

SR8 & CHESTNUT ROAD/NAULT ROAD INTERSECTION IMPROVEMENTS

T202300802

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Visit the display boards around the room for project information.

Please tell us what you think on the **Comment Form**.

June 4, 2024



AECOM

PROJECT OVERVIEW

PROJECT JUSTIFICATION

- Identified in the hazard elimination program (HEP) for intersection safety improvements
- Reduce number of crashes
- Improve safety

PROJECT SCHEDULE

- Preliminary Plans completed by **Fall 2024**
- Construction **TBD**

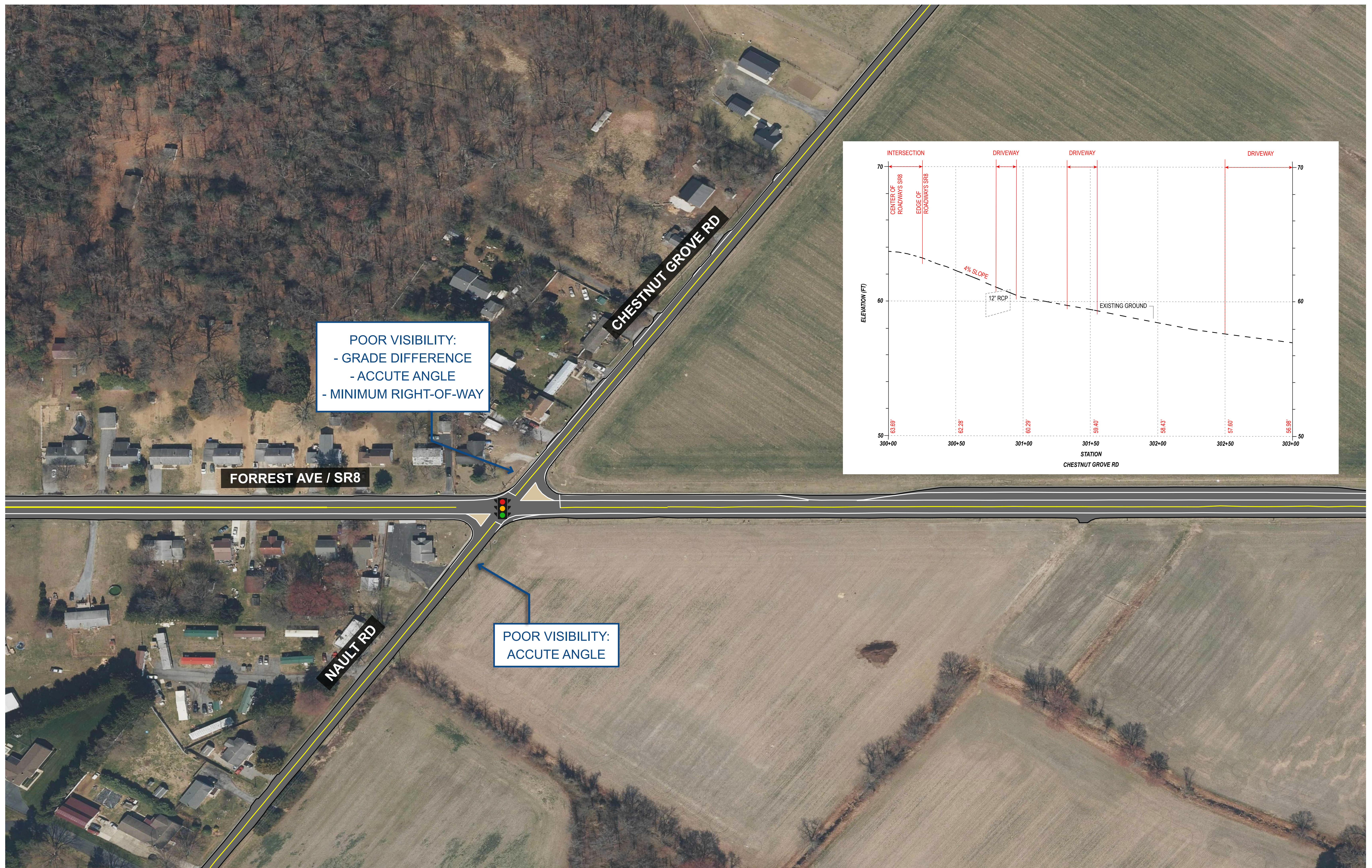
2021-2024 CRASH DATA

| Time Period | Crash Type | | | | | | | Crash Severity | | | Crashes Per Month Average |
|--|------------|---------------|----------------|------------------------------|--------------------------------------|--------|---------------|----------------------|----------------|-----------------|---------------------------|
| | Angle | Front to rear | Front to front | Sideswipe opposite direction | Not a collision between two vehicles | Others | Total Crashes | Property Damage Only | Fatality Crash | Personal Injury | |
| March 2021- May 7th, 2023 Before Signal | 11 | 2 | 4 | 2 | 0 | 1 | 20 | 11 | 1 | 8 | 0.77 |
| May 8th, 2023- Feb 2024 After Signal | 1 | 3 | 2 | 0 | 2 | 0 | 8 | 8 | 0 | 0 | 0.80 |

- Similar crash rates before and after the signal
- Fewer angle crashes and reduced injuries after the signal
- Increase in front to rear crashes after the signal



EXISTING CONDITIONS



PROJECT ALTERNATIVES

ALTERNATIVE 1 - RELOCATED SIGNAL

- Skew angle of 57 degrees improved to 75 degrees. Improved sight distance visibility.
- Improved traffic capacity.

