

WELCOME

US 40/SR 72 Intersection Improvements

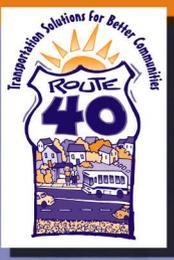
Workshop Goals

- Present proposed improvements and conceptual construction phasing
- Obtain feedback from attendees
 - Project team members are available to answer questions
 - Comment forms can be submitted tonight or online at:

http://deldot.gov/information/projects/us40_sr72/questions/index.shtml

Project Goals

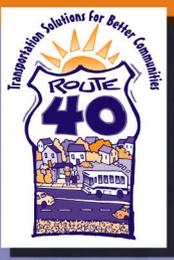
- Improve Safety
- Improve Bicycle and Pedestrian Access
- Improve Traffic Operations



US 40 / SR 72

Intersection Improvements Project Background

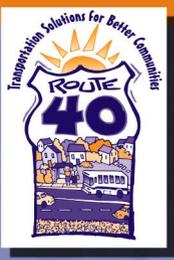
- This project was originally proposed in 1999 as part of the Route 40 Corridor 20-Year Transportation Plan
- On July 19, 2005, concept design alternatives were presented at a public workshop
 - 40 attendees
 - Preferred Alternative was to widen SR 72 to the east
 - Modified access at Broadleaf Drive to eliminate northbound left turns
- Final design was on-hold until 2012 due to funding constraints



US 40 / SR 72

Intersection Improvements Proposed Improvements

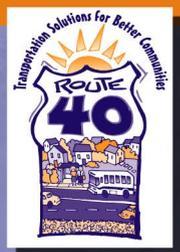
- Provide an additional through lane along northbound and southbound SR 72 at US 40 from Del Laws Road to GBC drive
- Construct additional eastbound and westbound left-turn lanes along US 40 at SR 72
- Realign roadway and install new traffic signal at SR 72 and Del Laws Road
- Construct pedestrian and bicycle facilities
- Modify access at SR 72 and Fox Run Circle and SR 72 and Broadleaf Drive
- Replace the existing Belltown Run culvert



US 40 / SR 72

Intersection Improvements Traffic

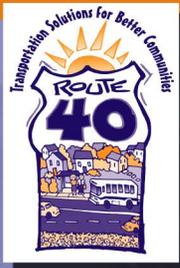
- Traffic at US 40 and SR 72 is monitored through the annual Route 40 Corridor Monitoring and Triggering Report (CMTR)
 - In 2012, the intersection operated at a Level of Service (LOS) D with an average delay of 54 seconds per vehicle during the AM peak hour and 47 seconds during the PM peak hour
- Under 2030 no-build conditions, the intersection will operate at a failing LOS with an average delay of 70 seconds per vehicle during the AM peak hour and 90 seconds during the PM peak hour
- In 2030, with the proposed improvements, the intersection is expected to operate at LOS D with an average delay of 46 seconds per vehicle during the AM peak hour and 52 seconds during the PM peak hour



