

WILMAPCO Council:

John Sisson, Chair
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Chief Executive Officer*

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Mayor of Newport

WILMAPCO Executive Director
Tigist Zegeye

Special Committee to Study and Make Recommendations Regarding Truck Traffic and Freight Movements Along SR 41, SR 48 and SR 7

(Special Committee per Senate Resolution No. 10)

Wednesday, September 13, 2017

6:00pm

Hockessin Fire Hall, 1225 Old Lancaster Pike, Hockessin, DE

AGENDA

1. Introductions – Tigist Zegeye
2. August 9 Meeting Minutes Approval – Tigist Zegeye
3. Follow up Items - Andrew Bing
 - Special Committee Requests and Responses – Tigist Zegeye
4. New Business - Andrew Bing
 - Presentation on Comprehensive Signage Inventory – Jim Burnett
5. 10-minute Corridor Presentations on Top Five Issues - Andrew Bing
 - SR 7 Representatives – Mike Lewandowski & Mike Censurato
 - SR 41 Representatives – MaryAnn Summers & Bill Taylor
 - SR 48 Representatives – Gail Hamilton & Nick Ferrara
6. Brainstorming Session - Andrew Bing
7. Next Meeting – Tigist Zegeye
 - Wednesday, October 11, 2017 at 6p.m., Cooke Elementary School, 2025 Graves Road, Hockessin DE 19707
8. Public Comment – Andrew Bing



MEETING MINUTES

Subject: Special Committee to Study and Make Recommendations
Regarding Truck Traffic & Freight Movements
Along SR 41, SR 48 & SR 7

Date: Wednesday, August 9, 2017
6:00pm

Location: Hockessin Fire Hall
1225 Old Lancaster Pike
Hockessin, Delaware 19707

Attendees: *Committee Members*
Tigist Zegeye, Chair – Executive Director of WILMAPCO
Mike Begatto – Diamond State Port Corporation Board of Directors
Mike Censurato – Route 7 Representative
Jennifer Cohan – Secretary of DelDOT
Matthew Cox – Delaware State Police Truck Enforcement Unit
Nick Ferrara – Route 48 Representative
Gale Hamilton – Route 48 Representative
Michael Lewandowski – Route 7 Representative
Mark Luszczyk – Chief Traffic Engineer DelDOT
MaryAnn Summers – Route 41 Representative
Bill Taylor – Route 41 Representative

Other Attendees
Andrew Bing, Facilitator – Kramer & Associates
Jim Burnett, Technical Staff Support – RK&K
Jim Corbett, Speaker – University of Delaware
Lee Derrickson, Speaker – Delaware Motor Transport Association
Gene Bailey, Speaker – Diamond State Port Corporation
Sgt. Dan Parks, Speaker – Delaware State Police
General public, see attached sign-in sheets

MEETING AGENDA

Welcome & Introductions

Tigist Zegeye welcomed participants to the meeting. All committee members introduced themselves, including their affiliation with the committee. Tigist indicated that the current meeting would not include a brainstorming session as had been suggested at Committee Meeting #1. Tigist and the WILMAPCO Project Team determined that the committee would benefit from additional information from subject

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matter experts and a review of safety data prior to brainstorming so that the committee members would have the benefit of facts and information to engage in informed discussions.

July 12, 2017 Meeting Minutes

Draft meeting minutes were emailed to committee members on July 26, 2017. Tigist opened up the meeting asking for any comments or corrections to the July 12, 2017 Meeting Minutes.

MaryAnn Summers asked why, when we were talking about the two fatalities on Routes 41 and 48 at the last meeting, they were not listed as truck fatalities. Gale Hamilton responded that yes, the crashes were truck fatalities. MaryAnn noted that the truck fatalities were the drivers' fault; however, Gale said that the Route 48 representatives tried to look into details but were informed that unless they were involved in the accident or represented an insurance company they could not obtain that information. Gale stated that one crash was near Route 41 and Loveville Road and involved a dump truck, and the other was on a dangerous hill on Lancaster Pike where the truck lane disappears on a curve. No changes were requested to the meeting minutes.

Mike Begatto made a motion to approve the meeting minutes as written. Bill Taylor seconded the motion:

- Ayes: Tigist Zegeye, Mike Begatto, Matthew Cox, Gale Hamilton, Bill Taylor, MaryAnn Summers, Michael Lewandowski, Mike Censurato, Mark Luszcz, and Jennifer Cohan
- Nays: None
- Abstentions: None
- Not present: Nick Ferrara

Motion Carries. Final Meeting Minutes for Meeting #1 will be posted on the WILMAPCO website.

Follow-up Items from July 12, 2017 Meeting

Tigist turned the meeting over to Andrew Bing, the Special Committee Facilitator. Andrew reminded members of the public that although the meeting is open to the public, the meetings are designed for the committee members. There will be a time for public comment at the end of each meeting; however, during the meetings the committee members will engage with each other and not interact with the public.

Andrew asked Jim Burnett to respond to comments and questions raised at the previous meeting regarding previously collected traffic data. Jim gave a short presentation (see website for complete presentation) clarifying why some of the numbers he presented at the July 12th meeting differed slightly from the data presented by DelDOT in the spring of 2017. Jim also presented how traffic volumes changed on SR 41/48 before and after the signs were installed directing traffic to SR 48. Following the presentation, Bill Taylor stated that the data shows that the signs directing truck traffic to Route 48 were very effective.

Andrew introduced Mark Luszcz to discuss several issues related to signs on all three routes including a weight restriction sign for a bridge on Route 41, a message board on Route 41 near the Pennsylvania state line, and other signs not directly related to the committee's work such as school zone and speed limit signs.

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Mark recommended that between the present meeting and the next meeting, DelDOT complete a comprehensive sign review of all signs along all three routes and identify issues that the committee might want to review further. Sec. Cohan noted that while it would be a financial burden to undertake this sign review, the department believes it would be prudent to complete the inventory, also noting that DelDOT has received several inquiries regarding signage on these corridors, beyond the comments received at and after the last meeting.

Secretary Jennifer Cohan motioned for DelDOT to perform a comprehensive sign review before the next meeting. Gale Hamilton seconded the motion:

- Ayes: Tigist Zegeye, Mike Begatto, Matthew Cox, Nick Ferrara, Gale Hamilton, Bill Taylor, MaryAnn Summers, Michael Lewandowski, Mike Censurato, Mark Luszcz, and Jennifer Cohan
- Nays: None
- Abstentions: None

Motion carries. DelDOT will perform a comprehensive sign review before the next meeting.

MaryAnn asked for clarification from DelDOT regarding the route designation north of the Route 41 / Route 48 split. Mark responded that although the road name may change, Route 41 is the continuous route. Route 48 ends at the split with Route 41. One thing that could be missing is a "Route 48 End" sign, which will be identified in the comprehensive sign inventory.

Nick Ferrara commented that the committee met 30 days ago, and likely everyone had questions the next morning, but had to wait 30 days to ask questions. Nick discussed the "ask DelDOT" tool for contractors to send questions to DelDOT and requested that something similar be developed for this committee. Andrew suggested that instead Tigist could be the broker of questions in between meetings, and identify the agency that should be responding to each inquiry. Tigist would then send out both the question and the response to all committee members. Bill commented that the committee had not discussed whether committee members should be able to communicate via email with each other, DelDOT, and/or Tigist.

Bill Taylor motioned to decide now what should be done. The motion was not seconded.

Tigist noted that all committee members have the email addresses of all other committee members at this time. Bill asked if they can use those addresses to communicate with each other. Mike C. noted that everyone should be copied if they do choose to communicate using email. MaryAnn noted that the last email went out to a business contact of hers and that that was unacceptable. Tigist suggested that the discussion regarding email be continued at a later point in the meeting.

Michael Lewandowski asked Mark L. what DelDOT's intention was for the digital message sign on Route 41 just south of the Pennsylvania state line. Mark responded that prior to the committee being established, DelDOT had planned to put the message board out. The sign has been put out and removed several times in the past year. The sign message repeats state code that no vehicles longer than 60-feet are permitted. DelDOT staff were putting up and removing the sign at various points as part of previously planned actions separate from the committee. The sign was recently removed in preparation for a parade on Route 41 over the upcoming weekend. Mike C. asked if this is the only digital message board with that

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message in the state. Mark said that yes, this is the only sign with that message that has been used within the last year.

Presentation on Safety Data

Andrew turned the meeting over to Jim B. to present safety data (see website for complete presentation) for the region, with an emphasis on total crashes, truck-related crashes, and crash rates.

Following the presentation, Gale wanted clarification on the fatality data and particularly about truck-related fatal crashes. Jim B. responded that although the traffic analysis team did not receive or look at individual crash reports, they could do so if requested by the committee, but it would also take a lot of time. Jim noted that the team looked at truck crashes in more detail and there was one fatal crash on SR 41 north of the split during the analysis period. MaryAnn provided reports she had obtained on the crashes discussed at the last meeting. Jim noted that the analysis period did not include the time after the signs directing trucks to SR 48 were removed. The data only represent crashes, fatal or otherwise, during the time period identified in the presentation.

Nick asked why there were two segments on SR 41, but not for the other routes and expressed concern that this was not fair. Jim B. responded that the four segments were used because that is how the data were requested and provided. The *crash rates* allow the segments to be compared accounting for changes in length and traffic volume. Nick then asked for the total traffic volumes on SR 41, SR 48 & SR 7, and the truck percentages. Jim B. noted that the daily volume is included in the presentation for each route. Nick then asked about the northbound and southbound volumes. Jim B. responded that he would go back over the northbound and southbound data (presented earlier in the meeting to the entire committee) with Nick following the meeting (which he subsequently did).

Mike C. asked Jim B. how the volume was determined for Route 7, specifically when and where? Jim B. responded that DelDOT tracks traffic data through their annual Traffic Summary reports, which are available on the DelDOT website. The daily volumes presented for all four segments were weighted averages of the number of vehicles on multiple smaller segments over the 3.5-year period for the “Before” data and the 4-month period for the “During” data.

Gale noted that, as Jim B. cautioned during his presentation, the shorter 4-month “during” time period is a skewed way of looking at the data; specifically, that the August to December period includes vacation, school starting, better weather, and much Port activity.

Presentations from Subject Matter Experts

Andrew moderated presentations from four subject matter experts. Andrew noted that the presentations are meant to provide perspectives and information so that when the committee turns to brainstorming, members will have additional information to ask questions and engage in informed discussions. If there are other topics the committee thinks would be helpful, Andrew and Tigist welcome suggestions and will try to get those additional subject matter experts.

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Freight: Global & Economic Perspective

Jim Corbett discussed the connections between freight movement and economic/business trends. Jim C. also discussed the interconnections of multiple decision makers including shippers, distributors, transport providers, and policy-making agencies.

Following the presentation, Nick asked if Jim C. had time to study the Wilmington-Harrisburg study presented at the last meeting and what his thoughts were on the recommendations to build a companion freight line from Perryville to Newark. Jim C. replied that the recommendation is to build a companion rail where there is currently not a rail line, which is a good 30-year project but cannot be done in the short-term. Jim C. noted that the report had several good infrastructure planning options, but additional people and decision makers beyond the committee will have to be included to make those improvements. Sec. Cohan stated that the line is a priority DelDOT has endorsed, but to date it is not a priority for Pennsylvania. Sec. Cohan has a meeting scheduled with the PennDOT Secretary to discuss long-term improvements.

Bill noted that the 1999 study presented at the last meeting detailed where trucks were going but it is considerably outdated. He also commented about many other studies, including the Wilmington-Harrisburg Study, which were enlightening about the path patterns that emerge from many different decision actors. Bill stated that DelDOT has seemed lax in this respect and that if DelDOT is to focus on this work, they need to be more proactive between PennDOT and DelDOT interactions. He noted that in the Wilmington-Harrisburg study, of the 50 people contacted, only 4 represented Delaware.

Trucking: In Delaware, Through Delaware & Beyond

Lee Derrickson discussed the historical context of trucking in Delaware, the rules and regulations the trucking industry operates under, and the impact of truckers in their communities.

Mike C. asked Lee if there are noise standards when trucks are manufactured. Lee responded yes and gave the Federal Motor Carrier Safety Administration (FMCSA) reference. Most new trucks must come with systems in place for noise in addition to emissions. Yes, the standards are even in place when the truck is operated. Lee noted that some companies or individuals violate, but that the industry is responsible for meeting the standards. If the truck has the proper exhaust system, there is essentially no noise associated with jake-braking.

Port of Wilmington, Delaware

Gene Bailey discussed the Diamond State Port's plans for expansion. The port is currently at capacity and looking at multiple sites including the Edgemoor site that the Port purchased in February 2017. Gene noted that expansion does not necessarily equate to trucks and that the Port considers multiple modes. Gene also noted that the number of gate passes (associated with trucks in and out of the port) increase in November and December and remain higher through the winter and early spring.

Gale asked what will happen and what impacts on the number of trucks will occur if the Boxwood GM Plant is used for expansion. Gene is unable to comment because the Diamond State Port does not own the plant. Several companies have expressed interest in that plant. It does have rail that could be taken

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advantage of as well as a lot of land with existing buildings. Gene noted that short-haul from existing facilities to that location could be used to then set up distribution from the plant using rail.

Remarks from Sgt. Dan Parks, Delaware State Police, Commercial Vehicle Enforcement Unit

Sgt. Dan Parks provided an overview of the Commercial Vehicle Enforcement Unit and actions that were initiated by funding from DelDOT for targeted enforcement on SR 41 and SR 48 beginning in July 2016. The main focus of the unit is to enforce the FMCSA rules. Sgt. Parks noted that the response from the unit has been positive. The targeted enforcement program has been renewed multiple times and is in progress today. The unit hands out citations for noise violations, dangerous moving violations (following too closely, using a cell phone, disregarding traffic control devices, speeding), oversize-overweight violations, and other FMCSA rules. The unit has taken trucks out of service for critically unsafe violations, such as brakes, driver fatigue, and hours of service violations. Sgt. Parks highlighted that during the 1-year period that the targeted enforcement has been in effect, there have been over 1,000 inspections on the two roadways (SR 41 and SR 48) compared to approximately 7,000 typically conducted statewide each year.

Gale asked if the targeted enforcement efforts will be expanded to include Route 7. Sec. Cohan responded that although that has not been requested yet, DelDOT is open to a conversation about including Route 7. Sec. Cohan noted that funding for the targeted enforcement comes from DelDOT and has totaled approximately \$100,000 to date. The committee can come back with that recommendation, but Sec. Cohan hopes to have that conversation next month. The overtime necessary for the targeted program has been useful on those routes, but it is expensive.

Gale asked if Troop 1 is responsible for SR 48 and Troop 6 is responsible for SR 41. Sgt. Parks responded that the truck enforcement unit is separate from those troops. The truck enforcement unit is specially trained to conduct inspections based on federal regulations. Gale asked if it is possible to break down the number of citations on different routes. Sgt. Parks responded that no, that's not possible. Gale commented that it seems as though there has not been similar enforcement on SR 48. Sgt. Parks responded that the vast majority of inspection activity has been happening on SR 48, but the traffic enforcement is mostly occurring on SR 41. Gale asked where pull-overs happen where there are no shoulders. Sgt. Parks responded that the unit does not break down information by inspection location, but there are places where they will pull over trucks to do the inspection, including shoulders and in front of residents' houses who have given the unit permission.

