Georgetown Area

Working Group

Meeting No. 7

April 21, 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
- 5:40 Status Reports
  - Traffic Analysis — Jeff Riegner
  - Cost Estimates — Joe Wutka
  - Economic Impact Analysis — Jeff Riegner
- 6:20 Review of Alternatives and Impacts — Project Team
  - On-alignment Alternatives
  - Eastern Bypass Alternatives
  - Western Bypass Alternatives (including new Alternative 5)
- 7:00 Group Discussion — Project Team
- 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: Plan Change – Western Bypass Alternatives
- Tab 3: Updated Matrix
- Tab 4: Revised Public Workshop Schedule

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 Meetings

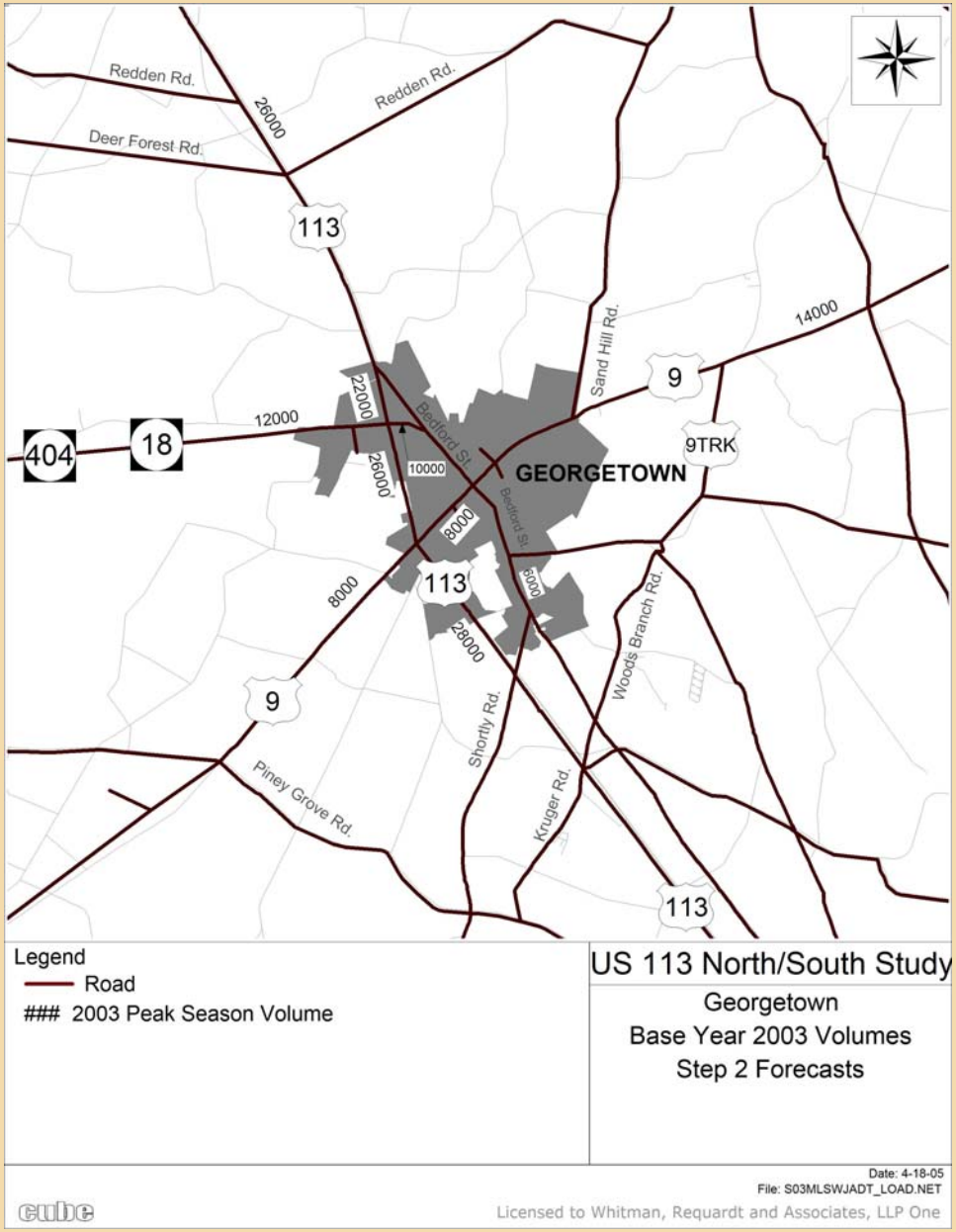
- **Jan. 12, 2005:** Dagsboro Church of God coordination meeting
- **Jan. 13, 2005:** Environmental resource agency “JPR” meeting
- **Feb. 18, 2005:** Seacoast Speedway coordination meeting
- **Feb. 22, 2005:** Ellendale area working group meeting no. 4
- **Mar. 2, 2005:** Millsboro-South area working group meeting no. 6
- **Mar. 21, 2005:** Milford area working group meeting no. 6
- **Mar. 29, 2005:** Plantation Lakes coordination meeting
- **Mar. 30, 2005:** Millsboro-South area working group meeting no. 7
- **Mar. 31, 2005:** Georgetown area working group meeting no. 6
- **Apr. 20, 2005:** Environmental resource agency meeting

Upcoming Meetings

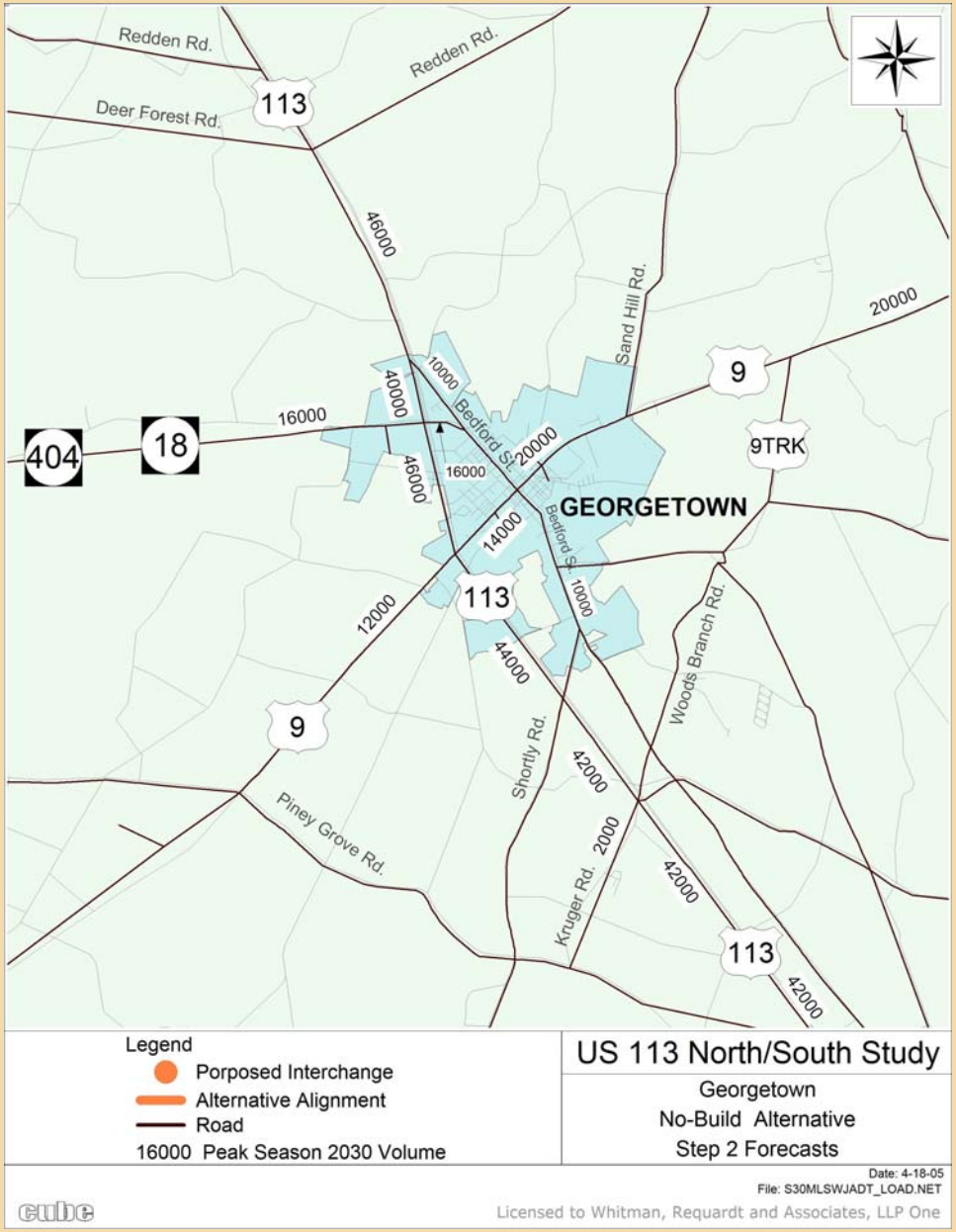
- **Apr. 25, 2005:** **Milford Area Working Group Meeting No. 7**
  - 5:30 – 8:30 PM at Carlisle Fire Company, Banquet Hall
    615 N.W. Front Street, Milford
- **Apr. 26, 2005:** **Ellendale Area Working Group Meeting No. 5**
  - 7:00 – 9:15 PM at Ellendale Volunteer Fire Company,
    302 Main Street, 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
- **May 16, 2005:** **Milford Area Working Group Meeting No. 8**
  - 5:30 – 8:30 PM at Carlisle Fire Company, Banquet Hall
    615 N.W. Front Street, Milford
- **May 18, 2005:** **Georgetown Area Working Group Meeting No. 8**
  - 5:30 – 8:30 PM at CHEER Community Center
    20520 Sand Hill Road, Georgetown
- **May and June:** **Public Workshops**
  - See attached schedule

Traffic Analysis

- The traffic projections presented tonight are preliminary. This means that they can be used to:
  - Make comparisons among off-alignment alternatives, determining which best meet anticipated traffic needs
  - Determine approximate benefits along existing US 113
- They are NOT yet sufficient to:
  - Compare off-alignment to on-alignment alternatives
  - Determine specific interchange configurations
  - Determine specific intersection designs
  - Identify specific traffic composition (e.g. local/through, north/south, east/west, etc.)
- More detailed forecasts will be developed as the project progresses to allow us to perform more detailed analyses.

