Georgetown Area

Working Group

Meeting No. 6

March 31, 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 Pederson
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
▪ 5:45 Status Reports	
- Traffic Analysis	Jeff Riegner
- Cost Estimates	Joe Wutka
- Economic Impact Analysis	Jeff Riegner
▪ 7:00 Discussion of Alternatives	Joe Wutka
- Eastern Bypass Alternatives	Jeff Riegner
- Western Bypass Alternatives	
- On-alignment Alternatives	
- Third Lane Option	
▪ 7:50 Matrix Review	Joe Wutka Bill Hellmann
▪ 8:25 Next Steps / Closing Remarks	Monroe Hite, III
▪ 8:30 Adjourn	Bob Kramer

Project Notebook

- Tab 1: PowerPoint Slides
- Tab 2: Oct. 18, 2004 Working Group Meeting Summary
- Tab 3: Public Workshop Package
- Tab 4: Oct. 12, 2004 & Jan. 14, 2005 Agency Meeting Summaries
- Tab 5: Plan Changes / Third Lane Option
- Tab 6: Updated Matrix (to reflect plan changes)
- Tab 7: Project Calendar

Project Meetings & Workshops

- Sept. 13, 2004: Ellendale Area Working Group Meeting No. 2
- Sept. 20, 2004: Milford Area Working Group Meeting No. 4
- Sept. 29, 2004: Millsboro-South Area Working Group Meeting No. 4
- Sept. 30, 2004: Georgetown Area Working Group Meeting No. 4
- Oct. 14, 2004: JPR Meeting (Environmental Resource Agencies Meeting)
- Oct. 18, 2004: Georgetown Area Working Group Meeting No. 5
- Oct. 19, 2004: Ellendale Area Working Group Meeting No. 3
- Oct. 25, 2004: Milford Area Working Group Meeting No. 5
- Oct. 26, 2004: Millsboro-South Area Working Meeting No. 5
- Nov. 8, 2004: Milford Area Public Workshop No. 3
- Nov. 9, 2004: Georgetown Area Public Workshop No. 3
- Nov. 15, 2004: Millsboro-South Area Public Workshop No. 3 (Millsboro)
- Nov. 16, 2004: Selbyville Area Public Workshop No. 1 (Selbyville)
- Nov. 18, 2004: Ellendale Area Public Workshop No. 1
- Jan. 13, 2005: JPR Meeting (Environmental Resource Agencies Meeting)
- Feb. 22, 2005: Ellendale Area Working Group Meeting No. 4
- Mar. 2, 2005: Millsboro-South Area Working Group Meeting No. 6
- Mar. 21, 2005: Milford Area Working Group Meeting No. 6
- Mar. 30, 2005: Millsboro-South Area Working Group Meeting No. 7

Recent Project Team Meetings

- **Dec. 6, 2004:** Mountaire Farms (Millsboro)
- **Dec. 6, 2004:** Ellendale Comprehensive Plan
- **Dec. 15, 2004:** First State Chevrolet (Georgetown)
- **Jan. 12, 2005:** Dagsboro Church of God
- **Feb. 18, 2005:** Seacoast Speedway (Sussex County / Georgetown)
- **Mar. 29, 2005:** Plantation Lakes (Millsboro)

Upcoming Meetings

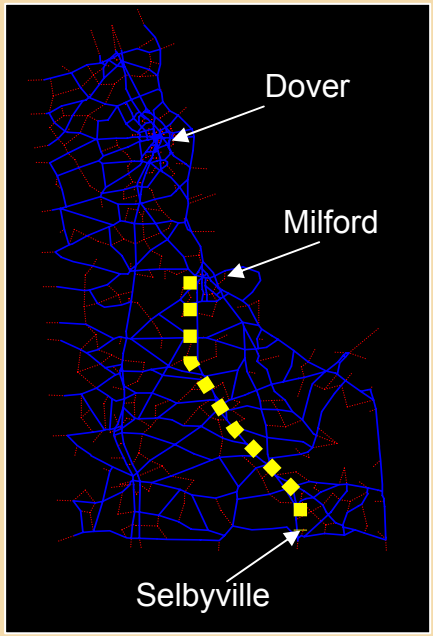
- **Apr. 21, 2005:** **Georgetown Area Working Group Meeting No. 7**
  - 5:30 – 8:30 PM at CHEER Community Center
    20520 Sand Hill Road, Georgetown
- **Apr. 25, 2005:** **Milford Area Working Group Meeting No. 7**
  - 5:30 – 8:30 PM at Carlisle Fire Company, Banquet Hall
    615 N.W. Front Street, Milford
- **Apr. 26, 2005:** **Ellendale Area Working Group Meeting No. 5**
  - 7:00 – 9:15 PM at Ellendale Volunteer Fire Company,
    302 Main Street, Ellendale
- **Apr. 27, 2005:** **Millsboro-South Area Working Group Meeting No. 8**
  - 5:30 – 8:30 PM at Millsboro Fire Company, Dining Hall
    109 E. State Street, Millsboro

Traffic Analysis

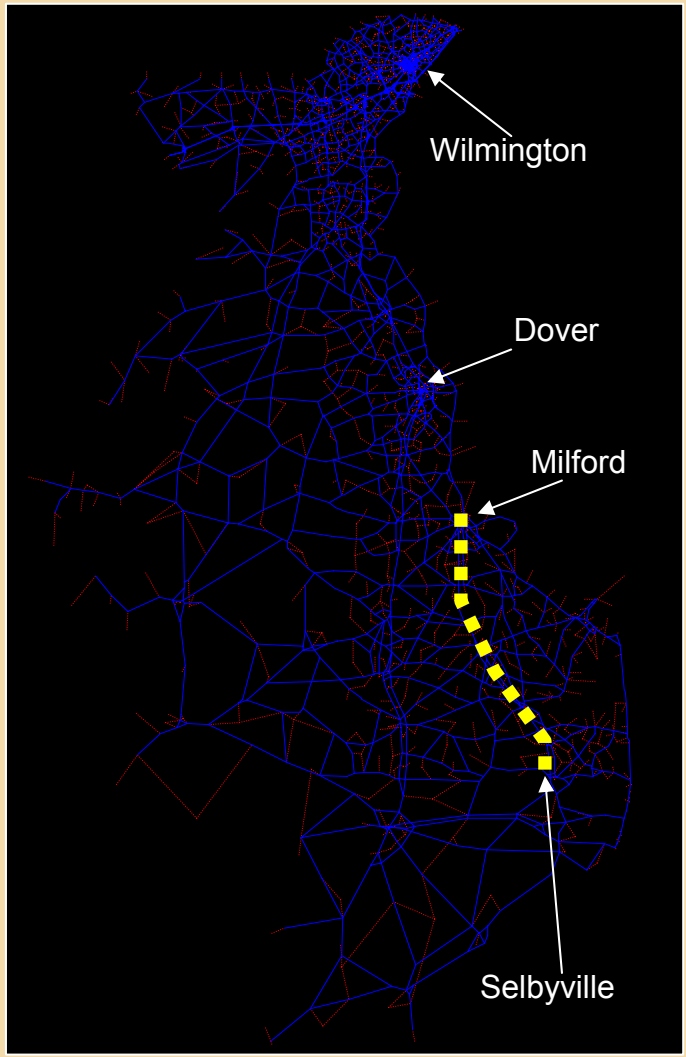
- The Peninsula Travel Demand Model and how it is used
- The process and general trends will be discussed tonight
- Preliminary model results for each alternative will be presented at the next working group meeting

