

# Georgetown Area



## Working Group

### Meeting No. 8

May 18, 2005





# Working Group Members

**Howard Abbott, Jr.**  
*Georgetown Resident*

**Shane Abbott**  
*Sussex County Planning &  
Zoning Commission*

**Kenneth Adams**  
*Melvin Joseph Contractors*

**David Baird**  
*Town Manager, Georgetown*

**Eric Buehl**  
*Center for the Inland Bays*

**Allison Burris**  
*La Esperanza, Inc.*

**R. Carol Campbell-Hansen**  
*Sussex County Board of Realtors*

**Mitch Cooper**  
*Delaware State Police*

**Mark Davis**  
*Delaware Department of Agriculture*

**David Diehl**  
*Bayhealth Medical Center*

**Lit Dryden**  
*Greater Georgetown Chamber of  
Commerce*

**Harry Dukes**  
*First State Poultry,  
Sussex County Airport Board*

**Bernice Edwards**  
*First State Community Action Agency*

**Matthew Gibbs**  
*Georgetown Resident*

**Harold Johnson**  
*Sussex County Farm Bureau*

**Terry Johnson**  
*Delaware Technical &  
Community College*

**Wesley Jones**  
*Georgetown Historical Society*

**Lynda Messick**  
*Delaware National Bank*

**John Mitchell**  
*Indian River School District*

**Carlton Moore, Sr.**  
*Historic Georgetown Association*

**Keith Moore**  
*Perdue Farms*

**Merrill Moore**  
*Georgetown Area Resident*

**Karen O'Neill**  
*Southern Delaware Tourism*

**David Pedersen**  
*Georgetown Planning  
Commission*

**Guy Phillips**  
*Sussex County Farm Bureau*

**Mike Simmons**  
*Delaware Department of  
Transportation*

**Joe Thomas**  
*Sussex County Emergency  
Medical Services*

**Ann Marie Townshend**  
*Office of State Planning  
Coordination*



## Agenda

- 5:30 Call Meeting to Order **Bob Kramer**
- 5:35 Opening Remarks **Monroe Hite, III**
- 5:40 Review of Alternatives and Impacts **Project Team**
  - On-alignment Alternatives
  - Eastern Bypass Alternatives
  - Western Bypass Alternatives
- 6:15 Group Discussion **Working Group**
- 8:00 Summary of Group Discussion **Bob Kramer**
- 8:25 Next Steps / Closing Remarks **Monroe Hite, III**
- 8:30 Adjourn **Bob Kramer**



# Project Notebook

- **Tab 1: PowerPoint Slides**
- **Tab 2: Updated Matrix**



## Recent Meetings

- **Apr. 20, 2005:** Environmental resource agency meeting
- **Apr. 21, 2005:** Georgetown area working group meeting no. 7
- **Apr. 25, 2005:** Milford area working group meeting no. 7
- **Apr. 26, 2005:** Ellendale area working group meeting no. 5
- **Apr. 27, 2005:** Millsboro-South area working group meeting no. 8
- **May 16, 2005:** Milford area working group meeting no. 7
- **May 17, 2005:** Ellendale area public workshop



## Upcoming Public Workshops

- **May 23, 2005:**                   **Millsboro**
  - 4:00 – 7:00 PM at Millsboro Fire Company  
109 East State Street, Millsboro
  
- **May 24, 2005:**                   **Selbyville**
  - 4:00 – 7:00 PM at Selbyville Fire Company  
31 North Main Street, Selbyville
  
- **June 6, 2005:**                   **Milford**
  - 4:00 – 7:00 PM at Carlisle Fire Company  
615 NW Front Street, Milford
  
- **June 13, 2005:**                   **Georgetown**
  - 4:00 – 7:00 PM at CHEER Community Center  
20520 Sand Hill Road, Georgetown



# Retaining Alternatives for Detailed Study

## Traffic and Safety

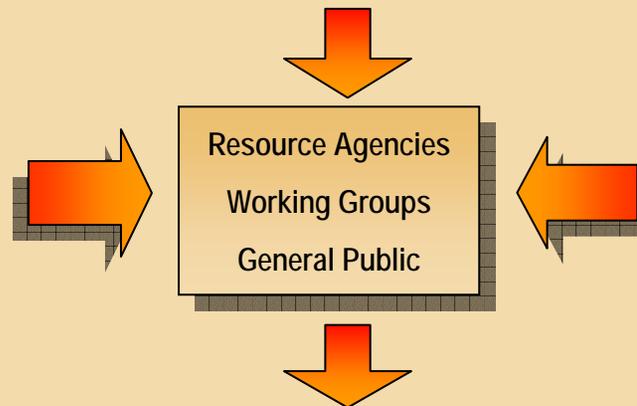
- Existing Data & Supplement / Update
  - weekday commuters
  - weekend / seasonal
  - local / regional
- What & Where
  - local congestion
  - regional bottlenecks
- Safety Factors
  - statistics
  - reports
  - firsthand knowledge

