ROUTE 40 CORRIDOR
20 - YEAR TRANSPORTATION PLAN

SR 7
Newtown Road to SR 273

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.

- Transportation improvements to SR 7, Newtown Road to SR 273 were recommended in Phase II of that Plan and have been advanced to address existing transportation concerns in association with the Bank One Core Data Center initiative.

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Existing Conditions

- The limits of the project are the Newtown Road intersection on the south and the SR 273 intersection on the north.

- The following conditions have been observed and/or measured along SR 7:
  - Adjacent Bank One (formerly First USA) development provides an opportunity to move this project forward
  - Geometric and operational deficiencies at School Bell Road intersection
  - No pedestrian or transit facilities
  - Congestion is anticipated in the near future without these improvements

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Purpose of the Workshop

- The purpose of this workshop is to present existing conditions and alternatives for widening a portion of SR 7 from two to four lanes.
- Potential improvements displayed tonight are concepts only. Final design and construction will proceed only with input from adjacent property owners, elected officials, and other stakeholders.

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Potential Improvements

- To address the issues found along SR 7, the following types of improvements will be considered:
  - Widening to four lanes, consistent with section between US 40 and Newtown Road
  - Raised median, or two-way left-turn lane
  - Widening will end just north of Newtown Road, tying into existing roadway section
  - Narrow shoulders for bicycle use
  - Sidewalks
  - Signalization of School Bell Road intersection
  - Other improvements determined through the public involvment process
- Construction is expected to start by the end of 2005.

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Median Alternatives

- Advantages of a Raised Median:
  - Provides space for landscaping and other aesthetic treatments
  - Prevents accidents caused by crossover traffic
  - Separates left-turning traffic from oncoming through traffic
  - Provides better pedestrian protection
  - Helps maintain lower speeds
- Advantages of a Two-Way Left-Turn Lane:
  - Provides continuous property access
  - Reduces the frequency of U-turns
  - Provides good truck access
- Due to safety concerns, a raised median is required between SR 273 and Christiana Meadows.