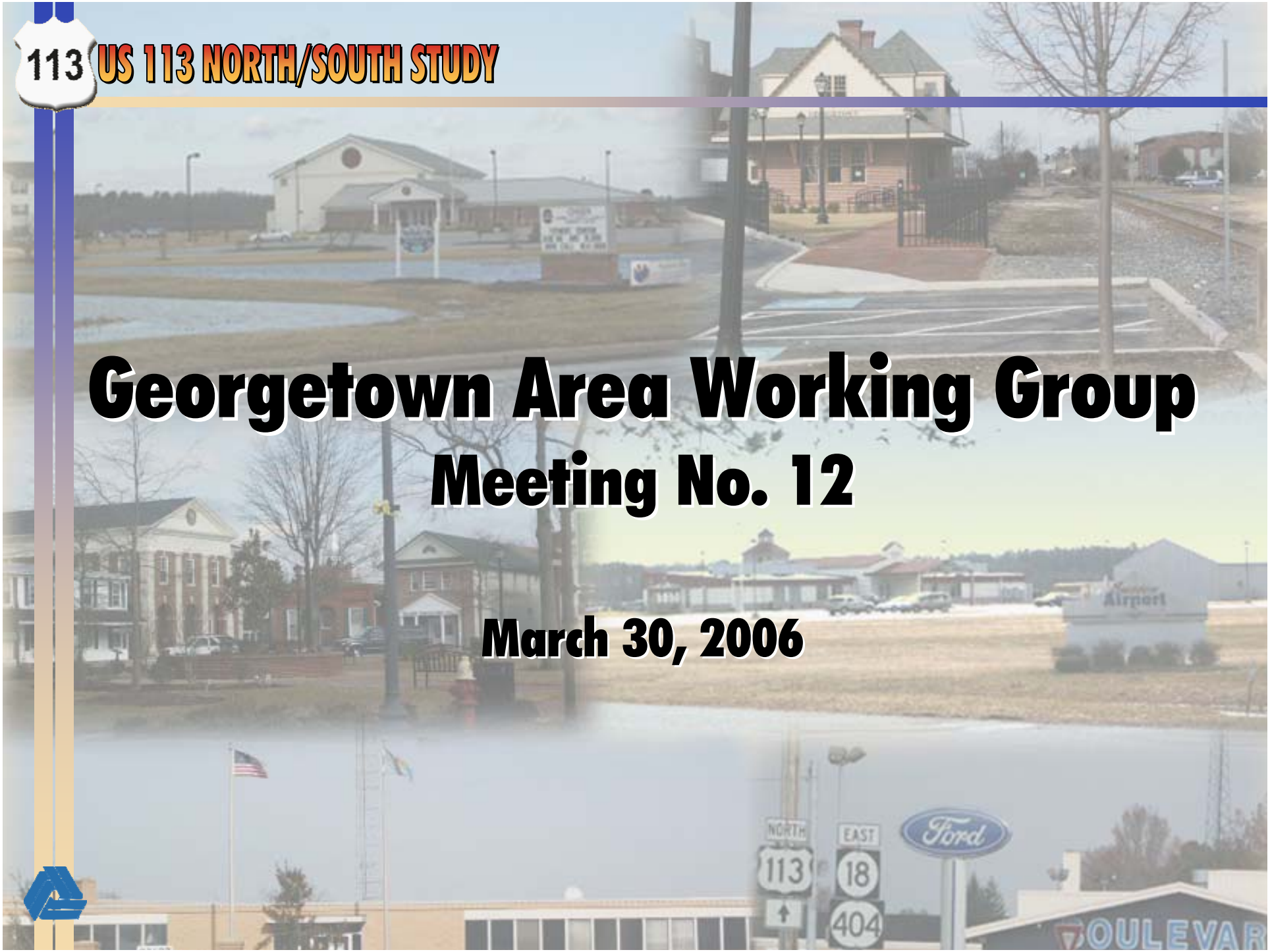
US 113 NORTH/SOUTH STUDY

Georgetown Area Working Group

Meeting No. 12

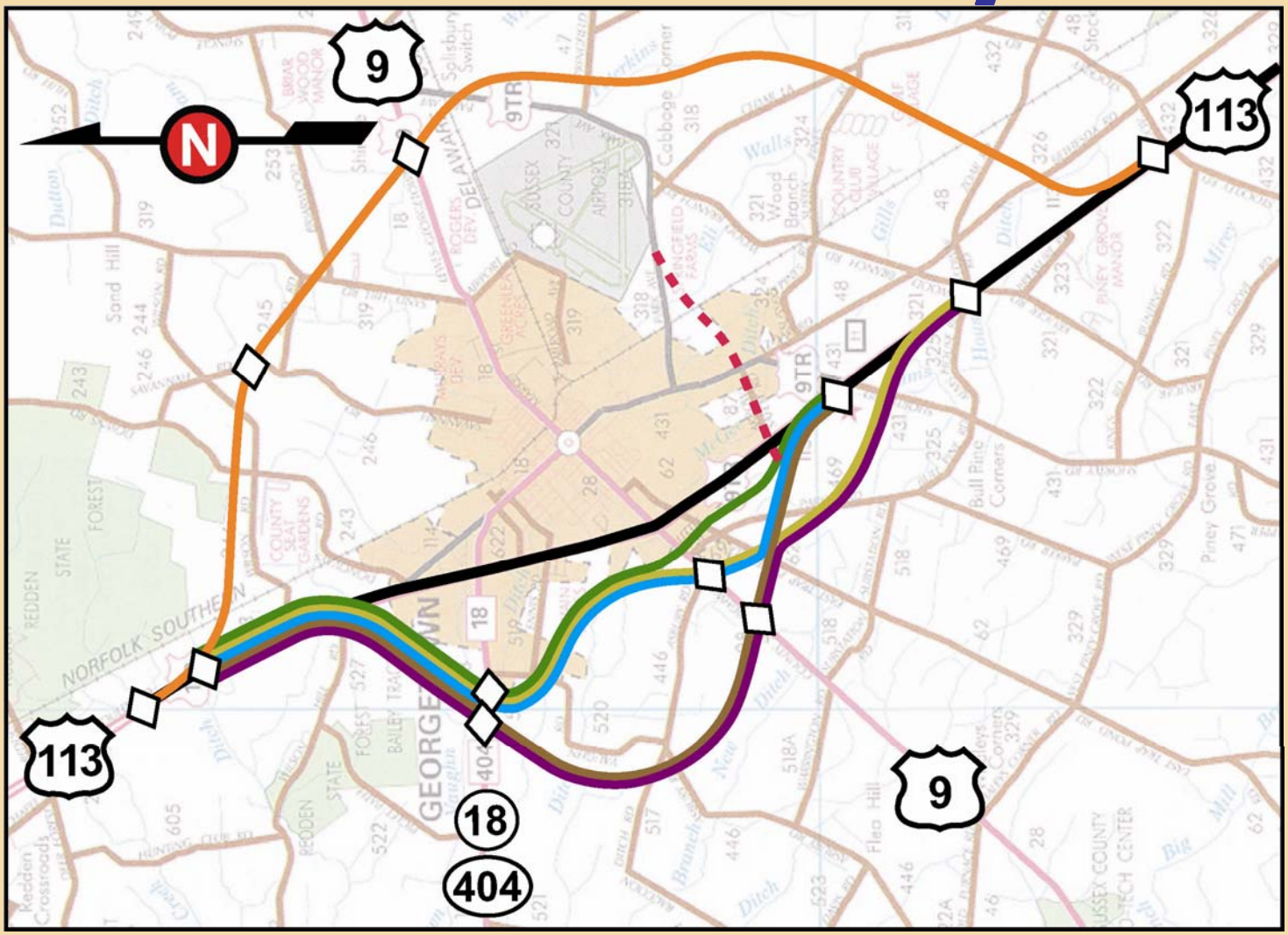
March 30, 2006



Opening Remarks

- Project notebook materials
- Purpose of the meeting
  - Provide traffic analysis update
  - Expand on status of Livable Delaware
  - Review resource updates

Alternatives Retained for Detailed Study



Traffic Analysis

- What does traffic analysis help us determine?
- Two types of analysis
  - Planning level – what we have done
  - Traffic operations – what we are doing

Traffic Analysis

- **What does traffic analysis help us determine?**
  - **Operations of proposed project**
  - **Size of proposed project**
  - **Direct impacts of project**
  - **Indirect impacts of project**

Traffic Analysis

- **Operations of proposed project**
  - **How much traffic will it carry?**
  - **Does it meet project goals?**
  - **Will it operate acceptably?**

Traffic Analysis

- **Size of proposed project**
  - **How many lanes are required?**
  - **Do we need turning lanes?**
  - **Where do we need signals?**

