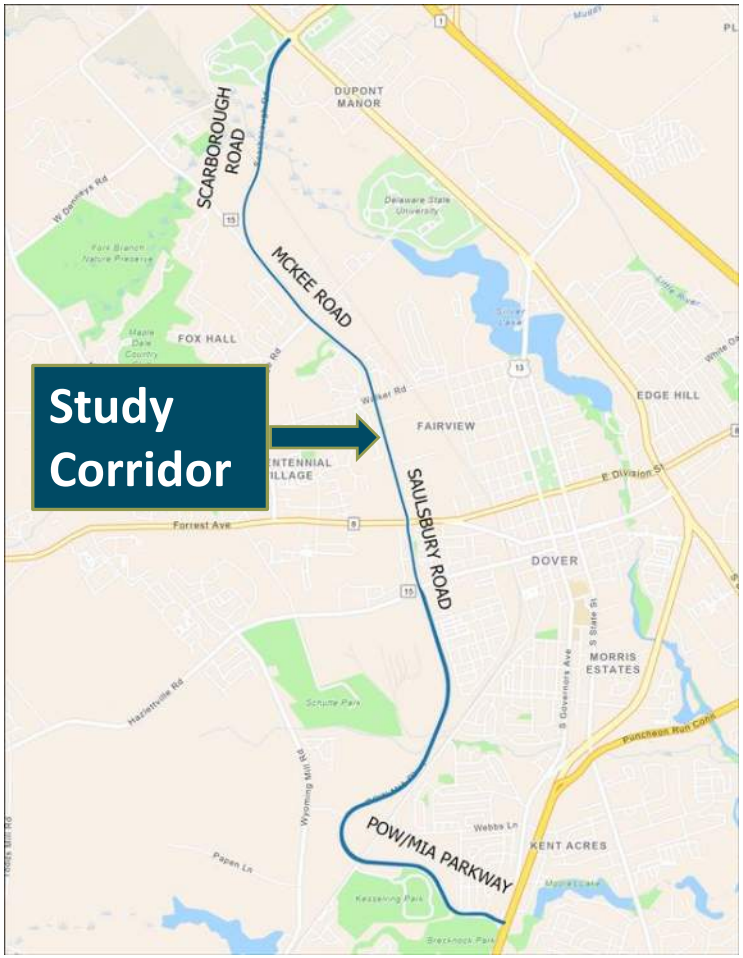
Welcome
to the

McKee/Saulsbury Road Study

Public Advisory Committee
April 13, 2023



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METROPOLITAN PLANNING ORGANIZATION

CENTURY ENGINEERING
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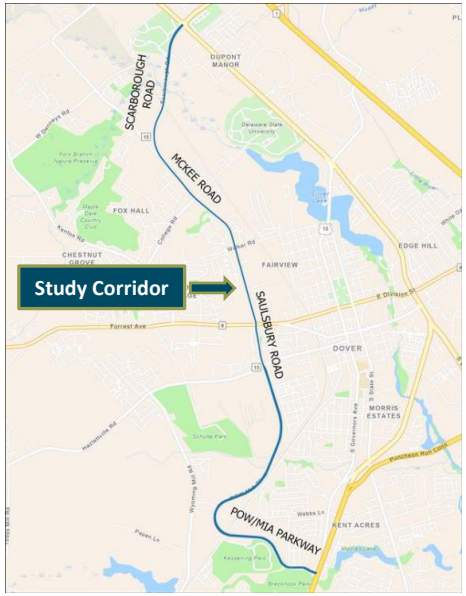
Study Area