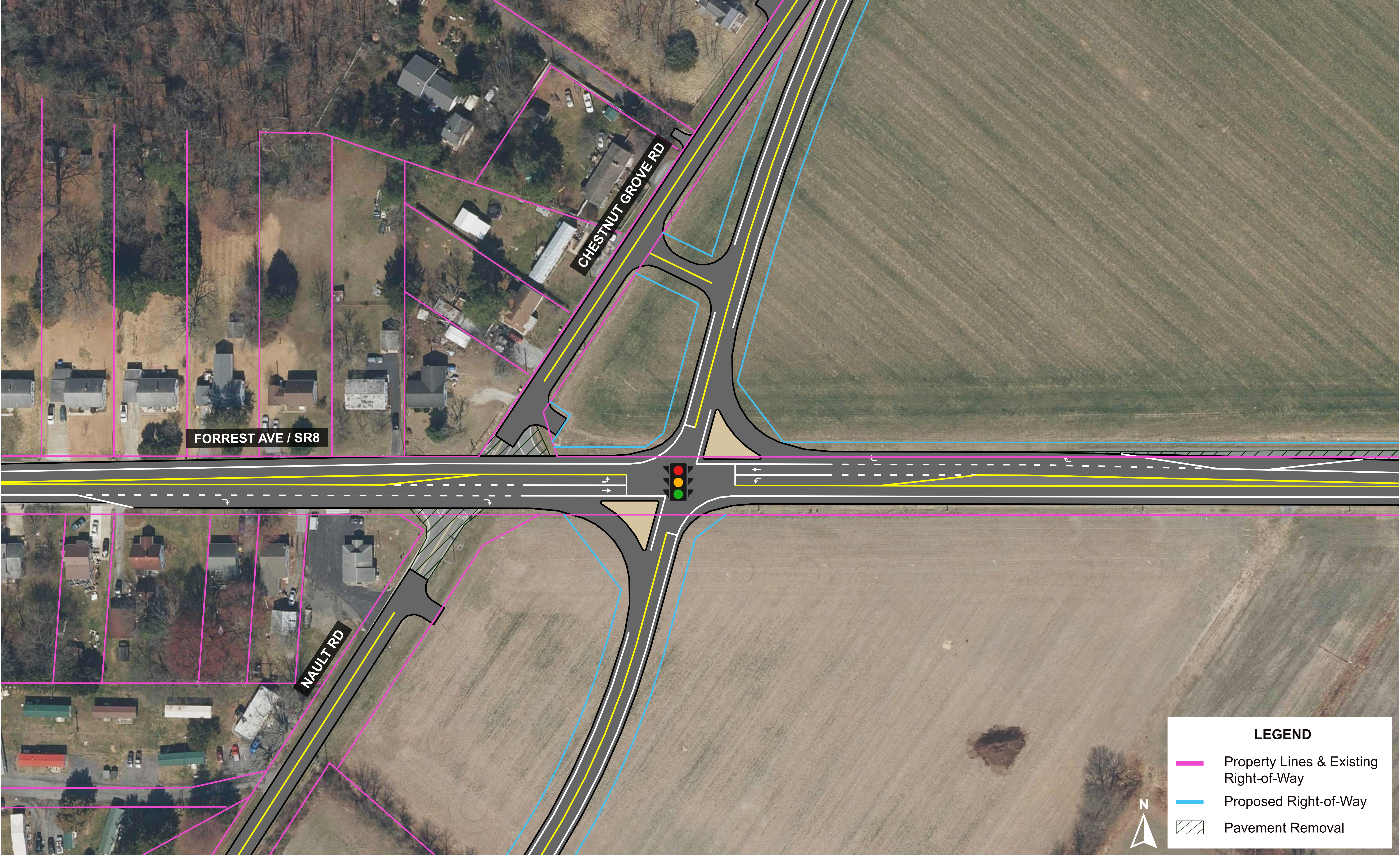


ALTERNATIVE 2 - ROUNDABOUT

- Skew angle of 57 degrees improved to 75 degrees. Improved sight distance visibility.
- Less property impacts
- Further improved traffic capacity



ALTERNATIVE 1 - RELOCATED SIGNAL



BENEFITS OF ROUNDABOUTS

SAFER THAN TRADITIONAL INTERSECTIONS

- In a traditional four-way intersection, there are 32 points of conflict in which two vehicles