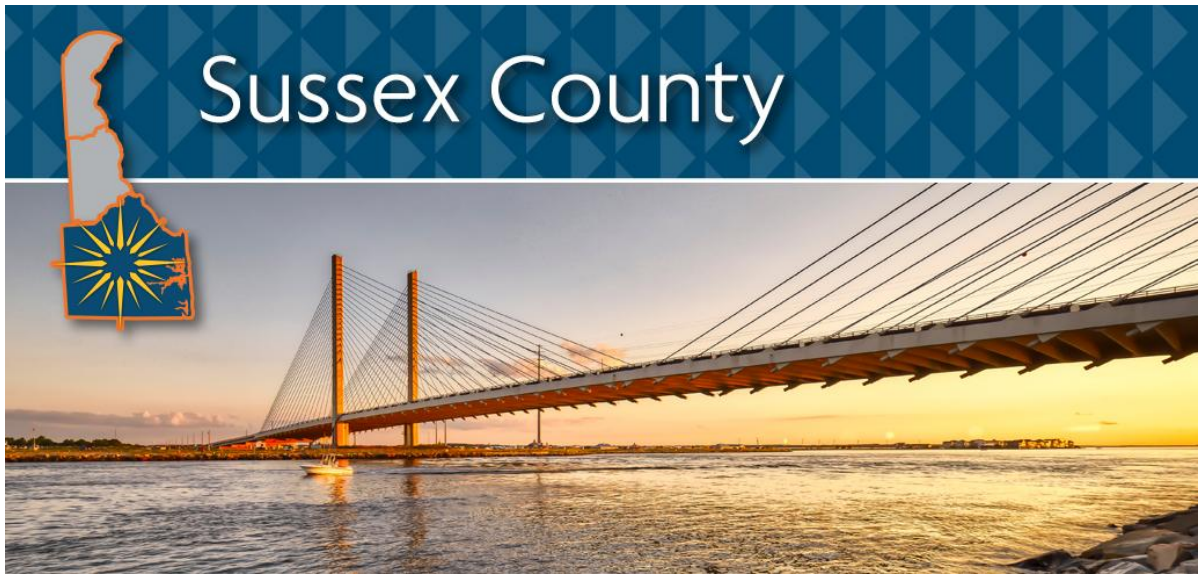
Sussex County Transportation Operations Management Plan



Revision: 1

2025 Sussex County TOMP

June 30, 2025

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Sussex County Transportation Operations Management Plan

Client name:	Delaware Department of Transportation, Division of Planning		
Project name:	2025 Sussex County TOMP		
Client:	DelDOT, Division of Planning	**Project no:**	DelDOT Agreement 2094F – Task 32
Revision:	1	**Prepared for:**	DelDOT Planning
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Executive summary

The Sussex County Transportation Operations Management Plan (TOMP) applies Delaware Department of Transportation's (DelDOT) traffic data to identify congested areas in Sussex County and recommend solutions.

Sussex County is Delaware's fastest growing county. This growth, coupled with the influx of part-time residents and visitors during the summer peak season, means that the transportation system faces challenges that are unique from those present in other areas of Delaware.

The traffic volume data in this report reveals that volumes have returned to pre-pandemic levels and are once again following typical annual growth patterns. The data also shows that traffic volumes continue to be highest in the summer season, between Memorial Day and Labor Day, with more pronounced variation between the summer peak season and the rest of the year the closer a road is to the coastline.

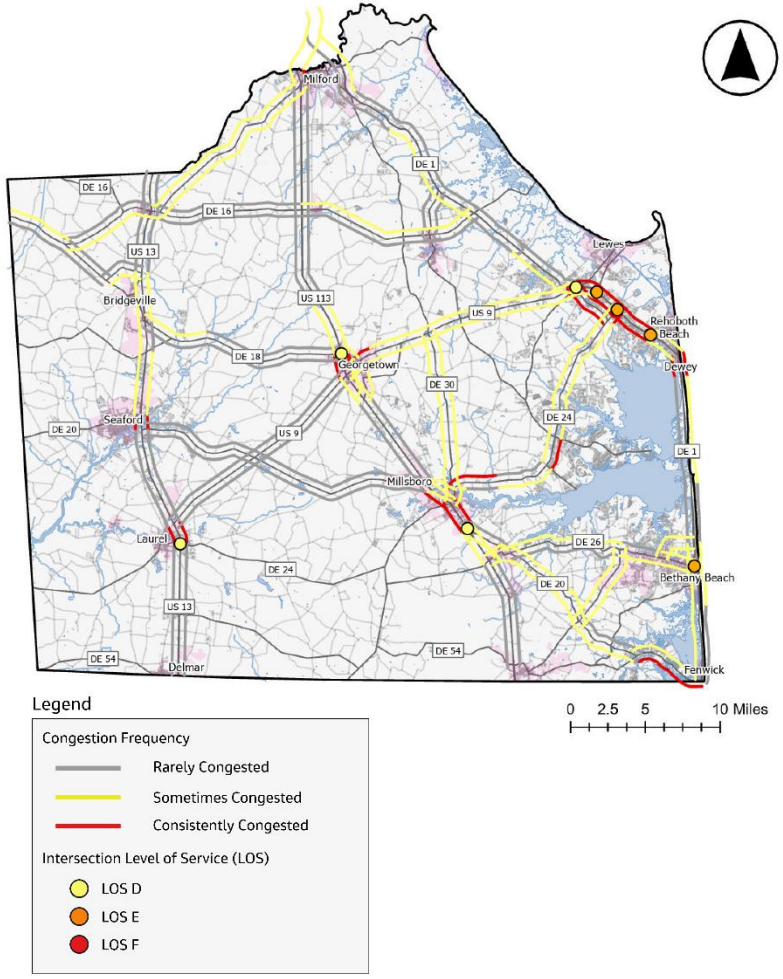
Figure ES1 shows areas of Sussex County where delays are most prevalent according to data collected between 2022 and 2024. This travel time and intersection level of service data was then layered with traffic volumes to paint a picture of traffic operations within 11 focus areas throughout the county.

Review of the layered traffic data reveals the weekday afternoon peak hour and summer peak season weekend peak hour typically see higher volumes and longer delays than the weekday morning peak hour. Closer inspection of the data within each focus area shines a light on driving causes of and possible solution strategies to address the observed delays.

Improvements recommended to reduce delays as part of this report can be summarized into three broad categories.

1. Improve capacity with both major capital projects and cost-effective near-term solutions.
2. Continue advancing DelDOT's state of science Integrated Transportation Management System.
3. Collaborate with agency partners in the transportation planning process to address impacts of Sussex County's rapid growth and understand the implications of proposed improvement strategies.

Figure ES1. Areas of Sussex County with Measured Delays



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Acronyms and Abbreviations

AADT	Average Annual Daily Traffic
ITMS	Integrated Transportation Management System
CF	Congestion Frequency
CTP	Capital Transportation Program
DelDOT	Delaware Department of Transportation
GSI	Grade Separated Intersection
LOS	Level of Service
PTI	Planning Time Index
TID	Transportation Improvement District
TMC	Transportation Management Center
TOMP	Transportation Operations Management Plan
TTI	Travel Time Index

1. Introduction and Purpose

1.1 Overview of the Transportation Operations Management Plan

Delaware's Transportation Operations Management Plans (TOMP) use a comprehensive and consistent approach to evaluate and understand traffic operations across the state. The work completed by each TOMP provides information essential to Delaware Department of Transportation's (DelDOT) mission to provide excellence in transportation for every trip, in every mode, with every dollar, and for everyone.

The state of Delaware is committed to the safe system approach, summarized in Figure 1. The safe system approach is critical to DelDOT's "Toward Zero Deaths" goal and is considered as part of every decision made for transportation operations.

The TOMP applies a historical lens to the same data collected every day in near-real time to monitor and manage the transportation system to determine where challenges to mobility exist and identify cost-effective short-term improvements. It layers travel time, traffic volume, intersection level of service, and demographic and development data. DelDOT then coordinates and collaborates with local stakeholders to ensure the TOMP makes Delaware a better place to live and conduct business, supported by a safe, reliable, and multimodal transportation network.

The TOMP evaluates each county individually on a cyclical basis. This report presents an update to the 2017 Sussex County TOMP.

Figure 1. Safe System Approach



1.2 Role of this Sussex TOMP

This report provides an updated snapshot of operations in Sussex County using data from DelDOT's integrated transportation management system (ITMS) and notes regionally significant projects that have been completed since the 2017 Sussex County TOMP was published, notable projects that have begun since data collection was completed, and puts forth recommendations for cost-effective, near-term improvements when possible. An interactive presentation of the materials within this report will be published to DelDOT's new TOMP GIS Hub website.

The supporting data for this report is primarily from 2022, although some road segment and intersection data were collected in 2023 and 2024. The decision to focus the analysis on data from 2022 was made since a full year of Bluetooth travel time data was available at the time that the effort began. While 2022 is not the most recent full year of data available for analysis at the time of publishing this report, the travel time data is used primarily to identify which road segment delays are longest and most often recurring on. DelDOT then uses additional sources of data to pinpoint the causes of delays. In the case of this effort, 2023 and 2024 data was included in the second stage of analysis.

The project team recognizes that some end-users of this report may require data that is more recent; therefore, this report will be followed by a data update to identify what, if any, locations are experiencing delays worse now than in 2022.

2. About Sussex County

Sussex County is Delaware's fastest growing county. Population data from the US Census Bureau shows that Sussex County saw a 27.5% increase in population between 2013 and 2023, compared to a statewide population increase of 11.5% in those same 10 years as illustrated in Figure 2. This outpaces the growth rate of Kent County by over two times and New Castle County by 4.5 times. The growth of Sussex County is also projected to continue to outpace the growth of Delaware over the next two decades, as shown in Figure 3.

The increase in Sussex County population continues to place strains on the transportation system. As populations increase, so do the number of people wishing to use the transportation system, highlighting the importance of proactive planning to limit delays down the road.

Sussex County's growing pains are compounded by a large senior population (65+) with mobility challenges, a bustling seasonal tourism industry in the east, and ongoing land development. Sussex County's population in 2023 was 263,509 people. When comparing the population of Sussex County to that of the state of Delaware, we see that even though the County only accounts for 25.5% of the state's population, Sussex County holds roughly 37.5% of the state's seniors. Figure 4 uses American Community Survey data from the US Census Bureau to provide a visual on the age composition of the County compared to the State. The Delaware Population Consortium also projects the share of Sussex County's population that are senior citizens to increase in the coming years. Larger proportions of seniors in a population means that DelDOT and its partners must give greater consideration to mobility solutions that accommodate their needs such as increasing availability of transit.

Figure 2. Historic Population Growth

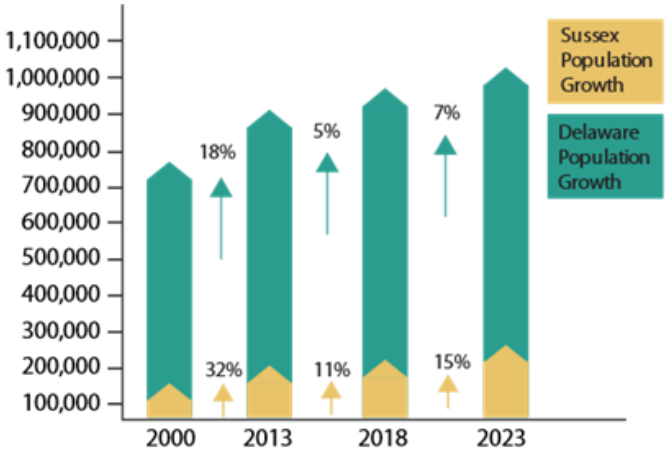


Figure 3. Sussex County vs. Delaware Projected Population Growth

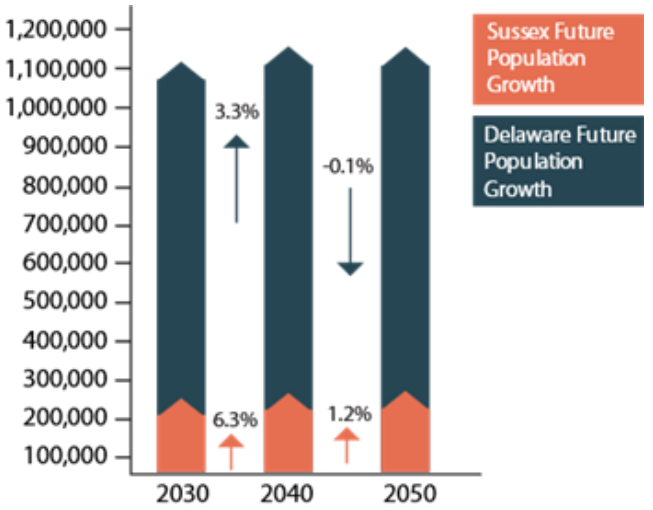
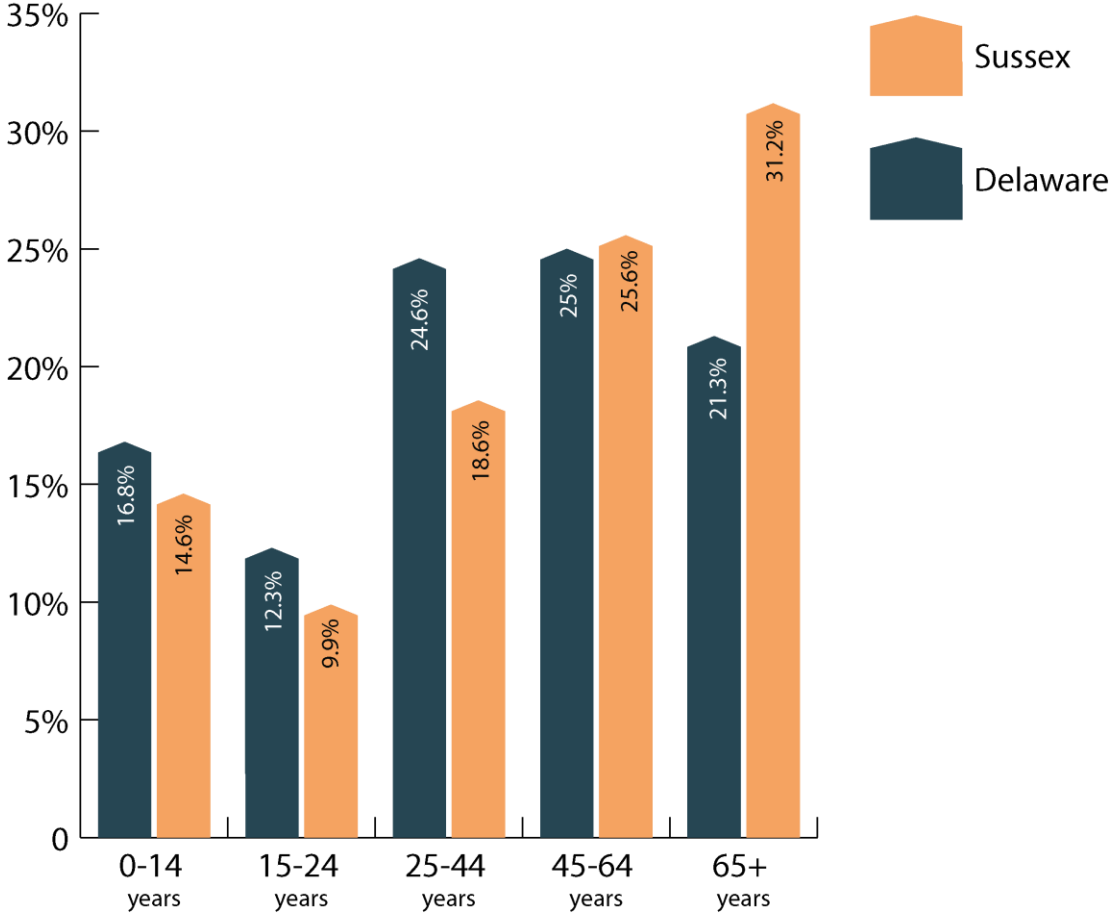


Figure 4. Delaware vs. Sussex County Population Breakdown by Age

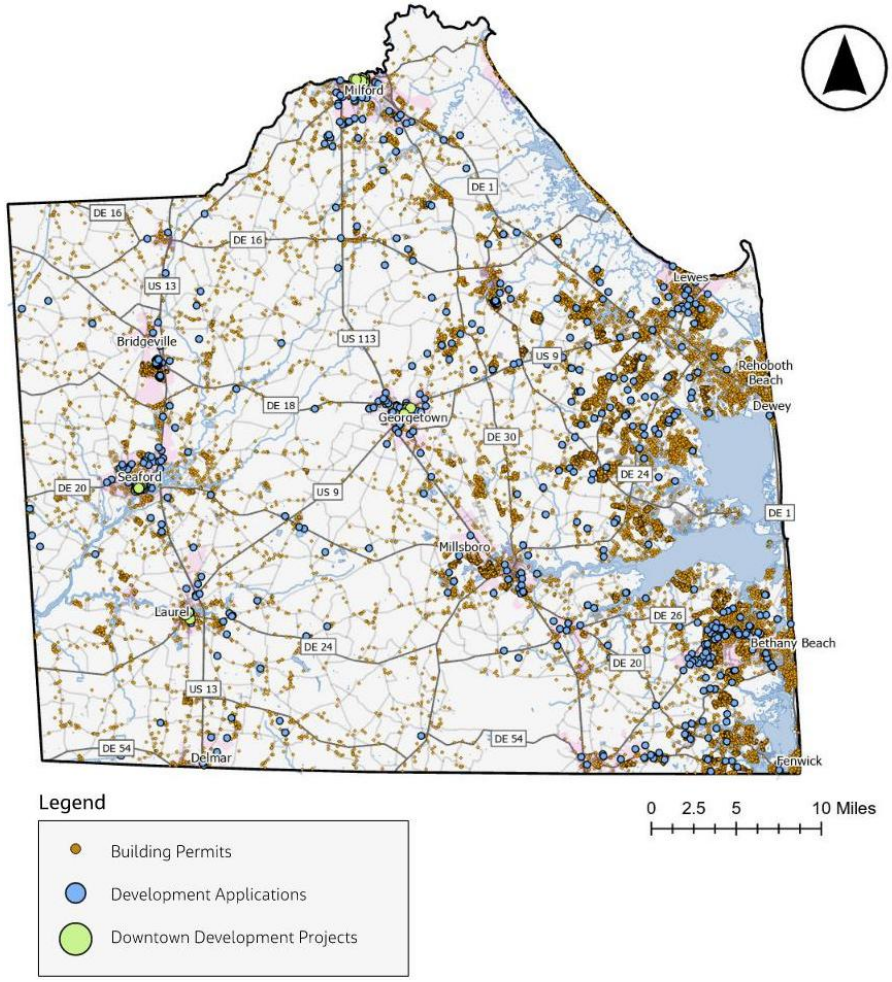


Existing land use in Sussex County is also quite varied. The eastern side of Sussex County is characterized by seasonal beach towns that drive the tourism industry while the western side of Sussex County is characterized by agriculture.