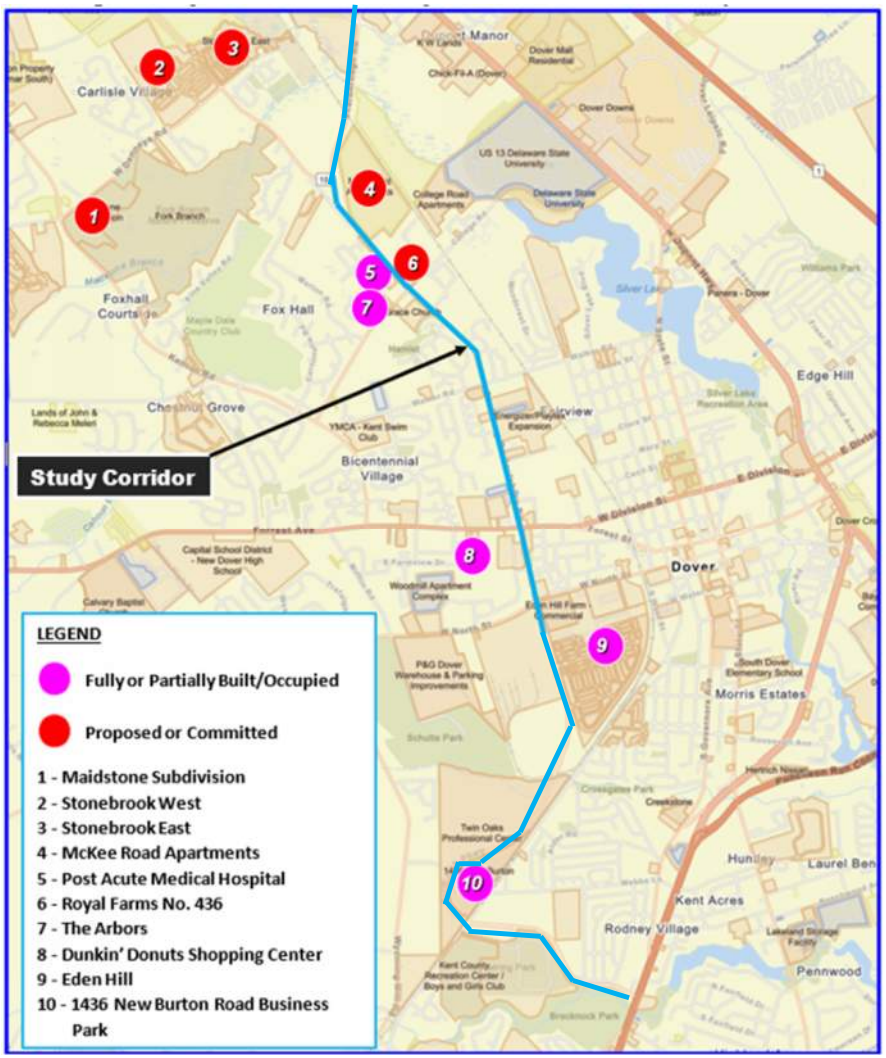
McKee/Saulsbury Road -

- From US 13 at Scarborough Road
- To US 13 at POW-MIA Parkway



Purpose & Need

To proactively address the future capacity needs of the McKee/Saulsbury Road corridor brought about by planned and anticipated future growth and development within the study area.



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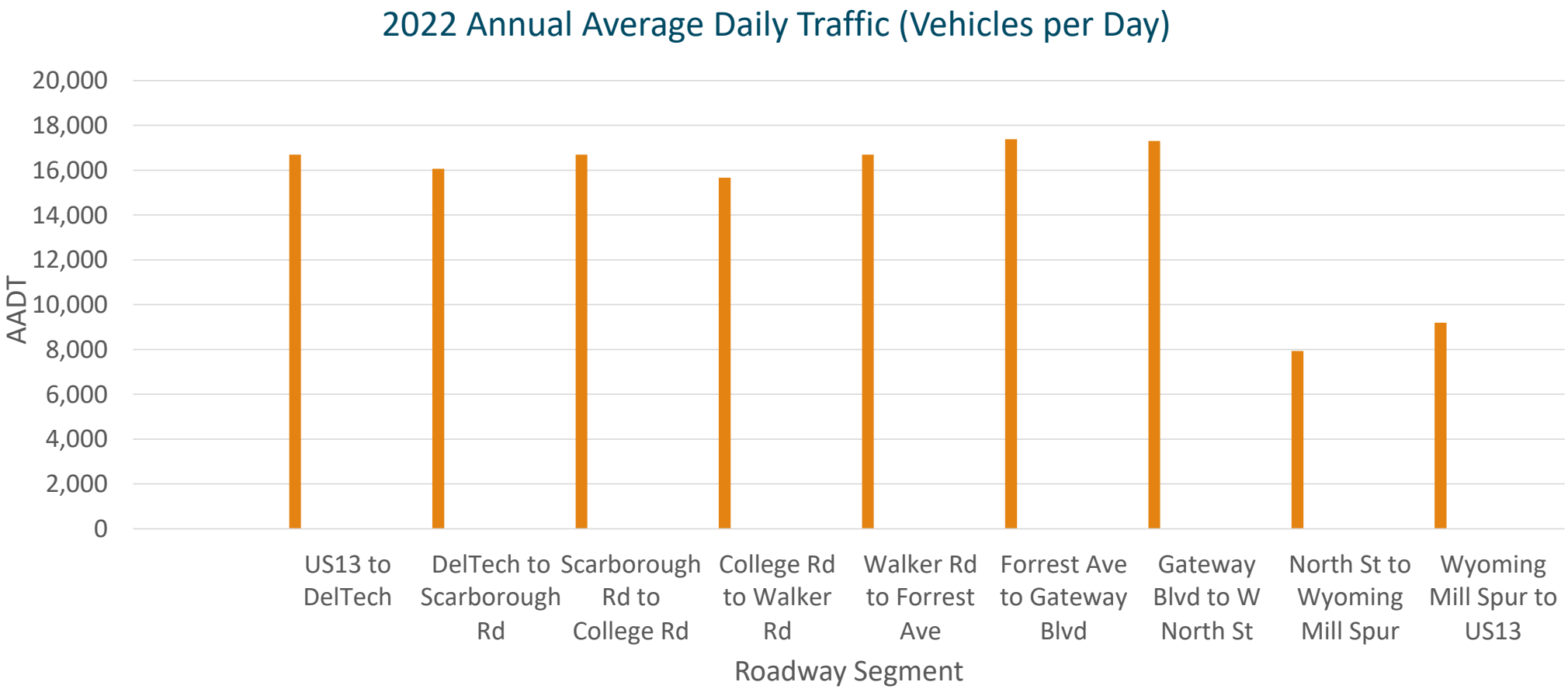
Traffic Volumes