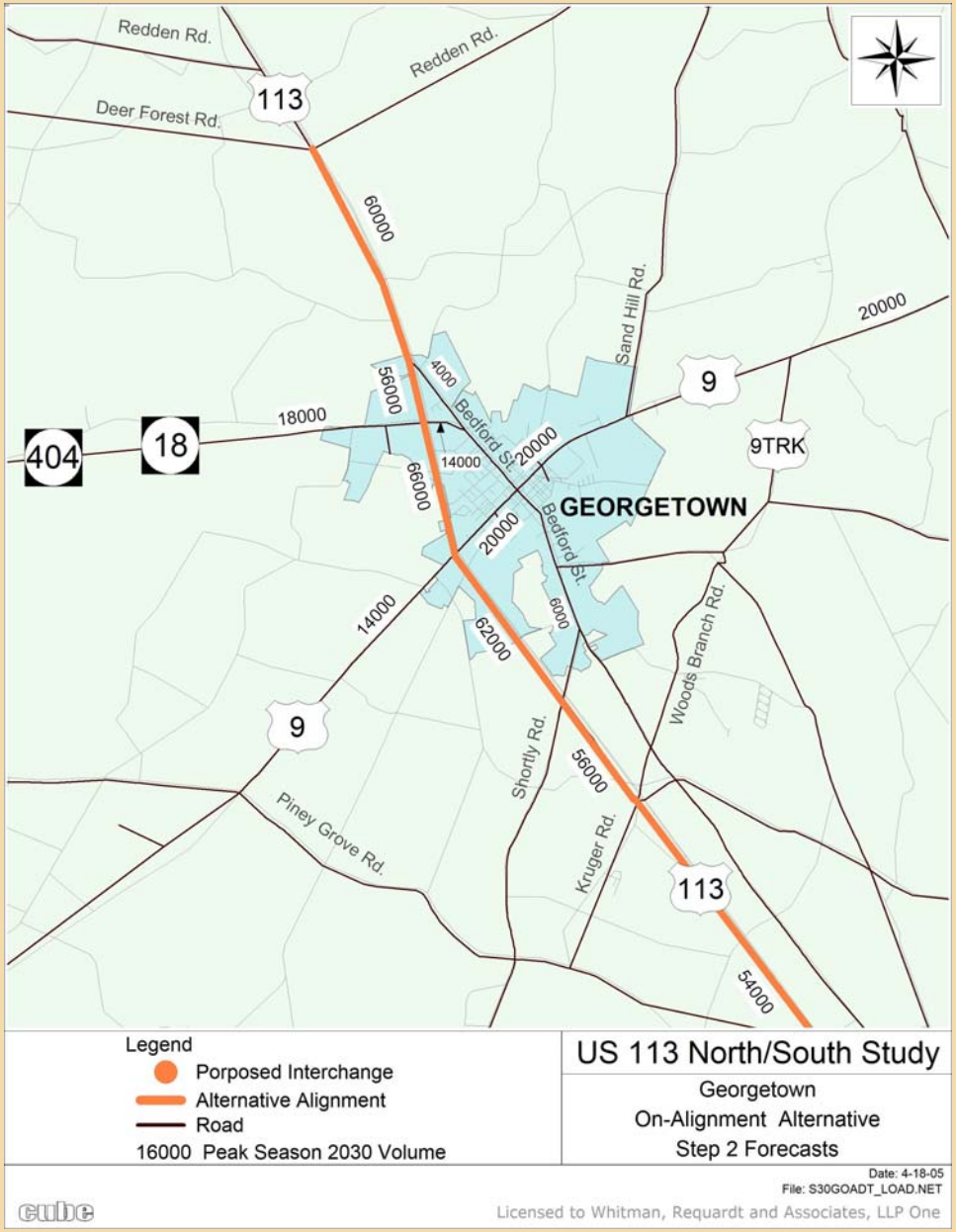


Traffic Analysis: Base Year Conditions



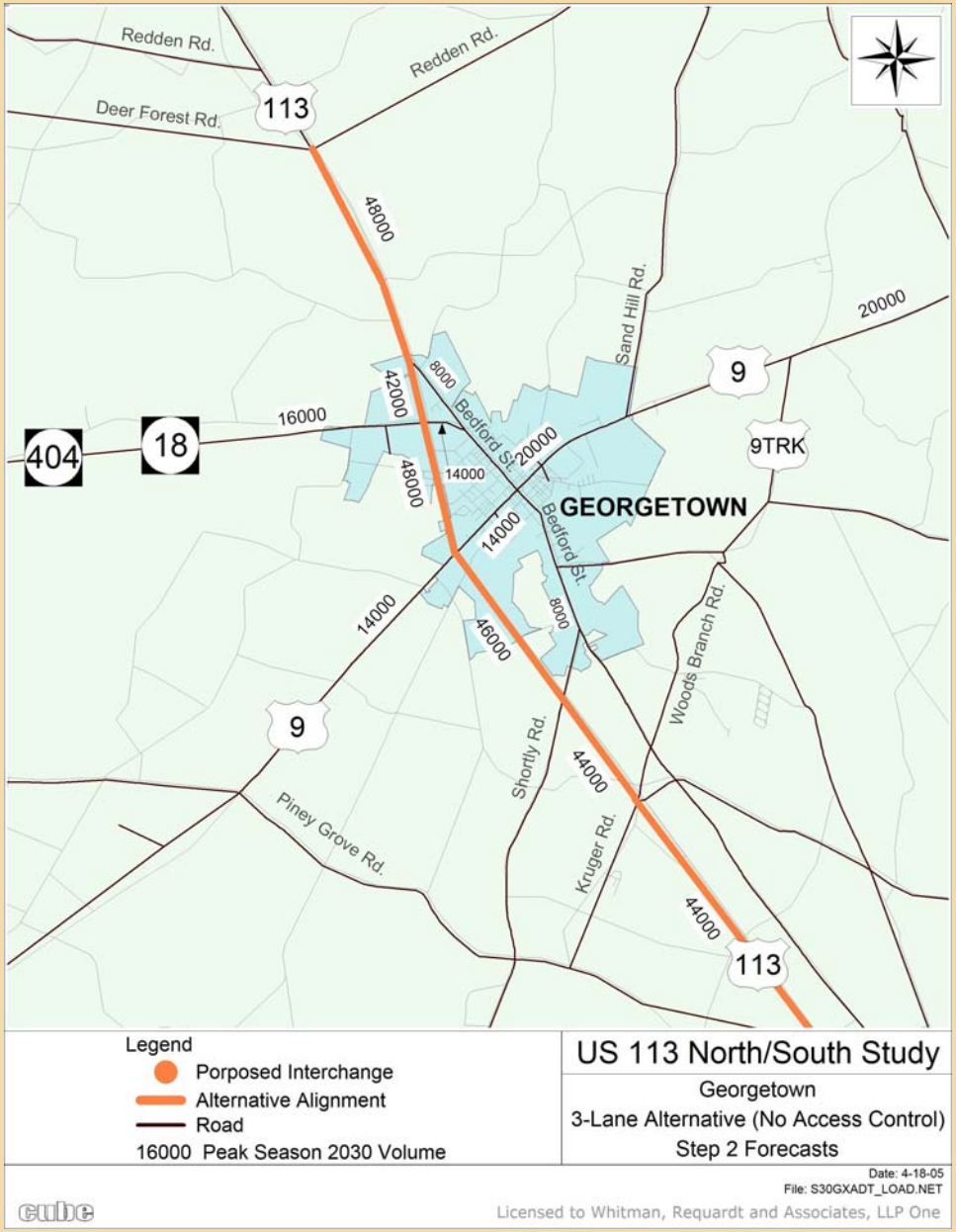
Traffic Analysis: No-Build Alternative

Step 2 forecasts are preliminary; further refinements are underway.



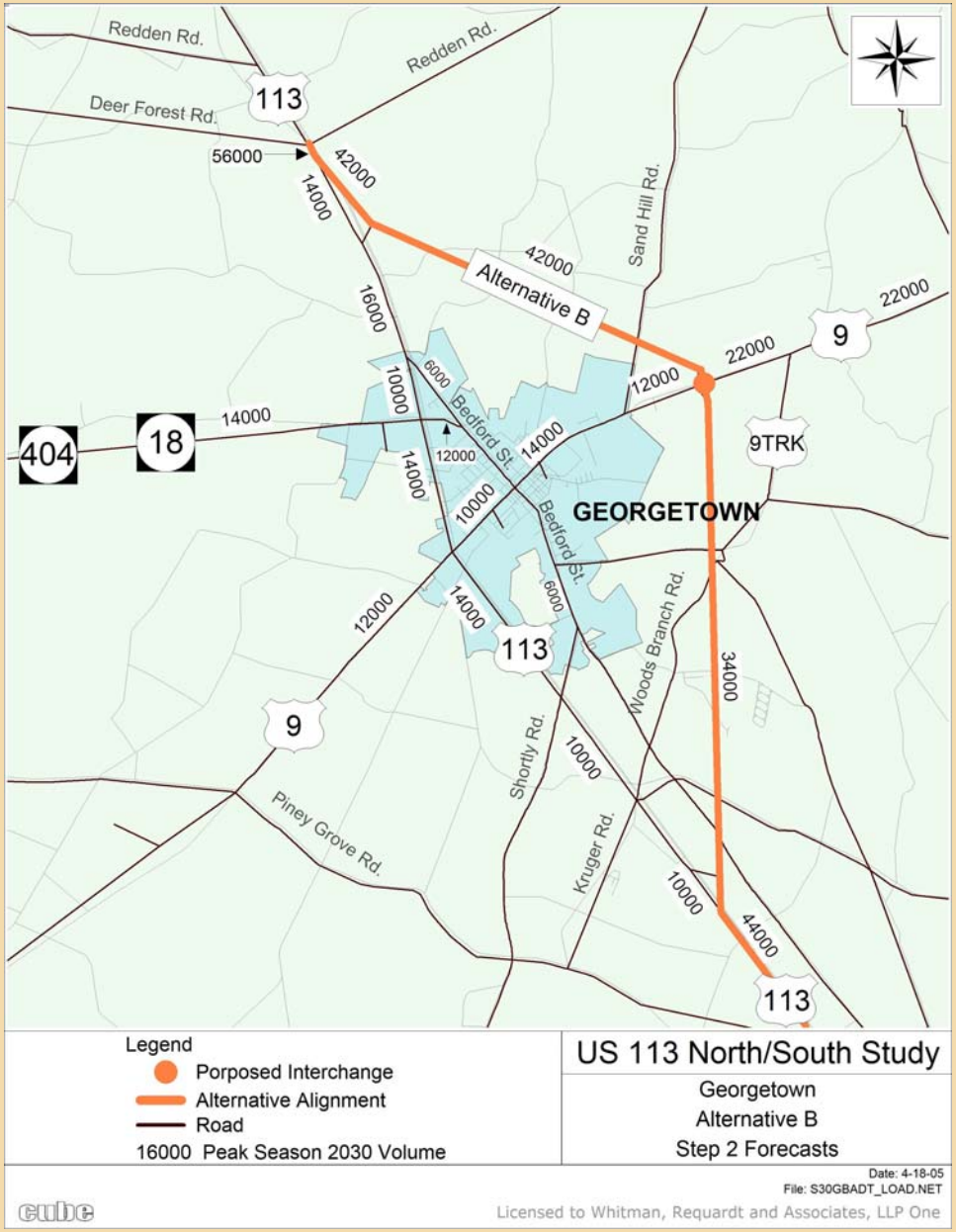
Traffic Analysis: Alternative A

Step 2 forecasts are preliminary; further refinements are underway.



