

Welcome!

Opening Remarks

- **Project notebook materials**
- **September working group breakfasts**
- **October open houses**

2

Project notebook materials

- Meeting 9 was the September working group breakfast held on September 22, 2005.
- Meeting 10 is tonight's meeting.

Summary of September working group breakfast

Summary of October open house is found behind tab 4. Key elements:

- Strong support for an east bypass, with unusual emphasis on the Aqua alternative (B5-3)
- Relatively strong opposition to on-alignment improvements
- Mixed comments on a west bypass, with some support for the Green alternative (D9)
- The few attendees who had comments specific to Selbyville all supported the Gold alternative (I-6) as opposed to on-alignment improvements

Progress Report

24 preliminary alternatives



10 alternatives retained for detailed study



1 preferred alternative

3

We have finished the first stage of what is essentially a two-stage process.

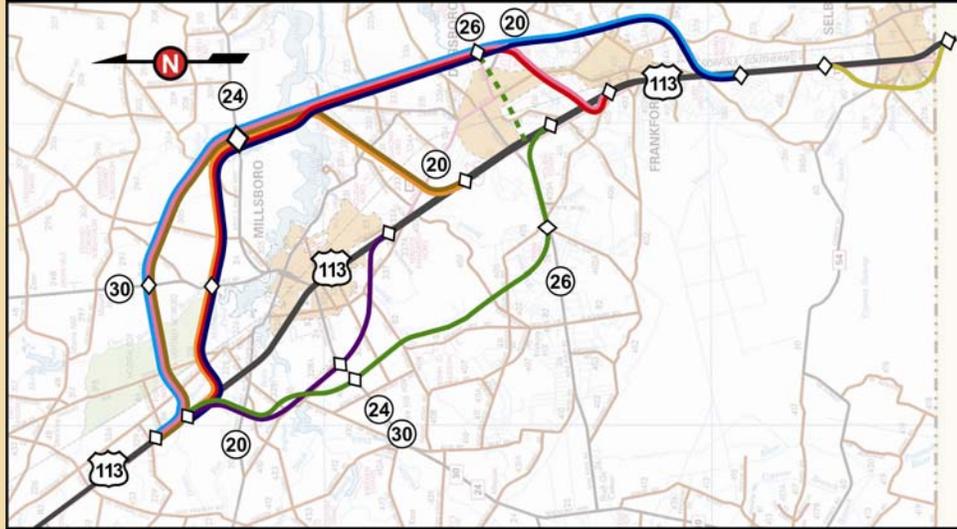
In the first stage, we identified a full range of preliminary alternatives: 24 in the Millsboro-South area. Through an initial study of resource impacts, we worked with you, the public, and the resource agencies to narrow down that list to Alternatives Retained for Detailed Study.

Those 10 alternatives were presented to you during our September breakfast meeting, and we will briefly review them tonight.

The second stage consists of studying each of those alternative in detail and working with you, the public, and the resource agencies to determine one preferred alternative.

- In the Millsboro-South area, this will actually be two preferred alternatives: one for the area from north of Millsboro to south of Frankford, and one in Selbyville.

Alternatives Retained for Detailed Study



Alternatives Retained for Detailed Study are now color-coded, as follows:

- No-build
- Yellow (on-alignment alternative A, option 4), a hybrid of:
 - Option 3 in the middle of Millsboro
 - Options 1 and 2 elsewhere
- Orange (east bypass alternative B4-1)
- Red (east bypass alternative B4-2)
- Blue (east bypass alternative B4-3)
- Brown (east bypass alternative B5-1)
- Pink (east bypass alternative B5-2)
- Aqua (east bypass alternative B5-3)
- Purple (west bypass alternative D8)
- Green (west bypass alternative D9)
- Gold (Selbyville west bypass alternative I-6)

SR 24 and SR 26 connectors remain.

Project Schedule

**June to December 2005:
Initial detailed study**

**January Through Summer 2006:
Detailed study continues as working group
and agency recommendations are developed**

**Fall 2006:
Preferred alternative**

5

To ensure continued progress on the study, the project team began detailed study in June based on your recommended Alternatives Retained for Detailed Study.

We will continue our detailed study through the end of the year to present you with a revised matrix of impacts in January.

Through early to mid-2006, we will work together to refine alternatives, recalculate impacts based on those refinements, and further narrow the list of alternatives.

Our goal, assuming your cooperation and that of the resource agencies, is to identify a preferred alternative by fall 2006.

Progress Report

Engineering

- Refined alignments
- Profiles
- Crossroads
- Limits of disturbance

Iteration

The other step in calculating impacts, though, is to determine the “footprint” of each alternative through more detailed engineering. This includes:

- Refining the horizontal alignment of each alternative to minimize impacts to resources.
- Determining the vertical profile of each alternative. This is based on over- and underpasses and balancing earthwork (cut and fill).
- Deciding which side roads will be bridged, which will be relocated to adjacent bridges, and which will be cut off with cul-de-sacs. These decisions are based on anticipated future traffic volumes, diversion distances, and earthwork balance.

