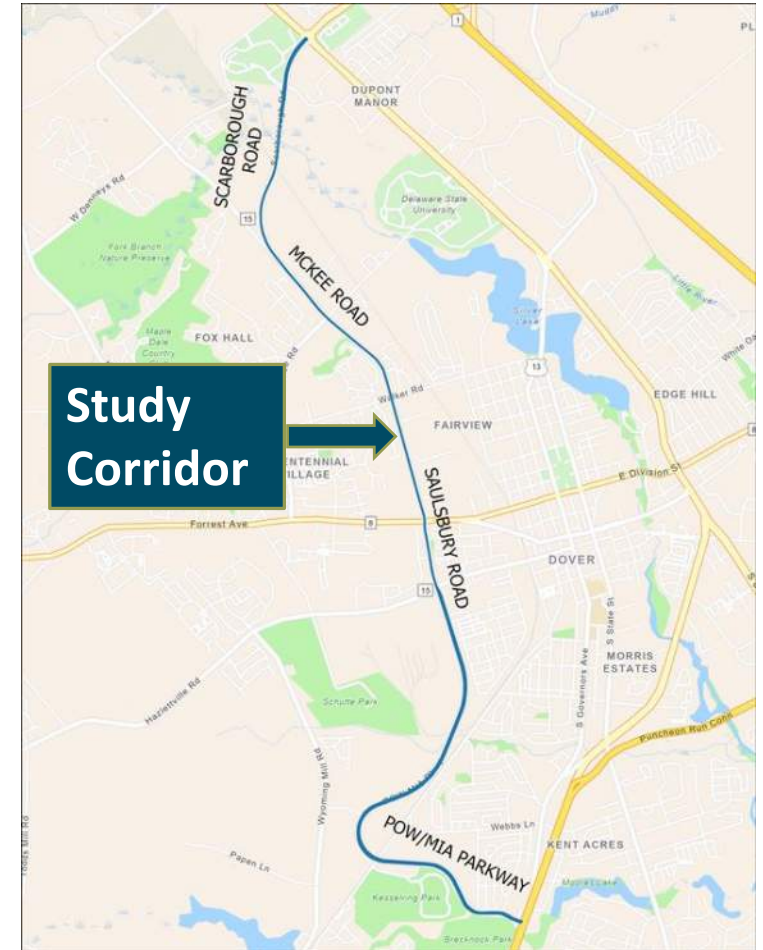


Welcome
to the

McKee/Saulsbury Road Study

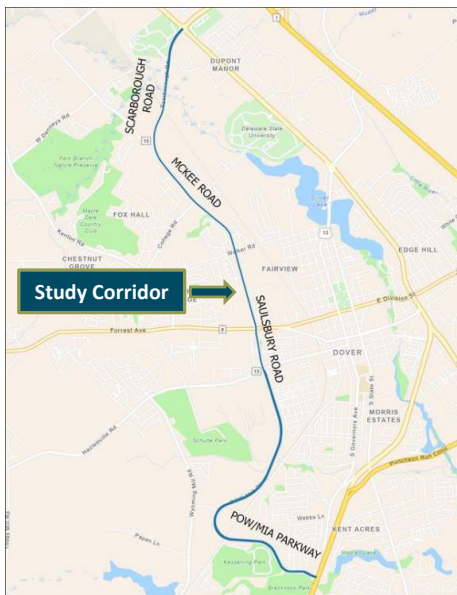
Public Advisory Committee
April 13, 2023



