

On behalf of the Delaware Department of Transportation (DeIDOT), we welcome you to this Public Workshop for the Park Avenue Relocation Project.

DeIDOT is evaluating several possible alternatives for the relocation and upgrade of Park Avenue (US 9 Truck Route) in the southern portion of the Georgetown area to improve safety and enhance traffic operations. The proposed alternatives would relocate a section of Park Avenue and provide road improvements from US 113 to US 9.

Thank you for sharing your valuable time and insights.

Jennifer Cohan

Secretary

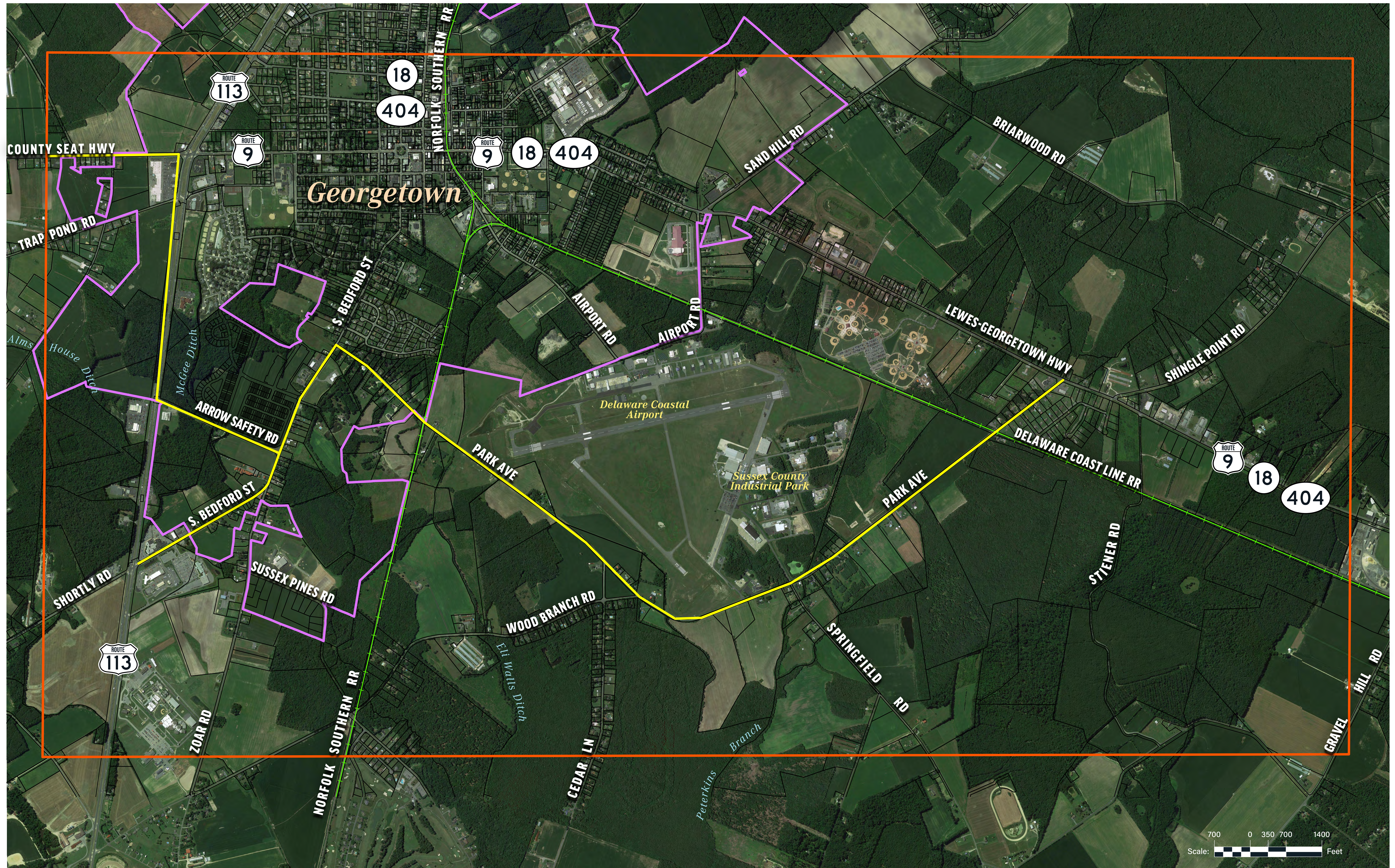
Delaware Department of Transportation

PURPOSE OF WORKSHOP

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

Comments will be accepted through July 11, 2016. 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://www.deldot.gov/information/projects/park_avenue_relocation/



Park Avenue, also known as US Route 9 Truck Bypass, is the designated truck route for tractor trailers moving through the area. DeIDOT's Capital Transportation Plan for FY 2016-2021 recommends that the roads used for the truck bypass be upgraded with appropriate turn lanes and signalized intersections, and that the truck route be realigned away from the existing residential areas of Park Avenue and South Bedford Street. The following needs have been identified in support of these improvements along the Park Avenue corridor:

IMPROVEMENT OF TRAFFIC AND SAFETY OPERATIONS

- Numerous existing substandard roadway features