may collide while roundabouts have only eight conflict areas, greatly reducing the potential for crashes.

DRASTICALLY REDUCES SEVER CRASH INJURIES

- Crashes in roundabouts are typically minor, translating into less severe injuries and property damage.

EASIER FOR BEGINNING AND SENIOR DRIVERS

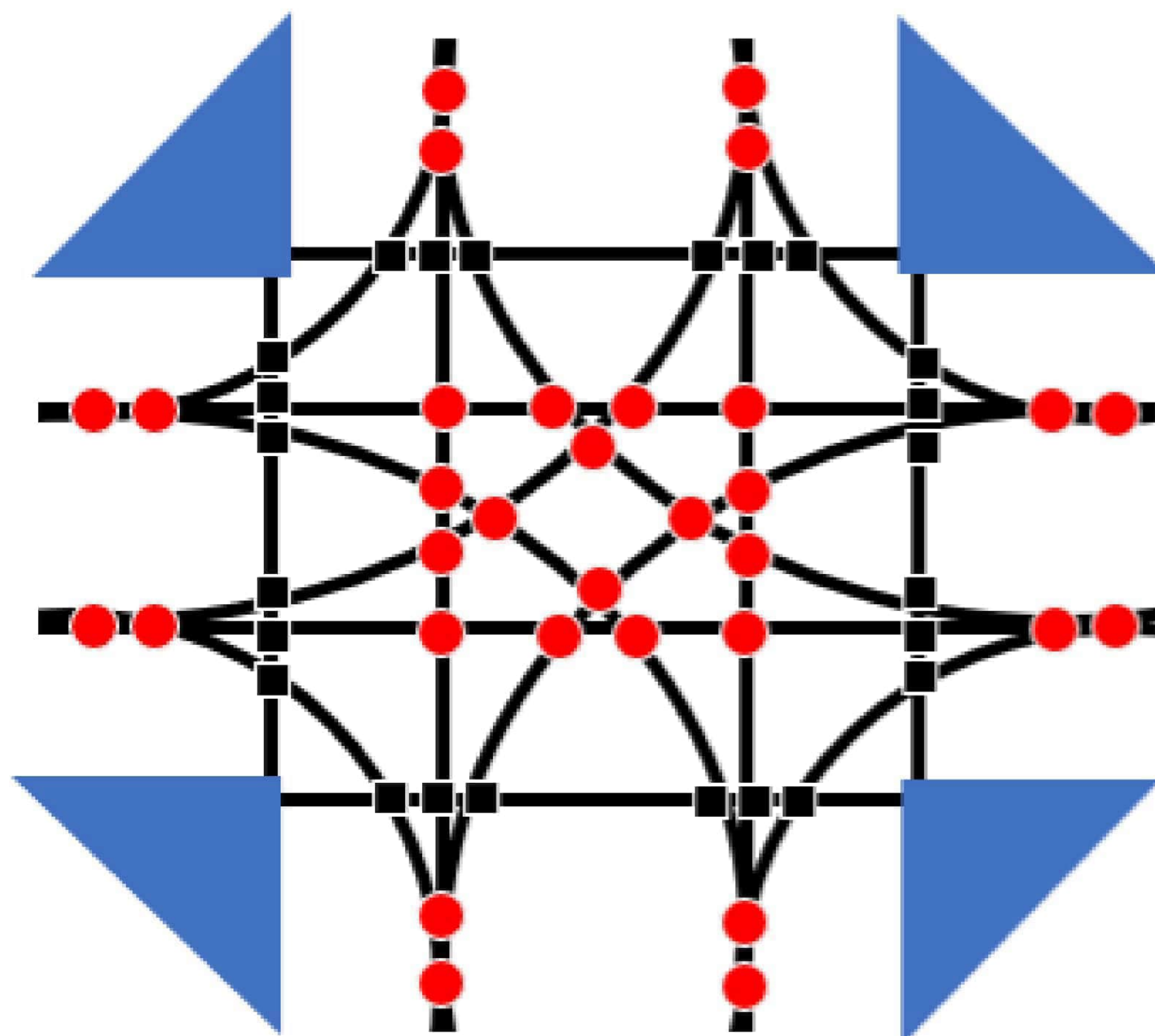
- Slower vehicle speeds mean drivers have more time to judge and react.