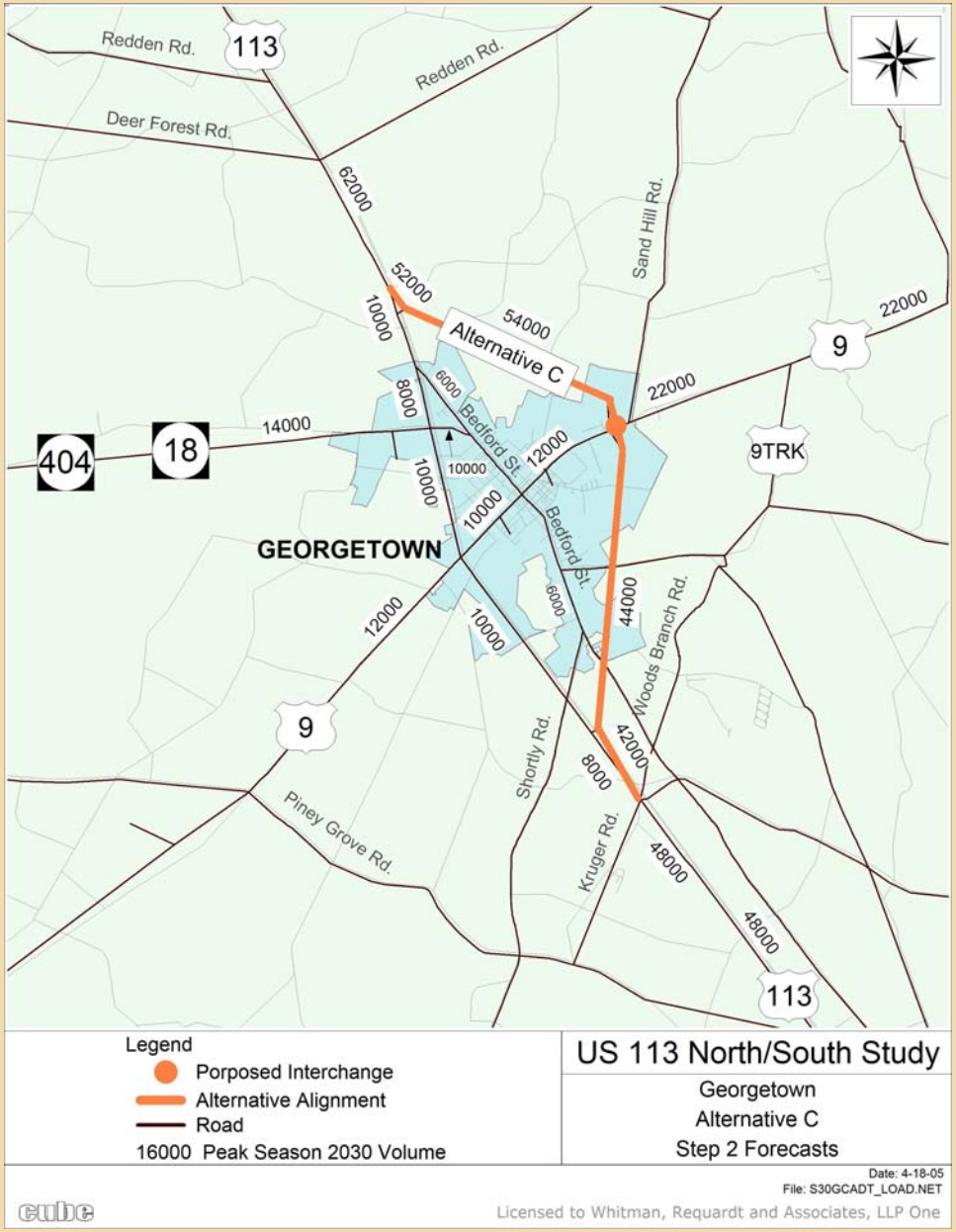
Traffic Analysis: Alternative A Option 3

Step 2 forecasts are preliminary; further refinements are underway.



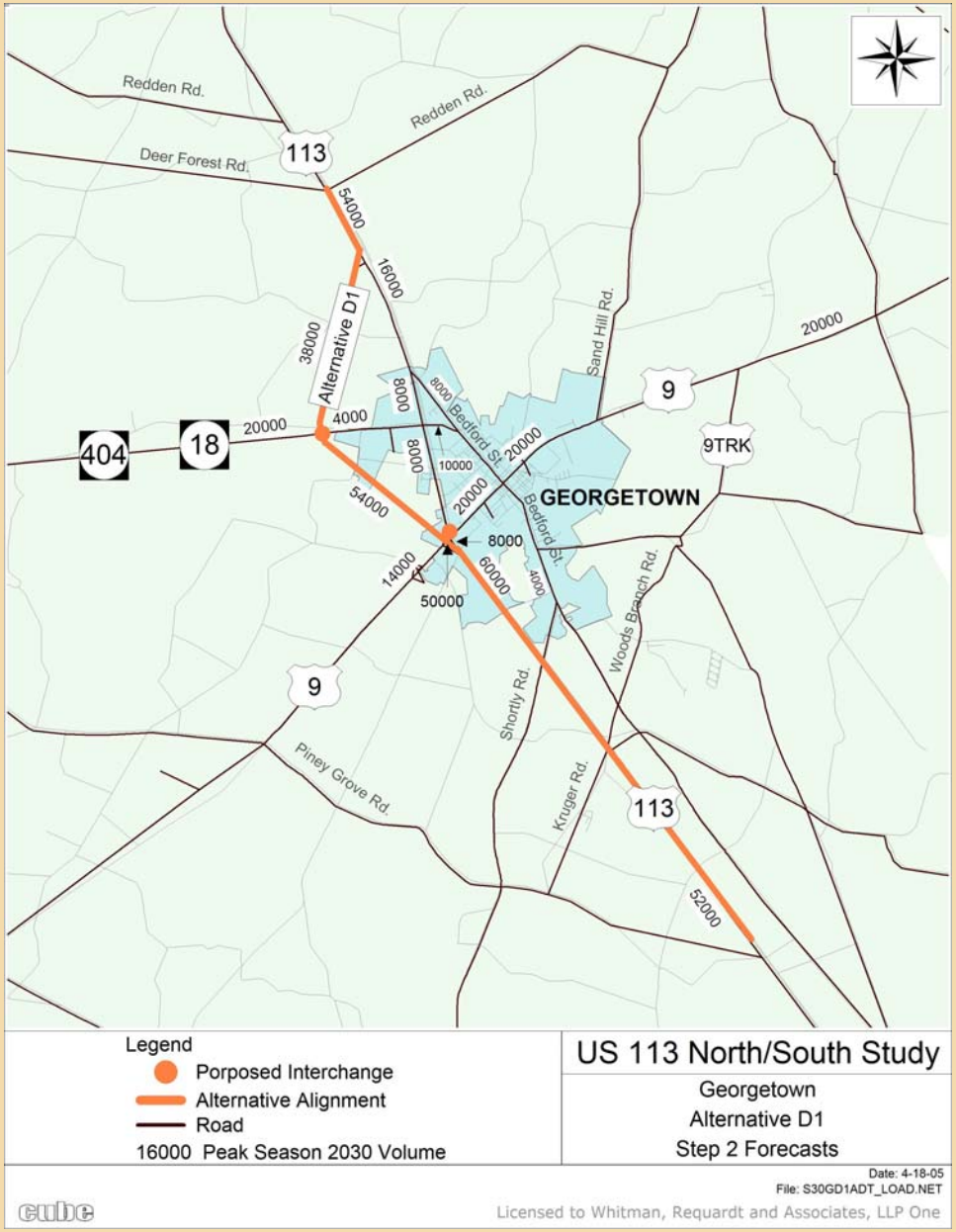
Traffic Analysis: Alternative B

Step 2 forecasts are preliminary; further refinements are underway.



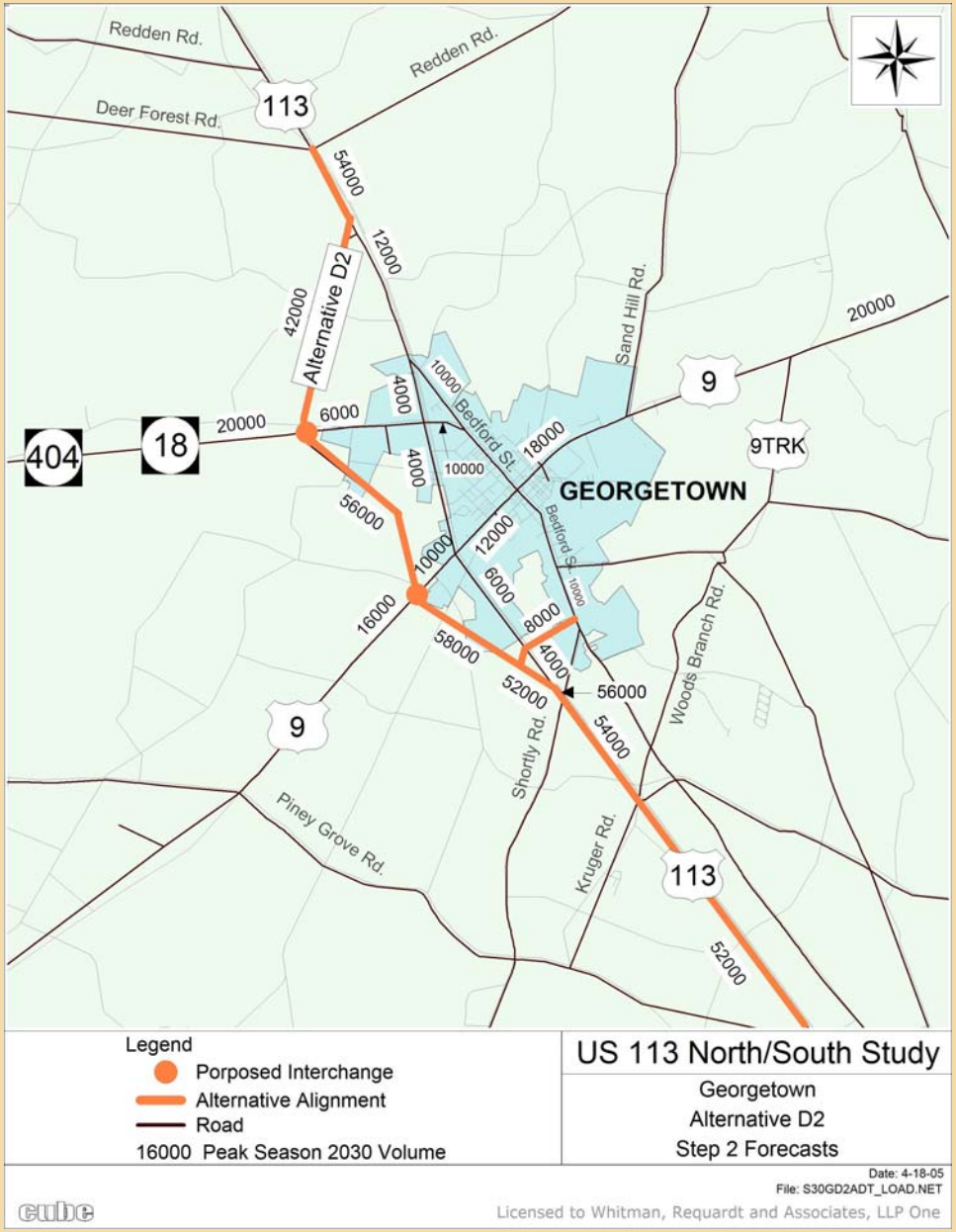
Traffic Analysis: Alternative C

Step 2 forecasts are preliminary; further refinements are underway.



