

Ellendale Area

Working Group Meeting No. 1



July 20, 2004



Working Group Members

Frances Baker

Ellendale Area Resident

Thea Becton

*First State Community
Action Agency*

Rowland Moore, Chief

Ellendale Volunteer Fire Company

Kimberly Hughes

Town Board Secretary

Kimberly Brockenbrough

Delaware State Housing Authority

Merriel Mitchell, Mayor

Town of Ellendale

David G. Nutter

Nutter Associates

Floyd Toomey

Police Chief

Harold Truxon, President

Ellendale Civic Association

Robert Short

Ellendale Area Resident

E. Austin Short, III, State Forester

*Forest Service, Department of
Agriculture*

Pauline Embry

*New Hope Recreation and
Development Center*

Bishop Major Foster

*Philadelphia Pentecostal
Holiness Church*

Rev. Richard Ransom

Mt. Zion A.M.E. Church

Robert Gary

Ellendale Area Farmer

Maria Trabka

The Nature Conservancy

Ann Marie Townshend

*Office of State Planning
Coordination*

Mark Davis

*Delaware Department of
Agriculture*

F. Brooke Clendaniel

Area land owner

Richard Kautz

*Sussex County Planning and
Zoning Commission*



Agenda

7:00PM	US 113 Video – “The Time to Act is Now”	Bob Kramer
7:15PM	Working Group Member Self-Introductions	Bob Kramer
7:25PM	Welcome – Purpose & Role of Working Group	Monroe Hite, III
7:35PM	Getting Organized Introduction of Project Team Project Notebook Working Group Calendar Efforts To Date	Monroe Hite, III
7:45PM	Working Group Guidelines	Bob Kramer
7:55PM	Feedback from Stakeholder Listening Tour Interviews	Bob Kramer
8:00PM	Ellendale Purpose and Need	Monroe Hite, III
8:05PM	Vision, Goals, and Objectives	Monroe Hite, III
8:15PM	BREAK	
8:25PM	Land Use Plans and Proposals (Draft Ellendale Comp. Plan Update)	David Nutter
8:35PM	Developing and Evaluating Alternatives	Project Team
8:50PM	DeIDOT Initiatives in Sussex County	Monroe Hite, III
9:00PM	Study Schedule	Monroe Hite, III
9:05PM	Questions and Discussion	Working Group
9:15PM	Next Meeting / Adjourn	Bob Kramer



Purpose and Role

The Purpose and Role of the Ellendale Area Working Group is three-fold:

- 1. To provide advice to DeIDOT regarding transportation improvements needed along the US 113 corridor.**
- 2. To analyze and address the current needs and those that will arise over the next 20 years along the US 113 corridor.**
- 3. To Coordinate transportation plans and improvements with the emerging Greater Ellendale Comprehensive Plan.**

The role of the Group will be to assist DeIDOT by providing input, making suggestions, reviewing alternatives, narrowing the range of alternatives and recommending the alternatives that will receive detailed study for their respective portion of the US 113 Corridor. The Group will help in developing a consensus and gaining public comment and acceptance. It is anticipated that once decisions have been made, members of the Group may participate in advocating for the proposed improvement projects. The Working Group is one element of an extensive public and federal and state inter-agency involvement process.



Organizational Chart

Monroe Hite, III
DeIDOT – Project Manager
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 E-Mail: mwhite@mail.dot.state.de.us

<p>Tom Shafer - WRA <i>Project Manager</i> Phone: 800-787-7100 E-mail: tshafer@wrallp.com</p>	<p>Bill Hellmann- RK&K <i>Deputy Project Manager</i> Phone: 800-787-3755 E-mail: whellmann@rkkengineers.com</p>
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PUBLIC INVOLVEMENT

Mike Williams – DeIDOT
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ENGINEERING

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ENVIRONMENTAL

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Katry Harris – RK&K
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WRA – Whitman, Requardt and Associates, LLP
 RK&K – Rummel, Klepper & Kahl, LLP
 KA – Kramer and Associates



Project Notebook

- **Tab 1: Working Group**
- **Tab 2: Project Team**
- **Tab 3: PowerPoint Slides**
- **Tab 4: Listening Tour Comments**
- **Tab 5: Vision, Goals, and Objectives**
- **Tab 6: Study Schedule**
- **Tab 7: Reference Documents – Initial Feasibility Study**



Project Team Effort to Date

- Prepared project video
- Prepared Draft Vision, Goals, and Objectives
- Conducted two round(s) of public workshops (3)= (A total of six (6))
- Conducted stakeholder listening tour
- Initiated coordination with regulatory agencies (State and Federal)
- Conducted two field tours of project area with regulatory agencies
- Established Project-Wide Website
- Initiated coordination and outreach with town and county governments