Nick asked how many violations were for over-length vehicles. Sgt. Parks responded that the unit uses oversize-overweight as a single category, which would include length, but also includes height, width, or weight violations. Data on length only is not available.

Future Meetings

Tigist opened the meeting up for discussion about the next meeting, scheduled for September 13, 2017 at the same time and location. Tigist asked committee members to suggest topics, but noted that per the motion earlier in the meeting, there will be a presentation by DelDOT on comprehensive sign review as well as time set aside for brainstorming.

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MaryAnn commented that she has heard a lot about trucks and activity going on, but little time has been spent discussing safety and impacts to residents. As a resident on SR 41 where there are no shoulders, MaryAnn would like to personally dwell on the safety of residents and effects of trucks including jake-braking, truck traffic, and accidents on SR 41. Andrew commented that in addition to extensive coverage of safety data presented by Jim B., Tigist and the team can discuss other options to get first-hand information from the committee members representing the various routes. He requested that if there's something specific the committee members want to hear about, to please comment or email ideas to Tigist.

Gale noted that if each road has a "safety sleuth" to put together the main safety concerns on each road, the committee can talk about safety remediation at specific locations. Gale listed a number of categories from FMCSA, including infrastructure, congestion, and quality of life (noise, pollution). Gale will email the list of categories. Gale requested that the committee hear in a very shortened way for each category about the experience of people living on each road.

Bill asked if WILMAPCO has a 2016 inter-regional report, noting that the last report was in 2012 and needed every four years. Tigist responded that no, WILMAPCO, has not prepared the report but that process will be starting in the next few months.

Tigist noted that if members have any questions, they can email her. She will then copy both the question and the response to the other committee members.

Public Comment

Andrew concluded the formal meeting and opened up the floor for public comment.

1. Charlie Weymouth thanked Secretary Cohan and the committee for keeping the big picture in mind. Charlie noted that it is important to consider roads set up for trade and commerce. He observed tremendous potential for the Port. He also asked Jim C. to look at high speed maritime and transfer from the port to rail which may be profitable. Charlie requested that the committee get traffic off the roads because trucking is essential. He hopes that following tonight with all three alternate routes, the committee works with PennDOT, who he feels has been denying trade for three generations by not making improvements at the US 202 interchange. Charlie would like to get localized traffic off interstate routes.
2. Marilynn D'Amico asked the committee why McKennans Church Road was not included in studies for SR 41 and SR 48. Marilyn has lived on the road since 1959 and observed that truckers are using the road. She is not sure if they are missing Route 7, but has witnessed them speeding down McKennans Church Road at 50 to 60 mph while the speed limit is reduced from 40 mph to 30 mph. Marilynn also requested that the speed limit be further reduced to 25 mph. Marilynn noted that at the civic association meeting the night before, residents discussed traffic on McKennans Church Road. Marilynn requested that this road also be considered by the committee.
3. Kathy Yearick has lived on SR 41 since 1981 and noted that the community has changed throughout her time. She noted that it is not the noise that bothers her, but pollution, windows rattling, and pictures on her walls moving. Kathy sees differences on SR 41 and SR 48 and would like to see sharing of the truck traffic between the two routes. She noticed a difference when the signs were installed. Kathy also worries about her gas lines. She noted that DelDOT helped with a

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water main break that resulted in a sinkhole. Kathy would like the committee/DelDOT to work with Delmarva to determine if truck traffic on SR 41 could be doing damage to gas lines.

4. Kathy Fricke presented a number of questions for the committee to consider: are there laws about hazardous materials being transported in residential areas? Can trucks carry hazardous materials 25-feet from her window? Can the speed limit be reduced by the school on Graves Road? What kind of relief will be provided now? Kathy noted that she saw the numbers and that the trucks went to almost a 50/50 split between the two routes. She noted this is not a long-term solution.
5. Keith Miller thanked Sgt. Parks and noted that the truck enforcement unit currently uses his driveway and the targeted enforcement is helping with truck traffic. Keith suggested the committee consider forensic engineering – engineers and scientists can determine how much damage is happening to houses on SR 41 and SR 48. Keith noted that damage to homes is a big issue on SR 41 because when truck traffic comes in, something happens with the road that causes vibrations that affect the house foundations.
6. Judy Winters thanked the presenters for providing numbers related to the issue. She provided a plea to the representatives for SR 7, SR 41, and SR 48 to work together noting that there is too much traffic in a congested area and the committee does not need to say who has it harder. Judy stated that the committee will get farther and come up with great solutions if members let individual problems go by.
7. John Antonelli expressed concerns about speed on Route 7 from the Pennsylvania state line to Brackenville Road. John has worked with DelDOT and Sgt. Tom Cracken at Troop 6 to address speeding and request a traffic signal at SR 7 and Brackenville Road. John noted that DelDOT did not install a signal because the number of left-hand turns from Brackenville Road was not high enough. John also noted that Sgt. Cracken used a radar gun to collect speeds at a time when congestion likely resulted in lower speeds.

Following public comments, Andrew thanked everyone for attending and closed the meeting.

NEXT MEETING

Special Committee Meetings will be held on the second Wednesday of each month starting at 6:00pm for the duration of the project.

The next meeting will be held on Wednesday, September 13, 2017 at 6:00pm at the Hockessin Fire Hall, 1225 Old Lancaster Pike, Hockessin, DE 19707.

If you have any additions, corrections or comments regarding these minutes please contact Tigist Zegeye at tzegeye@wilmapco.org.

Attachments: Committee Member Sign-in Sheet
General Sign-in Sheet
Public Comment Speaker Sign-up Sheet

cc: Attendees

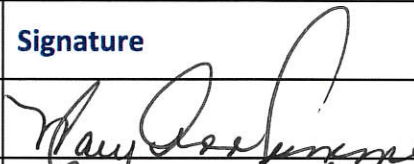

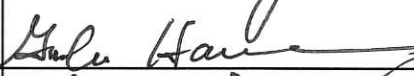


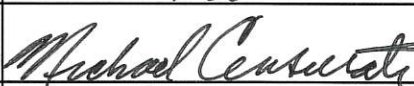

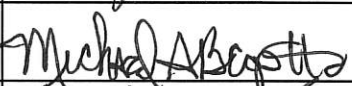




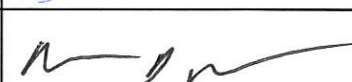
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Regarding Truck Traffic and Freight Movements
Along SR 41, SR 48 & SR 7**

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6:00pm

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Committee Member Sign-in Sheet

Member	Organization	Signature
MaryAnn Summers	Route 41 Representative	
Bill Taylor	Route 41 Representative	
Gale Hamilton	Route 48 Representative	
Nick Ferrara	Route 48 Representative	
Michael Lewandowski	Route 7 Representative	
Michael Censurato	Route 7 Representative	
Tigist Zegeye	Executive Director of WILMAPCO	
Mike Begatto	Diamond State Port Corporation Board of Directors	
Matthew Cox	Delaware State Police Truck Enforcement Unit	
Jennifer Cohan	Secretary of DelDOT	
Mark Luszcz	Chief Traffic Engineer DelDOT	
Staff Support		
Jim Burnett	RK&K	
Andrew Bing	Kramer & Associates	

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Sign-in Sheet

Name	Address	Phone Number	Email
Stephen Larriman			
KRIS Nonnenmacher			
Anne Powell			
Jeanne Moulton			
John Moulton			
Kathy Yearick			
Sean Walsh			
Jim + Susanne Hussey			
JOE CARUCCI			
Christine Straight			
KEITH E. MILLER			

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Sign-in Sheet

Name	Address	Phone Number	Email
Gene Bailey			
Robert C Gilbert			
Anthony Dillo			
Brian Farnes			
C.R. McLeod			
Eileen Carroll			
Suzanne Teylor			
Kathy Forche			
Marleaha Garker			
Rep. Kim Williams			
Robert Keasle			

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Sign-in Sheet

Name	Address	Phone Number	Email
Peter T. Christy			
Candace C. Christy			
DAN SUMMERS			
CHARLIE WEYMOUTH			
PETE HAYWARD			
JAMES J CORBETT			
STEPHEN McGRATH			
John POWELL			
RUSS HALE			
Sam Barry			
Sally & Jim Kennedy			

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Sign-in Sheet

Name	Address	Phone Number	Email
Marilynn D'Amico			
JIM WELING	1		
ROE "			
Judy Winters			
Tim Snow	4		
Robert Straight			
John Antondhi	:		
Don's Pudlo	:		

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Sign-in Sheet

[illegible]

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Public Comment Sign-up Sheet

✓ 1.

CHARLIE WEYMOUTH

✓ 2.

Marilynn D'Amico

✓ 3.

Kathy ~~Reardon~~ Yearick

4.

~~Wendy Carroll~~

✓ 5.

Kathy Fricke

✓ 6.

Keith Miller

✓ 7.

Judy Winters

8.

John Antonelli

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From: Tigist Zegeye
Sent: Thursday, August 24, 2017 12:46 PM
To:
Subject: SR10 Special Committee - Question on allowable gross vehicle weight

Good afternoon,

We received a question regarding allowable gross vehicle weight for 2-, 3-, and 4-axle single unit trucks (see below).

There are a number of factors that impact the allowable weight, including the distance between axles, the road class, and even the type of load being carried. Weight limits are outlined in Delaware Code Title 21, Section 45, found here: <http://delcode.delaware.gov/title21/c045/index.shtml>. We are also attaching Chapter 2 of the Delaware Oversize/Overweight Hauling Permit Policy, which includes details about allowable weights.

In general, the allowable gross vehicles weights are as follows:

- 2 axles: 40,000 lbs.
- 3 axles: 54,000 lbs. on the Interstate; 65,000 lbs. on all other roads
- 4 axles: 74,000 lbs. on the Interstate; 73,280 lbs. on all other roads

Please note, that in some instances (depending on the spacing between axles), *lower* limits will apply. Please also note that vehicles may exceed these limits if they have an oversize/overweight vehicle permit.

Best Regards
Tigist

From: Bill Taylor
Sent: Thursday, August 17, 2017 8:36 AM
To: Tigist Zegeye <tzegeye@wilmapco.org>
Subject: RE: SR10 Special Committee - Top 5 Issues

Good morning :Can you please tell me what the allowable gross vehicle weight limit is on 2axle,3axle, and 4 axle single unit trucks?

Sent from [Mail](#) for Windows 10

PART 2. LEGAL VEHICLE SIZES & WEIGHTS

2.1 Length

If the overall length of any vehicle or combination of vehicles exceeds the legal length limits contained herein, a permit shall be required.

- 2.1.1 Single motor vehicles, including any load thereon, shall not exceed 40 feet in length, except as otherwise provided in this section.
- 2.1.2 On Interstate and U. S. Routes not otherwise posted:
 - 2.1.2.1 The maximum length of a semitrailer, including any load thereon, exclusive of truck tractor size shall be 53 feet.
 - 2.1.2.2 Buses shall not exceed 45 feet in length.
 - 2.1.2.3 The maximum length of a trailer or semi-trailer in a truck tractor-semitrailer-trailer combination, including any load thereon, exclusive of tractor size shall be 29 feet.
- 2.1.3 On all other highways:
 - 2.1.3.1 Single motor vehicles, including any load thereon, shall not exceed 40 feet in length, and no combination of vehicle, including the load thereon, shall exceed 60 feet in length, except as otherwise provided in this section
 - 2.1.3.1.1 A truck and semitrailer combination engaged in the transportation of motor vehicles shall not exceed a length of 65 feet exclusive of the overhang of the transported vehicle.
 - 2.1.3.1.2 Buses shall not exceed 45 feet in length.
 - 2.1.3.1.3 Piling and pole trailers and vehicles or combinations of vehicles engaged in the transportation of steel beams, pipes, angles, channels and other lengths of steel, or other metals, or other articles impossible of dismemberment, shall not exceed 70 feet. When carrying long logs, poles, piling, and etc. a pole trailer shall be required.
 - 2.1.3.2 The limitations as to the length of load shall not apply in the case of a vehicle or combination of vehicles transporting boats commonly known as crew or rowing shells for use in interscholastic or intercollegiate rowing contests provided that such boats shall not exceed 70 feet in length.
- 2.1.4 The maximum overhang shall not exceed 6 feet beyond the rear of the vehicle and no load shall be permitted to touch or drag upon the roadway regardless of permissible overhang. No vehicle or combination of vehicles shall carry any load extending more than 3 feet beyond the front thereof.
- 2.1.5 Pilings and/or poles or mill logs, or nursery stock, or rowing shells, or steel beams, pipes, angles, channels and other length or steel, or other metal, or other articles impossible of dismemberment shall not extend more than 10 feet beyond the rear of the bed or body of such vehicle.

2.2 Width

- 2.2.1 If the overall width of any vehicle or combination of vehicles exceeds 8 feet – 6 inches measured as defined below, a permit shall be required.
- 2.2.2 On Interstate and U.S. Routes the outside width of 8 feet – 6 inches is exclusive of safety equipment, which may extend not more than 3 inches more on each side of the vehicle.
- 2.2.3 On all other highways, no vehicle including any load thereon shall exceed a total outside width of 8 feet – 6 inches inclusive of safety devices.

2.3 Height

- 2.3.1 On any Interstate, U.S. Route, or highway if the maximum height of any vehicle or combination of vehicles, including load thereon, exceeds 13 feet - 6 inches a permit shall be required.

2.4 Weight

- 2.4.1 A permit is required if the Gross Vehicle Weight (GVW) exceeds the limits imposed by statute as shown in Table 2.1. Vehicles that do not exceed GVW but do exceed individual axle weight(s) show in Table 2.1 will require a permit. DeIDOT Bridge Management Section and Materials and Research Section will automatically review permits with an individual axle weight at or greater than 25,000 pounds. Analysis may occur at a lower weight on a case-by-case basis. The permittee is responsible to effectively distribute a load or reduce the overall weight below this axle limit, as necessary, to lessen the higher live load forces overstressing state structures.

Table 2.1 Table of Maximum Gross Weights	
ALL ROADS EXCEPT THE INTERSTATE	THE INTERSTATE SYSTEM
22,400 lbs. per single axle	20,000 lbs. per single axle
40,000 lbs. per tandem axle	34,000 lbs. per tandem axle
2 axle vehicle: 40,000 lbs. maximum	2 axle vehicle: 40,000 lbs. maximum
3 axle vehicle: 65,000 lbs. maximum ⁽¹⁾	3 axle vehicle: 54,000 lbs. maximum ⁽²⁾
4 axle vehicle: 73,280 lbs. maximum	4 axle vehicle: 74,000 lbs. maximum ⁽²⁾
5 axle vehicle: 80,000 lbs. maximum	5 axle vehicle: 80,000 lbs. maximum
	Bridge Formula applies to all axle configurations
Notes: 1) A vehicle equipped with 3 axles, having each of the 3 axles equipped with 2 hubs, with a power brake on each hub, shall not exceed a total gross weight of 65,000 lbs.; provided, however, that it shall also be lawful to operate such a vehicle to and from any construction site in this State when the total gross weight does not exceed 70,000 lbs.; and it shall also be lawful to operate such a vehicle containing agricultural products when the gross weight, including vehicle and load does not exceed 70,000 lbs.; provided further that an annual fee of \$100 per vehicle be levied for the use of this extra weight capacity.	2) Refer to Part 3. PERMIT DESCRIPTION & PROCEDURES, 3.2 Types of Permits 3.2.1.9 and 3.2.1.10 for overweight hauling permit details.