Traffic Analysis

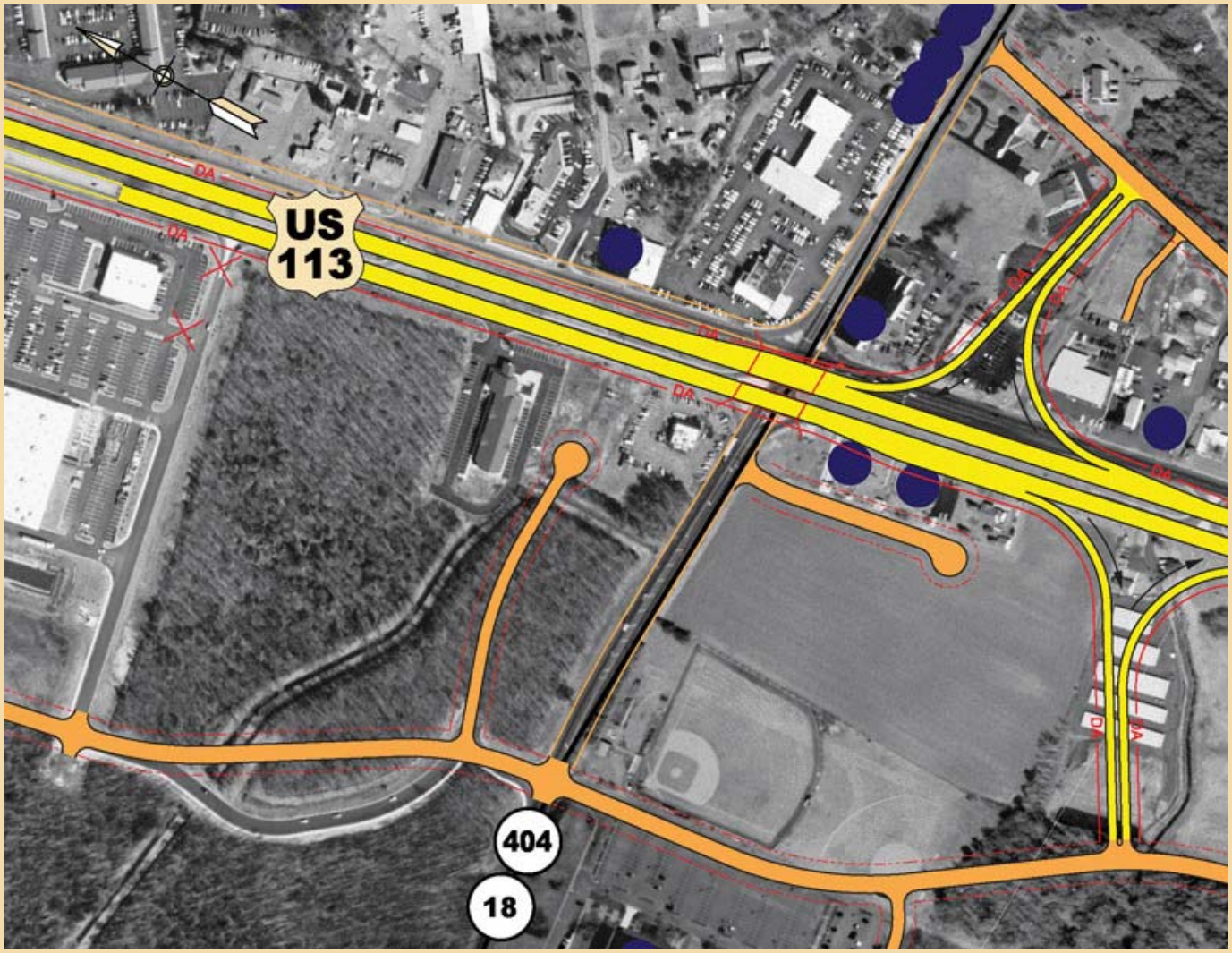
- **Direct impacts of proposed project**
  - **Traffic volumes**
    - **US 113**
    - **Downtown Georgetown**
  - **Travel time**
    - **Emergency services**
    - **Schools**
    - **Transit, bicycles, and pedestrians**
  - **Existing access**
    - **Intersecting roads**
    - **Commercial**
    - **Residential**

Traffic Analysis

Direct impacts: volumes at adjacent intersections

Traffic Analysis

Direct impacts: existing access

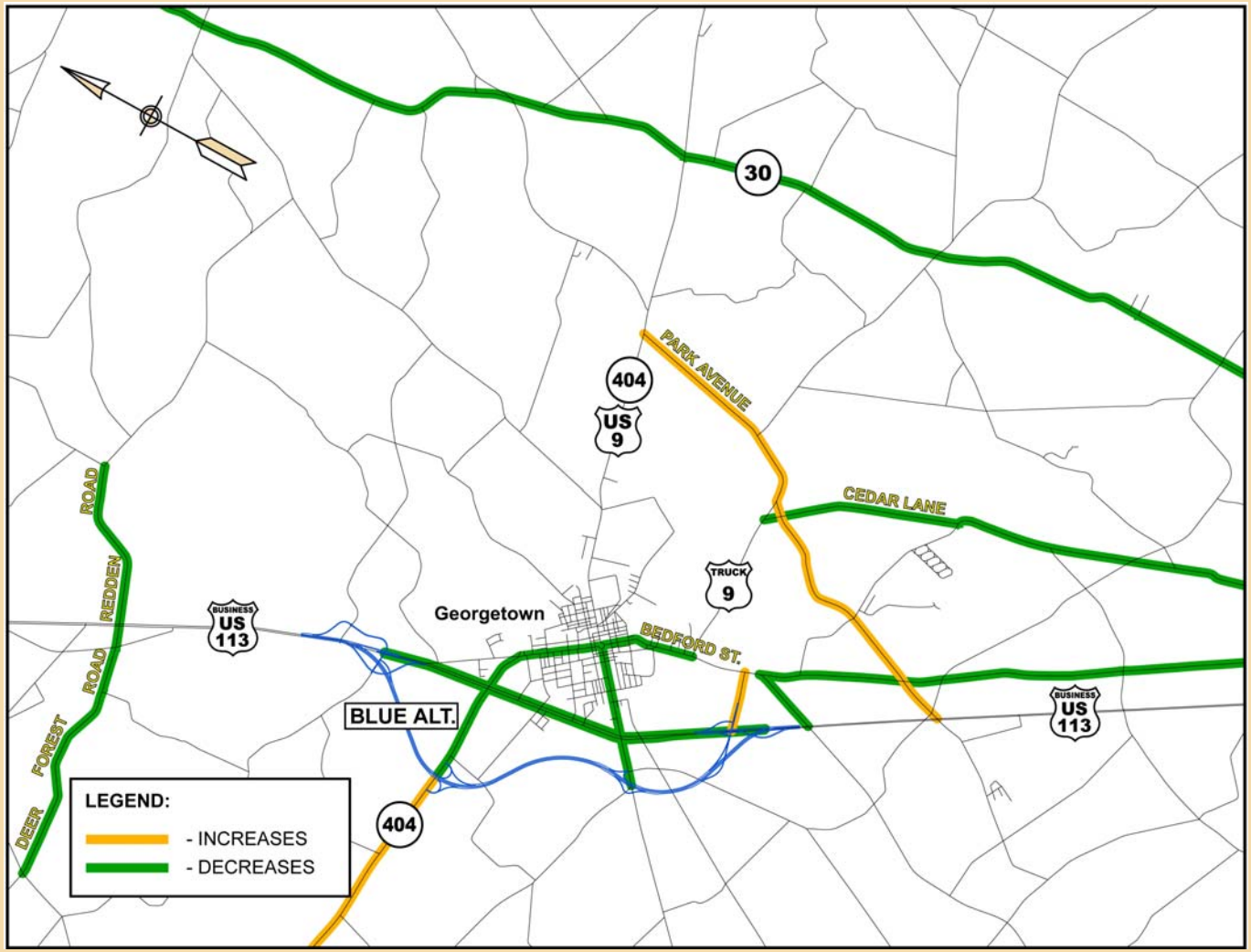


Traffic Analysis

- **Indirect impacts of proposed project**
  - **Surrounding roadways**
    - **Where will traffic change (increase or decrease) more than 10 percent?**
    - **Evaluate need for additional improvements**

Traffic Analysis

Indirect impacts



Traffic Analysis

- **Two kinds of analysis:**
  1. **Planning level analysis (big picture)**
  2. **Traffic operations analysis (more detail)**

