

# Public Outreach

[www.camdenareaprojects.com](http://www.camdenareaprojects.com)



**CAMDEN AREA**  
**PROJECTS**

## Virtual Public Meeting

Tuesday, July 16

4:00 PM

# Virtual Meeting Information

## 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)



# Virtual Meeting Information

## How can you ask a question?

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

Public Outreach

CAMDEN AREA PROJECTS

www.camdenareaprojects.com

Virtual Public Meeting  
Tuesday, July 16  
4:00 PM

Question and Answer

Welcome to Q&A  
Questions you ask will show up here. Only host and panelists will be able to see all questions.

Type your question here...

Who can see your questions?

Camden Area Improvements

DeIDOT CENTURY ENGINEERING  
A Kleinfelder Company

# Virtual Meeting Information

## How can you ask a question?

- If you cannot use the Q&A function, please email questions directly to: [info@camdenareaprojects.com](mailto:info@camdenareaprojects.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.

# Virtual Meeting Information

## 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: 1-309-205-3325
  - Webinar ID: 873 0649 0918
  - Passcode: 770626
- All attendees, whether on the phone or using the computer speakers, will be joining this session in listen-only mode.
- Closed Captioning is available.



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## 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  
(East Camden Bypass)**



**DESIGN ENGINEERS**



**GENERAL CONTRACTOR  
(West Camden Bypass)**

Contractor to  
be selected Fall  
2024

**CONSTRUCTION INSPECTION**



**PUBLIC OUTREACH SUPPORT**

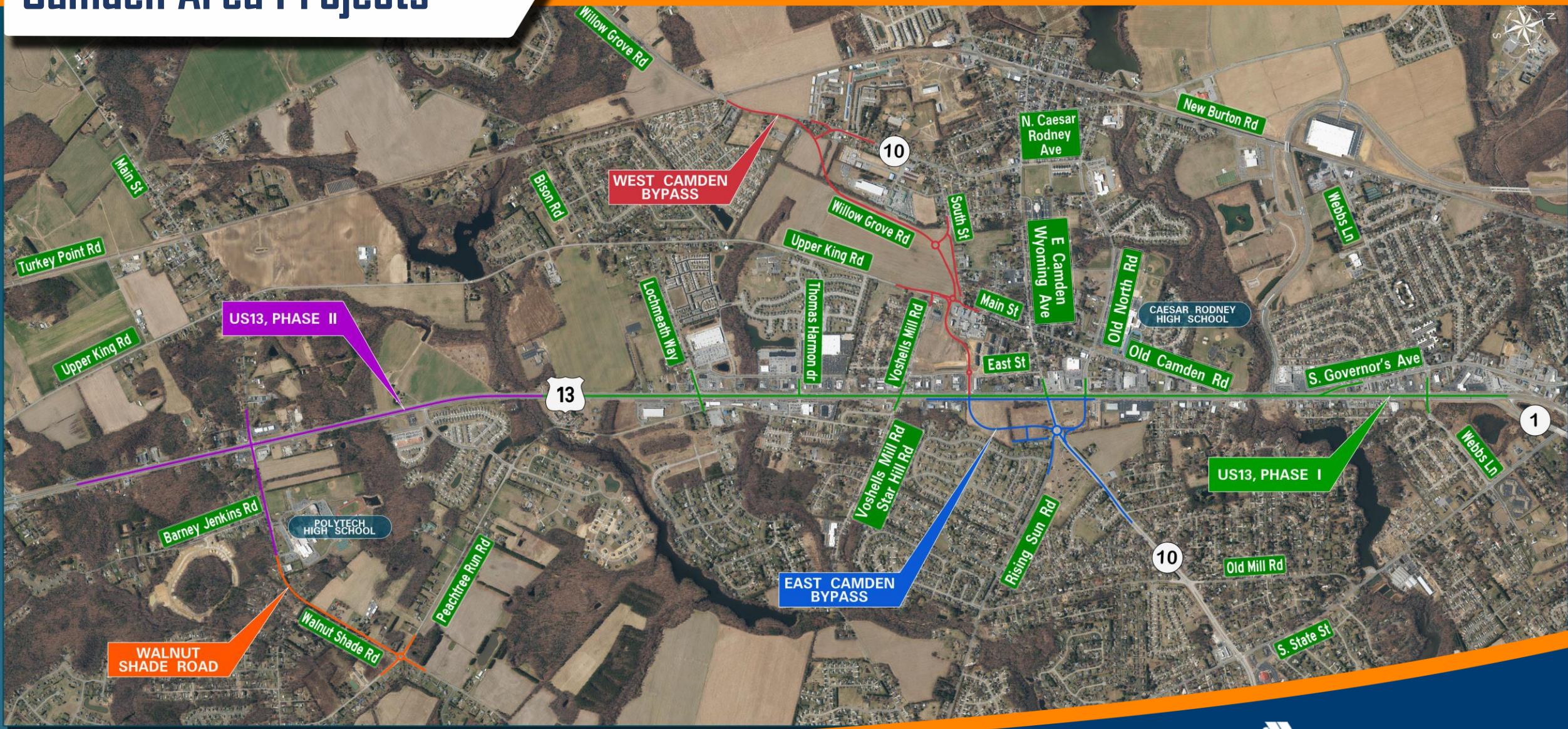


# Agenda

- **Project Overview**
- **Camden Area Projects**
- **Camden Bypass Projects**
- **East Camden Bypass**
- **West Camden Bypass**
- **Questions**



# Camden Area Projects





# Camden Bypass Projects



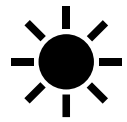
# East Camden Bypass



# East Camden Bypass



# East Camden Bypass



## Daytime Work Hours

- Anticipated 7:00 am to 7:00 pm



## Night Work

- Permitted on this project but anticipated to be used in limited capacity
- Required for US13 lane closures



# East Camden Bypass



**Phase I**

Construct improvements on US13, New Willow Grove Road and Old North Road. Construct ponds and continue utility relocations.

Lane Closures along US13 – Night Work

No Road Closures/Detours Needed

Duration: July 2024 – May 2025

# East Camden Bypass



## Phase I

Intersection of Old Mill Road and Rising Sun Road will be converted into an all-way stop condition. This condition will be a permanent change.

Lane Closures along Old Mill Road and Rising Sun Road. Day work.

