

**Welcome**

# **SR 48 & SR 41 INTERSECTION SAFETY IMPROVEMENTS PUBLIC WORKSHOP**

**March 2, 2026  
4-7 p.m.**



Please sign-in at welcome table.



# Safe System Approach



# Statewide Crash Statics

## Delaware Traffic Fatalities

2026 Delaware Total Fatalities as of 02/27/26									
	2026	2025			2024				
	Year-to-Date	Year-to-Date	Total	Year-to-Date	Total	Year-to-Date	Total	Year-to-Date	Total
<b>Fatalities</b>	10	8	↑	+25%	117	13	↓	-23%	130
Delaware Residents	10	6	↑	+67%	90	11	↓	-9%	110
Person Types									
Vehicle Occupant	7	6	↑	+17%	67	9	↓	-22%	65
Pedestrian	2	2		0%	27	4	↓	-50%	34
Bicyclist	0	0		N/A	4	0		N/A	5
Motorcyclist	1	0	↑	+100%	17	0	↑	+100%	21
Other Person Type	0	0		N/A	2	0		N/A	5
Crash Types									
Curve Related	1	0	↑	+100%	15	2	↓	-50%	23
Roadway Departure	4	2	↑	+100%	50	5	↓	-20%	42
Intersection Related	4	1	↑	+300%	37	4		0%	48
Median Crossover	0	0	↑	+100%	2	0	↑	+100%	0
Wrong Way	0	0	↓	-100%	4	1	↓	-100%	4
Work Zone	0	1	↓	-100%	7	0		N/A	5



# Goals & Objectives

## Purpose and Need

- Reduce the number and severity of crashes
- Lower speeds and enhance intersection lighting
- Improve traffic flow and reduce backups
- Accommodate trucks without priority lanes
- Improve bicycle facilities through the intersection
- Enhance access for Chapel Court residents



# Existing Traffic Patterns

## Existing Traffic Volume (Nov. 2021)

1

**SR 41 – Lancaster Pike:**  
2,914 trucks (1,449 NB + 1,465 SB)  
Total traffic: 25,269

2

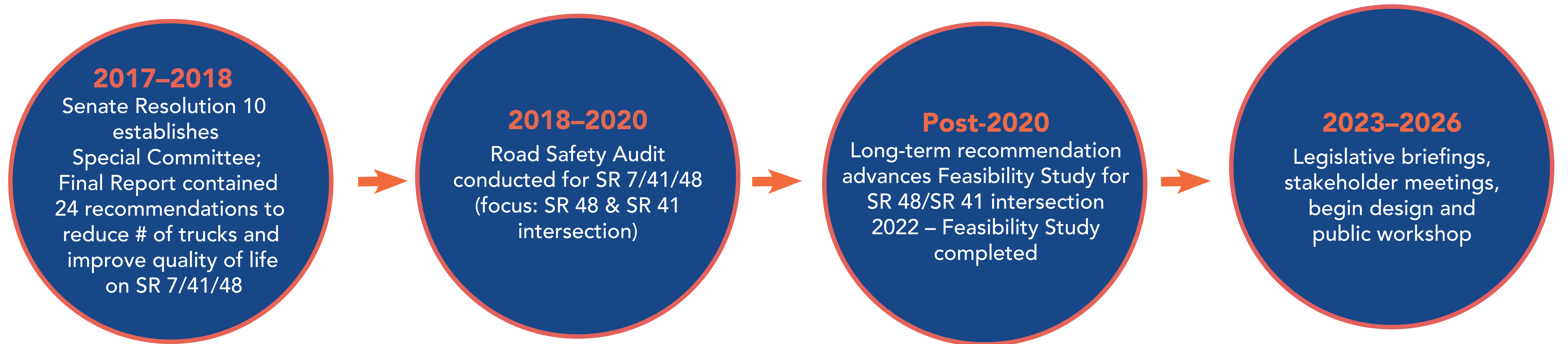
**SR 41 – Newport Gap Pike:**  
1,731 trucks (909 NB + 822 SB)  
Total traffic: 11,676