Traffic Analysis

Kent-Sussex
Model Network



Peninsula Model Network



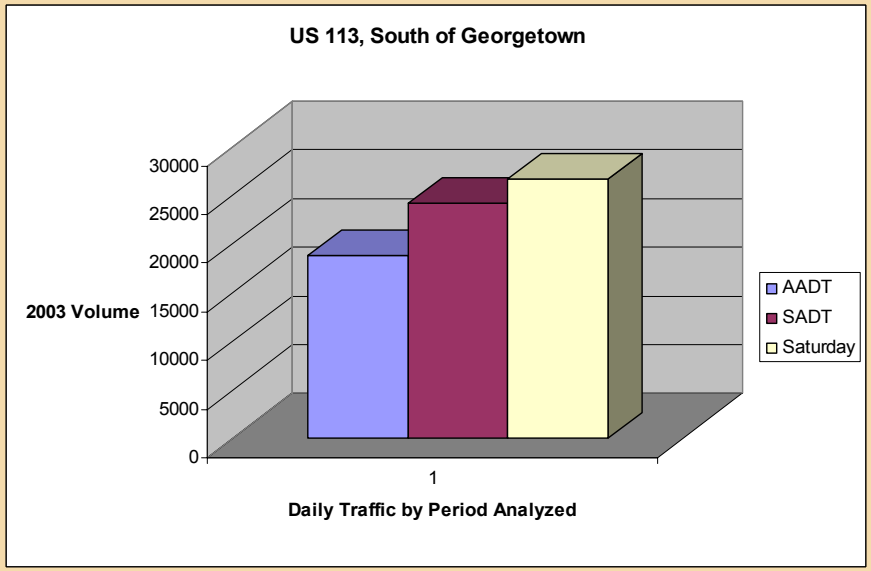
Traffic Analysis
Project Planning Process

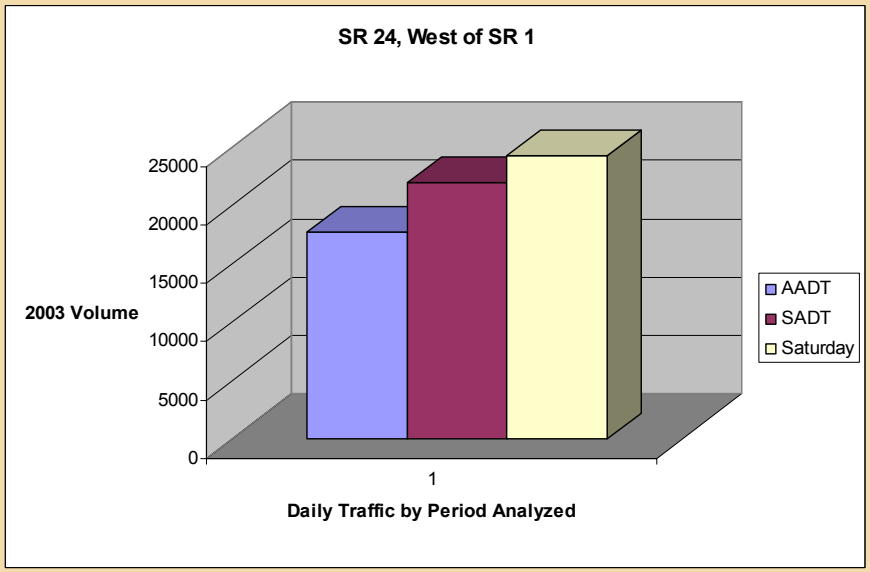
- **Stage 1: Establish Future Traffic** [WE ARE HERE]
- **Stage 2: Establish Facility Size**
- **Stage 3: Establish Types of Access**
- **Stage 4: Establish Concept Designs**

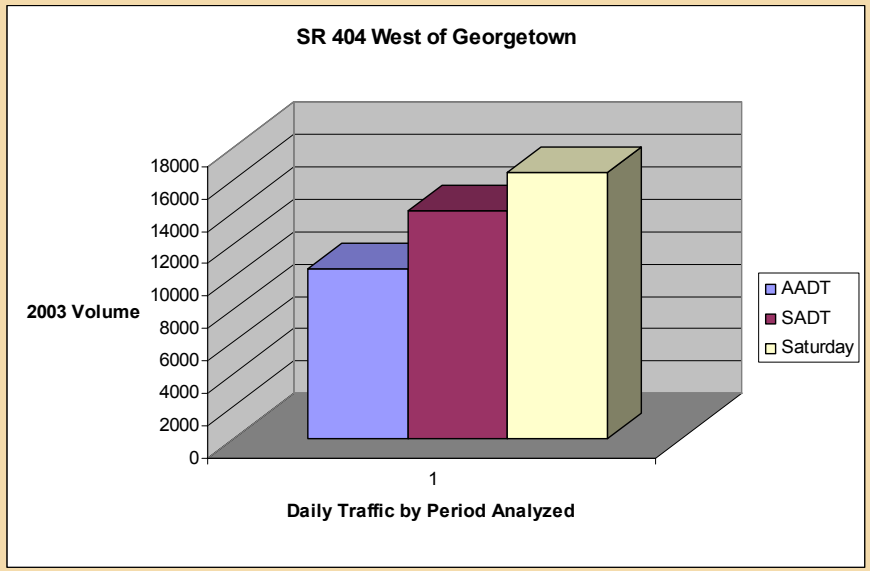
REMEMBER: PREDICTING THE FUTURE IS NOT AN EXACT SCIENCE!

Traffic Analysis
Establishing Future Traffic

- **How do we project future (2030) traffic volumes?**
  - **Determine existing daily traffic levels on the current road system.**
  - **Determine future daily traffic levels on the current road system.**
  - **Determine future daily traffic levels with the proposed project.**
- **For most projects, we typically select alternatives based on annual average daily traffic (AADT)**
- **We will select alternatives for US 113 based on summer average daily traffic (SADT)** [THESE ARE THE NUMBERS THAT MATTER NOW]
- **Detailed design will be based on peak period traffic (typically a summer Saturday)**


US 113, South of Georgetown
2003 Volume
30000
25000
20000
15000
10000
5000
0
1
Daily Traffic by Period Analyzed
AADT
SADT
Saturday

