

# New Road Corridor Master Plan Public Meeting on Draft Plan May 7, 2019

*Funding for the New Road Corridor Master Plan has been graciously  
provided by Senator Lopez and Representative Smyk.*

- 6:00 Review Updated Displays**
- 7:00 Overview Presentation and Discussion**
- 8:00 Adjourn**



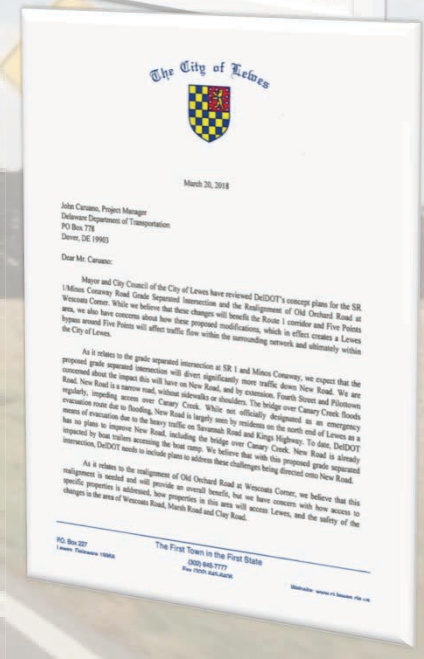
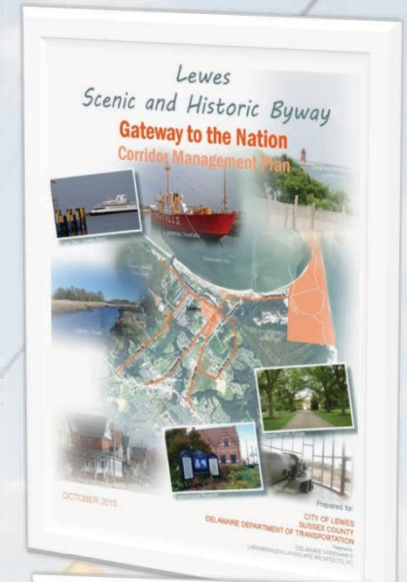
# Schedule

Meeting	Topic	Month
AC #1	Identify issues and opportunities	8/22/18
AC #2	Review and discuss initial master plan concepts/corridor design principles	10/24/18
Public #1	Community Design Work Session (public meeting)	11/27/18
AC #3	Pre-draft plan Meeting (Ad Hoc/LHB Committees)	3/27/19
AC #4	Review and refine draft plan (tonight) Comments due by	5/7/19 5/14/19
Public #2	City of Lewes and Sussex County meetings to review and approve/endorse draft	June 20, 2019

# Introduction/Existing Conditions

## 1. INTRINSIC QUALITIES AS DOCUMENTED IN CORRIDOR MANAGEMENT PLAN

- HISTORIC/CULTURAL: agricultural heritage reflected in old Nassau Station, a depot of the Junction and Breakwater railroad and former Nassau Orchards.
- NATURAL: International Birding Area (IBA) of Global Significance (Canary Creek/Great Marsh)
- ARCHEOLOGICAL – resources of statewide and regional significance



*Goal: Define and manage each of the distinct character zones throughout the corridor*



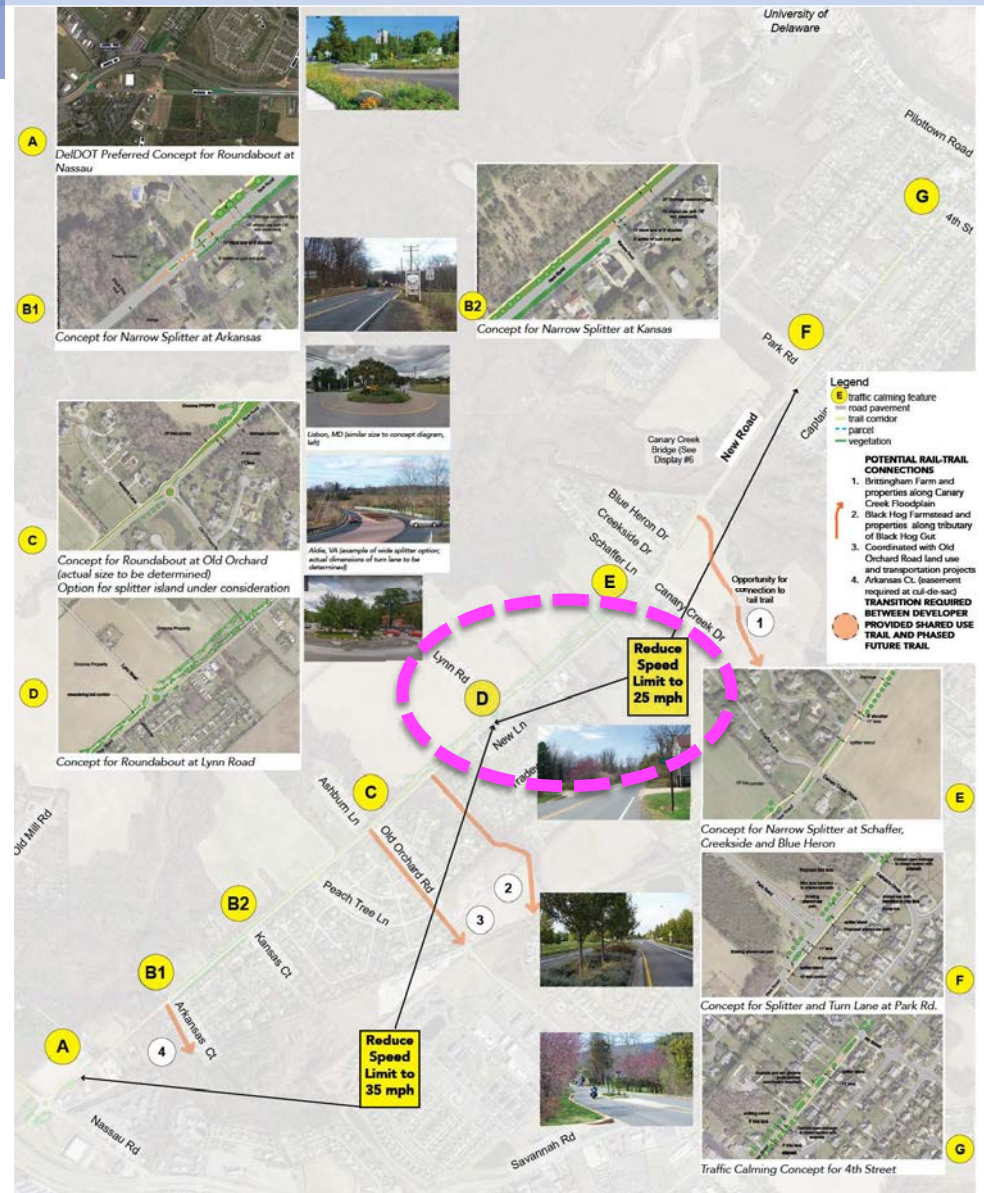
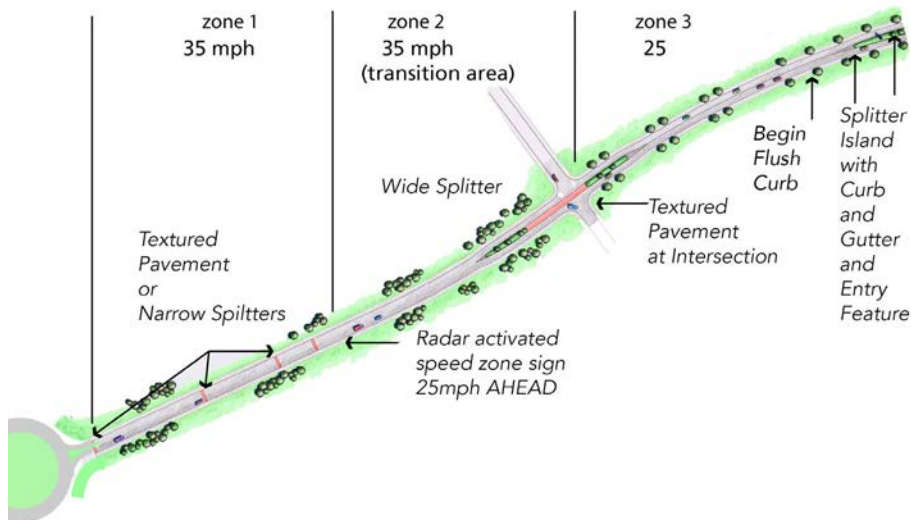
New Road Corridor Master Plan