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Crashes

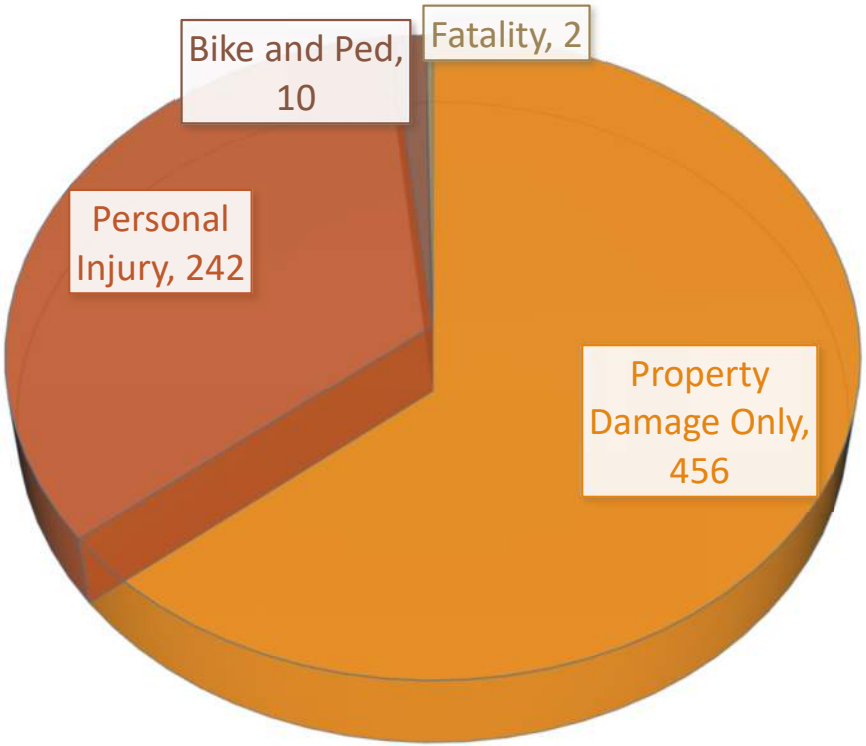
5 Year June 1, 2017 – June 1, 2022

Total Crashes 710

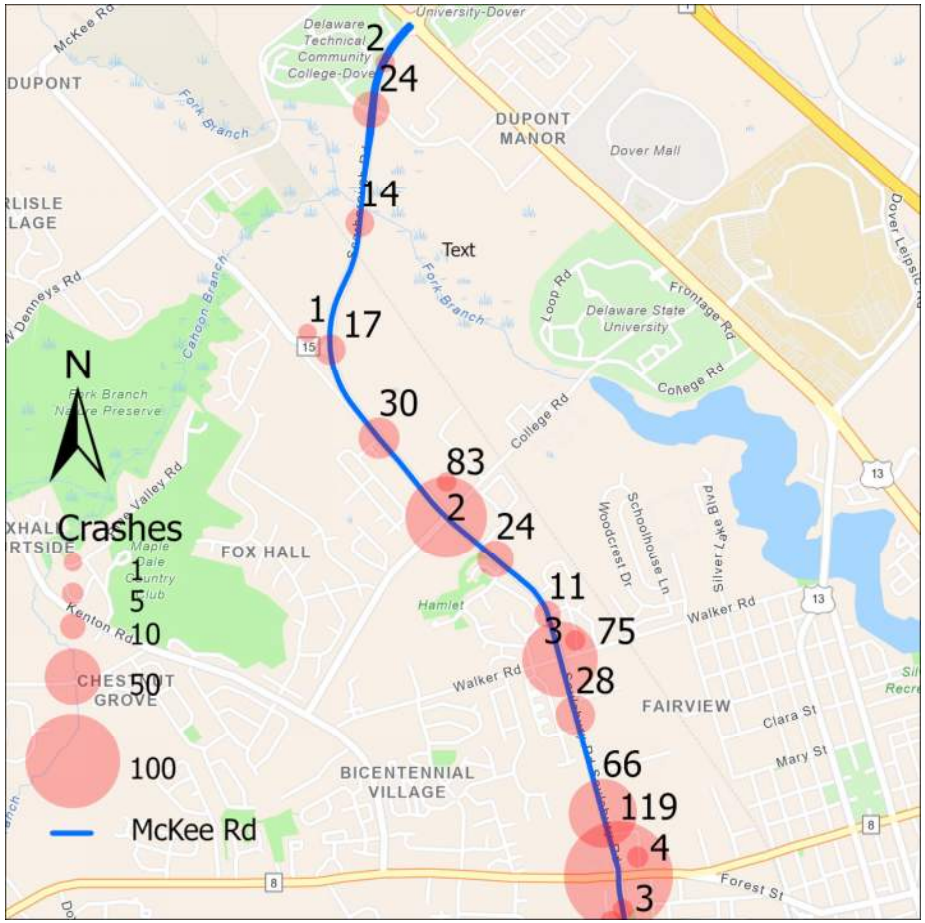
Crash Rates 2-Lane Urban Minor Arterials 2019

