

## Agenda

- Introduction
- Summary of Public Workshop Comments
- Review of March 29 Working Group Meeting
  - Refined On-Alignment Alternative
  - Answers to Working Group Questions
- Schedule/Next Steps

## Summary of Public Workshop Comments - Georgetown

508 comment forms received:

Alternative**	Preference*	
	Favor	Oppose
No-Build	61	0
On-Alignment (Yellow)	34	1
All Off-Alignment	0	391 ***
Any West Bypass	5	0
Violet (East-to-East)	14	40
Dark Blue (East-to-East)	18	41

\* Many people offered multiple suggestions.

\*\* No specific comments received about the Orange Alternative

\*\*\* Suggest modifications to On-alignment Alternative

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## Summary of Public Workshop Comments – Millsboro-South

85 comment forms received:

Alternative	Preference*	
	Favor	Oppose
No-Build	19	0
On-Alignment (Yellow)	3	10
Any West Bypass	7	4
Any East Bypass	3	1
Violet (East-to-East)	20	43
Dark Blue (East-to-East)	14	37

\* Many people offered multiple suggestions.

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## **Georgetown Area Working Group**

**March 29, 2007**

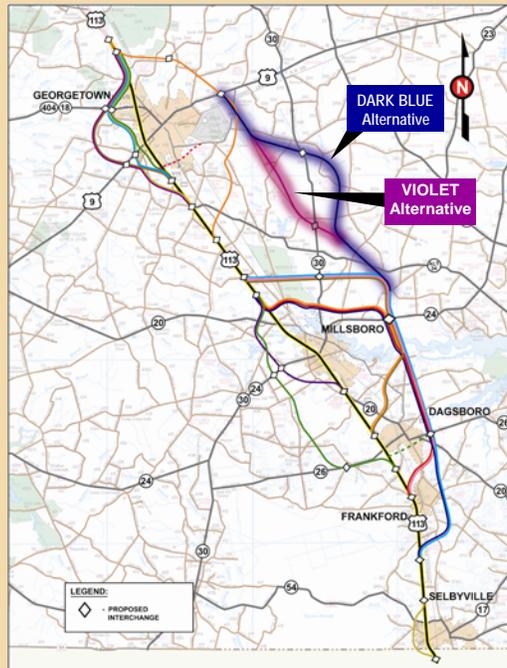
- All Bypass Alternatives - *Considerable opposition*
- On-Alignment Alternative – *Considerable support for a refined alternative that reduces property impacts*
- Specific questions:
  - What is the status of the East-to-East Alternatives?
  - What can be done on-alignment to address traffic concerns and reduce impacts to property owners?
  - How much traffic is expected along US 113 in the future?
  - How much beach traffic is coming from SR 1?
  - What is the recent crash history along US 113?
  - When was the original third lane alternative discussed and dismissed?
  - What is the schedule for upcoming meetings?

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**What is the status of the  
East-to-East Alternatives?**

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The Georgetown-South Area East-to-East Alternatives **will not** be retained for detailed study.



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**What can be done on-alignment to address traffic concerns and reduce impacts to property owners?**

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## **Refined On-Alignment Alternative**

- The Project Team was directed by the Secretary to give renewed attention to the On-Alignment Alternative.
- Based on additional feedback from the Working Group and the public a refined On-Alignment Alternative has been developed.

