Georgetown Area

Working Group

Meeting No. 2

March 18, 2004

Working Group Members

Howard Abbott, Jr.
Georgetown Resident

Shane Abbott
Sussex County Planning & Zoning Commission

Kenneth Adams
Melvin Joseph Contractors

David Baird
Town Manager

Sue Barlow
Georgetown Planning Commission

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 Dept. 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 Assoc.

Keith Moore
Perdue Farms

Merrill Moore
Georgetown Area Resident

Karen O'Neill
Southern Delaware Tourism

Guy Phillips
Sussex County Farm Bureau

Mike Simmons
DelDOT, Project Development

Joe Thomas
Sussex County Emergency Management Services

Ann Marie Townshend
Office of State Planning Coordination

Agenda

5:45	Call to Order	Bob Kramer
5:50	Opening Remarks	Nathan Hayward, III Monroe Hite, III
6:05	Working Group Guidelines	Bob Kramer
6:15	Draft Vision, Goals and Objectives	Bob Kramer
6:30	Constraints Map	Tom Heil
7:00	Break	
7:10	Corridor Studies	Project Team
8:20	Meeting Summary	Monroe Hite, III
8:25	Next Meeting	Bob Kramer
8:30	Adjourn	

Project Notebook

- **Tab 1: PowerPoint Slides**
- **Tab 2: Draft Meeting No. 1 Notes**
- **Tab 3: Study Schedule**

Recent Project Team Meetings

- **February 27, 2004:** Cultural Resources Coordination Meeting with State Historic Preservation Office Staff
- **March 1, 2004:** Make-up meeting for members of all three Working Groups who were unable to attend their initial meeting (CHEER Center – Georgetown - abbreviated presentation by Project Team)
- **March 10, 2004:** Millsboro-South Area Working Group Meeting

Upcoming Meetings

- **March 23, 2004:** Milford Area Working Group Meeting
- **April 8, 2004:** Update Environmental Resource Agencies – Quarterly Meeting
- **May 2004:** Field Tour with Environmental Resource Agencies
- **June 2004:** Public Workshops (3)

Working Group Guidelines

- **How We Treat Each Other**
- **How We Make Recommendations**
- **How We Communicate with Those Outside the Working Group**

Working Group Guidelines

- **How We Treat Each Other**
  - Each member has an equal right to speak and ask questions. There are no "dumb questions."
  - Each member is encouraged to share individual viewpoints. Individual opinions are valid whether others agree with them or not.
  - We will listen to, respect and seek to understand the views of others, particularly those perspectives that differ from our own.
  - Disagreements will be explored not suppressed. In some instances, however, disagreements may be discussed outside of meetings so that we are not distracted from achieving the purpose of the meetings.
  - We will be courteous when addressing other members, staff and consultants.
  - We will refrain from interrupting each other, staff or consultants.
  - We will keep our comments relevant to the topic under discussion.
  - Draft materials, plans and reports shared by and among members, staff, and consultants shall be treated as working papers.

Working Group Guidelines

- **How We Make Recommendations**
  - **The Working Group will operate by consensus whenever possible. Consensus does not necessarily mean agreement or active support by each member. Those not objecting are not necessarily indicating that they favor the proposal under consideration, but merely that they can "live with it."**
  - **In the absence of consensus, a super majority of three-quarters (75%) of the members present is required for approval of an action.**
  - **The facilitator will seek the sense of the Working Group on an issue/action. If there is not unanimity and if a clear super majority does not exist, written ballots will be used.**
  - **Members may designate an alternate to attend and participate in discussions in his or her absence. Alternates may vote in the absence of the member, except on the vote to adopt final recommendations.**
  - **The vote to adopt final recommendations will be by super majority. Only members can vote and written "absentee" ballots will be accepted.**
  - **Non-members shall attend meetings as observers and may be invited to offer comments if time allows.**

Working Group Guidelines

- **How We Communicate with Those Outside the Working Group**
  - **Ideas discussed within the Working Group should not be presented as representing the position of the group without the agreement of the group.**
  - **When speaking about the work of the Working Group outside of meetings, members are speaking for themselves only unless speaking from approved documents or positions of the Working Group.**
  - **Draft materials, plans and reports shared by and among members, staff and consultants shall be treated as working papers.**

Draft - Vision, Goals and Objectives

- **Vision = Desired Future**
- **Goals and Objectives = Guide for Developing and Evaluating Alternatives**
- **Draft Vision, Goals and Objectives considered:**
  - **Results of Listening Tour and Workshops**
  - **Georgetown Comprehensive Plan**
  - **Sussex County Comprehensive Plan**
  - **Sussex County Long Range Transportation Plan**
  - **DelDOT's Long Range Transportation Plan**
  - **Delaware's Strategies for State Policies and Spending**
  - **Livable Delaware Initiatives**

Draft Vision

- **The US 113 Working Group for the greater Georgetown Area envisions a future for the area where:**
  - The movement of people and goods in the study area is not hampered by traffic congestion as experienced today in parts of Sussex County.
  - The character and quality of life in the greater Georgetown Area have been maintained and the area continues to be a safe and attractive place for residents to live, work and play in and for visitors to enjoy.
  - Mobility and accessibility for local residents, police, fire emergency services and businesses have been preserved and improved.
  - The historic, archaeological, agricultural and natural resources in the greater Georgetown Area have been preserved while growth, both economic and residential, has been sustained.
- **We expect realization of this vision for the future of the Georgetown Area will require efforts at two levels.**
  - First, a comprehensive outreach effort with community, business and other stakeholder groups.
  - Second is strengthened communication and coordination among municipal, county, state and federal governments.

Draft Goals

- **The end result will be an efficient transportation infrastructure for the greater Georgetown Area that meets the following goals:**
  - Supports responsible and sustainable land development and economic growth while accommodating the anticipated growth in local, seasonal and through traffic.
  - Avoids negative impacts from transportation improvements to natural, cultural and historic resources.
  - Respects private property rights of owners on US 113 and along any new or bypass alignment.
  - Includes a limited access, through traffic route to points north and south of the study area
  - Allows for the separation of through (regional) and seasonal traffic from local traffic
  - Preserves and enhances capacity on existing US Route 113
  - Includes improved connections between east-west and north-south routes
  - Enhances the local road network and creates a comprehensive transportation system that accommodates the needs of all modes of transportation serving the residents of the greater Georgetown Area

Draft Objectives

- **Mobility/Accessibility**
  - Separate local traffic from through and seasonal traffic
  - Provide more travel options for residents
  - Develop a broader range of transportation options (bus, bike and pedestrian ways)
  - Improve the connections between east/west and north/south routes
  - Preserve or increase, where possible, traffic capacity on existing US 113
- **Congestion**
  - Reduce traffic congestion by providing additional capacity where needed
  - Reduce, where possible, traffic through neighborhoods
  - Improve traffic ingress/egress for businesses
- **Safety**
  - Improve safety of residents-pedestrians, bicyclists, children, drivers and transit users in the greater Georgetown Area
  - Separate through traffic from local traffic, where feasible
  - Improve accessibility for emergency services
  - Enhance safe access to schools, parks and recreation sites, community facilities, businesses and institutions

Draft Objectives

- **Land Use Planning**
  - Accommodate planned growth and the resulting traffic
  - Coordinate transportation improvements with approved land use patterns
  - Be consistent with Delaware's Livable Delaware Initiatives and Strategies for State Policies and Spending and Kent, Sussex and municipal comprehensive plans
- **Environment**
  - Conduct a comprehensive assessment of environmental resources and impacts on those resources
  - Avoid adverse affects to farmland, historic, archaeological and natural resources
  - Develop minimization and mitigation measures where avoidance is not feasible
- **Aesthetics**
  - Improve the view to and from the road
  - Maintain and enhance the character of the greater Georgetown Area
  - Use context sensitive design and construction techniques
  - Employ a full range of aesthetic options in addressing transportation needs and congestion in the greater Georgetown Area Land Use Planning

Draft Objectives

- **Intergovernmental Coordination**
  - Increase the level of cooperation and coordination among Sussex County, towns along the US 113 Corridor and DelDOT and other State agencies regarding the linkages between land use and transportation
  - Comply with federal and state agency environmental and historic resource regulations and requirements
- **Public Outreach**
  - Undertake comprehensive public outreach efforts including, public workshops; meetings with community, business and interest groups; newspaper articles; a project web site and other appropriate outreach techniques to obtain citizen input
  - Consider citizen input, ideas, suggestions, concerns and solutions before developing options and recommending solutions

Constraints Map Comments

- Homework Assignment
- General Feedback
  - Items that were omitted
  - Areas of Concern / Interest
- Significance of Identifying Constraints
- Presentation of Each Constraint Layer

Planning Information and Resources

US 113 North/South Study Area

- Planning Information
- Land Use
- Community Facilities
- Socio-Economic Resources
- Wetlands / Aquatic Resources
- Protected Lands & Resources
- Cultural & Historic Resources
- Terrestrial Resources

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SUSSEX COUNTY, DELAWARE

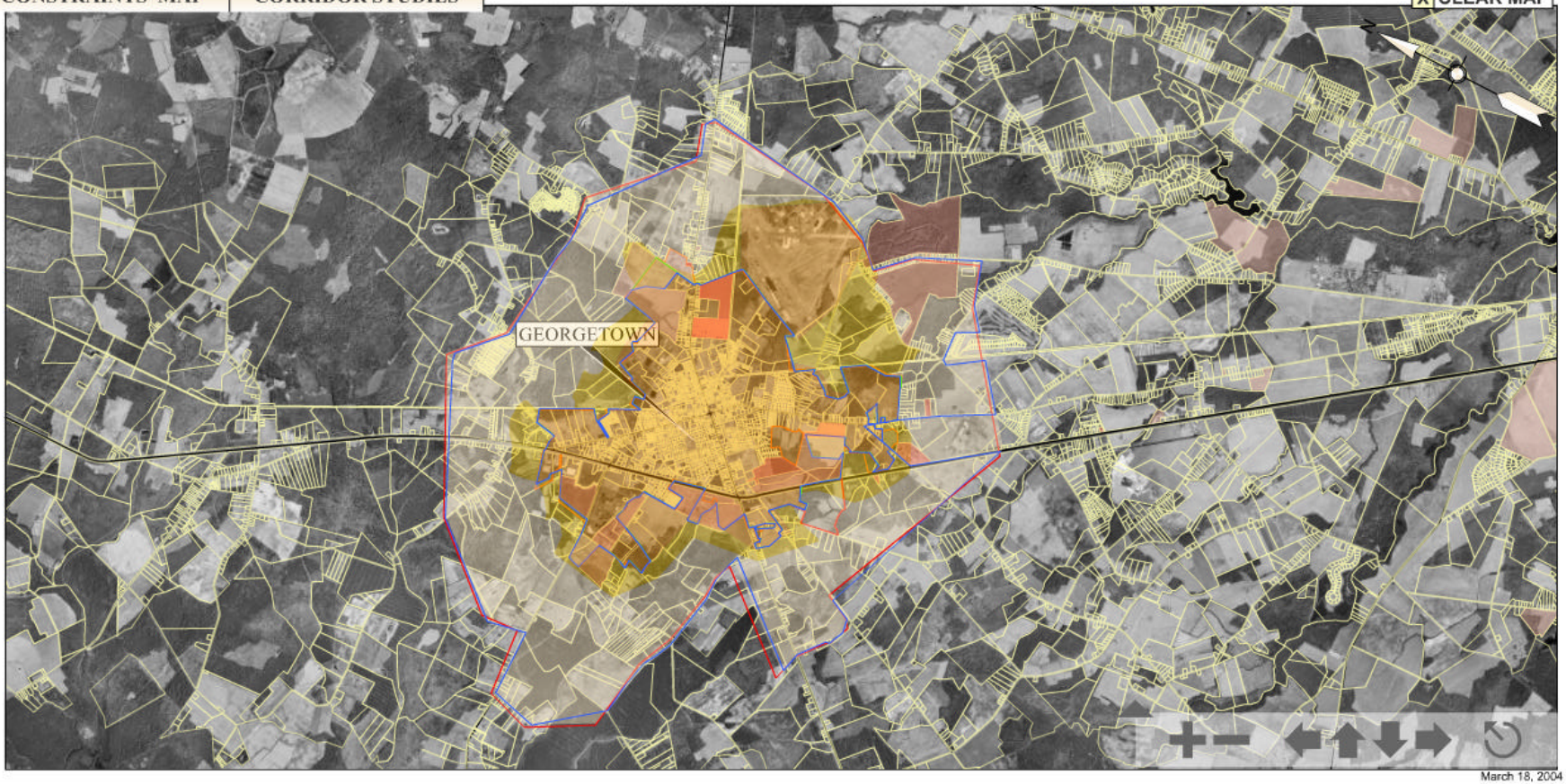
GEORGETOWN

WORK IN PROGRESS

US 113 North South Study

CONSTRAINTS MAP | CORRIDOR STUDIES

X CLEAR MAP



March 18, 2004

- ☑ **PLANNING INFORMATION**
  - EXISTING LAND USE
  - EXISTING COMMUNITY FACILITIES
  - SOCIO-ECONOMIC RESOURCES
  - WETLANDS / AQUATIC RESOURCES
  - PROTECTED LANDS & RESOURCES
  - CULTURAL & HISTORICAL RESOURCES
  - TERRESTRIAL RESOURCES
  - ENVIRONMENTAL INVENTORY SUMMARY

Mapping - Dated 2002
- ☑ Road Network
- ☑ Property Lines

Planning Resources
- Towns
- ☑ Municipal Boundaries (OSPC)
- ☑ Future Development (Municipal Comp Plans)

OSP - Strategies for Policy and Spending
- ☑ - Community
- ☑ - Developing Area
- ☑ - Secondary Growth
- Rural (Everything Else)

- ☑ **Municipal Water / Wastewater**
- ☑ **Imminent Development**

New Construction

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Planning Information

- **Mapping**
  - **Date of Mapping – 2002**
  - **Road Network (US Routes, State Routes, Local Roads and Traffic Signals)**
  - **Property Lines (Sussex County Tax Assessment Files)**
- **Planning Resources**
  - **Towns**
    - Municipal Boundaries
    - Future Development (Municipal Comprehensive Plans)
  - **Office of State Planning (OSP) – Strategies for Policy and Spending**
    - Community (similar to Municipal boundaries near term)
    - Developing Area (similar to Future Development and Comprehensive Plan - next 20 years)
    - Secondary Growth (50 years – Long-Term)
    - Rural (everything else)
    - Sensitive Areas
  - **Municipal Water (Existing / Future)**
  - **Municipal Sewer**
  - **Imminent Development**
    - Development Approved – May Be Under Construction Since Spring 2002
    - Development In Process of Approval – Pending
    - Property That May Be Developed in the Near Future

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CONSTRAINTS MAP | CORRIDOR STUDIES

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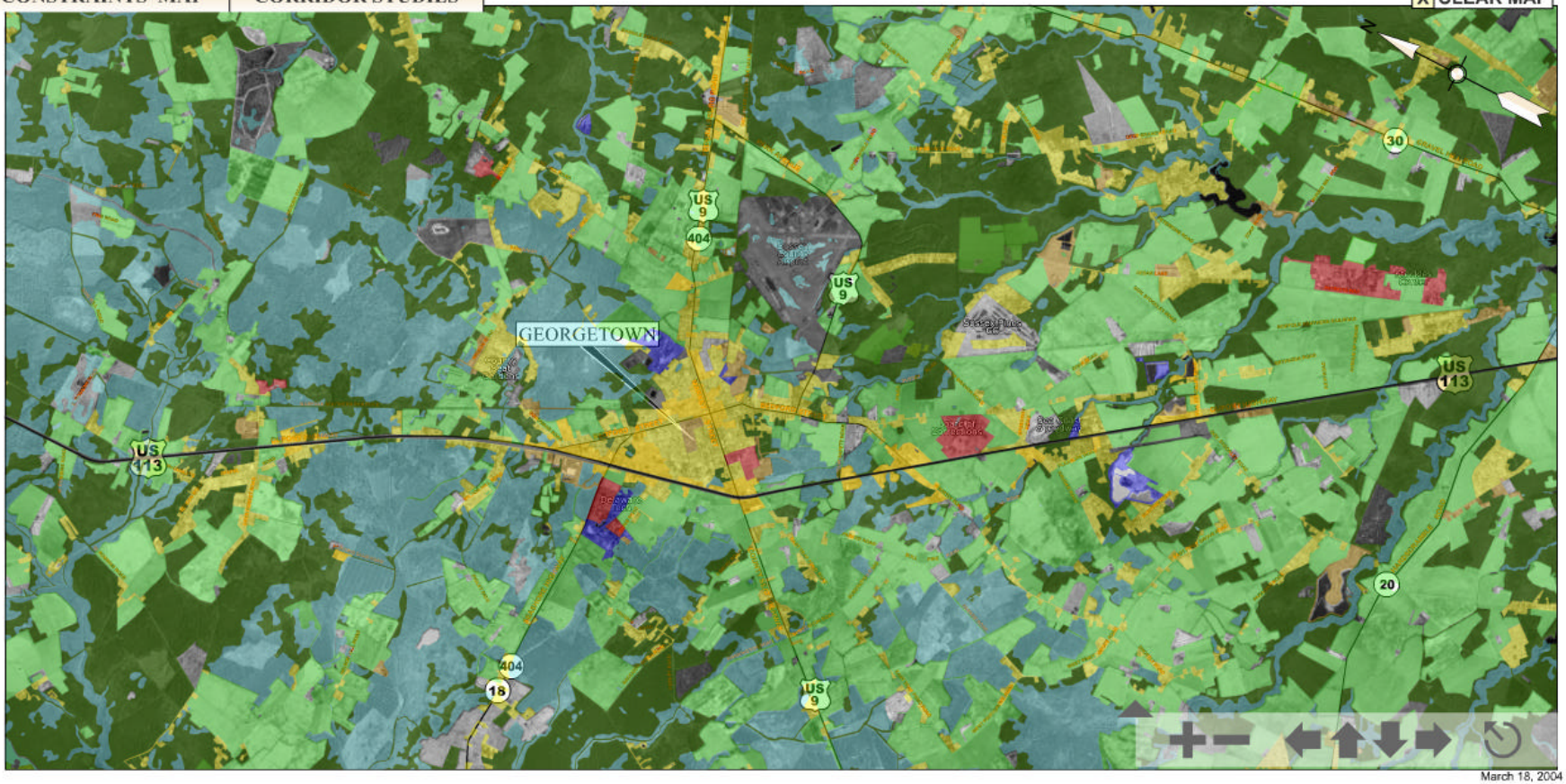

