

# US 11 FROM ROLLING THUNDER LANE TO FRONTIER DRIVE

## Issues and Proposed Improvements

### Existing Issues

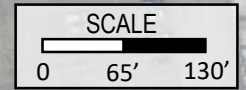
#### CRASH TYPE (2013-2017)

- Rear-End
- Angle
- Deer
- Fixed Object- off road
- Sideswipe- same direction
- Backed Into

- Deficient access spacing
- Total of 23 crashes at the US 11 at Route 262 interchange at various locations
- 4 injury crashes

- Total of 17 crashes
- 13 (65%) angle crashes
- 4 crashes involving illegal left turn from northbound through lane

The new planned development at the study site is expected to increase left-turn traffic which may potentially cause angle/left-turn crashes.



### Existing Issues



Rear-End Crash at Route 262 NB Off-Ramp



Motorists Do Not Obey "No Left Turn" Sign at US 11 at Rte 262 NB On-Ramp Intersection

### Conceptual Design

- Extend median to restrict left turns out of Rolling Thunder Lane

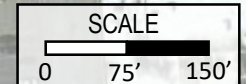
- Install overhead sign in advance of Route 262 northbound on-ramp

- Extend median and install straight through green arrow on the northbound approach to discourage left turns from through lanes

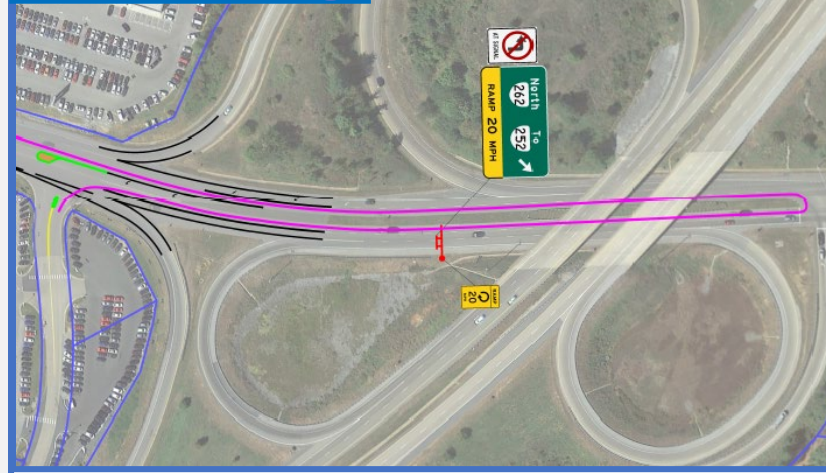
- Existing signals to be removed and replaced. Proposed signal head layout to include one 3-section (through arrows) and one 3-section (ball)
- Install signal head for northbound right turns

**LEGEND**

- PROPOSED PAVEMENT
- PROPOSED GRASS MEDIAN
- PROPOSED CONCRETE ITEMS
- PROPOSED CURB AND GUTTER
- SIGNALIZED INTERSECTION
- PROPOSED MEDIAN CURB
- EXISTING PROPERTY LINES
- VEHICLE REROUTING
- DIRECTIONAL ARROW
- PAVEMENT MARKING



### Vehicle Rerouting



# US 11 AT PAYNE LANE - CONCEPT 1 (Restrict Side Street Left Turns)

## Issues and Proposed Improvements

### Existing Issues

#### CRASH TYPE (2013-2017)

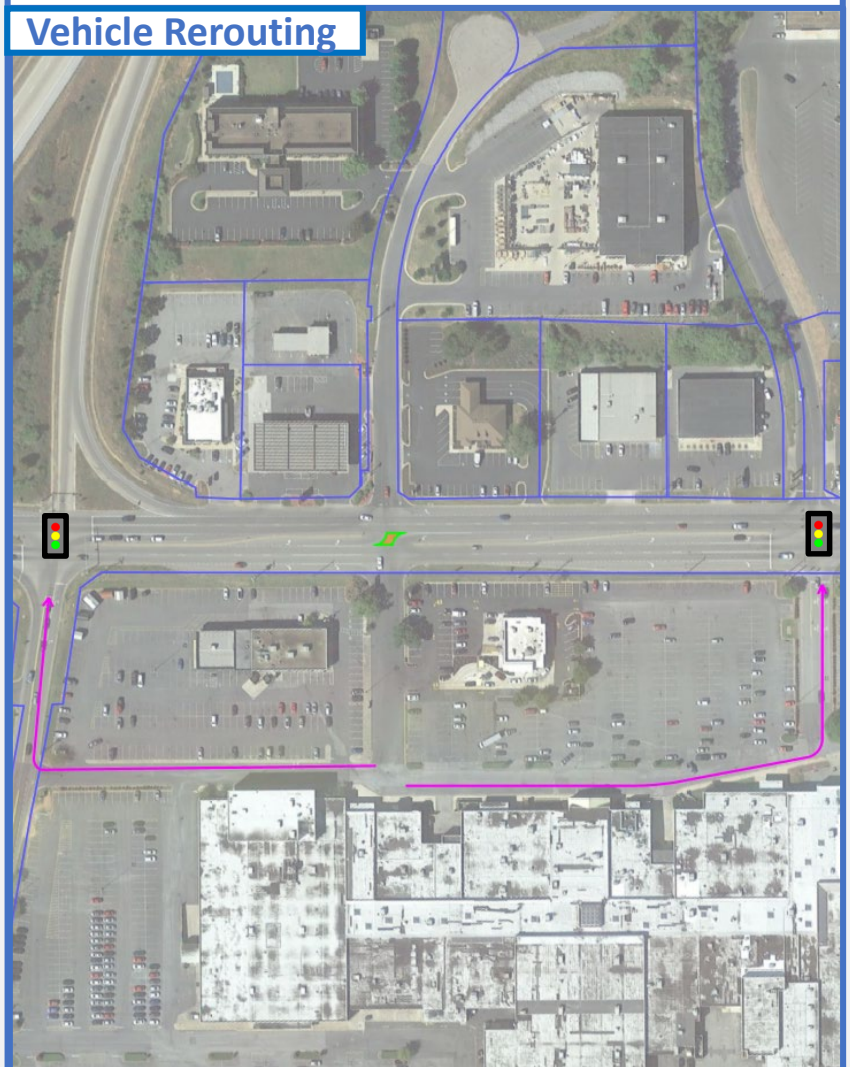
- Rear-End
- Angle
- Fixed Object- off road
- Sideswipe- same direction



### LEGEND

- PROPOSED CONCRETE ITEMS
- PROPOSED MEDIAN CURB
- EXISTING PROPERTY LINES
- ← PASSENGER VEHICLE RE-ROUTING
- SIGNALIZED INTERSECTION
- ↗ DIRECTIONAL ARROW
- PAVEMENT MARKING

### US 11 at Payne Lane- Concept 1



# US 11 AT PAYNE LANE - CONCEPT 2 (Restrict Side Street and SB Left Turns)

## Issues and Proposed Improvements

### Existing Issues

#### CRASH TYPE (2013-2017)

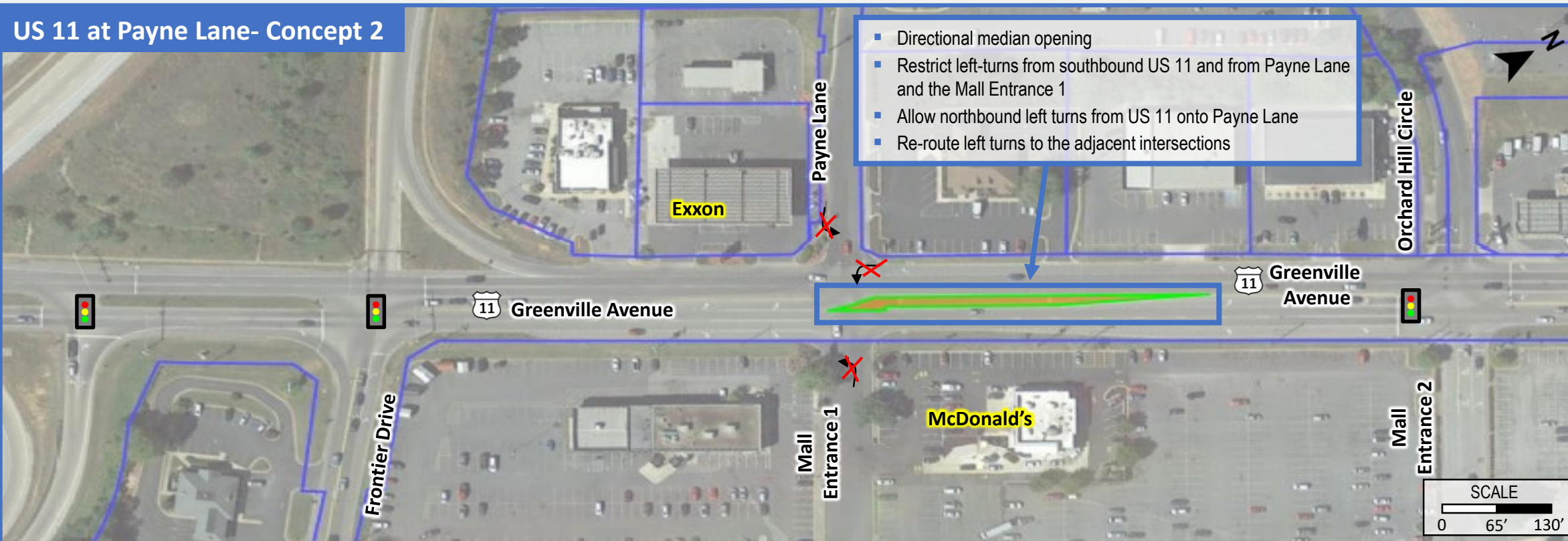
- Rear-End
- Angle
- Fixed Object- off road
- Sideswipe- same direction



