

SR26 - Mainline and Detour Routes

Construction Working Group Meeting 1 – September 24, 2012

Date: September 24, 2012
Time: 10:00 AM
Location: South Costal Library – Bethany Beach
Re: SR26 – Working Group Meeting #1

Present:

Natalie Barnhart – DelDOT, Chief Engineer
Geoff Sundstrom – DelDOT, Director PR
Tom Banez – DelDOT, Project Manager
Brad Saborio – DelDOT, Engineer
Adam Weiser – DelDOT, Traffic Safety
Gerald Nagyiski – DelDOT, Traffic Safety
Jim Satterfield – DelDOT, Design
Tina Shockley – DelDOT, PR
Robert King – DelDOT, PR
Bill Conway – Century Engineering
Jill Frey – Century Engineering
Hon. George Bunting – State Senator – 20th District
Hon. Gerald Hocker – State Representative – 38th District
Laura Walter – Reporter, Costal Point
Melissa Burke – Reporter, News Journal
Kathy Jankowski – Mayor, South Bethany
Jack Gordon - Vice Mayor, Bethany Beach
Debbie Botchie - Manager, Town of Milltown
Kami Banks - Bethany-President, Bethany/Fenwick Chamber of Commerce
Carrie Subity - Bethany/Fenwick Chamber of Commerce
Scott Thomas - Southern Delaware Tourism
Tracy Cordon – Delaware State Police
Robbie Murray – Sussex County EMS
Shirley Price - Realtor
Jennie Banco – Capano Management

Meeting was called to order at 10:00 am by Geoff Sundstrom who explained that the purpose of these working group meetings will be to communicate information to the community that is factual, complete, and accurate. This will be accomplished through the meetings, blogs, email, Website, and the media.

It was explained that these meetings will be held as needed until construction of the project begins when the meetings will be held regularly.

DelDOT Chief Engineer, Natalie Barnhart informed the group that this project will be impactful to the community, but DelDOT will do all that it can to minimize inconveniences. The group was told that the Secretary of Transportation met with Senator Bunting and Representative Hocker on Friday and assured them that he will personally do everything that he can to make the project proceed smoothly.



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All group members will be part of the Project Team bringing information from the community to these meetings, and relay information obtained from the meetings back to the community.

Secretary Bhatt and members of DelDOT senior management toured the project corridor on Friday, Sept. 21.

Due to the large number of utilities that will need to be relocated, coordination with utility companies throughout the project and their timely completion of work, will be a key component in meeting the construction schedule. Secretary Bhatt intends to contact the heads of the major utilities over the next few weeks to impress on them the need for active oversight of their portion of the project.

A PowerPoint presentation was then shown to explain the project in detail:

INTRODUCTIONS:

•DelDOT Project Team

- Tom Banez, Project Engineer
- Jim Satterfield, Group Engineer
- Brad Saborio, Construction Engineer
- Jerry Nagyiski, Safety Engineer
- Adam Weiser, Traffic Engineer
- Natalie Barnhart, Chief Engineer
- Tina Shockley, Public Relations
- Bob King, Public Relations
- Jill Frey, Century Engineering
- Bill Conway, Century Engineering

•Working Group Members

- Jennie Banco, Millville Town Center
- Debbie Botchie, Town of Millville
- George Bunting, State Senator
- Tracey Condon, Delaware State Police
- Melvin Cusick, Town of South Bethany
- John Eckrich, Lord Baltimore Elem. School
- Jack Gordon, Town of Bethany Beach
- Gerald Hocker, State Representative
- Mike Izzo, Sussex County Engineering
- Kathy Jankowski, Town of South Bethany
- Ken McLaughlin, Ocean View Police Dept.
- Robby Murray, Sussex County EMS
- Shirley Price, Real Estate Representative
- Carrie Subity, Chamber of Commerce
- Scott Thomas, Southern Delaware Tourism
- Laura Walte,r Coastal Point



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- Gordon Wood, Town of Ocean View

PROJECT OVERVIEW AND HISTORY

•SR 26 Detour Routes Project Update –(Background)

- Construction started summer 2010
- Experienced delays with utility relocations
- Working with the contractor to expedite work
- Change in construction methods
- Working in concurrent sections
- Expected to be completed summer 2013

•SR 26 Existing Conditions

- Higher than average accident rates
- Average traffic volumes have increased 30% from 1990
- 9,000 (1990) to 11,700 (2011) AADT
- Summer traffic volumes have increased 25% from 1990
- 15,700 (1990) to 19,600 (2011) ADT
- On average peak season traffic is 70% higher than off peak traffic

•SR 26 Existing Conditions

- Numerous open, undefined entrances and exits
- Utility poles adjacent to the roadway
- Narrow shoulders/limited bike lanes
- Limited pedestrian facilities that are not ADA compliant

•Project Goals

- To reduce congestion
- To improve safety
- To delineate entrances/exits
- To improve roadway conditions

•SR 26 Mainline Project Overview Goals

- Over 4 miles will be improved to provide a 3 lane section
- 6 miles of curb
- 3.5 miles of sidewalk
- 5.5 miles of pipe
- Over 230 entrances will be improved
- On average 1 entrance every 100'
- Right of way needed from 250 parcels
- 272 Parcels are adjacent to project limits
- 240 Utility poles to relocate



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•SR 26 Mainline Project Overview

- SR 26 serves as a primary evacuation route
- The project is located within the Towns of Bethany Beach, Ocean View, Millville and Unincorporated Sussex County
- The project is served by the Delaware State Police, Town of Ocean View and Bethany Beach Police Forces
- The project is served by Bethany Beach and Millville Volunteer Fire Companies
- The project is located within the Indian River School District - Lord Baltimore Elementary School is within the project limits.

