



FAQs

1. When will the project be complete?

The Delaware Avenue Separated Bikeway project will begin construction in December of 2021 and is expected to be completed by the end of 2022.

2. What is the project cost?

Approximately \$7.6 million.

3. Will work be done at night?

Yes, work will be done at night when temporary lane closures are needed to complete construction activities to minimize impacts to commuter and pedestrian traffic during daytime hours. Certain portions of work that can't be completed in a single night will also be completed during weekend hours to minimize impacts as well.

4. Are closures and detours needed?

Yes, closures and lane restrictions are needed during nighttime and weekend to complete project construction. Detours will be provided when closures occur. Notice will be provided on this website and DelDOT's website in advance of closures and lane restrictions. Click [here](#) for more information about detours and closures. Portable Changeable Message Signs will also be deployed within the project area at least 10 days prior to any road closure and detour.

5. Will there be impacts to the Newark Transit Hub?

For the majority of construction, access will be maintained to the Newark Transit Hub. Certain portions of construction will affect the Newark Transit Hub driveways accessing Delaware Avenue. However, at least one access to or from Delaware Avenue will always be maintained and detour routes for transit routes have been coordinated with DART to preserve full service.

6. Will there be impacts to businesses and services along Delaware Avenue?

For the majority of construction, access will be maintained to businesses and services. However, certain portions of construction will require the closure of driveways to businesses and services along Delaware Avenue. Wherever possible, construction activities affecting driveways will be completed during weekend or nighttime hours to minimize impacts. Owners will be informed before the closure of any driveway.

7. Will existing pedestrian facilities be maintained during construction?

Although the construction phasing was developed in a way to minimize the closure of pedestrian facilities, certain construction activities will require the closure of these facilities along Delaware Avenue. When these closures occur, pedestrian detours and flaggers will be deployed in the field to maintain pedestrian accesses. Click [here](#) for additional details about pedestrian facility closures and detours.

8. How will parents, students, and teachers be able to access the Newark High School during project construction?

The project team has coordinated construction activities with the school during design phase. Access will be maintained to the school during most of the construction. Portions of

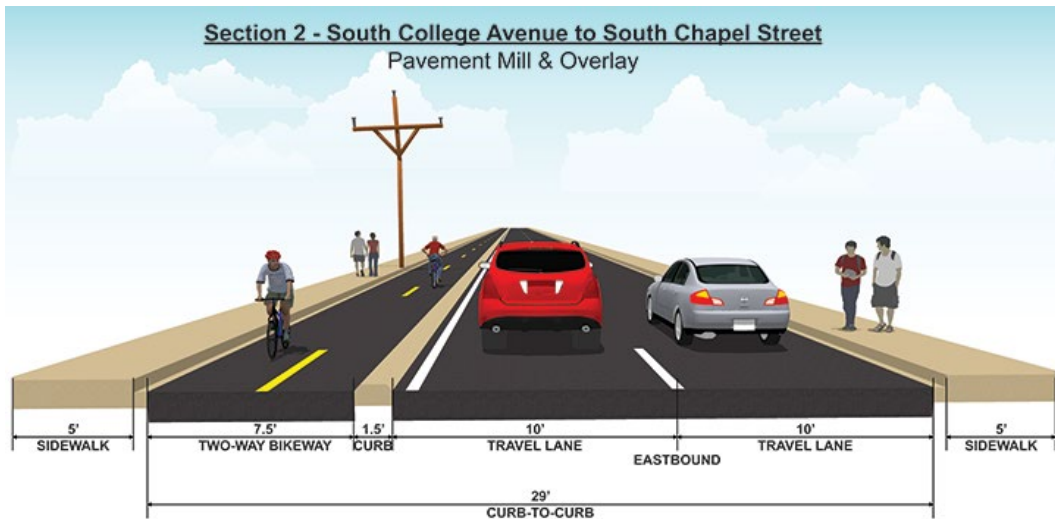
construction that will have the most impact to the school access will occur during summer break. During these impacts, at least one access to the school will still be maintained.

9. Will this project improve existing pedestrian facilities?

The project will address ADA (Americans with Disabilities Act) compliance, ensuring all non-compliant curb ramps are improved, and deteriorated curb and sidewalk is repaired.

