

Welcome!

Opening Remarks

- **Project notebook materials**
- **September working group breakfasts**
- **October open houses**

2

Project notebook materials

- Meeting 9 was the working group breakfast held on September 19, 2005.
- Meeting 10 is tonight's meeting.

Summary of September working group breakfast

Summary of October open house is found behind tab 5. Key elements:

- Support for on-alignment improvements
- Support for an east bypass, especially the Purple (former E2) alternative
- Opposition to a west bypass
- Support for widening existing US 113 and not upgrading to limited access
- Some support for not building anything

Progress Report

29 preliminary alternatives



5 alternatives retained for detailed study



1 preferred alternative

3

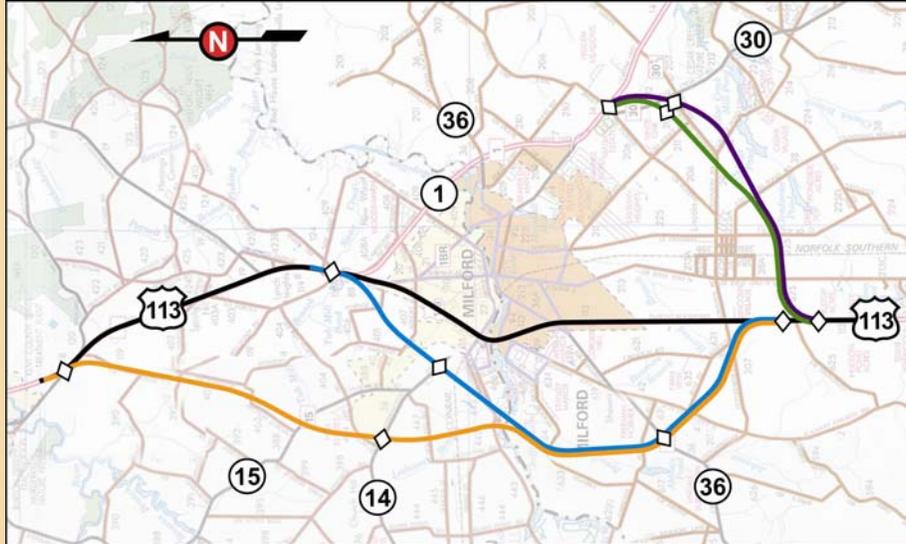
We have finished the first stage of what is essentially a two-stage process.

In the first stage, we identified a full range of preliminary alternatives: 29 in the Milford area. Through an initial study of resource impacts, we worked with you, the public, and the resource agencies to narrow down that list to Alternatives Retained for Detailed Study.

Those five alternatives were presented to you during our September breakfast meeting, and we will briefly review them tonight.

The second stage consists of studying each of those alternative in detail and working with you, the public, and the resource agencies to determine one preferred alternative.

Alternatives Retained for Detailed Study



Alternatives Retained for Detailed Study are now color-coded, as follows:

- No-build
- Yellow (on-alignment alternative A)
- Green (west bypass alternative D2)
- Purple (west bypass alternative E2)
- Orange (east bypass alternative GN6)
- Blue (west bypass alternative J6)

Project Schedule

**June to December 2005:
Initial detailed study**

**January Through Summer 2006:
Detailed study continues as working group
and agency recommendations are developed**

**Fall 2006:
Preferred alternative**

5

To ensure continued progress on the study, the project team began detailed study in June based on your recommended Alternatives Retained for Detailed Study.

We will continue our detailed study through the end of the year to present you with a revised matrix of impacts in January.

Through early to mid-2006, we will work together to refine alternatives, recalculate impacts based on those refinements, and further narrow the list of alternatives.

Our goal, assuming your cooperation and that of the resource agencies, is to identify a preferred alternative by fall 2006, if not sooner.

Progress Report

Engineering

- Refined alignments
- Profiles
- Crossroads
- Limits of disturbance

Iteration

The other step in calculating impacts, though, is to determine the “footprint” of each alternative through more detailed engineering. This includes:

- Refining the horizontal alignment of each alternative to minimize impacts to resources.
- Determining the vertical profile of each alternative. This is based on over- and underpasses and balancing earthwork (cut and fill).
- Deciding which side roads will be bridged, which will be relocated to adjacent bridges, and which will be cut off with cul-de-sacs. These decisions are based on anticipated future traffic volumes, diversion distances, and earthwork balance.

All of these criteria combine to determine the “limits of disturbance,” or which land (and/or resources) will be physically impacted by the roadway.

Iteration: These criteria will continue to change as we work with you, the public, and the agencies to develop alternatives that minimize impacts.

Progress Report

1. Wetlands

8

Detailed wetland study has been completed throughout the corridor.

Wetland scientists walked every foot of every alignment to ensure the accuracy of the digital wetland mapping we've used so far.

For the most part, wetlands actually found in the field in the Millsboro-South area were fairly consistent with the original mapping.

The U.S. Army Corps of Engineers (for nontidal wetlands) and DNREC (for tidal wetlands) still need to join us in the field to agree with our findings.