Project Team Effort to Date

- **Collected baseline environmental resource data and compiled GIS base maps**
- **Collected and analyzed traffic data (seasonal traffic and origin and destination information)**
- **Initiated development of region-wide traffic forecasting model**
- **Collected and analyzed socio-economic data (population, employment and housing)**
- **Reviewed and evaluated available County and town land use information and comprehensive plans**
- **Compiled cultural resource data (historic and archeological)**



Working Group Meetings

■ Date and Time:

- July 20, 2004 7:00 PM
- September 14, 2004 7:00 PM

■ **Location:** **Ellendale Volunteer Fire Company**
302 Main St.
Ellendale, DE 19941
302-422-7711



Recent Project Meetings

- **June 7, 2004:** Public Workshop – Millsboro-South Area
- **June 9, 2004:** Public Workshop – Milford Area
- **June 14, 2004:** Public Workshop – Georgetown Area

Upcoming Meetings

- **September 14, 2004:** Ellendale Area Working Group Meeting
- **September 20, 2004:** Milford Area Working Group Meeting
- **September 29, 2004:** Millsboro-South Area Working Group Meeting
- **September 30, 2004:** Georgetown Area Working Group Meeting



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.



Summary of Interviews
US 113 North / South Study
Ellendale Area

- **US 113 isn't bad now, but we must act now before it deteriorates**
- **Large parcels near intersection of US 113 and SR 16 are for sale – development is coming**
- **There are widely divergent views:**
 - **Bypass Ellendale (on SR 16) to the north of town**
 - **Don't take traffic out of town**
 - **Use Old State Road as an access road and convert US 113 to a limited access highway**
- **Would like to see intersection improvements and creation of an “Ellendale Gateway” at intersection of US 113 and SR 16**
- **There is concern regarding potential negative impact on local residents and property owners as a result of accommodating through traffic**



Summary of Interviews
US 113 North / South Study
Ellendale Area

- **When will decisions be made and actions taken?**
- **Good opportunity to coordinate DeIDOT and Town plans**
- **State's highway improvements should support Town and County water and sewer plans for the area**
- **Need to make provision for farm machinery to cross US 113**
- **Ellendale needs an expanded tax base:**
 - **Annex land between SR 213 and US 113**
 - **Take advantage of economic opportunity at intersection of US 113 and SR 16**



Summary of Interviews
US 113 North / South Study
Ellendale Area

- **Need to support and improve businesses, housing and community services**
 - **Businesses have left town – need to encourage new investments**
 - **1/3 of housing stock is in poor condition, there are housing opportunities near US 113**
 - **Need services/facilities for seniors and young people and low /moderate income residents**

- **There are a variety of environmental concerns:**
 - **Protect and add to the large forested lands – they have been fragmented by development**
 - **Create environmentally sensitive stream crossings**
 - **People want to preserve farm land but don't want to pay for it**

- **More bus service is needed**
 - **Longer hours**
 - **More frequent service**
 - **More paratransit service**
 - **Way to get riders, after getting off a bus, to their final destination**



Project Purpose & Need

■ Purpose:

- To preserve mobility for local residents and businesses
- To accommodate planned residential and economic growth in the area
- To consider highway capacity improvements that would accommodate the anticipated growth in local, seasonal and through traffic

■ Need

- The January 2003 Sussex County Comprehensive Plan identifies the need to:
 - Increase capacity on US 113
 - Accommodate through and local traffic
 - Assure viability for agriculture
 - Expand travel alternatives, where feasible
 - Improve US 113 as an emergency evacuation route
- The Sussex County Comprehensive Plan identifies the need to improve operating conditions on US 113 in designated areas, including this study area



Ellendale

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- **To preserve mobility for local residents and businesses**
- **To accommodate growth in the Ellendale Area consistent with Ellendale's developing Comprehensive Plan**
- **To Develop transportation improvements in the existing US 113 corridor that accommodate anticipated growth in local, seasonal and through traffic**

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- **To take advantage of the relative lack of development in the Ellendale Study Area**
- **To protect and enhance the Redden State Forrest**
- **To be consistent with 2003 Sussex County Comprehensive plan**



Overall Goals and Objectives

■ US 113 Study Goals

- To address existing and future transportation needs along US 113 while preserving environmental and historic resources and accommodating planned residential and economic growth
- To determine how to convert US 113 to a limited access highway
- To preserve as much of the existing north / south corridor in Sussex County as feasibly possible

■ US 113 Study Objectives

- To conduct the study in accordance with federal and state regulations
- To coordinate with Sussex and Kent Counties and the municipalities throughout the study process
- To keep the public informed about the US 113 North/South Study



Vision, Goals, and Objectives

Ellendale Area

- **Vision = Desired Future**
- **Goals and Objectives = Guide for Developing and Evaluating Alternatives**
- **Tab 5**
- **Vision, Goals, and Objectives considered:**
 - Results of Listening Tour and Workshops
 - Ellendale Comprehensive Plan (DRAFT)
 - 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



Vision

- **The US 113 Working Group for the greater Ellendale 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 Ellendale Area have been enhanced and the area continues to be a safe and attractive place for residents to live, work and play 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 Ellendale Area have been protected while growth, both economic and residential, has been sustained.