Traffic Analysis

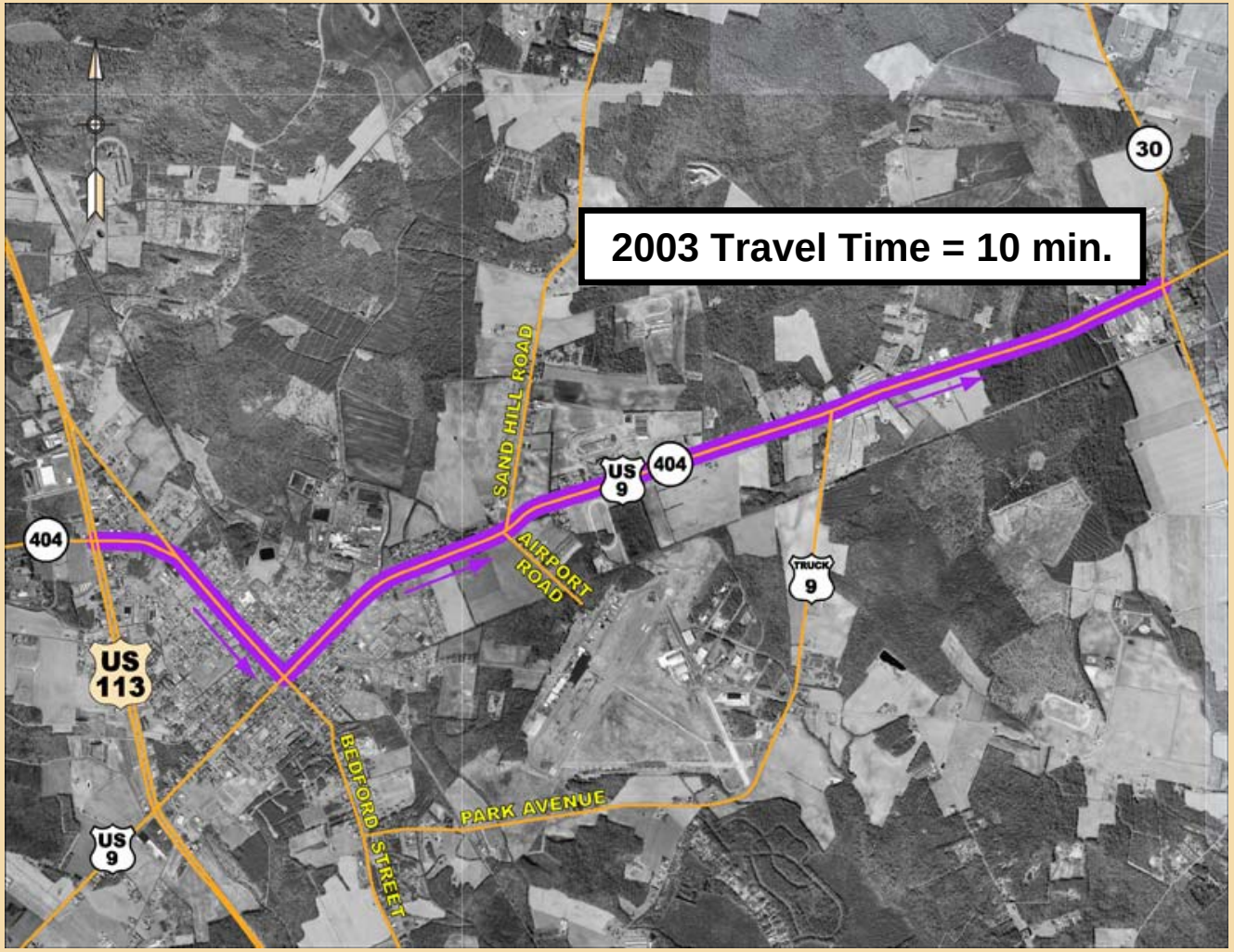
- **Planning Level Analysis**
  - **Tells us how many through lanes are needed**
    - **Based on daily traffic volumes**
    - **Accounts for number of traffic signals**
  - **Provides traffic data used for economic impact analysis**

Traffic Analysis

- **Planning Level Analysis**
  - **Used to determine if any alternatives obviously won't meet purpose and need of project**

Traffic Analysis

Planning Level Analysis Example



Traffic Analysis

- **Traffic Operations Analysis**
  - **Tells how many through and turn lanes, intersection delay, and how far cars will back up**
    - **Focused on 30th highest hour in the year**
    - **Factored to account for peak 15-minute period**
    - **Accounts for turn lane length and width**
    - **Accounts for traffic signal timing**

Traffic Analysis

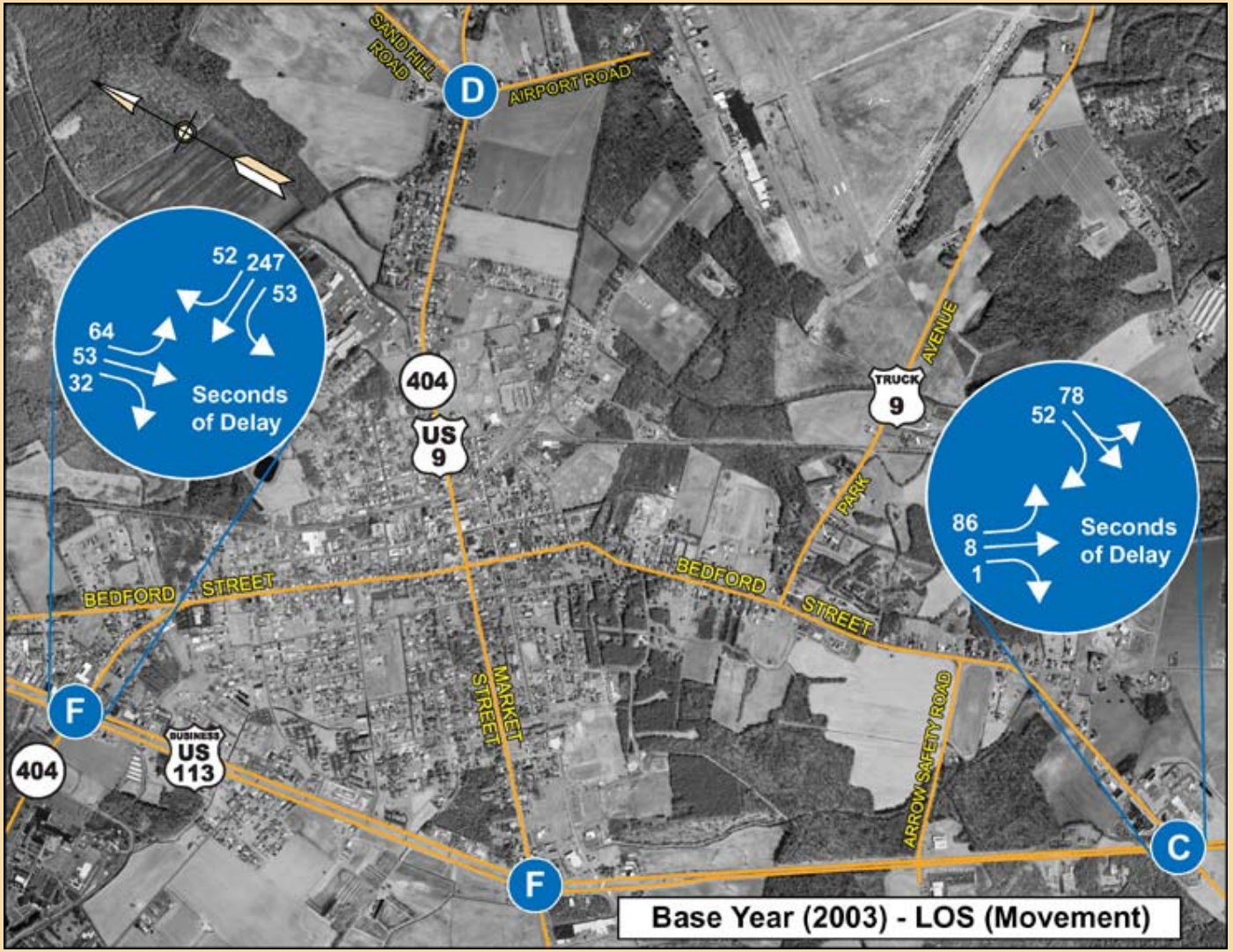
- **Traffic Operations Analysis**
  - **The general measure of how well an intersection operates – Level of Service (LOS)**
  - **LOS is assigned a letter grade based on the AVERAGE delay**
  - **LOS can be provided by intersection or by movement**