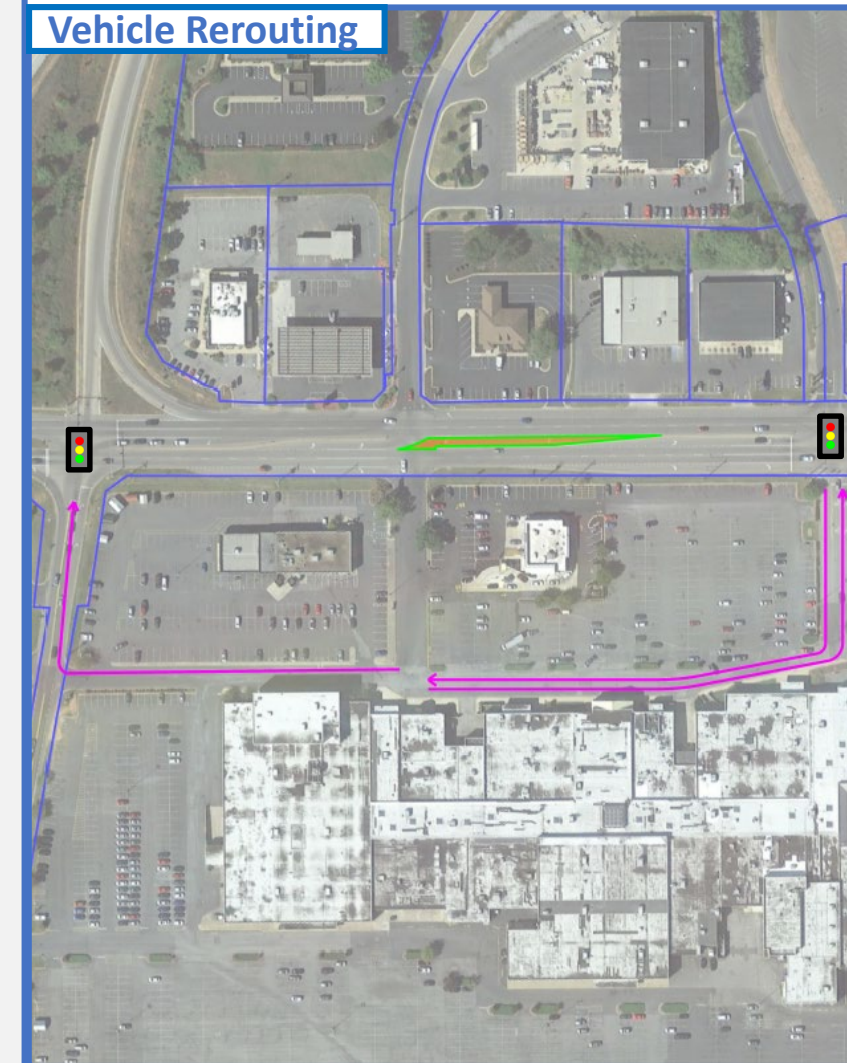
### LEGEND

- PROPOSED CONCRETE ITEMS
- PROPOSED MEDIAN CURB
- EXISTING PROPERTY LINES
- ← PASSENGER VEHICLE RE-ROUTING
- SIGNALIZED INTERSECTION
- DIRECTIONAL ARROW
- PAVEMENT MARKING

### US 11 at Payne Lane- Concept 2



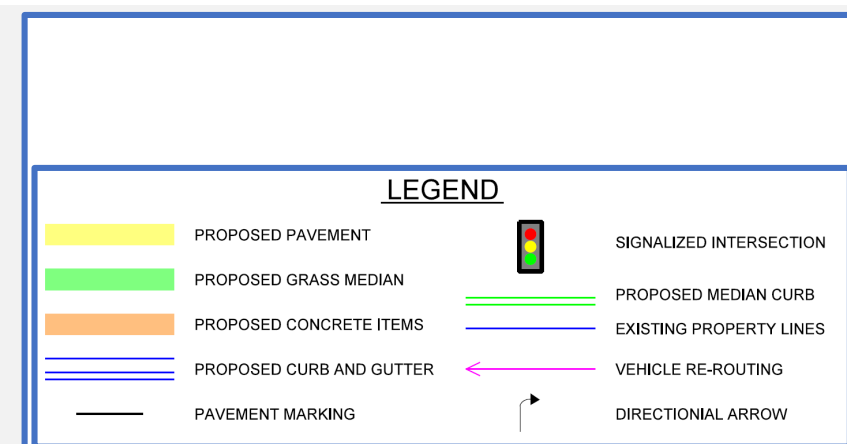
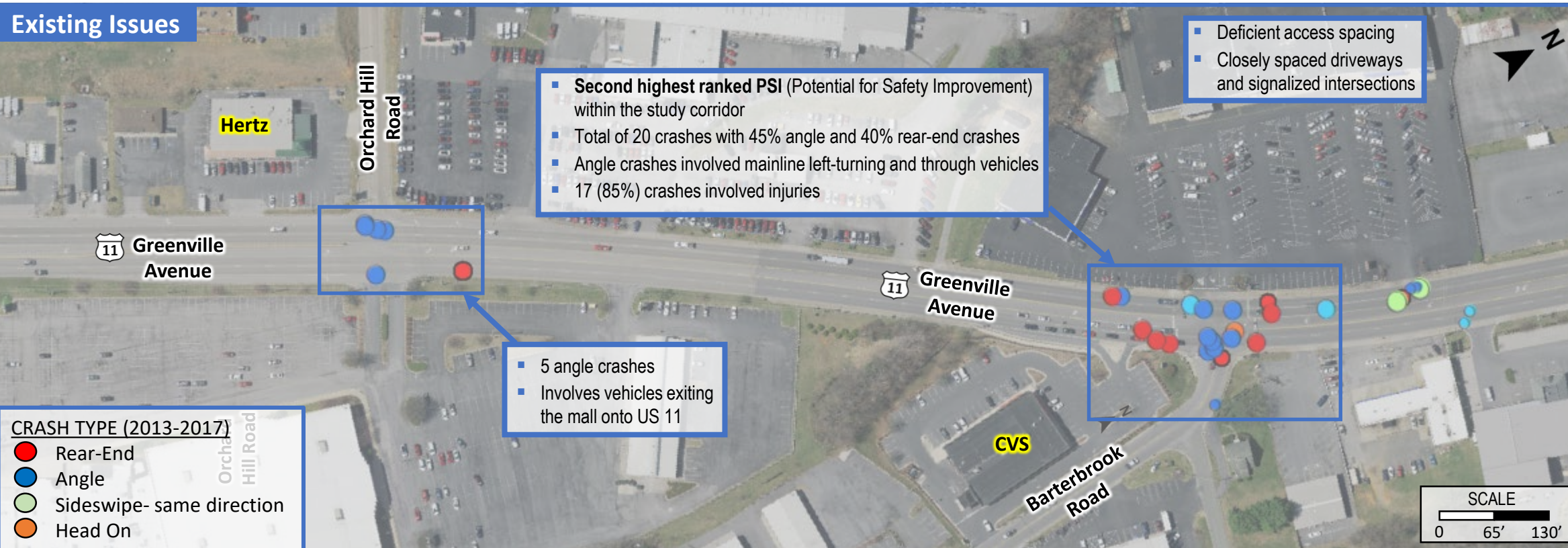
### Vehicle Rerouting



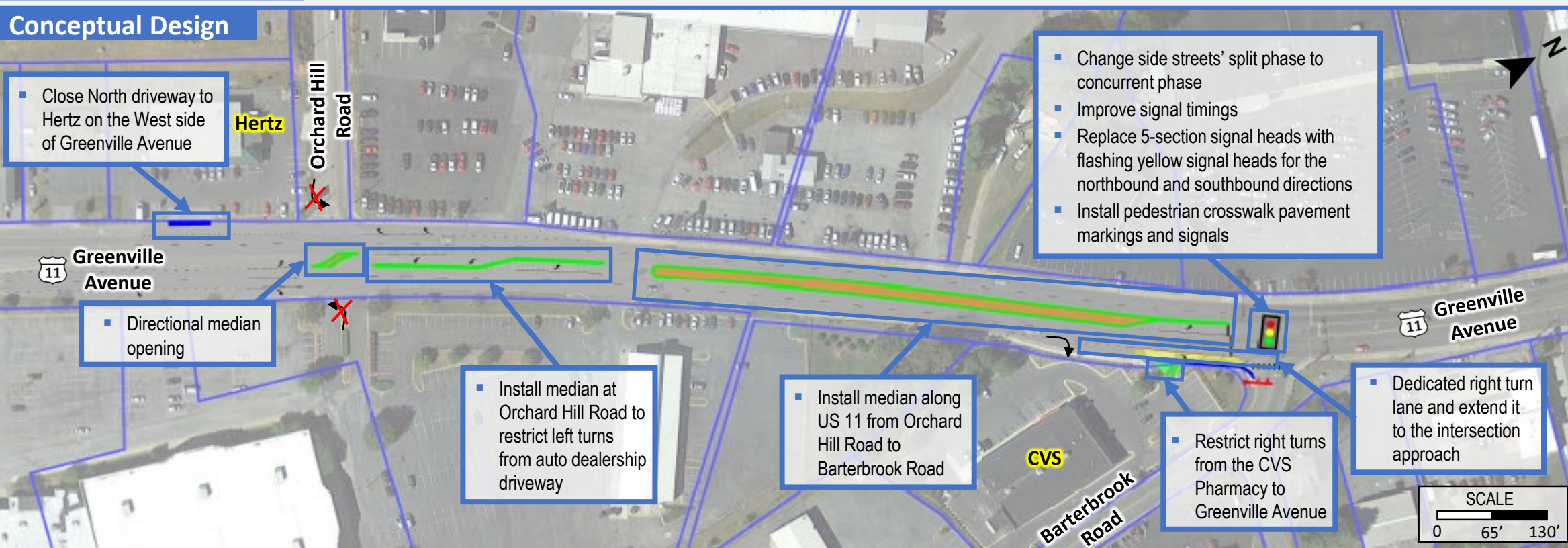
# US 11 FROM ORCHARD HILL ROAD TO BARTERBROOK ROAD

