FRENCH CREEK PARKWAY
US 6 / US 19
CRAWFORD COUNTY

ALTERNATIVES

GREG CERMINARA, JUNE 2, 2021

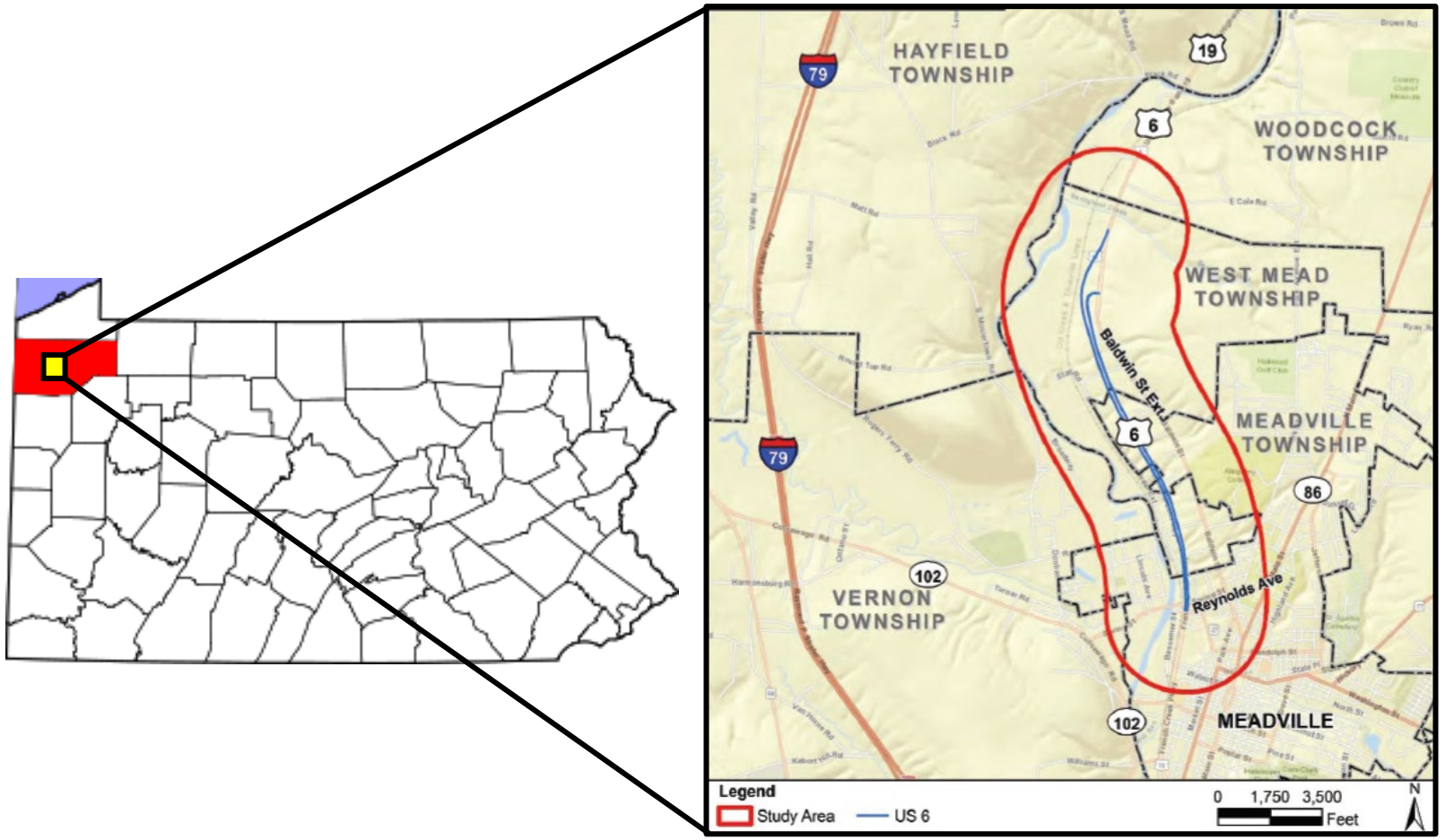
pennsylvania
DEPARTMENT OF TRANSPORTATION

PRESENTATION OVERVIEW

- Project Overview
- Project Purpose and Need
- Corridor Characteristics
- Proposed Alternatives
- Traffic Control During Construction
- Pollinator Habitat Development
- Steps Moving Forward
- Project Input /Feedback

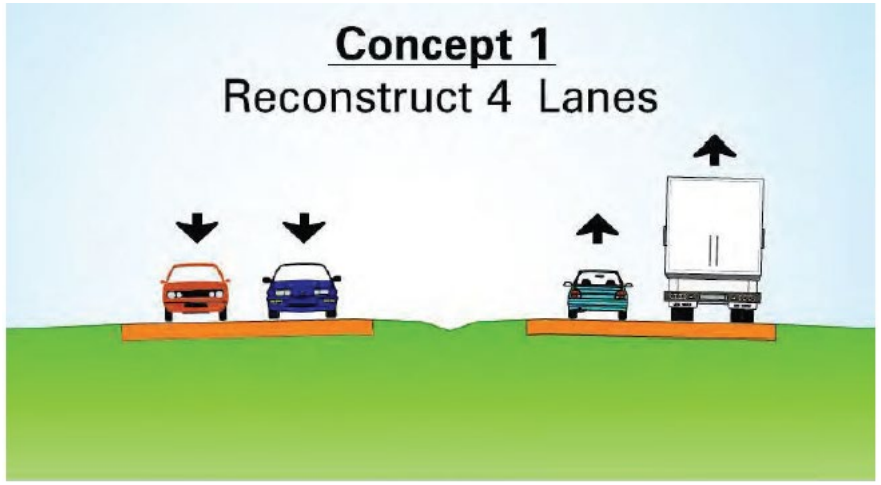
PROJECT OVERVIEW

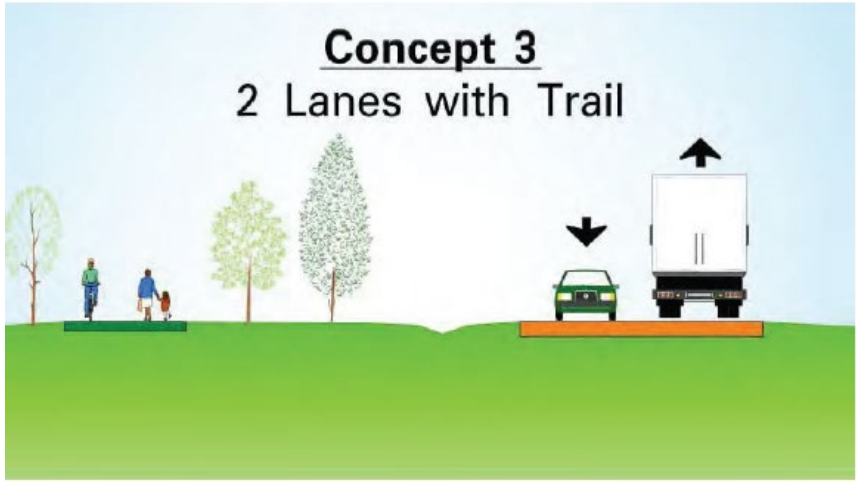
PennDOT is considering improvement options for the French Creek Parkway, a section of US 6 and US 19 in Crawford County, Pennsylvania. The proposed improvement area includes approximately 2.5 miles from Reynolds Avenue in the City of Meadville to Baldwin Street Extension in West Mead Township.