March 18, 2004

- Planning Information
- **Existing Land Use**
- Existing Community Facilities
- Socio-Economic Resources
- Wetlands / Aquatic Resources
- Protected Lands & Resources
- Cultural & Historical Resources
- Terrestrial Resources
- Environmental Inventory Summary

- Urban / Built-Up
- Residential
- Commercial
- Industrial (includes Extraction - Borrow Pits)
- Institutional / Governmental
- Agricultural
- Transportation / Communication
- Forest / Open Space
- Wetlands / Waters

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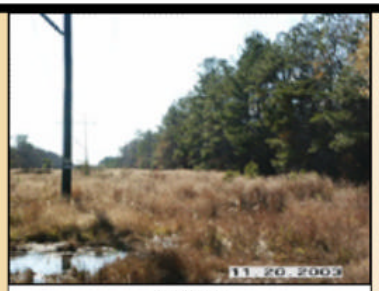

Wetlands

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Existing Land Use – Sussex County Comprehensive Plan

- **Urban / Built-Up**
  - Land Use Converting from Residential to Retail / Commercial (office) / Industrial
- **Residential**
- **Commercial**
- **Industrial (Includes excavated borrow pits)**
- **Institutional / Governmental**
- **Agricultural**
- **Transportation / Communication**
- **Forest / Open Space**
- **Wetlands / Waters**

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US 113 North South Study

CONSTRAINTS MAP | CORRIDOR STUDIES

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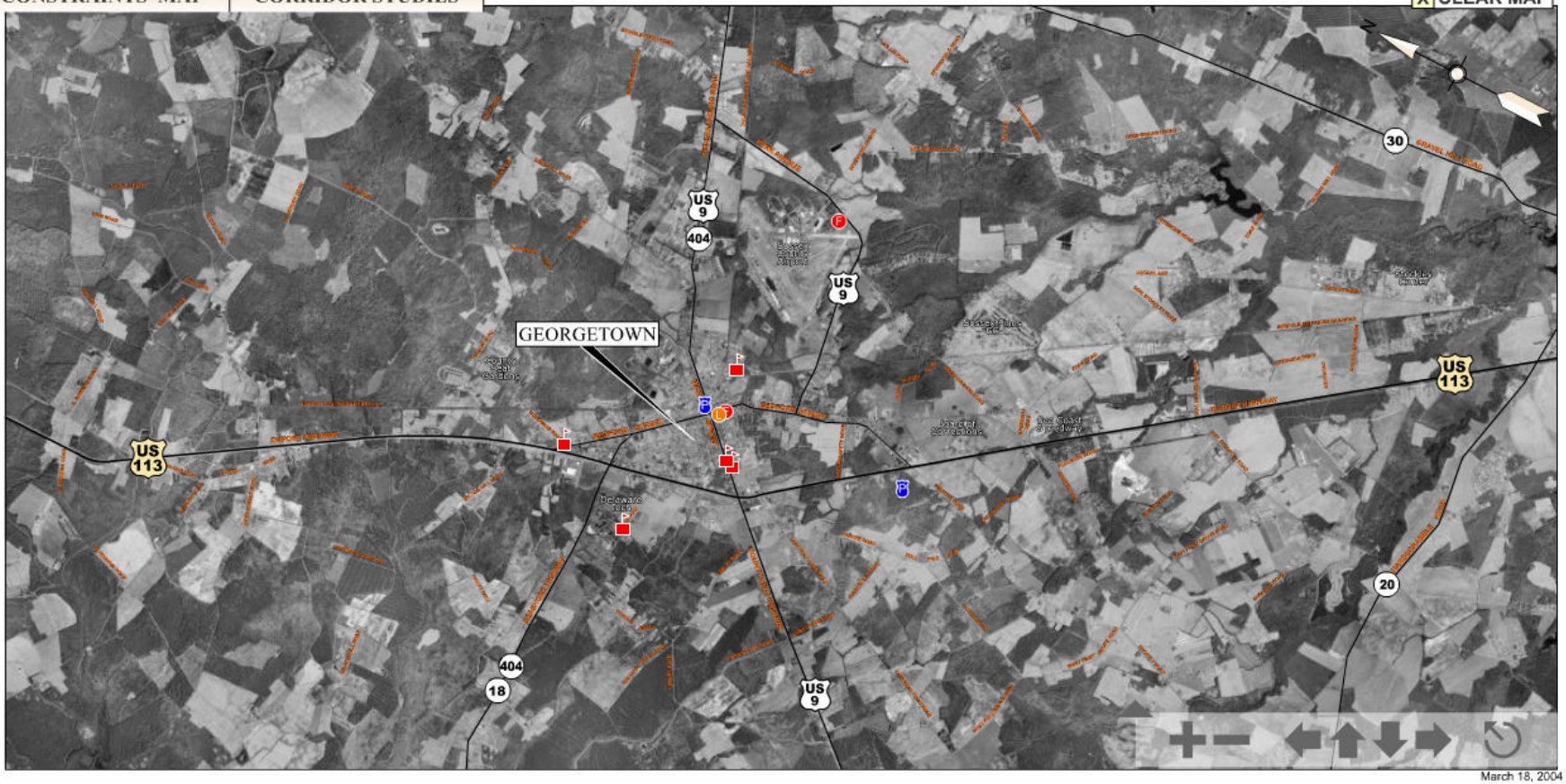

March 18, 2004

- PLANNING INFORMATION
- EXISTING LAND USE
- ☑ EXISTING COMMUNITY FACILITIES
- SOCIO-ECONOMIC RESOURCES
- WETLANDS / AQUATIC RESOURCES
- PROTECTED LANDS & RESOURCES
- CULTURAL & HISTORICAL RESOURCES
- TERRESTRIAL RESOURCES
- ENVIRONMENTAL INVENTORY SUMMARY

- ☑ Fire Stations
- ☑ Police Stations
- ☐ Hospitals (None)
- ☑ Public Schools
- ☑ Libraries

Frankford Library

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Existing Community Facilities

- Fire Stations (2 sites)
- Police Stations (2 sites)
- Hospitals (0 sites)
- Public Schools (5 sites)
- Libraries (1 site)

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CONSTRAINTS MAP | CORRIDOR STUDIES

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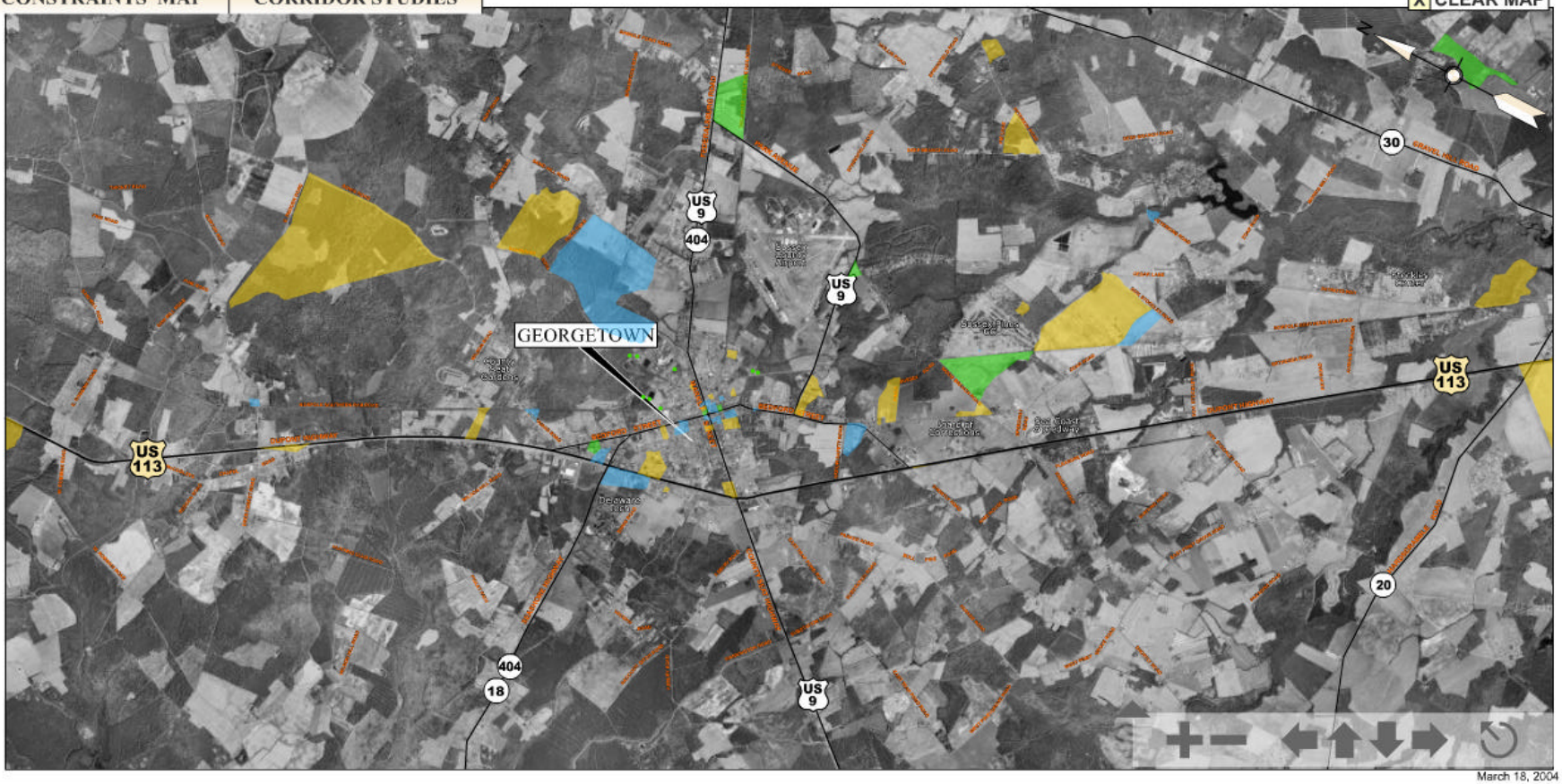

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- ☑ 2000 U.S. Census Track Data
- ☑ EPA Site
- ☑ NPDES

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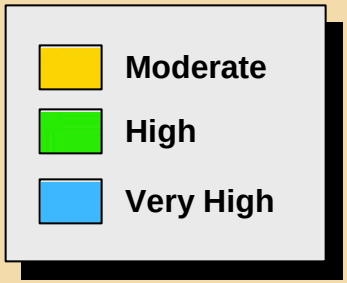
Socio-Economic Resources

- Federal Executive Order 12898 (2/11/94)
- 2000 U.S. Housing Data (Census Tract)
  - Ethnic Distribution by Census Tract
  - Age Distributions
  - Low Income Distributions
  - Mobile Home Sites



- Environmental Protection Agency (EPA) Site
  - Hazardous Waste
  - Solid Waste
  - Liquid Underground Storage Tanks
- Non-Point Discharge Elimination System (NPDES) (Municipals and Industrial Outfalls)

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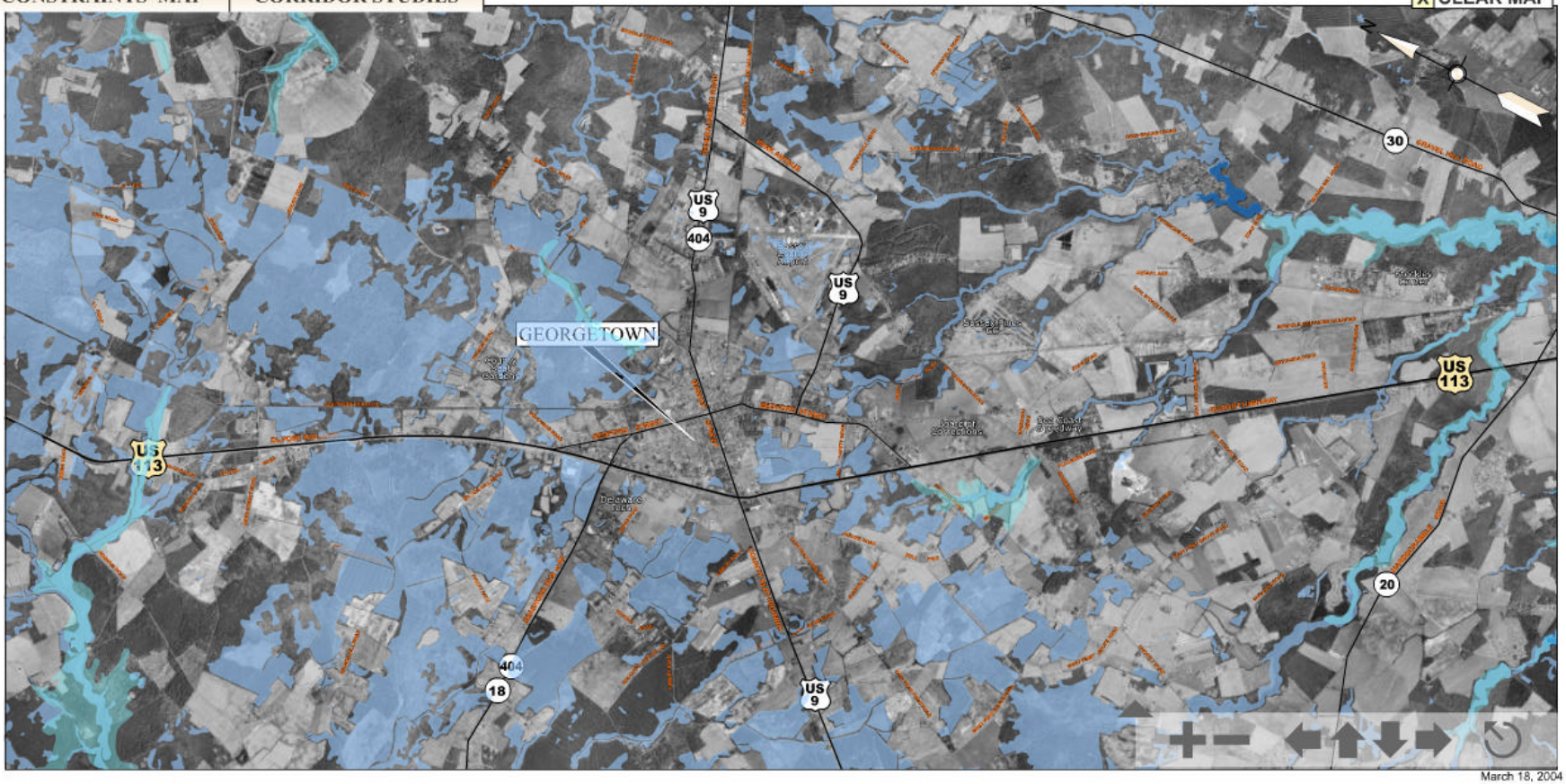

March 18, 2004

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- SOCIO-ECONOMIC RESOURCES
- ☑ **WETLANDS / AQUATIC RESOURCES**
- PROTECTED LANDS & RESOURCES
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- ENVIRONMENTAL INVENTORY SUMMARY

