

Public Workshop – October 23, 2017

Welcome to the Kenton Road Preferred Alternative/ Preliminary Plans Design Workshop. The goal of this project is to improve traffic safety and operations and to enhance bicycle and pedestrian accessibility along Kenton Road between SR8 (Forrest Avenue) and Chestnut Grove Road.

The Preliminary Design presented tonight is consistent with the Department of Transportation's Mission Statement and is the result of on-going proactive initiatives by the Department and the Dover/Kent MPO to enhance safety and mobility along Delaware's roadways.

Please review the displays and talk with a project team member to discuss any questions you may have in regards to the proposed improvements. Thank you for your overall interest in the K104, Kenton Road, SR8 to Chestnut Grove Road Project.



Preferred Alternative

Alternatives were presented at a workshop on October 24, 2016. Based on input from the public, consideration of natural and cultural resources and how well the Alternatives met the Purpose and Need, Alternative A was selected as the recommended Preferred Alternative and retained for Preliminary Design. The Preferred Alternative includes pedestrian and bicycle facilities along both sides of Kenton Road, intersection improvements, an additional southbound travel lane south of College Road and a new traffic signal at Greentree Drive. Preliminary Design Plans of the Preferred Alternative are presented for review tonight.



Project Schedule

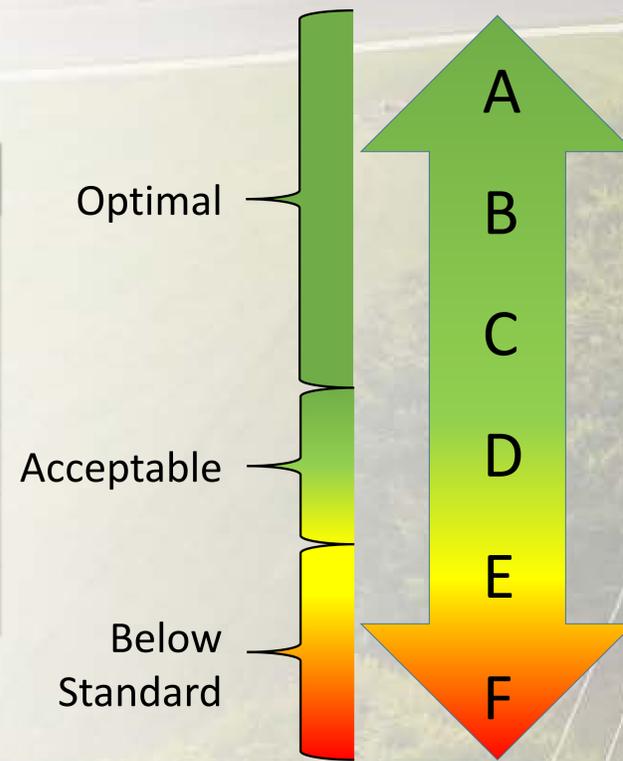
- Preliminary Plan Design Workshop – October 2017
- Preliminary Construction Plan Submittal – October 2017
- Semi-Final Construction and Right-of-Way Plans – June 2018
- Final Right-of-Way Plans – October 2018
- Begin Right-of-Way Acquisition – Spring 2019
- Final Construction Plans – March 2019
- Advertisement for Construction – April 2020
- Begin Construction – Spring 2022



What is Level of Service (LOS)?

- LOS measures how well traffic moves along a roadway or through a signalized intersection for all movements. LOS is based on vehicle delay and speed, which reflects the relative ease of traffic flow on a scale from A to F. Level D is the design standard minimum acceptable LOS for peak hour traffic volumes in the Design Year.

Level	Traffic Condition
A	Free Flow Condition
B	Reasonably Free Flow
C	Stable Flow
D	Approaching Unstable Flow
E	Restricted Flow
F	Highly Congested



For this project, DelDOT has estimated Traffic Volume for the Design Year of **2040** based on anticipated growth and travel demands in the area.

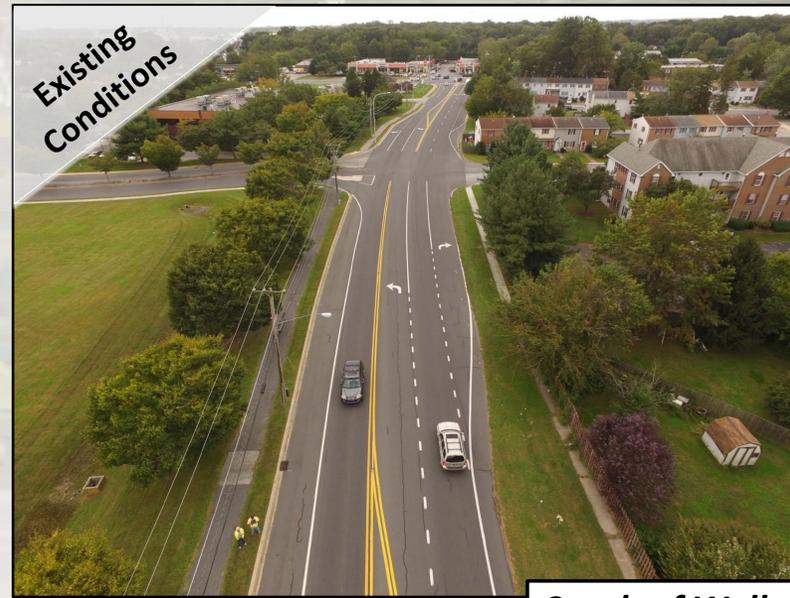
Average Daily Traffic (vehicles per day)
 Existing AADT (2015) = 11,312 vpd
 Projected AADT (2040) = 16,988 vpd

Intersection	Existing Year 2015	No Build Year 2040	Preferred Alternative Year 2040
Greentree Drive	C	F	C
Walker Road	B	D ¹	B
College Road	C	F	C
Chestnut Grove Road	A ²	B ³	B

1. Northbound Approach = LOS F
 2. Eastbound approach = LOS C
 3. Eastbound Approach = LOS F

Preferred Alternative

- 11' Travel Lanes
- 5' Shoulders/Bicycle Lanes
- 10' Shared-Use Path on East Side of Roadway from SR8 to YMCA
- 5' Sidewalks & Pedestrian Signals at Intersections
- Curb and Gutter
- Include Right and Left Turn Lanes at all Intersections with Bicycle Lane
- Addition of Traffic Signal at Greentree Drive
- Double Left Turn Lanes from Walker Road onto Kenton Road
- Double Left Turn Lanes from College Road onto Kenton Road
- Two (2) Southbound Through Travel Lanes from SR8 to College Road
- Re-alignment of Chestnut Grove Road Intersection



Existing Conditions



Proposed Conditions

South of Walker Road Looking South



Existing Conditions



Proposed Conditions

Walker Road to College Road Looking North



Existing Conditions



Proposed Conditions

North of Carnoustie Road Looking North

Thank You!

Thank you for taking time to review the information presented tonight.

Written comment forms are available. Leave the form in the comment box or mail/email it to DeIDOT before November 23rd, 2017. Your comments are important to us and will be considered along with comments from government and regulatory agencies. Safety and operational requirements will also be taken into account. Therefore, while all comments are considered, not all comments may be incorporated into the project.

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