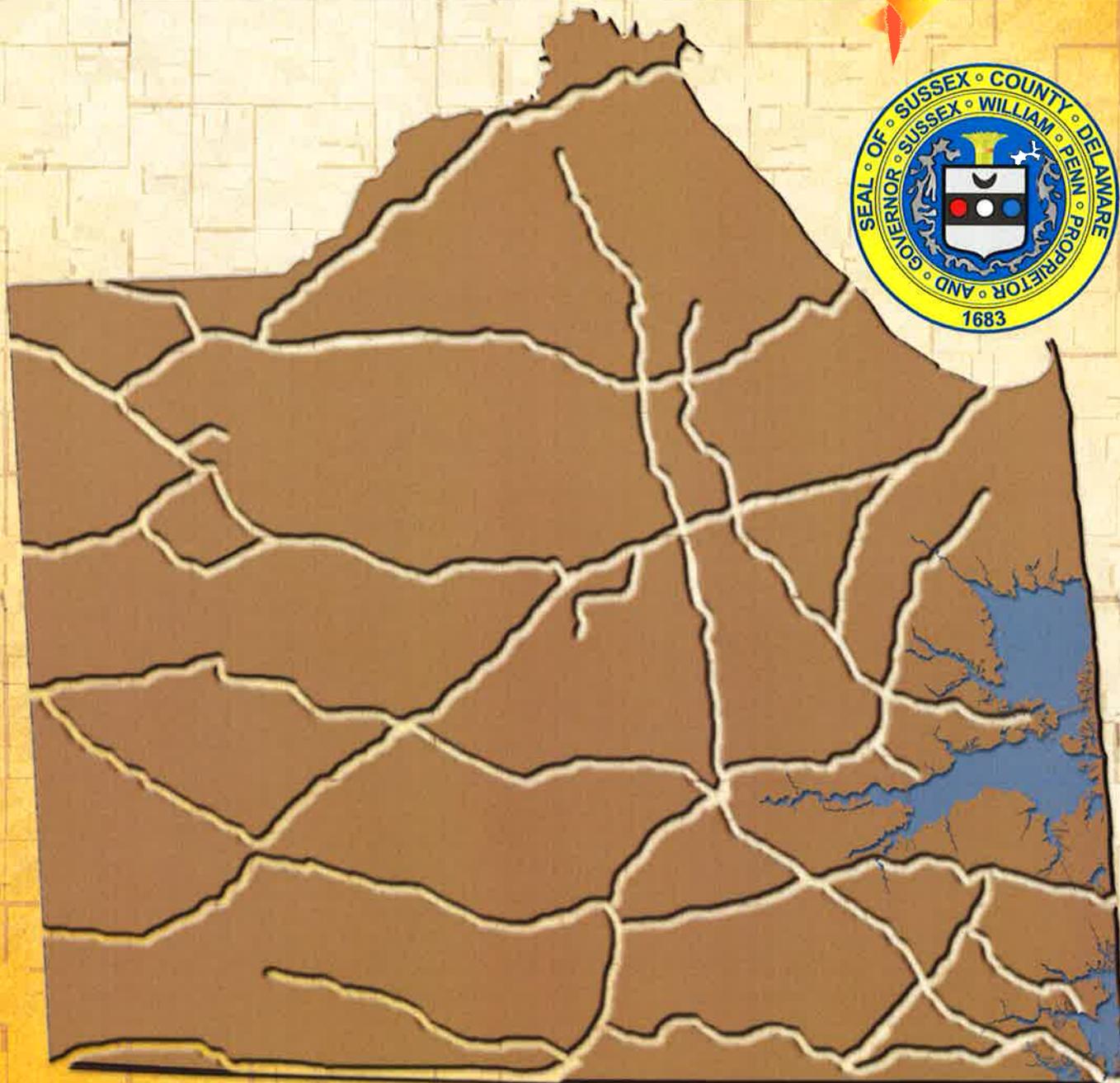
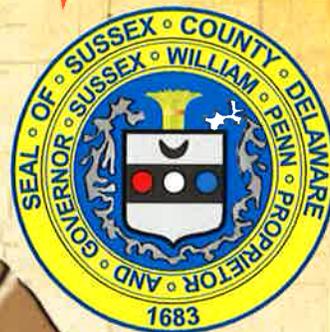


2004

SUSSEX COUNTY

East - West Routes

Update



Prepared for:



June 2004

Prepared by:

**McCormick
Taylor**
Engineers & Planners
Since 1946

Summary of Sussex County East-West Routes

**Third Edition
2004 Update**

Sussex County, Delaware

Produced for:
State of Delaware
Delaware Department of Transportation
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SUMMARY

As an ongoing effort by the Delaware Department of Transportation (DelDOT) a review of most of the two-lane state numbered routes in Sussex County was conducted in the spring of 2000, winter of 2001/2002 and most recently winter 2003/2004. All reviews have included a site visit, review of traffic data and recent accident data along these routes.

Overall, the roadway design characteristics of the routes examined continue to be generally good. The roadways include 11 to 12 feet wide bituminous or bituminous overlaid travel lanes, 0 to 10 feet wide paved or surface treated shoulders, fair to good pavement conditions, good vertical and horizontal geometry, and adequate lateral clearances and sight distances. Nearly half of the roadway examined exhibited areas of longitudinal cracking, rutting, crack sealing and isolated areas of mill-outs due to subsurface pavement expansion. Although these conditions are noted in this report, the Department's Pavement Management Prioritization Process will address them.

Based on a review of recent roadway accident histories, roadway segments that exhibited an accident rate significantly higher than the statewide average accident rate were considered likely candidates for further detailed study. Additionally, 0.3-mile roadway segments, on which greater than 15 accidents occurred during the three-year study period, were noted.

Based on the review of roadway, traffic, and accident data, key issues were noted in several categories:

- Intersection and corridor studies
- Horizontal roadway geometry
- Drainage
- Guardrail
- Highway lighting
- Signing
- Culvert

Based on this review, the key issues were summarized to identify and prioritize recommendations, which are shown on *Figure 7*.

I. INTRODUCTION

In conjunction with the Delaware Department of Transportation (DelDOT), a review of most of the two-lane state numbered routes in Sussex County was conducted during the winter of 2003/2004. The Department's 2004-2009 Capital Transportation Program (CTP) cited most of the routes reviewed and many of the routes were listed under the general heading of "Sussex East-West Routes."

In November 2000, the Department published a report titled "Summary of Sussex County East-West Routes" which summarized the conditions of all the "east-west" routes in Sussex County. However, not all portions of Delaware Routes 23, 26, 36, 54, and 404 were evaluated. DelDOT, wanting to be comprehensive, addressed the remaining portions of the above-mentioned roadways in the Second Edition of the "Summary of Sussex County East-West Routes." Therefore, a complete review of all two-lane state numbered routes in Sussex County was completed in 2002, and again in this most recent 2004 evaluation.

Each report has made programming recommendations for future studies. Several of the recommended studies are currently underway, and others have been funded and are expected to begin by 2005.

Table I-1 lists the routes included in this review, the length of the routes, and a list of any overlapping (braided) routes.

Each route was examined during a site visit. The general roadway characteristics and conditions were noted, and photo and video logs were established. Traffic statistics were obtained from the Department's *2002 Traffic Summary Report*. Based on accident data from the past three years, high accident locations were noted. Two guidelines were used in locating potential roadway safety problem areas: roadway segments with accident rates significantly higher than the statewide average rate, and 0.3-mile roadway segments with greater than 15 accidents during the period examined. The 0.3-mile roadway segmentation is based on the Department's Highway Safety Improvement Program (HSIP) guidelines. Based on this evaluation, programming recommendations are made.

The recommendations included within this report focus on the two-lane roadway sections (reviewed in *Table I-1*) and intersections along those roadway sections. For the most part, recommendations for those sections of the roadways within towns were not given, as the potential problems within towns are likely to require a study of the roadway network throughout the entire town, and not just the roadway section reviewed. The individual needs and circulation issues within the town sections should be evaluated independently, with studies tailored to each municipality and further consideration of local and regional transportation issues. Additionally, recommendations at intersections with four-lane principal arterials (US Route 13 (US 13), US Route 113 (US 113), and Delaware Route 1 (SR 1)) were generally not given, as potential problems are more likely to be related to the four-lane principal arterial than to the two-lane arterial or collector. The Corridor Capacity Preservation Program and major planning studies are being conducted separately on four lane principal arterials, and are therefore not addressed further in this report.

Route	Total Length (Miles)	Overlap Section Shared with Route(s)	Length Covered in Report (Miles)
Route 5	19.5	SR 23 and 24	18.0
Route 5A	3.8	SR 16 and 30	1.3
Route 9	31.8	SR 404	31.8
Route 9TR	3.3	No Routes Overlapped	3.3
Route 9BR	3.2	No Routes Overlapped	3.2
Route 16	27.5	SR 36	21.5
Route 17	8.3	No Routes Overlapped	8.3
Route 18	19.3	SR 404	9.0
Route 20	38.2	US 13, US 113, and SR 54	33.7
Route 23	14.4	SR 5	11.9
Route 24	40.4	SR 5 and 30	40.4
Route 26	23.2	SR 20, 30, and 54	17.0
Route 30	44.7	SR 24, 26, 30, and 54	32.2
Route 36	23.6	SR 16	23.6
Route 54	38.4	SR 26 and 30	38.4
Route 404	35.1	US 9 and SR 18	20.5
Route 404BR	3.3	No Routes Overlapped	3.3
		Total	317.4

Most of the routes examined included 11 to 12 feet wide bituminous or bituminous overlaid travel lanes (one lane in each direction). The roadway geometry generally included 0 to 10 feet wide paved or surface treated shoulders. Unless otherwise noted, roadway design characteristics appeared generally good. The facilities exhibited good vertical and horizontal geometry and provided adequate lateral clearances and sight distances. Drainage provisions consisted primarily of roadside swales or ditches that were in good repair. Guardrail throughout the studied roadways included end treatments that DeIDOT may consider upgrading. Potential candidates for the addition of guardrail include culverts, bridges, and roadway sections with steep drainage ditches. There were no direct conflicts or obstructions due to above ground utilities noted. Nearly half of the roadways examined exhibited areas of longitudinal crack sealing, cracking, rutting, and isolated areas of mill-outs due to subsurface pavement expansion (areas where the pavement had buckled, and was subsequently milled down by the Department's maintenance personnel). Several locations requiring greater access definition were noted and are discussed in the route specific text. Pavement striping and signing on most routes were adequate and clear.

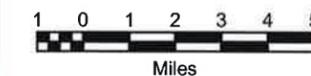
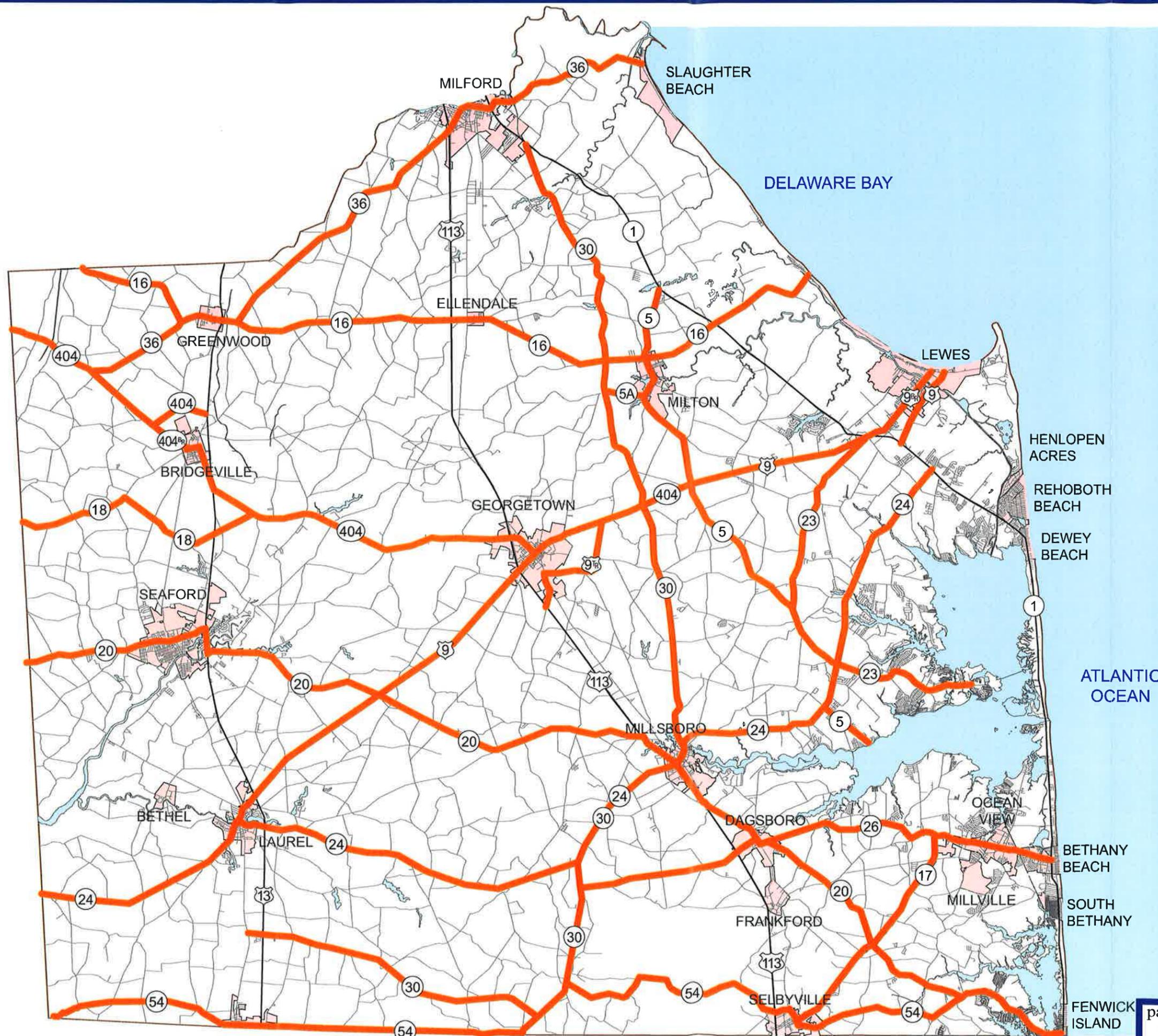
Figure 1 shows the routes that were reviewed, a representative sample photograph of each route is shown on *Figure 2*, and *Figure 3* identifies the conditions of the shoulders and location of bike lanes, parking and sidewalks.

Figure 1

East-West Routes, 2004 Update Routes Reviewed

Legend

 Routes Reviewed



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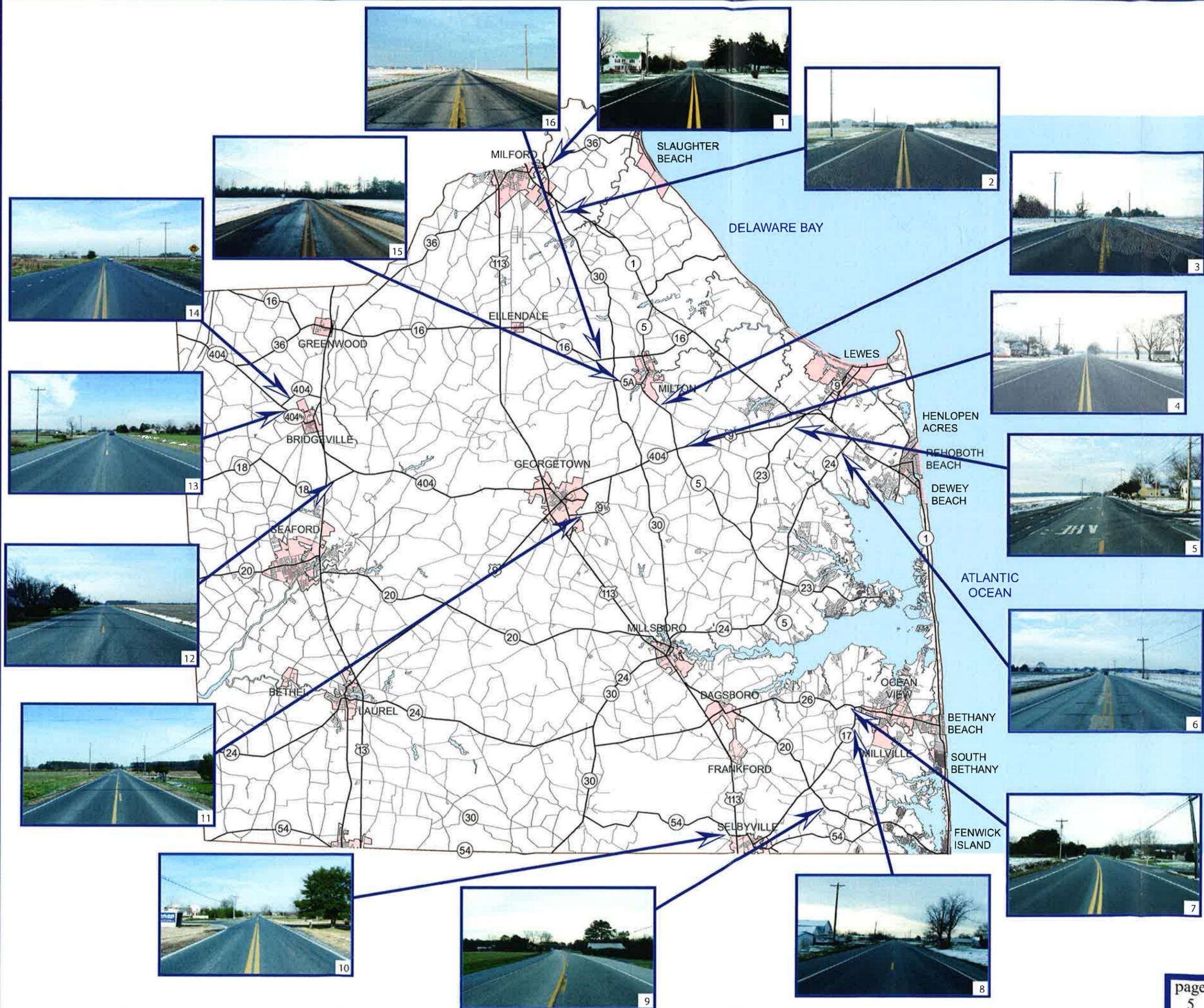
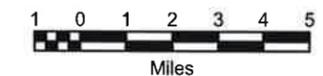
Figure 2

East-West Routes, 2004 Update

Photographs of
Routes Reviewed

Photo Legend

- | | | |
|----|---------|-------------|
| 1 | SR36 | East Bound |
| 2 | SR30 | South Bound |
| 3 | SR5 | South Bound |
| 4 | SR9 | South Bound |
| 5 | SR23 | West Bound |
| 6 | SR24 | South Bound |
| 7 | SR26 | West Bound |
| 8 | SR17 | South Bound |
| 9 | SR20 | East Bound |
| 10 | SR54 | West Bound |
| 11 | SR9TR | East Bound |
| 12 | SR18 | East Bound |
| 13 | SR404BR | West Bound |
| 14 | SR404 | East Bound |
| 15 | SR5A | East Bound |
| 16 | SR16 | West Bound |



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Figure 3

East-West Routes, 2004 Update Existing Shoulder Conditions

-  Paved Shoulder
-  No Paved Shoulder
-  Bikelane, Parking or Sidewalk



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II. SUSSEX COUNTY ROUTES

The roadway, traffic, and accident characteristics of each route examined are presented in this section. Each of the following sub-sections of the report cover a separate route evaluated. Significant roadway issues are summarized at the end of each sub-section. Any potential roadway resurfacing projects will be pursued and prioritized based on the standard procedures followed by the Department's Pavement Management Section. Additionally, the Department has a separate guardrail update program. Therefore, both pavement and guardrail issues are noted in the summary tables, but not highlighted as significant issues.