Table 2.2 Federal Bridge Formula: Maximum Gross Weights For The Interstate System						
Distance in feet between the extremes of any group of 2 or more consecutive axles	Maximum Load in Pounds Carried on Any Group of 2 or More Consecutive Axles					
	2 axles	3 axles	4 axles	5 axles	6 axles	7 axles
4	34,000					
5	34,000					
6	34,000					
7	34,000					
8 and less	34,000	34,000				
more than 8	38,000	42,000				
9	39,000	42,500				
10	40,000	43,500				
11		44,000				
12		45,000	50,000			
13		45,500	50,500			
14		46,500	51,500			
15		47,000	52,000			
16		48,000	52,500	58,000		
17		48,500	53,500	58,500		
18		49,500	54,000	59,000		
19		50,000	54,500	60,000		
20		51,000	55,500	60,500	66,000	
21		51,500	56,000	61,000	66,500	
22		52,500	56,500	61,500	67,000	
23		53,000	57,500	62,500	68,000	
24		54,000	58,000	63,000	68,500	74,000
25			58,500	63,500	69,000	74,500
26			59,500	64,000	69,500	75,000
27			60,000	65,000	70,000	75,500
28			60,500	65,500	71,500	76,500
29			61,500	66,000	71,500	77,000
30			62,000	66,500	72,000	77,500
31			62,500	67,500	72,500	78,000
32			63,500	68,000	73,000	78,500
33			64,000	68,500	74,000	79,000
34			64,500	69,000	74,500	80,000
35			65,500	70,000	75,000	
36			66,000	70,500	75,500	
37			66,500	71,000	76,000	
38			67,500	71,500	77,000	
39			68,000	72,500	77,500	
40			68,500	73,000	78,000	
41			69,500	73,500	78,500	
42			70,000	74,000	79,000	
43			70,500	75,000	80,000	
44			71,500	75,500		
45			72,000	76,000		
46			72,500	76,500		
47			73,500	77,500		
48			74,000	78,000		
49				78,500		
50				79,000		
51				80,000		

From: Tigist Zegeye
Sent: Thursday, August 24, 2017 1:12 PM
To:
Subject: SR10 Special Committee - Response to committee member questions

Good afternoon,
Please see response in green below.
Thank you.
Tigist

From: Mary Ann Summers
Sent: Friday, August 18, 2017 2:01 PM
To: Tigist Zegeye <tzegeye@wilmapco.org>
Subject: RE: SR10 Special Committee - Top 5 Issues

Good afternoon Tigist,

Separately from the top 5 issues, I was wondering if DelDOT can give the SR 41, SR 48 and SR 7 community representatives at our September 13th meeting a clear and full explanation on the following:

From the 41/48 split heading North to the PA State line, there are approximately 9 Lancaster Pike road/intersection signs, 0 Newport Gap Pike signs and 3 small black and white 41 directional signs, (2 ea. South 41 and 1 ea. North 41). This section of Lancaster Pike, (which we are now being told is actually SR 41/Newport Gap Pike), runs parallel to Old Lancaster Pike, which poses the next question, is it really Old Lancaster Pike, or is it actually Old Newport Gap Pike, or is it 41 since it now appears to run parallel to 41 and is nowhere near Lancaster Pike? As Mark Luszcz noted at the last meeting, roads frequently change names along the route, separate from their numbered designation. The stretch of roadway between the 41/48 split and the PA state line is officially designated **SR 41, Lancaster Pike**. South of the split, the official roadway designations are **SR 41, Newport Gap Pike** and **SR 48, Lancaster Pike**. It is not uncommon for a road to change names in this manner. Additionally, it is worth noting that the name of the route parallel to SR 41, Lancaster Pike between the 41/48 Split and the PA state line is **Old Lancaster Pike**. Old Lancaster Pike is not a State Route. These questions will be further addressed at the September 13th meeting under the Comprehensive Sign Inventory presentation.

I contacted DelDOT 3 weeks prior to our August 9th meeting for an answer to this question and was told that it would be addressed at our meeting on August 9th and when the question came up, we were put off and told DelDOT was going to take a sign inventory. An answer to this question shouldn't take 2 months. As noted in the August 9th draft meeting minutes DelDOT provided the following response to the question:
"MaryAnn asked for clarification from DelDOT regarding the route designation north of the Route 41 / Route 48 split. Mark responded that although the road name may change, Route 41 is the continuous route. Route 48 ends at the split with Route 41. One thing that could be missing is a "Route 48 End" sign, which will be identified in the comprehensive sign inventory."

How is it possible that DelDOT was not prepared to answer this question? This is a major artery interconnecting with PA which we now find has been mismarked and identified incorrectly for decades and never addressed! How does the DE State Police reference this strip of roadway in correlation with accidents and traffic incidents? How does WILMAPCO reference it for studies and data? How has DelDOT reference it

for projects? Much of what the Committee is doing could be skewed if the members do not fundamentally have a well-defined understanding of these roadways. As noted above, DelDOT responded to this question at the August 9th meeting. The route has not been mismarked – it is officially designated as **SR 41, Lancaster Pike**. The agencies commonly refer to the stretch of roadway between the 41/48 split and the PA state line as “SR 41” or “Route 41”. In some documents, the road name (Lancaster Pike) may also accompany the route designation. However, agencies frequently use only the route designation because roads frequently change names along a single numbered route.

The community representatives need to understand how this major artery has been represented by the State of DE.

By the way, th is the email to be used by this committee.

Respectfully,
MaryAnn

Mary Ann Juliano-Summers
MAS International Consulting

ROUTE 48 COALITION



Connect. Unite. Problem-solve.

August 17, 2017

Dear Tigist,

Nick Ferrara and I have put together a list of questions and some requests for data, which we would love to have answered/provided at your or others' convenience. I think many of the questions/requests can be addressed by you, Secretary Cohan, Mark Luszcz, or Jim Burnett, and we look forward to responses when it is convenient for any of you. Kindly share this e-mail with the other members of the Special Committee, and please forgive the formatting errors. My computer crashed and I am trying to figure out its replacement's features. We will be sending you our five issues separately early next week.

In gratitude for all your work,
Gale Hamilton,
Member, Special Committee

QUESTIONS:

1. Who gets the final vote for the final recommendations to DelDOT? [The SR 10 Special Committee Members.](#)
2. Will we vote on each suggestion? [Yes.](#)
3. Does a majority rule on each decision? [Yes.](#)
4. Who makes the final decisions regarding implementing the suggestions of the special committee? [The Delaware Department of Transportation and the General Assembly.](#)
5. Does the General Assembly have any say or role in the recommendations? [They are the recipients of the recommendations with full authority to take action as they see fit.](#)
6. How much money is left to be spent on these three roads? [The only project in the current CTP is a safety project on SR 41 and Faulkland Road Intersection. Additional funding for other improvements, including those recommended by this committee, has yet to be identified.](#)
7. Are there noise limits/laws in DE for vehicles? [There are no laws pertaining to vehicles that limit noise to a certain decibel level, such as the county ordinances regarding noise. However, Title 21, 4311 regulates mufflers. It requires all vehicles to be equipped with mufflers in good working order, working according to manufacturer's specifications to prevent excessive and unusual noise. Equipping vehicles with mufflers without baffles or other devices to create noise is prohibited. For jake brake, the regulations actually are added onto a section regarding brakes, Title 21, 4303\(c\). If so, are they ever enforced? Yes, the laws are enforced. However, as this is an equipment violation that does not affect safety, this violation is not given the same priority as moving violations would be.](#)
8. Are there air quality standards that can be monitored/enforced in the area? [Air quality is already monitored at the county level by DNREC.](#)
9. What is the projected impact of Boxwood's future use on traffic on SR 7, 41 and 48? [This is a privately owned property and we do not have information to determine potential impact yet.](#)

ROUTE 48 COALITION



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10. What are the projected dates and volumes for driverless trucks in our area? Estimates vary but we have seen optimistic estimates that we may see driverless trucks on the road within the next 10 years. This will depend largely on federal and state regulations, as well as on the type of road. It is likely that driverless trucks (and cars) will first be permitted on multilane freeways and eventually be allowed on other roads. Will they require special safety or route considerations? Most likely, and especially during the initial years of implementation.

11. Does DelDOT have any firm yet still unspoken plans for any or all of these three roads? The CTP does not show any funds for these roads. As stated earlier, a safety project on SR41 and Faulkand Road Intersection is included in the current CTP. SR48 is part of Corridor Capacity Preservation, however, it does not have funds in the CTP and there are no firm plans for any type of significant project.

12. Can you please go over the designations of the three roads? Can any of these designations be changed? Are there any plans afoot for any of these changes? If so, where? The official designations of the roadways in our project area are:

- SR 7, Limestone Road: from Pennsylvania State line to SR 2, Kirkwood Highway
- SR 41, Lancaster Pike: from Pennsylvania State line to SR 41/48 split
- SR 48, Lancaster Pike: from SR 41/48 split to SR 141, Center Road
- SR 41, Newport Gap Pike: from SR 41/48 split to SR 2, Kirkwood Highway

All three roads are designated as Principal Arterials. Although it is possible to change road names and designations, there are no plans to change these designations at this time. Road name changes would need to be approved by the County. Route designation changes would need to be approved by DelDOT.

REQUESTS FOR DATA FROM THE ROUTE 48 COALITION

1. Accident data from the 41/48 split to Route 2 and from the 41/48 split via 48 to 141, including designations for fatalities, serious bodily injury, fender benders or small property damage. Fatalities and serious injuries should be heavily considered regardless if a truck was involved since such outcomes pertain to the safety conditions of the road on which the fatalities or serious injuries occurred. (See addition at end of this letter.)

All Crashes

Severity	SR 7		SR 41 North of Split		SR 41 South of Split		SR 48	
	Before 1/1/2013 - 6/30/201 6	During 8/11/201 6- 12/6/201 6	Before 1/1/2013 - 6/30/201 6	During 8/11/201 6- 12/6/201 6	Before 1/1/2013 - 6/30/201 6	During 8/11/201 6- 12/6/201 6	Before 1/1/2013 - 6/30/201 6	During 8/11/201 6- 12/6/201 6
Fatality	0	0	2	0	1	0	1	1
Injury	120	8	59	7	52	9	44	6
Property Damage Only	628	56	231	28	216	20	153	16
Total	748	64	292	35	269	29	198	23

ROUTE 48 COALITION



Connect. Unite. Problem-solve.

Truck-Related Crashes

Severity	SR 7		SR 41 North of Split		SR 41 South of Split		SR 48	
	Before 1/1/2013 - 6/30/201 6	During 8/11/201 6- 12/6/201 6	Before 1/1/2013 - 6/30/201 6	During 8/11/201 6- 12/6/201 6	Before 1/1/2013 - 6/30/201 6	During 8/11/201 6- 12/6/201 6	Before 1/1/2013 - 6/30/201 6	During 8/11/201 6- 12/6/201 6
Fatality	0	0	1	0	0	0	0	1
Injury	5	0	12	3	5	1	2	0
Property Damage Only	35	3	20	3	27	2	4	0
Total	40	3	33	6	32	3	6	1

2. Though I believe it was said there is no record of such, can we get comparative enforcement data for the above sections of 41 and 48 from somewhere? As Sgt. Parks stated in his presentation, the locations of violations were not tracked. Unfortunately due to an issue with E-ticket that is outside of DSP control, the ticket locations do not locate geographically. Therefore a location search cannot be done to get the data requested.
3. Comparative blind spots on all three roads. The safety data provided by DeIDOT that was presented at Meeting #2 was grouped by segment, not by individual crash location. DeIDOT's Hazard Elimination Program, which looks at safety data for each 1/10 mile segment of road, identified a number of locations in the project area that had crash rates that were statistically higher than the statewide rates for similar roads (see safety presentation from Meeting #2). This information could be integrated as part of a road safety audit – and from input from committee members - to identify sight distance issues, horizontal curve issues, and lane transition issues.
4. Comparative dangerous curves on all three roads. [See #3 above.](#)
5. Sudden changes in road features (number of lanes, speed limit, etc.) [See #3 above.](#)
6. Grade data on all three roads, including grade data combined with **loaded** truck weight and speed. Please include stop-ability projections for loaded trucks on large Route 48 hill (Hercules Hill). [See #3 above.](#)
7. Could Jim B go over the numbers—overall traffic then truck traffic, including dump trucks, which also make lots of noise and pose safety hazards. Jim provided a comprehensive presentation on the traffic data at Meeting #1 and provided additional detail on the traffic data at the beginning of Meeting #2 summarizing both total traffic and truck traffic. In response to this question, he has prepared the attached summary graphic that shows total daily traffic and total truck traffic on each road at each of the 6 data collection points.
8. Total vehicles per mile, including all trucks. [See #7 above.](#) Traffic data is collected at spot locations. Data were not collected for each mile on any of the routes (and is not collected in this manner for any roads in the state).
9. It would be good to get truck counts in March when the truck traffic is greatest. If the committee would like to request traffic counts in March, they are welcome to, however, the data would not be available for nearly a year (e.g., counts in March 2018).

ROUTE 48 COALITION



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10. What percentage of large trucks coming from or going to the port take each of the three roads? [We do not have this data.](#)

12. How far back are homes to be considered affected by the trucks? (set-back info) [We do not have this information.](#)

13. What is the projected growth of population, businesses, truck traffic and overall traffic for each of the three roads? [Traffic Analysis Zones \(TAZs\) are used to project changes in demographics. The attached TAZ maps show the projected changes in population and employment in the region between 2015 and 2040. The projected changes out to year 2040 indicate little growth, and in some locations, indicate decline. Traffic projections could be provided by DelDOT Planning if requested by the committee.](#)

14. Where do the special committee members live? Where do the subject matter experts live, and do any of them have close relatives on or near any of the three roads? Also, the same question applies to anyone else with a say in this situation, including advisors to WILMAPCO. [Per the Deputy Attorney General this information cannot be provided.](#)

15. For the next meeting, Nick would like a copy of the last traffic study (June 2017). [All of the traffic data was presented at Meeting #1 and the information was included in the notebook. Additional traffic material was presented at meeting #2 to respond to questions raised at Meeting #1. That information was also included in the notebook. Raw data could be provided by DelDOT Traffic if requested by the committee.](#)

Thanks so much. Hope we didn't give you a headache.