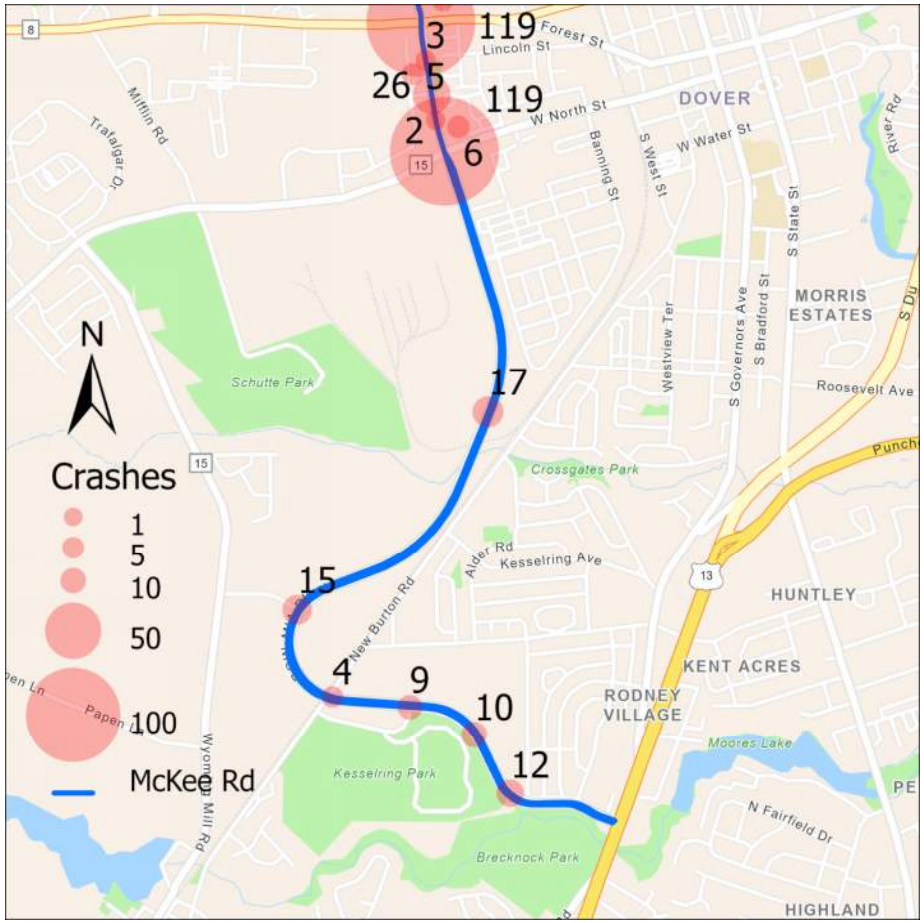
- Corridor 6.40
- Kent County 1.65
- Statewide 1.44