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## **Refined On-Alignment Alternative Existing Conditions**

- The Georgetown area was divided into three segments based on the existing cross section of US 113.
  - East Redden Road to North Bedford Street (2.6 miles)
  - North Bedford Street to US 9 (1.7 miles)
  - US 9 to south of Piney Grove Road/Rich Road (6.5 miles)

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## Refined On-Alignment Alternative Proposed Improvements

- Objectives of the refined On-Alignment Alternative:
  - Provide the safety and capacity of a limited-access facility
  - Modify prior On-Alignment Alternatives to reduce property impacts and maintain an acceptable level of local access
- The proposed improvements include:
  - Widening US 113 (into the median where possible) to provide one additional lane northbound and southbound
  - Grade separations at seven intersections, removal of five traffic signals, and closure of all unsignalized crossovers along US 113
  - Maintaining right-in/right-out movements for existing access and consolidate access where possible

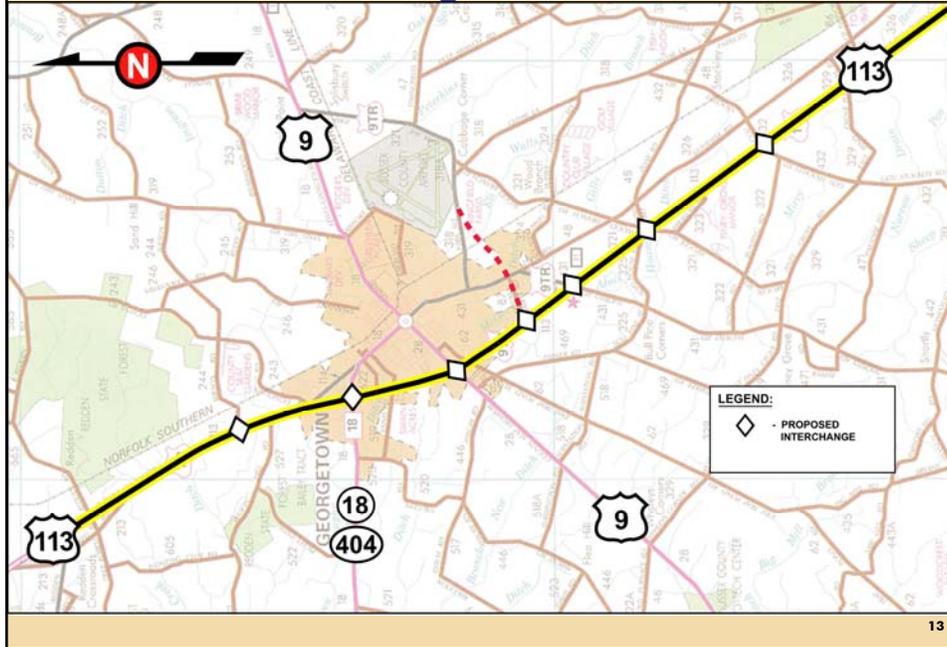
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## Refined On-Alignment Alternative Proposed Improvements

- Grade separations would be provided along US 113 at the following locations:
  - Wilson Road
  - SR 18 / SR 404 (existing level of service F)
  - US 9 (existing level of service F)
  - Arrow Safety Road  
(partial interchange to connect to relocated Park Avenue)
  - South Bedford Street / Shortly Road
  - Speedway Road / Kruger Road
  - Governor Stockley Road
- Grade separations would be constructed over time as conditions dictate