Types

- ☐ - Estuarine
- ☑ - Lacustrine
- ☑ - Palustrine
- ☐ - Riverine (None)

Watersheds

☑ **100-year Floodplains (FEMA)**

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Wetlands / Aquatic Resources

- **Section 404 of the Federal Clean Water Act (CWA)**
  - Army Corps of Engineers Section 404(b)1 guidelines
  - Avoid, Avoid, Avoid - Minimize, Mitigate
  - Permitted Resource
- **Wetlands defined by:**
  - Hydric Soils (Tidal Marsh)
  - Vegetation (Red Maple, Button Bush, Bull Rush)
  - Hydrology (ground or surface water source)
- **Types of Wetlands**
  - Estuarine (tidal waters, tidal wetlands, salt marshes)
  - Lacustrine (lakes, ponds)
  - Palustrine (shallow ponds, marshes, non-tidal wetlands)
  - Riverine (rivers, creeks, sloughs, streams)
- **100-year Floodplains – Federal Emergency Management Administration (FEMA)**
  - Federal Executive Order 11988

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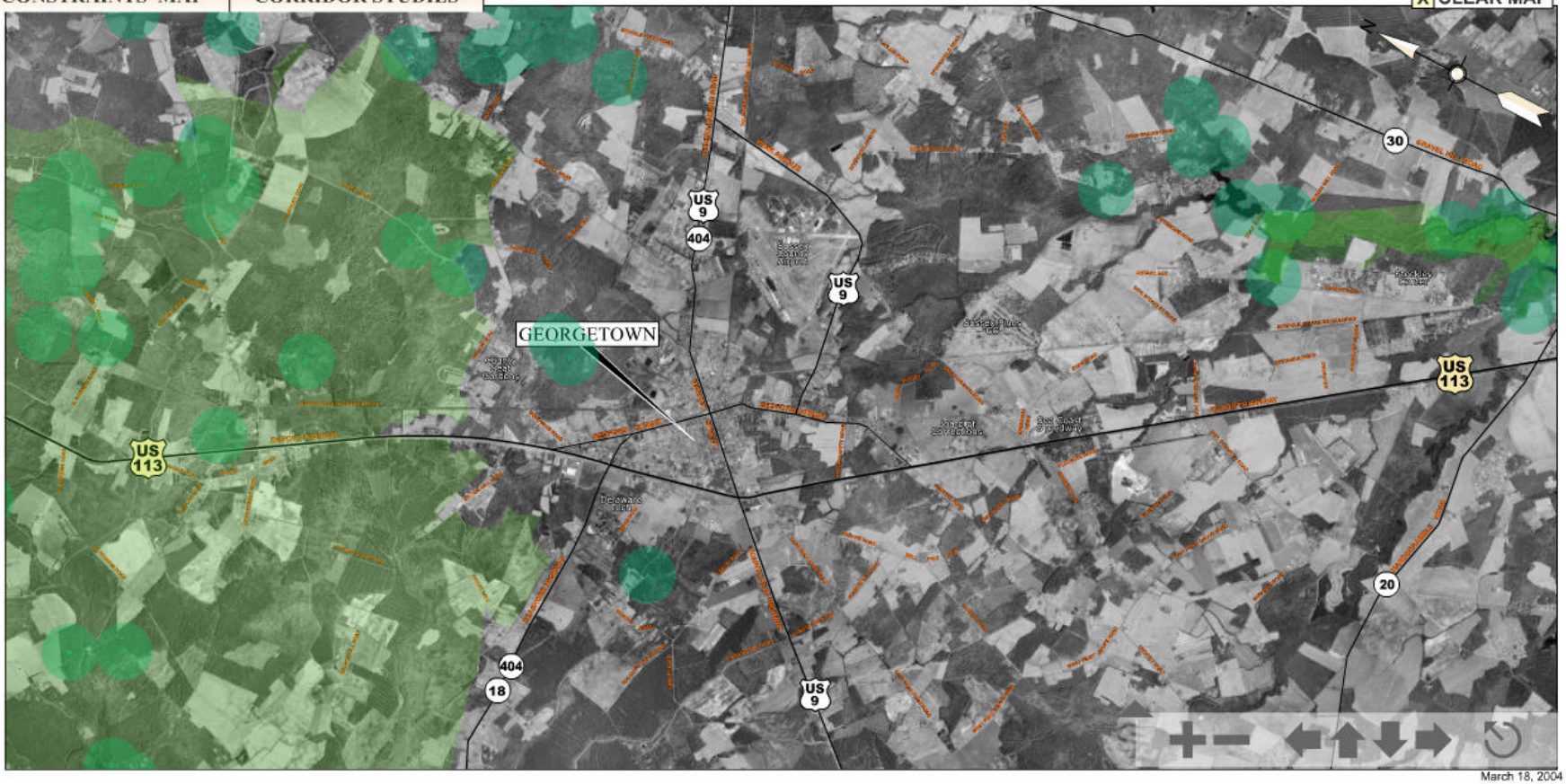

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- ☑ **PROTECTED LANDS & RESOURCES**
- CULTURAL & HISTORICAL RESOURCES
- TERRESTRIAL RESOURCES
- ENVIRONMENTAL INVENTORY SUMMARY

- ☑ RTE's
- ☑ Natural Areas
- ☑ State Resource Areas

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Protected Lands & Resources

- Section 7 of Federal Endangered Species Act
- Rare, Threatened and Endangered Species (RTE's) (State and Federal)
  - Birds
  - Animals
  - Plants
  - Fish
  - Natural Communities (Special Ecosystems)
- Natural Areas (State Defined Voluntary Protections)
- State Resource Areas (State Protected Lands)
  - State Parks
  - Conservation Easements
  - Nature Preserves
  - Leased Lands
  - Fish & Wildlife Areas

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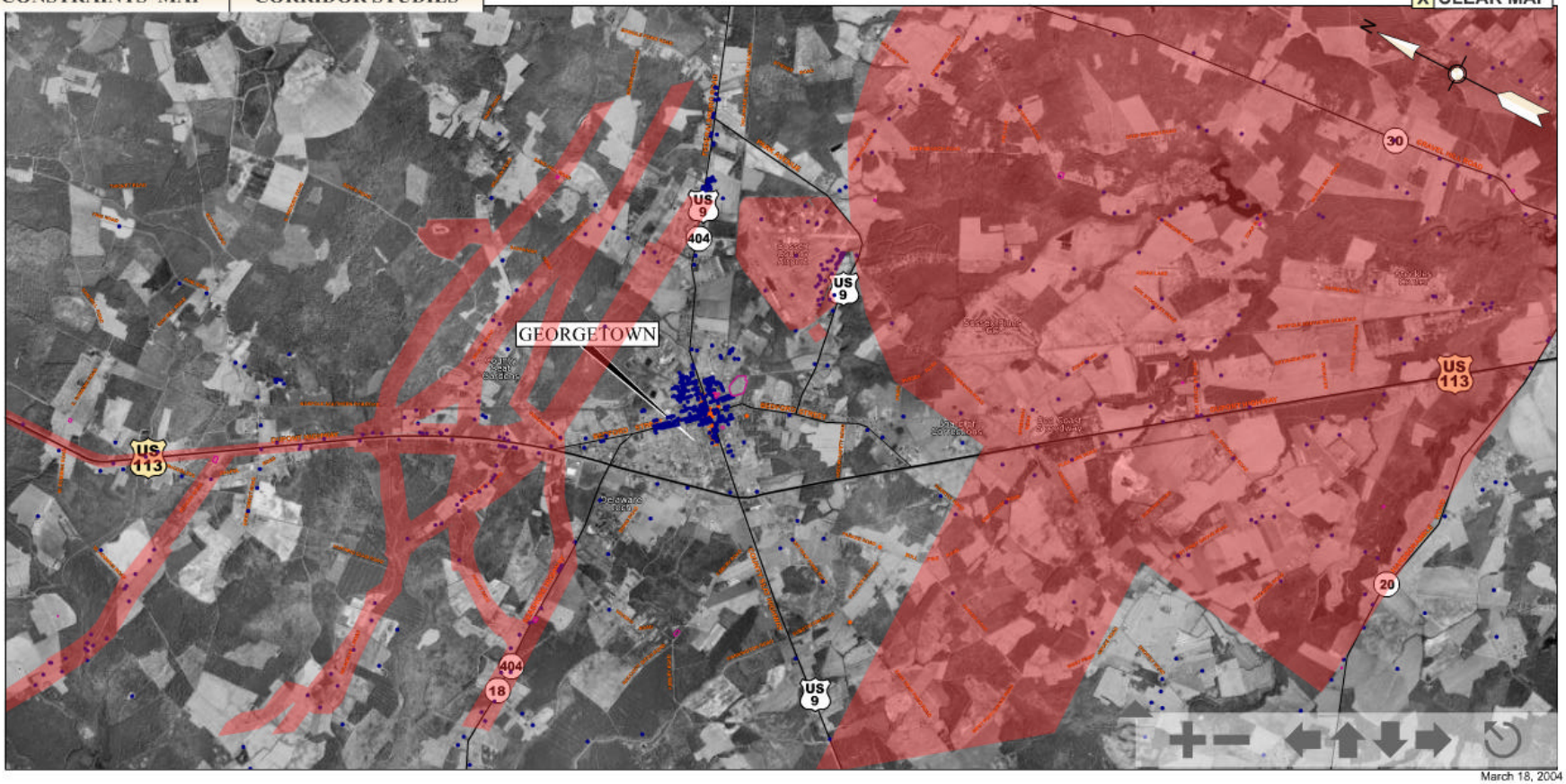

March 18, 2004

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- Protected Lands & Resources
- ☑ **Cultural & Historical Resources**
- Terrestrial Resources
- Environmental Inventory Summary

- ☑ **National Register Properties**
  - ☑ - Districts
- ☑ **CRS Properties (State Listed)**
- ☑ Previously Surveyed Areas
- ☑ Cemeteries

▶ NEXT SLIDE

Woodlawn Memorial Park

X CLOSE

Cultural & Historic Resources

- Section 106 of the National Historic Preservation Act - Section 4(f) of the Federal Transportation Act
- National Register Properties
  - Buildings, Structures, Objects
  - Archeological Sites
  - Districts
- Cultural Resource Survey Properties (State Listed Sites)
  - Buildings, Structures, Objects
  - Archeological Sites
- Previously Surveyed Cultural Resource Areas
- Cemeteries

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WORK IN PROGRESS

US 113 North South Study

CONSTRAINTS MAP | CORRIDOR STUDIES

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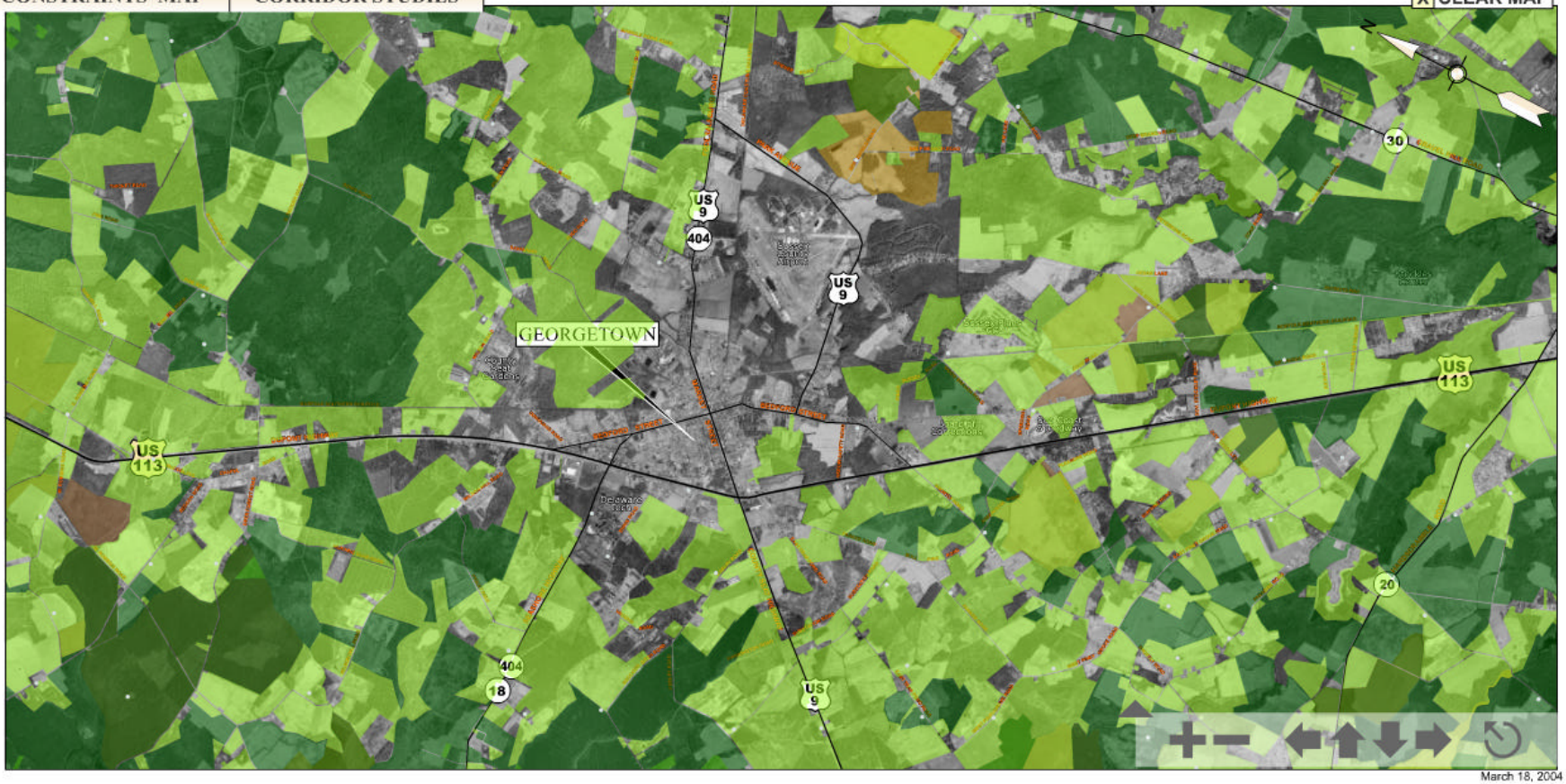

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- ☑ Agricultural Development Rights
- ☑ Agricultural Districts
- ☑ Agricultural Suitability / LESA / Prime Farm Soils
- ☑ Domestic Farm Wells

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X CLOSE

Terrestrial Resources

- Delaware Agricultural Lands Preservation Act
- Federal Farmland Protection Policy Act (FPA)
- Agricultural Development Rights (28 parcels)
- Agricultural Districts (44 parcels)
- Agriculture Suitability / Prime Farm Soils / Land Evaluation Site Assessment (LESA)
  - Quality of Land for Agricultural Purposes
  - Agricultural Preservation Suitability
    - Very High
    - High
    - Low (not shown)
    - Very Low (not shown)
- Domestic Farm Wells

