

Barratts Chapel Road Improvements

Welcome

Welcome to the Barratts Chapel Roadway Improvements Public Information Workshop. The project will improve Barratts Chapel Road from McGinnis Pond Road to SR 1. A grade separated intersection is proposed to eliminate the existing at grade intersection at SR 1 and Barratts Chapel Road. This project will improve the overall safety of the traveling public.

The information presented tonight follows the Department of Transportation's Mission Statement and is the result of on-going proactive initiatives by the Department to enhance safety along Delaware's roadways.

Alternatives for the improvements were presented at a Public Workshop on August 27, 2008. The Preferred Alternative presented today reflects comments received from the Public and Resource Agencies.

Please review the preferred alternative displays and talk with a project team member to discuss any questions you may have in regards to the proposed improvements. Thank you for your overall interest in the Barratts Chapel Roadway Improvements Project.

Barratts Chapel Road Improvements

Existing Conditions

Pictures Taken
December 17, 2007



Barratts Chapel Road at Buffalo Road



Barratts Chapel Road over Double Run



Barratts Chapel Road at McGinnis Pond Road

Barratts Chapel Road Improvements

Summary of Impacts – Roadway Improvement Alternatives

FEATURE	UNIT	NO BUILD	ALT. 1	ALT. 2	ALT. 3	ALT. 4	Preferred ALT. 5
Total Right-of-Way Acquisition	Acres	0	8.98	13.87	11.96	14.93	12.05
Commercial (Potential)	Acres	0	0	0	0	0	0
Agricultural Conservation	Acres	0	0	0	0	0	0
Residential Agricultural	Acres	0	8.98	13.87	11.96	14.93	12.05
Total # of Properties Affected	Number	0	69	72	46	54	42
Residential Displacements	Number	0	0	0	0	0	0
Business Displacements	Number	0	0	0	0	0	0
Prime Farmland Soils	Acres	0	0.16	0.22	0.12	0.17	0.27
Active Agricultural Lands	Acres	0	5.86	9.31	10.13	11.23	10.57
Public Parks/Recreational Areas	Number	0	0	0	0	0	0
Effects on NRE Historic Properties	Number	0	0	0	0	0	0
Archeological Sites Impacted	Number	0	0	0	0	0	0
Noise (NSA's Impacted)	Number	0	0	0	0	0	0
Potential Hazardous Materials Sites Impacted	Number	0	0	0	0	0	0
Wetlands Impacted	Number	0	2	4	2	2	2
	Acres	0	0.05	0.09	0.39	0.44	0.39
Streams Crossed	Number	0	3	3	2	2	2
Stream Impacts	Linear Feet	0	300	317	127	149	228
Floodplain Encroachment	Acres	0	0.12	0.24	0.58	0.44	0
Forest Cover	Acres	0	0.17	0.36	0.06	0.09	0.04
Additional Impervious Area	Acres	0	8.96	14.68	10.37	15.16	8.04
Total Project Length	Mile	0	2.75	2.75	2.75	2.75	2.75
Estimated Construction Cost	\$ million	0	12.0	14.7	12.6	14.8	10.7
Estimated Right-of-Way Cost	\$ million	0	2.1	3.0	2.6	3.1	2.5
Total Cost*	\$ million	0	14.1	17.7	15.2	17.9	13.2

* Total cost includes Right-of-Way and Construction Cost. (Does not include Project Development or Engineering Fees.)

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Summary of Impacts – SR 1, Grade Separated Intersection Alternatives

FEATURE	UNIT	NO BUILD	ALT. A	Preferred ALT. B
Total Right-of-Way Acquisition	Acres	0	50.04	35.24
Commercial	Acres	0	0	0
Agricultural Conservation	Acres	0	15.33	16.13
Residential Agricultural	Acres	0	34.71	19.11
Total # of Properties Affected	Number	0	9	10
Residential Displacements	Number	0	0	0
Business Displacements	Number	0	0	0
Prime Farmland Soils	Acres	0	0	0
Active Agricultural Lands	Acres	0	49.85	34.74
Agricultural Preservation Lands	Acres	0	34.52	18.61
Public Parks/Recreational Areas	Number	0	0	0
Effects on NRE Historic Properties	Number	0	0	0
Archeological Sites Impacted	Number	0	0	0
Noise (NSA's Impacted)	Number	0	0	0
Potential Hazardous Materials Sites Impacted	Number	0	0	0
Wetlands Impacted	Number	0	0	0
	Acres	0	0	0
Streams Crossed	Number	0	0	0
Stream Impacts	Linear Feet	0	0	0
Floodplain Encroachment	Acres	0	0	0
Forest Cover	Acres	0	0	0
Additional Impervious Area	Acres	0	14.65	13.48
Total Project Length	Mile	0	3.61	3.30
Estimated Construction Cost	\$ million	0	12.00	11.60
Estimated Right-of-Way Cost	\$ million	0	3.50	2.50
Total Cost*	\$ million	0	15.50	14.10

* Total cost includes Right-of-Way and Construction Cost. (Does not include Project Development or Engineering Fees.)

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Project Schedule

- ❖ BEGIN DESIGN PHASE – *December 2008*
- ❖ BEGIN R/W ACQUISITION – *Fall 2010*
- ❖ BEGIN CONSTRUCTION – *Summer 2012*

** R/W and Construction phases are based on current funding and are subject to change*



Public Workshop – November 19, 2008



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Thank You!

Thank you for taking time to review the information presented tonight. Please visit the project web site www.delDOT.gov/information/projects/barratts_chapel to keep informed about the status of the project.

Written comment forms are available. Please fill out a form and give the project team input on the Preferred Alternative displayed tonight. Leave the form in the comment box or mail it to DeIDOT. Your comments are important to us and will be considered along with comments from government and regulatory agencies. Safety and operational requirements will also be taken into account. Therefore, while all comments are considered, not all comments can be incorporated into the project.

DeIDOT Public Relations
PO Box 778
Dover, DE 19903
Fax: (302) 739-2092



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