A. Delaware Route 5/Alternate Route 5

Starting at its northern terminus, Delaware Route 5 (SR 5) begins at Delaware Route 1 (SR 1) and travels south through Milton. It continues in a southeasterly direction to an intersection with Delaware Route 23 (SR 23). Heading west, SR 5 is shared with SR 24 for approximately 1.5 miles, before diverging from SR 24 and proceeding in a southeasterly direction to the Indian River Bay. Shared Routes 5 and 24 will be addressed in the Route 24 Section of this report. However, this section does include shared SR 5 and SR 23. The total length of SR 5 is approximately 19.5 miles. SR 5 is classified as a "major collector".

Roadway and Traffic Characteristics

Roadway and traffic characteristics for SR 5 and Alternate Route 5 are identified in *Tables II-1* and *II-2* at the end of this sub-section.

Accident Data Review

One hundred-nineteen accidents occurred during the period being studied along the portions of SR 5 being reviewed in this section of the report. Four of these accidents resulted in fatalities. The overall accident rate was 1.58 accidents per million vehicle miles traveled (acc/MVMT), which is less than the statewide average accident rate for two-lane rural collector routes (2.52 acc/MVMT). No segments of SR 5 examined in this section were significantly higher than the statewide average accident rate. No 0.3-mile segment included more than 15 accidents.

Current Projects

Alternate Route 5A, or the Milton Truck Bypass is currently being designed. This project will include the reconstruction of Road 319 (Route 5A) from Route 5 to Route 30 to include one 12-foot travel lane in each direction with 8-foot shoulders. The project also includes the replacement of two bridge structures to accommodate this roadway section, and wider turn lanes at intersections to accommodate truck turning movements.

Noted Roadway Issues

Listed below are key roadway issues identified during the 2004 field view. These issues have been combined, in *Section III*, to define precise, priority recommendations for project

advancement. The recommendations developed from the original *Summary of Sussex County East-West Routes* report (2000) and the 2002 update are identified on *Figure 5*.

- **Shoulders between SR 23 and Milton may be considered for an upgrade.**

**Table II-1
Roadway and Traffic Characteristics Route 5**

Feature	Acceptable	Good	Fair to Good	Fair	Poor to Fair	Poor	Potential Upgrade	Comments
Access	✓							Access points are generally well separated, but densely grouped in the rural town of Milton. Wide open access points along SR 5 between Milton and SR 1.
ADA Compliance							✓	There are some areas with sidewalk along this corridor, which do not comply with the Americans with Disabilities Act (ADA).
At-Grade Railroad Crossing		✓						
Clear Zone	✓							
Culvert/Bridge	✓							
Drainage							✓	Drainage ditches present. Ponding seems to be a problem between SR 1 and Road 319.
Excessive Speed	✓							
Guardrail/Safety							✓	Existing guardrail approximately 1 mile south of the Town of Milton is made of timber/cable type guardrail. Wire guardrail at intersection with US 9 in poor condition.
Horizontal Geometry						✓	✓	The intersections of SR 5 with Cedar Creek Road (Road 212A), as well as Road 285, have poor horizontal geometry.
Vertical Geometry	✓							
Intersection/Signals	✓							Traffic signals are located at intersections with SR 16, US 9, and SR 24 (at both ends of the shared section with SR 24).
Lane Width	✓							11 to 12 feet wide travel lanes and auxiliary turn lanes at key intersections.
Lighting	✓							There is lighting at the intersections of SR 5 and US 9. There is no lighting at the intersection of SR 5 and 16.
Pavement						✓	✓	Ruts, crack sealing, areas of scarification from milling noted and very bumpy, especially between Milton and SR 1.
Pavement Markings	✓							
Shoulders						✓	✓	8 feet paved shoulders in poor condition from Milton to intersection of SR 5 and SR 23. 8 to 10 feet wide shoulders in poor condition between Milton and SR 1. No shoulder in Milton.
Sight Distance	✓							
Signing	✓							
Sidewalk, Bike Lane, Etc.	No pedestrian facilities or specifically striped/signed bike facilities.							
Speed Limit	The speed limit varies from 25mph, through the Town of Milton, to 50mph.							
Traffic Volumes	The annual average daily traffic (AADT) on SR 5 varies from 2,300 vehicles per day (vpd) (south of SR 24) to 5,200 vpd (near Milton).							
Land Use	Land use is generally a mix of agricultural and residential with some roadside commercial development concentrated near major intersections.							
General Comments								

**Table II-2
Roadway and Traffic Characteristics Alternate Route 5**

Feature	Acceptable	Good	Fair to Good	Fair	Poor to Fair	Poor	Potential Upgrade	Comments
Access	✓							
ADA Compliance	✓							
At-Grade Railroad Crossing	✓							
Clear Zone	✓							
Culvert/Bridge							✓	Un-numbered structure appears old and many need to be updated.
Drainage	✓							
Excessive Speed	✓							
Guardrail/Safety							✓	Guardrail throughout appears to be in poor condition.
Horizontal Geometry	✓							
Vertical Geometry	✓							
Intersection/Signals	✓							
Lane Width	✓							11 to 12 feet wide.
Lighting	✓							
Pavement						✓	✓	Ruts and crack sealing noted.
Pavement Markings	✓							
Shoulders					✓		✓	Varying widths (6 – 10 feet). Paved.
Sight Distance	✓							
Signing	✓							
Sidewalk, Bike Lane, Etc.	No pedestrian facilities or specifically striped/signed bike facilities.							
Speed Limit	Roadway speed is not posted (50 MPH implied).							
Traffic Volumes	The AADT varies from 330 vpd to 491 vpd along Alternate Route 5.							
Land Use	Mainly agricultural and wooded space, with a small number of residential areas.							
General Comments								

B. US Route 9/US Route 9 Truck/US 9 Business

US Route 9 (US 9) begins in the west near the town of Laurel, travels northeast through Georgetown, and ultimately ends at the Delaware Bay in Lewes (with a total length of approximately 32 miles). US 9 is classified as a “minor arterial” from US 13 to US 113, and as a “principal arterial” from US 113 to the Delaware Bay. Starting at its northern-most point, US 9 Truck begins at US 9 near Shingle Point Road and travels south and west towards its southern terminus at US 113. The length of US 9 Truck is approximately 3.3 miles. US 9 Truck is classified as a “major collector”. US 9 Business runs from SR 1 to the Delaware Bay near the town of Lewes (parallel and northwest of US 9). US 9 Business is a “major collector”.

Roadway and Traffic Characteristics

Roadway and traffic characteristics for US 9 and US Truck 9 discussed in this section can be divided into four segments, as identified in *Tables II-3* through *II-7* at the end of this subsection.

Accident Data Review

Five hundred and fifty-three accidents occurred during the period being studied along the portions of US 9 being reviewed in this section of the report. Two of these accidents resulted in fatalities. Excluding the Town of Georgetown, the overall accident rate was 1.80 acc/MVMT, which is less than the statewide average accident rate for two-lane rural minor arterial (2.06 acc/MVMT), and more than the statewide average rate for two-lane rural principal arterials (1.70 acc/MVMT). Within the Town of Georgetown, the accident rate was significantly higher, at 4.13 acc/MVMT.

Outside of the Town of Georgetown, several locations included more than 15 accidents within a 0.3-mile roadway segment. Two of those segments were located at west of Georgetown: near the intersection with US 13, and near the US 9 intersection with Road 46 and Road 329. East of Georgetown, five segments had more than 15 accidents within a 0.3-mile roadway, which were located as follows:

- US 9 and Road 321 (US 9 Truck)
- US 9 and SR 30
- US 9 and SR 5
- US 9 and Road 258 / Road 262
- US 9 and Road 261

Within the Town of Georgetown, several 0.3-mile segments included more than 15 accidents, particularly between the intersection of US Route 9/US 113 and the Georgetown Circle. However, the Department has studied improvements within and around Georgetown in the last ten years, and some improvements were recommended and implemented. Therefore, this section was not examined in more detail.

From SR 1 to the Cape May-Lewes Ferry, 34 accidents occurred during the period being studied. One of these accidents resulted in a fatality. The accident rate was 1.24 acc/MVMT, which is

less than the statewide average rate for two-lane rural principal arterials (1.70 acc/MVMT). No 0.3-mile segments included 15 or more accidents.

Along US 9 Truck, 34 accidents occurred during the period being studied. Of these 34 accidents, no accident included a fatality. The overall accident rate was 1.52 acc/MVMT for this portion of the roadway. This rate is less than the statewide average accident rate for two-lane rural collectors (2.52 acc/MVMT). None of 0.3-mile segments included more than fifteen accidents.

Current Projects

Two projects are currently in the project development phase: the realignment of US 9 and Road 319 just east of Georgetown, and the realignment of US 9 Truck (which is being pursued by the County in conjunction with the runway extension of the Sussex County Airport).

Noted Roadway Issues

Listed below are key roadway issues identified during the 2004 field view. These issues have been combined, in ***Section III***, to define precise, priority recommendations for project advancement. The recommendations developed from the original *Summary of Sussex County East-West Routes* report (2000) and the 2002 update are identified on ***Figure 5***.

- **Perform project development study between Georgetown and SR 1.**
- **Perform a drainage study to alleviate ponding north of the Sussex County Vo-Tech Center.**
- **Consider signage upgrade for US 9 Truck.**

**Table II-3
Roadway and Traffic Characteristics US Route 9 (Laurel to Georgetown)**

Feature	Acceptable	Good	Fair to Good	Fair	Poor to Fair	Poor	Potential Upgrade	Comments
Access	✓							Access points are generally well separated.
ADA Compliance	✓							
At-Grade Railroad Crossing	✓							
Clear Zone							✓	Trees and utility poles located within clear zone in various areas.
Culvert/Bridge		✓						
Drainage							✓	Drainage ditches lie approximately 8 to 12 feet from the traveled way and no signs of drainage problems. Many of these ditches are very steep and are a potential safety concern. Large roadside ponds just north of Sussex County Vo-Tech Center were noted.
Excessive Speed	✓							
Guardrail/Safety							✓	All guardrail along this section use out of date turndown end treatments.
Horizontal Geometry							✓	Multiple intersections, such as US 9 and S46, have large skew angles.
Vertical Geometry	✓							
Intersection/Signals	✓							Traffic signals are located at intersections with US 13, SR 20, and the Sussex County Vo-Tech Center.
Lane Width	✓							11 to 12 feet wide travel lanes and auxiliary turn lanes at key intersections.
Lighting							✓	The intersection of US 9 and US 13 has no highway lighting. The intersection of US Route 9 and SR 20 has no highway lighting.
Pavement		✓						Pavement has been recently updated.
Pavement Markings		✓						Pavement markings have been recently updated.
Shoulders		✓						8 to 10 feet wide, paved.
Sight Distance							✓	Intersection with Asbury Road (Road 446) has a large skew angle.
Signing	✓							
Sidewalk, Bike Lane, Etc.	No pedestrian facilities or specifically striped/signed bike facilities.							
Speed Limit	50 mph							
Traffic Volumes	The AADT from Laurel to SR 20 ranges from 4,100 to 5,000 vpd. The AADT from SR 20 to the W. Georgetown Limits ranges from 5,700 to 7,000 vpd.							
Land Use	Land use is mostly agricultural, with some residential.							
General Comments								

**Table II-4
Roadway and Traffic Characteristics US Route 9 (Town Limits of Georgetown)**

Feature	Acceptable	Good	Fair to Good	Fair	Poor to Fair	Poor	Potential Upgrade	Comments
Access					✓			Access is poor to fair along US 9 heading towards Georgetown. Once inside the Town of Georgetown access becomes typical of a town with frequent access points.
ADA Compliance							✓	There is a section of sidewalk that is not ADA compliant.
At-Grade Railroad Crossing	✓							An at-grade rail crossing is located just east of the downtown area.
Clear Zone	✓							
Culvert/Bridge	✓							
Drainage	✓							Drainage has no evident problems.
Excessive Speed	✓							
Guardrail/Safety	✓							
Horizontal Geometry							✓	The horizontal geometry may need to be improved at the intersection of Shingle Point Road and US 9. The intersection has skew angles with limited sight distance.
Vertical Geometry	✓							
Intersection/Signals	✓							Traffic signals are located at the intersection with US 113. There are no other fully signalized intersections on this portion of US 9. A flashing yellow/red signal is located at the intersection with Sussex Central Drive.
Lane Width	✓							11 to 12 feet wide.
Lighting							✓	The intersection of US 9 and US 113 has highway lighting.
Pavement						✓		Pavement poor from US 113 through Georgetown.
Pavement Markings							✓	Pavement markings are faded.
Shoulders							✓	8 to 10 feet wide, paved. Shoulders are used for parking in certain locations. Further east of the circle, shoulder widths vary from 0 to 6 feet.
Sight Distance							✓	The intersection of Shingle Point Road and US 9 has skew angles with limited sight distance.
Signing	✓							
Sidewalk, Bike Lane, Etc.	At the center of town, US Route 9 converges with SR 404 at the Georgetown Circle. West of the Circle, US Route 9 includes sidewalks. Immediately east of the Circle (within two blocks), there are sidewalks, which are maintained to the town limits.							
Speed Limit	The speed limit is 40 mph outside of the town and 25 mph within the town proper.							
Traffic Volumes	The AADT along US Route 9 varies from 8,700 vpd near W. Georgetown Limits, to 12,300 vpd near "THE CIRCLE" within Georgetown. The primary traffic flow feature is the Georgetown Circle.							
Land Use	Land use is principally commercial and institutional in downtown Georgetown (within two blocks of the center of the town), and principally residential outside of the downtown area, with some commercial.							
General Comments								

**Table II-5
Roadway and Traffic Characteristics US Route 9 (Georgetown to Eastern Terminus)**

Feature	Acceptable	Good	Fair to Good	Fair	Poor to Fair	Poor	Potential Upgrade	Comments
Access	✓							Access points are generally well separated. Few areas of uncontrolled access.
ADA Compliance	✓							
At-Grade Railroad Crossing		✓			✓		✓	2 crossings present. The crossing in Lewes is in poor to fair condition and the crossing at Cool Springs Road is in good condition.
Clear Zone				✓			✓	Few deep drainage ditches, utility poles and trees within clear zone.
Culvert/Bridge	✓							
Drainage	✓							Drainage ditches present.
Excessive Speed	✓							
Guardrail/Safety							✓	A bridge near the intersection of US 9 and SR 5 may be a good candidate for the addition of guardrail. Existing guardrail end treatments may need to be upgraded throughout this section.
Horizontal Geometry	✓							
Vertical Geometry	✓							
Intersection/Signals	✓							Signals located at the intersections of SR 1 and Cape Henlopen High School.
Lane Width	✓							11 to 12 feet wide.
Lighting							✓	The intersection of US 9 and SR 30 does not have highway lighting. The signalized intersections of US 9 with SR 1 and SR 5 have highway lighting.
Pavement		✓						A few scattered areas of patching and milling.
Pavement Markings				✓				A few faded areas noted.
Shoulders		✓						8 to 10 feet wide, paved.
Sight Distance	✓							
Signing							✓	Signing through this stretch is fading.
Sidewalk, Bike Lane, Etc.	No pedestrian facilities or specifically striped/signed bike facilities.							
Speed Limit	Speed limit varies from 35 mph to 50 mph.							
Traffic Volumes	The AADT is 9,500 vpd west of Georgetown. Immediately outside the ferry entrance, the roadway includes four travel lanes. The AADT varies from 13,200 vpd (near SR 1) to 19,200 (near the Lewes Town limits) to 2,000 vpd (near the entrance to the Cape May-Lewes Ferry).							
Land Use	Beyond Georgetown, Land use is very mixed, including residential, commercial, agricultural, institutional, and open space.							
General Comments								

**Table II-6
Roadway and Traffic Characteristics US Route 9 Truck**

Feature	Acceptable	Good	Fair to Good	Fair	Poor to Fair	Poor	Potential Upgrade	Comments
Access	✓						✓	Access points are generally well separated; however, access is poor at the intersection of Zoar Road and Bedford Street.
ADA Compliance	✓							
At-Grade Railroad Crossing		✓						Two at-grade railroad crossings.
Clear Zone				✓			✓	Few utility poles, deep drainage ditches, and trees within clear zone.
Culvert/Bridge	✓							
Drainage				✓			✓	Many of the drainage swales are very steep.
Excessive Speed	✓							
Guardrail/Safety							✓	Appears to be outdated. Many of the drainage swales are very steep and may be candidates for the addition of guardrail. End treatments near airport entrance are in poor condition.
Horizontal Geometry							✓	Many sharp curves.
Vertical Geometry	✓							
Intersection/Signals	✓							
Lane Width	✓							11 to 12 feet wide.
Lighting							✓	No lighting at the intersection of US 9 Truck and US 113.
Pavement		✓						The pavement appears to have been recently overlaid.
Pavement Markings		✓						
Shoulders							✓	No paved shoulders between US 9 and Bedford Street. Between Bedford Street and US 113 shoulders are paved and approximately 2 feet wide.
Sight Distance	✓							
Signing							✓	Poor signage, especially at US 9 Truck and Bedford Street.
Sidewalk, Bike Lane, Etc.	No pedestrian facilities or specifically striped/signed bike facilities.							
Speed Limit	Varies from 40 mph to 50 mph.							
Traffic Volumes	The AADT varies from 2,700 vpd (near Road 321) to 9,000 vpd (near Road 318).							
Land Use	The portion of US 9 Truck shared with US 113 was not examined. Land use is generally residential, with some roadside commercial development.							
General Comments								

**Table II-7
Roadway and Traffic Characteristics US Route 9 Business**

Feature	Acceptable	Good	Fair to Good	Fair	Poor to Fair	Poor	Potential Upgrade	Comments
Access	✓✓							
ADA Compliance	✓✓							
At-Grade Railroad Crossing	✓✓							
Clear Zone	✓✓							
Culvert/Bridge	✓✓							
Drainage	✓✓							
Excessive Speed	✓✓							
Guardrail/Safety							✓	Appears to be in good condition but the end treatments appear to be substandard.
Horizontal Geometry	✓✓							
Vertical Geometry	✓✓							
Intersection/Signals	✓✓							
Lane Width	✓✓							11 to 12 feet wide.
Lighting	✓✓							
Pavement	✓✓							
Pavement Markings	✓✓							
Shoulders	✓✓							6 to 10 feet wide, paved.
Sight Distance	✓✓							
Signing	✓✓							
Sidewalk, Bike Lane, Etc.	No pedestrian facilities or specifically striped/signed bike facilities.							
Speed Limit	Varies from 35 mph to 50 mph.							
Traffic Volumes	The traffic volumes vary from 10974 (near Road 12) to 7795 (near Second Street in Lewes)							
Land Use	Land use is generally residential, commercial and open space.							
General Comments								

C. Delaware Route 16

Delaware Route 16 (SR 16) begins in the west at the Maryland State Line in Kent County. After approximately 3 miles, SR 16 enters Sussex County. Within Sussex County, SR 16 is approximately 27.5 miles long. SR 16 is classified as a “major collector”. Near the town of Greenwood, SR 16 is shared with Delaware Route 36 (SR 36), which is covered in the SR 36 section of the report.

Roadway and Traffic Characteristics

Roadway and traffic characteristics for SR 16 are identified in *Tables II-8* through *II-11* at the end of this sub-section.

Accident Data Review

One hundred eighteen accidents occurred during the period being studied along SR 16. One of these accidents resulted in a fatality. The overall accident rate was 1.27 acc/MVMT, which is less than the statewide average accident rate for two-lane rural collector routes (2.52 acc/MVMT). No segments of SR 16 examined were significantly higher than the statewide average accident rate. No 0.3-mile segment included more than 15 accidents.

Current Projects

The intersection of SR 16 & SR 1 is currently in the project development stage, as a part of the Corridor Capacity Preservation Program.

Noted Roadway Issues

Listed below are key roadway issues identified during the 2004 field view. These issues have been combined, in *Section III*, to define precise, priority recommendations for project advancement. The recommendations developed from the original *Summary of Sussex County East-West Routes* report (2000) and the 2002 update are identified on *Figure 5*.

