



Delaware Department
of Transportation

Public Workshop Summary – September 24, 2013

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 a public workshop on September 24, 2013 to present and seek public input on the noise analysis for the SR 1 Widening Project. The meeting was held from 6:00 PM – 9:00 PM at the Kathleen H. Wilbur Elementary School, 4050 Wrangle Hill Road in Bear, Delaware.

Seventeen people attended the workshop on September 24, 2013. A PowerPoint presented the results of the SR 1 Noise Study. Following the presentation, workshop boards were displayed to show updated project information. The Project Team was on hand to answer questions from the public. The display stations allowed for one-on-one discussions with attendees. The presentation and display boards are available for viewing on the project website (sr1.deldot.gov). Project Team members received feedback from these discussions along with comment forms submitted by the public. A total of 7 comments were received, one of which was not related to the project. All comments received will become part of the project record.

Common Comment Themes:

273 Interchange Location: Suggests closing the entire SR 1/SR 273 interchange and moving all ramp traffic to the Newtown Ramps and SR 7 only; another comment was submitted as a drawing showing flyover interchange ramps at the SR 1/SR 273 Interchange.

- The Newtown Ramp only option and closing the entire SR 1/SR 273 interchange was not pursued because a significant amount of vehicles, for example, 850 vehicles in the evening peak hour, would be diverted to the Newtown Road ramp. All vehicles that wanted to return to and from SR 273, Old Baltimore Pike and all of Christiana would then have to travel back up through the SR 7 corridor and

signalized intersections. This option would not meet our purpose and need for the project and would simply move the congestion and vehicle issues to another location. The Flyover ramps drawing was a conceptual idea and did not provide any additional benefits to the options further being considered.

SR 1 Roadway Widening: Two comments were received from representatives of communities adjacent to SR 1. A representative from the Whethersfield community stated preference for westbound widening. A representative from the Bear Crossing community stated concern for impacts to properties with the outside widening and suggested widening in the median.

- The Project Team is considering three options for widening SR 1: westbound only, eastbound only and outside-outside widening. DeIDOT will consider public comments, as well as environmental impacts, costs, constructability in their decision for which widening option is selected.
- The Project Team considered median widening early in the alternatives development. However, the median is not wide enough to accommodate two 12-foot travel lanes without a design exception from the Federal Highway Administration (FHWA).

Noise: Concerned about noise increases in residential areas and requests copy of noise analysis from DeIDOT.

- DeIDOT is conducting a noise analysis in accordance with DeIDOT's 2011 Noise Policy. The results of the noise analysis will be documented in a technical report that we will make available for public comment concurrently with the availability of the NEPA document, in Spring 2014.

Emergency Response Times: Concerned about limited access and reduced response times for emergency vehicles

- Emergency access is currently provided with proposed community exit lane, next to the southbound SR1 off ramp. DeIDOT will work with the Emergency Response groups to make sure that their access needs are met.

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. DeIDOT has notified New Castle County Conservation District regarding the community's flooding concerns. Residents can contact the Conservation District at (302) 832-3100 or nccastle@newcastleconservationdistrict.org to discuss flooding.