	By the Numbers
10,648	Annual Daily Traffic on Park Avenue
6,876	Annual Daily Traffic on Eagleville Road
3,416	Annual Daily Traffic on Crawford Road
3	Percentage of truck traffic on Park Avenue
21	Reportable crashes between 2014 and 2016
2800	Overall Length of Work
3	New Structures (2 Box Culverts and 1 Retaining Wall)
380	Length of Stream Relocation
3	Rain Gardens for Stormwater Management
1	New Traffic Signal
40	Park Avenue Posted Speed Limit
35	Eagleville Road and Crawford Road Posted Speed Limit

## **Project Schedule**

Project Phase	Planned Timeframe
Preliminary Engineering	January 2017 — December 2018
Final Design—Plans, Specs, Estimate	January 2019 — March 2020

Construction (Pending Funding)

# **Engineering Funding**

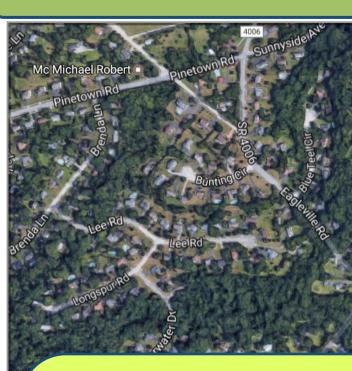
April 2020 — December 2021

PennDOT 2014 Multimodal Transportation Fund Grant of \$1,000,000 Required Match from Lower Providence Township of \$428,571

# **Construction Funding**

PennDOT 2017-2018 Multimodal Transportation Fund Grant of \$2,000,000 Required Match from Lower Providence Township of \$1,631,400 Seeking Additional Funding Sources up to \$4,000,000

## S.R. 4004, SEC. MTF Park Avenue, Eagleville Road, and Crawford Road



### **Project Need**

The existing intersection is currently an offset, unsignalized intersection with high volumes and a significant number of crashes. The DVRPC and the Township have prepared analyses that recommend improvements are needed at this location to address the safety issues associated with a number of rear-end and angle crashes due to its existing geometry and the surrounding topography. The horizontal and vertical geometry of he roadways within the project limits add to sight distance, speed, and general vehicular movement concerns in this area.



Don Delamater, Lower Providence Township Manager 610-539-8020 • ddelamater@lowerprovidence.org





### **Existing Intersection**

The existing Park Avenue, Eagleville Road, and Crawford Road intersection is an offset, unsignalized intersection with no auxiliary turning lanes, insufficient shoulders, and extensive horizontal and vertical topography challenges.

tate Route 4004 8

#### **Project Purpose**

The purpose of the project is to provide a roadway and structure that are capable of efficiently and safely handling the existing and expected traffic while eliminating structural deficiencies and also reducing vehicle collisions.

#### Contact

Stephanie Butler, P.E., McMahon Associates, Inc. 215-283-9444 • sbutler@mcmahonassociates.com

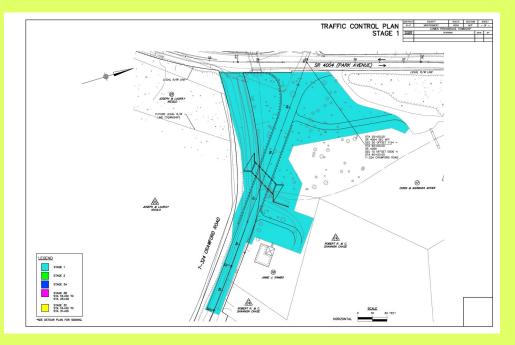
## **Project Phasing During Construction**

Detour Route will be implemented throughout construction.

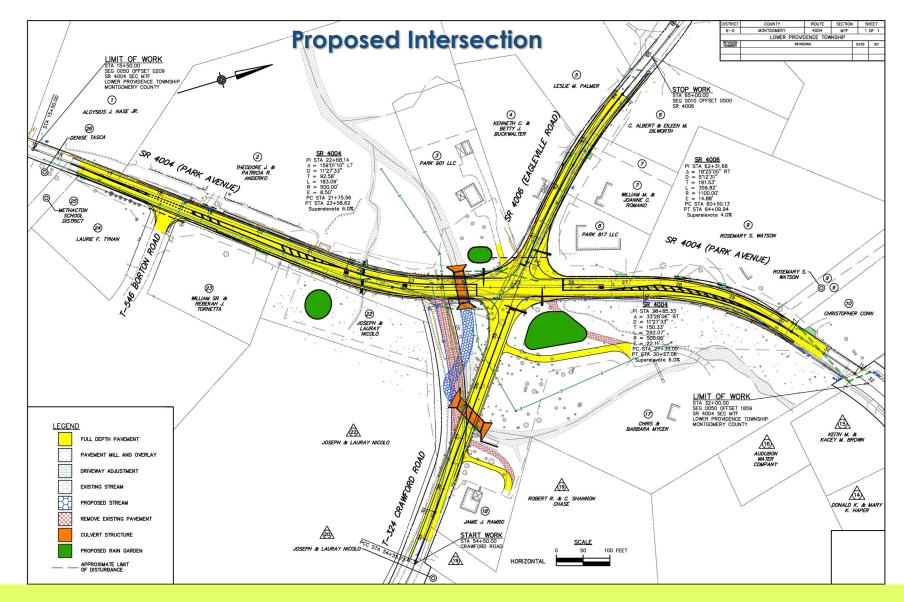
The Detour Route will be for different roadways during different stages of construction.

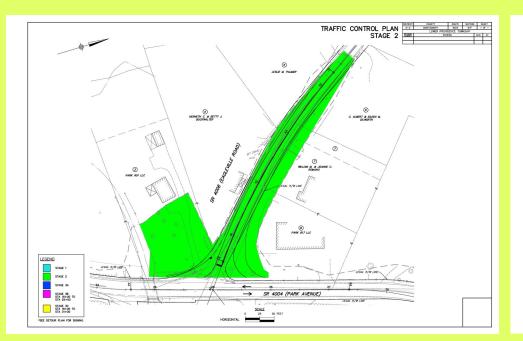
#### **Detour Route:**

#### Ridge Pike (SR 4031, Trooper Rd (SR 0363), and Egypt Rd (SR 4002)

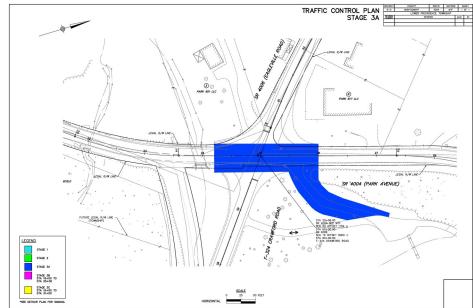


STAGE 1—Crawford Road Detour





STAGE 2—Crawford Road and Eagleville Road Detour

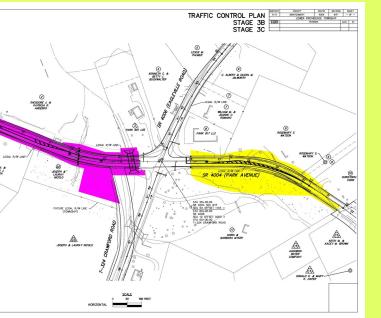


STAGE 3A—Crawford Road, Eagleville Road, Park Ave Detour

STAGE 1 STAGE 2 STAGE 3A

STAGE 38 STA 18+00 TO STA 25+00 STAGE 3C STA 16+00 TO STA 31+00

+SEE DETOUR PLAN FOR SIGN



STAGE 3B & 3C—Park Ave Detour (Crawford and Eagleville Open)