- **Perform an intersection study at SR 16, Hickman and Farm Roads for poor geometry.**
- **Considered upgrading railroad crossing in Ellendale.**
- **Perform drainage evaluation at SR 16 and Sawmill Road to alleviate ponding.**
- **Perform intersection study at New Ellendale Road for poor geometry.**
- **Perform drainage evaluation between SR 5A to DE Bay.**
- **Investigate horizontal geometry upgrade near the Bay if feasible.**
- **Investigate the addition of shoulders from Graves Farm Road eastward (between SR 5A to Delaware Bay).**

**Table II-8
Roadway and Traffic Characteristics Route 16 (Maryland State Line to SR 36)**

Feature	Acceptable	Good	Fair to Good	Fair	Poor to Fair	Poor	Potential Upgrade	Comments
Access		✓						
ADA Compliance	✓							
At-Grade Railroad Crossing	✓							
Clear Zone				✓			✓	Few deep ditches within clear zone.
Culvert/Bridge	✓							
Drainage			✓					Few deep ditches scattered throughout this section.
Excessive Speed	✓							
Guardrail/Safety					✓		✓	Turn down end treatments at bridge just west of Todds Chapel Road.
Horizontal Geometry					✓		✓	Intersection of SR 16, Hickman and Farm Roads has very poor alignment.
Vertical Geometry	✓							
Intersection/Signals	✓	✓						The stop intersection of SR 16 and SR 36 (west of Greenwood) has flashing lights.
Lane Width		✓						11 to 12 feet wide.
Lighting							✓	Intersection of SR 16 and SR 36 does not have highway lighting.
Pavement						✓		From Maryland line to SR 36, pavement in poor condition.
Pavement Markings					✓			
Shoulders		✓						8 to 10 feet wide, paved.
Sight Distance	✓							
Signing	✓							
Sidewalk, Bike Lane, Etc.	No pedestrian facilities or specifically striped/signed bike facilities.							
Speed Limit	50 mph.							
Traffic Volumes	The AADT on SR 16 in this section is approximately 1,600 vpd.							
Land Use	Mostly agricultural with a small amount of residential space.							
General Comments	Turn and bypass lanes available at some intersections.							

**Table II-9
Roadway and Traffic Characteristics Route 16 (SR 36 to US 113)**

Feature	Acceptable	Good	Fair to Good	Fair	Poor to Fair	Poor	Potential Upgrade	Comments
Access		✓						Good turn lanes and bypass lanes throughout.
ADA Compliance	✓							
At-Grade Railroad Crossing	✓							
Clear Zone			✓					Few utility poles within clear zone.
Culvert/Bridge	✓							
Drainage	✓							
Excessive Speed	✓							
Guardrail/Safety	✓							
Horizontal Geometry			✓				✓	The intersection of Mill Owens Road and SR 16 has a large skew angle causing poor sight distance and potential safety problems.
Vertical Geometry		✓						
Intersection/Signals		✓						Intersections of US 13 and SR 36 (east of Greenwood) is signalized. Intersection of SR 16 and US 113 is signalized.
Lane Width		✓						11 to 12 feet wide,
Lighting	✓							Intersection of SR 16 and US 113 has highway lighting.
Pavement		✓				✓	✓	From SR 36 to Oakley Road, pavement is new. From Oakley Road to US 113, pavement in poor condition.
Pavement Markings		✓				✓	✓	From SR 36 to Oakley Road, pavement markings are new. From Oakley Road to US 113, pavement markings are in poor condition.
Shoulders	✓							6 feet wide, paved.
Sight Distance					✓			The intersection of Mill Owens Road and SR 16 has a large skew angle causing poor sight distance.
Signing	✓							
Sidewalk, Bike Lane, Etc.	No pedestrian facilities or specifically striped/signed bike facilities.							
Speed Limit	Varies from 35 to 50 mph outside of towns, and is 25 to 35 mph in the towns of Ellendale and Milton.							
Traffic Volumes	The AADT on SR 16 in this section is approximately 4,100 vpd.							
Land Use	Mostly agricultural with a small amount of residential space.							
General Comments	Turn and bypass lanes available at some intersections.							

**Table II-10
Roadway and Traffic Characteristics Route 16 (US 113 to SR 5A)**

Feature	Acceptable	Good	Fair to Good	Fair	Poor to Fair	Poor	Potential Upgrade	Comments
Access	✓							
ADA Compliance	✓							
At-Grade Railroad Crossing						✓	✓	Railroad crossing in Ellendale is poor.
Clear Zone	✓							
Culvert/Bridge	✓							
Drainage					✓		✓	Ponding noted at the intersection of SR 16 and Sawmill Road.
Excessive Speed	✓							
Guardrail/Safety	✓							
Horizontal Geometry					✓		✓	Alignment with New Ellendale Road poor.
Vertical Geometry	✓							
Intersection/Signals	✓							Traffic signals are located at intersections with SR 30/5A.
Lane Width	✓							11 to 12 feet wide.
Lighting							✓	Intersection of SR 5 and SR 16 does not have highway lighting.
Pavement		✓				✓	✓	Pavement recently overlaid east of US 113. Pavement turns poor at New Ellendale Road until SR 5A.
Pavement Markings		✓				✓	✓	Poor at the intersection of US 113. Markings new until New Ellendale Road and poor until SR 5A.
Shoulders		✓					✓	8 to 10 feet wide, paved.
Sight Distance	✓							
Signing	✓							
Sidewalk, Bike Lane, Etc.	Share the road signs are scattered through this area.							
Speed Limit	Varies from 35 to 50 mph outside of towns, and is 25 to 35 mph in the towns of Ellendale and Milton.							
Traffic Volumes	The AADT on SR 16 varies between 5,500 vpd (Western Ellendale limits) and 4,300 vpd (near SR 5A).							
Land Use	Outside of the towns of Ellendale and Milton, land use is generally agricultural with some residential. Within Ellendale and Milton, land use becomes predominantly residential and commercial.							
General Comments	Turn and bypass lanes available at some intersections.							

**Table II-11
Roadway and Traffic Characteristics Route 16 (SR 5A to Eastern Terminus)**

Feature	Acceptable	Good	Fair to Good	Fair	Poor to Fair	Poor	Potential Upgrade	Comments
Access			✓				✓	Wide open access at the intersection of SR 16 and 5A.
ADA Compliance	✓							
At-Grade Railroad Crossing	✓							
Clear Zone	✓							
Culvert/Bridge	✓							
Drainage					✓		✓	Ponding noted at the intersection of SR 16 and Sawmill Road and from Alt. SR 5 to DE Bay.
Excessive Speed	✓							
Guardrail/Safety				✓			✓	Guardrail end treatments between SR 1 and its eastern most point at the Delaware Bay may need to be upgraded
Horizontal Geometry				✓			✓	Sharp curve near the Bay within Wildlife Management area.
Vertical Geometry	✓							
Intersection/Signals	✓							Traffic signals are located at intersections with SR 5, and SR 1.
Lane Width		✓						11 to 12 feet wide. Turn and bypass lanes available at some intersections.
Lighting							✓	Intersections of SR 16, SR 1 and SR 5 does not have highway lighting.
Pavement		✓		✓				From SR 5A to SR 1 pavement in fair condition and new pavement east of SR 1.
Pavement Markings		✓		✓				From SR 5A to SR 1 pavement markings in fair condition and new pavement markings east of SR 1.
Shoulders						✓	✓	8 feet wide shoulders from SR 5A to SR 1. From SR 1 to Graves Farm Road, the shoulders are 2 feet wide. There are no shoulders from Graves Farm Road to the beginning of the wildlife refuge and from this point to the eastern terminus the shoulders are 2 feet wide. Areas where shoulders are present, the shoulders are paved.
Sight Distance	✓							
Signing	✓							
Sidewalk, Bike Lane, Etc.	No pedestrian facilities or specifically striped/signed bike facilities.							
Speed Limit	Varies from 35 to 50 mph outside of towns, and is 25 to 35 mph in the towns of Ellendale and Milton.							
Traffic Volumes	The AADT on SR 16 varies from 3,800 vpd (near SR 1) to 1,600 vpd (approaching the Delaware Bay and Broadkill Beach).							
Land Use	Outside of the town of Milton, land use is generally agricultural with some residential. Within Milton, land use is predominantly residential and commercial.							
General Comments	East of SR 1, SR 16 passes through a National Wildlife Refuge approaching the Delaware Bay.							

D. Delaware Route 17

Delaware Route 17 (SR 17) is a northeast-southwest route, which connects the Town of Selbyville to Delaware Route 26 (SR 26) in between the community of Clarksville and the Town of Millville. SR 17 is approximately 8 miles in length. SR 17 is classified as a “major collector”.

Roadway and Traffic Characteristics

Roadway and traffic characteristics for SR 17 are identified in **Table II-12** at the end of this subsection.

Accident Data Review

Fifty-six accidents occurred during the period being studied along SR 17. One of these accidents resulted in a fatality. The overall accident rate was 1.84 acc/MVMT, which is less than the statewide average accident rate for two-lane rural collector routes (2.52 acc/MVMT). None of 0.3-mile segments included more than 15 accidents.

Current Projects

The intersection of SR 17 and SR 26 was signalized in 1999, and is scheduled for the addition of auxiliary turn lanes in the near future. Improvements at the intersection of SR 17 and Road 353, including auxiliary turn lanes on each approach, is currently being recommended by the Route 26 Planning Study (as part of the alternate corridor).

Noted Roadway Issues

Listed below are key roadway issues identified during the 2004 field view. These issues have been combined, in **Section III**, to define precise, priority recommendations for project advancement. The recommendations developed from the original *Summary of Sussex County East-West Routes* report (2000) and the 2002 update are identified on **Figure 5**.

- **Upgrade poor access with intersection with Zion Church Road.**
- **Add signing showing SR 17 Northbound from SR 54 Northbound.**

**Table II-12
Roadway and Traffic Characteristics Route 17**

Feature	Acceptable	Good	Fair to Good	Fair	Poor to Fair	Poor	Potential Upgrade	Comments
Access							✓	Some commercial properties had open access points. Poor access near intersection of Zion Church Road.
ADA Compliance	✓							
At-Grade Railroad Crossing	✓							
Clear Zone				✓			✓	Deep drainage swales located within clear zone.
Culvert/Bridge				✓				All culverts appear to have acceptable guardrail protection; however, they have narrow shoulders.
Drainage	✓							
Excessive Speed	✓							
Guardrail/Safety							✓	Many of drainage swales are very steep and may be candidates for the addition of guardrail. Guardrail out of date near Selbyville.
Horizontal Geometry	✓							
Vertical Geometry	✓							
Intersection/Signals	✓							Signals are located at the intersections of SR 20 and SR 26.
Lane Width	✓							11 to 12 feet wide.
Lighting							✓	The intersection between SR 17 and SR 20 does not have highway lighting. The intersection of SR 17 and SR 26 has lighting.
Pavement		✓						Recently overlaid.
Pavement Markings		✓						Recently painted.
Shoulders	✓							8 to 10 feet wide, paved.
Sight Distance	✓							
Signing							✓	Signing is satisfactory except for one cross walk between SR 54 and SR 20 that did not have warning signs. No sign showing SR 17 NB from SR 54 NB.
Sidewalk, Bike Lane, Etc.	No pedestrian facilities or specifically striped/signed bike facilities.							
Speed Limit	Speed limit varies from 40 to 45 mph between SR 20 and SR 26. The remainder of SR 17 varies in speed limit from 25 to 50 mph.							
Traffic Volumes	The AADT on SR 17 varies from 4,000 vpd near Selbyville to 3,100 vpd near SR 20.							
Land Use	Throughout the corridor, Land use is a mixture of agricultural and residential.							
General Comments								

E. Delaware Route 18

Delaware Route 18 (SR 18) is an east-west route running from the Maryland State Line in the west to the Town of Georgetown (approximately 19 miles). For much of its length, SR 18 is shared with Delaware Route 404 (SR 404). SR 18 is not shared with SR 404 from the Maryland State Line to its intersection with SR 404 near the town of Bridgeville near US 13. Both routes are shared from east of the town of Bridgeville to the town of Georgetown. SR 18 is classified as a “major collector” from just east of US 13 to the intersection Bowdens Garage Road and Federalsburg Road. From this intersection to the state line, SR 18 is classified as a “minor arterial”. On the shared section with SR 404, SR 18 is classified as a “principal arterial”. This section of the report covers only the portion of SR 18 that is not shared with SR 404 (approximately 9 miles).

Roadway and Traffic Characteristics

Roadway and traffic characteristics for SR 18 are identified in *Table II-13* at the end of this subsection.

Accident Data Review

Forty-eight accidents occurred during the period being studied along the portions of SR 18 being reviewed in this section of the report. One of these accidents included a fatality. The overall accident rate was 2.17 acc/MVMT. On the minor arterial section, the accident rate was 1.39 acc/MVMT, which is lower than the statewide average accident rate for two-lane rural minor arterials (2.06 acc/MVMT). On the major collector section, the accident rate was 3.15 acc/MVMT, which is somewhat higher than the statewide average accident rate for two-lane rural collector routes (2.52 acc/MVMT). No roadway segments examined had an accident rate that was significantly greater than the statewide average rate. None of 0.3-mile segments included more than 15 accidents.

Current Projects

No projects that are in the planning phase, the design phase, or under construction have been identified for this State Route.

Noted Roadway Issues

Listed below are key roadway issues identified during the 2004 field view. These issues have been combined, in *Section III*, to define precise, priority recommendations for project advancement. The recommendations developed from the original *Summary of Sussex County East-West Routes* report (2000) and the 2002 update are identified on *Figure 5*.

- **Investigate upgrading shoulder widths from four (4) feet between the Maryland line and the SR 404 split.**

**Table II-13
Roadway and Traffic Characteristics Route 18 (Maryland State Line to Intersection of SR 18 and SR 404)**

Feature	Acceptable	Good	Fair to Good	Fair	Poor to Fair	Poor	Potential Upgrade	Comments
Access	✓							Access points are generally well separated.
ADA Compliance	✓							
At-Grade Railroad Crossing	✓							An at-grade rail crossing is located near the intersection with Road 546.
Clear Zone				✓			✓	Swales are very steep.
Culvert/Bridge	✓							
Drainage				✓			✓	Swales are very steep.
Excessive Speed	✓							
Guardrail/Safety							✓	Swales are very steep and may be candidates for the addition of guardrail. Existing guardrail includes poor end treatments of the timber/cable type. Timber and cable guardrail is located near the intersection with Road 46 (Elks Road). Cable guardrail end treatments at Bridge 231 are in very poor condition.
Horizontal Geometry	✓							
Vertical Geometry	✓							
Intersection/Signals	✓							A traffic signal is located at the intersections of US 13. A flashing yellow/red signal is located at the intersection of Wesley Church Road (Road 561).
Lane Width	✓							11 to 12 feet wide.
Lighting							✓	The signalized intersection of SR 18 and US 13 does not have highway lighting.
Pavement		✓		✓				New overlay from Callaway Road to Atlanta Road. Fair condition east of Atlanta road and good condition west of Callaway.
Pavement Markings		✓		✓				Pavement markings from Callaway Road to Atlanta Road are new. Pavement markings are in fair condition east of Atlanta road and good condition west of Callaway.
Shoulders				✓				10 feet wide, paved. Shoulders are surface-treated in some locations with scarification due to milling, bumps, ruts, and crack sealing.
Sight Distance	✓							
Signing	✓							
Sidewalk, Bike Lane, Etc.	No pedestrian facilities or specifically striped/signed bike facilities.							
Speed Limit	Varies from 25 mph to 50 mph.							
Traffic Volumes	The AADT is 3,000 vpd or less for the section covered in this section of the report.							
Land Use	Land use is mostly agricultural, with some residential.							
General Comments								

F. Delaware Route 20

Delaware Route 20 (SR 20) begins in the east in the Town of Fenwick Island, and bears due west, shared with Delaware Route 54 (SR 54). Approximately 4 miles west of Fenwick Island, SR 20 splits off from SR 54, towards the northwest and through the Town of Dagsboro. It is then shared with US 113 for approximately 3 miles, before bearing west towards the Town of Seaford. Just east of the Town of Seaford, SR 20 is shared with US 13 for less than a mile, before bearing due west through the Town of Seaford and continuing into the State of Maryland. The total length of SR 20 is approximately 38 miles. SR 20 is classified as a “major collector” throughout most of its length, except for west of US 13 and the portion between US 113 and the Town of Dagsboro, where it is classified as a “minor arterial”. This section of the report does not include the roadway sections shared with US 13, US 113, or SR 54.

Roadway and Traffic Characteristics

Roadway and traffic characteristics for SR 20 discussed in this section can be divided into six segments, as identified in *Tables II-14* through *II-18* at the end of this sub-section.

Accident Data Review

Four hundred, twenty-two accidents occurred during the period being studied along the portions of SR 20 being reviewed in this section of the report. Six of these accidents resulted in fatalities. The overall accident rate was 1.69 acc/MVMT, which is less than the statewide average accident rate for two-lane rural collector routes (2.52 acc/MVMT) and two-lane rural minor arterials (2.06 acc/MVMT).

One roadway segment examined included accident rates significantly higher than the statewide average rate. The high accident rate segment was located between Market Street and US 13 in downtown Seaford, which accident rate was 3.51 acc/MVMT.

Five 0.3-mile segments reviewed in this section of the report included greater than 15 accidents during the period of study. All of the five 0.3-mile segments were located west of US 13 in Seaford. Those segments are listed near intersections as follows:

- SR 20 and Road 556
- SR 20 and Road 38 / Road 93 (Shipley Street)
- SR 20 and Road 543 (Pine Street)
- SR 20 and Front Street
- SR 20 and US 13

Current Projects

Several projects are in the project development stage along SR 26. The Department is currently considering improvements to the intersection of Route 26/20 and Main Street in Dagsboro as part of the Route 26 Planning Study. The Department is considering improvements to the SR 20/54 and SR 20/17 intersections as part of the Route 54 Planning Study. As part of the Corridor Capacity Preservation Program, several intersections in the Town of Seaford are under study,

including both SR 20 intersections with US 13 (Stein Highway to the north, and Road 20 to the south).

Noted Roadway Issues

Listed below are key roadway issues identified during the 2004 field view. These issues have been combined, in ***Section III***, to define precise, priority recommendations for project advancement. The recommendations developed from the original *Summary of Sussex County East-West Routes* report (2000) and the 2002 update are identified on ***Figure 5***.