Study Area

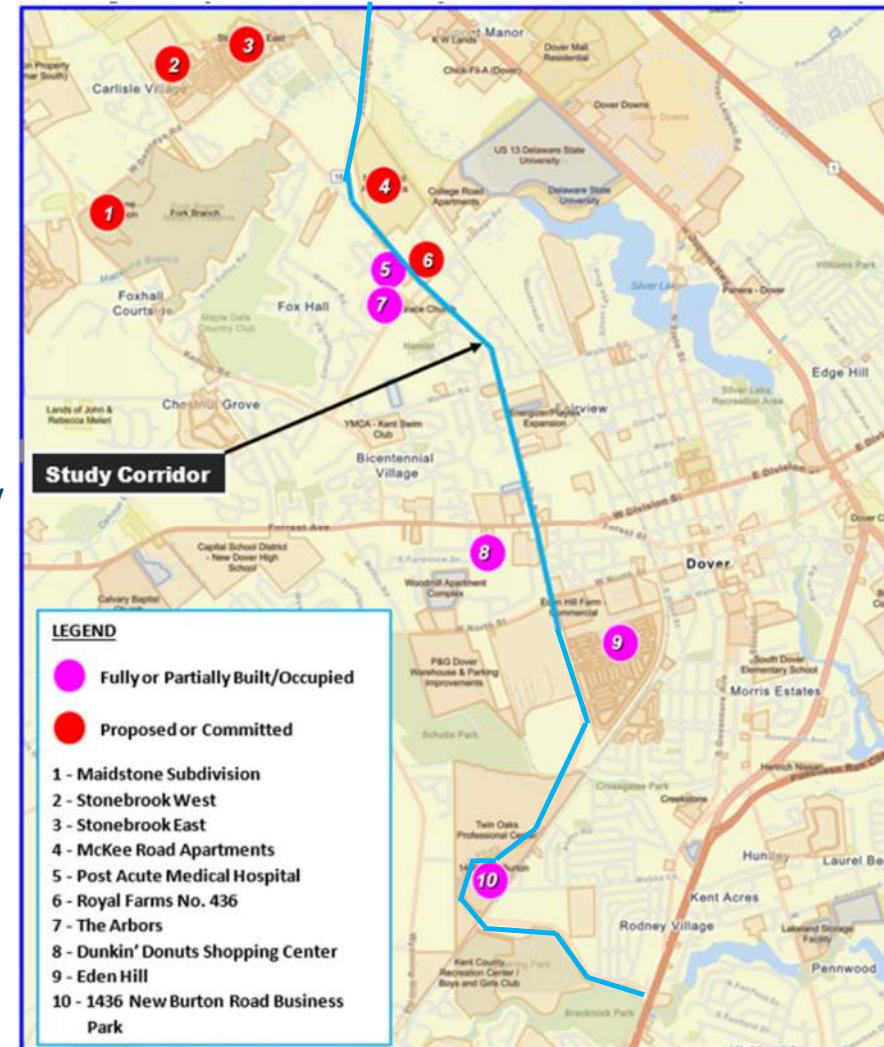
McKee/Saulsbury Road -

- 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.



Public Workshop 1 October 12, 2022

Virtual via Zoom
23 Attendees

Presentation included:

Review of Study Area

Project Purpose and Need

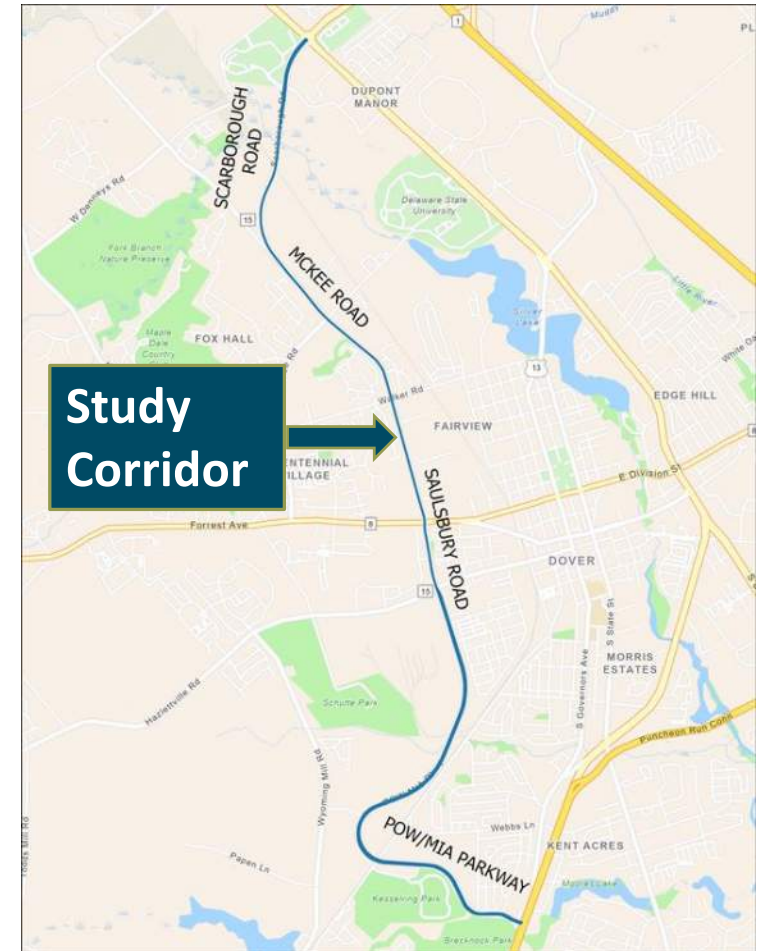
Summary of Current Area DelDOT Projects & MPO Studies

