

Churchman's Road Extended, SR 2 to SR 4 (S) – Retain

- Provides the most benefit to the most transportation users (all modes) of all projects considered
- Projected to carry approximately 45,000 vehicles per day
- Provides congestion relief to Harmony Road and along SR 7, which has been studied extensively over several decades
- Constructability challenges: Amtrak, White Clay Creek, and CSX

SR 273: 3rd lane NB & SB between SR 1 and I-95 (U) – Retain

- Provides congestion relief to heavily traveled corridor
- Provides new pedestrian and bicycle connections to currently isolated points of interest
- Widening would impact bridge crossing Christina River, and may impact Christiana Village Historic District or Thomas Montgomery House

Northbound I-95 Ramp to Chapman Road (V) – Drop from Consideration

- Creates redundant movement to existing ramp at SR 273
- Projected to carry relatively low daily volume
- Additional interstate ramp between service plaza and SR 273 interchange creates more challenging driving environment for motorists along I-95 corridor

SR 7 Intersections (W) – Retain

- Provides congestion relief to heavily traveled corridor that serves multiple transit routes
- Provides pedestrian and bicycle improvements in Stanton area, which has high level of traffic stress (LTS) today
- Improvements may include widening near White Clay Creek and impacts to Hale-Byrne House

Southbound I-95 Access from Continental Drive (X) – Retain

- Draws traffic from heavily congested movements from Continental Drive to Churchman's Road to I-95 by providing more direct connection
- Potentially significant challenges adding access to I-95 Interstate ramp
- Combination of this project with proposed Southbound SR 1 to Southbound I-95 Connection (Project Y) would present additional constructability challenges

Southbound SR 1 to Southbound I-95 Connection (Y) – Retain

- Draws traffic from heavily congested intersection at SR 7/SR 1 SB ramps and Churchman's Road
- Construction of SR 1 included accommodations for this future connection
- Potentially significant challenges adding access to I-95 Interstate ramp
- Combination of this project with proposed Southbound I-95 Access from Continental Drive (Project X) would present additional constructability challenges

Southbound SR 1 to Northbound I-95 Connection (Z) – Retain

- Draws traffic from heavily congested intersection at SR 7/SR 1 SB ramps and Churchman's Road
- Construction of SR 1 included accommodations for this future connection
- Relatively easy to implement, requires removal of temporary barrier and restriping
- Creates new 1000-ft long weave along SR 1 southbound that is projected to operate acceptably in 2050

Northbound I-95 Ramp from Churchman's Road (AA) – Drop from Consideration

- Provides direct connection from Churchman's Road east of I-95 and from mall area to I-95, reducing volume at Churchman's Rd and SR 1 ramp intersections
- Creates new shorter weave between proposed ramp and major split for I-95/I-295
- With additional improvements to address long term needs on I-95, access to I-95 towards Wilmington and I-495 may ultimately be limited

Southbound I-95 Ramp from Churchman's Road (BB) – Drop from Consideration

- Reconfiguration of I-95 / SR 1 interchange precludes construction of this ramp

Christiana Mall Access Road-Bus Only (CC) – Drop from Consideration

- Potentially significant challenges adding access to I-95 Interstate ramp
- Provides redundant movement to adjacent uncongested ramp

Christiana Mall Road A Extension – East (DD) – Drop from Consideration

- Provides new multi-modal connections, including an eastern access to the Mall area
- Considerable environmental impacts: new crossing of Christina River, floodplain, stream system
- Potential impacts to pre-historic resources
- Potential impacts to community park and adjacent communities west of Airport Road

Christiana Bypass (GG) – Retain

- Provides new multi-modal connections in Christiana Town Center area
- Provides increased opportunity for economic development near existing retail areas
- Potential impacts to Christina River tributary, undisturbed areas, and residential communities along Lawrence Drive

Eagle Run Road Connector to Samoset Drive (2nd I-95 Crossing) (HH) – Drop from Consideration

- Redundant connection across I-95, assuming Eagle Run Road to Continental Drive Connector (Project C) in RTP Financially Constrained list is completed
- Alignment could be considered as alternative for single crossing of I-95

Brownleaf Road Extension (II) – Drop from Consideration (Roadway Connection)

- Provides additional connectivity between neighborhoods west of Harmony Road and Hospital area and businesses along Continental Drive
- Connectivity benefits would be influenced by opening of Samoset Drive / Continental Drive (Project JJ) and Eagle Run Road Connector to Samoset Drive over I-95 (Project HH)
- Additional traffic and potentially higher speeds in front of Robert S. Gallaher Elementary School and athletic fields south of school
- **NOTE: Pedestrian/bicycle only connection is being retained**

Opening Samoset Drive/Continental Drive (JJ) – Retain

- Provides congestion relief by providing alternative access to SR 4 and Churchman's Road
- Provides increased opportunity for economic development in the Hospital area
- Minimal traffic impacts during construction
- Would require coordination with private property owners

Telegraph Road/St. James Road Railroad Underpass (KK) – Retain

- Addresses existing low bridge that is frequently struck
- Challenging to re-build railroad underpass

Micro Transit (DTC) (EE) – Retain

- Improved access and connectivity for transit users
- Flexible system specifically benefits users that are not near existing or planned fixed routes
- Reduces VMT growth and corresponding negative environmental impacts

Automated Transit Vehicles (DTC) (FF) – Retain

- Depending on implementation, could improve access and connectivity for transit users
- Potentially less flexible than traditional fixed route or on-demand service
- Legal hurdles to overcome and would require continued testing of automated vehicles

New bus transit routes (LL) – Retain

- Improved access and connectivity for transit users
- Reduces VMT growth and corresponding negative environmental impacts

Transit Access Improvements (MM) – Retain

- Improved safety, accommodations, and accessibility for transit users
- Potentially attracts more transit users

Ped/Bike Improvements Along Existing Roads (NN) – Retain

- Improved multi-modal access and connectivity
- Potentially attracts more transit users
- Potential for minor property impacts

Ped/Bike Improvements Serving Existing Communities (OO) – Retain

- Improved multi-modal access and connectivity
- Potentially attracts more transit users
- Potential for minor property impacts

SR 273: 3rd Lane NB & SB between I-95 and SR 4 (PP) – Retain

- Provides congestion relief to heavily traveled corridor
- Provides new pedestrian and bicycle connections to currently isolated points of interest
- Widening would result in substantial property impacts

SR 273 at I-95 Interchange Reconfiguration (QQ) – Retain

- Replaces existing high-speed interchange with design that is more consistent with a signalized arterial (i.e., SR 273)
- Provides new bicycle and pedestrian connection over I-95
- Removes multiple bridges, project is entirely within state ROW, and provides opportunities for sustainable stormwater management