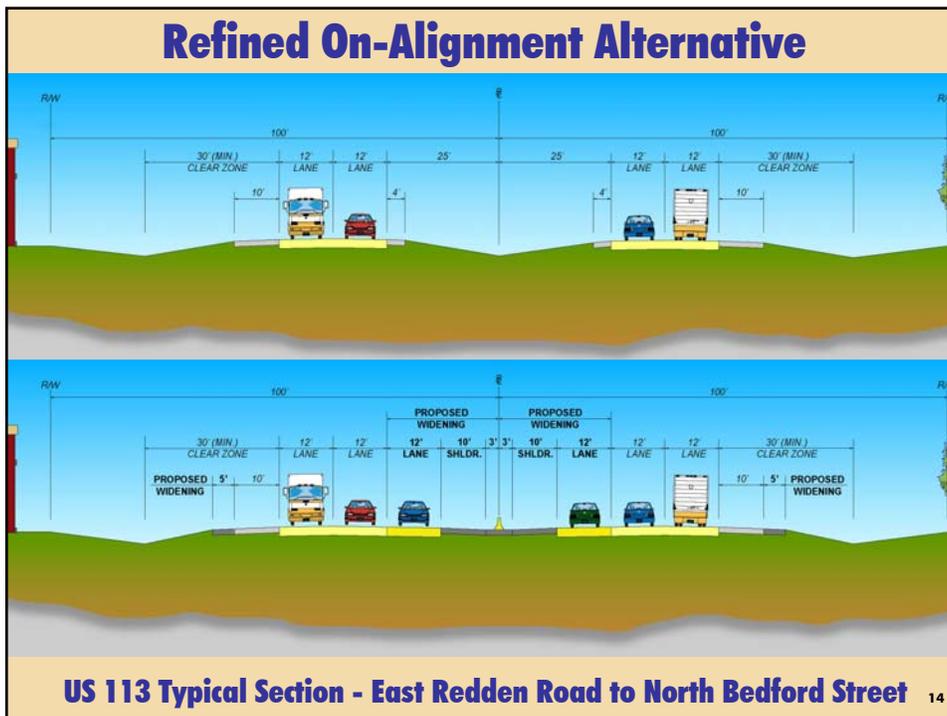
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## Refined On-Alignment Alternative



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## Refined On-Alignment Alternative



US 113 Typical Section - East Redden Road to North Bedford Street

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## **Refined On-Alignment Alternative**

**Existing Conditions –  
Looking south at Wilson Hill Road**

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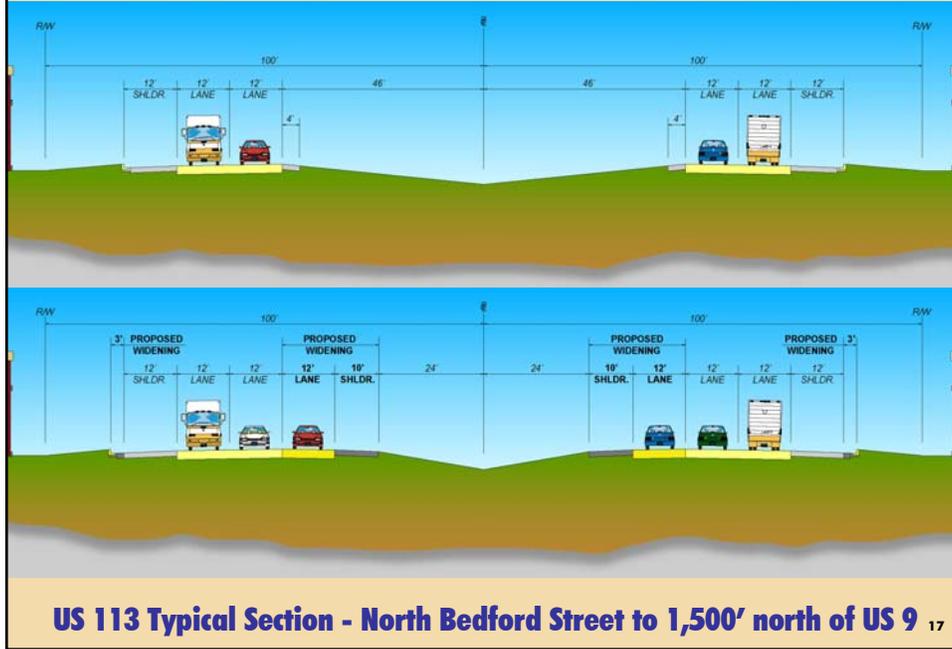


## **Refined On-Alignment Alternative**

**Proposed  
Improvements –  
Looking south at  
Wilson Hill Road**

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## Refined On-Alignment Alternative