No Road Closures/Detours Needed

Duration: Winter 2025

# East Camden Bypass



**Phase 2**

Construct improvements on Rising Sun Road including utility relocations (sewer). Relocation of Cataldi Lane entrance from Rising Sun Road to Willow Grove Road.

Rising Sun Road Closed – Detour Posted

Duration: May 2025

Coordination with West Camden - Required

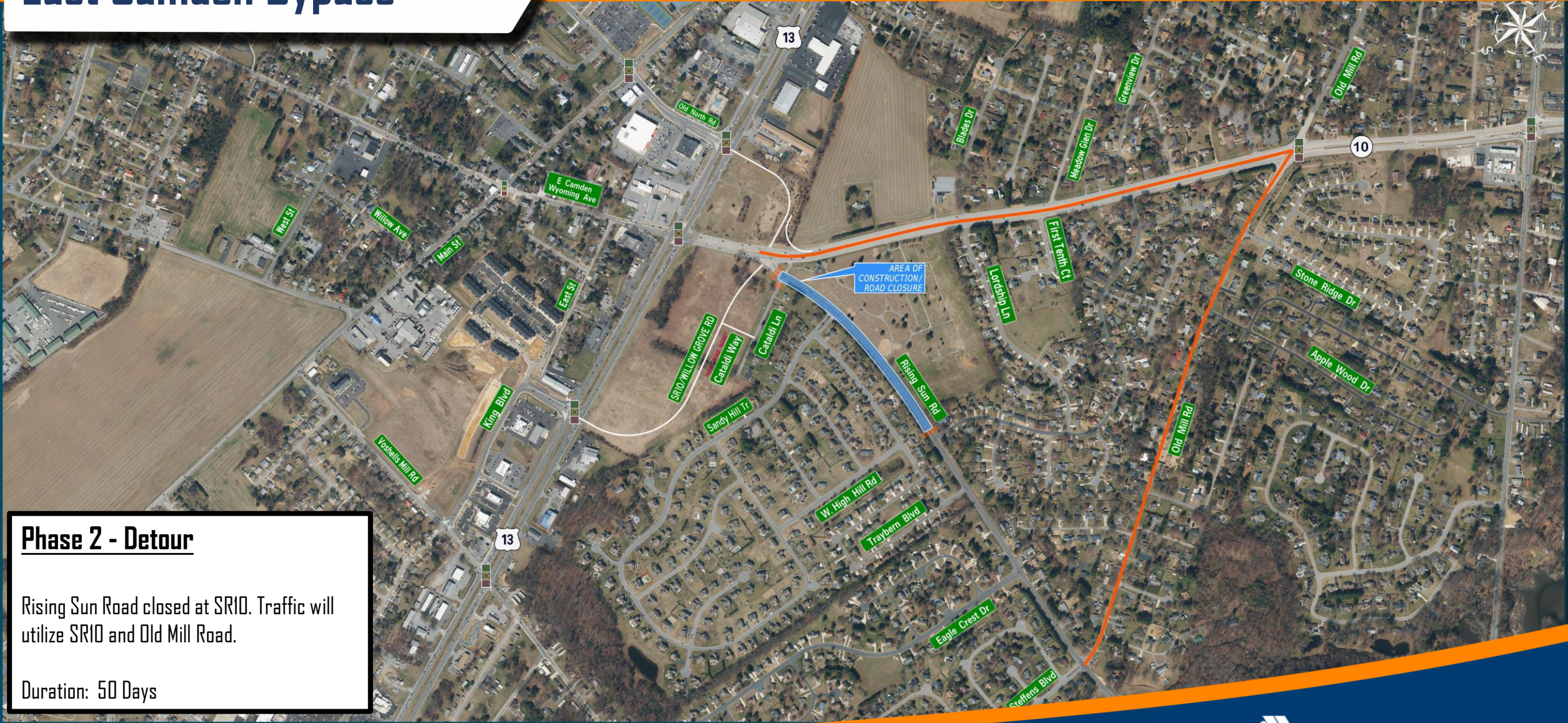
# East Camden Bypass

## Phase 2

Cataldi Lane access will be changed from Rising Sun Road to Willow Grove Road.