•SR 26 Mainline Project History

- Needs Report and Alternatives Analysis 1999 – 2001
- SR 26 improved in Bethany (completed) 2001
- Survey, design and Right-of-Way initiated 2003
- Interim improvements (completed) 2005 and 2008
- Public Workshops were held 2004, 2005, 2006
- Final environmental document approved 2008
- Right-of-Way acquisitions initiated 2008

•SR 26 Mainline Project Update

- Right of Way Acquisitions nearing completion
- Early action area utility relocations will start this fall
- Project will be advertised spring 2013
- Construction scheduled to begin fall 2013

•Project Schedule

- Begin utility relocations fall 2012
- Begin roadway construction fall 2013
- Construction will be done under traffic
- Replacement of bridges will be under detours
- Construction scheduled completion
 - If night work allowed spring 2016
 - If night work NOT allowed fall 2017



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•Construction Phasing Review

•Early Action Areas

- Clarksville
- Cedar Drive

•**Section 1** - Assawoman Canal to Woodland Ave

•**Section 2** - Woodland Ave to Windmill Road

•**Section 3** - Windmill Road to just east of SR 17

•**Section 4** - Just east of SR 17 to Clarksville

•Recent Lessons Learned from Past Projects

- Working Group is being established before construction begins
- Traffic has been analyzed to determine appropriate work hours
- Media outreach is being undertaken early in the project
- Alternative Routes will be signed
- Businesses open signs will be installed
- Message boards will be utilized outside of the project limits to let incoming traffic know about the project

•Work Defined As:

Off Peak Season - October 1 through May 15

- Lane restrictions allowed seven (7) days a week
- Additional restrictions will be implemented for holiday periods

Peak Season - May 16 through September 30

- No** lane restrictions allowed during daytime - Work allowed if two lanes can be maintained
- No** work allowed Friday through Monday
- Additional restrictions will be implemented for holiday periods

Day Work Only

- Will require longer construction schedule
- Additional impacts to the traveling public and businesses
- Less impacts to adjacent residences

Day and Night Work

- Additional work hours at night will accelerate construction schedule
- Less impacts to area businesses
- Makes best use of the detour routes project
- Additional impacts to adjacent residences (noise)
- Night work will require an exception within the Town of Ocean View



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•**Potential Impacts to Project Schedule if Night Work is Not Allowed**

- No work will be allowed during peak season
- Project duration will be extended by 1.5 years without night work
- Could be longer depending on winter weather

•**Utility Coordination Required**

- Relocations have been staked in the field
- Relocations are scheduled to begin this fall
- Work will continue in the spring
- All utility work is independent of the state contract
- Municipal Work – Water and sewer will be performed under the state contract

•**Media Outreach - Goals**

- Manage public expectations
- Discuss impacts to businesses, residents and tourism
- Keep project information flowing to area businesses and residents
- Hold regular Working Group Meetings
- Public Informational Meetings for public prior to periods of construction which will impact residents, businesses, traffic
- Update on a regular basis the Project Website
- Update on a regular basis the Project Blog (weekly?)

•**The Project's Advocates to the Community**

- Working Group
- Bethany-Fenwick Chamber of Commerce
- Southern Delaware Tourism Office
- Towns
- Sussex County
- Legislators

•**Night Work Survey**

- A survey will be sent to all residents adjacent to project limits per state regulations
- Discuss project schedule and impacts
- Need a majority of approvals to allow night work to be implemented in the project
- No response is taken as approval – This point was emphasized to the members of the meeting and will be prominently highlighted within the survey letter



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•Public Informational Meetings

- Meetings will be held before construction begins
- Alternative routes will be reviewed
- Project schedule and phasing will be discussed

•Working Group Meetings

- Meetings will shift from quarterly to monthly or at project milestones during construction
- Next Meeting will be scheduled early 2013

•Timely Updates on the Project Blog and Website

- www.SR26.deldot.gov

GENERAL QUESTIONS FOLLOWING POWER POINT:

- Will there be temporary signing/signals? – There will be one temporary traffic signal installed by Cedar Drive and Central Avenue.
- Explain “detours” and “alternate routes.” – The only detours will be during the construction on the two bridges. To minimize disruption to traffic, both bridges will be worked on at the same time. Throughout the project limits there will be alternate routes suggested to alleviate traffic within the construction limits. These alternate routes are currently being improved to accommodate the additional traffic.
- It was also mentioned that the use of real time traffic information (delay time) is being investigated and maybe posted prior to entering the project. Pedestrian access will be maintained at all time (including on the bridges) throughout the project. Actual project construction will probably start about this time next year (Fall 2013).
- Per State Regulations, DelDOT will survey all adjacent residents regarding the use of Night Work. Due to the nature of the project, DelDOT will investigate separating these surveys per Section of Construction.
- Senator Bunting and Representative Hocker, as well as other work group members expressed appreciation for the early formation of the group and the need to keep the community as informed as possible.

Following adjournment, project manager Tom Banez and DelDOT public relations conducted a project tour for Melissa Burke of the News Journal and Laura Wilder of the Coastal Point newspaper.



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NEXT MEETING:

Day/Month/Date/Time

To be Determined

South Costal Library – Bethany Beach



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