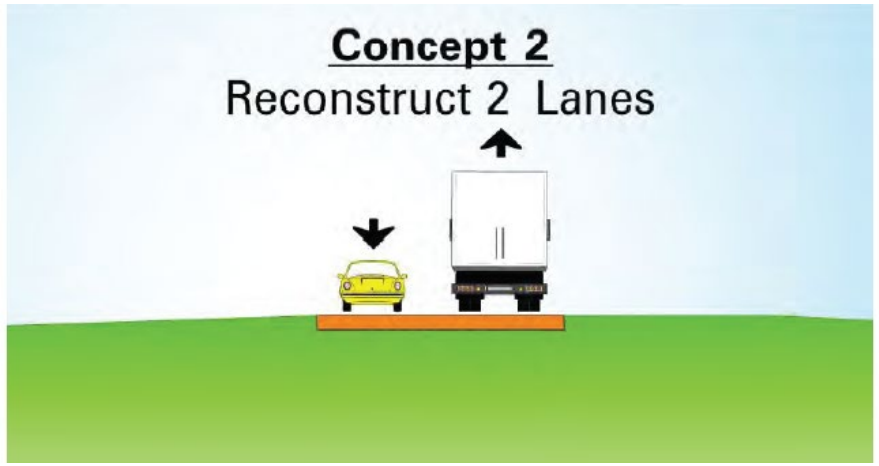


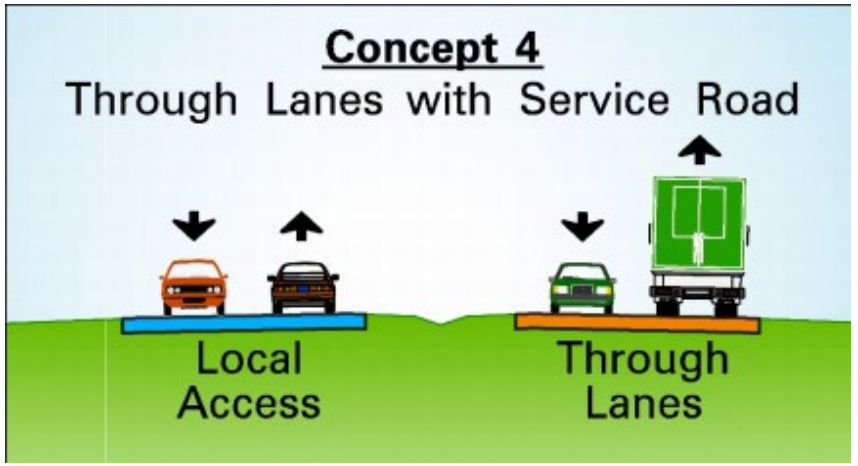
PROJECT OVERVIEW

Concepts presented during the January 31, 2018 public meeting









PROJECT OVERVIEW

Concepts presented during the January 31, 2018 public meeting

Installation of roundabouts were initially considered as a possible form of intersection improvement. After further investigations of the specific project features and how they compare to applicable roundabout guidelines, it was determined that implementation of roundabouts along this project corridor are not appropriate. Therefore, roundabouts are not part of the alternatives presented moving forward.

PROJECT PURPOSE

Maintain the existing transportation system to meet the community and regional mobility needs while improving roadway geometry at the necessary locations.

Existing US 6 Eastbound Lanes

US 6 & Baldwin Park St Road Intersection

(Photos from 2019)

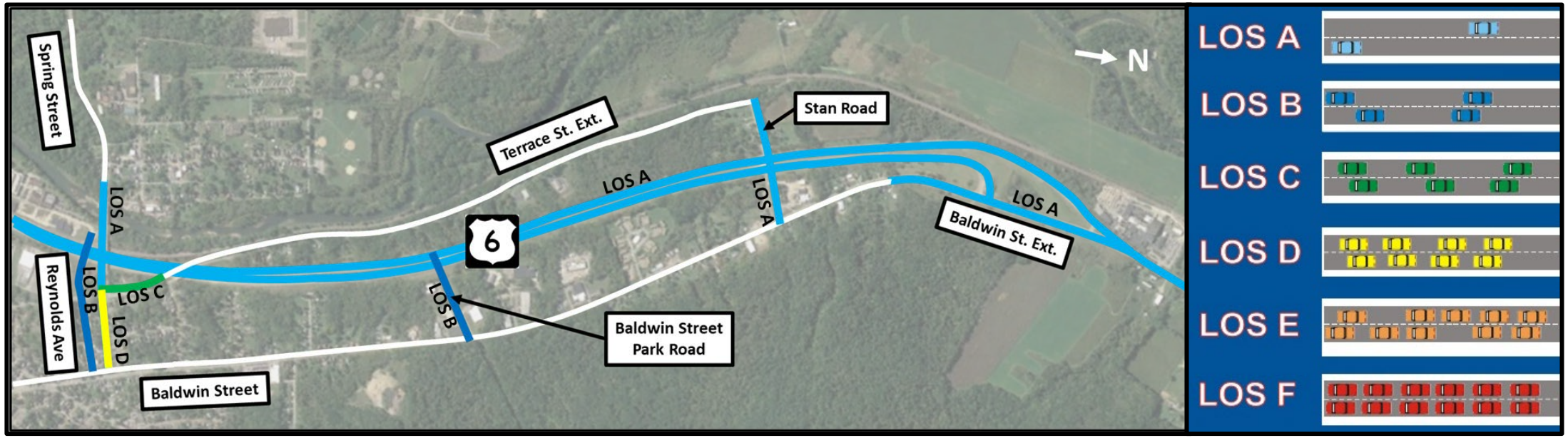
PROJECT NEED

- Deteriorated condition of the existing pavement quality ranges from fair to serious.
- Minimal pedestrian and bicycle accommodations for nearby residential area and visitors.
- Crash history shows individual or clusters of crashes at each of the intersections along the corridor.

CORRIDOR CHARACTERISTICS – TRAFFIC

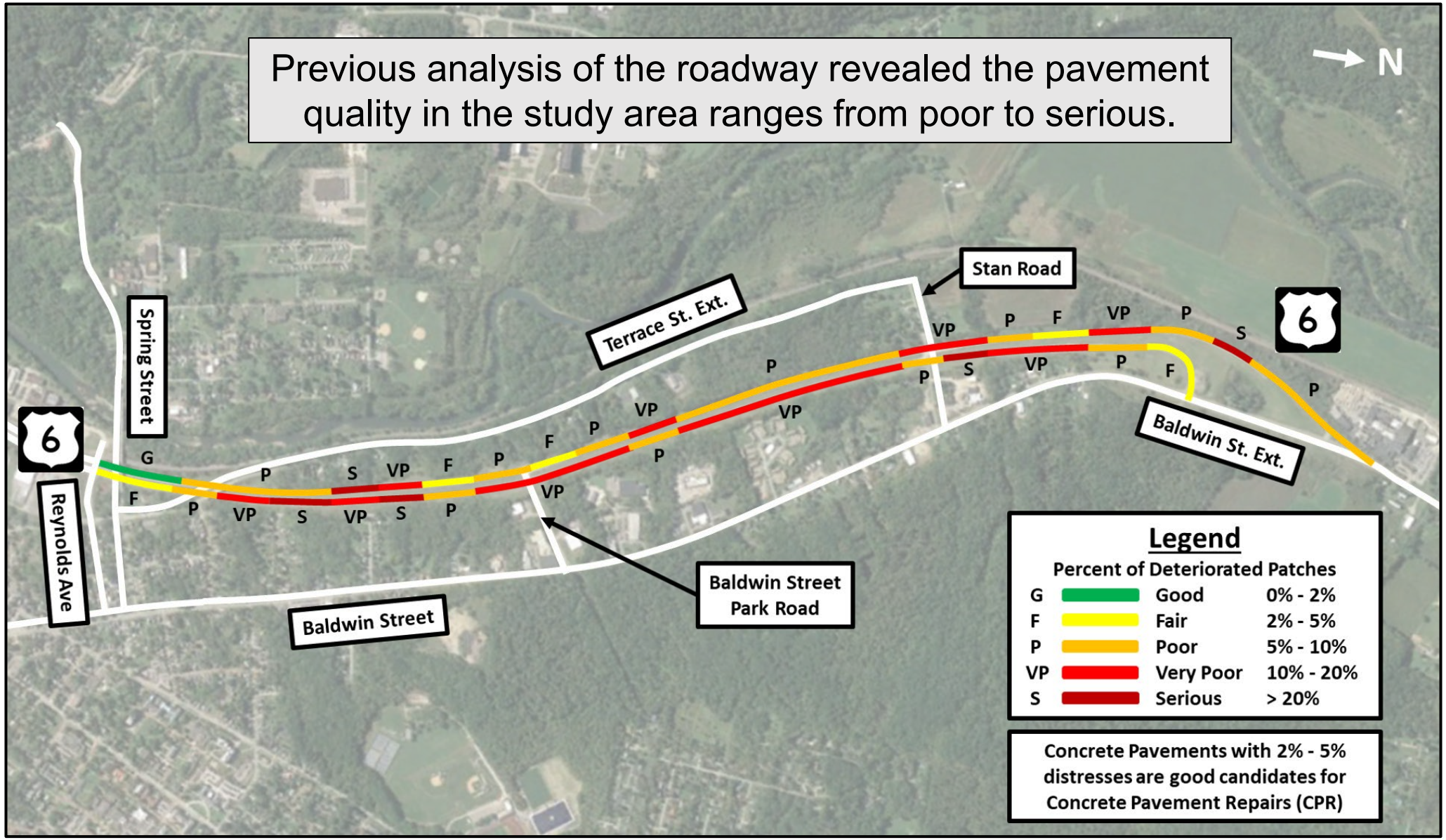
Based on the existing traffic volumes, US 6 is well below its capacity as shown with the high quality of service. This is an indication that this section of roadway can be sized similar to the section just to the north and continue to operate efficiently. It is also of note that US 6 has approximately double the Average Daily Traffic (ADT) as Baldwin Street even though the intersection at the northern end of the study area has Baldwin Street as the free-flow movement, while US 6 is stop controlled.

