

Public Outreach

www.KentonRoadImprovements.com

KENTON ROAD IMPROVEMENTS

Virtual Public Meeting

Wednesday, January 24
4:00 PM

T201604501 K104, Kenton Road, SR8 to Chestnut Grove Road



How can you participate in this meeting?

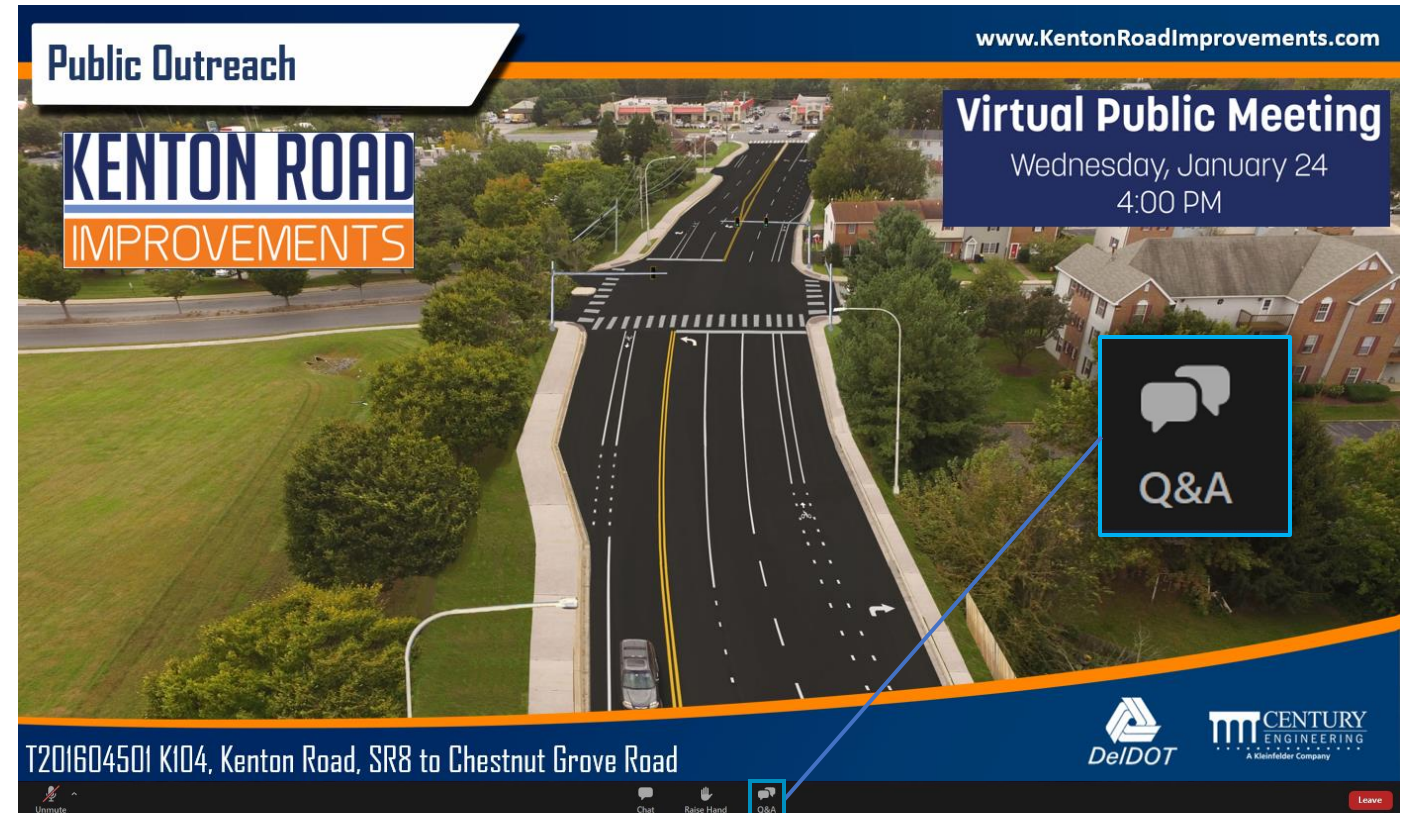
- You can listen using your computer speakers or by calling in on your phone
- To listen to the audio for this event using your phone, please call:
 - Phone Number: 1-301-715-8592
 - Webinar ID: 817 6298 9053
 - Passcode: 089248
- All attendees, whether on the phone or using the computer speakers, will be joining this session in listen-only mode.
- Closed Captioning is available.

Virtual Meeting Information

www.KentonRoadImprovements.com

How can you ask a question?

- During this session, please type all questions and comments in the Q&A box which is on the button bar at the bottom of your screen. Move your mouse to the bottom of the screen and the bar will appear (see photo)



T201604501 K104, Kenton Road, SR8 to Chestnut Grove Road



Virtual Meeting Information

www.KentonRoadImprovements.com

How can you ask a question?

- Simply type your question or comment into the Q&A dialog box (see below)

The screenshot shows a virtual public meeting interface. At the top left, a white banner reads "Public Outreach". In the top right corner, the URL "www.KentonRoadImprovements.com" is displayed. The background is an aerial view of a residential area with a road. On the left, a logo for "KENTON ROAD IMPROVEMENTS" is visible. On the right, a blue box contains the text "Virtual Public Meeting" and "Wednesday, January 24 4:00 PM". In the center, a "Question and Answer" dialog box is open. It has a title bar, a close button, and a "Welcome to Q&A" message. Below the message is a large blue downward-pointing arrow and a text input field labeled "Type your question here...". At the bottom of the dialog box, there is a small icon and the text "Who can see your questions?". The bottom of the interface features a dark blue banner with the text "T201604501 K104, Kenton Road, SR8 to Chestnut Grove Road". To the right of this text are the logos for "De/IDOT" and "CENTURY ENGINEERING A Kleinfelder Company". At the very bottom, there is a row of icons for "Unmute", "Chat", "Raise Hand", "Q&A", and a "Leave" button.

T201604501 K104, Kenton Road, SR8 to Chestnut Grove Road



How can you ask a question?

- If you cannot use the Q&A function, please email questions directly to: info@kentonroadimprovements.com
- Each question will be reviewed by the moderator and panelists will respond verbally to the questions that are chosen. Specific questions maybe answered directly within the Q&A function.



Excellence in Transportation.

Every Trip.

We strive to make every trip taken in Delaware safe, reliable and convenient for people and commerce.

Every Mode.

We provide safe choices for travelers in Delaware to access roads, rails, buses, airways, waterways, bike trails, and walking paths.

Every Dollar.

We seek the best value for every dollar spent for the benefit of all.

Everyone.

We engage our customers and employees with respect and courtesy as we deliver our services.