- Multiple locations exhibit higher than average crash rates compared to statewide and Sussex County averages and are identified in DeIDOT's High Risk Rural Road Program (HRRRP) and Hazard Elimination Program (HEP).
- Several intersection movements exhibit Level of Service (LOS) level E or F with projected future degradation under No-Build conditions.

LEVEL OF SERVICE A B C D E F

| INTERSECTION | APPROACH/MOVEMENT(S) | EXISTING CONDITIONS | | 2040 NO-BUILD CONDITIONS | |
|---|------------------------|---------------------|----|--------------------------|----|
| | | LEVEL OF SERVICE | | LEVEL OF SERVICE | |
| | | AM | PM | AM | PM |
| SIGNALIZED INTERSECTIONS | | | | | |
| US 113 at Shortly Road / South Bedford Street | Eastbound | F | E | F | E |
| | Westbound | E | E | E | F |
| | Northbound | C | D | D | D |
| | Southbound | C | E | C | F |
| | Overall Intersection | D | D | D | F |
| US 113 at Arrow Safety Road | Eastbound | E | F | D | F |
| | Westbound | F | F | F | F |
| | Northbound | C | C | D | D |
| | Southbound | B | B | C | B |
| | Overall Intersection | C | C | D | D |
| US 9 at Park Avenue | Eastbound | A | A | A | B |
| | Westbound | C | C | F | F |
| | Northbound | C | C | C | C |
| | Overall Intersection | C | B | E | F |
| UNSIGNALIZED INTERSECTIONS | | | | | |
| South Bedford Street at Zoar Road | Zoar Road Through/Left | D | C | F | F |
| | Southbound Left | A | A | B | B |
| South Bedford Street at Arrow Safety Road | Eastbound | C | C | F | F |
| | Northbound Left | A | A | A | A |
| South Bedford Street at Park Avenue | Westbound Left | F | F | F | F |
| | Westbound Right | B | B | C | C |
| | Southbound Left | A | A | B | B |