- **We expect realization of this vision for the future of the Ellendale Area will require efforts at two levels.**
 - First, a comprehensive outreach effort with community, business and other stakeholder groups.
 - Second, strengthened communication and coordination among municipal, county, state and federal governments.



Goals

- **The end result will be an efficient transportation infrastructure for the greater Ellendale 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 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 Ellendale Area



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
- Limit the negative impacts of traffic on neighborhoods
- Improve traffic ingress/egress for businesses

■ Safety

- Improve safety of residents-pedestrians, bicyclists, children, drivers and transit users in the greater Ellendale 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



Objectives

■ Land Use Planning

- Accommodate planned growth and the resulting traffic
- Coordinate transportation improvements with approved land use patterns and utility systems
- Be consistent with [Delaware's Livable Delaware Initiatives](#), Strategies for State Policies and Spending and Kent, Sussex County and Ellendale 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 Ellendale Area
- Use context sensitive design and construction techniques
- Employ a full range of aesthetic options in addressing transportation needs and congestion in the greater Ellendale Area



Objectives

■ Intergovernmental Coordination

- Increase the level of cooperation and coordination among Sussex County, Ellendale and other towns along the US 113 Corridor and DeIDOT 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

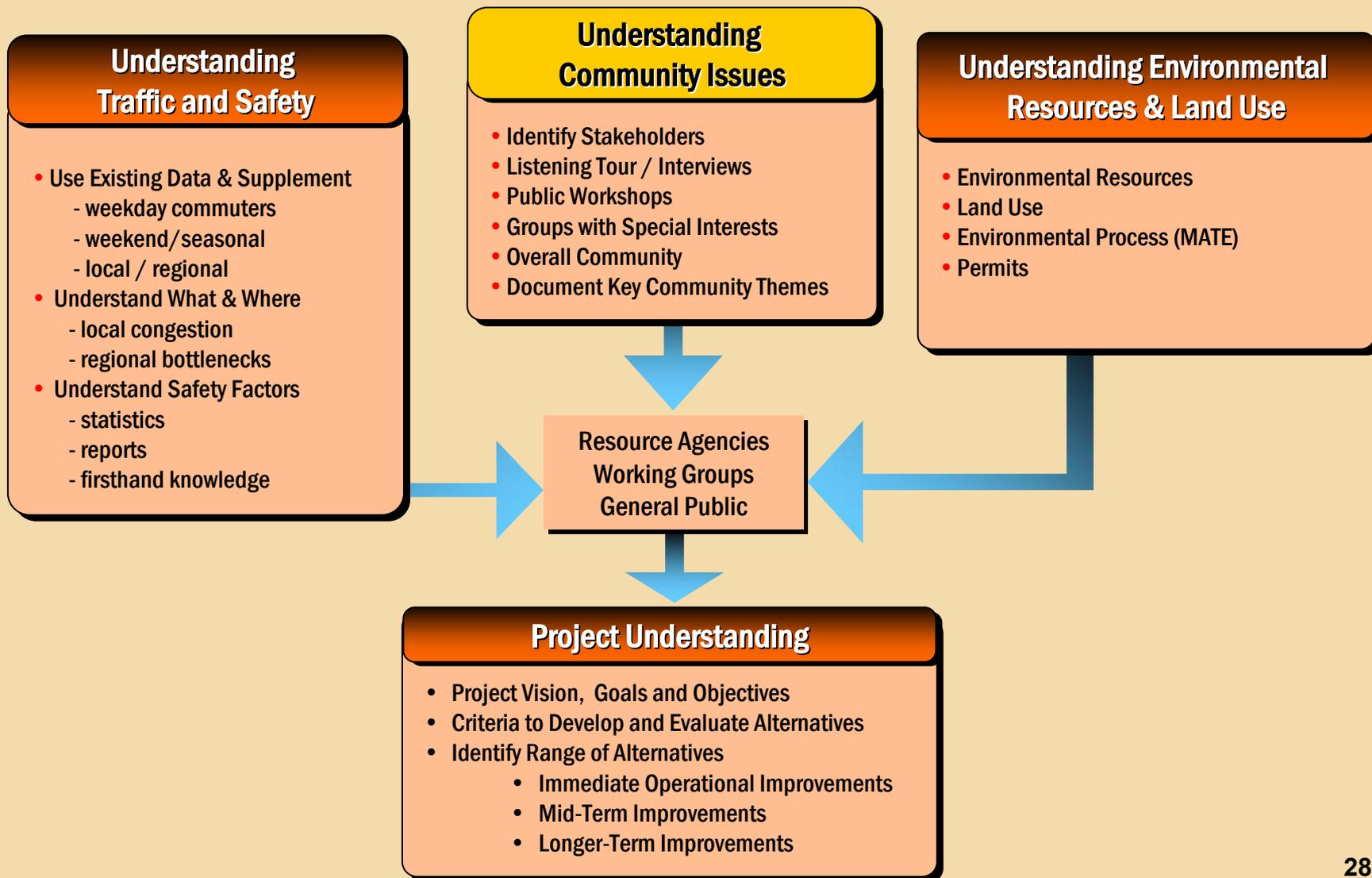


Constraints Map Comments

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



Traffic & Safety – Community – Environmental & Land Use



“MATE” Environmental Streamlining Process

1. Transportation Planning (Started)
2. Scoping
3. Purpose and Need
4. Alternatives Development
5. Detailed Alternatives Analysis and Draft Environmental Document
6. Identification of Preferred Alternative and Conceptual Mitigation Plan
7. Final Environmental Document
8. Record of Decision
9. Project Design and Final Minimization and Mitigation Coordination
10. Final Permit Decision
11. Project Implementation and Monitoring

Effort	1 Transportation Planning Early coordination / information sharing with agencies, balance purpose / need with impacts to Community / environment, provides Consistency between land use / transportation.
