

I-95, Carr Road and Marsh Road Interchange Improvements

Carrcroft Elementary School

March 11, 2010

A Public Workshop for the I-95, Carr Road and Marsh Road Interchange Improvement project was held on March 11, 2010 at the Carrcroft Elementary School. Thirty seven (37) people attended the workshop.

Three alternatives were presented to address traffic operation and safety issues within the project area. Specifically, the improvements for each alternative include:

Alternative A:

- Convert Marsh Road to six lane section with full length left-turn lanes
- Relocate sidewalk behind the bridge piers on the west side of Marsh Road
- Construct shared use path behind the bridge pier on the east side of Marsh Road
- Add a second left-turn lane to I-95 SB off ramp to Marsh Road
- Signalize Carr Road/I-95 NB off ramp intersection
- Add second left-turn lane from I-95 NB off ramp to Carr Road

Alternative B:

- Includes all the improvements from Alternative A and;
- Add second exclusive eastbound left-turn lane at Marsh Road/Carr Road
- Widen I-95 SB on ramp to accommodate two receiving lanes in the future at the Marsh Road/I-95 SB Ramps

Alternative C:

- Includes all improvements from Alternative B and;
- Seven lane section on Marsh Road between Carr Road and I-95 SB ramps
- Addition of a second exclusive left-turn lane from Marsh Road onto I-95 SB on ramp
- Reconstruction of I-95 bridge over Marsh Road due to Marsh Road widening
- Addition of a new ramp from Carr Road onto NB I-95

In general, all alternatives were believed to have merit. However, Alternative C was not supported by anyone at the workshop because of the high cost. Alternative B was viewed by most people at the workshop as the preferred alternative. This was in large part due to the fact that the greatest improvements were achieved at the Marsh Road/Carr Road intersection with this alternative. Public comments unilaterally supported the pedestrian and bicycle improvements. Due to the fact that I-95 separates a large residential area from the Bellevue State Park, the pedestrian and bicycle enhancements were viewed as a welcome and essential part of the project. Several people commented that the bicycle/pedestrian improvements should extend to the Park and Ride at Faith Presbyterian Church.

DelDOT will proceed with Alternative B into final design. A future public workshop may be held during the design process to review the details of the design.