## Stakeholder Input

- Listening Tour / Interviews
- Working Groups
- Elected and Government Officials
- Public Workshops
- Groups with Special Interests
- Those Most Directly Affected
- Document Key Issues

## Environmental Resources & Land Use

- Environmental Resources Inventory
- Land Use - Recent Trends & Projections
- Environmental Process (MATE)
- Permits



## Products

- Purpose and Need
- Project Vision, Goals and Objectives
- Alternatives Development / Assessment
- Detailed Alternatives / Assessment
- Alternatives (Preferred) / Draft Environmental Documents
- Selected Alternative / Final Environmental Documents
- Implementation -
  - Protect Selected Alignments
  - Program / Prioritization of Improvements
    - Short-Term Operational Improvements
    - Mid-Term Improvements (CTP)
    - Longer-Term Improvements



## **Retaining Alternatives for Detailed Study**

- **We WILL retain for detailed study:**
  - **No-build**
  - **At least one on-alignment alternative**
- **Your tools to narrow down the list:**
  - **Matrix of resource and property impacts**
  - **Traffic information**
  - **Public opinion**
- **By the end of this meeting, the group should recommend which alternatives to retain:**
  - **On-alignment**
  - **Eastern bypasses (if any)**
  - **Western bypasses (if any)**



## **On-Alignment Alternatives**

- **Options 1 and 2 include upgrading existing US 113 to full control of access with grade separations at key intersections.**
- **Option 1:**
  - **Relocates SR 18/SR 404 to the north**
  - **Includes directional ramps to/from SR 404 west and US 113 south**
  - **Uses a system of frontage roads for access**
  - **Provides >1 mile access spacing south of US 9**
- **Option 2:**
  - **Connects SR 18/SR 404 to US 113 using a new access road west of US 113**
  - **Uses that access road and a system of frontage roads for access**
  - **Provides <1 mile access spacing south of US 9**



## **On-Alignment Alternatives**

- **Option 3 adds one lane in each direction at grade.**
  - **Grade separations at SR 18/SR 404 and US 9**
  - **All other existing signals will remain**
  - **It does not appear that this option addresses the purpose of and need for the project**
- **Public/working group opinions:**
  - **East/west traffic is more of a problem than north/south traffic.**
  - **There is some support for alternatives that use Arrow Safety Road and Park Avenue to bypass Georgetown to the south.**
  - **On-alignment has some support, especially south of US 9.**
- **Resource and property impacts:**
  - **See matrix for details.**



### On-Alignment Alternatives: Resource Impacts

	No Build	A, opt. 1	A, opt. 2	A, opt. 3
<b>Wetlands and Waters of the US</b>				
Wetlands (acres)	0	21	24	3
Waters of the US (linear feet)	0	7,700	10,700	1,800
<b>Historic and Archeological Resources</b>				
Number of Known Historic Buildings, Structures, Objects, and Districts	0	0	0	0
Number of Known Archeological Sites	0	0	0	0
Number of Potentially Historic Buildings, Structures, Objects, and Districts - currently being evaluated	0	57	38	11
Number of Potentially Significant Archeological Sites - currently being evaluated	0	18	6	2
Number of Cemeteries	0	3	3	0
<b>Section 4(f) Properties</b>				
Number of Publicly-Owned Parks and Recreation Areas	0	0	1	1
Number of Publicly-Owned Wildlife and Waterfowl Refuges	0	0	0	0
Number of Historic Properties - same as number of Known Historic Buildings, Structures, Objects and Districts (above)	0	0	0	0
<b>Section 6(f) Properties</b>				
Properties purchased by Land & Water Conservation Fund (LWCF) (number)	0	0	0	0
Area (acres)	0	0	0	0
<b>Rare, Threatened and Endangered Species</b>				
Potential Rare, Threatened and Endangered Species Areas (acres)	TBD	TBD	TBD	TBD
<b>Other Considerations</b>				
Agricultural Districts (Ten-Year) (number of properties)	0	0	0	0
(acres within properties)	0	0	0	0
Agricultural Preservation Easements (Permanent) (number of properties)	0	0	0	0
(acres within properties)	0	0	0	0
Forestland: 2002 Land Use (acres)	0	36	76	1
State Forest Lands	0	2	2	0