TOTAL CRASHES – 5 YEARS



Crashes





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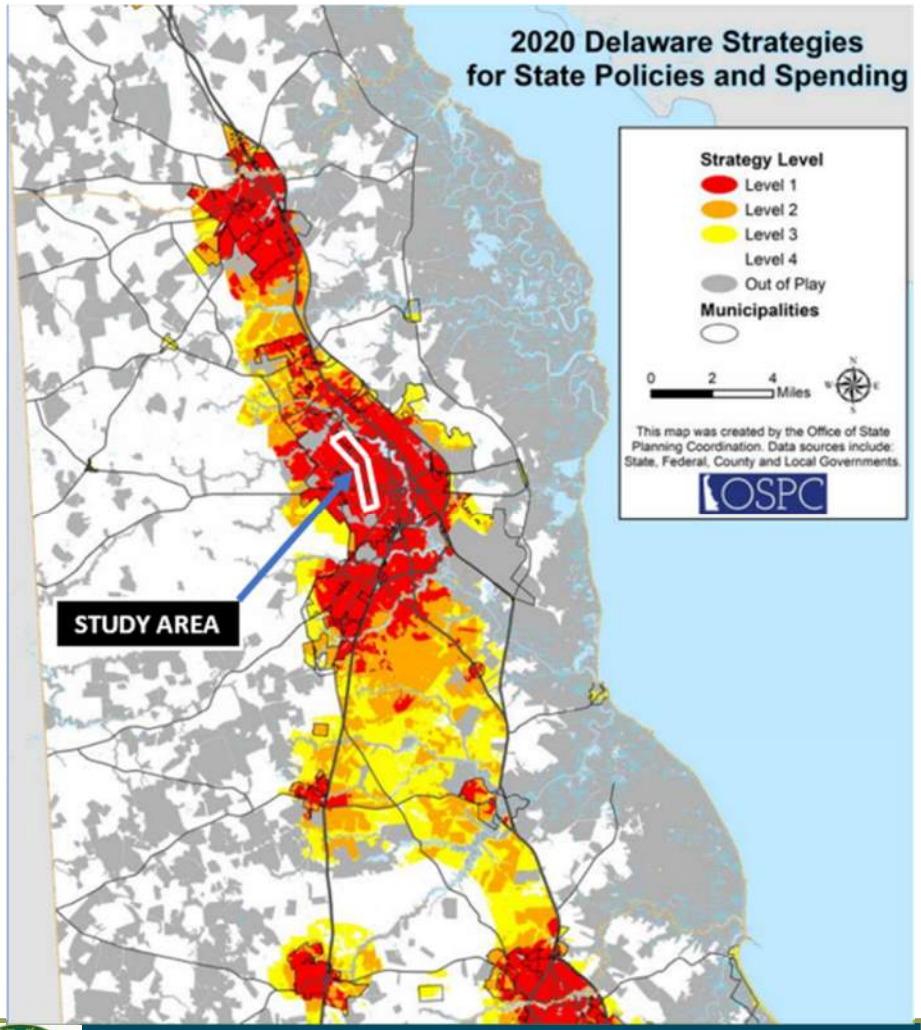
2020 Strategies for State Policies and Spending

- Study Area Entirely within Investment Level 1 – Growth Expected and Encouraged
- 0.75% Per Annum Growth Rate (per DelDOT) Applied to 2022 Traffic Counts to Obtain Future Turning Movement Counts
- Proposed and Committed Developments (per DelDOT Planning) Included



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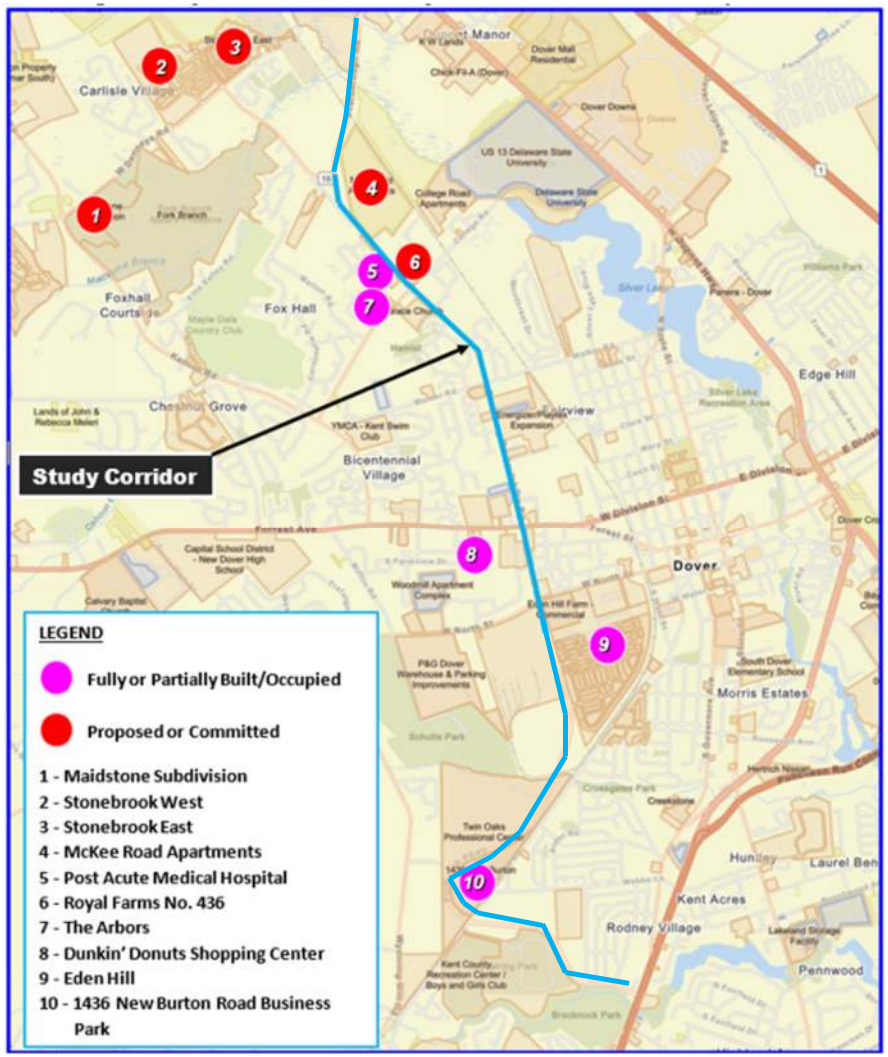
Development Activity