3

**SR 48 – Lancaster Pike:**  
1,160 trucks (500 EB + 660 WB)  
Total traffic: 14,229



# Project History



# Feasibility Study (2022)

## Final Progress Meeting Key Points:

- By 2040, traffic will be heavier than this project alone can handle.
- Bigger corridor improvements would need to come through WILMAPCO's long-range planning.
- Looking at traffic in 2032:
  - Options 1 & 2 (Traditional "T" Intersections): Would lead to longer backups, especially on SR 48.
  - Option 3 (Roundabout): Would keep traffic moving more smoothly and reduce backups.
- **Residents and officials agreed:** Option 3 is the only choice that reduces congestion and balances traffic fairly between SR 48 and SR 41, including for trucks.

### Long-Term Option 13 Perform Feasibility Study to re-align the SR 41 at SR 48 split



#### Option 1

- Standard traffic light design
- Causes longer backups on SR 48

#### Option 2

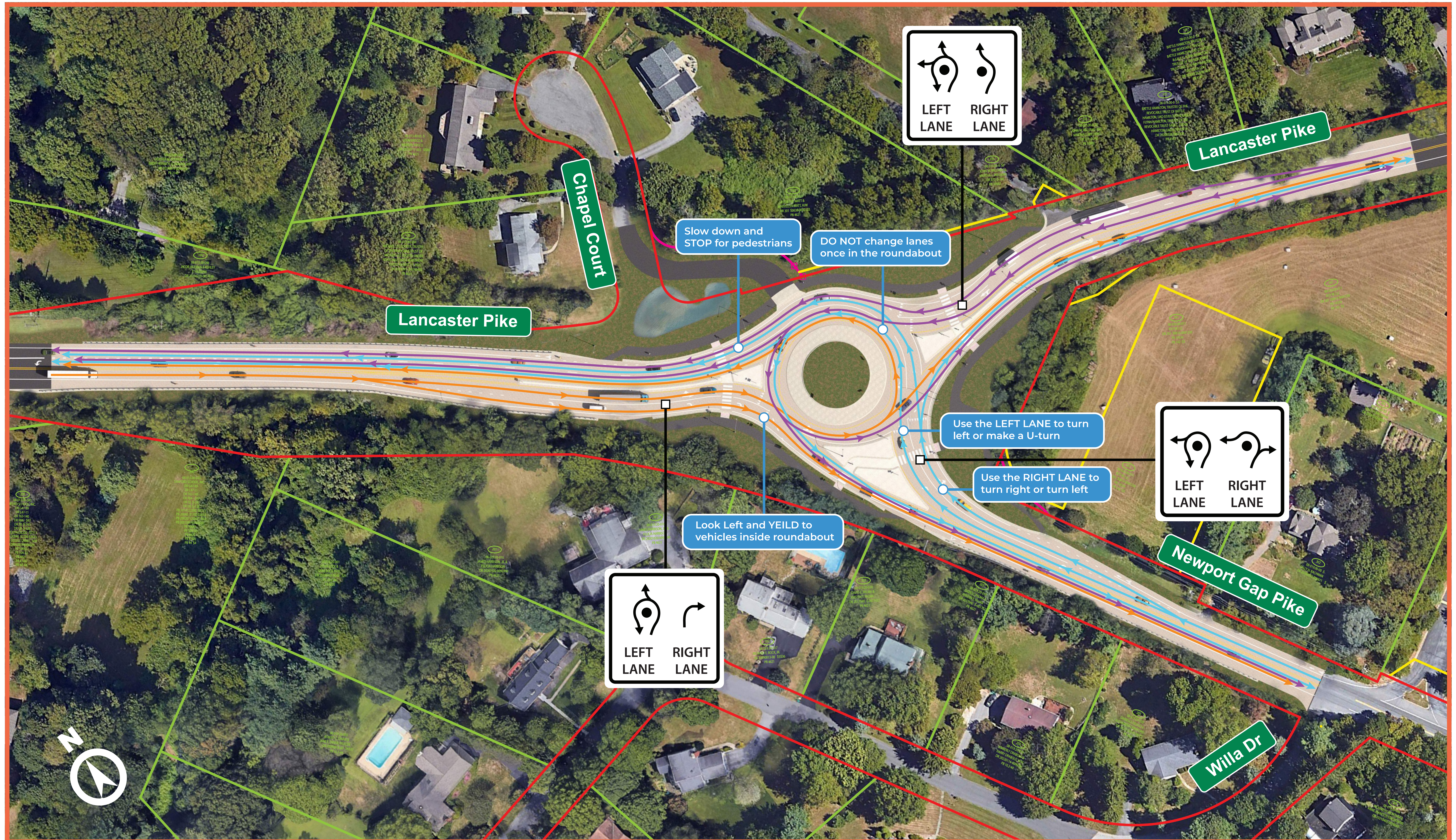
- Standard traffic light design
- Creates backups, especially on SR 48