- **Consider intersection study at Hardscrabble Road and Shiloah Church Road due to skew.**
- **Add curb ramps to sidewalk located between SR 113 and SR 20/26 shared.**
- **Upgrade gravel shoulders from SR 20/26 split (Armory Road) to SR 54.**

**Table II-14
Roadway and Traffic Characteristics Route 20 (Maryland State Line to Seaford Town Limits)**

Feature	Acceptable	Good	Fair to Good	Fair	Poor to Fair	Poor	Potential Upgrade	Comments
Access			✓					
ADA Compliance	✓							
At-Grade Railroad Crossing					✓			An at-grade rail crossing is located near the intersection with Road 80, very bumpy.
Clear Zone				✓			✓	Few utility poles, and steep drainage ditches within clear zone.
Culvert/Bridge	✓							
Drainage	✓							Drainage ditches present.
Excessive Speed	✓							
Guardrail/Safety	✓						✓	Many drainage ditches very steep. Good candidate for guardrail. Existing guardrail generally in good condition. End treatments in a few areas out dated. Dulaney Street culvert guardrail use turned down end treatments.
Horizontal Geometry	✓							
Vertical Geometry	✓							
Intersection/Signals	✓							No traffic signals are located on this section of SR 20.
Lane Width	✓							11 to 12 feet wide.
Lighting	✓						✓	No lighting at intersection of Sussex Avenue, one light at Atlanta Road, and Nylon Boulevard is lighted. Market Street and Bridgeville Hwy are lighted.
Pavement		✓						Recently overlaid.
Pavement Markings		✓						Recently painted.
Shoulders	✓							8 to 10 feet wide, paved. Recently overlaid.
Sight Distance	✓							
Signing	✓							
Sidewalk, Bike Lane, Etc.	Sidewalks present in town limits.							
Speed Limit	Varies from 30 to 50 mph.							
Traffic Volumes	The AADT ranges from 6,200 vpd (at the Maryland State Line) to 9,100 vpd (near the Seaford Town Limits).							
Land Use	Seaford is generally commercially populated with residential areas scattered throughout. Outside of Seaford the land use is generally agricultural.							
General Comments								

**Table II-15
Roadway and Traffic Characteristics Route 20 (Seaford Town Limits to US 13)**

Feature	Acceptable	Good	Fair to Good	Fair	Poor to Fair	Poor	Potential Upgrade	Comments
Access	✓							
ADA Compliance	✓	✓						
At-Grade Railroad Crossing		✓						
Clear Zone			✓					Few utility poles within clear zone.
Culvert/Bridge	✓							
Drainage	✓	✓						Curb and gutter through this area.
Excessive Speed	✓							
Guardrail/Safety		✓						
Horizontal Geometry	✓							
Vertical Geometry		✓						
Intersection/Signals		✓						The intersection of SR 20 and US 13 is signalized. Nine other traffic signals are located along this section of roadway, at intersections with US 13, Ames Shopping Center, Chandler Street, Road 13, Market Street, Ivy Street, Nylon Boulevard, Atlanta Road (Road 30), and Sussex Avenue.
Lane Width	✓	✓						SR 20 is four-lanes in Seaford. 11 to 12 feet wide travel lanes and a 12 to 16 feet wide center median. In some locations, the center median is raised concrete with turn bays at intersections; in other locations, the center median is a two-way left-turn lane.
Lighting		✓						The signalized intersection between SR 20 and US 13 has highway lighting.
Pavement		✓						
Pavement Markings		✓						
Shoulders		✓						8 to 10 feet wide, paved.
Sight Distance		✓						
Signing		✓						
Sidewalk, Bike Lane, Etc.	Most of the section includes sidewalks, which are ADA compliant.							
Speed Limit	Varies from 35 to 50 mph.							
Traffic Volumes	The AADT increases towards the center of town and decreases towards the edges of town. From west to east the AADT begins at 11,100 vpd near the W. Seaford Limits, increases to 22,100 vpd near Market Street, and decreases to 15,000 vpd near US 13.							
Land Use	Land use is primarily commercial, with a high density of access points to "strip-mall," type development.							
General Comments								

**Table II-16
Roadway and Traffic Characteristics Route 20 (US 13 to US 113)**

Feature	Acceptable	Good	Fair to Good	Fair	Poor to Fair	Poor	Potential Upgrade	Comments
Access	✓	✓						Access points are generally well separated, with some areas of poorly controlled access.
ADA Compliance	✓							
At-Grade Railroad Crossing	✓							
Clear Zone						✓	✓	Utility poles, mailboxes and steep drainage ditches located within the clear zone.
Culvert/Bridge						✓	✓	Bridge No. 666 does not have guardrail.
Drainage		✓						Ditches present.
Excessive Speed								
Guardrail/Safety						✓	✓	Bridge near US 9 may be a candidate for guardrail. Drainage ditches lie very close to the edge of traveled way and very steep between Hardscrapple Road and Road 442. Bridge number 243, has end treatments that may need to be upgraded. Timber/cable type guardrail near Messick Road
Horizontal Geometry						✓	✓	Horizontal geometry is poor at the intersections of SR 20 and US 13 and SR 20 and Messick Road, have large skew angles causing sight distance. The intersection of Hardscrapple and Shiloh Church Road is skewed resulting in poor sight distance.
Vertical Geometry		✓						
Intersection/Signals		✓						Signals are present at US 113, US 9, and US 13.
Lane Width		✓						11 to 12 feet wide.
Lighting							✓	There is no highway lighting at the intersections of SR 20 and US 9 and SR 20 and US 113.
Pavement				✓				Areas of cracking and rutting noted.
Pavement Markings	✓							
Shoulders	✓							8 to 10 feet wide, paved.
Sight Distance						✓	✓	Intersections SR 20 and US 13 and SR 20 and Messick Road have large skew angles causing sight distance issues. Intersection of Hardscrapple and Shiloh Church Road is skewed resulting in poor sight distance.
Signing	✓							
Sidewalk, Bike Lane, Etc.	No pedestrian facilities or specifically striped/signed bike facilities.							
Speed Limit	45 to 50 mph.							
Traffic Volumes	The AADT in this section varies from 8,800 vpd (near US 13) to 3,000 vpd (near Road 74) to 5,500 vpd (near the intersection with US 113).							
Land Use	Land use is mostly agricultural, with some residential.							
General Comments								

**Table II-17
Roadway and Traffic Characteristics Route 20 (US 113 to SR 26)**

Feature	Acceptable	Good	Fair to Good	Fair	Poor to Fair	Poor	Potential Upgrade	Comments
Access		✓						
ADA Compliance						✓	✓	No curb ramps.
At-Grade Railroad Crossing					✓			
Clear Zone				✓			✓	Few utility poles, steep drainage ditches located within clear zone.
Culvert/Bridge	✓							
Drainage		✓						Drainage through this area is curb and gutter.
Excessive Speed	✓							
Guardrail/Safety						✓	✓	Steep ditches between US 113 and RR crossing.
Horizontal Geometry		✓						
Vertical Geometry		✓						
Intersection/Signals		✓						Traffic signals are located at intersections of SR 26 (western side), SR 26 (eastern side), and US 113. A flashing yellow/red signal is located on the shared portion of SR 20/26 at the intersection of Main Street (Road 401) in Dagsboro.
Lane Width		✓						11 to 12 feet wide.
Lighting		✓						
Pavement						✓		Abundant areas of cracking, bumps, and scarifications due to milling.
Pavement Markings			✓					
Shoulders					✓			8 to 10 feet wide, paved.
Sight Distance		✓						
Signing		✓						
Sidewalk, Bike Lane, Etc.	No pedestrian facilities or specifically striped/signed bike facilities.							
Speed Limit	Varies from 50 to 30 mph.							
Traffic Volumes	The AADT varies through this section from 8,800 vpd (Western Dagsboro limits) to 18,700 vpd (Road 401).							
Land Use	Land use through this area is primarily residential and agricultural.							
General Comments								

**Table II-18
Roadway and Traffic Characteristics Route 20 (SR 26 to SR 54)**

Feature	Acceptable	Good	Fair to Good	Fair	Poor to Fair	Poor	Potential Upgrade	Comments
Access					✓		✓	Access points are generally well separated, although some commercial properties have open access (i.e., no defined driveways). The intersection of SR 17 and SR 20 has very poor access.
ADA Compliance	✓							
At-Grade Railroad Crossing	✓							
Clear Zone				✓			✓	Many of the ditches are very steep and lie near the edge of traveled way.
Culvert/Bridge							✓	The bridge before the intersection of SR 20 and Omar Road (Road 54) appears to be in poor condition.
Drainage		✓						Drainage varies from curb and gutter to drainage ditches.
Excessive Speed	✓							
Guardrail/Safety						✓	✓	Many of the ditches are very steep and lie near the edge of traveled way. These ditches may be candidates for the addition of guardrail. Guardrail end treatments may need to be upgraded throughout this portion of SR 20. Many bridges may be candidates for the addition of guardrail.
Horizontal Geometry					✓		✓	A reverse curve exists, which may have sub-standard radii and super elevation.
Vertical Geometry		✓						
Intersection/Signals	✓							Signalized intersections are located at SR 17 and SR 54. The intersection of SR 20 and Omar Road (Road 54) is four-way stop controlled.
Lane Width		✓						11 to 12 feet wide.
Lighting					✓		✓	The intersection of SR 17/20 and SR 20/Omar Road does not have highway lighting. Intersection of SR 20 and Armory Road is lighted.
Pavement				✓	✓			Ruts and patching noted throughout. New overlay from Johnson Road to SR 54.
Pavement Markings		✓						New pavement markings from Johnson Road to SR 54.
Shoulders						✓		2 to 8 feet wide, paved (gravel in a few areas). Shoulders are narrow, rutted, and gravel in many areas. Within the Town of Dagsboro, crack sealing and scarification due to milling is evident.
Sight Distance		✓						
Signing		✓						
Sidewalk, Bike Lane, Etc.	Sidewalks are provided through this section.							
Speed Limit	Varies from 30 to 50 mph.							
Traffic Volumes	The AADT varies from 4,200 to 4,900 vpd.							
Land Use	Land use is mostly agricultural, with some residential.							
General Comments								

G. Delaware Route 23

Delaware Route 23 (SR 23) begins at US 9 and continues in a southerly direction to Masseys Landing on the Indian River Bay. The shared section between SR 23 and SR 5 is studied under the SR 5 portion. SR 23 is classified as a “major collector”.

Roadway and Traffic Characteristics

Roadway and traffic characteristics for SR 23 are identified in *Table II-19* at the end of this subsection.

Accident Data Review

One hundred eighteen accidents occurred during the period being studied along the portion of SR 23 being reviewed in this section of the report. Two of these accidents resulted in fatalities. The overall accident rate was 1.54 acc/MVMT, which is less than the statewide average accident rate for two-lane rural collector routes (2.52 acc/MVMT). Two of 0.3-mile segments had more than 15 accidents during the period of study. One of them was near the intersection with Road 298 (Banks Road) in the vicinity of Long Neck Village. The other segment was near the intersections of SR 23 with SR 24.

Current Projects

A planning project on SR 23 has been funded but the project itself has not been scheduled. The intersection of SR 23 and Banks Road will be improved as part of a developer requirement for a nearby Traffic Impact Study. The intersection of SR 24 and SR 23 / SR 5 (Long Neck / Indian Mission Road) was recently improved with the addition of turn lanes.

Noted Roadway Issues

Listed below are key roadway issues identified during the 2004 field view. These issues have been combined, in *Section III*, to define precise, priority recommendations for project advancement. The recommendations developed from the original *Summary of Sussex County East-West Routes* report (2000) and the 2002 update are identified on *Figure 5*.

- **The identified roadway issues reflect those noted in the 2000 and 2002 reports. It was recommended that a planning study be initiated for SR 23 (see Figure 5).**

**Table II-19
Roadway and Traffic Characteristics Route 23**

Feature	Acceptable	Good	Fair to Good	Fair	Poor to Fair	Poor	Potential Upgrade	Comments
Access	✓							Open access driveways can be found at some commercial properties.
ADA Compliance	✓							
At-Grade Railroad Crossing	✓							
Clear Zone						✓	✓	Trees and poles located within the clear zone.
Culvert/Bridge	✓							
Drainage	✓							Drainage ditches present.
Excessive Speed	✓							
Guardrail/Safety							✓	Guardrail in this section has outdated end treatments.
Horizontal Geometry							✓	Intersections of SR 23 and Fisher Road and SR 23 and SR 5 (Beaver Dam Road) have large skew angles. Poor sight distance and confusing turns are potential problems at these intersections.
Vertical Geometry	✓							
Intersection/Signals							✓	Six unsignalized intersections along this route have left, right, bypass, or two-way center turn lanes available however the shoulders at these are typically eliminated. Traffic signals are located at the intersection with SR 24, as well as the intersection with Banks Road (Road 298).
Lane Width	✓							11 to 12 feet wide.
Lighting	✓							Signalized intersection of SR 24 and SR 23 does have highway lighting.
Pavement		✓						Some stretches of new pavement.
Pavement Markings		✓						Some stretches of newly applied markings.
Shoulders		✓					✓	6 to 8 feet wide paved shoulders. Few areas that do not have shoulders and some areas where the shoulder widens to 10 feet. Portion of shoulder near SR 24 is in poor condition showing ruts, cracks, and has turned to gravel in parts.
Sight Distance							✓	Intersections of SR 23 and Fisher Road and SR 23 and SR 5 (Beaver Dam Road) have large skew angles, sight distance, and confusing turns are the potential problems at these intersections.
Signing	✓							
Sidewalk, Bike Lane, Etc.	"Share the Road" signs are present however; the roadway is not wide enough for both bicycles and vehicles to share safely.							
Speed Limit	Varies from 40 to 50 mph.							
Traffic Volumes	The AADT on this section of SR 23 is varies from 4,300 vpd (intersection of US 9, SR 1, and SR 23) to 7,800 vpd (south of SR 24) The daily traffic on this route is likely to be substantially higher during the peak summer traffic season.							
Land Use	Land use is a mix of residential and agricultural, with commercial pockets around some of the intersections.							
General Comments								

H. Delaware Route 24

Delaware Route 24 begins in the west at the Maryland State Line and travels east/northeast through the towns of Laurel and Millsboro for approximately 41 miles before ending at SR 1. Parts of SR 24 are shared with Delaware Route 30 (SR 30) and SR 5. SR 24 is classified as a “major collector”. This section of the report covers all of SR 24, including the sections shared with other state routes.

Roadway and Traffic Characteristics

Roadway and traffic characteristics for SR 24 discussed in this section can be divided into four segments, as identified in *Tables II-20* through *II-22* at the end of this sub-section.

Accident Data Review

Six hundred and thirty-five accidents occurred during the period being studied along SR 24. Eight of these accidents resulted in fatalities. The overall accident rate was 1.91 acc/MVMT, which is less than the statewide average accident rate for two-lane rural collector routes (2.52 acc/MVMT).

Two roadway segments examined had accident rates significantly higher than the statewide average accident rate. One was within the Town of Laurel, which accident rate was 6.35 acc/MVMT. The second segment was on the portion of SR 24 shared with SR 5, which had an accident rate of 4.88 acc/MVMT.

Several 0.3-mile segments along SR 24 included 15 or more accidents during the period of study. Two of them were near the major intersections with four-lane roadway (US 113 and SR 1) each included greater than 15 accidents. Beyond those major intersections, ten separate 0.3-mile roadway segments included 15 or more accidents, which were near the locations as follows:

- SR 24 and Seventh Street in the Town of Laurel
- SR 24 and Central Avenue in the Town of Laurel
- SR 24, Eastbound/Westbound divided section in downtown Millsboro
- SR 24 and SR 5 (Oak Orchard / Mount Joy Road)
- SR 24 and Road 298
- SR 24 and Road 299
- SR 24 and SR 23 / SR 5 (Long Neck / Indian Mission Road)
- SR 24, between Road 277 and Road 279
- SR 24 and Road 284
- SR 24 and Road 275

Current Projects

A Project Development Study for SR 24 from Millsboro to SR 1 was recommended in the original *Summary of Sussex County East-West Routes* report (2000), and is currently in the advanced development stages. The study recommended specific projects, both on the mainline and on nearby local roads. The mainline sections and several of the local road sections are

scheduled to begin design in fiscal years 2004 and 2005. These projects will address many of the locations sited above, including SR 24 & SR 5 (Oak Orchard / Mount Joy Road), SR 24 & Road 298, SR 24 & Road 299, SR 24 & Road 277, SR 24 & 279, SR 24 & Road 284, and SR 24 & Road 275. The intersection of SR 24 and SR 23 / SR 5 (Long Neck / Indian Mission Road) was recently improved with the addition of turn lanes.

Noted Roadway Issues

Listed below are key roadway issues identified during the 2004 field view. These issues have been combined, in ***Section III***, to define precise, priority recommendations for project advancement. The recommendations developed from the original *Summary of Sussex County East-West Routes* report (2000) and the 2002 update are identified on ***Figure 5***.

- **Investigate horizontal geometry realignment for sharp curvature just west of Laurel.**

**Table II-20
Roadway and Traffic Characteristics Route 24 (Maryland State Line to US 13)**

Feature	Acceptable	Good	Fair to Good	Fair	Poor to Fair	Poor	Potential Upgrade	Comments
Access	✓						✓	From Maryland state line to Dickerson Street access points are well defined and separated. From Dickerson Street to US 13 access is typical of a small town.
ADA Compliance							✓	
At-Grade Railroad Crossing	✓							
Clear Zone				✓			✓	From Maryland state line to Dickerson Street drainage ditches are very steep.
Culvert/Bridge	✓							
Drainage	✓							From Dickerson Street to US 13 curb and gutter type.
Excessive Speed	✓							
Guardrail/Safety				✓			✓	
Horizontal Geometry							✓	Sharp curve just west of Laurel.
Vertical Geometry	✓							
Intersection/Signals	✓							From Maryland state line to Dickerson Street auxiliary turn lanes at many intersections present. From Dickerson Street to US 13 there is one signalized intersection at SR 24 and Delaware Avenue.
Lane Width	✓							11 to 12 feet wide.
Lighting	✓							The signalized intersection of SR 24 and Delaware Avenue includes highway lighting. No lighting at the intersection of SR 24 and US 13.
Pavement		✓					✓	From Maryland state line to Dickerson Street recently Overlaid. From Dickerson Street to US 13 abundant cracks and crack sealing noted. Very poor at airport and Laurel.
Pavement Markings		✓					✓	From Maryland state line to Dickerson Street recently Overlaid. From Dickerson Street to US 13 fading noted.
Shoulders	✓							8 feet wide, paved. From Maryland state line to Dickerson Street shoulders are frequently striped for right-turn lanes or bypass lanes. From Dickerson Street to US 13 8 to 10 feet wide, paved, except within the town limits where there are no shoulders.
Sight Distance	✓							
Signing	✓							
Sidewalk, Bike Lane, Etc.	From Dickerson Street to US 13 there do exist sidewalks made of bituminous material; however, they are not ADA compliant.							
Speed Limit	25 mph from Dickerson Street to US 13.							
Traffic Volumes	AADT volumes fluctuate along SR 24 from 2,100 vpd near the Maryland State Line, to 1,200 vpd near Road 493, to 4,600 vpd within Laurel, and decreasing to 4,200 near US 13.							
Land Use	Land use through this area is generally agricultural and residential. From Dickerson Street to US 13 the land use through this corridor is generally residential.							
General Comments								

**Table II-21
Roadway and Traffic Characteristics Route 24 (SR 13 to US 113)**

Feature	Acceptable	Good	Fair to Good	Fair	Poor to Fair	Poor	Potential Upgrade	Comments
Access	✓						✓	Access is good throughout, except at the Shell Gas Station where access is not defined.
ADA Compliance	✓							
At-Grade Railroad Crossing	✓							
Clear Zone				✓			✓	Few utility poles within clear zone.
Culvert/Bridge						✓	✓	Culverts are generally narrow. Culvert at Trap Pond Street is in poor condition. Narrow bridge near Christ Church Road well protected.
Drainage	✓							
Excessive Speed	✓							
Guardrail/Safety							✓	Culverts are generally narrow, may want to add guardrail. Existing guardrail consists of the wood post and cable type. End treatments may need upgrade (Bridge west of Substation Road). New Guardrail at Trap Pond Road. Bridge No.'s 511, 512, and 513 have no protection.
Horizontal Geometry	✓							
Vertical Geometry	✓							
Intersection/Signals	✓							There are traffic signals at US 13 and US 113, and none on the 17 miles in between.
Lane Width	✓							11 feet wide.
Lighting							✓	There is one signalized intersection through this section, which does not have highway lighting.
Pavement		✓						Recent overlay activity noted.
Pavement Markings		✓						
Shoulders		✓						10 feet wide, paved.
Sight Distance	✓							
Signing	✓							
Sidewalk, Bike Lane, Etc.	No pedestrian facilities or specifically striped/signed bike facilities.							
Speed Limit	Varies from 45 to 50 mph.							
Traffic Volumes	AADT volumes fluctuate along SR 24 from 5,500 vpd near US 13, decreasing to 2,400 vpd approaching SR 30, and increasing to 7,200 vpd approaching US 113.							
Land Use	This area is mostly agricultural with scattered areas of institutional, residential and commercial development. Within Millsboro the land use is mainly commercial and residential.							
General Comments								

**Table II-22
Roadway and Traffic Characteristics Route 24 (US 113 to SR 1)**

Feature	Acceptable	Good	Fair to Good	Fair	Poor to Fair	Poor	Potential Upgrade	Comments
Access	✓							Access points are well spaced and well delineated.
ADA Compliance	✓							
At-Grade Railroad Crossing					✓			Located in Millsboro.
Clear Zone				✓			✓	Steep ditches present.
Culvert/Bridge		✓						
Drainage	✓							Steep ditches present.
Excessive Speed	✓							
Guardrail/Safety		✓					✓	Some of the guardrail may need to be upgraded. Steep ditches present. Old guardrail end treatments east of chicken plant and Warwick Road (turn downs).
Horizontal Geometry	✓							
Vertical Geometry	✓							
Intersection/Signals	✓							Most intersections in this area have auxiliary lanes. Many intersections tend to become congested during peak times. Starting at SR 5 and heading east, there are 6 traffic signals, at the intersections of SR 5 (Mount Joy Road), SR 5 (Long Neck Road), Road 277, Road 279, Road 275, and SR 1. Improvements complete at Camp Arrowhead Road appear sloppy.
Lane Width	✓							11 to 12 feet wide.
Lighting	✓							
Pavement		✓			✓			New pavement or overlay from US 113 to Maryland Camp Road. Pavement fair to poor east of Maryland Camp Road.
Pavement Markings		✓				✓		New pavement markings from US 113 to Maryland Camp Road. Pavement markings are in fair condition east of Maryland Camp Road.
Shoulders		✓			✓			10 feet wide, paved. New from the Millsboro Town limits to Maryland Camp Road. Fair to poor east of Maryland Camp Road. Through Millsboro shoulders for on-street parking present, were not present, the shoulders are 0 – 2 feet wide.
Sight Distance	✓							
Signing	✓							
Sidewalk, Bike Lane, Etc.	No pedestrian facilities or specifically striped/signed bike facilities.							
Speed Limit	Varies from 35 to 50 mph.							
Traffic Volumes	AADT volumes fluctuate along SR 24 from 11,400 vpd near US 113, to 18,000 in Millsboro, down to 10,400 vpd along the shared section with SR 5, and increased again to 17,700 vpd approaching SR 1.							
Land Use	Within Millsboro and in the area near the intersection with Route 1 the land use is mainly commercial and residential. All other areas are generally a mix of residential, commercial and agricultural.							
General Comments								

I. Delaware Route 26

Delaware Route 26 (SR 26) begins at SR 54 and continues east to SR 1, in Bethany Beach. The portion of SR 26 included in this section of the report begins at SR 30 and does not include the shared portions with SR 20, 30, and 54. This section of SR 26 is approximately 17 miles long. SR 26 is classified as a “minor collector” west of the intersection with SR 20, while it is classified as a “major collector” east of the intersection.

