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August 13, 2008

Constance C. Holland, AICP
Director
Office of State Planning
540 South Dupont Highway, Suite 7
Dover, Delaware 19901

RE: Response Letter to PLUS Review
FARMINGTON HOT MIX PRODUCTION FACILITY
Farmington, Delaware
2007148.00

Dear Ms. Holland:

On behalf of our client, Stafford Properties L.L.C., please accept this letter as our response to the PLUS comments we received dated January 4, 2008 for the above referenced project. The comments we received were in relation to our meeting with State agency planners on December 5, 2007. Our response to the specific comments we received from each State agency are as follows:

Office of State Planning Coordination - Contact David Edgell 739-3090

- This site is located in Investment Level 4 according to the Strategies for State Policies and Spending. This site is located outside of the Kent County Growth Zone. Investment Level 4 indicates where State investments will support agricultural preservation, natural resource protection, and the continuation of the rural nature of these areas. New development activities and suburban development are not supported in Investment Level 4. The Strategies do recognize that lands in Investment Level 4 may be appropriate locations for "certain uses that because of their specific requirements are not appropriate for location elsewhere." This proposed hot mix production facility meets the criteria envisioned in the Strategies. It is appropriate for the County to consider locating this type of facility in Investment Level 4. It will be up to the County through their conditional use process to determine whether this land use is appropriate at this specific location.
Noted

Division of Historical and Cultural Affairs - Contact Terrance Burns 739-5685

- This parcel/property (project area) is in a Level-4 area. The State Historic Preservation Office of the Division of Historical & Cultural Affairs is not in favor of any type of zoning change, construction, building project, or development in a Level-4 area. Level-4 areas are vicinities that are environmentally sensitive areas. The nature and historic context of this environmentally sensitive area is primarily agriculture, a portion of forrest, a portion of wetlands/wet-woods, and there is a possibility that there could probably be potential archaeological resources on or within parcel/property, or nearby. These archaeological resources could probably be prehistoric-period or historic-period because of the combination of various soil types on the parcel/property, and the nature and historic context of

BECKER MORGAN GROUP, INC.

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302.734.7950
FAX 302.734.7965

SOUTHBANK OFFICE PARK
307 A STREET
WILMINGTON, DE 19801
302.888.2600
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PORT EXCHANGE
SUITE 300
312 WEST MAIN STREET
SALISBURY, MD 21801
410.546.9100
FAX 410.546.5824

SUITE 211
3205 RANDALL PARKWAY
WILMINGTON, NC 28403
910.341.7600
FAX 910.341.7506

vicinity, area, environment and land cover. **The property does not contain any woodlands and wetlands are minimal and limited to a ditch along the perimeter of the site. We are not aware of any archeological resources on site. We will inform your department should anything be encountered during construction.**

- If any archaeological resources are found or located, the developer should be aware of Delaware's Unmarked Human Remains Act of 1987, which governs the discovery and disposition of such remains. The unexpected discovery of unmarked human remains during construction can result in significant delays while the process is carried out. Delaware's Unmarked Human Remains Act of 1987 can be found in Title 7, Chapter 53 and Chapter 53 of the Delaware Code. **The developer will notify your department if any unmarked human remains are encountered during the site development process.**
- Finally, the State Historic Preservation Office-Division of Historic & Cultural Affairs recommends that prior to any demolition or ground-disturbing activities, or before any construction proceeds the developer may want to hire an archaeological consultant to check or examine this parcel/property for the possibility of any archaeological resources here such as a cemetery, burial ground, or unmarked human remains. If you would like to discuss this information or recommendation in further detail, contact Mr. Terence Burns at State Historic Preservation Office of Division of Historic & Cultural Affairs at (302) 736-7400 ext.25. **We intend to make contact with your department prior to any land disturbing.**

Department of Transportation – Contact Bill Brockenbrough 760-2109

- IDelDOT has serious concerns about the additional truck traffic that the proposed plant would add to this location. Of particular concern to them is the short distance available for trucks exiting the site and seeking to weave across southbound Route 13 to make a u-turn at the Nine Foot Road (Kent Road 62) crossover. A traffic signal at the site entrance would help in this regard but no signal is planned, one is not likely to be warranted, and installation of one would be inconsistent with DelDOT's Corridor Capacity Preservation Program. For these reasons, DelDOT suggests that the applicant consider another site for this plant. **It is our understanding that the adjacent property to the north recently received approval as a solid waste transfer station known as Eastern Shore Environmental (ESE). That project proposes a shared access which is split by the common property line between the two (2) properties. It is our understanding that DelDOT required a shared access easement agreement be prepared at the time of a minor subdivision which created the two (2) parcels. It is our intention to utilize the shared access which has already been identified to serve both parcels.**

In addition to the above, please find attached a traffic analysis prepared by The Traffic Group, Inc. Based on this analysis, it was determined that the proposed Hot Mix Production Facility would not adversely impact the existing roadway. The low volumes of traffic result in a L.O.S., of A at the intersection with Nine Foot Road and Route 13. It was also determined that

adequate site distance was available at the access. For these reasons we believe it is appropriate to utilize the shared access for which it was intended.

- If the rezoning is approved, the developer's site engineer should contact the DelDOT project manager for Kent County, Mr. Brad Herb, regarding specific requirements for access and off-site improvements. Mr. Herb may be reached at (302) 266-9600. **Rezoning of the property is not proposed for the property. The property is currently zoned industrial. The use being proposed is consistent with the existing zoning.**

The Department of Natural Resources and Environmental Control – Contact: Kevin Coyle 739-9071

- **Soils**

According to the Kent County soil survey update, Woodstown and Fallsington were mapped on subject parcel. Woodstown is a moderately well-drained upland soil that has moderate limitations for development. Fallsington is a poorly-drained wetland associated (hydric) soil that has severe limitations for development. **We will consider the soils appropriately throughout the design process.**

An estimated 90-95% of the soils mapped on subject parcel are Fallsington (hydric). Hydric soils typically have a seasonal high water table at or near the soil surface (within one-foot of soil surface or less). Building in such soils is likely to leave prospective residents of this and adjoining properties susceptible to future flooding problems from groundwater-driven surface water ponding, especially during extended periods of high-intensity rainfall events such as tropical storms/hurricanes or "nor'easters." This is in addition to increased flooding probabilities from surface water runoff emanating from future created forms of structural imperviousness (roof tops, roads, sidewalks, and stormwater management structures). **We will consider the soils appropriately and flooding probabilities throughout the design process.**

- **Wetlands**

Based on the Statewide Wetland Mapping Project (SWMP) maps, no wetlands were mapped on subject parcel. However, it is likely that some unmapped wetlands may be found along and within the ditches that bisect this parcel. Therefore, it is strongly recommended that a site-specific field wetlands delineation be conducted using the methodology described in the 1987 United States Army Corps of Engineers (USACE) manual. **Wetland delineation has been performed using the methodology described in the 1987 United States Army Corps of Engineers manual. The wetlands have been identified accordingly on our plan and represent a minimal portion of the site.**

Based on a review of existing buffer research by Castelle et al. (1994), an adequately-sized buffer that effectively protects wetlands and streams, in most circumstances, is about 100-foot in width. In recognition of this research and the need to protect water quality, the Watershed Assessment Section recommends that the applicant maintain/establish a minimum 100-foot upland buffer (planted in

native vegetation) from the landward edge of all wetlands and water bodies (including all ditches). **A 100' buffer has been provided from the wetlands.**

- **Impervious Cover**

Based on a review of the PLUS application form, post-construction surface imperviousness was projected to reach 31 percent. However, given the projected scope and density of this project this estimate appears to significantly understate post-construction surface imperviousness. When calculating surface imperviousness, it is important to consider all created forms of constructed surface imperviousness (i.e., rooftops, sidewalks, roads, and stormwater management ponds) in the calculation for surface imperviousness; otherwise, an inaccurate assessment of this project's environmental impacts will result. Surface imperviousness should be recalculated with all of the above-mentioned forms of constructed surface imperviousness included.

Studies have shown a strong relationship between increases in impervious cover to decreases in a watershed's overall water quality. It is strongly recommended that the applicant implement best management practices (BMPs) that reduce or mitigate some of its most likely adverse impacts. Reducing the amount of surface imperviousness through the use of pervious paving materials ("pervious pavers") in lieu of asphalt or concrete in conjunction with an increase in forest cover preservation or additional tree plantings are some examples of practical BMPs that could easily be implemented to help reduce surface imperviousness. **We will consider the above mentioned recommendations and adjust the calculations as necessary during the detailed design phase.**

- **ERES Waters**

This project is located adjacent to receiving waters of the greater Nanticoke watershed, and designated as having waters of Exceptional Recreational or Ecological Significance (ERES). ERES waters are recognized as special assets of the State, and shall be protected and/ or restored, to the maximum extent practicable, to their natural condition. Provisions in Section 5.6 of Delaware's "Surface Water Quality Standards" (as amended July 11, 2004), specify that all designated ERES waters and receiving tributaries develop a "pollution control strategy" to reduce non-point sources of pollutants through implementation of Best Management Practices (BMPs). Moreover, provisions defined in subsection 5.6.3.5 of same section, specially authorize the Department to mandate BMPs to meet standards for controlling the addition of pollutants and reducing them to the greatest degree achievable and, where practicable, implementation of a standard requiring no discharge of pollutants. **This project proposes various BMP strategies including multiple bio-retention areas as well as a bio-filtration strip.**

- **TMDLs**

Total Maximum Daily Loads (TMDLs) for nitrogen and phosphorus have been promulgated through regulation for the Nanticoke watershed. A TMDL is the maximum level of pollution allowed for a given pollutant below which a “water quality limited water body” can assimilate and still meet water quality standards to the extent necessary to support use goals such as, swimming, fishing, drinking water and shell fish harvesting. Although TMDLs are required by federal law, states are charged with developing and implementing standards to support these desired use goals. In the greater Nanticoke watershed, “target-rate-nutrient reductions” of 30 and 50 percent will be required for nitrogen and phosphorus, respectively. Additionally, “target-rate-reductions” of 2 percent will be required for bacteria. **Although not currently required, we have performed calculations based on the proposed criteria. Based on our calculation this project can meet the proposed TMDL loading reductions. See attached calculations.**

- **TMDL Compliance through the Pollution Control Strategy (PCS)**

As indicated above, Total Maximum Daily Loads (TMDLs) for nitrogen and phosphorus have been proposed for the Nanticoke watershed. The TMDL calls for a 30 and 50 percent reduction in nitrogen and phosphorus from baseline conditions. The TMDL also calls for a 2 percent reduction in bacteria. A Pollution Control Strategy (PCS) will be used as a regulatory framework to ensure that these nutrient reduction targets are attained. The Department has developed an assessment tool to evaluate how your proposed development may reduce nutrients to meet the TMDL requirements. Additional nutrient reductions may be possible through the implementation of BMPs such as wider vegetated buffers along watercourses/wetlands, increasing the amount of passive, wooded open space, connection to a central sewer (if available), use of pervious paving materials to reduce surface imperviousness, and the deployment of green-technology stormwater management treatment technologies. Contact Lyle Jones at 302-739-9939 for more information on the assessment tool. **See above comment.**

- **Water Supply**

The project information sheets state that water will be provided to the project by an individual on-site well. DNREC records indicate that the project site is not located in an area where public water service is available. If this well develops a problem that causes it to be abandoned, then a new on-site public/miscellaneous public well will be needed; a minimum isolation distance of 150 feet is required between the well and any potential source of contamination, such as a septic tank and sewage disposal area. The Division of Water Resources will consider applications for the construction of on-site wells provided the wells can be located and constructed in compliance with all requirements of the Regulations Governing the Construction and Use of Wells. A well construction permit must be obtained prior to constructing any wells.

Should dewatering points be needed during any phase of construction, a dewatering well construction permit must be obtained from the Water Supply Section prior to construction of the well points. In addition, a water allocation permit will be needed if the pumping rate will exceed 50,000 gallons per day at any time during operation.

All well permit applications must be prepared and signed by licensed water well contractors, and only licensed well drillers may construct the wells. Please factor in the necessary time for processing the well permit applications into the construction schedule. Dewatering well permit applications typically take approximately four weeks to process, which allows the necessary time for technical review and advertising.

Should you have any questions concerning these comments, please contact Rick Rios at 302-739-9944.

We will continue coordination with the appropriate agencies concerning water supply issues and intend to make application as stated.