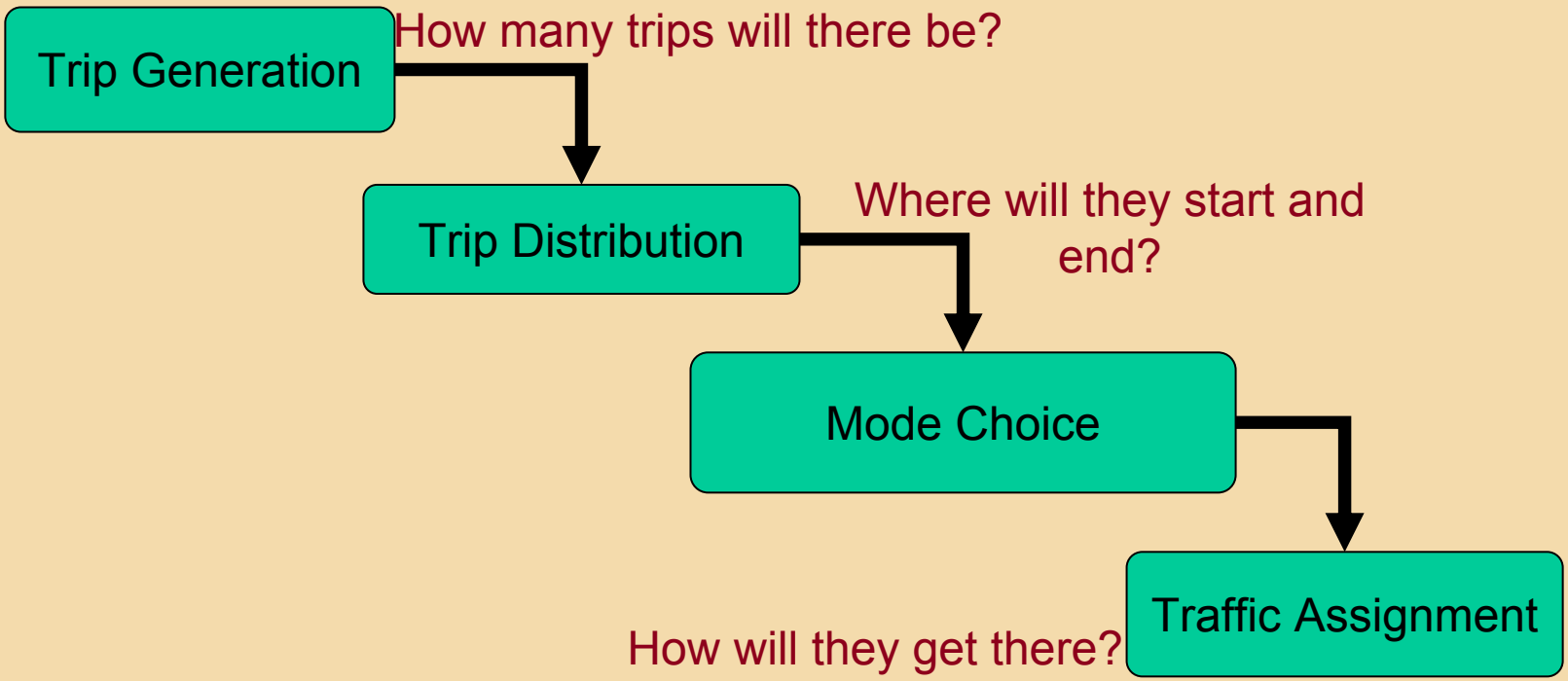

SR 24, West of SR 1
2003 Volume
25000
20000
15000
10000
5000
0
1
Daily Traffic by Period Analyzed
AADT
SADT
Saturday


SR 404 West of Georgetown
2003 Volume
18000
16000
14000
12000
10000
8000
6000
4000
2000
0
1
Daily Traffic by Period Analyzed
AADT
SADT
Saturday

Traffic Analysis

Establishing Future Traffic

- **Travel demand models are used to approximate current use and forecast future use of roadways in a study area.**



Traffic Analysis
Establishing Future Traffic

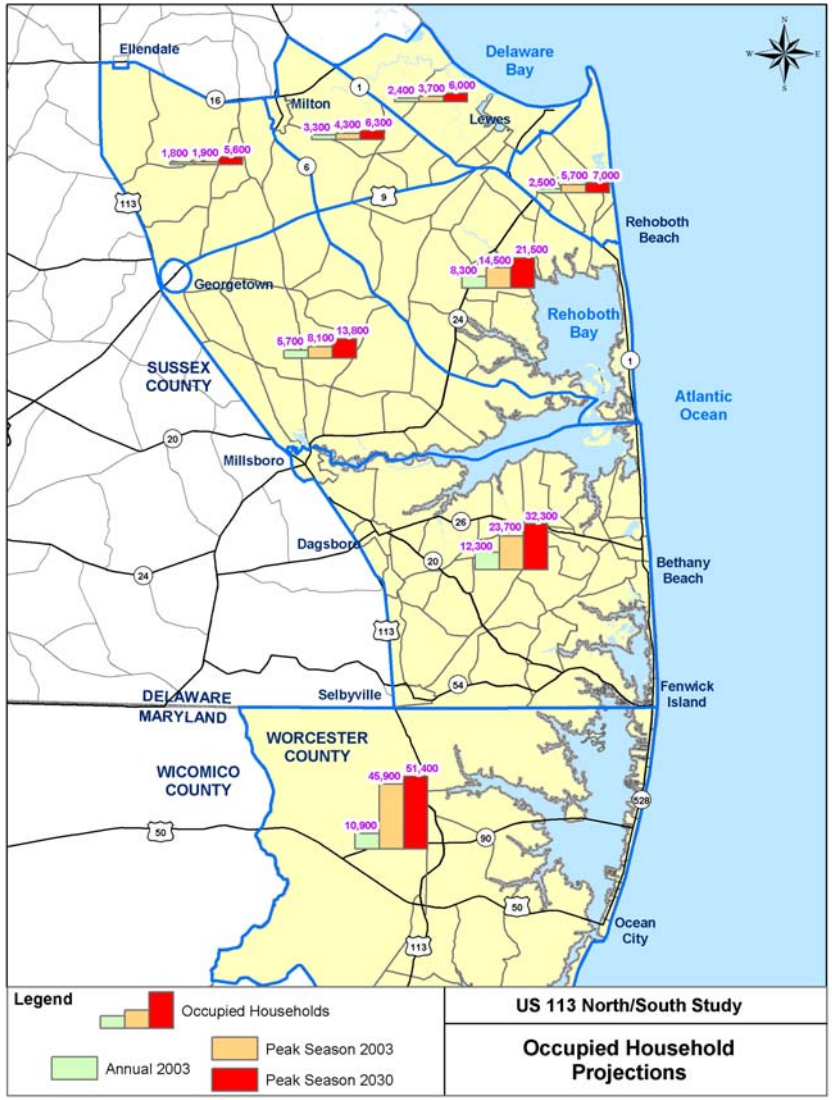
- **TRIP GENERATION – Determines the number of trips produced by and attracted to each zone.**
  - **Traffic Analysis Zones (TAZs) are geographic units like blocks or groups of blocks.**
  - **Households generally produce trips.**
  - **Employers generally attract trips (whether work trips or consumer trips).**
  - **The number of trips per household is based on an ongoing Personal Transportation Survey conducted by the University of Delaware.**

Traffic Analysis
Establishing Future Traffic

- **One key to good traffic projections is estimating future jobs and households.**
  - **Based on Census standards, the Delaware Population Consortium develops state- and county-wide projections.**
  - **The University of Delaware (CADSR) breaks those projections down to census county divisions (CCDs), then eventually down to TAZs.**
  - **There is very little flexibility in the CCD projections.**
  - **However, there is flexibility at the TAZ level to account for recorded development activity.**
  - **All of these projections are developed in consultation with counties and municipalities throughout Delaware.**

Georgetown Area

- **Estimates of future households take into account both full-time (“annual”) and peak season occupancy.**



Traffic Analysis

Establishing Future Traffic

- **TRIP DISTRIBUTION – Determines where trips start and end.**
  - **Travel occurs between zones based on the number and type of households and employees and the distance separating them.**
  - **Travel from outside and through the study area is also included.**
- **MODE SPLIT – Determines the means of travel between zones.**
  - **In Sussex County, that's almost always cars.**