Roadway and Traffic Characteristics

Roadway and traffic characteristics for SR 26 discussed in this section can be divided into five segments, as identified in *Tables II-23* through *II-27* at the end of this sub-section.

Accident Data Review

Two hundred and fourteen accidents occurred during the period being studied along the portions of SR 26 being reviewed in this section of the report. One of these accidents resulted in a fatality. The overall accident rate was 1.42 acc/MVMT, which is less than the statewide average accident rate for two-lane rural collector routes (2.52 acc/MVMT). Three 0.3-mile segments had more than 15 accidents during the period of study. These segments occurred at the intersections of SR 26 and Road 347 (White Neck Road), SR 26 from Woodland Avenue to Road 357 (Central Avenue), and SR 26 and SR 1.

Current Projects

The Route 26 Planning Study has recommended improvements to SR 26 from Clarksville to the Assawoman Canal, to nearby local roads to serve as an alternate route, and to the intersection of SR 26 and Main Street in Dagsboro. Each of these projects is in the project development or design phase. The SR 26 mainline project will address two of the accident locations sited above: SR 26 & Road 347, and SR 26 between Woodland Avenue and Road 357. SR 26 from SR 36 to US 113 has been funded, but the project itself has not been scheduled.

Noted Roadway Issues

No specific issues were noted outside of the study area of current projects.

**Table II-23
Roadway and Traffic Characteristics Route 26 (SR 30 to US 113)**

Feature	Acceptable	Good	Fair to Good	Fair	Poor to Fair	Poor	Potential Upgrade	Comments
Access	✓							Access points are well spaced and defined.
ADA Compliance	✓							
At-Grade Railroad Crossing	✓							
Clear Zone				✓			✓	Drainage ditches are very steep.
Culvert/Bridge	✓							
Drainage	✓							Drainage ditches are present and very steep.
Excessive Speed	✓							
Guardrail/Safety	✓						✓	Drainage ditches are very steep and pose a potential safety risk. End treatments (turn down) may need upgrading in areas.
Horizontal Geometry							✓	The horizontal geometry in this area contains some excessively sharp radii and potential superelevation problems.
Vertical Geometry	✓							
Intersection/Signals	✓							There is one traffic signal in this section.
Lane Width	✓							11 to 12 feet wide.
Lighting	✓							
Pavement						✓	✓	Signs of cracking and crack sealing were noted. Pavement noted as poor west of Dagsboro especially near intersection of SR 20.
Pavement Markings			✓					
Shoulders	✓						✓	Roadway contains grass shoulders in this area, which vary from 0 to 4 feet in width.
Sight Distance	✓							
Signing	✓							
Sidewalk, Bike Lane, Etc.	No pedestrian facilities or specifically striped/signed bike facilities.							
Speed Limit	Varies from 40 to 50 mph.							
Traffic Volumes	The AADT through this section is approximately 1,800 vpd							
Land Use	Land use is generally agricultural.							
General Comments								

**Table II-24
Roadway and Traffic Characteristics Route 26 (Town of Dagsboro)**

Feature	Acceptable	Good	Fair to Good	Fair	Poor to Fair	Poor	Potential Upgrade	Comments
Access	✓							
ADA Compliance							✓	
At-Grade Railroad Crossing			✓					Characterized by a dip leading toward and from the tracks.
Clear Zone							✓	Utility poles located less than 2 feet from the face of the curb.
Culvert/Bridge	✓							
Drainage	✓							
Excessive Speed	✓							
Guardrail/Safety	✓							
Horizontal Geometry	✓							
Vertical Geometry	✓							
Intersection/Signals	✓							
Lane Width	✓							11 to 12 feet wide.
Lighting	✓							The intersection with SR 20 includes highway lighting. The intersection of SR 26 and US 113 has partial lighting.
Pavement		✓						Recently overlaid.
Pavement Markings		✓						Recently painted.
Shoulders	✓							6 feet wide. Paved.
Sight Distance	✓							
Signing	✓							
Sidewalk, Bike Lane, Etc.	A portion of the town has sidewalks, which are not ADA compliant.							
Speed Limit	35 mph.							
Traffic Volumes	The AADT for this section is approximately 3,700 vpd.							
Land Use	The intersection at Main Street South becomes a congested at times.							
General Comments								

**Table II-25
Roadway and Traffic Characteristics Route 26 (Town of Dagsboro to Powell Farm Road in Clarksville)**

Feature	Acceptable	Good	Fair to Good	Fair	Poor to Fair	Poor	Potential Upgrade	Comments
Access	✓							
ADA Compliance	✓							
At-Grade Railroad Crossing	✓							
Clear Zone				✓			✓	Very steep drainage ditches within clear zone.
Culvert/Bridge	✓							
Drainage	✓							Very steep drainage ditches present.
Excessive Speed	✓							
Guardrail/Safety							✓	Very steep drainage ditches present. Some end treatments may need to be upgraded.
Horizontal Geometry							✓	Sharp radii and potential superelevation problems present.
Vertical Geometry	✓							
Intersection/Signals	✓							
Lane Width	✓							11 to 12 feet wide.
Lighting	✓							Intersection of SR 26 and SR 20 has lighting.
Pavement			✓					Some signs of cracking and crack sealing.
Pavement Markings			✓					
Shoulders				✓				10 feet wide, paved.
Sight Distance	✓							
Signing	✓							
Sidewalk, Bike Lane, Etc.	No pedestrian facilities or specifically striped/signed bike facilities.							
Speed Limit	Speed limit is 50 mph except in Dagsboro where it is reduced to 30 mph.							
Traffic Volumes	The AADT varies through this section between 8,400 and 11,200 vpd (near E. Dagsboro Limits).							
Land Use	Land use is generally agricultural.							
General Comments								

Table II-26 Roadway and Traffic Characteristics Route 26 (Powell Farm Road to Assawoman Canal)								
Feature	Acceptable	Good	Fair to Good	Fair	Poor to Fair	Poor	Potential Upgrade	Comments
Access							✓	Access points are abundant and are poorly delineated and spaced.
ADA Compliance							✓	Sidewalks that do exist appear to be in poor condition and not compliant to current ADA standards.
At-Grade Railroad Crossing	✓							
Clear Zone						✓	✓	Insufficient clear zones. Utility poles stand in the shoulder.
Culvert/Bridge							✓	Bridge No.'s 427 and 428 have no protection.
Drainage	✓							Curb and gutter in some of the more developed areas to swales in the less developed areas.
Excessive Speed	✓							
Guardrail/Safety							✓	Bridges/culverts may be candidates for addition of guardrail.
Horizontal Geometry	✓							
Vertical Geometry	✓							
Intersection/Signals	✓						✓	The intersections at Powell Farm Road in Clarksville, Road 361, Old Mill Road, and Central Avenue create the largest congestion problems along this road. The intersection with SR 17 was recently improved with ADA compliant sidewalks, new traffic signals, and highway lighting.
Lane Width	✓							11 to 12 feet wide.
Lighting	✓							
Pavement		✓						Pavement recently overlaid.
Pavement Markings		✓						Pavement markings recently painted.
Shoulders							✓	Shoulders widths vary greatly. No Shoulder between Old Mill Road and Central Avenue. Shoulders within Millville vary from 0 – 6 feet in width and are 6 feet wide and paved west of Millville.
Sight Distance	✓							
Signing	✓							
Sidewalk, Bike Lane, Etc.	Besides new development, this area has few sidewalks. The sidewalks that do exist appear to be in poor condition and not compliant to current ADA standards.							
Speed Limit	Speed limit is 35 mph east of SR 17 and 40 mph west of SR 17.							
Traffic Volumes	The AADT varies through this section from 10,400 (near Clarksville) to 17,500 vpd (near W. Millville Limits).							
Land Use	Land use varies from residential to commercial with some agricultural.							
General Comments								

**Table II-27
Roadway and Traffic Characteristics Route 26 (Assawoman Canal to SR 1)**

Feature	Acceptable	Good	Fair to Good	Fair	Poor to Fair	Poor	Potential Upgrade	Comments
Access	✓							Access points are properly delineated and well spaced.
ADA Compliance	✓							
At-Grade Railroad Crossing	✓							
Clear Zone	✓							
Culvert/Bridge		✓						
Drainage	✓							
Excessive Speed	✓							
Guardrail/Safety	✓							
Horizontal Geometry	✓							
Vertical Geometry	✓							
Intersection/Signals	✓							
Lane Width	✓							
Lighting	✓							
Pavement		✓						Pavement recently overlaid.
Pavement Markings		✓						Pavement markings recently painted.
Shoulders		✓						5 feet wide, paved.
Sight Distance	✓							
Signing	✓							
Sidewalk, Bike Lane, Etc.	Newly constructed bike lane present.							
Speed Limit	Speed limit in this area is 35 mph.							
Traffic Volumes	The AADT is approximately 16,700 vpd in this section.							
Land Use	The area East of the bridge to SR 1 was recently rebuilt with 5 feet wide shoulders, bike paths, center-turn lane, curbs, 3 feet wide grass buffers, and ADA compliant sidewalks.							
General Comments								

J. Delaware Route 30

The entire length of Delaware Route 30 (SR 30) forms an approximate “J” shape through Sussex County. Beginning in the north, SR 30 intersects SR 1 southeast of the Town of Milford. Initially running due west, after several hundred feet SR 30 bears due south, at the intersection of Road 206 and Road 212. SR 30 travels due south, west of the Town of Milton, to the Town of Millsboro. It then bears southwest, shared with SR 24. After splitting off from SR 24, it travels due south and is shared with SR 26. Near the southern border of Delaware, SR 30 splits off from SR 26 and bears due west, through the intersection with US 13, and ending at Road 13. The total length of SR 30 is approximately 45 miles. The portion of SR 30 covered in this section includes the portion of SR 30 shared with SR 26 and SR 54, but does not include the portion shared with SR 24. SR 30 is classified as a “major collector”.

Roadway and Traffic Characteristics

Roadway and traffic characteristics for SR 30 are identified in *Tables II-28* through *II-32* at the end of this sub-section.

Accident Data Review

Two hundred and eight accidents occurred during the period being studied along SR 30. Five of these accidents resulted in fatalities. The overall accident rate was 1.91 acc/MVMT, which is less than the statewide average accident rate for two-lane rural collector routes (2.52 acc/MVMT). One segment on SR 30, from Road 249 to Road 319, had an accident rate of 4.62 acc/MVMT, which is significantly higher than the statewide average accident rate for two-lane rural collector routes (2.52 acc/MVMT). The high accident rate is primarily attributed to the intersection of SR 30 and Road 319. This intersection is addressed in the CTP under the Milton Truck Bypass project.

There were no 0.3-mile segments that included greater than 15 accidents.

Current Projects

The intersection of SR 30 & SR 1 is currently in the project development stage, as a part of the Corridor Capacity Preservation Program. Improvements in this area may be incorporated into the US 113 North-South Project.

Noted Roadway Issues

Listed below are key roadway issues identified during the 2004 field view. These issues have been combined, in *Section III*, to define precise, priority recommendations for project advancement. The recommendations developed from the original *Summary of Sussex County East-West Routes* report (2000) and the 2002 update are identified on *Figure 5*.

- **Consider intersection improvements with Benson Road (Rd 216).**
- **Horizontal alignment improvements needed near Huff Road (Rd 252) (poor curve geometry) and near Kawan Acres (s-curve, between SR 16 Southbound to Zoar Road).**

- **Intersection study for sight distance at Mount Joy Road (Rd 297).**
- **Intersection study at SR 30 and Dock Frame Road (Rd 248).**
- **Upgrade clear zone near Whaleys Road (Road 62).**
- **Upgrade horizontal alignment near Bridge No. 339.**
- **Investigate addition of shoulders from SR 54 to Road 13.**

**Table II-28
Roadway and Traffic Characteristics Route 30 (SR 1 to SR 16)**

Feature	Acceptable	Good	Fair to Good	Fair	Poor to Fair	Poor	Potential Upgrade	Comments
Access	✓							
ADA Compliance	✓							
At-Grade Railroad Crossing	✓							
Clear Zone				✓			✓	Very steep drainage ditches located within clear zone.
Culvert/Bridge							✓	Obsolete structure near Reynolds Pond Road. Currently under design.
Drainage	✓							Ditches, very steep in areas, are present.
Excessive Speed	✓							
Guardrail/Safety							✓	Ditches, very steep in areas, are present. Existing guardrail has end treatments and wood post/cable sections that may need to be upgraded. Bridges 920 and 922 have out of date end treatments.
Horizontal Geometry	✓							
Vertical Geometry	✓							
Intersection/Signals							✓	Odd geometry at the intersection of SR 30 and Benson Lane.
Lane Width	✓							11 to 12 feet wide.
Lighting							✓	There is no highway lighting at the intersections of SR 30 and SR 16 and SR 1.
Pavement		✓						Pavement from Road 206 to SR 16 recently improved.
Pavement Markings	✓							
Shoulders		✓						6 feet wide, paved. Rumble strips present near SR 30 and Road 212.
Sight Distance	✓							
Signing	✓							
Sidewalk, Bike Lane, Etc.	No pedestrian facilities or specifically striped/signed bike facilities.							
Speed Limit	Varies from 40 to 50 mph.							
Traffic Volumes	The AADT varies in this section from 1,700 vpd (near Road 212) to 5,700 vpd (near SR 1).							
Land Use	Land use is primarily agricultural, with some residential.							
General Comments								

**Table II-29
Roadway and Traffic Characteristics Route 30 (SR 16 to Zoar Road)**

Feature	Acceptable	Good	Fair to Good	Fair	Poor to Fair	Poor	Potential Upgrade	Comments
Access	✓							
ADA Compliance	✓							
At-Grade Railroad Crossing	✓							Two at-grade rail crossings are located along this section, one south of the intersection with SR 16, and the other near the intersection with Bennum Switch Road (Road 294).
Clear Zone				✓			✓	Ditches, very steep in areas, are present.
Culvert/Bridge	✓							
Drainage	✓							Ditches, very steep in areas, are present.
Excessive Speed	✓							
Guardrail/Safety							✓	
Horizontal Geometry							✓	Bad curve near Huff Road. Bad "S" curve near Kawan Acres.
Vertical Geometry	✓							
Intersection/Signals	✓							Traffic signals are located at the intersections with SR 16 and US 9.
Lane Width	✓							11 to 12 feet wide.
Lighting							✓	There is no highway lighting at the intersections of SR 30 and US 9
Pavement		✓					✓	Good condition at the beginning of this section. Pavement becomes very bad near Springfield Road. Approach to US 9 very bumpy.
Pavement Markings		✓		✓				Good condition at the beginning of this section, fair for the rest.
Shoulders		✓					✓	6 feet wide, paved. Shoulders south of Springfield are in poor condition.
Sight Distance	✓							
Signing	✓							
Sidewalk, Bike Lane, Etc.	No pedestrian facilities or specifically striped/signed bike facilities.							
Speed Limit	Varies from 40 to 50 mph.							
Traffic Volumes	The AADT varies in this section from 1,600 vpd (near Road 255) to 3,100 vpd (near Road 16).							
Land Use	Land use is primarily agricultural, with some residential.							
General Comments								

**Table II-30
Roadway and Traffic Characteristics Route 30 (Zoar Road to SR 24)**

Feature	Acceptable	Good	Fair to Good	Fair	Poor to Fair	Poor	Potential Upgrade	Comments
Access	✓					✓	✓	Access is well separated except for the intersection of SR 30 and Road 48 where access is poor.
ADA Compliance	✓							
At-Grade Railroad Crossing	✓							
Clear Zone				✓			✓	North of Gravel Hill Road, a large, unprotected tree is located within the clear zone. Ditches, very steep in areas, are present.
Culvert/Bridge	✓							
Drainage	✓							Ditches, very steep in areas, are present.
Excessive Speed	✓							
Guardrail/Safety	✓							No guardrail along this section.
Horizontal Geometry	✓							Poor geometry at the intersection of Gravel Hill and Dock Frame Roads.
Vertical Geometry	✓							
Intersection/Signals	✓							
Lane Width	✓							11 to 12 feet wide.
Lighting							✓	
Pavement		✓						Intersection of SR 30 and SR 24 is currently being overlaid.
Pavement Markings		✓						Recently painted.
Shoulders		✓						4 to 8 feet wide, paved. Just north of SR 24 no shoulders.
Sight Distance						✓	✓	Sight distance poor at Mount Joy Road.
Signing	✓							
Sidewalk, Bike Lane, Etc.	No pedestrian facilities or specifically striped/signed bike facilities.							
Speed Limit	Varies from 40 to 50 mph.							
Traffic Volumes	The AADT varies in this section from 2,800 vpd (near Zoar Road) to 4,100 vpd (near SR 24).							
Land Use	Land use is primarily agricultural, with some residential.							
General Comments								