Blessings,

Gale Hamilton, Nick Ferrara

Daily (24-hour) Traffic

	24-hr Volume	Heavy Trucks	
		Vol	%
Jun 2016	14,094	830	6%
Aug 2016	14,048	780	6%
Oct 2016	13,878	740	5%
Jan 2017	12,506	571	5%
Jun 2017	14,653	666	5%

PENNSYLVANIA
DELAWARE



	24-hr Volume	Heavy Trucks	
		Vol	%
Jun 2016	--	--	--
Aug 2016	--	--	--
Oct 2016	14,259	513	4%
Jan 2017	13,179	357	3%
Jun 2017	14,503	270	2%

	24-hr Volume	Heavy Trucks	
		Vol	%
Jun 2016	--	--	--
Aug 2016	--	--	--
Oct 2016	27,836	492	2%
Jan 2017	27,025	355	1%
Jun 2017	28,900	377	1%


	24-hr Volume	Heavy Trucks	
		Vol	%
Jun 2016	17,398	471	3%
Aug 2016	17,834	581	3%
Oct 2016	16,085	514	3%
Jan 2017	14,465	432	3%
Jun 2017	17,873	497	3%

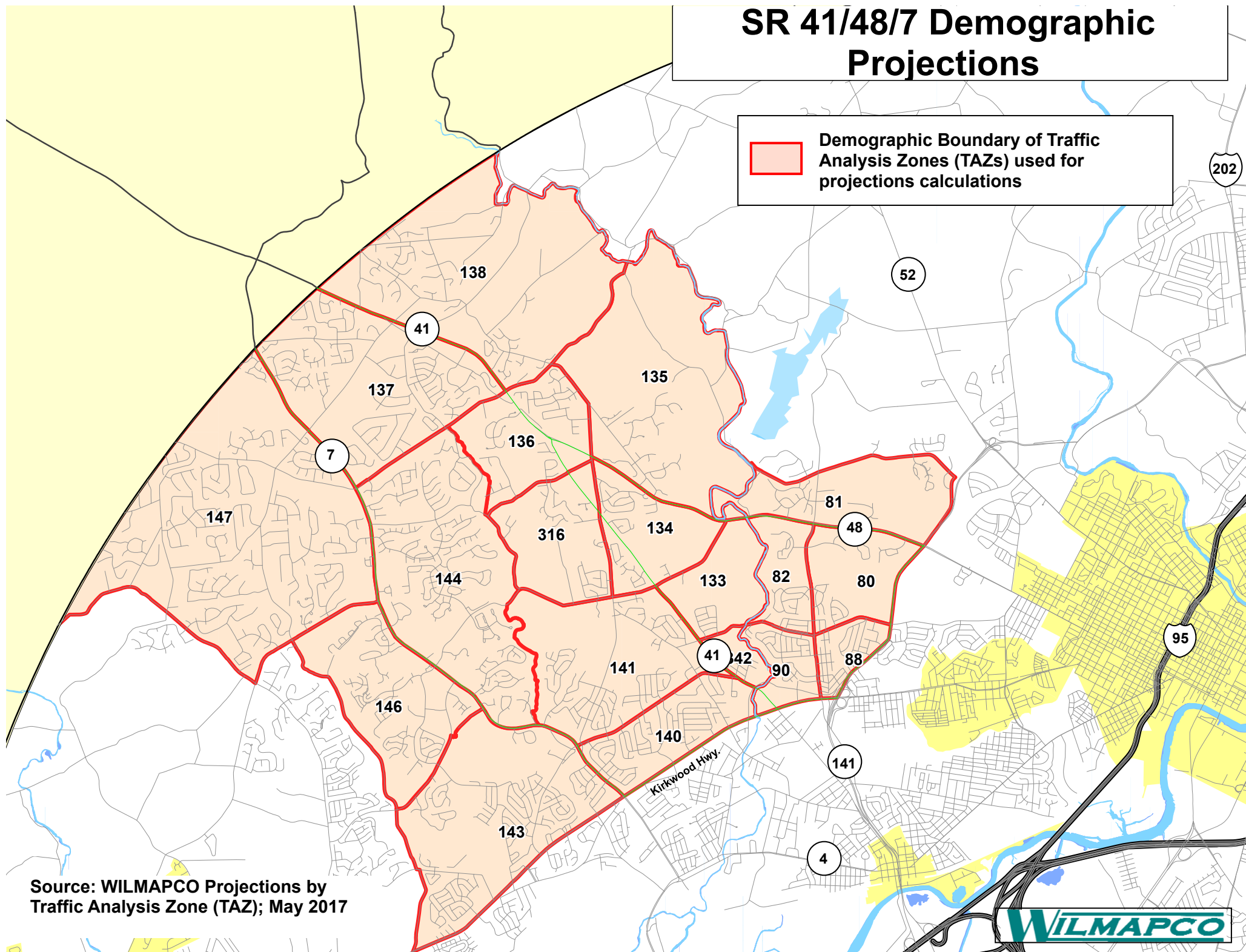
	24-hr Volume	Heavy Trucks	
		Vol	%
Jun 2016	--	--	--
Aug 2016	--	--	--
Oct 2016	10,938	312	3%
Jan 2017	9,886	409	4%
Jun 2017	11,678	381	3%

	24-hr Volume	Heavy Trucks	
		Vol	%
Jun 2016	--	--	--
Aug 2016	--	--	--
Oct 2016	17,289	355	2%
Jan 2017	15,174	404	3%
Jun 2017	17,680	424	2%

Combined Northbound and Southbound Daily Traffic

SR 41/48/7 Demographic Projections

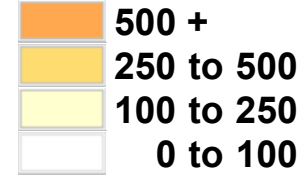
 Demographic Boundary of Traffic Analysis Zones (TAZs) used for projections calculations



Source: WILMAPCO Projections by Traffic Analysis Zone (TAZ); May 2017

SR 41/48/7 Demographic Projections - 2010 Census

Total Population




Source: WILMAPCO Projections by
Traffic Analysis Zone (TAZ); May 2017

WILMAPCO

SR 41/48/7 Demographic Projections

	2010	2015	2040
Households	22,015	22,556	23,873
Population	59,178	59,658	59,543
Employment	19,044	20,334	19,938

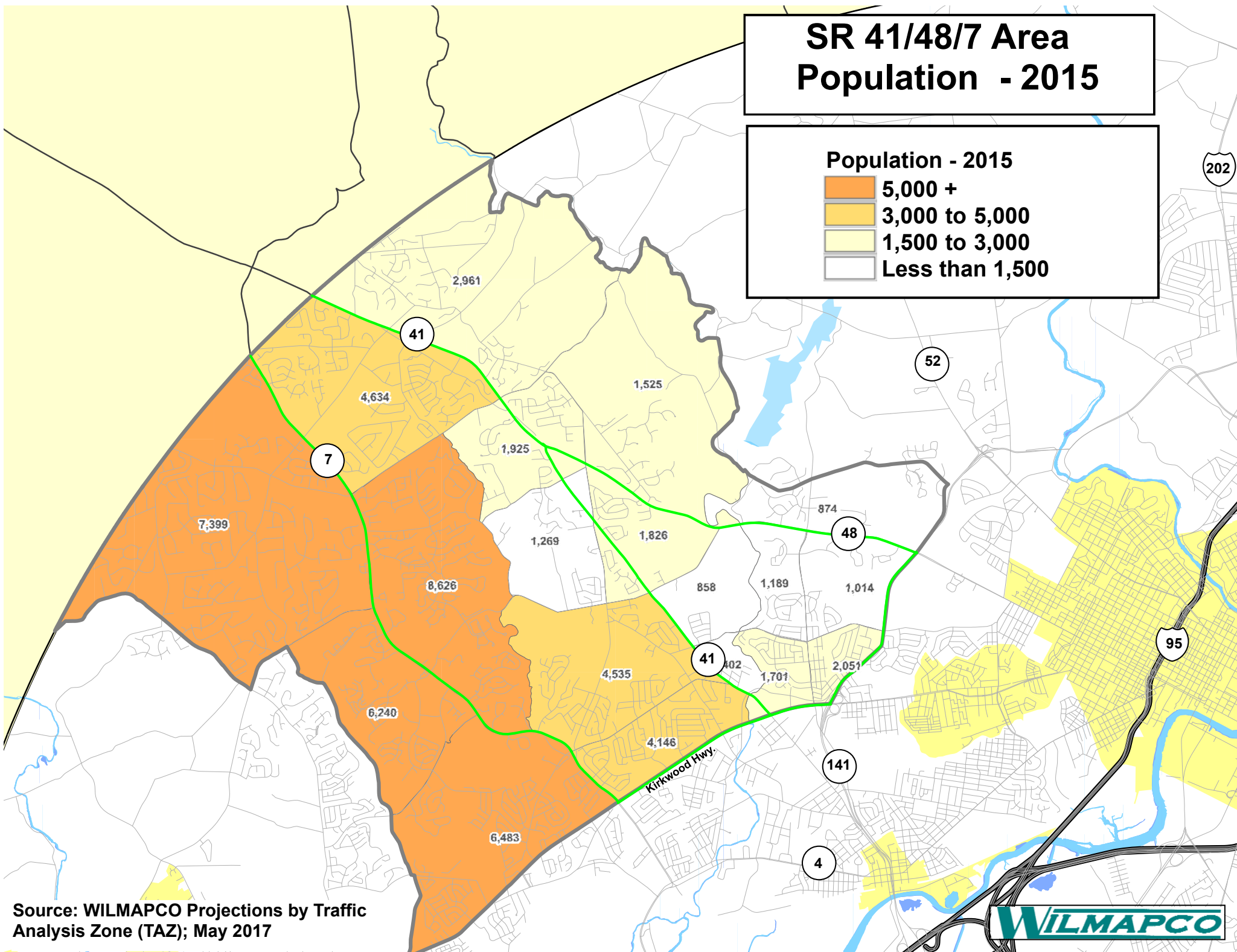
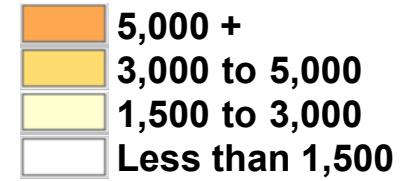
 Demographic Boundary of Traffic Analysis Zones (TAZs) used for projections calculations

Source: WILMAPCO Projections by
Traffic Analysis Zone (TAZ); May 2017

WILMAPCO

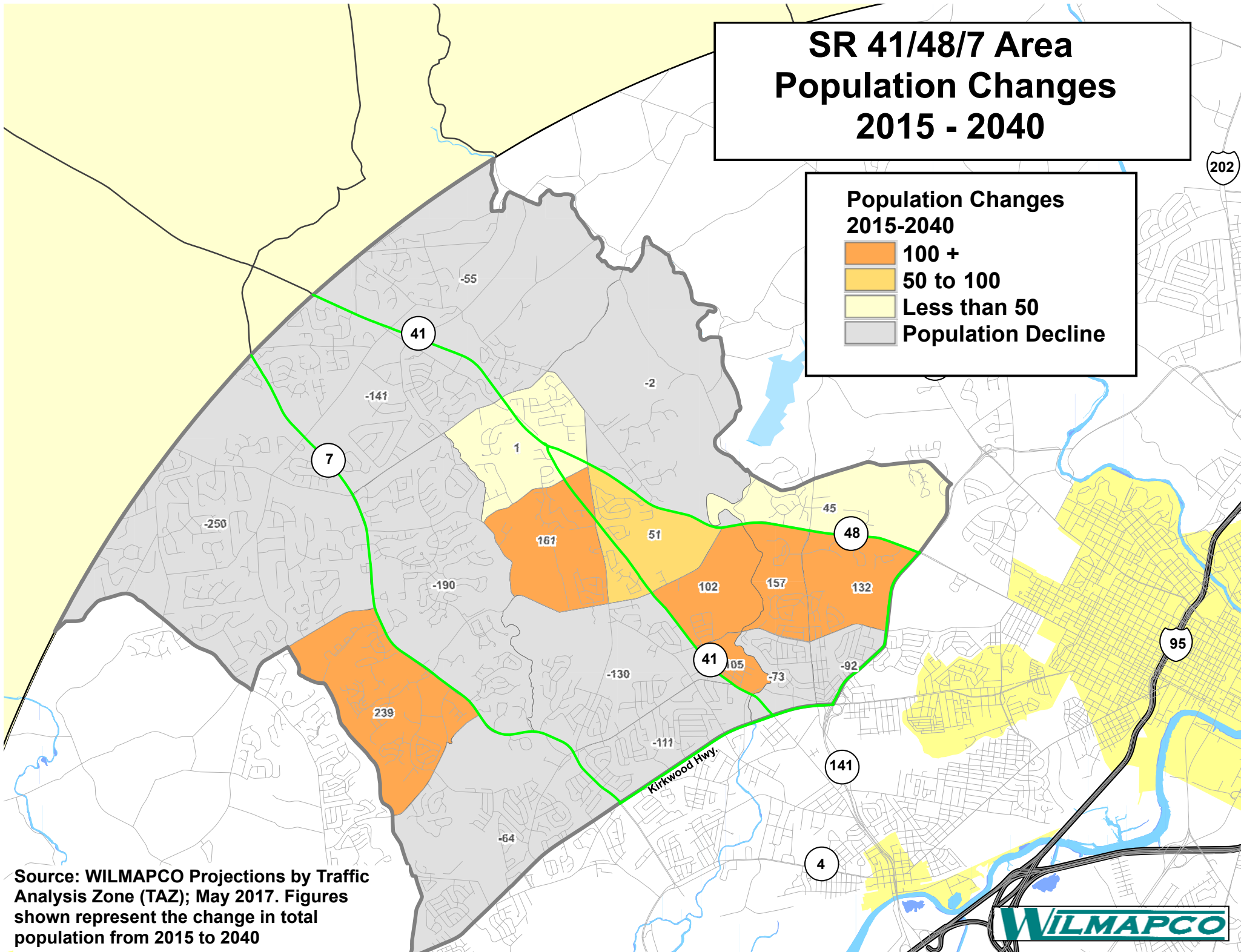
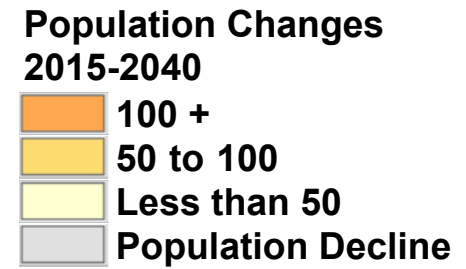
SR 41/48/7 Area Population - 2015