- **Sediment and Erosion Control/Stormwater Management**

A detailed sediment and stormwater plan will be required prior to any land disturbing activity taking place on the site. Contact the reviewing agency to schedule a pre-application meeting to discuss the sediment and erosion control and stormwater management components of the plan as soon as practicable. The site topography, soils mapping, pre- and post-development runoff, and proposed method(s) and location(s) of stormwater management should be brought to the meeting for discussion. The plan review and approval as well as construction inspection will be coordinated through the Kent Conservation District. Contact Jared Adkins, Program Manager, at (302) 741-2600, ext. 3, for details regarding submittal requirements and fees.

Because of the parcel's location in an impaired watershed and the amount of impervious surface, consider incorporating more green technology BMPs and low impact development practices to reduce stormwater flow and to meet water quality goals.

We will continue to coordinate with the Kent Conservation District. We will submit detailed sediment and erosion control plans for approval.

- **Drainage**

The Drainage Program office in Georgetown received a request for a review of the tax ditch rights-of-way on the property. The review was conducted, and a letter and map showing the locations and widths of the existing tax ditch rights-of-way were sent to Wesley Gordy with Becker Morgan Group.

- Existing tax ditch rights-of-way should be free from permanent obstructions, including landscape buffers, to allow for routine maintenance and periodic reconstruction. Routine maintenance primarily consists of mowing ditch bank vegetation and the removal of small blockages. Periodic tax ditch reconstruction involves the removal of sediment from the ditch bottom to reestablish the original design grade. The removed sediment, referred to as spoil, is typically disposed of by spreading within the tax ditch right-of-way.
- With the proposed development to the north of this project, and the amount of tax ditches on this property, the Drainage Program recommends that the developer schedule a pre-application meeting with the Kent Conservation District Sediment and Stormwater Program as soon as possible and include Bob Enright of the Drainage Program, and Elaine Webb of the DNREC Sediment and Stormwater Program.
- The Drainage Program requests that the engineer take precautions to ensure the project does not hinder any off site drainage upstream of the project or create any off site drainage problems downstream by the release of on site storm water. The Drainage Program requests that the engineer check existing downstream ditches and pipes for function and blockages prior to the construction. Notify downstream landowners of the change in volume of water released on them.
- Have all drainage easements recorded on deeds and place restrictions on obstructions within the easements to ensure access for periodic maintenance or future re-construction. Future property owners may not be aware of a drainage easement on their property if the easement is only on the record plan. However, by recording the drainage easement on the deed, the second owner, and any subsequent owner of the property, will be fully aware of the drainage easement on their property.

We have been in contact with the Kent Conservation District to discuss drainage and appropriate Stormwater Management measures. We have been in contact with Bob Enright and Elaine Webb of DNREC to discuss the tax ditch. We have made application to DNREC for reduction in the tax ditch easements as well as relocation of a tax ditch.

- **Air Permit/Regulatory Advisory Service (RAS)**

The Regulatory Advisory Service (RAS) is comprised of representatives from each division within the Department of Natural Resources and Environmental Control. This service can help you with environmental permits and other requirements and regulations that may apply to your new or expanding business. Please contact Gail Henderson at 739-9909 to schedule a meeting. **We will be in contact with committee.**

State Fire Marshal's Office – Contact: Duane Fox 739-4394

These comments are intended for informational use only and do not constitute any type of approval from the Delaware State Fire Marshal's Office. At the time of formal submittal, the applicant shall provide; completed application, fee, and three

sets of plans depicting the following in accordance with the Delaware State Fire Prevention Regulation (DSFPR):

- **Fire Protection Water Requirements**

Since the structures of the complex are proposed to be served by individual on-site wells (No Central or Public Water System within 1000' of property), set back and separation requirements will apply. **We will consider the above mentioned requirement throughout the plan development process.**

- **Fire Protection Features**

- For commercial buildings greater than 5000 sq.ft., a fire alarm signaling system, monitored off-site, is required
- For commercial buildings greater than 10,000 sq.ft. Class B (2-hour rated) fire barriers are required to subdivide buildings into areas of 10,000 sq.ft. or less
- Buildings or structures greater than 10,000 sq.ft., 3-stories or more, over 35 feet, or classified as High Hazard, are required to meet fire lane marking requirements

Proposed buildings are not greater than 5,000 sq. ft.

- **Accessibility**

- All premises, which the fire department may be called upon to protect in case of fire, and which are not readily accessible from public roads, shall be provided with suitable gates and access roads, and fire lanes so that all buildings on the premises are accessible to fire apparatus. This means that the access road to the subdivision from US Route 13 must be constructed so fire department apparatus may negotiate it.
- Fire department access shall be provided in such a manner so that fire apparatus will be able to locate within 100 ft. of the front door.
- Any dead end road more than 300 feet in length shall be provided with a turn-around or cul-de-sac arranged such that fire apparatus will be able to turn around by making not more than one backing maneuver. The minimum paved radius of the cul-de-sac shall be 38 feet. The dimensions of the cul-de-sac or turn-around shall be shown on the final plans. Also, please be advised that parking is prohibited in the cul-de-sac or turn around.
- The use of speed bumps or other methods of traffic speed reduction must be in accordance with Department of Transportation requirements.
- The local Fire Chief, prior to any submission to our Agency, shall approve in writing the use of gates that limit fire department access into and out of the development or property. **We will consider the above mentioned recommendations.**

- **Gas Piping and System Information**

Provide type of fuel proposed, and show locations of bulk containers on plan.

Proposed type of fuel is and locations of bulk containers have been shown on the plan. At this point, our project proposes to utilize natural gas as the fuel source.

• **Required notes**

- Provide a note on the final plans submitted for review to read “ All fire lanes, fire hydrants, and fire department connections shall be marked in accordance with the Delaware State Fire Prevention Regulations”
- Proposed Use
- Alpha or Numerical Labels for each building/unit for sites with multiple buildings/units
- Square footage of each structure (Total of all Floors)
- National Fire Protection Association (NFPA) Construction Type
- Maximum Height of Buildings (including number of stories)
- Provide Road Names, even for County Roads

Required notes will be added to the plans.

Department of Agriculture - Contact: Scott Blaier 698-4500

Although the proposed project is located in an area designated as Investment Level 4 under the *Strategies for State Policies and Spending*, this particular land use is compatible with the State Strategies. In addition, the parcel is already zoned IG and is adjacent to a similar land use, namely a waste transfer station. Therefore, the Department has no objections to the county granting a conditional use permit for this facility.

Right Tree for the Right Place

The Delaware Department of Agriculture Forest Service encourages the developer to use the “Right Tree for the Right Place” for any design considerations. This concept allows for the proper placement of trees to increase property values in upwards of 25% of appraised value and will reduce heating and cooling costs on average by 20 to 35 dollars per month. In addition, a landscape design that encompasses this approach will avoid future maintenance cost to the property owner and ensure a lasting forest resource. Please feel free to contact the Delaware Forest Serve at (302) 698-4500 for more information.

Native Landscapes

The Delaware Department of Agriculture and the Delaware Forest Service encourages the developer to use native trees and shrubs to buffer the property from the adjacent land-use activities near this site. A properly designed forested buffer can create wildlife habitat corridors and improve air quality to the area by removing six to eight tons of carbon dioxide annually and will clean our rivers and creeks of storm-water run-off pollutants. To learn more about acceptable native trees and how to avoid plants considered invasive to our local landscapes, please contact the Delaware Department of Agriculture Plant Industry Section at (302) 698-4500.

We will provide a detailed Landscape Plan as part of the Site Plan Submission Package.

Public Service Commission - Contact: Andrea Maucher 739-4247

Any expansion of natural gas or installation of a closed propane system must fall within Pipeline Safety guidelines. Contact: Malak Michael at (302) 739-4247.

Noted.

Department of Education – Contact: John Marinucci 735-4055

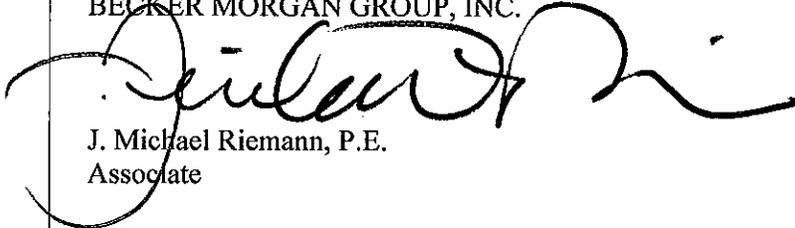
This proposed development is in the Woodbridge School District. This is a site plan review for commercial uses. This rezoning request is commercial in nature and as such DOE has no comments.

Noted.

If you have any questions or concerns regarding this response, please do not hesitate to contact me at your convenience.

Sincerely,

BECKER MORGAN GROUP, INC.



J. Michael Riemann, P.E.
Associate

JDR/jmr

Cc: Sarah E. Kiefer AICP, Kent County Planning
Wayne Collison, Stafford Properties, L.L.C.



July 30, 2008

Mr. Mike Riemann, P.E.
Becker Morgan Group
309 South Governors Avenue
Dover, Delaware 19904

Corporate Office:
Baltimore, MD
Suite H
9900 Franklin Square Drive
Baltimore, Maryland 21236
410.931.6600
fax: 410.931.6601
1.800.583.8411

RE: Farmington Hot Mix Production Facility
Kent County, Delaware
Our Job No.: 2008-0222

Delmarva Region
Suite 102
11202 Racetrack Road
Ocean Pines, Maryland 21811
410.208.4190
fax: 410.208.4192
1.800.396.4491

Dear Mr. Riemann:

Virginia
7853 Coppermine Drive
Manassas, Virginia 20109
703.365.8340
fax: 703.365.8341
1.888.365.8340

At your request, The Traffic Group, Inc. has reviewed proposed truck operations at the Farmington Hot Mix Production Facility proposed to be constructed on the west side of US Route 13 (S DuPont Highway) in Kent County. The subject site is located approximately 1,000 feet north of Nine Foot Road. Access to the property is proposed via one left-in/right-in/right-out located along the north property boundary. There is no other roadway frontage available to the property. A site location map showing the general area is included as Exhibit 1. An aerial photograph detailing the lane use can be found in Exhibit 1B. Exhibit 1C contains a concept plan.

This analysis will show that the subject site will generate a minimal amount of vehicles during the peak hour and throughout the day. Therefore, impact to the surrounding roadway network and operations at the intersection of Route 13 and Nine Foot Road will be minimal.

In order to assess potential impact at the intersection of US Route 13 and Nine Foot Road, a field investigation was undertaken to verify lane usage and collect peak-hour turning-movement counts. As shown in Exhibit 2, US Route 13 features two lanes in the northbound and southbound direction. The arterial roadway is divided by a grass median.

At the unsignalized intersection of Nine Foot Road, a 200 foot-long separate right turn lane and U-turn lane are available in the southbound direction. A median break is available approximately 1,000 feet north of the site that would be able to accommodate site traffic.

Nine Foot Road is a two-lane undivided roadway running in the east/west direction. It intersects US Route 13 to form a T-intersection. There are no auxiliary lanes available along Nine Foot Road at US Route 13.

Mr. Mike Riemann

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July 30, 2008

Peak hour turning movement counts were collected at the intersection in June 2008. The results are summarized in Exhibit 3. As shown, the U-turn volume along southbound US Route 13 is minimal. Traffic volume along Nine Foot Road was also observed to be minimal. Complete turning movement data can be found in Appendix A.

Data was obtained from Christiana Materials, Inc. regarding operations at a similar plant. The number of monthly trucks over the last 5 year period was reviewed to determine the average number of trucks per day. As shown in Exhibit 4, there is an average of 45 trucks per day. Assuming an eight-hour workday results in 6 trucks per hour. A peak hour factor of 1.5 was used to represent a conservative analysis of peak hour movements. This results in an average of 9 trips in and 9 trips out during the peak hour.

The number of trips is significantly below Kent County's threshold for requiring a traffic impact study and adequacy testing.

Highway Capacity Manual (HCM) Methodology was utilized to quantify intersection operations and highway level of service operations because of the unconstrained nature of the flow of traffic along US Route 13 in this area. The HCM results are summarized in Exhibit 6. As shown, the intersection operates with a minimal level of delay, and US Route 13 operates at LOS "A".

Sight distance at the site access point was measured to be greater than 1,000 feet. Given the posted speed limit of 55 MPH along this segment of US Route 13, sight distance is acceptable to allow safe movement from the site access point onto the road network. The American Association of State Highway and Transportation Officials (AASHTO) recommends that sight distance be 645 feet for a 65 MPH design speed, for a passenger car. The time gap, tg , is increased to account for single unit or combination trucks, increasing required sight distance to 812 feet and 1,003 feet respectively.