## Issues and Proposed Improvements

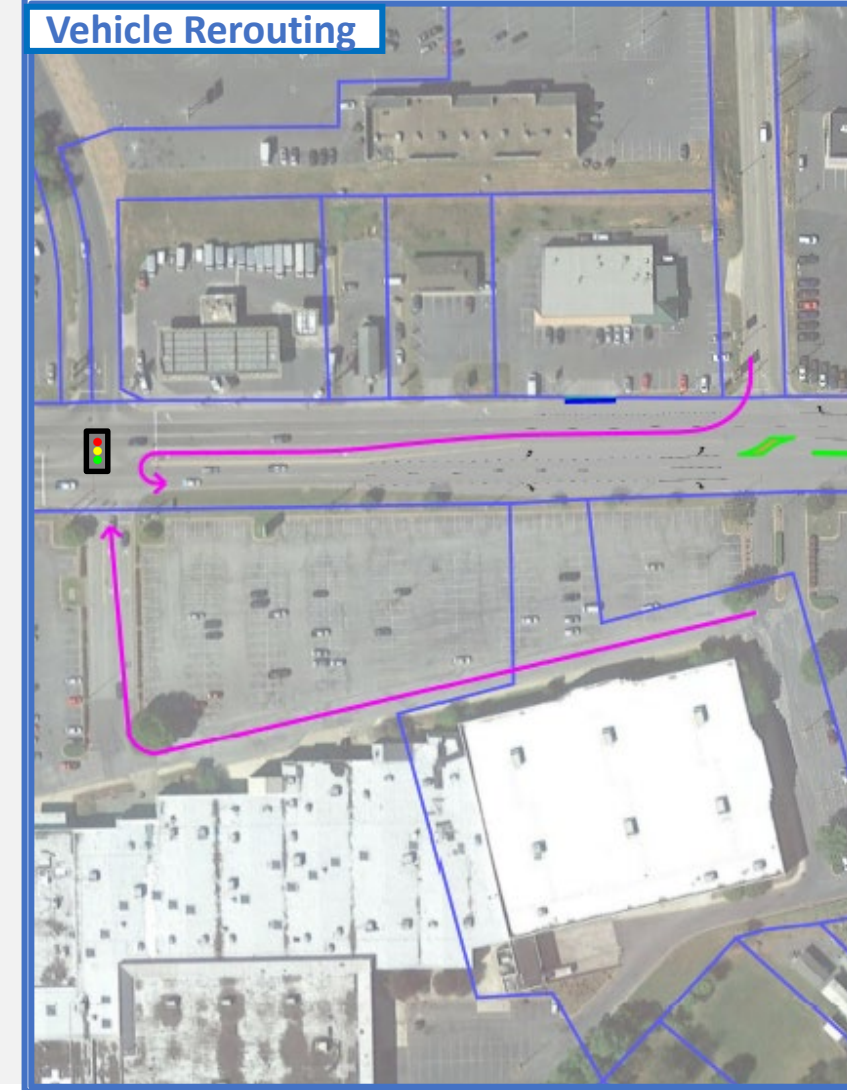
### Existing Issues



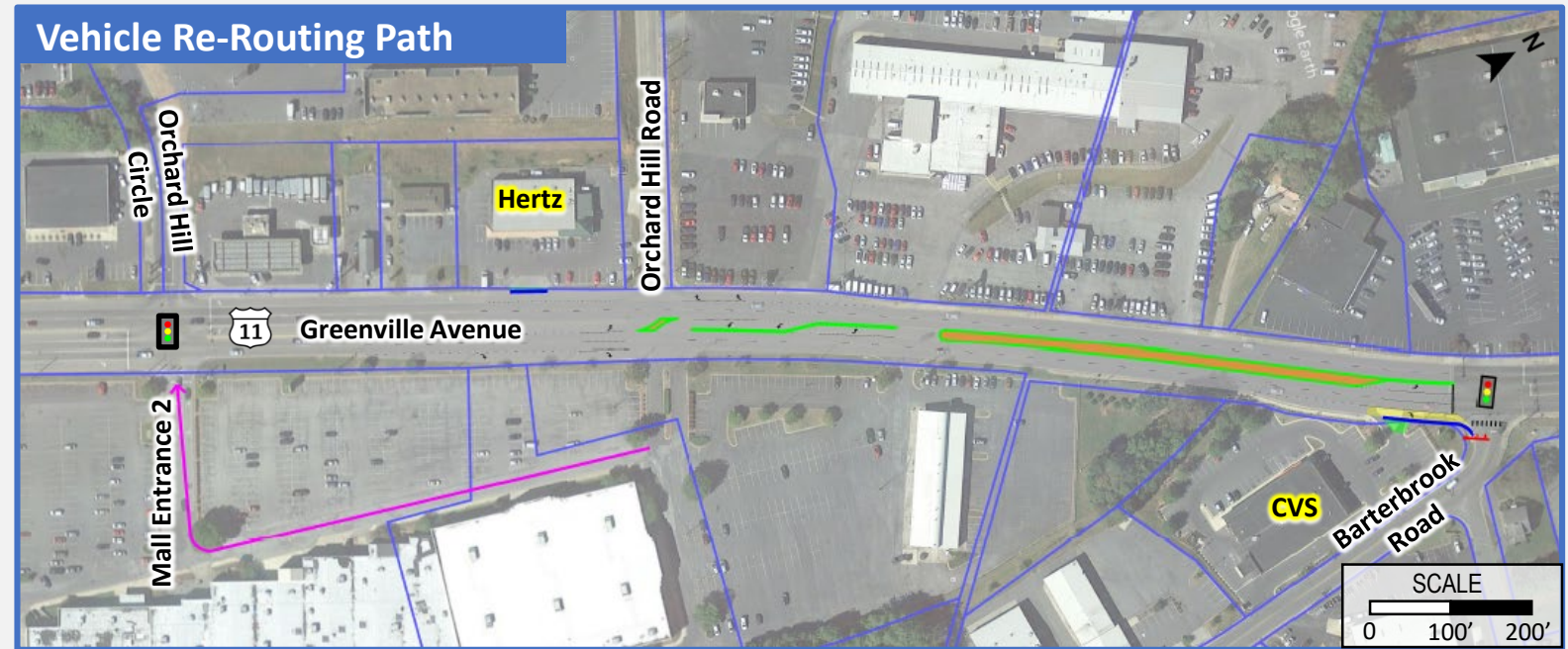
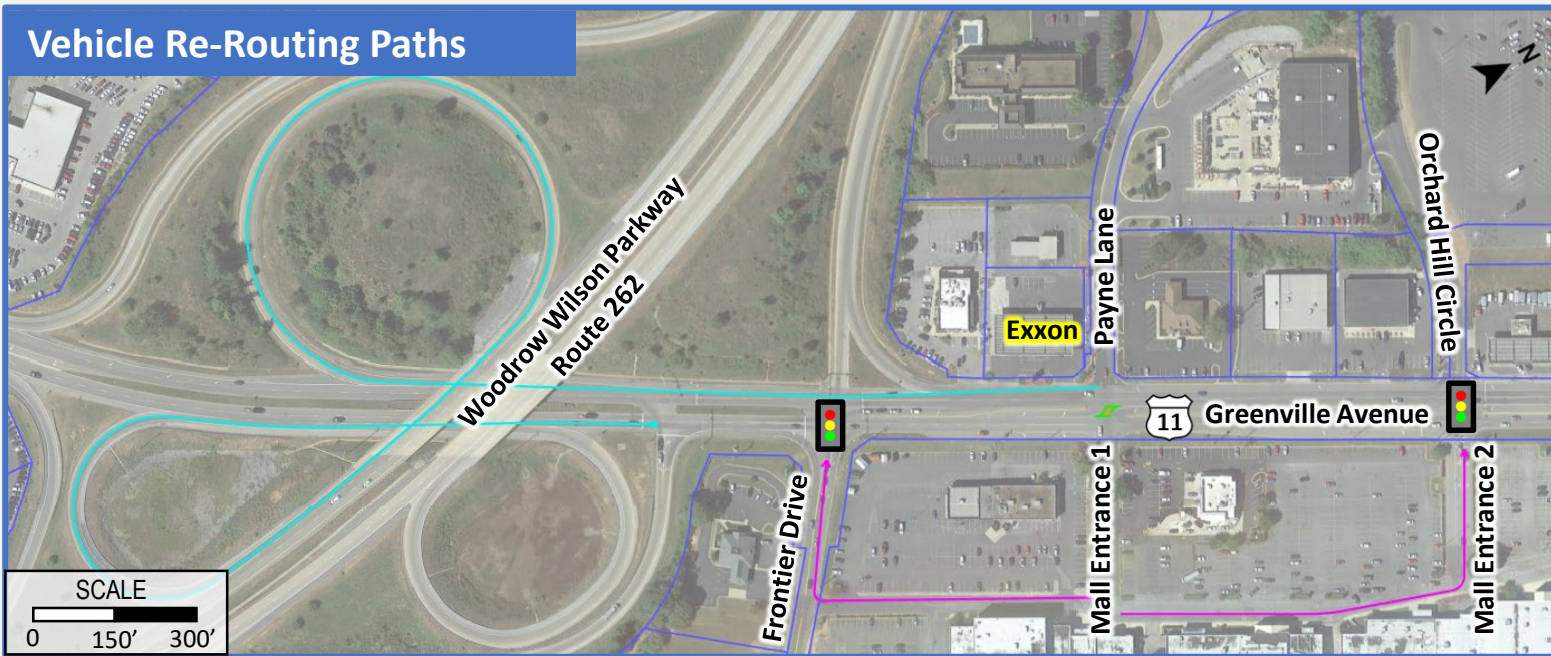
### Conceptual Design



### Vehicle Rerouting



# VEHICLE RE-ROUTING DUE TO MEDIAN CLOSURES



**LEGEND**

	PROPOSED CONCRETE ITEMS		EXISTING PROPERTY LINES
	PROPOSED CURB AND GUTTER		HEAVY VEHICLE RE-ROUTING
	PROPOSED MEDIAN CURB		PASSENGER VEHICLE RE-ROUTING
	PAVEMENT MARKING		SIGNALIZED INTERSECTION

**Notes**

Vehicles sized WB-40 or smaller qualify for the ability to use the Passenger Vehicle Rerouting path.

Vehicles sized WB-40 or smaller qualify for making U-turns at adjacent intersections.

Vehicles sizes greater than WB-40 must use the Heavy Vehicle Rerouting path. No U-Turns at intersections.