#### Option 3

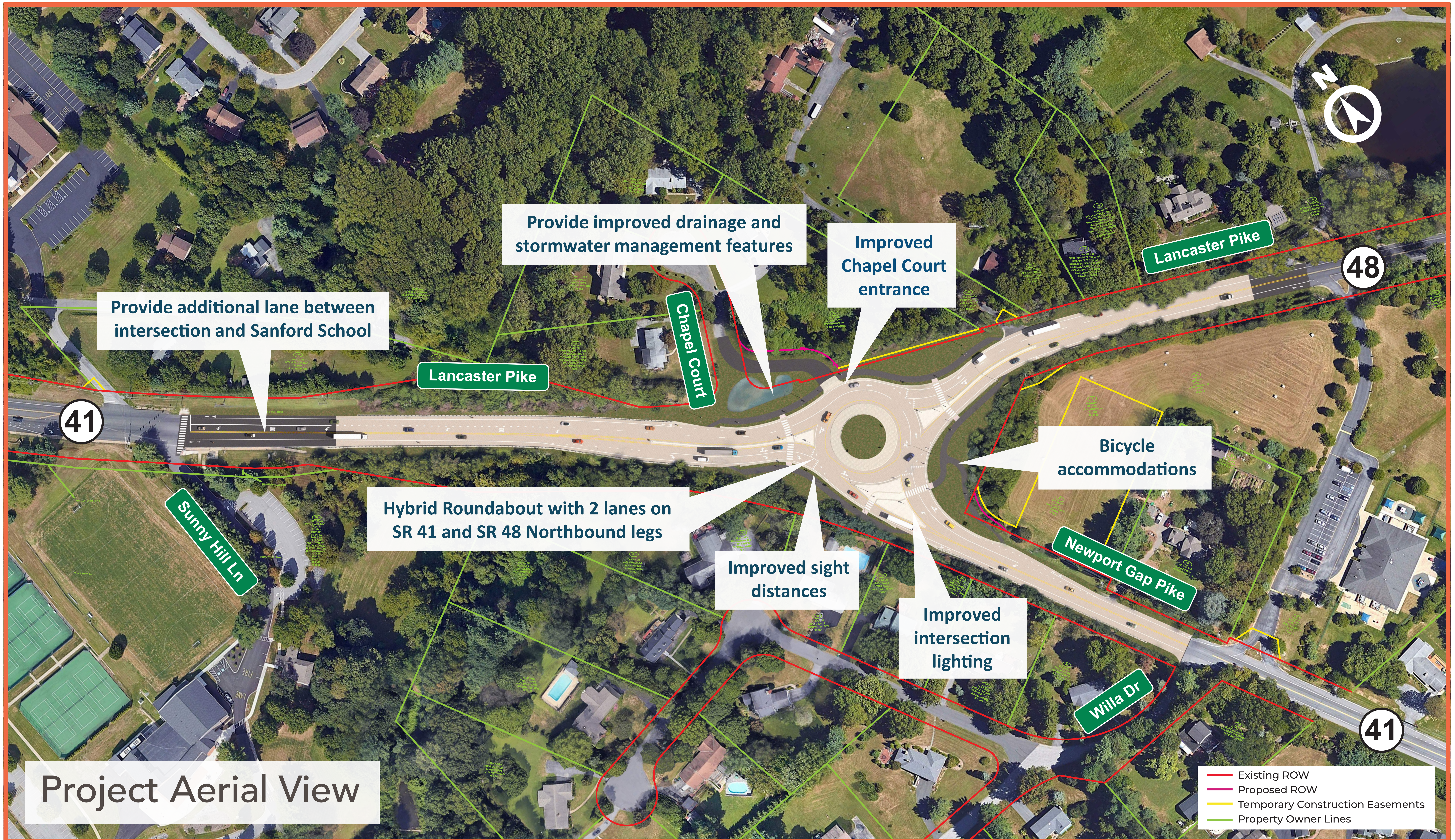
- Traffic flows continuously through a roundabout
- Fewer backups, safer movements, better balance for cars and trucks