Traffic Analysis

Establishing Future Traffic

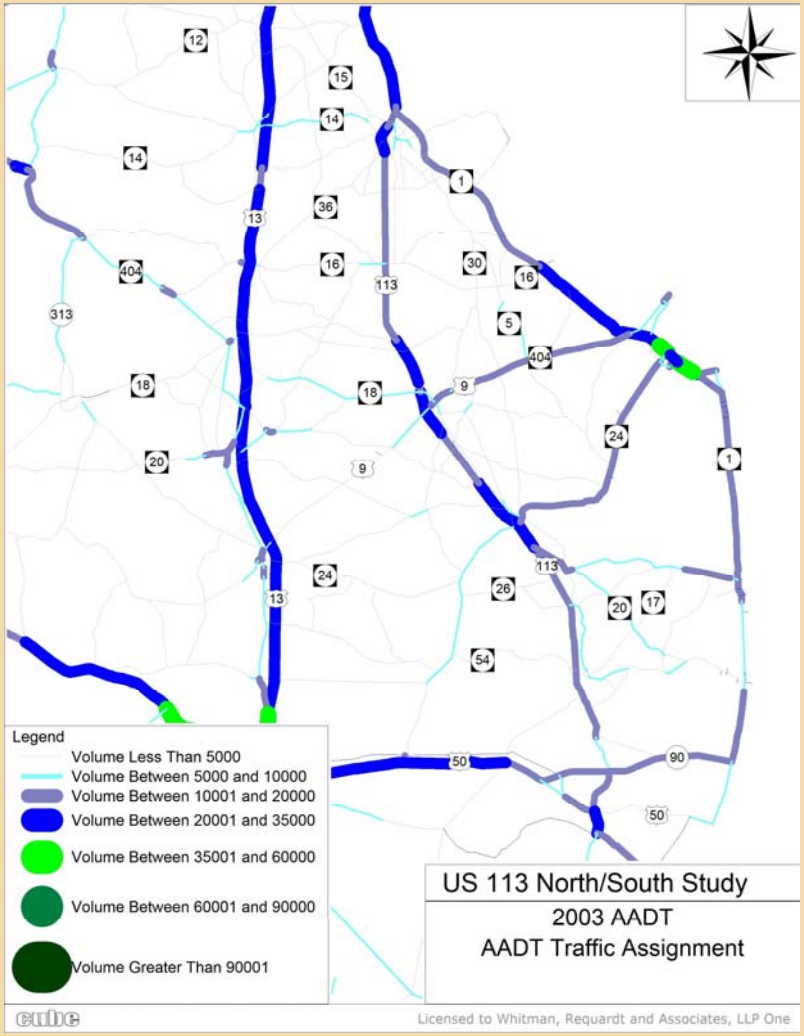
- **TRIP ASSIGNMENT – Determines which roads travelers take between zones.**
  - **Travelers make decisions based on a combination of time, distance, and cost.**
  - **As traffic volumes increase on roadways, the model predicts relative reductions in speed due to congestion.**

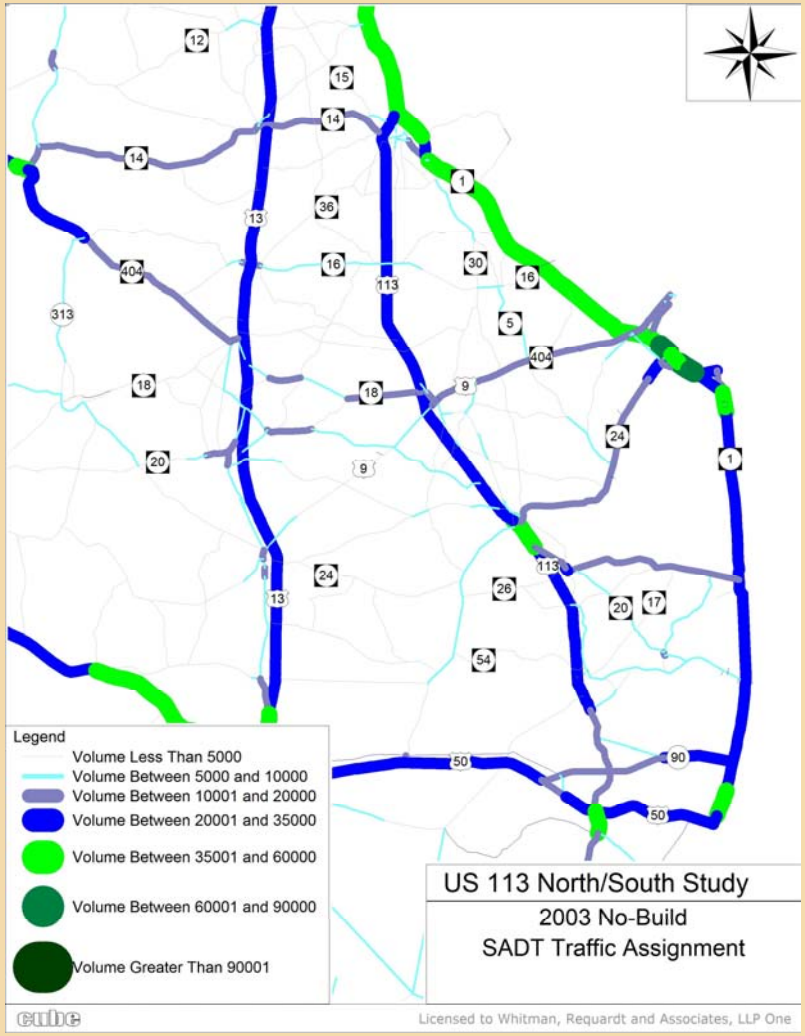
Traffic Analysis

Establishing Future Traffic

- The model is refined ("calibrated") until it predicts traffic volumes that acceptably match existing traffic counts.
- This model is well calibrated within the project area.

PRELIMINARY STAGE 1 FINDINGS:

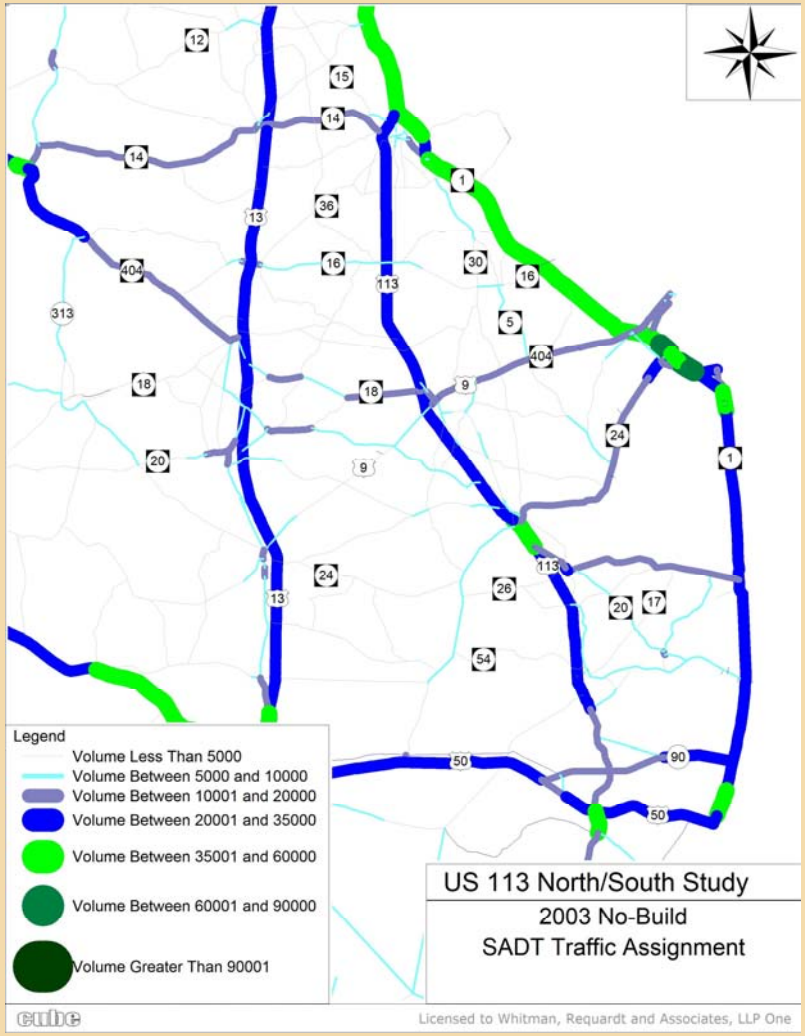




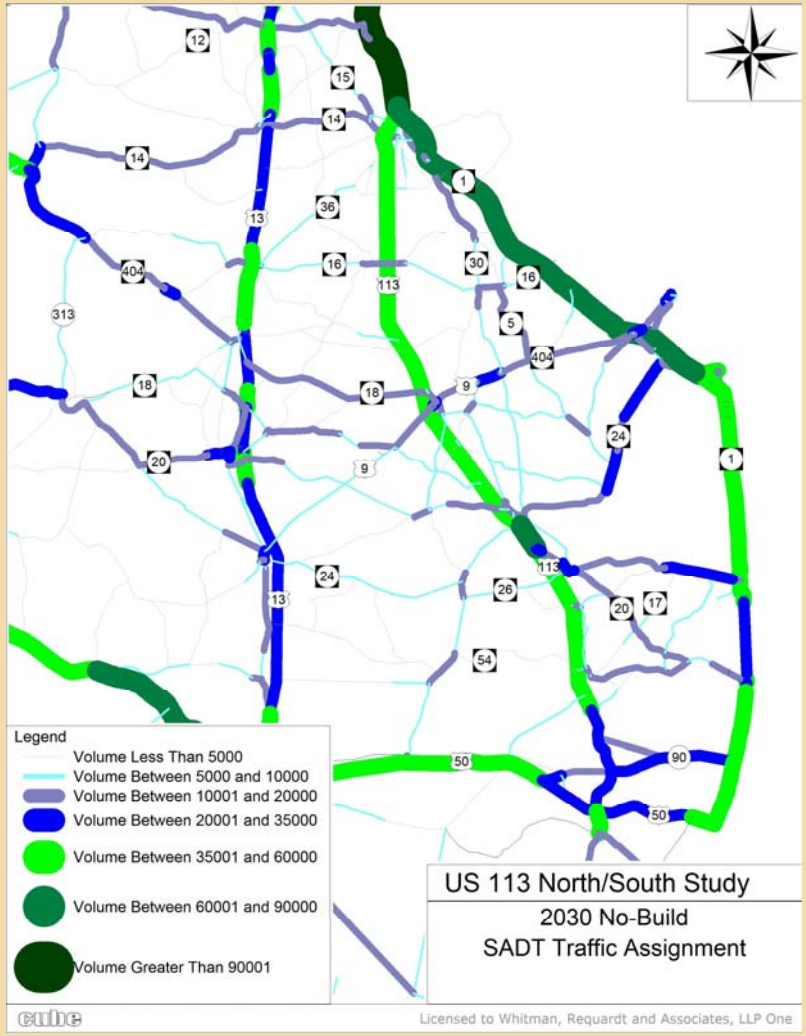
2003 average daily traffic over the entire year ("AADT")

How does the peak season affect traffic?

2003 average daily traffic during the summer ("SADT")

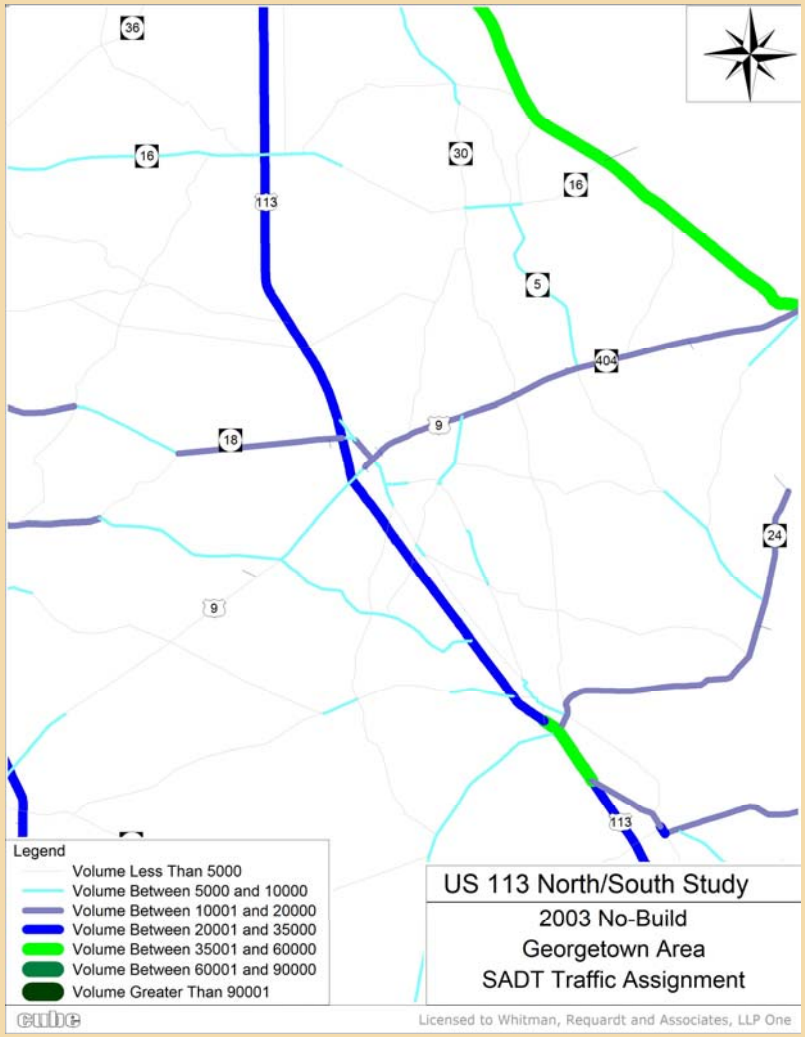


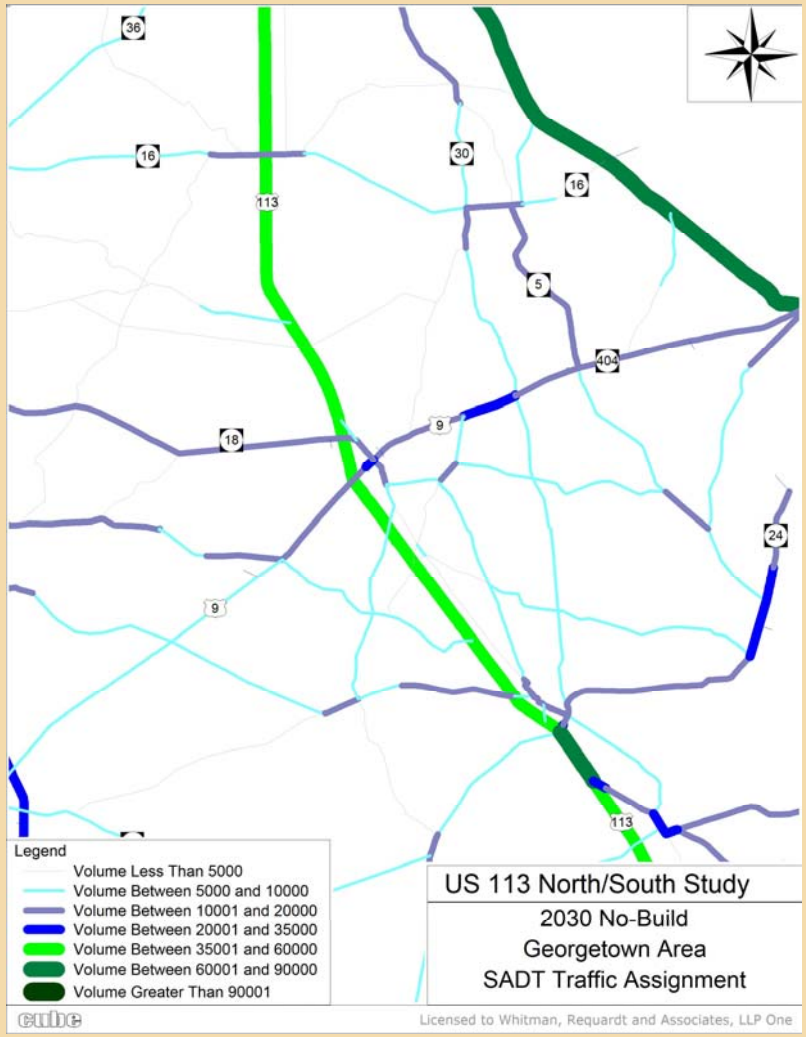
2003 average daily traffic during the summer



2030 average daily traffic during the summer

How will summer traffic grow over time?