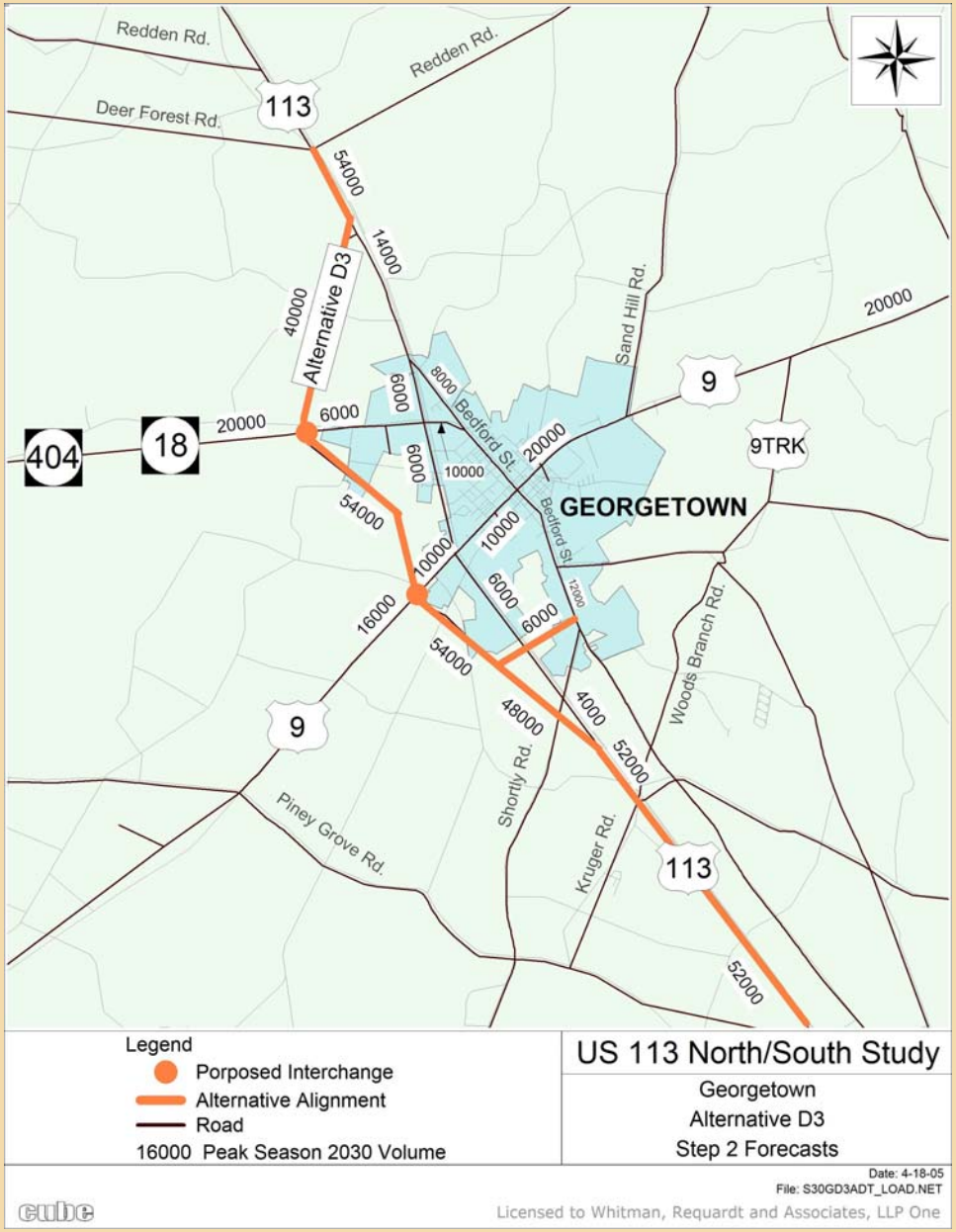
Traffic Analysis: Alternative D1

Step 2 forecasts are preliminary; further refinements are underway.



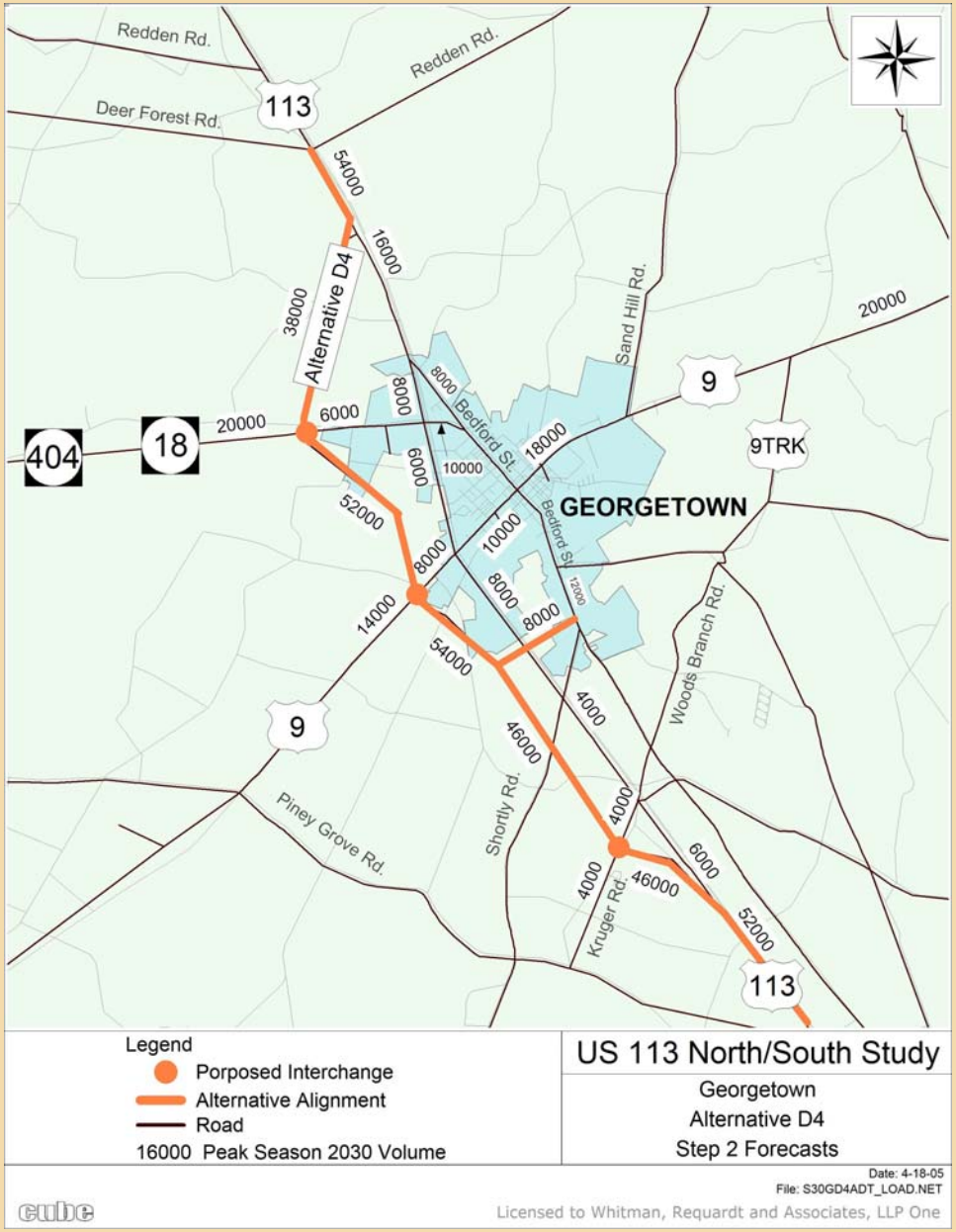
Traffic Analysis: Alternative D2

Step 2 forecasts are preliminary; further refinements are underway.



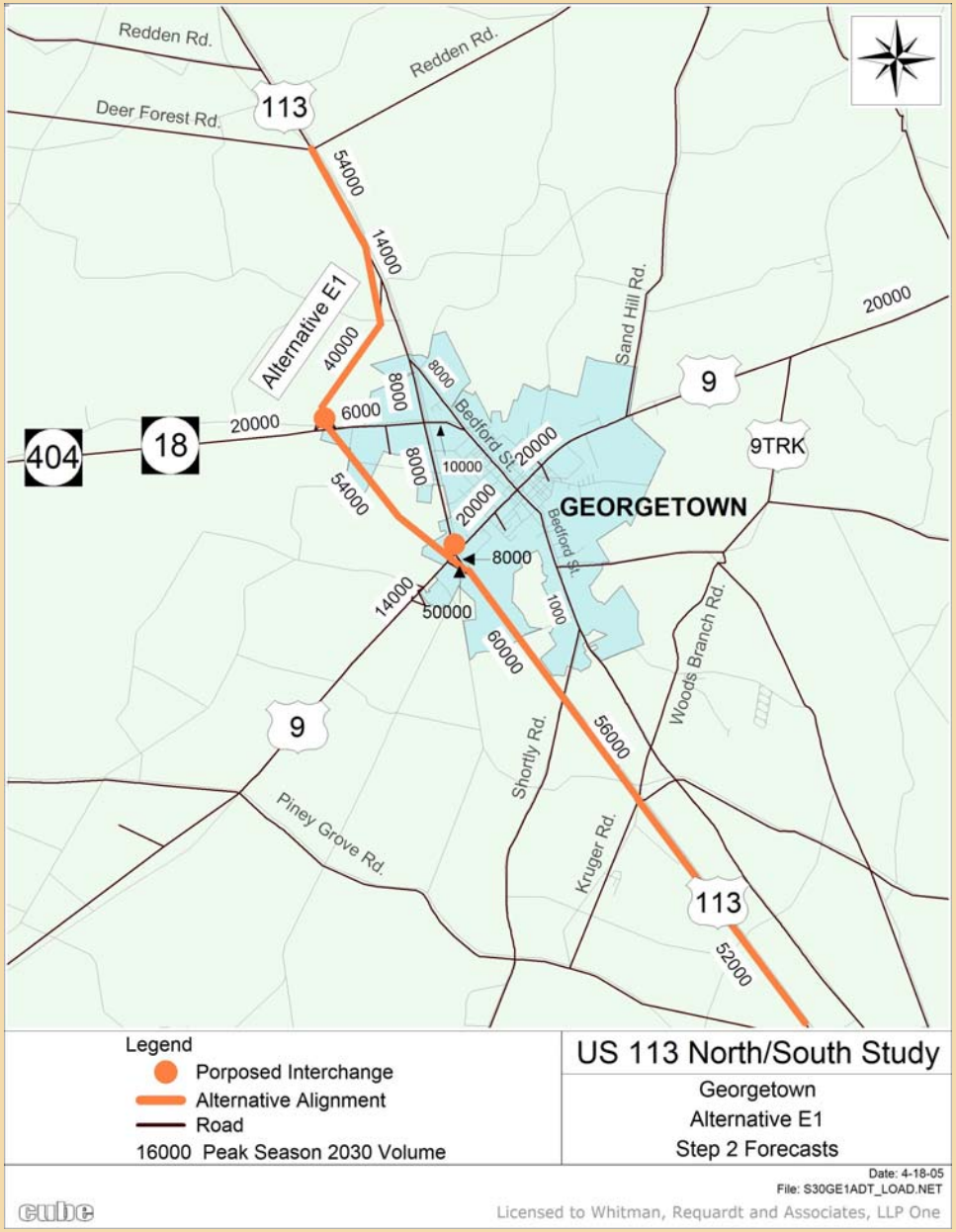
Traffic Analysis: Alternative D3

Step 2 forecasts are preliminary; further refinements are underway.



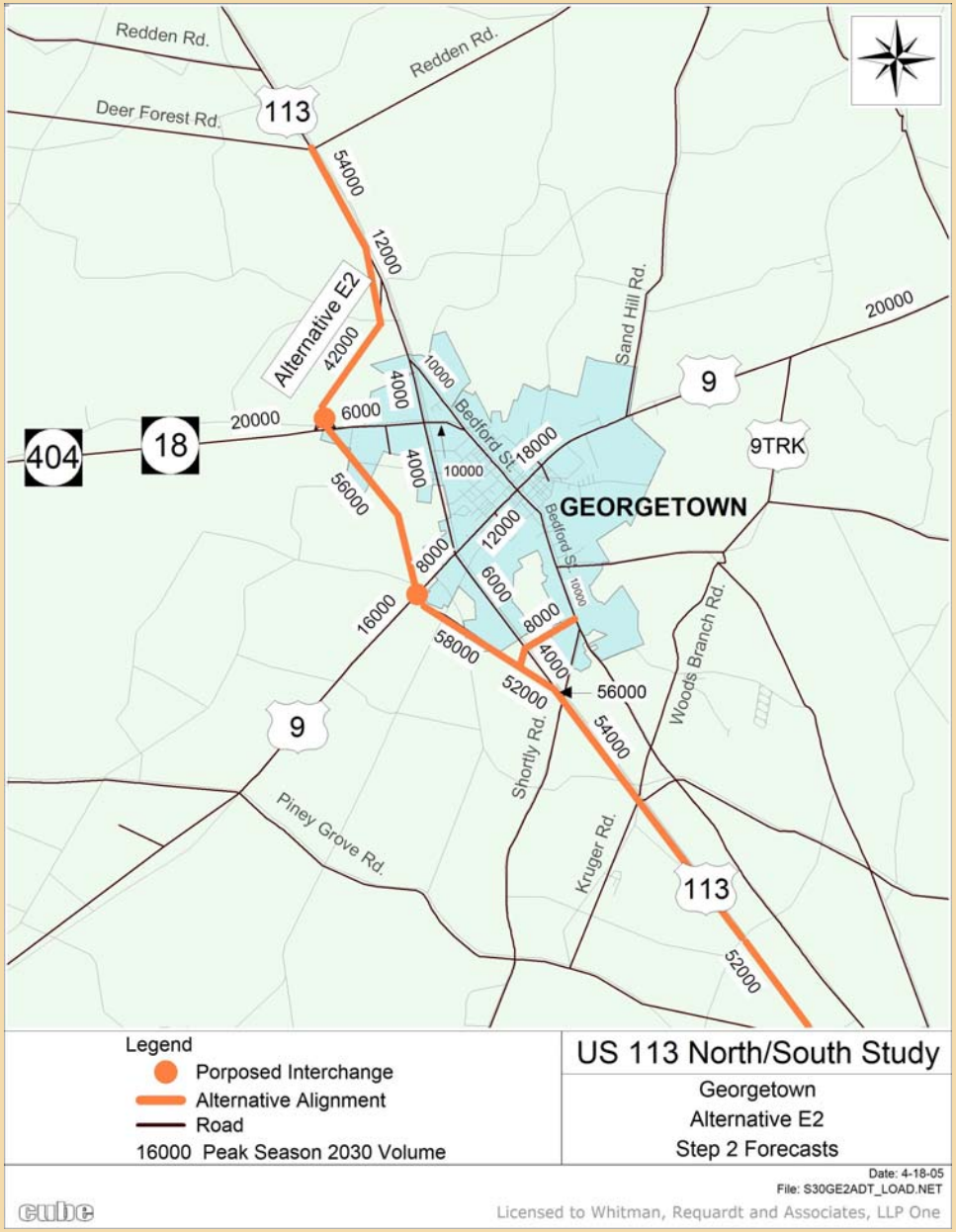
Traffic Analysis: Alternative D4

Step 2 forecasts are preliminary; further refinements are underway.