# US 11 FROM BETSY BELL ROAD TO AMHERST ROAD

## Issues and Proposed Improvements

### Existing Issues



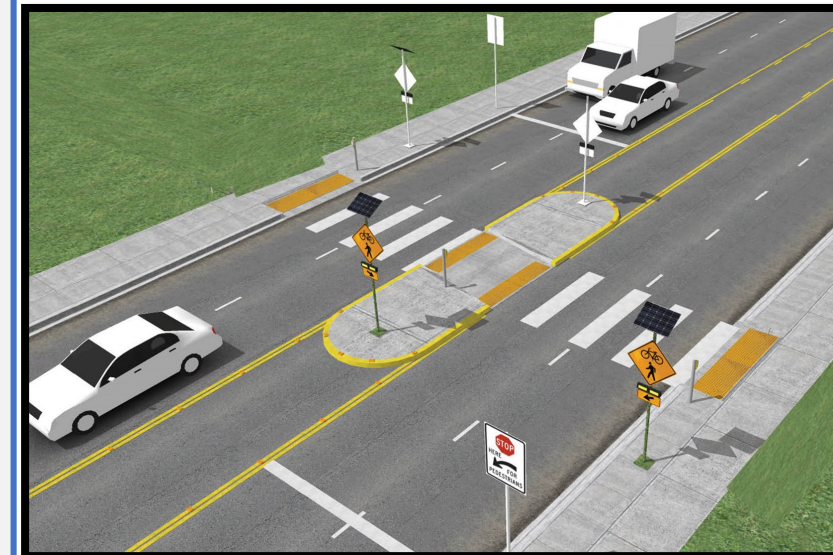
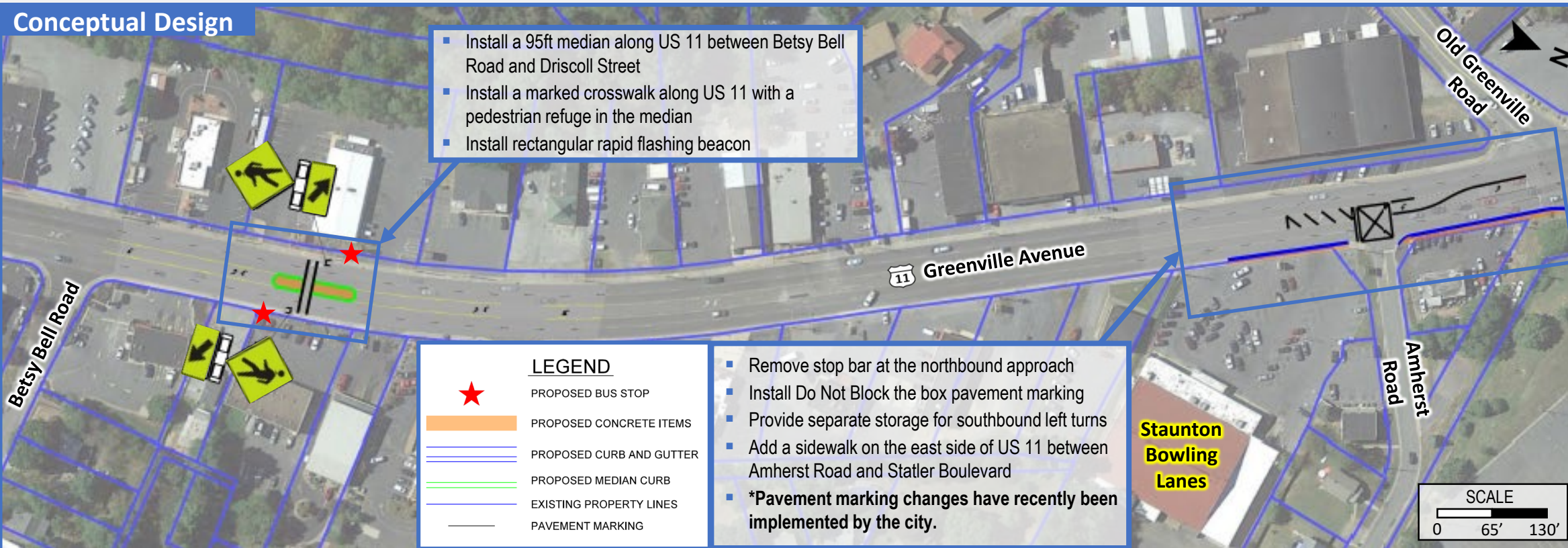
### Existing Issue



Pedestrian Crossing at Midblock

### Proposed Improvement

### Conceptual Design



Midblock Crosswalk with a Pedestrian Refuge and Rectangular Rapid Flashing Beacon

Source: (<https://nacto.org/publication/urban-bikeway-design-guide/bicycle-signals/active-warning-beacon-for-bike-route-at-unsignalized-intersection/>)

# US 11 FROM STATLER BOULEVARD TO HAMPTON STREET

## Issues and Short-Term Improvements

### Existing Issues

- Total of 22 crashes with 80% crashes involving injuries
- 60% rear-end crashes
- Heavy northbound right-turning traffic



### Existing Issues



Non-ADA Compliant Curb Ramp



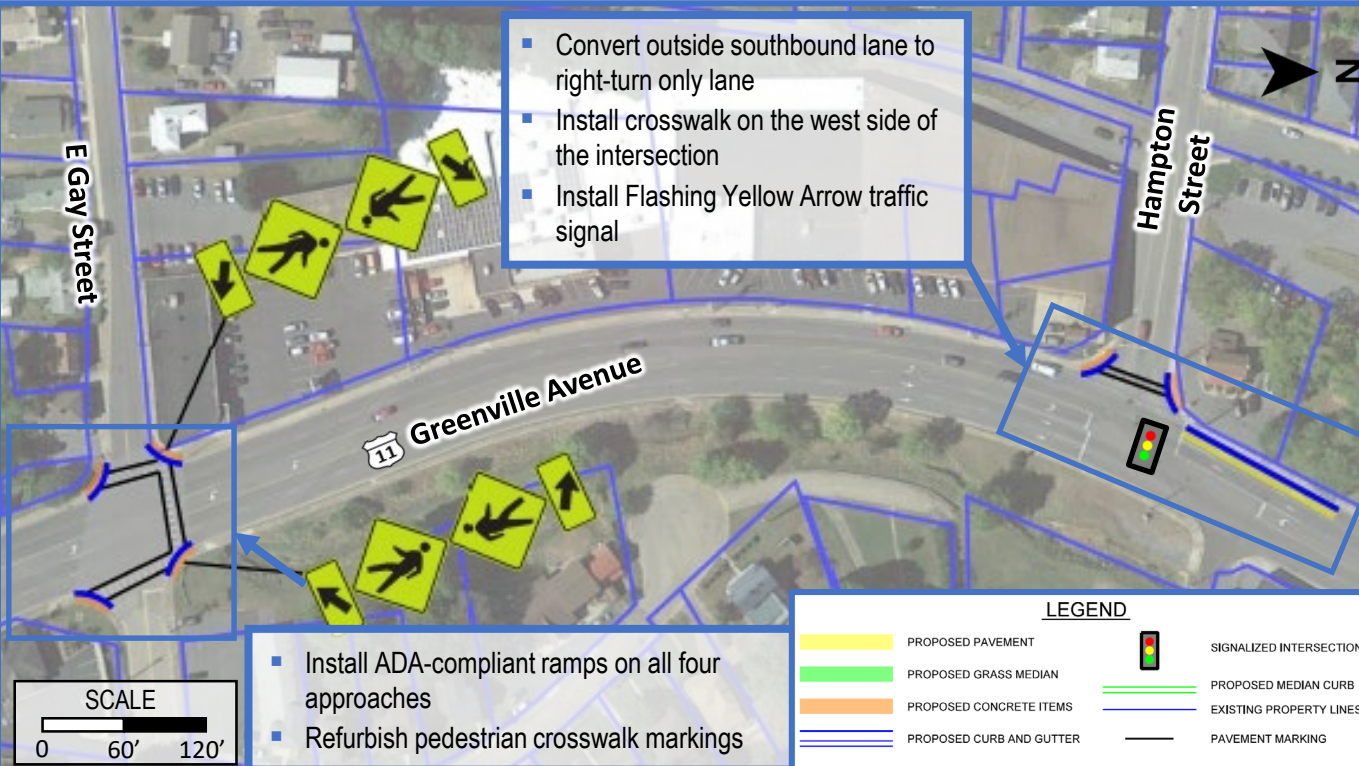
Crosswalk Missing



Non-ADA Compliant Curb Ramp

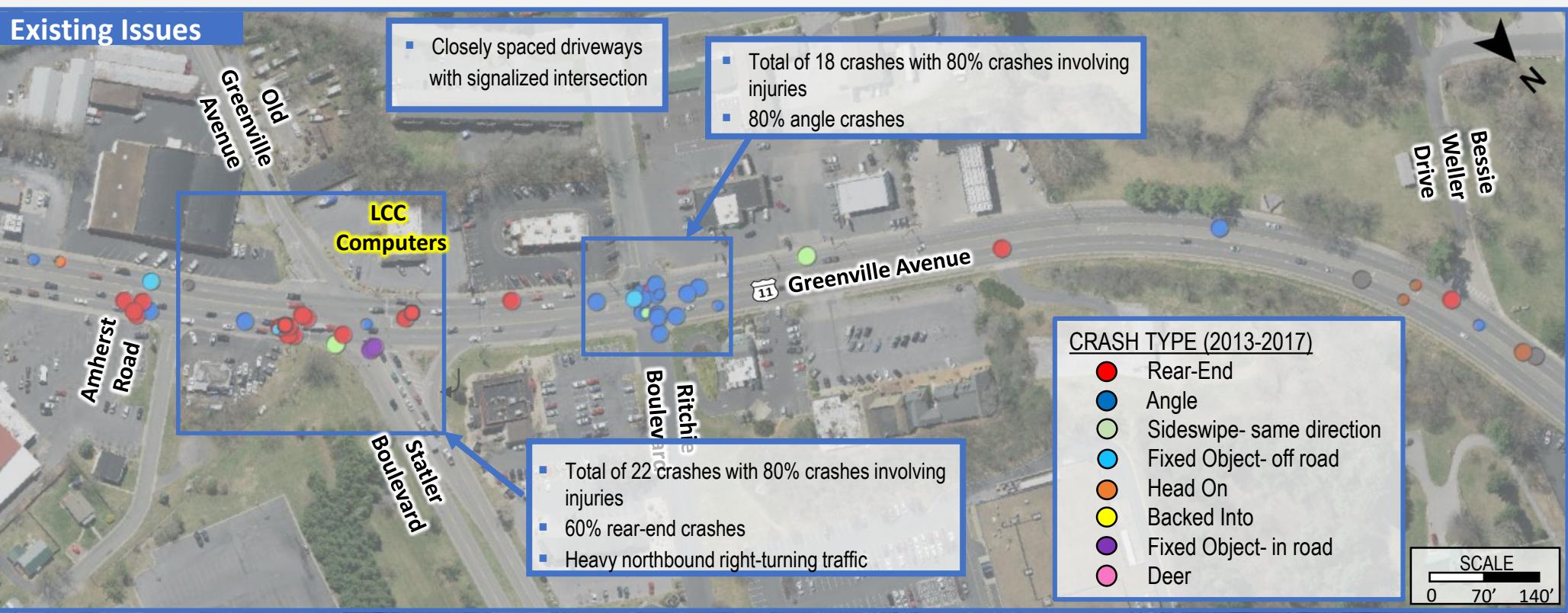
### Conceptual Design

- Install curbs to convert LCC Computers entrances from US 11/ Old Greenville Ave to right-in/right-out only