Meet the Team

OWNER



GENERAL CONTRACTOR



DESIGN ENGINEERS



CONSTRUCTION LIAISON



CONSTRUCTION INSPECTION



PUBLIC OUTREACH SUPPORT



Agenda

- **Project Overview**
- **Proposed Improvements**
- **What can you expect?**
- **Timeline**
- **Additional Information**



Kenton Road at Greentree Drive

Project Overview

- **LIMITS**

- SR8 (Forrest Avenue) to Maple Dale Golf Course

- **PURPOSE**

- Increase safety and improve overall traffic operations along Kenton Road for all users within the project area

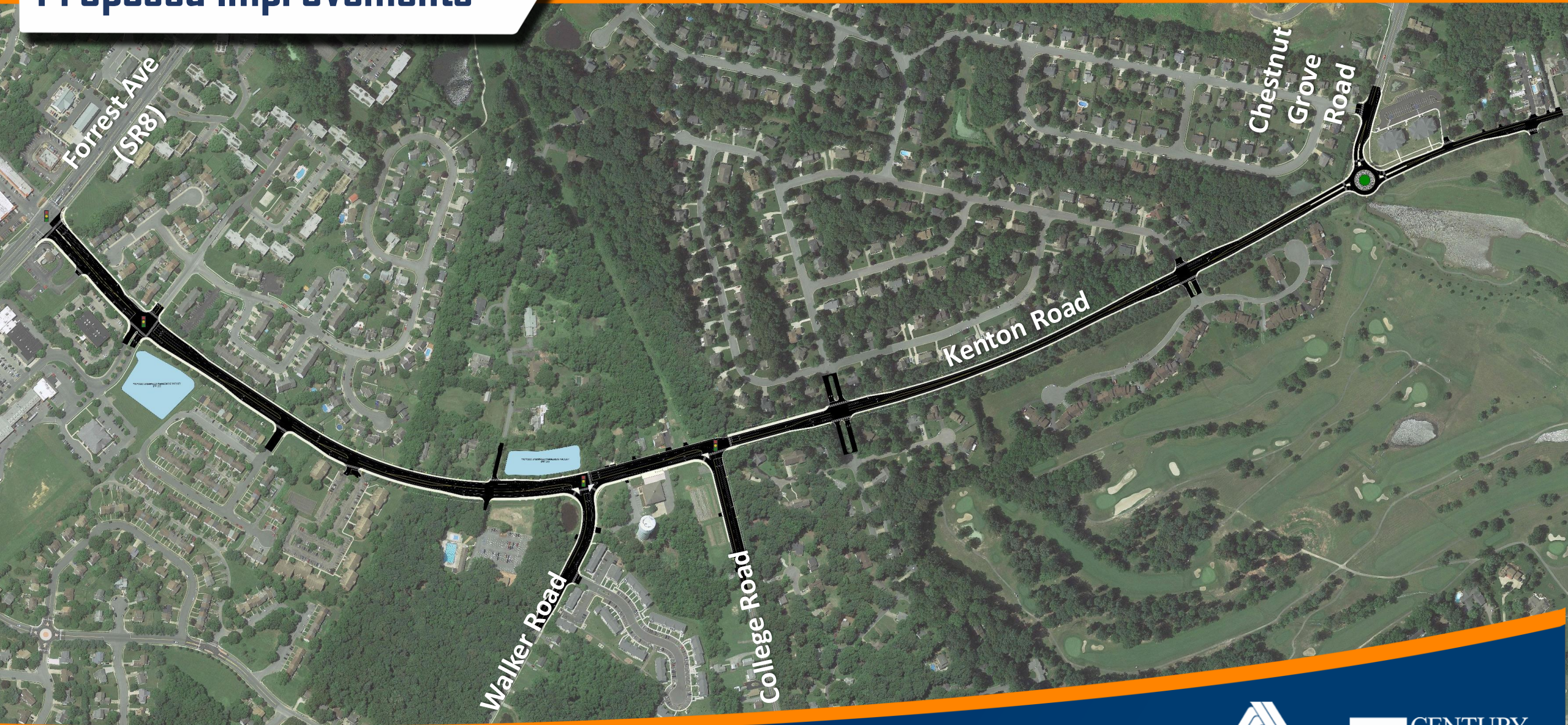
- **IMPROVEMENTS**

- 11' Travel Lanes, 5' Shoulders
- Curb and Gutter
- 10' Shared Use Path (SR8 to College Road NB)
- 5' Sidewalk
- Left/Right Turn Lanes
- Additional Left Turn on Westbound College and Walker Road
- Additional travel lane on SB Kenton from College Road to SR8
- 2 New SWM Facilities
- Roundabout at Kenton Road and Chestnut Grove Road Intersection