Traffic Analysis

Base Year (2003) Intersection LOS

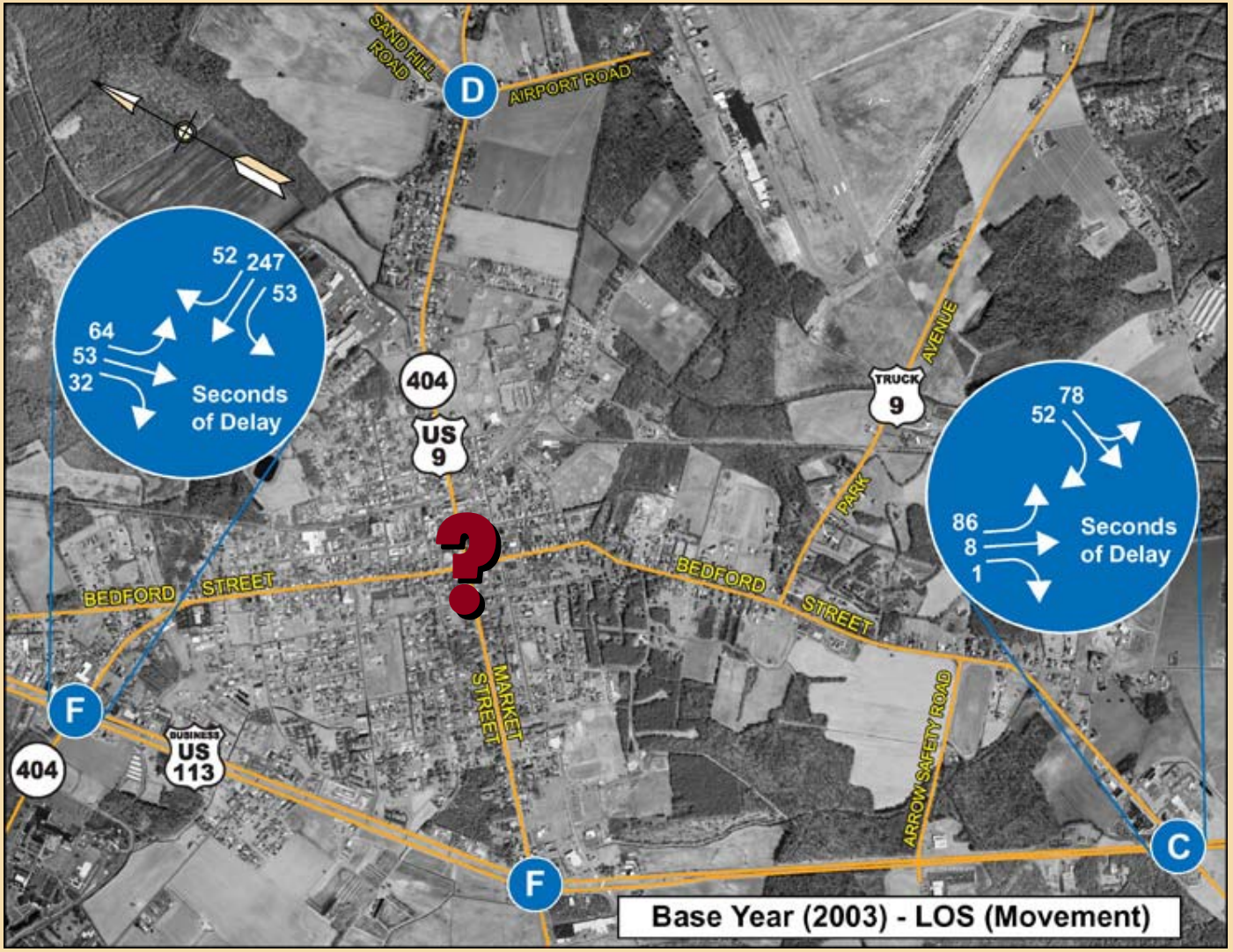
Traffic Analysis

Base Year (2003) Movement Delay



Traffic Analysis

Base Year (2003) Operations in Downtown Georgetown

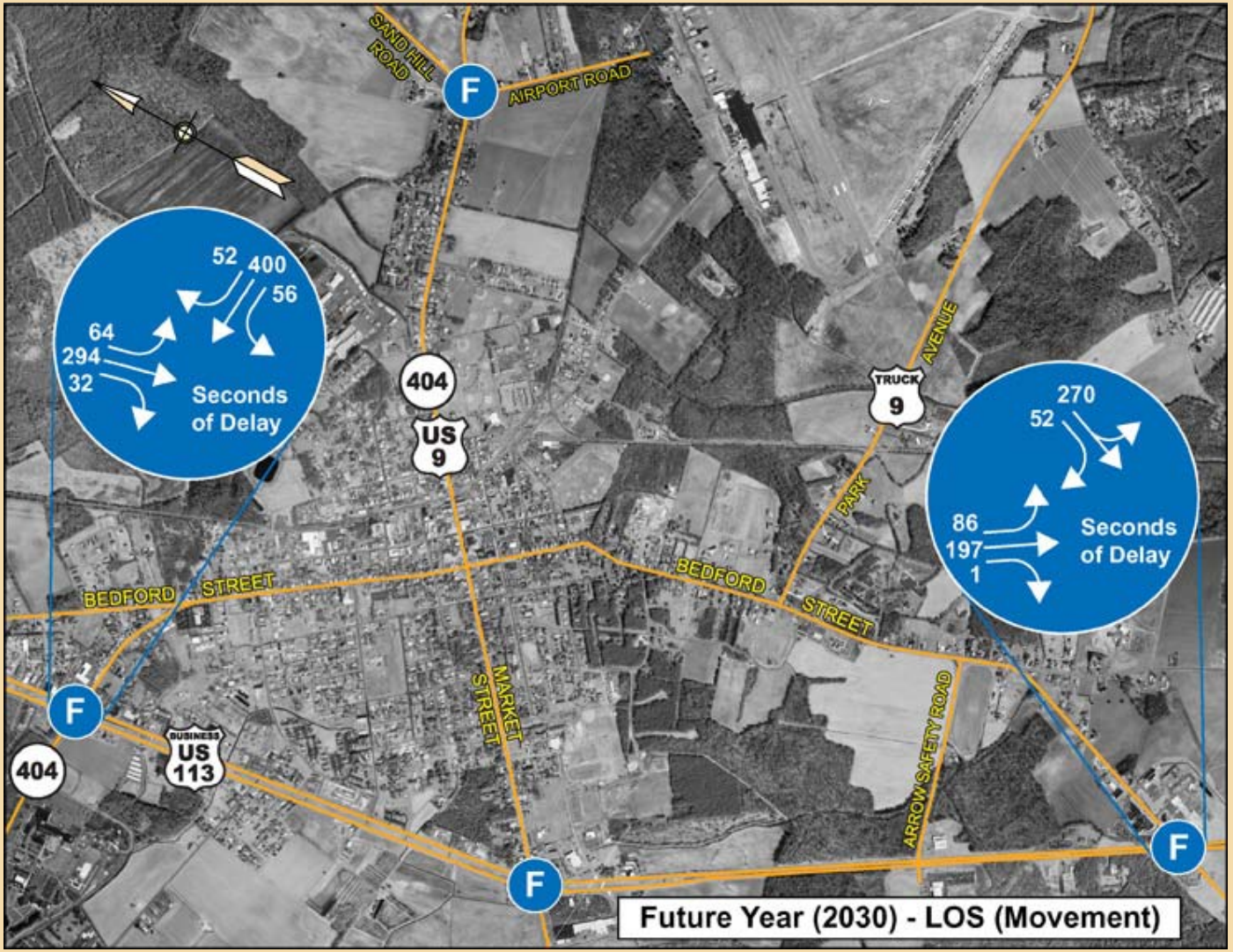


Traffic Analysis

Future Year (2030) No-Build Intersection LOS

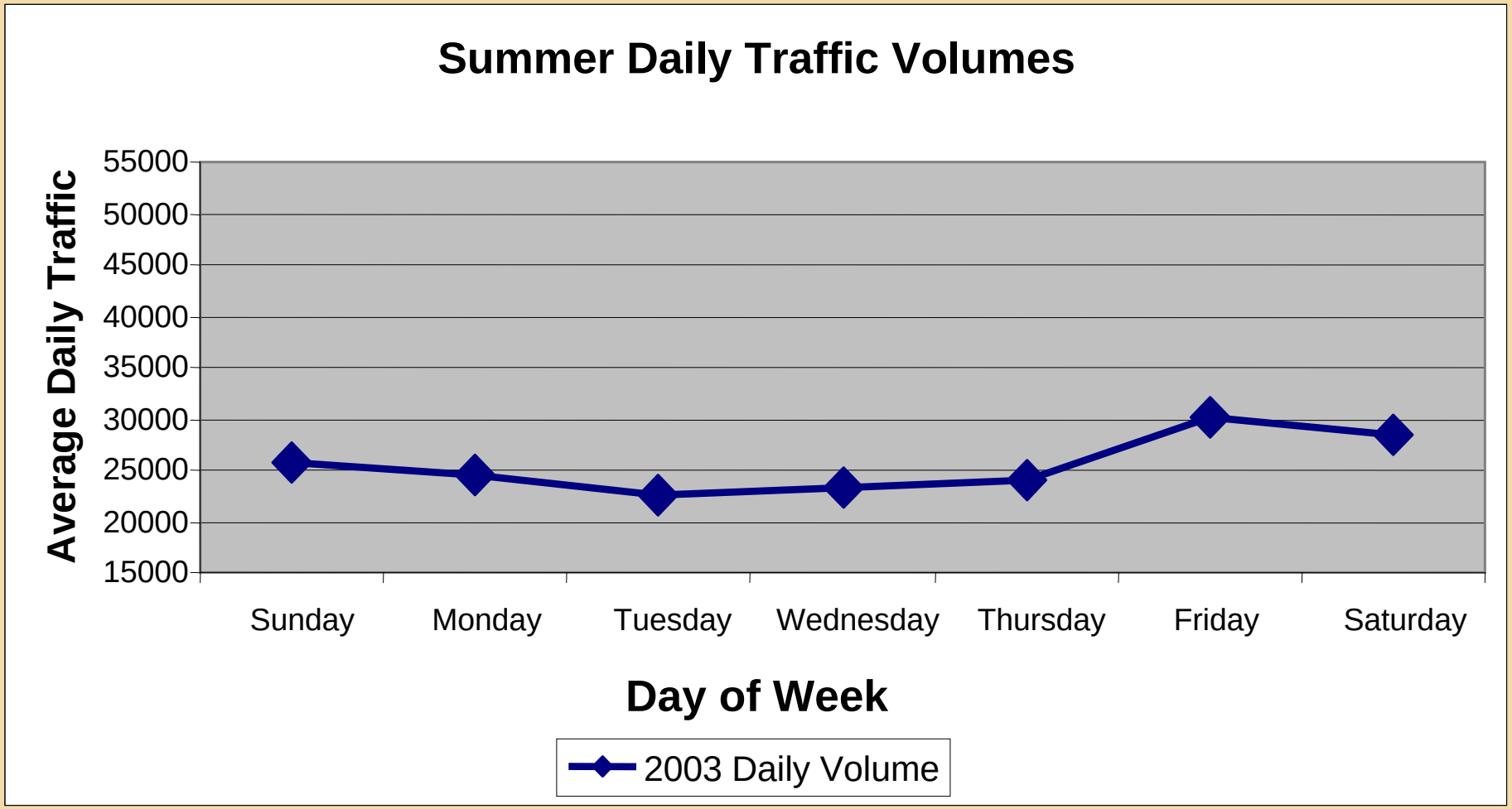