Products	Completed: <ul style="list-style-type: none"> Sussex County North-South Transportation Feasibility Study (Presented to JPR, DNREC and SHPO) Sussex County Long Range Transportation Plan (State, County and Federal Agencies involved during plan development) Sussex County Comprehensive Land Use Plan (State Agencies involved during plan development process)
Effort	2 Scoping <ul style="list-style-type: none"> Agency Consultation / Roles, Critical Issues, Permits, Assessment Methodologies, Consulting Parties (Section 106), Listening Tour / Identify / Organize Community Information & Involvement, Secure and Evaluate Traffic, Safety, Environmental Resources, Land Use Data. Review range of alternatives from original study
Products	<ul style="list-style-type: none"> Understanding of US 113 Project Identification of Immediate Operational Improvements

Effort	3 Project Purpose and Need <ul style="list-style-type: none"> Develop Draft Purpose and Need – with Agency and Public Input and Comments Request Agency Concurrence in Purpose and Need Continue Environmental Inventory
Products	<ul style="list-style-type: none"> Approved Purpose and Need Document Criteria to Develop and Evaluate Alternatives (Goals and Objectives) Define 404 Purpose (Corps of Engineers) Identify / Review Cultural Resources in Corridor
Effort	4 Alternatives Development <ul style="list-style-type: none"> Develop full-range of improvement concepts Identify avoidance, minimization, mitigation measures Define Area of Potential Effects Preliminary Assessment of Effects Develop Stakeholder Consensus Narrow Range of Alternatives using criteria developed in Step 3
Products	<ul style="list-style-type: none"> Improvement Concepts for US 113 corridor and Assessment of Effects Improvement Concepts recommended in Detailed Analysis Possible “breakout” of short-term improvements – careful with compatibility with mid- and long-term improvements – accelerate to Steps 6-11



CONSTRAINTS MAP

CORRIDOR STUDIES

CLEAR MAP



Minimal Existing or Planned Development

March 18, 2004



MINIMAL EXISTING DEVELOPMENT

CLEAR MAP

ON ALIGNMENT "TOOLBOX"

ON ALIGNMENT EXAMPLES

OFF ALIGNMENT - POTENTIAL CORRIDORS

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

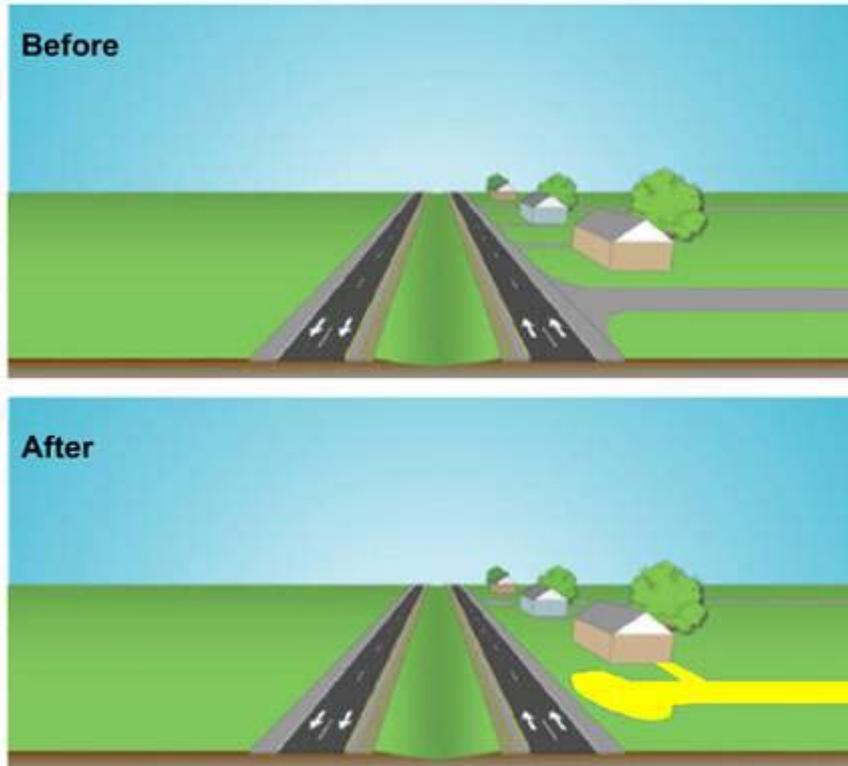
A full range of alternatives has not yet been developed, and no preferred alternative has been selected.