Development	2022 Status	Proposed Buid Year	Traffic Volume Inclusion Level	Comments/Explanation
McKee Rd Apartments Development	Unbuilt	2025	100%	None
Royal Farms No. 436	Unbuilt	2022	100%	Unbuilt as of June 2022
New Burton Rd Business Park (Corrugated Packaging)	Built	N/A	50%	Operating at 50% Capacity. Full Capacity expected in 2023
Maidstone Subdivision	Unbuilt	Various*	100%	None
Stonebrook West	Unbuilt	Various*	100%	None
Stonebrook East	Unbuilt	Various*	100%	None
Post Acute Medical Hospital	Built	N/A	0%	Inclusive in 2022 trafffic counts
The Arbors	Built	N/A	0%	Inclusive in 2022 trafffic counts
Dunkin Donuts Shopping Center	Built	N/A	0%	Inclusive in 2022 trafffic counts
Eden Hill	Unbuilt**	Various*	100%	100% as provided in TIS Studies

* Assumed 2025 and 2037 based on sensitivity analysis roadway capacity improvement triggers

** Portion of developments in the Traffic Impact Studies from DelDOT Planning are still unbuilt as of June 2022



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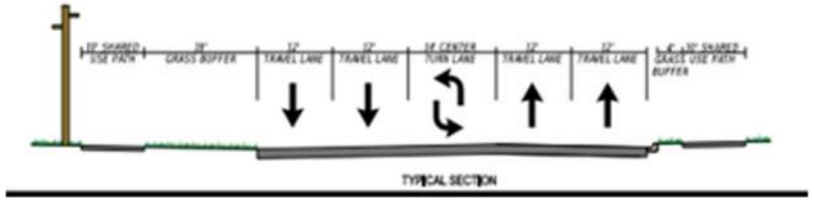
Option 1