Traffic Analysis

Future Year (2030) No-Build Movement Delay



Traffic Analysis

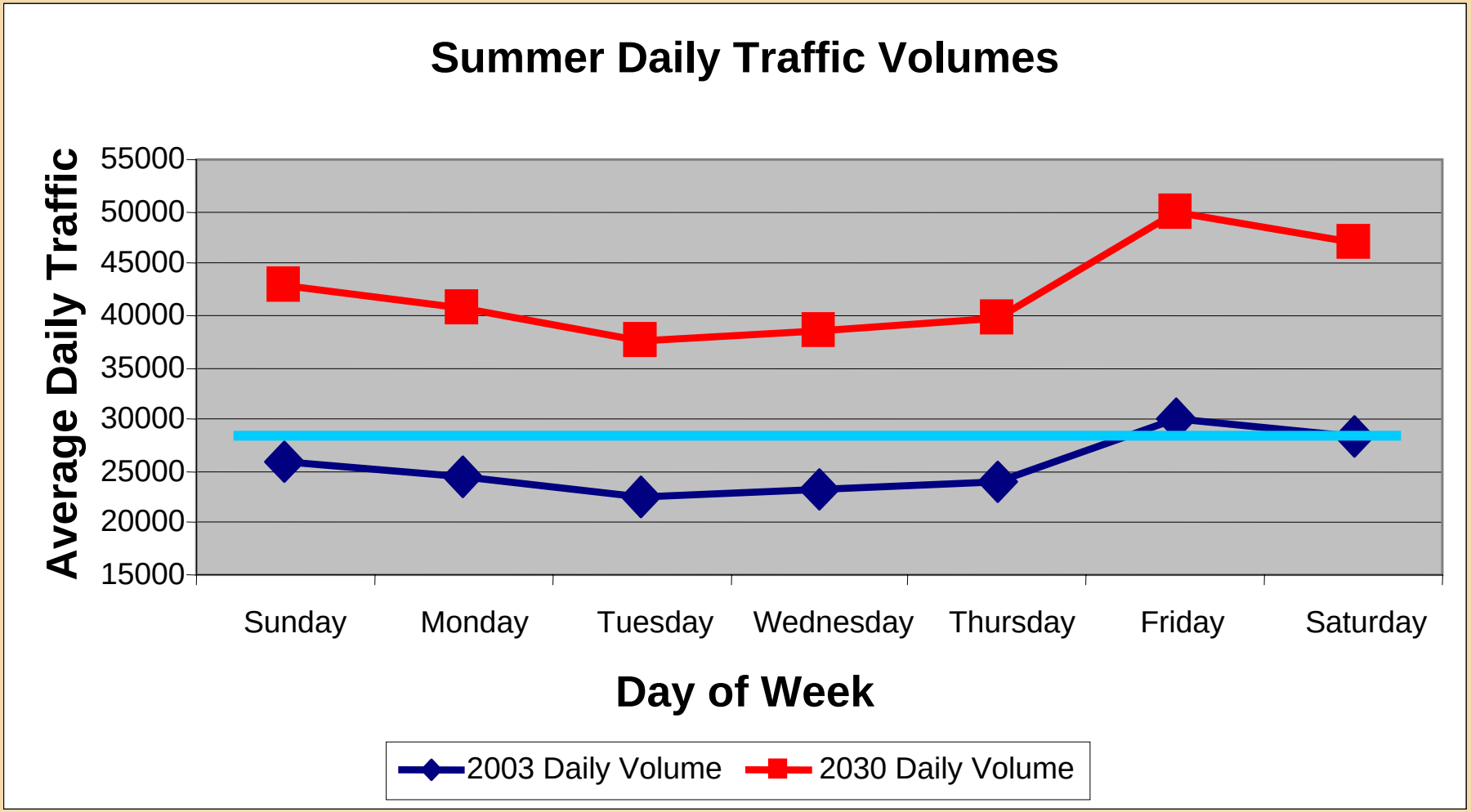
US 113 between US 9 & SR 404 - Base Year (2003)



Daily Distribution of Traffic During Summer

Traffic Analysis

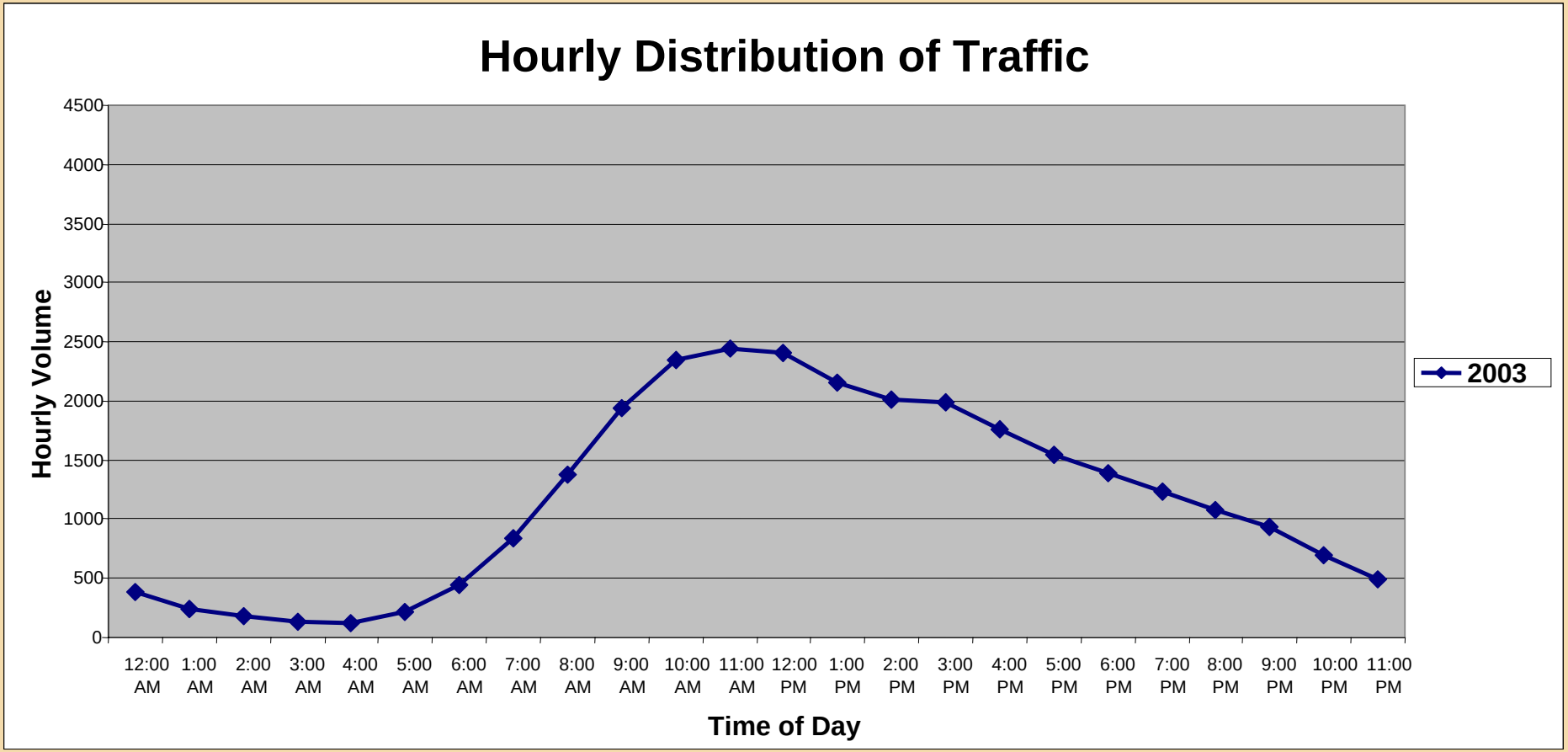
US 113 between US 9 & SR 404 - Future Year (2030) No-Build