Traffic Volumes

Crashes

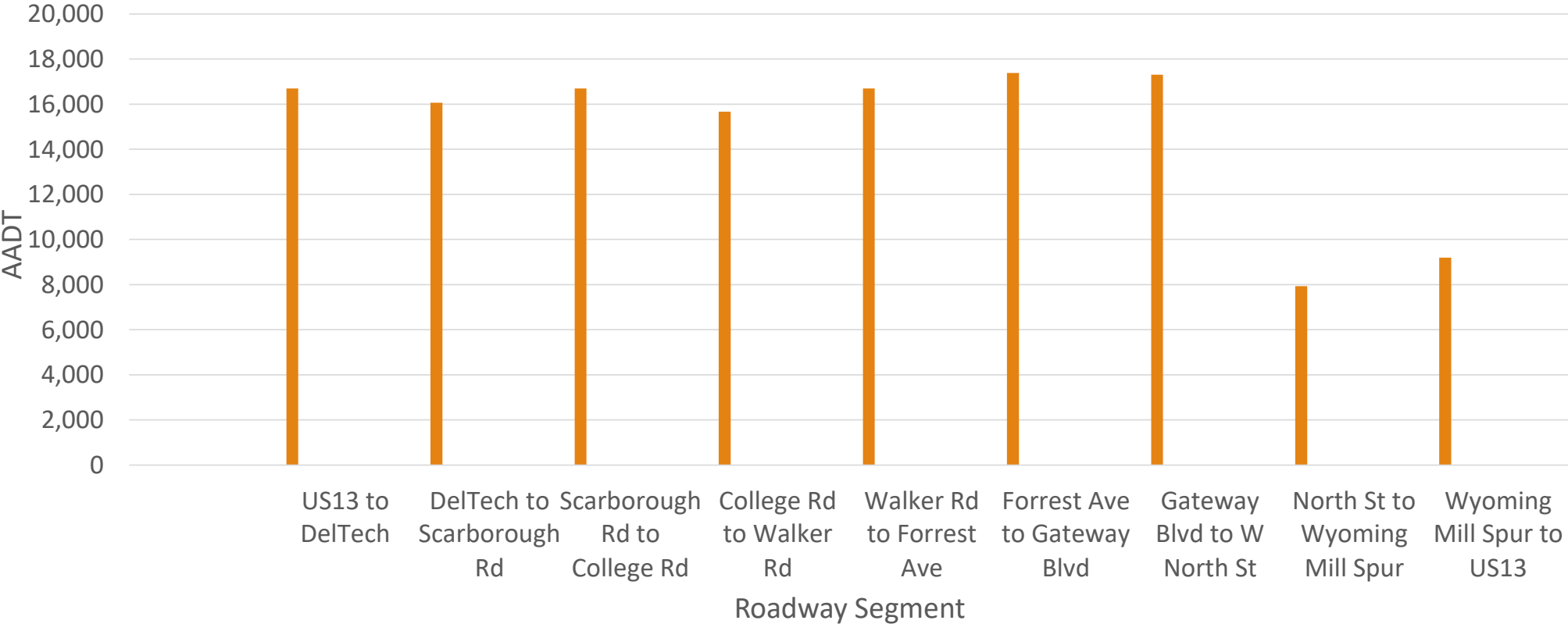
LOS Proposed Development & Transportation Improvements