All of these criteria combine to determine the “limits of disturbance,” or which land (and/or resources) will be physically impacted by the roadway.

Iteration: These criteria will continue to change as we work with you, the public, and the agencies to develop alternatives that minimize impacts.

Cultural Resources

- **900+ properties:**
 - Record resources that may be affected
 - Identify historically significant properties
- **600-foot buffer for indirect effects**
 - Visual, noise, air quality
- **Entire tax parcels**

10

The team began detailed study of 900+ properties on August 12, 2005

The goal of conducting detailed studies of architectural properties within the alternatives retained for further study is to:

- fully record all architectural resources that may be affected by the undertaking
- identify historically significant properties (that is, properties eligible for National Register listing)

Detailed study methods:

- Proposed alternative alignments include a 600-foot buffer on either side of the centerline (provides for direct and indirect effects).
- The study area includes the entire tax parcel on which an architectural property is located.
- Detailed study consists of recording architectural details of each historic building on the property, photographs, historical research.

Cultural Resources

- National Register of Historic Places
- Of 440+ architectural properties in the Millsboro-South area:
 - 2 are listed on the NRHP
 - 31 may be eligible for the NRHP
 - 4 areas may be NRHP-eligible districts

11

National Register of Historic Places

- Properties may be:
 - Already listed on the National Register
 - Eligible to be listed on the National Register
 - Not eligible to be listed on the National Register
- Only those properties that are listed or eligible are subject to special protection under Section 106.
- Properties that are determined to be not eligible will not be studied further.

What We've Done

- 440+ architectural properties within 11 retained Millsboro-South alternatives
- 2 properties are already listed on the National Register
- 31 additional properties may be eligible for listing on the National Register
- 4 areas may be eligible for listing on the National Register as historic districts

Cultural Resources

- **November 18 field tour with SHPO, DeIDOT, and FHWA**
- **Research and analysis**
- **Final determinations**
- **Archeology**

12

What's Next?

- Confer with State Historic Preservation Office, DeIDOT, and FHWA on potentially significant properties
 - Field tour for Millsboro area is scheduled for November 18
 - Dagsboro south to Selbyville has not yet been scheduled
- Continue in-depth research and analysis to make final determinations
- Archeology remains to be studied

Section 4(f)

- **Publicly-owned lands actively used for recreation**
- **Wildlife refuges**
- **Historic properties**

14

Section 4(f) of the Transportation Act identifies three types of resources that should not be impacted by Federally-funded projects.

4(f) is a serious test. If an alternative impacts a 4(f) resource, that option must be dropped unless there is no “feasible and prudent alternative.”

- Publicly-owned lands actively used for recreation: We are working with DNREC to develop a definitive inventory of 4(f) properties.
- Wildlife refuges: None identified in the project area.
- Historic properties: Identified during the cultural resource studies already discussed.

Traffic

- **More accurate volumes**
- **Travel times**
- **Driveway diversions**

21

When they are complete, they will identify:

- More accurate traffic volumes than the previous forecasts, including:
 - Volume diverted to each bypass
 - Volume remaining on existing US 113
 - Volume on major side roads
- Travel times on east-west and north-south routes
- Driveway diversions, or the increased distance travelers will experience when accessing properties along US 113

This information will be used for the economic impact analysis.

Economic Impact

- **Survey distributed**
 - **due back November 30**

- **Net change in jobs**

- **Relocations**

23

Survey distribution was largely completed today.

- Selected Chamber of Commerce representatives and business owners took a draft survey to provide their comments, which were incorporated into the final version.
- The Milford, Georgetown, and Millsboro Chambers graciously provided their mailing lists and co-signed survey cover letters.
- All businesses along US 113 who are not represented by the Chambers had surveys personally delivered to them.
- Responses are due back by November 30; we are hoping for a 10-20% response rate.

Two key economic indicators will be summarized:

- Net change in jobs as a result of implementing each alternative.
- Relocations resulting from each alternative, including number of businesses and number of jobs in those businesses.

A representative from the Economic Development Research Group will provide a detailed presentation at the January working group meeting.

Upcoming Working Group Activities

January 2006:

Review initial results of detailed study

January Through Summer 2006:

Assist in refining alternatives

Fall 2006:

Recommend preferred alternative

25

As mentioned earlier tonight, we will continue our detailed study through the end of the year to present you with a revised matrix of impacts in January. That is when the working group recommendation process will kick into high gear.

Over the first six months or so of 2006, we will need your assistance to make alternative as good as it can be. In turn, the project team will recalculate resource impacts, traffic forecasts, and costs as each alternative changes.

Through that time, we will work together with the resource agencies to identify alternatives that can be dropped due to their impacts.

The only way we can identify a preferred alternative by fall 2006 is through your active participation.

Next Working Group Meetings

Wednesday, January 25, 2006

Wednesday, February 15, 2006

5:30 PM

Millsboro Fire Company

26

We are providing the next two working group meeting dates so you can put both on your calendars.

Future working group meeting and public workshop dates will be determined by the progress we make and the issues we encounter.

Every working group meeting in the new year is especially important, because decisions may be made at each one to get us closer to a preferred alternative.