Roadways	Average Daily Traffic Volumes	Truck Percentage
US 6	5,700	6.3%
Baldwin Street	2,350	6.0%
Reynolds Avenue	3,500	~ 0%
Spring Street	9,100	2.0%
Baldwin Street Park Road	700	~ 0%
Stan Road	200	~ 0%

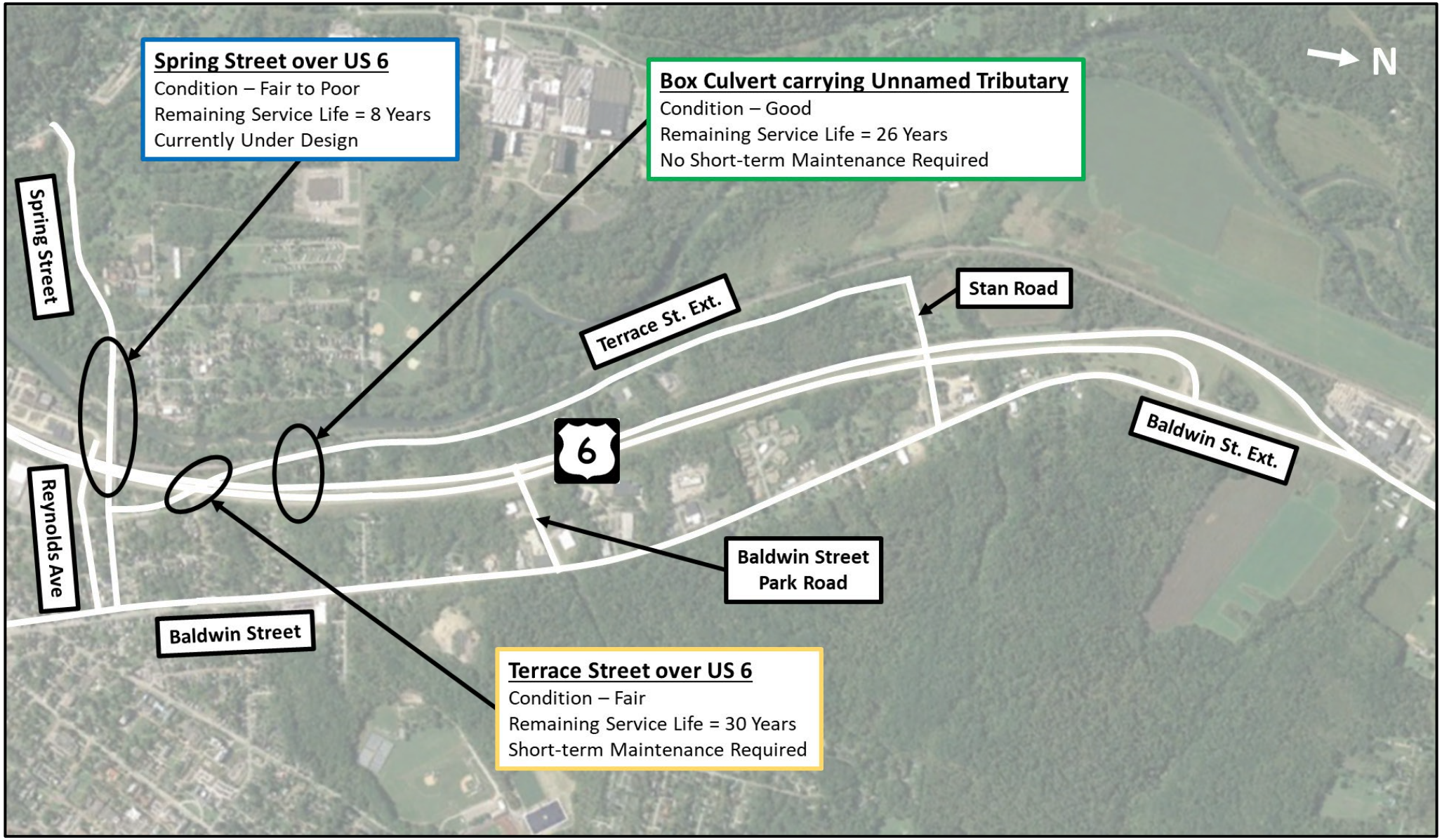


LOS – Level of Service is a quality measure describing operation conditions within a traffic stream, generally in terms of such measures as speed and travel time, freedom to maneuver, traffic interruptions and comfort and convenience, ranging from LOS A at the highest quality to LOS F at the lowest quality.

CORRIDOR CHARACTERISTICS – PAVEMENT

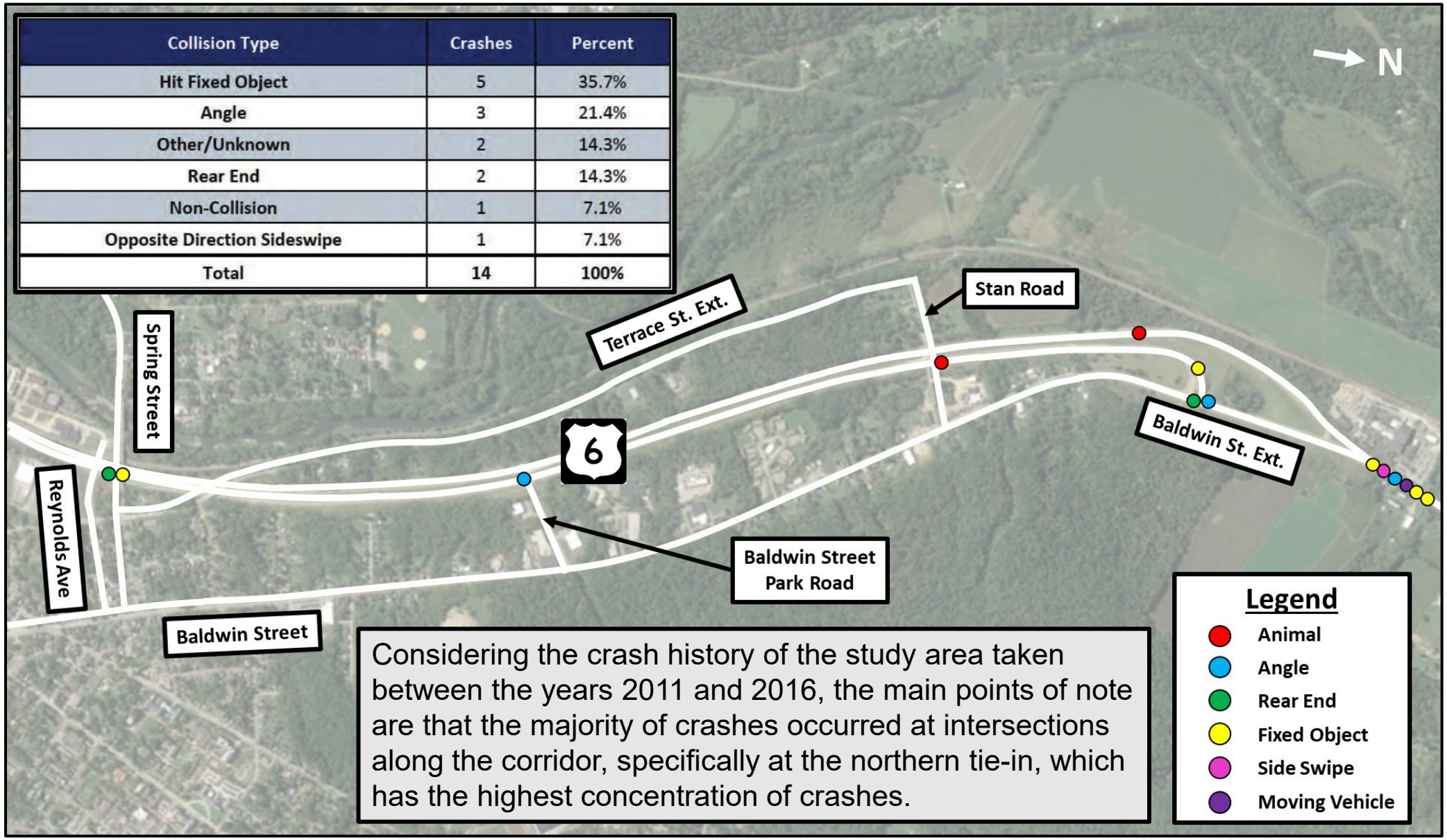


CORRIDOR CHARACTERISTICS – STRUCTURES



CORRIDOR CHARACTERISTICS – CRASH HISTORY

Collision Type	Crashes	Percent
Hit Fixed Object	5	35.7%
Angle	3	21.4%
Other/Unknown	2	14.3%
Rear End	2	14.3%
Non-Collision	1	7.1%
Opposite Direction Sideswipe	1	7.1%
Total	14	100%



Considering the crash history of the study area taken between the years 2011 and 2016, the main points of note are that the majority of crashes occurred at intersections along the corridor, specifically at the northern tie-in, which has the highest concentration of crashes.