Proposed Improvements

www.KentonRoadImprovements.com



T201604501 K104, Kenton Road, SR8 to Chestnut Grove Road



Existing Conditions

Looking Southbound towards SR8

www.KentonRoadImprovements.com

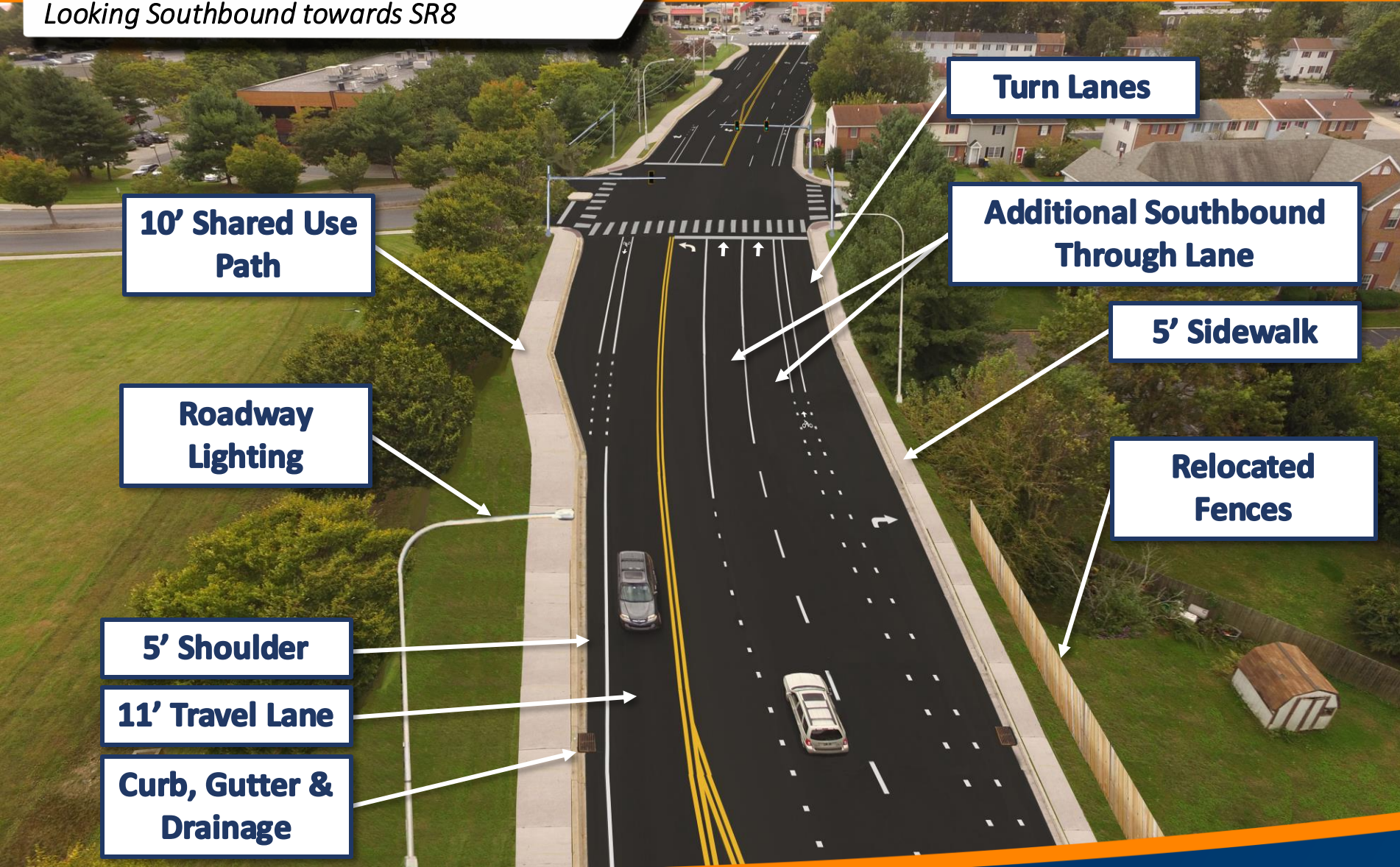


T201604501 K104, Kenton Road, SR8 to Chestnut Grove Road



Proposed Conditions

Looking Southbound towards SR8



Proposed Conditions

Walker Road and College Road

www.KentonRoadImprovements.com

**Double Through Lanes on
Southbound Kenton Road to SR8**



**Double Left Turn Lanes onto
Southbound Kenton Road**

Proposed Conditions

Chestnut Grove Road

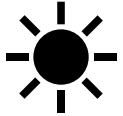
www.KentonRoadImprovements.com



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What can you expect?