# How to Drive a Multi-lane Roundabout



# Current Preliminary Design



# Current Preliminary Design



Roundabout Bird's-eye View



# Current Preliminary Design

Lancaster Pike Looking East



# Current Preliminary Design

Lancaster Pike Looking West



# Current Preliminary Design

Newport Gap Pike Looking North

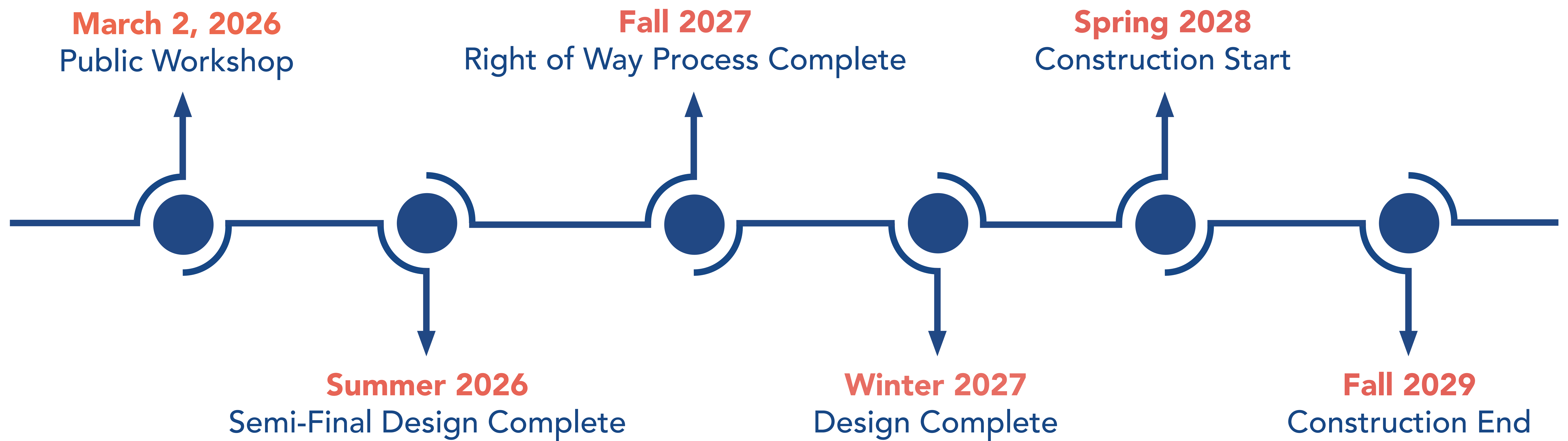


# Current Preliminary Design

Chapel Court Looking South



# Project Design Schedule



# Contact Us

## Thank you for coming!

We appreciate you sharing your thoughts and ideas about this project.

### Project Contacts:

**Project Division:** Transportation Solutions - Project Development North

**Phone:** 302-760-2080

**Email:** dotpublic@delaware.gov



<https://de.gov/48and41>

