

# N427 CEDAR LANE ROAD, MARL PIT ROAD TO BOYDS CORNER ROAD

PUBLIC WORKSHOP  
JUNE 4, 2012



# PURPOSE OF THE WORKSHOP

- ▶ THE PURPOSE OF THIS WORKSHOP IS TO PRESENT EXISTING CONDITIONS, INCLUDING TRAFFIC AND SAFETY DATA, ALONG WITH CONCEPT DESIGN ALTERNATIVES TO ADDRESS THE NEEDS FOR SAFETY AND OTHER TRANSPORTATION IMPROVEMENTS.
- ▶ BASED ON INFORMATION AND COMMENTS RECEIVED TONIGHT AND INPUT FROM THE ENVIRONMENTAL RESOURCE AGENCIES, A PREFERRED CONCEPT DESIGN WILL BE RECOMMENDED.



# PROJECT HISTORY

- ▶ IN RECENT YEARS, THE PORTION OF NEW CASTLE COUNTY, SOUTH OF THE C & D CANAL HAS EXPERIENCED RAPID GROWTH.
- ▶ PLANNED DEVELOPMENT WILL INCREASE CONGESTION AND DECREASE SAFETY ALONG CEDAR LANE ROAD WITHOUT TRANSPORTATION IMPROVEMENTS.



# PROJECT HISTORY cont'

- ▶ THE EXISTING PAVEMENT WAS REHABILITATED USING FULL DEPTH RECLAMATION IN LATE SEPTEMBER 2008.
- ▶ SEPARATE IMPROVEMENTS HAVE BEEN PROPOSED TO THE EXISTING OFFSET INTERSECTION OF BOYDS CORNER ROAD WITH CEDAR LANE ROAD AND JAMISON CORNER ROAD.



# EXISTING CONDITIONS

- ▶ THE PROJECT LENGTH IS APPROXIMATELY 2.3 MILES, EXTENDING FROM BRIDGE 403, WHICH IS SOUTH OF MARL PIT ROAD, TO BOYDS CORNER ROAD.
- ▶ WITHIN THE PROJECT LIMITS, CEDAR LANE ROAD IS A TWO-LANE ROADWAY WITH 11-FOOT TRAVEL LANES, NO SHOULDERS, WITH TREES, UTILITY POLES, AND STEEP SLOPES LOCATED NEAR THE ROADWAY.
- ▶ SOME OF THE CURVES AND HILLS ALONG THE ROAD ARE SHARPER AND STEEPER THAN DESIRABLE OR RECOMMENDED.



# EXISTING CONDITIONS cont'

- ▶ OFFSET INTERSECTION AT CEDAR LANE ROAD AND MARL PIT ROAD.
- ▶ NO ACCOMMODATIONS FOR PEDESTRIANS AND BICYCLES.
- ▶ POSTED SPEED LIMIT VARIES FROM 35 MPH TO 45MPH.

# TRAFFIC/CRASH INFORMATION

- ▶ EXISTING AVERAGE DAILY TRAFFIC (ADT) OF APPROXIMATELY 4,600 VEHICLES.
- ▶ PROJECTED ADT OF APPROXIMATELY 7,500 VEHICLES BY YEAR 2040.
- ▶ 22 CRASHES WERE REPORTED WITHIN THE PROJECT LIMITS DURING THE THREE YEAR STUDY PERIOD FROM JANUARY 2007 TO NOVEMBER 2010.
  - AMONG THE REPORTED CRASHES APPROXIMATELY 27% INVOLVED INJURY, INCLUDING ONE FATALITY.
  - FATALITY INVOLVED A PEDESTRIAN AND OCCURRED JUST SOUTH OF THE INTERSECTION OF CEDAR LANE ROAD AND BOYDS CORNER ROAD.
  - APPROXIMATELY 27% WERE ANGLE CRASHES.
  - APPROXIMATELY 32% WERE RUN-OFF THE ROAD CRASHES.
  - APPROXIMATELY 86% OCCURRED DURING DAYLIGHT.
- ▶ FATAL CRASH OCCURRED ON MARCH 4, 2012 (NOT INCLUDED IN CRASH STUDY).
  - DELDOT HAS RECENTLY INSTALLED ADDITIONAL WARNING SIGNS AND EDGE LINE PAVEMENT MARKINGS.