CLOSE

Corridor Studies

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





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.

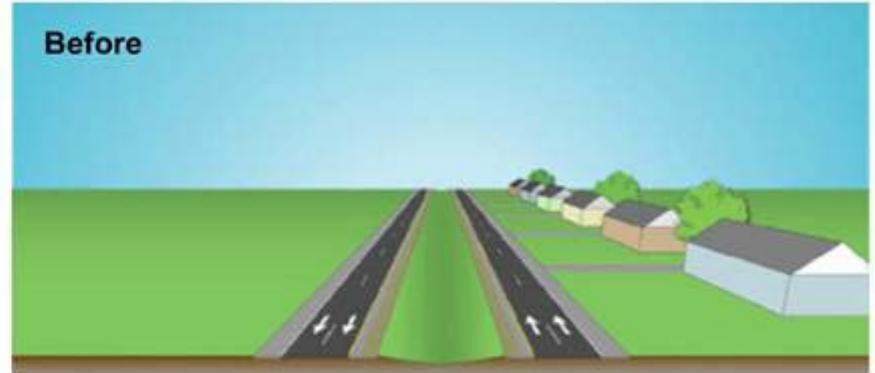


CONSTRAINTS MAP

CORRIDOR STUDIES



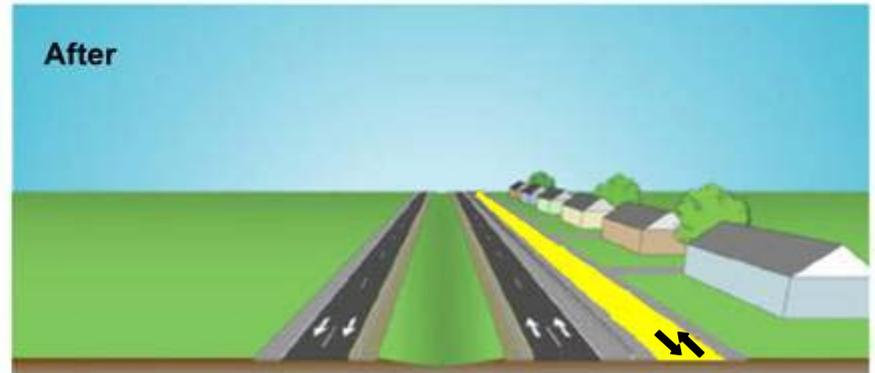
Before



Before



After



After

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”

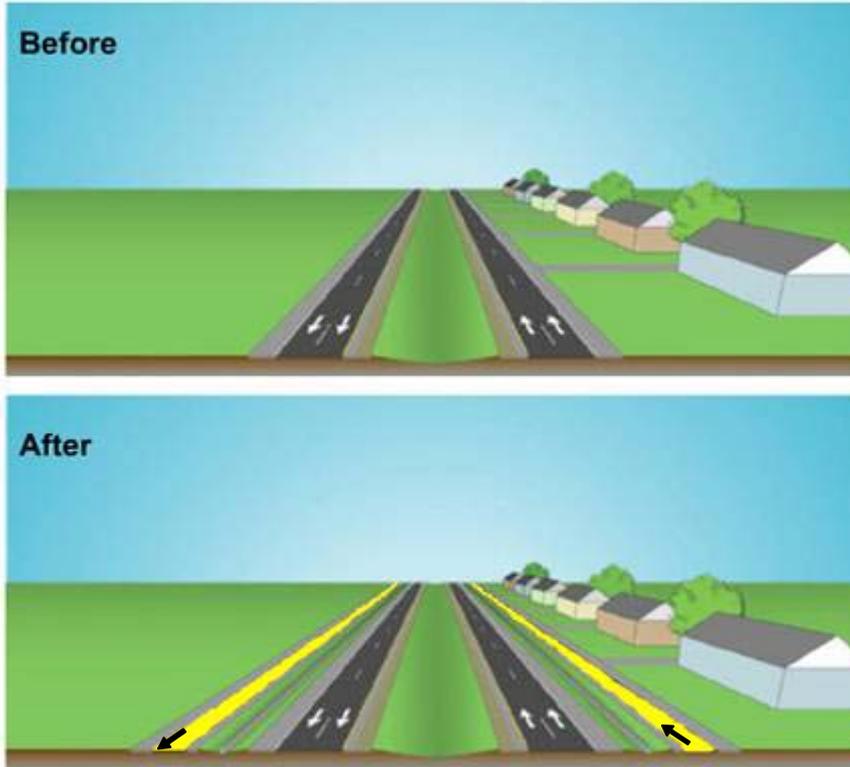
Strategy 2A – Two-Way Frontage Road

- 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.