# East Camden Bypass

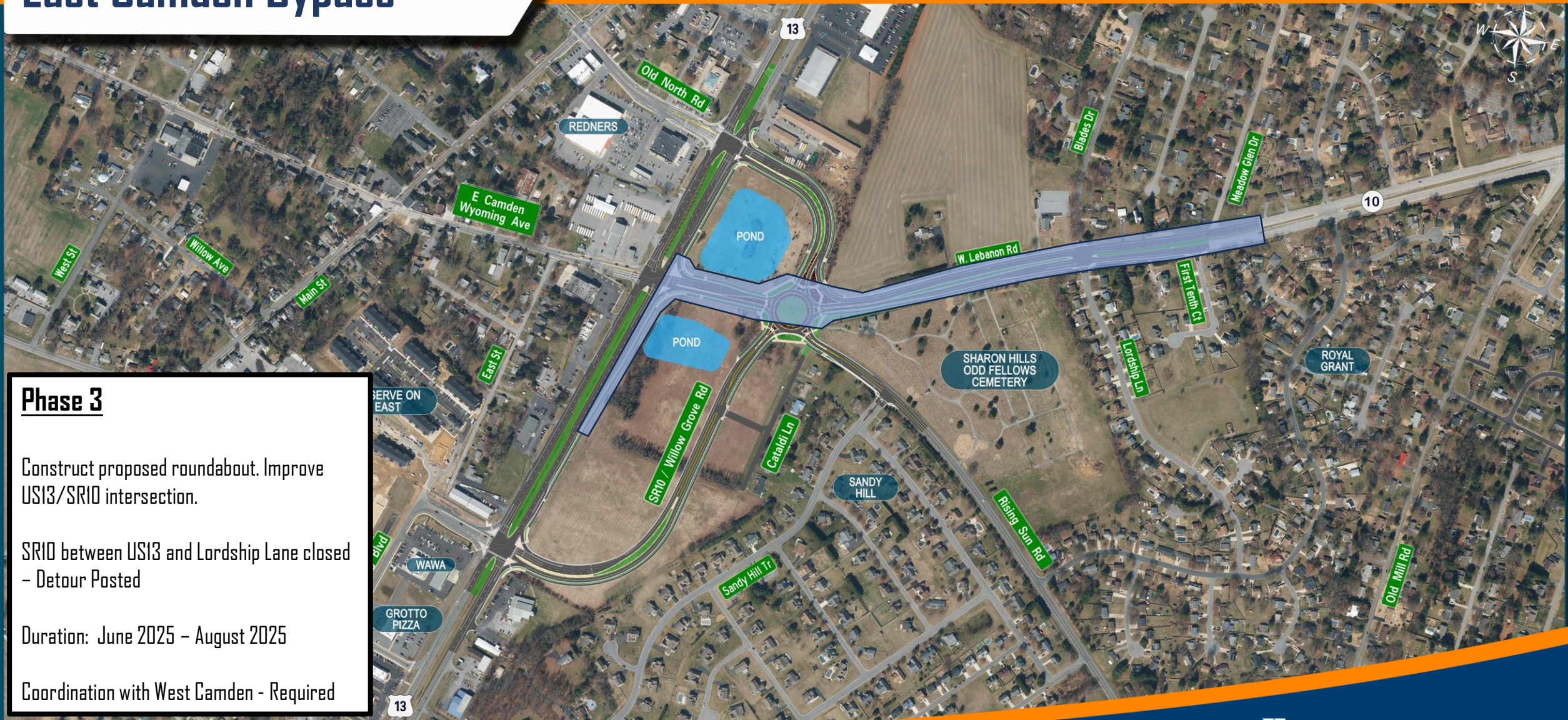


**Phase 2 - Detour**

Rising Sun Road closed at SR10. Traffic will utilize SR10 and Old Mill Road.

Duration: 50 Days

# East Camden Bypass



**Phase 3**

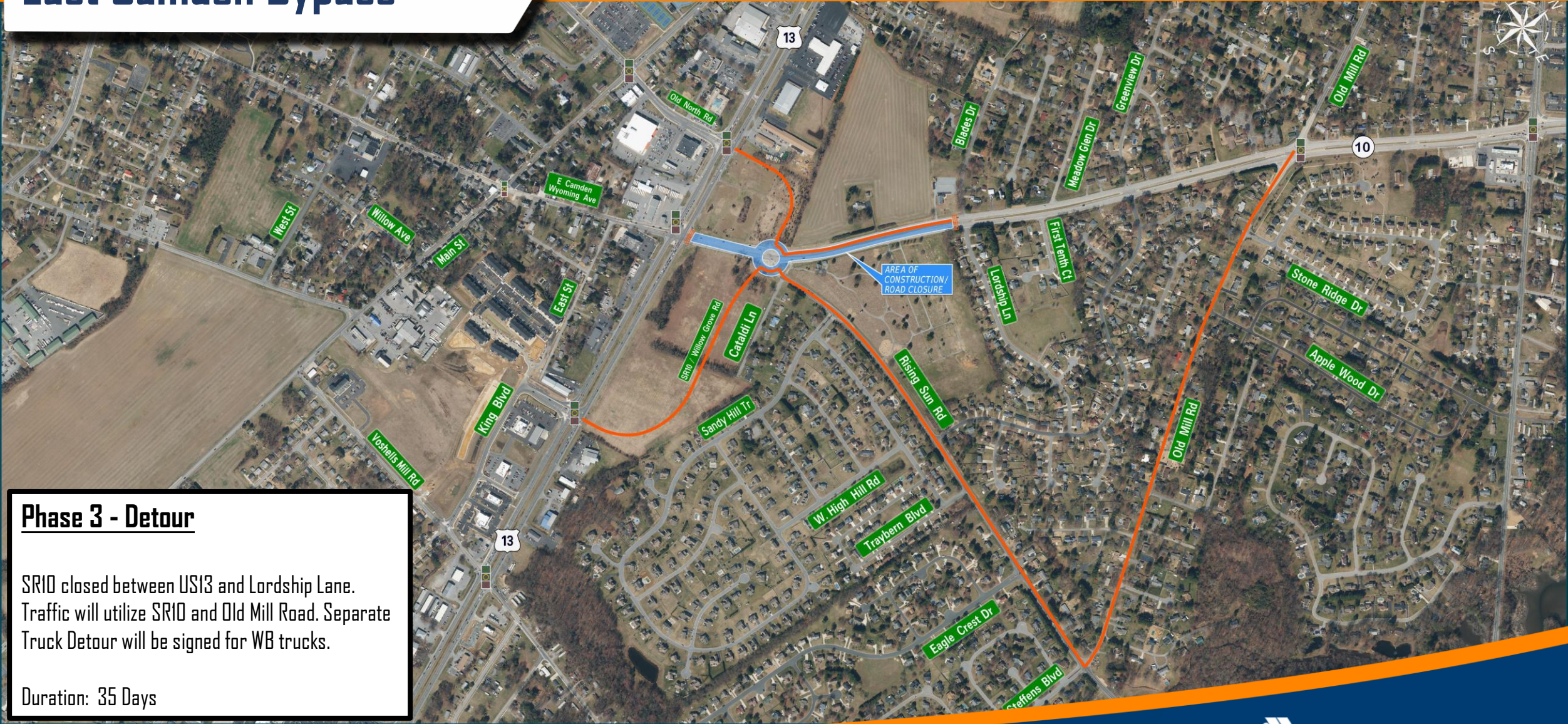
Construct proposed roundabout. Improve US13/SR10 intersection.

SR10 between US13 and Lordship Lane closed - Detour Posted

Duration: June 2025 - August 2025

Coordination with West Camden - Required

# East Camden Bypass



## Phase 3 - Detour

SR10 closed between US13 and Lordship Lane. Traffic will utilize SR10 and Old Mill Road. Separate Truck Detour will be signed for WB trucks.

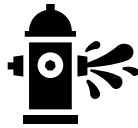
Duration: 35 Days

# East Camden Bypass



## Delmarva Power/City of Dover

Work to be completed early in the project by the utility company forces



## Tidewater Utilities/CWSWA

Relocations and new facilities to be constructed as part of the contract by the State's contractor



## Kent County Department of Public Works

Portion of 30" Sewer Forcemain is being replaced by the State's Contractor. Includes portion of main along Rising Sun Road that recently failed.



## Communications (Verizon, Comcast, Crown Castle)

Relocations to be completed early in the project by utility company forces.