Population - 2015



Source: WILMAPCO Projections by Traffic
Analysis Zone (TAZ); May 2017

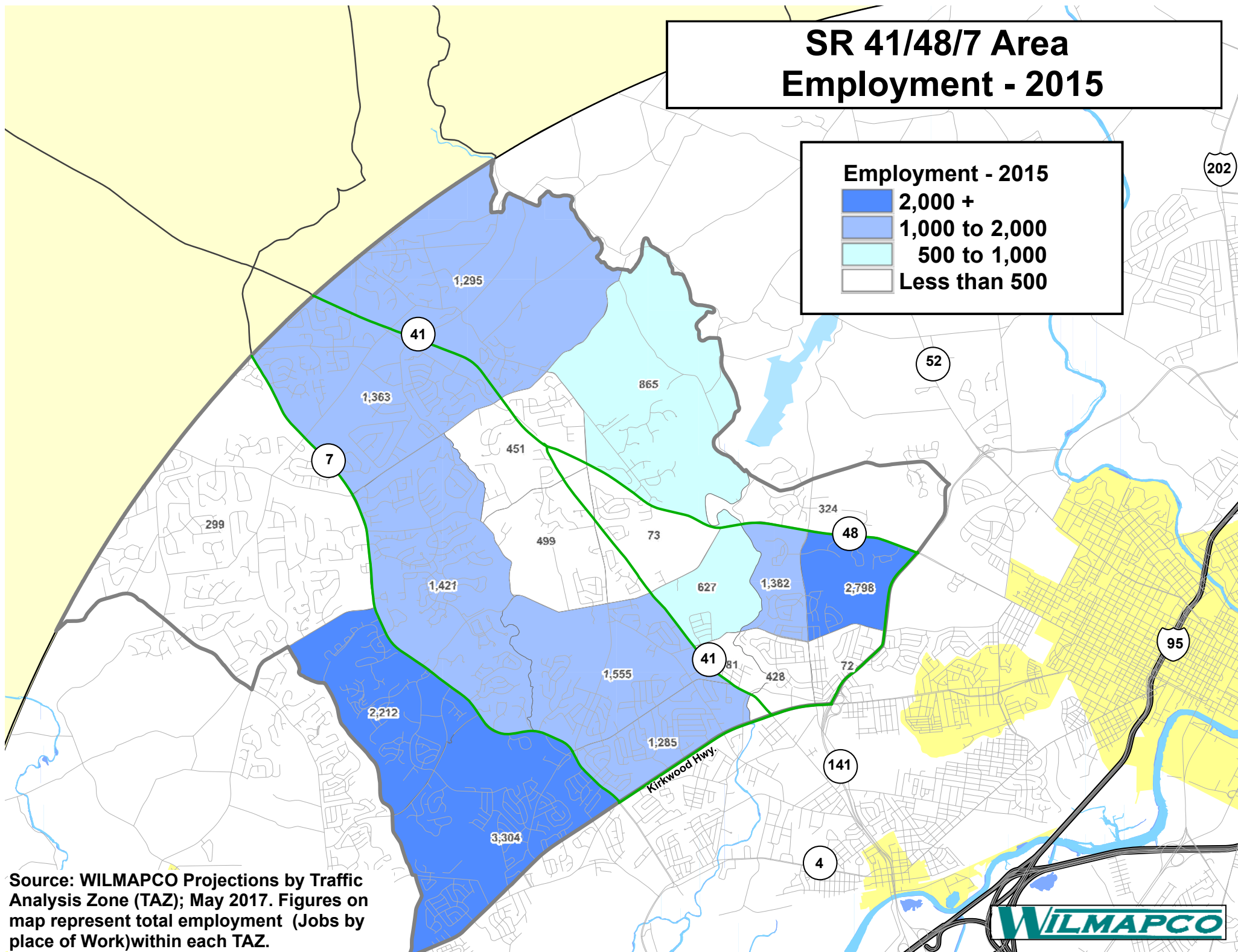
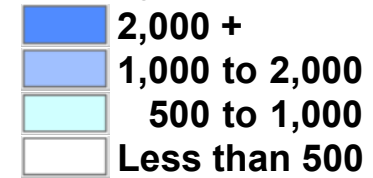
SR 41/48/7 Area Population Changes 2015 - 2040



Source: WILMAPCO Projections by Traffic Analysis Zone (TAZ); May 2017. Figures shown represent the change in total population from 2015 to 2040

SR 41/48/7 Area Employment - 2015

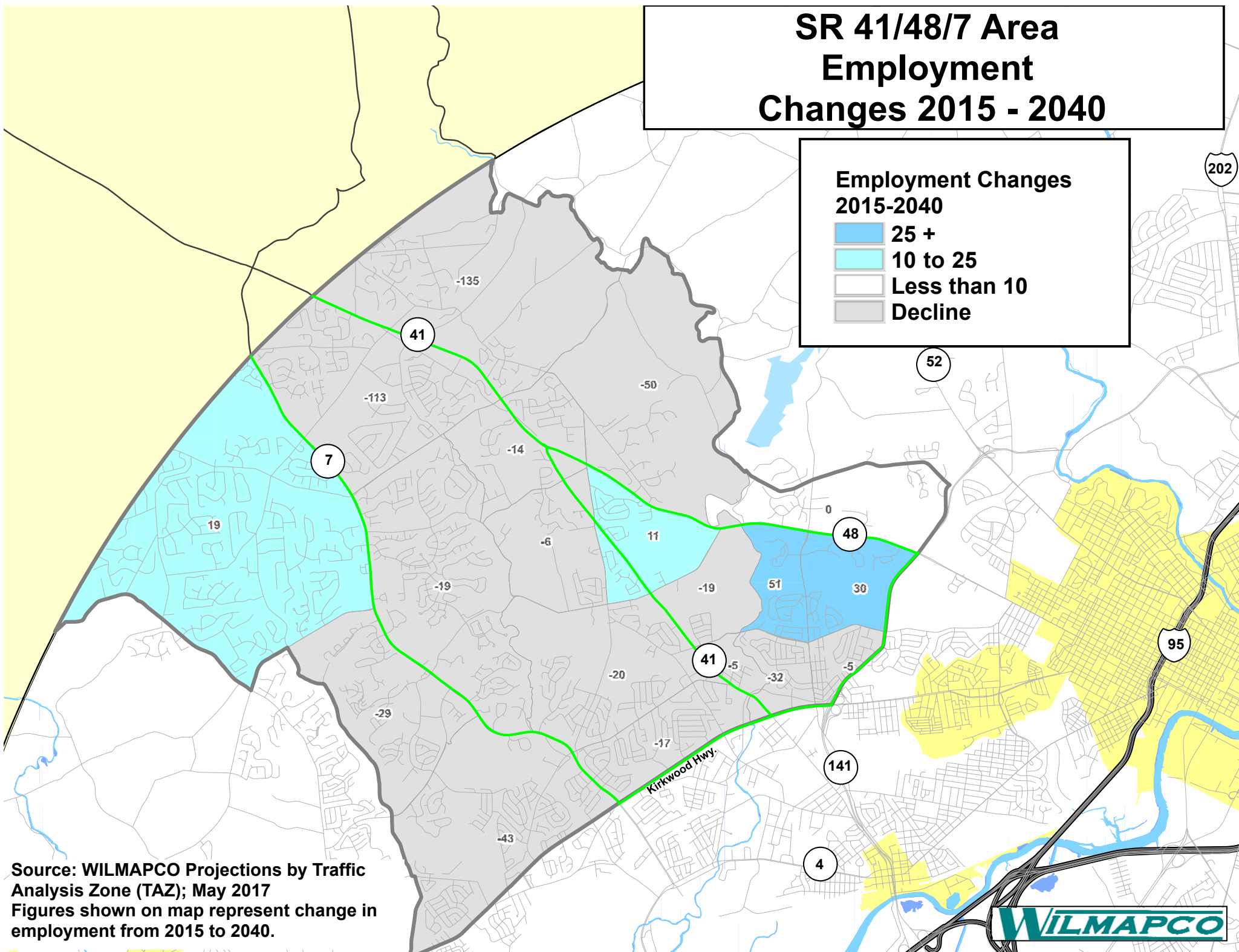
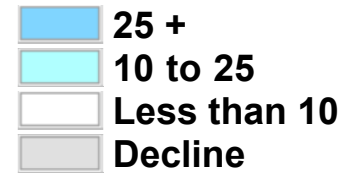
Employment - 2015



Source: WILMAPCO Projections by Traffic Analysis Zone (TAZ); May 2017. Figures on map represent total employment (Jobs by place of Work) within each TAZ.

SR 41/48/7 Area Employment Changes 2015 - 2040

Employment Changes 2015-2040



Source: WILMAPCO Projections by Traffic
Analysis Zone (TAZ); May 2017
Figures shown on map represent change in
employment from 2015 to 2040.

From: Tigist Zegeye
Sent: Thursday, August 31, 2017 5:52 PM
To:
Subject: SR 10 Special Committee - Responses

Good afternoon,
Below please find responses in green. Thank you.
Best Regards
Tigist

From: Battle Hamilton
Sent: Thursday, August 17, 2017 11:05 AM
To: Tigist Zegeye <tzegeye@wilmapco.org>;
Subject: Fwd: Correction

Dear Special Committee Members,

Please share what follows as you see fit. It comes from Jim Welding, who lives right off Route 48 and has spent his career in insurance. I think Jim Burnett should also see this note if possible.

Thank you!
Nick Ferrara and Gale Hamilton,
Special Committee Members from SR 48

From Jim Welding:

1) EXPOSURE for Serious Accidents....SR 48 currently has a 77.7% better chance of a CRASH than SR 41 since SR 48 has a Daily Traffic count of almost 24,000 vehicles as compared to SR 41 of only 13,500. That works out to 6,109 vehicles per mile on SR 48 compared to only 3,929 per mile on SR41. We agree that crash exposure is an important element, which is why we felt it was important to discuss crashes in terms of **crash rates**; the crash rates that were presented at Meeting #2 account for both volume and length (exposure), as well as the number of crashes that have occurred on each roadway segment. Crash rates are the most appropriate way to compare crash frequency (e.g., the relative safety) of multiple segments that have different volumes, lengths, and characteristics. The **crash rate** on SR 48 was notably lower than on other segments over the past 3 years.

2) Traffic Data has to be flawed because it does not include a number of DEATHS along the SR's that we have read about in the paper on all 3 SR's over the 3.5 year period. We disagree with the statement that the data is flawed. Crash data are classified by severity as Fatality (deaths), Injury (any apparent injury), or Property Damage Only. The following tables provide the number crashes (total and truck-related) on each segment by severity. This is the same data that was summarized at Meeting #2, just expanded with greater detail:

All Crashes

Severity	SR 7	SR 41 North of Split	SR 41 South of Split	SR 48
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	Before 1/1/2013- 6/30/2016	During 8/11/2016- 12/6/2016	Before 1/1/2013- 6/30/2016	During 8/11/2016- 12/6/2016	Before 1/1/2013- 6/30/2016	During 8/11/2016- 12/6/2016	Before 1/1/2013- 6/30/2016	During 8/11/2016- 12/6/2016
Fatality	0	0	2	0	1	0	1	1
Injury	120	8	59	7	52	9	44	6
Property Damage Only	628	56	231	28	216	20	153	16
Total	748	64	292	35	269	29	198	23

Truck-Related Crashes

Severity	SR 7		SR 41 North of Split		SR 41 South of Split		SR 48	
	Before 1/1/2013- 6/30/2016	During 8/11/2016- 12/6/2016	Before 1/1/2013- 6/30/2016	During 8/11/2016- 12/6/2016	Before 1/1/2013- 6/30/2016	During 8/11/2016- 12/6/2016	Before 1/1/2013- 6/30/2016	During 8/11/2016- 12/6/2016
Fatality	0	0	1	0	0	0	0	1
Injury	5	0	12	3	5	1	2	0
Property Damage Only	35	3	20	3	27	2	4	0
Total	40	3	33	6	32	3	6	1

In total, during the entire 4 year study period (Jan 2013 – Dec 2016), there were five (5) fatal crashes on the 3 study corridors. None were on SR 7, three (3) were on SR 41 (one of which involved a truck), and two (2) were on SR 48 (one of which involved a truck). Both of the fatal truck crashes that were referenced by the committee at Meeting #2 occurred in 2017 so they were not part of the data that was presented.

3) CRASH data numbers are not credible as shown. Should have a clearer definition or Category type i.e. Death, Bodily Injury to Hospital, Vehicle considered Total Loss. [See item #2 above.](#)

4) How many people Live and Work along SR 48 per mile as compared to SR 41 and SR 7 . Again this refers to EXPOSURE to DEATH or INJURY or PD Claim. [Please refer to SR41/48/7 Demographic Projections maps e-mailed earlier.](#)

Jim also sent these two photos to share from this past week--the first showing signs knocked down at Hercules Hill, the second showing skid marks across the pedestrian walkway at Centerville Road--a terrifying place to walk across the road.



From: Tigist Zegeye
Sent: Monday, September 11, 2017 11:30 AM
To:
Subject: SR7 Rep Questions

Good morning,
Please see responses in green below.
Thank you.
Tigist

From: Michael Censurato
Sent: Friday, September 01, 2017 6:31 AM
To: Tigist Zegeye
Cc:
Subject: SR7 Rep Questions

Hi Tigist,

Following are the SR7 Corridor questions. My apology for being a bit late. They came to mind only after reviewing the documents presented during the last meeting.

1. Is there any noise level data for the three corridors comparable to the Accident Data that was presented at the last meeting? **There are no noise level data for the three corridors.** Is there any noise data at all? **Noise analyses are done on large projects but not on corridors.**
2. Could noise measurements at locations approved by the respective corridor committee members be conducted prior to any voting on recommendations? **Noise measurements could be made. However, it is a large effort and should be done over a period of time and at multiple locations. This request may be better suited as a recommendation from the committee to include in the final report.**
3. Is there any intersection "performance" data for the following intersections comparable to the HEP safety data? By "performance", I define as the ability to handle the traffic volume in a prescribed time and/or number of light changes.
If there is, please provide to the Committee and perhaps similar data can be provided for the other two corridors.
 - Valley Road and SR7
 - Brackenville and SR7
 - Stoney Batter and SR7
 - Mill Town Road and SR7
 - Kirkwood Hwy and SR7
 - SR4 and SR7 **Please see attached maps and an interactive map with the same data here: https://www.google.com/maps/d/u/0/viewer?mid=1_mQ6rpXrweLZA-9M2t491P76VY8&hl=en&ll=39.75119431972463%2C-75.65985849999998&z=13.**
4. I observed that the Digital Message sign (Truck Length Restrictions) recently parked on SR41 at the State line was removed. Based on the meeting minutes, it was apparently removed and replaced several times in the past. Can the sign be installed on SR7 next time so that the

truckers that use SR7 can also be informed? If a sign is placed on both SR7 and SR41, it is even better. The project team recommends not to place any signs until we complete the comprehensive signage inventory analysis. In addition, signs should not be placed unless it is recommended by the Special Committee as part of the final report.

5. Can more microphones be provided at the Committee meeting to facilitate questioning and communication? I felt hampered by the lack of a microphone at times during the last meeting. If available, one per two committee members would be great. We are using all the available microphones at the fire hall.

Thanks for your help,

Mike Censurato and Michael Lewandowski
SR7 Committee Member Reps

SR 41/48/7 Intersection Peak Hour Level of Service (LOS) : AM

Legend

LOS A: Less than 1,000 vehicles/hr.

LOS B: 1,000 to 1,150 vehicles/hr.

LOS C: 1,151 to 1,300 vehicles/hr.

LOS D: 1,301 to 1,450 vehicles/hr.

LOS E: 1,451 to 1,600 vehicles/hr.

LOS F: More than 1,600 vehicles/hr.

Source: WILMAPCO Intersection LOS Database.
Figures next to each intersection indicates the
year of the collected count.