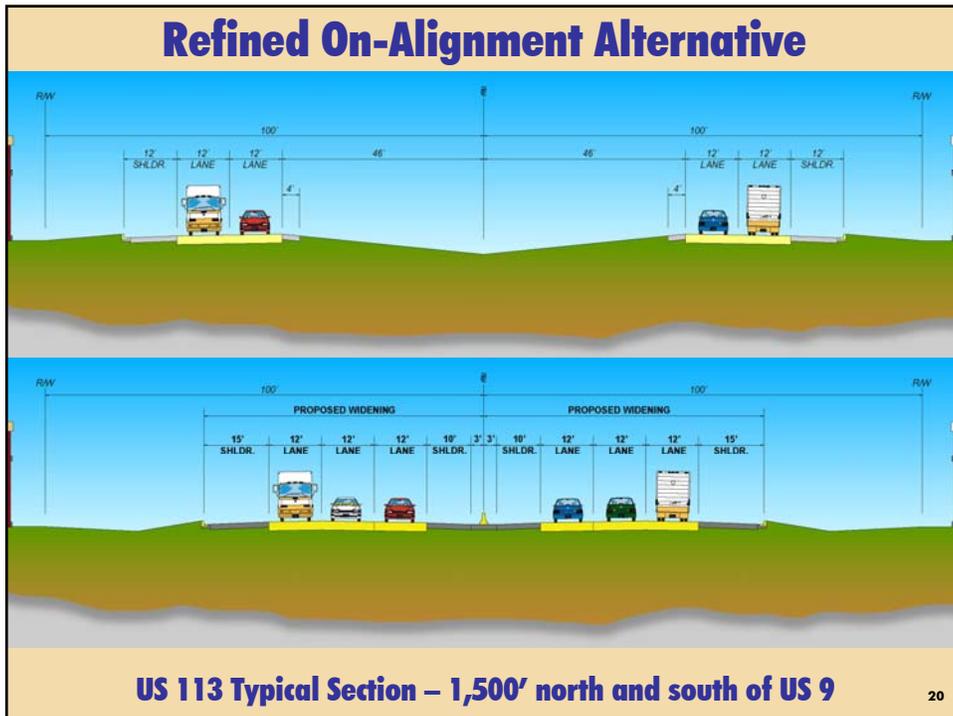
## Refined On-Alignment Alternative

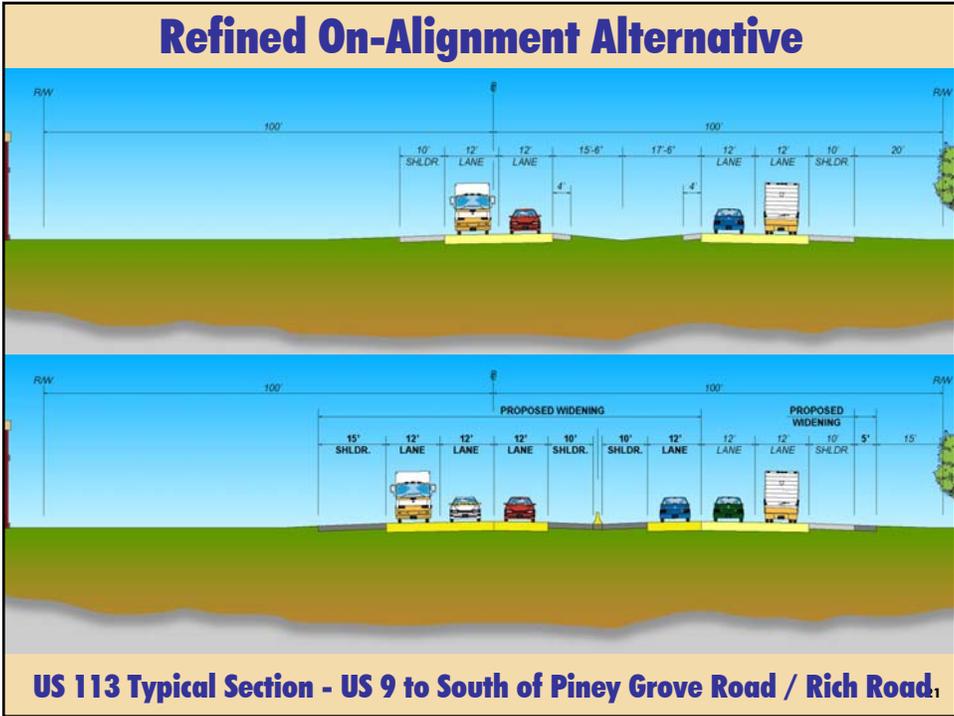
Existing Conditions –  
Looking south of  
SR 18 / SR 404