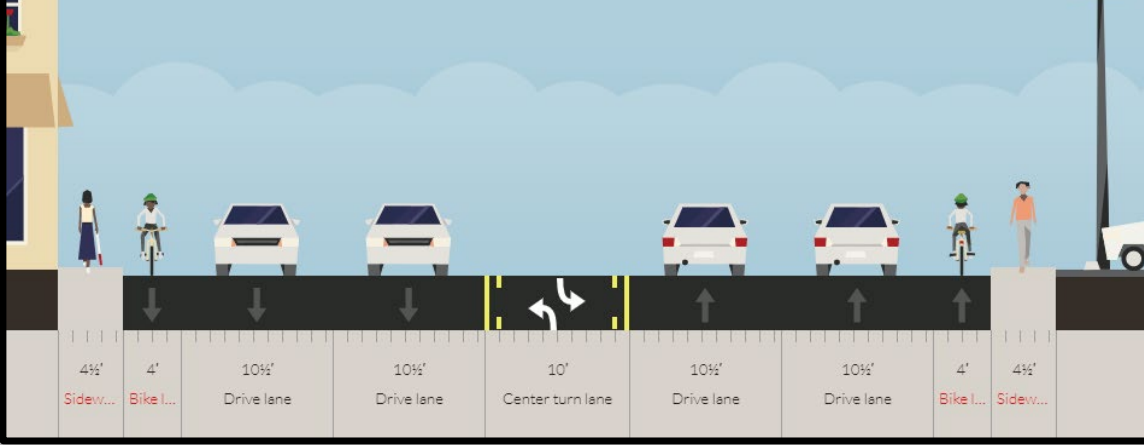
- Install crosswalk with pedestrian phasing and curb ramps
- Install sidewalk on the East side of US 11 between Amherst Road and Statler Boulevard
- Install puppy tracks to define a maneuvering path for eastbound through traffic

# US 11 - STATLER BOULEVARD TO RICHMOND AVENUE: LONG-TERM IMPROVEMENTS CONCEPT 1 (SHEET 1) Improvements from Statler Boulevard to Bessie Weller Drive

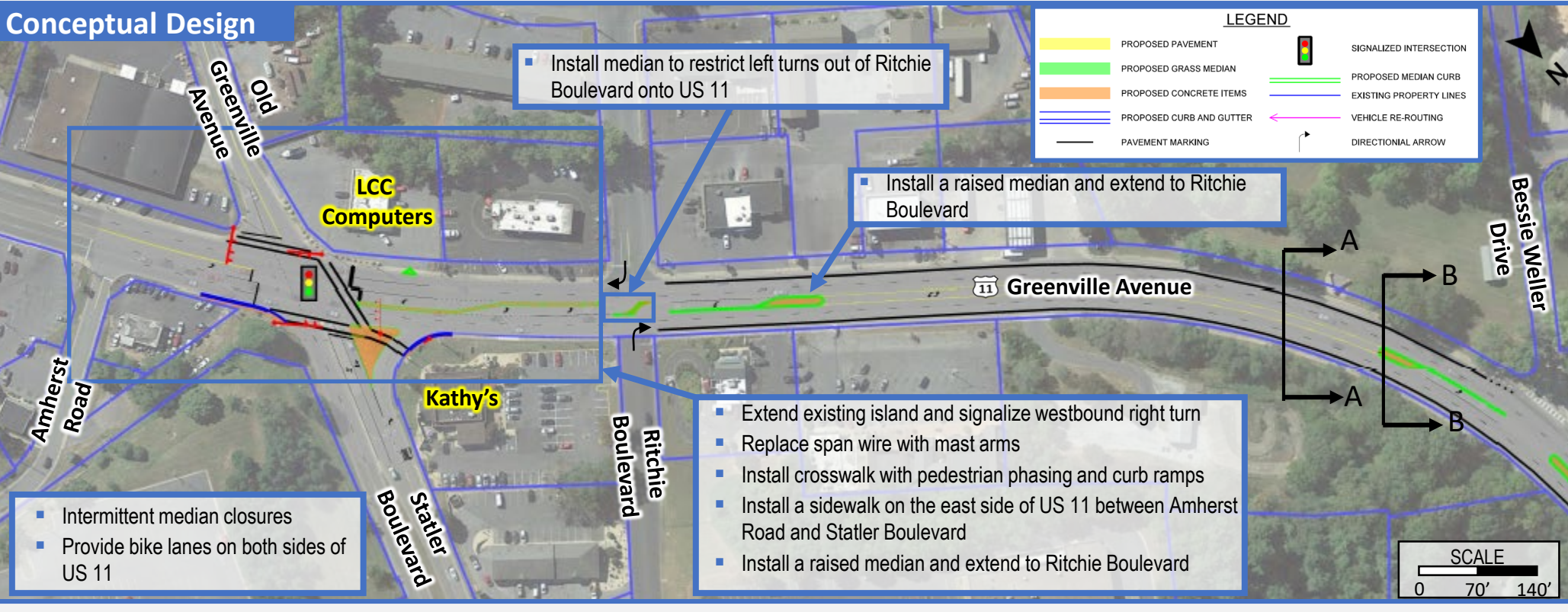
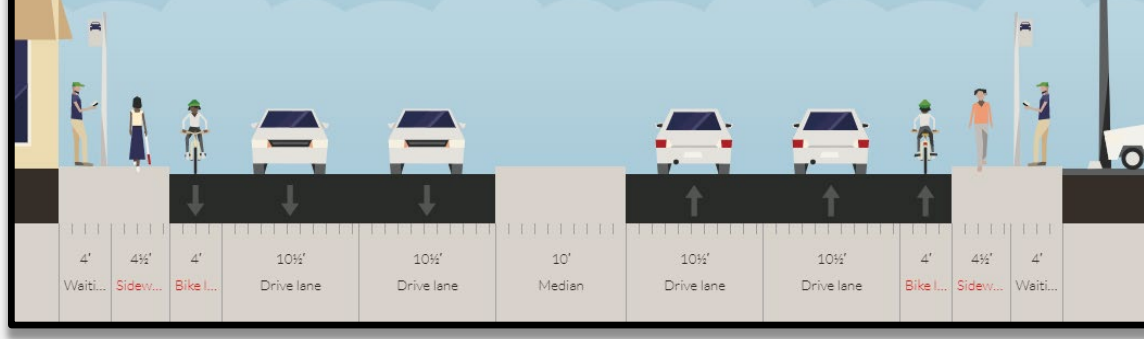