Daytime Work Hours – 7:00 am to 6:00 pm



Night Work permitted for limited uses

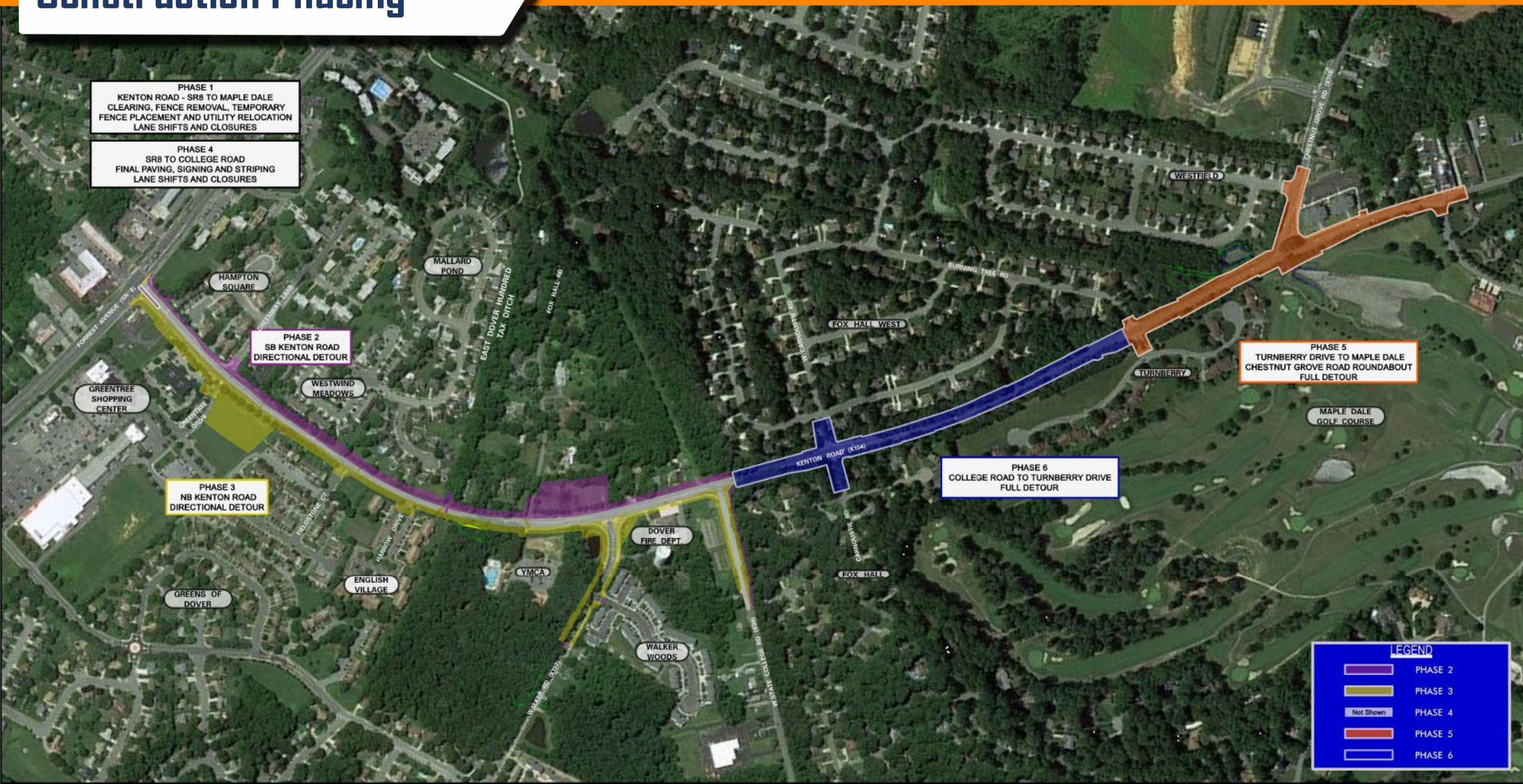


Allowable Lane Closures Hours using flaggers

Kenton Rd, Walker Rd,
College Rd, Chestnut Grove Rd
7:00 am – 4:00 pm

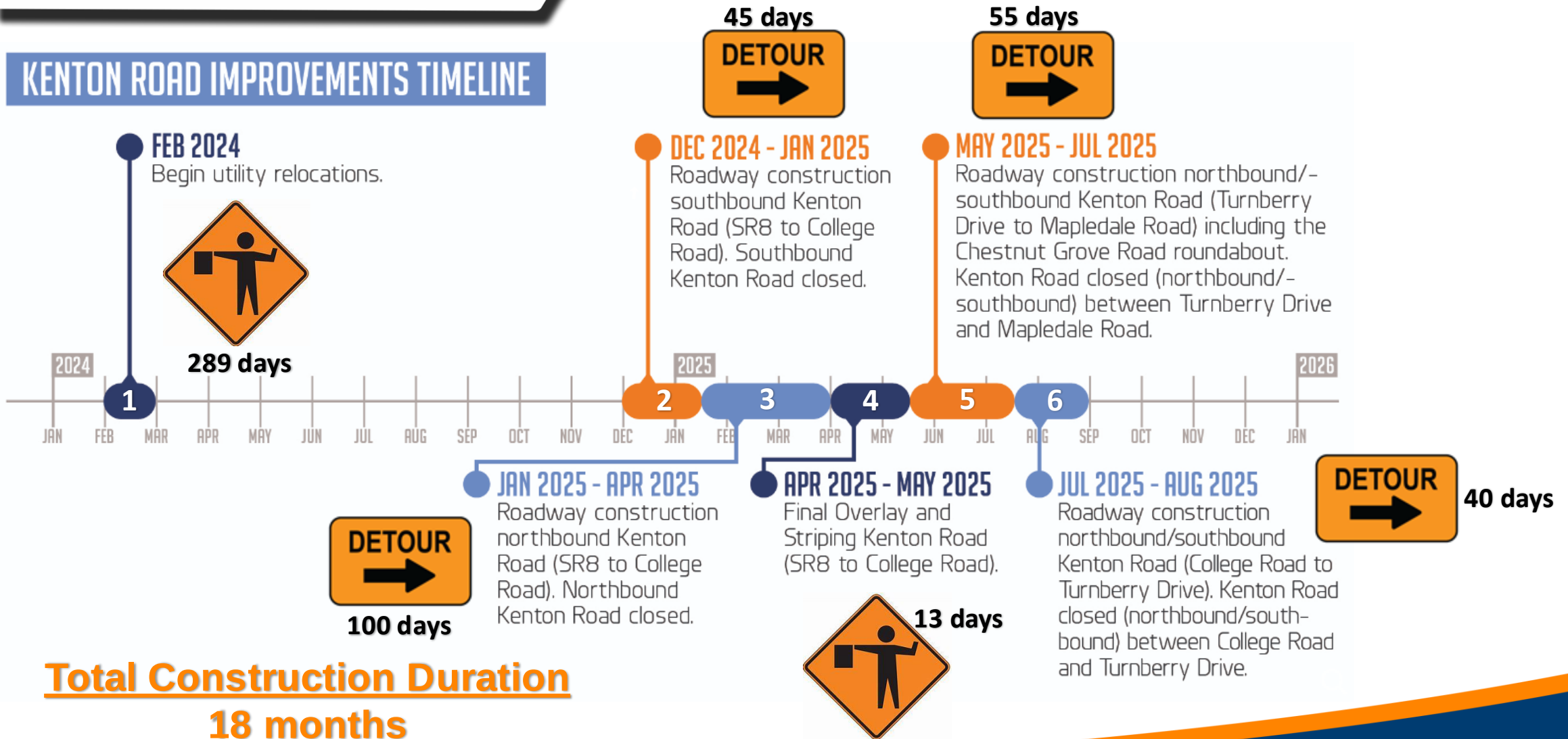
Forrest Avenue (SR8)
8:00 pm – 5:00 am



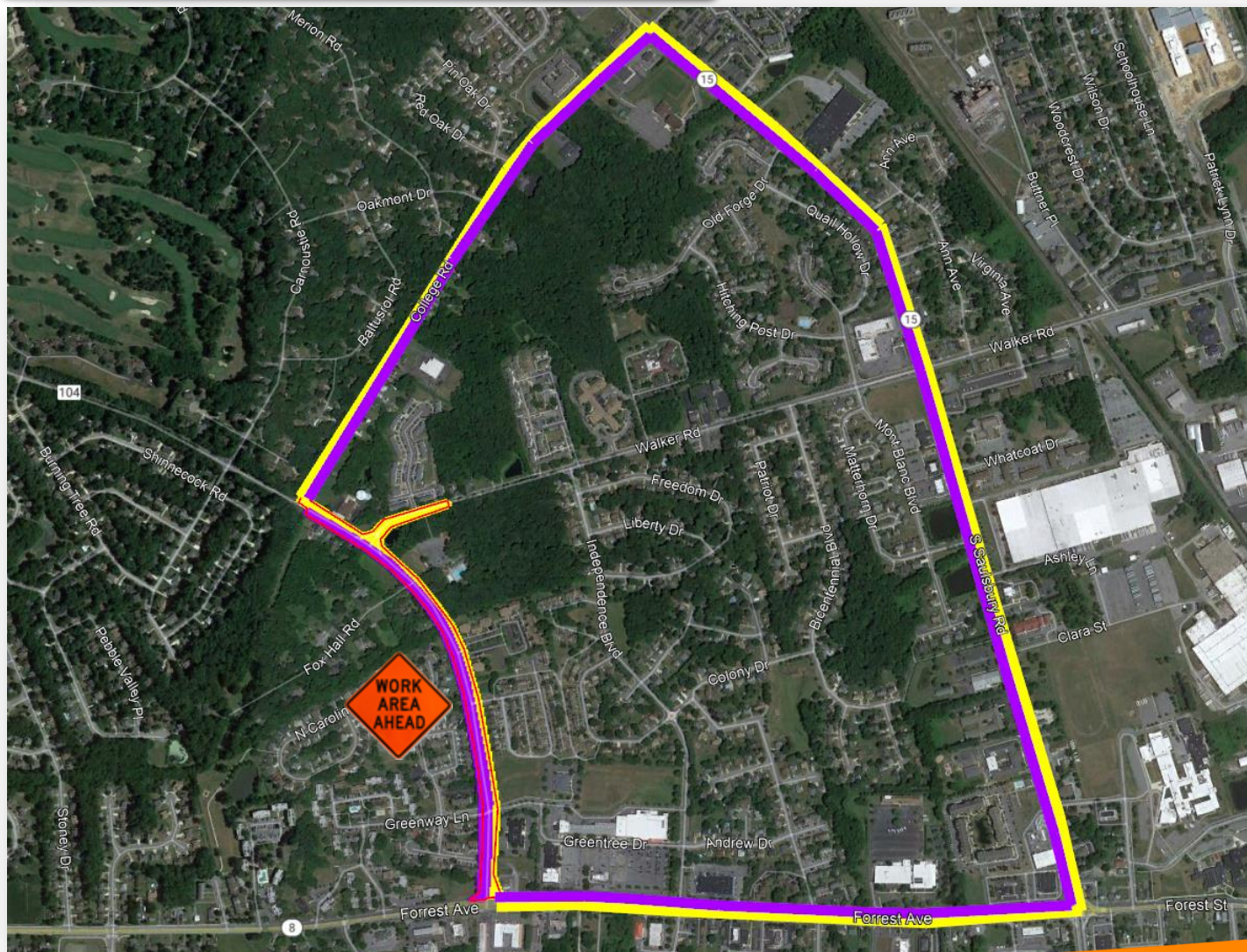


Timeline

KENTON ROAD IMPROVEMENTS TIMELINE



Detours Phase 2 & 3



Work Area

SR8 to College Road

Phase 2 - Closure of Southbound Kenton Rd.
(apx. 45 days)