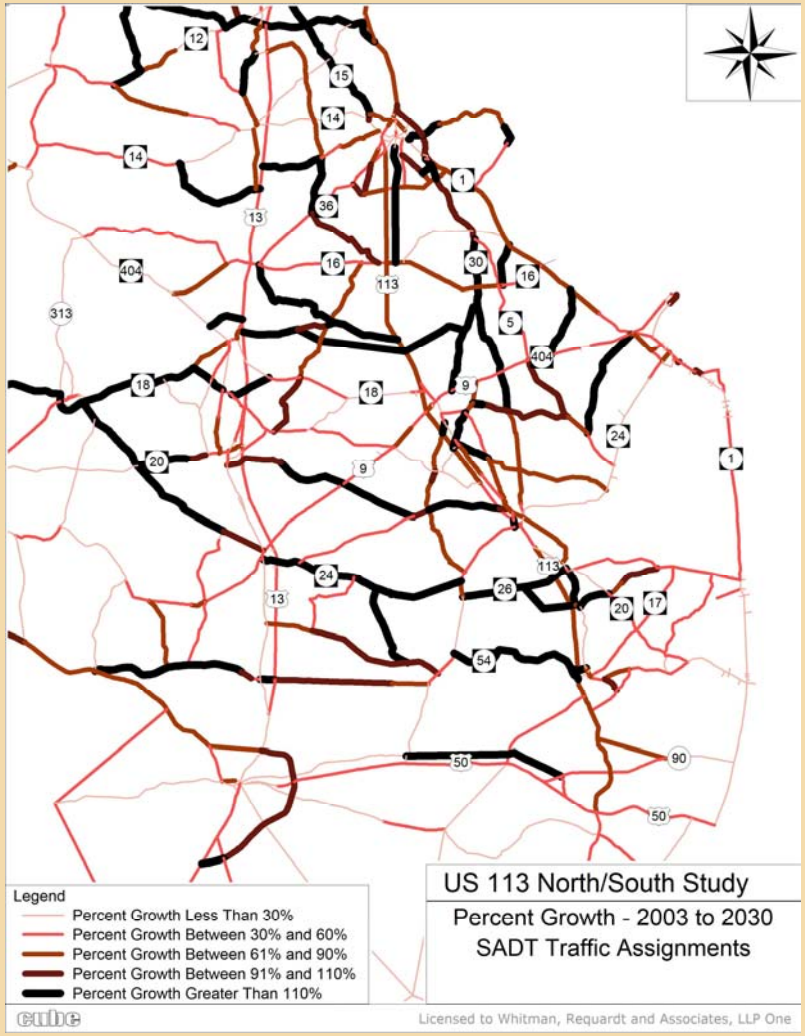


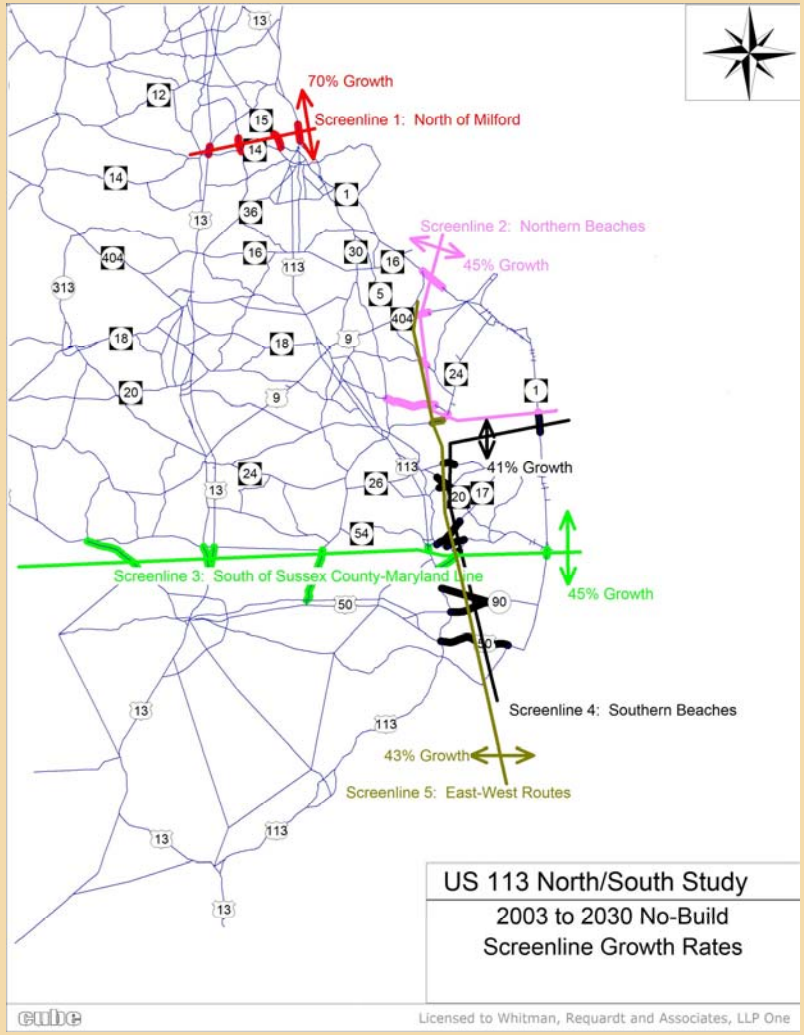


2003 average daily traffic during the summer

2030 average daily traffic during the summer

How will summer traffic grow over time?





How will summer traffic grow over time?

Cost Estimates

- At this point, no alternative is being considered for elimination based on cost.
- Major quantity approach: Use items that generate significant quantities.
  - Excavation and Embankment
  - Borrow
  - Base Course
  - Pavement
- Apply multipliers for other items.
  - Drainage / Stormwater Management (35%)
  - Utilities (15%)
  - Grading (25%)
  - Traffic (25%)
  - Contingency (20%)

Cost Estimates

- Structures – cost per square foot
- Additional considerations:
  - Planning / design
  - Construction inspection / management
  - Environmental mitigation
  - Interchanges
  - Right-of-way / relocation assistance
- Compare with actual SR 1 cost per mile, escalated to 2005

Economic Impact Analysis

- Stakeholders (working groups, agencies, and the public) need an understanding of economic impacts to help make decisions
- Economic impacts can be analyzed in two ways:
  - On a regional basis (statewide/countywide)
  - On a local basis (impacts to individual businesses)
- The team will use these two parallel tracks to determine economic impacts

Economic Impact Analysis

- **Track 1: Analyze bypasses on a regional basis**
  - Confirm that bypasses will have similar economic impacts to each other
  - Allow the stakeholders to recommend alternatives retained for detailed study without detailed economic analyses
  - Does NOT address on-alignment issues yet (see Track 2)
  - Complete for the next round of working group meetings