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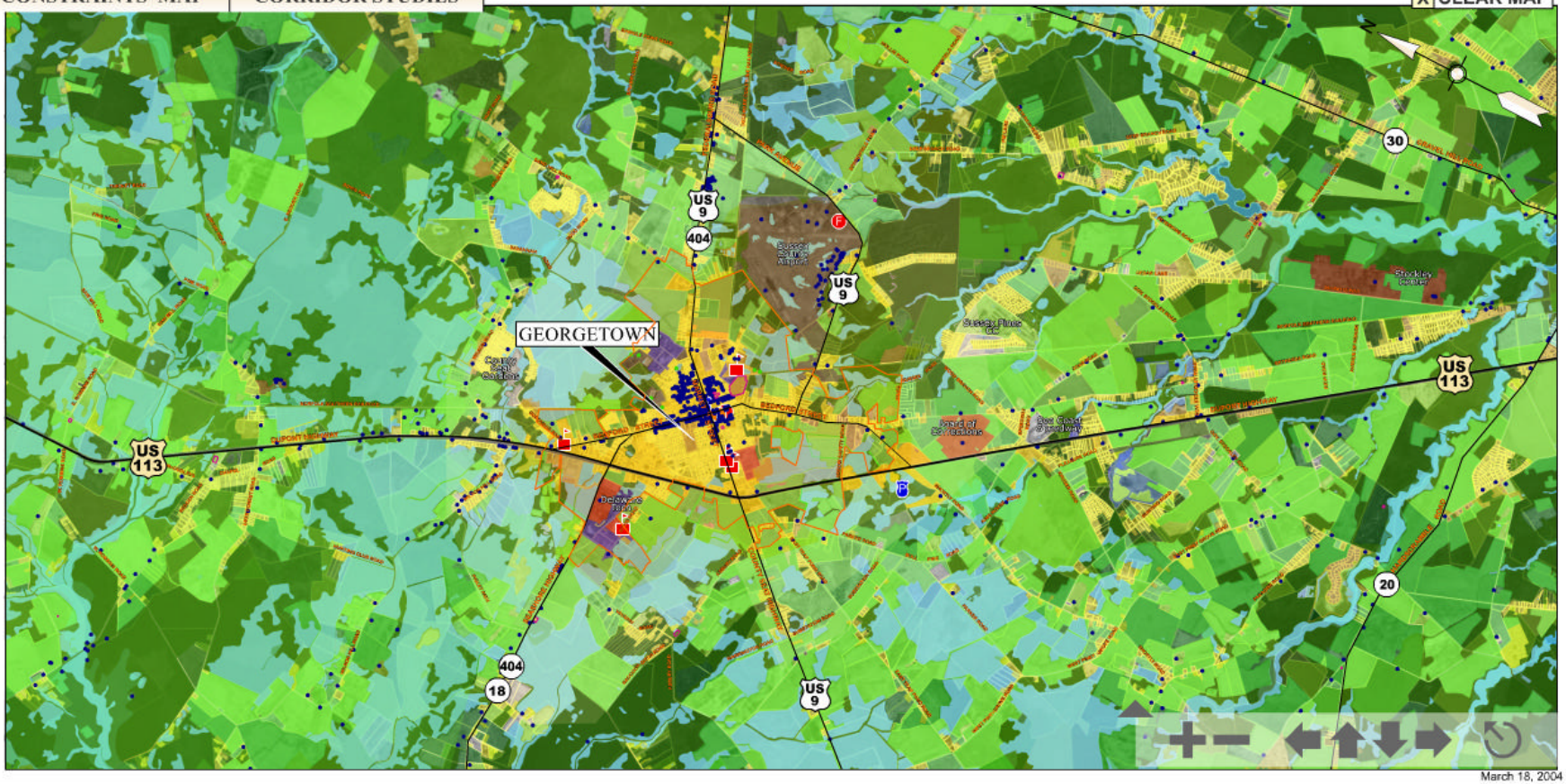

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X CLEAR MAP

X CLOSE

Environmental Inventory Summary

- Many Significant Resources in Project Area
- Unfortunately, 100% Avoidance is Impossible
- The Challenge is to Balance Impacts to All Resources
- Results in “Least Impactive Alternative”
- Cooperative and Coordinated Effort between Working Group / DelDOT / Sussex County / Local Governments / Environmental Resource Agencies / General Public

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GEORGETOWN

WORK IN PROGRESS

US 113 North South Study

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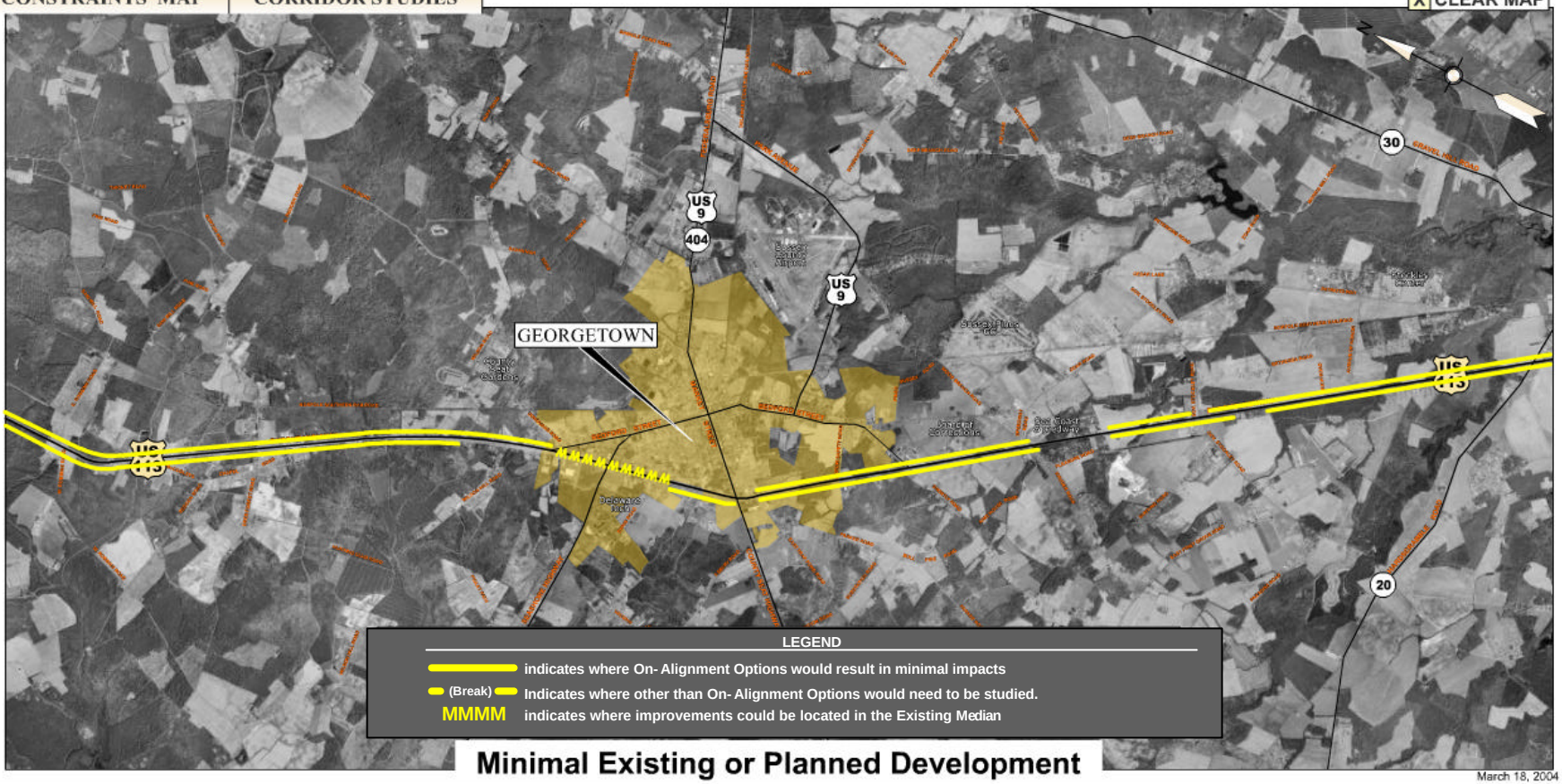

- MINIMAL EXISTING DEVELOPMENT
- ON ALIGNMENT "TOOLBOX"
- ON ALIGNMENT EXAMPLES
- OFF ALIGNMENT - POTENTIAL CORRIDORS

X CLEAR MAP

This is just an example of one possible solution in this area.

A full range of alternatives has not yet been developed, and no preferred alternative has been selected.

X CLOSE

Corridor Studies

- **FIRST:** On-Alignment (along existing US 113)
  - Toolbox
  - Examples

- **THEN:** Off-Alignment (on new location (bypass) – if On-Alignment impacts are deemed too severe)
  - Potential Corridors

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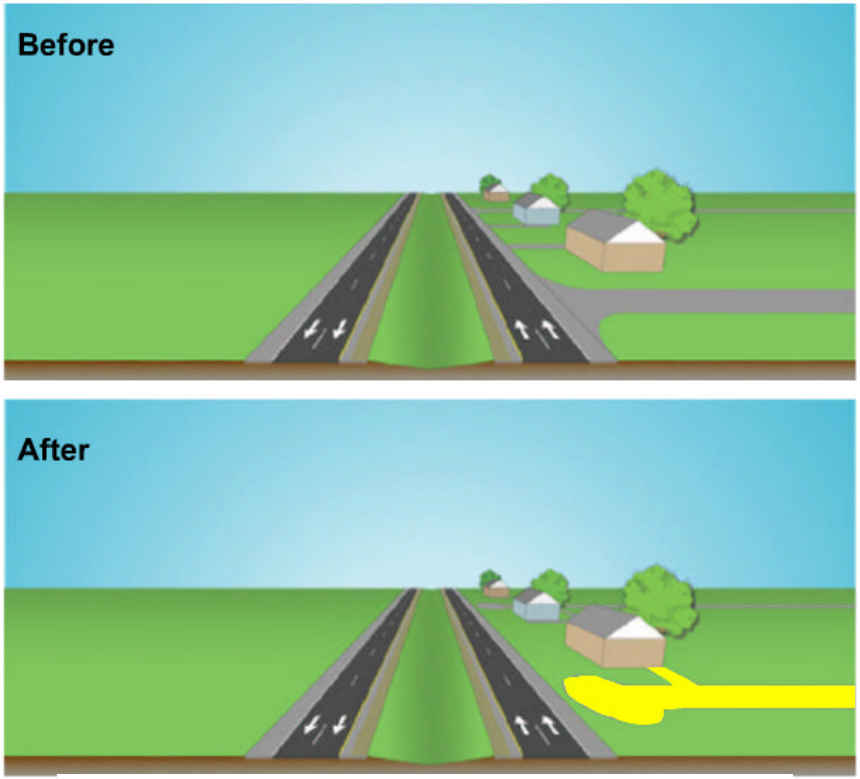
SUSSEX COUNTY, DELAWARE

GEORGETOWN

WORK IN PROGRESS

North South Study

CONSTRAINTS MAP | CORRIDOR STUDIES



Strategy 1 – Access to Side Street Only

March 2004

- ON ALIGNMENT "TOOLBOX"
- ON ALIGNMENT EXAMPLES
- ON ALIGNMENT - POTENTIAL CORRIDORS

- **Strategy 1** - Access to Side Street Only
- **Strategy 2A** - Two-Way Frontage Road
- **Strategy 2B** - One-Way Frontage Roads
- **Strategy 3A** - Frontage Road On Existing Lanes
- **Strategy 3B** - Frontage Road On Existing Lanes
- **Strategy 4** - "Backage" Road Behind Properties
- **Strategy 5** - Access Road Through Properties
- **Strategy 6** - Acquisition

X CLEAR MAP

X CLOSE

Corridor Studies ◆ On-Alignment "Toolbox"

Strategy 1 – Access to Side Road Only

- Where parcels front on a roadway other than US 113, provide access only to that side (or rear) road
- Depending on the location, the side road may either cross over limited-access US 113 or end in a cul-de-sac.

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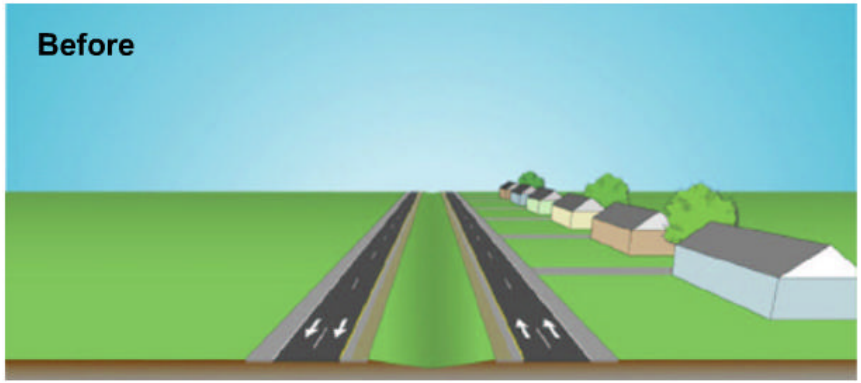
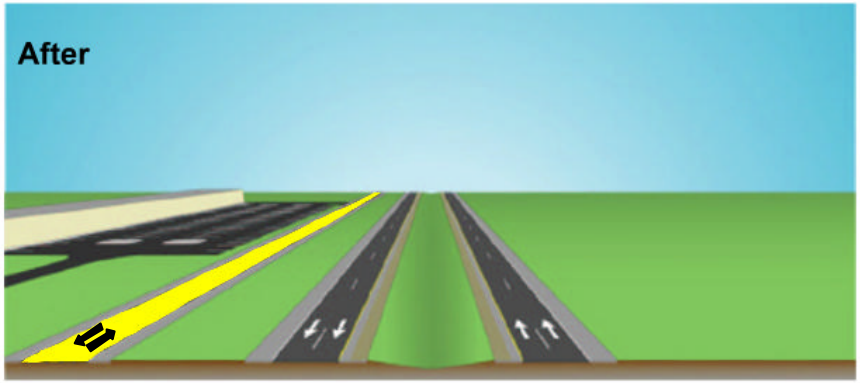
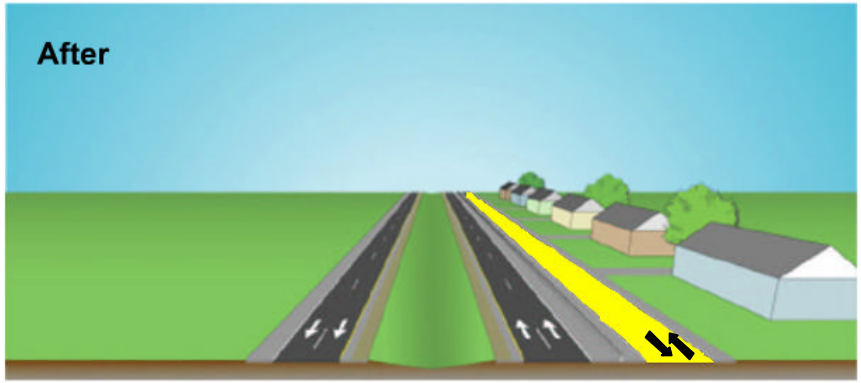
North South Study

CONSTRAINTS MAP | CORRIDOR STUDIES







Strategy 2A – Two-Way Frontage Road – West Side

Strategy 2A – Two-Way Frontage Road – East Side

- ON ALIGNMENT "TOOLBOX"
- ON ALIGNMENT EXAMPLES
- ON ALIGNMENT - POTENTIAL CORRIDORS

- **Strategy 1** - Access to Side Street Only
- **Strategy 2A** - Two-Way Frontage Road
- **Strategy 2B** - One-Way Frontage Roads
- **Strategy 3A** - Frontage Road On Existing Lanes
- **Strategy 3B** - Frontage Road On Existing Lanes
- **Strategy 4** - "Backage" Road Behind Properties
- **Strategy 5** - Access Road Through Properties
- **Strategy 6** - Acquisition

X CLEAR MAP

X CLOSE

Corridor Studies ◆ On-Alignment "Toolbox"

Strategy 2A – Two-Way Frontage Road

- Where there is sufficient room between existing US 113 and adjacent buildings/parking, build a two-way frontage road next to existing US 113.
- Provide all property access to the frontage road rather than US 113.
- Access to the frontage road may be from side roads, ramps to and from limited-access US 113, or bridges over the highway.

DelDOT

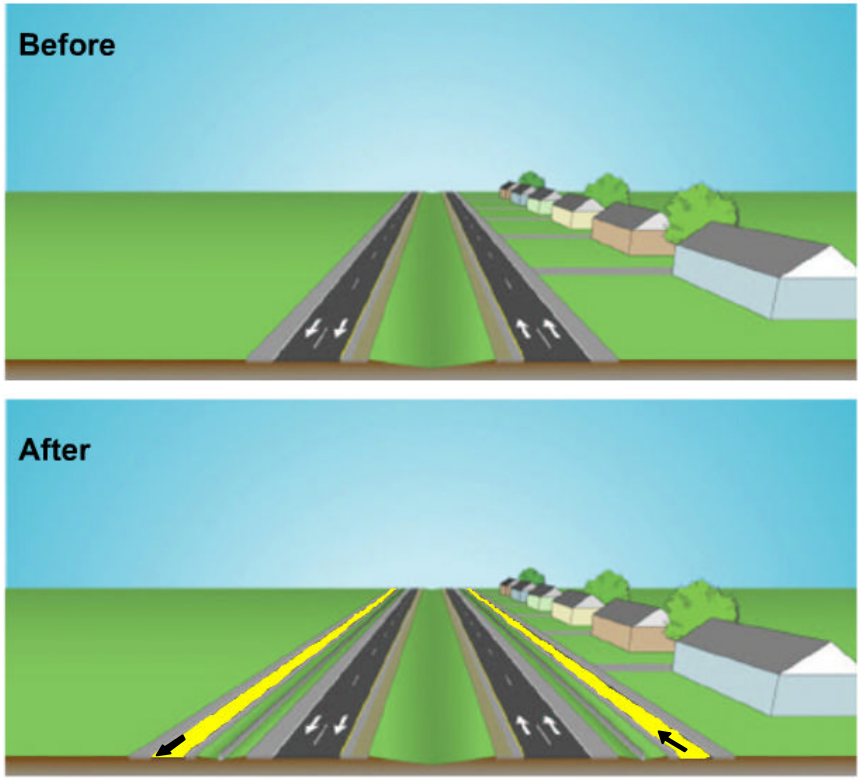
SUSSEX COUNTY, DELAWARE

GEORGETOWN

WORK IN PROGRESS

North South Study

CONSTRAINTS MAP | CORRIDOR STUDIES



Strategy 2B - One-Way Frontage Roads

March 2004

- ON ALIGNMENT "TOOLBOX"
- ON ALIGNMENT EXAMPLES
- ON ALIGNMENT - POTENTIAL CORRIDORS

- [x] **Strategy 1** - Access to Side Street Only
- [x] **Strategy 2A** - Two-Way Frontage Road
- [x] **Strategy 2B** - One-Way Frontage Roads
- [ ] **Strategy 3A** - Frontage Road On Existing Lanes
- [ ] **Strategy 3B** - Frontage Road On Existing Lanes
- [ ] **Strategy 4** - "Backage" Road Behind Properties
- [ ] **Strategy 5** - Access Road Through Properties
- [ ] **Strategy 6** - Acquisition

X CLEAR MAP

X CLOSE

Corridor Studies ◆ On-Alignment "Toolbox"

Strategy 2B – One-Way Frontage Roads

- Where there is sufficient room between existing US 113 and adjacent buildings/parking, build a one-way frontage road along each side of existing US 113.
- Provide all property access to the frontage roads rather than US 113.
- Access to the frontage road may be from side roads, ramps to and from limited-access US 113, or bridges over the highway.
- Because this option can result in longer trips to access parcels along the highway, it will be considered only where other options appear to be not feasible.