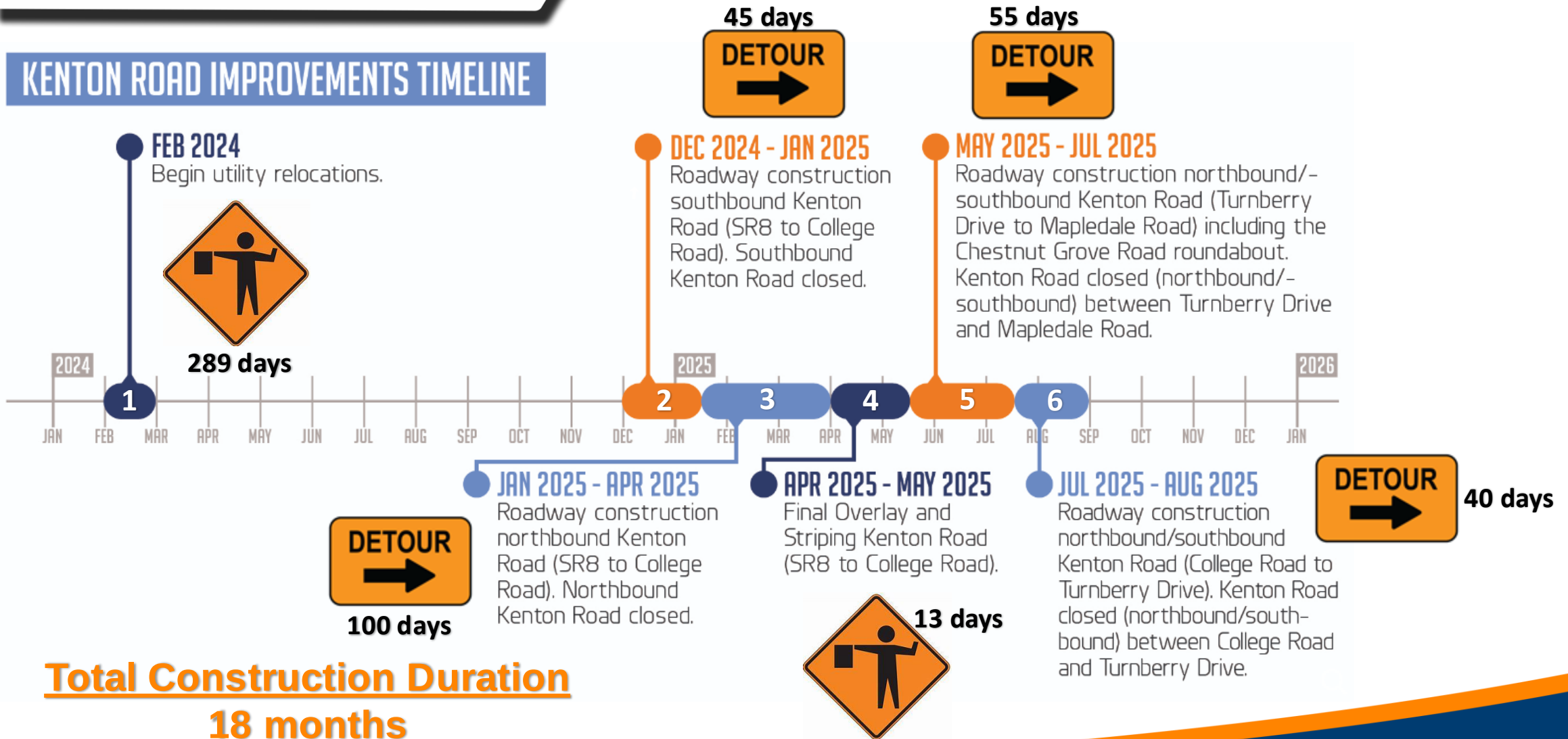
Phase 3 - Closure of Northbound Kenton Rd.
(apx. 100 days)

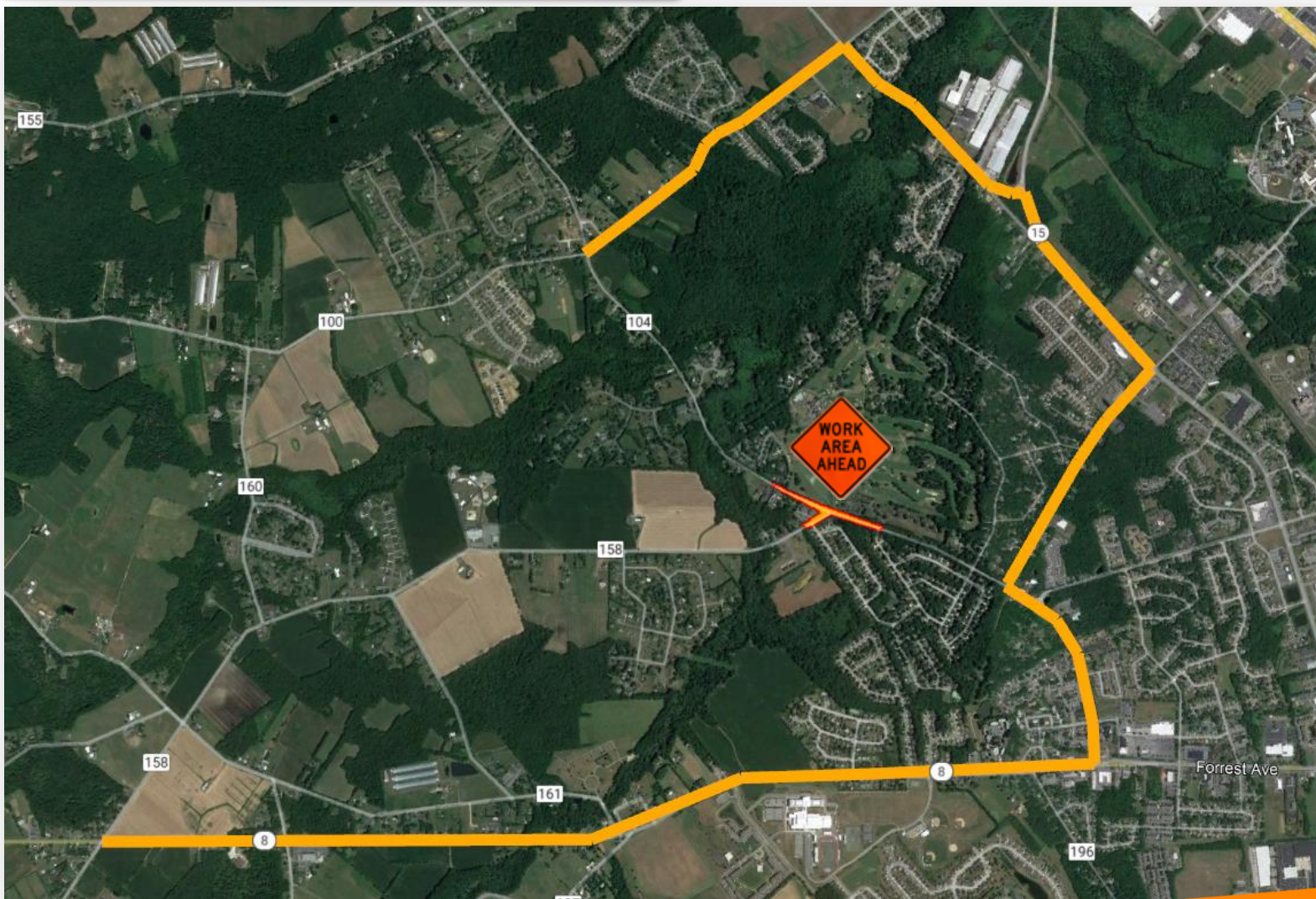
Signed Detour utilizing College
Road, McKee Road and SR8