## Refined On-Alignment Alternative

Proposed Improvements – Looking south of SR 18 / SR 404





### Refined On-Alignment Alternative

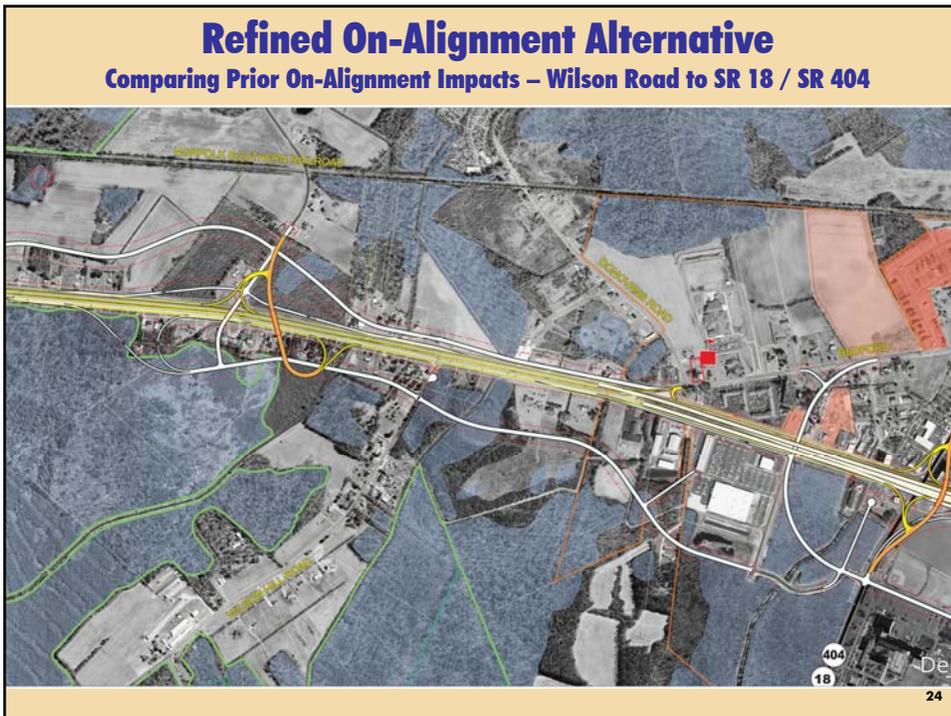
**Existing Conditions –  
Looking south of  
Speedway Road /  
Kruger Road**



## Refined On-Alignment Alternative

Proposed Improvements – Looking south of Speedway Road / Kruger Road

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## Refined On-Alignment Alternative Proposed Improvements – Wilson Road



## Refined On-Alignment Alternative Comparing Prior On-Alignment Impacts – SR 18 / SR 404 to US 9



**Refined On-Alignment Alternative**  
**Proposed Improvements – SR 18 / SR 404**



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**Refined On-Alignment Alternative**  
**Proposed Improvements – US 9**



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**Refined On-Alignment Alternative  
Proposed Improvements – Arrow Safety Road**



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**Refined On-Alignment Alternative  
Comparing Prior On-Alignment Impacts – S Bedford Street to Speedway Road**



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**Refined On-Alignment Alternative**  
**Proposed Improvements – South Bedford St/Shortly Rd**