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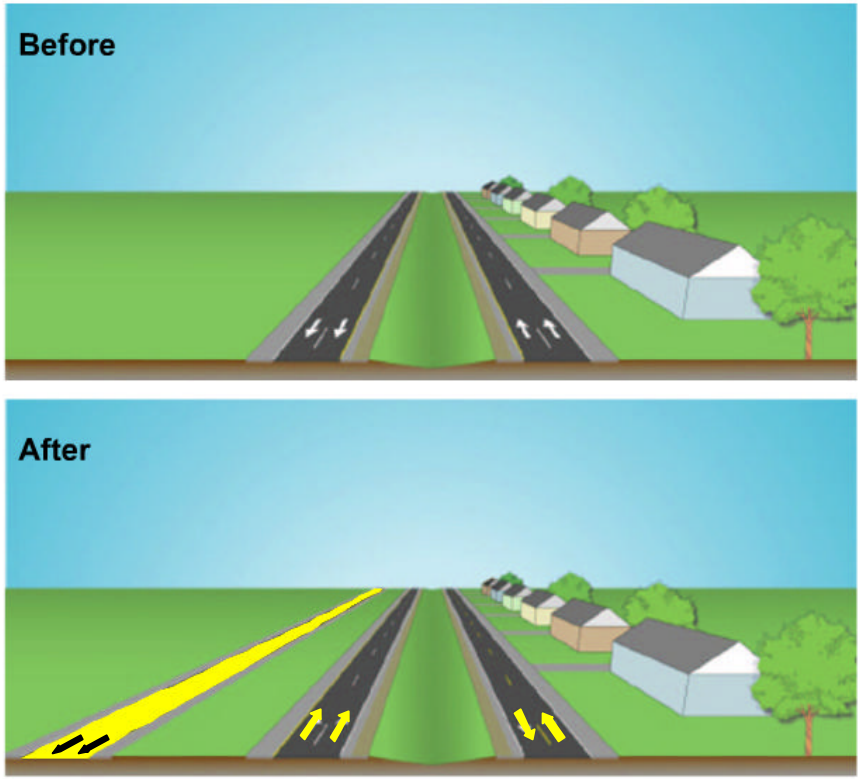
SUSSEX COUNTY, DELAWARE

GEORGETOWN

WORK IN PROGRESS

North South Study

CONSTRAINTS MAP | CORRIDOR STUDIES



Strategy 3A - Frontage Road On Existing Lanes

March 2004

- ON ALIGNMENT "TOOLBOX"
- ON ALIGNMENT EXAMPLES
- ON ALIGNMENT - POTENTIAL CORRIDORS

- ☑ **Strategy 1** - Access to Side Street Only
- ☑ **Strategy 2A** - Two-Way Frontage Road
- ☑ **Strategy 2B** - One-Way Frontage Roads
- ☑ **Strategy 3A** - Frontage Road On Existing Lanes
- ○ **Strategy 3B** - Frontage Road On Existing Lanes
- ○ **Strategy 4** - "Backage" Road Behind Properties
- ○ **Strategy 5** - Access Road Through Properties
- ○ **Strategy 6** - Acquisition

X CLEAR MAP

X CLOSE

Corridor Studies ◆ On-Alignment "Toolbox"

Strategy 3A – Frontage Road On Existing Lanes

- Where there is not sufficient room between existing US 113 and adjacent buildings/parking, convert the northbound* lanes into a two-way frontage road.
- Change the southbound lanes to the northbound lanes.
- Build new southbound lanes.
- This strategy works where there is substantial open space on the opposite side of the properties in question.

* - Direction of travel is illustrative; this will work in the opposite direction as well.

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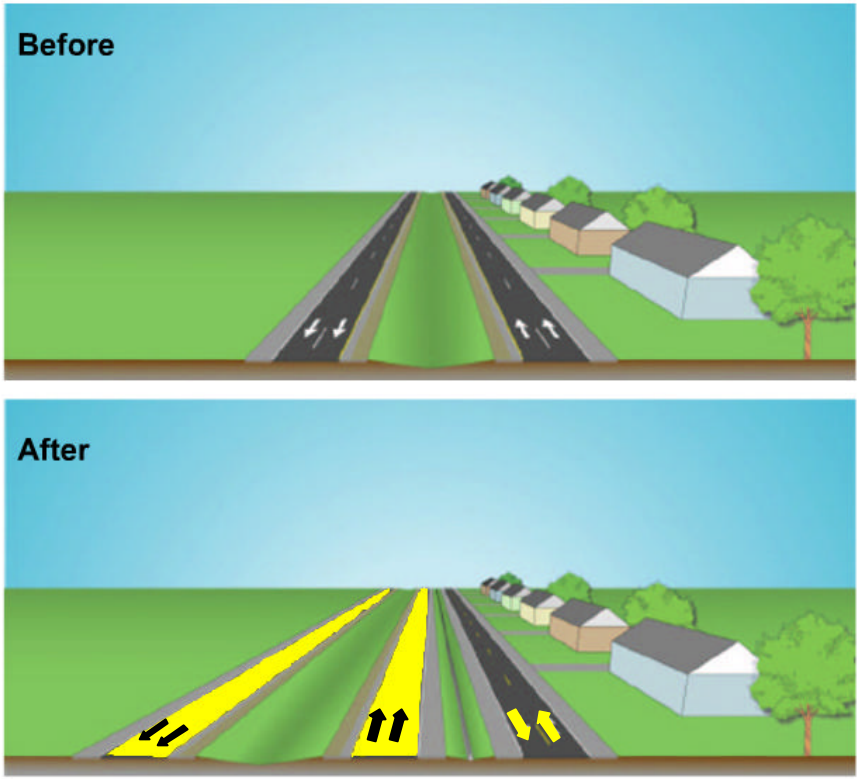
SUSSEX COUNTY, DELAWARE

GEORGETOWN

WORK IN PROGRESS

North South Study

CONSTRAINTS MAP | CORRIDOR STUDIES



Strategy 3B - Frontage Road On Existing Lanes

March 2004

- ON ALIGNMENT "TOOLBOX"
- ON ALIGNMENT EXAMPLES
- ON ALIGNMENT - POTENTIAL CORRIDORS

- ☑ **Strategy 1** - Access to Side Street Only
- ☑ **Strategy 2A** - Two-Way Frontage Road
- ☑ **Strategy 2B** - One-Way Frontage Roads
- ☑ **Strategy 3A** - Frontage Road On Existing Lanes
- ☑ **Strategy 3B** - Frontage Road On Existing Lanes
- ☐ **Strategy 4** - "Backage" Road Behind Properties
- ☐ **Strategy 5** - Access Road Through Properties
- ☐ **Strategy 6** - Acquisition

X CLEAR MAP

X CLOSE

Corridor Studies ◆ On-Alignment "Toolbox"

Strategy 3B – Frontage Road On Existing Lanes

- Where there is not sufficient room between existing US 113 and adjacent buildings/parking, convert the northbound* lanes into a two-way frontage road.
- Build new limited access northbound US 113 lanes in the existing US 113 median.
- Build new limited access southbound US 113 lanes to the west of the new northbound US 113 lanes.
- Purchase access / development rights on properties adjacent to new limited access southbound US 113 lanes.
- Although this strategy is more expensive than 3A, it works better when there is NOT substantial open space on the opposite side of the properties in question.

* - Direction of travel is illustrative; this will work in the opposite direction as well.

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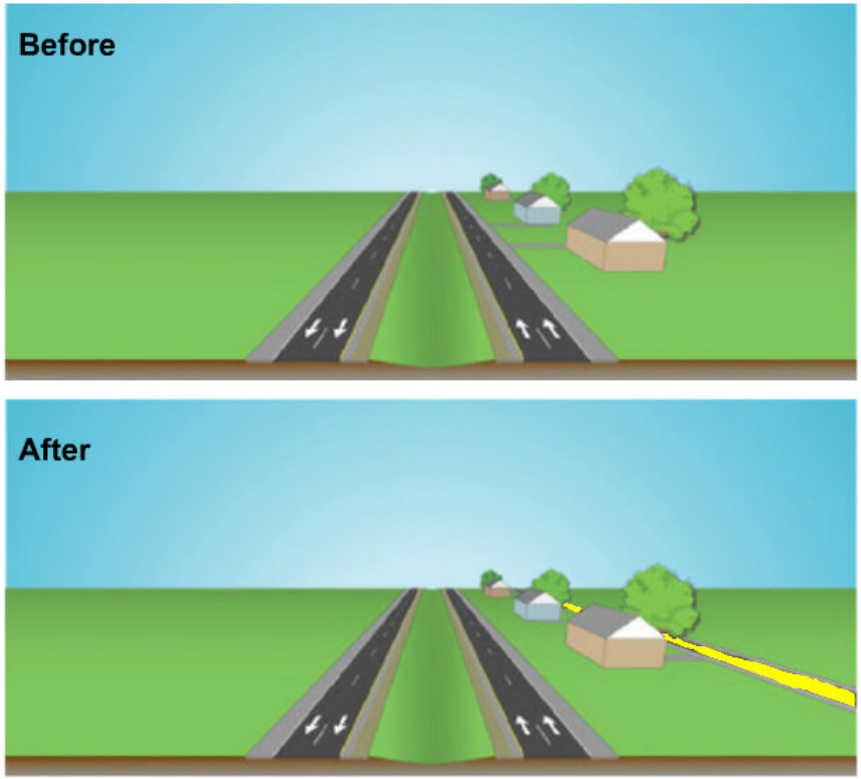
GEORGETOWN

WORK IN PROGRESS

North South Study

CONSTRAINTS MAP | CORRIDOR STUDIES



Strategy 4 – Rear Access Road Behind Properties

March 2004

- ON ALIGNMENT "TOOLBOX"
- ON ALIGNMENT EXAMPLES
- ON ALIGNMENT - POTENTIAL CORRIDORS

- **Strategy 1** - Access to Side Street Only
- **Strategy 2A** - Two-Way Frontage Road
- **Strategy 2B** - One-Way Frontage Roads
- **Strategy 3A** - Frontage Road On Existing Lanes
- **Strategy 3B** - Frontage Road On Existing Lanes
- **Strategy 4** - "Backage" Road Behind Properties
- **Strategy 5** - Access Road Through Properties
- **Strategy 6** - Acquisition

X CLEAR MAP

X CLOSE

Corridor Studies ◆ On-Alignment "Toolbox"

Strategy 4 – "Rear Access" Road Behind Properties

- Build a new two-way road behind existing properties ("rear access" road)
- Provide all property access to the "rear access" road rather than US 113
- Access to the "rear access" road may be from side roads, ramps to and from limited-access US 113, or bridges over the highway

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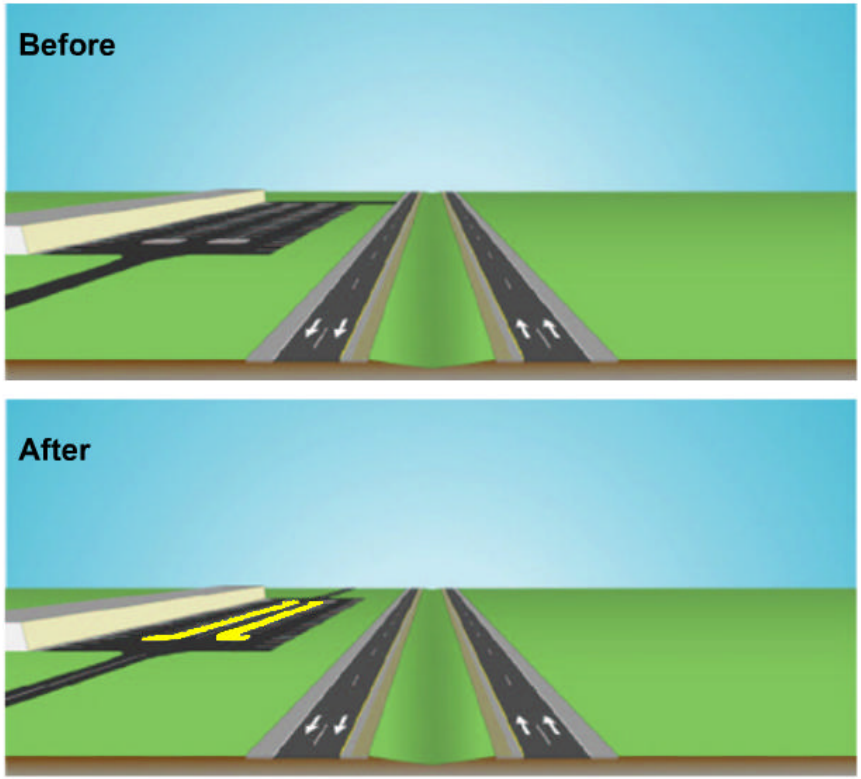
SUSSEX COUNTY, DELAWARE

GEORGETOWN

WORK IN PROGRESS

North South Study

CONSTRAINTS MAP | CORRIDOR STUDIES



Strategy 5 - Access Road Through Properties

March 2004

- ON ALIGNMENT "TOOLBOX"
- ON ALIGNMENT EXAMPLES
- ON ALIGNMENT - POTENTIAL CORRIDORS

- **Strategy 1** - Access to Side Street Only
- **Strategy 2A** - Two-Way Frontage Road
- **Strategy 2B** - One-Way Frontage Roads
- **Strategy 3A** - Frontage Road On Existing Lanes
- **Strategy 3B** - Frontage Road On Existing Lanes
- **Strategy 4** - "Backage" Road Behind Properties
- **Strategy 5** - Access Road Through Properties
- **Strategy 6** - Acquisition

X CLEAR MAP

X CLOSE

Corridor Studies ◆ On-Alignment "Toolbox"

Strategy 5 – "Internal Access" Road Through Properties

- Build a new two-way "internal access" road through properties to tie into side roads.
- Provide all property access to the "internal access" road rather than US 113.
- This strategy generally applies only to commercial properties.

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GEORGETOWN

WORK IN PROGRESS

North South Study

CONSTRAINTS MAP | CORRIDOR STUDIES

Strategy 6 - Acquisition

March 2004

- ON ALIGNMENT "TOOLBOX"
- ON ALIGNMENT EXAMPLES
- ON ALIGNMENT - POTENTIAL CORRIDORS

- **Strategy 1** - Access to Side Street Only
- **Strategy 2A** - Two-Way Frontage Road
- **Strategy 2B** - One-Way Frontage Roads
- **Strategy 3A** - Frontage Road On Existing Lanes
- **Strategy 3B** - Frontage Road On Existing Lanes
- **Strategy 4** - "Backage" Road Behind Properties
- **Strategy 5** - Access Road Through Properties
- **Strategy 6** - Acquisition

X CLEAR MAP

X CLOSE

Corridor Studies ◆ On-Alignment "Toolbox"

Strategy 6 – Acquisition

- If it is not prudent and feasible to manage access by using one of the preceding strategies, purchasing property is a potential option.
- To respect property rights, other access strategies will be examined for every property before acquisition is considered.