Timeline

KENTON ROAD IMPROVEMENTS TIMELINE





Work Area

Turnberry Drive to Mapledale Road
(including Chestnut Grove Road)

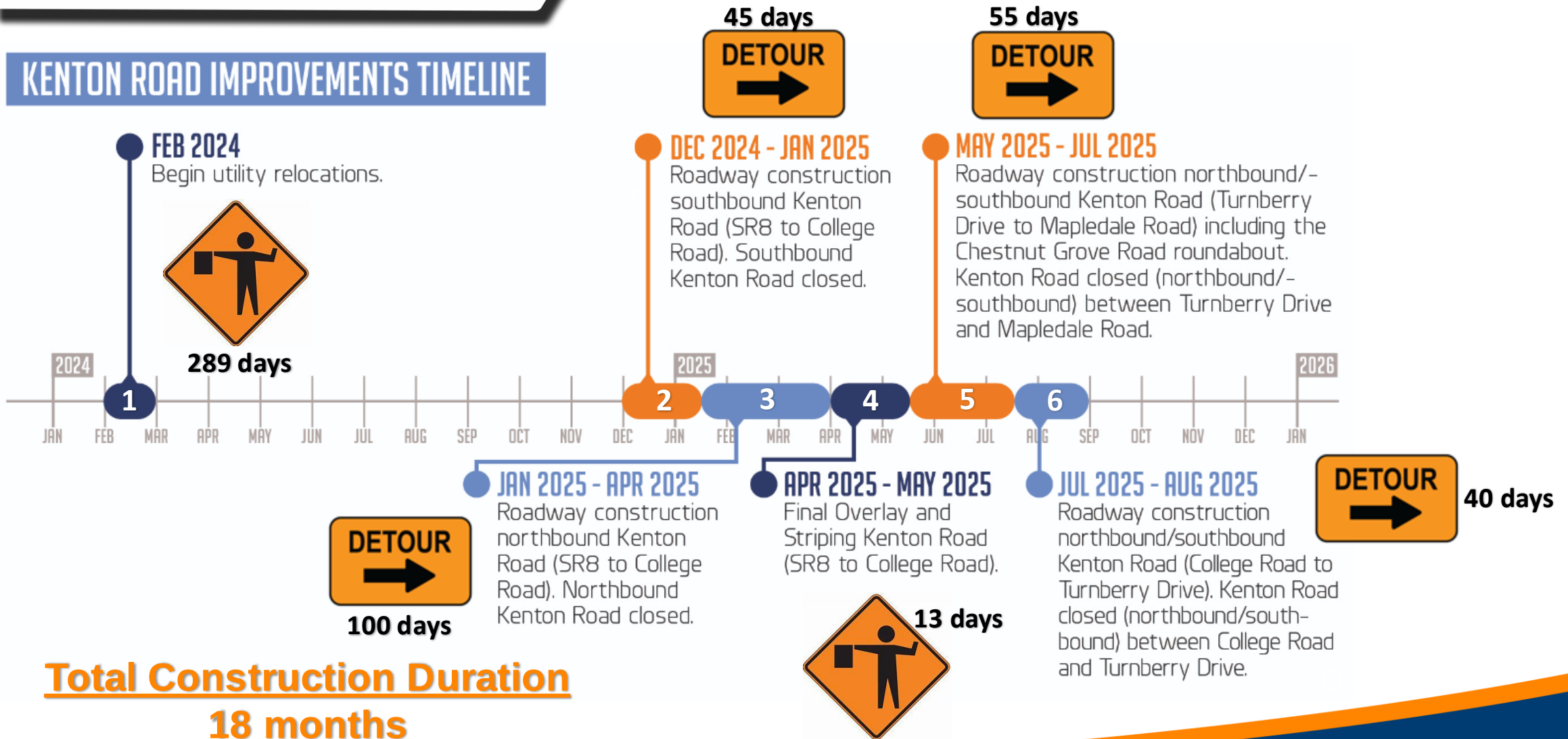
Phase 5 - Full Closure of Kenton Rd. (both directions)
(apx. 55 days)

Signed Detour utilizing W. Denneys
Road, McKee Road, College Road,
Kenton Road and SR8