Based on the large number of approved development applications and building permits throughout the County, Sussex will likely continue to experience high levels of residential, commercial, and industrial development activity. Areas within the county that can expect to see development are indicated in

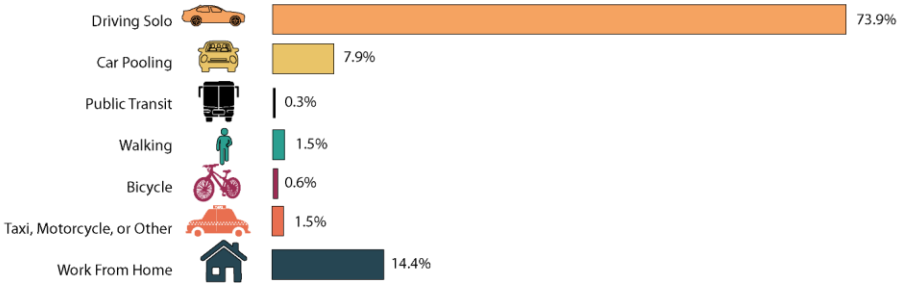
Figure 5. Note that while development is dispersed throughout the county, some of the most intense development is planned for areas sprawling westward from the beach communities.

Figure 5. Approved Development Applications and Building Permits in Sussex County in 2023



As land is developed further, new trips will be generated and pulled onto the existing transportation network. When demand for the system approaches, and then reaches system capacity, delays grow longer and occur more frequently. Increased use of transit, walking, biking, rideshare, and working from home can help reduce the demand that development places on the transportation system. However, according to the US Census Bureau, as of 2023, 73.9% of Sussex County's working population commutes to work using a personal automobile. Public transportation and biking combined account for less than 1% of commuter traffic. Figure 6 shows the percentage share of each mode of transportation used for commuting.

Figure 6. Transportation Modes used to Commute to Work



3. On-Going and Recent Improvements to the Transportation System

DelDOT is always working to improve the transportation system. This section provides an overview of the programs and efforts DelDOT has led to improve mobility in Sussex County since the publication of the last Sussex County TOMP report in 2017.

3.1 Enhancements to the ITMS

The ITMS is DelDOT's approach to monitoring and responding to the demands of the transportation network in near-real time. DelDOT's Transportation Management Center (TMC) uses the information it takes in from the ITMS to monitor travel speeds, traffic volumes, and signal system performance. It then uses insights gained from the real-time data to adjust traffic signal timings and variable message signs. Adjustments to traffic signal timings help reduce delays in real time, while adjustment to variable message signs communicates important information to travelers. Generally, due to physical constraints, when incidents that affect capacity or events lead to surges in demand, DelDOT cannot suddenly create a new lane of roadway to accommodate the excess demand. What has proved effective is using the ITMS to communicate delays to travelers. This allows DelDOT to act by advising alternate routes and distribute delays more evenly across a corridor.

Delaware has made significant investments over recent decades to build a state of science system, and these investments continue to impact travelers in Sussex County in a positive way.

Continued investment in these devices has helped fill data gaps and provide better granularity for improved real-time management.

Table 1 shows a breakdown by device type of the ITMS traffic monitoring technologies installed on Sussex County's roads since 2017.

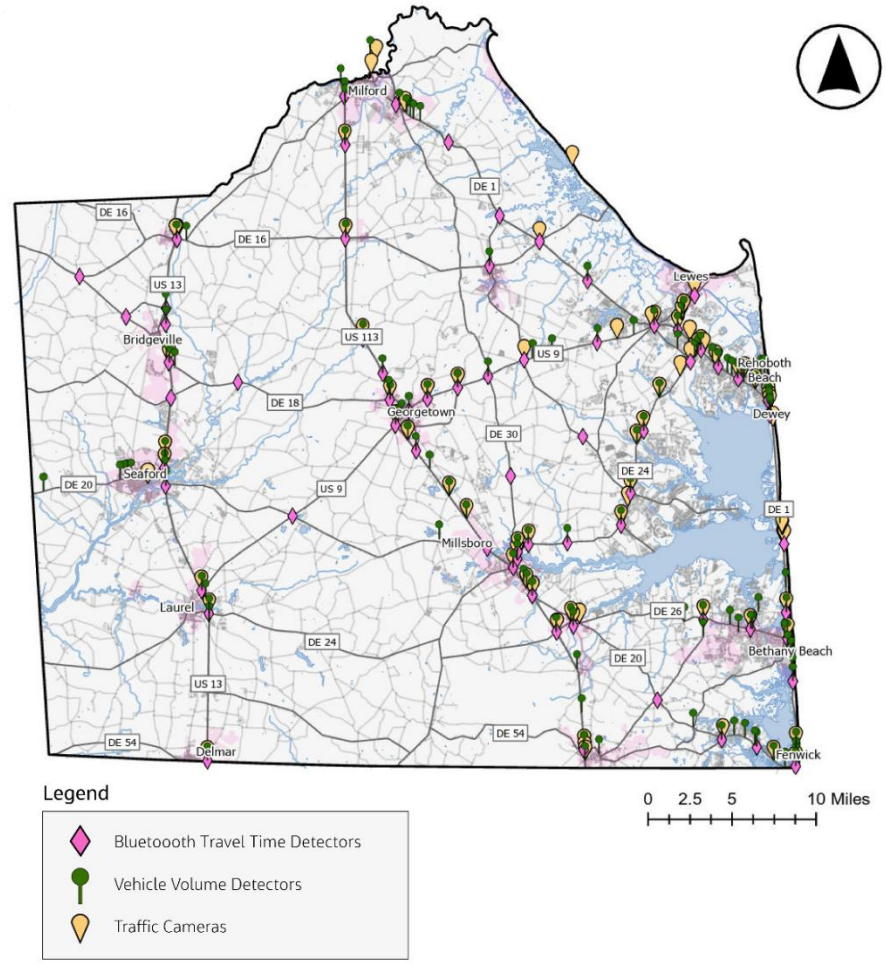
Table 1. ITMS Traffic Monitoring Devices Installed Since 2017

Device Type	2017-2021	2022-2024	Total
Signal	21	16	37
Bluetooth Detector	21	12	32
Camera	28	16	44
Variable Message Sign	0	3	3
Side-Fire Radar	2	2	4

Figure 7 shows the network of device types used for traffic monitoring by the TMC as of April 2025. An interactive version of this map, updated in near-real time and showing all of the traffic data feeds that the TMC ingests is available on the DelDOT TMC Data Integration and Visualization webpage.

Since publishing the 2017 Sussex County TOMP, DelDOT was awarded three highly competitive federal grants to automate existing operations and begin testing how artificial intelligence (AI) can be integrated into how the TMC operates day to day, hour to hour, and minute to minute. These investments aim to advance the operation of DelDOT's ITMS from a reactive system to a predictive system capable of adjusting to conditions that may cause delays before they happen.

Figure 7. ITMS Traffic Monitoring Device Coverage in 2025



In addition to the investments DelDOT has put towards improving the efficiency of how they manage the transportation system in real-time, DelDOT also engages in routine signal retiming. The signal retiming program evaluates corridors on a three-to five-year cycle to ensure that signalized corridors are best timed for the needs of all road users. Retiming is intended to meet the needs of pedestrians and side street traffic while prioritizing reducing delays for traffic on the major street.

Another significant change to the ITMS since the last Sussex TOMP was published has been Delawareans' increased adoption and integration of mobile navigation application data. Today we would be hard pressed to find individuals who have not used or are at least not aware of mobile navigation applications like WAZE, Google Maps, and Apple Maps. Since the last report, DelDOT TMC has integrated data from several of these applications to assist in their management of the transportation system. This further enhances the TMC's ability to see what travelers are seeing and experiencing and mitigate delays.

A notable side effect of the widespread adoption of navigation applications is the increased diversion of traffic onto local streets and lower classified roadways, posing new challenges for network performance, roadway maintenance and local traffic management. This stress on the local transportation network can lead to complaints of increased traffic, speeding, and crashes on neighborhood or rural roads less equipped to accommodate higher levels of traffic demand and more frequent incident response. Since

these roads were never intended for through traffic, DelDOT does not currently have ITMS data coverage on many of these local/neighborhood roads. Future studies can provide insights into the volume of traffic being diverted off state routes and help quantify whether ITMS data coverage is appropriate.

Additional information on how DelDOT uses the ITMS to provide safe and efficient trips to all of the transportation network's users can be found on the DelDOT ITMS webpage.

3.2 Capital Transportation Program

The Capital Transportation Program (CTP) is a six-year program of transportation investments. Projects are proposed and selected through a preliminary prioritization process that considers safety, congestion, economic growth needs, and preservation of the existing transportation system. The document lists projects in terms of anticipated costs, locations, descriptions of improvements, and the reasons the projects are needed. Many of the projects in the CTP are considered capital "brick-and-motor" projects that address long-term needs and may be resource intensive, while some are studies geared towards identifying solutions for a corridor. Since the last Sussex County TOMP, DelDOT has invested hundreds of millions of dollars into repairing and building transportation infrastructure to assist statewide mobility efforts.

The TOMP typically focuses on recommending small and cost-effective solutions to reduce delays. However, projects already listed in the CTP are included in TOMP reports when smaller and more efficient solutions are not possible. Ultimately, every project discussed in a TOMP is geared towards making the most of the existing capacity of the roadway system.

Table 2 lists significant projects that were completed in Sussex County in recent years (2019-2024) leading up to this report. These projects are notable efforts that were, in part, geared towards reducing delay for travelers.

Table 2. Sussex County Projects Completed 2019-2024

Project	Year Completed	Project Description
DE 404 & DE 18 Intersection Improvements	2019	Widened intersection to improve operations through the addition of auxiliary lanes.
Zoar Rd, Speedway Rd, and Bethesda Rd Intersection Improvements	2019	Realigned the approaches to the intersection and installed a roundabout to improve safety and operations.
US 113 & Wood Branch Rd Intersection Improvements	2019	Extended the US 113 southbound left-turn lane to provide additional storage capacity.
DE 1 & DE 5 Intersection Improvements	2020	Provided channelization of right-turns on DE 5 and of left-turns in the median. A DE 1 northbound acceleration lane was also installed as part of the project.
US 9 & DE 5 Intersection Improvements	2021	Added auxiliary lanes to the intersection of US 9 & DE 5 to increase capacity and improve operations.
DE 24, Mulberry Knoll to DE 1	2022	Widened DE 24 to two lanes in each direction with a center turn lane within the project limits.
Georgetown East Gateway Improvements	2022	Realigned Sand Hill Rd and Airport Rd to intersect US 9 at one location at an improved angle. Turn lanes, pedestrian and bicycle facilities, and drainage improvements.
US 13 & Redden Rd Left-Turn Lane	2022	Extension of US 13 southbound left turn lane and northbound right turn lane storage lengths.
US 113 & DE 24 Intersection Improvements	2022	Realigned eastbound approach to include independent through and right turn lanes and applied associated signal timing adjustments.

Project	Year Completed	Project Description
US 9 & Minos Conaway Right Turn Lane & Traffic Signal	2022	Intersection improvements including the addition of a southbound right turn lane on Minos Conaway Rd and installation of a traffic signal.
DE 24 at Camp Arrow Head Rd and DE 24 at Angola Rd	2023	Pavement widening to extend right and left turn lanes on all approaches at both the DE 24 / Angola Rd and DE 24 / Camp Arrowhead Rd intersections; realigning Robinsonville Rd to DE 24; multimodal improvements including bike lanes, bus stops, sidewalks, and crosswalks; access management improvements; and drainage improvements.
DE 24 at Mount Joy Rd and DE 24 at Bay Farm Rd Intersection Improvements	2023	Pavement widening to add/extend right and left turn lanes on all approaches at both the DE 24/Mount Joy Rd and DE 24/Bay Farm Rd intersections; multimodal improvements including bike lanes, bus stops, sidewalks, and crosswalks; access management improvements; and drainage improvements.
DE 24 at DE 5 / DE 23 Intersection Improvements	2023	Provided consistent lanes, shoulders, and curbs; extending extended DE 24 left turn lanes; extended the DE 23 left turn lane onto westbound DE 24; multimodal improvements including bike lanes, bus stops, sidewalks, and crosswalks; access management improvements; and drainage improvements.
US 113 & DE 14 Intersection Improvements	2023	Included turn lane improvements on westbound DE 14, bicycle and pedestrian improvements and traffic signal equipment upgrades.
Coastal Highway Intersection Improvements	2023	Included improvements at the intersection of DE 1 and Old Landing Rd. This project extended the Southbound DE 1 U-Turn at Old Landing Rd by converting the existing double left-turn lanes at Rehoboth Mall Blvd into one left turn lane.
US 113 (Walnut St to Cypress Hall) Signal retiming	2023	Signal retiming implemented to improve operations and safety.
DE 1 (US 9 to Collins Ave)	2023	Signal retiming implemented to improve operations and safety.
US 113 (Wilson Rd to DE 26)	2024	Signal retiming implemented to improve operations and safety.
Park Ave Relocation, Phase 1	2024	Relocated Park Ave to create a fourth leg of the South Bedford St/Arrow Safety Rd intersection, widened Arrow Safety Rd to provide shoulders to sign it as the truck route, and installed a roundabout at the intersection of South Bedford St/Arrow Safety Rd/Park Ave.

3.3 Demand Management & Multimodal Solutions

Congestion and delay occur when demand; or the number of people wishing to use the transportation system; approaches, meets, or exceeds capacity, which is defined as the number of people the built system is equipped to serve at once. As demand approaches capacity, delays are always going to increase.

One proven and effective way to reduce delays is to reduce or shift demand. When people use transit, walk, bike, or carpool, they reduce the number of vehicles on the road and reduce demand. When people shift trips from rush-hour and other peak periods to off-peak periods when demand is lower, they can have a similar effect on delays as if they were using transit, walking, biking, or carpooling. DelDOT is constantly working with its planning partners to encourage individuals to eliminate or reduce personal automobile-based trips whenever possible and to shift trips from a roadway approaching or at capacity to a roadway with enough capacity to accommodate additional demand. Some examples of this include discounts for ridesharing, continued investment in transit, and using variable message signs to encourage drivers to take alternate routes. Demand management, as this strategy is called, can positively impact travelers by reducing delays.

The TOMP attempts to reduce congestion while considering the transportation system's full range of users. This can require tradeoffs, like signal timing that reduces travel times for cars but increases delays for pedestrians and cyclists. The reverse is also true. Installing a crosswalk or additional crosswalks at intersections means that DelDOT must make significant adjustments to traffic signal timings. It means that the signal timing plans must be able to accommodate the amount of time it takes pedestrians to cross the street, which often limits the capacity of the intersection and the corridor as a whole.

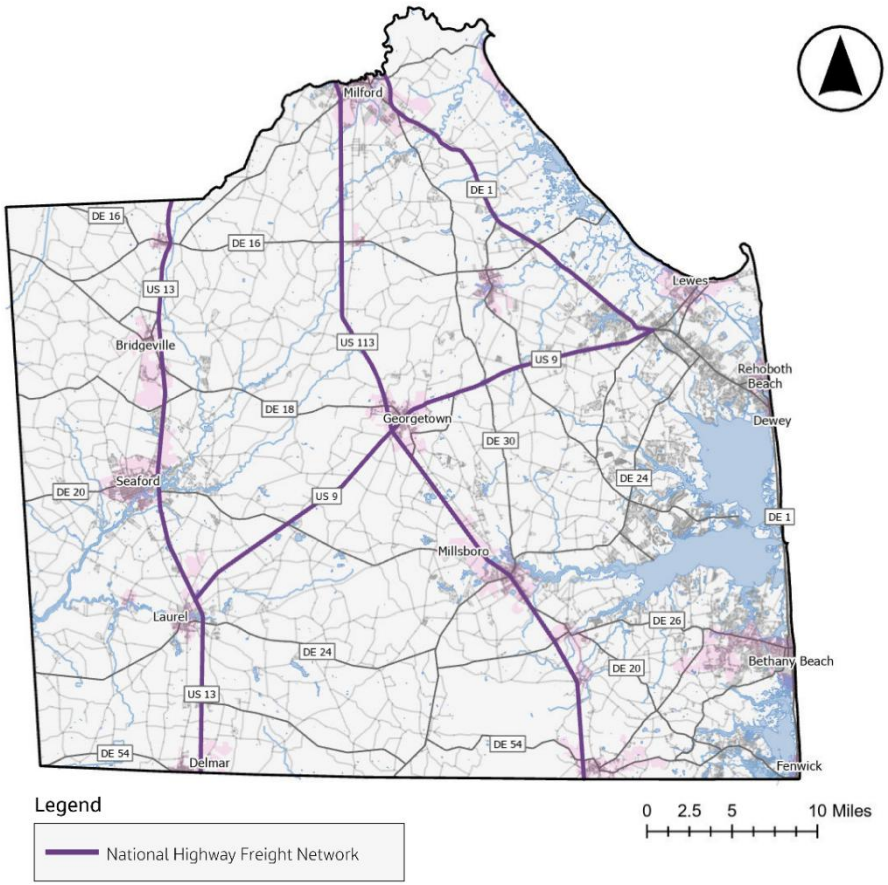
These impacts and tradeoffs need to be considered before implementing recommendations; this is when the community and stakeholders become important sources of data. Localized and mode-specific plans can provide unique clarity and guidance for enhancing mobility and safety for a given multimodal transportation system.

3.4 Freight Coordination

The roads of Sussex County, and Delaware more generally, provide freight and commercial vehicle traffic with critical connections to intra- and interstate destinations. Freight mobility is essential to our national, regional, and local economies. While this TOMP does not specifically speak to challenges of freight mobility, the Delaware 2022 State Freight Plan is a publicly available document that presents Delaware's coordinated effort to monitor this traffic and address freight issues. An updated plan is currently underway to identify a wide range of strategies to ensure the safety and efficiency of freight movement across the state. The current plan identifies the state's top 15 truck bottlenecks and provides a summary comparing planned projects around them. Many of these projects overlap with projects recommended by each respective county's TOMP. Comparing these planned projects supports project planning/programming decisions and tracks potential improvements at the identified freight bottlenecks.

Figure 8 shows the roads that make up the National Highway Freight Network in Sussex County. Notably, each road identified is also regionally significant to the movement of people in the County.

Figure 8. National Highway Freight Network in Sussex County



3.5 Transportation Improvement Districts in Sussex County

Transportation improvement districts (TIDs) are geographic areas that states designate to assist with transportation system assessment and project evaluation, funding, and implementation. In Delaware, DelDOT partners with local land use agencies to designate an area as a TID to better respond to anticipated growth and development. DelDOT then works with the public and planning partners to determine what kinds of strategies should be implemented in the TID. Developers then contribute to funds that pay for a portion of the transportation improvements that are required to accommodate the travel generated by new homes and businesses.

Since the last TOMP was published, four TIDs have been designated in Sussex County: Henlopen, Southeast Milford, Milton, and Roxanna. Of the four designated TIDs, Henlopen and Southeast Milford are operational, and Milton and Roxanna are under development. Numerous improvements have already been identified and studied for the Henlopen and Milford TIDs. Section 6 of this report includes many of these improvements as recommendations that would reduce delays.

Additional information about DelDOT's TID program and the four TIDs mentioned above can be found on DelDOT's TID homepage and TID dashboard.