**Table II-31
Roadway and Traffic Characteristics Route 30 (SR 30/24 split, along shared SR 30/26)**

Feature	Acceptable	Good	Fair to Good	Fair	Poor to Fair	Poor	Potential Upgrade	Comments
Access	✓							Access points are well separated with a few areas that had uncontrolled access.
ADA Compliance	✓							
At-Grade Railroad Crossing	✓							
Clear Zone				✓			✓	Drainage ditches very steep.
Culvert/Bridge	✓							
Drainage	✓							
Excessive Speed	✓							
Guardrail/Safety							✓	Many culverts and bridges may be candidates for the addition of guardrail. Some existing guardrail end treatments may need to be upgraded. Drainage ditches very steep. Guardrail in poor condition at Bridge 585 near Collins Road (Road 415B).
Horizontal Geometry	✓							
Vertical Geometry	✓							
Intersection/Signals	✓							There are no traffic signals along this section of SR 30. Stop control is utilized at intersections with US 13 and SR 26/54.
Lane Width	✓							11 to 12 feet wide.
Lighting	✓						✓	Highway lighting present at the intersection of SR 30 and US 113. No highway lighting at the intersections of SR 30 and 24 or SR 30 and SR 26 or SR 30 and SR 54 split.
Pavement		✓						Recently overlaid.
Pavement Markings		✓						Recently painted.
Shoulders			✓					From Road 64 to SR 24, there are 6 to 8 feet wide paved shoulders. Some minor cracking noted in paved areas.
Sight Distance	✓							
Signing	✓							
Sidewalk, Bike Lane, Etc.	No pedestrian facilities or specifically striped/signed bike facilities.							
Speed Limit	Ranges from 35 – 50 mph.							
Traffic Volumes	The AADT varies from 4,200 vpd (just south of northern SR 30/24 split) to 4,800 vpd (just north of southern SR 30/26 split).							
Land Use	Land use is generally agricultural, with more residential properties in and around the community of Gumboro.							
General Comments								

**Table II-32
Roadway and Traffic Characteristics Route 30 (SR 30/26 split to US 13)**

Feature	Acceptable	Good	Fair to Good	Fair	Poor to Fair	Poor	Potential Upgrade	Comments
Access	✓							
ADA Compliance	✓							
At-Grade Railroad Crossing	✓							
Clear Zone						✓	✓	Many trees located in clear zone in wooded area near Whaleys Road.
Culvert/Bridge	✓							
Drainage	✓							
Excessive Speed	✓							
Guardrail/Safety							✓	Bridges 336, 337, 338, 339 have no protection.
Horizontal Geometry							✓	Curve displays poor geometry near Bridge 339.
Vertical Geometry	✓							
Intersection/Signals	✓							
Lane Width	✓							
Lighting	✓							Highway lighting present at the intersection of SR 30 and US 13.
Pavement		✓						Appears new until Whaleys Road.
Pavement Markings		✓						Appears new until Whaleys Road.
Shoulders							✓	From Road 13 to the shared section with SR 26 and SR 54 (Road 26), there exists 4 to 6 feet grass shoulders. Rumble strips at the SR 30 eastbound approach.
Sight Distance	✓							
Signing	✓							
Sidewalk, Bike Lane, Etc.	No pedestrian facilities or specifically striped/signed bike facilities.							
Speed Limit	40 mph							
Traffic Volumes	AADT in this section varies from 1,200 vpd (near SR 26) to 1,700 vpd (near Road 70).							
Land Use	This area is mainly agricultural with scattered residential and wooded areas.							
General Comments								

K. Delaware Route 36

Delaware Route 36 (SR 36) begins west of the Town of Greenwood at SR 404, and travels northeast to US 113 in the Town of Milford, and continues east/northeast to Slaughter Beach on the Delaware Bay. SR 36 is approximately 24 miles in length, and is shared with SR 16 in and near the Town of Greenwood. This portion of the report includes all portions of SR 36 including those shared with SR 16. SR 36 is classified as a “major collector”.

Roadway and Traffic Characteristics

Roadway and traffic characteristics for SR 36 discussed in this section can be divided into three segments, as identified in *Tables II-33* through *II-36* at the end of this sub-section.

Accident Data Review

One hundred and seventy-three accidents occurred during the period being studied along SR 36. Four of these accidents resulted in fatalities. The overall accident rate was 2.20 acc/MVMT, which is less than the statewide average accident rate for two-lane rural collector routes (2.52 acc/MVMT). One segment examined had an accident rate significantly higher than the statewide average accident rate, which was located between US 113 and SR 1 in Milford and had an accident rate of 5.62 acc/MVMT. None of 0.3-mile segments included 15 or more accidents.

Current Projects

No projects that are in the planning phase, the design phase, or under construction have been identified for this State Route.

Noted Roadway Issues

Listed below are key roadway issues identified during the 2004 field view. These issues have been combined, in *Section III*, to define precise, priority recommendations for project advancement. The recommendations developed from the original *Summary of Sussex County East-West Routes* report (2000) and the 2002 update are identified on *Figure 5*.

- **Upgrade railroad crossing between US 113 and Bay.**
- **Upgrade shoulders, SR 404 to SR 16.**
- **Upgrade shoulders, investigate accident history and traffic calming possibilities, Milford to Delaware Bay.**

**Table II-33
Roadway and Traffic Characteristics Route 36 (SR 404 to SR 16)**

Feature	Acceptable	Good	Fair to Good	Fair	Poor to Fair	Poor	Potential Upgrade	Comments
Access	✓							
ADA Compliance	✓							
At-Grade Railroad Crossing	✓							
Clear Zone	✓							
Culvert/Bridge	✓							
Drainage	✓							Drainage ditches present.
Excessive Speed								
Guardrail/Safety		✓						
Horizontal Geometry							✓	There is a sharp curve near SR 16 with potential radii and superelevation problems.
Vertical Geometry	✓							
Intersection/Signals	✓							Signal located at the intersection of SR 36 and US13. The intersection of SR 36 and SR 404 has a stop sign with flashing light. Auxiliary turn lanes are present at major intersections only.
Lane Width	✓							11 to 12 feet wide.
Lighting							✓	Intersection of SR 36 and SR 404 has a stop sign and a flashing light with no highway lighting.
Pavement		✓						Recently overlaid between Rd. 585 and Sr16/SR 36 spilt.
Pavement Markings		✓						Recently painted. Sections where paint is old, paint is in good condition.
Shoulders							✓	Grass shoulders.
Sight Distance	✓							
Signing	✓							
Sidewalk, Bike Lane, Etc.	The roadway is signed with "Share the Road" signs but no designated bicycle lanes are present.							
Speed Limit	50 mph.							
Traffic Volumes	The AADT for this roadway portion is 2,800 vpd.							
Land Use	Land use for this roadway is generally agricultural.							
General Comments								

**Table II-34
Roadway and Traffic Characteristics Route 36 (SR 16/36 Shared)**

Feature	Acceptable	Good	Fair to Good	Fair	Poor to Fair	Poor	Potential Upgrade	Comments
Access		✓						
ADA Compliance	✓							
At-Grade Railroad Crossing			✓					
Clear Zone		✓						
Culvert/Bridge	✓							
Drainage	✓							
Excessive Speed	✓							
Guardrail/Safety		✓						
Horizontal Geometry		✓						
Vertical Geometry		✓						
Intersection/Signals			✓					
Lane Width		✓						11 to 12 feet wide.
Lighting							✓	No lighting at the Route 16/Route 36 intersections. Signalized intersection of SR 36 and US 13 does not have highway lighting.
Pavement		✓						Recently overlaid. Rumble strips toward intersections. Pavement in fair condition in Greenwood. Recently overlaid west of Greenwood.
Pavement Markings		✓						
Shoulders		✓						8 feet wide, paved. No shoulders in Greenwood. On street parking on the westbound lane. New paved shoulders east of Greenwood.
Sight Distance		✓						
Signing		✓						
Sidewalk, Bike Lane, Etc.	No pedestrian facilities or specifically striped/signed bike facilities.							
Speed Limit	Varies between 25 to 50 mph.							
Traffic Volumes	AADT varies from 4,000 (near western SR/16 Split) to 7,900 (near eastern SR 16/36 split).							
Land Use	Land use is generally residential and agricultural.							
General Comments								

**Table II-35
Roadway and Traffic Characteristics Route 36 (SR 16 to US 113)**

Feature	Acceptable	Good	Fair to Good	Fair	Poor to Fair	Poor	Potential Upgrade	Comments
Access		✓						Many driveways are present.
ADA Compliance	✓							
At-Grade Railroad Crossing	✓							
Clear Zone			✓				✓	Utility poles approximately 10 feet from roadway.
Culvert/Bridge							✓	Bridges and culverts through this area may be candidates for the addition of guardrail.
Drainage		✓						Drainage ditches present.
Excessive Speed	✓							
Guardrail/Safety				✓			✓	Bridges and culverts through this area may be candidates for the addition of guardrail.
Horizontal Geometry		✓						
Vertical Geometry		✓						
Intersection/Signals	✓							Rumble strips are present at the intersection of SR 36 and SR 16.
Lane Width		✓						11 to 12 feet wide.
Lighting							✓	The signalized intersection between SR 16 and SR 36 does not have highway lighting.
Pavement			✓					Fair amount of rutting present.
Pavement Markings		✓						
Shoulders					✓		✓	3 to 4 feet wide, paved, in most sections. 6 - 8 feet wide, paved, in sections with only 11 feet wide travel lanes.
Sight Distance	✓							
Signing	✓							
Sidewalk, Bike Lane, Etc.	Bike signs with Shoulder.							
Speed Limit	Varies between 35 to 50 mph.							
Traffic Volumes	The AADT varies from 3,900 (near SR 16) to 2,300 vpd (near US 113).							
Land Use	Land use for this corridor is generally agricultural with some residential.							
General Comments								

**Table II-36
Roadway and Traffic Characteristics Route 36 (US 113 to Eastern Terminus)**

Feature	Acceptable	Good	Fair to Good	Fair	Poor to Fair	Poor	Potential Upgrade	Comments
Access	✓							
ADA Compliance	✓	✓						
At-Grade Railroad Crossing						✓	✓	Poor condition within town limits.
Clear Zone						✓	✓	Utility poles were observed within the clear zone.
Culvert/Bridge	✓							
Drainage	✓							Drainage ditches present, but not consistent.
Excessive Speed						✓	✓	The speed limit for this portion is 25 mph; however, excessive speeding may be a problem.
Guardrail/Safety						✓	✓	Bridges through this section may be candidates for the addition of guardrail. Guardrail near drawbridge looks outdated. Bridge 927 has no end treatments.
Horizontal Geometry							✓	The intersection of SR 36 (Cedar Beach Road) and McColley Road has a large skew angle.
Vertical Geometry					✓		✓	"S" curvature near bay.
Intersection/Signals	✓							
Lane Width		✓						20 to 22 feet wide through Milford shared with parking on one or both sides of street. 11 to 12 feet wide through remainder of this section.
Lighting		✓						The signalized intersections of SR 36 with SR 1 and US 113 have highway lighting.
Pavement			✓			✓	✓	Some crack sealing noted. Pavement in very poor condition within town limits.
Pavement Markings			✓					
Shoulders					✓			No shoulders through Milford and near bay area. 4 feet wide paved shoulders near SR 1. Some on street parking in Milford. From eastern terminus to the drawbridge, shoulders are 8 feet wide. No shoulders are present from the drawbridge to Road 201. From Road 201 to SR 1, the shoulders are 4 – 6 feet wide and then narrow to 2 feet wide after SR 1.
Sight Distance						✓	✓	The intersection of SR 36 (Cedar Beach Road) and McColley Road has a large skew angle.
Signing	✓							
Sidewalk, Bike Lane, Etc.	There is ADA compliant concrete sidewalks in the Town of Milford. There are "Share the Road" signs along this section; however, the roadway width is not sufficient for both a vehicle and a bicycle.							
Speed Limit	25 mph.							
Traffic Volumes	The AADT varies from 900 (near Eastern Terminus) to 3,800 vpd (between US 113 and SR 1).							
Land Use	Mainly agricultural and residential.							
General Comments								

L. Delaware Route 54

Delaware Route 54 (SR 54) runs parallel to, and sometimes directly on, the southern border of the State of Delaware, from the western border of the State of Delaware to Fenwick Island. SR 54 is classified as a “major collector” throughout the portion reviewed, except west of Road 13 (Bi-State Boulevard) where it is a “minor collector”. This section of the report covers all portions of SR 54 except the shared portion with SR 30.

Roadway and Traffic Characteristics

Roadway and traffic characteristics for SR 54 discussed in this section can be divided into four segments, as identified in **Tables II-37** through **II-41** at the end of this sub-section.

Accident Data Review

Two hundred and forty-eight accidents occurred during the period being studied along SR 54. Four of these accidents resulted in fatalities. The overall accident rate was 1.39 acc/MVMT, which is less than the statewide average accident rate for two-lane rural collector routes (2.52 acc/MVMT). One segments examined had an accident rate significantly higher than the statewide average accident rate. The segment was located between Road 380 and Road 377, which accident rate was 4.51 acc/MVMT. Two of 0.3-mile segments included 15 or more accidents. One of them was near the intersection with SR 20. The other section was around the SR 54 intersection with Road 58E located approximately a half mile west of SR 1.

Current Projects

A Project Development Study for SR 54 from Selbyville to SR 58C was recommended in the original *Summary of Sussex County East-West Routes* report (2000), and is currently in the advanced development stages. The study recommended specific projects, both on the mainline and on nearby local roads. The mainline sections and several of the local road sections are scheduled to begin design in fiscal years 2004 and 2005. Improvements to SR 54 at and in the vicinity of SR 20 will be completed as part of a developer requirement for a nearby Traffic Impact Study. SR 54 between SR 58C and SR 58E was recently raised on a combination of fill and two viaducts to alleviate flooding problems.

Noted Roadway Issues

Listed below are key roadway issues identified during the 2004 field view. These issues have been combined, in **Section III**, to define precise, priority recommendations for project advancement. The recommendations developed from the original *Summary of Sussex County East-West Routes* report (2000) and the 2002 update are identified on **Figure 5**.

- **Upgrade railroad crossing in Delmar.**
- **Investigate shoulder upgrades between Maryland line and US 113.**
- **Intersection with Columbia Road.**
- **Consider improvements between SR 30 and US 113 to address accident history and clear zone issues.**

- **Consider upgrading shoulders between SR 30 and US 113.**
- **Upgrade railroad crossing in Selbyville.**

**Table II-37
Roadway and Traffic Characteristics Route 54 (Maryland State Line to US 13)**

Feature	Acceptable	Good	Fair to Good	Fair	Poor to Fair	Poor	Potential Upgrade	Comments
Access	✓							
ADA Compliance							✓	Utility Poles in the sidewalk take away from the effective width of the sidewalk for ADA compliance.
At-Grade Railroad Crossing							✓	Crossing is bad in Delmar.
Clear Zone							✓	Poles are in clear zone behind curb.
Culvert/Bridge	✓							
Drainage	✓							
Excessive Speed	✓							
Guardrail/Safety	✓							
Horizontal Geometry	✓							
Vertical Geometry	✓							
Intersection/Signals	✓							
Lane Width	✓							16 feet wide on the west side of Delmar and 12 feet wide on the east side of Delmar. Auxiliary turn lanes present at key intersections.
Lighting							✓	No highway lighting at the intersection of SR 54 and US 13.
Pavement				✓				Few areas of cracking noted. Bumpy in Delmar.
Pavement Markings	✓							
Shoulders							✓	No shoulder until Columbia Road. 6 feet wide, paved, east of Columbia Road. No shoulder on south side of road in Delmar. On street parking on north side of road in Delmar.
Sight Distance	✓							
Signing	✓							
Sidewalk, Bike Lane, Etc.	There are sidewalks through the Town of Delmar, which are not ADA accessible.							
Speed Limit	Varies from 25 to 50 mph.							
Traffic Volumes	The AADT varies from 2,200 vpd, at the Maryland border to 9,000 vpd (near third Street in Delmar). The volumes for each of the different sections are an average over an entire year. Summer peak traffic is likely to be significantly higher in each section, possibly more in the eastern section as SR 54 approaches the beach.							
Land Use	Mostly residential and commercial in Delmar. Mostly agricultural in other areas with a few instances of residential.							
General Comments								

**Table II-38
Roadway and Traffic Characteristics Route 54 (US 13 to SR 26)**

Feature	Acceptable	Good	Fair to Good	Fair	Poor to Fair	Poor	Potential Upgrade	Comments
Access							✓	Access is poor at the intersection of SR 54 and SR 26 because of business parking.
ADA Compliance	✓							
At-Grade Railroad Crossing	✓							
Clear Zone				✓			✓	Steep side slopes are present.
Culvert/Bridge		✓						
Drainage	✓							
Excessive Speed	✓							
Guardrail/Safety							✓	Steep side slopes of ditches pose safety hazard, candidate for guardrail. Few areas that need guardrail end treatments upgraded. Structures 581 and 582 have outdated end treatments.
Horizontal Geometry	✓							
Vertical Geometry	✓							
Intersection/Signals	✓							Rumble strips present at the intersection of SR 54 and SR 26. Auxiliary turn lanes present at key intersections.
Lane Width	✓							11 to 12 feet wide.
Lighting	✓							
Pavement					✓			Pavement poor around Brittingham Road. Area near SR 54/26 shared has been recently overlaid.
Pavement Markings			✓					
Shoulders	✓						✓	8 to 10 feet wide, paved, narrowing to 4 feet in areas.
Sight Distance							✓	Due to business parking at SR 54 and SR 26 sight distance is hindered.
Signing	✓							
Sidewalk, Bike Lane, Etc.	No pedestrian facilities or specifically striped/signed bike facilities.							
Speed Limit	Varies from 35 to 50 mph.							
Traffic Volumes	The AADT varies from 1,600 vpd (around DEL/MD State Line) to 8,100 vpd (near US 13) through this section of roadway. The volumes for each of the different sections are an average over an entire year. Summer peak traffic is likely to be significantly higher in each section, possibly more in the eastern section as SR 54 approaches the beach.							
Land Use	Mix of residential, agricultural and wooded areas.							
General Comments								

**Table II-39
Roadway and Traffic Characteristics Route 54 (SR 26 to US 113)**

Feature	Acceptable	Good	Fair to Good	Fair	Poor to Fair	Poor	Potential Upgrade	Comments
Access	✓							
ADA Compliance	✓							
At-Grade Railroad Crossing	✓							
Clear Zone							✓	Clear zone real bad through Cypress Swamp (many trees).
Culvert/Bridge	✓							
Drainage	✓							
Excessive Speed	✓							
Guardrail/Safety							✓	Very poor guardrail near Cypress Branch (stream). Out of date guardrail over Pokomoke River.
Horizontal Geometry							✓	Many sharp curves through swamp.
Vertical Geometry	✓							
Intersection/Signals	✓							
Lane Width	✓							
Lighting	✓							Highway lighting is located at the intersection of SR 54 and US 113.
Pavement	✓							
Pavement Markings	✓							
Shoulders							✓	No shoulders on this section of roadway.
Sight Distance	✓							
Signing	✓							
Sidewalk, Bike Lane, Etc.	No pedestrian facilities or specifically striped/signed bike facilities.							
Speed Limit	Varies from 35 mph to 50 mph.							
Traffic Volumes	AADT is between 1,100 (near US 113) and 1,800 (near SR 26) in this section. The volumes for each of the different sections are an average over an entire year. Summer peak traffic is likely to be significantly higher in each section, possibly more in the eastern section as SR 54 approaches the beach.							
Land Use	Mostly wooded swampland with some areas of agricultural and residential.							
General Comments								