DelDOT's Standards and Regulations for Subdivision Streets and State Highway Access indicate that "entrances shall be placed to provide safe access to the site while providing the least impact on the existing roadway network. Entrances shall be located to provide the required sight distance in accordance with AASHTO standards, where highway alignment and profile are favorable, where there are no sharp curves or deep grades, and where sight distance in conjunction with the access is adequate for safe operation."

While DelDOT initially expressed concern regarding the access location and its proximity to the U-turn at Nine Foot Road, it is our opinion that the extremely low volume of trucks generated by the site, combined with optimal LOS "A" operations along US Route 13 will have a minimal impact on traffic operations. The site access point has been located as far away from the intersection of Nine Foot Road as possible with sight distance in excess of 1,000 feet satisfies DelDOT's access criteria. Even with trucks exiting the site, it will be feasible for the trucks to access the southbound left turn lane while causing minimal disruption to mainline traffic, because traffic along US Route 13 is relatively light during both observed peak periods.

Mr. Mike Riemann
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July 30, 2008

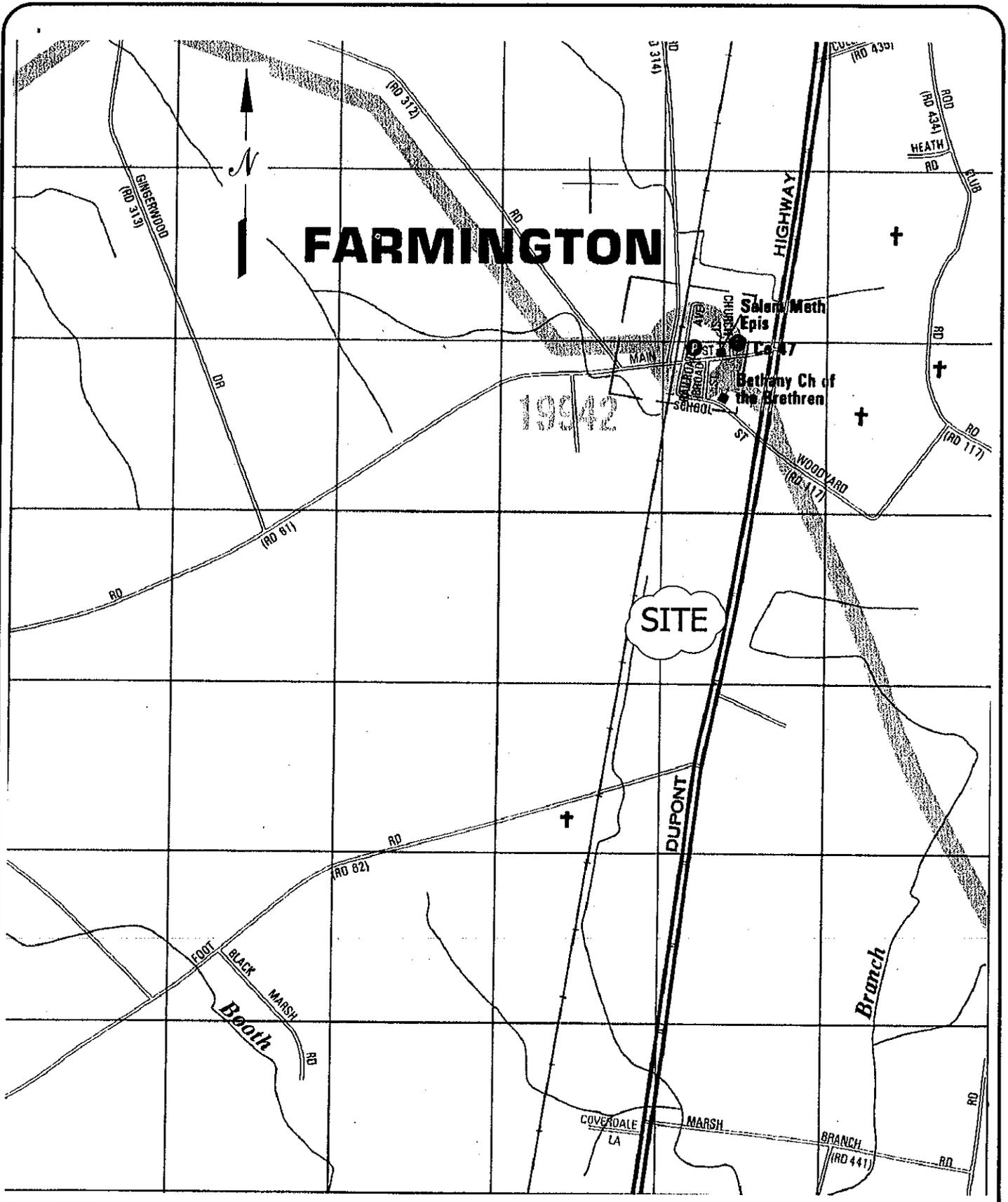
Please review the attached Exhibits and Appendices. If you have any questions regarding this information, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink that reads "Carl R. Wilson, Jr." in a cursive style.

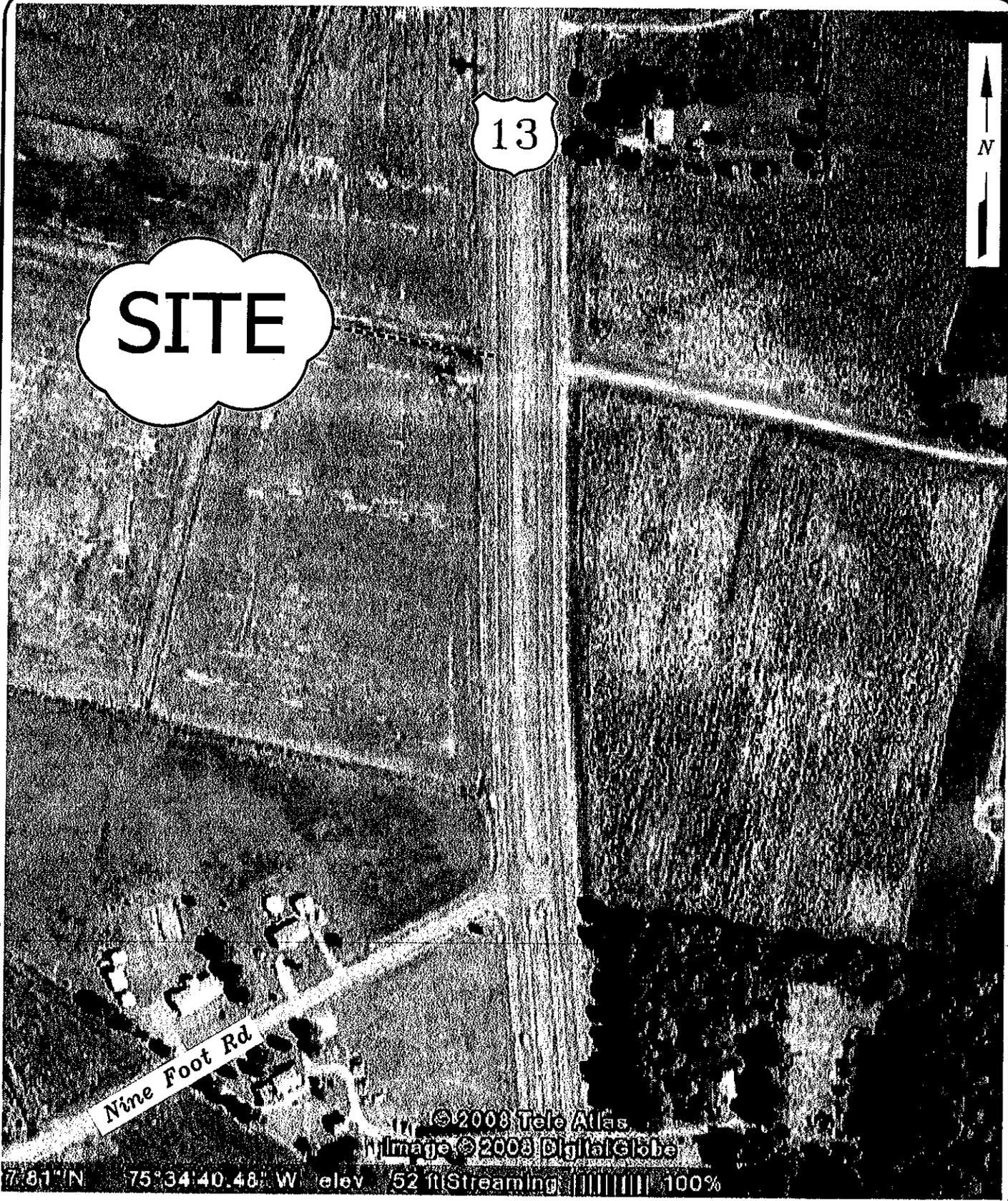
Carl R. Wilson, Jr., P.E., PTOE
Project Manager

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SCALE:
NOT TO SCALE

EXHIBIT 1
SITE LOCATION MAP



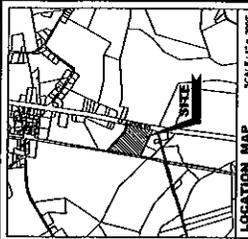
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EXHIBIT 1A
AERIAL PHOTOGRAPH

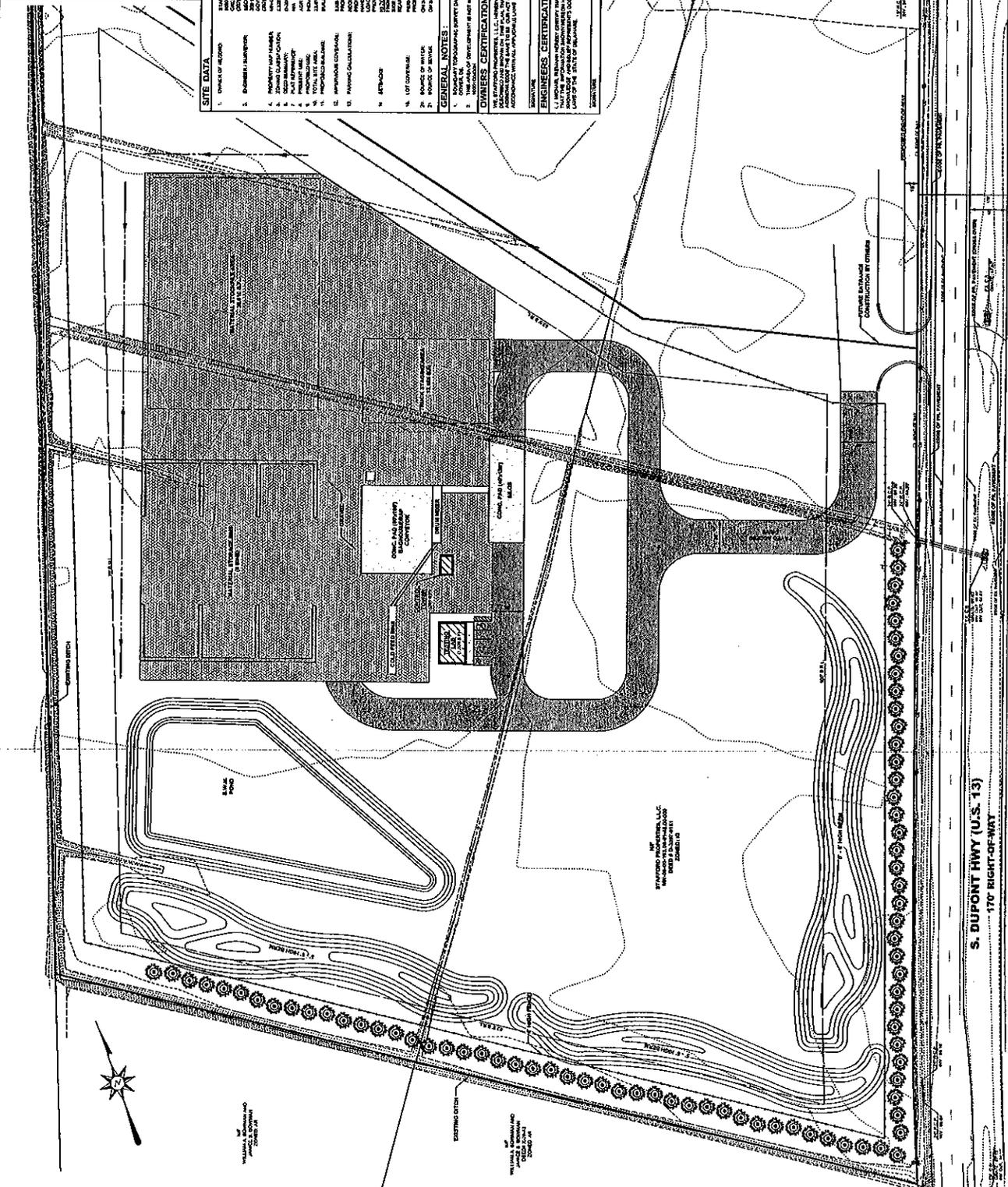
**FARMINGTON
HOT MIX
PRODUCTION
FACILITY**