3.6 Five Points Transportation Study

Following the publication of the 2017 Sussex County TOMP, DelDOT and its planning partners initiated the Five Points Transportation Study. The study considers the area surrounding the intersection of DE 1 & US 9, known as "Five Points," and brought together a wide range of contributors including elected officials, residents, business owners, and agency representatives. The first phase of the study brought together these partners to identify the transportation needs of the area, generate ideas for improvements, democratically select recommendations, and prioritize the selected recommendations. Phase 1 was completed in October 2018.

Phase 2 of the study is currently in progress and includes implementation of the 78 recommendations selected and public education and engagement. At the conclusion of 2023, 71 of the 78 recommendations were complete, ongoing, or in progress. Many of these recommendations are included as improvements in Section 6 of this report.

Additional information on the Five Points Transportation Study can be found on the Five Points project website.

3.7 Coastal Corridors Study: US 9 and DE 16

Due to the rapid growth that Sussex County is experiencing along its east-west routes, in 2019 DelDOT initiated a study to assess the current and future state of east-west routes in Sussex County. The study primarily focused on DE 16 and US 9 and was published in June 2024. It had three primary goals:

1. To identify short-, medium-, and long-term improvements for east-west routes between US 113 and DE 1.
2. To engage in a public information campaign to educate and inform local stakeholders on challenges to mobility and solicit input on proposed solutions.
3. To generate support for implementing those solutions.

DelDOT's project team completed a traffic analysis, Roadway Sufficiency Assessment, analysis of development trends, and solicited feedback from the public and the Coastal Corridors Committee.

DelDOT's findings from the study that are relevant to this TOMP's assessment of traffic operations include:

- In 2021, all intersections evaluated along DE 16, US 9, and US 113 had a volume-based level of service of A, B, or C. The intersection of US 9 & DE 5 had a delay-based level of service of D. Intersection level of service can be measured using volume-based or delay-based methods, and both can provide valuable insights into the performance of an intersection.
- DE 16 sees seasonal variation in demand that is expected on a beach route; however, demand is not high enough to warrant a widening study.
- Most signalized intersections on US 9 already provide left- and right-turn lanes on each approach with sufficient storage to accommodate turning traffic. Many significant unsignalized intersections also have turn lanes present and include bike lanes.
- Improving circulation in and around the communities along US 9 would reduce delays.

Using this information, the project team published a list of regional and location specific recommendations including three initiatives:

1. Re-envision DE 16 in Milton as a mixed-use main street.
2. Accommodate traffic growth on US 9 and pursue a US 9 Corridor Study.
3. Explore policies to improve the network connectivity of the transportation network.

In addition to these three initiatives, DelDOT also recommended numerous location-specific studies and projects, some of which are included in the recommendations section of this report. For more information on these projects, please refer to the Coastal Corridors Study: US 9 and DE 16.

4. Traffic Volume Analysis

DelDOT's ITMS collects millions of traffic data points in real-time every year. The TOMP leverages the historical records of this data to deepen the Department's understanding of traffic patterns and how they have changed over time, starting at the macro level with a review of average annual daily traffic (AADT). This is followed by investigation of progressively more granular data including:

- A review of how average daily traffic varies throughout the year,
- When resort season for the beach communities begins and ends,
- How daily traffic varies throughout a typical day throughout the year and specifically during the peak resort season,
- How traffic volumes vary throughout the day.

Discerning these trends enables DelDOT to compose a wholistic picture of how drivers are using and interacting with the built transportation network. This data then serves as an integral component for identifying focus areas for further analysis, causes of delays, and recommendations for near-term improvements.

The analyses summarized in this section are based on traffic volume data originally collected by side-fire radar devices on freeway road segments and in-pavement signal system loops on road segments with traffic signals. Since DelDOT is constantly working to improve its transportation network through its capital transportation program, not all locations where data was pulled could be included in this final summary due to construction and roadway paving projects that impact data quality. When these projects are being completed, DelDOT goes to extensive lengths to ensure it is still able to properly monitor and manage traffic through the use of detour plans, portable monitoring devices, and on-the-ground personel who help direct and observe traffic; however, the permanent devices that are used in analyses like this one are affected. As such, the visualizations and data included in the subsequent sections are not all-encompassing of all of the data considered and reviewed and are rather representative of high-level trends that were observed throughout the county at locations with good data quality during the data collection and analysis periods.

The following sections explore two areas that DelDOT is interested in: how traffic volumes have changed since the last Sussex TOMP and how traffic varies throughout the year during this TOMP's primary analysis year, 2022.

4.1 Tracking Volumes Year to Year

Traffic volumes are influenced by things like development, population changes, economic conditions, and large-scale events. Areas that see increased development and population growth in the County also experience increases in traffic volumes. When the economy is struggling or experiencing events like the COVID-19 pandemic, traffic volumes can decrease.

AADT is an easily understood and accessible measure that helps DelDOT understand the big picture of whether traffic volumes are increasing, decreasing, or remaining stable. While AADTs do not measure mobility or accessibility to the transportation network, AADTs do demonstrate the role and usage of roadways in moving people throughout the County.

This analysis considers data from locations on key roads including DE 1, US 113, US 13, DE 16, DE 404, US 9, DE 18, DE 24, DE 26, and DE 54. As previously mentioned, not all data that was pulled, cleaned, and analyzed is presented in this report. However, Figures 9-12 provide a high-level overview of the how traffic volumes have changed on some of Sussex County's major roadways.

As shown in Figures 9-12, the COVID-19 pandemic in 2020 resulted in daily traffic decreases on many of Sussex County's roads. However, AADTs on most key arterials have since rebounded to pre-pandemic levels and have returned to growth rates that engineers and planners would expect to see with the County's continued growth and development.

Note that DE 24 is not included in Figure 12, which displays the AADTs of many of the County's most important east-west roads. DE 24 between US 113 and DE 1 has undergone a significant amount of development and growth since the last Sussex TOMP. Several projects have accompanied this growth, and their construction limited the quality and availability of data from the in-pavement signal system loops present.

Additionally, data gaps shown in the graphics below reflect one of two conditions. In the case of locations without AADTs shown for 2018, the locations did not have signal system loops installed at the time. In the case of locations without AADTs shown for 2024, the data cleaning and analysis process indicated issues with data quality and availability. Therefore, the analysis team did not feel that the calculated AADT values for 2024 at those locations were appropriate to report.

Figure 9. DE 1 AADTs 2018-2024

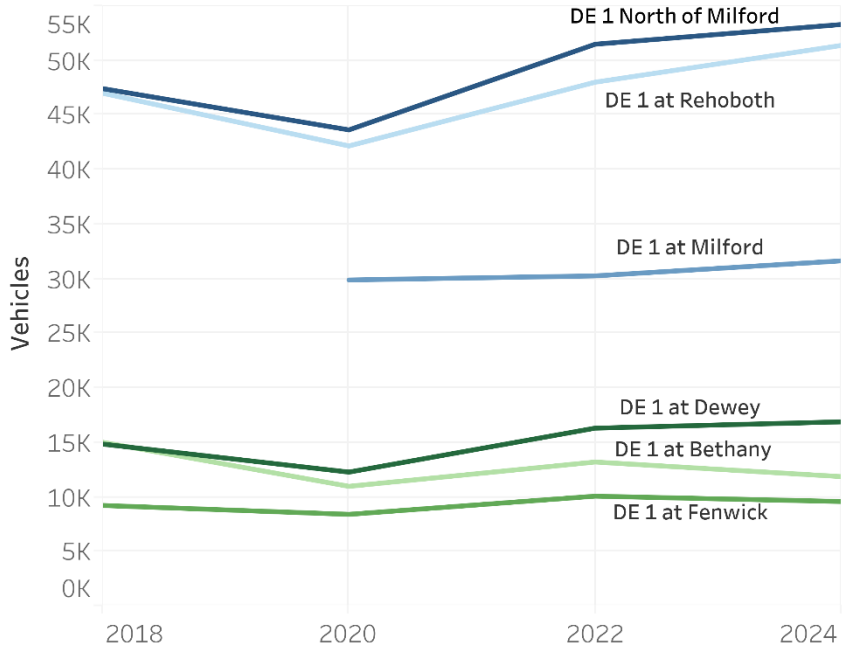


Figure 10. US 113 AADTs 2018-2024

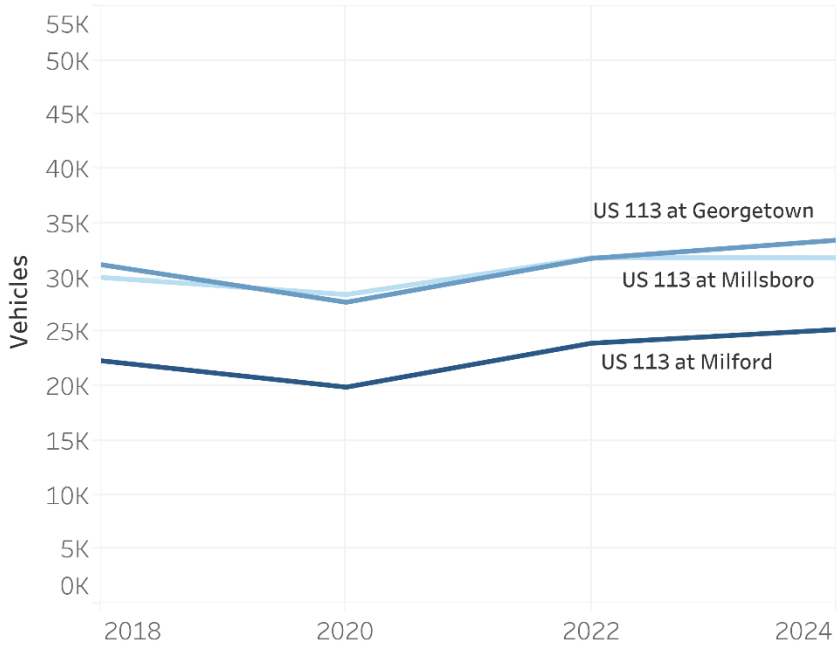


Figure 11. US 13 AADTs 2018-2024

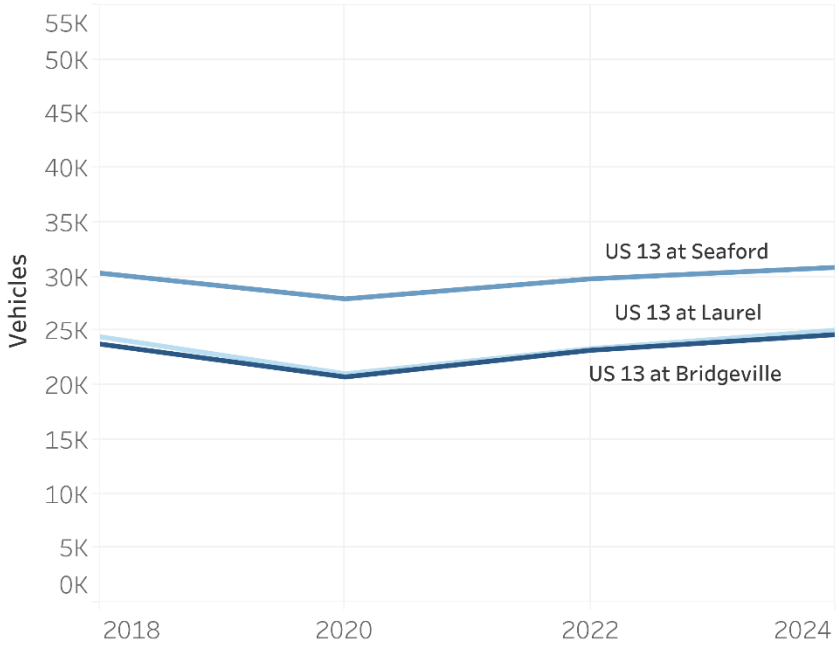
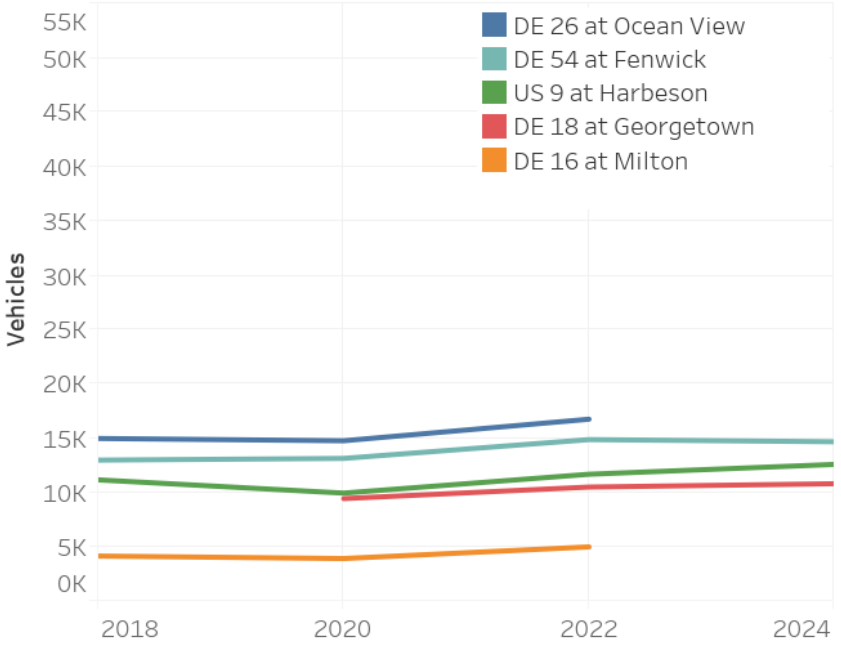


Figure 12. East-West Route AADTs 2018-2024



4.2 Variation in Traffic Volumes

Traffic varies not only from year to year, but also throughout the year, throughout the week, and throughout the day. TOMPs evaluate and quantify this variation using monthly average daily traffic, weekday average daily traffic, and average hourly volumes throughout the day and week.

4.2.1 Monthly Traffic Variation

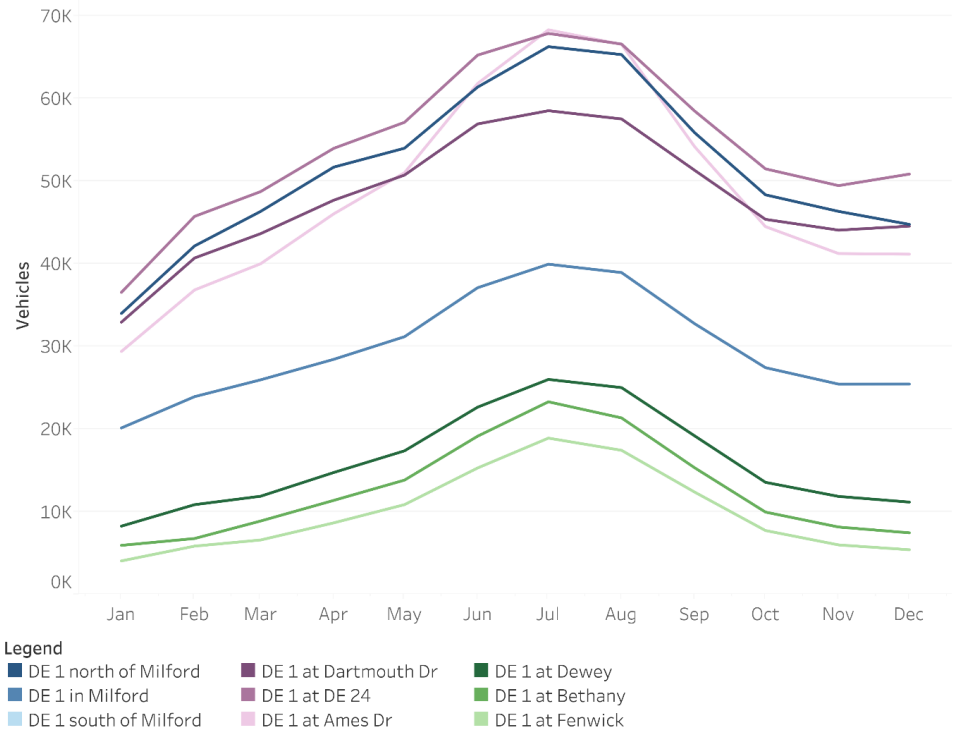
Traffic volumes often vary throughout the months of the year. In Delaware it is common for traffic volumes to be lower as weather gets colder in late fall and winter months. As temperatures warm up in the spring and summer, individuals take more trips within and outside their communities.

Sussex County is particularly known for its vibrant beach communities on its eastern coast which attract visitors from Kent and New Castle Counties as well as neighboring states. This often results in an even more pronounced trend of increased traffic volumes during the warmer months. Figure 13 shows how average daily traffic volumes vary between months along DE 1, which is known to carry a significant portion of beach community traffic during the summer months.

Regardless of the location data was measured from, daily traffic volumes approximately doubled on DE 1 between January and July, demonstrating the significant impact that the beach communities have on Sussex County's roads. Roads near the beaches experience similar increases in daily traffic volumes in the summer months. Although roads that are on the western side of the County still see large increases in traffic during the summer months; the impact is not as large or as uniform as the impact seen on DE 1.

Due to the large increases in traffic that Sussex County experiences during the summer months, further analysis included in this report looks at both traffic conditions on typical weekdays throughout the full 2022 year and weekends during the resort season, which stretches from Memorial Day Weekend through Labor Day.

Figure 13. 2022 Monthly Average Daily Traffic on DE 1



4.2.2 Weekday Average Daily Traffic Trends

Traffic volumes also vary throughout the week. One related and particularly relevant issue to Sussex County is when people choose to visit the beaches during the summer months. Historically, and as identified in the 2017 Sussex TOMP, visitors staying for the weekend tend to arrive on Fridays and leave on Sundays. Visitors staying for the week most commonly begin their rentals on Saturdays. With the emergence of hybrid work environments following the COVID-19 pandemic, questions have been raised asking if the added flexibility to work from home was having an impact on Sussex County beach community traffic. Are visitors staying at the beach longer than they used to, and does DelDOT need to adjust how it manages and plans for traffic as a result? This analysis was able to confirm that daily traffic trends during the peak season, Memorial Day Weekend through Labor Day, have not meaningfully changed in a way that would call for DelDOT to change how they manage and plan for traffic. This is shown in Figures 14 and 15. Please note that each graphic uses a different scale to better show the variation between average daily traffic volumes. Additionally, note that this analysis was completed for beach and non-beach routes throughout the state.

