



US 113 NORTH/SOUTH STUDY

Georgetown Area Working Group Meeting No. 13

May 18, 2006



BOULEVARD

Opening Remarks

- **Project notebook materials**

- **Purpose of the meeting**
 - **Review traffic questions from last meeting**
 - **Find out about alternative shifts**
 - **Review and discuss issues associated with each alternative**
 - **Discuss schedule moving forward**
 - **Discuss upcoming workshops**

Traffic Questions

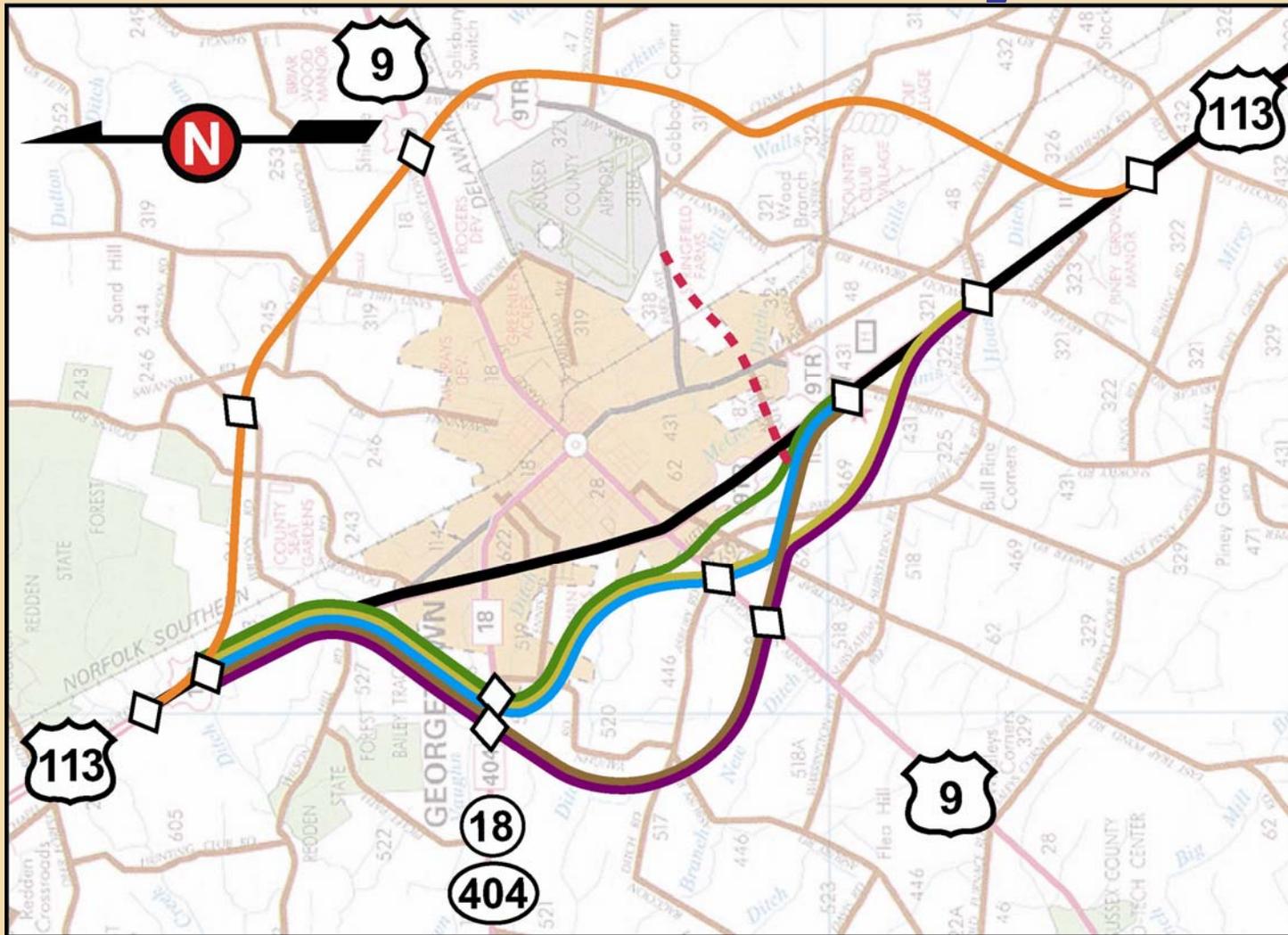
■ The Circle

- Current entering volume is about 1,850 vehicles in the summer peak hour
- Capacity is about 2,000 vph
- North Bedford and East Market approaches are currently near capacity

■ US 113/South Bedford Street

- Current LOS C
- LOS E between 2010 and 2015
- LOS F between 2015 and 2020

Alternatives Retained for Detailed Study



Alternative Shifts

- **On-Alignment Alternatives**
- **East Bypass Alternatives**
- **West Bypass Alternatives**

Alternative Shifts

■ Yellow Alternative

- Shifted frontage road east of US 113 near East Redden Road to avoid ditch.
- Extended Wilson Road connection 250 feet to the east.
- Extended Edward Street overpass tie-in 950 feet to the east.