U.S. 13, S. DUPONT HIGHWAY
FARMINGTON
KENT COUNTY, DELAWARE

**PLUS SUBMISSION
CONCEPT PLAN**

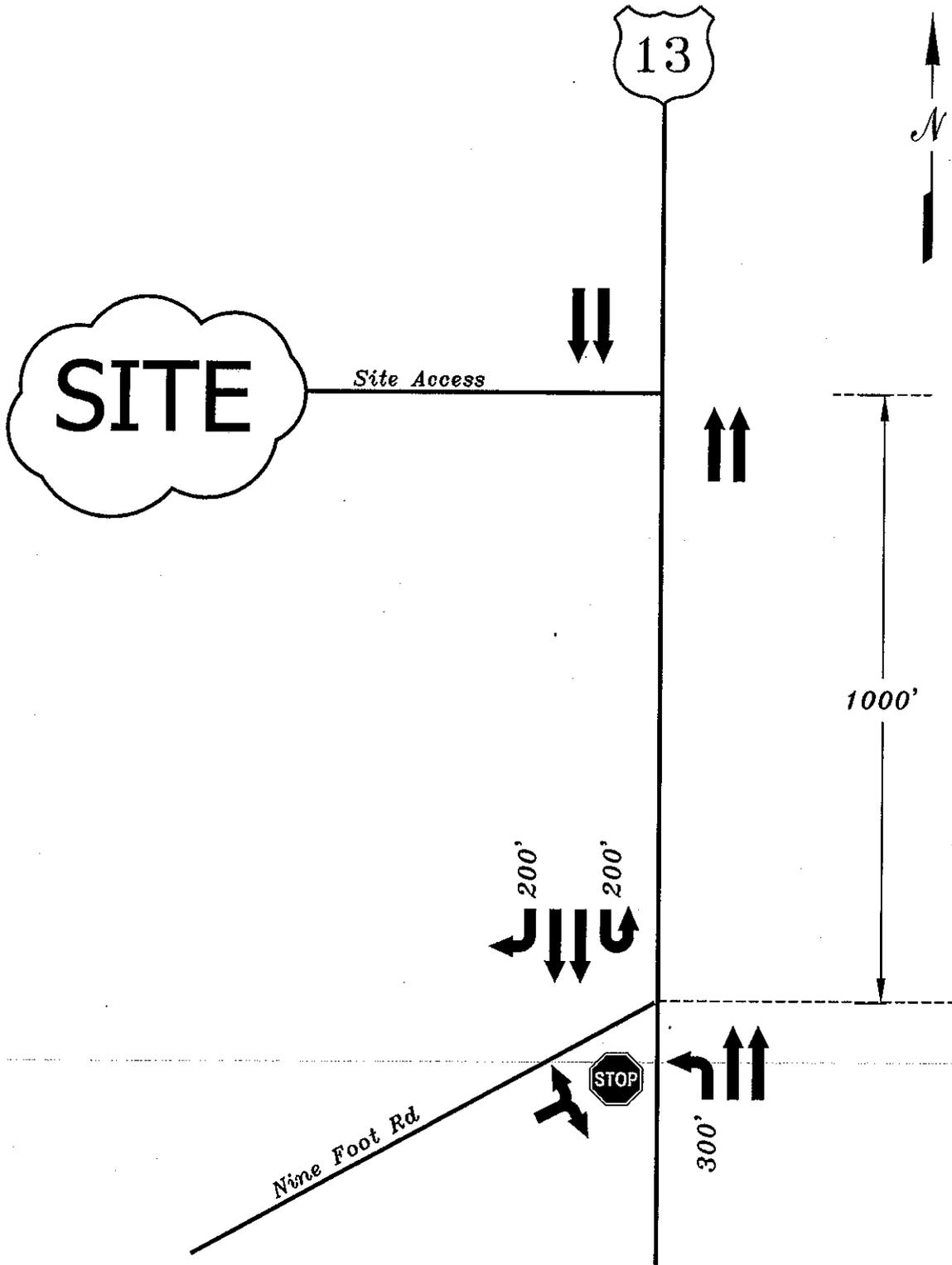


| SITE DATA | |
|------------------------|---|
| 1. PROJECT NAME | FARMINGTON HOT MIX PRODUCTION FACILITY |
| 2. PROJECT NUMBER | 2007-0001 |
| 3. PROJECT LOCATION | U.S. 13, S. DUPONT HIGHWAY, FARMINGTON, KENT COUNTY, DE |
| 4. PROJECT AREA | 1.00 AC (43,560 SQ FT) |
| 5. TOTAL LOT AREA | 1.00 AC (43,560 SQ FT) |
| 6. TOTAL SITE AREA | 1.00 AC (43,560 SQ FT) |
| 7. TOTAL IMPROVEMENTS | 1.00 AC (43,560 SQ FT) |
| 8. TOTAL IMPROVEMENTS | 1.00 AC (43,560 SQ FT) |
| 9. TOTAL IMPROVEMENTS | 1.00 AC (43,560 SQ FT) |
| 10. TOTAL IMPROVEMENTS | 1.00 AC (43,560 SQ FT) |
| 11. TOTAL IMPROVEMENTS | 1.00 AC (43,560 SQ FT) |
| 12. TOTAL IMPROVEMENTS | 1.00 AC (43,560 SQ FT) |
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| 17. TOTAL IMPROVEMENTS | 1.00 AC (43,560 SQ FT) |
| 18. TOTAL IMPROVEMENTS | 1.00 AC (43,560 SQ FT) |
| 19. TOTAL IMPROVEMENTS | 1.00 AC (43,560 SQ FT) |
| 20. TOTAL IMPROVEMENTS | 1.00 AC (43,560 SQ FT) |



S. DUPONT HWY (U.S. 13)
170' RIGHT-OF-WAY

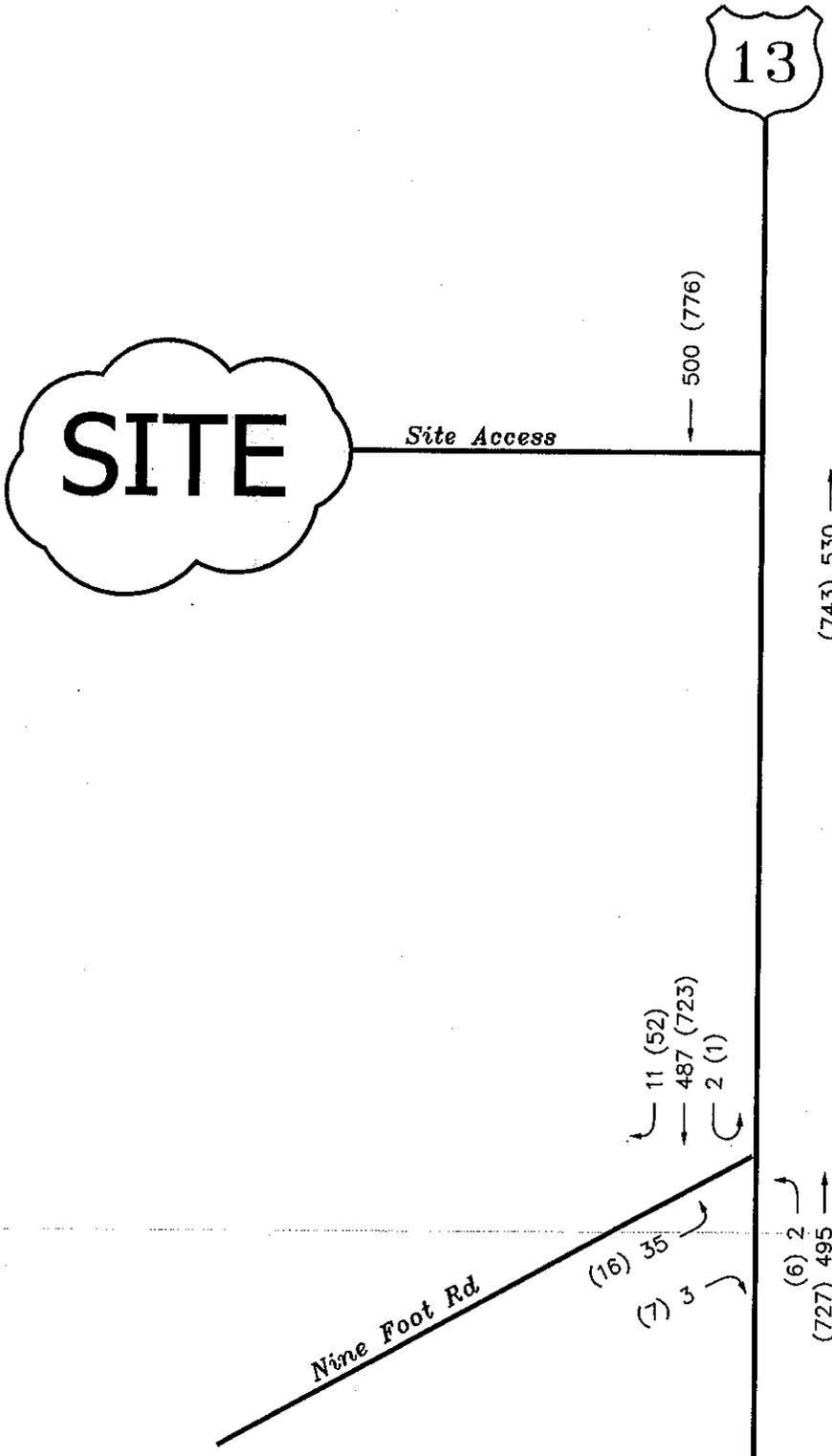
**EXHIBIT 1B
CONCEPT PLAN**



NOT TO SCALE

EXHIBIT 2
EXISTING LANE USE





| |
|----------------------|
| PEAK HOUR |
| DATE: 6/12/08 |
| DAY: Thursday |
| AM 745-845 |
| PM 430-530 |

NOT TO SCALE

00 - MORNING PEAK HOUR
 (00) - EVENING PEAK HOUR

EXHIBIT 3
 EXISTING PEAK HOUR
 TRAFFIC VOLUMES



| Month | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
|--------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Daily Trucks | 20 | | 45 | 36 | 47 | 58 | 51 | 52 | 49 | 54 | 56 | 31 |

Average Trucks/Day: 45
 Average Trucks/Hour: 6
 Peak Hour Factor 1.5
 Estimated Trucks During Peak Hour: 9

| Morning Peak Hour | | Evening Peak Hour | |
|-------------------|-----|-------------------|-----|
| In | Out | In | Out |
| 9 | 9 | 9 | 9 |
| Total 18 | | Total 18 | |