**Table II-40
Roadway and Traffic Characteristics Route 54 (US 113 to SR 20)**

Feature	Acceptable	Good	Fair to Good	Fair	Poor to Fair	Poor	Potential Upgrade	Comments
Access	✓							Through Selbyville frequent access points are present.
ADA Compliance	✓							
At-Grade Railroad Crossing						✓		Poor crossing in Selbyville.
Clear Zone						✓	✓	Through Selbyville trees are located in the clear zone.
Culvert/Bridge	✓							
Drainage		✓						Through Selbyville drainage ditches present.
Excessive Speed	✓							
Guardrail/Safety							✓	Some drainage ditches are very steep. Existing guardrail near Road 420 may need to be upgraded. Bridge 436 has outdated end treatments.
Horizontal Geometry							✓	Through Selbyville there are s-curves. The intersection of SR 54 and Daisey Road is confusing due to sharp horizontal geometry.
Vertical Geometry	✓							
Intersection/Signals	✓							Through Selbyville there are two signalized intersections (US 113 and Main Street) in this corridor and both have highway lighting. Auxiliary turn lanes present at key intersections.
Lane Width	✓							12 to 18 feet wide.
Lighting							✓	Through Selbyville there are s-curves, which are not lighted. There are two signalized intersections in Selbyville and both have highway lighting.
Pavement							✓	Variable pavement quality through section. Intersection of US 113 and SR 54 recently overlaid.
Pavement Markings				✓				
Shoulders							✓	Through Selbyville most of this roadway corridor lacks shoulder. On street parking in Selbyville. 6 feet wide, paved, east of Shelbyville.
Sight Distance							✓	Through Selbyville few areas where sight distance is poor.
Signing							✓	Through Selbyville the intersection of SR 54 and Daisey Road is confusing due to sharp horizontal geometry and inadequate signing.
Sidewalk, Bike Lane, Etc.	Through Selbyville sidewalks present in a few sections and are not ADA accessible.							
Speed Limit	Through Selbyville 25 mph. Outside Selbyville, the speed limit ranged from 35 – 50 mph.							
Traffic Volumes	The AADT has volumes near 7,600 vpd near SR 17 in Selbyville and drop to approximately 2,800 vpd near Road 387. The volumes for each of the different sections are an average over an entire year. Summer peak traffic is likely to be significantly higher in each section, possibly more in the eastern section as SR 54 approaches the beach.							
Land Use	Mainly residential in Selbyville. Outside of Selbyville the land use is mostly agricultural with a few instances of residential.							
General Comments								

**Table II-41
Roadway and Traffic Characteristics Route 54 (SR 20 to SR 1)**

Feature	Acceptable	Good	Fair to Good	Fair	Poor to Fair	Poor	Potential Upgrade	Comments
Access							✓	Open access was a problem evident at a few commercial properties.
ADA Compliance	✓							
At-Grade Railroad Crossing	✓							
Clear Zone						✓	✓	Three miles east of Selbyville are non-breakaway wood posts holding reflectors located within the clear zone.
Culvert/Bridge	✓							New viaduct built.
Drainage							✓	Drainage seems to be a problem because of ponding seen on both sides of the road west of the bridge.
Excessive Speed	✓							
Guardrail/Safety	✓							
Horizontal Geometry							✓	There are two s-curves in this section.
Vertical Geometry	✓							
Intersection/Signals	✓							SR 54 currently includes six signalized intersections at Route 20, Swan Keys development, Road 58C, Keenwick Road, Sunny Winters Drive and SR 1.
Lane Width	✓							11 to 12 feet wide. Auxiliary turn lanes present at key intersections.
Lighting							✓	The intersections of SR 54 and Harpoon Hanna, SR 54 and the Swan Keys development, SR 54 and SR 20 do not have highway lighting. The intersections of Keenwick Road, Sunny Winters Drive and SR 1 have highway lighting.
Pavement		✓				✓	✓	Pavement is generally good west of the Harpoon Hanna Bridge. Viaduct recently improved including the approaches.
Pavement Markings		✓				✓	✓	Pavement markings are generally good west of the Harpoon Hanna Bridge and poor eastward of the Bridge.
Shoulders	✓							4 to 8 feet wide, paved. Shoulders are narrow prior to Hanna's bridge over the Little Assawoman Bay then widen out to 6 to 10 feet, paved, after the culvert.
Sight Distance	✓							
Signing							✓	Satisfactory signing near Sound Church Road regarding speed limit is lacking. Adequate signing to warn about the curve near Road 396 is lacking.
Sidewalk, Bike Lane, Etc.	No pedestrian facilities or specifically striped/signed bike facilities.							
Speed Limit	Varies from 35 to 50 mph.							
Traffic Volumes	The AADT near Route 20 was 10,700 vpd, and decreased as the roadway moves away from the beach setting.							
Land Use	Mostly residential with some commercial areas.							
General Comments								

M. Delaware Route 404 and 404BR

Delaware Route 404 (SR 404) begins at the Maryland State Line in the west, and travels east through the Towns of Bridgeville and Georgetown, ultimately ending at SR 1. It is approximately 35 miles in length. SR 404 is classified as a “principal arterial”. This section of the report does not cover the portion of SR 404 which is merged with US 13 or US 9. It does, however, include the portion that is shared with SR 18. Delaware Route 404 Business (SR 404B) begins at SR 404 between Road 582 (Newton Road) and Road 600 (Fawn Road) continuing in a southerly direction until it ends at its intersection with US 13. SR 404B is classified as a “local road” and as a “principal arterial” when it is shared with US 13.

Roadway and Traffic Characteristics

Roadway and traffic characteristics for SR 404 discussed in this section can be divided into three segments, as identified in *Tables II-42* through *II-44* at the end of this sub-section.

Accident Data Review

Two hundred and eighty-one accidents occurred during the period being studied along this section of SR 404. Four of these accidents resulted in fatalities. The overall accident rate was 1.40 acc/MVMT, which is less than the statewide average accident rate for two-lane principal arterials (1.70 acc/MVMT). One segment examined had an accident rate higher than the statewide average accident rate. The segment occurred near the SR 404 intersection with US 9 in the Town of Georgetown, which had an accident rate was 4.10 acc/MVMT. Three 0.3-mile segments included 15 or more accidents. These segments occurred near the intersection of SR 404 and SR 404BR, near the intersection of SR 404 and US 113, and along SR 404 between Depot Street and Laurel Street in Georgetown.

Current Projects

No projects that are in the planning phase, the design phase, or under construction have been identified for this State Route.

Noted Roadway Deficiencies

Listed below are key roadway issues identified during the 2004 field view. These issues have been combined, in *Section III*, to define precise, priority recommendations for project advancement. The recommendations developed from the original *Summary of Sussex County East-West Routes* report (2000) and the 2002 update are identified on *Figure 5*.

- **Improve wide access points between Bridgeville and Maryland State line (Farmer Genes Market, Adams Fruit Market).**
- **Study safety improvements at the intersection of SR 404 and SR 404B to address high accident location.**

**Table II-42
Roadway and Traffic Characteristics Route 404 (Maryland State Line to US 13)**

Feature	Acceptable	Good	Fair to Good	Fair	Poor to Fair	Poor	Potential Upgrade	Comments
Access	✓							Some wide-open access points scattered throughout (Farmer Genes Market, Adams Fruit Market, etc.)
ADA Compliance	✓							
At-Grade Railroad Crossing	✓							
Clear Zone				✓			✓	Steep roadside drainage ditches present in this section.
Culvert/Bridge	✓							
Drainage			✓					Ditches present.
Excessive Speed	✓							
Guardrail/Safety	✓						✓	Many roadside ditches are very steep. Guardrail end treatments found along this section may need to be upgraded. Out dated turndown end treatments used just east of the intersection of SR 36. Bridge west of SR 36 intersection has outdated end treatments (near Adamsville Road).
Horizontal Geometry							✓	Large skew angle at the intersection of SR 36 and SR 404 limits sight distance.
Vertical Geometry	✓							
Intersection/Signals	✓							Auxiliary turn lanes are available at intersections with SR 36 and SR 404BR.
Lane Width	✓							11 to 12 feet wide.
Lighting	✓						✓	
Pavement		✓		✓				Crack sealing and areas of scarification due to milling noted. Portions of the corridor have newly paved areas in very good condition.
Pavement Markings	✓							
Shoulders			✓				✓	8 to 10 feet wide, paved. No shoulder in the westbound direction of 404 from US 13 to the sharp turn at Road 583. 2 feet shoulders from 404 business to Road 583. Just before US 13 there are 8 - 10 feet wide shoulders on the eastbound side.
Sight Distance							✓	Large skew angle at the intersection of SR 36 and SR 404 limits sight distance.
Signing	✓							
Sidewalk, Bike Lane, Etc.	No pedestrian facilities or specifically striped/signed bike facilities.							
Speed Limit	25 mph in Bridgeville, 45 mph outside of Bridgeville.							
Traffic Volumes	The AADT of this roadway section varies from 8,100 vehicles per day near the Maryland state line to 5,900 vpd near the Town of Bridgeville. Daily traffic is likely to be significantly higher during summer months.							
Land Use	Land use is generally a mix of agricultural and residential, with some roadside commercial development.							
General Comments								

**Table II-43
Roadway and Traffic Characteristics Route 404 (US 13 to Georgetown)**

Feature	Acceptable	Good	Fair to Good	Fair	Poor to Fair	Poor	Potential Upgrade	Comments
Access	✓							Access points are generally well separated, but densely grouped in some areas. All new developments have very good access.
ADA Compliance	✓							
At-Grade Railroad Crossing	✓							
Clear Zone						✓	✓	Town of Georgetown utility poles are less than two feet behind the curb face.
Culvert/Bridge	✓							
Drainage		✓						Ditches present. Town of Georgetown uses the curb and gutter.
Excessive Speed	✓							
Guardrail/Safety	✓						✓	Many roadside ditches are very steep. Guardrail lacking at the intersection of SR 404 and Road 42.
Horizontal Geometry	✓							
Vertical Geometry	✓							
Intersection/Signals	✓							The intersection of SR 404 and Road 42 (Chaplains Chapel Road) includes a flashing light to caution drivers. The intersection of SR 404 and SR 18 is controlled with a stop sign. Intersection of SR 404 and US 113 is signalized. Flashing yellow/red signal located at the intersections with Vaughn Road (Road 520) and Chaplains Chapel Road (Road 42).
Lane Width	✓							11 to 12 feet wide.
Lighting	✓						✓	The intersection of SR 404 and SR 18 is controlled with a stop sign and does not have highway lighting. The signalized intersections of SR 404 with US 113 and US 13 have highway lighting.
Pavement		✓		✓				Crack sealing and areas of scarification due to milling noted. Portions of the corridor have newly paved areas in very good condition.
Pavement Markings	✓							
Shoulders			✓				✓	8 to 10 feet wide, paved. Through Bridgeville, westbound 404 does not have shoulders. Eastbound 404 has shoulders for parking.
Sight Distance							✓	Large skew angle at the intersection of SR 36 and SR 404 limits sight distance.
Signing	✓							
Sidewalk, Bike Lane, Etc.	Sidewalk exists in the Town of Georgetown but is not ADA compliant.							
Speed Limit	Varies from 25 mph, through the Town of Georgetown, to 50 mph outside of the Town Proper.							
Traffic Volumes	The AADT of this roadway section varies from 8,400 near US 13 to 11,100 vpd near US 113 to 14,200 vpd near US 9. As this is a primary route to the Delaware beaches from Maryland, daily traffic is likely to be significantly higher during summer months.							
Land Use	Land use is generally a mix of agricultural and residential, with some roadside commercial development.							
General Comments								

**Table II-44
Roadway and Traffic Characteristics Route 404 Business**

Feature	Acceptable	Good	Fair to Good	Fair	Poor to Fair	Poor	Potential Upgrade	Comments
Access	✓							Numerous access points are well defined.
ADA Compliance	✓							
At-Grade Railroad Crossing	✓							
Clear Zone						✓	✓	Areas with poor clear zones consisting of utility poles encroaching on the shoulder within town limits.
Culvert/Bridge	✓							
Drainage	✓							Curb and gutter in Bridgeville and drainage ditches elsewhere.
Excessive Speed	✓							
Guardrail/Safety							✓	Steep drainage ditches may be candidate for guardrail installation.
Horizontal Geometry	✓							
Vertical Geometry	✓							
Intersection/Signals	✓							This section includes one traffic signal, at the intersection with SR 404B.
Lane Width	✓							12 to 14 feet wide, 14 feet wide through Bridgeville.
Lighting	✓							
Pavement		✓	✓					Abundant cracking and crack sealing noted. Very good through Bridgeville.
Pavement Markings			✓					
Shoulders	✓							6 feet wide, paved.
Sight Distance	✓							
Signing	✓							
Sidewalk, Bike Lane, Etc.	No pedestrian facilities or specifically striped/signed bike facilities.							
Speed Limit	Varies from 35 to 45 mph. 25 mph through Bridgeville.							
Traffic Volumes	The AADT of SR 404 Business varies from 5,700 (near Bridgeville limits) vpd to 13,000 vpd (near US 13).							
Land Use	Land use is generally residential, with some roadside commercial development.							
General Comments								

III. Sussex County Projects

This section reviews current and proposed transportation projects in Sussex County. In general, discussion is limited to projects on or adjacent to state numbered routes. *Figure 4* graphically depicts projects listed on the DelDOT Capital Transportation Plan (CTP) for fiscal years 2004-2009. These projects are allocated some level of funding; some are limited to project development studies, others are funded through construction. Similarly, the projects vary as to their level of completion, ranging from:

- Not yet begun project development (only shown on the CTP)
- In project development
- In design
- In construction

The figure shows the large number of projects currently active in Sussex County, and has been used as a reference in developing future recommendations.

Figure 5 shows all recommendations from the previous two versions of the *Summary of Sussex County East-West Routes* reports (2000 and 2002). By comparing *Figures 4* and *5*, it can be noted that some previous recommendations were included in the CTP, while others were not.

Figure 6 shows additional details on two projects, SR 24 and SR 54. Both began as recommendations of the original *Summary of Sussex County East-West Routes* report (2000), and advanced as Planning Studies. The studies recommended specific projects, both on the mainline and on nearby local roads. The mainline sections and several of the local road sections are scheduled to begin design in fiscal years 2004 and 2005.

In the previous versions of this report, all issues raised in the body of the report were summarized in the final section of the report as a project recommendation. Due to the number of issues raised along each route and DelDOT's constrained time and funding, this version of the report will consolidate problem areas into more concise project recommendations and will only recommend priority projects for advancement. These recommendations are shown in *Figure 7* and are discussed in more detail below. Other issues raised along each route should be addressed if other projects (by DelDOT, Sussex County, municipalities, or private developers) occur in those areas. Because DelDOT has separate systematic programs to address pavement improvements and guardrail improvements, no recommendations were made in those areas.

The recommendations in this report include new recommendations, recommendations from previous reports that have not yet been included in the CTP, and modifications to projects currently listed on the CTP, but not yet started. A description of the recommendations (shown in *Figure 7*) include:

- **Route 9 Project Development Study, Georgetown Limits to Route 1.** This study would consolidate five intersection studies recommended in previous versions of this report and included in the CTP (but not yet started). Due to heavy development trends along Route 9, and the presence of major projects on either end of the corridor (SR 1 Grid Study to the east, and US 113 North/South study to the west), it is logical to consolidate the individual

intersection studies into a comprehensive project development study. During the project needs phase, coordination with the other studies should occur to fine-tune the study area, and avoid duplicated and contradictory efforts.

- **Route 16 Project Development Study, Route 5 to Broadkill Beach.** This recommendation extends the limits and scope of another study currently in the CTP, Route 16 from SR 1 to Broadkill Beach. The project listed in the CTP has not yet started. The extended project limits would include consideration of intersection upgrades at Route 5 and Route 16, and consideration of drainage issues along the length of the project limits.
- **Route 36 Project Development Study, Milford to Slaughter Beach.** This study was previously recommended in the 2002 version of this report, but has not advanced any further. At a minimum, the study should consider safety improvements to address high accident locations, shoulder improvements, intersection improvements, and potential traffic calming measures.
- **Route 36 Project Development Study, Route 404 to Greenwood.** Improvements to this section of roadway have been recommended by Sussex County, as well as by the 2002 version of this report. At a minimum, the project should consider shoulder improvements and intersection upgrades.
- **Intersection Lighting Evaluations.** Twenty-one intersections of state routes with other state routes or U.S. routes were observed to lack roadway lighting throughout Sussex County. Each of these intersections should be further evaluated for the need and feasibility for roadway lighting. Lighting recommendations were made in the 2002 version of this report, but have not advanced any further.
- **Combined Intersection Study.** Due to the high accident rate at the intersection of US 9 and Road 46, an intersection study is being recommended. The realignment of this intersection should be evaluated to reduce the amount of accidents. Due to the proximity of this intersection to the previously recommended intersection study of US 9 and Sussex Vo-Tech (currently on the CTP but not yet started), it is recommended that these intersections be evaluated at the same time.

Projects that are on the currently approved 2004 – 2009 CTP that are recommended to be modified are noted in the *Table III-1*.

CTP Listing	CTP Page No.	2004 Report Recommendation	Notes
Sussex Co. West/East Improvements, Study of 14 Intersections	5-56	Route 9 Project Development Study, Georgetown Limits to Route 1	Would consolidate 5 of 14 intersections into one corridor study. Remaining intersections should be studied on an individual basis.
Sussex Co. West/East Improvements, Study of 14 Intersections	5-56	Combined Intersection Study: Route 9 and Sussex Vo-Tech and Road 46	Would extend the project limits of 1 of the 14 intersection studies to include another intersection
SR 16, SR 1 to Broadkill Beach	5-92	Route 16 Project Development Study, SR 5 to Broadkill Beach	Extends western project limits from SR 1 to SR 5

IV. Conclusion

A review of all of the two-lane state numbered routes in Sussex County (listed in *Table I-1* and shown in *Figure 1*) was conducted in conjunction with the Delaware Department of Transportation, including a site visit, a review of traffic data, and a review of accident data. This report represents the third update of this review (previous reports were prepared in 2000 and 2002).

Overall, the roadway design characteristics of the routes examined continue to be generally good. Various issues were noted along each route, as detailed in the summary of that route in *Section II* of this report. Based on traffic volumes, development pressure, accident history, and observed conditions, several priority recommendations were developed, as discussed in *Section III* and shown on *Figure 7*.

A comment form is included on the following page. Your comments on this report will assist DelDOT in prioritizing the recommended projects, as well as in preparing future editions of the report. Please take this opportunity to fill out and return the comment form. Your input is appreciated and encouraged.

Summary of Sussex County East-West Routes
2004 Update
Comment Form

As an ongoing effort by the Delaware Department of Transportation (DelDOT) a review of most of the two-lane state numbered routes in Sussex County was conducted, most recently during the winter of 2003/2004. This and past reviews have included a site visit, review of traffic data and review of recent accident data along these routes. This report documents the review and recommends projects to be funded and pursued through DelDOT's project development process.

Your comments on this report will assist DelDOT in prioritizing the recommended projects, as well as in preparing future editions of the report. Please take this opportunity to answer the following questions. Thank you very much for your time. Your input is appreciated and encouraged.

1. Do you feel there are any serious transportation issues that have not been noted in the report? If so, please list.

2. Do you agree with the recommended projects listed in the *Section III* and shown on *Figure 7*? Are there additional project areas that should be studied? Are the study area limits shown appropriately?

3. How would you prioritize the recommended projects, from most important (1) to least important (7):

Route 9 Project Development Study, Georgetown Limits to Route 1
 Route 16 Project Development Study, Route 5 to Broadkill Beach
 Route 36 Project Development Study, Milford to Slaughter Beach
 Route 36 Project Development Study, Route 404 to Greenwood
 Intersection Lighting Evaluations
 Intersection Study – US 9 from Road 46 to Sussex Vo-Tech
 Other (Please Specify) _____

4. Please use the space below to include any additional comments you may have regarding this report.

If you have any questions about this report, please contact one of the following individuals:

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Your comments and opinions are very important. All information you provide on this form will be carefully reviewed by the Department of Transportation. Under State law this survey form is public domain, and if requested, a copy of it must be provided to the public or media. Thank you for your participation and contribution to this important transportation planning study.