Visioning Exercise



Traffic Volumes

2022 Annual Average Daily Traffic (Vehicles per Day)



Crashes

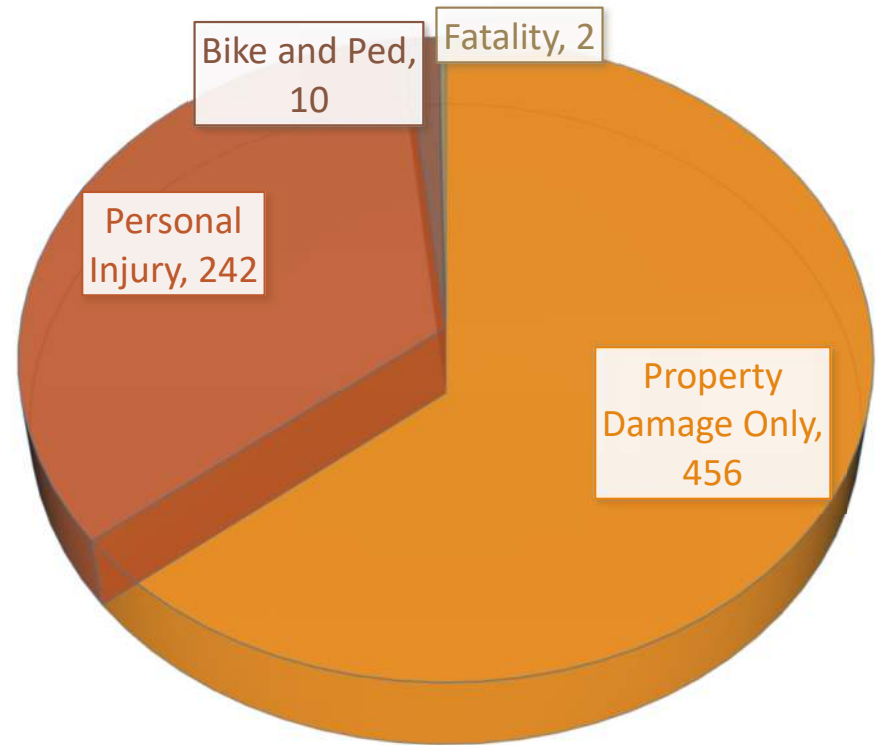
5 Year June 1, 2017 – June 1, 2022

Total Crashes 710

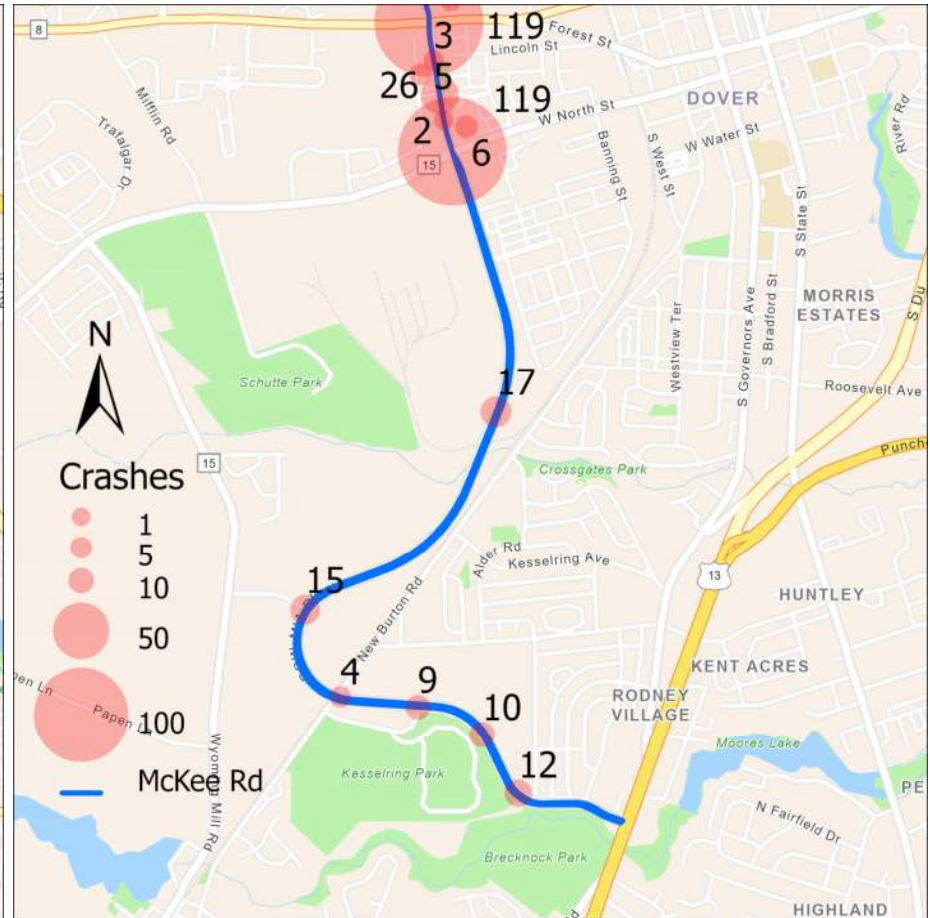
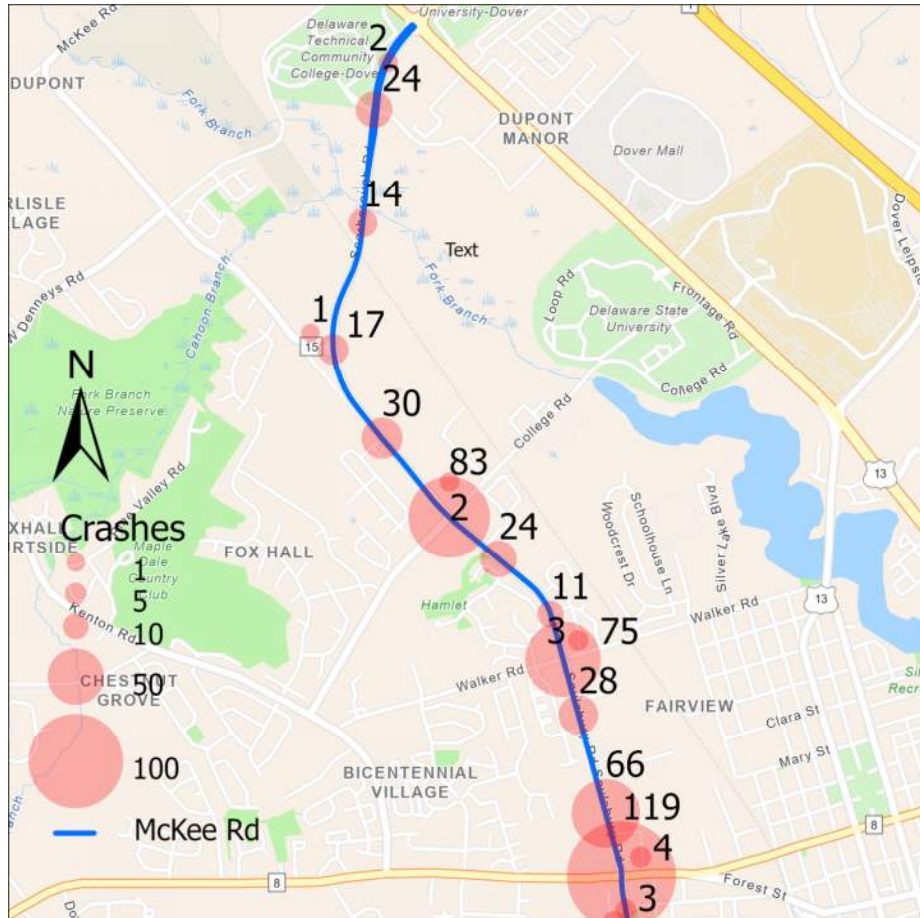
Crash Rates 2-Lane Urban Minor Arterials 2019