PROPOSED ALTERNATIVES

Lane Configuration Alternatives:

- Alternative 1 – Four Lanes (eliminating the wide median at the at-grade intersections)
- Alternative 2 – Two Lanes (using the alignment of the existing US 6 westbound lanes)
- Alternative 3 – Two Lanes with Multi-Use Trail (using the alignment of the existing US 6 westbound lanes, with a multi-use trail on the existing US 6 eastbound lanes)

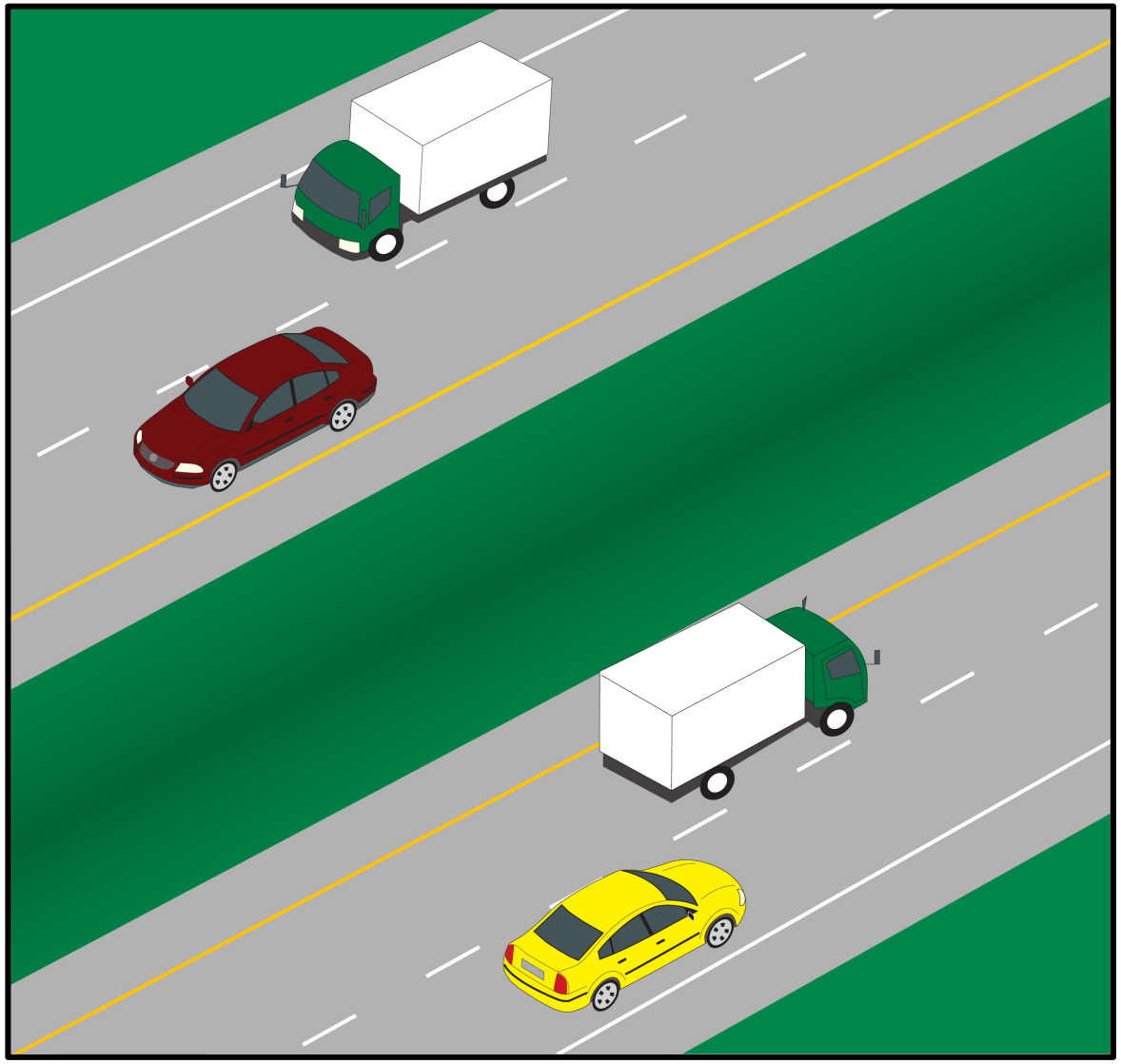
Additional Improvements for all Alternatives:

- Northern Tie-In Intersection Reconfiguration
- Terrace Street Bridge Rehabilitation – Separate Project

PROPOSED ALTERNATIVES

Alternative 1 - Four Lanes

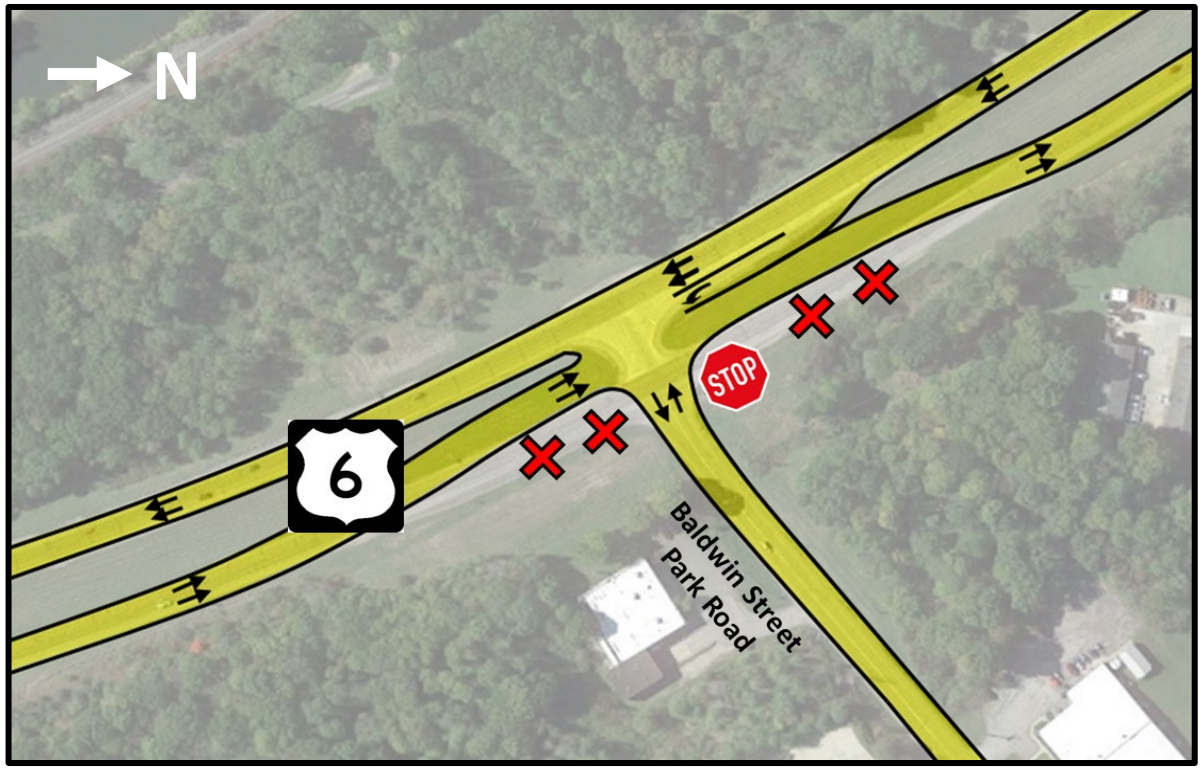
Alternative 1 maintains the four-lane divided highway using most of the current alignment and includes adjustments at each intersections to improve overall safety.