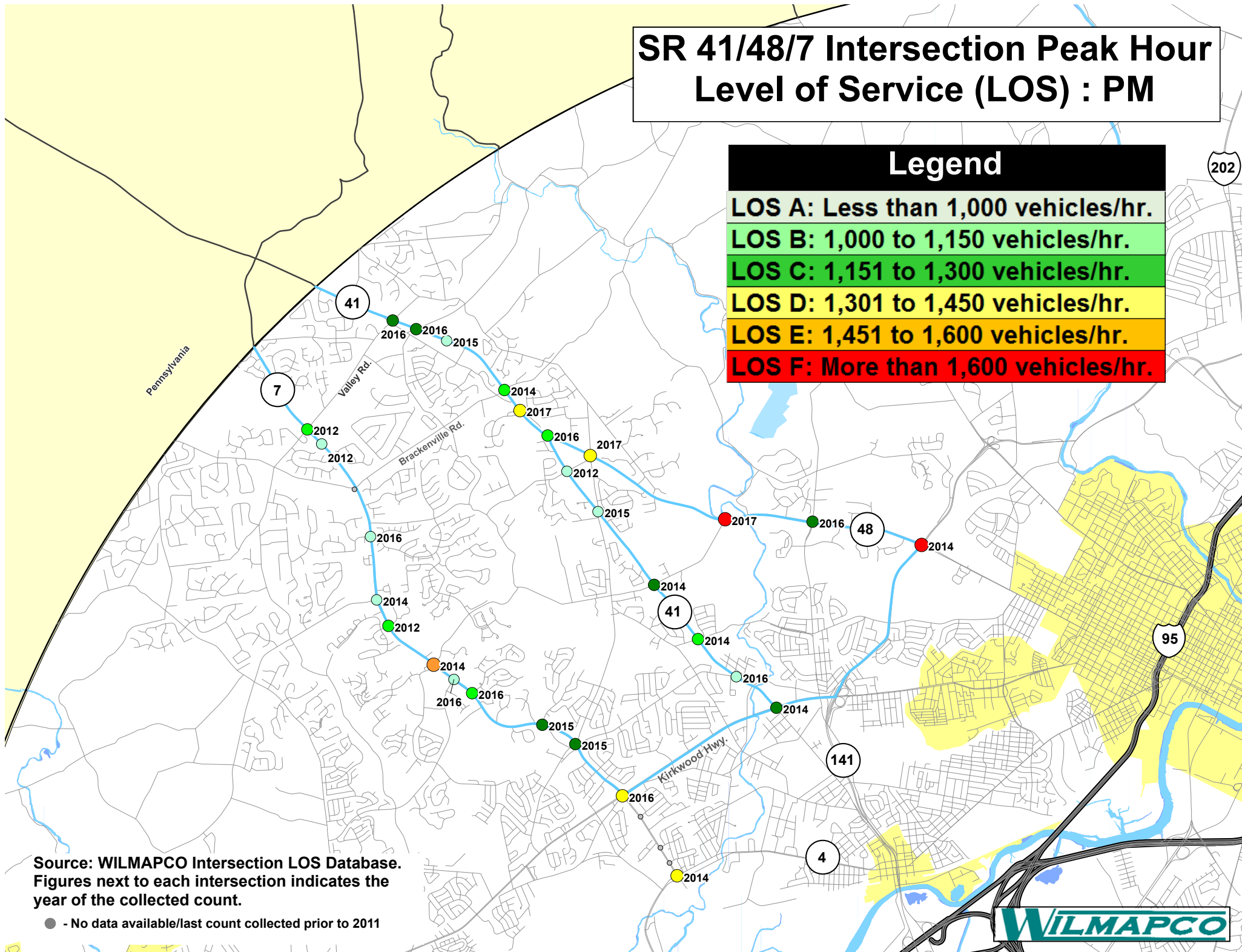
● - No data available/last count collected prior to 2011

WILMAPCO

SR 41/48/7 Intersection Peak Hour Level of Service (LOS) : PM

Legend

LOS A: Less than 1,000 vehicles/hr.
LOS B: 1,000 to 1,150 vehicles/hr.
LOS C: 1,151 to 1,300 vehicles/hr.
LOS D: 1,301 to 1,450 vehicles/hr.
LOS E: 1,451 to 1,600 vehicles/hr.
LOS F: More than 1,600 vehicles/hr.





**Special Committee to Study and Make Recommendations
Regarding Truck Traffic & Freight Movements
Along SR 41, SR 48 & SR 7**

SIGN INVENTORY

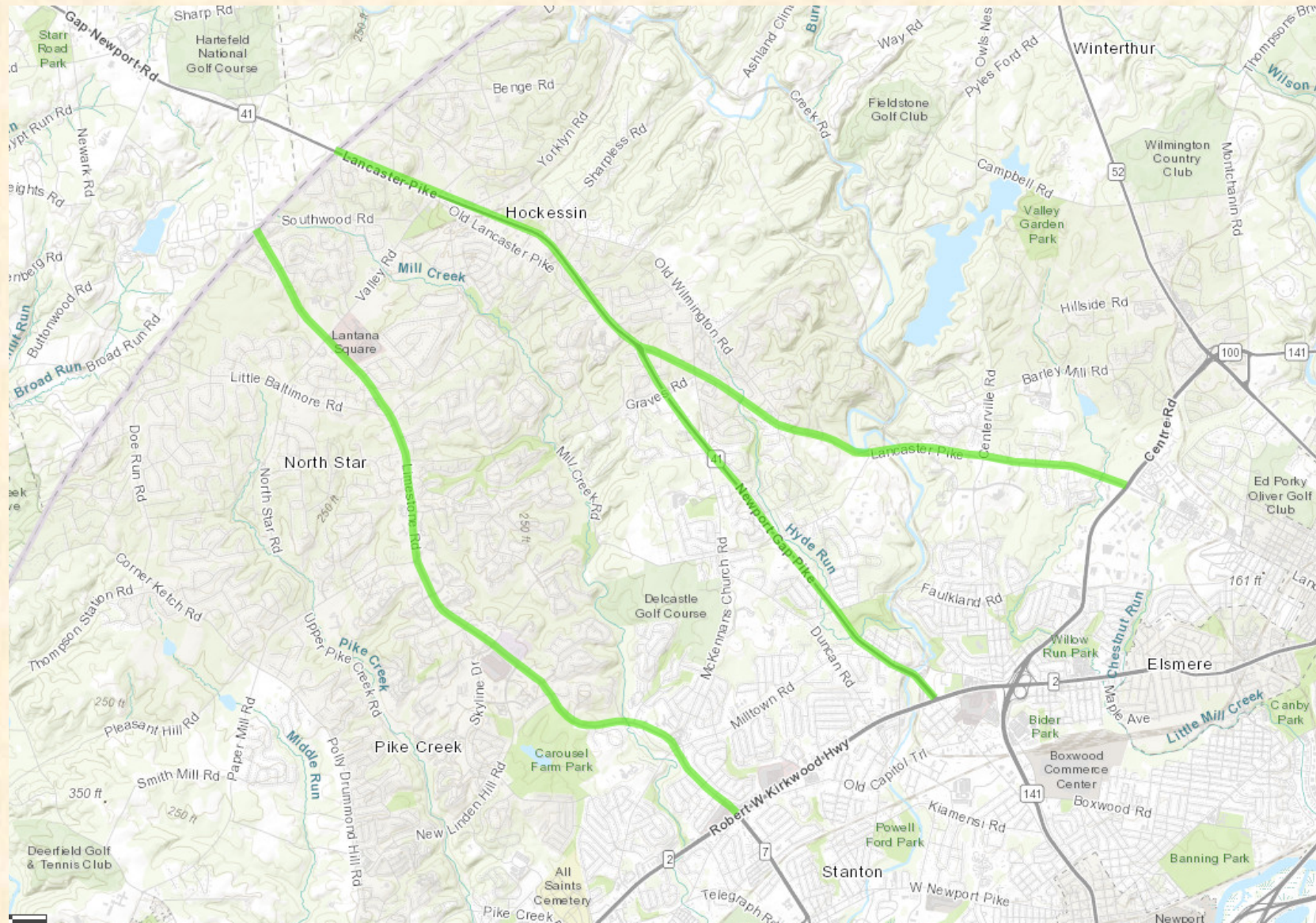
**Jim Burnett, P.E., PTOE
September 13, 2017**

Data Collection

- Comprehensive inventory of all signs on SR 7, SR 41, SR 48 in project area
- Data collected with GPS-enabled iPads
 - Location
 - Sign Type
 - Photographs



Sign Inventory Routes

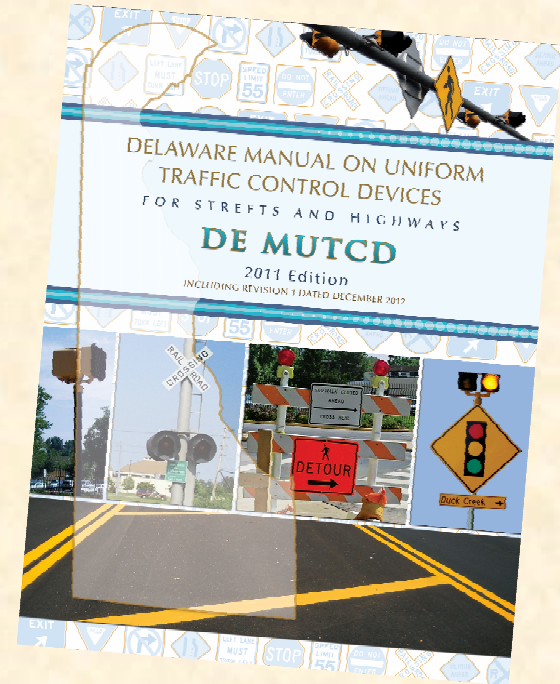


Sign Types

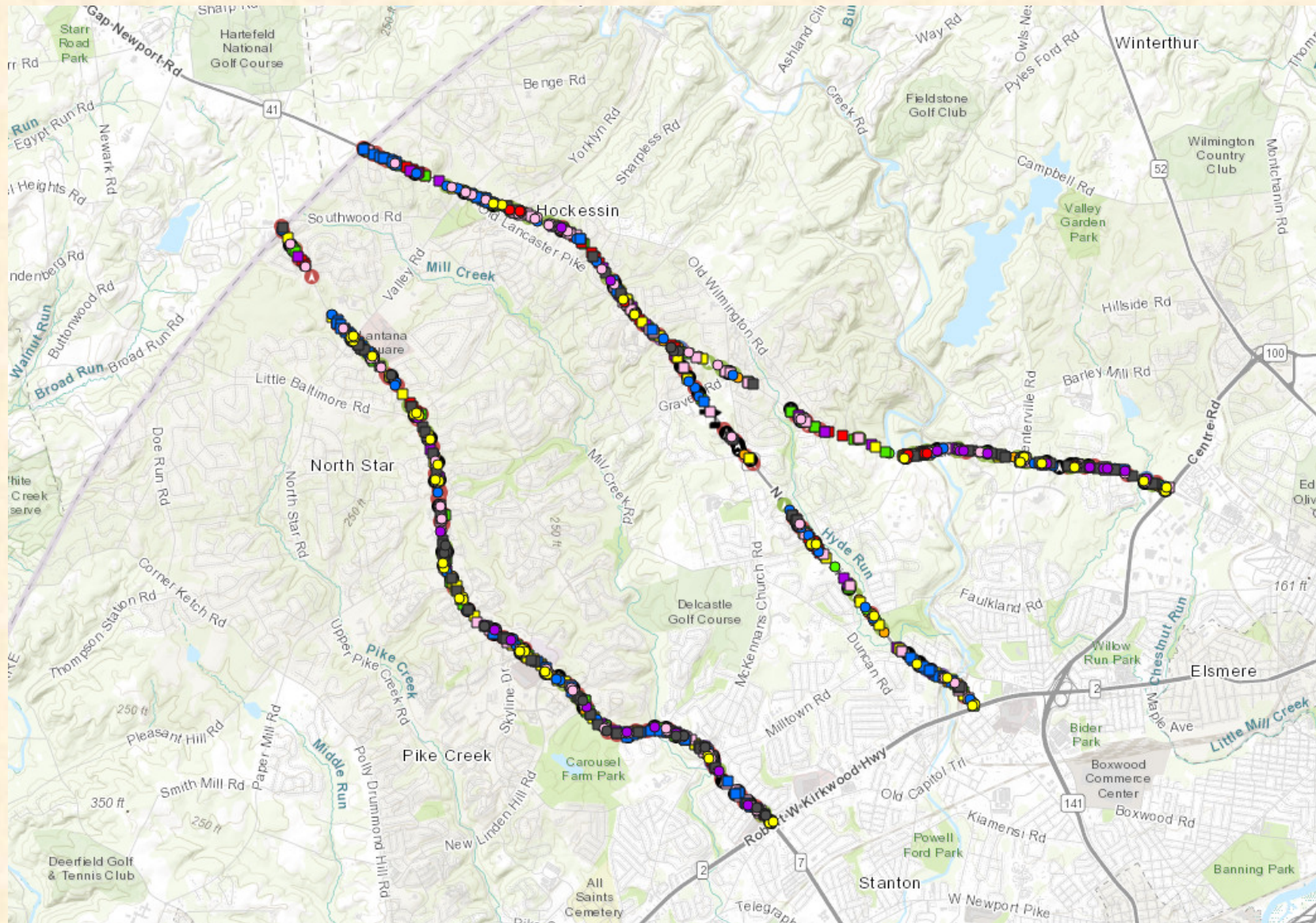
- **Categorized based on Delaware Manual on Uniform Traffic Control Devices (DE-MUTCD)**

- **5 Main Sign Types:**

- **Warning Signs** (Black text on yellow sign)
- **Regulatory Signs** (Black text on white sign)
(White text on red sign)
- **Guide Signs** (White text on green sign)
- **Service Signs** (White text on blue sign)
- **Work Zone Signs** (Black text on orange sign)