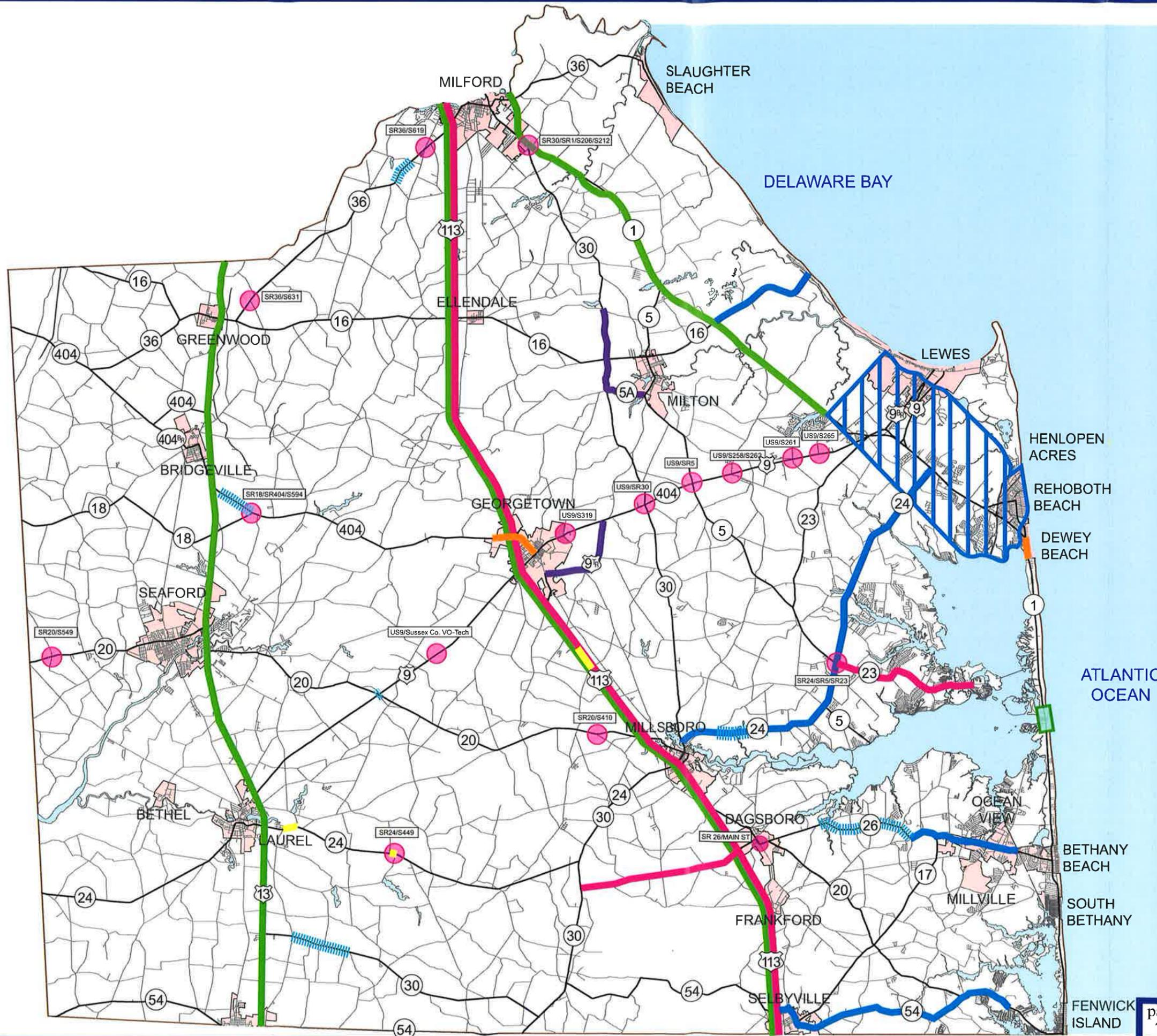
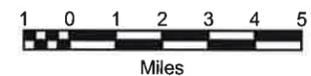
Figure 4

East-West Routes, 2004 Update Projects on 2004-2009 Capital Transportation Program

Legend

-  Corridor Capacity Preservation Program
-  Corridor Study with Break-Out Projects
-  Planning Study
-  Intersection Improvements
-  Truck Route Improvements
-  Pedestrian & Bike Improvements
-  Guardrail Improvements
-  Pavement Improvements
-  Indian River Bridge Replacement

Note: Other than the Indian River Bridge Replacement, Bridge Projects are not shown.



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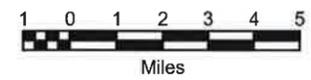
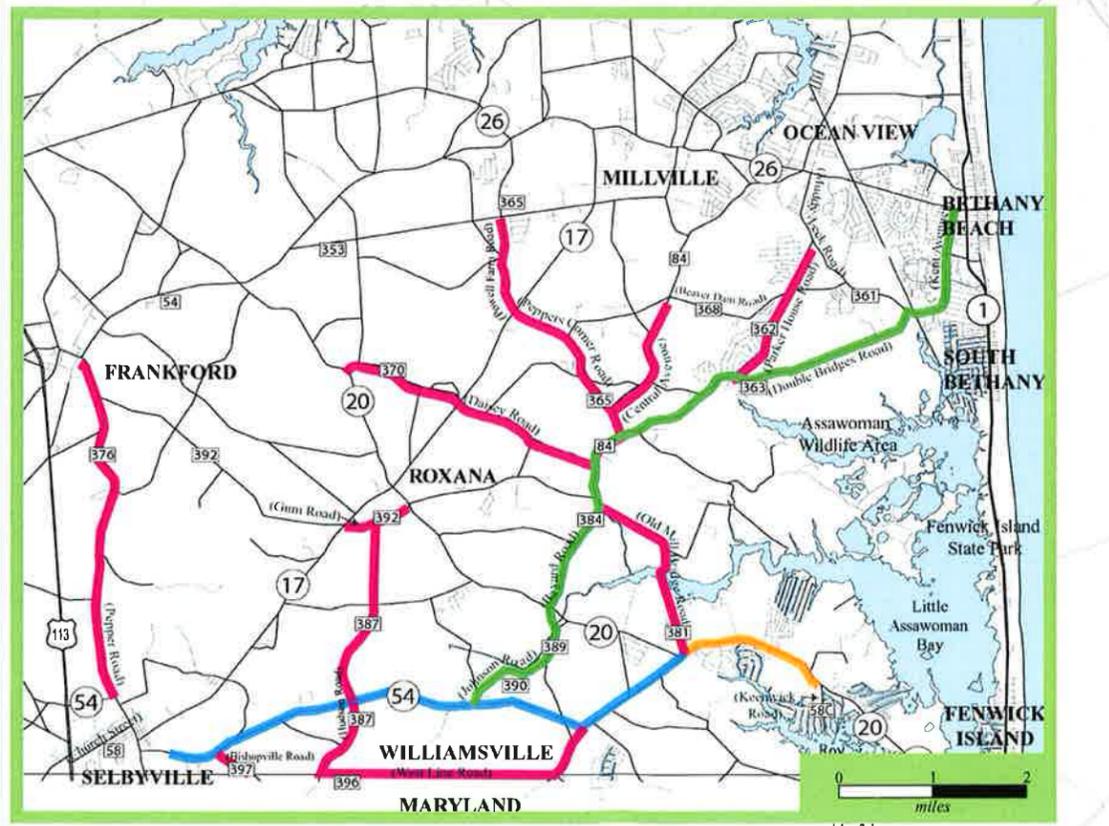
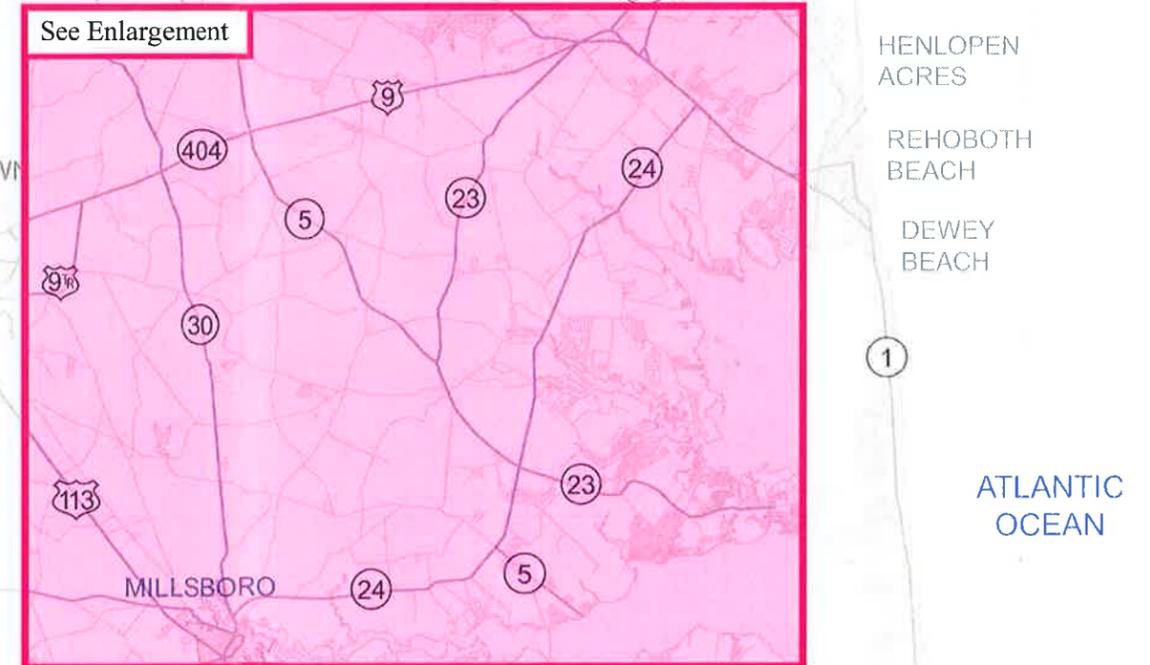
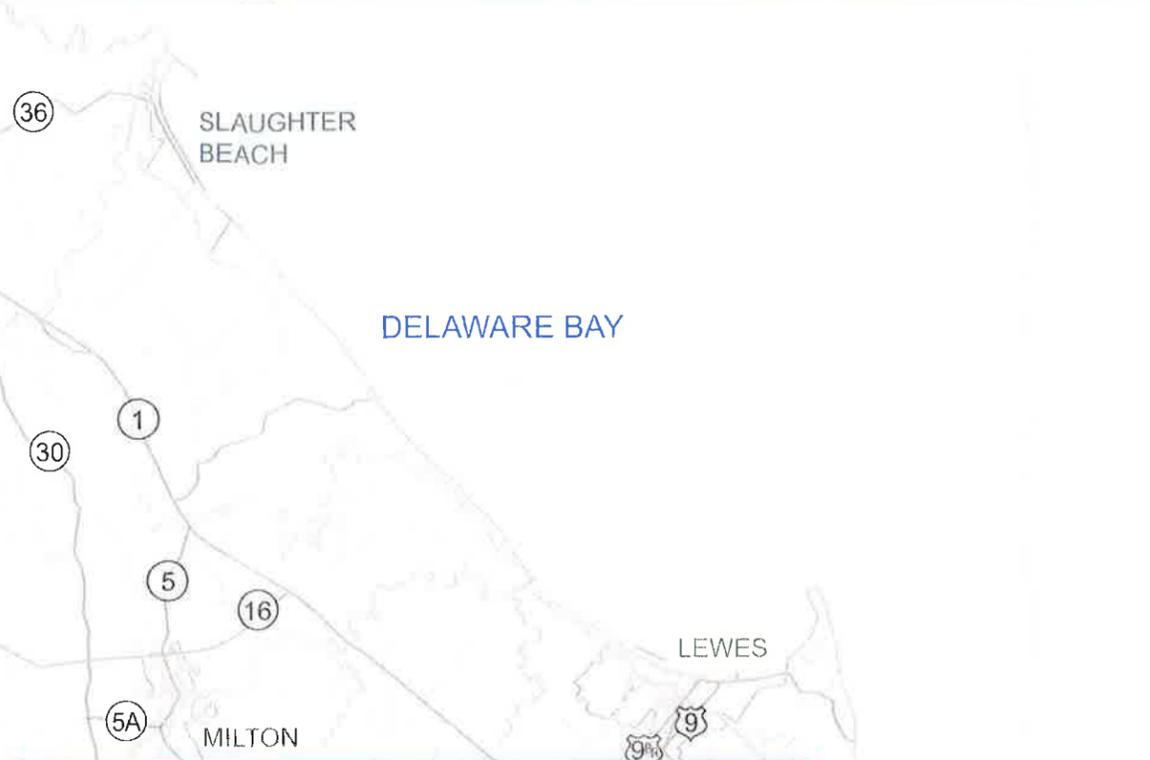
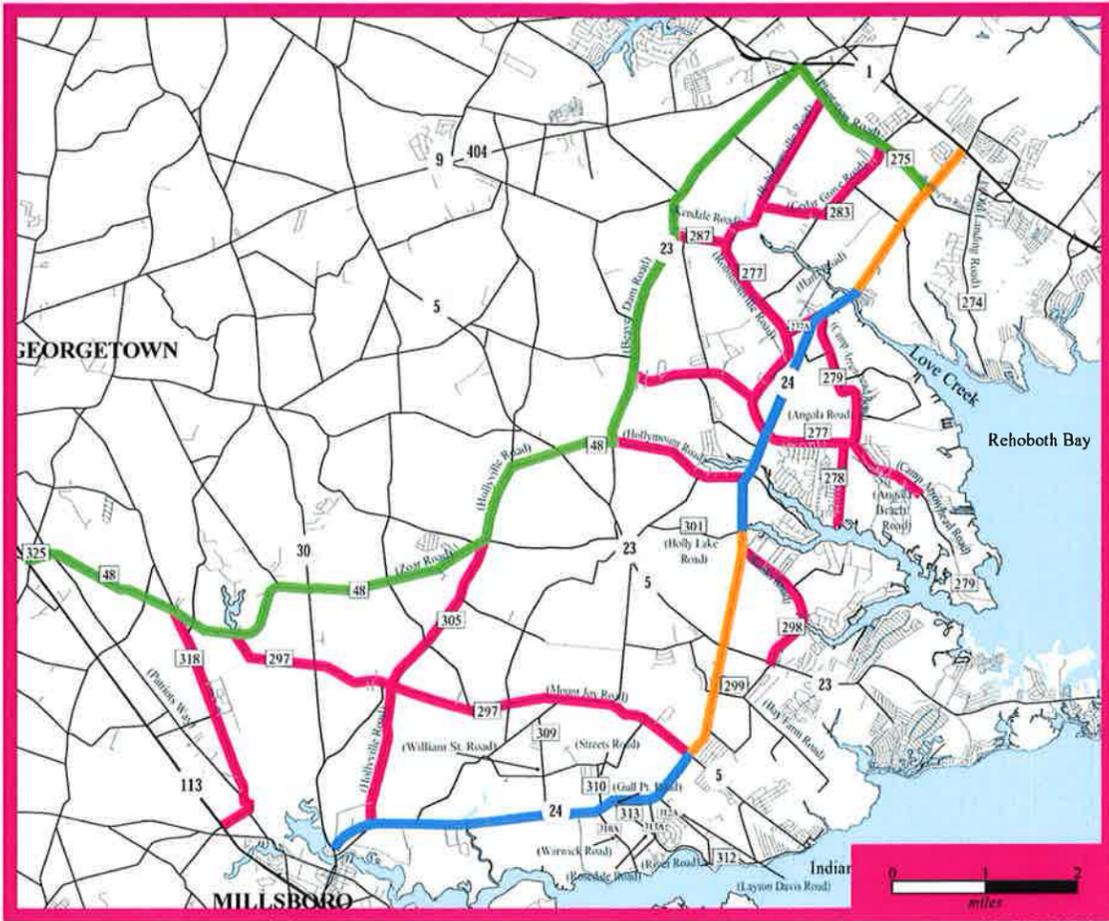
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Figure 6

East-West Routes, 2004 Update Route 24 & 54 Corridors

Legend

- █ Corridor Preservation
- █ Mainline Improvements
- █ Alternate Routes
- █ Local Roads



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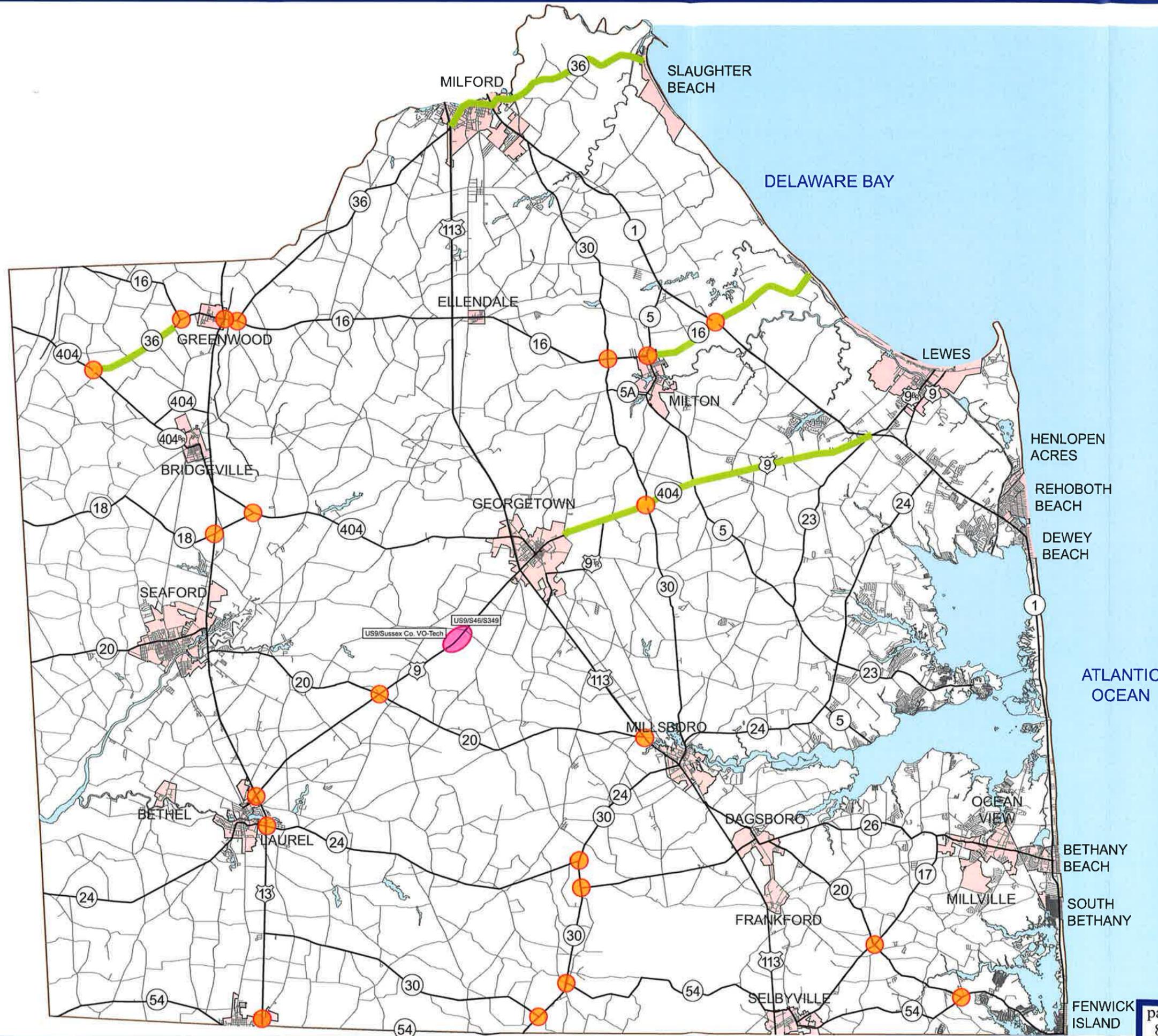
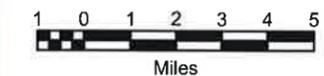
Figure 7

East-West Routes, 2004 Update 2004 Recommendations*

Legend

-  Project Development Study
-  Lighting Evaluation
-  Intersection Study

* Note: 2004 Recommendations include new recommendations, recommendations from previous reports that have not yet been included in the CTP, and modifications to projects currently listed in the CTP.



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