Orchard to Canary Creek (including the bridge)- When straightening the curve to use the groom property as well as the empty lot at the corner of Schaffer Lane and then move over to the Brittingham property. Use open land to accomplish your goals.</p> <p>Additional Comments and Suggestions- We live at 16063 New Rd Concern regarding flooding in our front yard after stormwater covering the road. Also, regarding the bike path crossover from Schaffer Lane that you vision of the road is obstructed by trees big safety issue.</p> <p>When looking at widening New Rd in front of our house to use the empty lot across the street instead of our yard. Also, our well head is in the front right garden when facing our house from the road. Having New Road right next to this with water run off – how will this affect our well? Any questions please feel free to call or email us. Amanda and Carl Wagner 645-0482 Anslw@comcast.net</p>	Handout comments by hand on 6/20/19	<p>Comment noted</p> <p>Comment noted – any pedestrian crossing at Shaeffer will be designed with required sight distances free from obstruction. Trees can be preserved as part of design process and still have clear sight distances</p> <p>Comment noted – these issues will be addressed during design phases. Well’s and well heads would need to be protected during construction</p>
<b>G9.</b>	Black Hog Gut to Old Orchard- Please provide to the public – more information about how the Black Hog land will be used commercially.	Handout comment by hand on 6/20/19	Black Hog Village is being developed as of right – contact Sussex County for more information.
<b>G10.</b>	New Road at Nassau (Gateway Area)- The bike trail should cross further away from the roundabout. Drivers in the roundabout will be looking for other cars and will not see the bikers or joggers.	Handout comment by hand on 6/20/19	<b>Update 8/16/19</b> Comment Noted - This recommendation was also brought to DelDOT attention and cannot be addressed at this time. This comment can be best addressed as part of the Minos-Conaway Project design and engineering phases. There will be a public hearing late summer/fall (Sept 17) at which time they can address the crossing and other roundabout concerns
<b>G11.</b>	Additional Comments and Suggestions-	Handout comment	Comment noted: DelDOT is conducting traffic studies as part of Minos Conaway and Old Orchard / Wescoats

	The intersection of Wescoats and Coastal Highway is a major bottleneck. With more traffic on Old Orchard, the Rt 1 intersection needs attention. It is two lanes at the intersection, but one lane farther back. It takes two changes of light to turn left on Rt1.	by hand on 6/20/19	intersection realignment projects. Information was presented to City of Lewes on July 1.
<b>G12.</b>	On New Road close to Park and Pilottown, what specifically are we going to get to? Understand that there are two options. Neighbors say that the bioswales are not preferred. As far as improving the trail, we are all for the improvement, but we will send in a comment that we would prefer not to include the bioswale, it would increase the road to 50 feet. Now it is 35 feet. How are you going to cut across the road at Old Orchard?	6/20/19 meeting	<b>Update 8/16/19</b> Jim Klein- Good questions: to best address this, it is hoped that speeds will be reduced at the roundabout at Lynn Rd. So, you can only go 25 mph or less in this area; the crossing at Shaffer Lane will have a splitter - so crossing will be at one of those splitter islands; if warranted, you could put the rapid flashing beacon. All of these traffic calming approaches will help slow down the traffic and can be explored for viability.
<b>G13.</b>	What is going on with the Black Hog Village? Is it something new?  So, it's residential?	6/20/19 meeting	Jennifer Cinelli - It's a commercial development; permitted use, going through the review process and agency approvals. Jennifer Cinelli - No, it's commercial.
<b>G14.</b> P74	I live adjacent to Black Hog Farm, and we have no way of getting out of our development to the trail, we would like to see a way to get out of old orchard to get on the trail.	6/20/19 meeting	Jim Klein - Ok, on the eastbound side. Crosswalks to the trail, if constructed on the westbound side, will be at Peach Tree, Kansas and Arkansas.  <b>ADD sentence to end of 2<sup>nd</sup> bullet under Shared Use Trail, page 74: If farmland on WB side is permanently preserved, and therefore no trail is constructed, then additional pedestrian and bicycle connections to Old Orchard will be needed on EB side.</b>
<b>G15.</b>	You talked about lowering the speed limit, but at the same time you are increasing the amount of traffic, doesn't that increase congestion?	6/20/19 meeting	Jim Klein – with [slower moving vehicles], you [don't need as much space between], therefore increasing capacity.
<b>G16.</b>	Any consideration to so much boat trailer traffic? Does that slow down traffic on roundabouts?	6/20/19 meeting	Jim Klein - Roundabouts are designed with aprons, which allows vehicles with trailers to traverse over top of the apron. <b>See Figure 63, page 49 for example.</b>  Mike Hahn – If you google DelDOT roundabouts, it gives you the background of roundabouts with good examples and illustrates the apron area. The point being that DelDOT will look at all of the variables and make it work (during the design phase).