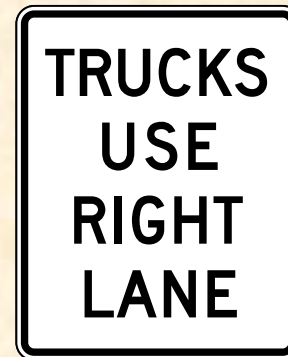


Comprehensive Sign Inventory



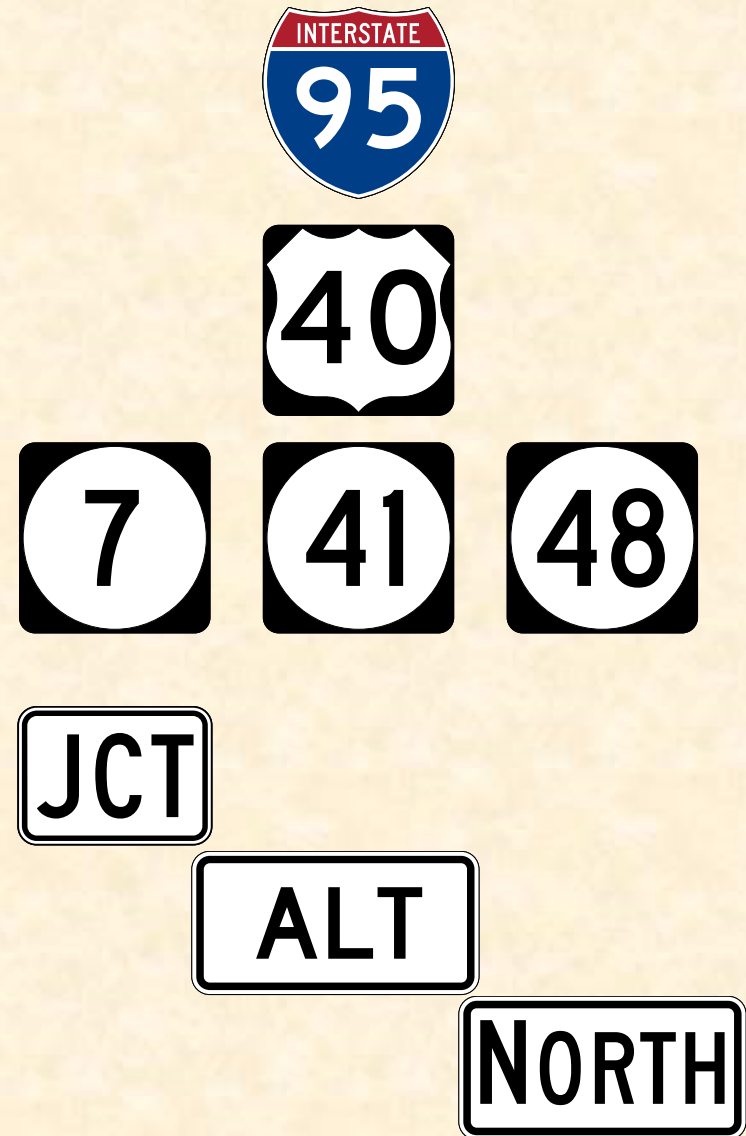
Sign Inventory

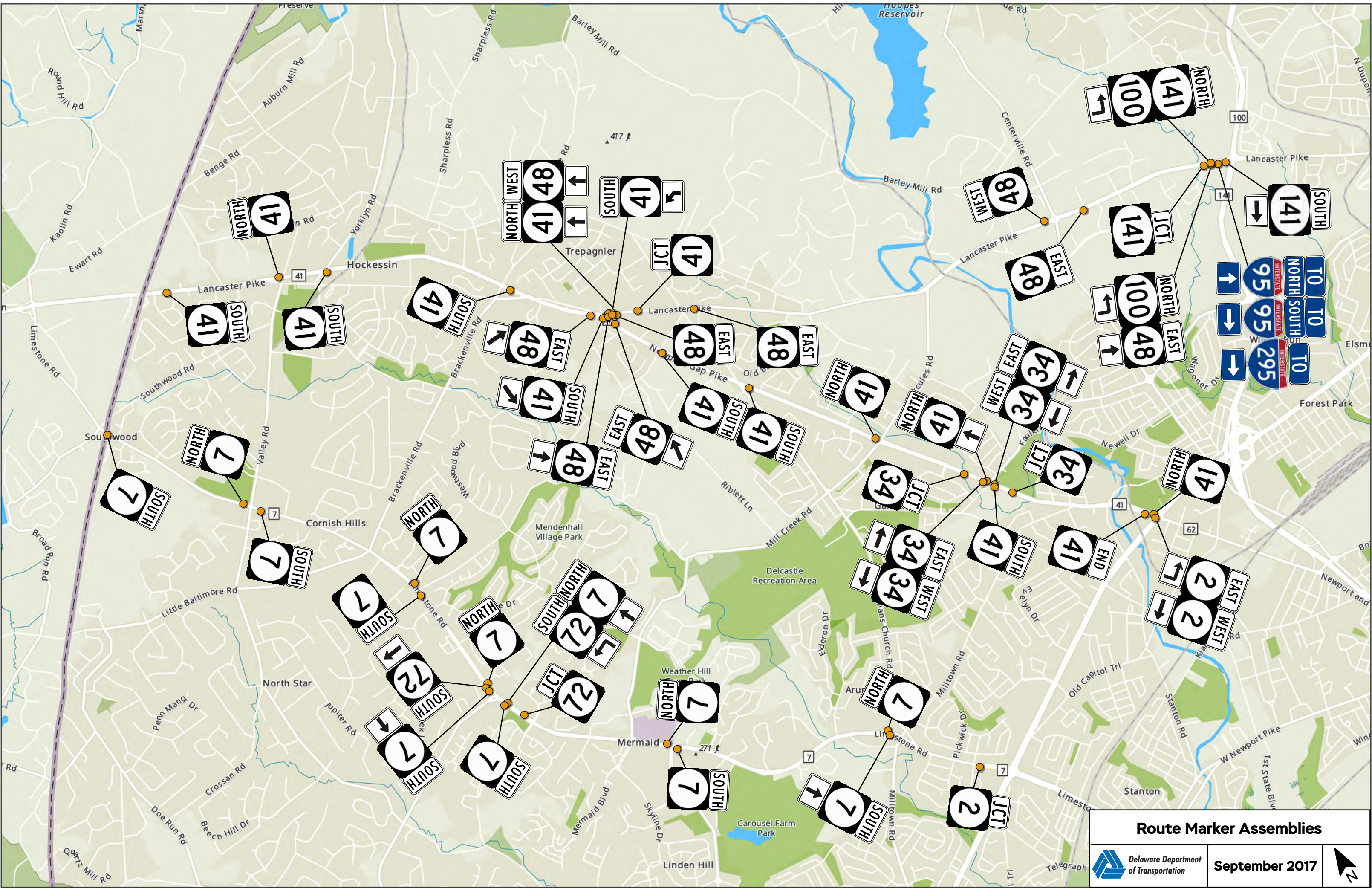
- Total of 1,135 Signs
- For tonight's presentation, focused on 3 key types of signs:
 - Route Sign Assemblies (50)
 - Speed Limit Signs (64)
 - Truck / Weight Restriction Signs (31)



Route Sign Assemblies

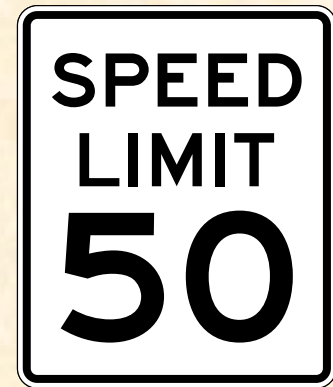
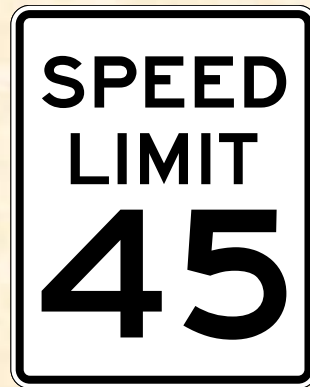
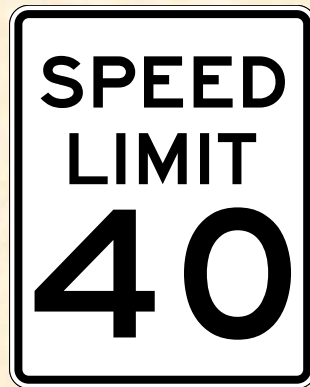
- Signs to identify routes and facilitate travel
- All numbered routes
 - Interstate
 - United State Route
 - State Route
 - County Route (none)
- Typically mounted in assemblies with auxiliary signs, for example:
 - Junction
 - Alternate
 - Cardinal Directions

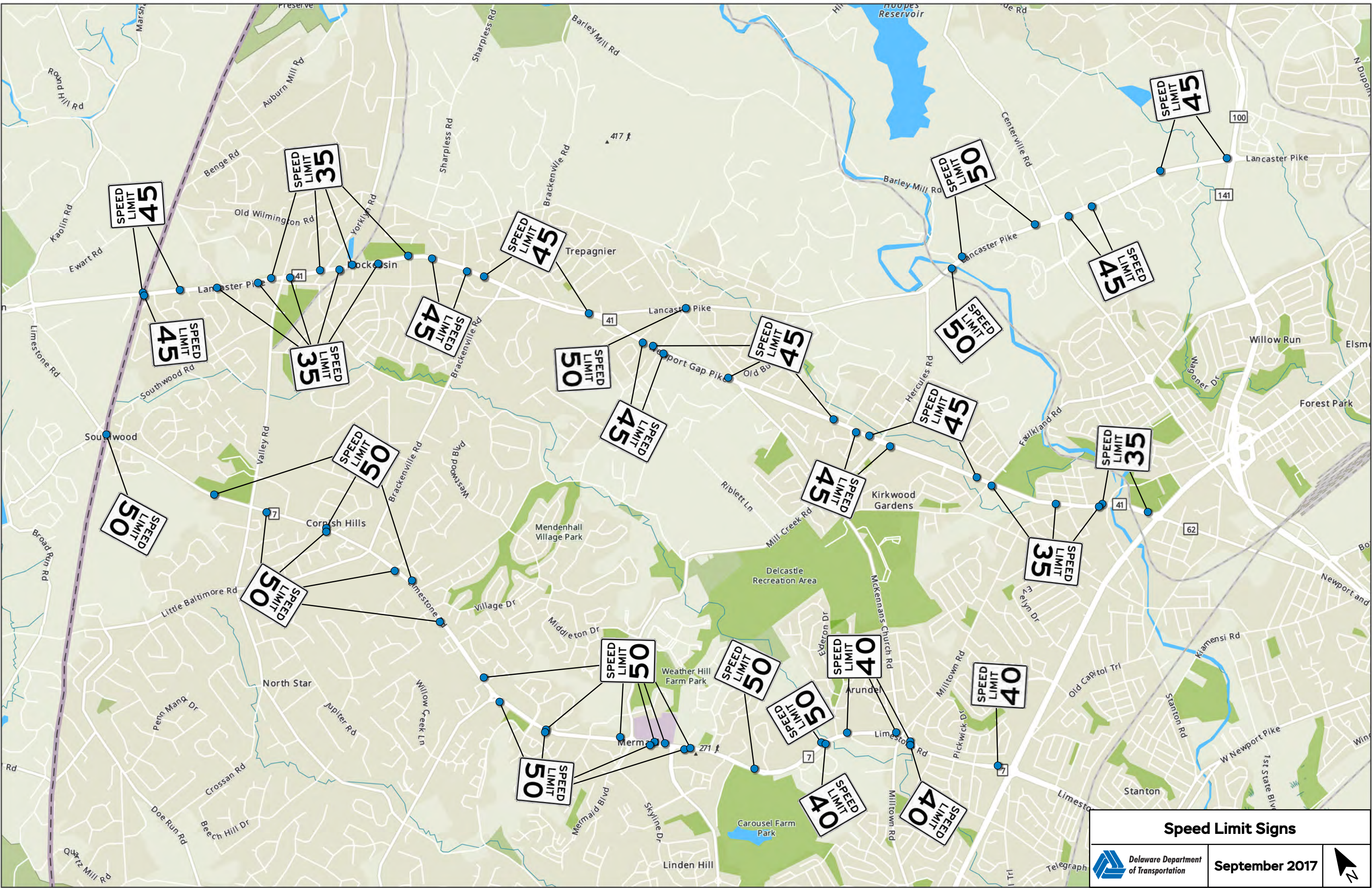




Speed Limit Signs

- Regulatory Signs
- Established by law, ordinance or regulation
- Located at points of change from one speed limit to another
- Installed beyond major intersections to remind road users of speed limit

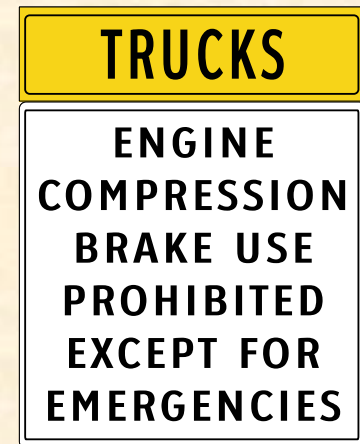
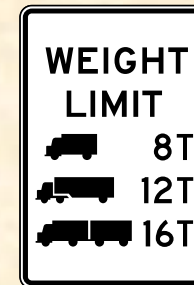
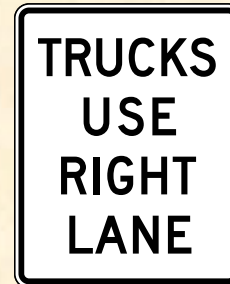




Truck Restriction / Weight Restriction Signs

- Regulatory Signs

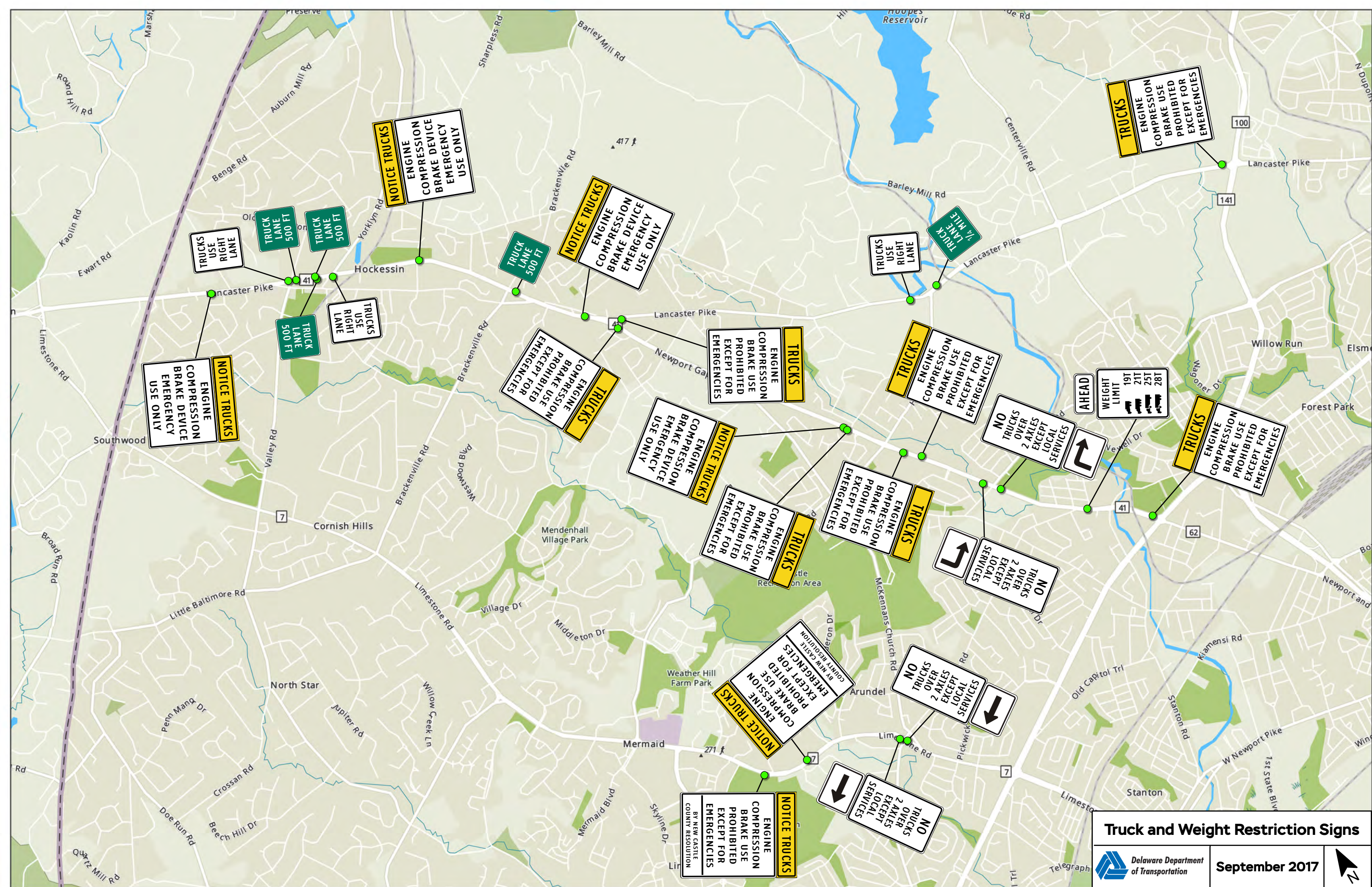
- Trucks Use Right Lane Signs
- Weight Limit Signs
- Engine Compression Brake Prohibition Signs (DE MUTCD only, not Federal)