### On-Alignment Alternatives: Property Impacts

	No Build Alternative	Alternative A, opt. 1	Alternative A, opt. 2	Alternative A, opt. 3
<b>Property Impacts</b>				
<i>Properties affected (numbers of)</i>	0	238	266	26
<i>Properties affected (total acres)</i>	0	159	182	9
<b>Access Rights</b>				
<i>Denial of Access (numbers of affected properties)</i>	0	29	41	0
Residential		8	22	0
Agricultural		10	7	0
Commercial		11	12	0
Industrial		0	0	0
<i>Modified Access (numbers of affected properties)</i>	0	212	200	17
Residential		98	84	4
Agricultural		34	37	3
Commercial		77	76	10
Industrial		3	3	0



## **On-Alignment Conclusions**

- **Options 1 and 2 are similar in terms of resource impacts, traffic benefit, and public opinion.**
- **Option 3 must still be evaluated to determine whether it meets the purpose of and need for the project.**



## **Eastern Bypass Alternatives**

- **Alternative B passes east of the Sussex County Airport.**
- **Alternative C is between the airport and downtown Georgetown.**
- **Each has an interchange with US 9 and a partial interchange with the Perdue truck route.**
- **Public/working group opinions:**
  - **Essentially no public/working group support.**
  - **Alternative B takes traffic too far out of the way.**
  - **Alternative C is too close to Georgetown, effectively cutting off growth to the east and separating the town and airport.**



## Eastern Bypass Alternatives

### ■ Length:

- The Alternative B bypass is 9.4 miles long.
- The Alternative C bypass is 6.2 miles long and includes a major relocation of US 9.
- Both have two interchanges.

### ■ Resource and property impacts:

- See matrix for details.



**Eastern  
Bypass  
Alternatives:  
Resource  
Impacts**

	Alternative B	Alternative C
<b>Wetlands and Waters of the US</b>		
Wetlands (acres)	62	64
Waters of the US (linear feet)	17,100	15,400
<b>Historic and Archeological Resources</b>		
Number of Known Historic Buildings, Structures, Objects, and Districts	0	0
Number of Known Archeological Sites	0	0
Number of Potentially Historic Buildings, Structures, Objects, and Districts - currently being evaluated	63	48
Number of Potentially Significant Archeological Sites - currently being evaluated	21	22
Number of Cemeteries	4	2
<b>Section 4(f) Properties</b>		
Number of Publicly-Owned Parks and Recreation Areas	1	2
Number of Publicly-Owned Wildlife and Waterfowl Refuges	1	0
Number of Historic Properties - same as number of Known Historic Buildings, Structures, Objects and Districts (above)	0	0
<b>Section 6(f) Properties</b>		
Properties purchased by Land & Water Conservation Fund (LWCF) (number)	0	0
Area (acres)	0	0
<b>Rare, Threatened and Endangered Species</b>		
Potential Rare, Threatened and Endangered Species Areas (acres)	TBD	TBD
<b>Other Considerations</b>		
Agricultural Districts (Ten-Year) (number of properties)	3	0
(acres within properties)	27	0
Agricultural Preservation Easements (Permanent) (number of properties)	1	0
(acres within properties)	< 1	0
Forestland: 2002 Land Use (acres)	108	64
State Forest Lands	14	7



**Eastern  
Bypass  
Alternatives:  
Property  
Impacts**

	<b>Alternative B</b>	<b>Alternative C</b>
<b>Property Impacts</b>		
<i>Properties affected (numbers of)</i>	141	207
<i>Properties affected (total acres)</i>	403	302
<b>Access Rights</b>		
<i>Denial of Access (numbers of affected properties)</i>	17	21
Residential	8	10
Agricultural	0	0
Commercial	9	11
Industrial	0	0
<i>Modified Access (numbers of affected properties)</i>	40	59
Residential	24	38
Agricultural	11	15
Commercial	4	4
Industrial	1	2



## **Eastern Bypass Alternatives**

### **■ Traffic benefits:**

- Alternative B would carry 34,000-42,000 cars per day, cutting future traffic on US 113 by about 70% and on East Market Street by about 30%.**
- Alternative C would carry 42,000-54,000 cars per day, cutting future traffic on US 113 by about 80% and on East Market Street by about 40%.**