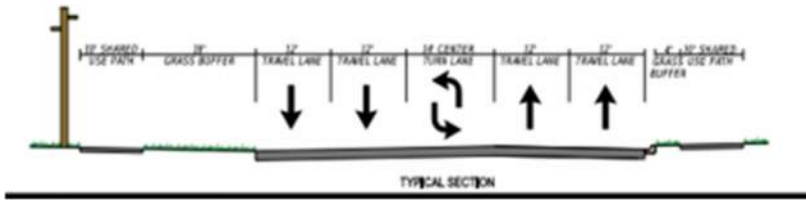


Center Turn Lane

No Shoulders

10’ Shared Use Path on Both Sides

Option 1



Center Turn Lane

No Shoulders

10’ Shared Use Path on Both Side

Benefits

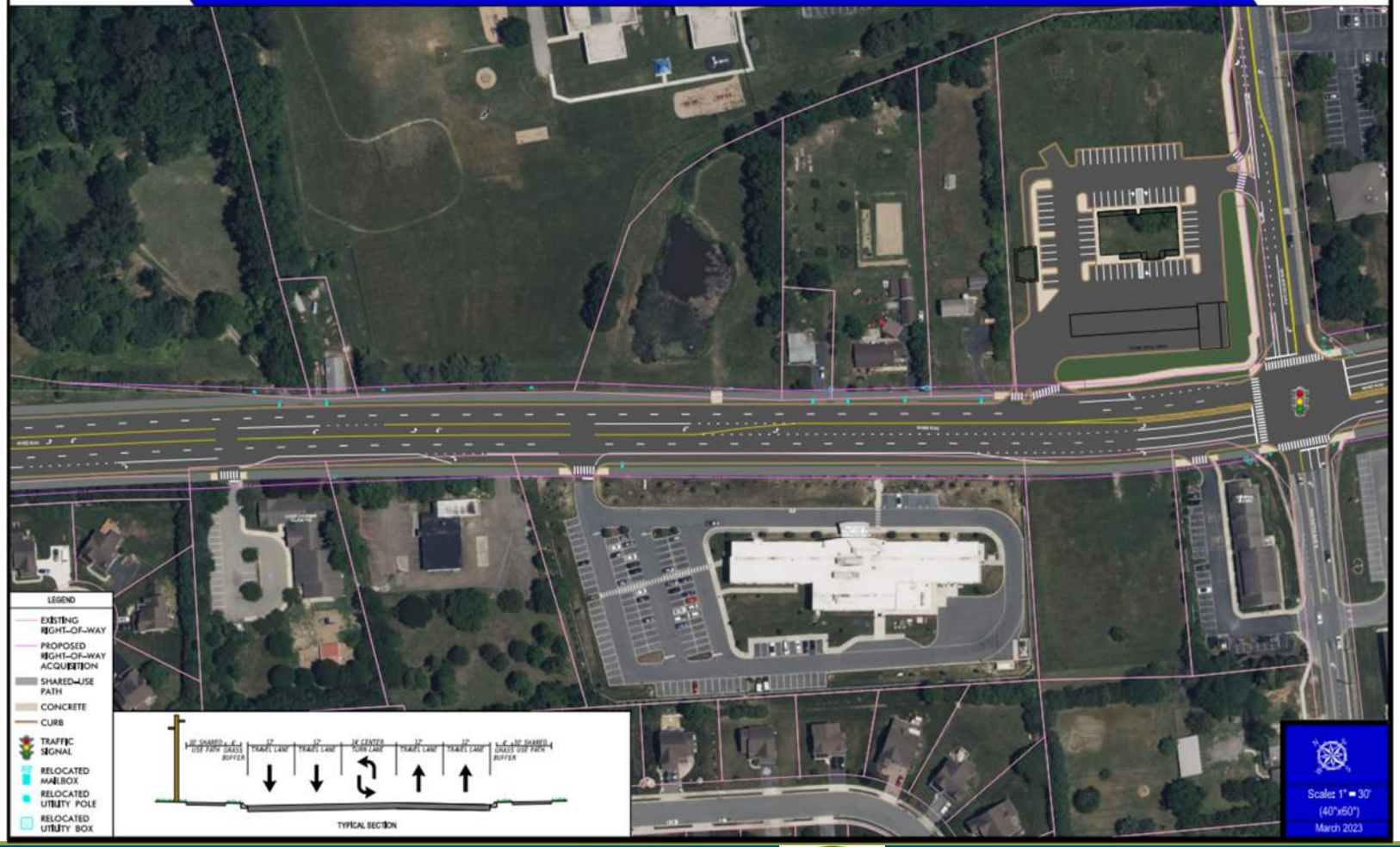
- Dedicated left-turn lane
- Shared-use path on both sides of road

Disadvantages

- Lack of shoulders

MCKEE ROAD & SAULSBURY ROAD CONCEPTUAL STUDY
OPTION 1 - CENTER TURN LANE, NO SHOULDERS, 10' PATH ON BOTH SIDES

BOARD 3 OF 7



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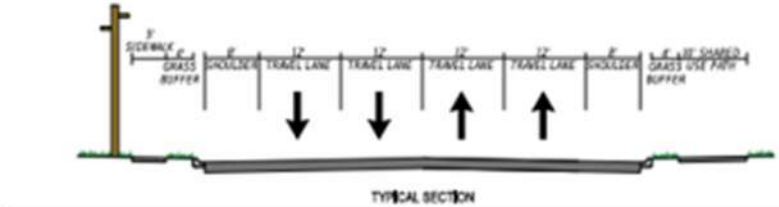
Option 2