Daily Distribution of Traffic During Summer

Traffic Analysis

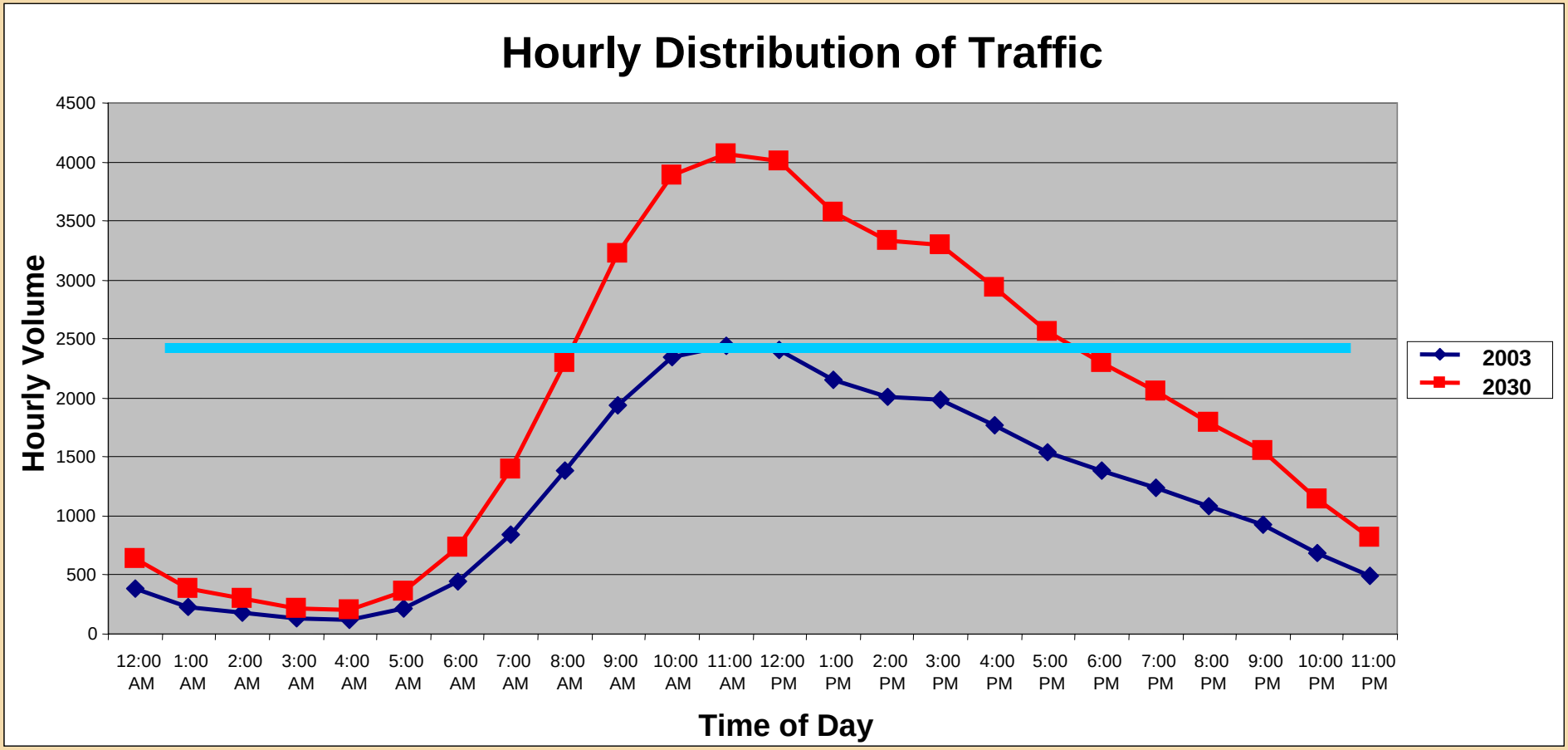
US 113 between US 9 & SR 404 - Base Year (2003)



Hourly Distribution of Traffic on a Summer Saturday

Traffic Analysis

US 113 between US 9 & SR 404 - Future Year (2030) No-Build

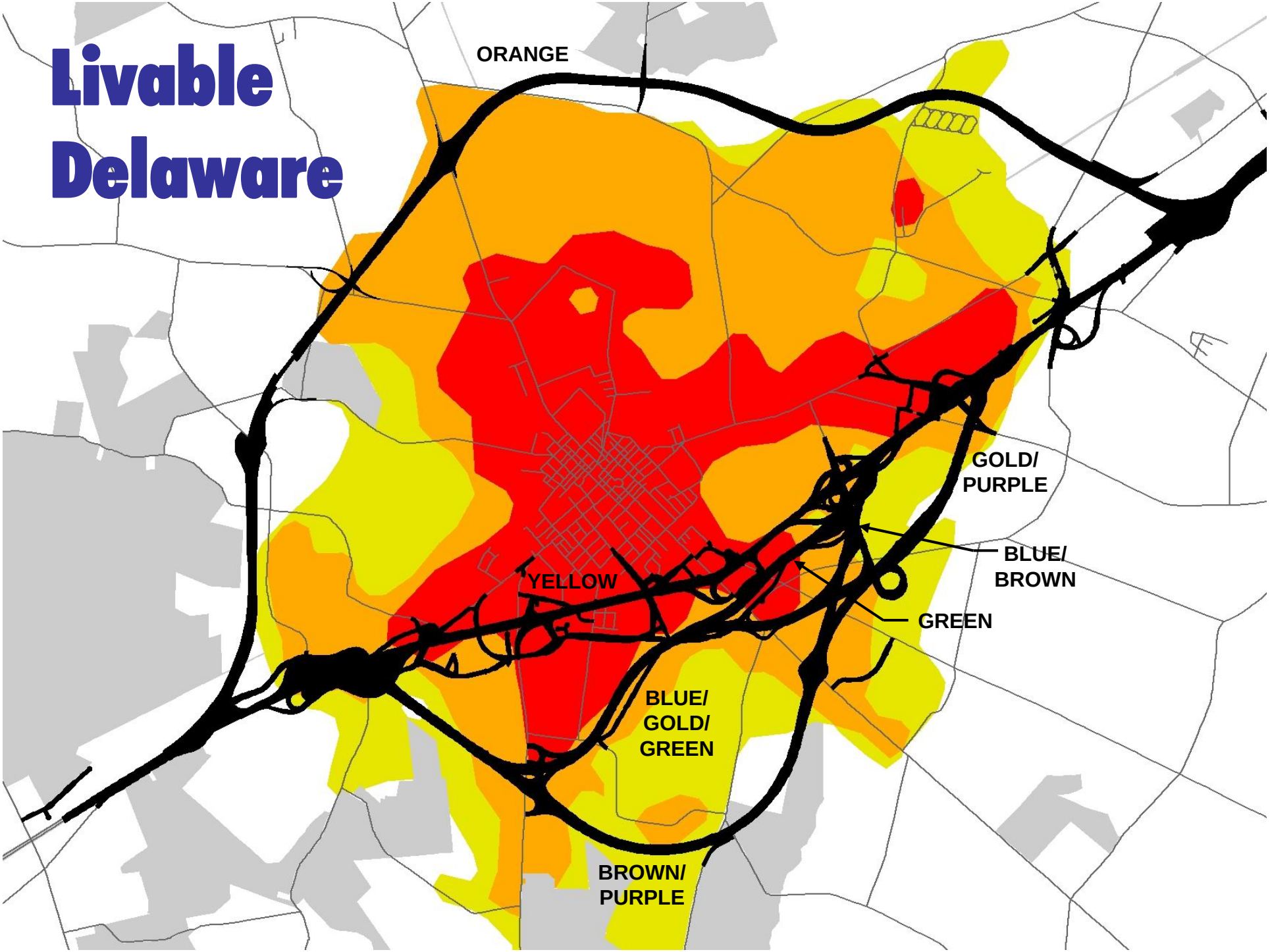


Hourly Distribution of Traffic on a Summer Saturday

Livable Delaware

- **Coordination meeting held March 7, 2006**
  - **Office of State Planning Coordination**
  - **Sussex County**
  - **Town of Georgetown**

Livable Delaware



Livable Delaware

- **Consensus of the group: on-alignment**
  - **Yellow: POOR**
    - **Divides the town**
    - **Does not serve anticipated growth**
    - **“Too short-sighted”**
    - **“Unacceptable impact to the community”**

Livable Delaware

- **Consensus of the group: east bypass**
  - **Orange: GOOD**
    - **Link from US 113 north to US 9 east matches comprehensive plan**
    - **However, interchange at Savannah Road may spur development in an inappropriate area**

Livable Delaware

- **Consensus of the group: west bypasses**
  - **Blue: POOR**
    - **Cuts through currently developing area**
    - **Limits opportunity for desirable growth on US 113**
    - **Will divide town as it grows into designated area**

Livable Delaware

- **Consensus of the group: west bypasses**
  - **Green: POOR**
    - **Cuts through currently developing area**
    - **Limits opportunity for desirable growth on US 113**
    - **Will divide town as it grows into designated area**