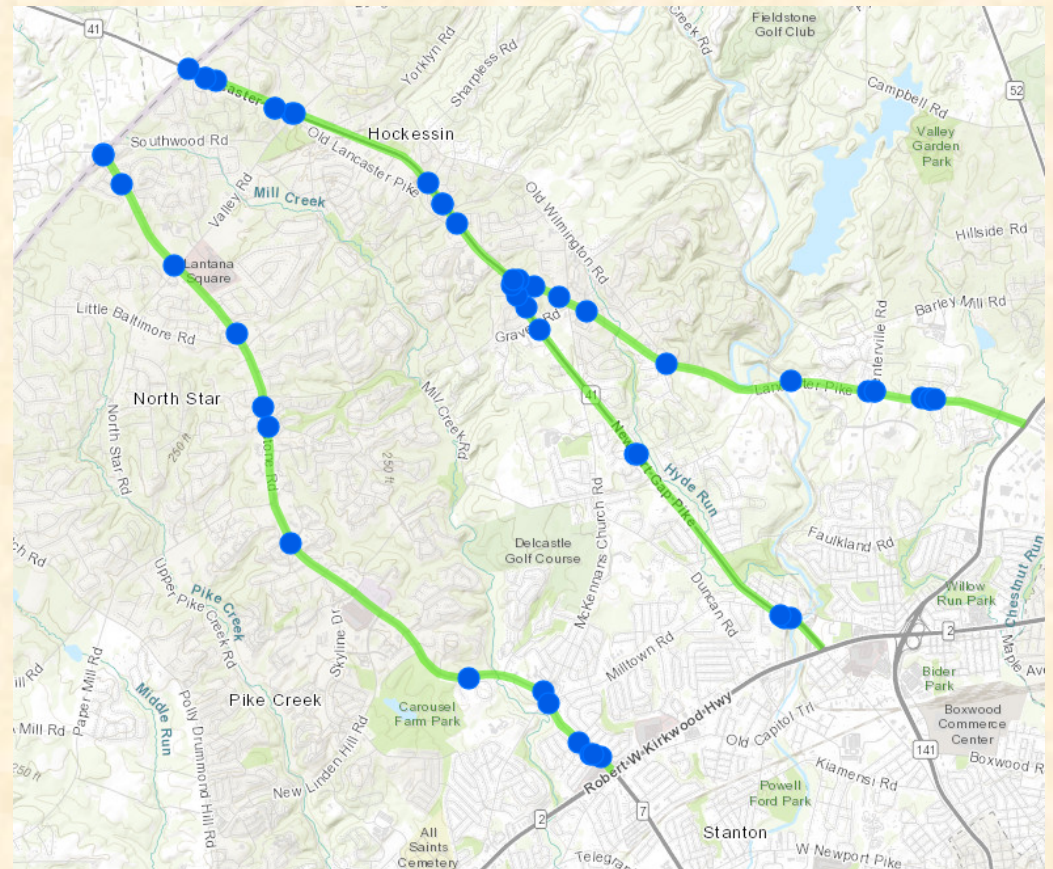
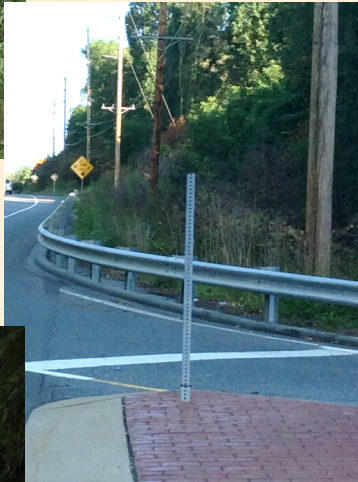
- Guide Signs

- Truck Lane Signs





Damaged / Obscured Signs



51 damaged or obscured signs

Summary

- Comprehensive inventory of all signs on SR 7, SR 41, SR 48 in project area
- Total of 1,135 signs
- Identified 51 damaged or obscured signs
- Interactive sign inventory available on WILMAPCO website: www.wilmapco.org/SR10

Following are 5 SR7 issues which combine the thoughts of both SR7 Corridor Reps.

1. Overall high road noise level from heavy and high speed traffic with peaks created by J-brake usage. Section of SR7 from Kirkwood Highway to SR4 peel off has uneven concrete sections and bridge with uneven slabs and deterioration which causes truck noise to be magnified.
2. Speeding over posted limits is obvious throughout the length of the road. Due to a straight road section, this is most prevalent south of the Brackenville Rd and SR7 intersection.
3. Major intersection performance: SR7/Kirkwood, SR7/SR4, Milltown Rd/ RT7, RT7/Valley Rd, RT7/Brackenville Rd. During rush hour periods, turning lanes are sometimes inadequate to hold all turning vehicles. Any additional truck traffic would worsen this condition due to longer length and slower acceleration.
4. Overall SR7 safety. As the stats from the last meeting presentation revealed, accident frequency on SR7 is comparable to SR41 which reportedly is average for all DE roads. I am most familiar with the SR7/Brackenville Road intersection where accidents seem to be too frequent. Road design requires many U-turns, may be contributing to the accident frequency. Investigate traffic accident data to identify hot spots
5. On the southern section of SR 7, construction truck convoys create a situation where side by side trucks prevent other traffic from navigating around slower moving trucks. Consider right lane only for trucks.

Thanks,

Mike Censurato
Michael Lewandowski

SR 41 Top Five Issues

Update: top 5 issues, 1: number of heavy trucks. 2: Noise, fumes, vibration, speed. 3: Lack of heavy truck enforcement by police. 4: Safety and quality of life of residents along the corridor. 5: School zone and tourist venue safety. Regards, Bill Taylor

FIVE TOP ISSUES RE TRUCK TRAFFIC FOR SR 48

submitted by Nick Ferrara and Gale Hamilton

(Please note that our first issue listed below in #'s 1 and 2, SAFETY, has so many components that it seems irresponsible to choose only a few, but we will try. Please remember, however, that our safety issues, enumerated by many members of The Route 48 Coalition, include trucks barreling down hills and through intersections; 'stoppability' difficulties due to hill/grade/**loaded** weight/speed; large numbers of elder and novice drivers; pedestrian workers crossing busy 48 from or for bus stops; blind spots; unexpected curvature; unexpected speed limit changes without proper warning; overly high speed limits in places; horrible bike lanes; repeated fatalities; an unexpected intersection; failing intersection; repeated guard rail collisions; repeated deer collisions; train tracks; blinding sun glare at certain times; very dark areas of road; truck traffic in addition to the overall numbers of cars; sun glare when driving east/west; dark areas; difficult development entrances/exits; frequency of emergency vehicles, many of them servicing our elder populations; changes from wide shoulders to no shoulders offering no opportunity for police enforcement, etc.).

Our five issues are:

1. Dangerous intersections and entrances (safety)
2. Speed (safety)
3. Congestion (safety, inconvenience, loss of profit, pollution)
4. Sudden hills, curves and blind spots (safety)
5. Noise/vibration (health and quality of life)

DANGEROUS INTERSECTIONS AND ENTRANCES (SAFETY)

- Intersections
 - Route 141 and 48
 - Turning tractor trailers often cut off cars turning in adjacent lanes, 'squeezing' them in dangerous ways.
 - Centerville Road and 48
 - pedestrian walkway; a very dangerous place to cross on foot.
 - Hercules Road and 48
 - Blind light coming down hill
 - Horrible sun glare at different times of year
 - Coming down the hill try to fly down turn lane and cut over to straight lane right at the light.
 - People flying down Hercules Road and through the light.
 - Old Wilmington Road and 48
 - Several fatalities at this intersection.
 - Cars/trucks coming up the hill, heading west, are not prepared for curve then traffic feeding onto 48 from Old Wilmington Road; heading east on 48 from Canterbury Hills, the 35 mph sign is partially hidden and there are inadequate warnings about the dangerous stretch of road ahead.

- Many residents have called for a stoplight at the intersection, others for flashing warning lights at Canterbury Hills/Regal Heights area.
- Loveville Road and 48
 - Pedestrian walkway—needs sign; another very dangerous place to cross on foot, which many workers have to do.
- Junction of 48 and 41—too many accidents period.
- Old Hobson Farm entrance is terrifying when trucks speed by and has had to replace its guard rails frequently because of accidents on a terrible, deadly hill.
- Cancer Support Community entrance appears out of nowhere as trucks fly by.
- Added factor: aged population trying to negotiate all of these changing intersection requirements

SPEED (SAFETY)

- 50 mph is too fast for any stretch of this roadway, full of hidden entrances, curves, hills, and volume of traffic. Between Loveville Rd. and Old Wilmington Road it is deadly.
- 45 mph is too fast for a major intersection and pedestrian walkway at places like Centerville Road and 48.
- Trucks/cars/motorcycles exceed current posted speed limits by large numbers.
- Speed limits do not seem compatible with the type of roadway section, distances to controlled intersections or visibility distances.
- Speed limits go from very fast to much slower without adequate warning.
- The speed limit is 45 at the 141/48 split (too fast considering congestion and size of trucks). It quickly changes to 50 right near residential driveways, and people zoom down 48, heading west, as the wide highway invites them to do. Then, suddenly, there is a terrible curve and the speed limit goes to 35 mph, for which people are unprepared, not to mention one of the 35 mph signs is hidden behind greenery. Soon the speed limit is 50 again, including at the dangerous stretch between Old Wilmington Road and Loveville Road (where large numbers of elderly drivers live and drive).
- The stretch from Loveville Road and 48/ 41 split needs speed limit signage. The implied speed of 45 is much too fast for that stretch, especially since many people turn left illegally at the KinderCare entrance.
- Many people speed because they know there is little speed enforcement on 48 due to the nature of the road.

CONGESTION

- Almost 23,000 cars a day on this main commuter route to Wilmington, numbers increasing due to development, CSC, new homes coming, new distribution center, new church, etc. This is a problem for all commuters along SR48, who complain of increased commute times during school year. All truck traffic must be considered in relation to this overall traffic package.
- Timed lights. Two tractor trailers can take up a whole light cycle.
- Air quality deteriorates at peak times as cars and trucks wait in long lines of traffic, and this is a problem for residents, particularly those near intersections with lights.
- Numbers should be considered during the September-May period when people are in school and not away on vacation.

SUDDEN HILLS, CURVES and BLINDSPOTS

- Grade issue at Hercules Hill and 48
- Curves heading into and out of stretch between the tracks and up to Old Wilmington Road.
- Truck climbing lane near Old Hobson Farm entrance puts residents of O.H.F. at risk.
- Nowhere to pull over across from entrance.
- Heading east, there is a blind spot as trucks come over a hillock from 41/48 split toward the Kinder Care exit—which many patrons use as an entrance.
- Coming out of Canterbury Hills is a blind spot because of the crest of the hill.

NOISE/VIBRATION/QUALITY OF LIFE

- Terrible noise and vibration (sound not just from large trucks but also motorcycles, dump trucks and certain pickups racing away from traffic lights.)
- Items falling from shelves, cracks in walls. People have to sleep with windows closed, fans on, etc.
- Quality of life issue: sleep interruption; blood pressure/stress issues; poor air quality.
- This is a problem up and down SR48 but is exacerbated at intersections due to jake braking (which continues) and poor truck exhaust systems/mufflers.
- Sound bowl at Old Hobson Farm

Special Committee to Study and Make Recommendations
Regarding Truck Traffic and Freight Movements
Along SR 41, SR 48 & SR 7

Matrix of Common Issues

Topic	SR 7	SR 41	SR 48
Safety	<p>Speeding over posted limits is obvious throughout the length of the road. Due to a straight road section, this is most prevalent south of the Brackenville Rd and SR7 intersection.</p> <p>Overall SR 7 safety. As the stats from the last meeting presentation revealed, accident frequency on SR7 is comparable to SR41 which reportedly is average for all DE roads. I am most familiar with the SR7/Brackenville Road intersection where accidents seem to be too frequent. Road design requires many U-turns, may be contributing to the accident frequency. Investigate traffic accident data to identify hot spots</p>	<p>School zone and tourist venue safety</p>	<p>Speed:</p> <ul style="list-style-type: none">– 50 mph too fast anywhere– Too many varying speed limits– Little speed enforcement– Speeds not compatible with visibility, curves, hills and controlled intersections <p>Dangerous intersections and entrances:</p> <ul style="list-style-type: none">– Route 141 and 48– Centerville Road and 48– Hercules Road and 48– Old Wilm. Road and 48– Loveville Road and 48– Junction of 48 and 41– Old Hobson Farm entrance– Cancer Support Community entrance
Quality of Life	<p>Overall high road noise level from heavy and high speed traffic with peaks created by J-brake usage. Section of SR7 from Kirkwood Highway to SR4 peal off has uneven concrete sections and bridge with uneven slabs and deterioration which causes truck noise to be magnified.</p>	<ul style="list-style-type: none">– Noise– Fumes– Vibration– Speed <p>Safety and quality of life of residents along the corridor</p>	<p>Noise/vibration:</p> <ul style="list-style-type: none">– Noise from all types of vehicles (i.e. motorcycles)– Use of Jake brakes– Damage to Housing– Old Hobson Farm "Sound Bowl"
Enforcement / Regulatory	<p>On the southern section of SR 7, construction truck convoys create a situation where side by side trucks prevent other traffic from navigating around slower moving trucks. Consider right lane only for trucks.</p>	<p>Lack of heavy truck enforcement by police</p>	
Engineering / Infrastructure	<p>Major intersection performance: During rush hour periods, turning lanes are sometimes inadequate to hold all turning vehicles. Any additional truck traffic would worsen this condition due to longer length and slower acceleration.</p> <ul style="list-style-type: none">– SR 7 & Kirkwood Hwy.– SR 7 & SR 4 (split)– SR 7 & Milltown Rd.– SR 7 & Valley Rd.– SR 7 & Brackenville Rd.	<p>Number of heavy trucks</p>	<p>Sudden hills, curves and blind spots</p> <p>Grade issues at:</p> <ul style="list-style-type: none">– SR 48 & Hercules– Near Old Wilmington Rd.– Old Hobson Farm– 41/48 split– Near Canterbury Hills <p>Congestion:</p> <ul style="list-style-type: none">– 23,000 cars/day– Timed Signals– Air Quality impact– Sept./ May counts to capture school traffic