CONSTRAINTS MAP

CORRIDOR STUDIES



Strategy 2B - One-Way Frontage Roads

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 2B – One-Way Frontage Roads

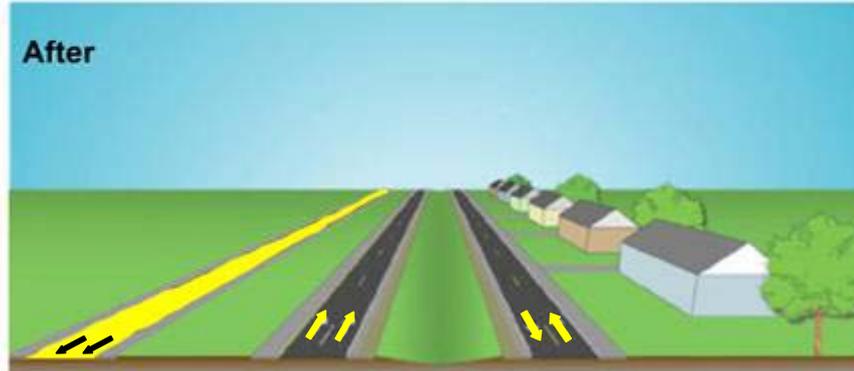
- Where there is sufficient room between existing US 113 and adjacent buildings/parking, build a one-way frontage road along each side of existing US 113.
- Provide all property access to the frontage roads rather than US 113.
- Access to the frontage road may be from side roads, ramps to and from limited-access 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.



Before



After



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

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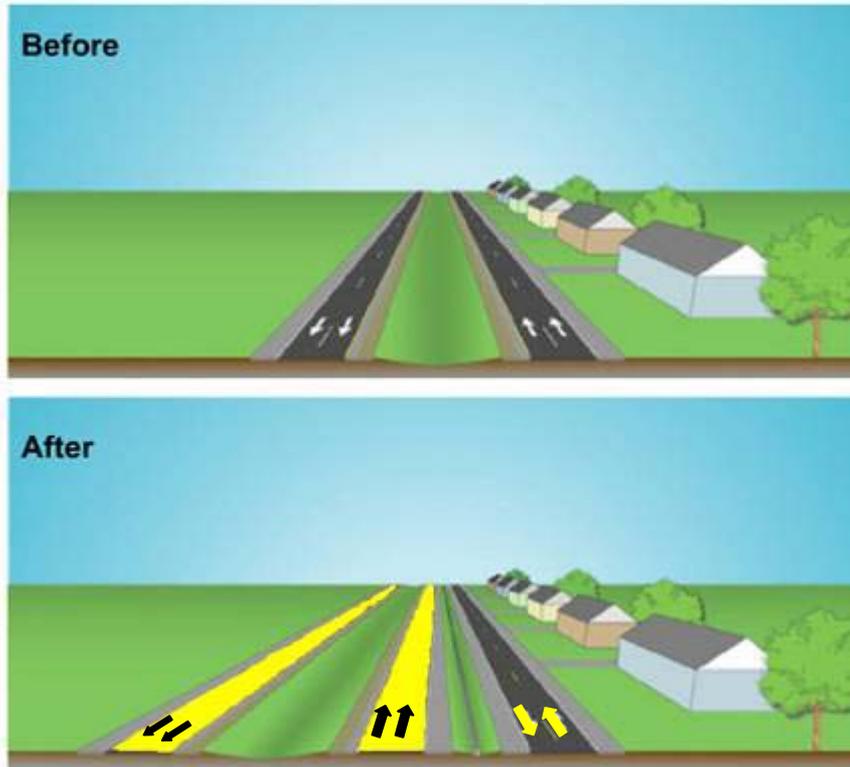
Corridor Studies ♦ On-Alignment “Toolbox”

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.