- Corridor 6.40
- Kent County 1.65
- Statewide 1.44

TOTAL CRASHES – 5 YEARS

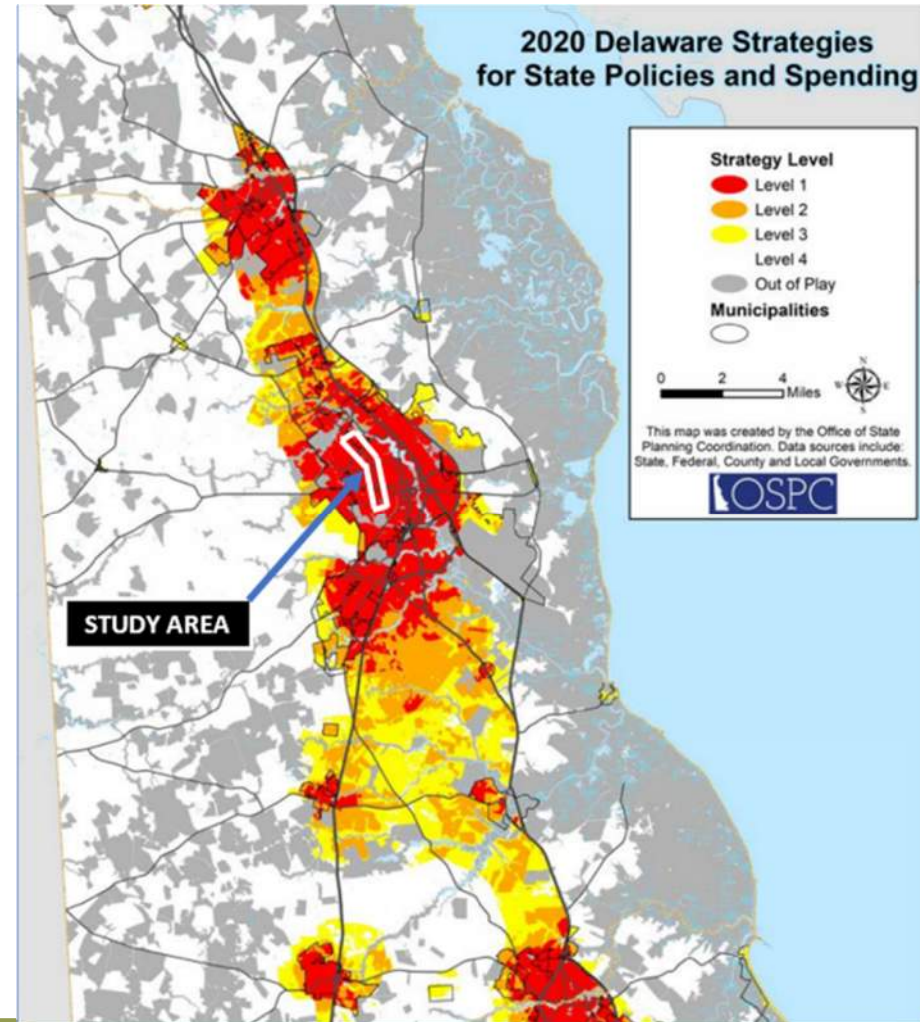


Crashes



2020 Strategies for State Policies and Spending

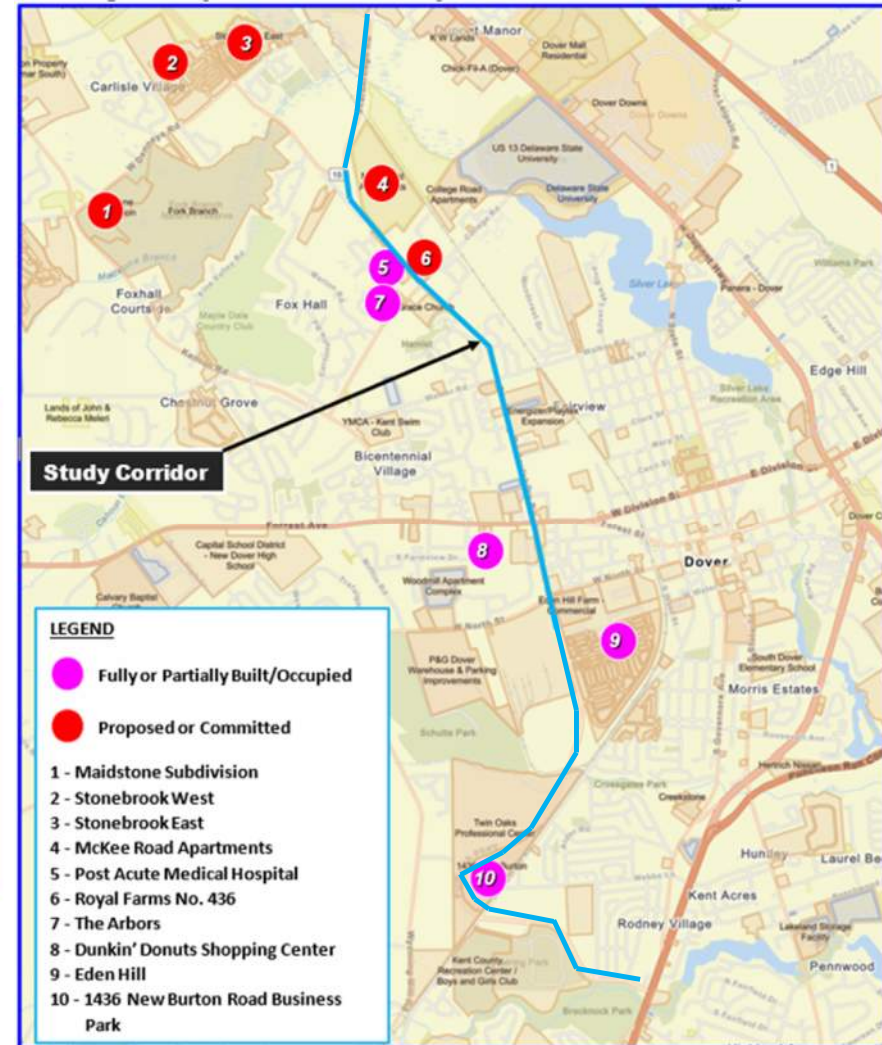
- Study Area Entirely within Investment Level 1 – Growth Expected and Encouraged
- 0.75% Per Annum Growth Rate (per DeIDOT) Applied to 2022 Traffic Counts to Obtain Future Turning Movement Counts
- Proposed and Committed Developments (per DeIDOT Planning) Included



