



STATE OF DELAWARE
DEPARTMENT OF TRANSPORTATION
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PUBLIC WORKSHOP SUMMARY

US 113 at Alms House Road/Speedway Road and US 113 at Kruger Road/Wood Branch Road Safety Improvements April 13, 2015; 4:00 PM – 7:00 PM South District Administration Building

A public workshop was held on April 13, 2015 at the South District Administration Building to present several options for potential safety improvements to the US 113 at Alms House Road/Speedway Road and US 113 at Kruger Road/Wood Branch Road intersections and to seek public input regarding these alternatives. A total of 45 people attended the public workshop. Project team members received feedback on the proposed improvement options with 38 comment forms submitted at the public workshop and an additional 4 letters/e-mails received after the workshop during the public comment period that extended through May 13, 2015. **Of the 42 formal comments, 36 people (86 percent) expressed support for Option 1 – Full Traffic Signal at US 113 at Kruger Road/Wood Branch Road.** The remaining four improvement options received between 13 and 16 firm “no” responses with Option 3B – Maintain Current Configuration accounting for the next highest number of favorable comments on only 3 of the 42 comment forms.

Presented Alternatives

The intersections of US 113 at Alms House Road/Speedway Road and US 113 at Kruger Road/Wood Branch Road were identified as part of the Delaware Department of Transportation’s 2008 Hazard Elimination Program based on a higher than average rate of crashes occurring at these intersections. Temporary safety improvements were identified and implemented in 2013 and 2014, and DelDOT continues to monitor crash data while considering additional safety improvements.

The five options currently under consideration by DelDOT and subsequently presented at the public workshop were:

- **Option 1** – Full Traffic Signal at US 113 at Kruger Road/Wood Branch Road. This option would also close the median crossover at Alms House Road/Speedway Road.

- **Option 2A** – Full Traffic Signal at US 113 at Alms House Road/Speedway Road. This option would also maintain the current median crossover closure at Kruger Road/Wood Branch Road.
- **Option 2B** – Half Traffic Signal at US 113 at Alms House Road/Speedway Road. This option would allow for signalized southbound US 113 left turns only at the Alms House Road/Speedway Road crossover while maintaining the current median crossover closure at Kruger Road/Wood Branch Road.
- **Option 3A** – Maintain Current Configuration
- **Option 3B** – Maintain Current Configuration with Permanent Improvements. This option would formalize the existing median crossover closure at Kruger Road/Wood Branch Road with a grass median as well as the southbound US 113 left turns only median restriction at the Alms House Road/Speedway Road median crossover.

Proposed Design

Based on the comments received at the public workshop and during the official comment period, **DelDOT is proceeding with the design and implementation of Option 1 – Full Traffic Signal at US 113 at Kruger Road/Wood Branch Road.** Specifically, the improvements will include the installation of a full traffic signal (i.e., permitting all US 113 and side-street turning and through movements) at the US 113 at Kruger Road/Wood Branch Road intersection and a full median crossover closure at Alms House Road/Speedway Road.

Common Public Comments

Although the overwhelming majority of the respondents favored Option 1, the following are several common safety and operational comments received from the comment form or via letter/e-mail:

- With the current configuration (median crossover closure at US 113 at Kruger Road/Wood Branch Road), eastbound vehicles on Kruger Road must drive south to the nearest median opening to make a U-turn. High vehicle volumes on southbound US 113 make it difficult for vehicles to accelerate and weave across US 113 to the nearest crossover.
- The workshop display boards showed that US 113 at Kruger Road/Wood Branch Road has a higher peak hour vehicle volume and more crashes than US 113 at Alms House Road/Speedway Road. The installation of a traffic signal here is the best option because it accommodates the most vehicles, reduces crashes by providing a safe traffic pattern, and avoids unnecessary turnarounds.
- The current configuration of a median crossover closure at US 113 at Kruger Road/Wood Branch Road does not address the crash problem, is inconvenient to local drivers, and relocates the crash pattern to US 113 at Breasure Road.
- With the current configuration, safety improvements (e.g., stop control modifications) are needed at the Breasure Road intersection with Melvin Joseph's asphalt plant.

- Consideration should be given to removing the western portion of Speedway Road between Wood Branch Road and US 113 – i.e., convert it to a “T” intersection.