

Murphy Road Lane Diet Project Concord Pike to Foulk Road

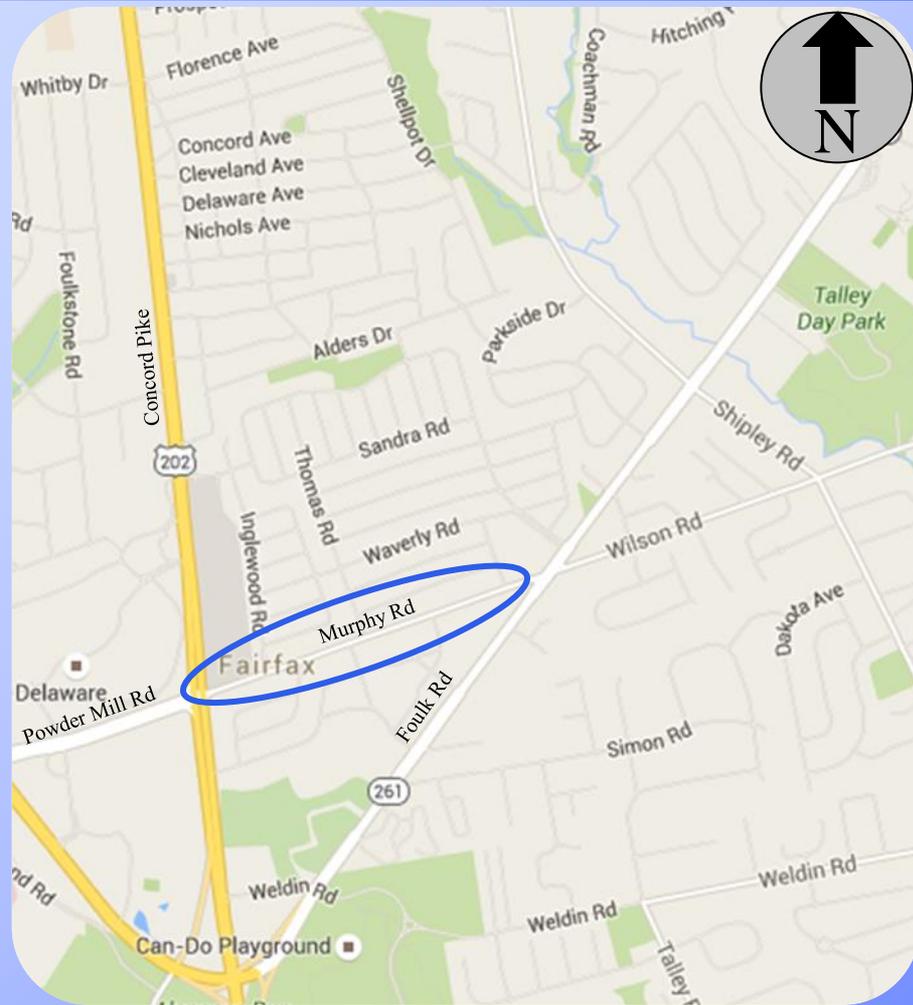


Virtual Workshop



Delaware Department
of Transportation

FACTS



- 4 lane-lane undivided roadway
- Four ten feet wide travel lanes with no shoulders
- 35 mph posted speed limit
- 0.7 mile long corridor
- Total of 42 crashes (2008-2011)
 - ✓ 28 angle and 11 rear-end crashes
 - ✓ 12 personal injury crashes
- The Average Daily Traffic (ADT) volumes on the roadway within the project area have significantly dropped from 15,500 vehicles (2001) to 9,500 vehicles (2011)
- The current ADT of 9,500 vehicles is typical for a two-lane roadway