## Chesapeake and Eastern Shore Natural Gas

Work completed prior to the start of construction.



# East Camden Bypass



**Kent County Sewer Relocation**

Replace 2,600' of 30" Forcemain from Old North Road to Rising Sun Road ending just south of Sandy Hill Trail. Work will be done by the State's Contractor as part of the overall project.

# Camden Bypass Projects



# West Camden Bypass



# West Camden Bypass



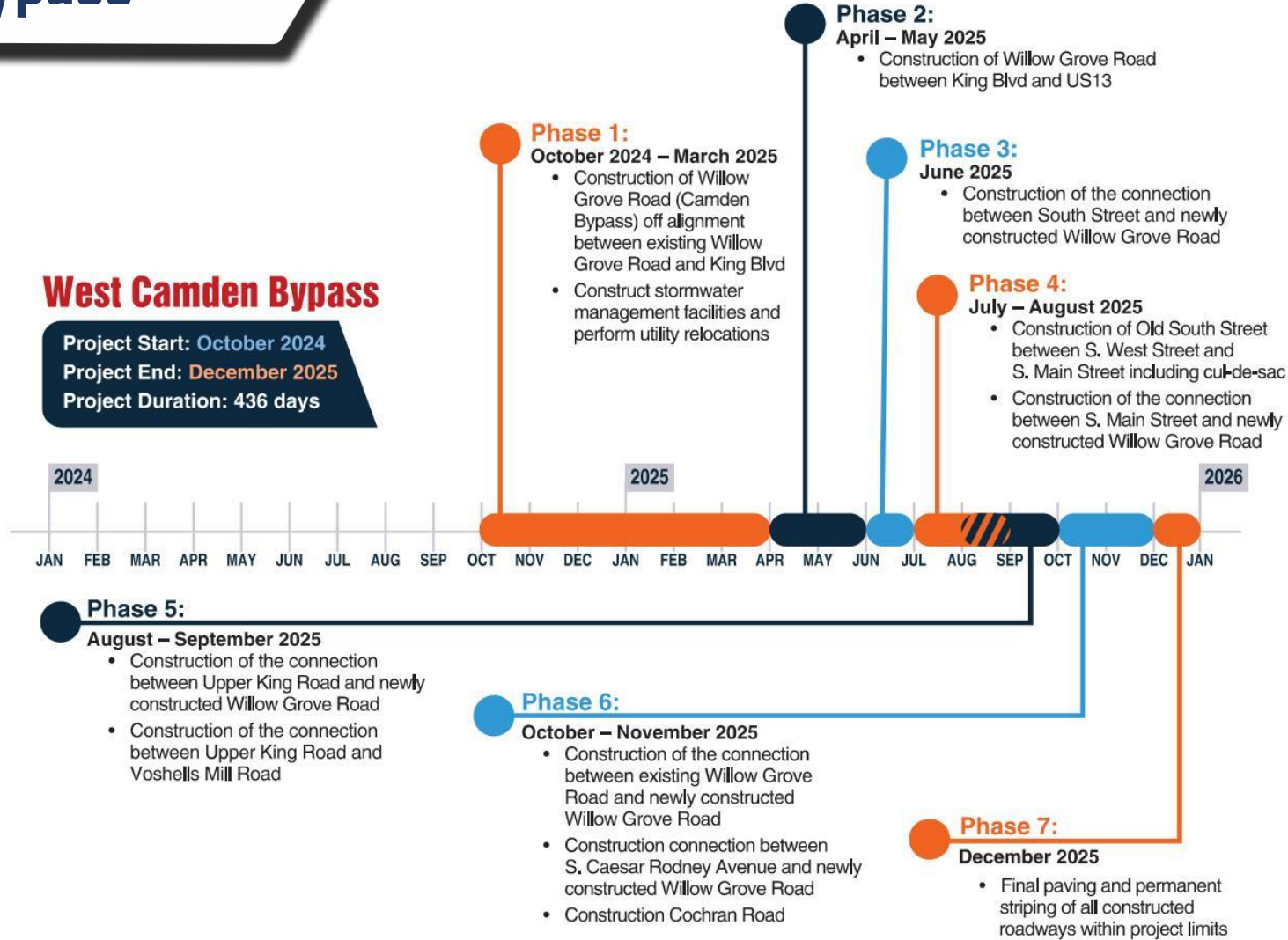
# West Camden Bypass



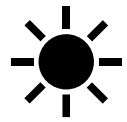
# West Camden Bypass

## West Camden Bypass

Project Start: **October 2024**  
Project End: **December 2025**  
Project Duration: 436 days



# West Camden Bypass



## Daytime Work Hours

- Anticipated 7:00 am to 7:00 pm



## Night Work

- Permitted on this project but anticipated to be used in limited capacity
- Required for US13 lane closures



# West Camden Bypass

## Phase 1

Construct new roadway between Willow Grove Road and King Blvd. Including ponds and utility relocations

Lane Closures Required. No Road Closures Required

Duration: October 2024 – March 2025

Coordination with East Camden – Not Required



# West Camden Bypass

## Phase 2

Construct Willow Grove Road between King Blvd. and US13. Includes Roundabout at the intersection of King Blvd. and Willow Grove Road.

Willow Grove Road will be closed between King Blvd. and US13. King Blvd. will remain open. Detour posted.

Duration: April – May 2025

Coordination with East Camden – Required



# West Camden Bypass



## Phase 2 - Detour

Willow Grove Road closed between King Blvd and US13. Vehicles will use US13 to Voshells Mill road and King Blvd. Detour posted.

Duration: 55 Days

# West Camden Bypass

## Phase 3

Construct Connection between South Street and Willow Grove Road

South Street will be closed at Wesley Street. Detour posted.

