



## **Public Workshop Summary**

### **HSIP NCC Churchmans Road, Christiana Hospital to SR 1**

October 22<sup>nd</sup>, 2012 1:00pm – 4:00 pm  
Delaware Technical Community College  
Stanton Campus

The project design team held a public workshop on October 22, 2012 to present the proposed improvements to the public and seek input. A total of 15 people attended the public workshop. Project team members received feedback on these proposed improvements. Of the four comment forms received, three agreed with most of the project improvements, and three suggested additional improvements or modifications.

#### **Current Design:**

This project appeared on the 2006 Highway Safety Improvement Program list. A summary of the proposed improvements are as follows:

- Extend the westbound right third lane along Churchmans Road, dropping the lane into a right-turn lane for Center Point Shopping Center
- Restrict free right-turn lane onto westbound Churchmans Road from the SR 7 southbound ramp for use only by traffic continuing on Churchmans Road, to prevent heavy weaving into Continental Drive
- Modify the southbound SR 7 ramp so that traffic headed to Continental Drive will be controlled by the signal
- Add right-turn lane onto Churchmans Road southbound ramp to I-95/SR 1; update sign structures to show new lane configuration
- Extend left-turn lane onto Continental Drive
- Improve pedestrian connectivity along corridor with sidewalk additions
- Upgrade curb ramps and sidewalks to meet current ADA standards

### **Common Public Comments:**

- ***Make all three proposed right-turn lanes on the southbound ramp to I-95/SR 1 lead to their own specific destination: one to SR 1 southbound, one to I-95 northbound, and one to I-95 southbound. Merging three lanes down to two will make the problem worse.***
  - Once the SR 1/ I-95 Interchange project is near completion, DelDOT will be able to determine if we can implement this lane configuration permanently. However, the exact completion date for the I-95 Interchange has not been determined, and this project may or may not go into construction before the interchange is complete. Therefore, we will have to make this determination at a later date.
  
- ***Right turn out of Christiana Executive Campus does not need the painted island.***
  - The plan shown at the public workshop was to maintain the painted island for the right turn out of Continental Drive. This painted island is needed because it forces turning traffic to yield into the through travel lanes, not into the turn lanes. Traffic making this right turn are either continuing on Churchmans Road or accessing the southbound ramp to I-95/SR 1. Without channelization, many weaving conflict points are created. Forcing right-turn traffic to yield to oncoming Churchmans traffic eliminates most of the weaving movements.

After hearing some other verbal comments about the painted island, DelDOT is recommending this island become a concrete island, to help control the traffic and prevent traffic from disobeying the stripes and driving over them. This will improve safety, which is the overall goal of the project.
  
- ***“No Blocking Intersection” signs are needed at Continental Drive and Churchmans Road.***
  - DelDOT will look into placing these signs at this signal to deter traffic from stopping in the middle of the intersection.
  
- ***Connect a new ramp from Continental Drive onto Southbound I-95.***
  - This idea is out of the scope of the intersection safety project and is not viable for this level of project. Any future consideration of this idea would require interstate interchange analysis with the ramp proximity to the SR 1 interchange and the SR 273 Interchange.