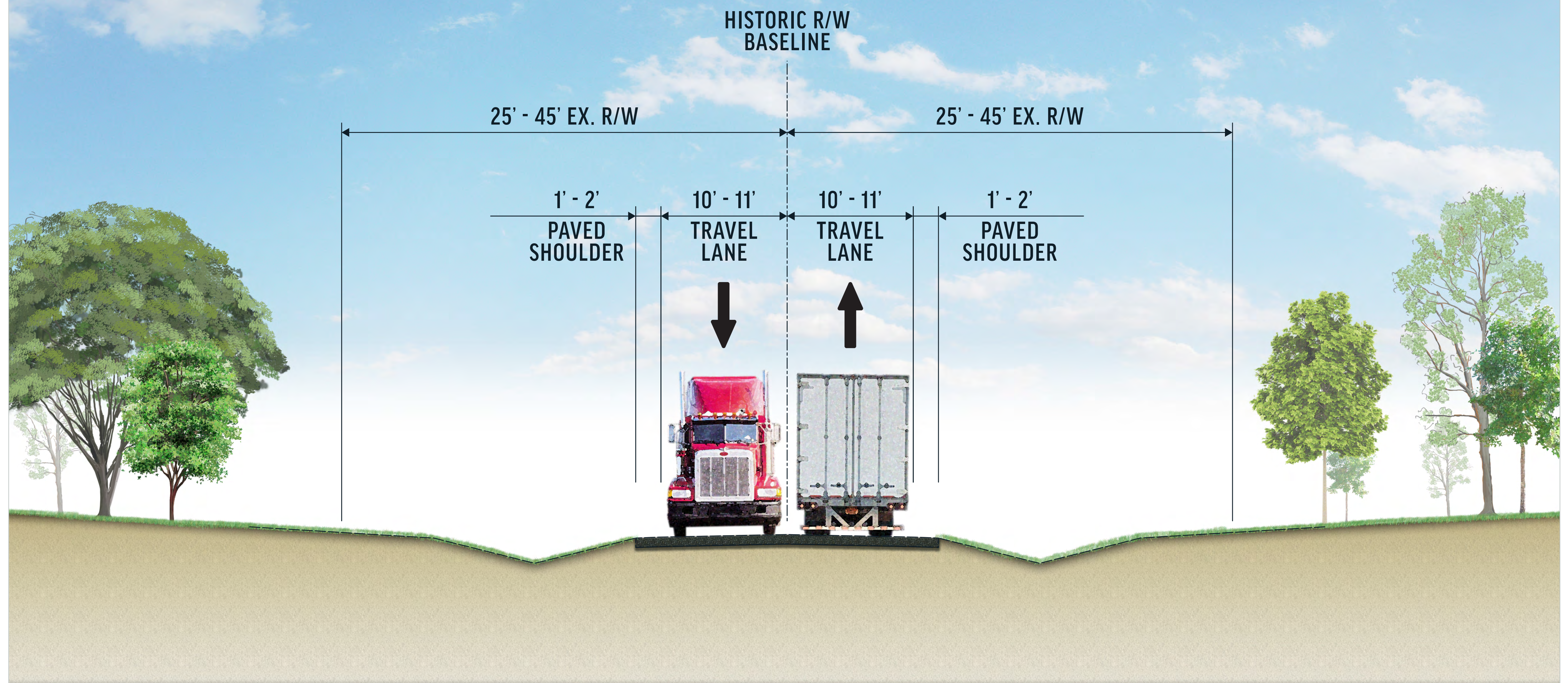
PROMOTION OF ECONOMIC GROWTH

- The Town of Georgetown has seen consistent growth with a 38% population increase from 2000 to 2010. The area surrounding Georgetown has been identified as a growth area with likely future development.
- Planned improvements to the Delaware Coastal Airport will likely generate additional truck traffic.