Figure 14. DE 1 Peak Season Average Day of Week Traffic

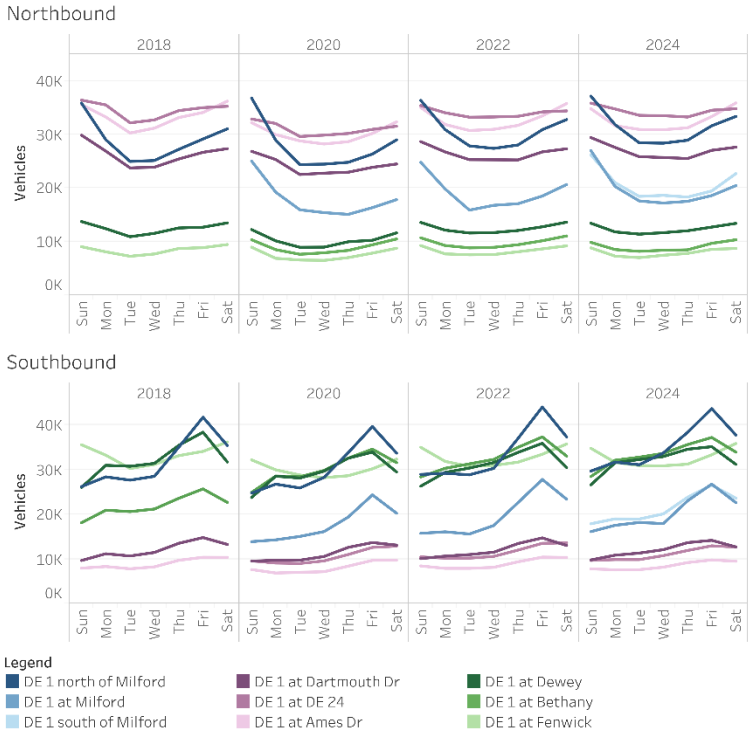
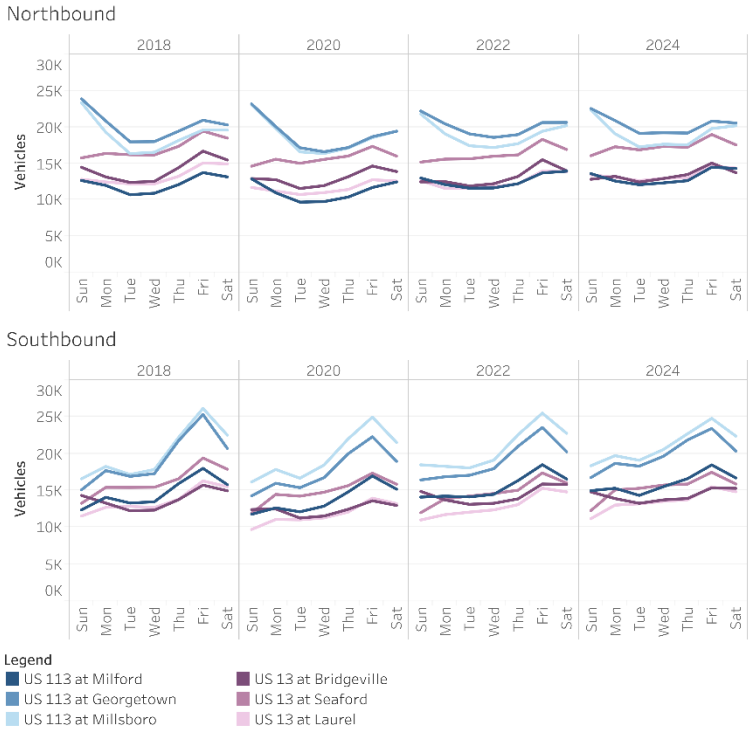


Figure 15. US 113 and US 13 Peak Season Average Day of Week Traffic



4.2.3 Hourly Volume Trends Throughout 2022 and During the Peak Season

As discussed throughout this report, delays result when demand approaches, reaches, and exceeds capacity. This TOMP reviewed average hourly volumes to provide understanding of what demand looks like throughout the day and throughout the week on major roadways. Results are presented by corridor and are shown in the following figures.

Figure 16. DE 1 Northbound 2022 Full Year vs. Peak Season Hourly Volumes

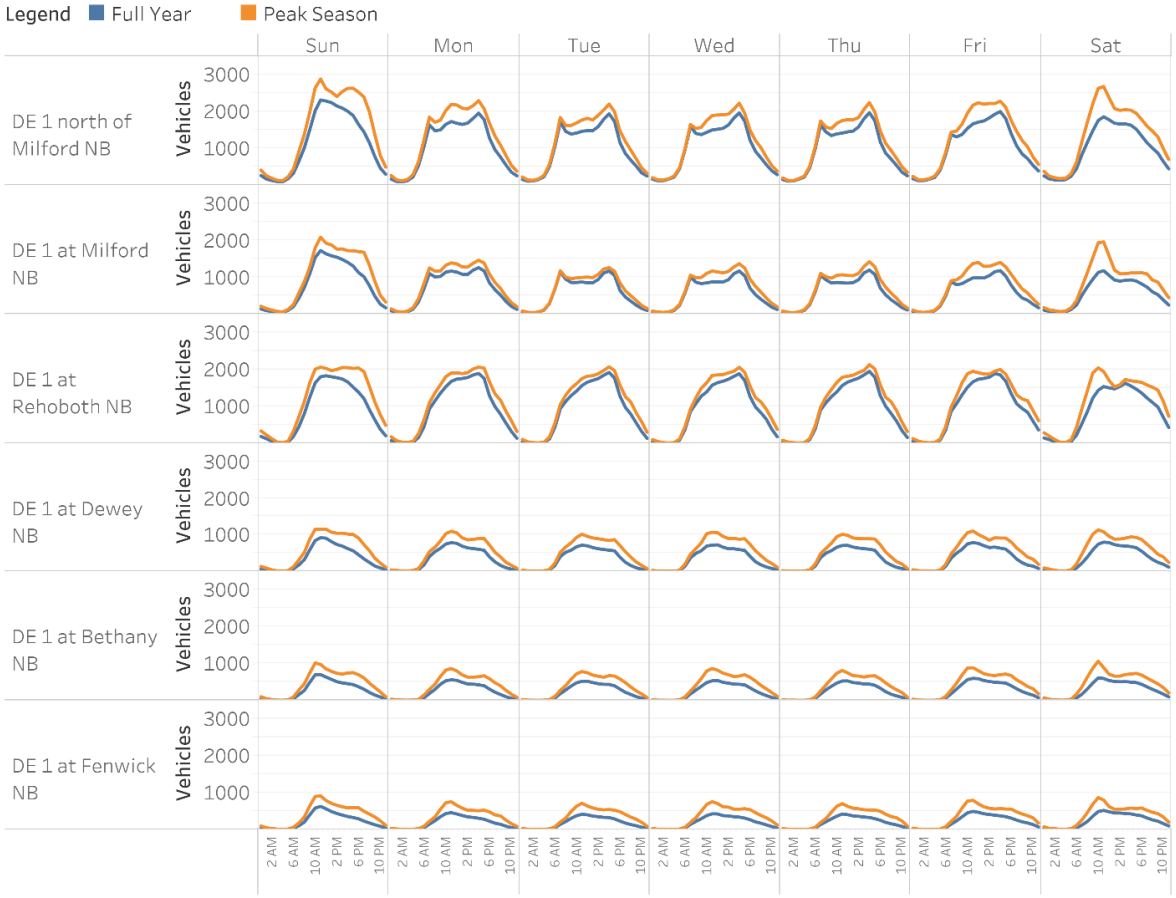
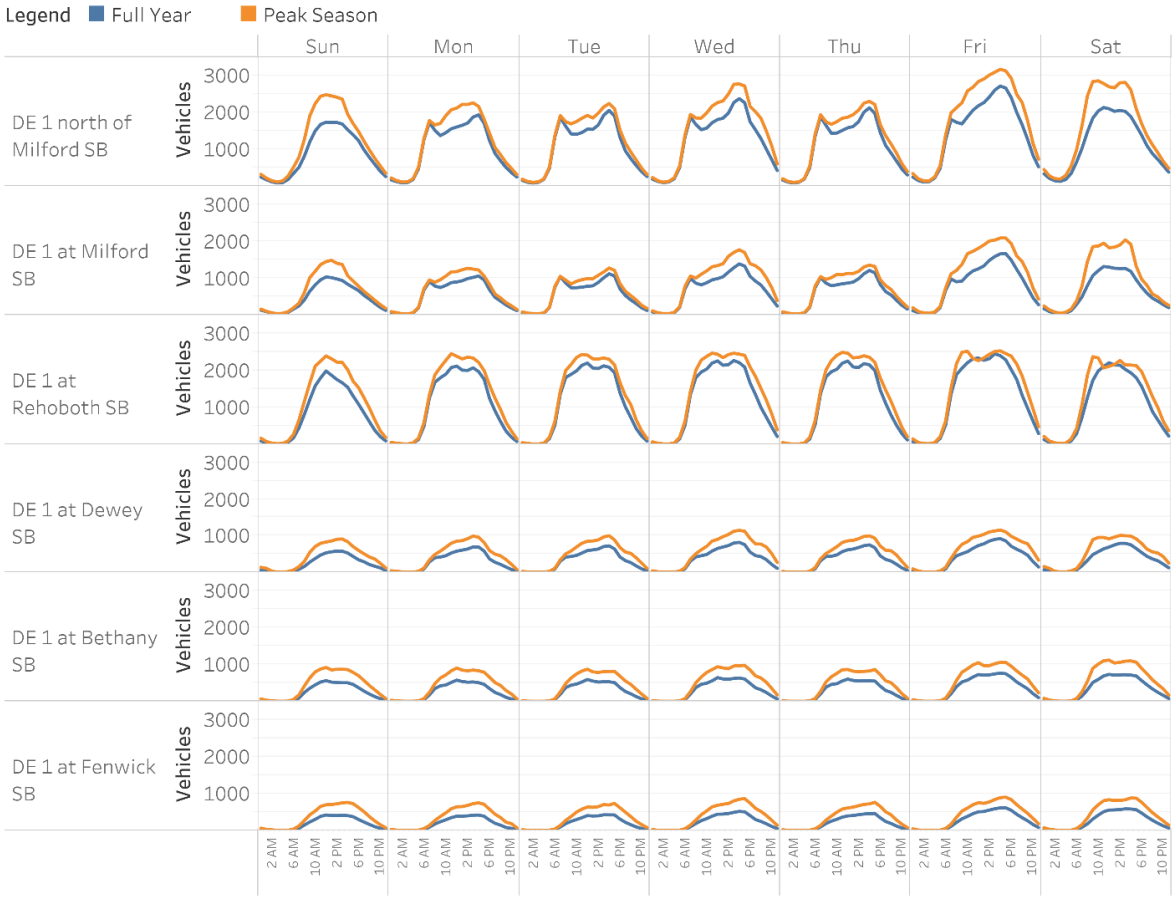


Figure 17. DE 1 Southbound 2022 Full Year vs. Peak Season Hourly Volumes



Takeaways from DE 1 Hourly Volume Analysis

- Average hourly volumes in both directions during the peak season were higher than the typical day during 2022 for every day of the week and nearly every hour of the day at every location along DE 1.
- Beach traffic continues to travel inbound on Friday afternoons and evenings and outbound on Sundays.
- Weekday average hourly volumes are generally higher during the afternoon peak than during the morning peak. The exceptions to this include along DE 1 northbound in Dewey, Bethany Beach, and Fenwick Island.
- Peak period volumes are significantly higher during peak season weekends than the full-year weekend due to the influx of visitors heading to the beach communities.
- Volumes in the southbound direction in Rehoboth indicate that the road is at capacity.

Figure 18. US 113 Northbound 2022 Full Year vs. Peak Season Hourly

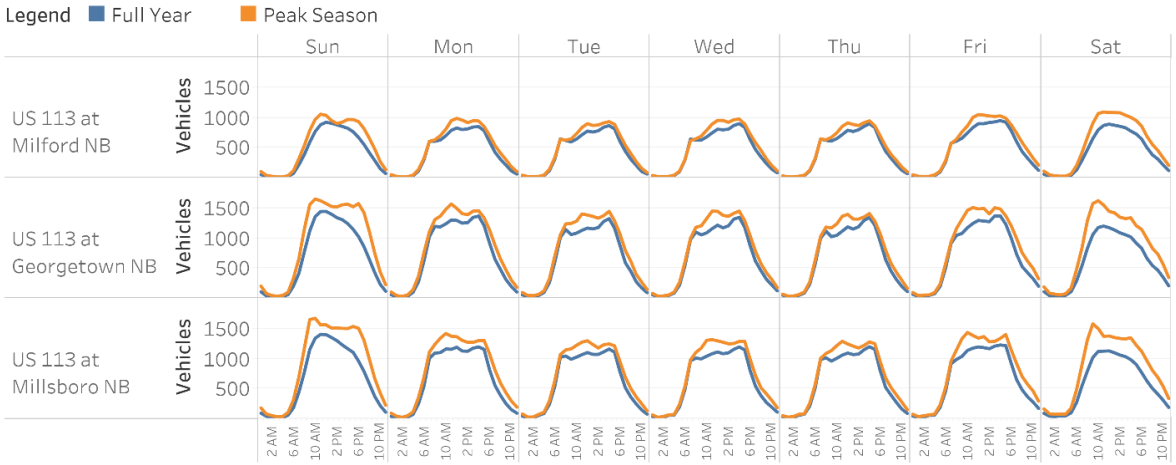
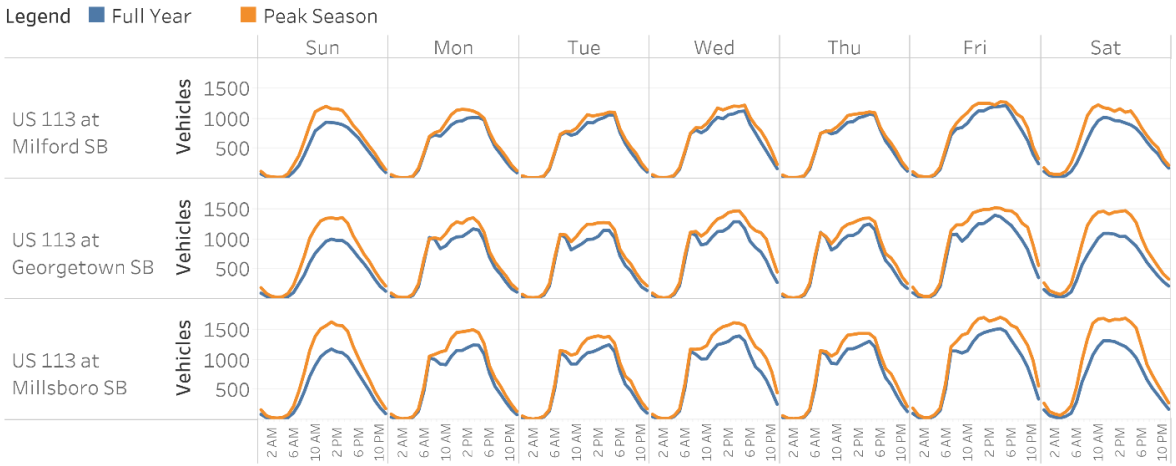


Figure 19. US 113 Southbound 2022 Full Year vs. Peak Season Hourly Volumes



Takeaways from US 113 Hourly Volume Analysis

- Weekday peak season volumes are as much as 20% higher than full-year average volumes during mid-day hours.
- The weekday afternoon peak period serves higher demand in both directions than the morning peak period.
- Peak period volumes are higher during peak season weekends than the full-year weekend. It is likely that this is due in part to US 113 serving as an alternate route to DE 1 for visitors to Bethany Beach and Fenwick Island.

Figure 20. US 13 Northbound 2022 Full Year vs. Peak Season Hourly Volumes

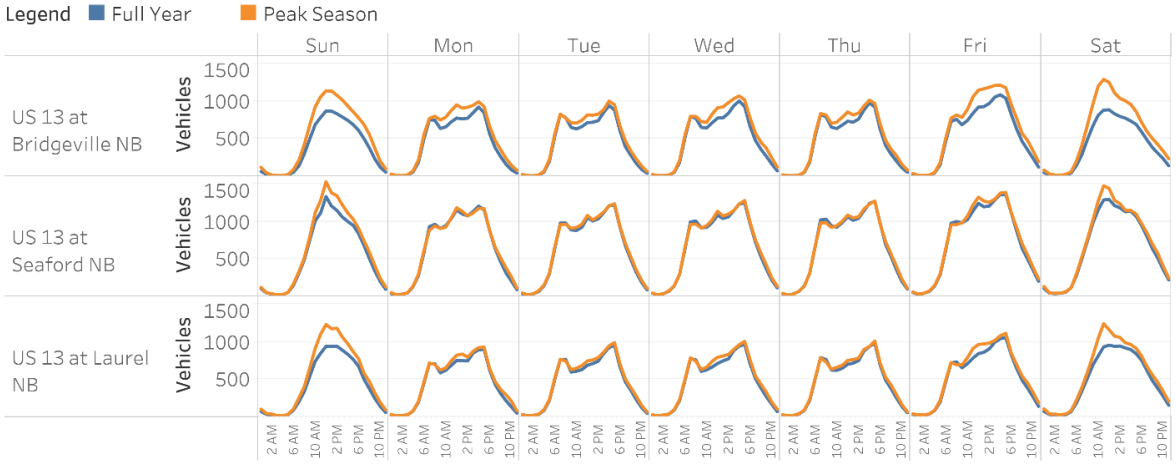
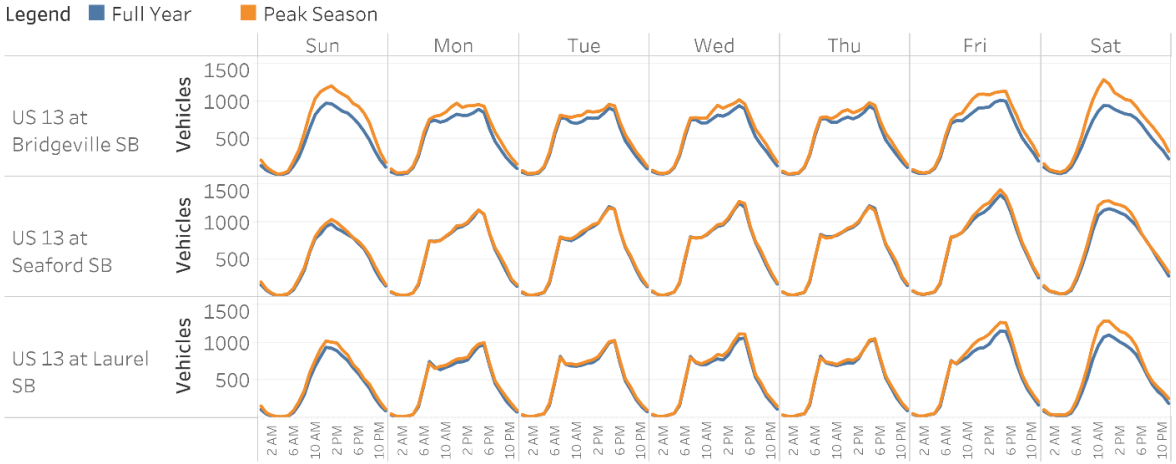


Figure 21. US 13 Southbound 2022 Full Year vs. Peak Season Hourly Volumes



Takeaways from US 13 Hourly Volume Analysis

- Weekday peak season volumes are approximately the same as the full-year average volumes throughout the day. Weekend peak period hourly volumes during the peak season can be up to 20-30% higher than the full-year volumes. This is due in part to travelers using US 13 to access beach areas and vacation destinations in Marlyand, Virginia, and even North Carolina.
- The weekday afternoon peak period serves higher demand in both directions than the morning peak period.
- While the municipalities in western Sussex County are growing, US 13 still does not see as many vehicles on its roads as DE 1 or US 113.