### Typical Sections

#### Section A-A



#### Section B-B



### Vehicle Rerouting

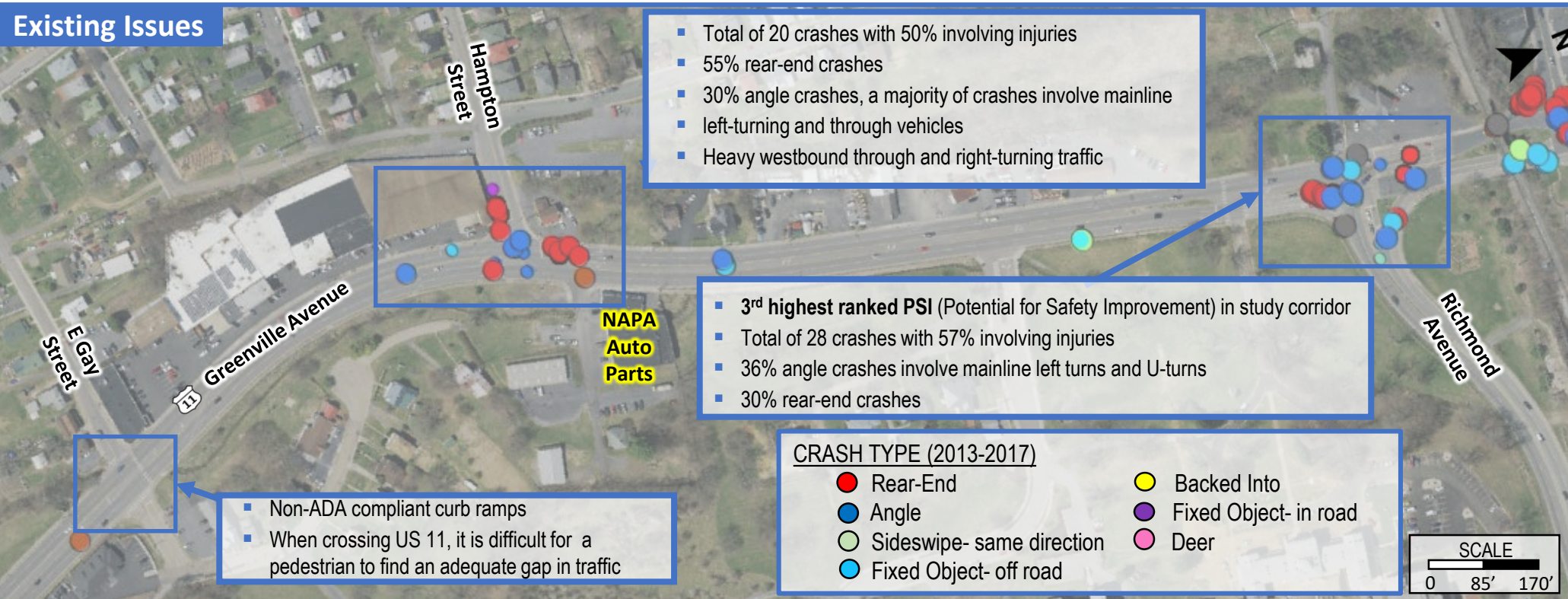




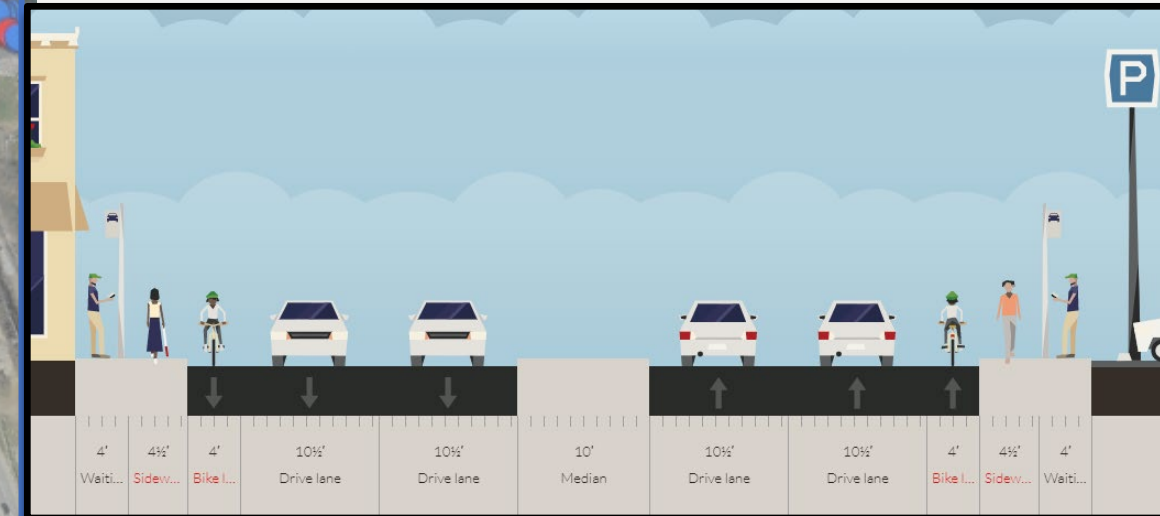
# US 11 FROM STATLER BOULEVARD TO RICHMOND AVENUE: LONG-TERM CONCEPT 1 (SHEET 2)

## Improvements from E. Gay Street to Richmond Avenue

### Existing Issues

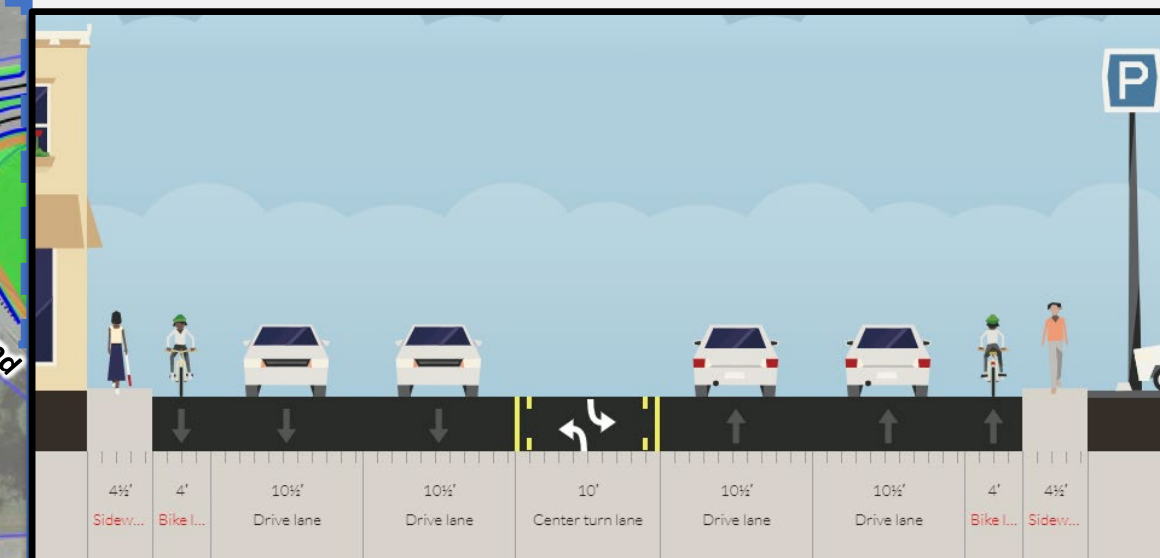
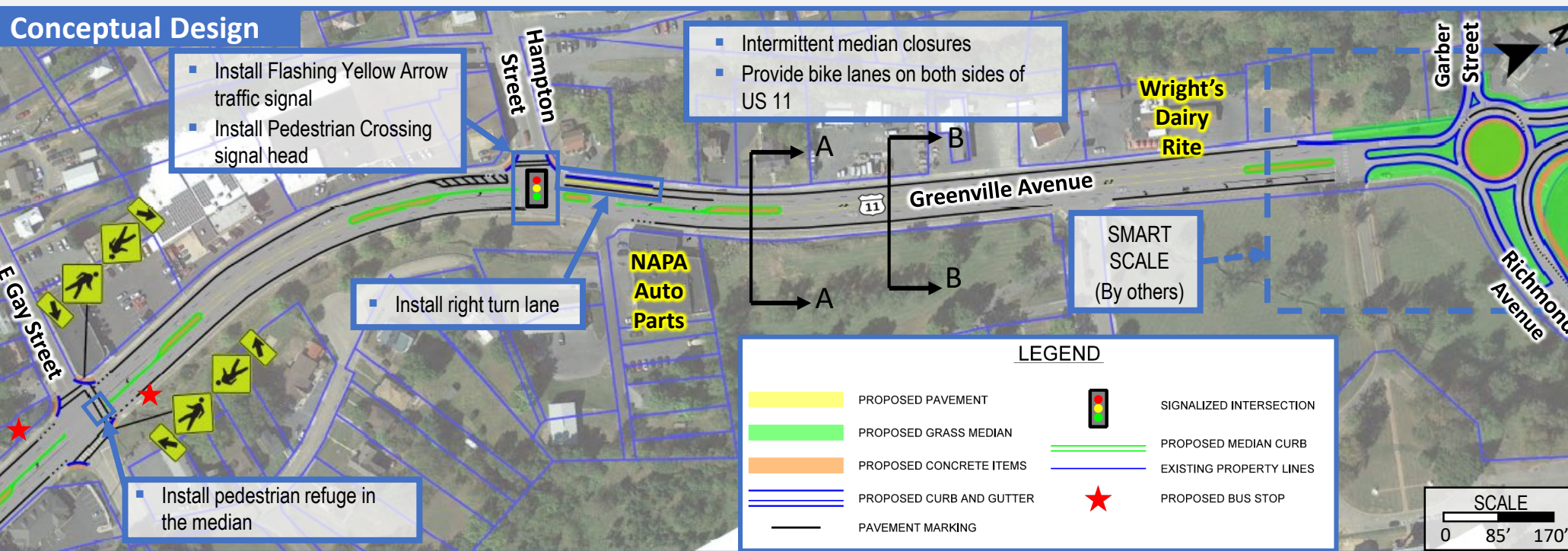