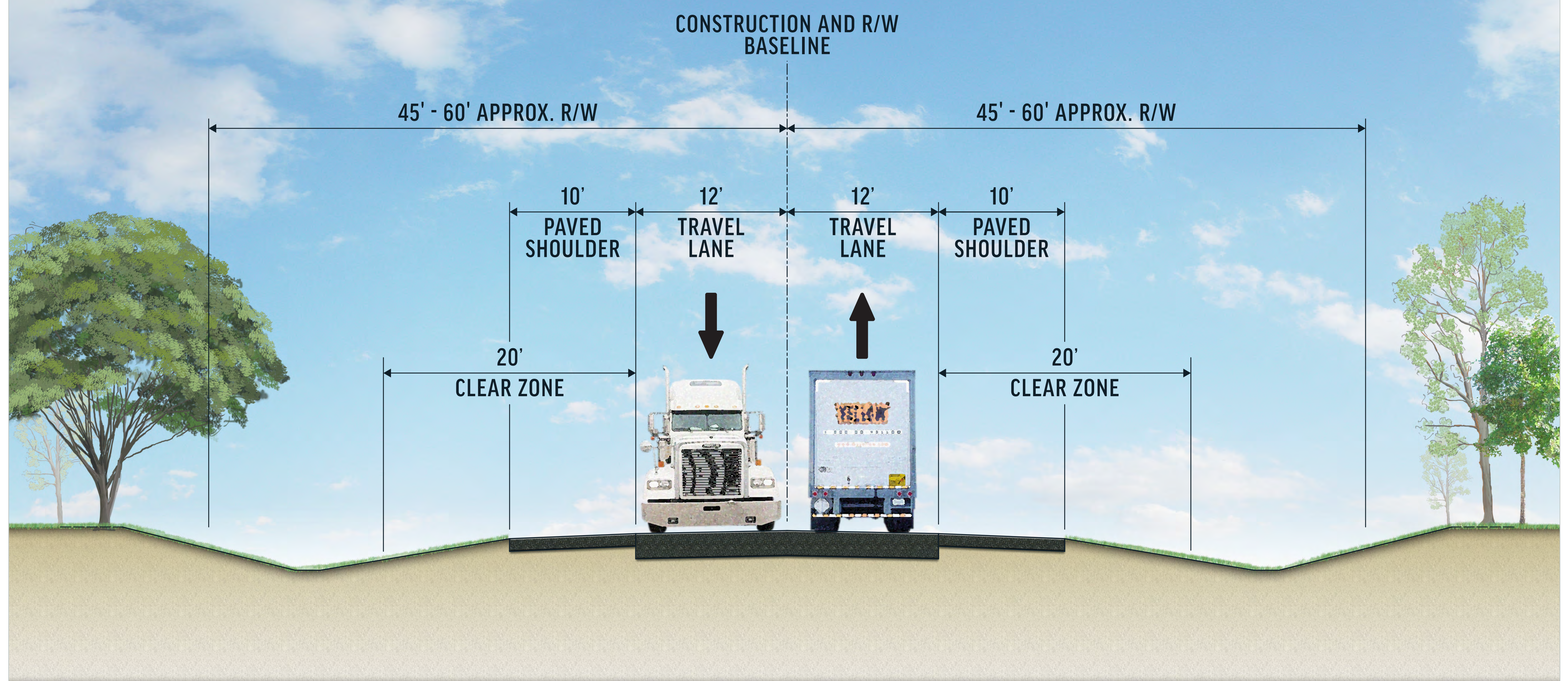
CONSISTENCY WITH FEDERAL, STATE, AND LOCAL INITIATIVES

- 2001 Livable Delaware Initiative
 - Direct investment and future development to existing communities, urban concentrations, and growth areas.
 - Protect important farmlands and critical natural resource areas.
 - Streamline regulatory processes and provide flexible incentives and disincentives to encourage development in desired areas.
 - Encourage redevelopment and improve the livability of existing communities and urban areas, and guide new employment into underutilized commercial and industrial sites.
 - Promote mobility for people and goods through a balanced system of transportation options.
 - Coordinate public policy planning and decisions among state, counties, and municipalities.
- 2009 Partnership for Sustainable Communities
 - Provide more transportation choices;
 - Promote equitable, affordable housing;
 - Enhance economic competitiveness;
 - Support existing communities;
 - Coordinate policies and leverage investment; and
 - Value communities and neighborhoods.

Existing



Proposed



PROPERTY ACQUISITION PROCESS

The Park Avenue Relocation project is currently in the concept stage. 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 the Park Avenue corridor to stay informed and provide valuable feedback to the Project Team by:

- Attending Public Workshops/Hearings.
 - Next Public Workshop - Late Fall 2016
- Filling out a Comment Form.
- Checking the Project website for updates:

http://www.deldot.gov/information/projects/park_avenue_relocation/

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

Mail: DeIDOT 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 Park Avenue Relocation 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 Park Avenue Relocation Project.

Jennifer Cohan
Secretary
Delaware Department of Transportation