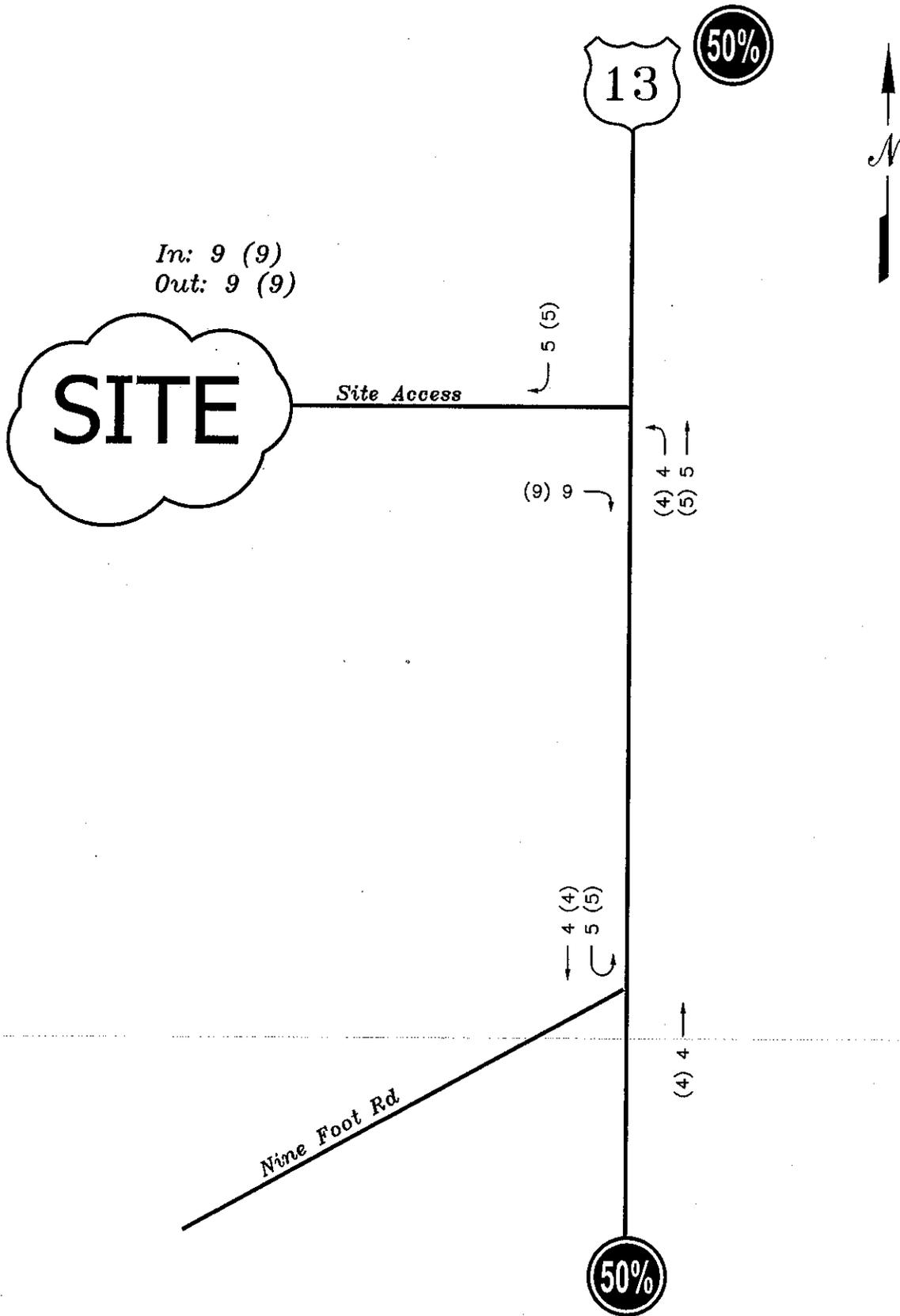
Farmington Hot Mix Production Facility

| | | | | | | | |
|---|-----------------------------|---|---|----|---|---|----|
| 1 | Hot Mix Production Facility | 9 | 9 | 18 | 9 | 9 | 18 |
|---|-----------------------------|---|---|----|---|---|----|

Note: Average daily trucks information provided by Christiana Materials, Inc.



EXHIBIT 4
 TRIP GENERATION
 FOR SUBJECT SITE

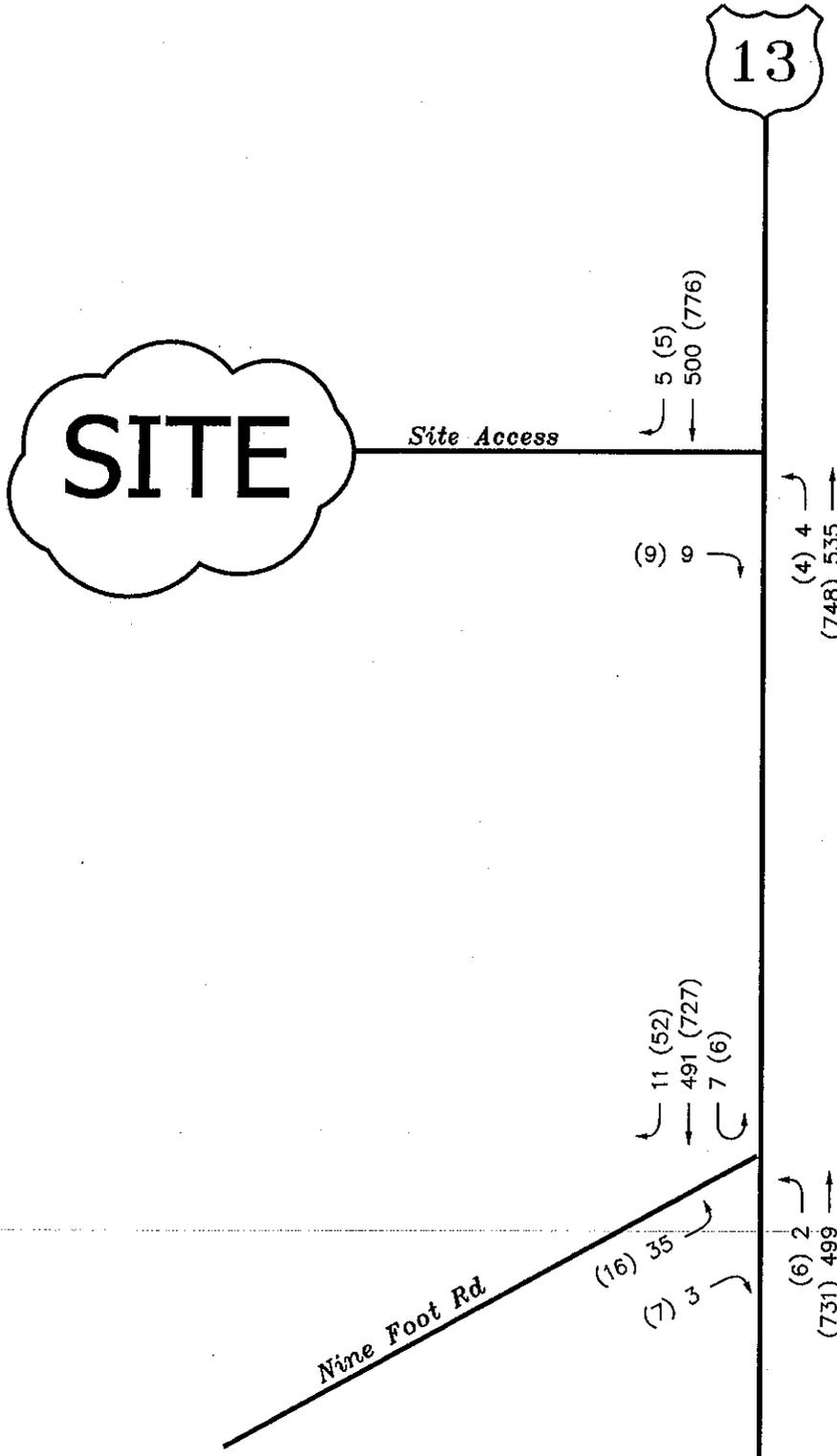


NOT TO SCALE

EXHIBIT 5
TRIP ASSIGNMENT
FOR SUBJECT SITE



00 - MORNING PEAK HOUR
(00) - EVENING PEAK HOUR



NOT TO SCALE

00 - MORNING PEAK HOUR
(00) - EVENING PEAK HOUR

EXHIBIT 6
TOTAL PEAK HOUR
TRAFFIC VOLUMES



HCM

| Intersection | AM | PM |
|------------------------|-------------|-------------|
| | LOS / Delay | LOS / Delay |
| 1. US 13 & Site Access | | |
| EB Right | B / 11.3 | B / 12.8 |
| NB Left | B / 10.4 | B / 12.3 |

Multi-Lane Highway Capacity LOS

| Segment | AM | PM |
|--|-----|-----|
| | LOS | LOS |
| US 13 Between Site Access & Nine Foot Rd | A | A |



**EXHIBIT 7
RESULTS OF INTERSECTION CAPACITY
& MULTI-LANE HIGHWAY ANALYSIS**

APPENDIX A
Intersection Turning Movement Counts
Photos, HCM Worksheets



APPENDIX A

Intersection Turning Movement Counts

Photos, HCM Worksheets

TOTAL VEHICLE TURNING MOVEMENT COUNT - SUMMARY

INTERSECTION: US 13

Nine Foot Road

LOCATION: Kent County, DE

PROJECT NUMBER: 2008-0222

Counted by: GA/DP/BT/EZ

Date: June 12, 2008

Weather: Clear, 70-90's

Entered by: GA



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| TIME | TRAFFIC FROM NORTH on: US 13 | | | | TRAFFIC FROM SOUTH on: US 13 | | | | TRAFFIC FROM EAST on: | | | | TRAFFIC FROM WEST on: Nine Foot Road | | | | TOTAL N + S + E + W | | | | | |
|--------------------|---------------------------------|------|------|------|---------------------------------|-------|------|------|--------------------------|-------|-------|------|---|------|-------|-------|------------------------------|------|------|------|-------|--|
| | RIGHT | THRU | LEFT | U-TN | TOTAL | RIGHT | THRU | LEFT | U-TN | TOTAL | RIGHT | THRU | LEFT | U-TN | TOTAL | RIGHT | | THRU | LEFT | U-TN | TOTAL | |
| AM | | | | | | | | | | | | | | | | | | | | | | |
| 07:0-15 | 3 | 96 | 0 | 0 | 99 | 0 | 129 | 1 | 0 | 130 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 10 | 0 | 11 | 240 | |
| 15-30 | 4 | 130 | 0 | 0 | 134 | 0 | 121 | 0 | 0 | 121 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 10 | 0 | 11 | 266 | |
| 30-45 | 4 | 117 | 0 | 0 | 121 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 12 | 0 | 13 | 234 | |
| 45-00 | 3 | 137 | 0 | 0 | 140 | 0 | 124 | 0 | 0 | 124 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 272 | |
| 08:0-15 | 1 | 115 | 0 | 0 | 116 | 0 | 124 | 1 | 0 | 125 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 6 | 247 | |
| 15-30 | 4 | 116 | 0 | 1 | 121 | 0 | 137 | 0 | 0 | 137 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 13 | 271 | |
| 30-45 | 3 | 119 | 0 | 1 | 123 | 0 | 110 | 1 | 0 | 111 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 8 | 0 | 11 | 245 | |
| 45-00 | 3 | 99 | 0 | 1 | 103 | 0 | 137 | 1 | 0 | 138 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 0 | 7 | 248 | |
| 2 Hr Totals | 25 | 929 | 0 | 3 | 957 | 0 | 982 | 4 | 0 | 986 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 72 | 0 | 80 | 2023 | |
| 1 Hr Totals | | | | | | | | | | | | | | | | | | | | | | |
| 07-08 | 14 | 480 | 0 | 0 | 494 | 0 | 474 | 1 | 0 | 475 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 40 | 0 | 43 | 1012 | |
| 715-815 | 12 | 499 | 0 | 0 | 511 | 0 | 469 | 1 | 0 | 470 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 36 | 0 | 38 | 1019 | |
| 730-830 | 12 | 485 | 0 | 1 | 498 | 0 | 485 | 1 | 0 | 486 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 39 | 0 | 40 | 1024 | |
| 745-845 | 11 | 487 | 0 | 2 | 500 | 0 | 495 | 2 | 0 | 497 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 35 | 0 | 38 | 1035 | |
| 08-09 | 11 | 449 | 0 | 3 | 463 | 0 | 508 | 3 | 0 | 511 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 32 | 0 | 37 | 1011 | |
| PEAK HOUR | | | | | | | | | | | | | | | | | | | | | | |
| 745-845 | 11 | 487 | 0 | 2 | 500 | 0 | 495 | 2 | 0 | 497 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 35 | 0 | 38 | 1035 | |