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 traffic counts |
| The Arbors | Built | N/A | 0% | Inclusive in 2022 traffic counts |
| Dunkin Donuts Shopping Center | Built | N/A | 0% | Inclusive in 2022 traffic 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 DeIDOT Planning are still unbuilt as of June 2022



Public Workshop 2 March 9, 2023

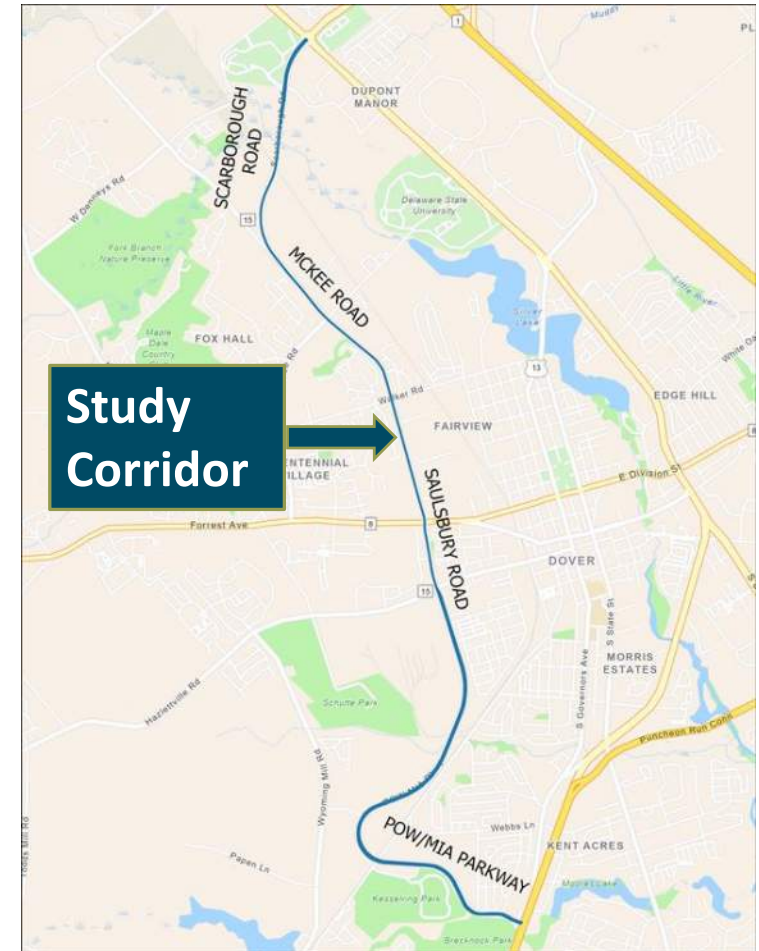
Elks Lodge, Saulsbury Rd
32 Attendees

Plans Display included:

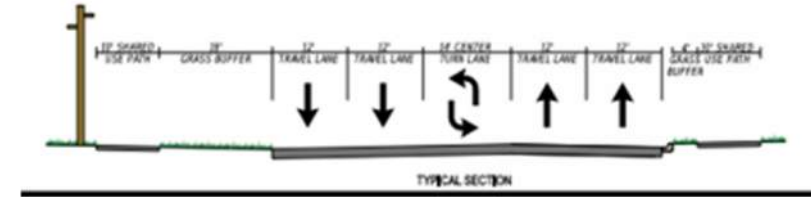
Concept Option 1

Concept Option 2

Concept Option 3



Option 1



Center Turn Lane

No Shoulders

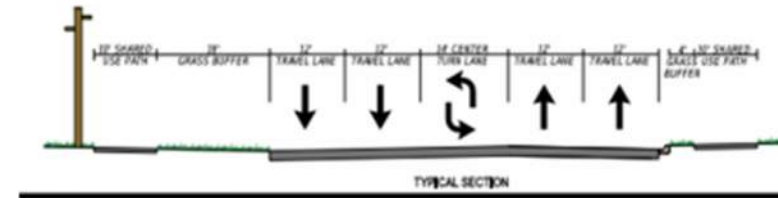
10' Shared Use Path on Both Sides

Option 1

Center Turn Lane

No Shoulders

10' Shared Use Path on Both Side



Benefits

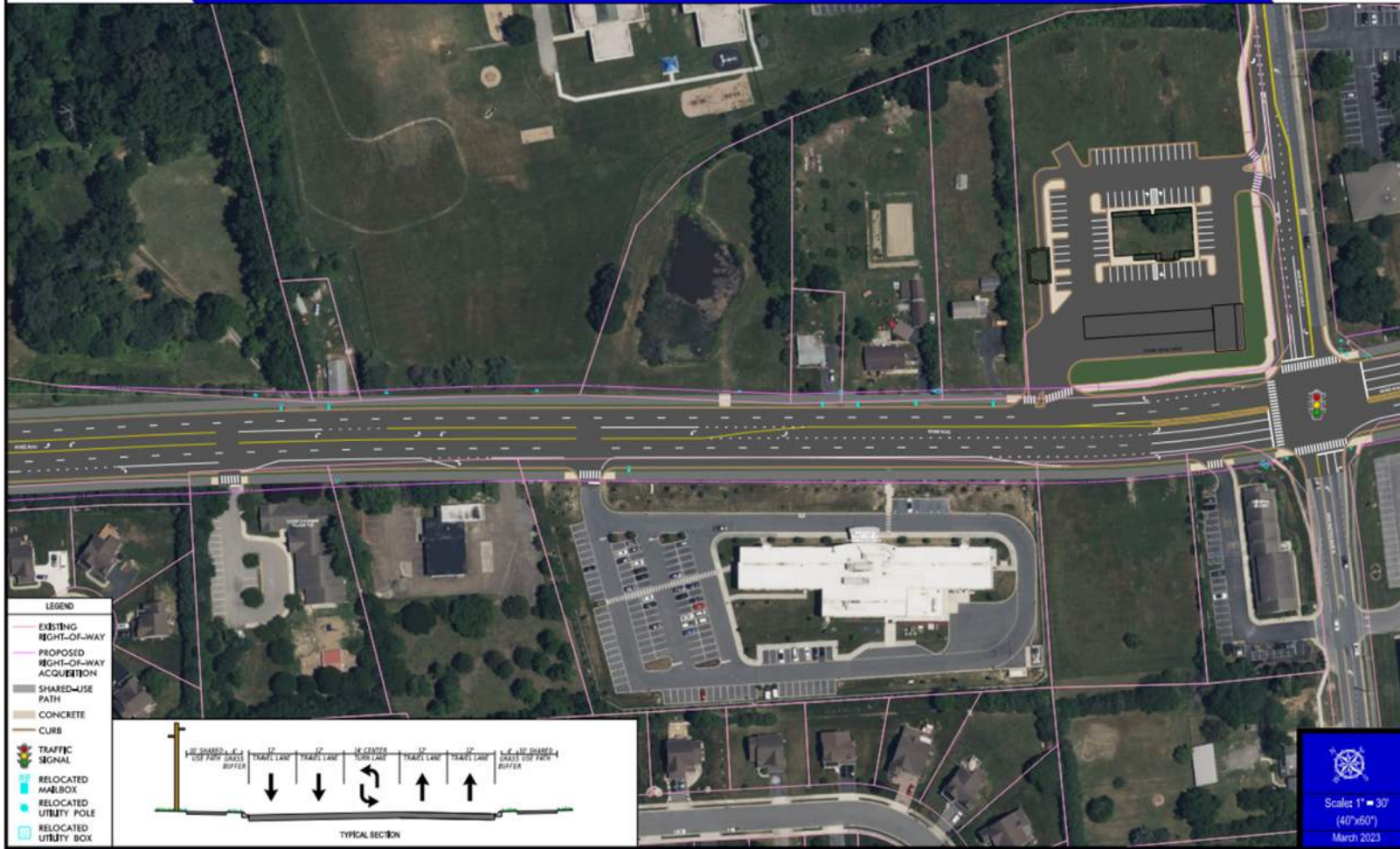
- Dedicated left-turn lane
- Shared-use path on both sides of road

Disadvantages

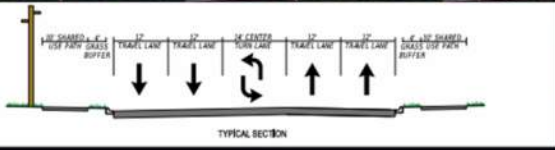
- Lack of shoulders

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

BOARD 3 OF 7



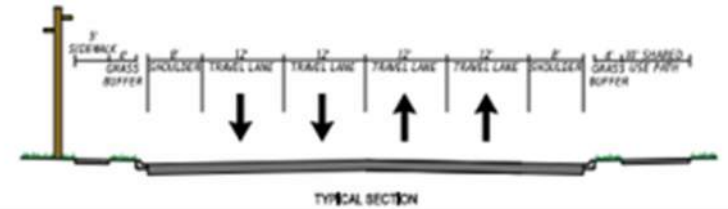
- LEGEND**
- EXISTING RIGHT-OF-WAY
 - PROPOSED RIGHT-OF-WAY ACQUISITION
 - SHARED-USE PATH
 - CONCRETE
 - CURB
 - TRAFFIC SIGNAL
 - RELOCATED MAILBOX
 - RELOCATED UTILITY POLE
 - RELOCATED UTILITY BOX



Scale: 1" = 30'
(40'x60')