**Refined On-Alignment Alternative**  
**Proposed Improvements – Speedway Road / Kruger Road**



## Refined On-Alignment Alternative Proposed Improvements – Gov. Stockley Road



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## Refined On-Alignment Alternative Advantages

- Provides increased capacity with third lane, grade separations, and crossover closures
- Improves safety by eliminating at-grade intersections and crossovers
  - Removing traffic signals will reduce potential for rear-end and angle crashes
  - Removing unsignalized intersections and crossovers will reduce potential for angle crashes

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## **Refined On-Alignment Alternative Advantages**

- Reduces impact to surrounding properties
  - Prior on-alignment alternatives impacted approximately 450 properties
  - Refined on-alignment will impact less than 100 properties – most impacts will not require acquisition
- Maintains access to most existing properties/businesses adjacent to US 113 without the need for a complicated system of access roads

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## **Refined On-Alignment Alternative Advantages**

- Reduces impact to natural resources
- Reduces impact to historic properties
- Provides grade-separated access across US 113 for pedestrians and bicyclists
- Reduces cost when compared to retained on-alignment and bypass alternatives
- Improves constructability – proposed improvements can be phased as needed

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## **Refined On-Alignment Alternative Disadvantages**

- **Does not provide complete limited access**
  - Multiple points of right-in, right-out access increase potential for crashes and congestion
  - Little or no separation between through and local traffic
  - Lower design speeds for access ramps at interchanges
  - Less direct east-west connection for SR 18/ SR 404

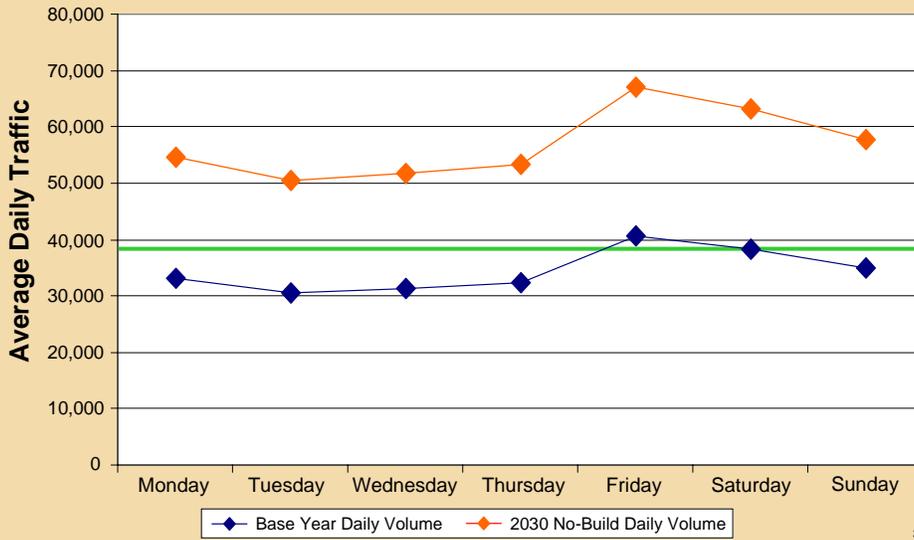
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**How much traffic is expected  
along US 113 in the future?**

**How much beach traffic  
is coming from SR 1?**

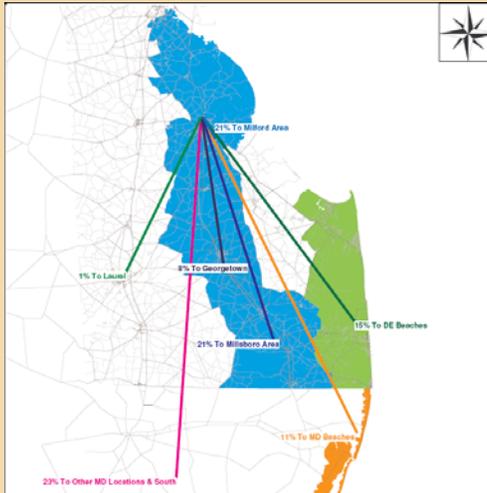
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## US 113 Between SR 404 & US 9 – Base Year vs. 2030 No-Build Summer Daily Traffic Volumes