# Eastern Bypass Alternatives

## Traffic Comparison

Alternative	US 113 Volumes (between SR 404 and US 9)	Bypass Volumes	Volumes Beyond Limits of Alternatives		Comments
			North	South	
<b>Base Year</b>	26,000	N/A	26,000	28,000	2003 volumes
<b>No Build</b>	46,000	N/A	46,000	42,000	
<b>A (on-alignment)</b>	66,000	N/A	60,000	54,000	Additional traffic due to diversion from parallel routes
<b>Eastern Bypass Alternatives</b>					
<b>B</b>	14,000	34,000 – 42,000	56,000	44,000	Improves east-west traffic in Georgetown; increases traffic on US 9 east of the bypass
<b>C</b>	10,000	42,000 – 54,000	62,000	48,000	



## **Eastern Bypass Conclusions**

- **Both eastern bypasses appear to be effective in reducing traffic on major routes in Georgetown.**
- **Both have substantial resource impacts.**
- **The eastern bypasses have much greater potential to impact historic structures than the western bypasses.**
- **Although the levels of impact are similar, different areas are affected.**



## Western Bypass Alternatives

- All western bypasses begin in the vicinity of Wilson Road.
- Alternatives D and E remain close to existing US 113.
- Alternative F swings to the west to avoid a forested wetland area.
- Alternatives 1 through 4 tie into US 113 progressing south from US 9 to the Stockley Road area. Alternative 5 is a variation of Alternative 2.
- Public/working group opinions:
  - Some public/working group support.
  - Support hinges on ability of alternatives to carry east-west traffic and traffic from west SR 18/SR 404 to south US 113.



## Western Bypass Alternatives

- **Length** (of bypass portion):

	1	2	3	4	5
D	3.9 miles	5.3 miles	6.3 miles	8.0 miles	5.2 miles
E	3.6 miles	5.1 miles	6.0 miles	7.7 miles	5.0 miles
F	N/A	5.8 miles	6.6 miles	8.4 miles	N/A

- **Resource impacts:**
  - See matrix for details.



### Western Bypass Alternatives: Resource Impacts

	D1	D2	D3	D4	D5	E1	E2	E3	E4	E5	F2	F3	F4
<b>Wetlands and Waters of the US</b>													
Wetlands (acres)	94	98	96	92	101	61	65	63	59	70	61	62	56
Waters of the US (linear feet)	14,800	14,200	14,400	12,600	13,600	18,300	17,700	18,000	16,200	17,800	19,700	19,700	18,500
<b>Historic and Archeological Resources</b>													
Number of Known Historic Buildings, Structures, Objects, and Districts	0	0	0	1	0	0	0	0	1	0	0	0	1
Number of Known Archeological Sites	0	0	0	0	0	0	0	0	0	0	0	0	0
Number of Potentially Historic Buildings, Structures, Objects, and Districts	38	38	40	36	38	45	67	47	33	67	43	38	40
Number of Potentially Significant Archeological Sites	16	16	16	17	16	17	23	17	18	23	17	16	18
Number of Cemeteries	3	3	3	2	3	3	4	3	2	4	3	3	2
<b>Section 4(f) Properties</b>													
Number of Parks and Recreation Areas	1	1	1	1	1	0	0	0	0	0	0	0	0
Number of Wildlife and Waterfowl Refuges	0	0	0	0	0	0	0	0	0	0	0	0	0
Number of Historic Properties	0	0	0	1	0	0	0	0	1	0	0	0	1
<b>Section 6(f) Properties</b>													
Properties purchased by LWCF (number)	0	0	0	0	0	0	0	0	0	0	0	0	0
Area (acres)	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Rare, Threatened and Endangered Species</b>													
Potential Species Areas (acres)	TBD												
<b>Other Considerations</b>													
Agricultural Districts (number)	0	0	0	0	0	0	0	0	0	0	0	0	0
(acres within properties)	0	0	0	0	0	0	0	0	0	0	0	0	0
Agricultural Preservation Easements (#)	0	0	0	0	0	0	0	0	0	0	0	0	0
(acres within properties)	0	0	0	0	0	0	0	0	0	0	0	0	0
Forestland: 2002 Land Use (acres)	40	42	44	43	43	49	52	54	53	53	81	84	82
State Forest Lands	7	7	7	7	7	0	0	0	0	0	0	0	0



