

On behalf of the Delaware Department of Transportation (DelDOT), we welcome you to this Public Workshop for the US 9 (Kings Highway) from SR 1 to Freeman Highway project.

DelDOT is proposing improvements to US 9 along Kings Highway from SR 1 to Freeman Highway to add capacity and improve traffic operations along the corridor. Proposed improvements include the following:

- Widening of Kings Highway to include 2 lanes in each direction between Dartmouth Drive and the Lodge at Historic Lewes entrance, and 1 lane in each direction from the Lodge at Historic Lewes entrance to Freeman Highway
- Addition of a curbed median along Kings Highway from Dartmouth Drive to Freeman Highway
- Shared use paths along both sides of Kings Highway with connections to existing facilities
- Conversions of existing/future intersections to roundabouts
- Stormwater management facilities
- Roadside, median, and roundabout landscaping along the corridor

The layout currently on display for public comment and discussion represents a concept design which is currently being progressed through preliminary design.

Thank you for sharing your valuable time and insights.

Nicole Majeski, *Secretary*
Delaware Department of Transportation

PURPOSE OF WORKSHOP

The purpose of this workshop is to obtain input from you, the public, on the design for the US 9 (Kings Highway) from SR 1 to Freeman Highway project.

Comments will be accepted through March 22, 2024. Information about the project and the ability to provide comments and suggestions on the project can be obtained from the project's website at:

<https://deldot.gov/projects/index.shtml?dc=details&projectNumber=T202212901>

PURPOSE AND NEED AND PROJECT TIMELINE

US 9 (Kings Highway) is a principal arterial roadway connecting SR 1 with points in and around Lewes. DelDOT's Capital Transportation Plan for FY 2023-2028 recommends that capacity, multimodal, and intersection improvements be included to support economic development along the corridor and integrate the recommendations of local initiatives. The following needs have been identified in support of these improvements along the US 9 (Kings Highway) corridor:

PRIMARY NEEDS

- Additional capacity to improve traffic operations

SECONDARY NEEDS

- Improve multimodal transportation
- Integrate the recommendations of local initiatives, such as the Kings Highway and Gills Neck Road Master Plan, to the greatest extent feasible while still meeting capacity needs

US 9 (KINGS HIGHWAY) FROM SR 1 TO FREEMAN HIGHWAY SCHEDULE

The project is entering the preliminary stage of design. The project schedule is as follows under the current funding scenario:

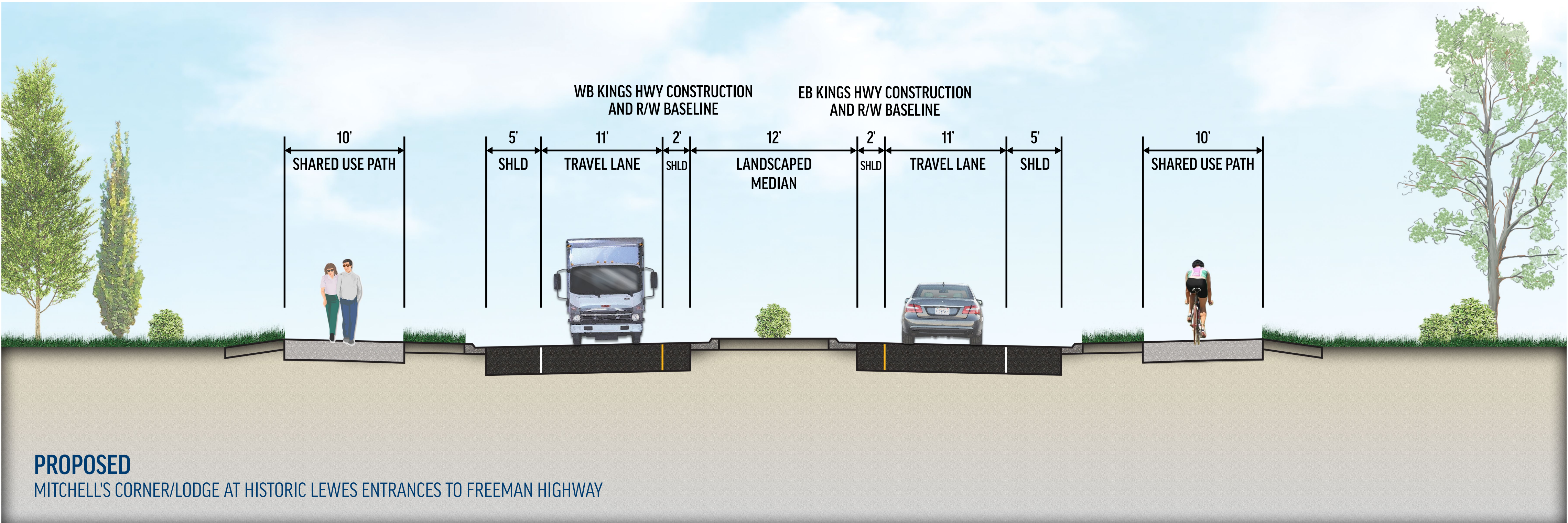
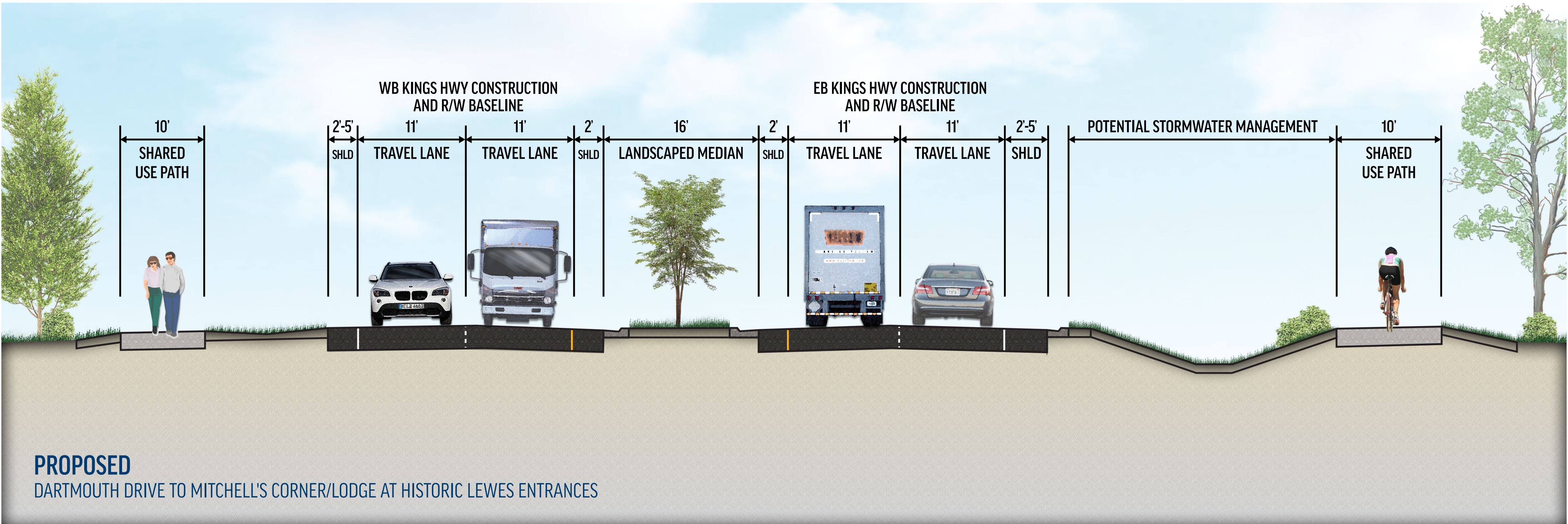
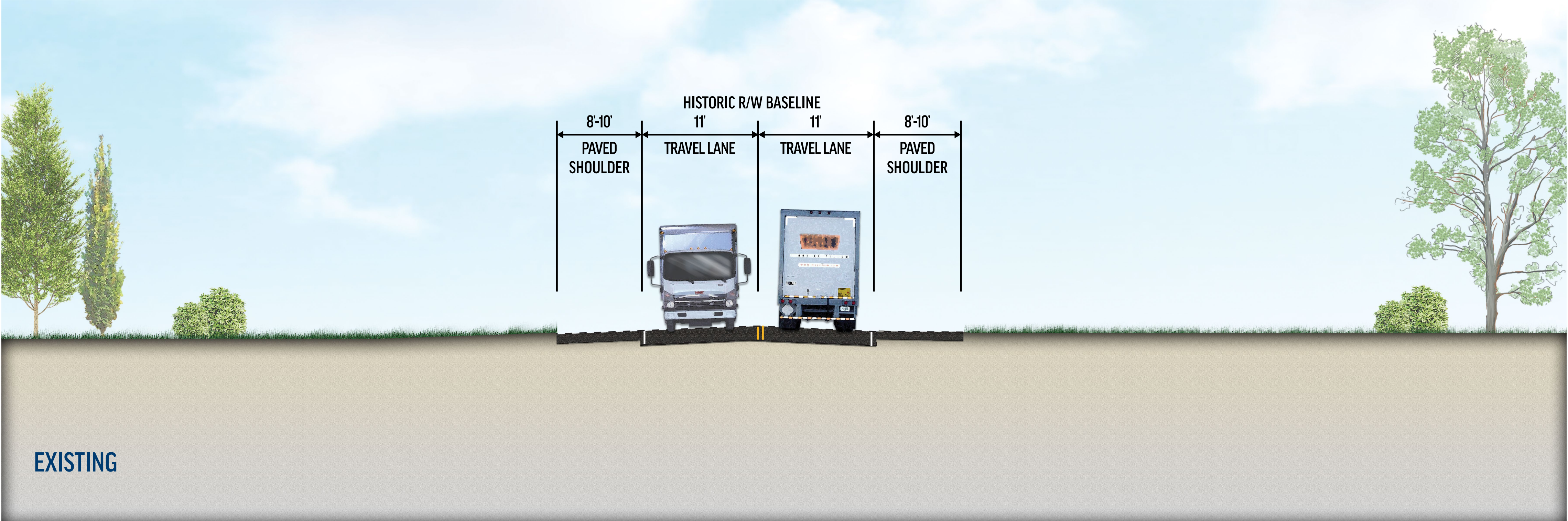
➤ Kings Highway and Gills Neck Road Master Plan:	September 2016	✓
➤ Concept Design Initiated:	August 2020	✓
➤ Virtual Public Workshop:	February 2022	✓
➤ Concept Re-evaluation & Additional Studies:	Spring 2022 - Fall 2022	✓
➤ Independent Review:	Fall 2022 - Spring 2023	✓
➤ Concept Revisions:	Spring 2023 - Summer 2023	✓
➤ Additional Public Outreach:	Summer 2023 - Fall 2023	✓
➤ Public Workshop:	February 20, 2024	
➤ Begin ROW Acquisition:	Winter 2025	
➤ ROW Funding:	FY 25 - FY 27	
➤ Construction Funding:	FY 28 - FY 31	