Duration: June 2025

Coordination with East Camden – Required

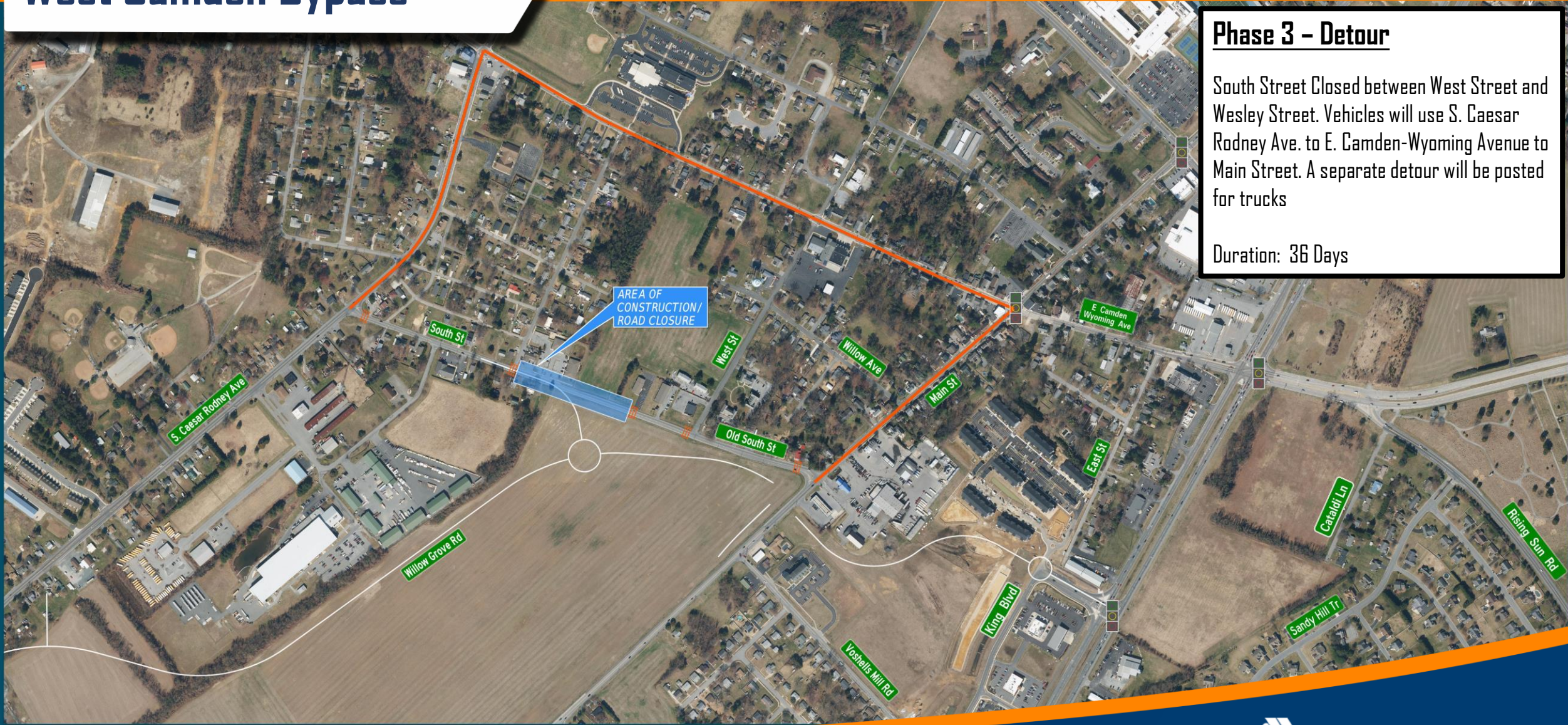


# West Camden Bypass

## Phase 3 - Detour

South Street Closed between West Street and Wesley Street. Vehicles will use S. Caesar Rodney Ave. to E. Camden-Wyoming Avenue to Main Street. A separate detour will be posted for trucks

Duration: 36 Days



# West Camden Bypass

## Phase 4

Construct Old South Street between West St. and Main Street; Construct Main St. tie-in to Willow Grove Road.

South Street will be closed between West Street and Main Street. Work is broken into two stages to minimize detour duration. Detour posted.