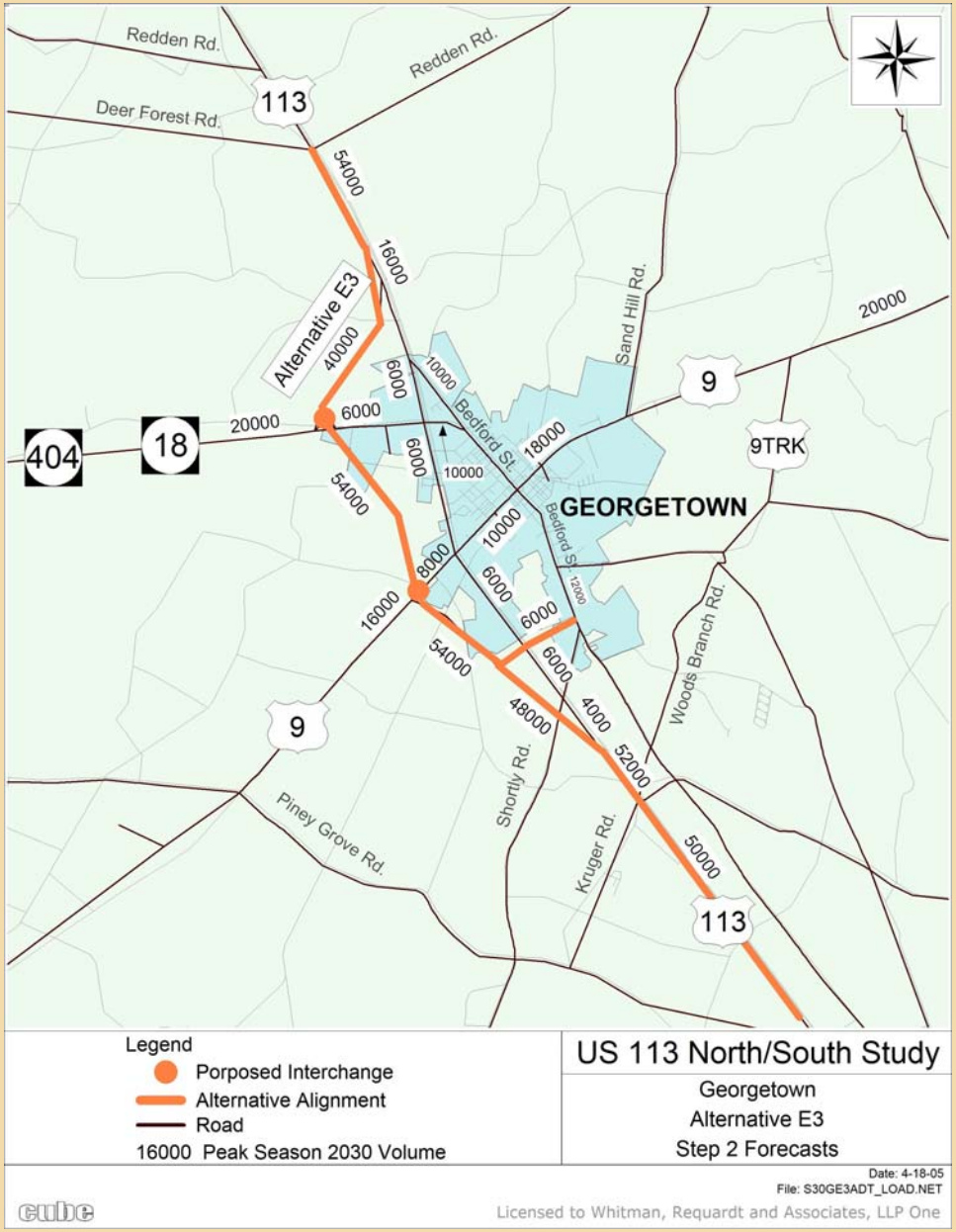
Traffic Analysis: Alternative E1

Step 2 forecasts are preliminary; further refinements are underway.



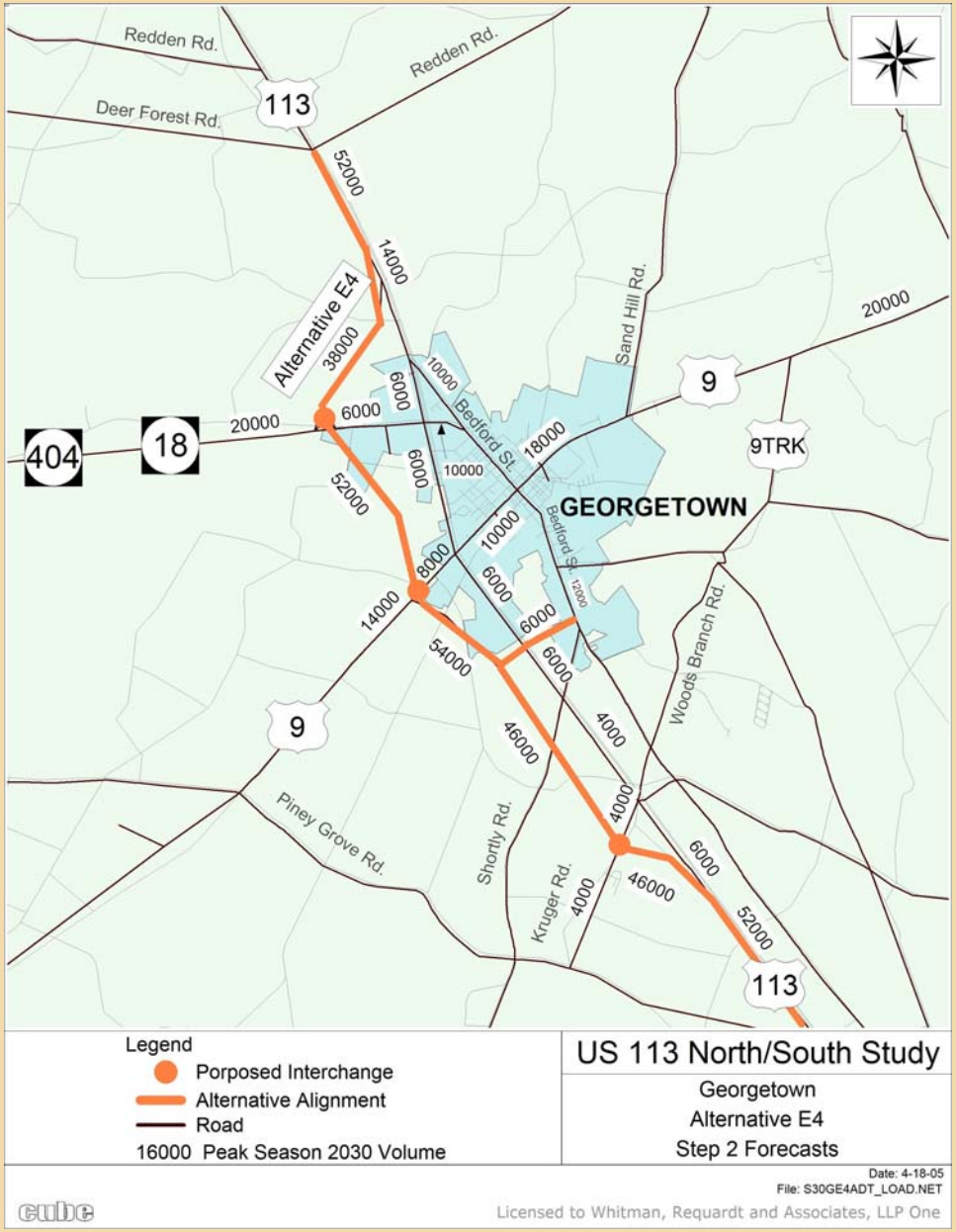
Traffic Analysis: Alternative E2

Step 2 forecasts are preliminary; further refinements are underway.



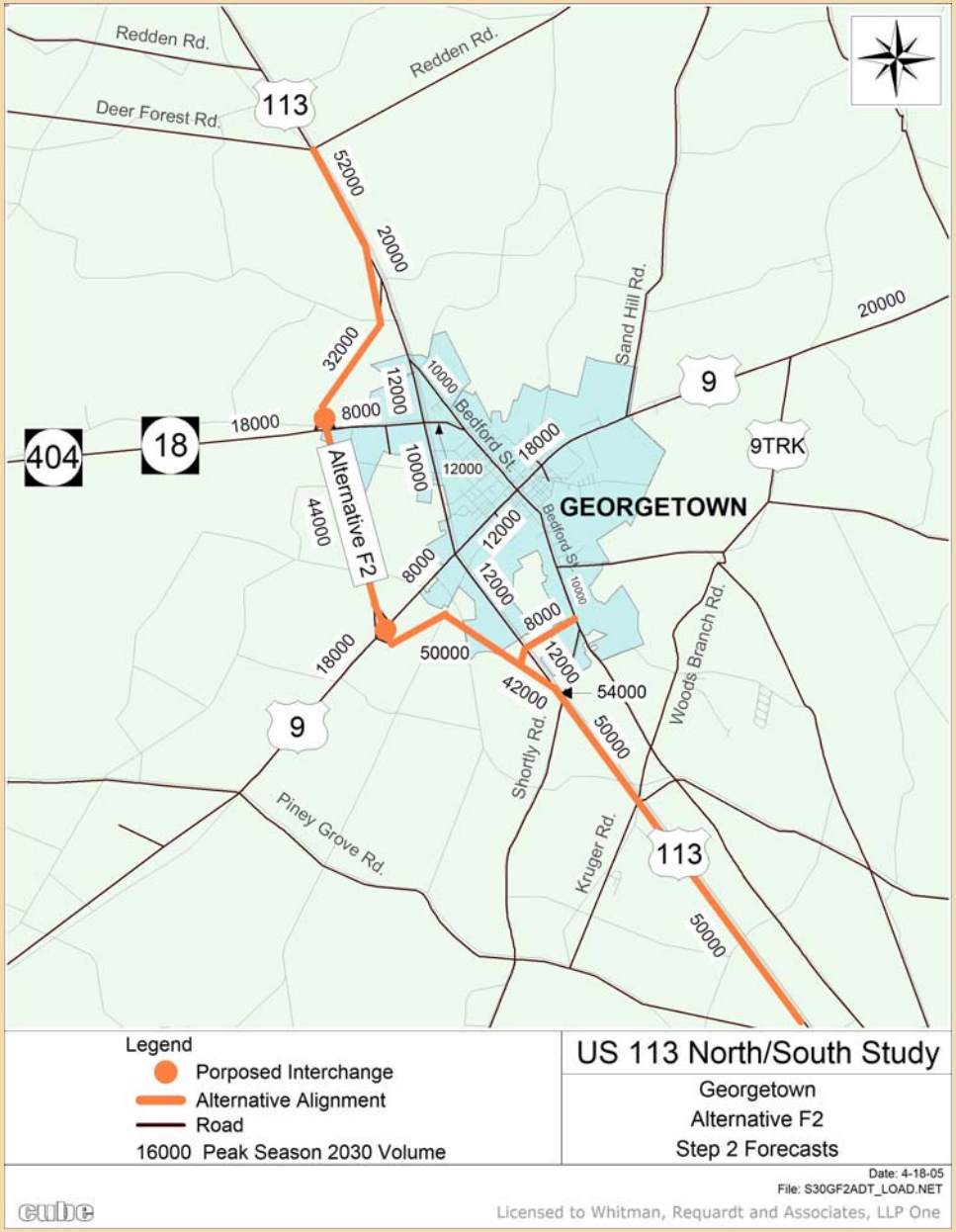
Traffic Analysis: Alternative E3

Step 2 forecasts are preliminary; further refinements are underway.