### Typical Sections



Section A-A

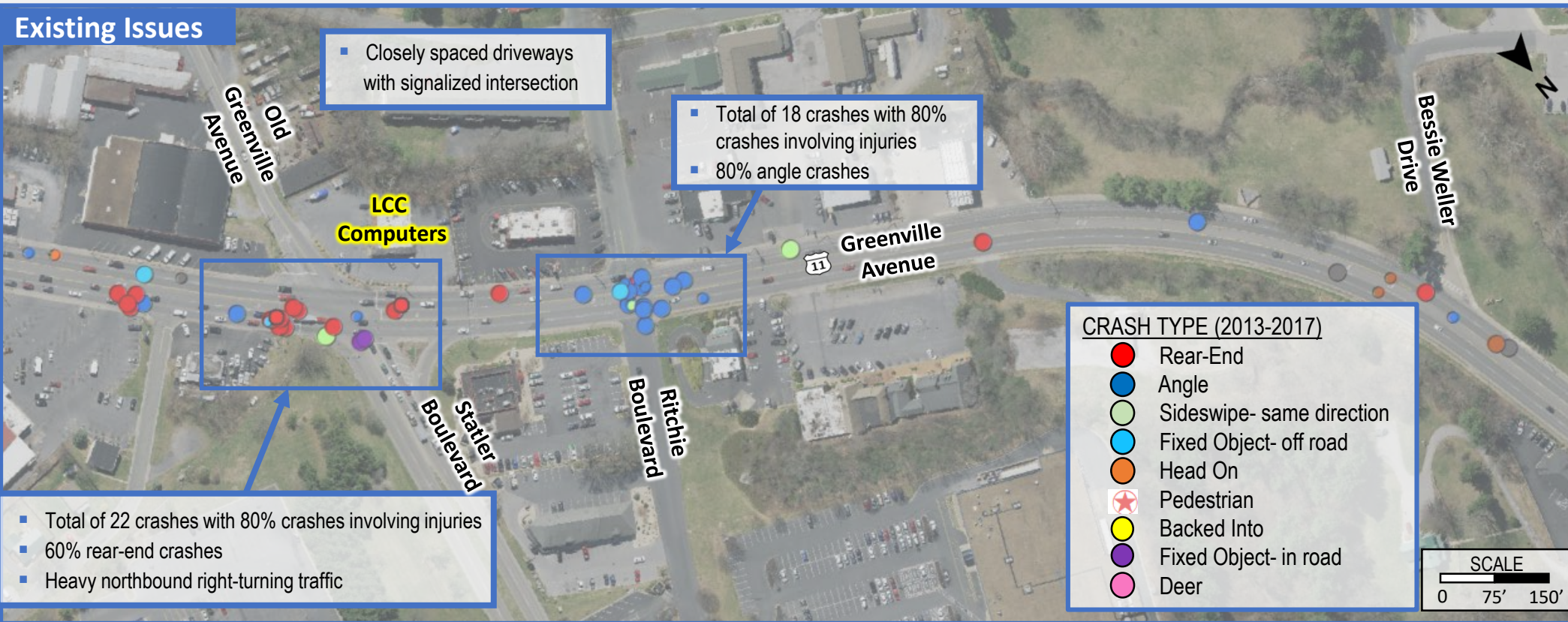
### Conceptual Design



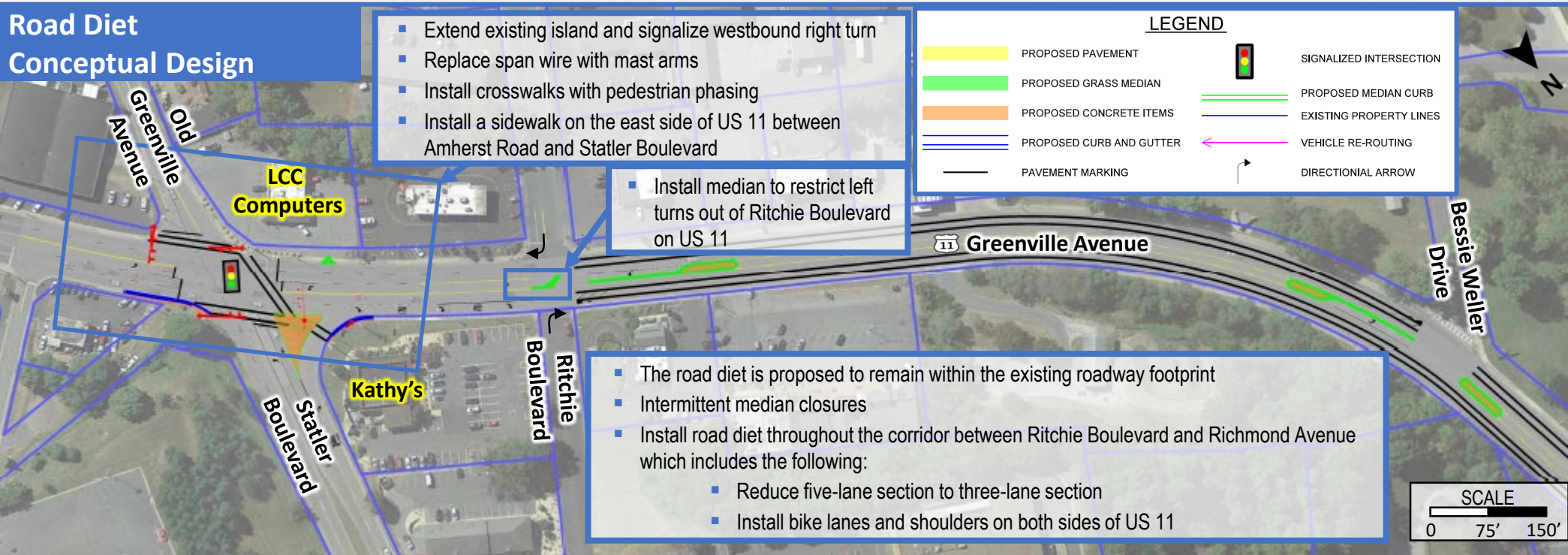
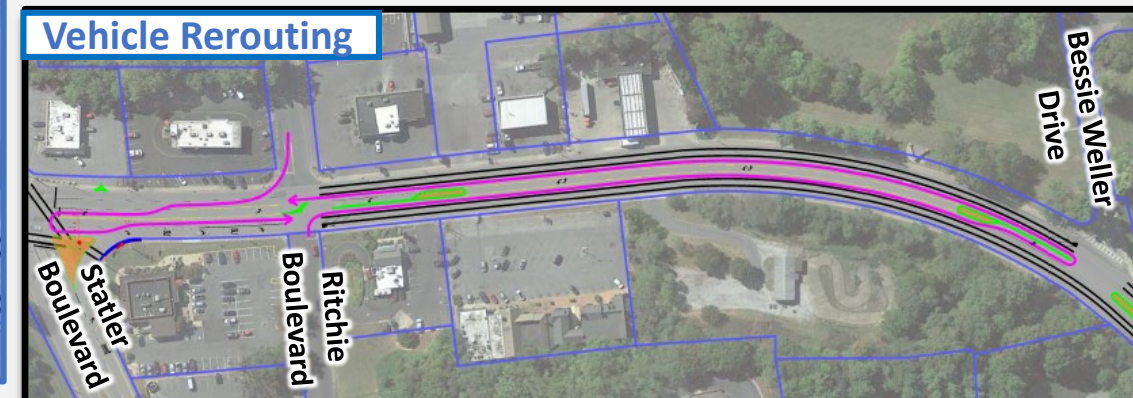
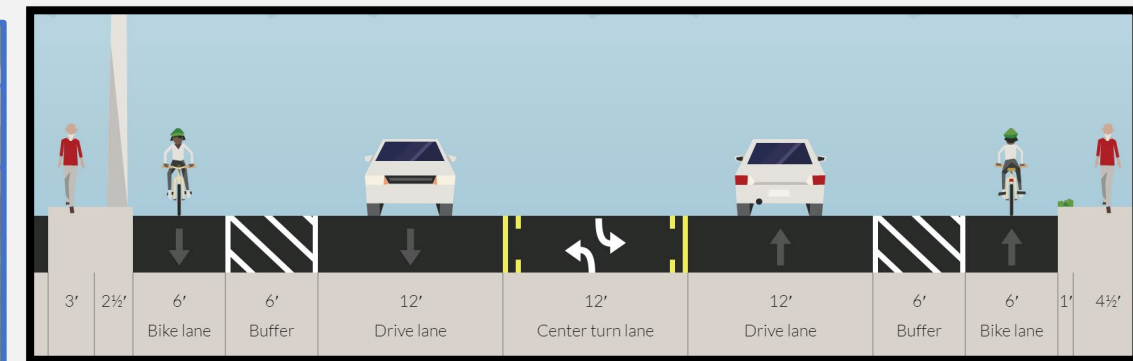
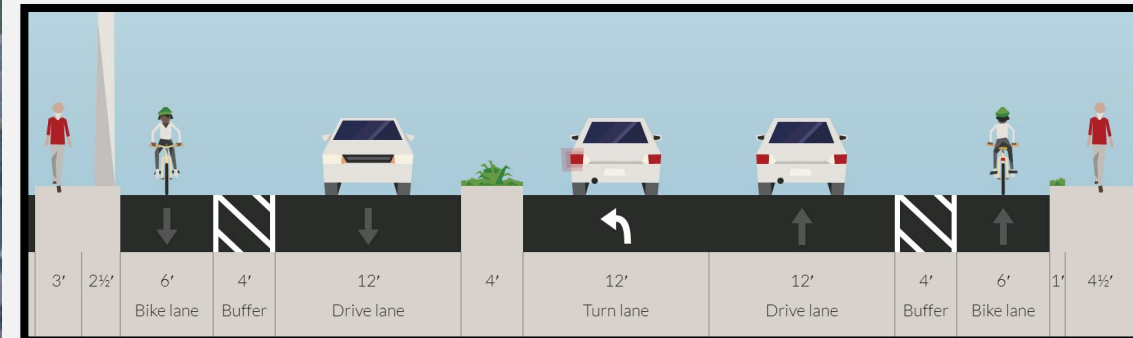
Section B-B