Figure 22. DE 16 at Milton 2022 Full Year vs. Peak Season Hourly Volumes

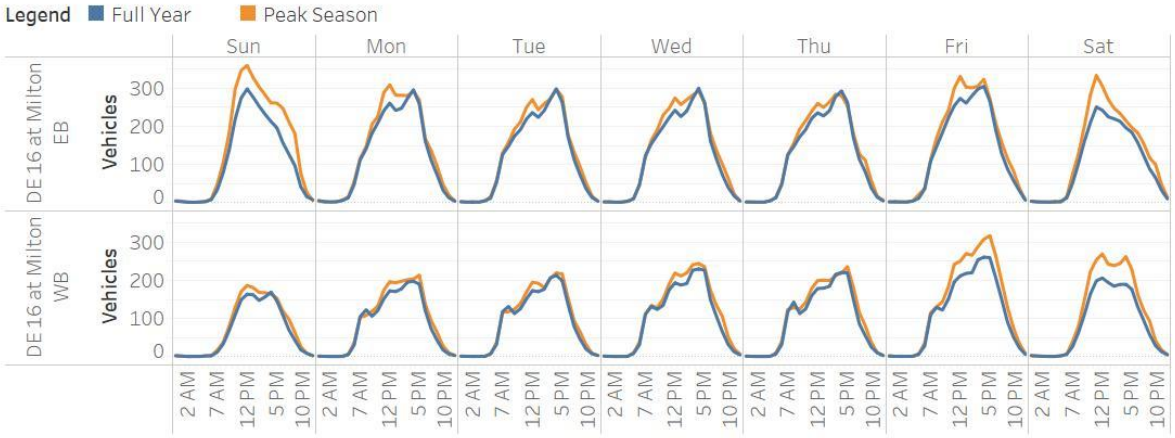


Figure 23. DE 18 at Georgetown 2022 Full Year vs. Peak Season Hourly Volumes

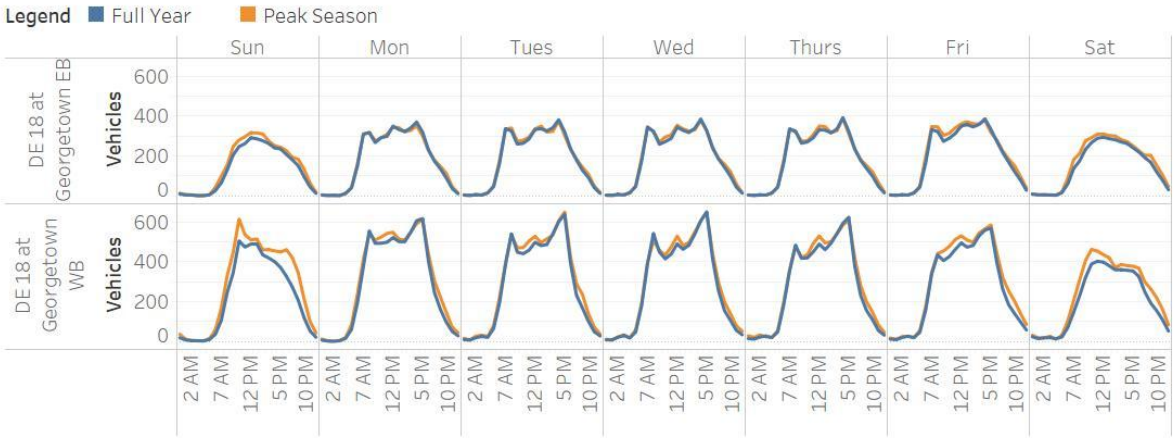


Figure 24. US 9 at Harbeson 2022 Full Year vs. Peak Season Hourly Volumes

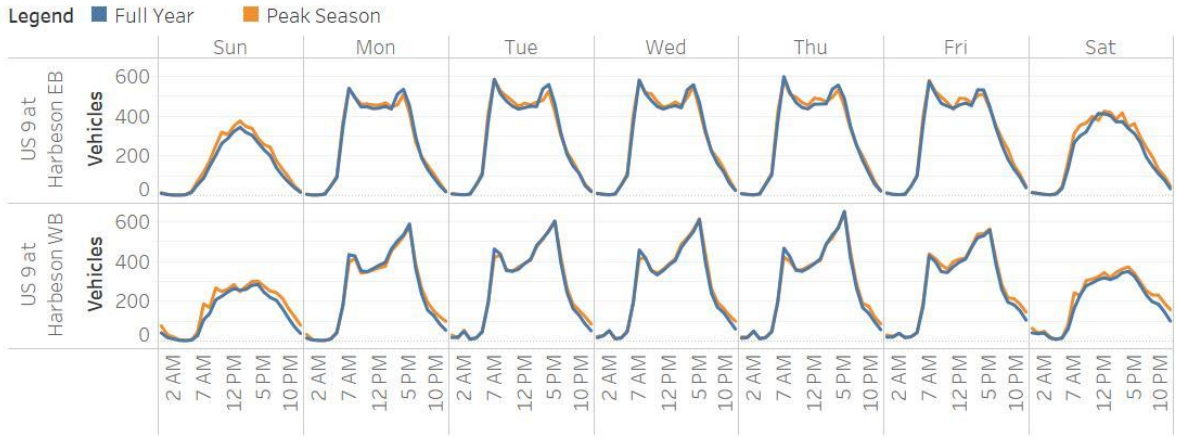


Figure 25. DE 26 at Ocean View 2022 Full Year vs. Peak Season Hourly Volumes

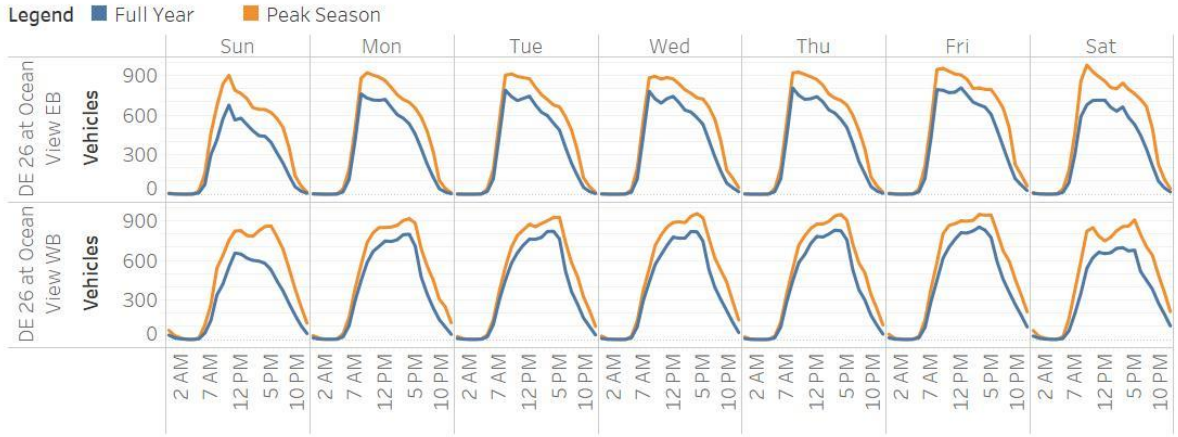
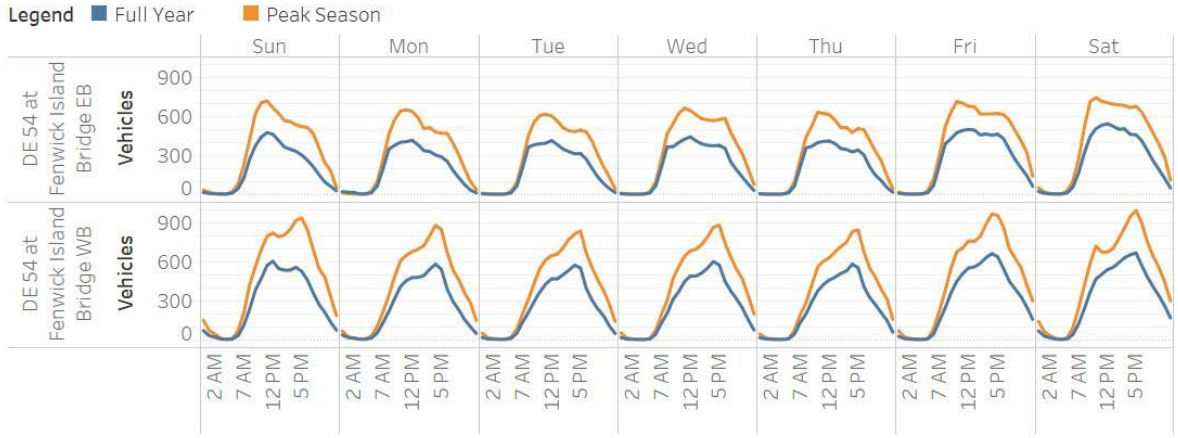


Figure 26. DE 54 at Fenwick Island Bridge 2022 Full Year vs. Peak Season Hourly Volumes



Takeaways from Hourly Volume Analysis on East-West Routes

- Peak season average hourly volumes are approximately the same as full-year hourly volumes on DE 16, DE 18, and US 9 at the locations measured. DE 26 and DE 54 see significant increases in volumes throughout each part of the day and week during the peak season, which is likely due to the proximity of the locations where volumes were measured to the beach communities. It is possible that a similar trend would be seen in volumes along DE 16 and US 9 at locations closer to DE 1.
- Traffic volumes change the most between the full-year and peak season periods on DE 54 at the Fenwick Island Bridge. On Sundays, westbound peak volumes increase approximately 80% between the full-year and peak season periods. During weekday afternoon peaks, volumes increase over 50%.
- Volumes on Sussex County's major east-west roads do not approach the volumes served by US 13, US 113, and DE 1. However, they also have much lower roadway capacity. Therefore, DelDOT and drivers can expect delays at these much lower volumes. As development continues along these east-west routes, recommendations and strategies from local TIDs and corridor studies will need to be put into place to avoid building beyond the capabilities of the existing roadways.

5. Evaluating Roadway and Intersection Performance

This section outlines which performance measures and thresholds were used when analyzing this information.

In this and subsequent sections, the term congestion is used to refer to sections of roadway whose travel times exceed specified reliability thresholds. Additional information on these thresholds can be found on DelDOT's TOMP GIS Hub website. DelDOT acknowledges that congestion is often a relative term. Conditions that residents of a downtown area consider to be congested look different than the conditions that residents of a less developed or more rural area consider to be congested.

5.1 Measures of Reliability

Reliability measures compare the travel time that users experience with travel time baselines. In this report, the baseline used for comparison is the free-flow (or no-delay) condition and three measures of reliability are considered:

- Planning Time Index (PTI), also known as Travel Time Reliability
- Travel Time Index (TTI)
- Congestion Frequency (CF)

These measures are evaluated for three different peak travel periods:

- Weekday AM: Tuesday through Thursday from 7-9 AM; January - December
- Weekday PM: Tuesday through Thursday from 4-6 PM; January - December
- Peak Season Weekend: Saturdays and Sundays from 10 AM – 6 PM; Memorial Day weekend through Labor Day weekend

5.1.1 Planning Time Index (PTI)

PTI represents how the worst conditions compare to free-flow traffic. It is often representative of how travel times during a crash event or construction relate to unimpeded traffic conditions. It compares the 95th percentile travel time (when the road is experiencing near worst congestion) with a baseline (either the posted speed limit or the 15th percentile travel time). Travelers can expect delays shorter than the delays represented by the PTI 95% of the time. PTI is calculated with this equation:

$$PTI = \frac{95th\ Percentile\ Travel\ Time}{15th\ Percentile\ Travel\ Time\ or\ Posted\ Speed\ Limit}$$

Figures 27-29 show the PTI for road segments during the weekday AM peak, weekday PM peak, and peak season weekend peak.

Figure 27. Weekday AM PTI – Ratio of Longest-Measured Travel Times to Free-Flow

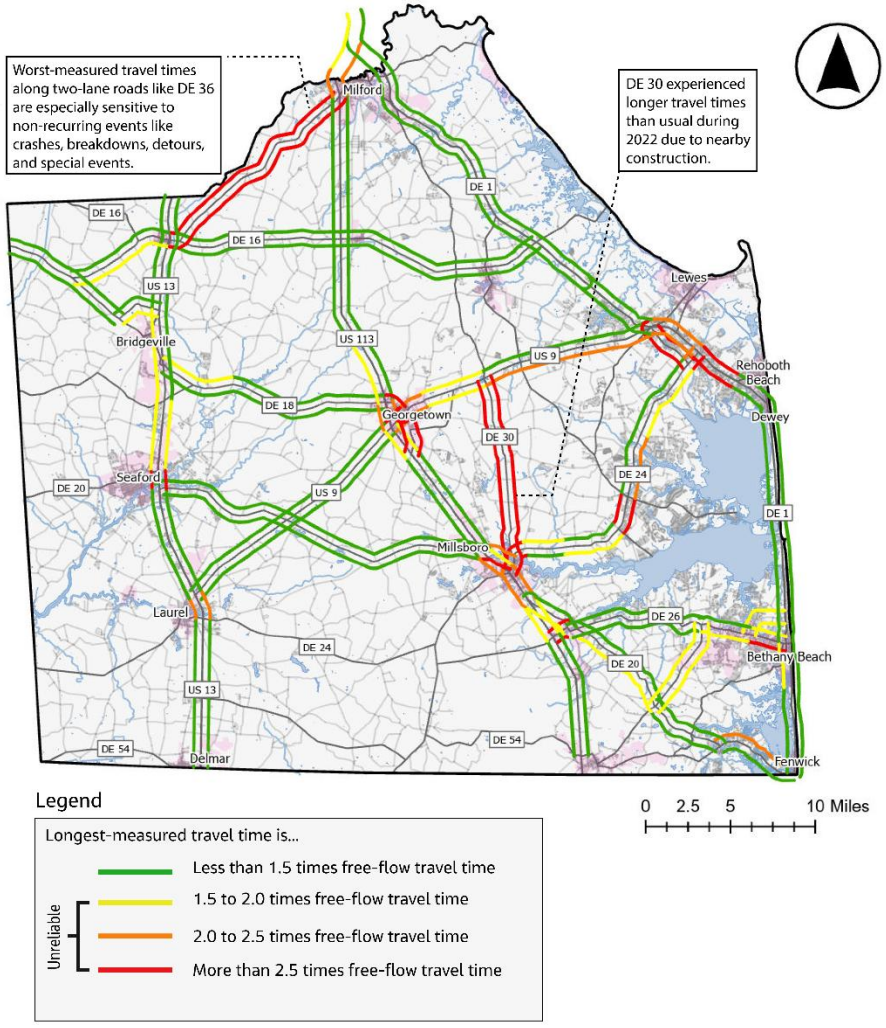


Figure 28. Weekday PM PTI – Ratio of Longest-Measured Travel Times to Free-Flow

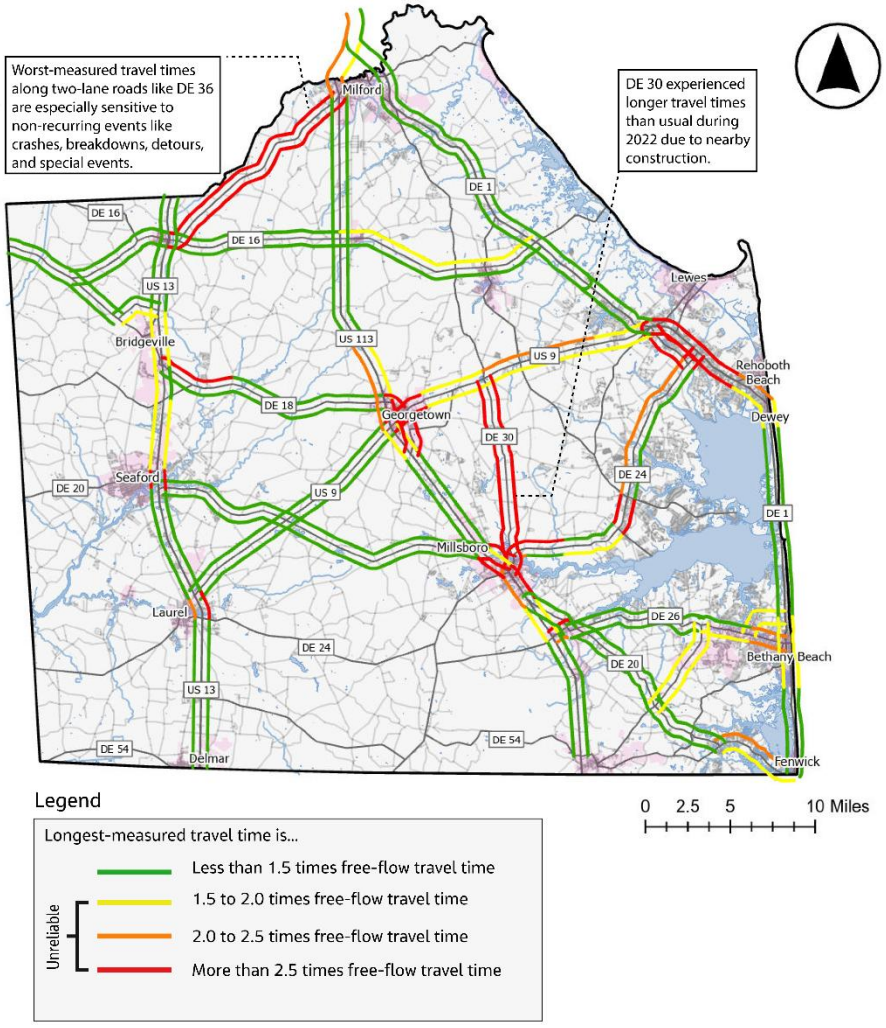
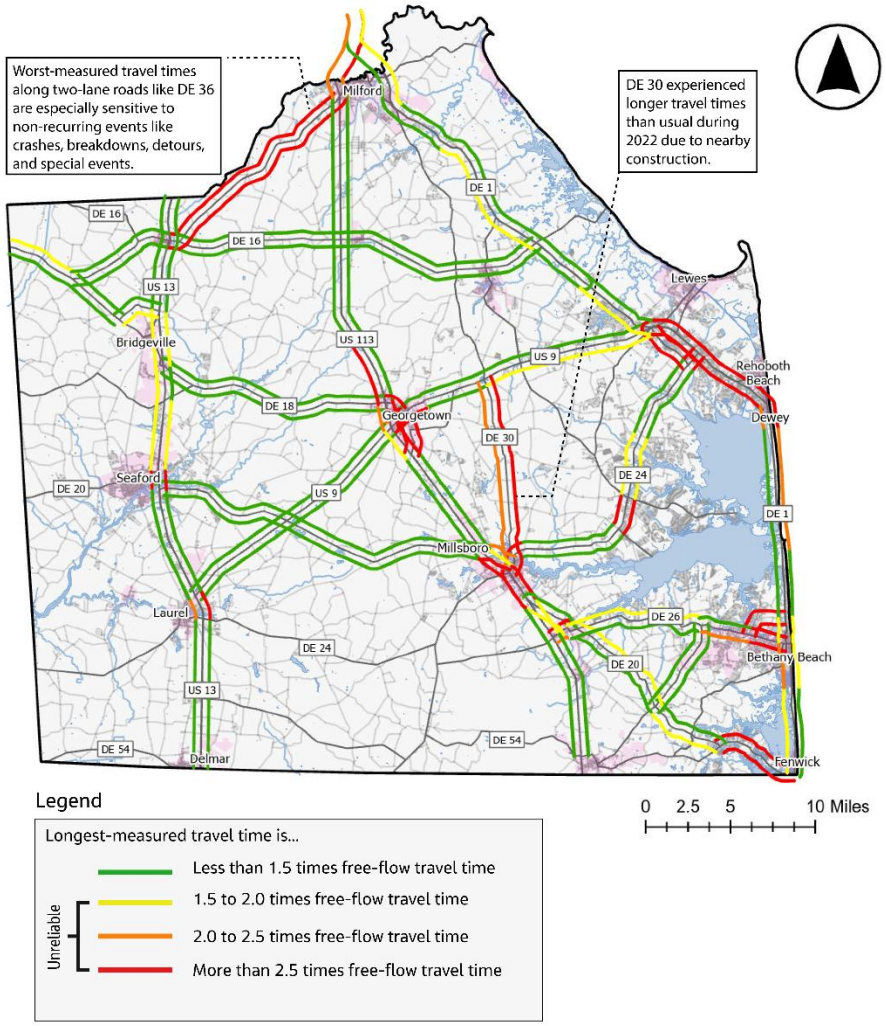


Figure 29. Peak Season Weekend PTI – Ratio of Longest-Measured Travel Times to Free-Flow



5.1.2 Travel Time Index (TTI)

TTI represents how typical conditions compare to free-flow traffic. One common application of TTIs is identifying recurring delays because it compares the 50th percentile travel time with a baseline (either the posted speed limit or the 15th percentile travel time). If the 50th percentile travel time indicates delays above a designated threshold, it can be said that travelers will, on average, face delays of that length. TTI is calculated with this equation:

$$TTI = \frac{50th\ Percentile\ Travel\ Time}{15th\ Percentile\ Travel\ Time\ or\ Posted\ Speed\ Limit}$$

Figures 30-32 show the TTI for road segments during the weekday AM peak, weekday PM peak, and peak season weekend peak.