*Goal: Retain a diverse array of open spaces using setbacks, floodplain management and community open space.*

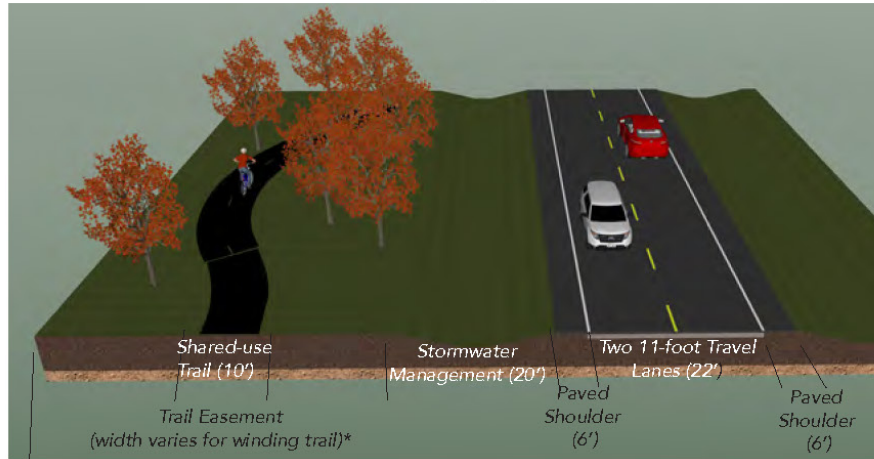


# Goal: Use context sensitive approaches to accommodate changing travel demands throughout the corridor.

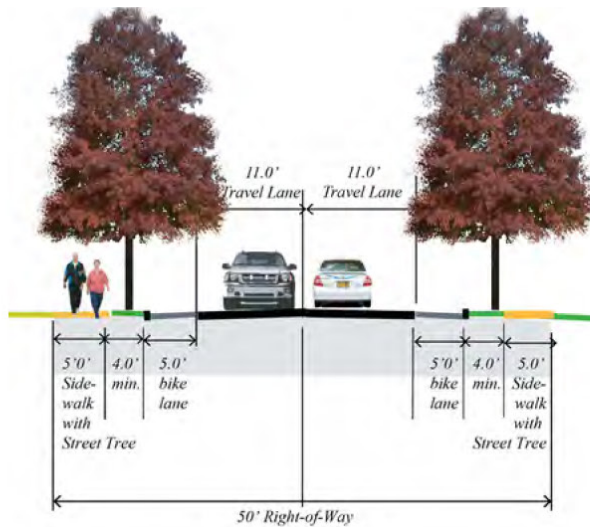
West of Old Orchard • East of Old Orchard



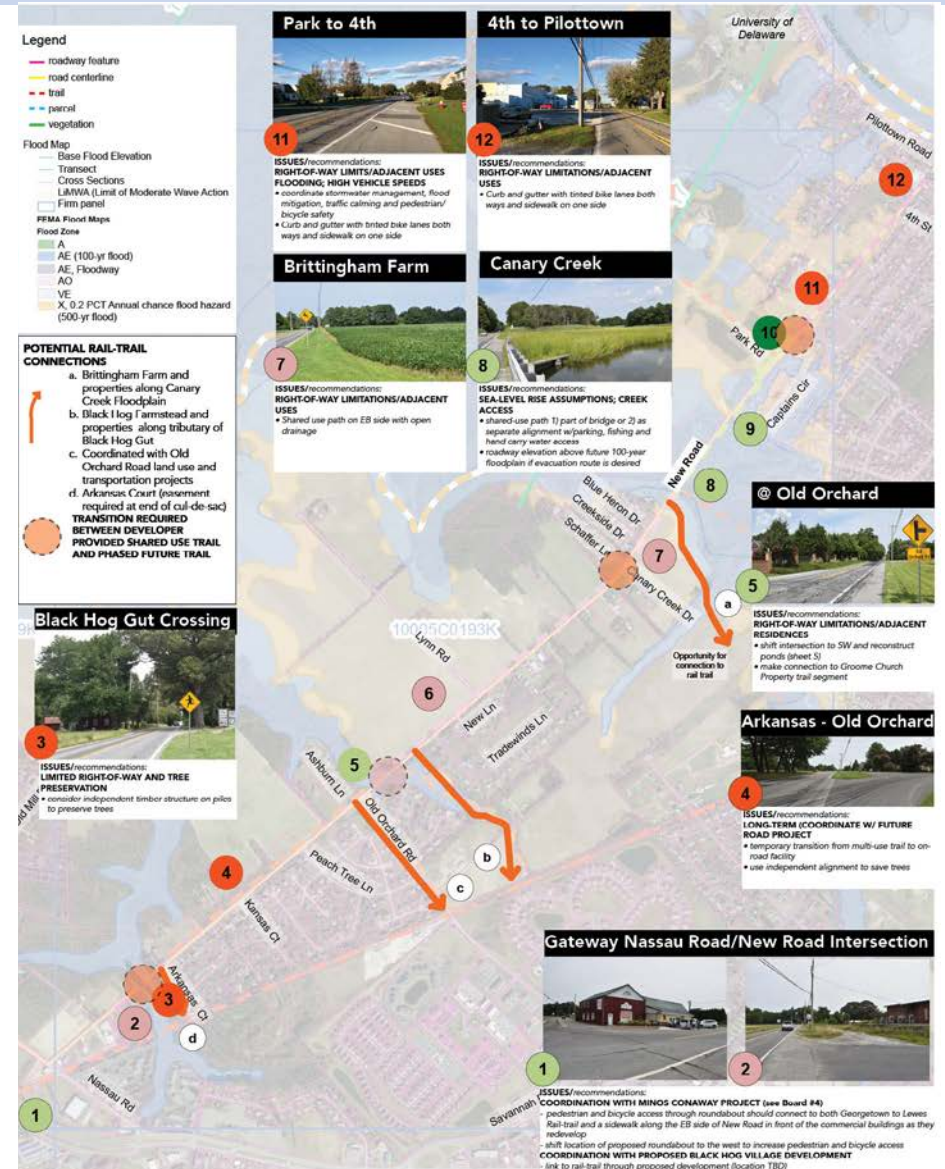
# Goal: Expand bicycle and pedestrian trail network along the entire length of New Road and connecting to the Georgetown to Lewes Rail-Trail.



West of Park Road



East of Park Road



*Goal: Work with homeowners associations and developers to establish a coordinated landscape treatment along frontage areas.*