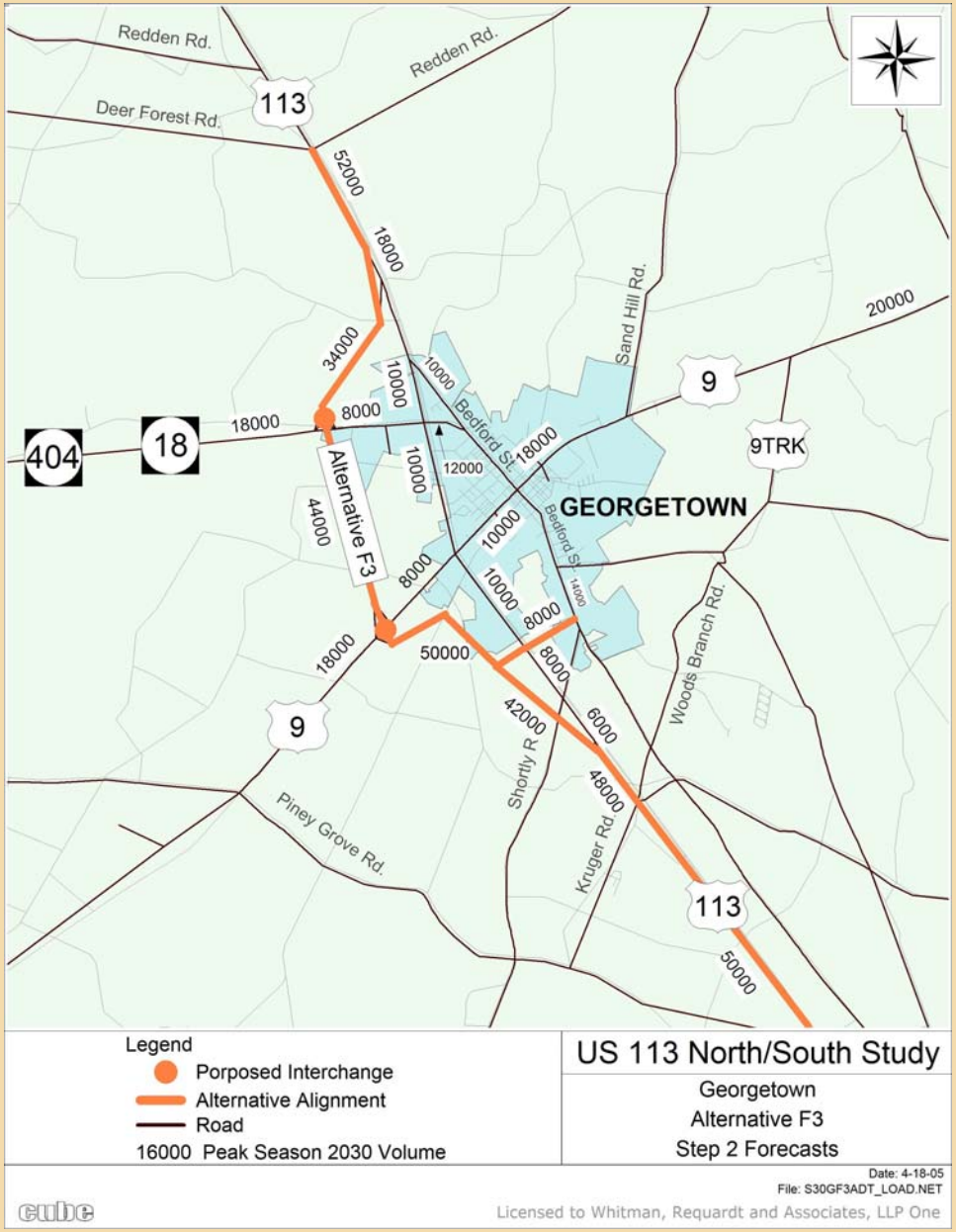
Traffic Analysis: Alternative E4

Step 2 forecasts are preliminary; further refinements are underway.



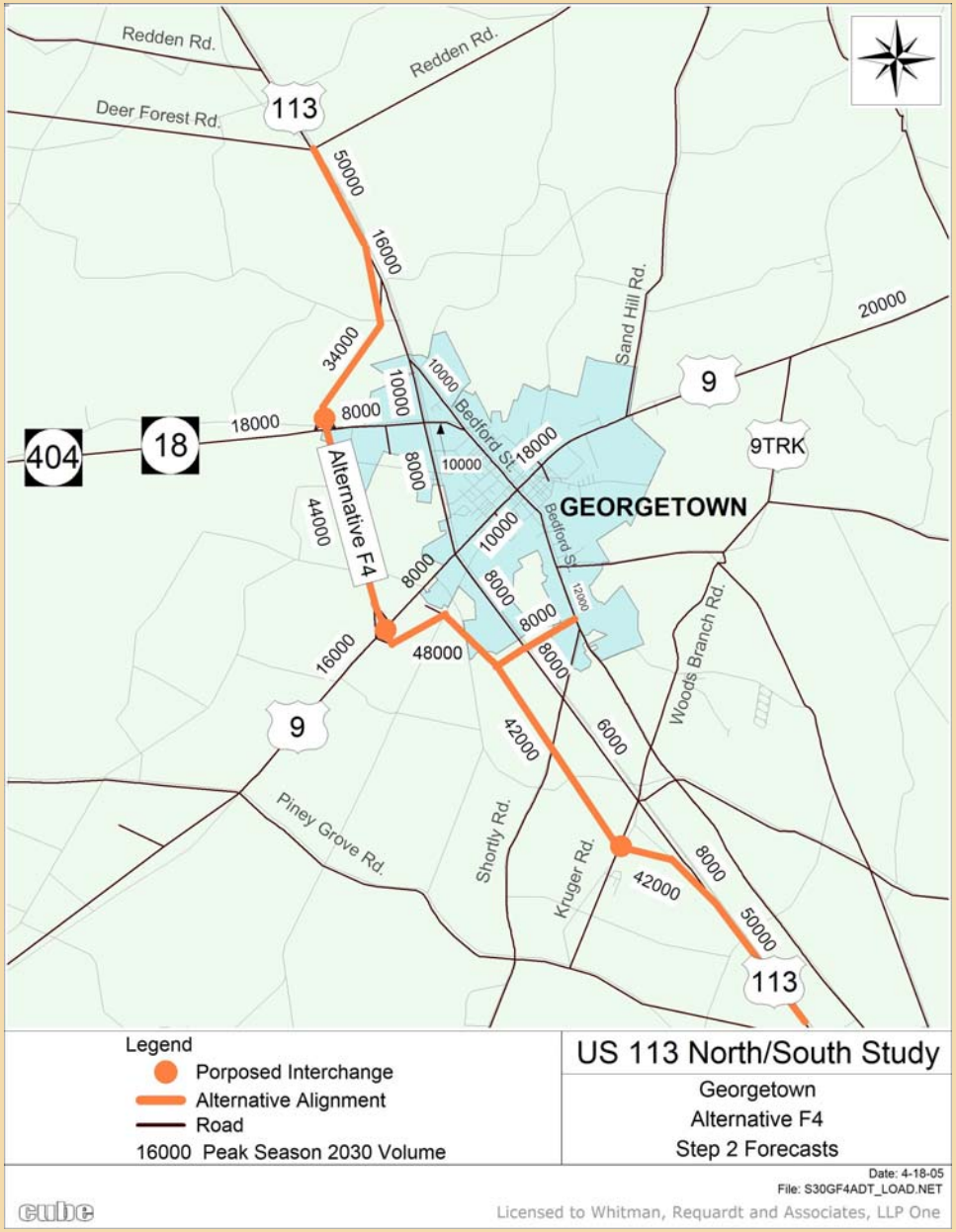
Traffic Analysis: Alternative F2

Step 2 forecasts are preliminary; further refinements are underway.



Traffic Analysis: Alternative F3

Step 2 forecasts are preliminary; further refinements are underway.



Traffic Analysis: Alternative F4

Step 2 forecasts are preliminary; further refinements are underway.

Traffic Analysis
Conclusions

- As we evaluate the alternatives later in the meeting, we will provide conclusions regarding the relative traffic benefits of each alternative.

Cost Estimates

- At this point, no alternative is being considered for elimination based on cost.
- Cost estimates using the major quantity approach are still under development.
- At this preliminary stage, it is reasonable to use the length of each alternative and the number of interchanges as a means to compare relative cost.

Economic Impact Analysis

- Our economic impact consultant (Economic Development Research Group) has performed a cursory review of the off-alignment alternatives.
- Generally speaking, the further a bypass is from Georgetown, the greater the potential economic impact.
- However, the bypass alternatives in Georgetown are not so different from each other that economic impact should be used to retain one and drop another.
- More detailed analysis will begin with a business survey later this spring.

Retaining Alternatives for Detailed Study

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

Resource Agencies

Working Groups

General Public

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

- The no-build alternative and at least one on-alignment alternative will be retained for detailed study.
- The matrix, traffic information, and public opinion are the tools we have available to narrow down the list of alternatives.
- By the end of our next meeting, we would like the group to recommend:
  - which on-alignment alternative(s) be retained
  - which east bypass alternative(s) be retained, if any
  - which west bypass alternative(s) be retained, 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
  - This option is being evaluated to determine whether it addresses purpose and need
- **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 impacts:**
  - See matrix for details.