South of Georgetown

S. Bedford Street extended

To Speedway Road

US 9 to SR 18

All photos taken facing north

Corridor Studies ◆ On-Alignment Examples

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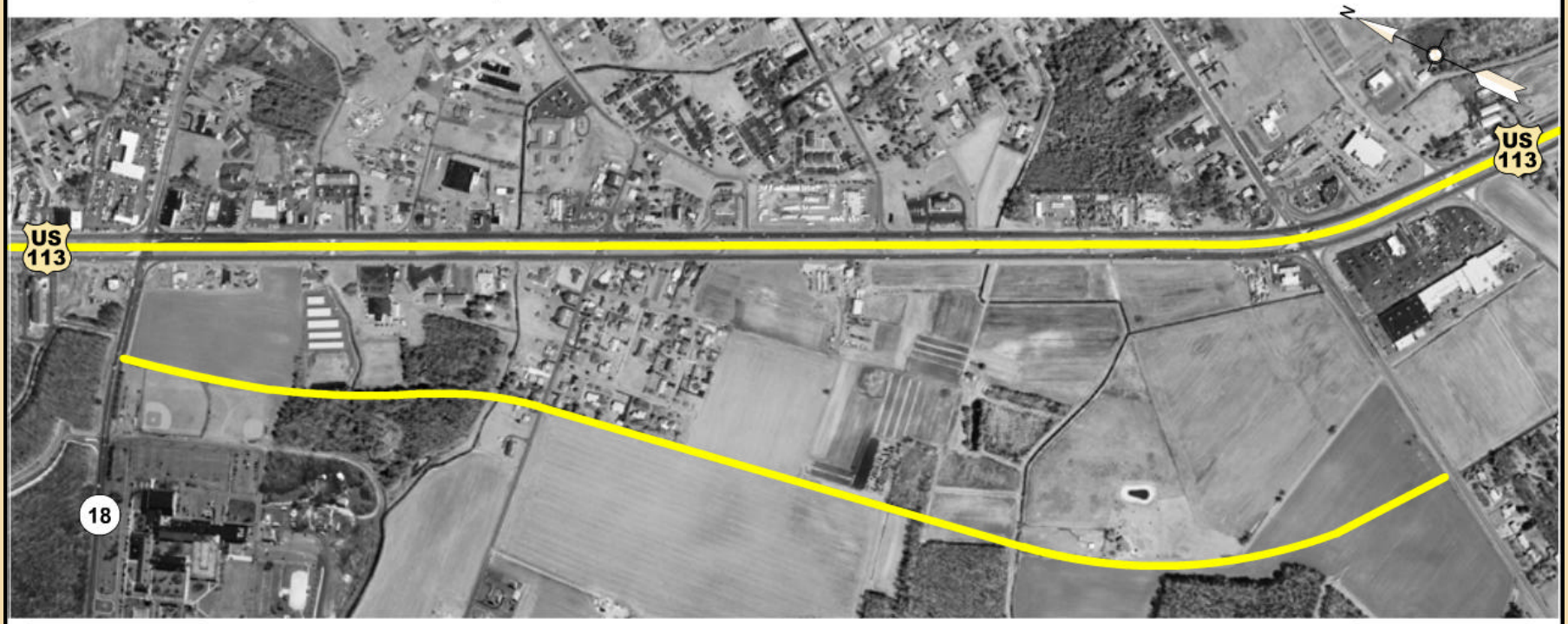
GEORGETOWN

WORK IN PROGRESS

US 113 North South Study

CONSTRAINTS MAP | CORRIDOR STUDIES



Example 1 - SR18 to US9

March 18, 2004

- MINIMAL EXISTING DEVELOPMENT
- ON ALIGNMENT "TOOLBOX"
- ☑ ON ALIGNMENT EXAMPLES
- OFF ALIGNMENT - POTENTIAL CORRIDORS

This is just an example of one possible solution in this area.

A full range of alternatives has not yet been developed, and no preferred alternative has been selected.

- ☑ Example 1 - SR 18 to US 9
- ○ Example 2 - Bedford St to Woods Branch Rd

X CLEAR MAP

X CLOSE

Corridor Studies ◆ On-Alignment Examples

Example 1 – Georgetown, SR 18 to US 9

Engineering

- Construct rear access road (strategy 4) from US 9 to SR 18 for access for properties on the west side of US 113
- Convert the existing northbound lanes of US 113 to a 2-way frontage road for access for the east side properties (strategy 3B).
- Build new northbound lanes in the median (also part of strategy 3B).
- The frontage road and “rear access” roads would be tied to US 113 and the rest of Georgetown using ramps and grade separations.

Environmental / Land Use

- Crossings of the Georgetown Vaughn Ditch and Layton Vaughn Ditch will be required. Wetlands associated with each of the ditches
- Potential business / residential acquisitions / relocations
- Possible rare, threatened and endangered species (RTE’s) around Layton Vaughn Ditch

This is just an example of one possible solution in this area.

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GEORGETOWN

WORK IN PROGRESS

US 113 North South Study

CONSTRAINTS MAP | CORRIDOR STUDIES

Example 2 - Bedford Street to Woods Branch Road

March 18, 2004

MINIMAL EXISTING DEVELOPMENT
ON ALIGNMENT "TOOLBOX"
ON ALIGNMENT EXAMPLES
OFF ALIGNMENT - POTENTIAL CORRIDORS

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- ○ Example 1 - SR 18 to US 9
- ☑ Example 2 - Bedford St to Woods Branch Rd

X CLEAR MAP

X CLOSE

Corridor Studies ◆ On-Alignment Examples

Example 2 – South of Georgetown, Sea Coast Raceway to State Police Barracks

Engineering

- Build two new lanes, within existing right-of-way on the west side of US 113
- Convert the existing northbound lanes into a 2-way frontage road to provide access for the properties on the east side of US 113 (Strategy 2B)
- Convert the existing southbound lanes to northbound and designate the new lanes as southbound US 113
- Purchase access rights or properties on the west side of US 113 to control access along the newly constructed southbound US 113
- Or, Build frontage roads on both sides of US 113, property would have to be acquired for the east side frontage road
- Access for the properties fronting US 113 would be through the newly constructed frontage roads
- In either case, the frontage road(s) would be tied to US 113 and the rest of the Georgetown Area using ramps and grade separations

Environmental / Land Use

- 100-year floodplain associated with Alms House Ditch
- Crossings of Gills Branch and Alms House Ditch will need to be extended. Wetlands associated with both crossings
- Potential archaeology associated with Alms House Ditch. Documented potential cultural resources along US 113
- Potential business / residential acquisitions / relocations

This is just an example of one possible solution in this area.

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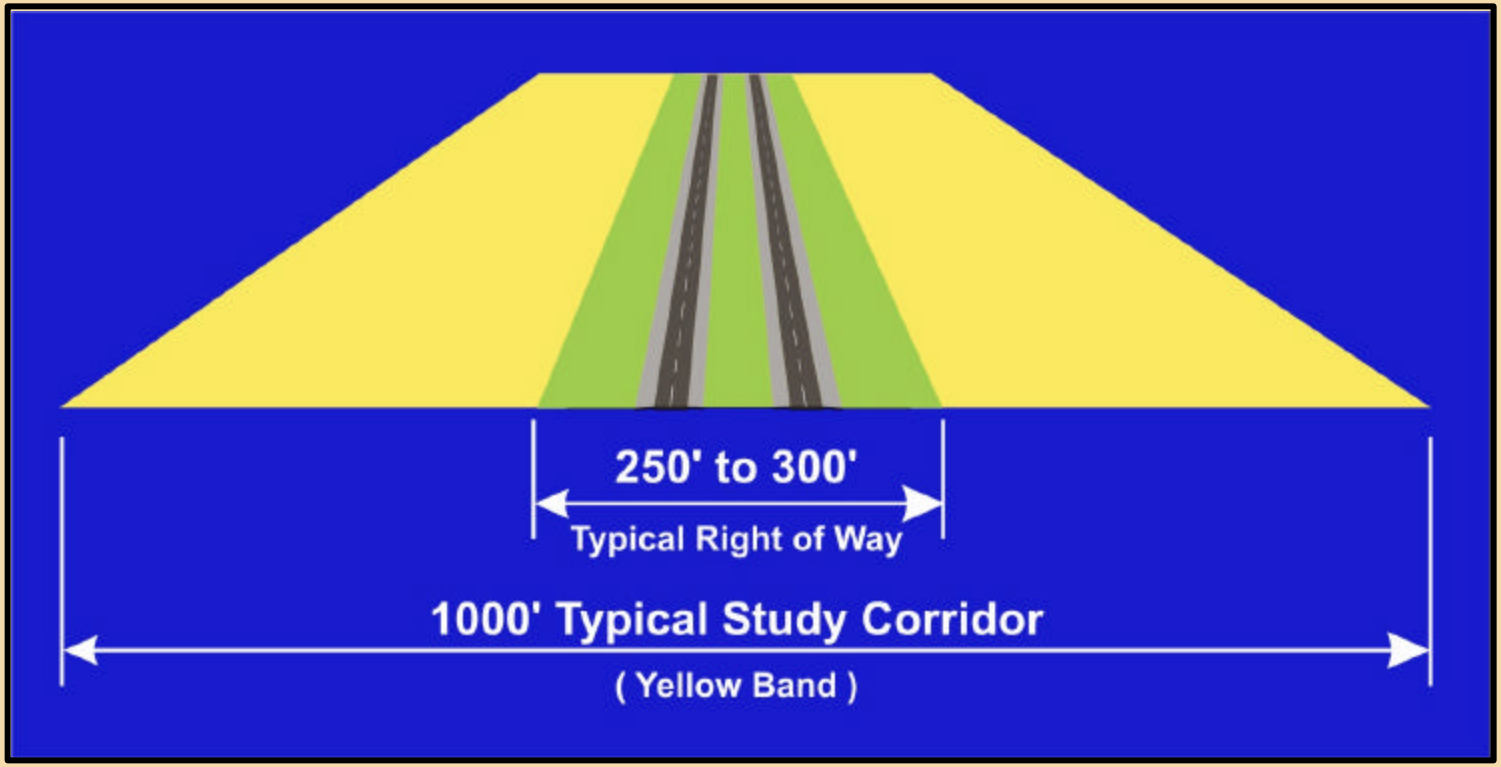
Corridor Studies

- FIRST: On-Alignment (along existing US 113)
  - Toolbox
  - Examples

- **THEN: Off-Alignment (on new location (bypass) – if On-Alignment impacts are deemed too severe)**
  - **Potential Corridors**

Corridor Studies ◆ Off-Alignment

- 1,000-foot Corridor Study Width vs. Potential Roadway Right-of-Way width

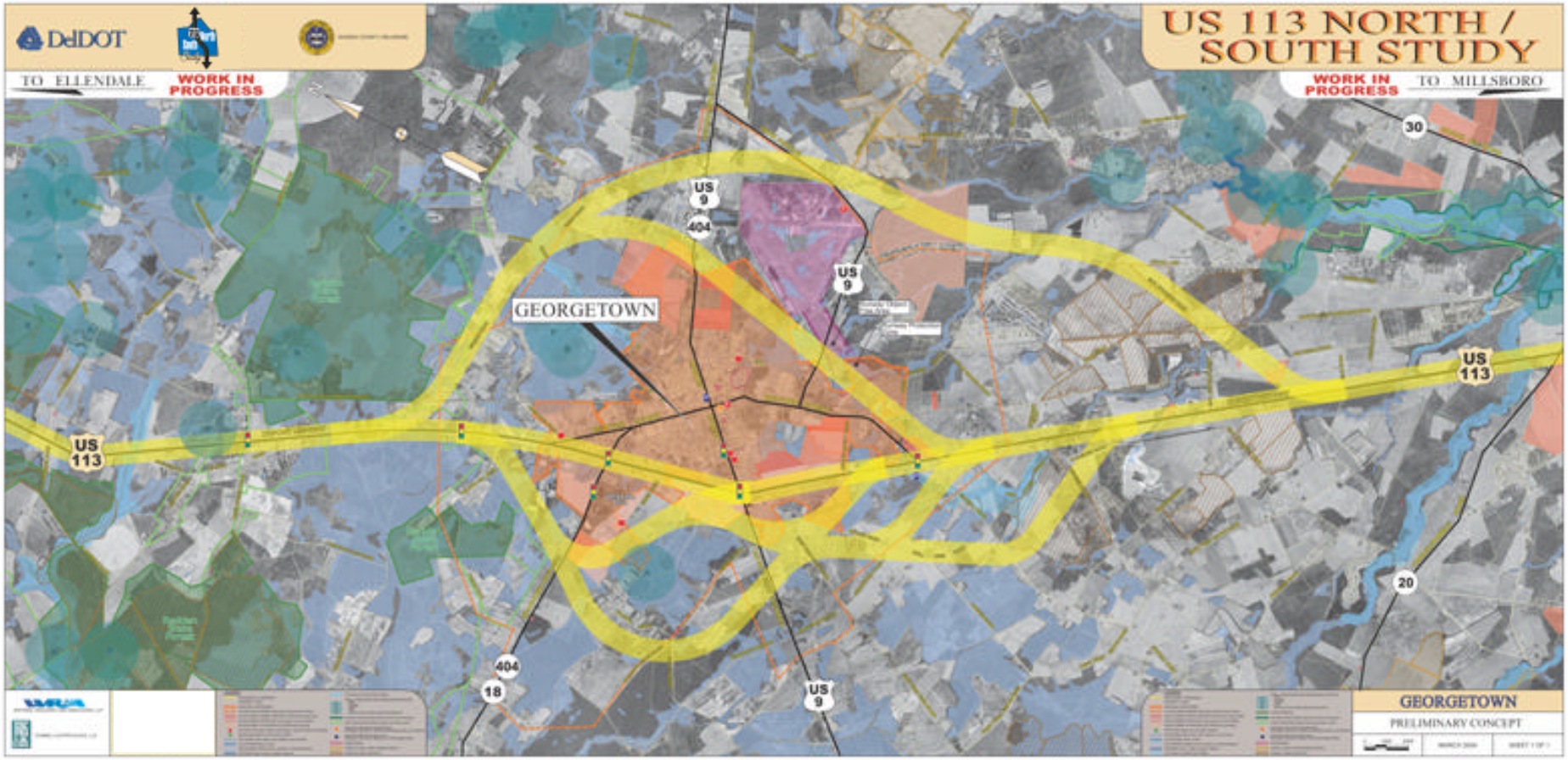


- Straight/Tangent Roadway Shown – Roadway could be curvilinear and shifted within the study corridor to minimize impacts

Corridor Studies ◆ Off-Alignment

- Corridors = Yellow Bands = 1000’ width
- New Roadway Right-of Way = 250’ to 300’
- For those corridors selected for detailed study – roadway alignments would be refined “within” the 1000’ corridor

Georgetown Area



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Shown on Table Top Map

- Routes/Labels
- Traffic Lights
- Schools
- Libraries
- Hospitals (none in Georgetown)
- Fire
- Police
- Property Lines
- Preliminary Corridors
- Development Under Construction
- Development Approved – Construction Not Started
- Development in Process of Approval
- (NRHP) Buildings, Structures and Objects and Archeological Sites
- National Register Historic Districts
- Buildings, Structures and Objects and Archeological Sites – Cultural Resource Survey (CRS) Areas
- Cemeteries
- EPA Sites – Environmental Protection Agency
- NPDES (outfalls) – National Pollution Discharge Elimination System
- Municipal Boundaries
- Future Development (Municipal Comprehensive Plans)
- Agricultural Easements
- Agricultural Districts
- Wetland (Estuarine, Lacustrine, Palustrine, Riverine)
- 100 Yr. Floodplain
- Natural Areas
- State Resource Areas
- State Forests
- Rare, Threatened, and Endangered (RTE's) Species (Birds, Animals, Plants, Fish, Natural Community)

Not Shown on Table Top Map

- Municipal Water/Wastewater
- OSP – Office of State Planning Coordination – Strategies for Policy and Spending
- Land Use
- Environmental Justice (Census Data, Population/Housing)
- Previously Surveyed Areas
- LESA (Agriculture Suitability/Prime Farm Soils)
- Farm Wells