Economic Impact Analysis

- **Track 2: Determine specific impacts on a local level**

1. Obtain a list of businesses that will be affected

- Start from census of businesses
- Allow self-identification of those not affected

2. Estimate employment in affected businesses

- Year-round, full-time equivalent employees
- State Labor Department and/or Chamber of Commerce
- Direct surveys

3. Estimate business continuation effects

- Survey of expectations and intentions
  - Remaining in present location
  - Moving to a new location
  - Going out of business

Economic Impact Analysis

- **Track 2 (continued):**
  4. Evaluate similar bypass routes in other locations
  5. Estimate jobs by industry lost along the old routes
  6. Estimate jobs by industry gained along by-pass routes
  7. Net job change yields economic impacts
     - Jobs
     - Incomes
     - Business sales
     - Tax effects
  8. Examine results for "reasonableness" and adjust
- **This track is starting now, and will be ready for analysis of alternatives retained for detailed study in summer/fall**

Stakeholder Input

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

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

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

Stakeholder Input

- **Working Group Comments**
  - Oct. 18, 2004 working group meeting #5
- **Public Comments**
  - Nov. 9, 2004 public workshop #3
    - 149 people signed in at the CHEER Center
    - A copy of the comments from all five public workshops is provided in tab 3 of tonight's handout
- **Agency Comments**
  - Jan. 13, 2005 agency meeting

General Comments

Working Group Comments Oct. 18, 2004	Public Workshop Comments Nov. 9, 2004	Agency Comments Jan. 13, 2005
Bypasses don't show connections to the On-Alignment Options. The transition from one to the other needs to be shown on the plans.	Why is the east/west traffic problem (Route 9) not being considered at the same time? It would make sense to take that traffic problem into consideration at the same time; My first choice is to have no change. Realizing something will be done, I favor enlarging Route 113. Traffic is already there, please keep it there; The use of bypass options will cause a total disruption of farmland and new homes which were built; I don't like any of it. I can't see spending Delaware Taxpayer dollars to get tourists to Ocean City, Maryland.	Extent and nature of impacts over-riding concern; Avoid impacts where possible; Minimize impacts when unavoidable.

Comment Summary

Working Group Comments Oct. 18, 2004	Public Workshop Comments Nov. 9, 2004	Agency Comments Jan. 13, 2005
Little, if any, support for an Eastern Bypass Option; The east to south and north to west traffic movement in Georgetown needs to be addressed; Details of the realignment of TR 9 and its possible tie-in with an On-Alignment or Western Bypass Option is extremely important; There appears to be interest in the Western Bypass Options (avoiding wetlands is an issue); On-Alignment Options south of US 9 do not seem to create a lot of heartburn.	Two dominant themes: ▪ East/west traffic more of a problem than north/south. ▪ Support for alternatives that use Arrow Safety Road and Park Avenue to bypass Georgetown to the south. The Eastern Bypass options exhibited a clear lack of support from the public; The On-Alignment and Western Bypass options had general support from the public; Any successful alternative in Georgetown needs to adequately address east/west traffic, in part, connecting with Park Avenue.	Extent and Nature of impacts extremely important; Eastern Bypass impacts unacceptable; Preference for On-Alignment; A Close-in Western Bypass may be workable.

General Alternatives

- **No-Build: Required by law**

Eastern Bypass Alternatives

Working Group Comments Oct. 18, 2004	Public Workshop Comments Nov. 9, 2004	Agency Comments Jan. 13, 2005
Not the close-in option (C); it's too near town; Farther-out option (B) is better when considering growth plans; Doesn't help address east-west beach area oriented traffic; In the southeast, connect Truck Route 9 to Arrow Safety Road to handle east-west traffic; Closer option (C) appears to have less impact; Bypass from US 113 to US 9, northeast of Georgetown would be nice but overall not very supportive.	Option C is shorter and affects less people. The plan that makes the least sense is bypass C which would greatly limit Georgetown's growth; Option B affects too many established residential neighborhoods; Affects too many people – a serious reduction in the quality of life. Appear to be high cost alternatives; Has more negative impact on development – existing & potential, east of US113; Both the Eastern Bypass and On-Alignment plans will limit Georgetown's growth, especially Option C.	Impacts, in comparison to other Options , much too extensive. Avg. Wetland Impacts: 50 Acres Cultural Resource Impacts: Standing Structures – 14 avg. Pre-historic – 108 Ac. avg. Residential Impacts: 52 avg. > All other options Lack of public support reinforces lack of consideration by agencies.

Eastern Bypass Alternatives

- **Plan changes:**
  - None
- **Alternatives to be Retained for Detailed Study:**
  - Drop from further consideration?
  - Retain one or more alternatives?
  - If one, which alternative?
  - If more, which alternatives?
- **Alternatives: B, C**

Western Bypass Alternatives

Working Group Comments Oct. 18, 2004	Public Workshop Comments Nov. 9, 2004	Agency Comments Jan. 13, 2005
Does not help with east-west traffic demands; Basic purpose is to take through traffic away from the center of Georgetown; Construct the portion of a Western Bypass from 18/404 to Arrow Safety Road as an initial phase; The proximity of the Western Bypass crossing of 18/404 takes away from understanding what each option does where it crosses 18/404. Clarification may be required; Prefer option farthest to the west and suggest that the route go more dramatically to the west from 113 farther to the north in the vicinity of Piglet Path. There would be an interchange at 404, then go over US 9 and connect to US 113 with an interchange at Arrow Safety Road, then proceed on Arrow Safety to Truck Route 9 and continue on TR 9 to connect with SR 9 at an interchange.	They affect less developed land and have the best chance to handle traffic flow from 404. Any of these options are better than the east options; Since so much traffic comes from the west, a western bypass makes more sense-intercept the traffic before it gets to Georgetown. Like the idea of connecting Arrow Safety Road to Park Avenue – Business 9- to help east/west traffic; Brings too much opportunity for commercial development where it is NOT needed. Some of our land needs to stay residential. The more intersections you create, the more businesses will build.	Close-in Western Bypass may be workable depending upon extent of impacts; Options further west of US 113 appear to have greater, unacceptable, impacts.

Western Bypass Alternatives

- **Plan changes:**
  - Interchange at south end of Alt. 2 includes ramp movements to Arrow Safety Road (alt. US 9 around Georgetown)
  - Alts. 3 and 4 include connector roadway to Arrow Safety Road
  - Interchanges at bypass ends refined to simplify and accommodate all anticipated movements

Western Bypass Alternatives

- **Alternatives to be Retained for Detailed Study:**
  - Drop from further consideration?
  - Retain one or more alternatives?
  - If one, which alternative?
  - If more, which alternatives?

- **Alternatives:**

  D1, D2, D3, D4, E1, E2, E3, E4, F2, F3, F4

On-Alignment Alternatives

Working Group Comments Oct. 18, 2004	Public Workshop Comments Nov. 9, 2004	Agency Comments Jan. 13, 2005
General Some support if businesses not impacted too severely. Difficulty understanding impact of overpasses / interchanges. Might work farther south on US 113 below US 9. **Option 1** Dramatic negative impact on Del Tech If SR 404 goes under US 113 there will be serious traffic backup on N. Bedford Street. This option is easier to follow than Option 2 (on paper / for driving public). Clarify that all existing Del Tech entrances would remain open. Additional Del Tech access would be helpful. **Option 2** Will service road from SR 404 to US 113 be only two lanes? What will happen at SR 9-overpass, signal or stop sign? Traffic will be brought to a stand-still on Market St., The Circle and other in-town East/West streets. O.k. south of Georgetown. Option addresses Del Tech access concerns.	I like the fact that it leaves 113 as it is now and has little impact on property owners; The service roads look a little confusing and would take some getting used to; It keeps the major traffic noise where it already is now.	Preferential approach appears to minimize impacts. Nature of Impacts less significant than impacts on Bypass Options.

