



LIMITED ACCESS HIGHWAY

113

US 113 North / South Study

May / June 2005

WHAT IS A “LIMITED ACCESS HIGHWAY?”

Introduction:

- Senate Resolution No. 20 passed in 2000, and the subsequent July 2001 Sussex County North-South Transportation Feasibility Study both made reference to a north-south, “limited access” highway from Milford to Maryland State Line and recommended that the US 113 corridor be studied for this purpose. The following is a brief explanation of what “limited access” means in the context of the US 113 North/South Study.

Limited Access Along US 113 Means:

- Planning for the future, by developing a long term (15-25 years) plan to reduce the number of access points along US 113, thus improving safety, reducing congestion and increasing highway capacity
- Being flexible in developing a program of access improvements that is compatible with the various areas along US 113. The long-term improvement program would likely include:
 - ▶ Not permitting new driveways on US 113
 - ▶ Combining existing driveways to form fewer access points
 - ▶ Restricting left turns to and from US 113
 - ▶ Replacing major intersections with interchanges or bridge overpasses
 - ▶ Providing right turns in and out of some roads and properties, utilizing shared access where possible
 - ▶ Constructing new bypass roadways, with controlled access (interchanges), where impacts from on-alignment improvements are extraordinary
- Examples:
 - ▶ US 113 in Maryland
 - ▶ SR 896 North of C&D Canal (New Castle County)

Limited Access Does NOT Mean:

- Full access control similar to SR 1 from I-95 to Dover, where all access is via interchange ramps



EAST-WEST TRAFFIC

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ACCOMMODATING THE EAST–WEST TRAFFIC

DeIDOT has:

- Conducted Several Studies through '70's, '80's
 - Study suspended for five years to monitor traffic growth, improve existing roads, and pursue bypasses of Bridgeville and Georgetown
 - Latest effort was Sussex East-West Corridor Study in early 1990's
 - Residents of Sussex favored traffic management / operational type improvements and opposed major capacity improvements
- Listened
- Adopted this approach in the Sussex County Transportation Plan
- Conducted the East/West Routes Study 2000 – with updates in 2002 & 2004, developed list of needed improvements
- Developed improvement plans for SR 24, 26, 54 – East of US 113
- Constructed truck route around northern part of Bridgeville also being used as local bypass

We Are:

- Implementing traffic management / operational type improvements
- Improving Routes 24, 26, 54
- Paving shoulders on other major routes
- Adding turn lanes to intersections
- Integrating existing intersections with the US 113 North/South Study.
- Experiencing major increases in right-of-way costs
- Concerned that unless we protect needed right-of-way, it may not be possible to make some of the necessary future improvements

We Will:

- Continue to coordinate our efforts with the State of Maryland
- Continue to make operational improvements on major east-west routes, especially at intersections
- Work with Sussex County residents to re-evaluate a traffic management / operational improvements approach versus providing additional east-west capacity, i.e. dualizing an existing road or providing a new road on new location, to address east-west needs pursuant to the House Joint Resolution No. 30
- Report back to General Assembly in January 2006



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