On-Alignment Alternatives: Natural Resource Impacts

	No Build Alternative	Alternative A, opt. 1	Alternative A, opt. 2	Alternative A, opt. 3
Area of Potential Floodplain Impacts - FEMA (acres)				
100-Year	0	2	2	0
Area of Potential Wetland/Waters of the US Impacts				
Total Wetlands (acres)	0	21	24	3
Hydric Soils (acres)	0	181	187	88
Waters of the US (linear feet)	0	7,700	10,700	1,800
Potential Agricultural Impacts (acres)				
Agricultural Districts	0	0	0	0
Agricultural Preservation Easements	0	0	0	0
Prime Farmlands	0	289	310	143
Potential Hazardous Waste Impacts				
Number of EPA Sites	0	0	0	0
Number of NPDES Locations	0	0	0	0
Potential Natural Resource Impacts (acres)				
Natural Areas	0	0	0	0
State Resource Areas	0	2	7	9
Forestland: 2002 Land Use	0	36	76	1
State Forest	0	2	2	0
Rare, Threatened and Endangered Species	TBD	TBD	TBD	TBD
Parks and Recreation Areas	0	2	2	0

On-Alignment Alternatives: Cultural Resource Impacts

	No Build Alternative	Alternative A, opt. 1	Alternative A, opt. 2	Alternative A, opt. 3
Potential Cultural Resource Impacts				
Number of NRHP Buildings, Structures and Objects	0	0	0	0
Number of NRHP Archeological Sites	0	0	0	0
Number of NRHP Districts	0	0	0	0
Number of CRS Buildings, Structures and Objects	0	1	1	1
Number of CRS Archeological Sites	0	1	1	0
Number of CRS Areas/Districts	0	8	7	5
Number of Potential CRS Points	0	5	3	0
Number of Cemeteries	0	0	0	0
Predictive Model: Prehistoric Sensitivity - High & Moderate (acres)	0	43	36	18
Predictive Model: Prehistoric Sensitivity - Low (acres)	0	106	111	46
Predictive Model: Early Historic Sensitivity - High & Moderate (acres)	0	8	6	3
Predictive Model: Early Historic Sensitivity - Low (acres)	0	0	0	0
Predictive Model: Sites of Historic Sensitivity - High & Moderate	0	5	4	1
Predictive Model: Sites of Historic Sensitivity – Low	0	1	1	1

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 impacts:**
  - See matrix for details.

Eastern Bypass Alternatives: Natural Resource Impacts

	Alternative B	Alternative C
Area of Potential Floodplain Impacts - FEMA (acres)		
100-Year	7	8
Area of Potential Wetland/Waters of the US Impacts		
Total Wetlands (acres)	62	64
Hydric Soils (acres)	217	322
Waters of the US (linear feet)	17,100	15,400
Potential Agricultural Impacts (acres)		
Agricultural Districts	27	0
Agricultural Preservation Easements	0	0
Prime Farmlands	368	425
Potential Hazardous Waste Impacts		
Number of EPA Sites	0	0
Number of NPDES Locations	0	1
Potential Natural Resource Impacts (acres)		
Natural Areas	0	0
State Resource Areas	94	56
Forestland: 2002 Land Use	108	64
State Forest	13	6
Rare, Threatened and Endangered Species	TBD	TBD
Parks and Recreation Areas	30	25

Eastern Bypass Alternatives: Cultural Resource Impacts

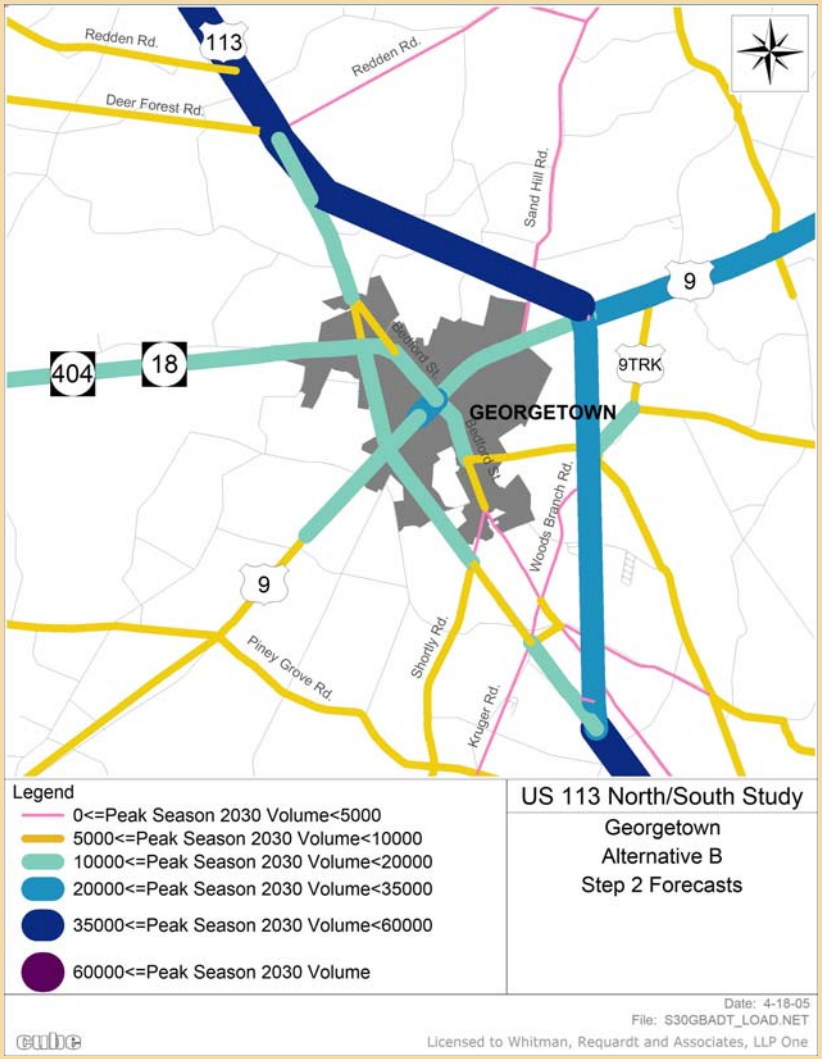
	Alternative B	Alternative C
Potential Cultural Resource Impacts		
Number of NRHP Buildings, Structures and Objects	0	0
Number of NRHP Archeological Sites	0	0
Number of NRHP Districts	0	0
Number of CRS Buildings, Structures and Objects	50	34
Number of CRS Archeological Sites	21	22
Number of CRS Areas/Districts	13	14
Number of Potential CRS Points	18	42
Number of Cemeteries	4	2
Predictive Model: Prehistoric Sensitivity - High & Moderate (acres)	134	134
Predictive Model: Prehistoric Sensitivity - Low (acres)	158	129
Predictive Model: Early Historic Sensitivity - High & Moderate (acres)	15	7
Predictive Model: Early Historic Sensitivity - Low (acres)	0	5
Predictive Model: Sites of Historic Sensitivity - High & Moderate	70	58
Predictive Model: Sites of Historic Sensitivity - Low	0	1

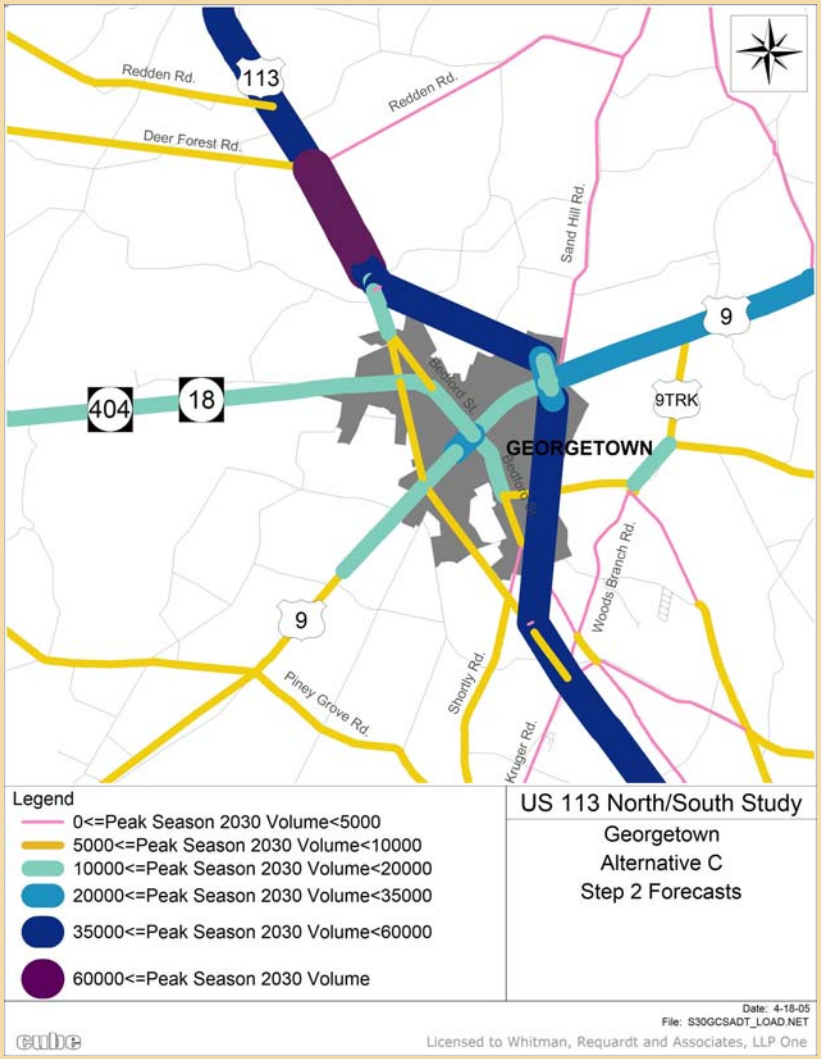
Eastern Bypass Alternatives

- **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 44,000-54,000 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





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: Natural Resource Impacts

	D1	D2	D3	D4	D5	E1	E2	E3	E4	E5	F2	F3	F4
Area of Potential Floodplain Impacts - FEMA (acres)													
100-Year	0	0	3	0	0	0	0	3	0	0	0	3	0
Area of Potential Wetland/Waters of the US Impacts													
Total Wetlands (acres)	94	98	96	92	101	61	65	63	59	70	61	62	56
Hydric Soils (acres)	257	473	473	479	470	277	503	515	519	553	281	553	567
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
Potential Agricultural Impacts (acres)													
Agricultural Districts	0	0	0	32	0	0	0	0	32	0	0	0	32
Agricultural Preservation Easements	0	0	0	0	0	0	0	0	0	0	0	0	0
Prime Farmlands	382	377	394	398	368	401	394	415	416	392	417	438	443
Potential Hazardous Waste Impacts													
Number of EPA Sites	0	0	0	0	0	0	0	0	0	0	0	0	0
Number of NPDES Locations	0	0	0	0	0	0	0	0	0	0	0	0	0
Potential Natural Resource Impacts (acres)													
Natural Areas	0	0	0	0	0	0	0	0	0	0	0	0	0
State Resource Areas	72	72	72	72	72	38	38	38	38	38	38	38	38
Forestland: 2002 Land Use	40	42	44	43	43	49	52	54	53	53	81	84	82
State Forest	7	7	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
Parks and Recreation Areas	7	7	7	7	7	0	0	0	0	0	0	0	0