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SUSSEX COUNTY, DELAWARE

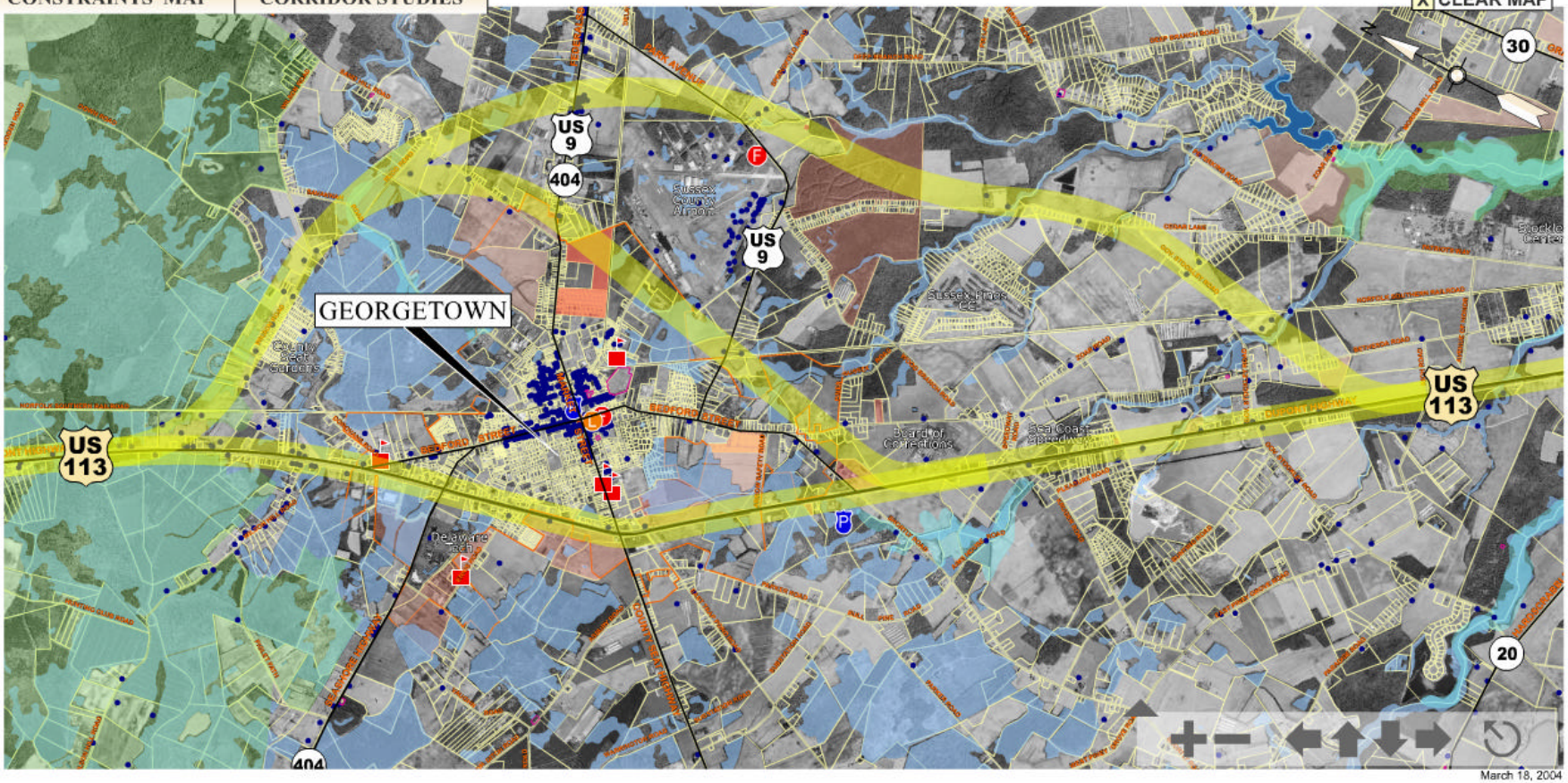
GEORGETOWN

WORK IN PROGRESS

US 113 North South Study

CONSTRAINTS MAP | CORRIDOR STUDIES

X CLEAR MAP



MINIMAL EXISTING DEVELOPMENT
ON ALIGNMENT "TOOLBOX"
ON ALIGNMENT EXAMPLES
OFF ALIGNMENT - POTENTIAL CORRIDORS

Georgetown - Western Bypass
Georgetown - Eastern Bypass

This is just an example of one possible solution in this area.

A full range of alternatives has not yet been developed, and no preferred alternative has been selected.

X CLEAR MAP

X CLOSE

Corridor Studies ◆ Off-Alignment

Georgetown – Eastern Bypass – West of Airport

Engineering

- Development of town and location of significant wetland area north and east of Georgetown not conducive to close-in eastern bypass
- Grade separations at both ends of corridor should be designed to preclude new development / keep development where it is planned
- Railroad crossings require grade separations
- Restrictions regarding runway clearance zones associated with the Sussex County Airport must be considered

Environmental / Land Use

- Redden State Forest north and east of Georgetown
- Floodplain, RTE's and wetlands associated with Savannah Ditch
- Wetlands associated with McGee Ditch
- Prime farm soils, in general, south of US Route 9. However, LESA values very low
- Several mobile home communities north and east of Georgetown
- Elderly housing in proximity to the intersection of Sand Hill Road and US Rte. 9
- Within anticipated future growth boundary of Georgetown

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SUSSEX COUNTY, DELAWARE

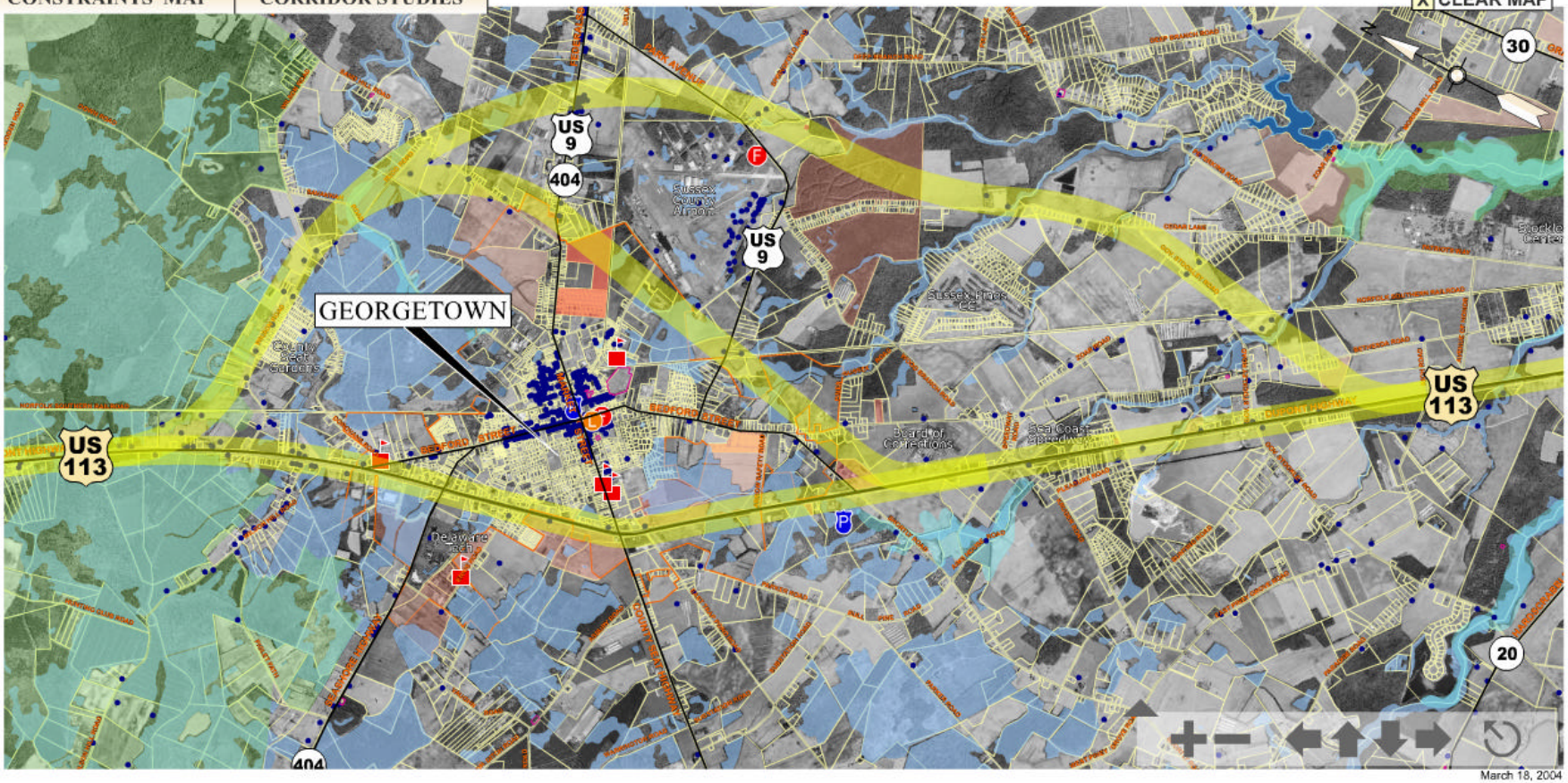
GEORGETOWN

WORK IN PROGRESS

US 113 North South Study

CONSTRAINTS MAP | CORRIDOR STUDIES

X CLEAR MAP



MINIMAL EXISTING DEVELOPMENT

ON ALIGNMENT "TOOLBOX"

ON ALIGNMENT EXAMPLES

OFF ALIGNMENT - POTENTIAL CORRIDORS

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Georgetown - Western Bypass

Georgetown - Eastern Bypass

X CLEAR MAP

X CLOSE

Corridor Studies ◆ Off-Alignment

Georgetown – Eastern Bypass – West of Airport

Engineering	Environmental / Land Use
▪ Corridor developed to minimize impacts yet balance unavoidable impacts	▪ A number of documented Archeological Sites north and east of Georgetown ▪ A number of documented cultural resources along US 9, Park Avenue, Springfield Road, Wilson Road and Sand Hill Road

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SUSSEX COUNTY, DELAWARE

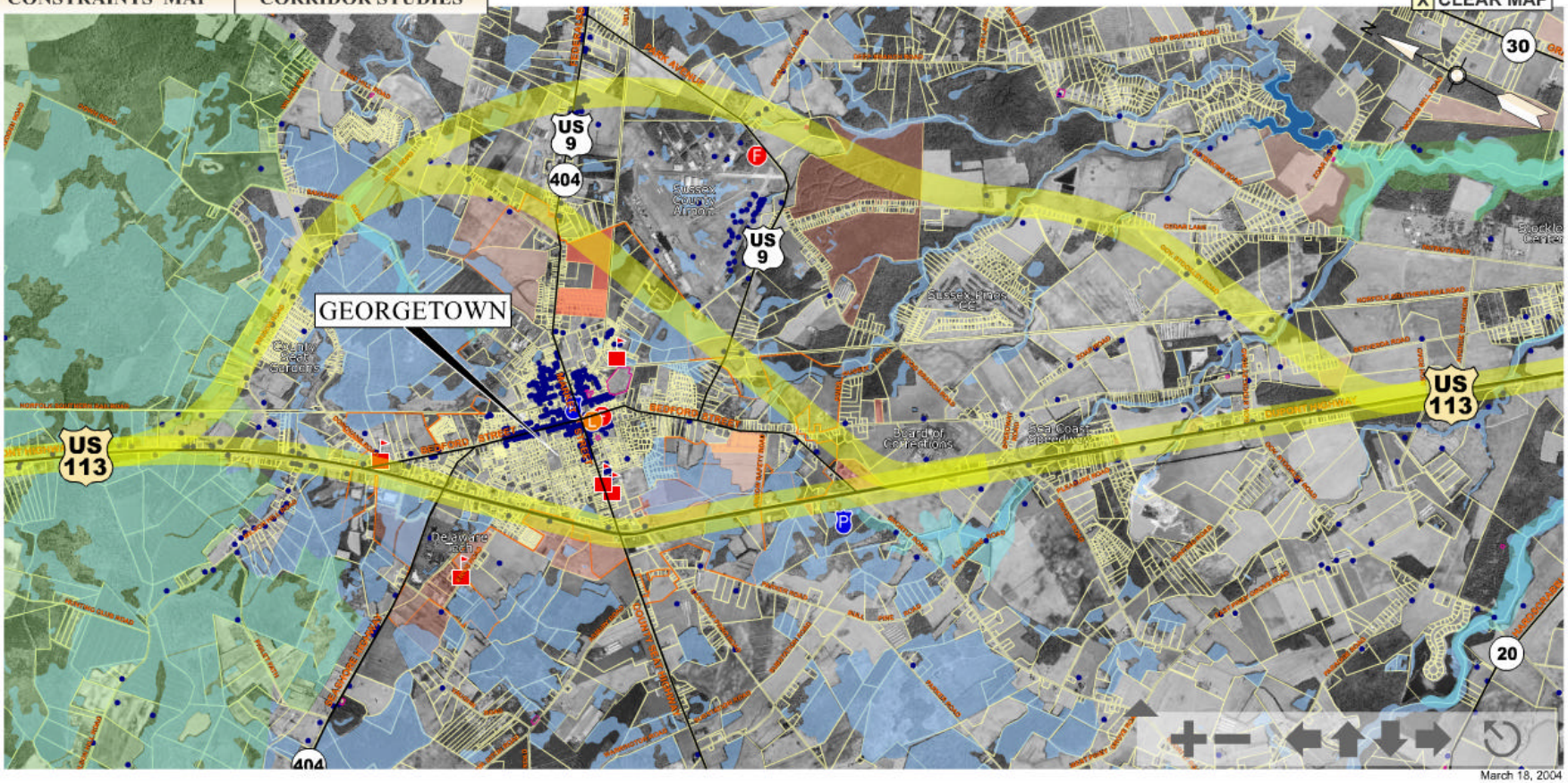
GEORGETOWN

WORK IN PROGRESS

US 113 North South Study

CONSTRAINTS MAP | CORRIDOR STUDIES

X CLEAR MAP



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Georgetown - Western Bypass
Georgetown - Eastern Bypass

X CLEAR MAP

X CLOSE

Corridor Studies ◆ Off-Alignment

Georgetown – Eastern Bypass – East of Airport

Engineering

- Development of town and location of significant wetlands are north and east of Georgetown not conducive to close-in eastern bypass
- Grade separations at both ends of corridor should be designed to preclude new development / keep development where it is planned
- Railroad crossings require grade separations
- Restrictions regarding runway clearance zones associated with the Sussex County Airport must be considered

Environmental / Land Use

- Redden State Forest north and east of Georgetown
- Floodplain, RTE's and wetlands associated with Savannah Ditch
- Wetlands associated with McGee Ditch, Stockley Branch and Gills Branch
- Prime farm soils, in general, south of US Route 9. However, LESA values very low
- Several mobile home communities north and east of Georgetown
- On the edge of the future growth boundary of Georgetown

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SUSSEX COUNTY, DELAWARE

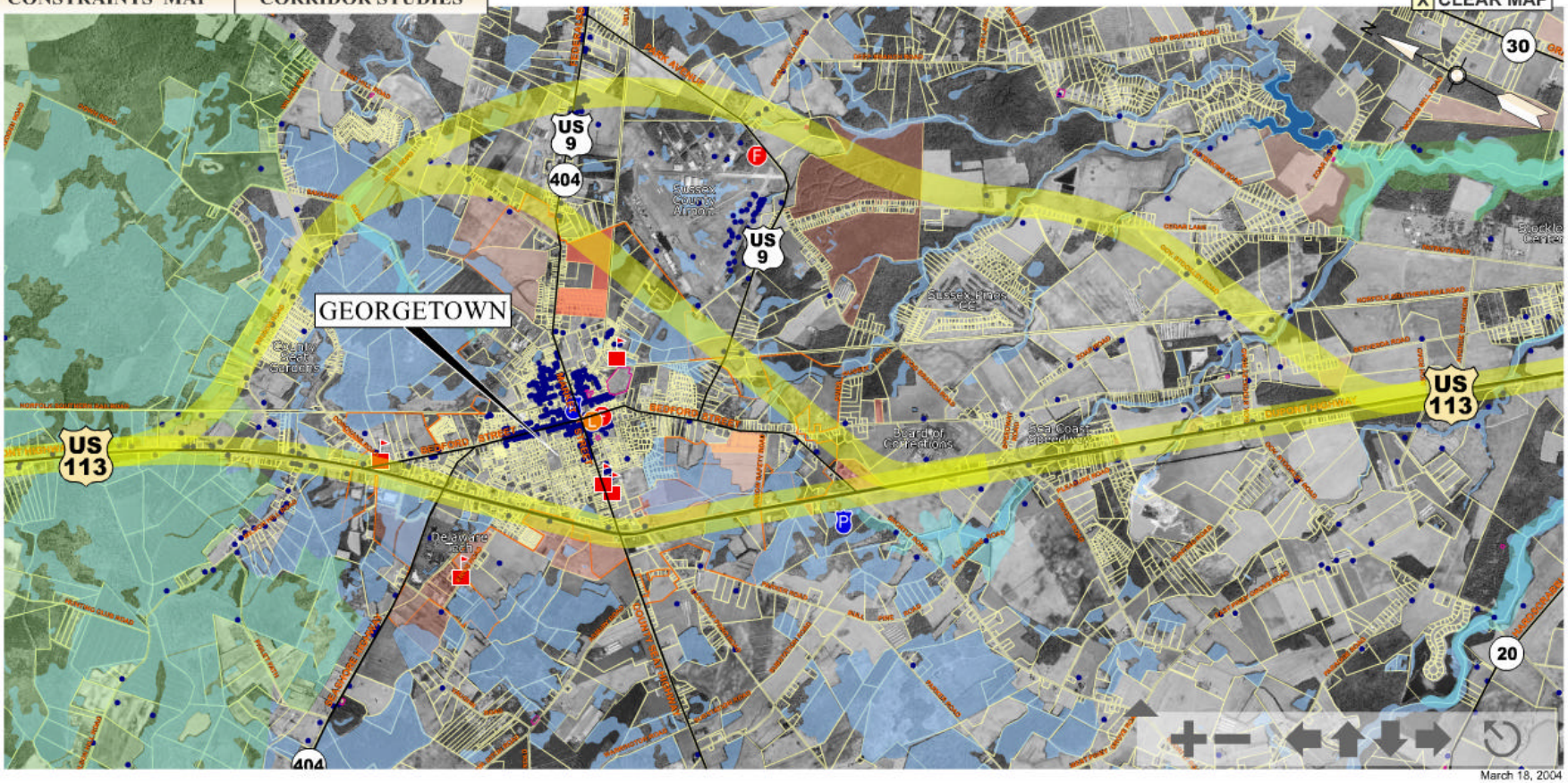
GEORGETOWN

WORK IN PROGRESS

US 113 North South Study

CONSTRAINTS MAP | CORRIDOR STUDIES

X CLEAR MAP



MINIMAL EXISTING DEVELOPMENT

ON ALIGNMENT "TOOLBOX"