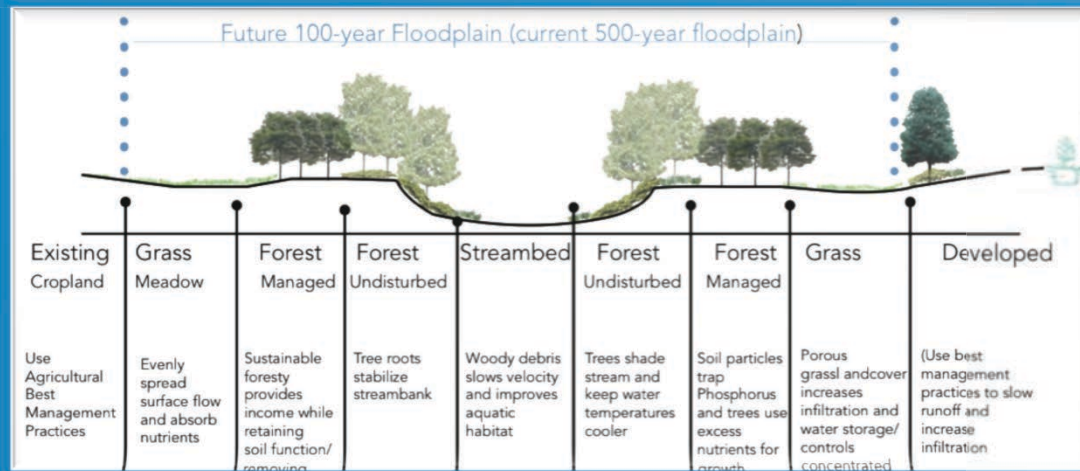
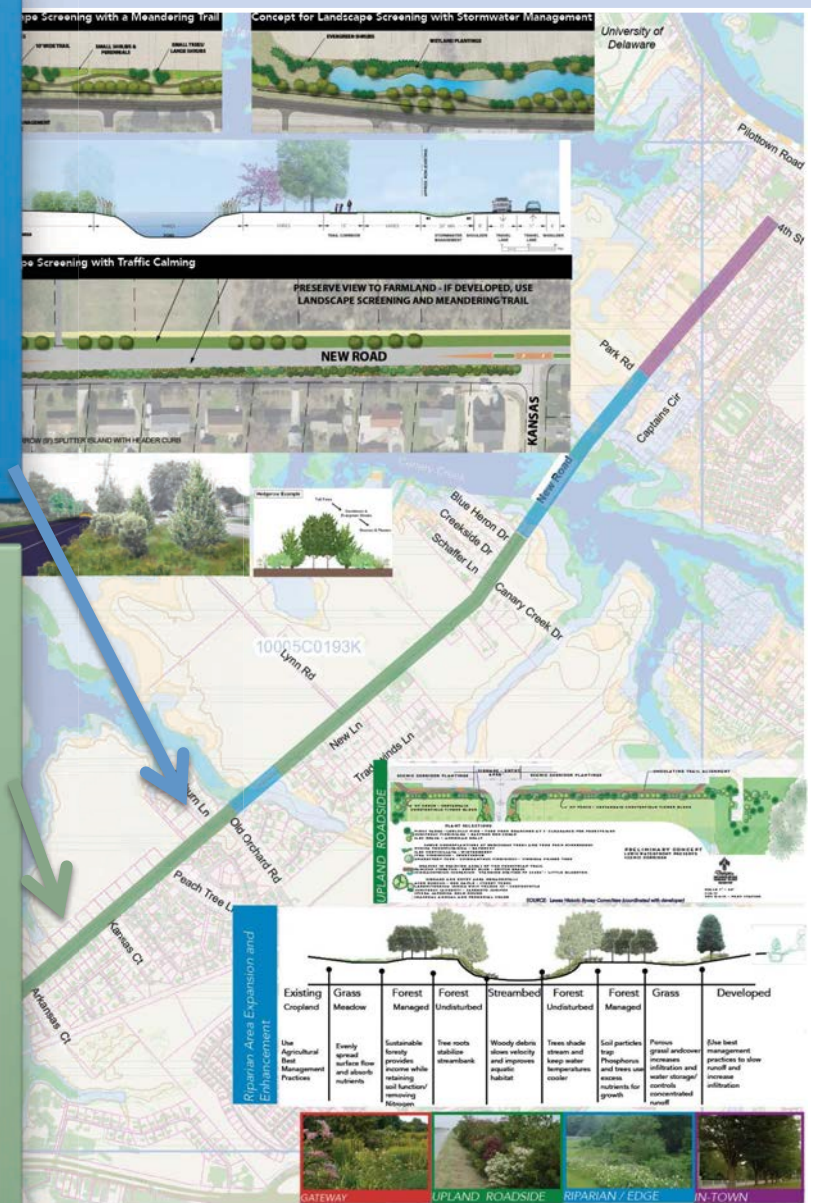
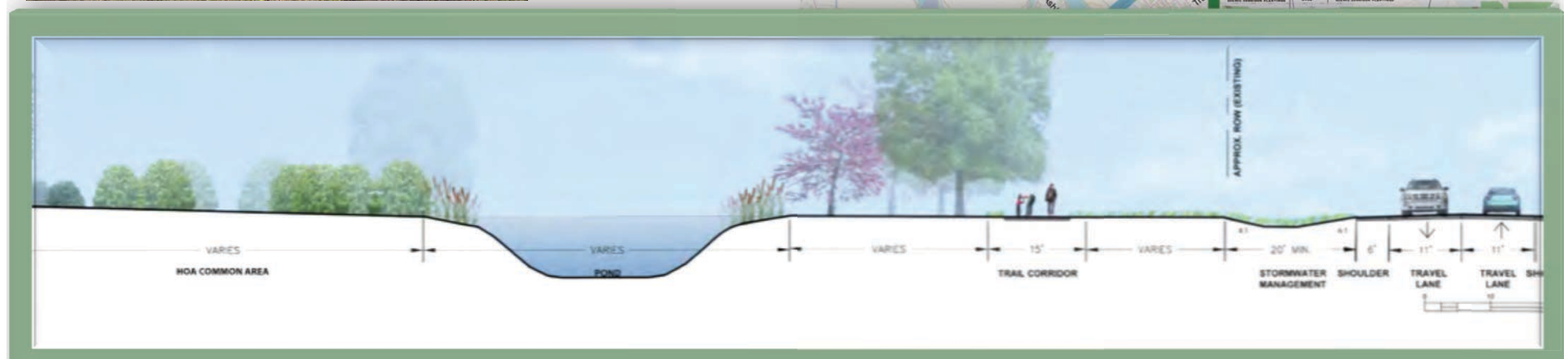
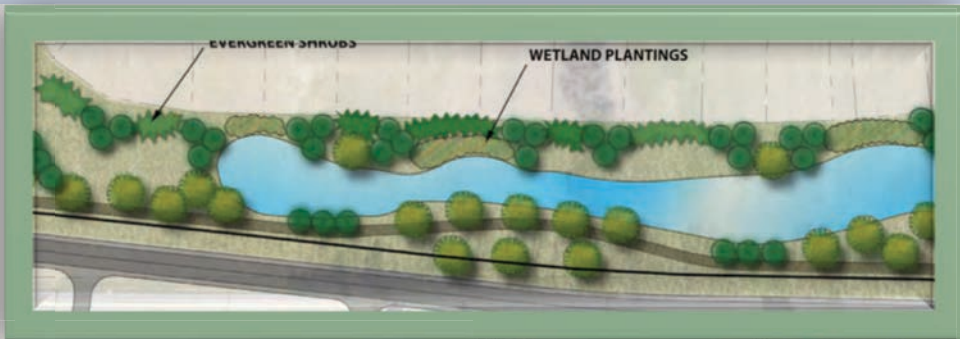
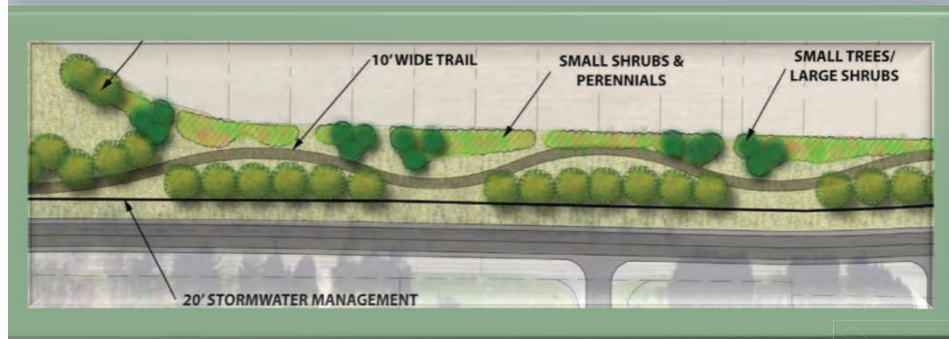


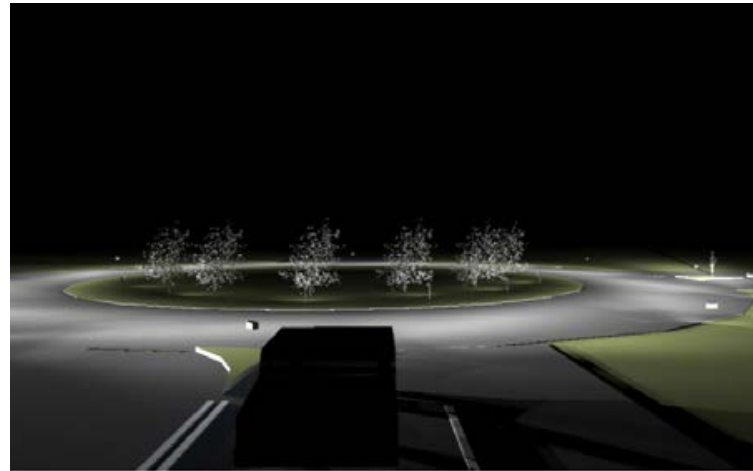
Figure 53 Plan (above) and rendering (left) illustrating design concept for planting in grassy median at Sand Dunes Village



*Goal: Work with homeowners associations and developers to establish a coordinated landscape treatment along frontage areas.*



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# NASSAU ROAD GATEWAY

## RECOMMENDATIONS:

- Consider design changes to reduce impacts (avoid farm and commercial buildings)
- Introduce curve on approach to roundabout
- Consider context sensitive design approaches (roundabout/underpass)
- Connect to rail-trail and design gateway landscape treatment

## 6 Nassau Road to Black Hog Gut NEW ROAD CORRIDOR MASTER PLAN



### GATEWAY DESIGN CONCEPTS

- Support efforts to preserve Knapp Family Farm, and minimize encroachments onto the property.
- Coordinate with adjacent property owners to develop comprehensive planting program (orchard restoration, roadside pollinators).
- Coordinate with DelDOT to ensure that the design for the Minos-Conaway Project will contribute/enhance the New Road Corridor Gateway.
- Coordinate with DelDOT on stormwater management and look for ways to implement recent advanced practices to enhance stormwater management design to fit the context.