Duration: July - August 2025

Coordination with East Camden – Required

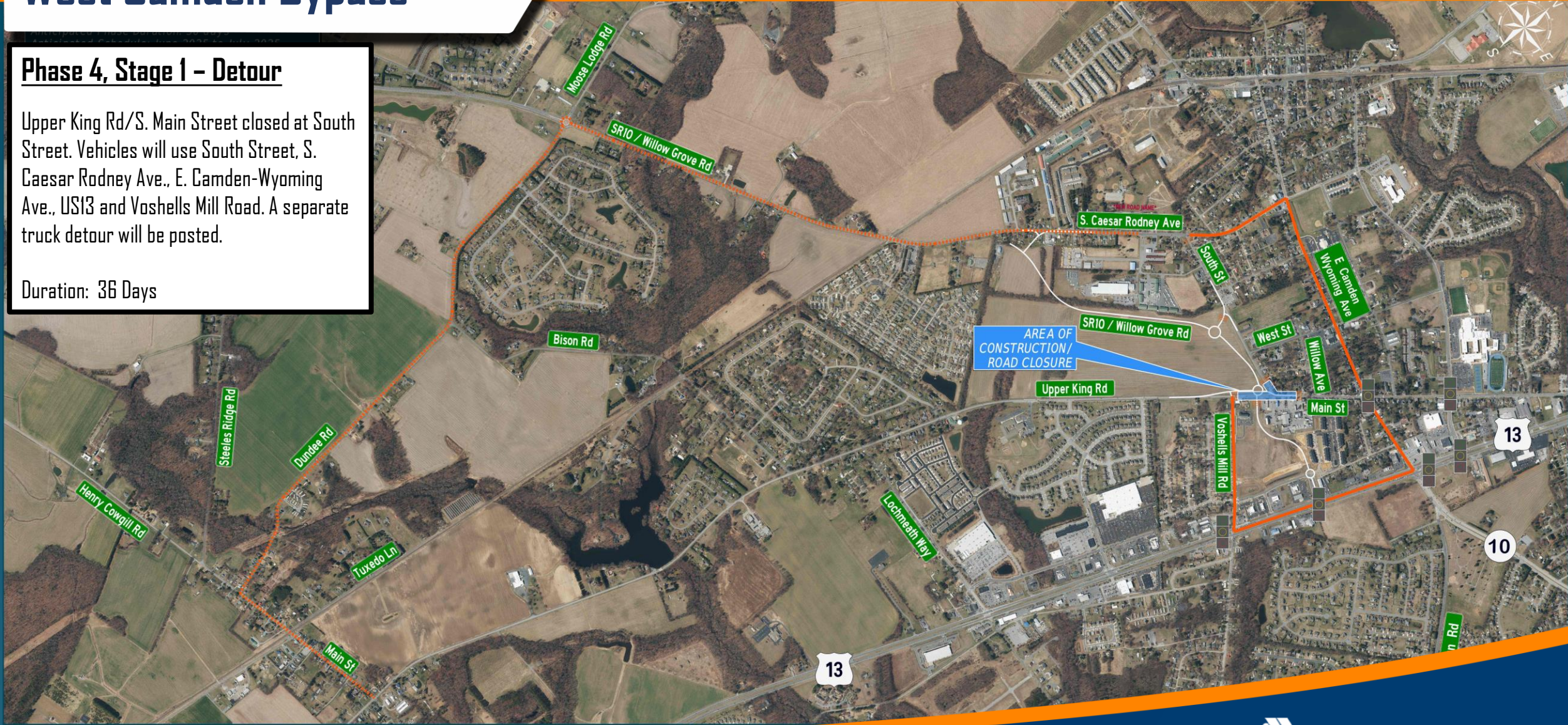


# West Camden Bypass

## Phase 4, Stage 1 - Detour

Upper King Rd/S. Main Street closed at South Street. Vehicles will use South Street, S. Caesar Rodney Ave., E. Camden-Wyoming Ave., US13 and Voshells Mill Road. A separate truck detour will be posted.

Duration: 36 Days



# West Camden Bypass

## Phase 4, Stage 2 - Detour

Upper King Rd closed between Voshells Mill Road and the Willow Grove Road. Vehicles will utilize the newly constructed Willow Grove Road to US13 to Voshells Mill Road.

Duration: 35 Days



# West Camden Bypass

## Phase 5

Construct Upper King Road between Voshells Mill Road and Willow Grove Road

Upper King Road and Voshells Mill Road Closed. Work is broken into two stages to minimize detour duration. Detour posted.

Duration: August - September 2025

Coordination with East Camden - Required



# West Camden Bypass

## Phase 5, Stage 1 - Detour

Upper King Rd closed at the intersection with Voshells Mill Road. Vehicles will utilize the newly constructed Willow Grove Road to US13 to Lochmeath Way.

Duration: 12 Days

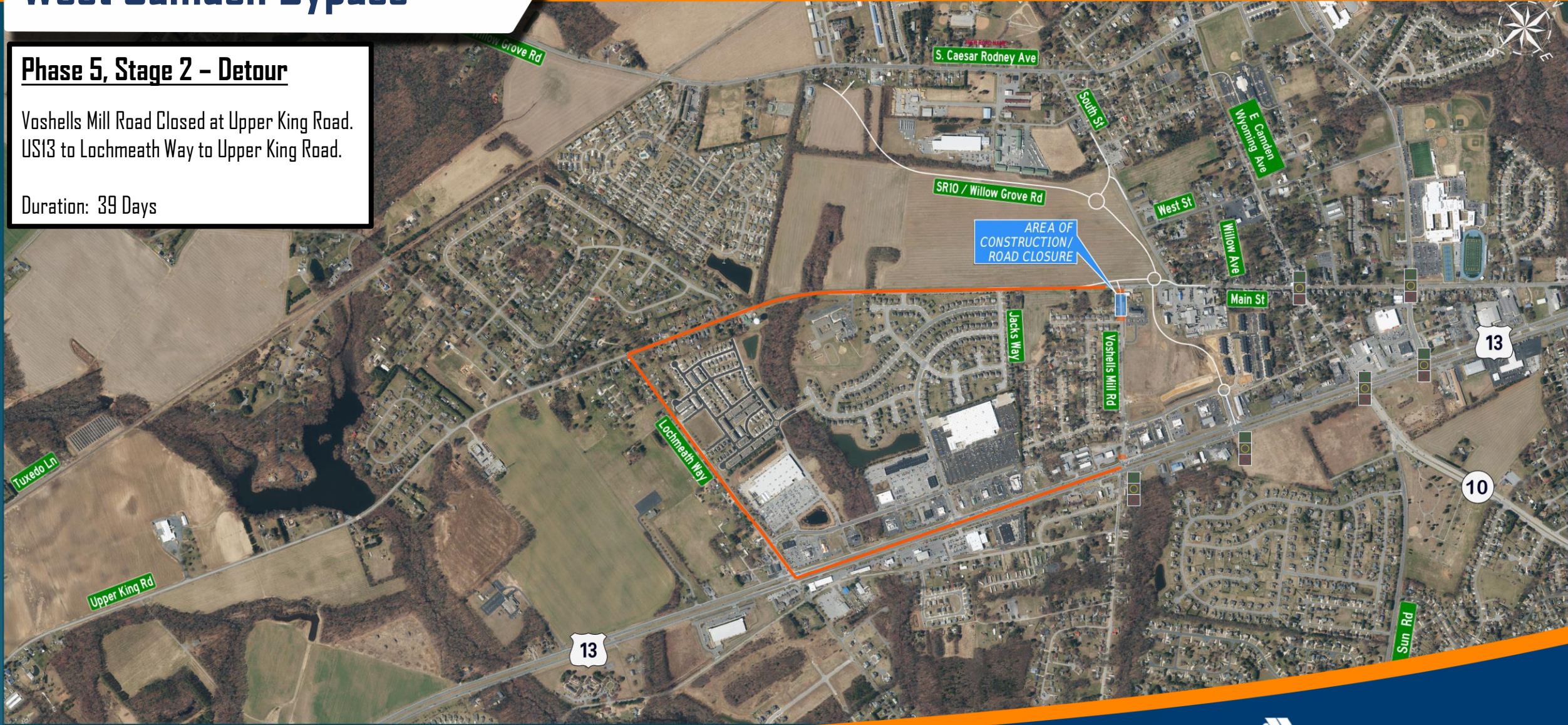


# West Camden Bypass

## Phase 5, Stage 2 - Detour

Vashells Mill Road Closed at Upper King Road.  
US13 to Lochmeath Way to Upper King Road.

