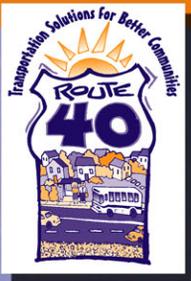


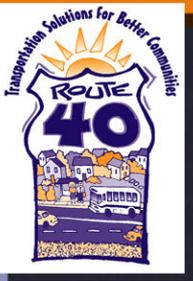
20-Year Plan Overview

- In June 2000, a 20-Year Transportation Plan for the Route 40 Corridor was adopted by a Steering Committee made up of area residents, civic leaders, business people and elected officials.
- As part of the plan development, the Steering Committee considered interchanges at three locations where conditions are expected to be unacceptable in 20 years.
- A grade separation interchange at US 40 and SR 72 was not recommended by the committee due to property and visual impacts.



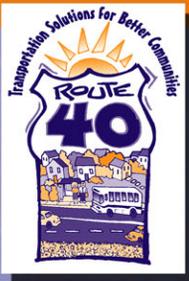
20-Year Plan Overview (cont.)

- Without an overpass, congestion will not be totally eliminated in the future, based upon projected traffic volumes in 2020; however, it will allow the intersection to operate at acceptable levels during peak hours.
- Without any improvements, it was determined that intersection delay in 2020 will be three to four times greater than it was in 2000.
- An intersection improvement project completed in late 2000 that included minor widening and pedestrian amenities did little to improve congestion during peak hours.



20-Year Plan Overview (cont.)

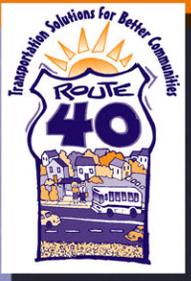
- Included in the Route 40 20-Year Plan were the following improvements:
 - Add a second through lane on SR 72 in both directions at Route 40 in Phase I (2000-2007).
 - Add a third through lane on Route 40 in both directions in association with widening Route 40 from SR 896 to SR 1 in Phase II (2008-2013).
 - Realign Del Laws Road to meet the proposed entrance to Fox Run Business Center in Phase I. Recent studies also indicate that a traffic signal is needed.



US 40 / SR 72 Intersection Improvements

Purpose of the Workshop

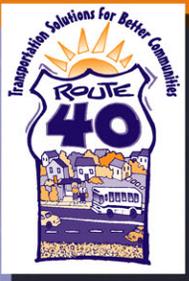
- The purpose of this workshop is to present existing conditions, including traffic and safety data, along with concept design alternatives.
- Based on information and comments received tonight, a preferred alternative will be recommended.
- The information presented tonight is to help recommend conceptual improvements only. This project is not funded or programmed for construction.



US 40 / SR 72 Intersection Improvements

Existing Conditions

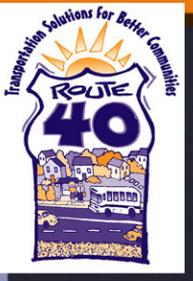
- The project length is approximately one mile, extending from just north of the Belltown Run crossing at SR 72 to approximately 600 feet south of Del Laws Road.
- Within the project limits, SR 72 is a two-lane roadway with a posted speed limit that varies from 40 MPH to 50 MPH. The following conditions have been observed:
 - Existing average daily traffic (ADT) of approximately 18,500 vehicles.
 - Intersection at SR 72 and US 40 operates at unacceptable levels of service during the PM peak hour.



US 40 / SR 72 Intersection Improvements

Existing Conditions (cont.)

- Existing queue lengths during peak hours extend several hundred feet to the north and south, obstructing traffic at adjacent signalized and unsignalized intersections.
- Limited pedestrian and bicycle facilities.
- Proposed development surrounding the project limits will continue to contribute to traffic growth.



US 40 / SR 72 Intersection Improvements

Existing Conditions (cont.)

- 211 accidents were reported within the project limits during the three year study period from November 2001 to October 2004.
 - Among the reported accidents sixty-three (30%) involved injury, including two fatalities.
 - One fatal accident occurred at the intersection of SR 72 and Fox Run Circle and the second occurred north of US 40. Both fatal accidents involved a DUI.
 - Seventy-four (35%) were angle accidents and 101 (48%) were rear end accidents.
 - The intersection of US 40 and SR 72 is one of three intersections in the Route 40 Corridor where the most recent crash data was more than 50 percent higher than the previous seven-year average.