On-alignment Alternatives

- **Plan changes:**
  - None
- **Resource agencies strongly support on-alignment alternative(s) for purposes of comparison with off-alignment alternatives**
- **Alternatives to be Retained for Detailed Study:**
  - Retain one or both options?
  - If one, which option? (1 or 2)
  - TR 9 connection?

Third Lane Option

- Adds a third lane in each direction AT GRADE to increase traffic capacity; signals would remain
- At two intersections in the Georgetown area, this approach will result in an unacceptable level of service:
  - US 113 at SR 18/SR 404
  - US 113 at US 9
- At those locations, grade separations with ramps will be provided

Third Lane Option

- **Potential solution at those intersections:**
  - **Construct four new "express" lanes in median of existing US 113, elevated over the SR 18/SR 404 intersection and the US 9 intersection.**
  - **Existing lanes of US 113 in this area would serve local traffic.**
  - **Access to "local" lanes would be only at each end of the "express" section.**
- **This option requires further study to determine if it meets long-term transportation needs**

Where We Are

The "MATE" Environmental Streamlining Process

COMPLETE

1. Transportation Planning
2. Scoping
3. Purpose and Need

IN PROGRESS

4. Alternatives Development

THIS SUMMER AND FALL

5. Detailed Alternatives Analysis and Draft Environmental Document

FUTURE

6. Identification of Preferred Alternative and Conceptual Mitigation Plan
7. Final Environmental Document
8. Record of Decision
9. Project Design and Final Minimization and Mitigation Coordination
10. Final Permit Decision
11. Project Implementation and Monitoring

Where We Are

- So far, we have developed a full range of alternatives.
- Analyzing all 17 of these alternatives in detail would not be an effective use of time and money.
- Our goal this spring is to narrow down the full range of alternatives to a shortlist called “Alternatives Retained for Detailed Study.”
- The retained alternatives will be studied in detail starting this summer and compared to each other to determine a “Preferred Alternative.”

How Do We Narrow Down the Alternatives?

- **By using the Comparison Matrix, which currently includes…**
  - Natural resource impacts (wetlands, floodplain, etc.)
  - Cultural resource impacts (historic structures, archaeological sites, etc.)
  - Property impacts
  - Agricultural impacts
- **…and will include…**
  - Traffic benefit
  - Cost
  - Socioeconomic impact
- **…in conjunction with input from the public.**

How Do We Narrow Down the Alternatives?

- The recommendation on which alternatives will be retained for detailed study will be based on a balance among all of these factors.
- Certain factors may constitute a "fatal flaw" for one or more of the alternatives.
  - Section 4(f) impacts, dealing with public parkland and historic properties
  - Wetland impacts, which require a federal permit
  - Lack of broad-based public and/or legislative support

Matrix Review

(Please refer to your handout)

ALTERNATIVE IMPACT COMPARISON MATRIX - GEORGETOWN

March 31, 2005

	No Build Alternative	Alternative A, opt. 1	Alternative A, opt. 2	Alternative A, opt. 3	Alternative B	Alternative C	Alternative D1	Alternative D2	Alternative D3	Alternative D4	Alternative E1	Alternative E2	Alternative E3	Alternative E4	Alternative F2	Alternative F3	Alternative F4
Meets Project Purpose and Need (Y/N)	N	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Area of Potential Floodplain Impacts - FEMA (acres)																	
100-Year	0	2	2	0	6	7	0	0	3	0	0	0	3	0	0	3	0
Area of Potential Wetland/Waters of the US Impacts																	
Total Wetlands (acres)	0	21	24	3	55	45	79	89	88	86	46	60	57	53	53	44	43
Hydric Soils (acres)	0	181	187	88	169	217	177	194	201	214	191	224	215	210	219	205	233
Waters of the US (linear feet) (see note 1)	0	7,700	10,700	1,800	14,500	9,900	9,500	10,200	10,300	9,800	13,000	13,700	13,800	13,300	15,200	15,500	15,000
Potential Agricultural Impacts																	
Agricultural Districts (acres)	0	0	0	0	18	0	0	0	0	33	0	0	0	33	0	0	33
Agricultural Development Rights (acres)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Prime Farmlands (acres)	0	289	310	143	246	164	218	265	301	326	231	294	314	308	280	290	331
Potential Hazardous Waste Impacts																	
Number of EPA Sites	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Number of NPDES Locations	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Potential Cultural Resource Impacts (see note 2)																	
Number of NRHP Buildings, Structures and Objects	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Number of NRHP Archeological Sites	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Number of CRS Buildings, Structures and Objects	0	22	22	0	18	9	8	9	10	11	6	9	8	9	6	6	9
Number of CRS Archeological Sites	0	7	6	1	1	4	0	0	0	0	2	3	2	2	2	2	3
Number of Cemeteries	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Predictive Model: Prehistoric Sensitivity - High & Moderate (acres) (see note 3)	0	157	47	64	112	103	23	134	122	169	38	160	137	187	135	94	152
Predictive Model: Early Historic Sensitivity - High & Moderate (acres) (see note 3)	0	8	6	3	11	1	0	1	1	4	3	4	3	6	8	8	12
Predictive Model: Sites of Historic Sensitivity - High & Moderate (number of) (see note 3)	0	16	12	2	7	4	4	5	5	6	5	9	6	7	7	7	11
Potential Natural Resource Impacts (acres, square feet)																	
Natural Areas (acres)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
State Resource Areas (acres) (see note 4)	0	2	7	9	66	1	41	41	41	41	3	3	3	3	19	19	19
Forestland: 2002 Land Use (acres)	0	36	76	1	81	22	6	9	19	17	9	13	22	20	41	49	48
State Forest (acres)	0	2	2	0	12	0	7	7	7	0	0	0	0	0	0	0	0
Rare, Threatened and Endangered Species	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD	TBD
Parks and Recreation Areas (acres) (see note 5)	0	2	2	0	14	4	7	7	7	0	0	0	0	0	0	0	0

Note 1: Includes both streams and ditches. Only overall linear feet have been calculated until determination is made on ditch or stream.
Note 2: Historic properties may be assigned both a CRS and NR point, so CRS and NR totals should not be added together. Also, some parcels have been assigned more than one CRS point; therefore, the actual number of potential historic properties affected may be assigned both a CRS and NR poin
Note 3: Predictive models do not cover entire area of alignment alternatives.
Note 4: State Resource Areas include State Parks and Forests and those properties under active consideration as additions to State Parks and Forests.
Note 5: Based on DNREC's Outdoor Recreation Inventory. Contains some state forest and state resource areas.

Next Steps

- **April:** Resource Agencies provide input on Alternatives to be Retained for Detailed Study
  (April 14 and 20, 2005)
- **April:** Working Group Meeting #7 – Continue to develop recommendations regarding Alternatives to be Retained for Detailed Study
  (April 21, 2005)
- **May:** Working Group Meeting #8 – Continue to develop recommendations regarding Alternatives to be Retained for Detailed Study
  (May 18, 2005)
- **June:** Public Workshop #4 – Present recommendations on Alternatives to be Retained for Detailed Study and those options recommended to be dropped
  (June 13, 2005)

Next Working Group Meeting

- **Agenda:** Continue to develop recommendations regarding Alternatives Retained for Detailed Study
- **Date:** April 21, 2005
- **Time:** 5:30 – 8:30 PM
- **Location:** CHEER Center, 20520 Sand Hill Road, Georgetown