Livable Delaware

- **Consensus of the group: west bypasses**
  - **Gold: FAIR**
    - **Cuts through currently developing area, especially north of US 9**
    - **Only slightly more desirable than blue and green south of US 9**

Livable Delaware

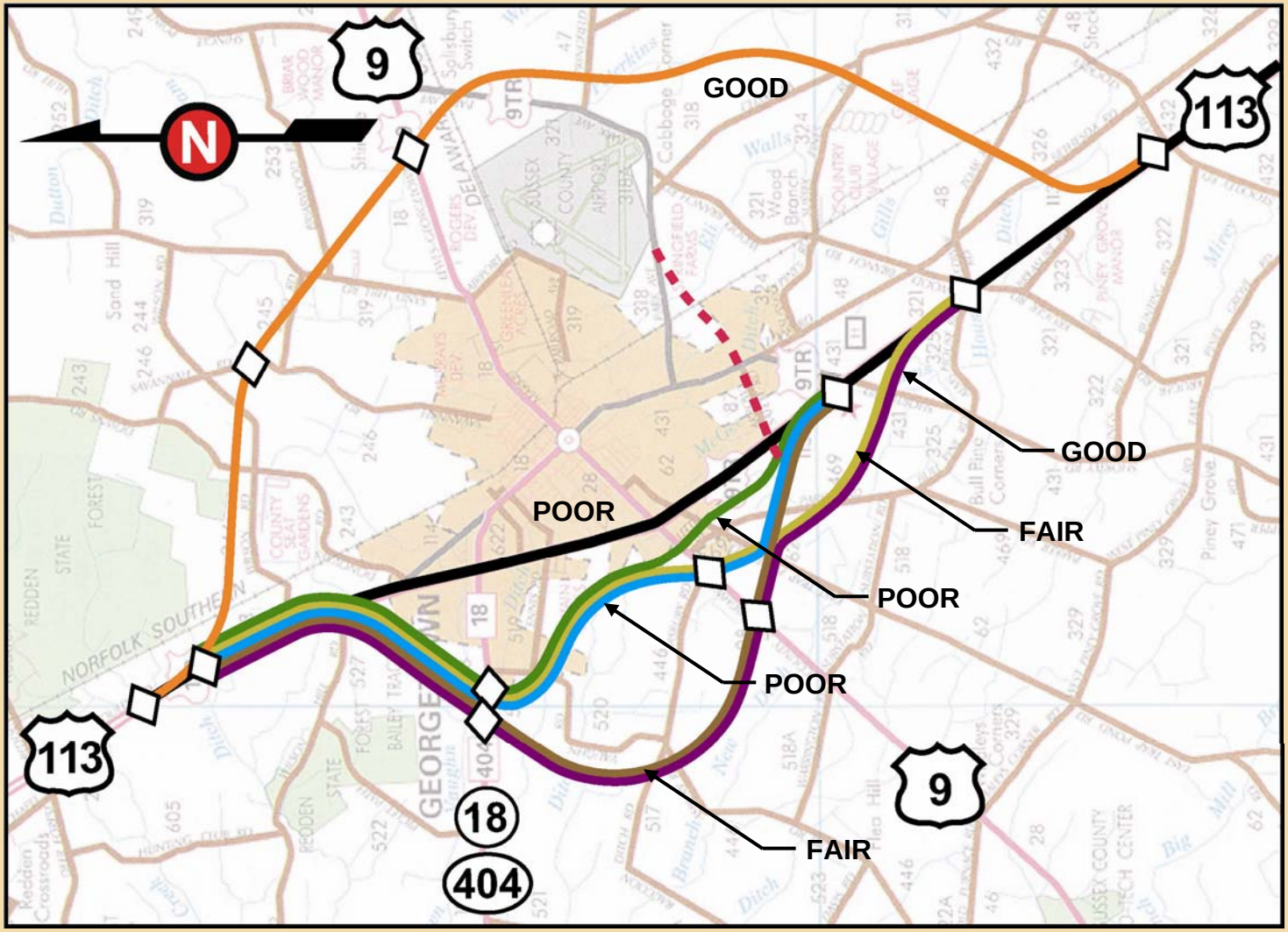
- **Consensus of the group: west bypasses**
  - **Brown: FAIR**
    - **Cuts through currently developing area south of US 9**
    - **Accommodates future growth north of US 9 better than blue**

Livable Delaware

- **Consensus of the group: west bypasses**
  - **Purple: GOOD**
    - **Cuts through fewer currently developing areas**
    - **Accommodates future growth better than other west bypass alternatives**

Livable Delaware

Summary of March 7 Discussion



Matrix

- **Wetlands**
- **Cultural resources**
- Section 4(f)
- Section 6(f)
- Farmland
- Forestland
- Property impacts
- Traffic
- Economic impacts
- Cost
- Livable Delaware

Wetlands

Team met with agencies in the field on March 7 and 8

- **US Army Corps of Engineers**
- **Environmental Protection Agency**
- **Natural Resources Conservation Service**
- **DNREC**

Wetlands

Team met with agencies in the field on March 7 and 8

- **Introduced new Corps representative to the project**
- **Observed selected high-quality wetlands**
- **Agreed on method to consider wetland impacts**

Wetlands

Agencies agreed to use the blue areas on the maps we're currently using, EXCEPT in the Georgetown and Ellendale areas

Wetlands

In the Georgetown area, ditching has reduced many wetlands

We’re determining the new extent of wetlands based on guidance from the field meeting

Cultural Resources
Process

- Identify historic properties
- Evaluate National Register eligibility
  - Consultant recommendations
  - Agency concurrence
- Assess adverse effects
- Establish mitigation measures

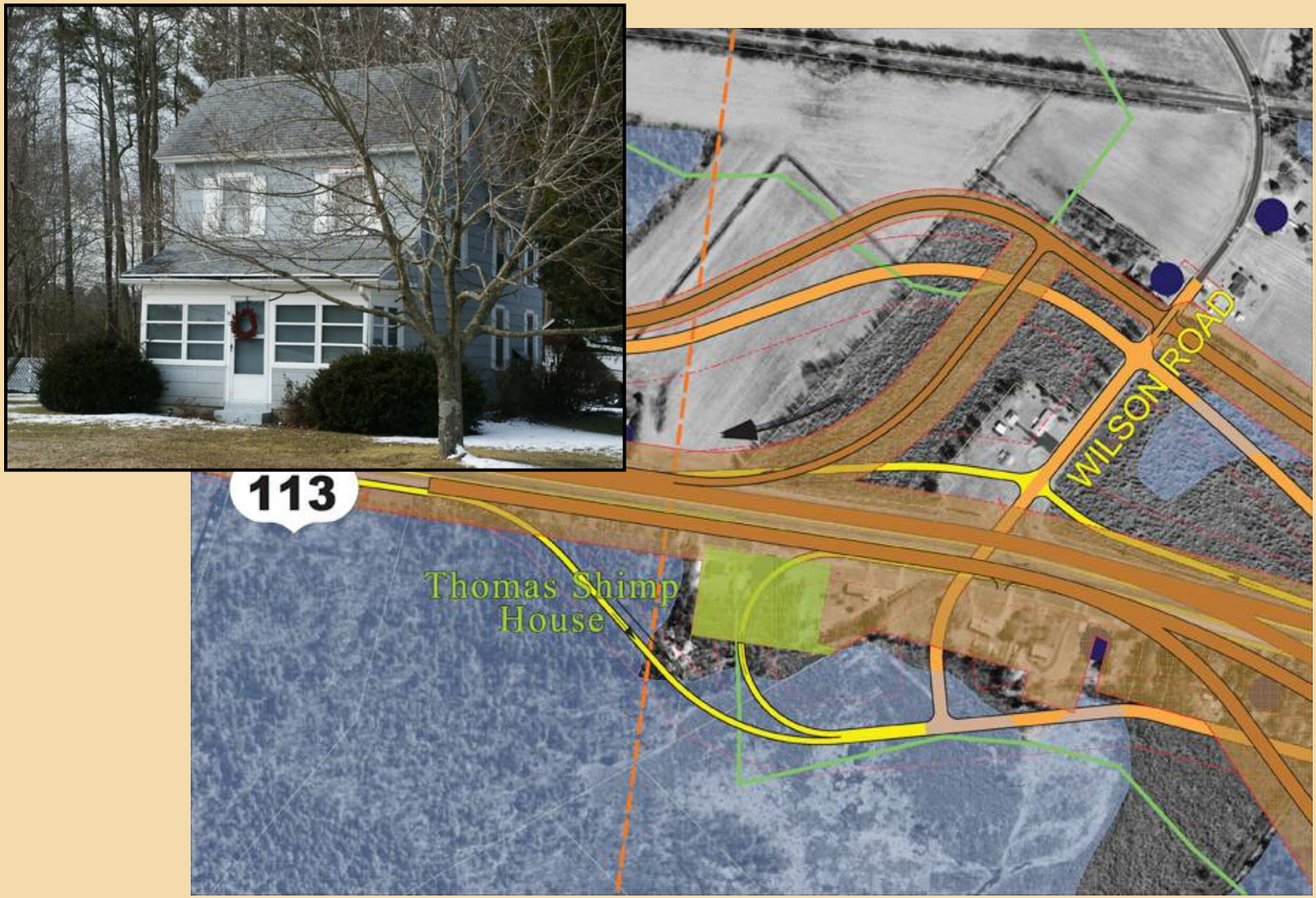
Cultural Resources

Georgetown Area

- About 235 historic architectural properties identified
- 12 properties currently considered potentially eligible for National Register listing
- Listed or potentially eligible properties along ALL alternatives
- Working to avoid direct impacts