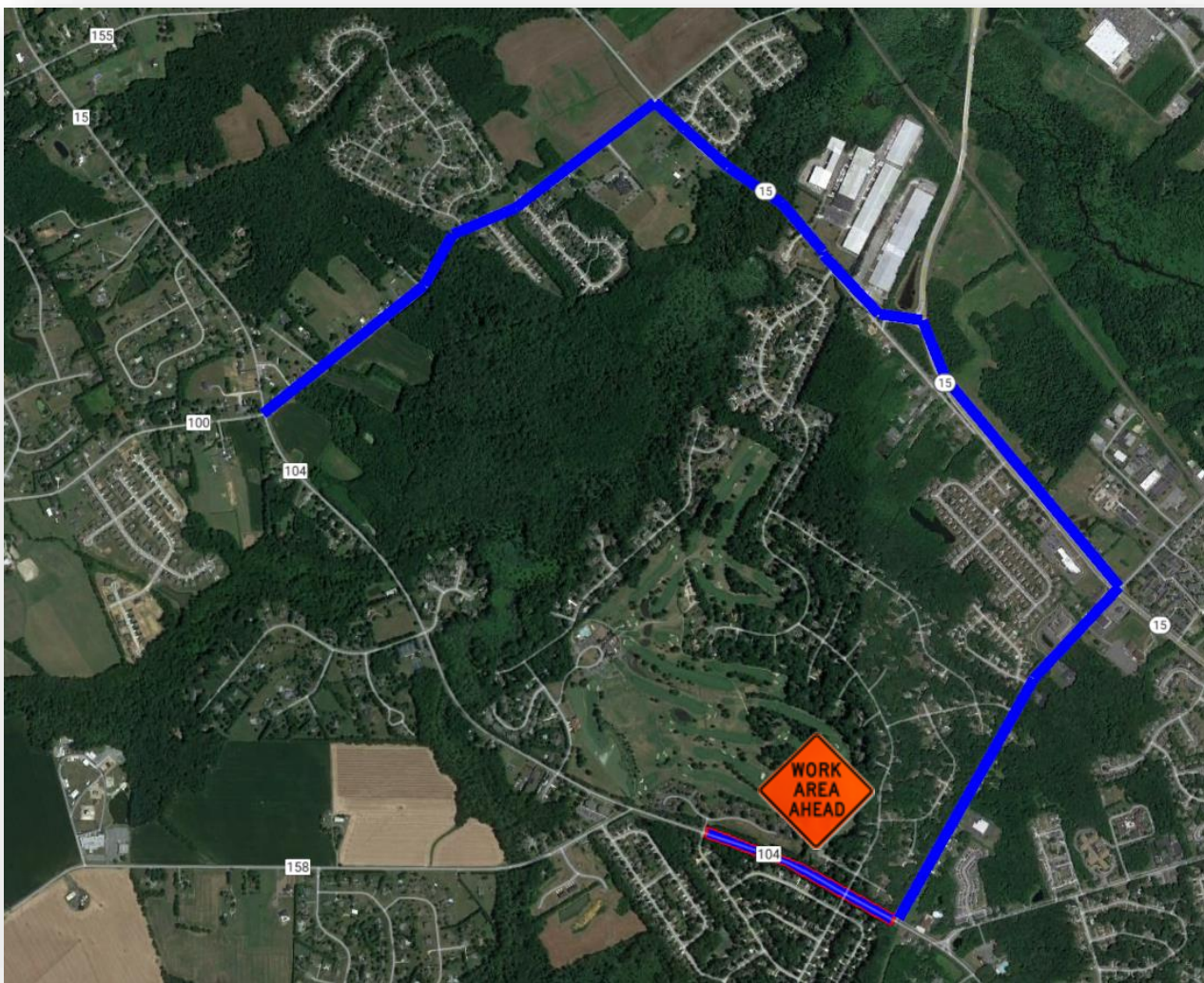


Timeline

KENTON ROAD IMPROVEMENTS TIMELINE



Detour Phase 6



Work Area

College Road to Turnberry Drive

Phase 6 - Full Closure of Kenton Rd. (both directions)
(apx. 40 days)

Signed Detour utilizing W. Denneys Road, McKee Road and College Road



Fences

- Existing fences will be removed in Phase 1.
- Temporary fences will be put up immediately.
- Temporary fence to be 6' chain link.
- Permanent fences constructed at the end of each construction phase.

Property Access

- Access to your property will ALWAYS be maintained during construction.

Advanced Notice

- Message boards will be placed along route 10 days prior to new detours.
- Contractor will provide 2 weeks' notice to property owners before disturbing property.

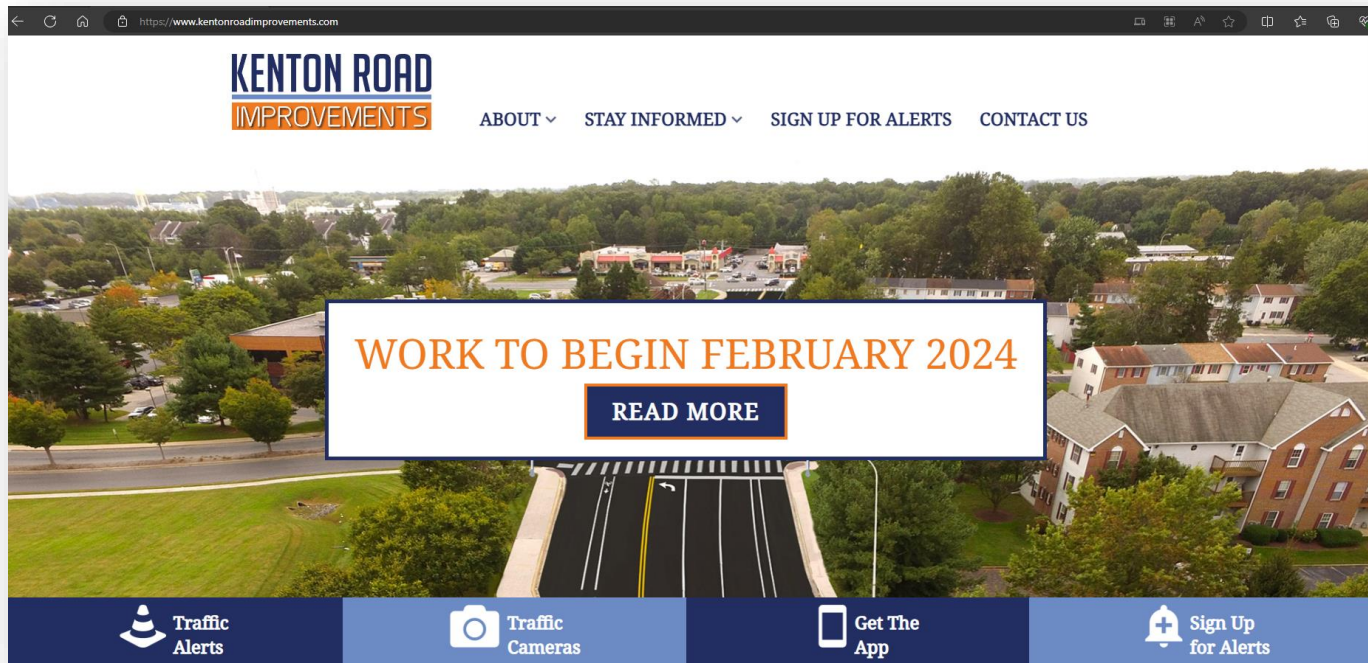


Thank You!

www.KentonRoadImprovements.com

How do you stay informed?

 www.kentonroadimprovements.com



CONTACT US

If you have questions or would like additional information on the project, please contact.

DelDOT Community Relations

- 800-652-5600 or 302-760-2080
- Email info@kentonroadimprovements.com

T201604501 K104, Kenton Road, SR8 to Chestnut Grove Road





Safety

- Fewer conflict points than traditional intersections.
- Reduces fatalities and injury crashes.



Slower Vehicle Speeds

- Drivers have more time to react
- Reduces crash severity



Operations

- Operation is improved with smooth-flowing traffic with less stop-and-go than an all-way stop intersection.



Did you know?

Roundabouts are designed with buses, large trucks, and farm equipment in mind. Large vehicles are encouraged to use the truck apron, a slightly raised area around the inner circle in the center of the roundabout, to help navigate wider turns. DelDOT has developed design criteria specifically to accommodate oversized farm vehicles for rural roundabouts.

