



# WELCOME!

On behalf of the Delaware Department of Transportation (DelDOT), we welcome you to this Public Workshop for the SR 1 and SR 16 Grade Separated Intersection Project.

DelDOT is considering several possible alternatives to improve safety and enhance traffic operations at the SR 1 and SR 16 intersection east of Milton. The proposed alternatives would replace the existing signalized intersection with a grade separated intersection involving a bridge and ramp system to access SR 1 northbound and southbound. Several of the alternatives also include improvements to the SR 16 and Zion Church Road intersection. We invite your comments and input on the proposed alternatives that are under consideration in the project area.

Thank you for sharing your valuable time and insights.

Jennifer Cohan

*Secretary*

**Delaware Department of Transportation**

## PURPOSE OF WORKSHOP

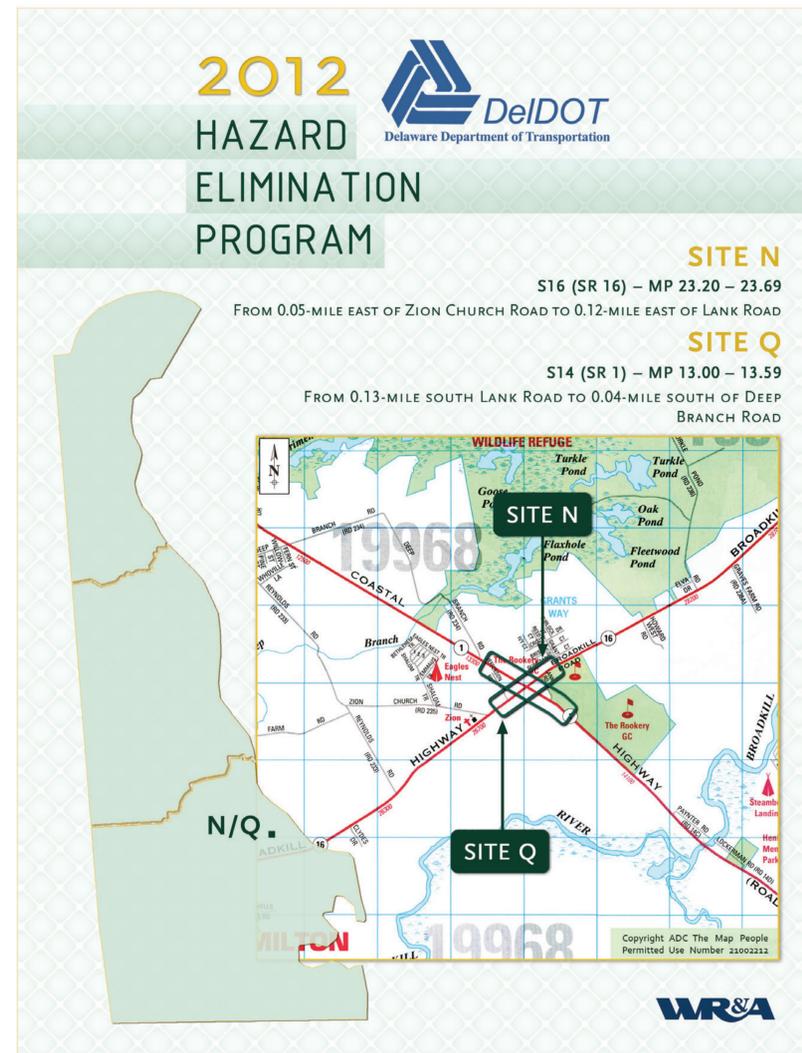
The purpose of this workshop is to obtain input from you, the public, on the alternatives under consideration for the SR 1 and SR 16 intersection. The project team is available to answer questions and provide information on the project.

Comments will be accepted through December 3, 2015. Information about the project and the ability to provide comments and suggestions on the project can be obtained from the project's website at:

[http://deldot.gov/information/projects/sr1/sr1\\_sr16\\_Grade\\_Separated\\_Intersection/index.shtml](http://deldot.gov/information/projects/sr1/sr1_sr16_Grade_Separated_Intersection/index.shtml)

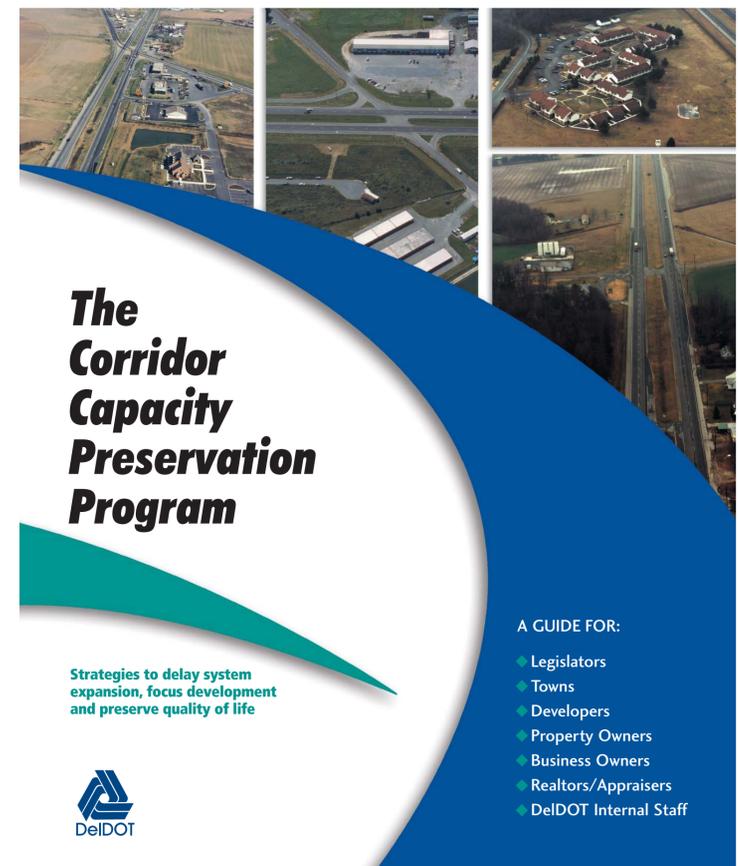
The following reasons have been identified in support of a grade separated intersection at the SR 1 and SR 16 intersection:

- The intersection was identified in DelDOT's 2012 Hazard Elimination Program as having a high crash rate (98 crashes from January 2005 to October 2015).
  - 54% rear end crashes.
  - 27% angle crashes.
  - 1 fatal crash (1 fatality).
- Installation of a grade separated intersection would provide safer operations by eliminating conflict points at the existing SR 1 and SR 16 intersection.
- This portion of the SR 1 corridor is part of DelDOT's *Corridor Capacity Preservation Program*.
  - Several nearby intersections have been proposed or constructed as grade separated intersections. The completion of these projects along with SR 16 will result in the removal of all signalized intersections along SR 1 between I-95 and US 9.
  - Adjacent signalized intersections along SR 1 are located approximately 14.3 miles north of SR 16 and approximately 6.6 miles south of SR 16.
  - Grade separated intersection would better accommodate future traffic growth.



## 1999 Preliminary Design

- Part of DelDOT's Corridor Capacity Preservation Program.
- Last presented to the public in March 2001.
- Included an alternatives study and preliminary design of the preferred alternative.
- Portion of property in the southeast quadrant designated as reserved for future DelDOT improvements and acquisition.
- Constructed upgrades consisted only of improvements to the SR 1 northbound and southbound turn lanes.
- Design intent of previous preferred alternative reflected in current Alternative 1.



## 2007 Safety Study

- Addressed high crash rate concerns at the intersection.
- Oversized Signal Ahead warning signs installed on SR 1 approaching SR 16 in both directions.
- Flashing beacons installed on SR 1 approaching SR 16 in both directions.

## 2012 Hazard Elimination Program Recommendations

- Lighting improvements.
- Signal modifications.
- Geometric improvements to the existing intersection.

## 2013 Interchange Evaluation

- Cited 2012 Hazard Elimination Program and recent projects at similar locations.
- Recommended a grade separated intersection as the best long term safety and capacity solution.

## 2015 Alternatives Analysis

- Five new alternatives developed in addition to the previous preferred alternative (Alternative 1).
- Major design criteria include: safety, property impacts, and traffic operations.

## RECENT PROJECTS

- Signal and lighting improvements at SR 1 and SR 16 intersection (Sept 2015).
- Resurfacing of SR 1 from Nassau Road to Johnson Road (2012).
- Microsurfacing of SR 16 (2013).
- Installation of oversized signal ahead warning signs and warning beacons on SR 1 northbound and southbound (2007).



## PROJECT SCHEDULE

The project is in the beginning stages of design. The project schedule is as follows under the current funding scenario:

Begin Design.....	Spring 2016
Begin Right-of-Way Acquisition.....	Fall 2018
Start Construction.....	Summer 2020

## PROPERTY ACQUISITION PROCESS

The SR 1 and SR 16 Grade Separated Intersection project is currently in the preliminary design stage. If it is determined that all or a portion of your property is necessary for the project improvements, DelDOT will contact you well in advance of any construction activity and follow the process outlined below:

### Public Workshops

DelDOT'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

- Del DOT 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 Del DOT.
- DelDOT will review any counter offers by the owners to determine that it has merit.
- DelDOT may enter into an Administrative Settlement if justified and documented.

### Closing

- If an agreement is reached, DelDOT and the owners move to a settlement process.
- If no agreement is reached, DelDOT 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.



# STAY INFORMED & UP-TO-DATE

We encourage all residents, property owners, business owners, and those who travel the SR 1 and SR 16 corridors 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:

[http://deldot.gov/information/projects/sr1/sr1\\_sr16\\_Grade\\_Separated\\_Intersection/index.shtml](http://deldot.gov/information/projects/sr1/sr1_sr16_Grade_Separated_Intersection/index.shtml)

Feel free to contact us with questions or comments by:

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

**Email:** [dot-public-relations@state.de.us](mailto:dot-public-relations@state.de.us)

**Mail:** DelDOT Public 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 SR 1 and SR 16 Grade Separated Intersection Project.

Your insights and suggestions are valuable and greatly appreciated. Your comments will be considered as we move forward with the preliminary design of the SR 1 and SR 16 Grade Separated Intersection Project.

Jennifer Cohan

*Secretary*

Delaware Department of Transportation