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

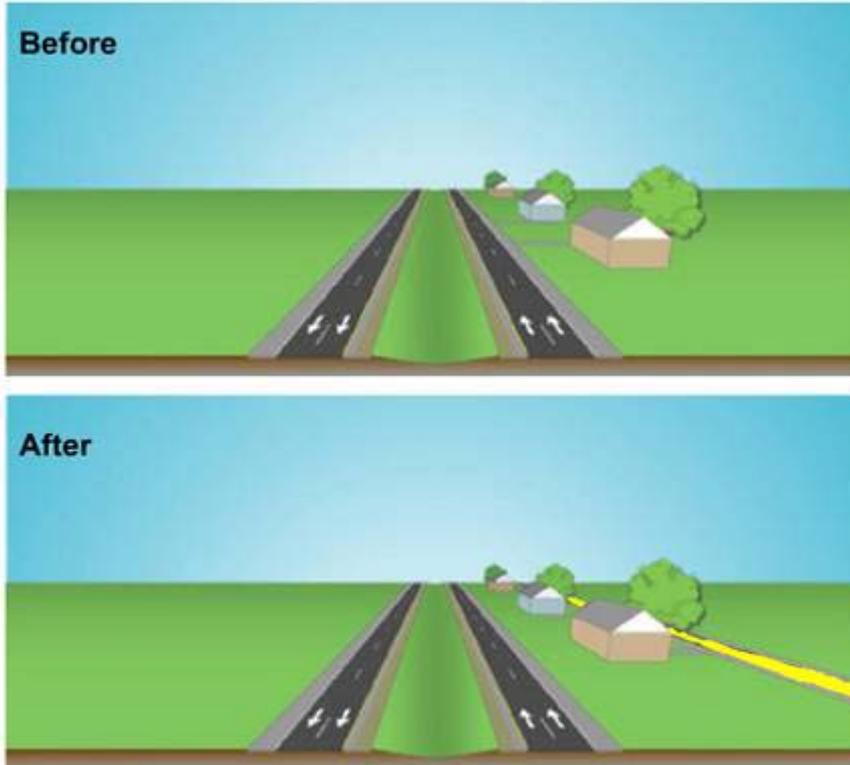
- Where there is not sufficient room between existing US 113 and adjacent buildings/parking, convert the northbound* lanes into a two-way frontage road.
- Build new limited access northbound US 113 lanes in the existing US 113 median.
- Build new limited access southbound US 113 lanes to the west of 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.



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



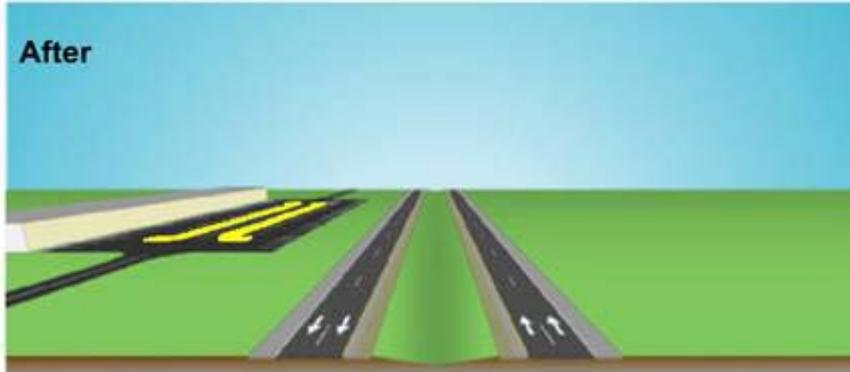
CONSTRAINTS MAP

CORRIDOR STUDIES

Before



After



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.**



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.



CTP Projects

DeIDOT's Capital Transportation Program is the capital spending plan for the next six years. The current plan for Fiscal Years '05 to '10 has been approved by the General Assembly. This program supports the Governor's Livable Delaware initiative and fulfills DeIDOT's mission:

To provide a safe, efficient and environmentally sensitive transportation network that offers a variety of convenient and cost-effective choices for the movement of people and goods.

This program is grouped into four major funding categories:

-  **Road System** (improvements to the state's roads and bridges)
-  **Grants and Allocations** (includes *Municipal Street Aid Fund* allocated to all 57 municipalities in the state for a variety of maintenance work and the *Community Transportation Fund* allocated by legislators for various projects in their districts)
-  **Transit System** (investments in transit services including buses, rail rolling stock, maintenance and other facilities, transit shelters and other assets supporting all modes of operation)
-  **Support Systems** (all other investments in transportation network including facilities, equipment, information systems, etc.)

