

SR52/SR82 Intersection Safety Improvements

STATE CONTRACT T200800701

October 25, 2010 Update
Kennett Pike Association



AGENDA

- History of project
- Crash information
- General scope of proposed improvements
- Design changes since February 2009 Public Workshop
- Agreements from October 20th Scenic Byways meeting
- Path forward

HISTORY OF PROJECT

- The SR52/SR82 Intersection has been identified as a high crash location by two separate Hazard Elimination Program (HEP) studies (most recently in 2010)
- February 2009 Public Workshop
- Meetings with property owners, historic consultation (Section 106), and Scenic Byways coordination
- Goal is to start construction by next summer
- Project is federally funded through HEP, but is not funded w/ stimulus money

CRASH INFORMATION

- 84 crashes occurred on Kennett Pike from 2004 to 2009
- Approximately 55% were rear end crashes
- Approximately 22% of crashes occurred at night
- Approximately 46% occurred either during the morning or afternoon rush hours

GENERAL SCOPE OF IMPROVEMENTS

- One additional turn lane each direction on Kennett Pike to provide a separate left turn, right turn, and through lane
- Bike lanes through right turn lanes
- Signal improvements and lighting

DESIGN CHANGES SINCE FEBURARY 2009 PUBLIC WORKSHOP

- Recommended public workshop design alternative with 5 ft wide bike lanes through right turn lanes (changed later to 4 ft wide)
- Changed width of turn lanes
 - Left turn lanes from 12 ft to 11 ft
 - Right turn lanes from 12 ft to 10 ft
- Changed 10 ft wide shoulders within project limits to 5 ft paved and 5 ft grass (reinforced)
 - Note that this does not apply to areas where there is a right turn
- Changed existing radius on right turn lane from Campbell Rd to Kennett Pike to be tighter and removed excess pavement

DESIGN CHANGES SINCE FEBURARY 2009 PUBLIC WORKSHOP (cont)

- Included low profile brick stamped medians at left turn transition areas on Kennett Pike and at area of right turn on Campbell Road
- Changed new signal poles to be ornamental black mast arm (similar to Greenville)
- Committed to have impacted trees replaced at a 2:1 ratio and replanted in a design in keeping with the Scenic Stewardship Agreement for Kennett Pike
- Other improvements to address property owner concerns

AGREEMENTS FROM OCTOBER 20TH SCENIC BYWAYS MEETING

- DelDOT is supportive of the goals of the Scenic Stewardship Plan: A Plan to Preserve and enhance the Landscape of the Brandywine Valley Scenic Byway
- DelDOT is supportive of the scenic byway goals for Kennett Pike to provide more managed and slower travel speeds between Greenville and Centerville

AGREEMENTS FROM OCTOBER 20TH SCENIC BYWAYS MEETING (cont)

- Implement design features to help influence driver behavior to achieve slower travel speeds that would ultimately support lower posted limits such as:
 - Change through lanes from 12 ft wide to 11 ft wide from Greenville to Centerville by restriping existing travel lanes
 - Change 10 ft wide shoulder areas to 5 ft paved and 5 ft grass (reinforced) from Greenville to Centerville
 - Dedicated lanes for cyclists through intersections
 - Reduced turning lane widths through intersections
 - Enhance signage to improve safety
- The implementation of corridor wide improvements beyond the current project limits will be pursued proactively by utilizing other funding/contracting initiatives

AGREEMENTS FROM OCTOBER 20TH SCENIC BYWAYS MEETING (cont)

- Other considerations:
 - Evaluate, as feasible, short term striping/signal modifications of SR52/SR82 to provide a dedicated left turn
 - Review design of bicycle lane through the intersection as part of right turn lane
 - Evaluate the warning signs along Kennett Pike for wording and visibility, and make changes as necessary
 - Revisit lighting requirements at intersection based upon detailed review of night time crash data
- Continue to work with the KPA, Brandywine Valley National Scenic Byway, Red Clay Valley Scenic Byway Alliance, Bike Delaware, and the community in achieving the goals of the byway

PATH FORWARD

- Continue to work towards achieving the goals of the Scenic Byways to ensure improvements to the SR52/SR82 Intersection are in keeping with the character and needs of the Kennett Pike and the Scenic Stewardship Plan
- Develop a plan to implement design features that change the travel environment by reducing the existing pavement width (travel lanes and paved shoulders) to slow traffic down
- Revisit the posted speed limit as a result of these modifications
- Continue and complete the historic review process (Section 106) for the intersection project
- Formalize the coordination process of future transportation projects along Scenic Byways

THANK YOU

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DelDOT Project Development

Project website:

http://www.deldot.gov/information/projects/rt52_rt82/