- 90%** reduction in fatal crashes
- 75%** reduction in injury crashes
- 30-40%** reduction in pedestrian crashes
- 10%** reduction in bicycle crashes

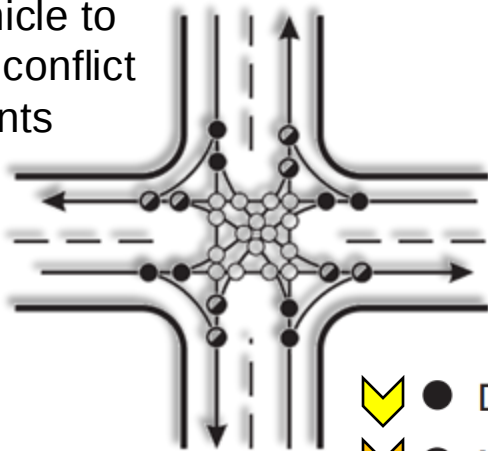


[Delaware Roundabouts - Delaware Department of Transportation \(deldot.gov\)](https://www.delaware.gov/transportation/roundabouts)

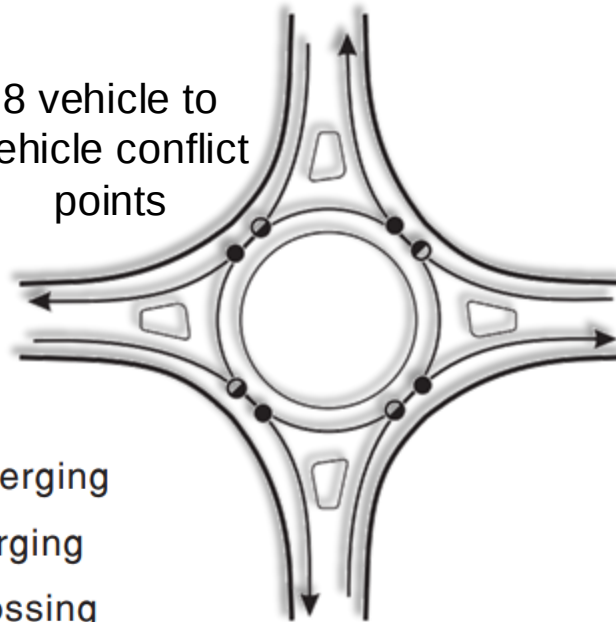
Roundabouts

Roundabouts Reduce the Potential for Crashes Due to Fewer Conflict Points

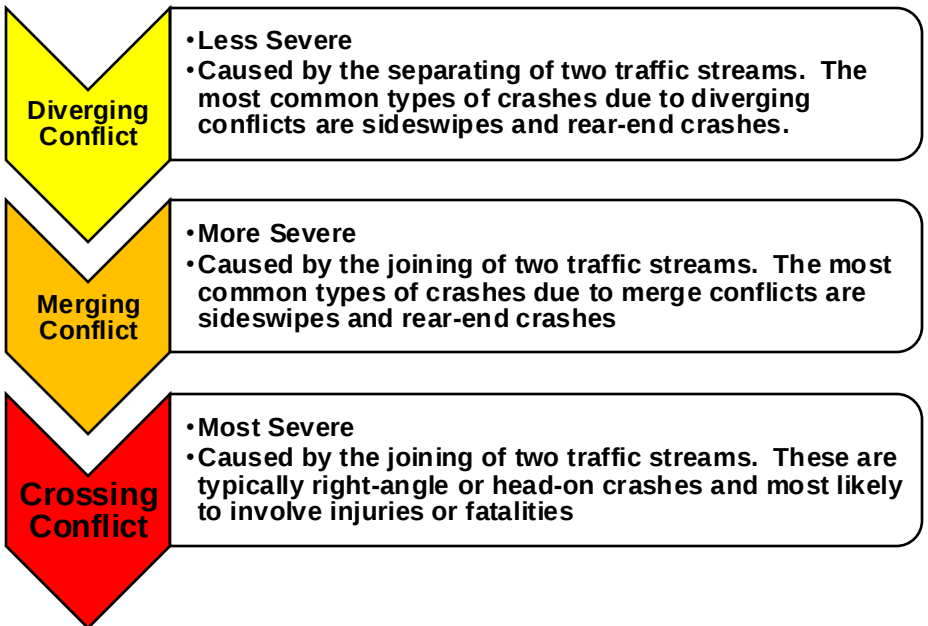
32 vehicle to
vehicle conflict
points



8 vehicle to
vehicle conflict
points



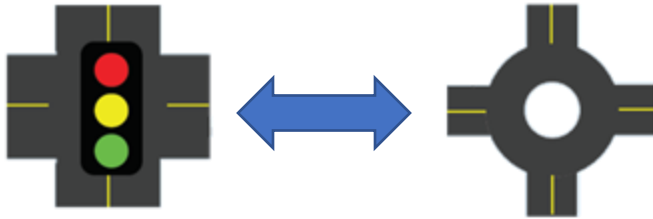
-  ● Diverging
-  ● Merging
-  ○ Crossing



A roundabout reduces vehicular crossing by converting all movements to right turns. Separate turn lanes and traffic control (stop signs or signalization) can often reduce but not eliminate the number of crossing conflicts at a traditional intersection by separating conflicts in space and/or time. However, the most severe crashes at signalized intersections occur when there is a violation of the traffic control device designed to separate conflicts by time. **Therefore, the ability of single-lane roundabouts to reduce conflicts through physical, geometric features has been demonstrated to be more effective than the reliance on driver obedience of traffic control devices.**

Roundabouts: An Informational Guide, FHWA

Roundabouts



Roundabouts have been shown to reduce fatal and injury crashes compared to traffic signals due to slower speeds and the reduced number of conflict points.



Roundabouts cost less to implement. They are cheaper per year as there are no electric costs or signal equipment to maintain.



Roundabouts promote continuous traffic flow, especially in low flow or uncongested traffic. At intersections with unbalanced traffic flow, a traffic signal would be a better fit.



Roundabouts may need more right-of-way directly at the intersection but require less property on the approach due to the lack of turn lanes.

Roundabouts...

- ...reduce injury crashes and pedestrian crashes.
- ...reduce the severity of crashes.
- ...have 75% fewer conflict points than four-way intersections.
- ...allow drivers to have more time to judge and react to other cars or pedestrians
- ...produce slower vehicle speeds (under 30 mph).
- ...increase traffic capacity (efficient traffic flow 30-50% increase).
- ...improve traffic flow for intersections that handle a high number of left turns
- ...cost less to implement. No signal equipment to install and repair savings estimated at an average of \$5,000 per year in electricity and maintenance costs
- ...have a service life of 25 years (vs. the 10-year service life of signal equipment).
- ...allows space for aesthetic landscaping.