Cultural Resources

Georgetown Area – On-Alignment and West Bypasses



Cultural Resources

Georgetown Area – On-Alignment

Cultural Resources

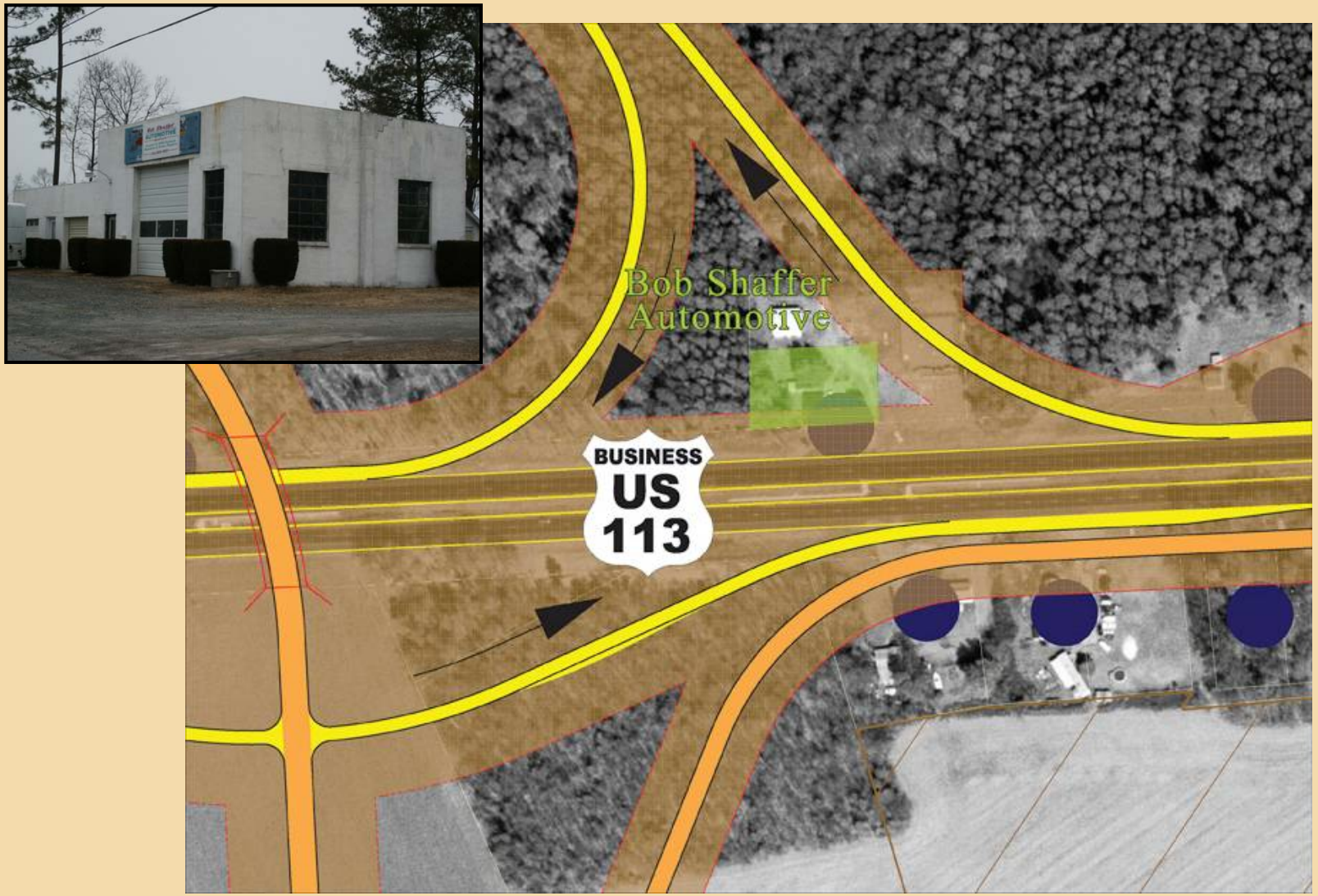
Georgetown Area – On-Alignment and West Bypasses

Cultural Resources

Georgetown Area – On-Alignment and West Bypasses

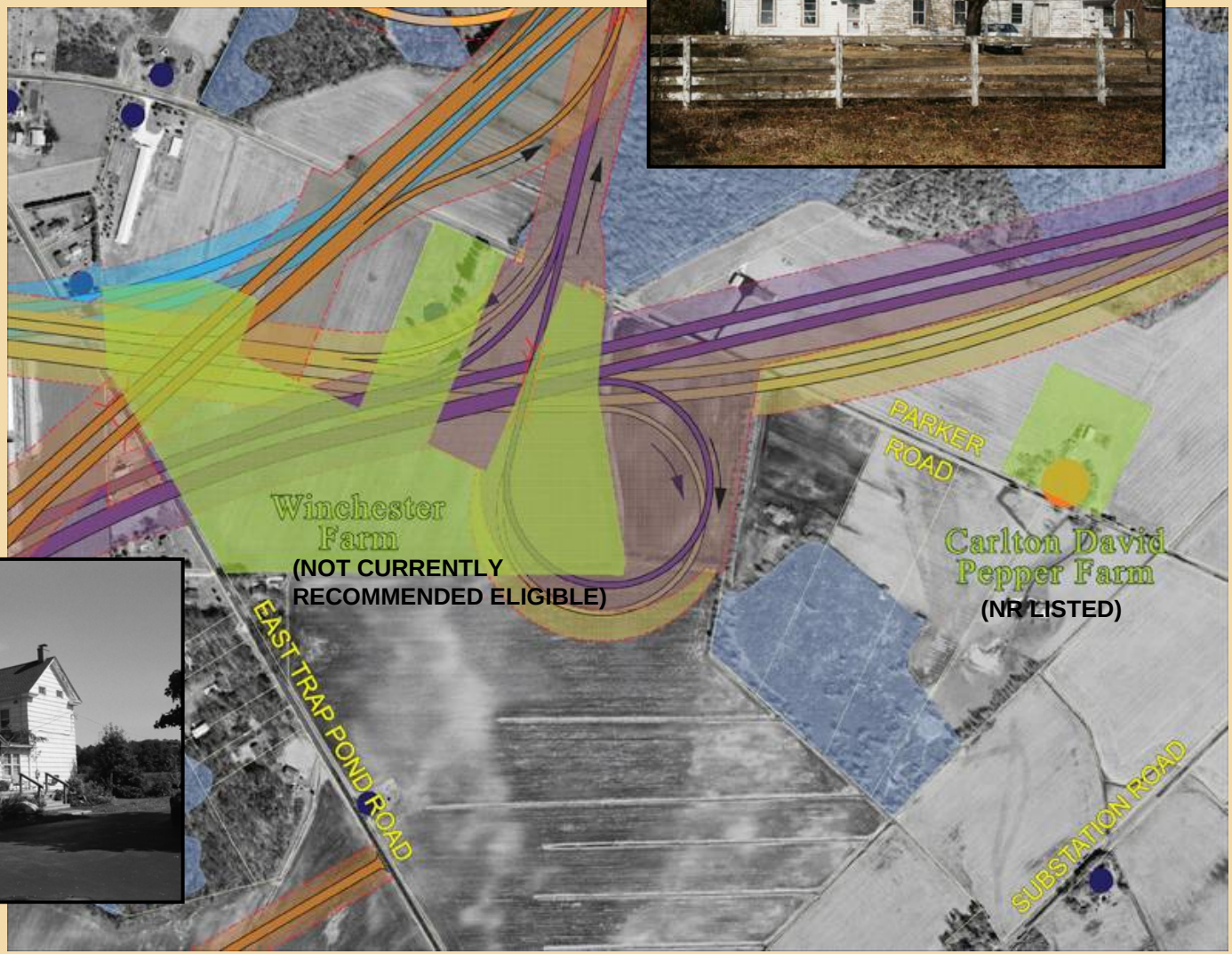
Cultural Resources

Georgetown Area – On-Alignment and West Bypasses



Cultural Resources

Georgetown Area – West Bypasses



Cultural Resources

Next Steps

- Finalize consultant recommendations
- Obtain agency concurrence
- After preferred alternative is selected:
  - Assess adverse effects, establishing mitigation if necessary
  - Follow process for archeological resources

Upcoming Working Group Activities

2006:

Assist in refining alternatives

2007:

Recommend preferred alternative

Next Working Group Meeting

Thursday, May 18, 2006
(tentative)

5:30 PM
CHEER Center