The Fiscal Year '05 – '10 CTP includes over \$430 Million for Southern Kent and Sussex Counties



CTP Projects

Sussex County Transportation Projects



CONSTRUCTION

- 1 MILTON TRUCK BYPASS, SR 5 TO SR 30
- 8 US 13 AND DISCOUNT LAND RD (548) INTERSECTION IMPROVEMENTS

DESIGN

- 3 INDIAN RIVER BRIDGE AND AREA IMPROVEMENTS
- 4 SR 24, ANGOLA ROAD IMPROVEMENTS
- 5 SR 24, BANKS ROAD IMPROVEMENTS
- 6 SR 24, SR 30 TO SR 1 MAINLINE IMPROVEMENTS
- 7 SR 26/MAIN STREET INTERSECTION IMPROVEMENTS, DAGSBORO
- 8 SR 26, LOCAL ROADS IMPROVEMENTS
- 9 SR 54 MAINLINE IMPROVEMENTS
- 10 SR 54 IMPROVEMENTS - HUDSON ROAD, SOUTH
- 11 SR 54 IMPROVEMENTS - CENTRAL AVENUE IMPROVEMENTS
- 12 US 13 AND SR 404 INTERSECTION REALIGNMENT & BRIDGEVILLE SERVICE ROADS
- 13 US 13, LAUREL INTERSECTION IMPROVEMENTS
- 14 LAUREL FIVE POINTS INTERSECTION IMPROVEMENTS
- 15 US 13, SEAFORD INTERSECTION IMPROVEMENTS
- 16 US 13/US 12A/548 INTERSECTION IMPROVEMENTS

PROJECT DEVELOPMENT

- 17 SR 26, MAINLINE IMPROVEMENTS
- 18 PARK AVENUE IMPROVEMENTS, GEORGETOWN (SUSSEX COUNTY PROJECT)
- 19 SR 1 AND SR 30 INTERCHANGE, SOUTH OF MILFORD
- 20 ZOAR ROAD INTERSECTION IMPROVEMENTS
- 21 US 113 NORTH / SOUTH IMPROVEMENTS
- 22 US 13 AND 542 SIGNAL REMOVAL AND SERVICE ROAD, EAST OF LAUREL
- 23 US 9 AND AIRPORT ROAD REALIGNMENT, GEORGETOWN

PLANNING

- 24 BETHANY BEACH PEDESTRIAN AND BICYCLE PLAN
- 25 FENWICK ISLAND PEDESTRIAN AND BICYCLE PLAN
- 26 GEORGETOWN PEDESTRIAN AND BICYCLE PLAN
- 27 RAIL PRESERVATION, GEORGETOWN TO LEWES
- 28 SUSSEX COUNTY EAST/WEST IMPROVEMENTS (NOT SHOWN)
- 29 SR 1 CORRIDOR CAPACITY PRESERVATION, DOVER AFB TO SOUTH OF NASSAU
- 30 US 113 CORRIDOR CAPACITY PRESERVATION, MILFORD TO DE/MD STATE LINE (NOT SHOWN)
- 31 US 13 CORRIDOR CAPACITY PRESERVATION, CANGEN TO DE/MD STATE LINE

OTHER PROJECTS

- 32 ROUTE 1 BEACH AREA IMPROVEMENTS (SEE ROUTE 1 BEACH AREA MAP)
- 33 US 13, DELMAR SERVICE ROAD (BY OTHERS)
- 34 US 13, GREENWOOD SERVICE ROAD (BY OTHERS)





Preliminary Study Schedule – Ellendale Area

	2004												2005		
	J	F	M	A	M	J	J	A	S	O	N	D	J	F	
PROJECT UNDERSTANDING															
Project Scoping	█														
Base Data Acquisition Synthesis / Analysis	█														
Preliminary Traffic Modeling (Summer and Year-Round Peak Projections)	█														
Natural and Cultural Resource Inventory (GIS Database Information)	█														
ALTERNATIVES DEVELOPMENT AND EVALUATION															
Develop Options (Traffic Studies / Land Use / Environmental Resources)		█													
Refine Options / Assess Impact / Preliminary Estimates						█									
Determine Alternatives to be Studied in Detail															
Detailed Traffic Analysis / Detailed Resource Analysis / Alternative Refinement													→		
Preferred Alternative / Quantify Impacts / Mitigation															
PUBLIC INVOLVEMENT															
Ellendale Working Group (Approximate)							▲		▲				▲		
Public Information Workshops (Approximate)											*				
Individual Public Outreach Efforts (As Required)			→												
RESOURCE AGENCY INVOLVEMENT															
Agency Coordination / Review Meetings	◆			◆			◆			◆			◆		



Corridor Studies

Next Working Group Meeting

- **September 14, 2004**
- **Tentative Agenda**
 - **Quickly review On-Alignment Tool Box Strategies**
 - **Review Environmental Constraints Mapping**
 - **Present On-Alignment opportunities in Ellendale Area**
 - **Discuss opportunities in smaller break-out groups**
 - **Present results of each break-out group to Working Group**
 - **Next Steps**



Summer – Fall Calendar

- **Jul – Aug:** Working Groups take summer off
- **Jul – Sep:** Project Team continues to develop conceptual alternatives
- **Sep:** Working Groups Reconvene
- **Oct:** Resource Agency Coordination / Localized Area Meetings
- **Nov:** Public Workshops



Second Working Group Meeting

- **Date: September 14, 2004**
- **Location: Ellendale Volunteer Fire Company**



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