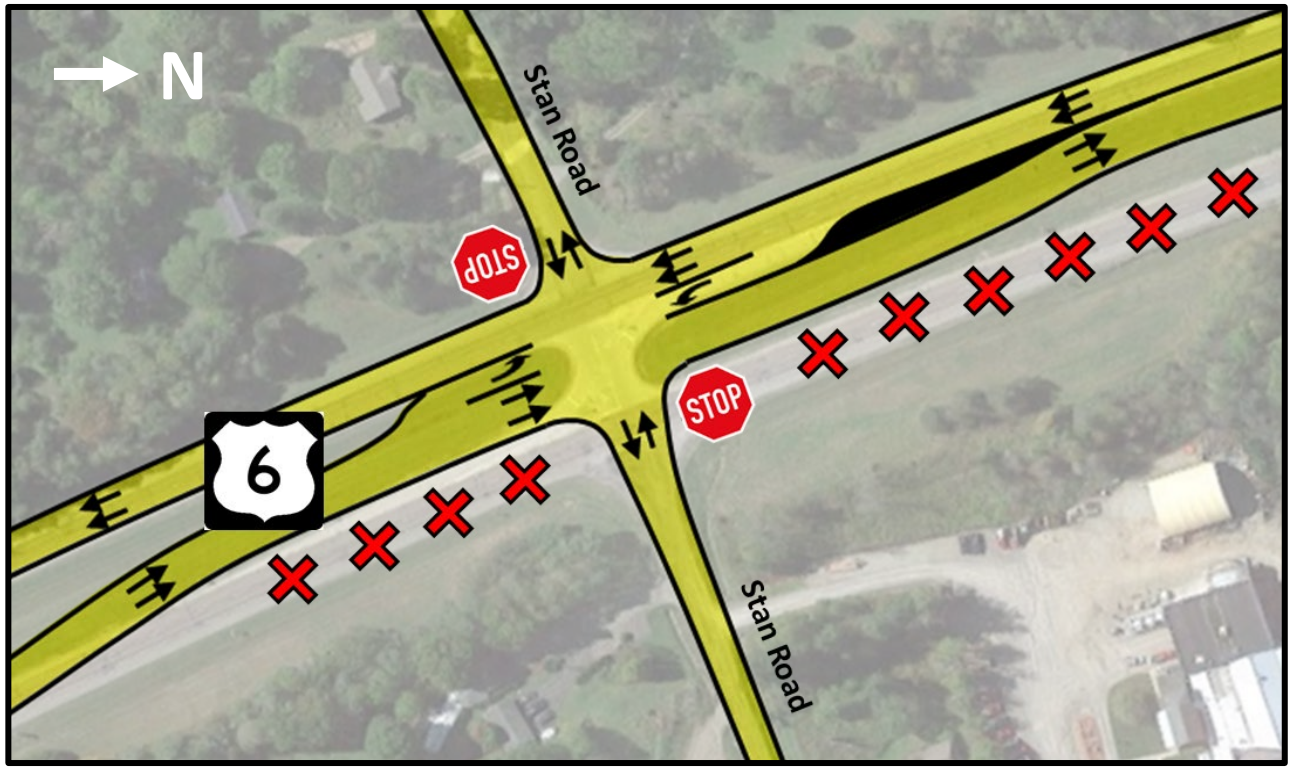
PROPOSED ALTERNATIVES

Alternative 1 - Four Lanes with intersection improvements

Baldwin Street Park Road Intersection



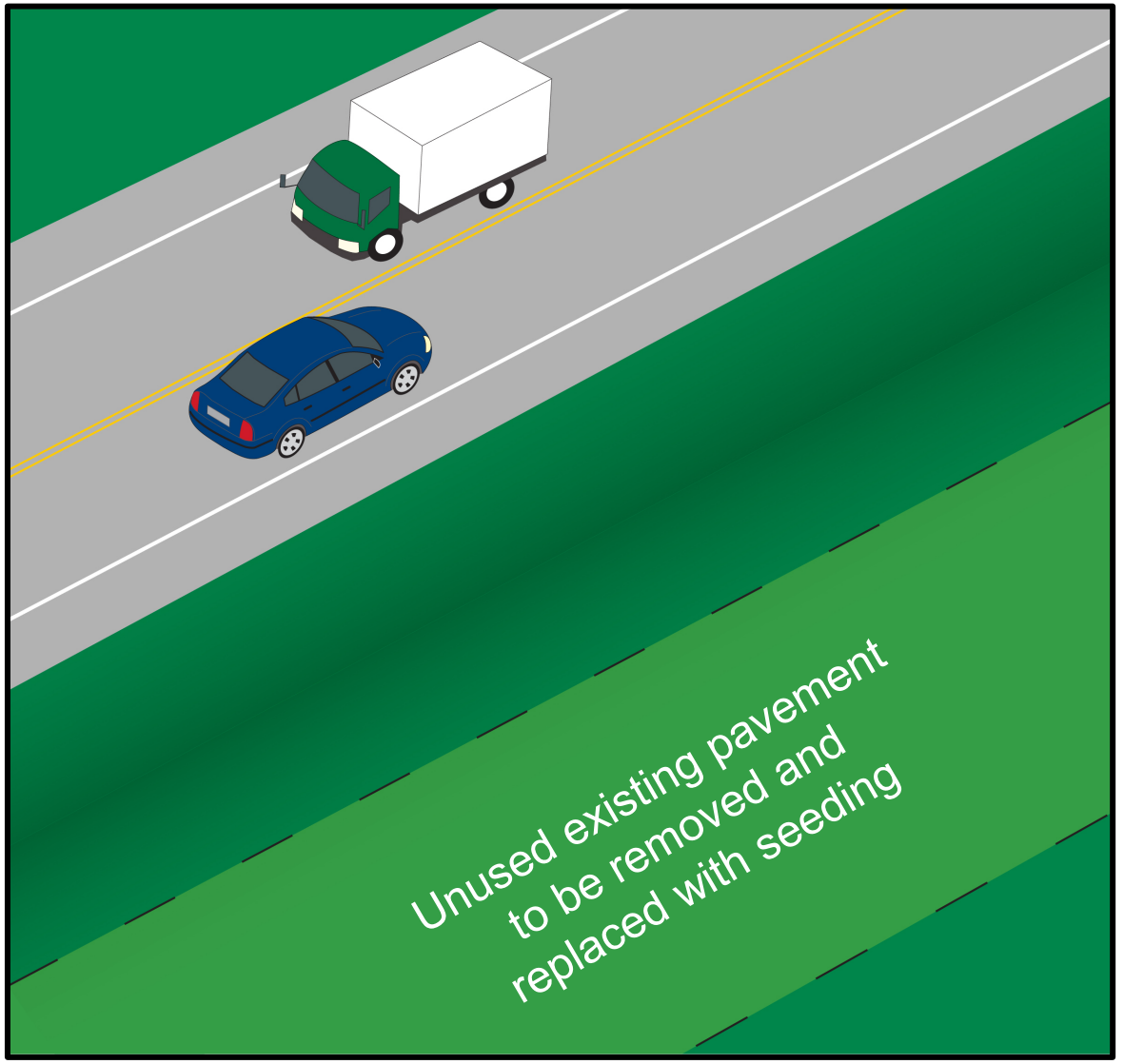
Stan Road Intersection



PROPOSED ALTERNATIVES

Alternative 2 - Two Lanes

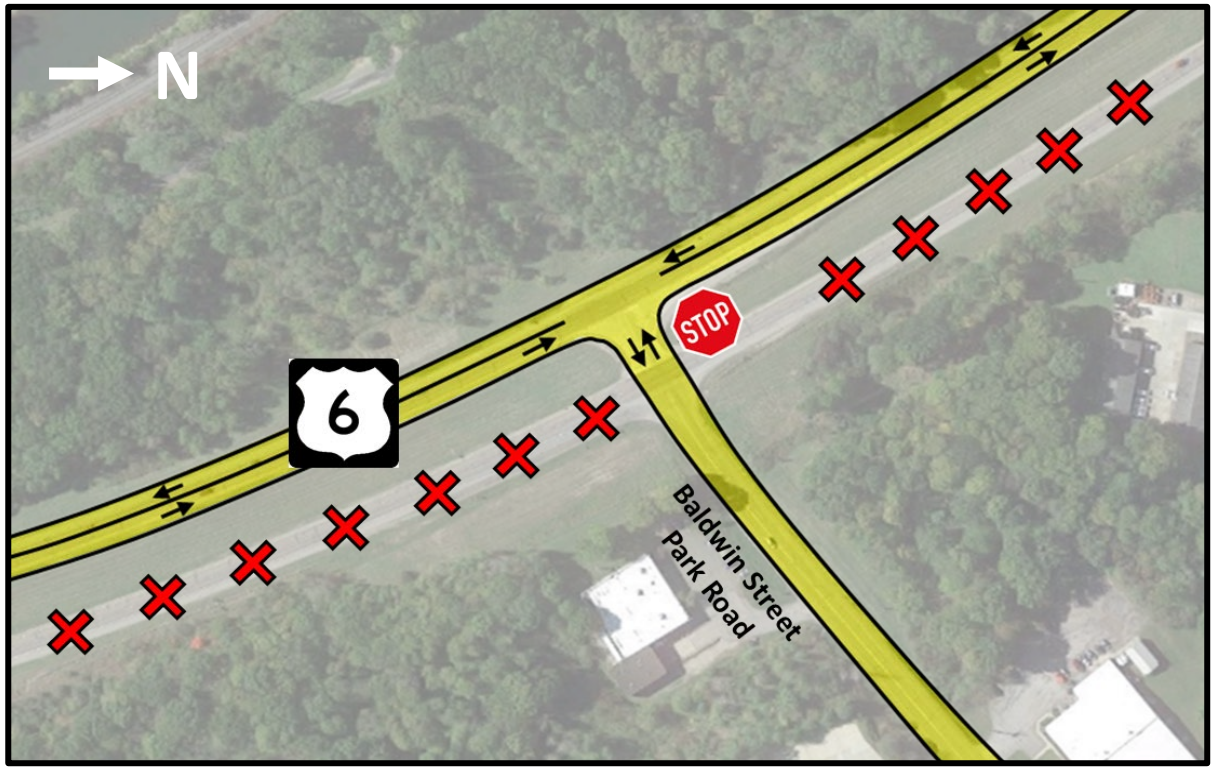
Alternative 2 reduces the existing four-lane divided highway to a side-by-side, two-lane highway using the existing US 6 westbound lane alignment. The eastbound lanes are turned into green space. This alternative includes updates at the intersections as well.