No Center Turn Lane

Shoulders on Both Sides

10’ Shared Use Path on West Side

5’ Sidewalk on East Side

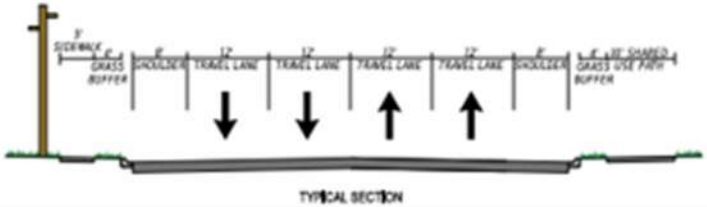
Option 2

No Center Turn Lane

Shoulders on Both sides

10’ Shared Use Path on West Side

5’ Sidewalk on East Side



Benefits

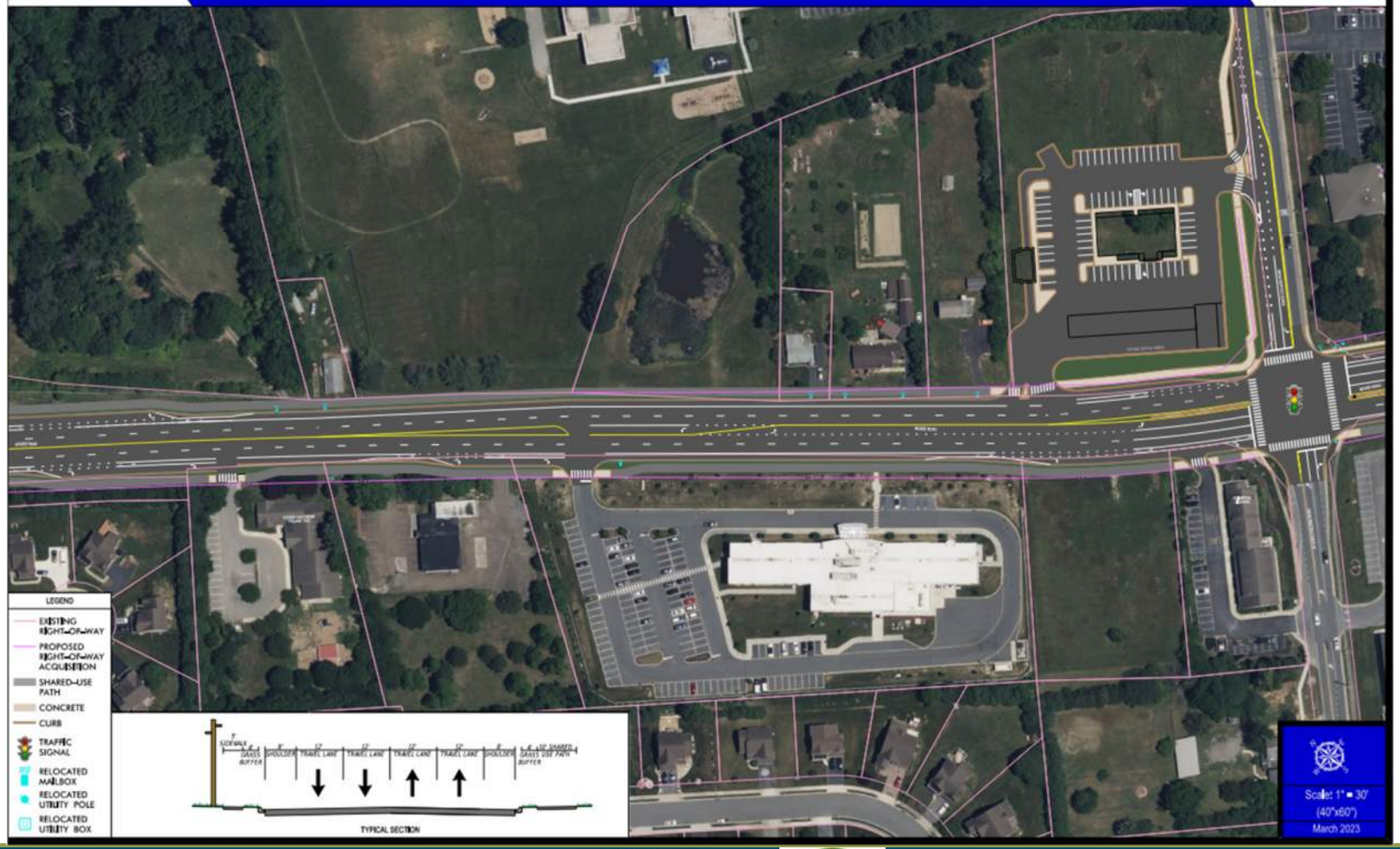
- Shoulders on both sides of road
- Shared-use path on one side of road
- Sidewalk on one side of road

Disadvantages

- No dedicated left-turn lane

MCKEE ROAD & SAULSBURY ROAD CONCEPTUAL STUDY
OPTION 2 - SHOULDERS, NO CENTER TURN LANE, 10' PATH & 5' SIDEWALK

BOARD 3 OF 7



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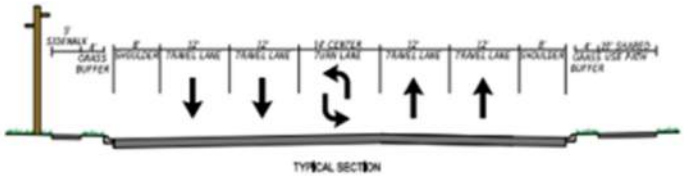
Option 3



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Shoulders on Both Sides

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Option 3

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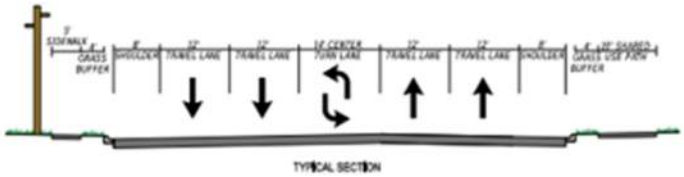

Benefits

- Dedicated left-turn lane
- Shoulders on both sides of road
- Shared-use path on one side of road
- Sidewalk on one side of road

Disadvantages

- Requires most ROW

MCKEE ROAD & SAULSBURY ROAD CONCEPTUAL STUDY
OPTION 3 - SHOULDERS, CENTER TURN LANE, 10' PATH & 5' SIDEWALK

BOARD 3 OF 7

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Schedule & Next Steps

Public Workshop 1
October 12, 2022

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Public Workshop 2
March 9, 2023

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PAC
April 13, 2023

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TAC
April 18, 2023

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Businesses/Elected Officials Meeting
Mid-April 2023

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Revisions to Conceptual Alternatives
Late April 2023

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MPO Council
May 3, 2023