LOWER MAINTENANCE COSTS

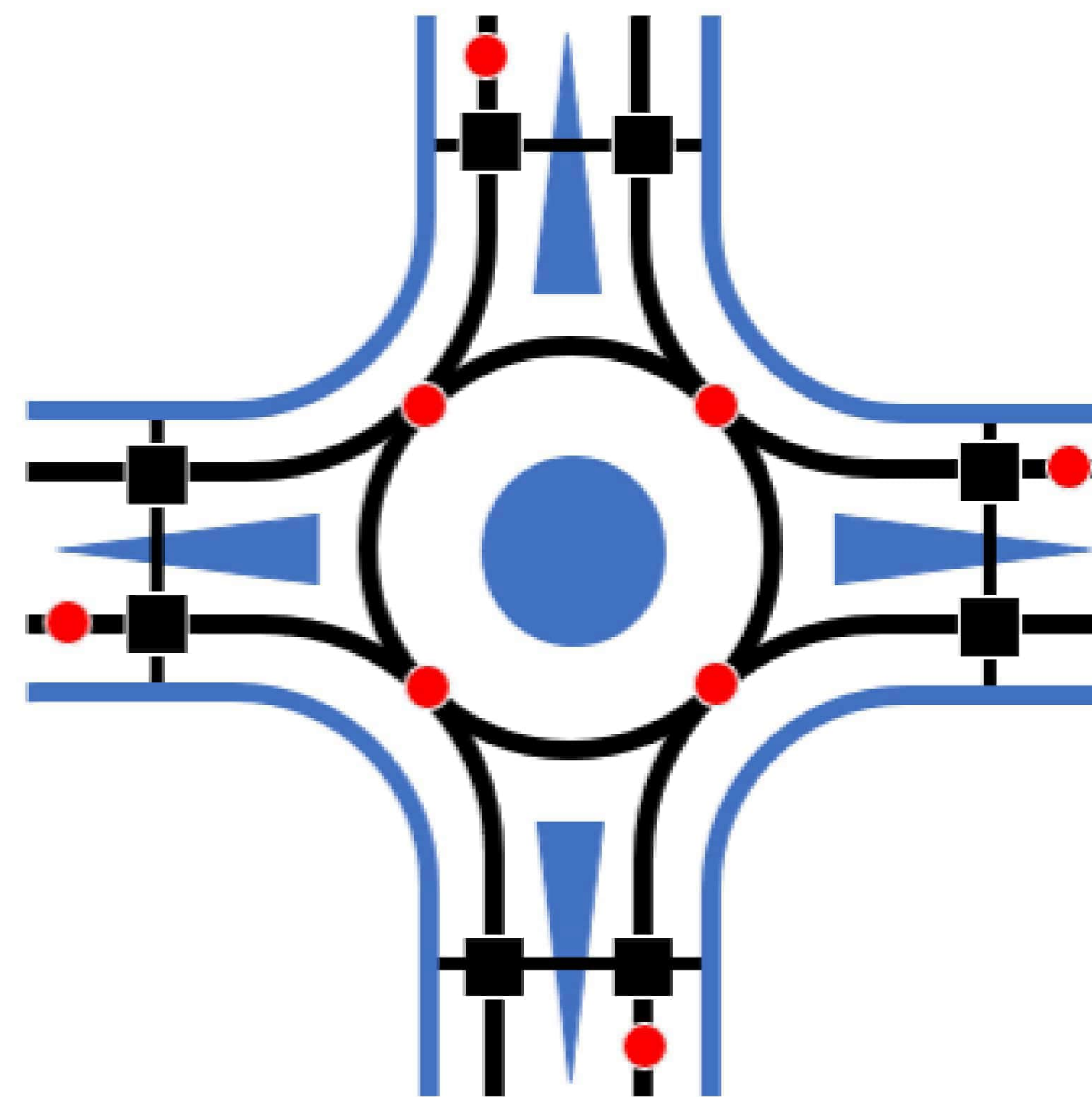
- Roundabouts are less expensive in terms of time, staff, and funding to properly maintain than traffic signals.
- The service life of a roundabout is approximately 25 years, versus 10 to 20 years for traffic signals.

