

December 2019



FOLLOWING FIVE POINTS

Your Update to the Five Points Transportation Study

Visit our Website

Project News

Working Group Update

The next meeting of the Five Points Transportation Study Working Group will be held on January 27, 2020. The Project Team will provide an update on the status of the Five Points Transportation Study Implementation Plan. Other discussion topics may include*:

- New Initiatives to be Undertaken in 2020
- Delaware Transit Corporation (DTC) Activities in the Study Area

You can find the most recent Working Group [meeting packet here](#). We hope you had a safe and happy holiday season!

*Disclaimer: Discussion topics are subject to change until final publication on the DeIDOT Public Meeting Calendar.

Upcoming Working Group Meetings: Mark Your Calendar

Working Group meetings have been scheduled for the following dates:

Monday, January 27, 2020, 6:00 p.m.

Monday, April 27 2020, 6:00 p.m.



Please note that these meetings will be held at **Beacon Middle School** at 19483 John J. Williams Highway. Members of the public are welcome to attend! We hope to see you there!

You're Invited!

WHAT: Public Workshop

WHEN: May 2020

Plans are under way for a public workshop. Come hear about the progress made on the Five Points Project in 2019 and help DeIDOT set priorities for 2020 and beyond!

More information coming soon!



Coming Soon: Redesigned Five Points Transportation Study Web Site

DeIDOT and the Project Team are in the process of redesigning the Five Points Transportation Study website. The revamped site will still include all relevant project-related information, but it will also include more pictures and graphics, be easier to navigate, and overall improve the user's experience. The website revisions are on-going so check back regularly to see what's new!



[Click here for more info](#)

Area Project Updates



Active DeIDOT Projects In and Around Five Points

At the Working Group's request, DeIDOT has provided a map of active projects in and around the Five Points area. Use the map to view any active project and/or visit the links below to view the websites for a selection of projects.

[View the Interactive Map Here](#)

- [SR1 & SR5 Intersection Improvements](#)
- [Route 16 Grade Separated Intersection](#)
- [R1 & S258 Intersection Improvements](#)
- [BR 3-155N&S on SR1 over Broadkill River](#)
- [SR1 & S264 Intersection Improvements](#)
- [SR1 and Cave Neck Road Grade Separated Intersection](#)
- [SR 1, Minos Conaway Road Grade Separated Intersection](#)
- [HSIP SC, US 9 and SR 5 Intersection](#)
- [Plantation Road Improvements, Robinsonville Road to US 9](#)
- [Plantation Road Improvements R 24 to US 9 - Phase 2](#)
- [Realignment of Old Orchard Road at Wescoats Corner](#)
- [BR 3-714 on S266 New Road over Canary Creek](#)
- [BR 3-928R, Lewes RR Swing Bridge over the Lewes Rehoboth Canal](#)
- [SR 24, Mulberry Knoll to SR 1](#)
- [SR 24, Love Creek to Mulberry Knoll](#)

Henlopen TID

The Henlopen TID was presented to the Sussex County Council on November 19, 2019. The map

presents the location of the proposed Henlopen TID in relation to the Five Points Study Area. A public workshop/open house has been scheduled for **Wednesday, February 5, 2020, from 4 p.m. to 7 p.m., at Lewes Fire Station #2, 32198 Janice Rd, Lewes, DE.**

[Click here for more info](#)



Knowledge Center

What is the Corridor Capacity Preservation Program?

Delaware's Corridor Capacity Preservation Program was introduced in 1996, when the Delaware General Assembly passed legislation ([Delaware Code, Title 17, Section 145](#)), enabling DeIDOT to develop a program to protect corridors serving "predominantly statewide and/or regional travel" in the state. The law established a roadway nomination process and called for nominations through DeIDOT's Statewide Long Range Transportation Plan. Four corridors were identified for the program: SR 48, SR 1, US 113, and US 13.

The CCPP is designed to preserve the roads, improve safety, and focus development toward areas where infrastructure already exists. The main goal of the program is to maintain the capacity of the existing highway by minimizing and consolidating the number of high density access points on roadways within the CCPP area. A high density access point is any road or driveway that can expect 200 or more car trips per day.

Other goals include maintaining a road's ability to handle traffic safely and efficiently, minimizing the impacts of increased economic growth, preserving the ability to make future improvements, preventing the need to build an entirely new road, and sorting local and through traffic.

While Five Points is not within the CCPP area, SR1 from Dover Air Force Base to the Nassau Bridge is part of the CCPP, so Five Points residents are likely to be on roads covered by the program regularly. That stretch of SR1 is considered a "limited-access highway." If there is new development in the area, the goal is to use already existing driveways and channel them into access roads and secondary roads that then connect to an interchange, instead of adding access to SR1 directly. This helps to keep the rural character of the area while also keeping signalized stops off of SR1 in the CCPP area. An interchange will have an acceleration lane giving drivers more room to merge and accelerate, as well as deceleration lanes for exiting vehicles. This helps to improve roadway safety.

DeIDOT, in addition to limiting access to highways, also preserves capacity by doing roadway improvements. For example, removing median openings so people cannot cut across center of the road and across traffic, which is a dangerous maneuver. Corridor Capacity Preservation is an important tool to ensure that selected roadways and corridors will continue to serve their crucial transportation functions through 2020.

[Click here for more info](#)