Figure 30. Weekday AM TTI – Ratio of Typical Travel Times to Free-Flow

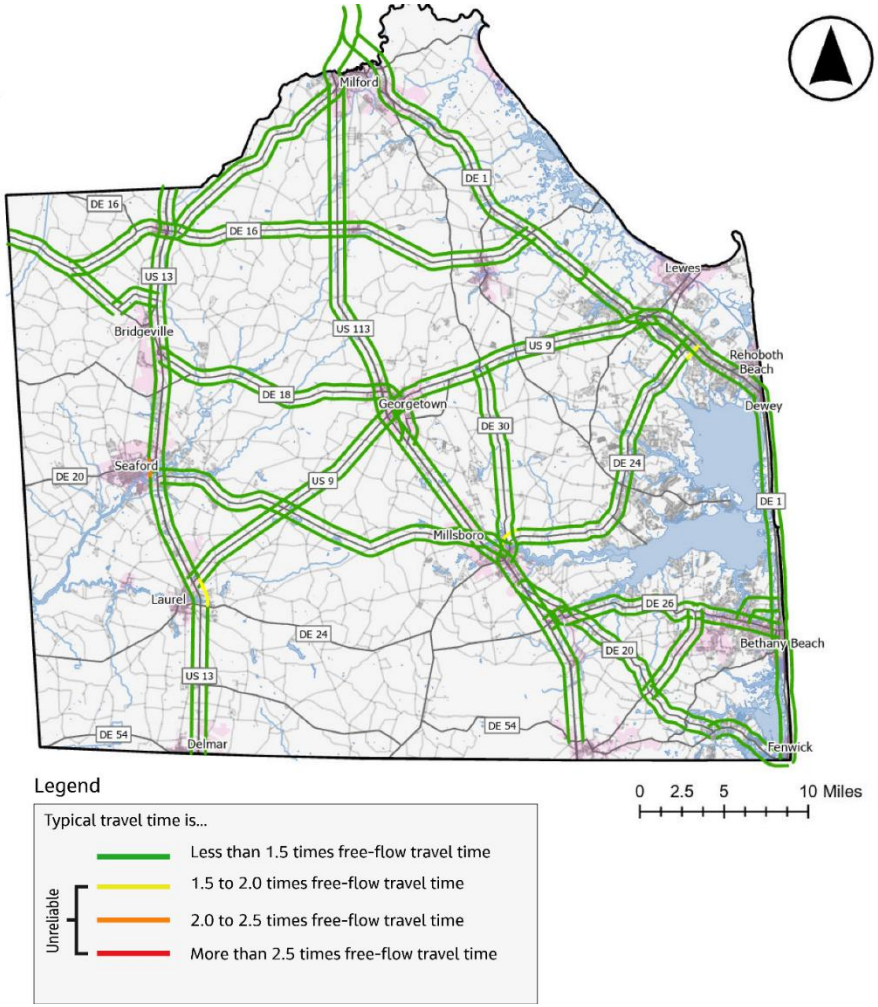


Figure 31. Weekday PM TTI – Ratio of Typical Travel Times to Free-Flow

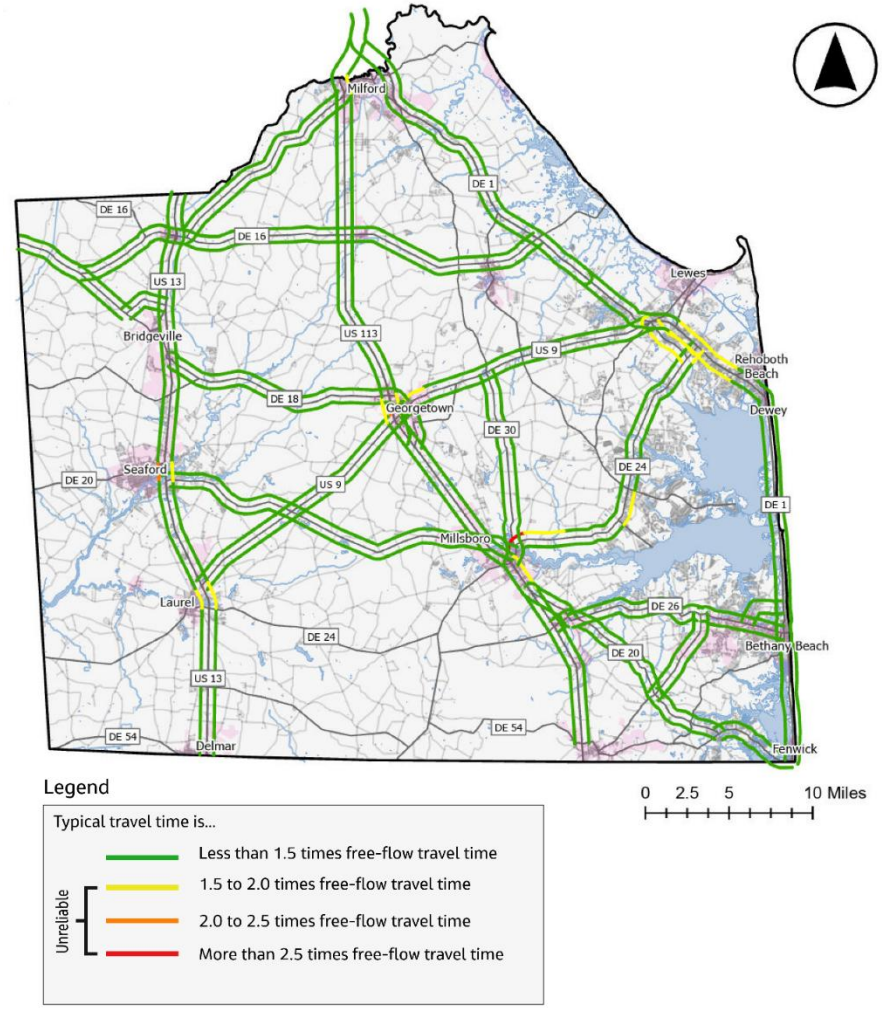
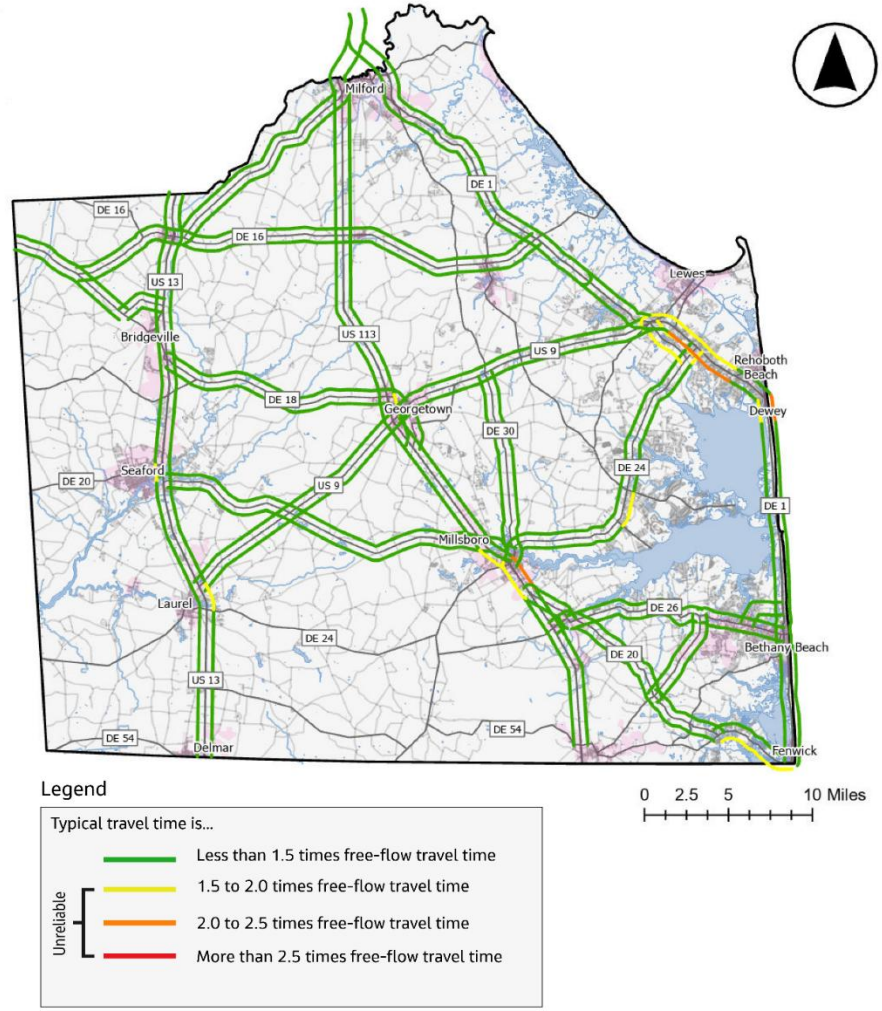


Figure 32. Peak Season Weekend TTI – Ratio of Typical Travel Times to Free-Flow



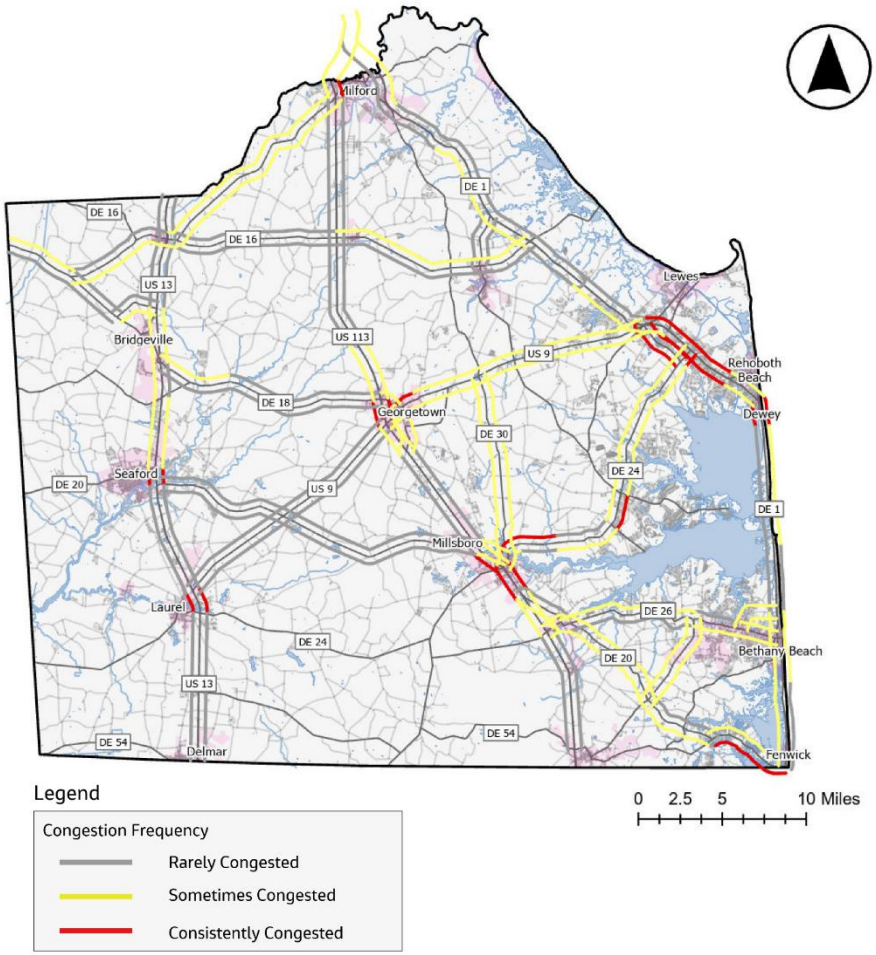
5.1.3 Congestion Frequency (CF)

CF represents how often a road experiences delays and layers the calculations for PTI and TTI.

- A **rarely congested** road has a PTI and TTI that are both less than 1.5. The worst travel times that travelers experience do not exceed more than 1.5 times the free-flow travel time.
- A **sometimes congested** road has a PTI that's greater than 1.5 but a TTI that's less than 1.5. The worst travel times that travelers experience exceed 1.5 times the free-flow travel time, but typical travel times do not exceed that threshold.
- A **consistently congested** road has a PTI and TTI that are both greater than 1.5. Travel times are typically above the threshold of 1.5 times the free-flow travel time.

Figure 33 shows the worst-measured CF for each road segment across the weekday AM peak, weekday PM peak, and peak season weekend peak.

Figure 33. Worst-Measured CF



5.2 Intersection Level of Service

This analysis uses critical movement summations to evaluate volume-based intersection level of service (LOS) using traffic volumes collected at intersections and calculations that convert the time assigned to allow pedestrians to cross the street into vehicle volume equivalents. Intersection LOS indicates the average delay vehicles experience at an intersection. Intersection LOS can also be calculated as a delay-based measure; however, delay-based LOS was not used in this study. Efforts that build off the Sussex County TOMP may wish to use delay-based LOS and traffic models to better consider performance by approach and by movement.

Recurring delays along corridors often originate at intersections since vehicles wishing to make conflicting movements can't move at the same time. LOS ranges from A to F, with A being the best and F being the worst and is used to identify controlling intersections along corridors and evaluate short-term intersection improvements. While the threshold for an acceptable LOS varies from agency to agency and location to location, the most frequently used threshold by DelDOT is whether vehicles are serviced within a single traffic signal cycle. This most closely aligns with the threshold of LOS D. The summary below provides a high-level description of what each LOS means.

- LOS A: Delays are uncommon. Traffic travels mostly at free-flow speeds.
- LOS B: Slight delays, but still reasonably uncongested.
- LOS C: Delays may begin to become noticeable for some movements. Drivers begin to reduce their speeds.
- LOS D: Delays grow. Drivers may wait at a signal for more than one signal cycle.
- LOS E: Delays and queues become significant as the intersection reaches capacity. More drivers wait at a signal for more than one signal cycle.
- LOS F: More vehicles wish to use the intersection than the intersection can handle. Excessive delays and queues result from demand exceeding capacity.

Figure 34 shows the worst-measured intersection LOS for intersections that were evaluated for this TOMP across the weekday AM, weekday PM, and peak season weekend periods. Count data was collected across 2022-2024.

Note that intersections were selected for analysis based on a multitude of factors including but not limited to:

- Inclusion in the 2017 Sussex County TOMP. Locations that were included in the 2017 report were prioritized for inclusion due to the presence of a benchmark for comparison.

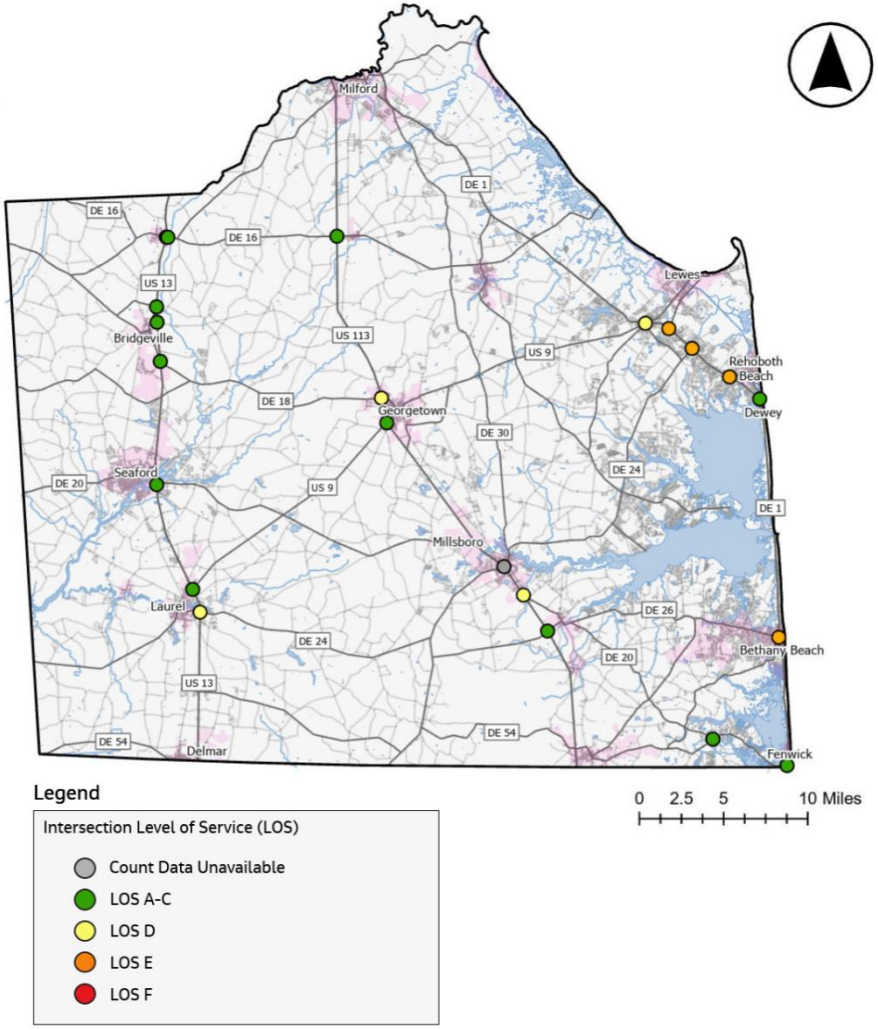
- Count data availability. Intersection turning movement counts needed to be available for the location. No turning movement counts were estimated using probe data-based platforms.
- Nearby construction that may significantly impact the results or takeaways from the analysis. For example, one intersection that was not analyzed was US 113 & DE 24. While this intersection is known to experience delays, the Millsboro Bypass project is under construction and is expected to reduce delays along US 113 through Millsboro significantly.
- Nearby corridor planning or monitoring studies that will be completing more comprehensive analyses such as the US 9 corridor study. Since the US 9 corridor study is in-progress, this report defers detailed analysis of the corridor and consideration of improvements to that project team and effort.