March 2023

Option 2



No Center Turn Lane

Shoulders on Both Sides

10' Shared Use Path on West Side

5' Sidewalk on East Side

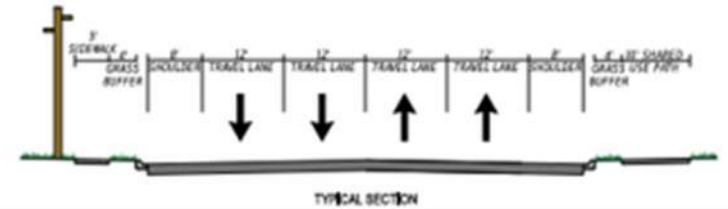
Option 2

No Center Turn Lane

Shoulders on Both sides

10' Shared Use Path on West Side

5' Sidewalk on East Side

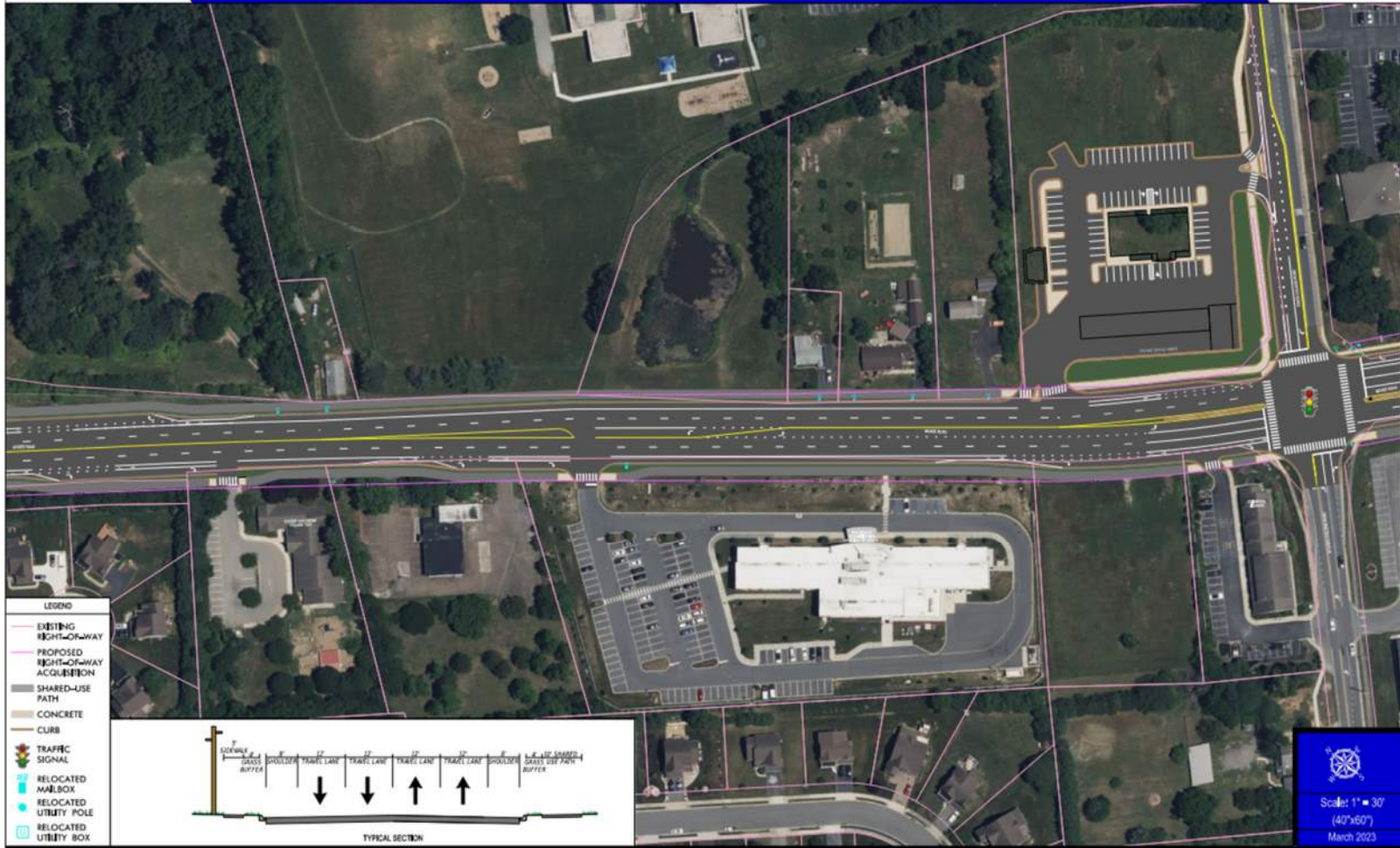


Benefits

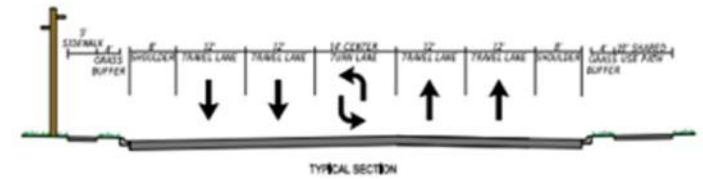
- Shoulders on both sides of road
- Shared-use path on one side of road
- Sidewalk on one side of road

Disadvantages

- No dedicated left-turn lane



Option 3



Center Turn Lane

Shoulders on Both Sides

10' Shared Use Path on West Side

5' Sidewalk on East Side



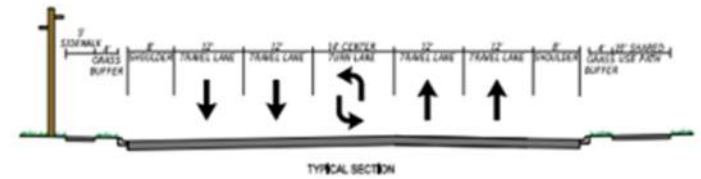
Option 3

Center Turn Lane

Shoulders on Both sides

10' Shared Use Path on West Side

5' Sidewalk on East Side



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

Schedule & Next Steps



Thank you!

James Galvin, AICP

Dover/Kent Co MPO

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