MASTER PLAN INTEGRATION

DESIGN ELEMENT	MASTER PLAN	CONCEPT PLAN
Number of Travel Lanes	Recommended increasing traffic capacity along the corridor. Widen to two lanes in each direction from Dartmouth Drive to Atlantic Drive South and then maintain one lane in each direction to Freeman Highway pending traffic analysis.	Consistent with Master Plan by increasing traffic capacity along the corridor. Widen to two lanes in each direction from Dartmouth Drive to Lodge at Historic Lewes/Mitchell's Corner entrance intersection and then maintain one lane in each direction to Freeman Highway.
Intersection Type	Recommended intersection controls that improve traffic operations. - Roundabout at the Dartmouth Drive intersection. - Assumed traffic signals at the Clay Road and Gills Neck Road intersections. - Assumed no intersection improvements at Freeman intersection.	Consistent with Master Plan by providing intersection control that improves traffic operations. Roundabouts at all intersections. Traffic analysis indicated that Kings Highway as a whole would operate best as a roundabout corridor. Roundabouts have documented safety benefits over traffic signals as well as additional opportunity for landscaping potential, both of which are consistent with the master plan.
Traffic Calming	Recommended assessing options for traffic calming measures to reduce speeds along Kings Highway.	Consistent with Master Plan by including roundabouts which limit the opportunity for significant acceleration and provide a natural traffic calming effect due to curvature of curbs and yield condition at entry. Raised crosswalks are also being investigated to slow traffic and increase pedestrian visibility.
Landscaped Median	Recommended landscaped median with curb or landscaped median with stormwater management from Dartmouth Drive to just east of Gills Neck Road.	Consistent with Master Plan by including landscaped median with curb from Dartmouth Drive to Freeman Highway. Stormwater management within median is not preferred due to difficulties with access/maintenance.
Access Management	Access breaks depicted in median areas, and two-way left-turn lane recommended in business section between Atlantic Drive South and Bay Breeze Drive.	Consistent with Master Plan by permitting full and safe access from each direction to all properties along the corridor. Depicts all entrances not at a roundabout becoming right-in/right-out (direct lefts in/out prohibited). The addition of roundabouts along the corridor will allow vehicles to complete all left-turn maneuvers via U-turns at the adjacent roundabouts which provides added safety by reducing conflict points. While this will result in vehicles travelling a farther distance, additional traffic studies have indicated that the looping movements can be completed in equal or less time compared to waiting to complete a left-turn directly to/from Kings Highway and entrances.
Multi-Modal Accommodation	Recommended providing pedestrian and bicycle facilities in both directions. - Shared use path along the east side of Kings Highway. - Bicycle lane/sidewalk or shared use path along the west side of Kings Highway.	Consistent with Master Plan by providing pedestrian and bicycle facilities in both directions. Includes shared use paths on both sides of Kings Highway within entire project limits
Corridor Landscaping	Recommended adding landscaping throughout the corridor. - Trees, shrubs, groundcover, and planting beds with native species throughout the corridor along the shared use paths and within the median. - Maintaining the existing Warren Golde Gateway Garden near the Kings Highway and Freeman Highway intersection was included. - Special note was made regarding maintenance agreements and the need for additional sponsors (e.g. community groups, developers & HOAs) to assist with maintenance.	Consistent with Master Plan by providing landscaping throughout the corridor. - Potential landscaping areas identified within medians, roundabouts, and in green spaces along the shared use paths. - While the proposed improvements will impact the Warren Golde Gateway Garden, three replacement gardens have been discussed with the Lewes in Bloom board. Replacement gardens will include the relocation of the Lewes lighthouse to a prominent location within the Freeman Roundabout and will nearly double the area of the existing garden. - DeIDOT will perform select maintenance, and external sponsorships will be pursued for maintenance of additional landscaping along the corridor.



KINGS HIGHWAY TYPICAL SECTIONS



PROPERTY ACQUISITION PROCESS

The US 9 (Kings Highway) from SR 1 to Freeman Highway project will enter the property acquisition stage in Winter 2025. 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 Kings Highway corridor 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/projects/index.shtml?dc=details&projectNumber=T202212901>

Feel free to contact us with questions or comments by:

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

Email: dotpublic@delaware.gov

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 US 9 (Kings Highway) from SR 1 to Freeman Highway 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 US 9 (Kings Highway) from SR 1 to Freeman Highway project.

Nicole Majeski, *Secretary*
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