US 40 / SR 72

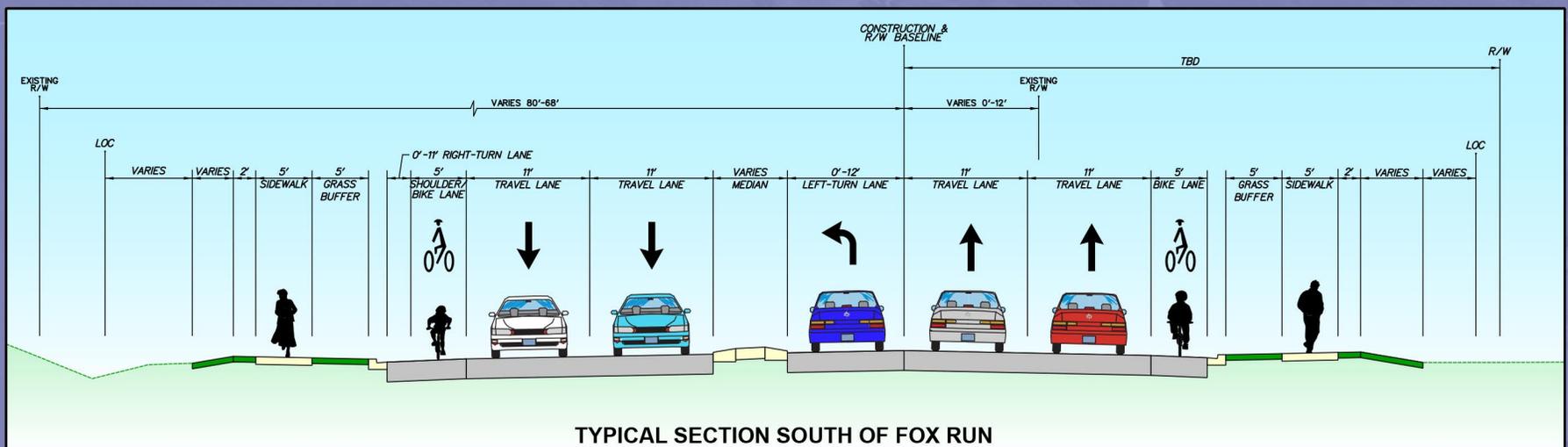
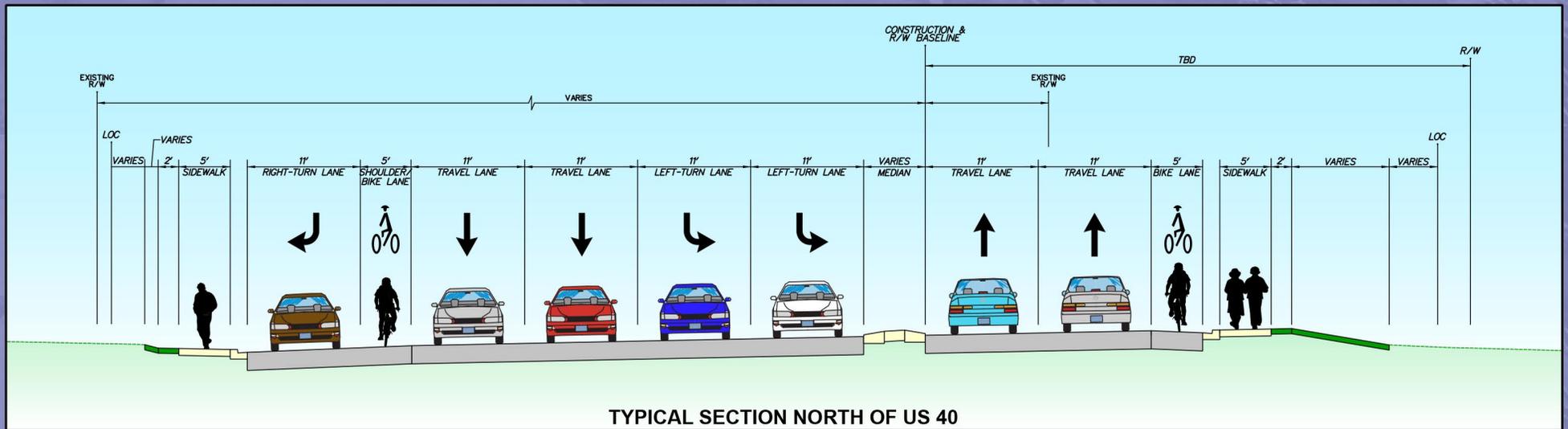
Intersection Improvements Safety

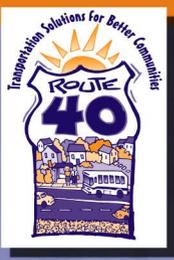
- Between October 2009 and October 2012 there were 140 crashes reported in the project limits
 - 78 (56%) were rear end crashes
 - 27 (20%) were angle crashes
 - 23 (16%) resulted in personal injuries
 - 43 (30%) occurred at unsignalized intersections
- Electronic Red Light Safety Program (ERLSP) installed enforcement cameras on the northbound SR 72 approach to US 40 in 2005. Cameras are also proposed along westbound US 40 approach
 - Average number of total annual crashes reduced from more than 30 to about 21
 - Average number of annual angle crashes reduced from more than seven to about three
- With the improvements, a reduction in crashes at the intersection can be expected due to a more efficient operation of the traffic signal and reduced congestion



ROUTE 40 CORRIDOR 20-YEAR TRANSPORTATION PLAN

Typical Sections





US 40 / SR 72

Intersection Improvements Next Steps

- Complete final design in 2015
- Right-of-way acquisition anticipated to begin in 2015
- Construction anticipated to begin in 2016
- Night work is proposed in order to reduce construction duration. Surveys will be distributed to local residents in the near future.
- Project updates will be available on the DelDOT website at:

<http://www.deldot.gov/information/projects/rt40/index.shtml>