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## US 113 Traffic Composition -2030



### Where Will People Go?

A snapshot of 2030 southbound traffic on US 113 (just south of SR 1 in Milford) shows:

- 50% will travel to points along the US 113 corridor
- 15% will travel to Delaware Beaches
- 66% will travel to points within Sussex County
- 11% will travel to Maryland Beaches
- 23% will travel into Maryland and points south

**Legend**

- US 113 Corridor Zones
- Delaware Beach Zones
- Maryland Beach Zones

**US 113 Study**

2030 Average Summer Day  
Travel Analysis for US 113 South of SR 1  
Percentages Represent Southbound Travel

**INTEGRATED PRESENTATION MODEL**

Figure 1

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## **US 113 Traffic – Future Diversion from SR 1**

- Assuming a no-build alternative in all project areas, we do not expect any additional traffic to be diverted from SR 1 in the future (2030).
- Assuming a build alternative along all of US 113, from Milford to Selbyville, about 5,000 vehicles will divert from SR 1 to US 113 on a summer day.
- If only a portion of US 113 is upgraded to limited access, these diversions will be lower.

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**What is the recent crash history  
along US 113?**

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## US 113 Crashes

- During a three-year study period from January 2004 to December 2006, there were 209 reported crashes along US 113 in the Georgetown area.

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## US 113 Crashes

- Crash data summary:
  - Two crashes involved fatalities
  - 82 crashes (39%) involved personal injury
  - 90 crashes (43%) were rear-end crashes
  - 76 crashes (36%) involved left-turn/cross traffic
    - 39 crashes involved personal injury
    - 45 crashes occurred south of US 9, where there are no traffic signals

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## **US 113 Crashes**

166 crashes (79%) were rear-end, left-turn, and angle crashes, types that would likely be eliminated through construction of a limited-access highway

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**When was the original third lane alternative discussed and dismissed?**

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## **Original Third Lane Alternatives**

- First suggested at WG meeting #5  
October 18, 2004
- Presented and discussed
  - WG Meeting #6 – March 31, 2005
  - WG Meeting #7 – April 21, 2005
- Dropped at WG Meeting #8 – May  
18, 2005

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**What is the schedule  
for upcoming meetings?**

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## Meeting Schedule

Milford Area		Georgetown-South Area	
Agencies	Working Groups/Workshops	Agencies	Working Groups/Workshops
December 12		December 12	
January 11		January 25	
	January 31 WG	February 8	February 6 (Millsboro) and 8 (Georgetown) WGs
		February 22	
	February 26 (Lincoln) and 27 (Milford) workshops to present update and brown alternative		
	March 7 WG		
March 14		March 14	March 12 (Millsboro) and 15 (Georgetown) workshops to discuss east-to-east alternative
	March 21 WG		March 27 (Millsboro) and 29 (Georgetown) WGs
April 5		April 5	<b>April 19 (Georgetown)</b>
April 23		April 23	
	April 25 WG		May 1 Millsboro WG and May 3 Georgetown WG
		May 10	May 29 (Millsboro) and 31 (Georgetown) WGs
		June 20	June 26 (Millsboro) and 28 (Georgetown) WGs
	Fall Public Hearings - TBD		Fall Public Workshops - TBD

INITIATE recommended preferred alternative discussion  
CONTINUE recommended preferred alternative discussion  
END recommended preferred alternative discussion

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## Next Steps

### Georgetown Area Working Group Meeting Dates:

- **Thursday, May 3**
- **Thursday, May 31**
- **Thursday, June 28**

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