Western Bypass Alternatives: Cultural Resource Impacts

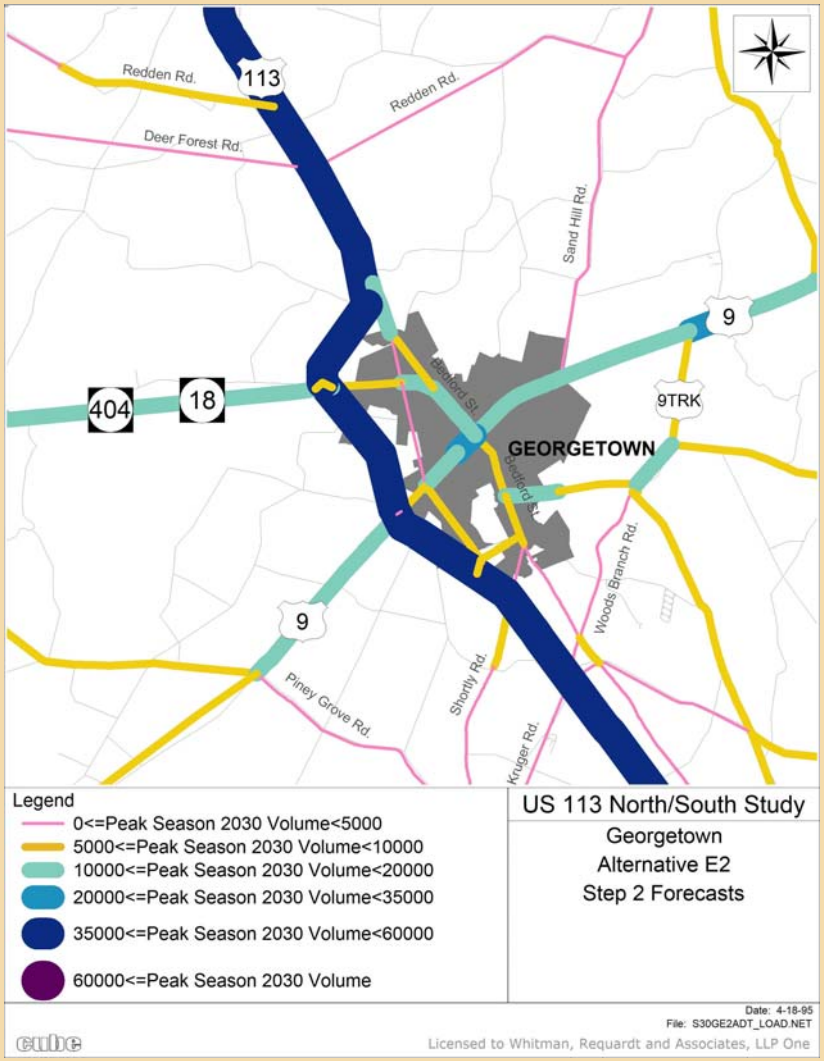
	D1	D2	D3	D4	D5	E1	E2	E3	E4	E5	F2	F3	F4
Potential Cultural Resources Impacts													
Number of NRHP Buildings, Structures and Objects	0	0	0	1	0	0	0	0	1	0	0	0	1
Number of NRHP Archeological Sites	0	0	0	0	0	0	0	0	0	0	0	0	0
Number of NRHP Districts	0	0	0	0	0	0	0	0	0	0	0	0	0
Number of CRS Buildings, Structures and Objects	7	7	8	9	7	6	6	7	8	6	6	6	7
Number of CRS Archeological Sites	1	1	1	1	1	1	1	1	1	1	1	1	1
Number of CRS Areas/Districts	9	9	9	9	9	9	9	9	9	9	9	9	9
Number of Potential CRS Points	5	5	6	4	4	7	7	8	6	6	7	8	6
Number of Cemeteries	2	2	2	2	2	2	2	2	2	2	2	2	2
Predictive Model: Prehistoric Sensitivity - High & Moderate (acres)	37	49	48	54	46	46	58	57	63	56	72	68	74
Predictive Model: Prehistoric Sensitivity - Low (acres)	98	154	134	143	128	104	160	140	149	139	143	128	136
Predictive Model: Early Historic Sensitivity - High & Moderate (acres)	5	5	5	7	5	6	7	7	8	7	11	11	13
Predictive Model: Early Historic Sensitivity - Low (acres)	0	1	2	3	4	0	2	2	2	2	0	2	2
Predictive Model: Sites of Historic Sensitivity - High & Moderate	4	5	6	8	5	5	6	7	9	6	7	7	9
Predictive Model: Sites of Historic Sensitivity - Low	1	1	1	1	1	0	0	0	0	0	1	1	1

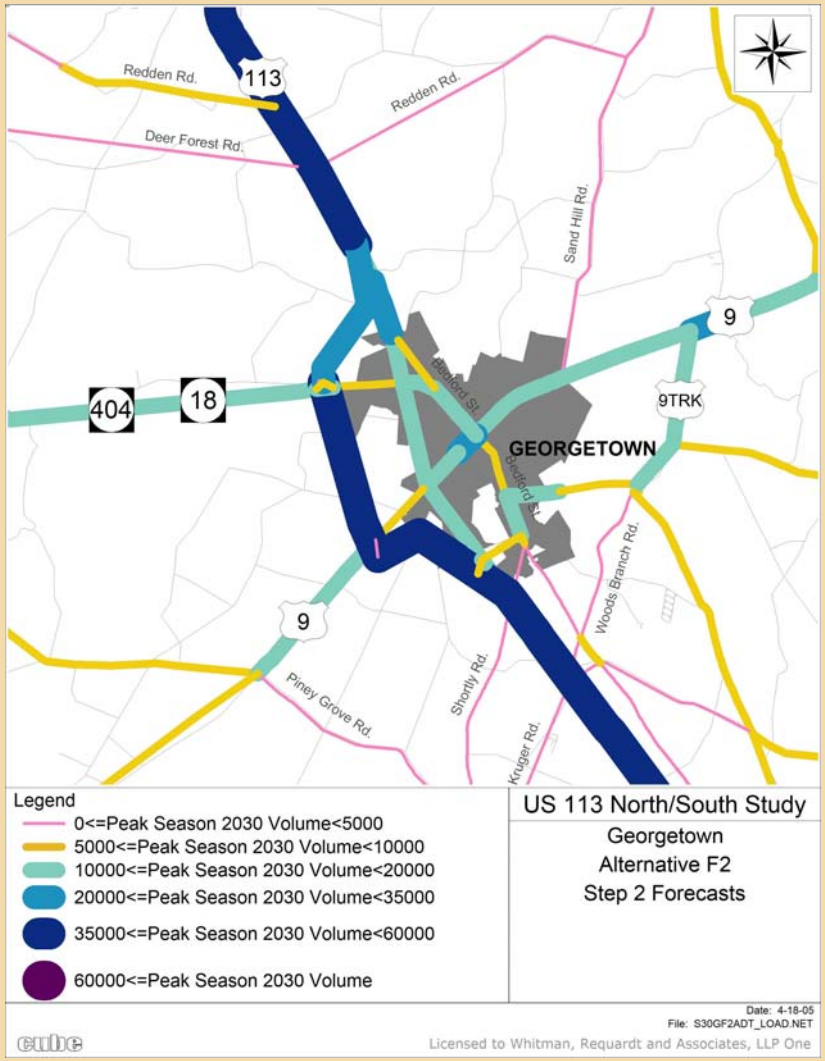
Western Bypass Alternatives

- **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



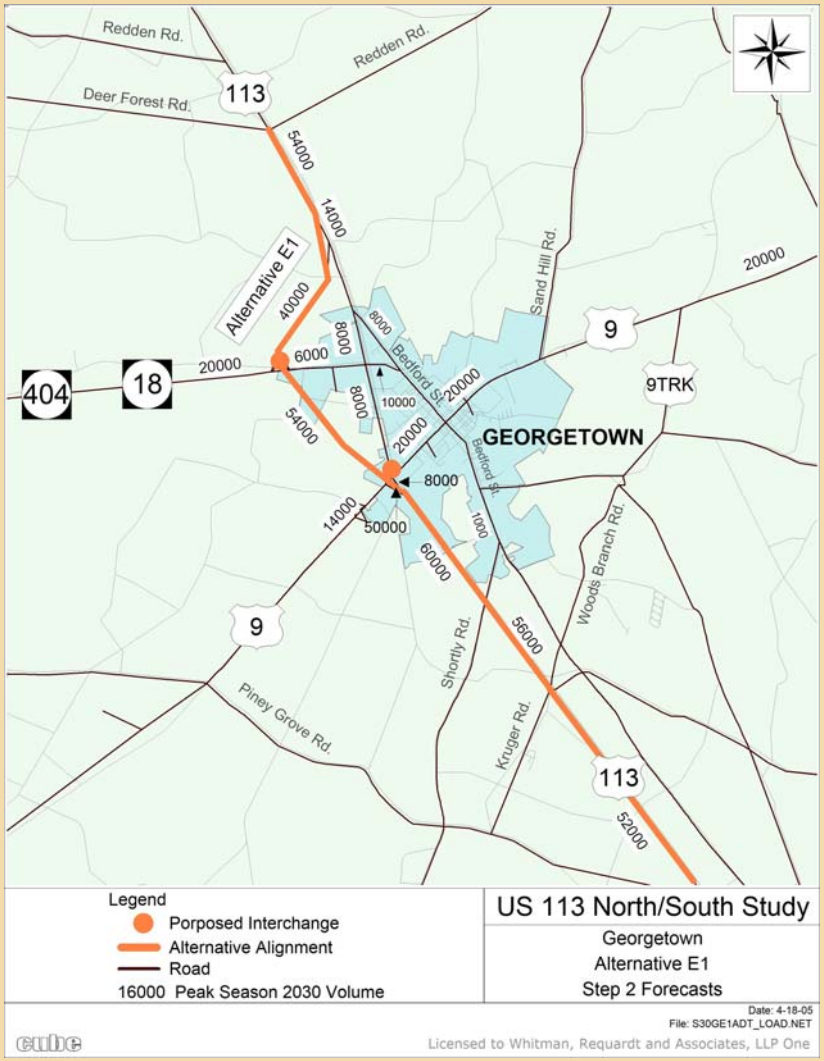


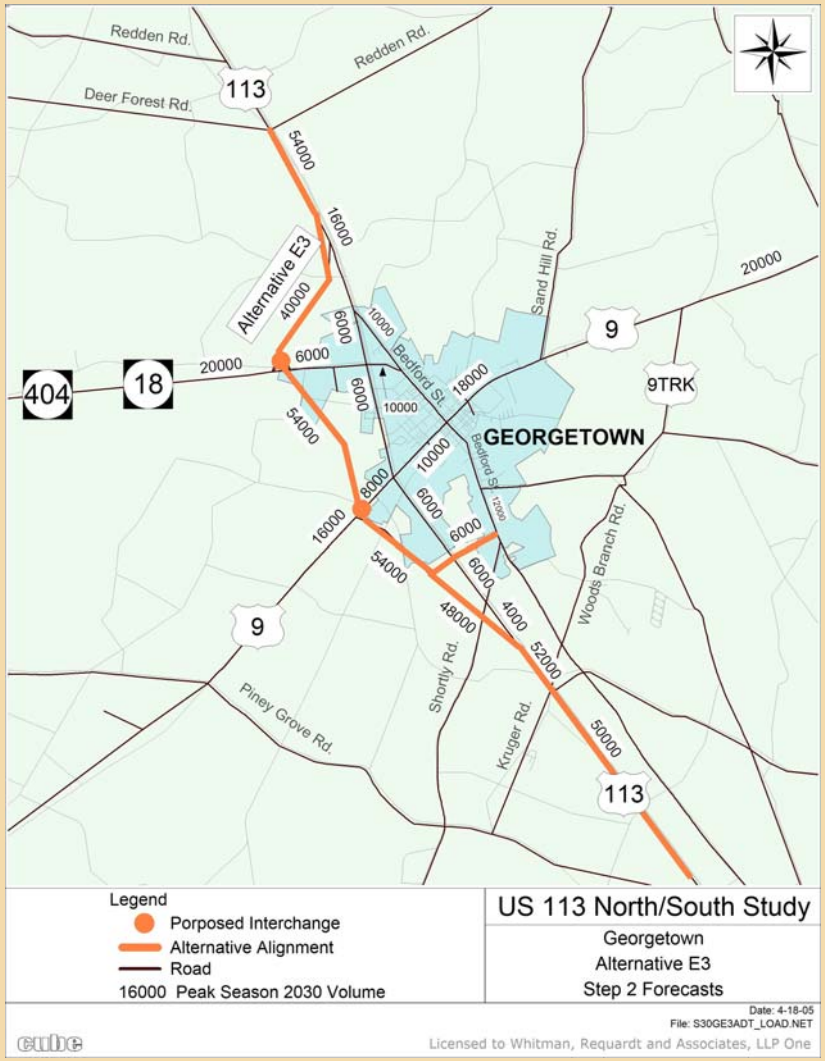
Western Bypass Alternatives

- **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 Alternatives

Traffic Comparison





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.)

Next Steps

- **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 alternatives recommended to be dropped (June 13, 2005)

Next Working Group Meeting

- **Agenda:** Continue to develop recommendations regarding Alternatives Retained for Detailed Study
- **Date:** May 18, 2005
- **Time:** 5:30 – 8:30 PM
- **Location:** CHEER Center, 20520 Sand Hill Road, Georgetown