GOOD FOR THE ENVIRONMENT

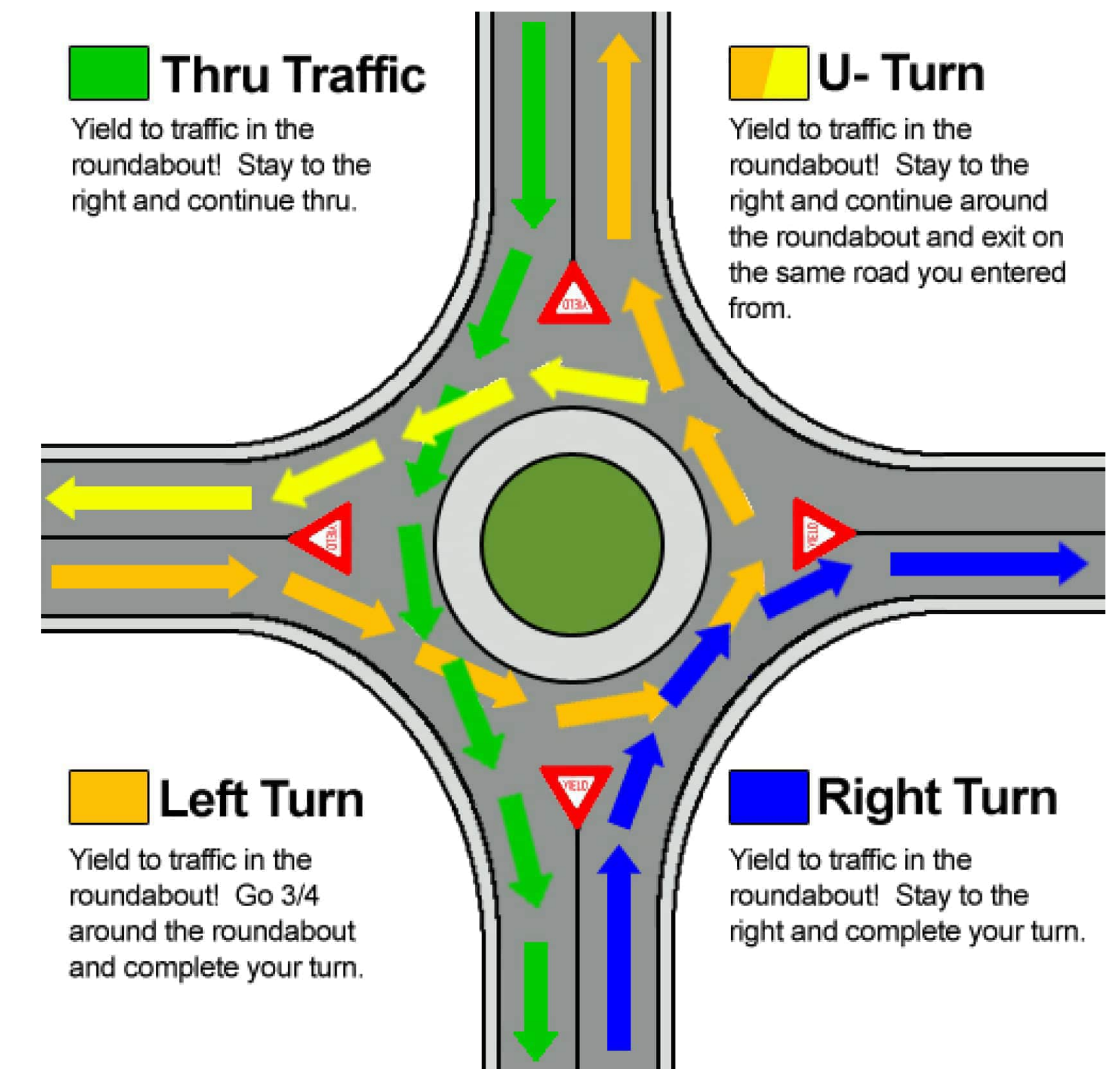
- Roundabouts often shorten or eliminate unnecessary stops and improve traffic flow thereby reducing vehicle emissions.