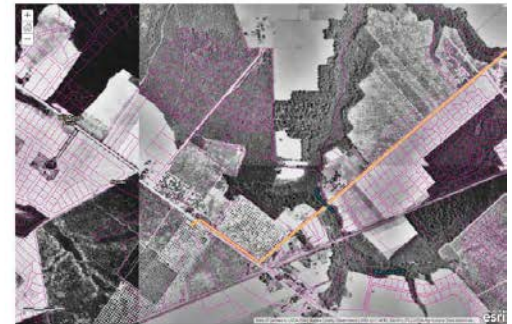
### COORDINATE WITH MINOS-CONAWAY PROJECT:

- DelDOT to consider design minimization or refinements to reduce impact on the adjoining farm, adjoining commercial buildings and the approach transition speed into the roundabout (45-25 mph transition).
- DelDOT will work with the Byway Committee and the public to incorporate context sensitive gateway design landscape treatments consistent with state and federal design standards to the roundabout and adjoining areas using guidance provided by the Corridor Master Plan. Maintenance agreements will also be discussed and considered in the final level of effort.
- DelDOT will investigate the viability of context sensitive design treatments to any required modifications to the underpass (the existing embankment will need a low retaining wall to accommodate the full width of the trail and roadway).

### COORDINATE WITH BLACK HOG VILLAGE PROJECT

- Incorporate landscape treatment along frontage area to function as a gateway and to meet traffic calming goals.
- Consider option of rail-trail connection through front or back of property to reduce right-of-way requirements on New Road, including frontage along Black Hog Gut.
- Use landscape design to frame views of historic buildings while screening views of parking and utilitarian functions.

### Byway Recommended Gateway Concepts (DRAFT)



New Road circa 1937 showing extent of orchards

### Ideas for Bridge Abutments



1 Use Delaware coastal upland native trees, shrubs and wildflowers on embankments



2 Use historical post and rail fencing details and maintain open views to adjoining preserved farm



3 Use simple design and honest materials (real brick preferred if a maintenance agreement can be negotiated with responsible party, otherwise use of form liners or brick veneer patterns will need to be used)

### DelDOT Concept for Roundabout



Minos-Conaway roundabout at Nassau, landscaping concept with pollinator gardens, habitat, and wetland meadow/stormwater management



DelDOT's preferred concept for Minos Conaway project

### Landscape Treatment Ideas



### Pollinator/Butterfly/Bird Habitat



Eutrochium fistulosum (Hollow-stem Joe-pye-weed)



Asclepias incarnata (Swamp Milkweed)

Quercus bicolor (Swamp White Oak)



Snohomish, WA



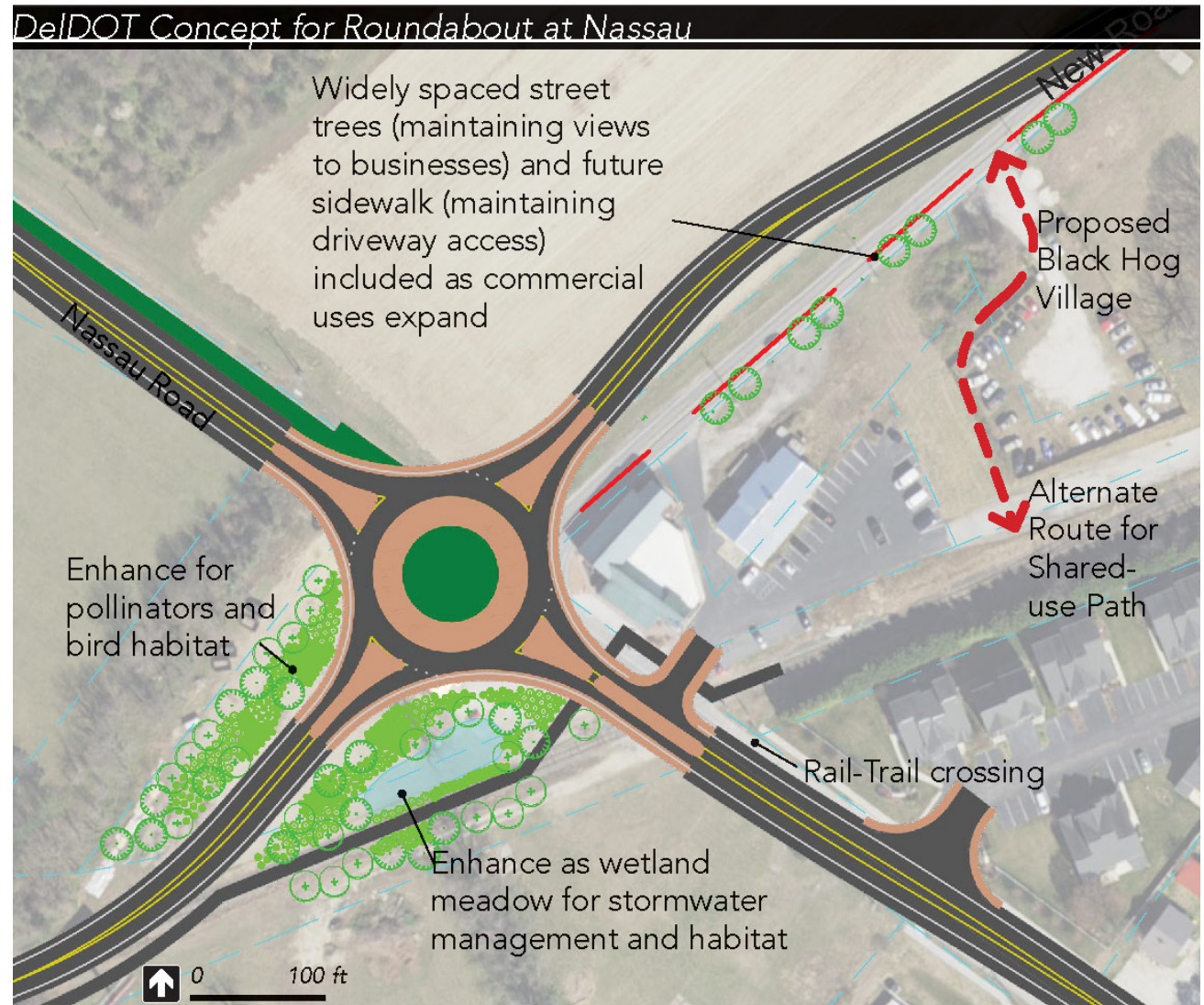
Planavagen, Stockholm, SE\*

\*NOTE: Landscape plantings shall meet all clear zone and sight distance requirements and have a maintenance agreement in place.

# NASSAU ROAD GATEWAY

## CHANGES:

- **Removed shared use pathway along New Road**
- **Changes spacing of street trees to increase visibility**
- **Access drives shown on drawing**



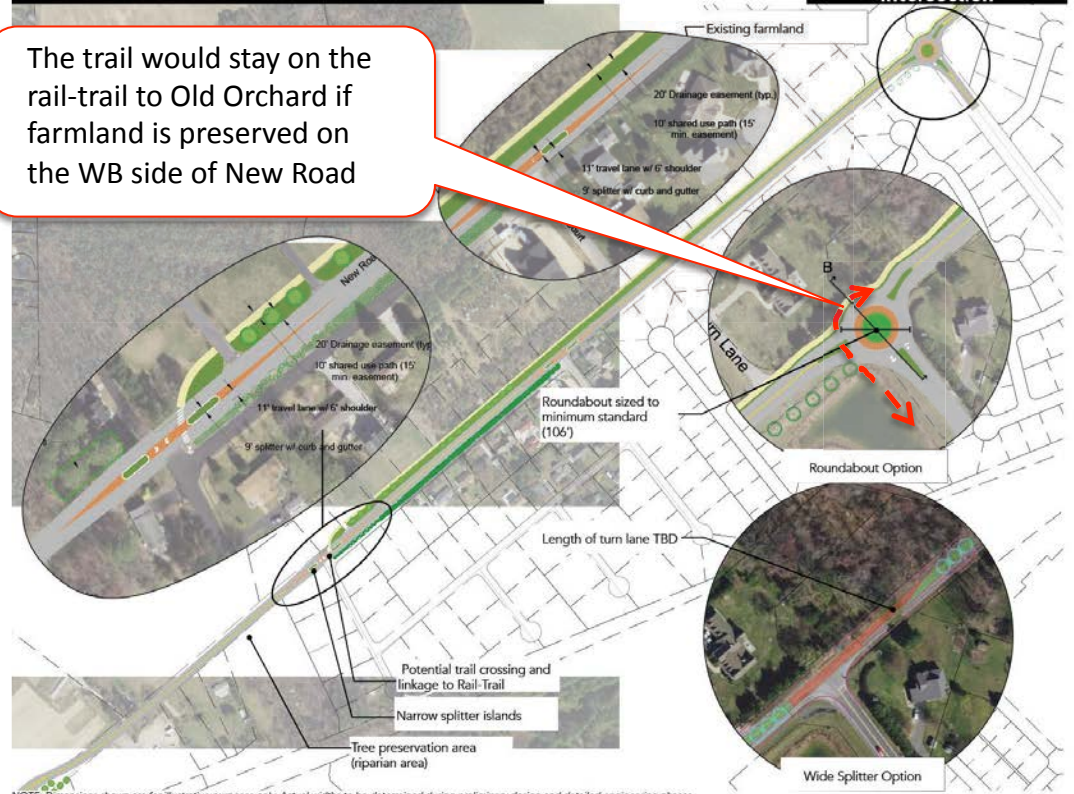
# Added Splitter at Kansas Options for Old Orchard



## 7 Black Hog Gut to Old Orchard NEW ROAD CORRIDOR MASTER PLAN



### Concept for Narrow Splitter Options for Old Orchard Intersection



## CHANGES:

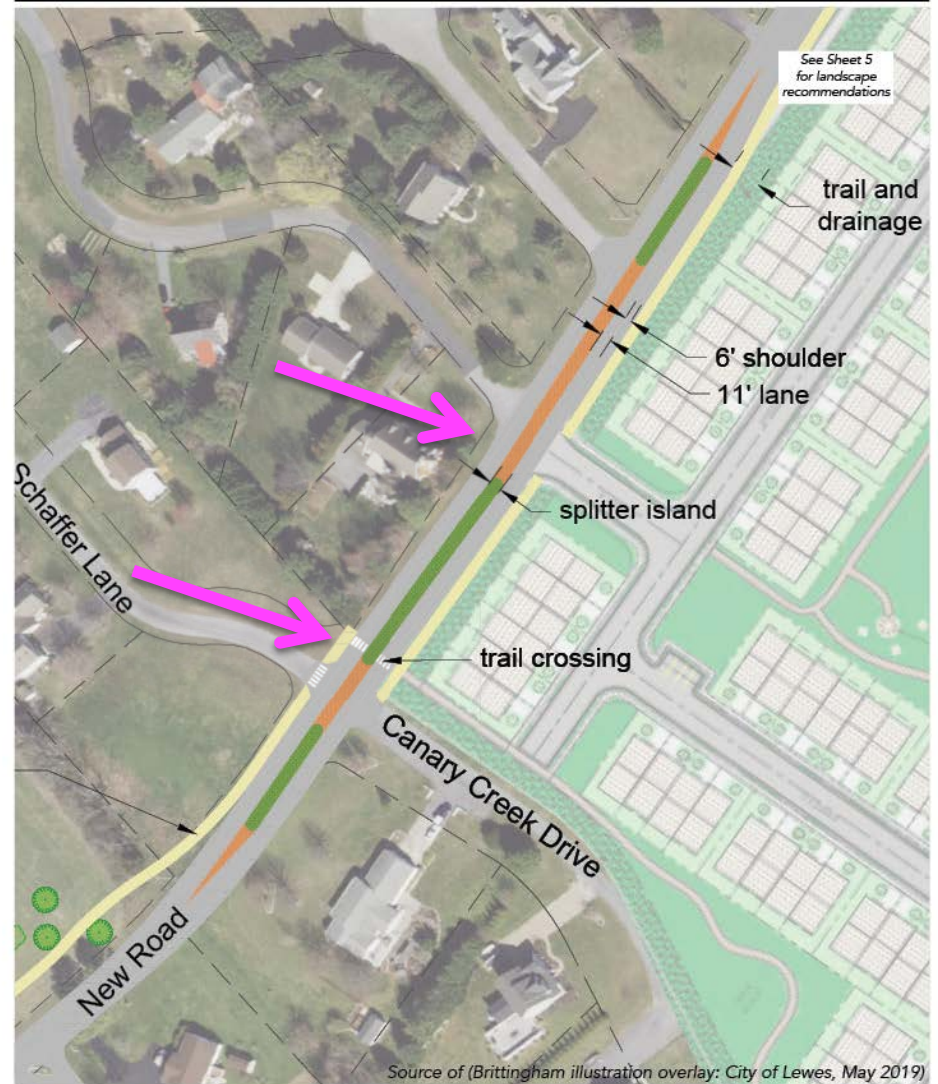
Updated Brittingham Farm proposal as per most recent submission to City of Lewes

*Entrance is coordinated with proposed splitter islands*

*Trail crossing at Shaffer Lane*

*Landscape coordinated with Byway Committee*

### Brittingham Farm Traffic Calming and Entrances

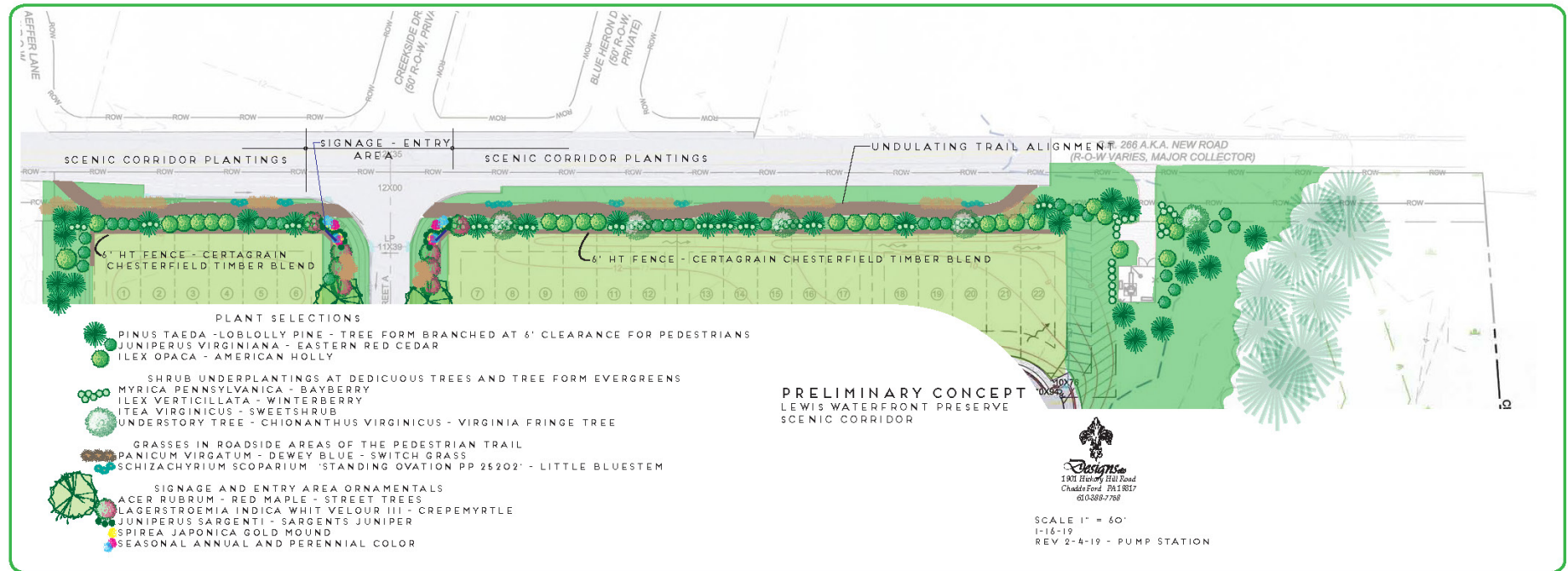


12' splitter island w/turn lane



Narrow splitter island w/ crossover

# Landscape concept worked out with Byway Committee



12' splitter island w/turn lane

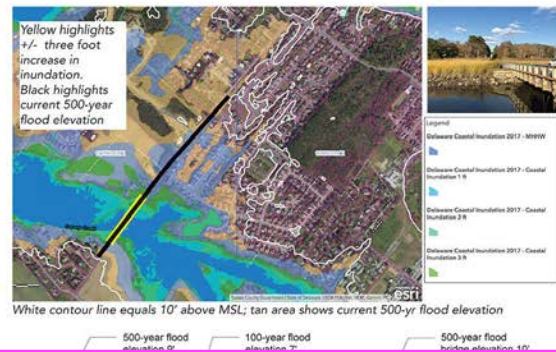


Narrow splitter island w/ crossover

# CHANGES:

Responding to comments  
from out March 27  
meeting and further  
DelDOT input:

## 8 Brittingham Farm and Canary Creek Bridge NEW ROAD CORRIDOR MASTER PLAN



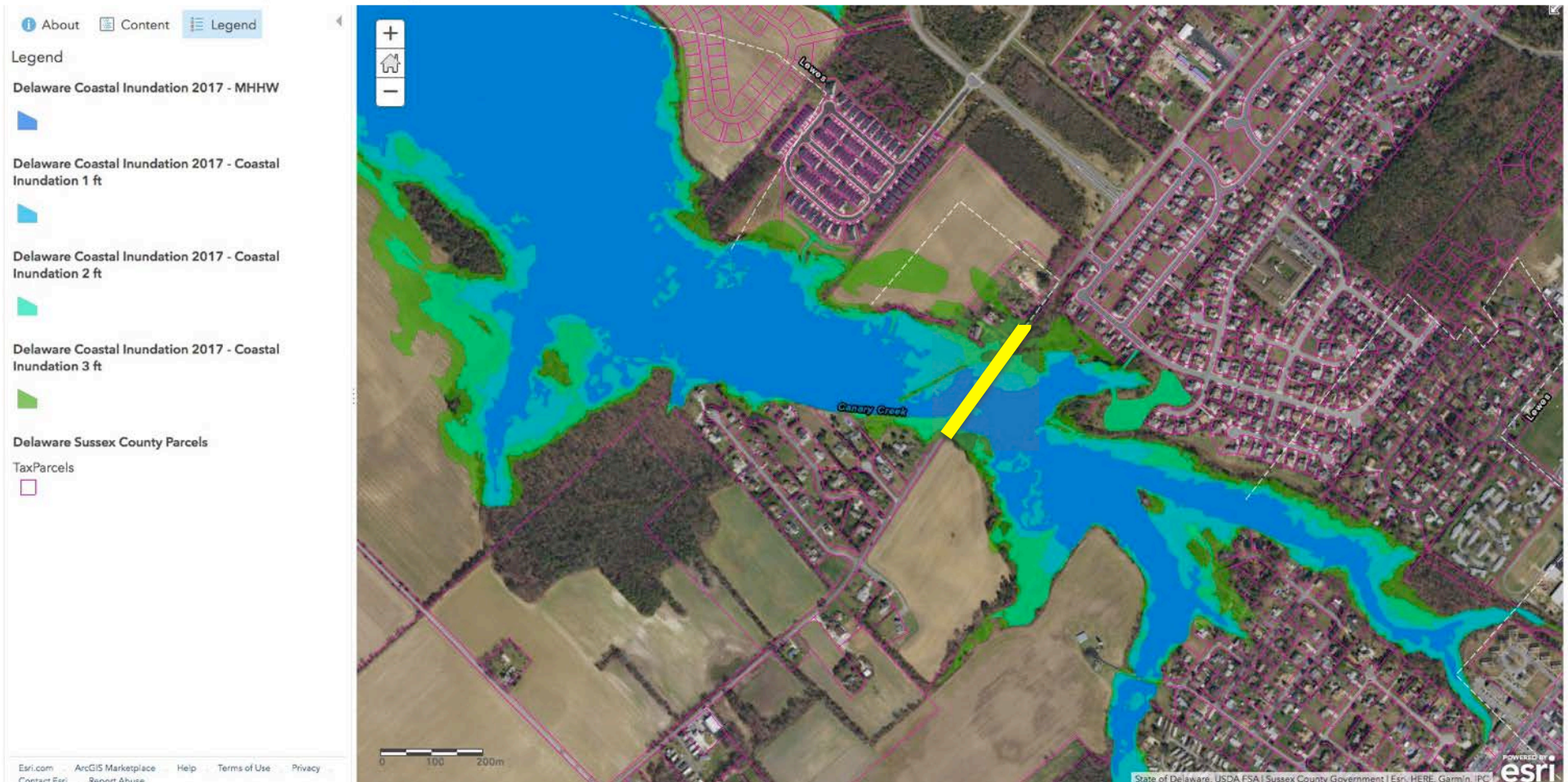
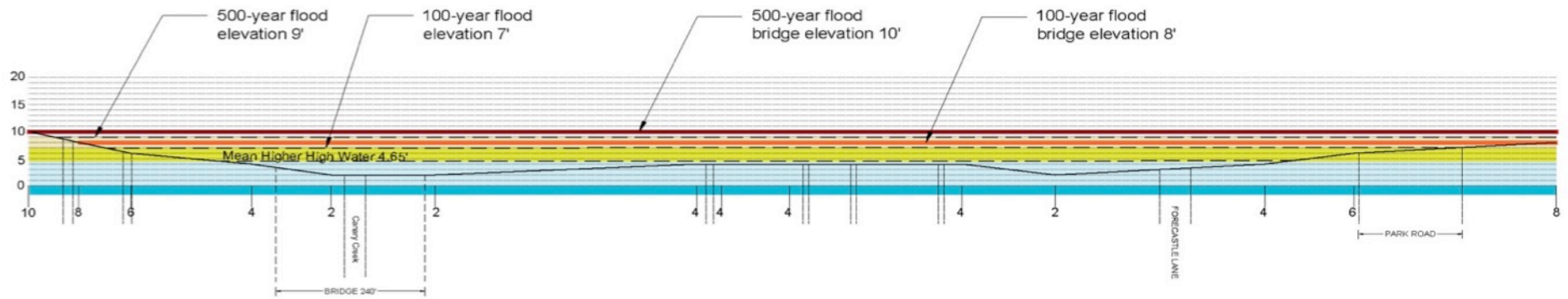
### Bridge Over Canary Creek and SLR

- Planning for Sea Level Rise should address effects on 100-year floodplain based upon a "high confidence" level – meaning that there is a 95% confidence that SLR will not exceed a +/- 3' increase (roughly the equivalent of the current 500 year flood elevation) by 2075.
- Reconstruction of New Road Bridge over Canary Creek can also provide recreational access (hand carry boat landing, fishing access and parking) and accommodate shared use pathway

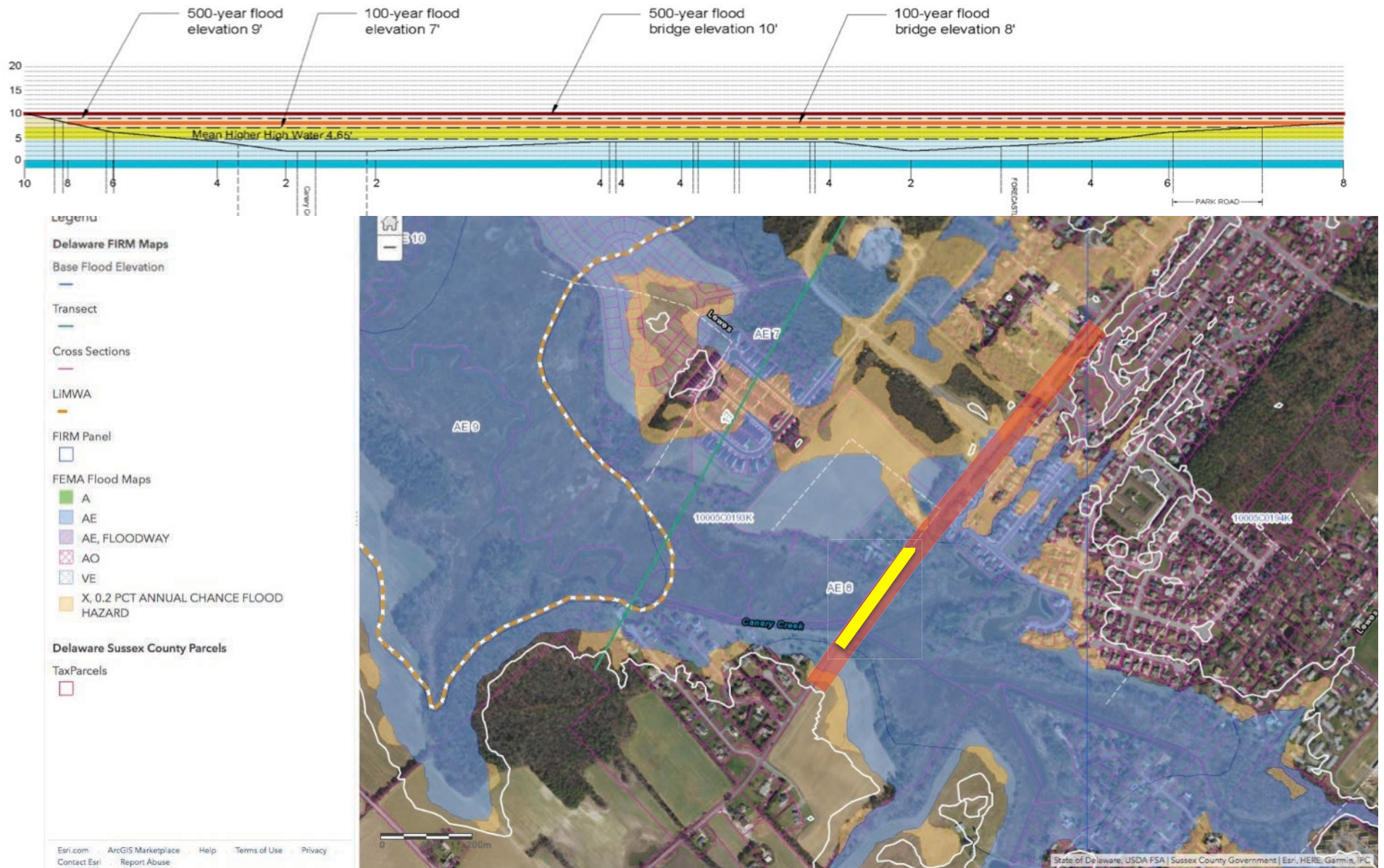
## Bridge Over Canary Creek



# Bridge Over Canary Creek/Executive Order 41



# Bridge Over Canary Creek/Executive Order 41



# SUMMARY OF CHANGES:

Responded to narrow right-of-way widths [bicycle and pedestrian facilities and street trees reduced as ROW width narrows]

Responded to stormwater/flooding issues as much as possible within scope of work and budget



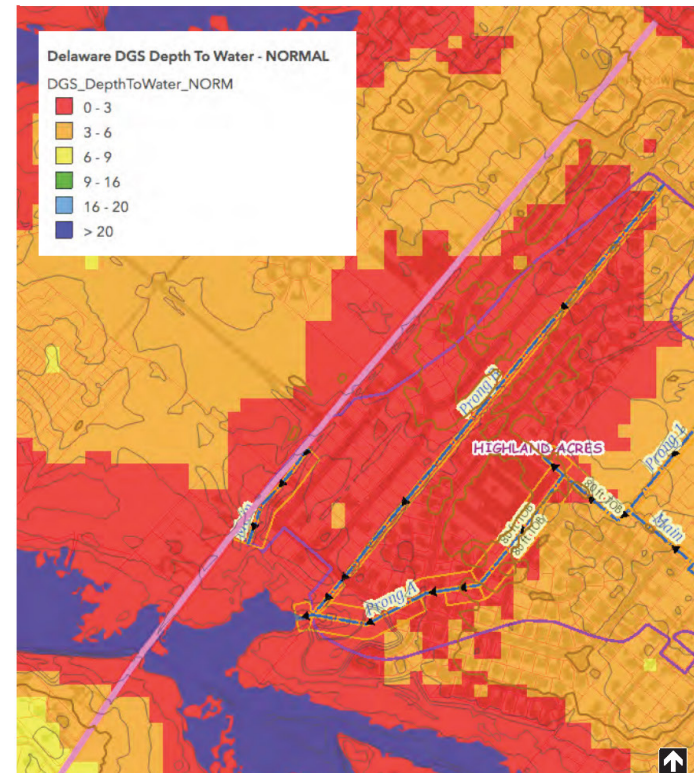
# Step 1. Re-establish ditch line



Culvert just west of Forecastle Ln.



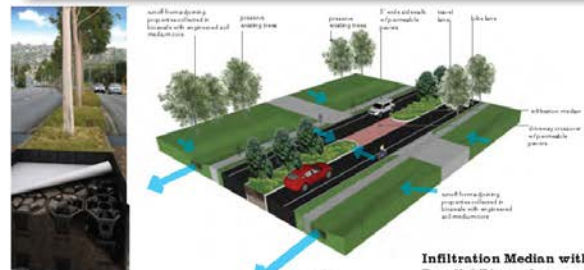
Figure 80 Catchment Area for the WB side of New Road feeds to culverts (blue circles)- NTS



## Step 2.

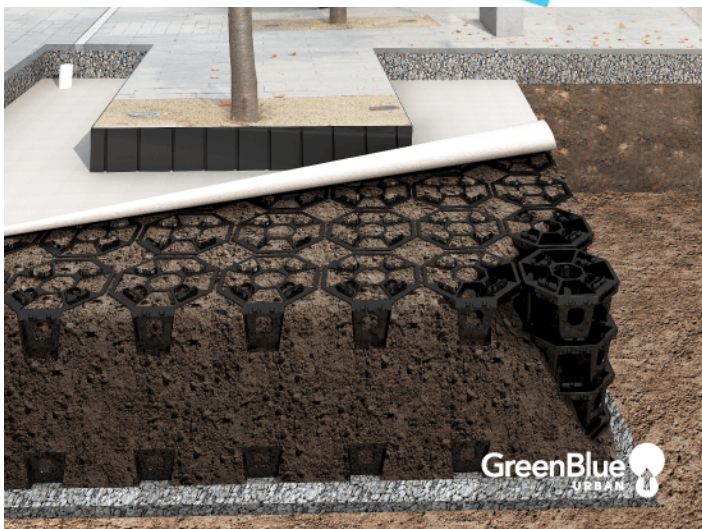
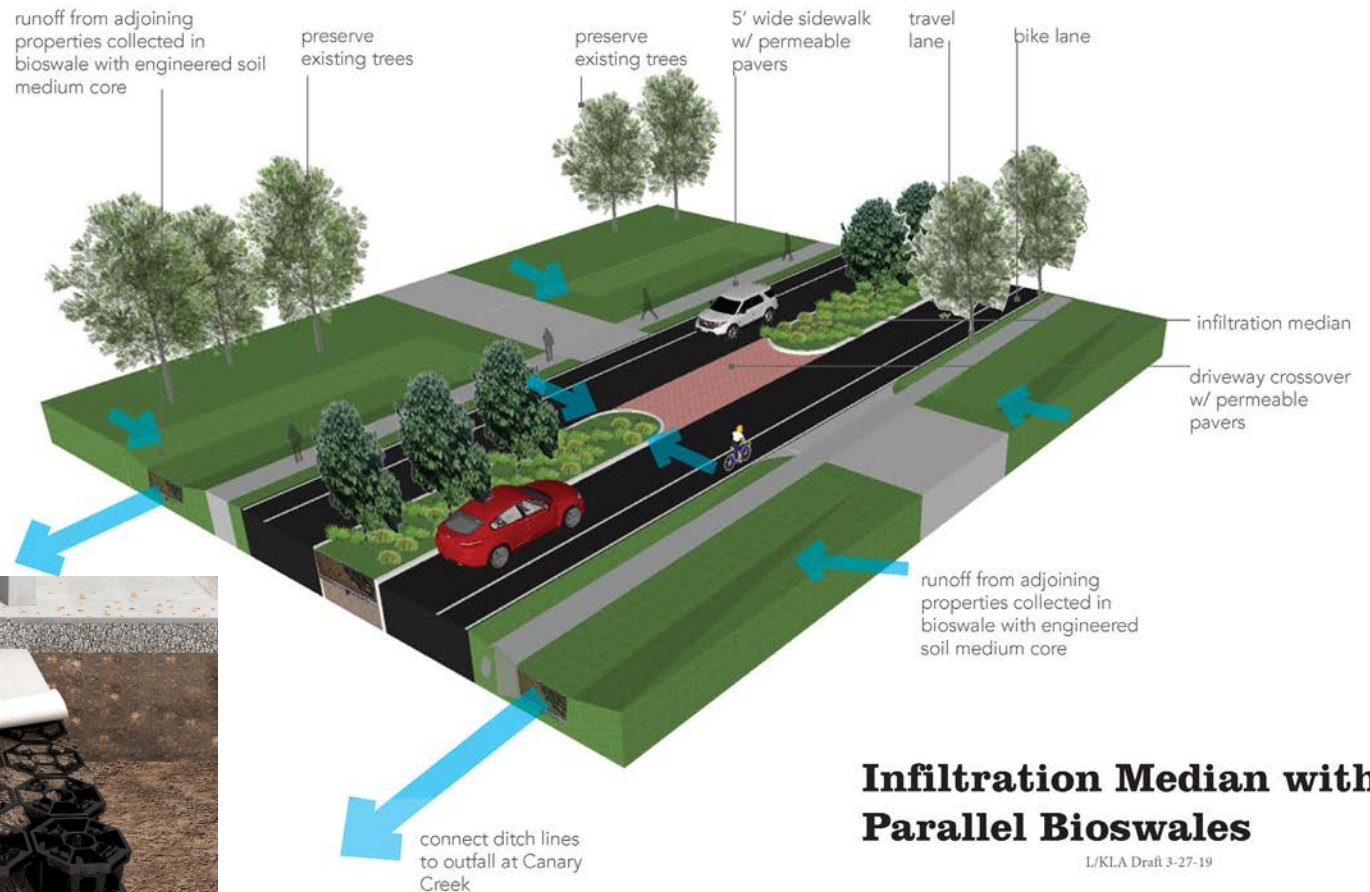
Work with adjoining owners to design and install bio-swaales to intercept, slow and filter runoff before it enters the ditch system

Traffic Calming Concept Approaching 4th Street (w/infiltration)



### Step 3.

Work with DeIDOT, the City, Board of Public Works and the Highland Acres tax ditch representatives to develop an overall “grey-green” infrastructure enhancement plan



# Implementation Knowns and Unknowns

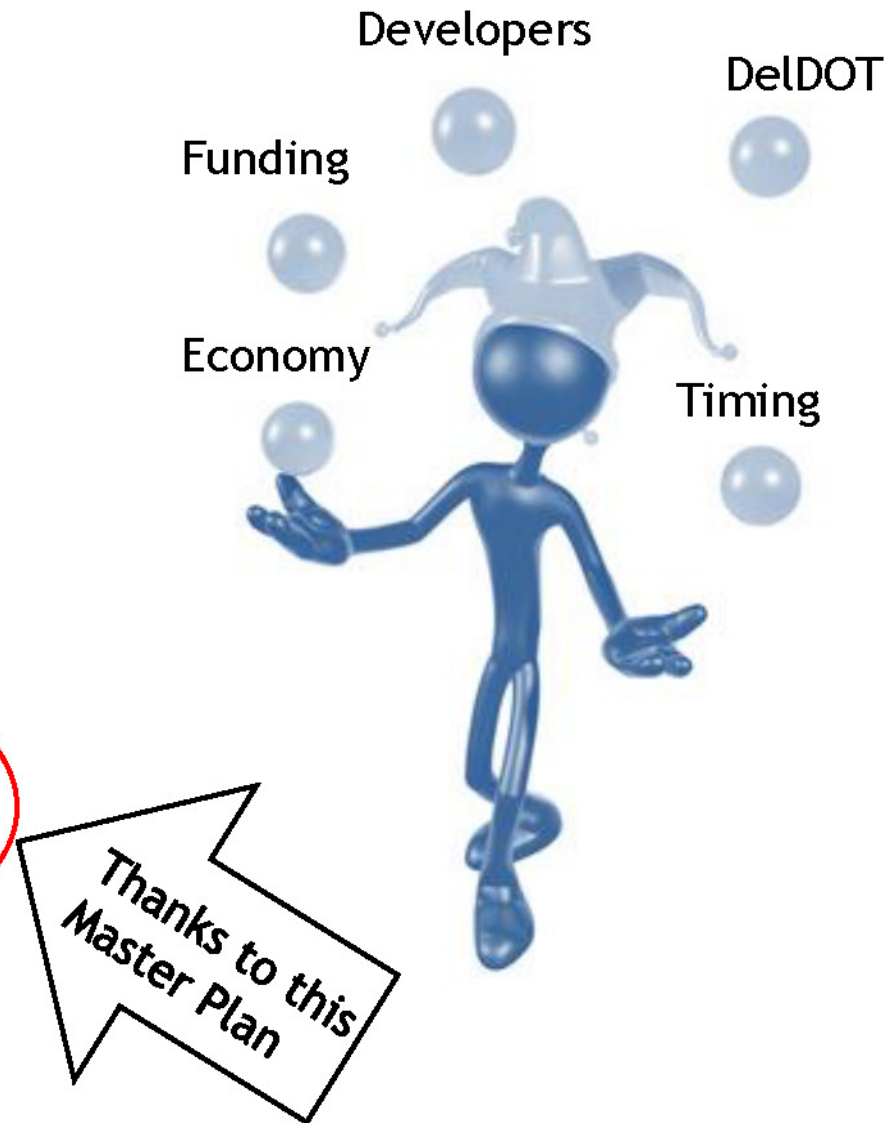
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## Current Unknowns:

- Pace and scope of development
- DelDOT Capital Plan Priorities
- Transportation Funding Timing and Levels

## Current Knowns:

- What the Road SHOULD look like



Artist: Jeff Greene

# **DelDOT Coordinated Implementation (always subject to change)**

## **1. Capital Projects and DelDOT State Funded Programs**

- **Realignment of Old Orchard Road at Wescoats Corner**  
(Construction anticipated in Fall 2021 and continue through Fall 2022)
- **New Road over Canary Creek** (Winter 2022/2023 after completion of the Realignment of Old Orchard Road at Wescoats Corner)
- **Minos Conaway Project** (public meeting upcoming late summer/early fall 2019)
- **Work along New Road between Old Orchard and Nassau** - DelDOT is has established a placeholder for future CTP funded projects

# Still Juggling

## 2. Land Use/Transportation Improvements Coordinated Through Development Review

- **Black Hog Village** (frontage area landscape, New Road access, pedestrian safety and linkage to rail-trail)
- **Tower Hill** (modifications to Lynn Road intersection, addition of trail, frontage area landscape)
- **Brittingham Farm** (access aligned with Creekside Drive, frontage area landscape and screening, decisions about splitter islands and turn lanes in process)



# Moving Forward

## 3. Coordination with Future Land Development/HOAs

- Work with byway committee to address design issues (as directed by PLUS review and City/County development review)
- Transition to HOA maintenance responsibilities

## 4. Sea Level Rise Adaptation and Mitigation

- Requirements of State SLR Policy
- Opportunities for funding to adapt and mitigate (especially for purchase of open space)

## 5. Pedestrian and Bicycle Trail Facilities

- Trail built by developers
- Trail built through funded Capital Improvements
- Fill in the gaps with future capital improvements and pursuit of grant funding

# THANK YOU!

## City of Lewes, Sussex County, DelDOT, Historic Lewes Byway Committee and Ad Hoc Committee

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### Please submit written comments by July 8, 2019

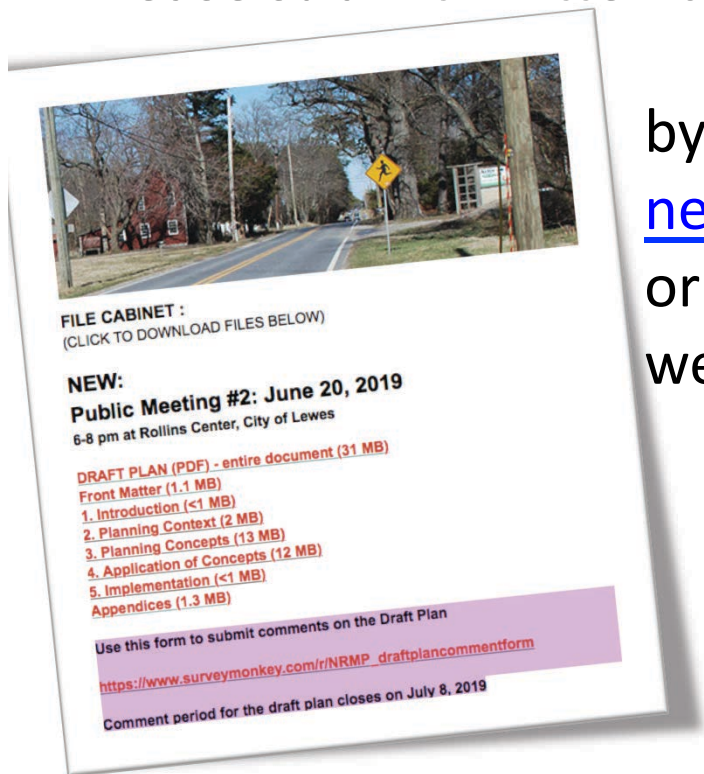


by Email

[newroadplan@lardnerklein.com](mailto:newroadplan@lardnerklein.com)

or use comment form on project website

<http://www.lardnerklein.com/new-road-corridor-master-plan.html>



Delaware Department  
of Transportation