Alternative Shifts

■ Yellow Alternative

- **Eliminated southbound US 113 loop ramp to Alms House Rd/Speedway Rd overpass.**
- **Extended Alms House Road overpass tie-in 550 feet west.**

Alternative Shifts

■ All West Bypass Alternatives

- Shifted frontage road east of US 113 near East Redden Road to avoid ditch.
- Added frontage road extension for Chapel Road.
- Reconfigured interchange at US 113 and Wilson Road.
- Additional shifts are on hold pending resolution of wetland issues.

Alternative Shifts

■ Green Alternative

- Shifted alignment east to reduce impacts to Alms House Ditch.
- Reconfigured interchange with Arrow Safety Road.

Alternative Shifts

■ Orange Alternative

- Alignment shifted slightly to the south from the Norfolk Southern Railroad to the Wilson Road overpass to avoid Redden State Forest.
- Alignment shifted from Springfield Road to Sussex Pines Road to avoid the potential NR-eligible Governor Stockley Farm property on Cedar Lane.
- Further shifts are on hold pending resolution of wetland issues.

Key General Issues

The rest of 2006 will be dedicated to addressing and resolving the following key issues.

Key General Issues

■ Wetlands

- **Substantial field review and wetland consultation has been conducted.**
- **In the Georgetown and Ellendale areas, wetland boundaries must be significantly altered.**

Key General Issues

■ Historic properties

- More than 1,100 properties have been studied and must be reviewed by SHPO.
- Over 200 of those properties are in the Georgetown study area.

Key General Issues

- **Historic properties** continued
 - **45 properties have been recommended by the project team to be historically significant (10 in the Georgetown area).**
 - **Most of these properties are new to SHPO, increasing review time.**

Key General Issues

- **Rare, threatened and endangered species (RTEs)**
 - **Swamp pink (a federally-listed flower) has been found in the study area, so federal consultation is required.**
 - **Coordination with DNREC continues regarding state-listed species.**

Key General Issues

■ Traffic analysis

- A more in-depth operations analysis is needed for detailed study.
- We are looking not only at individual project areas, but at the corridor as a whole.

Key General Issues

■ Socio-Economic Impacts

- We continue to gather public input regarding the alternatives.
- During detailed study, that input will be correlated with planning analyses:
 - Community Cohesion
 - Environmental Justice
 - Economic Impacts

Issues Associated With Alternatives

The following are the key issues associated with each alternative that are likely to play a factor in the selection of a preferred alternative.

Issues: Yellow Alternatives

- **2 potential 4(f) impacts**
 - **Sea Coast Speedway**
 - **Bob Schaffer Automotive**
- **Economic impact concerns**
- **Community cohesion concerns**
(“dividing the town in half”)

Issues: Orange Alternative

- **6 potential 4(f) impacts**
- **Wetland impacts to be determined based on new boundaries**
- **Impacts to the Town's spray irrigation fields**
- **Concerns about Savannah Road interchange**
- **Does not address traffic from SR 18/SR 404 and US 9 west of Georgetown**
- **May have undesirable traffic diversions to US 9 east of Georgetown**

Issues: Blue Alternative

- **2 potential 4(f) impacts**
 - **Sea Coast Speedway**
 - **Bob Schaffer Automotive**
- **Wetland impacts to be determined based on new boundaries**
- **Future community cohesion concerns; inconsistency with Livable Delaware**

Issues: Green Alternative

- **2 potential 4(f) impacts**
 - **Sea Coast Speedway**
 - **Bob Schaffer Automotive**
- **Wetland impacts to be determined based on new boundaries**
- **Future community cohesion concerns; inconsistency with Livable Delaware**

Issues: Gold Alternative

- **2 potential 4(f) impacts**
 - **Sea Coast Speedway**
 - **Bob Schaffer Automotive**
- **Wetland impacts to be determined based on new boundaries**
- **Some concern about precluding future growth**

Issues: Brown Alternative

- **2 potential 4(f) impacts**
 - **Sea Coast Speedway**
 - **Bob Schaffer Automotive**
- **Wetland impacts to be determined based on new boundaries**
- **Less effective traffic diversion than other bypass alternatives**
- **Some concern about precluding future growth**

Issues: Purple Alternative

- **2 potential 4(f) impacts**
 - **Sea Coast Speedway**
 - **Bob Schaffer Automotive**
- **Wetland impacts to be determined based on new boundaries**
- **Some concern about precluding future growth**

Schedule

Through late 2006:

Project team completes detailed study

Early 2007:

**Reconvene working group to review
results of detailed study**

Upcoming Public Workshop

Monday, June 5, 2006

CHEER Center, 4-7 PM