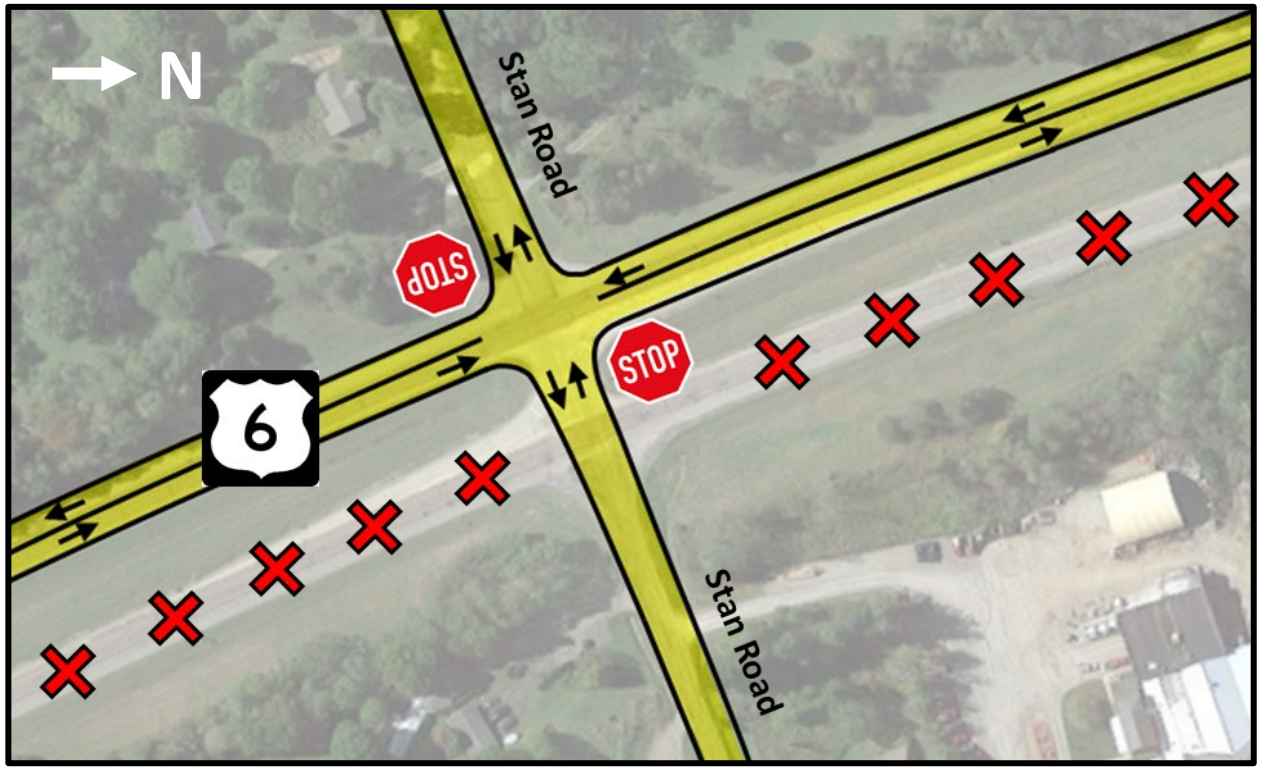
PROPOSED ALTERNATIVES

Alternative 2 - Two Lanes with intersection improvements

Baldwin Street Park Road Intersection



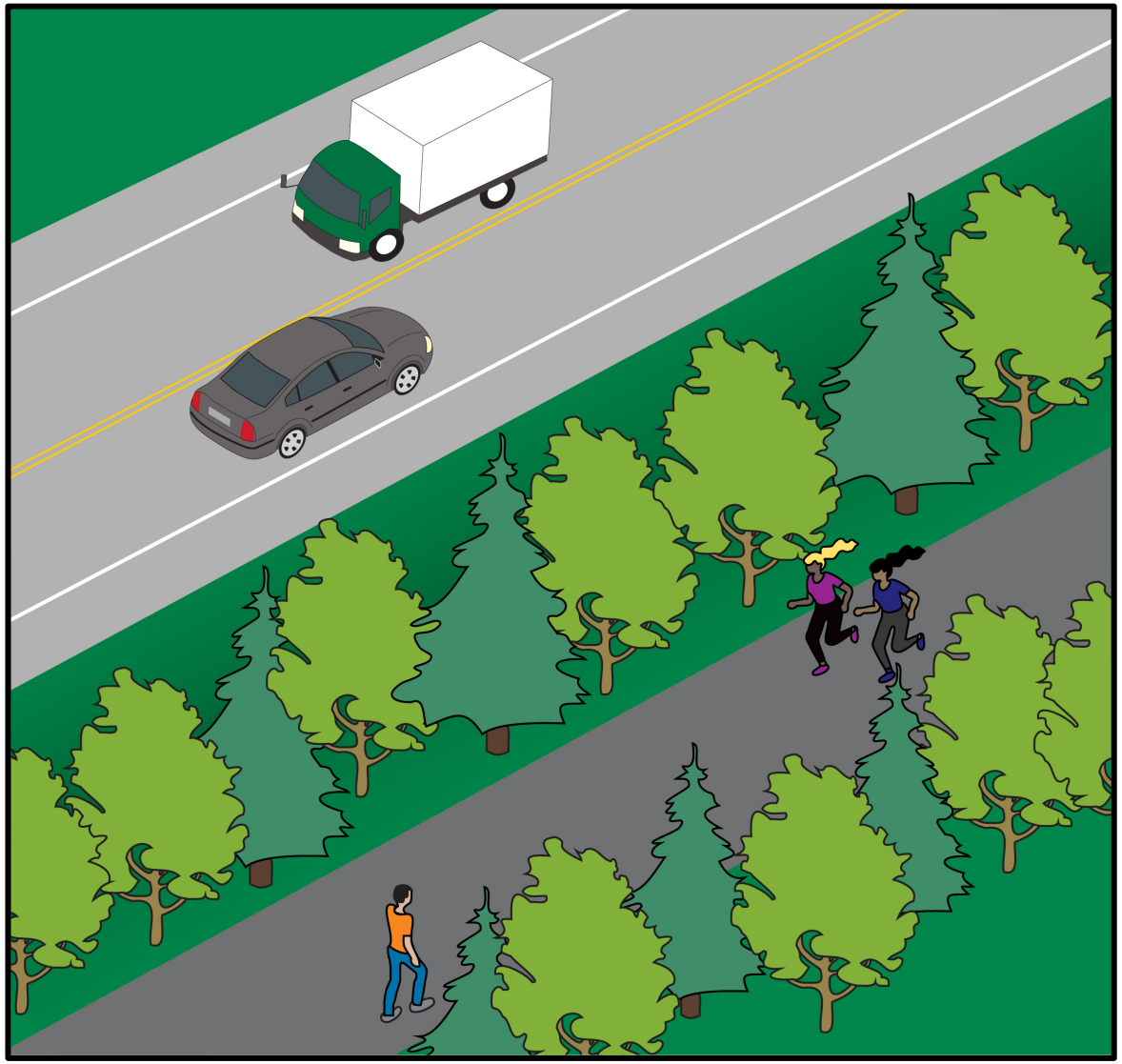
Stan Road Intersection



PROPOSED ALTERNATIVES

Alternative 3 - Two Lanes with Trail

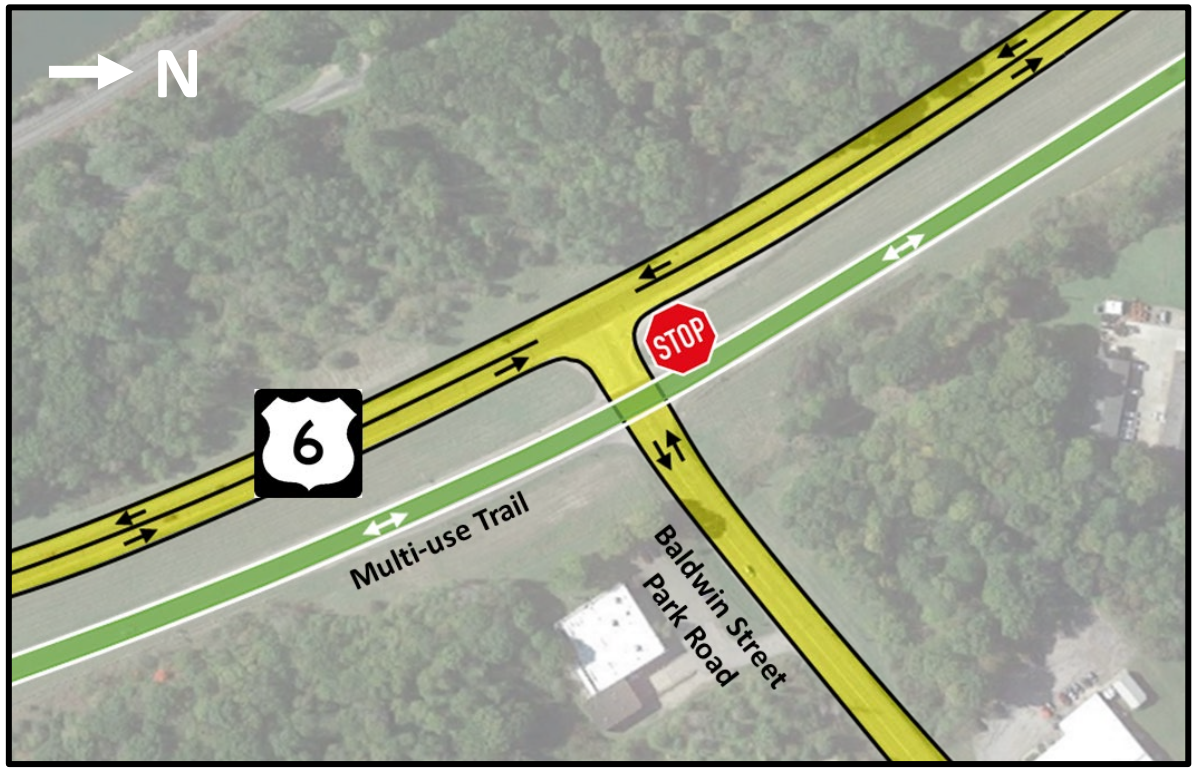
Alternative 3 reduces the existing four-lane divided highway to a side-by-side, two-lane highway