TOTAL VEHICLE TURNING MOVEMENT COUNT - SUMMARY

INTERSECTION: US 13

Nine Foot Road

LOCATION: Kent County, DE

PROJECT NUMBER: 2008-0222

Counted by: GA/DP/BT/EZ

Date: June 12, 2008

Weather: Clear, 70-90's

Entered by: GA



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| TIME | TRAFFIC FROM NORTH on: US 13 | | | | TRAFFIC FROM SOUTH on: US 13 | | | | TRAFFIC FROM EAST on: | | | | TRAFFIC FROM WEST on: Nine Foot Road | | | | TOTAL N + S + | TOTAL E + W | | | |
|--------------------|---------------------------------|------|------|------|---------------------------------|-------|------|------|--------------------------|-------|-------|------|---|------|-------|-------|---------------------|----------------|------|------|------|
| | RIGHT | THRU | LEFT | U-TN | TOTAL | RIGHT | THRU | LEFT | U-TN | TOTAL | RIGHT | THRU | LEFT | U-TN | TOTAL | RIGHT | | | THRU | LEFT | U-TN |
| PM | | | | | | | | | | | | | | | | | | | | | |
| 04:0-15 | 11 | 177 | 0 | 0 | 188 | 0 | 174 | 3 | 0 | 177 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 5 | 370 |
| 15-30 | 10 | 147 | 0 | 0 | 157 | 0 | 139 | 1 | 0 | 140 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 6 | 303 |
| 30-45 | 15 | 195 | 0 | 0 | 210 | 0 | 217 | 0 | 2 | 219 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 0 | 7 | 436 |
| 45-00 | 12 | 199 | 0 | 0 | 211 | 0 | 165 | 0 | 0 | 165 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 6 | 0 | 9 | 385 |
| 05:0-15 | 12 | 165 | 0 | 0 | 177 | 0 | 190 | 2 | 0 | 192 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 369 |
| 15-30 | 13 | 164 | 0 | 1 | 178 | 0 | 155 | 2 | 0 | 157 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 4 | 0 | 7 | 342 |
| 30-45 | 8 | 175 | 0 | 3 | 186 | 0 | 178 | 0 | 0 | 178 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 9 | 373 |
| 45-00 | 9 | 145 | 0 | 0 | 154 | 0 | 175 | 3 | 0 | 178 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 9 | 0 | 11 | 343 |
| 2 Hr Totals | 90 | 1367 | 0 | 4 | 1461 | 0 | 1393 | 11 | 2 | 1406 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 41 | 0 | 54 | 2921 |
| 1 Hr Totals | | | | | | | | | | | | | | | | | | | | | |
| 04-05 | 48 | 718 | 0 | 0 | 766 | 0 | 695 | 4 | 2 | 701 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 19 | 0 | 27 | 1494 |
| 415-515 | 49 | 706 | 0 | 0 | 755 | 0 | 711 | 3 | 2 | 716 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 16 | 0 | 22 | 1493 |
| 430-530 | 52 | 723 | 0 | 1 | 776 | 0 | 727 | 4 | 2 | 733 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 16 | 0 | 23 | 1532 |
| 445-545 | 45 | 703 | 0 | 4 | 752 | 0 | 688 | 4 | 0 | 692 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 19 | 0 | 25 | 1469 |
| 05-06 | 42 | 649 | 0 | 4 | 695 | 0 | 698 | 7 | 0 | 705 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 22 | 0 | 27 | 1427 |
| PEAK HOUR | | | | | | | | | | | | | | | | | | | | | |
| 430-530 | 52 | 723 | 0 | 1 | 776 | 0 | 727 | 4 | 2 | 733 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 16 | 0 | 23 | 1532 |

HEAVY TRUCK TURNING MOVEMENT COUNT - SUMMARY

INTERSECTION: US 13

Nine Foot Road

LOCATION: Kent County, DE

PROJECT NUMBER: 2008-0222

Counted by: GA/DP/BT/EZ

Date: June 12, 2008

Weather: Clear, 70-90's

Entered by: GA



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| TIME | TRAFFIC FROM NORTH <small>on: US 13</small> | | | | TRAFFIC FROM SOUTH <small>on: US 13</small> | | | | TRAFFIC FROM EAST <small>on:</small> | | | | TRAFFIC FROM WEST <small>on: Nine Foot Road</small> | | | | TOTAL N + S + | TOTAL E + W | | | | | | | | | | | | | |
|--------------------|--|------|------|------|--|-------|------|------|---|-------|-------|------|--|------|-------|-------|---------------------|----------------|------|------|------|-------|----|---|---|---|----|----|---|---|-----|
| | RIGHT | THRU | LEFT | U-TN | TOTAL | RIGHT | THRU | LEFT | U-TN | TOTAL | RIGHT | THRU | LEFT | U-TN | TOTAL | RIGHT | | | THRU | LEFT | U-TN | TOTAL | | | | | | | | | |
| AM | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 07:0-15 | 1 | 26 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 44 |
| 15-30 | 2 | 22 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 46 |
| 30-45 | 2 | 21 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 41 |
| 45-00 | 1 | 28 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 56 |
| 08:0-15 | 0 | 24 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 |
| 15-30 | 1 | 32 | 0 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 62 |
| 30-45 | 0 | 22 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 53 |
| 45-00 | 1 | 25 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 37 | 0 | 0 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 67 |
| 2 Hr Totals | 8 | 200 | 0 | 0 | 208 | 0 | 0 | 0 | 0 | 0 | 192 | 0 | 0 | 0 | 192 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 17 | 0 | 0 | 0 | 17 | 17 | 0 | 0 | 417 |
| 1 Hr Totals | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 07-08 | 6 | 97 | 0 | 0 | 103 | 0 | 0 | 0 | 0 | 0 | 77 | 0 | 0 | 0 | 77 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 7 | 0 | 0 | 187 |
| 715-815 | 5 | 95 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 85 | 0 | 0 | 0 | 85 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 6 | 0 | 0 | 191 |
| 730-830 | 4 | 105 | 0 | 0 | 109 | 0 | 0 | 0 | 0 | 0 | 91 | 0 | 0 | 0 | 91 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 7 | 0 | 0 | 207 |
| 745-845 | 2 | 106 | 0 | 0 | 108 | 0 | 0 | 0 | 0 | 0 | 103 | 0 | 0 | 0 | 103 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 8 | 0 | 0 | 219 |
| 08-09 | 2 | 103 | 0 | 0 | 105 | 0 | 0 | 0 | 0 | 0 | 115 | 0 | 0 | 0 | 115 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 10 | 0 | 0 | 230 |
| PEAK HOUR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 745-845 | 2 | 106 | 0 | 0 | 108 | 0 | 0 | 0 | 0 | 0 | 103 | 0 | 0 | 0 | 103 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 8 | 0 | 0 | 219 |

HEAVY TRUCK TURNING MOVEMENT COUNT - SUMMARY

INTERSECTION: US 13

Nine Foot Road

LOCATION: Kent County, DE

PROJECT NUMBER: 2008-0222

Counted by: GA/DP/BT/EZ

Date: June 12, 2008

Weather: Clear, 70-90's

Entered by: GA



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| TIME | TRAFFIC FROM NORTH on: US 13 | | | | TRAFFIC FROM SOUTH on: US 13 | | | | TRAFFIC FROM EAST on: | | | | TRAFFIC FROM WEST on: Nine Foot Road | | | | TOTAL N + S + | TOTAL E + W | | | |
|--------------------|---------------------------------|------|------|------|---------------------------------|-------|------|------|--------------------------|-------|-------|------|---|------|-------|-------|---------------------|----------------|------|-------|-----|
| | RIGHT | THRU | LEFT | U-TN | TOTAL | RIGHT | THRU | LEFT | U-TN | TOTAL | RIGHT | THRU | LEFT | U-TN | TOTAL | RIGHT | THRU | LEFT | U-TN | TOTAL | |
| PM | | | | | | | | | | | | | | | | | | | | | |
| 04:0-15 | 0 | 19 | 0 | 0 | 19 | 18 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 38 |
| 15-30 | 0 | 18 | 0 | 0 | 18 | 20 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| 30-45 | 2 | 21 | 0 | 0 | 23 | 21 | 0 | 0 | 0 | 21 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 45 |
| 45-00 | 1 | 16 | 0 | 0 | 17 | 18 | 0 | 0 | 0 | 18 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 36 |
| 05:0-15 | 0 | 15 | 0 | 0 | 15 | 22 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 |
| 15-30 | 1 | 19 | 0 | 0 | 20 | 19 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| 30-45 | 1 | 12 | 1 | 1 | 14 | 21 | 0 | 0 | 0 | 21 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 36 |
| 45-00 | 0 | 13 | 0 | 0 | 13 | 16 | 1 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 31 |
| 2 Hr Totals | 5 | 133 | 0 | 1 | 139 | 0 | 155 | 1 | 0 | 156 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 5 | 300 |
| 1 Hr Totals | | | | | | | | | | | | | | | | | | | | | |
| 04-05 | 3 | 74 | 0 | 0 | 77 | 0 | 77 | 0 | 0 | 77 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 3 | 157 |
| 415-515 | 3 | 70 | 0 | 0 | 73 | 0 | 81 | 0 | 0 | 81 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 156 |
| 430-530 | 4 | 71 | 0 | 0 | 75 | 0 | 80 | 0 | 0 | 80 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 157 |
| 445-545 | 3 | 62 | 0 | 1 | 66 | 0 | 80 | 0 | 0 | 80 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 148 |
| 05-06 | 2 | 59 | 0 | 1 | 62 | 0 | 78 | 1 | 0 | 79 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 143 |
| PEAK HOUR | | | | | | | | | | | | | | | | | | | | | |
| 430-530 | 4 | 71 | 0 | 0 | 75 | 0 | 80 | 0 | 0 | 80 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 157 |

PASSENGER CAR TURNING MOVEMENT COUNT - SUMMARY

INTERSECTION: US 13

Nine Foot Road

LOCATION: Kent County, DE

PROJECT NUMBER: 2008-0222

Counted by: GA/DPI/BT/EZ

Date: June 12, 2008

Weather: Clear, 70-90's

Entered by: GA



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| TIME | TRAFFIC FROM NORTH <small>on: US 13</small> | | | | TRAFFIC FROM SOUTH <small>on: US 13</small> | | | | TRAFFIC FROM EAST <small>on:</small> | | | | TRAFFIC FROM WEST <small>on: Nine Foot Road</small> | | | | TOTAL N + S + E + W | | | | |
|--------------------|--|------|------|------|--|-------|------|------|---|-------|-------|------|--|------|-------|-------|------------------------------|------|------|------|-------|
| | RIGHT | THRU | LEFT | U-TN | TOTAL | RIGHT | THRU | LEFT | U-TN | TOTAL | RIGHT | THRU | LEFT | U-TN | TOTAL | RIGHT | | THRU | LEFT | U-TN | TOTAL |
| AM | | | | | | | | | | | | | | | | | | | | | |
| 07:0-15 | 2 | 70 | 0 | 0 | 72 | 113 | 1 | 0 | 0 | 114 | 0 | 0 | 0 | 0 | 0 | 1 | 9 | 10 | 10 | 196 | |
| 15-30 | 2 | 108 | 0 | 0 | 110 | 102 | 0 | 0 | 0 | 102 | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 8 | 8 | 220 | |
| 30-45 | 2 | 96 | 0 | 0 | 98 | 83 | 0 | 0 | 0 | 83 | 0 | 0 | 0 | 0 | 0 | 1 | 11 | 12 | 12 | 193 | |
| 45-00 | 2 | 109 | 0 | 0 | 111 | 99 | 0 | 0 | 0 | 99 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 6 | 6 | 216 | |
| 08:0-15 | 1 | 91 | 0 | 0 | 92 | 100 | 1 | 0 | 0 | 101 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 6 | 6 | 199 | |
| 15-30 | 3 | 84 | 1 | 1 | 88 | 112 | 0 | 0 | 0 | 112 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 9 | 9 | 209 | |
| 30-45 | 3 | 97 | 1 | 1 | 101 | 81 | 1 | 0 | 0 | 82 | 0 | 0 | 0 | 0 | 0 | 3 | 6 | 9 | 9 | 192 | |
| 45-00 | 2 | 74 | 1 | 1 | 77 | 100 | 1 | 0 | 0 | 101 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 3 | 181 | |
| 2 Hr Totals | 17 | 729 | 0 | 3 | 749 | 0 | 790 | 4 | 0 | 794 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 55 | 0 | 1606 | |
| 1 Hr Totals | | | | | | | | | | | | | | | | | | | | | |
| 07-08 | 8 | 383 | 0 | 0 | 391 | 0 | 397 | 1 | 0 | 398 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 33 | 0 | 825 | |
| 715-815 | 7 | 404 | 0 | 0 | 411 | 0 | 384 | 1 | 0 | 385 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 30 | 0 | 828 | |
| 730-830 | 8 | 380 | 0 | 1 | 389 | 0 | 394 | 1 | 0 | 395 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 32 | 0 | 817 | |
| 745-845 | 9 | 381 | 0 | 2 | 392 | 0 | 392 | 2 | 0 | 394 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 27 | 0 | 816 | |
| 08-09 | 9 | 346 | 0 | 3 | 358 | 0 | 393 | 3 | 0 | 396 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 22 | 0 | 781 | |
| PEAK HOUR | | | | | | | | | | | | | | | | | | | | | |
| 745-845 | 9 | 381 | 0 | 2 | 392 | 0 | 392 | 2 | 0 | 394 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 27 | 0 | 816 | |



