



Delaware Department
of Transportation

Public Workshops Summary

SR 1 Widening from SR 273 to the Roth Bridge

The nine-mile SR 1 Widening Project Area extends from SR 273 to the Roth Bridge over the C&D Canal. The project area has been divided into seven sub-areas for evaluation purposes. There are three mainline segments of SR 1: 1) Northern tie-in from South of I-95 to the Road A Bridge over SR 1; which connects Center Boulevard to Old Route 7; 2) SR 1 north of Tybouts Corner to Road A?; and 3) SR 1 south of Tybouts Corner to the Roth Bridge. There are four SR 1 interchange areas: 1) SR 273; 2) US 40 3) Tybouts/U.S. 13; and 4) SR 72. The interchange areas are being studied for geometric improvements to address congestion and safety.

DelDOT held two public workshops in April 2013 to present and seek public input on the proposed alternatives currently under consideration. The meetings were held on:

April 8, 2013	April 18, 2013
5:00 PM – 8:00 PM	6:00 PM – 9:00 PM
Leasure Elementary School	Wilbur Elementary School
1015 Church Street, Newark	4050 Wrangle Hill Road, Bear

Thirty-five people attended the April 8th workshop and forty-five people attended the April 18th workshop. Each meeting consisted of a PowerPoint presentation and plan display stations that allowed for one-on-one discussions with attendees. (The presentations and display boards are available on the project website: sr1.deldot.gov) Project team members received feedback on the proposed improvements from these discussions along with comment forms submitted by the public. A total of 34 comments were received. All comments received will become part of the project record.

Common Themes for the Northern Segment:

- Proposed Closure of SR 7/ East Main Street at SR 273: Both SR 1/SR 273 interchange options presented at the meetings included the closure of SR 7/East Main Street at SR 273 to address congestion and traffic movements through this area. The public expressed concern about access, in particular emergency response (Fire Company) access if Main Street is terminated with a cul-de-sac.
 - The Project Team is reviewing the existing conditions and evaluating options to provide some level of access. These options must be evaluated with respect to

traffic operations and safety, environmental and community impacts, costs, constructability etc...

- Emergency access is currently provided with both options at the Main Street cul-de-sac, next to the southbound SR1 off ramp. DelDOT is continuing to explore additional options to improve emergency access.
 - The Project Team will meet with the town of Christiana and the general public later in the summer of 2013 to show the options considered as well as the options that would be recommended to move forward.
- Flooding :
 - Much of the Village of Christiana is within an existing 100-year flood plain, due to the close proximity to the tidal Christina River. DelDOT is gathering existing flood data, and will continue to evaluate emergency access to the area in case of a flood.
 - Protection of Village of Christiana Historic Resources:
 - Access to the Village of Christiana would be maintained by way of Old Baltimore Pike/ SR 273 or West Main Street/Browns Lane at SR 273. DelDOT is currently evaluating alternatives at East Main Street/SR 7 at SR 273, based on feasibility, cost and other factors.
 - Suggestions for various design modifications including relocating the SR 1 southbound interchange off-ramp from SR 273 to Newtown Road, building new bridges into and out of Christiana over SR 273, shifting SR 1 further east, etc...
 - The Project team has to review ideas and suggestions in conjunction with traffic diversion impacts, environmental impacts, costs, constructability, resources and the overall goal of improving congestion and safety at the current intersections. The Project Team will meet with the town of Christiana and the general public later in the summer of 2013 to show the options considered as well as the options that would be recommended to move forward.
 - Increases in noise or vibration:
 - DelDOT is conducting a noise analysis in accordance with DelDOT's 2011 Noise Policy. The results of the noise analysis will be presented to the public at specific community meetings later in the summer 2013.
 - Support of the project need:
 - DelDOT developed a Purpose and Need document as part of the federally regulated environmental process. Part of that process requires analysis of the impacts and minimization of them to the extent possible. Project supporters

recognized that there will be impacts and expressed their desire to have the Project Team minimize as many of those impacts as possible.

Comments Related to other Segments of SR 1:

- Fix traffic problems at Tybouts/ U.S. 13. Consider providing direct access for traffic headed northbound on SR 71 to northbound SR 1 and SR 13 to alleviate traffic congestion on SR 13.
 - The design option proposed for the Tybouts Interchange should improve local access with SR 1 and movement through the interchange. The design includes removing stop conditions with interchange ramps to allow for merging conditions and eliminate the traffic signal at SR 71/ US 13.
- Preference for alternative that expands SR 1 to the east near Doll Run Creek due to noise.
 - Support for the SR 1 Mainline, East Side Widening Option is noted.
- Support for the diamond interchange at SR 72 due to low level of impacts.
 - Support for Option 2 of the SR 1/SR 72 interchange is noted.
- Preference for outside widening and maintaining grassy median for aesthetic reasons. Consider planting trees in median like the NJ Parkway.
 - Support for the SR 1 Mainline, Outside-Outside Widening Option is noted. The current design does not include trees in the median because of the width of the median and concerns about safety issues with median trees.
- Questions regarding proposed stormwater management measures?
 - The stormwater management approach for this project focuses on maximizing water treatment utilizing "Green Technology" approaches. Best Management Practices using infiltration methods will be utilized wherever feasible along the project corridor. Infiltration trenches and bio-swales will be the primary best management practice (BMP) candidates; detention basins will be located at critical outfalls in order to reduce the peak discharges.
- Concerns with congestion during construction and increased congestion after planned development are constructed.
 - One of the purposes of the project is to address congestion by satisfying existing and projected peak hour and seasonal traffic needs. As the project moves forward and the Preferred Alternatives are identified, maintenance of traffic (MOT) plan will be developed to mitigate construction impacts.