

On behalf of the Delaware Department of Transportation (DeIDOT), we welcome you to this Public Workshop for two proposed transportation improvement projects in Sussex County.

The first project is along Plantation Road from SR 24 to US 9, which is a 3.2-mile major collector that serves both local and seasonal traffic as a north/south alternative to SR 1.

The second project extends from 0.5 miles north of the intersection of SR 1 at Minos Conaway Road south to approximately 0.25 miles north of the Five Points intersection (SR 1 at US 9).

Thank you for sharing your valuable time and insights.

Jennifer Cohan

Secretary

Delaware Department of Transportation

PURPOSE OF WORKSHOP

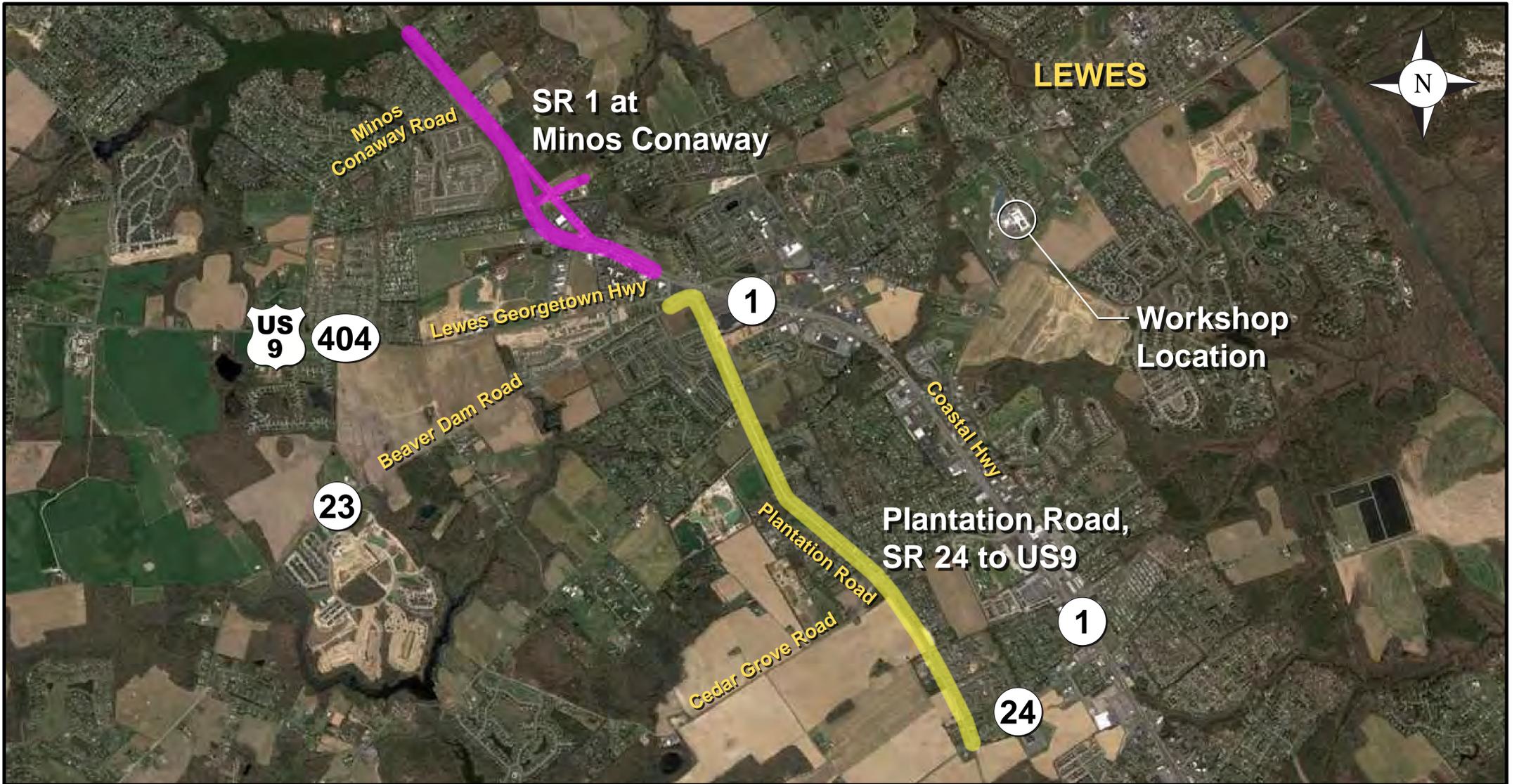
The purpose of this workshop is to obtain input from you, the public, on the concept design alternatives for both projects. The project team is available to answer questions and provide information on the project.

Comments will be accepted through March 16, 2018. Information about the project and the ability to provide comments and suggestions on the projects can be obtained from the projects' websites at:

<https://deldot.gov/information/projects/PlantationRd/index.shtml>

<https://deldot.gov/information/projects/SR1MinosConaway/index.shtml>

PROJECT LIMITS



LOCATION MAP



DISPLAY MAP

- The purpose of the project is to preserve mobility for local residents and businesses while providing roadway improvements along Plantation Road that would reduce congestion, improve safety, and accommodate anticipated growth in local and seasonal traffic.
- Sussex County continues to grow at a high rate. The Lewes-Rehoboth and Dewey Beach resort areas are attracting both visitors and people seeking permanent residence in these communities. Based on current land use conversion and growth trends, traffic in and around the study area could increase up to 50 percent by the year 2040. Continued development in the study area would require additional access points, resulting in greater conflicts, reduced safety, and increased traveler delays.
- Plantation Road serves both local and seasonal traffic as a north/south alternative to SR 1. The capacity needs of seasonal through-traffic traveling to the resort communities, combined with the local needs of the increasing permanent population moving to the surrounding area, have resulted in severe congestion.
- The existing AADT along Plantation Road is 11,028 (2016), but the peak season average daily traffic (PADT) is typically about 25 percent greater. By 2040, daily traffic volumes along Plantation Road could be greater than 20,000.
- The primary safety and traffic operations issues are located at the intersection of Plantation Road, SR 23, and US 9. The intersection is operating at a failing level of service during the summer season peak periods. There were also thirty-six crashes reported at the intersection between January 2014 and December 2016.

PROJECT SCHEDULE

| | |
|----------------------|-----------|
| Design..... | 2018-2022 |
| R/W Acquisition..... | 2021-2023 |
| Construction..... | 2024-2026 |

- In 1991, the Five Points intersection was modified to separate the SR 23/Plantation Road intersection from US 9. Also, a loop ramp was constructed to facilitate eastbound US 9 traffic to northbound SR 1.
- In 1999, DeIDOT completed a Grid Concept Study, recognizing the need for increasing north-south roadway capacity in this area of Sussex County. In April 2001, DeIDOT and Sussex County agreed to conduct the SR 1 Land Use and Transportation Study (LUTS), which was completed in August 2003. The objective of this study was “...to effectively address joint interests in the transportation systems and land use for the Rehoboth/Lewes area.” The SR 1 LUTS overall objectives were to: increase the mobility of area residents by developing alternative roadway links and connections; provide a variety of ways to travel; reduce congestion; improve safety; maintain the character of the study area; and gain public acceptance of the study recommendations.
- In 2004, DeIDOT initiated a study to develop conceptual alternatives for the Western Parkway and grade separation at Five Points. The Department also developed conceptual alternatives for realigning and widening US 9, west of Five Points. Draft environmental documents were completed and alternatives were presented at three public workshops between 2004 and 2008; however, those projects were discontinued due to a lack of public support and funding constraints.
- In January 2006, DeIDOT and Sussex County executed a Memorandum of Agreement (MOA), which outlined a cooperative process for implementing the recommendations of the SR 1 LUTS.
- Sussex County completed a Comprehensive Plan Update in October 2008 and included among the mobility element issues was... “a continuing need to accommodate significant through and regional traffic while preserving mobility for local residents and access to local businesses.” In order to address this issue and strategy, one action item in the Comprehensive Plan was to...“Implement recommendations of the SR 1 Land Use and Transportation study.”

- DeIDOT Contract T200911201 – Intersection improvements were completed at Plantation Road and Cedar Grove Road/Postal Lane in 2015
- DeIDOT Contract T200411209 – Intersection improvements are proposed at Plantation Road and SR 24 with construction scheduled to begin in FY 2020

Project website:

https://www.deldot.gov/information/projects/SR24_MulberryKnollRoad_SR21/index.shtml

- DeIDOT Contract T201612501 – SR 1/Minos Conaway Grade Separated Intersection; Construct two-way service roads on both sides of SR1 and utilize the existing SR1 bridge over the Delaware Coast Line Railroad to provide access across SR1 for the service roads.

Project website:

<https://www.deldot.gov/information/projects/SR1MinosConaway/index.shtml>

- Five Points Transportation Study – Phase 1 Goals (Summer 2018)
 - ◆ Engage the community in helping with the development of conceptual alternatives to improve this intersection and the surrounding area.
 - ◆ Identify current traffic patterns and problems in and around the Five Points intersection.
 - ◆ Make recommendations for improvements in order to reduce congestion and improve capacity on Route 1 as well as move local traffic around the corridor without having to utilize Route 1 for every trip.

Project website:

<https://www.deldot.gov/information/projects/FivePoints/index.shtml>

PROPERTY ACQUISITION PROCESS

If it is determined that all or a portion of your property is necessary for the project improvements, DeIDOT will contact you well in advance of any construction activity and follow the process outlined below:

Public Workshops

DeIDOT's Right of Way staff attends workshops when there are potential right of way impacts. Staff begins to interact with property owners who may be impacted at the time.

Appraisal Process

- DeIDOT must have a Fair Market Value, in writing, for all acquisitions.
- Owners are given the opportunity to accompany the appraiser.
- All appraisals are reviewed by a licensed appraiser.

Negotiations

- An Agent will contact the owner in person or via mail to begin the negotiation process.
- The Owner will receive a copy of the State's appraisal or Waiver Valuation for non-complex acquisitions.
- The Owner will receive a written confirmation of the offer.
- The Owner has the right to have their own appraisal performed, which will be reviewed by DeIDOT.
- DeIDOT will review any counter offers by the owners to determine that it has merit.
- DeIDOT may enter into an Administrative Settlement if justified and documented.

Closing

- If an agreement is reached, DeIDOT and the owners move to a settlement process.
- If no agreement is reached, DeIDOT can move to acquire the right-of-way need through eminent domain. Cases can still be settled without a trial.

RELOCATION PROCESS

There are two basic types of relocation processes:

- Residential.
- Non-Residential (Commercial/Industrial).

Residential

- Tightly controlled by 49 CFR, Part 24 and Title 29, Chapter 93 (Federal Regulations) and Delaware Code.
- Owners/Tenants are provided various options including housing/rental supplements and moving costs.
- Owners/Tenants are not required to vacate until offer has been made, listings of available comparable housing has been provided, and the State has acquired legal ownership of the property.

Non-residential

- Moving costs and re-establishment expenses as well as advisory assistance is offered.

We encourage all residents, property owners, business owners, and those who travel along SR 1 and Plantation Road to stay informed and provide valuable feedback to the Project Team by:

- Attending Public Workshops/Hearings.
- Filling out a Comment Form.
- Checking the Project website for updates:

<https://deldot.gov/information/projects/PlantationRd/index.shtml>

<https://deldot.gov/information/projects/SR1MinosConaway/index.shtml>

Feel free to contact us with questions or comments by:

Phone: 800. 652. 5600. (in DE) or 302. 760. 2080.

Email: dotpr@state.de.us

Mail: DeIDOT Community Relations
P.O. Box 778
Dover, DE 19903

THANK YOU!

We thank you for taking the time to review tonight's materials and for participating in the workshop.

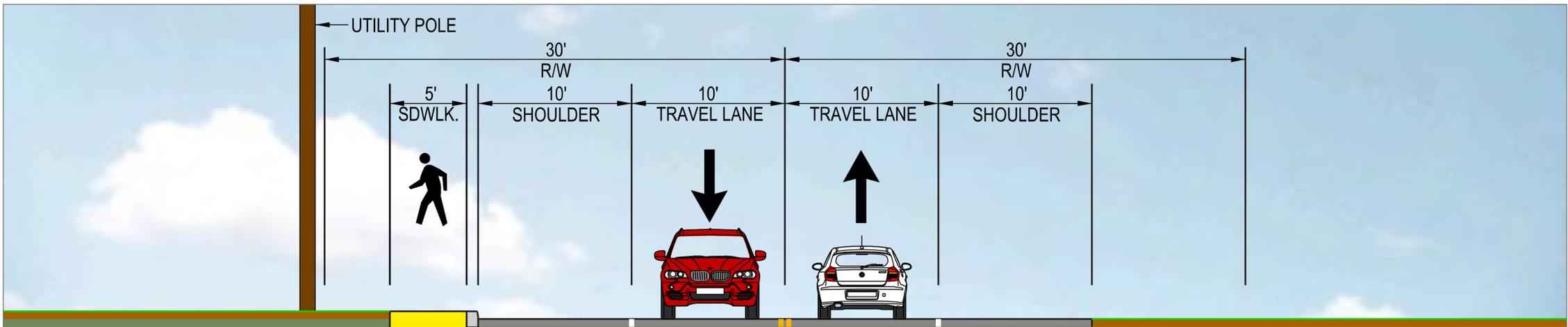
Your insights and suggestions are valuable and greatly appreciated. Your comments will be considered as we move forward with the design for both projects.

Jennifer Cohan

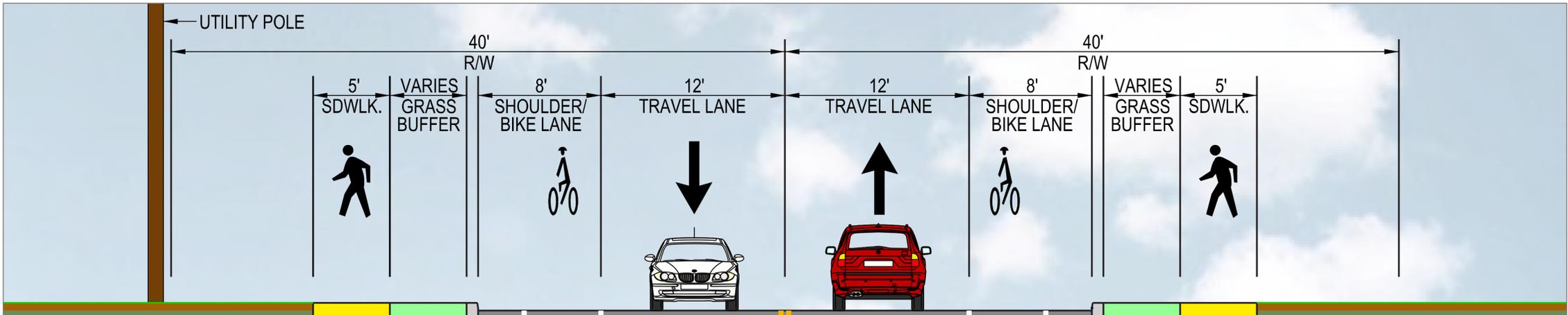
Secretary

Delaware Department of Transportation

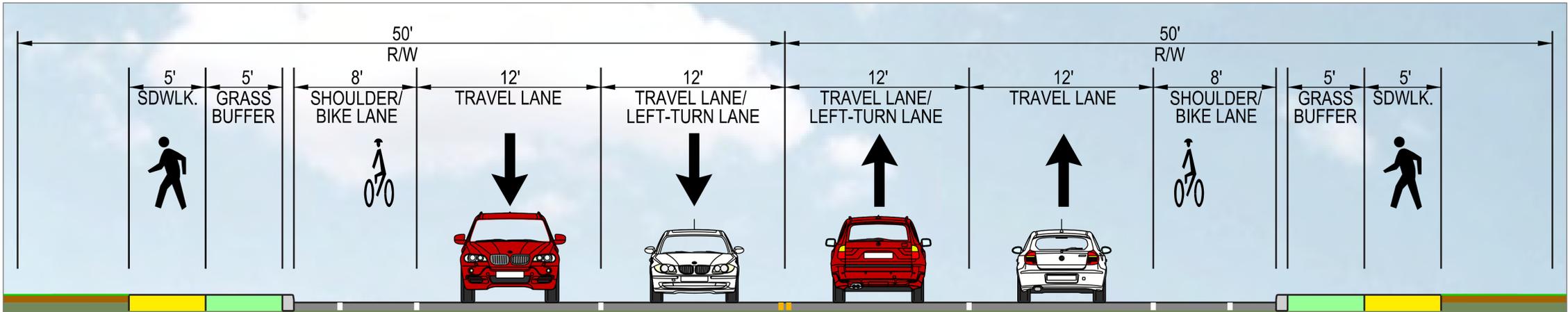
TYPICAL SECTIONS



Existing Typical Section



Proposed Typical Section
SR 24 to Shady Road / Salt Marsh Boulevard

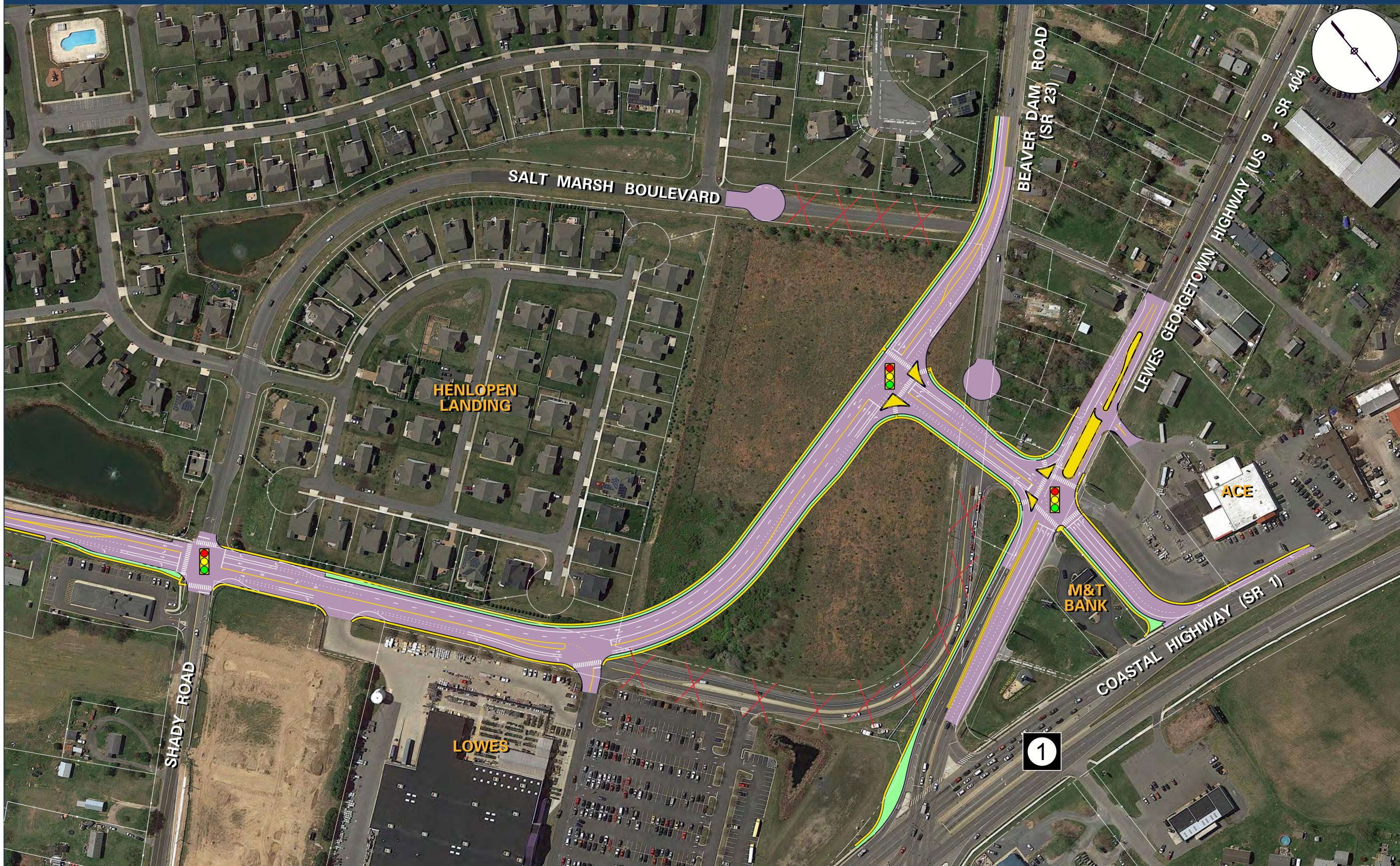


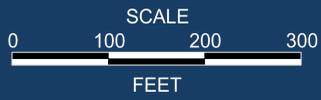
Proposed Typical Section
Shady Road / Salt Marsh Boulevard to US 9



PLANTATION ROAD IMPROVEMENTS, SHADY ROAD TO US 9

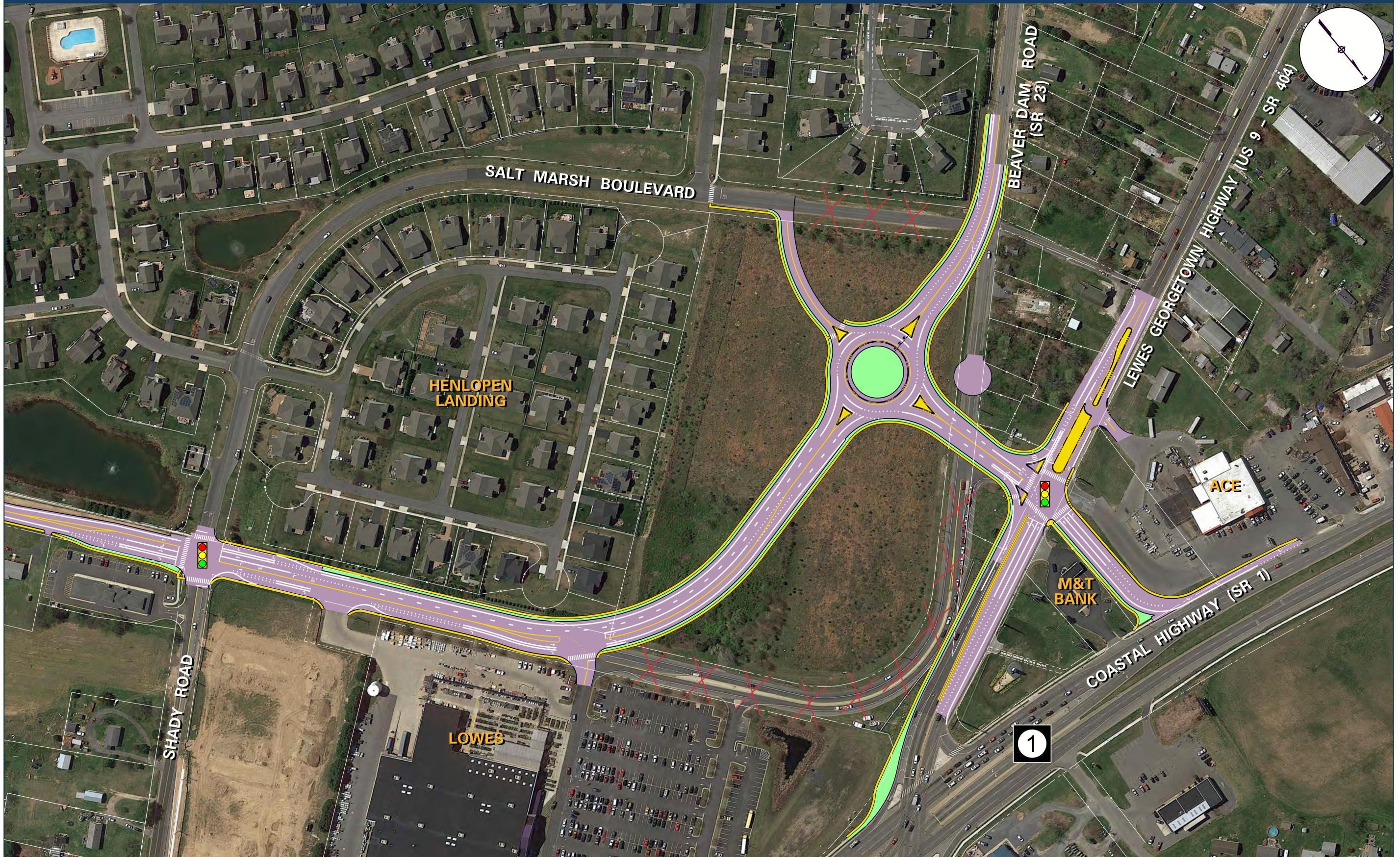
CONTRACT NO. T20111201
SUSSEX COUNTY





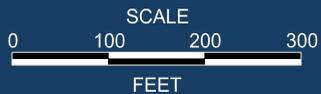
PLANTATION ROAD IMPROVEMENTS, SHADY ROAD TO US 9

CONTRACT NO. T20111201
SUSSEX COUNTY



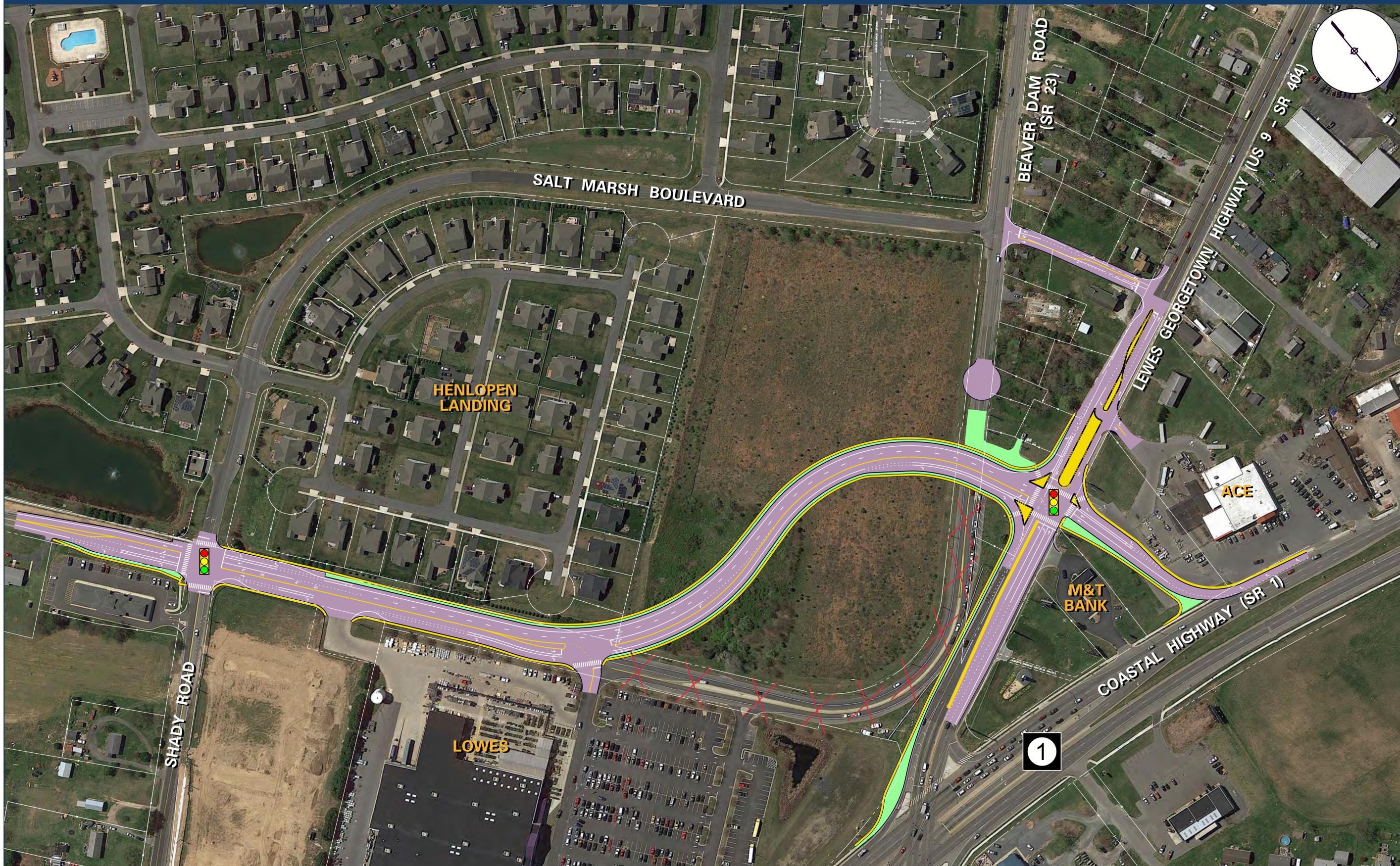
ALTERNATIVE 1B

FEBRUARY 2018



PLANTATION ROAD IMPROVEMENTS, SHADY ROAD TO US 9

CONTRACT NO. T20111201
SUSSEX COUNTY



ALTERNATIVE 2A

FEBRUARY 2018