TWO-WAY STOP CONTROL SUMMARY

| General Information | | Site Information | |
|----------------------|--------------------------------|------------------|--------------------------------|
| Analyst | <i>RH</i> | Intersection | <i>US 13 & Site Access</i> |
| Agency/Co. | <i>The Traffic Group, Inc.</i> | Jurisdiction | <i>Kent County, DE</i> |
| Date Performed | <i>6/26/2008</i> | Analysis Year | <i>2008</i> |
| Analysis Time Period | <i>AM Peak Hour</i> | | |

| | |
|---|----------------------------------|
| Project Description <i>2008-0222 Farmington Hot Mix Production Facility</i> | |
| East/West Street: <i>Site Access</i> | North/South Street: <i>US 13</i> |
| Intersection Orientation: <i>North-South</i> | Study Period (hrs): <i>0.25</i> |

Vehicle Volumes and Adjustments

| Major Street | Northbound | | | Southbound | | |
|-------------------------------|------------------|------|------|------------|------|------|
| Movement | 1 | 2 | 3 | 4 | 5 | 6 |
| | L | T | R | L | T | R |
| Volume (veh/h) | 4 | | | | 500 | 5 |
| Peak-Hour Factor, PHF | 0.90 | 1.00 | 1.00 | 1.00 | 0.89 | 0.90 |
| Hourly Flow Rate, HFR (veh/h) | 4 | 0 | 0 | 0 | 561 | 5 |
| Percent Heavy Vehicles | 95 | -- | -- | 0 | -- | -- |
| Median Type | <i>Undivided</i> | | | | | |
| RT Channelized | | | 0 | | | 0 |
| Lanes | 1 | 0 | 0 | 0 | 2 | 1 |
| Configuration | L | | | | T | R |
| Upstream Signal | | 0 | | | 0 | |

| Minor Street | Eastbound | | | Westbound | | |
|-------------------------------|-----------|------|------|-----------|------|------|
| Movement | 7 | 8 | 9 | 10 | 11 | 12 |
| | L | T | R | L | T | R |
| Volume (veh/h) | | | 9 | | | |
| Peak-Hour Factor, PHF | 1.00 | 1.00 | 0.90 | 1.00 | 1.00 | 1.00 |
| Hourly Flow Rate, HFR (veh/h) | 0 | 0 | 10 | 0 | 0 | 0 |
| Percent Heavy Vehicles | 0 | 0 | 95 | 0 | 0 | 0 |
| Percent Grade (%) | | 0 | | | 0 | |
| Flared Approach | | N | | | N | |
| Storage | | 0 | | | 0 | |
| RT Channelized | | | 0 | | | 0 |
| Lanes | 0 | 0 | 1 | 0 | 0 | 0 |
| Configuration | | | R | | | |

Delay, Queue Length, and Level of Service

| Approach | Northbound | Southbound | Westbound | | | Eastbound | | |
|------------------------|------------|------------|-----------|---|---|-----------|------|------|
| Movement | 1 | 4 | 7 | 8 | 9 | 10 | 11 | 12 |
| Lane Configuration | L | | | | | | | R |
| v (veh/h) | 4 | | | | | | | 10 |
| C (m) (veh/h) | 671 | | | | | | | 581 |
| v/c | 0.01 | | | | | | | 0.02 |
| 95% queue length | 0.02 | | | | | | | 0.05 |
| Control Delay (s/veh) | 10.4 | | | | | | | 11.3 |
| LOS | B | | | | | | | B |
| Approach Delay (s/veh) | -- | -- | | | | | 11.3 | |
| Approach LOS | -- | -- | | | | | B | |

TWO-WAY STOP CONTROL SUMMARY

| General Information | | Site Information | |
|----------------------|--------------------------------|------------------|--------------------------------|
| Analyst | <i>RH</i> | Intersection | <i>US 13 & Site Access</i> |
| Agency/Co. | <i>The Traffic Group, Inc.</i> | Jurisdiction | <i>Kent County, DE</i> |
| Date Performed | <i>6/26/2008</i> | Analysis Year | <i>2008</i> |
| Analysis Time Period | <i>PM Peak Hour</i> | | |

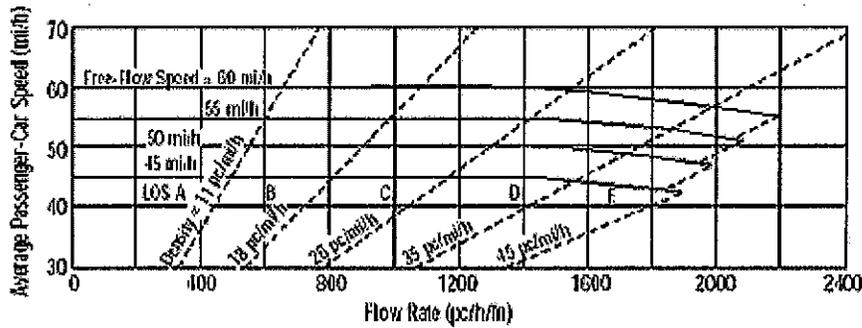
| | |
|---|----------------------------------|
| Project Description <i>2008-0222 Farmington Hot Mix Production Facility</i> | |
| East/West Street: <i>Site Access</i> | North/South Street: <i>US 13</i> |
| Intersection Orientation: <i>North-South</i> | Study Period (hrs): <i>0.25</i> |

| Vehicle Volumes and Adjustments | | | | | | |
|---------------------------------|------------------|------|------|------------|------|------|
| Major Street | Northbound | | | Southbound | | |
| Movement | 1 | 2 | 3 | 4 | 5 | 6 |
| | L | T | R | L | T | R |
| Volume (veh/h) | 4 | | | | 776 | 5 |
| Peak-Hour Factor, PHF | 0.90 | 1.00 | 1.00 | 1.00 | 0.91 | 0.90 |
| Hourly Flow Rate, HFR (veh/h) | 4 | 0 | 0 | 0 | 852 | 5 |
| Percent Heavy Vehicles | 95 | -- | -- | 0 | -- | -- |
| Median Type | <i>Undivided</i> | | | | | |
| RT Channelized | | | 0 | | | 0 |
| Lanes | 1 | 0 | 0 | 0 | 2 | 1 |
| Configuration | L | | | | T | R |
| Upstream Signal | | 0 | | | 0 | |

| Minor Street | Eastbound | | | Westbound | | |
|-------------------------------|-----------|------|------|-----------|------|------|
| Movement | 7 | 8 | 9 | 10 | 11 | 12 |
| | L | T | R | L | T | R |
| Volume (veh/h) | | | 9 | | | |
| Peak-Hour Factor, PHF | 1.00 | 1.00 | 0.90 | 1.00 | 1.00 | 1.00 |
| Hourly Flow Rate, HFR (veh/h) | 0 | 0 | 10 | 0 | 0 | 0 |
| Percent Heavy Vehicles | 0 | 0 | 95 | 0 | 0 | 0 |
| Percent Grade (%) | | 0 | | | 0 | |
| Flared Approach | | N | | | N | |
| Storage | | 0 | | | 0 | |
| RT Channelized | | | 0 | | | 0 |
| Lanes | 0 | 0 | 1 | 0 | 0 | 0 |
| Configuration | | | R | | | |

| Delay, Queue Length, and Level of Service | | | | | | | | |
|---|------------|------------|-----------|---|---|-----------|----|------|
| Approach | Northbound | Southbound | Westbound | | | Eastbound | | |
| Movement | 1 | 4 | 7 | 8 | 9 | 10 | 11 | 12 |
| Lane Configuration | L | | | | | | | R |
| v (veh/h) | 4 | | | | | | | 10 |
| C (m) (veh/h) | 498 | | | | | | | 471 |
| v/c | 0.01 | | | | | | | 0.02 |
| 95% queue length | 0.02 | | | | | | | 0.07 |
| Control Delay (s/veh) | 12.3 | | | | | | | 12.8 |
| LOS | B | | | | | | | B |
| Approach Delay (s/veh) | -- | -- | | | | | | 12.8 |
| Approach LOS | -- | -- | | | | | | B |

MULTILANE HIGHWAYS WORKSHEET (Direction 1)



| Application | INPUT | OUTPUT |
|--------------------|-----------------|--------------|
| Operational (LOS) | FFS, N, v_p | LOS, S, D |
| Design (N) | FFS, LOS, v_p | N, S, D |
| Design (v_p) | FFS, LOS, N | v_p , S, D |
| Planning (LOS) | FFS, N, AADT | LOS, S, D |
| Planning (N) | FFS, LOS, AADT | N, S, D |
| Planning (v_p) | FFS, LOS, N | v_p , S, D |

| General Information | Site Information |
|---------------------|------------------|
|---------------------|------------------|

| | |
|--|------------------------------------|
| Analyst: rh | Highway/Direction to Travel: US 13 |
| Agency or Company: The Traffic Group, Inc. | From/To: Site Access/Nine Foot Rd |
| Date Performed: 7/8/2008 | Jurisdiction: Kent County, DE |
| Analysis Time Period: AM Peak Hour | Analysis Year: Total |

Project Description: 2008-0222 Farmington Hot Mix Production Facility

Oper. (LOS)
 Des. (N)
 Plan. (vp)

Flow Inputs

| | |
|---------------------------------|--------------------------------|
| Volume, V (veh/h): 509 | Peak-Hour Factor, PHF: 0.89 |
| AAADT (veh/h) | % Trucks and Buses, P_T : 22 |
| Peak-Hour Prop of AAADT (veh/d) | % RVs, P_R : 5 |
| Peak-Hour Direction Prop, D | General Terrain: Level |
| DDHV (veh/h) | Grade Length (mi): 0.00 |
| Driver Type Adjustment: 1.00 | Up/Down %: 0.00 |
| | Number of Lanes: 2 |

Calculate Flow Adjustments

| | |
|--------------|------------------|
| f_p : 1.00 | E_R : 1.2 |
| E_T : 1.5 | f_{HV} : 0.893 |

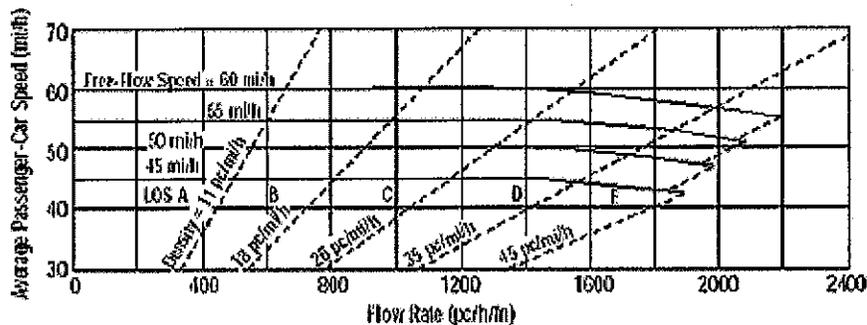
| Speed Inputs | Calc Speed Adj and FFS |
|--------------|------------------------|
|--------------|------------------------|

| | |
|--|------------------|
| Lane Width, LW (ft): 12.0 | f_{LW} (mi/h) |
| Total Lateral Clearance, LC (ft): 12.0 | f_{LC} (mi/h) |
| Access Points, A (A/mi): 0 | f_A (mi/h) |
| Median Type, M | f_M (mi/h) |
| FFS (measured): 55.0 | FFS (mi/h): 55.0 |
| Base Free-Flow Speed, BFFS | |

| Operations | Design |
|------------|--------|
|------------|--------|

| | |
|---------------------------------|---------------------------------|
| Operational (LOS) | Design (N) |
| Flow Rate, v_p (pc/h/ln): 320 | Required Number of Lanes, N |
| Speed, S (mi/h): 55.0 | Flow Rate, v_p (pc/h) |
| D (pc/mi/ln): 5.8 | Max Service Flow Rate (pc/h/ln) |
| LOS: A | Design LOS |