Duration: 39 Days



# West Camden Bypass



**Phase 6**

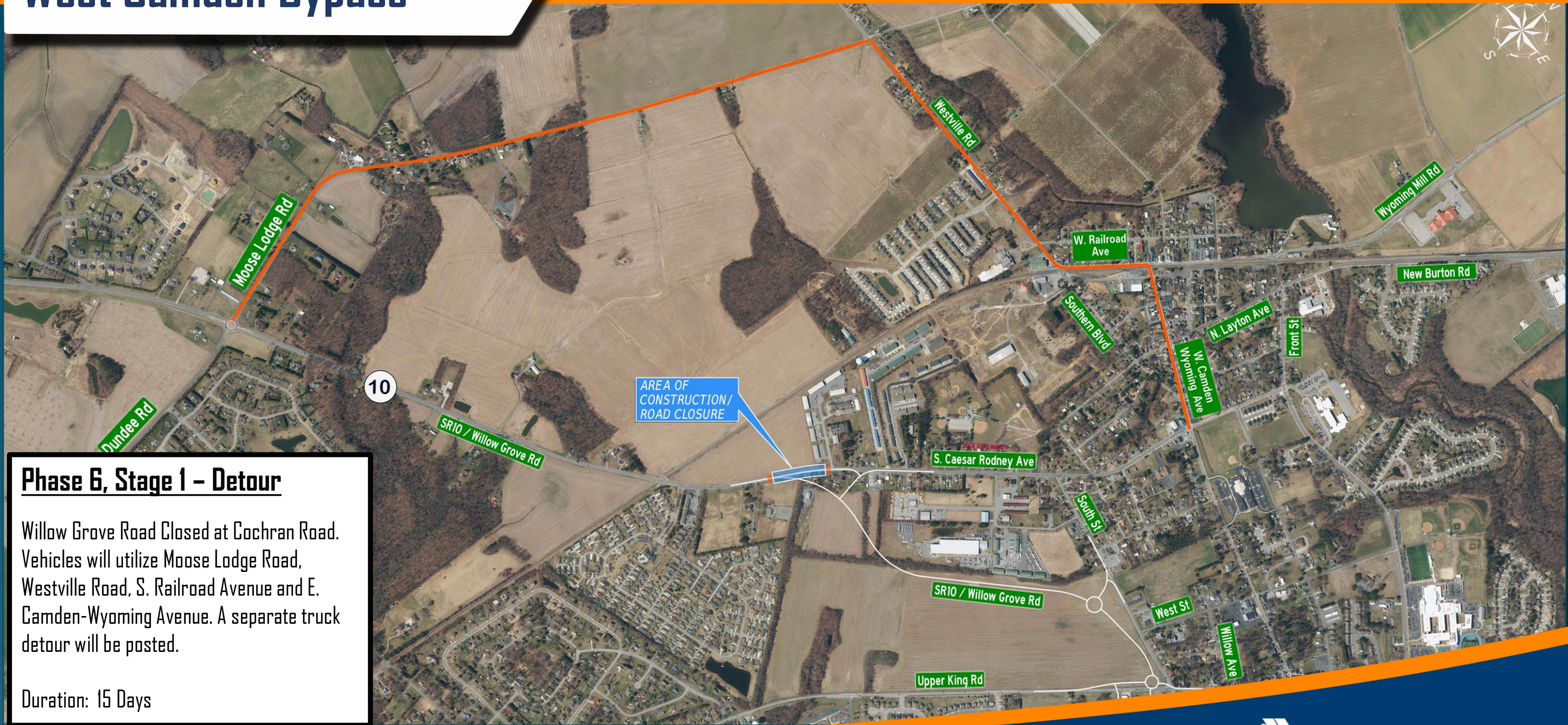
Construct tie in between existing Willow Grove Road and the new Willow Grove Road.

Existing Willow Grove Road closed. Detour posted.

Duration: October – November 2025

Coordination with East Camden – Required

# West Camden Bypass



**Phase 6, Stage 1 – Detour**

Willow Grove Road Closed at Cochran Road. Vehicles will utilize Moose Lodge Road, Westville Road, S. Railroad Avenue and E. Camden-Wyoming Avenue. A separate truck detour will be posted.

Duration: 15 Days

# West Camden Bypass



**Phase 6, Stage 2 - Detour**

Willow Grove Road Closed between Cochran Road and Brenda Lane. Vehicles will utilize the newly constructed Willow Grove Road and South Street.