Cultural Resources

- **900+ properties:**
 - Record resources that may be affected
 - Identify historically significant properties
- **600-foot buffer for indirect effects**
 - Visual, noise, air quality
- **Entire tax parcels**

10

The team began detailed study of 900+ properties on August 12, 2005

The goal of conducting detailed studies of architectural properties within the alternatives retained for further study is to:

- fully record all architectural resources that may be affected by the undertaking
- identify historically significant properties (that is, properties eligible for National Register listing)

Detailed study methods:

- Proposed alternative alignments include a 600-foot buffer on either side of the centerline (provides for direct and indirect effects).
- The study area includes the entire tax parcel on which an architectural property is located.
- Detailed study consists of recording architectural details of each historic building on the property, photographs, historical research.

Cultural Resources

- National Register of Historic Places
- Of 320+ architectural properties in the Milford area:
 - 1 is listed on the NRHP
 - 23 may be eligible for the NRHP
 - 5 areas may be NRHP-eligible districts

11

National Register of Historic Places

- Properties may be:
 - Already listed on the National Register
 - Eligible to be listed on the National Register
 - Not eligible to be listed on the National Register
- Only those properties that are listed or eligible are subject to special protection under Section 106.
- Properties that are determined to be not eligible will not be studied further.

What We've Done

- 320+ architectural properties within five retained Milford alternatives
- 1 property is already listed on the National Register
- 23 additional properties may be eligible for listing on the National Register
- 5 areas may be eligible for listing on the National Register as historic districts

Cultural Resources

- **September 21 field tour with SHPO, DeIDOT, and FHWA**
- **Research and analysis**
- **Final determinations**
- **Archeology**

12

What's Next?

- Confer with State Historic Preservation Office, DeIDOT, and FHWA on potentially significant properties
 - Field tour for Milford area was conducted on September 21
- Continue in-depth research and analysis to make final determinations
- Archeology remains to be studied

Section 4(f)

- **Historic properties**
- **Publicly-owned lands actively used for recreation**
- **Wildlife refuges**

14

Section 4(f) of the Transportation Act identifies three types of resources that should not be impacted by Federally-funded projects.

4(f) is a serious test. If an alternative impacts a 4(f) resource, that option must be dropped unless there is no “feasible and prudent alternative.”

- Historic properties: Identified during the cultural resource studies already discussed.
- Publicly-owned lands actively used for recreation: We are working with DNREC to develop a definitive inventory of 4(f) properties.
- Wildlife refuges: None identified in the project area.

Progress Report

8. Access

19

Potential access modifications:

- For corner properties, access may be allowed only from a side road.
- A frontage road or rear access road may be constructed.
- Adjacent lanes of US 113 may be converted to a frontage road.

Where modified access is not possible or prudent, access rights may be purchased.

Traffic

- **More accurate volumes**
- **Travel times**
- **Driveway diversions**

21

More detailed traffic analyses have been completed for the Milford area.

These more detailed analyses include:

- More accurate traffic volumes than the previous forecasts, including:
 - Volume diverted to each bypass
 - Volume remaining on existing US 113
 - Volume on major side roads
- Travel times on east-west and north-south routes
- Driveway diversions, or the increased distance travelers will experience when accessing properties along US 113

This information will be used for the economic impact analysis.

Economic Impact

- **Survey distributed**
 - **due back November 30**

- **Net change in jobs**

- **Relocations**

23

Survey distribution was completed on Friday.

- Selected Chamber of Commerce representatives and business owners took a draft survey to provide their comments, which were incorporated into the final version.
- The Milford, Georgetown, and Millsboro Chambers graciously provided their mailing lists and co-signed survey cover letters.
- All businesses along US 113 who are not represented by the Chambers had surveys personally delivered to them.
- Responses are due back by November 30; we are hoping for a 10-20% response rate.

Two key economic indicators will be summarized:

- Net change in jobs as a result of implementing each alternative.
- Relocations resulting from each alternative, including number of businesses and number of jobs in those businesses.

A representative from the Economic Development Research Group will provide a detailed presentation at the January working group meeting.

Upcoming Working Group Activities

January 2006:

Review results of detailed study

January Through Summer 2006:

Assist in refining alternatives

Fall 2006:

Recommend preferred alternative

25

As mentioned earlier tonight, we will continue our detailed study through the end of the year to present you with a revised matrix of impacts in January. That is when the working group recommendation process will kick into high gear.

Over the first six months or so of 2006, we will need your assistance to make alternative as good as it can be. In turn, the project team will recalculate resource impacts, traffic forecasts, and costs as each alternative changes.

Through that time, we will work together with the resource agencies to identify alternatives that can be dropped due to their impacts.

The only way we can identify a preferred alternative by fall 2006 is through your active participation.

Next Working Group Meetings

Tuesday, January 24, 2006

Tuesday, February 21, 2006

5:30 PM

Carlisle Fire Company

26

We are providing the next two working group meeting dates so you can put both on your calendars.

Future working group meeting and public workshop dates will be determined by the progress we make and the issues we encounter.

Every working group meeting in the new year is especially important, because decisions may be made at each one to get us closer to a preferred alternative.