ON ALIGNMENT EXAMPLES

OFF ALIGNMENT - POTENTIAL CORRIDORS

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Georgetown - Western Bypass

Georgetown - Eastern Bypass

X CLEAR MAP

X CLOSE

Corridor Studies ◆ Off-Alignment

Georgetown – Eastern Bypass – East of Airport

Engineering	Environmental / Land Use
▪ Corridor developed to minimize impacts yet balance unavoidable impacts	▪ Agricultural district south of Georgetown ▪ A number of documented Archeological Sites north and east of Georgetown and along Stockley Branch ▪ A number of documented cultural resources along US 9, Springfield Road, Wilson Road, Sand Hill Road and Zoar Road ▪ Several cemeteries south of Georgetown

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SUSSEX COUNTY, DELAWARE

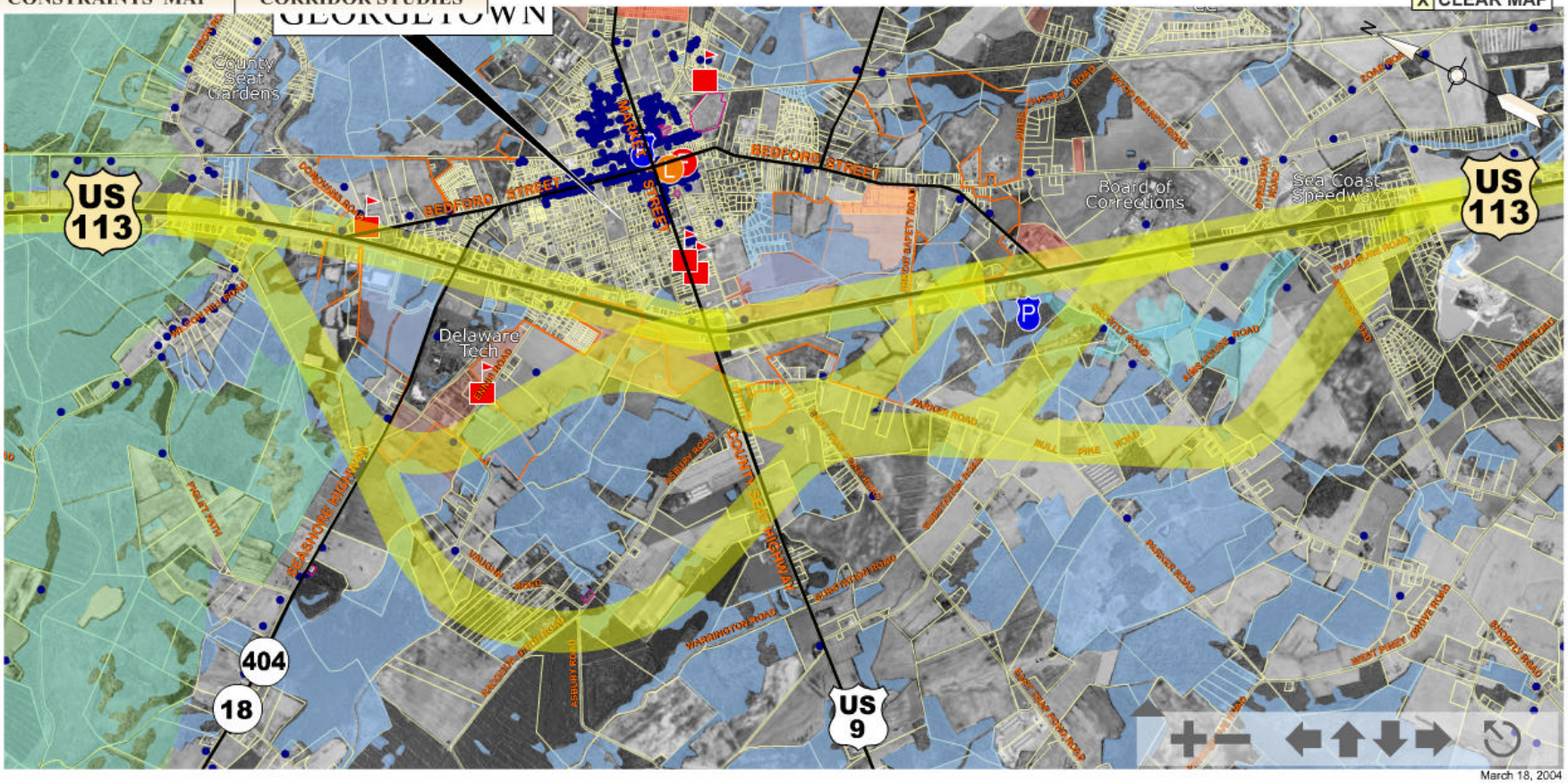
GEORGETOWN

WORK IN PROGRESS

US 113 North South Study

CONSTRAINTS MAP | CORRIDOR STUDIES

X CLEAR MAP



- MINIMAL EXISTING DEVELOPMENT
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- ☑ Georgetown - Western Bypass
- ○ Georgetown - Eastern Bypass

X CLEAR MAP

X CLOSE

Corridor Studies ◆ Off-Alignment

Georgetown –Western Bypass

Engineering

- Development of town conducive to close-in western bypass
- Locations of wetland pockets assist in defining corridor
- Grade separations at both ends of corridor should be designed to preclude new development / keep development where it is planned
- Close-in western bypass provides impact trade-off for on-alignment options
- Western bypass routes farther from existing US 113 will be longer, but may reduce resource impacts

Environmental / Land Use

- Extensive pockets of wetlands north of SR 18 and west of US 113. Additional pockets of wetlands west of US 113 and south of SR 18, becoming more extensive farther south and west
- Upland soils in this area are generally prime farm soils. LESA scores indicate generally low to very low values for preservation
- Mobile home community north of SR 18 / west of US 113
- National Register eligible sites on Trap Pond Road and Parker Road
- Documented potential cultural resources along Willow Hill Road, US 113, SR 18, US 9, Trap Pond Road, and Parker Road

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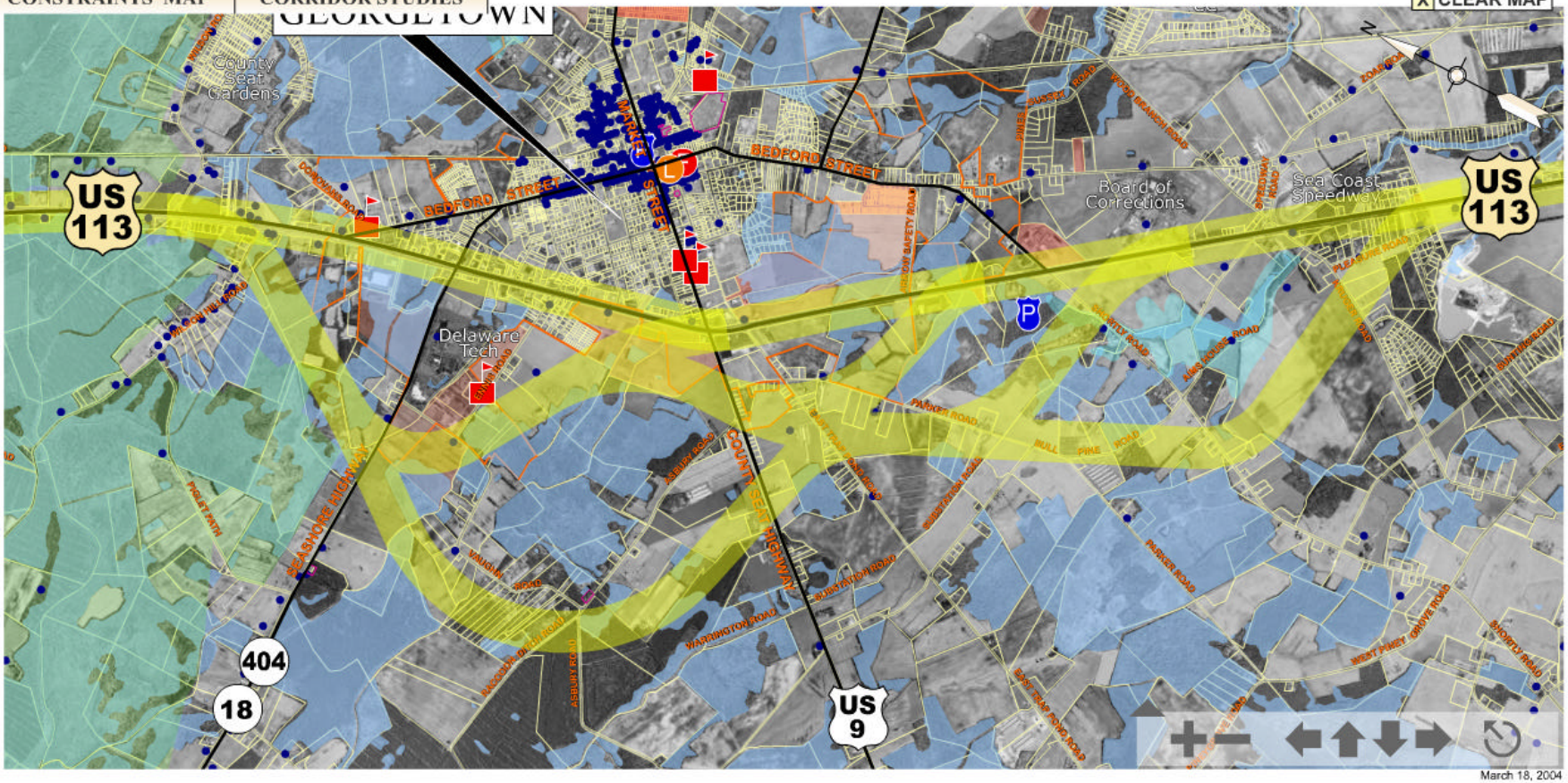
GEORGETOWN

WORK IN PROGRESS

US 113 North South Study

CONSTRAINTS MAP | CORRIDOR STUDIES

X CLEAR MAP



- MINIMAL EXISTING DEVELOPMENT
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- ☑ OFF ALIGNMENT - POTENTIAL CORRIDORS

This is just an example of one possible solution in this area.

A full range of alternatives has not yet been developed, and no preferred alternative has been selected.

- ☑ Georgetown - Western Bypass
- ○ Georgetown - Eastern Bypass

X CLEAR MAP

X CLOSE

Corridor Studies ◆ Off-Alignment

Georgetown –Western Bypass

Engineering	Environmental / Land Use
	▪ Archaeological potential along Willow Hill Road ▪ Concentration of ethnic populations along SR 8 ▪ Within the town's anticipated future growth boundary ▪ Rare, threatened and endangered species (RTEs) in vicinity of Layton Vaughn Ditch ▪ State Resource Area north of SR 18 and west of US 113 ▪ 100-year floodplain associated with Alms House Branch

Corridor Studies

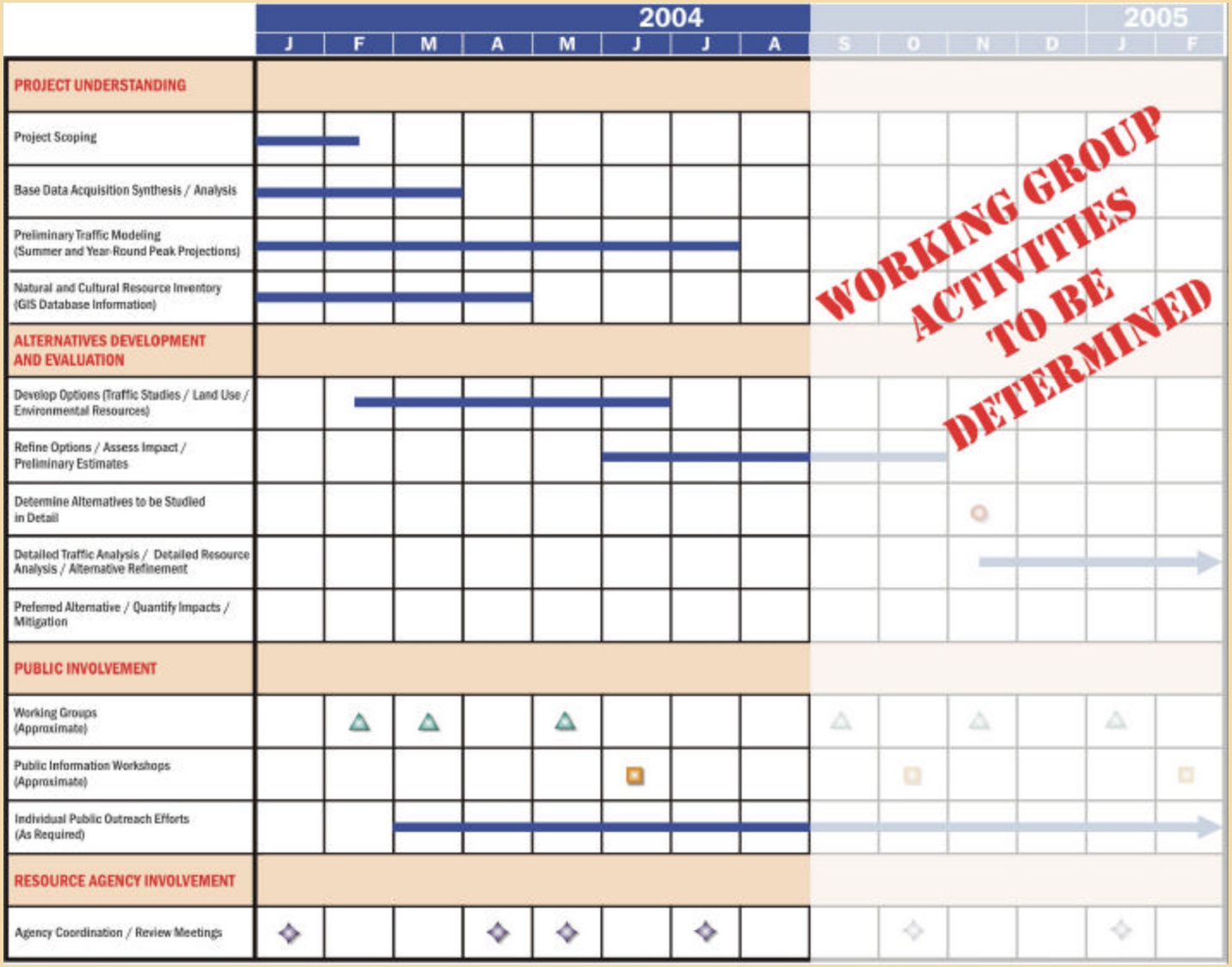
Next Working Group Meeting

- Move May 6, 2004 Meeting to May 13, 2004
- Conduct Combination Field Tour / CHEER Center Meeting
- Tentative Agenda
  - Quickly review On-Alignment Tool Box Strategies
  - Field tour of existing US 113 alignment with discussion of:
    - Tool box strategies applicable to each sub-area
    - Traffic issues at each intersection or other key areas
    - Resource constraints where appropriate
  - Brainstorming session of studies to be undertaken in each sub-area

Summer – Fall Calendar

- **Jun:** Public Workshops (3)
- **Jul – Aug:** Working Groups take summer off
- **Jul – Sep:** Project Team continues to develop conceptual alternatives
- **May - Jul:** Project Team conducts field tour with Resource Agencies (May) and updates the Resource Agencies on Conceptual Alternatives (July 8, 2004)
- **Sep:** Working Groups Reconvene

Study Schedule



Third Working Group Meeting

- **Date: May 13, 2004 – 4:00 PM (Field Tour)**
- **Location: CHEER Community Center**

Project Web Site: www.deldot.net/static/projects/us113