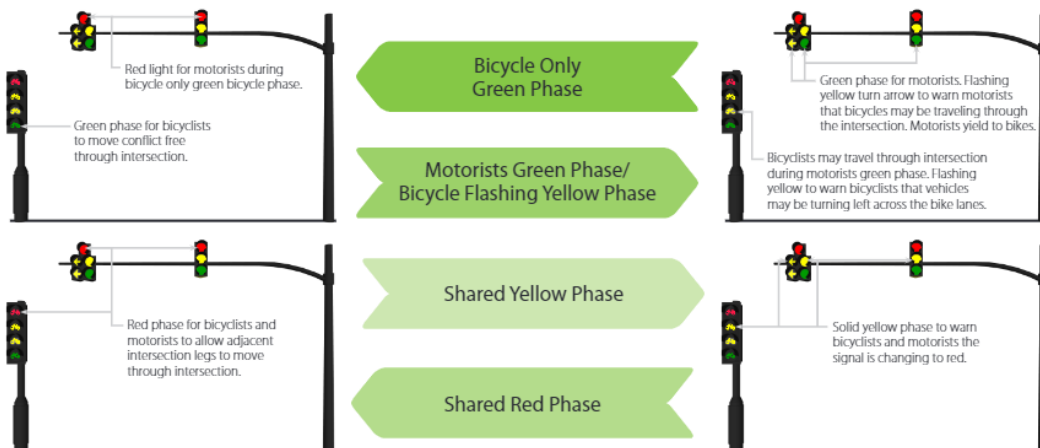
10. What is a separated bikeway?

A two way bike lane physically separate bicyclists from sidewalk and traffic using curbing, striping and/or posts. This type of bicycle facility is more comfortable for most bicyclists who prefer not to ride on the road with traffic. See example below of separated bikeway between S. College Avenue and S. Chapel Street.



11. How does a signalized intersection work with a separated bikeway?

Signalized intersections with a separated bikeway include separate signals for bicyclists. Bike detections will tell the signal when a bicyclist is present. Bicyclists have their own separate green phase to move conflict free through the intersection while motorists have a red signal. Both bicyclists and motorists may travel through the intersection during the vehicular green phase and the bicycle flashing yellow phase. Bicyclists and motorists will share yellow and red phases.



12. Why is a separated bikeway needed?

Delaware Avenue in Newark, Delaware, serves as a major thoroughfare for University of Delaware students traveling through campus. Although the bicycling volume is significant, Delaware Avenue lacks a dedicated bicycle facility for westbound cyclists. Cyclists are often seen riding on sidewalks or against the one-way traffic (contraflow) in the existing bike lane along Delaware Avenue. This cycling behavior is risky and creates an uncomfortable environment for not only the cyclists but also for pedestrians and motorists as well.

13. Will there be any bike signals? How will that operate?

Yes, there will be bicycle signal for this project. They will be installed on both directions of the bikeway. They will be operated in coordination with the vehicular signal. The sequence will be a protected steady green bicycle symbol, followed by a permissive flashing yellow bicycle symbol, a steady yellow bicycle symbol and then a steady red bicycle symbol. During the flashing yellow bicycle phase, the turning bicyclists along Delaware Avenue will yield to vehicles travelling through the intersection.



14. The Delaware Avenue/South College Avenue intersection will be raised. What is a raised intersection?

A raised intersection is similar to a raised crosswalk, except that the raised section covers an entire intersection, including crosswalks to enable pedestrians to cross the road at the same level as the sidewalk. Approach ramps are provided on all street approaches, resulting in traffic to slow down and watch for pedestrians.



15. What is a bike box?

A painted green space on the road with a bicycle symbol located at an intersection. It alerts approaching drivers of bicyclists.



16. How is a bike box used?

A bike box provides a space for bicyclists to enter and cross at an intersection ahead of traffic.

17. Why are some sections of the pavement green?

Green colored pavement is used at conflict points between bikes and vehicles at driveways and intersections. At the Pomeroy Trail Crossing, a “cross-bike” is proposed. A “cross-bike” refers to intermittent green colored pavement markings outlined using dotted white lines to demonstrate a bicycle crossing where people riding on bicycles will not be required to dismount and cross as pedestrians. The “cross-bike” proposed at the Pomeroy Trail Crossing location will be used by eastbound bicycle traffic transitioning from the two-way bicycle facility onto the one-way separated bicycle lane.