<b>G17.</b>	Maintenance costs, I am wondering about them and you brought up the current maintenance with the ditches, and so forth. So, where are the new funds going to come from so that we can maintain the roadway landscape?	6/20/19 meeting	<p>Jim Klein - So it's a question of who is responsible for what [maintenance]. DeDOT maintains roadway itself, does mowing, road drainage, etc., but beyond that the landscaping in the roundabout, for example, will need to find someone to sponsor the maintenance; In Wilmington, they are lucky to have the DE Center for Horticulture, that working with DeDOT and Brandywine Valley Scenic Byway, maintains medians, gateways and other special areas with sponsorships. The same approach is needed here to get people together to sponsor the roadway landscape.</p> <p>Mike Hahn – [DeDOT offers] sponsor a small sign on the road for recognition.</p> <p>Jennifer Cinelli – DeDOT is working with University of Delaware to offer work for students to help with maintenance .</p> <p>See page 68, section on Maintenance and Sample agreement to be included in Appendix</p>
<b>G18.</b>	On the schedule for capital projects, it may be a while for the improvements, given the intersections that are already on schedule, what do you think, first lower the speed before the other improvements?	6/20/19 meeting	<p>Jim Klein - Systematically, when they make the recommendations, they need to be in place in order for the speed limits to go down; if they cannot do the improvements, it will be will hard to slow down speeds [other factors such as land use, traffic volume, operating conditions, etc., are factored into a speed study, which has to be done prior to changing speed limits].</p> <p>Mike Hahn - Our traffic section has looked at the draft plan and they will implement the speed studies as a path forward.</p> <p>Jim Klein – [Many of you have] perceived the sense of high operating speeds, but [DeDOT] needs to actually go out and measure the speeds.</p>

<b>G19.</b>	<p>This goes along with the speed and stacking—it’s all effected—how is signage going to encourage people to go on business route 9?</p> <p>I worry about Old Orchard Road.</p>	<p>6/20/19 meeting</p>	<p>Jim Klein - Not any plans like this as far as I know; I do not know that anyone has specifically proposed this.</p> <p>Jennifer Cinelli - The 5pts goal is help the people who cannot get out of their houses on the weekend to get to the [grocery store], etc.</p> <p>Jennifer Cinelli - We are trying to make it easier for you all to move through town.</p> <p>Plantation Road/1D intersection will at some point be changed/fixed, but as of right now we are not using the ACE property, so that parcel closer to the road is the one that would need.</p> <p>July 1<sup>st</sup> the traffic models will be provided which recognizes traffic for the current planned developments.</p>
<b>G20.</b>	<p>Jane Nicholson – I have lived on New Road for 50 years. It used to be a farm road. My concern is that it is not safe at this point with no shoulders and no bike paths. 2<sup>nd</sup> – Where does the traffic get dumped? Pilottown traffic cannot take the traffic. Safety should be DeIDOT’s priority.</p>	<p>6/20/19 meeting</p>	<p>The widening of the shoulders will happen with the [as development occurs, projects will be required to expand roadway associated with development to a standard of 11’ lanes and 6’ shoulders.] and any DeIDOT project.</p> <p>Mike Hahn - We are still looking at 11’ lanes with 6’ paved shoulders. As it goes from Canary creek to Pilottown road, we have a series of recommendations, so we are talking about beautifying, but the number one emphasis is safety of travel.</p> <p>Jim Klein - The overall goal (page 6) states: Increase safety for all users while maintaining the bucolic and diverse nature of the corridor</p>
<b>G21.</b>	<p>My understanding is that prior traffic studies showed 15,000 new trips on New Road.</p>	<p>6/20/19 meeting</p>	<p>Jim Klein - I am not sure where those numbers came from. Trip generation will be discussed by DeIDOT as part of its presentation to City of Lewes on July 1<sup>st</sup> at 7 o’clock.</p>

	Concept is two 11' lanes and 6' shoulders		Will vary, [as development occurs, projects will be required to expand roadway associated with development to a standard of 11' lanes and 6' shoulders].
<b>G22.</b>	Is the idea to improve the swale and include piping?	6/20/19 meeting	Jim Klein - That gets into the design level not addressed in the Master <a href="#">[see assumptions on page 6 of June 4 draft]</a>  Within the City, see comment G3 and G5
<b>G23.</b>	<p>Gail Van Gilder - I wanted to address the unfunded projects: One, if we have not done it already, it would be good to have a list of the unfunded projects so that the city can advocate for them. My other concern along the same line—when you say that DeIDOT is going to widen the road, we need to make sure that people are clear on that its only in the areas of new development, so those are the pieces that get worked on, but there are some areas in between there. Is DeIDOT going to be willing to take the tower hill project all the way down the road? I want to make sure that everyone is clear on the specifics, and not expecting an entirely new road.</p> <p>If you live on New Road, you should get that list so that we can move forward. It takes years to get into the CIP for the project to get designed and built—the sooner we pay attention the better.</p>	6/20/19 meeting	Revised 08-21-19 and added to page 68 of the final report as new section