# POTENTIAL IMPROVEMENTS

- ▶ TO ADDRESS SAFETY AND OTHER NEEDS WITHIN THE PROJECT LIMITS, THE FOLLOWING IMPROVEMENTS HAVE BEEN PROPOSED:
  - WIDEN TRAVEL LANES AND ADD SHOULDERS.
  - PROVIDE DRAINAGE IMPROVEMENTS.
  - IMPROVE PEDESTRIAN AND BICYCLE FACILITIES.
  - REPLACE BOTH BRIDGES ALONG CEDAR LANE ROAD BETWEEN MARL PIT ROAD AND BOYDS CORNER ROAD.
- ▶ TWO DESIGN ALTERNATIVES HAVE BEEN DEVELOPED TO ADDRESS THESE NEEDS.



# COMMON ATTRIBUTES OF DESIGN ALTERNATIVES

- ▶ CHANGE TRAVEL LANES FROM 11-FOOT WIDE TO 12-FOOT WIDE.
- ▶ PROVIDE 8-FOOT PAVED SHOULDERS.
- ▶ INSTALL 10-FOOT MULTI-USE PATH.
- ▶ REPLACE BRIDGES ALONG CEDAR LANE ROAD BETWEEN MARL PIT ROAD AND BOYDS CORNER ROAD.
- ▶ INSTALL ROUNDABOUT AT INTERSECTION OF CEDAR LANE ROAD AND MARL PIT ROAD.



# COMMON ATTRIBUTES OF DESIGN ALTERNATIVES cont'

- ▶ SIMPLIFY THE HORIZONTAL ALIGNMENT OF CEDAR LANE ROAD.
- ▶ SAME ALIGNMENT SOUTH OF MARL PIT ROAD AND NORTH OF CHESTNUT WAY.
- ▶ WIDEN TO THE EAST SIDE OF THE EXISTING ROADWAY IN AREA OF ROADSIDE STREAM.

# ATTRIBUTES TO ALTERNATIVE A

- ▶ MULTI-USE PATH ON WEST SIDE OF CEDAR LANE ROAD FOR ENTIRE LENGTH OF PROJECT.
- ▶ HIGHER POTENTIAL WETLAND IMPACTS VS. ALTERNATIVE B.
- ▶ LOWER POTENTIAL HISTORIC PROPERTY IMPACTS VS. ALTERNATIVE B.

# ATTRIBUTES TO ALTERNATIVE B

- ▶ MULTI-USE PATH ALONG EAST SIDE OF CEDAR LANE ROAD FOR A PORTION OF THE PROJECT LENGTH.
- ▶ ROUNDABOUT PROPOSED AT ENTRANCE TO CEDAR LANE DEVELOPMENT
  - MULTI-USE PATH WILL MOVE TO WEST SIDE OF CEDAR LANE ROAD, FROM ROUNDABOUT TO BOYDS CORNER ROAD.
- ▶ LOWER POTENTIAL WETLAND IMPACTS VS. ALTERNATIVE A.
- ▶ HIGHER POTENTIAL HISTORIC PROPERTY IMPACTS VS. ALTERNATIVE A.



# PROJECT SCHEDULE

- ▶ FINALIZE CONCEPT RECOMMENDATION BY FALL 2012.
- ▶ BEGIN DETAILED DESIGN WINTER 2012.
- ▶ RIGHT OF WAY FUNDING FISCAL YEARS 2016 & 2017.
- ▶ CONSTRUCTION FUNDING FISCAL YEARS 2019 & 2020.



# THANK YOU

PROJECT WEBSITE:

[http://www.deldot.gov/information/projects/cedar\\_lane/](http://www.deldot.gov/information/projects/cedar_lane/)