**Western  
Bypass  
Alternatives:  
Property  
Impacts**

	D1	D2	D3	D4	D5	E1	E2	E3	E4	E5	F2	F3	F4
<b>Property Impacts</b>													
<i>Properties affected (numbers of)</i>	192	178	177	182	164	225	210	209	215	197	215	213	218
<i>Properties affected (total acres)</i>	292	327	355	405	309	310	344	377	424	332	376	405	454
<b>Access Rights</b>													
<i>Denial of Access (numbers of affected properties)</i>	37	26	23	17	26	38	27	24	22	27	26	25	17
Residential	14	14	14	8	14	15	15	15	13	15	14	14	8
Agricultural	3	3	0	0	3	3	3	0	0	3	3	0	0
Commercial	20	9	9	9	9	20	9	9	9	9	9	11	9
Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Modified Access (numbers of affected properties)</i>	80	79	59	36	79	79	78	58	37	78	81	59	40
Residential	45	45	38	24	45	44	44	37	23	44	45	38	24
Agricultural	27	18	15	9	18	27	18	15	11	18	18	15	11
Commercial	5	13	4	2	13	5	13	4	2	13	15	4	4
Industrial	3	3	2	1	3	3	3	2	1	3	3	2	1



## Western Bypass Alternatives

### ■ Traffic benefits:

- Alternatives D and E are virtually identical from a traffic standpoint, reducing future traffic on US 113 by 80 to 90%. Actual volumes on the bypass vary by length.
- Alternative F reduces future traffic on US 113 by 75 to 80%. Actual volumes on the bypass vary by length.



# Western Bypass Alternatives

## Traffic Comparison

Alternative	US 113 Volumes (between SR 404 and US 9)	Bypass Volumes	Volumes Beyond Limits of Alternatives		Comments
			North	South	
<b>Base Year</b>	26,000	N/A	26,000	28,000	2003 volumes
<b>No Build</b>	46,000	N/A	46,000	42,000	
<b>A (on-alignment)</b>	66,000	N/A	60,000	54,000	Additional traffic due to diversion from parallel routes
<b>Western Bypass Alternatives</b>					
<b>D1, E1</b>	8,000	38,000 – 54,000	54,000	52,000	Does not improve east-west traffic in Georgetown
<b>D2, D5, E2, E5</b>	4,000	42,000 – 58,000	54,000	52,000	Improves east-west traffic in Georgetown
<b>D3, D4, E3, E4</b>	6,000	28,000 – 54,000	52,000 – 54,000	50,000 – 52,000	
<b>F (all alts.)</b>	8,000 – 10,000	32,000 – 50,000	50,000 – 52,000	50,000	



## Western Bypass Alternatives

### ■ Traffic benefits:

- Alternatives D and E are virtually identical from a traffic standpoint, reducing future traffic on US 113 by 80 to 90%. Actual volumes on the bypass vary by length.
- Alternative F reduces future traffic on US 113 by 75 to 80%. Actual volumes on the bypass vary by length.
- **Alternative 1 is slightly less effective at diverting traffic from US 113 than Alternatives 2 through 5.**
- **Alternative 1 has essentially no benefit for east-west traffic through Georgetown.**
- **Alternatives 2 through 5 reduce traffic on North Bedford Street by 30-40% and on West Market Street by 15-25%.**



## Western Bypass Conclusions

- All western bypasses appear to be effective in reducing traffic on major routes in Georgetown.
- All have substantial resource impacts.
- Although Alternatives D and E provide similar benefits, Alternative D has nearly twice the wetland impacts and impacts Redden State Forest. Other impacts are similar.
- Alternative F is longer than Alternatives D and E and will carry slightly less traffic.
- Alternative 1 has less benefit to east-west routes than Alternatives 2 through 5.
- Alternative 4 is longest, impacts the most forest land, impacts an agricultural district, and may impact a National Register listed historic property. (Alternative 3 also passes close to that property.)



# DISCUSSION



## Next Steps

- June 13 Public Workshop #4 – **Present working group recommendations on Alternatives to be Retained for Detailed Study**
- July 14 Resource Agency Meeting – **Present working group and public recommendations on Alternatives to be Retained for Detailed Study**
- Late Summer – **DeIDOT develops final Alternatives Retained for Detailed Study based on working group, public, and agency recommendations**

## Next Working Group Meeting

- In the fall; schedule to be determined