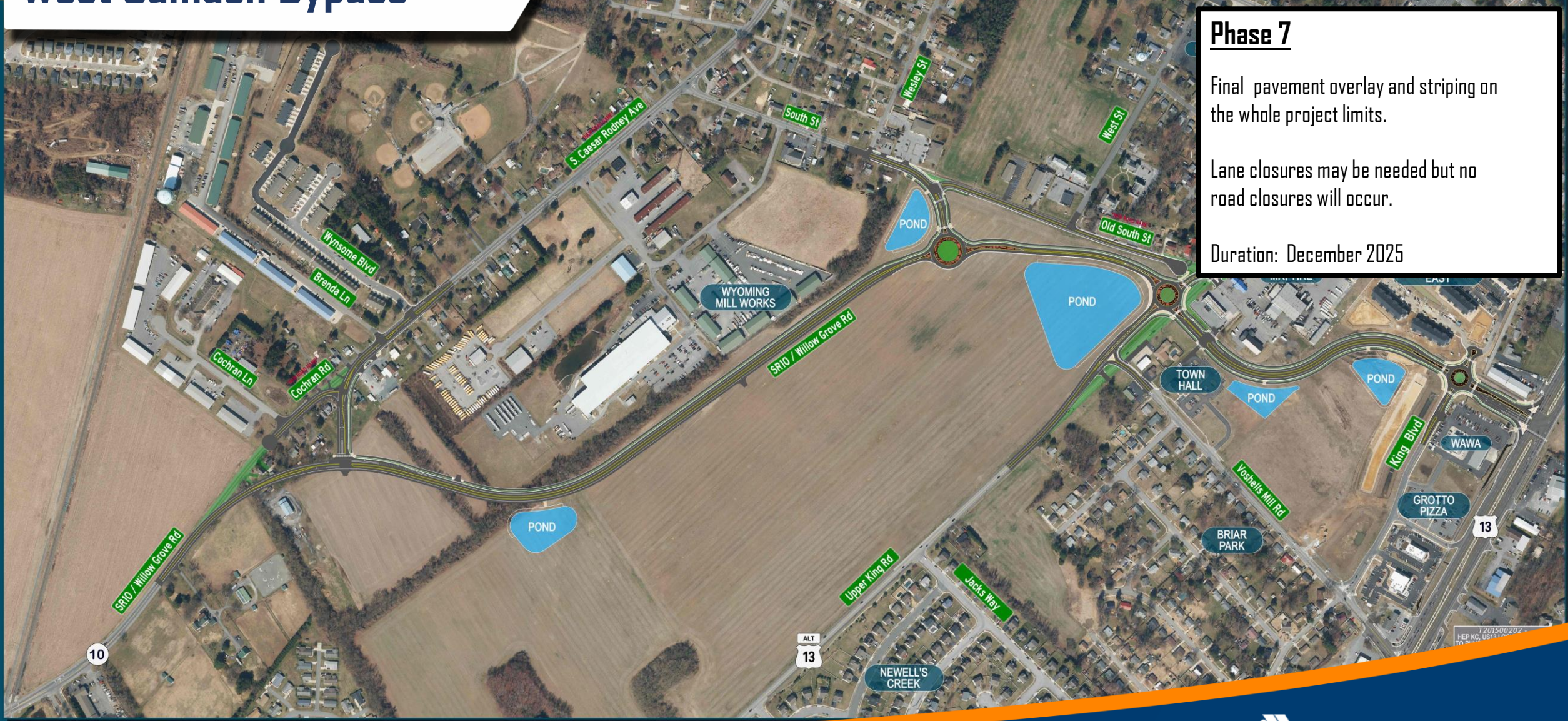
Duration: 30 Days

AREA OF CONSTRUCTION / ROAD CLOSURE

10

13

# West Camden Bypass



**Phase 7**

Final pavement overlay and striping on the whole project limits.

Lane closures may be needed but no road closures will occur.

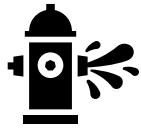
Duration: December 2025

# West Camden Bypass



## Delmarva Power

Work to be completed early in the project by the utility company forces



## CWSWA

Relocations and new facilities to be constructed as part of the contract by the State's contractor (Water and Sewer)



## Communications (Verizon, Comcast, Crown Castle)

Relocations to be completed early in the project by utility company forces.



## Chesapeake Gas

Work to be completed prior to the start of construction.



# Thank You!

## How do you stay informed?

 [www.camdenareaprojects.com](https://www.camdenareaprojects.com)



## CONTACT US

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

### DeIDOT Community Relations

- 800-652-5600 or 302-760-2080
- Email [info@camdenareaprojects.com](mailto:info@camdenareaprojects.com)

**CAMDEN AREA**  
**PROJECTS**

Questions?

# Roundabouts

- ⚠️ **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

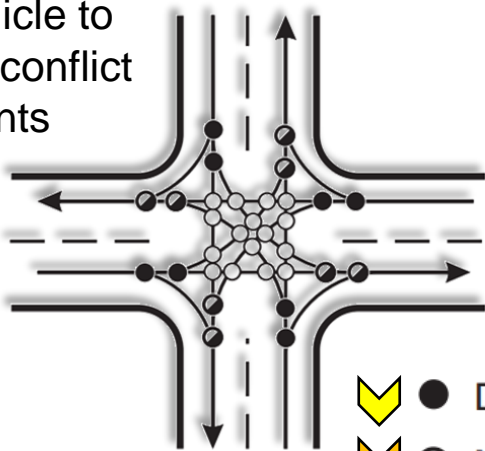





[Delaware Roundabouts - Delaware Department of Transportation \(deldot.gov\)](http://deldot.gov)

# Roundabouts

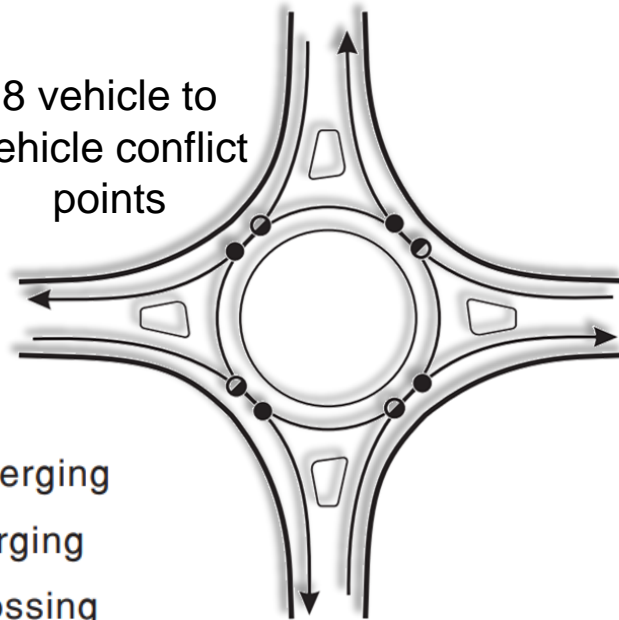
## Roundabouts Reduce the Potential for Crashes Due to Fewer Conflict Points

32 vehicle to vehicle conflict points



-  ● Diverging
-  ● Merging
-  ○ Crossing

8 vehicle to vehicle conflict points

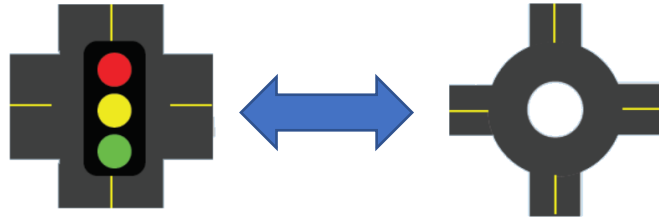


<b>Diverging Conflict</b>	<ul style="list-style-type: none"> <li>• Less Severe</li> <li>• Caused by the separating of two traffic streams. The most common types of crashes due to diverging conflicts are sideswipes and rear-end crashes.</li> </ul>
<b>Merging Conflict</b>	<ul style="list-style-type: none"> <li>• More Severe</li> <li>• Caused by the joining of two traffic streams. The most common types of crashes due to merge conflicts are sideswipes and rear-end crashes</li> </ul>
<b>Crossing Conflict</b>	<ul style="list-style-type: none"> <li>• Most Severe</li> <li>• Caused by the joining of two traffic streams. These are typically right-angle or head-on crashes and most likely to involve injuries or fatalities</li> </ul>

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.