MULTILANE HIGHWAYS WORKSHEET (Direction 1)



| Application | Input | Output |
|--------------------|-----------------|--------------|
| Operational (LOS) | FFS, N, v_p | LOS, S, D |
| Design (N) | FFS, LOS, v_p | N, S, D |
| Design (v_p) | FFS, LOS, N | v_p , S, D |
| Planning (LOS) | FFS, N, AADT | LOS, S, D |
| Planning (N) | FFS, LOS, AADT | N, S, D |
| Planning (v_p) | FFS, LOS, N | v_p , S, D |

| General Information | Site Information |
|---------------------|------------------|
|---------------------|------------------|

| | |
|--|------------------------------------|
| Analyst: rh | Highway/Direction to Travel: US 13 |
| Agency or Company: The Traffic Group, Inc. | From/To: Site Access/Nine Foot Rd |
| Date Performed: 7/8/2008 | Jurisdiction: Kent County, DE |
| Analysis Time Period: PM Peak Hour | Analysis Year: Total |

Project Description: 2008-0222 Farmington Hot Mix Production Facility

Oper. (LOS)
 Des. (N)
 Plan. (v_p)

Flow Inputs

| | |
|---------------------------------|--------------------------------|
| Volume, V (veh/h): 785 | Peak-Hour Factor, PHF: 0.91 |
| AADT (veh/h): | % Trucks and Buses, P_T : 10 |
| Peak-Hour Prop of AADT (veh/d): | % RVs, P_R : 5 |
| Peak-Hour Direction Prop, D: | General Terrain: Level |
| DDHV (veh/h): | Grade Length (mi): 0.00 |
| Driver Type Adjustment: 1.00 | Up/Down %: 0.00 |
| | Number of Lanes: 2 |

Calculate Flow Adjustments

| | |
|--------------|------------------|
| f_p : 1.00 | E_R : 1.2 |
| E_T : 1.5 | f_{HV} : 0.943 |

| Speed Inputs | Calc Speed Adj and FFS |
|--------------|------------------------|
|--------------|------------------------|

| | |
|--|------------------|
| Lane Width, LW (ft): 12.0 | f_{LW} (mi/h): |
| Total Lateral Clearance, LC (ft): 12.0 | f_{LC} (mi/h): |
| Access Points, A (A/mi): 0 | f_A (mi/h): |
| Median Type, M: | f_M (mi/h): |
| FFS (measured): 55.0 | FFS (mi/h): 55.0 |
| Base Free-Flow Speed, BFFS: | |

| Operations | Design |
|------------|--------|
|------------|--------|

| | |
|---------------------------------|----------------------------------|
| Operational (LOS) | Design (N) |
| Flow Rate, v_p (pc/h/ln): 457 | Required Number of Lanes, N: |
| Speed, S (mi/h): 55.0 | Flow Rate, v_p (pc/h): |
| D (pc/mi/ln): 8.3 | Max Service Flow Rate (pc/h/ln): |
| LOS: A | Design LOS: |

Nutrient Loading Assessment Protocol Work Sheet (Version July 16, 2007)

Please answer the following questions. This Protocol is intended to illustrate whether proposed future land use will reduce nutrient loads when compared to the base period for the applicable TMDL. The protocol works on a parcel basis and does not take into account cumulative impacts. It serves as an indicator to the county and municipal agencies as to the impact of the proposed development on water quality and provides potential ways to mitigate the project's impact. This Protocol is a tool; it does not suggest project approval. Therefore, the applicant should be aware that final project approval is contingent upon the satisfactory completion of all County, Municipal, State and/or Federal regulatory requirements. Enter "0" if the question does not apply.

| | | | |
|--|---|---------------------------------------|----------------|
| 1. | What is the name of your project? | Hamington Hot Mix Production Facility | |
| 2. | What is the project area's tax parcel number(s)? | MNE00-199.00.01-48.00-000 | |
| 3. | Which watershed is the parcel located in? (If unsure go to Map link worksheet.) | Nanticoke | |
| | PLUS project number? | 2007-11-03 | |
| What are the pre-development land use(s) on the proposed project parcel? | | | |
| 4a. | Is this project a redevelopment of a golf course? | no | Acres |
| 4b. | What is the total acreage of the parcel? | 22.61 | Ok |
| 4c. | How many acres are Agricultural? | 22.42 | |
| 4.d | How many acres of agricultural land had routine application of chicken manure? | 0.00 | |
| 4.e | How many acres of constructed agricultural buffers are on the land? | 0.00 | |
| | 0 | 0.00 | |
| | 0 | 0.00 | |
| 4h. | How many acres are already developed (urban)? | 0.00 | |
| 4i. | How many acres are Forest? | 0.00 | |
| | 4j. How many acres of forest are also nontidal wetlands? | 0.00 | |
| 4k. | How many acres of wetlands are on the parcel? | 0.19 | |
| | 4.l Acres of tidal wetlands | 0.00 | |
| | 4.m Acres of non-tidal wetlands | 0.19 | |
| 4n. | How many acres of Grassland are on the parcel (including buffers)? | 0.00 | |
| 4o. | How many acres of Brushland are on the parcel? | 0.00 | |
| 4p. | Are there any Gravel pits? If so how many acres? | 0.00 | |
| Please provide information on the PROPOSED DEVELOPMENT land uses | | | |
| | 0.00 | acres | |
| 5a. | How many acres are you proposing to disturb? | 7.56 | |
| 5b. | Do you have an estimate of percent of impervious cover? | yes | |
| 5c. | What is that percentage? | 80.8 | |
| 6a. | How many acres of wetlands are removed in this proposed project? | 0.00 | ok |
| | 6b. Tidal wetlands removed? | 0.00 | |
| | 6c. Non-Tidal removed? | 0.00 | |
| | These many acres of forest have been removed. | 0.00 | |
| 6d. | Acres that will not be developed or will remain in their natural state. | 12.37 | |
| | 6e. How many of the Upland Forested acres will remain? | 0.00 | |
| | Forested wetlands | 0.00 | |
| | Tidal wetlands | 0.00 | |
| | non-tidal wetlands which are not forested | 0.186 | |
| | Acres of wetlands that will not be disturbed | 0.19 | |
| 6.g | Are any lands going to be replanted into Forests? | 0 | |
| 7a. | How many acres will be mitigated as a result of wetlands removal? | 0.00 | ok |
| | Acreage available for development. | 10.24 | |
| | N/A | 0.00 | |
| | | acres | |
| 8a. | How many acres will be used for residential or commercial purposes including right of ways? | 0.00 | dwelling units |
| | 8b. How many dwelling units are being proposed for this development? | 0 | 0 |
| | 8.c How many acres and dwelling units are allocated for all single family units? | 0.00 | 0 |
| | 8d. How many acres and dwelling units are allocated for all Multi-family units? | 0.00 | 0 |
| Total Residential | | | |
| 8e. | How many acres will be developed for Commercial uses? | 7.56 | ok |
| | Acreage for Clubhouse or Conference Center | 0.00 | |
| | Acreage for Retail | 0.00 | |
| 8f. | How many acres will be used for active recreational facilities (i.e. pool, tennis/basketball courts, bike path, etc.) | 0.00 | |
| | Acres of impervious cover resulting from this development | 6.11 | |
| | Total developed acres with impervious area | 7.56 | |
| | Undeveloped Acreage | 12.37 | |
| 8g. | Number of open space acres that will be managed/manicured (parks, lawns, athletic fields, playgrounds, community open spaces, excluding golf courses) etc)? | 2.68 | OK |
| 8h. | Will this development have a Golf Course, if so how many acres? | 0.00 | |
| | Total acreage in development | 22.61 | |
| 9a. | Are you going to use buffers in this development? | (yes/no) | yes |
| 9b. | What type of buffer grass or forested? | Grass buffers | |

Nutrient Loading Assessment Protocol RESULTS

Please answer the following questions. This Protocol is intended to illustrate whether proposed future land use will reduce nutrient loads when compared to the base period for the applicable TMDL. The protocol works on a parcel basis and does not take into account cumulative impacts. It serves as an indicator to the county and municipal agencies as to the impact of the proposed development on water quality and provides potential ways to mitigate the project's impact. This Protocol is a tool. It does not suggest project approval. Therefore, the applicant should be aware that final project approval is contingent upon the satisfactory completion of all County, Municipal, State and/or Federal regulatory requirements.

City of...

| Parcel ID | Proposed Development | Base Period Load | Proposed Development Load | Reduction (%) |
|-----------|----------------------|------------------|---------------------------|---------------|
| 31 | ... | ... | ... | 4% |
| 32 | ... | ... | ... | 0% |
| 33 | ... | ... | ... | 0% |
| 34 | ... | ... | ... | 0% |

With your proposed BMPs, your proposed development meets required TMDL reduction for both Total Nitrogen and Phosphorous!

Congratulations you met the required TMDL reduction!



| | |
|----|---|
| 40 | Many of the conditions listed in the permit are not applicable to this project. |
| 41 | This site Code 1000 |
| 42 | and |
| 43 | 15-15-15 |

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|--|---|--|---|---|---|---|-------------------------------|---|---|---|------------------------------|---|---|---|------------------------------|---|---|---|-----------------|---|---|---|-----------------|---|---|---|-----------------|---|---|---|-----------------|---|---|---|-----------------|--|
| 9c. What is the average width of the buffer? | | 166 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 9d. How many linear feet of buffers are you planning? | | 3,198 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10a. Are stormwater BMPs going to be used independently, in series, or both implies some areas will have individual Stormwater BMPs and other areas will have stormwater BMPs in a treatment train? | | Independent | 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10b. How many of BMPs will be used on the site? | | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <table border="1"> <tr> <td></td> <td></td> <td> 10c. Stormwater BMPs (For independent BMPs used the actual acreage treated and for BMPs used in a treatment train (Series) calculate the total acreage treated by the train. For Combination indicate the acres treated by individual BMPs and the acreage treated by the BMP used in Series. Sum of acreage treated by all the BMPs should equal acreage area disturbed in question 5.) </td> <td> Total treatment acres for each BMP </td> </tr> <tr> <td>2</td> <td>1</td> <td>0</td> <td>Biofiltration/bioswales 11.87</td> </tr> <tr> <td>2</td> <td>1</td> <td>0</td> <td>Biofiltration/bioswales 3.76</td> </tr> <tr> <td>2</td> <td>1</td> <td>0</td> <td>Biofiltration/bioswales 4.63</td> </tr> <tr> <td>2</td> <td>1</td> <td>0</td> <td>none of these 0</td> </tr> <tr> <td>2</td> <td>1</td> <td>0</td> <td>none of these 0</td> </tr> <tr> <td>2</td> <td>1</td> <td>0</td> <td>none of these 0</td> </tr> <tr> <td>2</td> <td>1</td> <td>0</td> <td>none of these 0</td> </tr> <tr> <td>2</td> <td>1</td> <td>0</td> <td>none of these 0</td> </tr> </table> | | | | 10c. Stormwater BMPs (For independent BMPs used the actual acreage treated and for BMPs used in a treatment train (Series) calculate the total acreage treated by the train. For Combination indicate the acres treated by individual BMPs and the acreage treated by the BMP used in Series. Sum of acreage treated by all the BMPs should equal acreage area disturbed in question 5.) | Total treatment acres for each BMP | 2 | 1 | 0 | Biofiltration/bioswales 11.87 | 2 | 1 | 0 | Biofiltration/bioswales 3.76 | 2 | 1 | 0 | Biofiltration/bioswales 4.63 | 2 | 1 | 0 | none of these 0 | 2 | 1 | 0 | none of these 0 | 2 | 1 | 0 | none of these 0 | 2 | 1 | 0 | none of these 0 | 2 | 1 | 0 | none of these 0 | |
| | | 10c. Stormwater BMPs (For independent BMPs used the actual acreage treated and for BMPs used in a treatment train (Series) calculate the total acreage treated by the train. For Combination indicate the acres treated by individual BMPs and the acreage treated by the BMP used in Series. Sum of acreage treated by all the BMPs should equal acreage area disturbed in question 5.) | Total treatment acres for each BMP | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 1 | 0 | Biofiltration/bioswales 11.87 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 1 | 0 | Biofiltration/bioswales 3.76 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 1 | 0 | Biofiltration/bioswales 4.63 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 1 | 0 | none of these 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 1 | 0 | none of these 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 1 | 0 | none of these 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 1 | 0 | none of these 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 1 | 0 | none of these 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11a. How will your wastewater be handled? | | NON-PERFORMANCE BASED LOWTDS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11b. What is the commercial project's wastewater flow in gal per day? If wastewater flow is not known, check 'Design Flows' worksheet for estimating flows. | | 192 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11d. Will any septic systems be eliminated due to sewerage or by community wastewater system being developed for the project? (yes/no) | | no | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| * | | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| * | | no | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |