

On behalf of the Delaware Department of Transportation (DelDOT), we welcome you to this Public Workshop for the grade separated intersection at US 113 and SR 18/SR 404 in Georgetown.

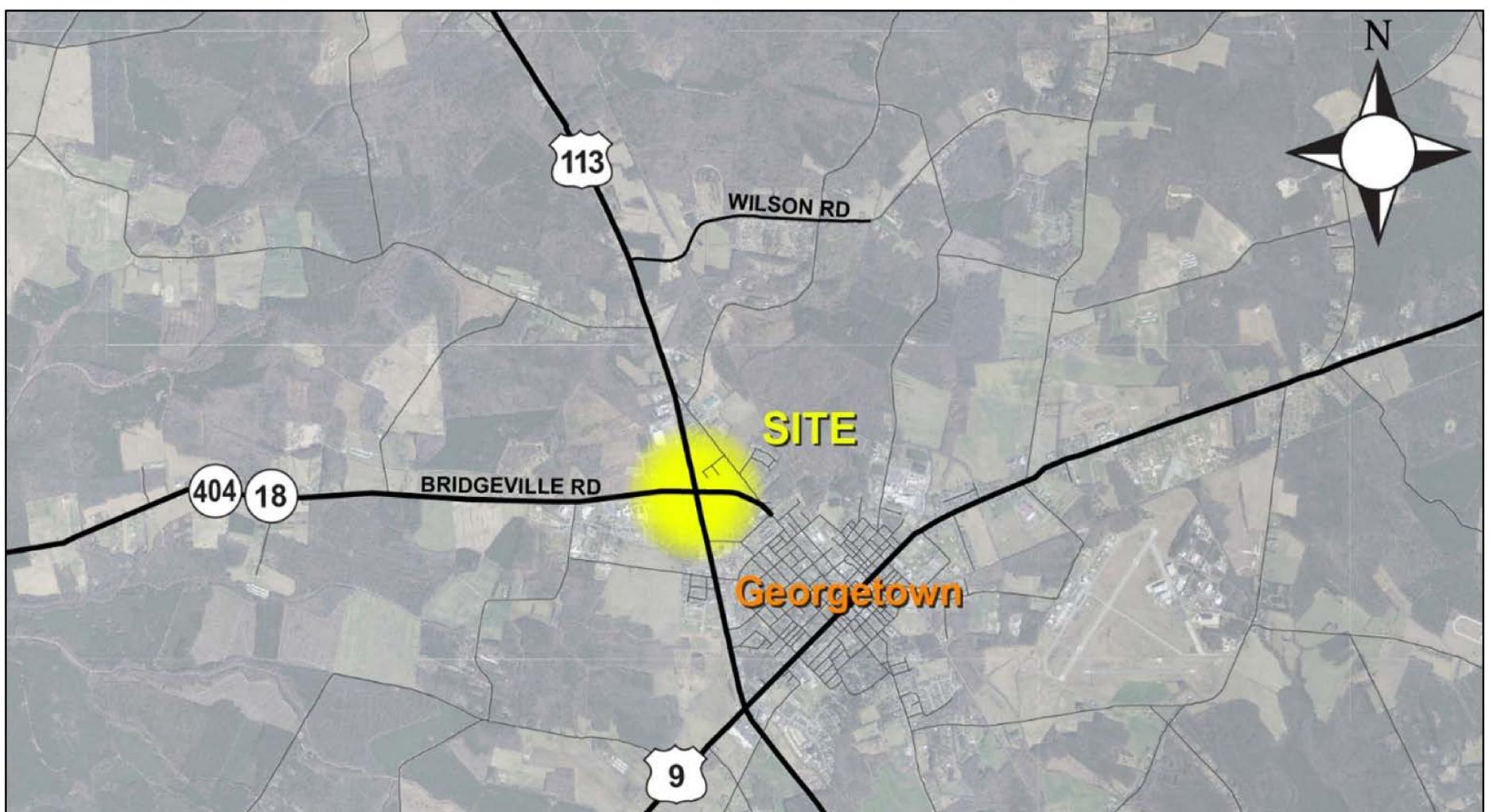
This project is part of the US 113 Corridor Improvement Plan, which includes proposed transportation improvements along about 30 miles of US 113 from Ellendale to the Delaware/Maryland state line. The limits of this project include the intersection at US 113 and SR 18/SR 404 and extend approximately 1,000 feet to the north and south of the intersection.

Thank you for sharing your valuable time and insights.

Jennifer Cohan

Secretary

Delaware Department of Transportation



PURPOSE OF WORKSHOP

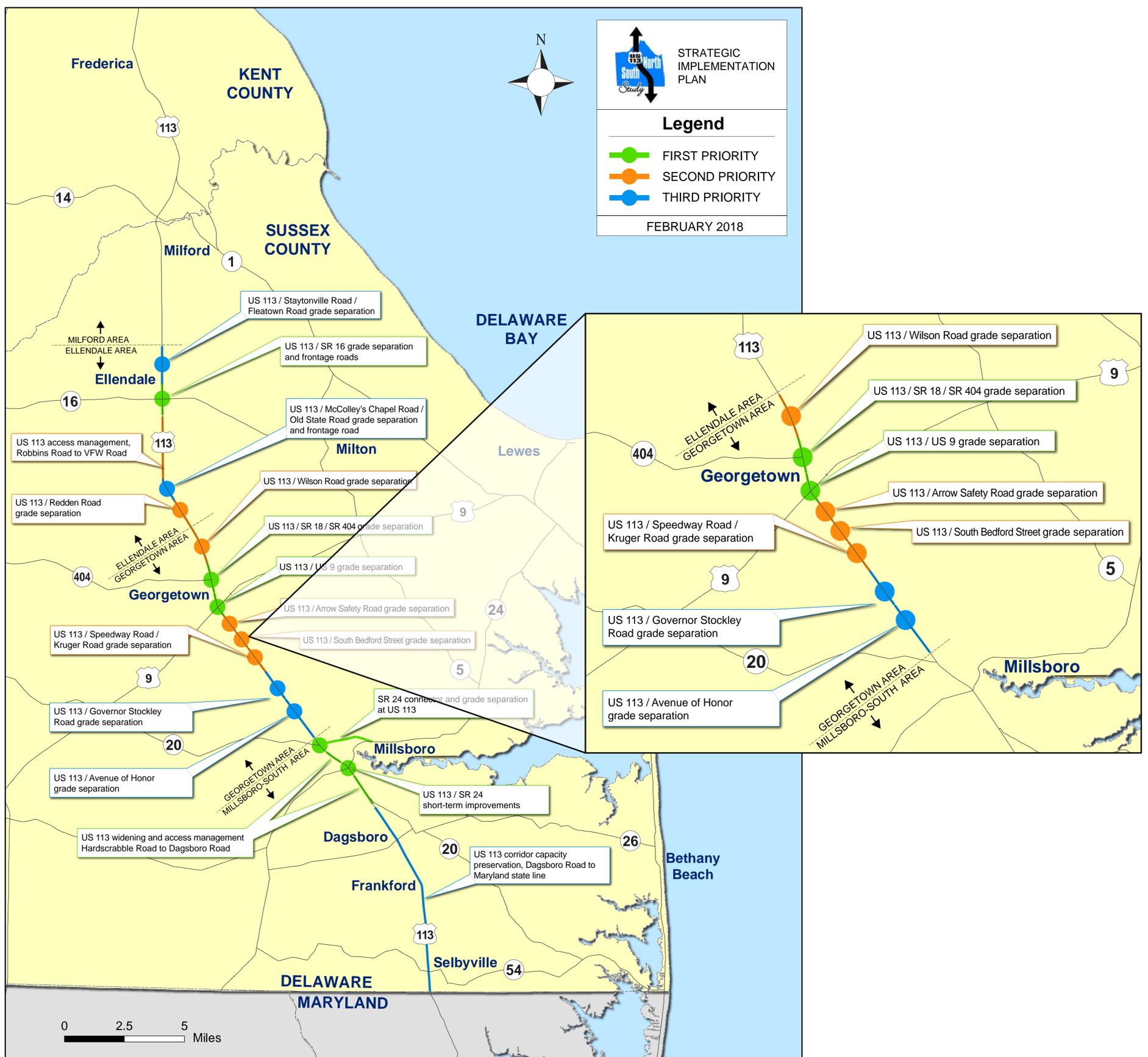
The purpose of this workshop is to obtain input from you, the public, on the concept design alternatives for the proposed grade separation. The project team is available to answer questions and provide information on the project.

Comments will be accepted through March 30, 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/US113-SR18-SR404-GSI/>

PROJECT PURPOSE & NEED

- The purpose of the project is to preserve mobility for local residents and businesses while providing roadway improvements along US 113 that would reduce congestion, improved safety, and accommodate anticipated growth in local and seasonal traffic.
- Sussex County continues to grow at a high rate. New development is rapidly replacing farm fields, and it is expected to increase the County's population and employment by approximately 50 percent over the next 20 years. Continued development in the study area would require additional access points and traffic signals along US 113, resulting in greater conflicts, reduced safety, and increased traveler delays. This project is needed due to the extraordinary growth along the US 113 corridor, and its burden on the local and regional transportation network.



- The intersection at US 113 and SR 18/SR 404 was determined to be a priority transportation improvement due to the existing traffic congestion and reported crash rates.
- During summer peak periods, the intersection operates at Level of Service (LOS) E with an average delay of 78 seconds per vehicle. The threshold for LOS F is 80 seconds. By 2040, without any improvements, the average delay during summer peak periods will be over 260 seconds and vehicle queues will extend well beyond the existing capacity.
- Between February 2015 and February 2018, a total of 128 crashes were reported at the intersection, which is the highest rate among intersections in the Georgetown Area. Among the reported crashes there were 105 (82%) rear end crashes and 43 (34%) were eastbound right-turn, rear end crashes. Twenty-two (17%) of the reported crashes involved an injury and 36 (28%) crashes were reported during the summer.
- As new development continues and traffic increases along the US 113 corridor, the traffic congestion that currently occurs only during the summer months will frequently occur during non-summer weekday peak periods.



US 113 @ SR 18/404 - 2040 Traffic

PROJECT SCHEDULE

Design	2018-2020
Right-of-Way Acquisition	2020-2023
Start Construction	2023

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 US 113 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/US113-SR18-SR404-GSI/>

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

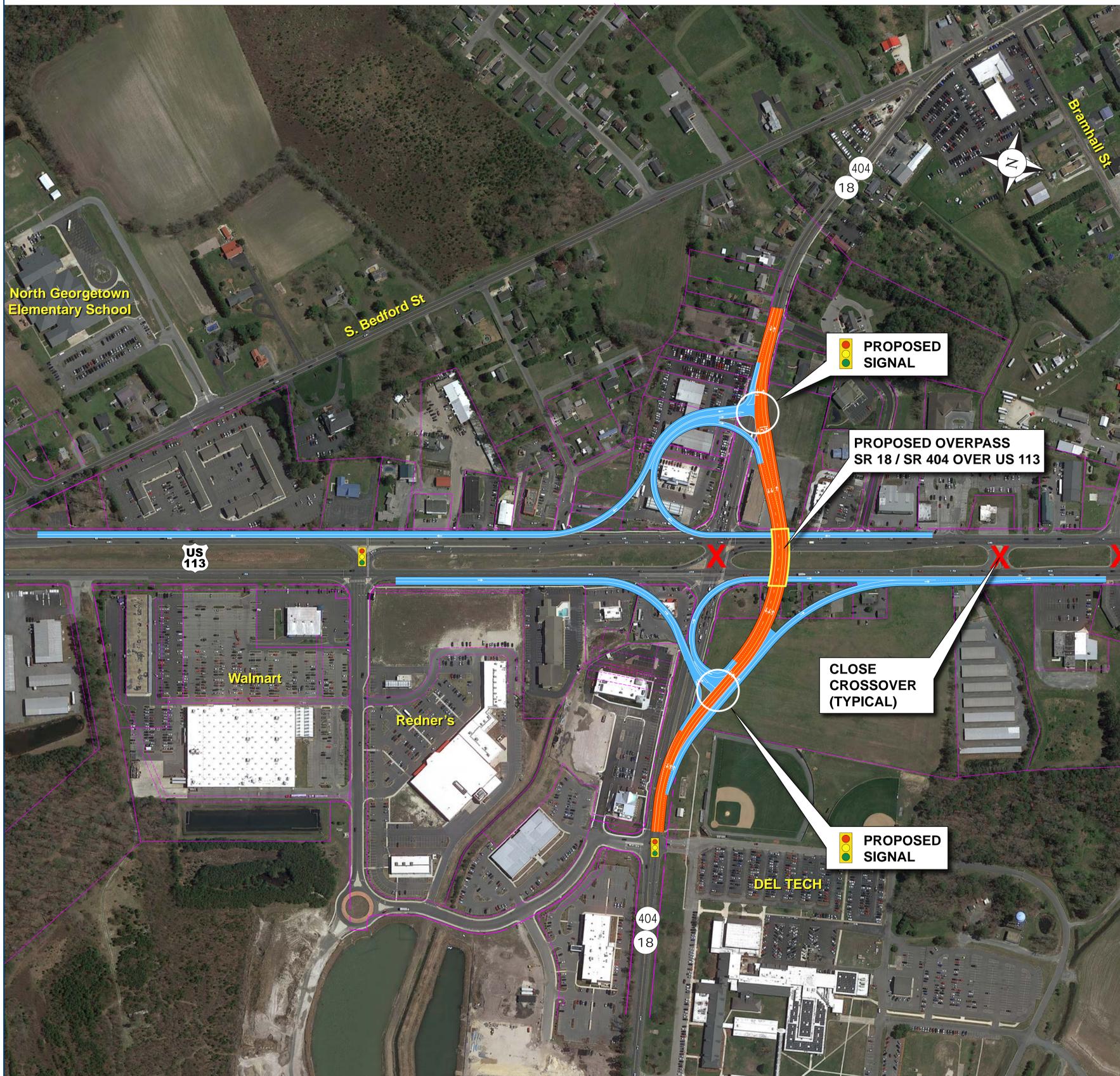
Mail: DeIDOT Community Relations
P.O. Box 778
Dover, DE 19903

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.

Jennifer Cohan
Secretary
Delaware Department of Transportation



ADVANTAGES

- Provides direct, free flow ramps for major volume movements
- Constructability - new alignment of SR 18/SR 404 overpass at US 113
- Previously supported by Georgetown Working Group and general public
- Provides better potential for bike/ped access across US 113
- Three phase signal operation at ramp terminals

DISADVANTAGES

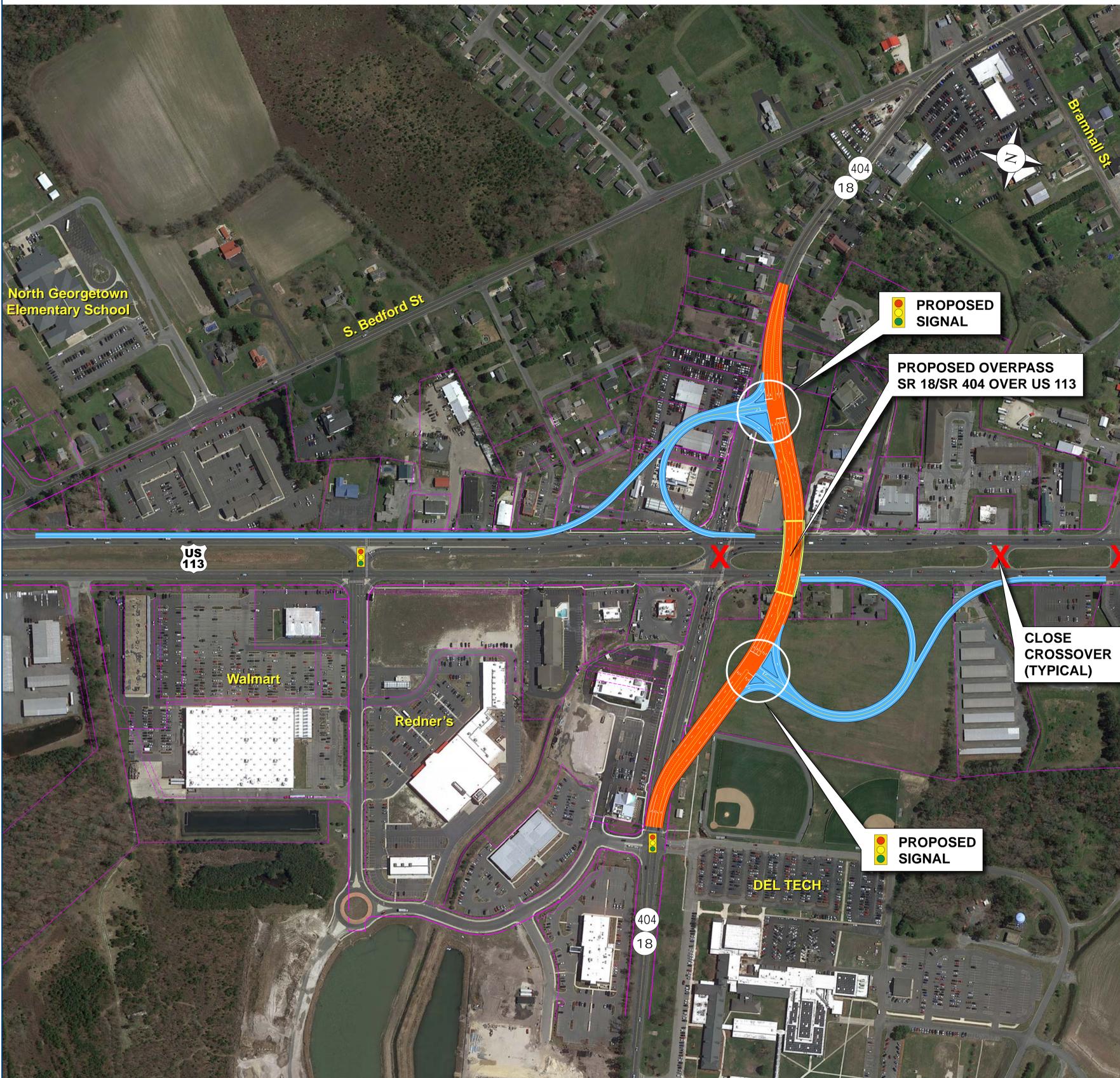
- Greater R/W impacts - limits existing access along US 113
- Minimum design speed (25 MPH) loop ramp for NB to WB movement
- No through movements at ramp terminals

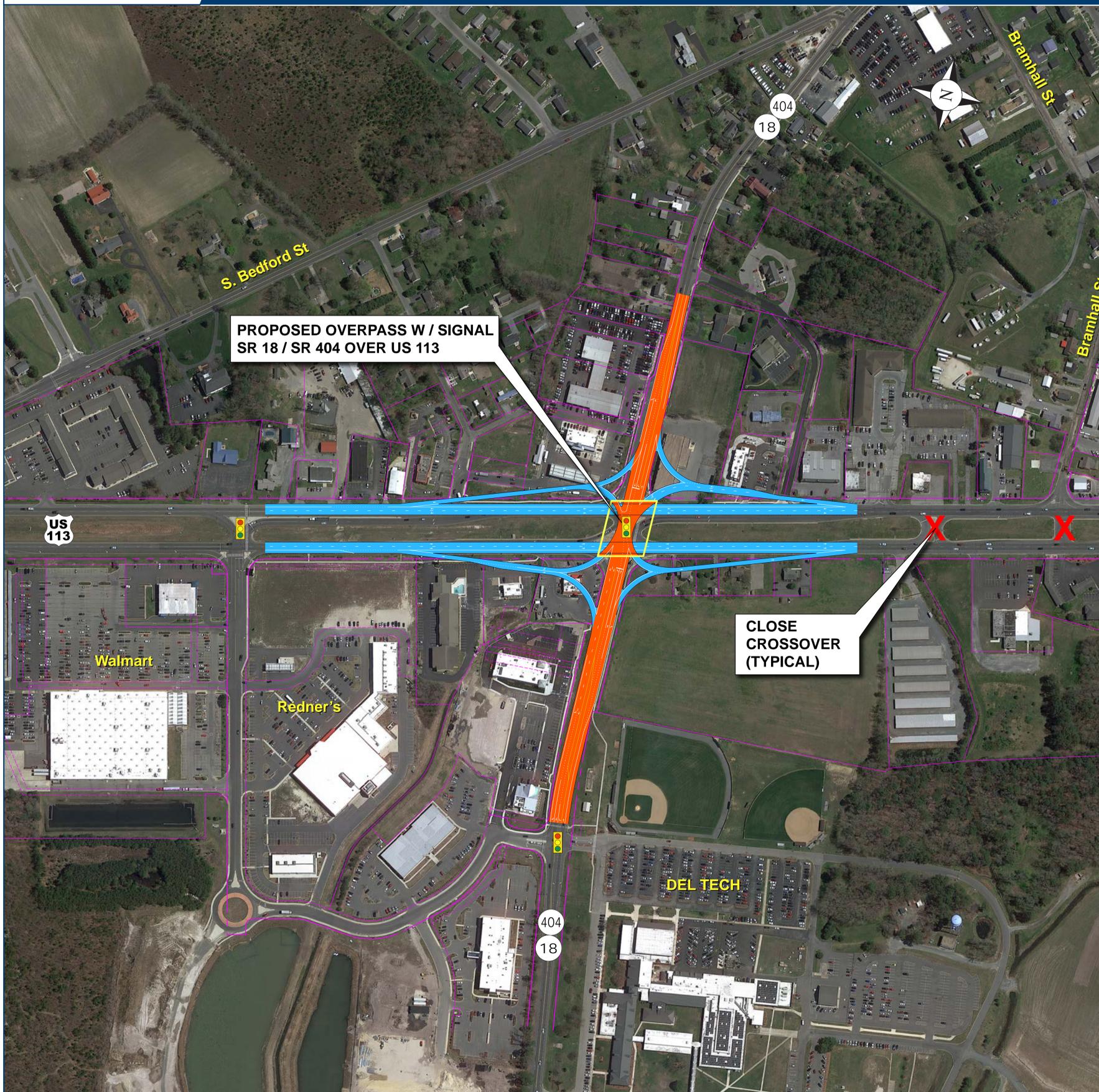
ADVANTAGES

- Provides direct, free flow ramps for major volume movements
- Constructability - new alignment of SR 18/SR 404 overpass at US 113
- Provides better potential for bike/ped access across US 113
- Three phase signal operations at ramp terminals

DISADVANTAGES

- Greater commercial R/W impacts
- Minimum design speed (25 MPH) loop ramps
- No through movements at ramp terminals
- Eastbound to Southbound movement has less direct, lower speed access
- Closer spacing between ramp terminals





ADVANTAGES

- Maximizes traffic flow through one signalized intersection
- Reduces right-of-way impacts - full acquisition of SW quadrant not required
- Improves safety - simultaneous left-turns reduces potential for more severe angle crashes
- Allows for better geometry for left-turns - heavy vehicle access

DISADVANTAGES

- No Northbound/Southbound US 113 through access at ramp terminals
- Higher construction costs - increased structure costs for bridge
- Very difficult to construct while maintaining traffic
- Limits bike/ped access
- Driver confusion



ADVANTAGES

- Maximizes traffic flow through one signalized intersection
- Reduces right-of-way impacts - full acquisition of SW quadrant not required
- Provides local access service roads for business access

DISADVANTAGES

- No Northbound/Southbound US 113 through access, significantly limiting business access
- Higher construction costs - increased structure costs for MSE walls and bridge
- Very difficult to construct while maintaining traffic
- Limits bike/ped access
- Visual impacts of US 113 overpass at SR 18/SR 404 as dividing the Town
- Sight distance constraints with intersection below US 113 overpass
- Driver confusion

ADVANTAGES

- Provides conventional turning movements for grade separation
- Maintains local access and provides Northbound/Southbound through movements
- Constructability - lower construction costs

DISADVANTAGES

- Signalized intersection control at closely spaced ramp terminal - reduced vehicle storage
- Higher potential for angle crashes - left-turns at ramp terminals
- Greater R/W impacts
- Less direct movements for Northbound to Westbound and Eastbound to Southbound