HISTORY

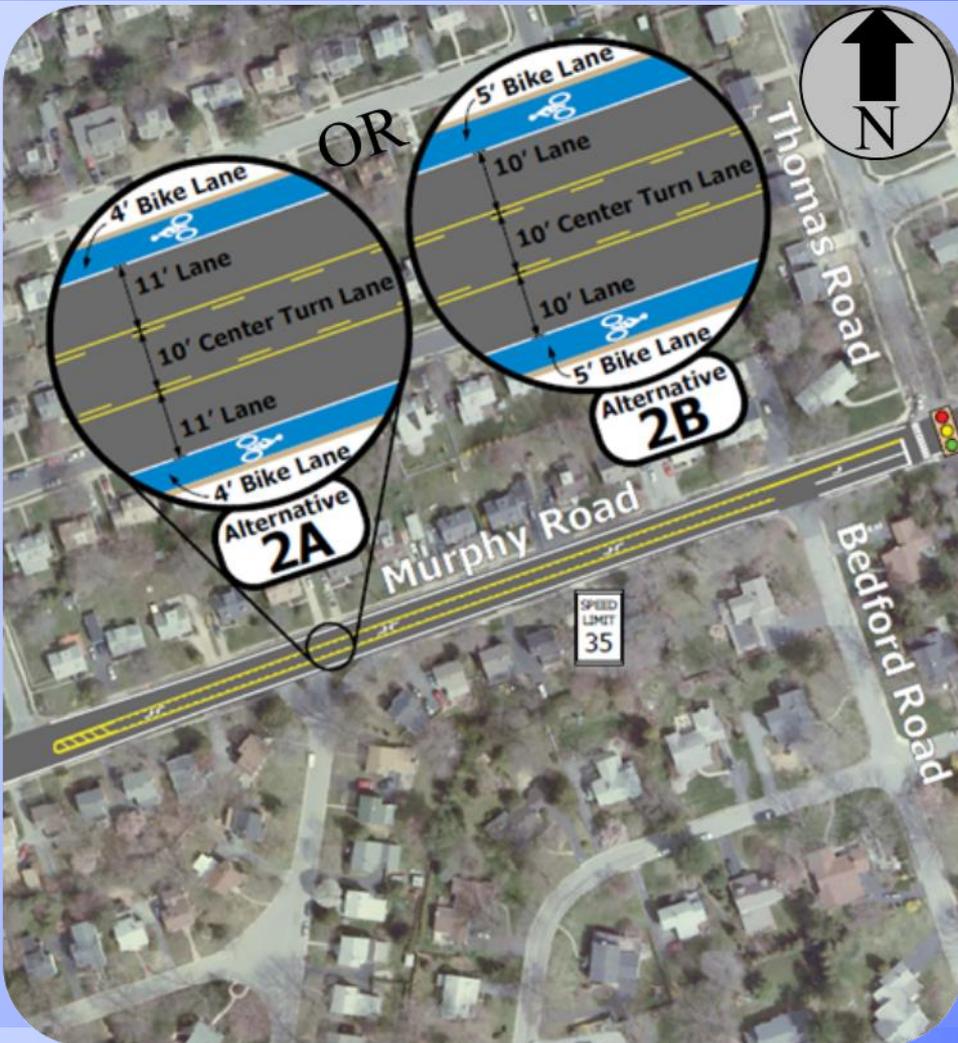


- Up until the late 1970s:
 - Murphy Road included one travel lane in each direction
 - Outside lanes were used for on-street parking
- By the 1980s:
 - On-street parking was eliminated
 - Murphy Road was converted to two travel lanes in each direction
- Early 2000s:
 - DelDOT proposed to implement a “lane diet” on Murphy Road as part of the Blue Ball Properties Project

CONSIDERATION

- Significant drop in traffic volume
- Left turn blockage within through lane
- Residential character of the surrounding neighborhoods
- Potential for Improved mobility for all modes of transportation
- Provide buffer between high speed traffic and residential properties
- Reduce severity of vehicular crashes due to one travel lane in each direction
- Eliminate vehicles interactions during lane changes along four lane undivided roadway
- Keep the same lane configuration at the critical signalized intersections of Concord Pike/Murphy Road and Foulk Road/Murphy Road

PROPOSED OPTION



- Implement “Lane Diet” on Murphy Rd
- Modify 4-Lane roadway to 3-Lane roadway as following:
 - One travel lane in each direction
 - Two-way center turn lane
 - Bike lanes in each direction
- 3-Lane Diet configuration was considered. Option “2B” is proposed
- Possible implementation by resurfacing project in spring of 2017

PLANS



Sheet-1

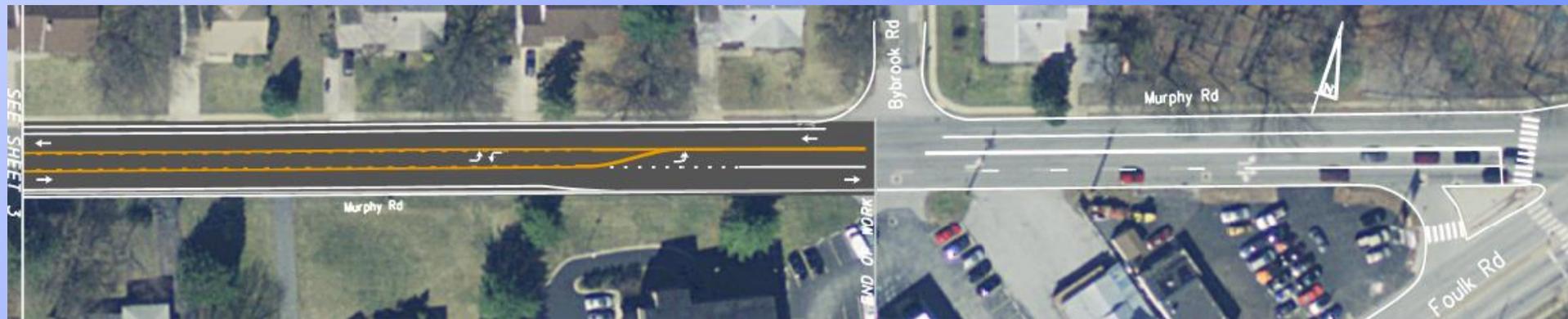


Sheet-2

PLANS



Sheet-3



Sheet-4