# US 11 FROM STATLER BOULEVARD TO RICHMOND AVENUE: LONG-TERM CONCEPT 2 (SHEET 1)

## Improvements from Statler Boulevard to Bessie Weller Drive (Road Diet)



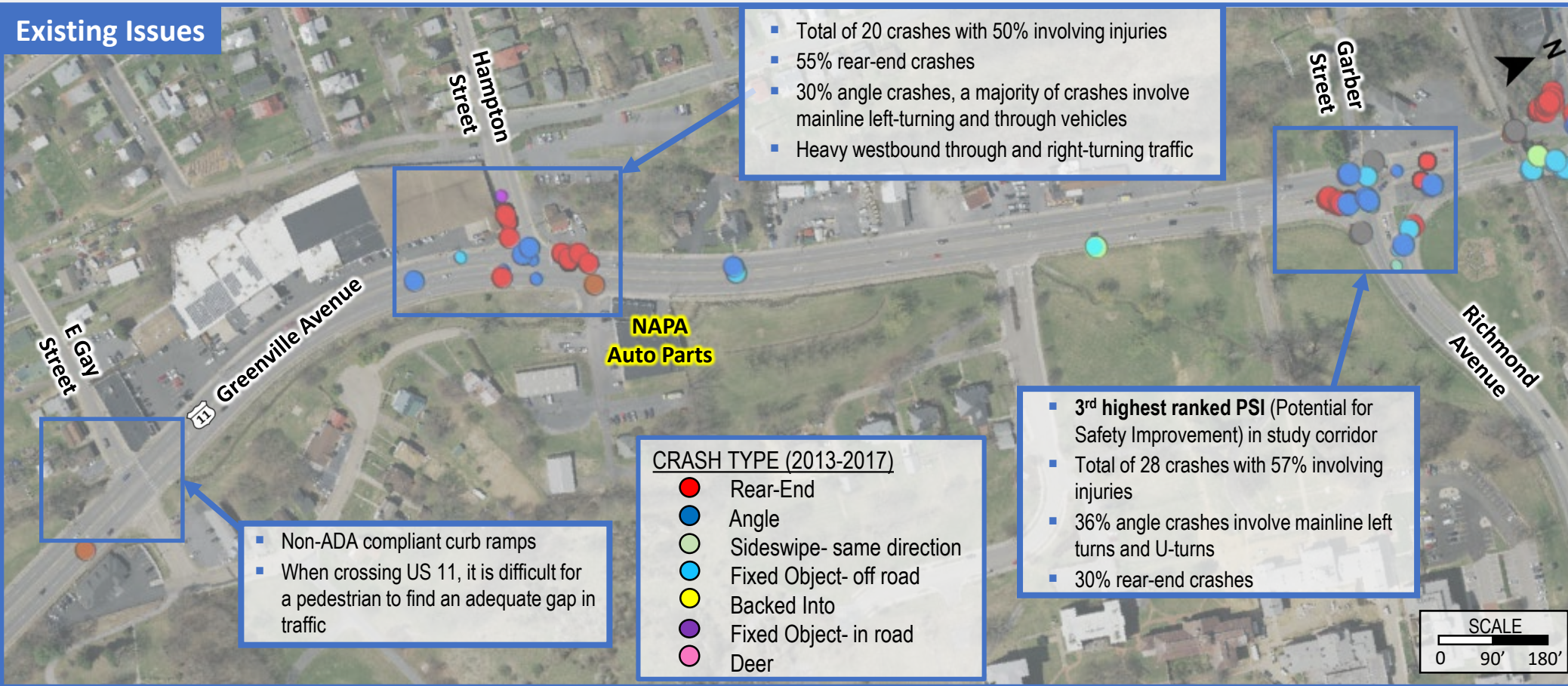
### Typical Sections



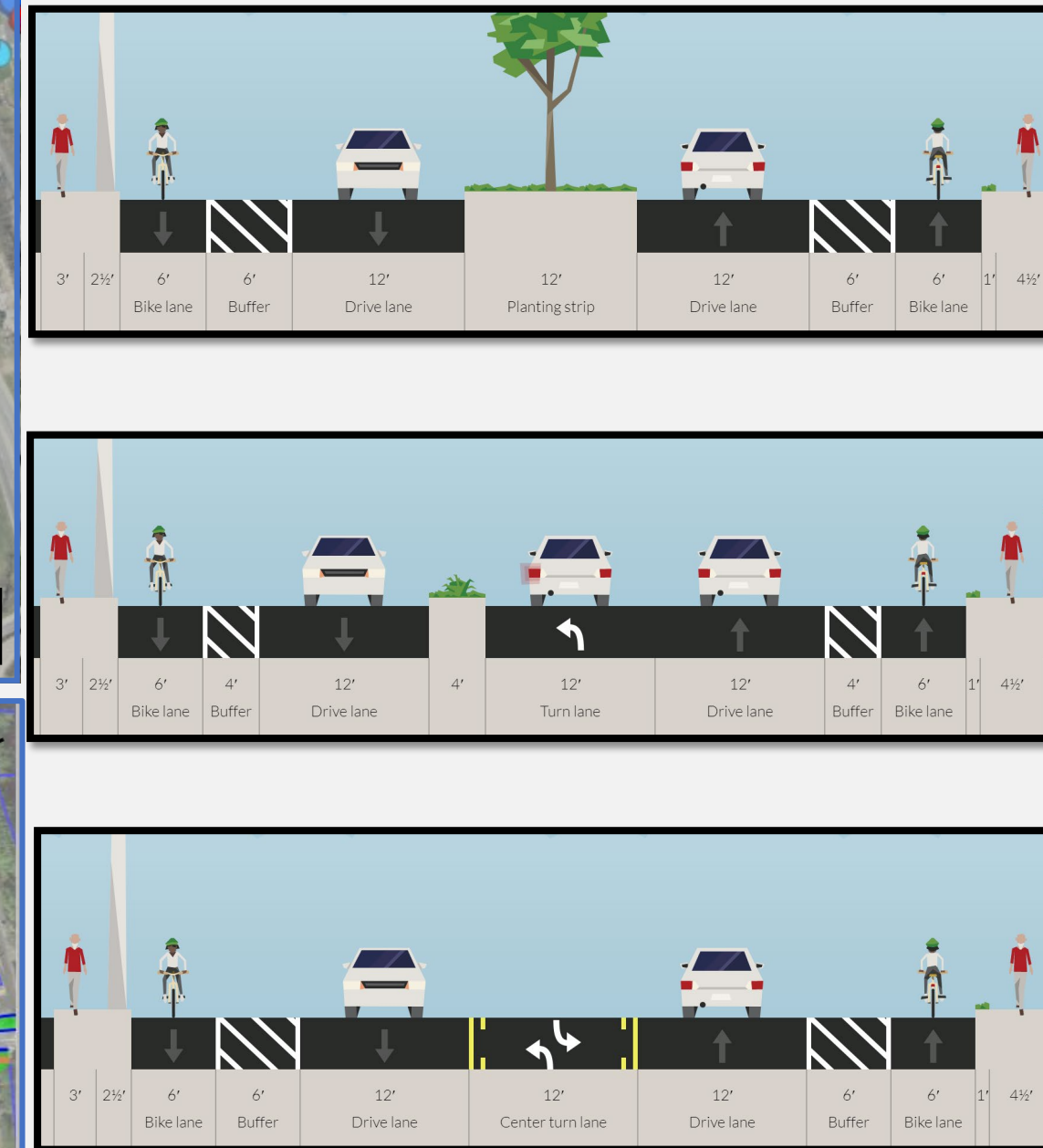
# US 11 FROM STATLER BOULEVARD TO RICHMOND AVENUE: LONG-TERM CONCEPT 2 (SHEET 2)

## Improvements from E. Gay Street to Richmond Avenue (Road Diet)

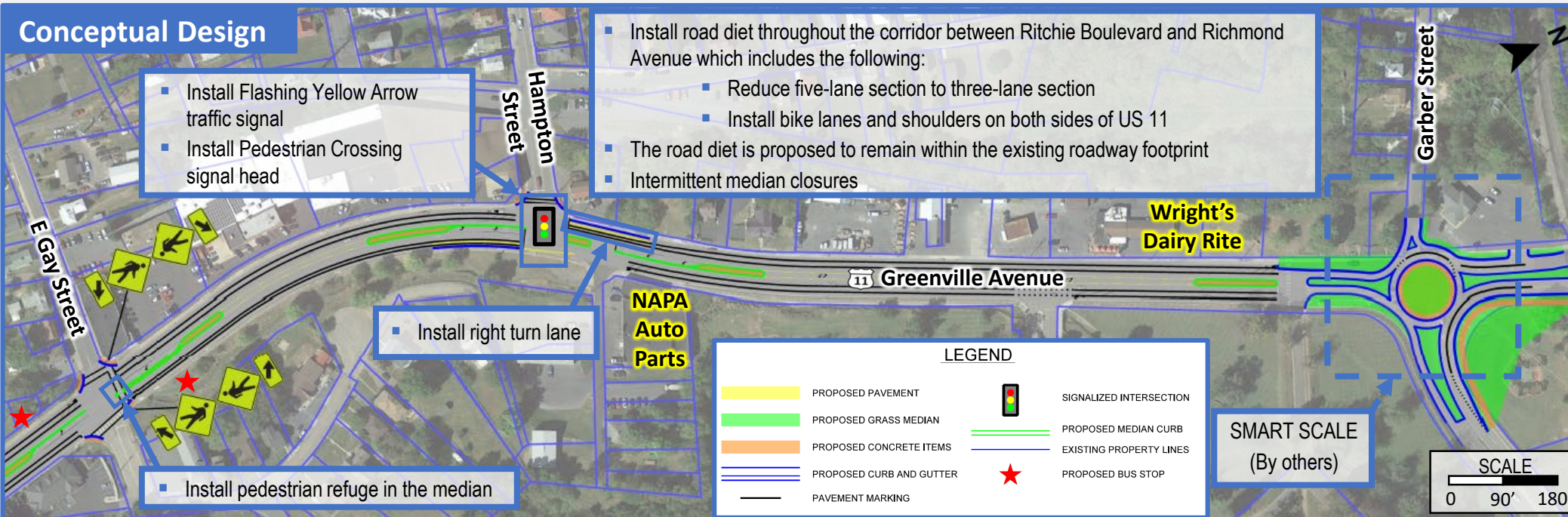
### Existing Issues



### Typical Sections



### Conceptual Design



# US 11 AT COMMERCE ROAD

## Preliminary Improvements

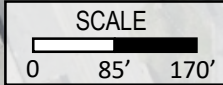
### Existing Issues

#### CRASH TYPE (2013-2017)

- Rear-End
- Angle
- Sideswipe- same direction
- Fixed Object- in road
- Fixed Object- off road

**US 11**  
Greenville Avenue

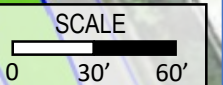
- **PSI ranked #1** (Potential for Safety Improvement) within the study corridor
- Total of 44 crashes with 70% crashes involving injuries
- 50% rear-end crashes due to heavy right-turning traffic from Johnson Street
- 30% angle crashes, majority of which involve westbound left and eastbound through vehicles



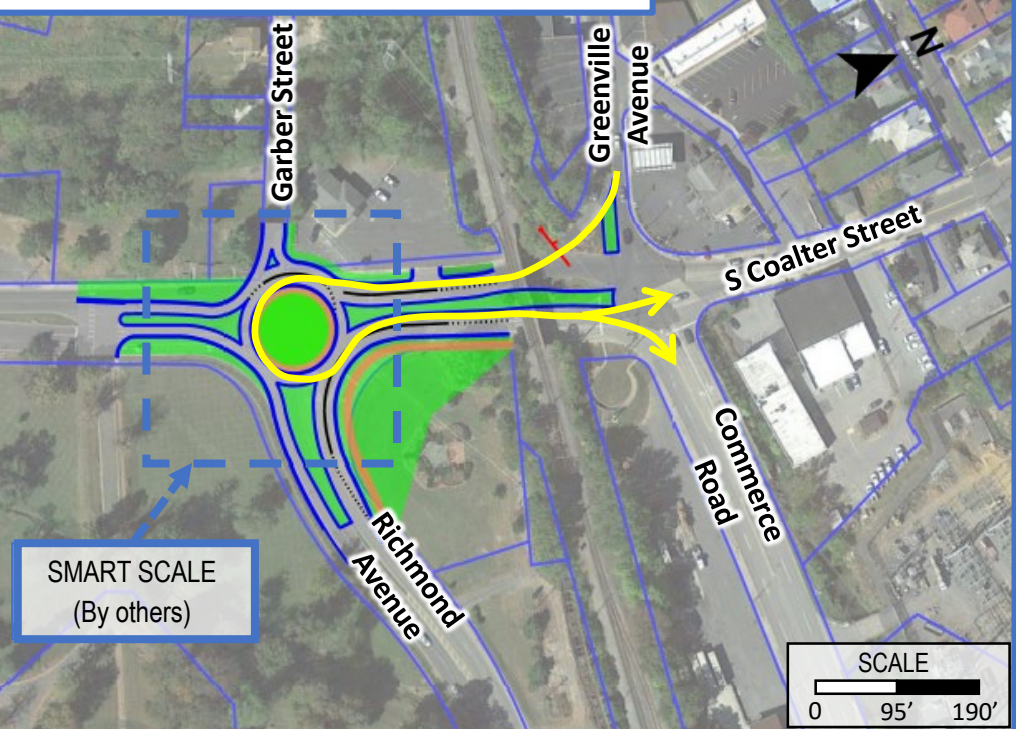
### Conceptual Design (Long-Term)

- Mini-roundabout with transversable islands

SMART SCALE  
(By others)



### Vehicle Rerouting (Short-Term)



### Conceptual Design (Short-Term)

- Install signal

- Install grass median to prevent left turns and through movements

SMART SCALE  
(By others)

#### LEGEND

- ▬ PROPOSED PAVEMENT
- ▬ PROPOSED GRASS MEDIAN
- ▬ PROPOSED CONCRETE ITEMS
- ▬ PROPOSED CURB AND GUTTER
- SIGNALIZED INTERSECTION
- ▬ PROPOSED MEDIAN CURB
- ▬ EXISTING PROPERTY LINES
- ▬ VEHICLE REROUTING
- ▬ PAVEMENT MARKING