using the existing US 6 westbound lane alignment and repurposes the existing eastbound lanes into a multi-use trail. This alternative includes updates at the intersections as well.



PROPOSED ALTERNATIVES

Alternative 3 - Two Lanes with Trail

Baldwin Street Park Road Intersection



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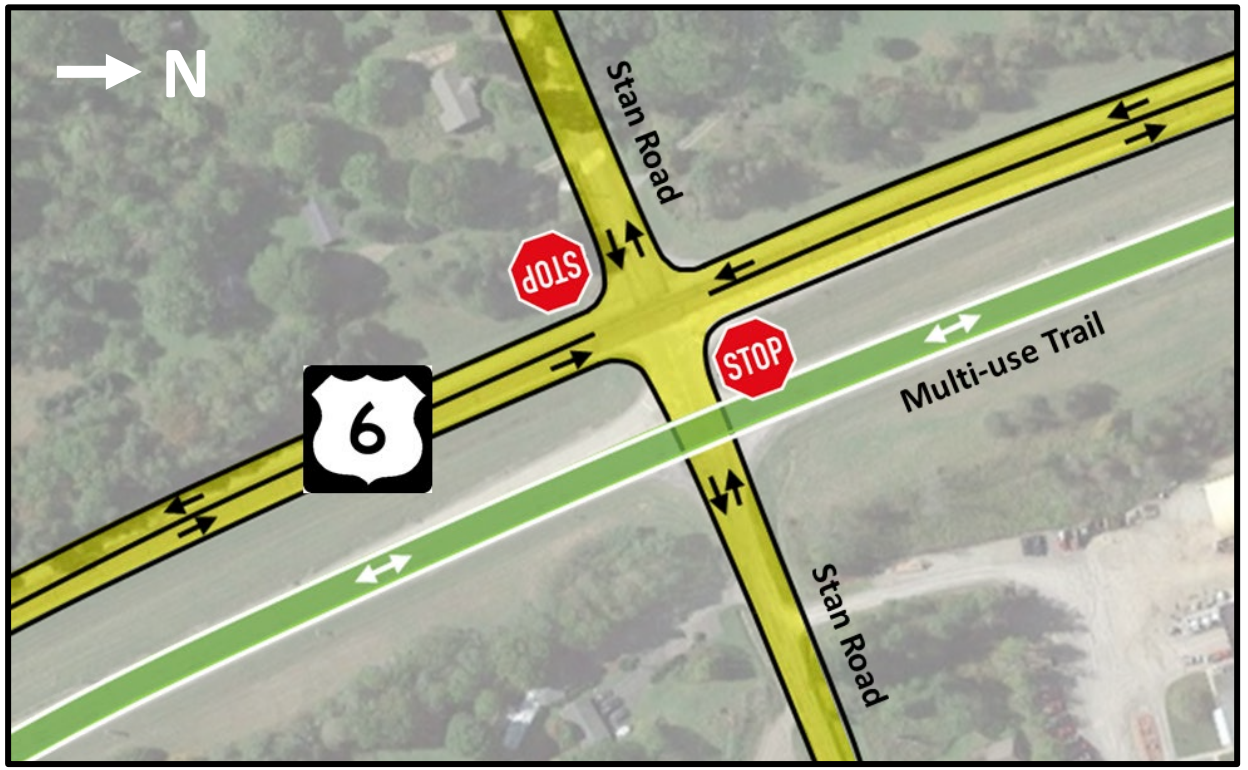
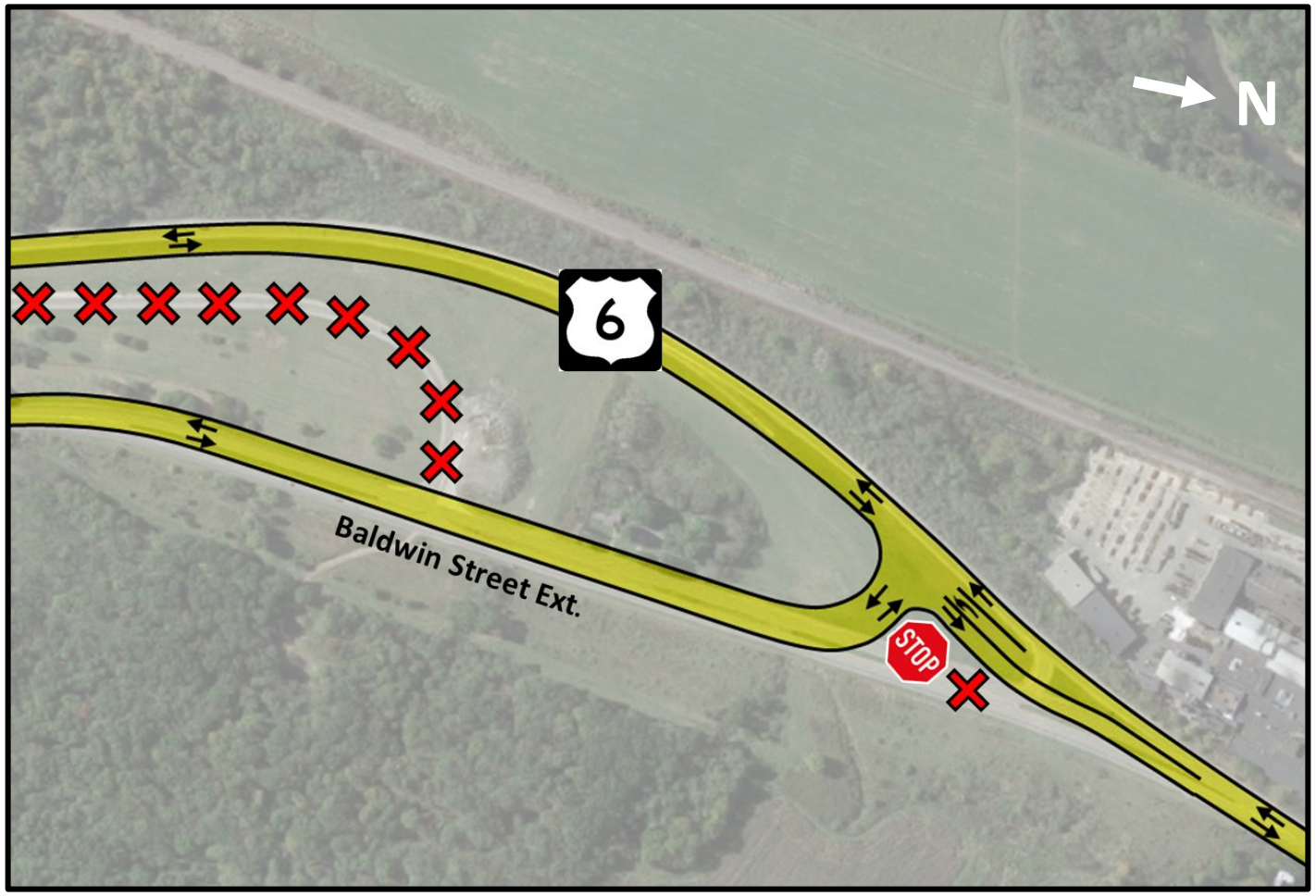


