

Kenton Road

Kenton Road is a two lane road with shoulders and turn lanes. There is a mix of residential and commercial property within the study limits. Both ends of the study limits are controlled by traffic signals. Underground and aerial utilities exist on both sides of Kenton Road.

There are existing sidewalks along both sides of the road but they are not continuous. Appendix B shows the locations of the existing sidewalks within the corridor.

Background information indicated that soils in the area of the proposed sidewalks along Kenton Road are predominantly B soils, with some areas of C and D soils. Probes performed in the field confirm this condition. Six (6) probes were performed, with the results being highly variable. Probes within the area mapped as B soils were generally a sand with silt, while probes within the area mapped as C and D soil were generally silty sands, trace clay. Properties drained both to the road and away from the road. The existing drainage along this section of Kenton Road outlets to a rip-rap swale behind Westwind Meadows subdivision.

Phase 1 – East side of Kenton Road from SR8 to Walker Road

The proposed pedestrian improvements along the east side of Kenton Road include adding approximately 1,450 feet of 5 foot sidewalk. The sidewalk would be installed behind existing or new curb. A buffer strip is not proposed to reduce the impacts to right of way. Significant grading and the clearing of mature trees would be required between Greentree Drive and Fieldstone Court, adjacent to English Village. The trees are on top of a berm that was likely placed to act as a buffer between Kenton Road and the town homes. The clearing of this area will require public involvement with the adjacent property owners. Landscaping should be placed behind the proposed sidewalk to replace the trees that would be removed. Additional research is required to determine the limits of existing right of way and easements. It is anticipated that both Temporary Construction Easements (TCE) and Permanent Easements (PE) will be needed for this work.

Between Fieldstone Court and the entrance to English Village curb openings would be required to tie into the existing closed drainage system. The existing inlets would need to be adjusted. Grading along the frontage of the property would be required.

North of English Village, at the Kent Swim Club, the ground slopes away from the roadway. We are proposing to add curb and approximately 600 feet of new drainage pipe. Due to the side slopes a low retaining wall (2' – 3') may be required to prevent impacts to the existing fence at the right of way line. Temporary Construction Easements (TCE) and Permanent Easements (PE) are anticipated for the proposed work. TCE's would be required to tie the proposed sidewalk to existing sidewalk and to match existing grades. PE's would be required where the sidewalk is tying into existing and possibly along the frontage of some properties. PE's may also be needed to provide a location for utility apparatus that needs to be relocated.

Since the work is over 5,000 SF SWM would be needed for quality. It is recommended that the project manager meet with the delegated agency (DelDOT, DNREC) to discuss the possible options. Recommendations include:

- Place a five-foot wide grass strip adjacent to the new sidewalk in the direction of the drainage flow that functions as a filter strip (would not apply if drainage flow is toward the road since the sidewalk is adjacent to the curb). Additional easements may be required.
- Perform offset analysis (if under new regulations) or perform watershed level quality analysis (if under current regulations). This would require extra treatment of existing impervious elsewhere. SWM performed at the new high school may be used as a credit.
- Demonstrate existing DelDOT stormwater management facilities at Walker/Kenton Roads provide adequate treatment for new sidewalk under the current design

Phase 2 – West side of Kenton Road from SR8 to Walker Road

The proposed pedestrian improvements along the west side of Kenton Road include adding approximately 2,000 feet of 5 foot sidewalk and curb. A buffer strip is not proposed to reduce the impacts to right of way. There are several locations where there are existing fences along the right of way. Both underground and aerial utilities are present within this corridor.

There is a long section of existing sidewalk (4 feet wide) from the middle of the Westwind Meadows property to Greenway Lane. It is assumed that this sidewalk will remain but it does not appear that it is being maintained. Weeds and leaves cover the sidewalk which is up against a fence. If funding were available replacing this portion of sidewalk and possibly the fence along it should be considered.

At Walker Road a pedestrian crossing will be required for the northern leg of the intersection. This would include modifications to the existing island and signals. Pedestrian signals would also be needed.

From Walker Road to the north side of Westwind Meadows, approximately 850' of new curb and sidewalk would be required. Since there is an existing drainage system curb openings would be used to channel the roadway runoff to the drains. The existing inlets will need to be adjusted and one may require conversion to a junction well. Grading and minor clearing along the back of the sidewalk would be needed and some street lights would have to be relocated.

There is a shallow swale and/or low area along the frontage of Westwind Meadows, some of which drains back to the inlet at the northern property line. The proposed improvements consist of approximately 600' of new curb, sidewalk and drainage pipe. The drainage would be tied into the existing system. Due to the bypass lane and existing fence there is limited space for the sidewalk. Temporary and/or permanent easements may be needed to construct and maintain the sidewalk depending upon verification of the right of way limits. Clearing and grubbing will be required to remove the overhanging vegetation. Existing fire hydrants and some telephone boxes would have to be relocated. These are assumed to be within the right of way but permanent easements may be needed to provide a relocation area.

Between Greenway Lane and Route 8 (approximately 550') there is existing curb and drainage so the sidewalk is proposed to be placed behind the existing curb. The most significant issue is that several private fences have been installed adjacent to the curb. Initial right of way

research indicates that the fences may be encroaching upon state right of way. This would need to be verified before progressing. If the right of way allows, or easements can be obtained, the fences could be reset back to allow for at least a four, preferably a five, foot sidewalk. However, this must be coordinated with the property owners since it will impact their property. There are also some above ground utilities (electric & telephone boxes) that would need to be avoided or relocated.

Other possible options to gain additional space for the sidewalk would include reducing the existing southbound lane widths or shifting the road to the east. Both of these options would require additional cost since new curb, drainage and repaving (to redo the pavement striping) would be required.

This proposal assumes that the sidewalks can be placed behind the curb, either within the right of way or in a permanent easement. Since the work is over 5,000 SF SWM will be needed for quality. It is recommended that the project manager meet with the delegated agency (DeIDOT, DNREC) to discuss the possible options. Recommendations include:

- Perform offset analysis (if under new regulations) or perform watershed level quality analysis (if under current regulations). This would require extra treatment of existing impervious elsewhere. SWM performed at the new high school may be used as a credit.
- Demonstrate existing DeIDOT stormwater management facilities provide adequate treatment for new sidewalk under the current design

Summary

Kenton Road has several residential neighborhoods within the study limits that would benefit from improved pedestrian facilities. However the cost and potential impacts to rights of way make this project a better candidate for a capital project. Public involvement and real estate activities (research, negotiations) will be a large component of the project. These activities are not best suited for TAP or other small programs.

Assumptions and Limiting Conditions

The following assumptions and limiting conditions were considered in the preparation of this conceptual plan package:

- Limits of existing right of way are estimated based on aerial maps, plotted information from previous highway plans and tax parcel information. This information needs to be reviewed in more detail under future design phases.
- Due to concerns about future maintenance and aesthetics the City of Dover does not support the use of porous concrete for Stormwater management
- No subsurface investigation was performed. Utility locations were determined from physical above ground features
- Topographic and property survey was not performed. Information contained herein regarding topographic features was obtained by site visit observation.