As shown in the figure to the right, most locations analyzed were operating at LOS C or better in each peak analyzed. This is indicative of the transportation system providing adequate capacity and tells us that delays experienced in these areas are likely driven by factors such as closely spaced intersections or driveways, special events, and crashes. Analysis did reveal eight intersections with LOS D or worse during at least one peak period. Half of these locations are along DE 1 between Lewes and Rehoboth.

5.3 Resources

For additional information on the methodologies discussed above, refer to the TOMP GIS Hub: https://tomp-deldot.hub.arcgis.com/pages/methodology.

Figure 34. Worst-Measured Intersection LOS



6. Focus Area Analysis Results and Recommendations

6.1 Evaluating Focus Areas

TOMP layers volumes collected by side-fire radar devices (Wavetronix) on limited-access roads and in-pavement signal system loops on signalized roads, travel-time data collected by DelDOT's network of Bluetooth travel-time detectors, and intersection turning movement counts. By layering this data together, we can formulate a picture of where travel demand is approaching, meeting, or exceeding capacity; which road segments travelers experience delays on; and at which intersections the relationship between demand and capacity may be causing delays.

For this TOMP, DelDOT began by selecting the same 9 areas identified by the 2017 TOMP as congested areas for detailed analysis. These areas include:

A. Milford; US 113 and DE 1 (page 45)

B. DE 1 & DE 16 intersection (page 50)

C. Bridgeville; US 13 (page 50)

D. Georgetown; US 113, US 9, and DE 18 (page 53)

E. Rehoboth; DE 1, US 9, DE 24, and DE 1A (page 57)

F. DE 24 near DE 23 (page 62)

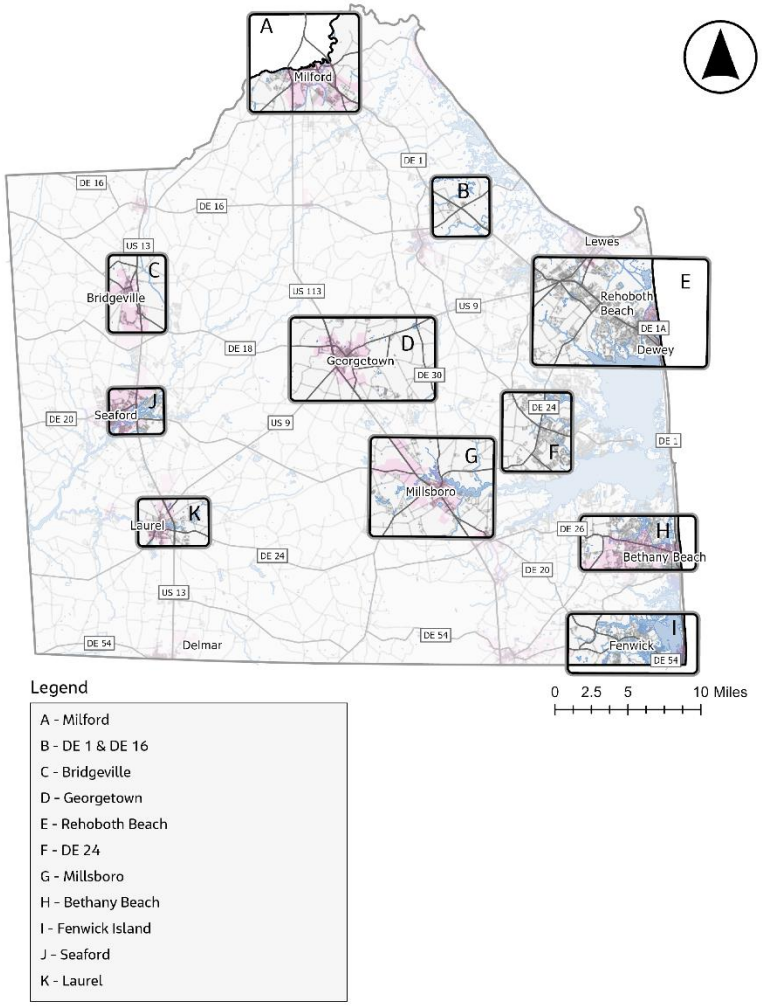
G. Millsboro; US 113 and DE 24 (page 65)

H. Bethany Beach; DE 26 and DE 1 (page 69)

I. Fenwick Island; DE 54 and DE 1 page 72)

In addition to the above focus areas, sections of US 13 passing through Seaford (focus area J; page 75) and Laurel (focus area K; page 78) were also added to this TOMP. The locations of the focus areas are shown in Figure 35.

Figure 35. Focus Areas

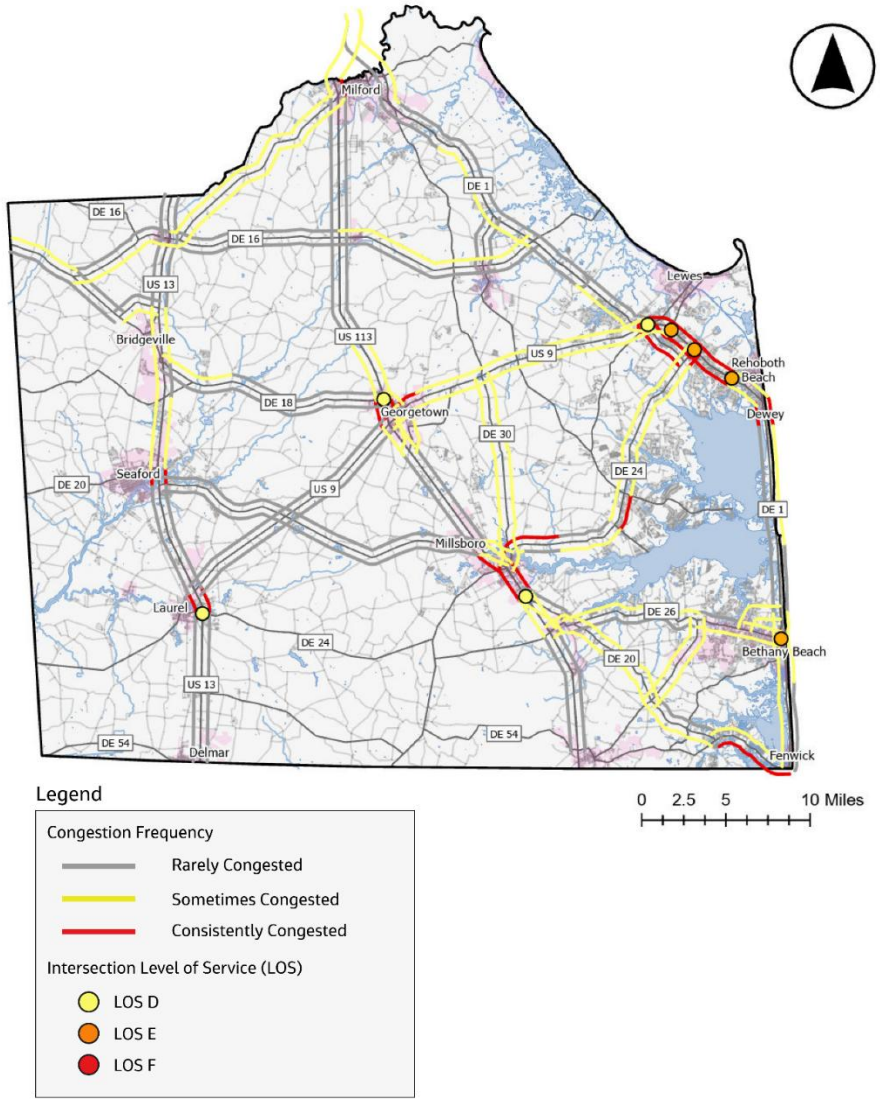


For each focus area, the worst-measured congestion frequency on each road segment was layered with the worst-measured intersection LOS. This information helps us to understand which road segments drivers experience delays on, how frequently those delays occur, and the controlling intersections that much of the delay forms at. The result of this data layering is shown in the figure to the right.

Understanding the expected frequency of delays during standard peak periods helps identify which road segments travelers experience delays on, while intersection LOS tells us which intersections are acting as bottlenecks. However, neither tells us the average length of the delay along a road segment nor how much of the day is impacted by delays. For this information, an additional piece of data is layered into the analysis. Averages of the average hourly travel times collected throughout the year can tell us how long delays are and how long they last during the day. Average hourly volumes for each day of the week throughout the year and peak season then speak to the demand being served. Finally, based on the insights from this data, improvements are recommended.

During the process of developing and selecting recommendations for each focus area, thorough reviews were completed of existing DelDOT planning documents and project resources including, but not limited to the DelDOT Projects Portal, CTP, TID website, Coastal Corridors Study, and Five Points Transportation Study. Projects that have been completed since data collection for this effort was completed, are in-progress, and planned that are expected to reduce delays have been included. When and where possible, additional recommendations are offered. Operations can be improved in each focus area by prioritizing the respective recommendations.

Figure 36. Worst-Measured Congestion Frequency and Worst-Measured Intersection LOS



6.2 A - Milford; DE 1 from DE 1/US 113 to DE 30; US 113 from DE 1/US 113 to DE 36

Key Roads: DE 1 and US 113

Controlling Intersection(s): US 113 & DE 1 merge/split

Milford is a municipality in both Sussex County and Kenty County. The border of each county runs through the heart of the city along the Mispillion River. It rests approximately 10 miles west of the coastline and serves as a critical junction and gateway for travelers into and out of Sussex County. US 113 and DE 1 run through the city and carry a majority of pass through and local north-south traffic.

Due to its location and the presence of US 113 and DE 1, drivers in Milford experience delays due to both daily commutes, which is the primary cause of delays during the weekday AM and PM peak periods, and summer resort weekend traffic, which is the primary cause of delays during summer weekends.

During a typical week on DE 1, northbound volumes stay relatively constant on weekdays while southbound volumes steadily increase throughout the week, peaking on Friday. This trend is true both along DE 1 north of the Milford US 113/DE 1 split and south of it. Demand peaks consistently at 7 AM and 4 PM on weekdays in both directions. Demand on weekends is highest midday. During the summer peak season, demand peaks in the morning and is

Figure 37. DE 1 north of the Milford US 113/DE 1 Split Average Hourly Volumes

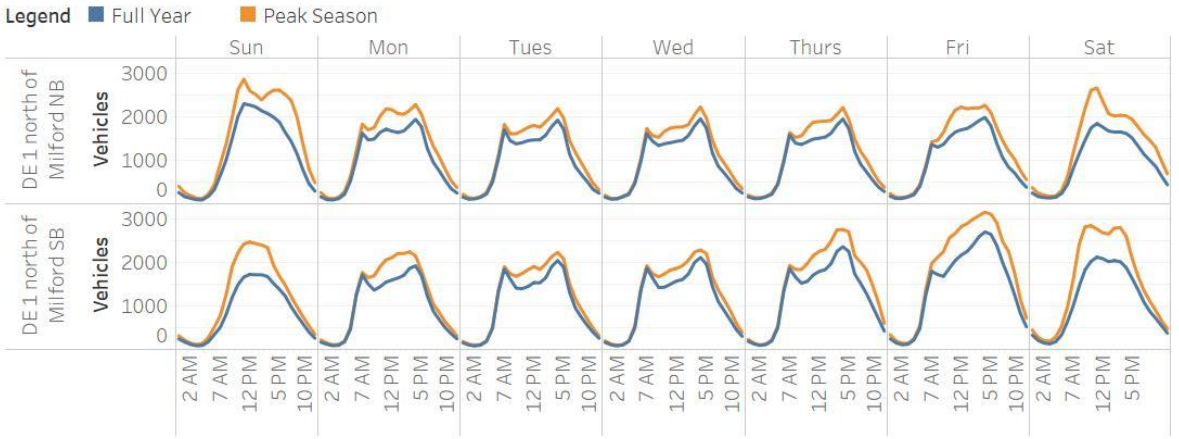
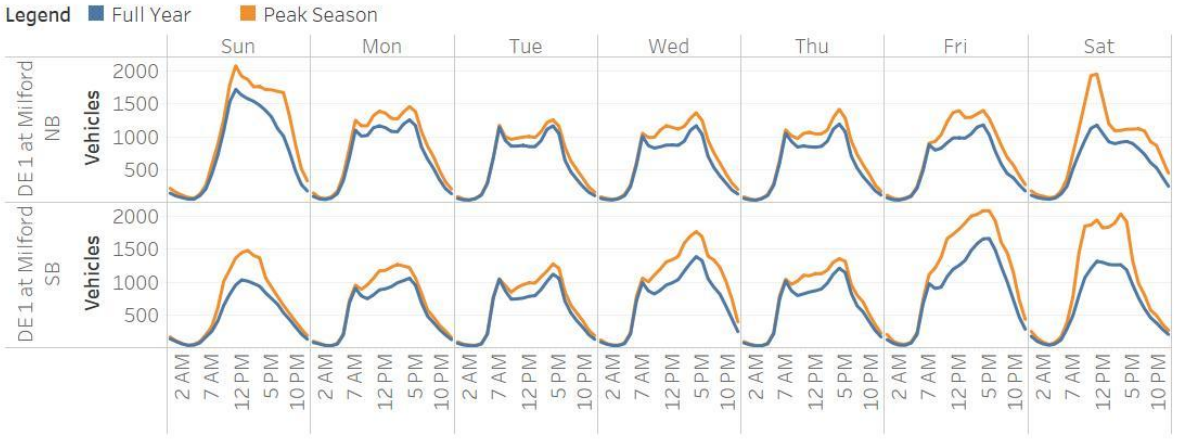


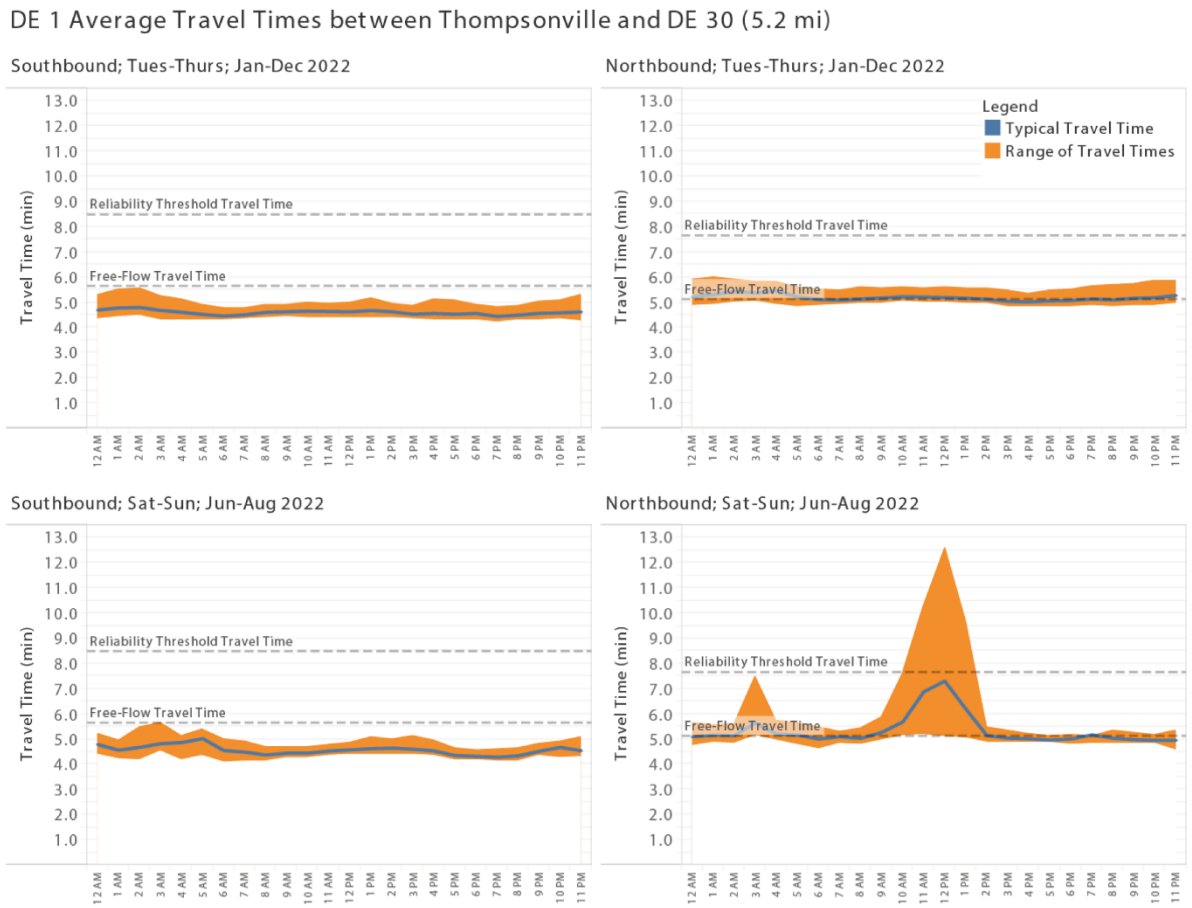
Figure 38. DE 1 south of the Milford US 113/DE 1 Split Average Hourly Volumes



consistently higher throughout the day. Hourly volumes can be up to 50% higher during the summer peak season.

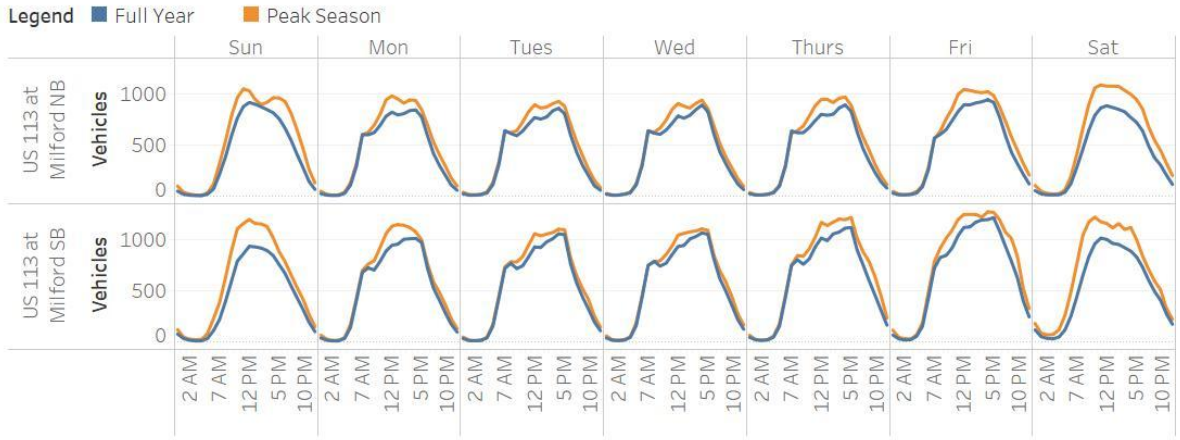
Delays on DE 1 northbound occur predominantly during peak season weekends. Average travel times drift above the 5-minute free-flow travel time at 9 AM and peak at 12 PM with travel times typically remaining under 7.5 minutes. In extreme cases, travel times were observed to exceed 12.5 minutes.