PROPOSED ALTERNATIVES

Northern Tie-In Intersection Reconfiguration

The project also includes the reconfiguration of the existing US 6 and Baldwin Street Extension intersection. Benefits of this configuration include:

- Improving US 6 route continuity
- Less conflicting traffic movements due to higher volumes on US 6
- Simplified intersection movements



PROPOSED ALTERNATIVES – COMPARISON MATRIX

Measures of Comparison	Lane Configuration Alternatives			
	Existing Lane Configuration	Alternative 1 – Four Lanes	Alternative 2 – Two Lanes	Alternative 3 – Two Lanes w/ Trail
Maintenance Effort	High	High	Low	Medium[1]
Crash Potential	Medium[2]	Low	Medium[3]	Medium[3]
Roadway LOS	A	A	C	C
Reconstruction Cost	$9,100,000	$14,090,000	$11,060,000	$11,040,000[4]

[1] Trail maintenance
[2] Crash risk associated with configuration of separated intersections
[3] Crash risk associated with bi-direction roadway
[4] Reconstruction cost includes the initial construction of the trail

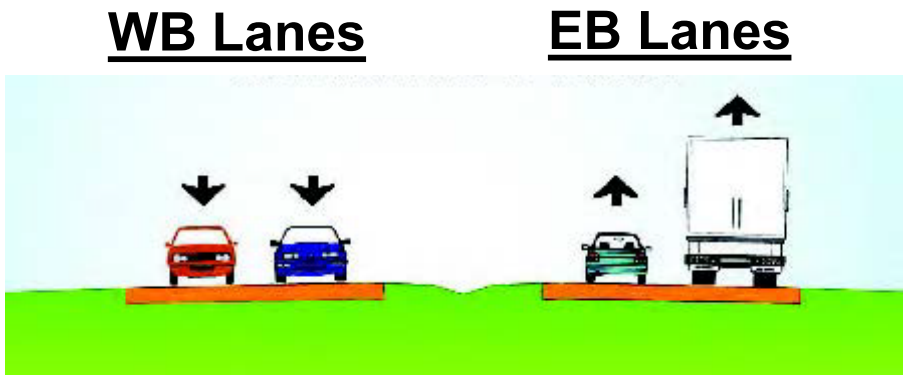
PROPOSED ALTERNATIVES – TERRACE STREET BRIDGE

Terrace Street Bridge Rehabilitation - Separate Project

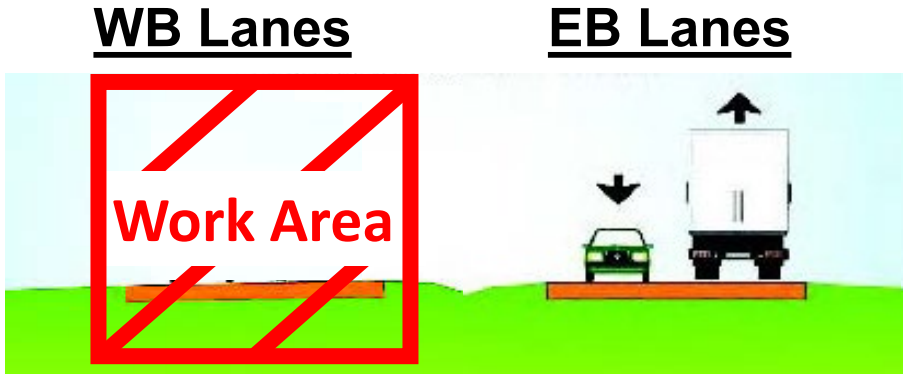
Costs for this rehabilitation are not included in the reconstruction costs displayed on the previous slide.

TRAFFIC CONTROL DURING CONSTRUCTION

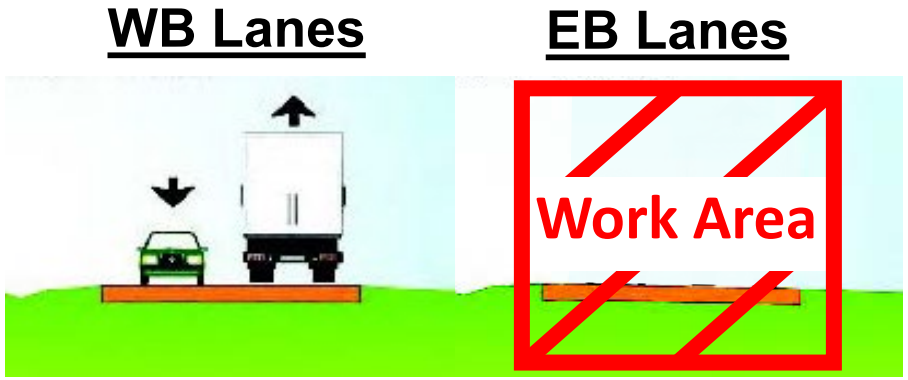
Existing Configuration



Phase 1 – Reconstruct current US 6 westbound lanes

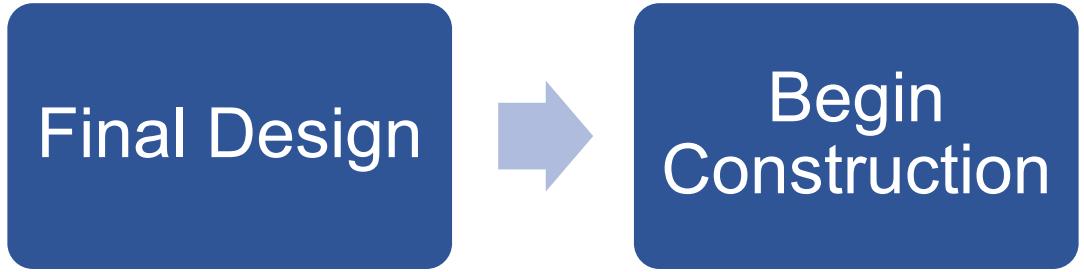


Phase 2 – Reconstruct or Remove current US 6 eastbound lanes



STEPS MOVING FORWARD

June 2021 **Summer 2021** **Fall / Winter 2021**



Spring / Summer 2022 **Fall 2022**

POLLINATOR HABITAT DEVELOPMENT

PennDOT's Pollinator Habitat Plan offers community groups an opportunity to develop and preserve naturalized gardens and meadows of pollinator-friendly plant species within transportation corridors. The plan is open to federal and other state agencies, private and community organizations.

The SR 6 corridor project presents an ideal situation for creating such partnership for planting and maintaining pollinator habitat.

Additional information on the program is available online by at www.Penndot.gov and searching for Adopt and Beautify.

PROJECT INPUT / FEEDBACK

Project Information will be posted on PennDOT's website:

www.penndot.gov/District1

- Right side Resources column click on **Public Meetings/Studies**
- Select the **Crawford County** title
- Look for **French Creek Parkway Project**

COMMENTS / QUESTIONS?

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