- 32 Vehicle Conflicts
- 24 Pedestrian Conflicts



- 8 Vehicle Conflicts
- 8 Pedestrian Conflicts



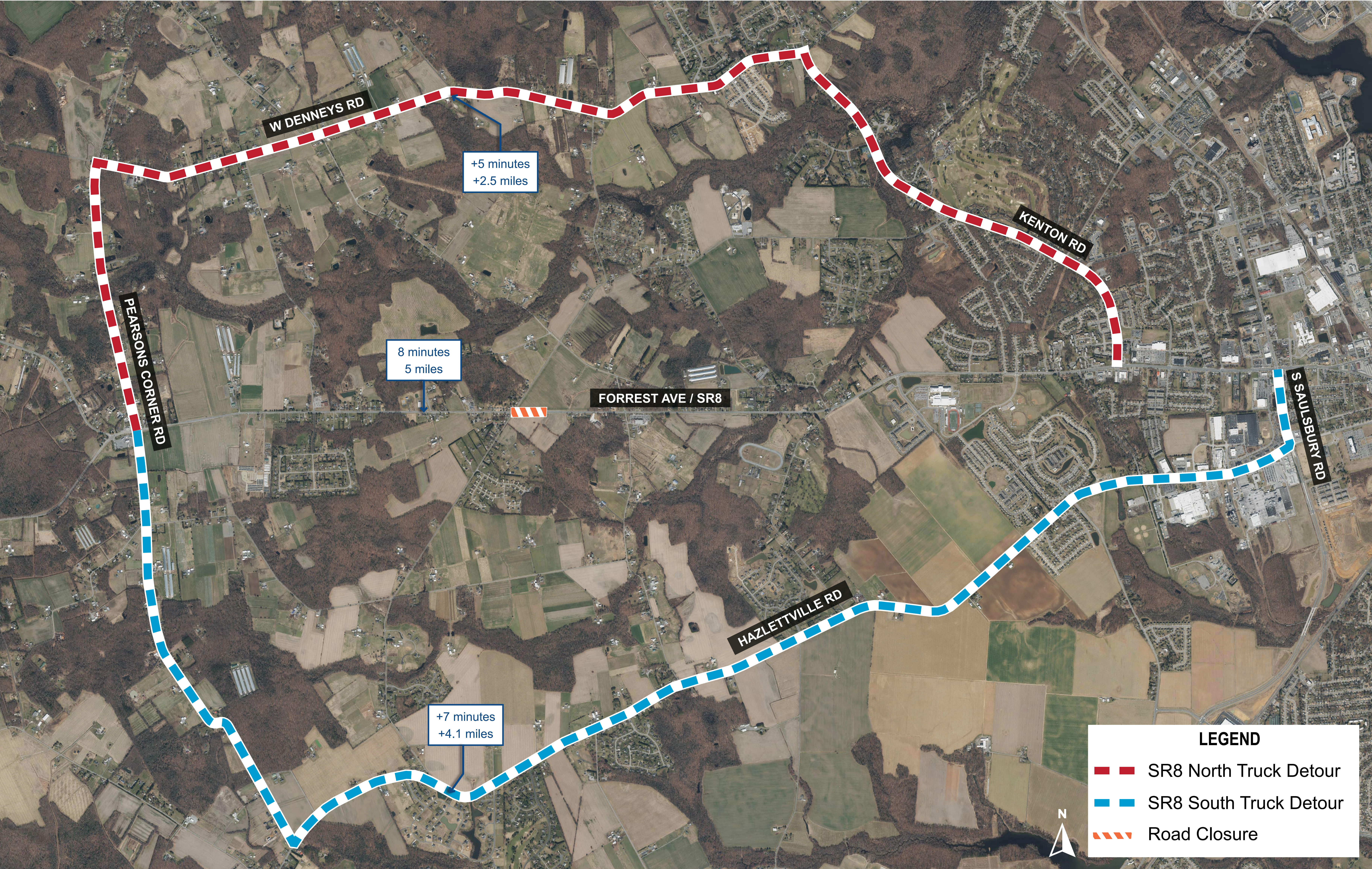
ALTERNATIVE 2 - ROUNDABOUT



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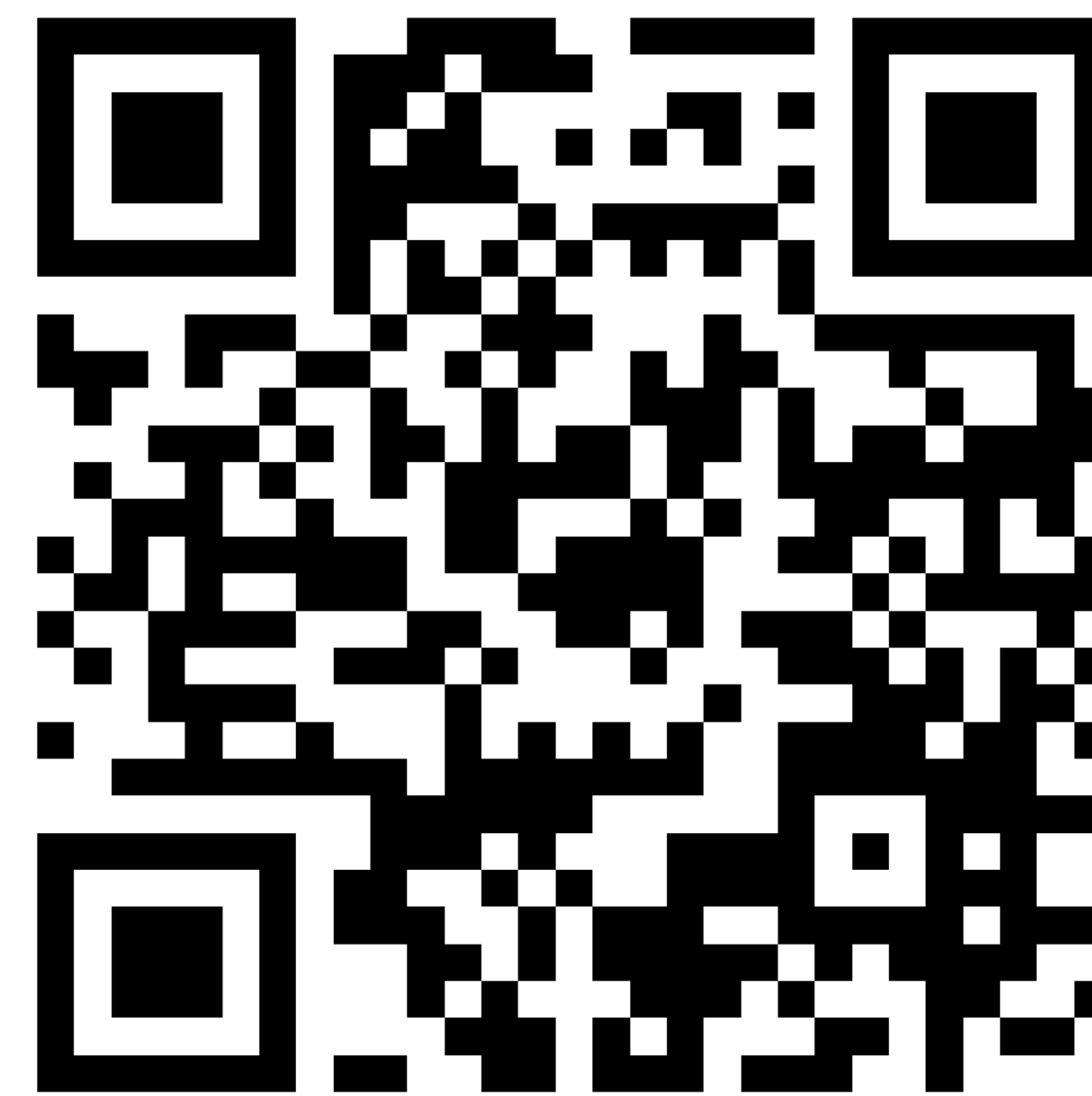
DETOURS MAP



Thank you!

Please return the **Comment Forms** by **July 05, 2024**.

Stay updated on the project progress by going to:
deldot.gov/projects



June 4, 2024



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