

A Public Workshop for the I-95, Carr Road and Marsh Road Interchange Improvements project was held on July 11, 2016 at the Faith Presbyterian Church. One hundred ten (110) people attended the workshop. The proposed project work was presented to address the needs for efficient traffic operation, pedestrian and bicycle improvements, and safety improvements. The general consensus was positive for the proposed work; however there were several topics that were frequently discussed.

- 1. Even though there will be a multi-use path, what about bicycle riders who prefer to stay on the road?**
  - A. After meeting with DeIDOT's Traffic section to develop a solution to this inquiry and discussing with representatives from the Delaware Bicycle Council, the project design was adjusted to fit at least a 4' bike lane adjacent to the through lanes through the project limits. The 10' multi-use path will also remain for those riders who are less confident riding in the roadway.
  
- 2. The proposed change from the current crossing movement from Bringham Woods to Bellevue will cause people to not stop and look before crossing, because they naturally have to turn and look now.**
  - A. Upon further review of the proposed changes to the mid-block crossing on Marsh Road, it was agreed that the existing movement is better from a safety perspective, while also keeping the crossing further from the Carr Road and Marsh Road intersection.
  
- 3. Why are you closing the SB I-95 On-Ramp (Ramp B) for the duration of the project?**
  - A. After meeting to discuss this issue with DeIDOT's Construction and Traffic sections, it was agreed that the ramp would not need to be a full closure for the duration of the project. However, the ramp will be closed during its phase of construction.
  
- 4. The proposed signal at the NB I-95 Off-Ramp (Ramp A) and Carr Road will cause backups to I-95 during times of peak traffic.**
  - A. After the workshop a review of the proposed signal was done at this intersection. A comparison test was run using existing and proposed traffic volumes for three different conditions:
    - Keeping the existing configuration using a stop on Carr Road
    - Installing a FLASHING RED signal on Carr Road and a YELLOW signal on Ramp A
    - Installing a full traffic signal

This second analysis revealed that the full traffic signal, which was proposed at the workshop, was still the best option for the traffic volumes.

**5. How are you going to address people speeding after the Marsh Road and I-95 Ramp intersection as the lane drops from two through lanes to a single lane just after the church?**

- A.** Although we are unable to lengthen the distance for the lane drop along Marsh Road NB a solution was reached to turn the inside travel lane from a lane drop to a left turn only lane to access the church/park and ride. Proper signage and lane markings will be added to the project. Observations of the location noted that cars turning left to the church parking lot could partially block the travel lanes. Adding a designated left turn lane while keeping the outside lane as a travel lane should alleviate this issue and reduce the incidence of speeders racing to get ahead of the merge.

During the workshop, several issues were discussed concerning the existing conditions within the project limits. In September 2016, DeIDOT completed the following interim improvements as a result of discussions and comments received during the workshop.

**At the intersection of the NB I-95 Off-ramp and Carr Road:**

- The addition of the T-intersection signs along the ramp
- Upgraded with the larger stop signs on the approaches from Carr Road
- Improved directional sign from the Ramp onto Carr Road (Left turn)
- Updated general signage with a larger size and retroreflective markings.

**At the intersection of the NB I-95 On-ramp and Carr Road:**

- Upgraded with the larger stop signs on the approaches from Carr Road
- Added an additional stop sign for the WB Carr Road movement onto I-95 ramp
- Relocated/installed the I-95 North and South directional signs
- Relocated the stop ahead sign closer to the stop bar per guidelines

The Department of Transportation appreciates the amount of interest this project has generated among the community and thanks the community for their comments and concerns. The information provided by the attendees was valuable to our design process going forward.