As a follow-up action item from the November 11, 2016 public workshop for the SR 1 and SR 16 grade-separated intersection, DelDOT recently performed a corridor-wide study to investigate safety enhancements along SR 1 at the unsignalized intersections and median crossovers from Primehook Road/Sylvan Acres Road to Tulip Drive/Slipper Shell Way. Along this approximately 9-mile corridor, 15 intersections were extensively studied. There are 22 additional intersections and crossovers with significantly lower traffic volumes and crash frequencies that were also screened for safety and operational concerns.

Crash history from January 2012 to March 2019 and vehicular volumes from summer 2017 were used in analyzing the 15 study intersections. Eight intersections have suggested short-term improvements:

2 – SR 5  
Prohibit northbound SR 1 left turns and southbound u-turns. Widen northbound SR 1 to provide a free-flowing, inside merge lane for eastbound SR 5 left turns.

3 – Reynolds Road  
Close the median crossover.

4 – Deep Branch Road (north end)  
Prohibit eastbound and westbound Deep Branch Rd left turns and thru movements.

6 – Hudson Road/Steamboat Landing Road  
Prohibit northbound and southbound SR 1 left turns, westbound left turns, and eastbound and westbound thru movements. Widen northbound SR 1 to provide a free-flowing, inside merge lane for eastbound Hudson Rd left turns.

7 – Oyster Rocks Road/Eagle Crest Road  
Prohibit eastbound Eagle Crest Rd and westbound Oyster Rocks Rd left turns and thru movements.

8 – Cave Neck Road  
Prohibit eastbound Cave Neck Rd left turns and southbound SR 1 u-turns.

11 – Minos Conaway Road  
Consider improving the eastbound Minos Conaway Rd right-turn acceleration/merge lane onto southbound SR 1.

14 – Nassau Road/Janice Road  
Install short-term safety improvements to reduce the likelihood of angle crashes. Long term, incorporate access into the service roads for the Minos Conaway Rd grade-separated intersection.

15 – Tulip Drive/Slipper Shell Way  
Install short-term safety improvements to reduce the likelihood of rear-end crashes. Long term, incorporate access into the service roads for the Minos Conaway Rd grade-separated intersection.
### Methodology:

1. 14 intersections with an expectation of significant side street volumes were chosen to be counted in July 2017.
2. Summary crash data for 1/2012 to 3/2019 was analyzed for the study area.
3. Detailed crash reports were collected for intersections or crossovers that had 5+ angle or crossover-related crashes in the study period.
4. The above table was produced to analyze the detailed crash data and volumes for each intersection/crossover.
5. Recommendations for movement restrictions were made based on crash data, volumes, and observations of alternative routes.
6. Recommendations were compared to those in the 2007 SR 1 Corridor Capacity Preservation Program report.