Figure 39. DE 1 through Milford Average Hourly Travel Times



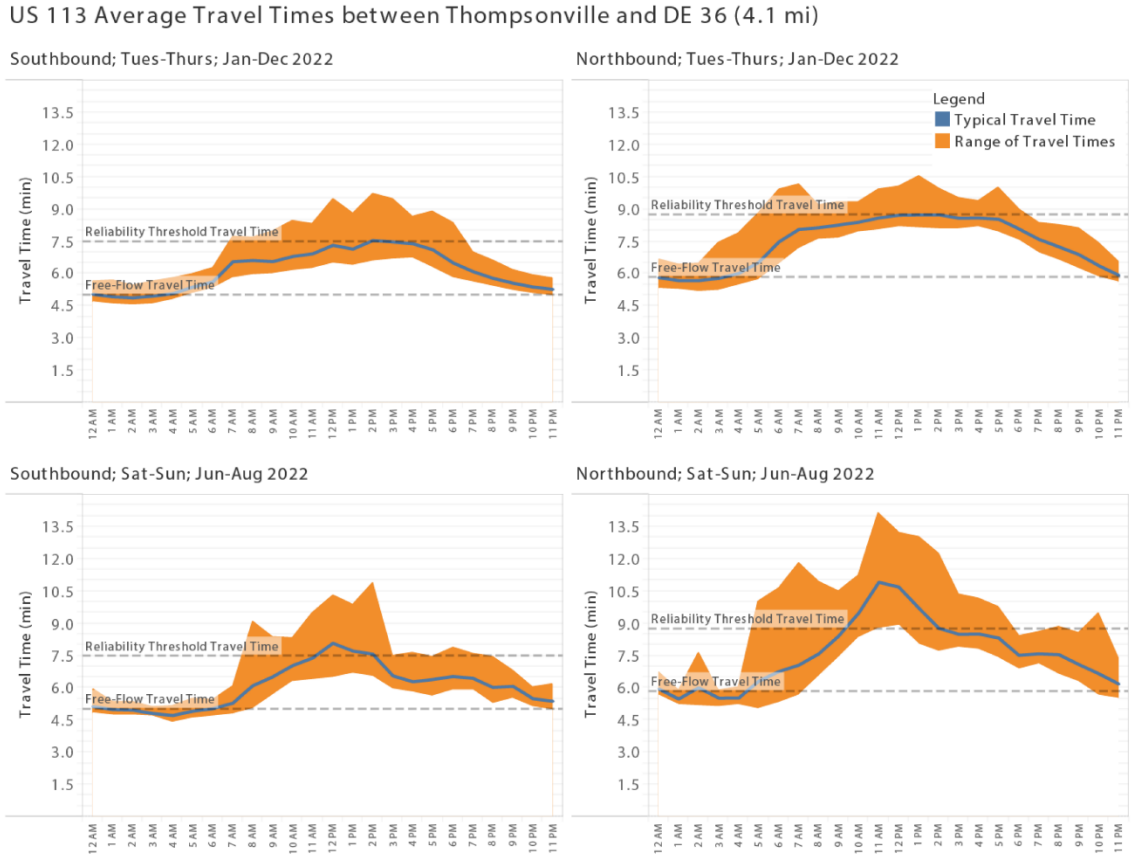
Hourly volumes on US 113 measured just south of the US 113/DE 1 merge/split follow similar diurnal patterns during the peak season and throughout the year. Weekday hourly volumes peak at 7 AM and 4 PM, and weekend hourly volumes peak between 10 AM and 12 PM. Like DE 1, volumes steadily increase on weekdays until peaking on Fridays. Hourly volumes can be up to 25% higher during the summer peak season.

Figure 40. US 113 south of Milford US 113/DE 1 Split Average Hourly Volumes



Delays approach and exceed the reliability threshold in both directions during peak season weekends. Northbound traffic experiences travel times that typically approach 11 minutes and can reach up to 14 minutes for a trip that takes just under 6 minutes in free-flow conditions. Southbound travel times during peak season weekends are slightly shorter, typically reaching 8 minutes and reaching as much as 10 minutes for a trip that takes 5 minutes in free-flow conditions.

Figure 41. US 113 through Milford Average Hourly Travel Times



Note that in addition to the projects listed below, DelDOT should monitor the findings and recommendations of the Southeast Milford TID.

Completed Projects:

1. US 113 & DE 14 Intersection Improvements (2023)

This project included turn lane improvements on westbound DE 14, bicycle and pedestrian improvements and traffic signal equipment upgrades. These improvements will increase capacity to accommodate existing demand traveling along US 113 and will encourage travelers making short trips to make a mode shift from motor vehicles to biking and walking, reducing demand.

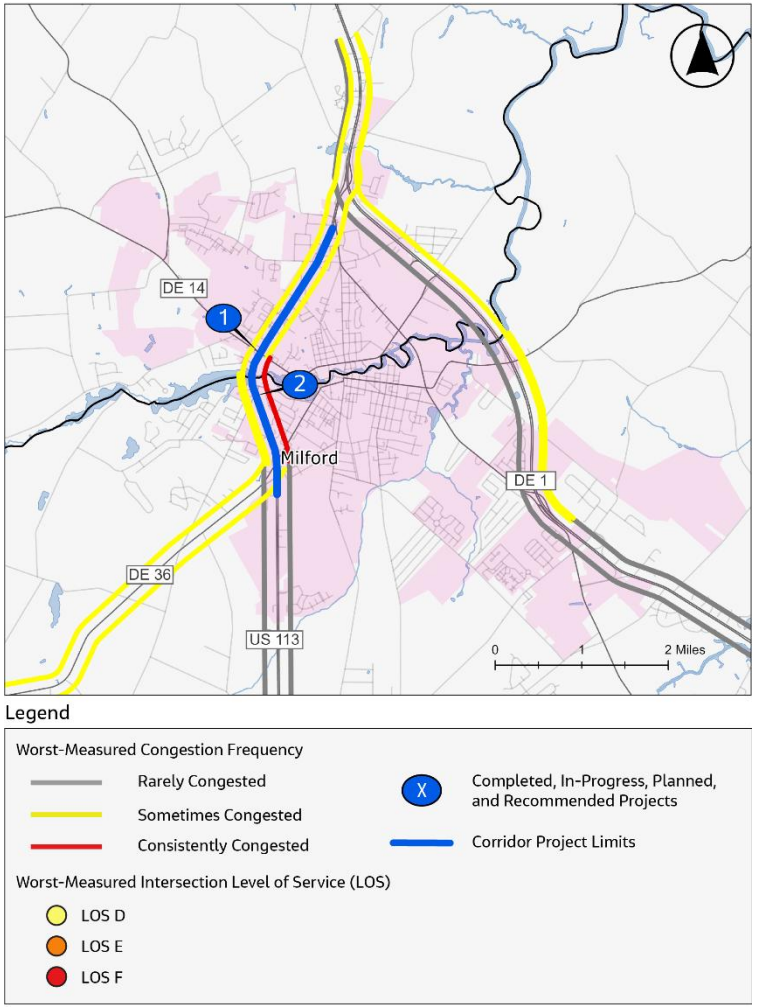
2. US 113 Signal Retiming from Walnut St to Cypress Hall (2023)

This effort implemented signal retimings for the US 113 corridor between Walnut St and Cypress Hall. Signal retimings were implemented to reduce delays and improve safety along the roadway.

Recommendations:

No additional projects are recommended at this time.

Figure 42. Milford Project Locations



6.3 B - DE 1 & DE 16

The intersection of DE 1 & DE 16 was identified as a focus area in the 2017 TOMP due to its role in acting as a bottleneck to traffic on DE 1. Since the intersection is currently the site of on-going construction of a grade-separated interchange, detailed analysis of DE 1 & DE 16 is being reserved until after construction has been completed.

Recommendations:
No additional projects are recommended at this time.

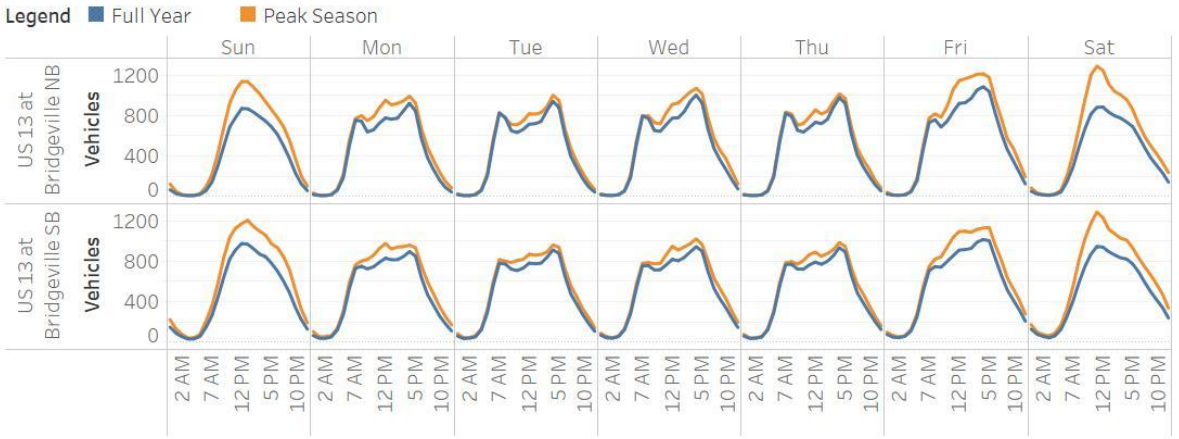
6.4 C - Bridgeville; US 13 from DE 404 to DE 18/DE 404

Key Road: US 13

Controlling Intersection(s): US 13 & DE 404 (Newton Rd), US 13 & DE 18/DE 404 (Seashore Hwy)

Bridgeville is a municipality located in the northwestern corner of Sussex County with US 13 passing through the town and being the primary carrier of north-south traffic.

Figure 43. US 13 at Redden Rd Average Hourly Volumes



US 13 is the primary north-south arterial for residents and through traffic through Bridgeville. During a typical week, both northbound and southbound volumes stay relatively consistent Monday through Thursday and see a slight uptick on Friday. Demand peaks consistently at 7 AM and 4 PM on weekdays in both directions, with the PM peak seeing higher volumes in both directions Monday through Friday. During the peak season, demand does increase moderately with hourly increases of up to 20% on weekends. Weekend demand peaks midday throughout the full year and during the peak season. When layering volume, intersection LOS, and travel time data, we see that the existing capacity on US 13 provides adequate capacity to serve existing demand. However, delays may occur during special events, construction, and crashes.

Figure 44. US 13 through Bridgeville Average Hourly Travel Times

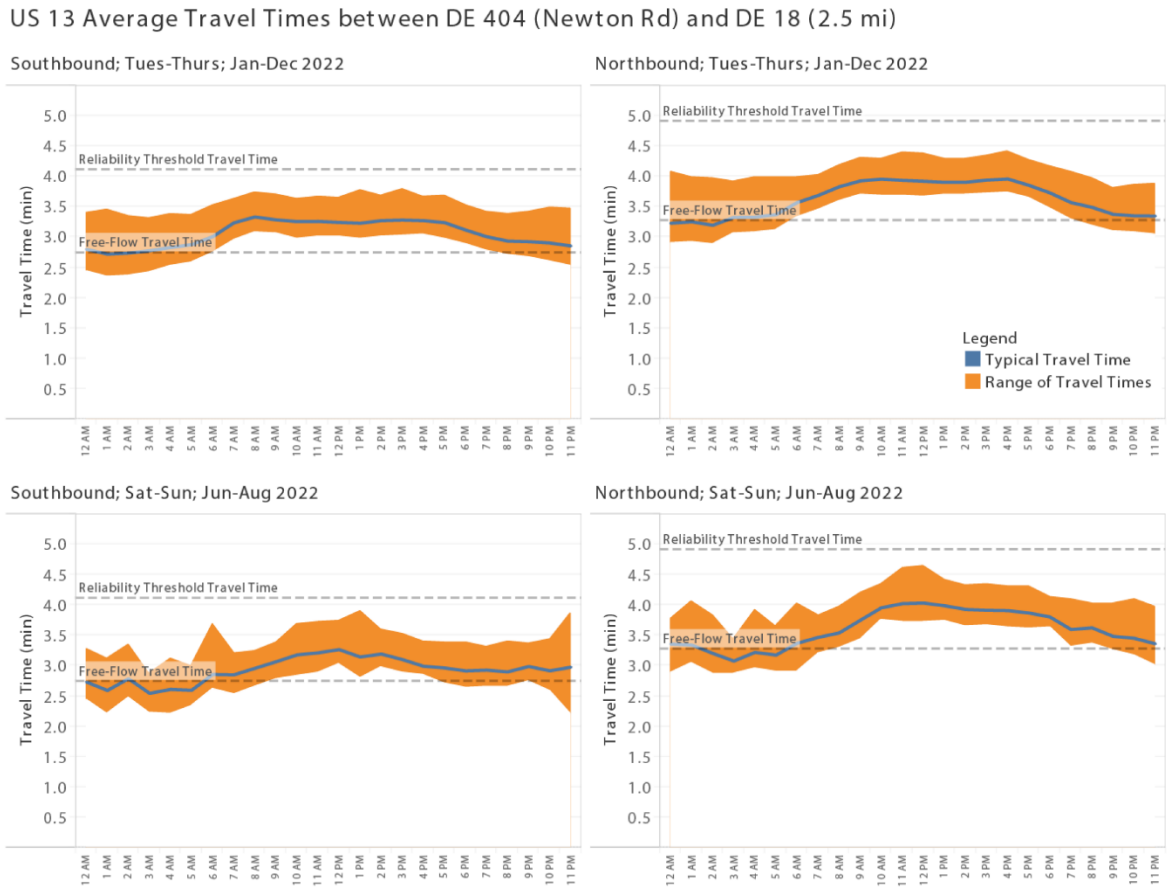
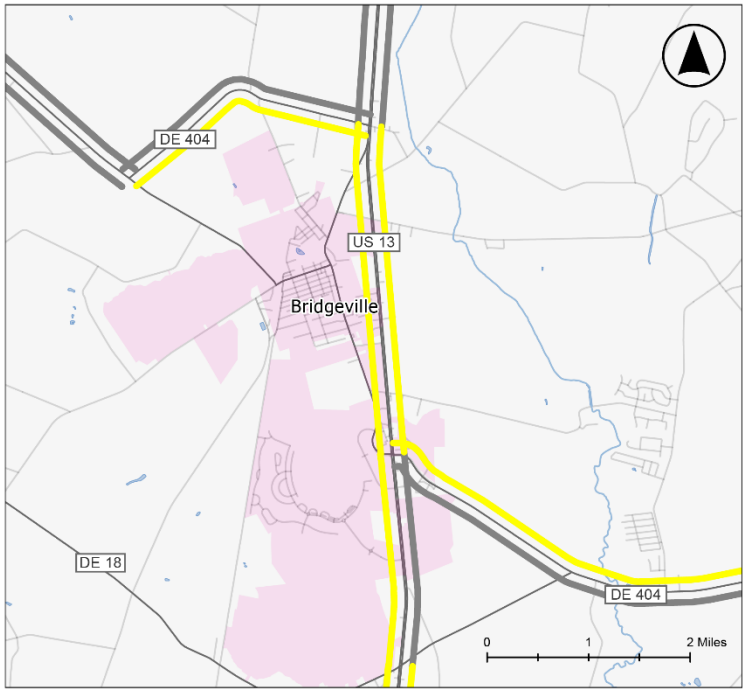


Figure 45. Bridgeville Focus Area



Legend

Worst-Measured Congestion Frequency

- Rarely Congested
- Sometimes Congested
- Consistently Congested

Completed, In-Progress, Planned, and Recommended Projects

Corridor Project Limits

Worst-Measured Intersection Level of Service (LOS)

- LOS D
- LOS E
- LOS F

Recommendations:

No near-term projects are recommended at this time.

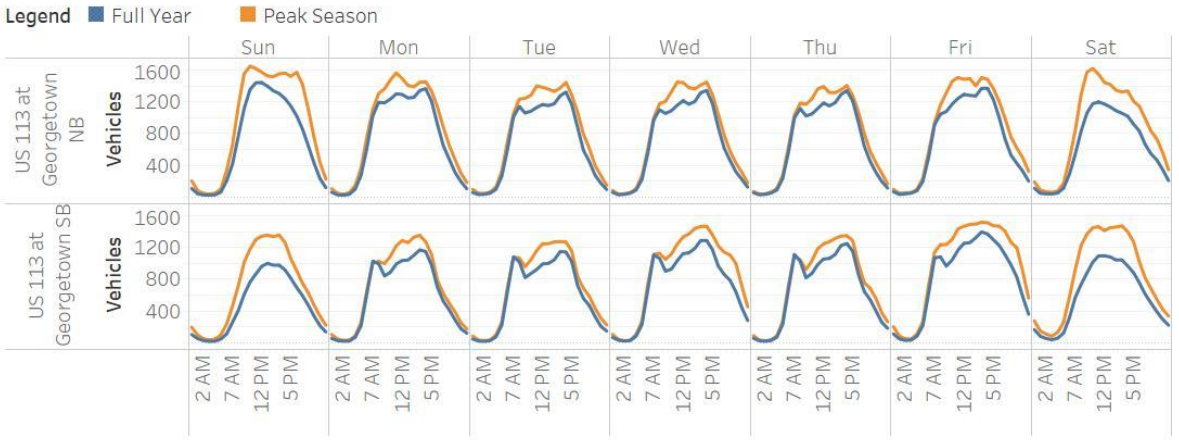
6.5 D - Georgetown; US 113 from DE 18/404 to South Bedford St

Key Roads: US 113, US 9, and DE 18

Controlling Intersection(s): US 113 & DE 18/DE 404, US 113 & US 9

Georgetown is located in the center of Sussex County. It serves as a critical junction for north-south and east-west travelers with US 113, DE 18/DE 404, and US 9 each running through the downtown area. Due to its position within the County, proximity to beach communities, role as the seat of many County government services, dense existing development, and the burgeoning development along US 9 to the east, drivers in Georgetown experience delays both during weekday AM and PM peaks and summer weekend peaks.

Figure 46. US 113 at Georgetown Average Hourly Volumes



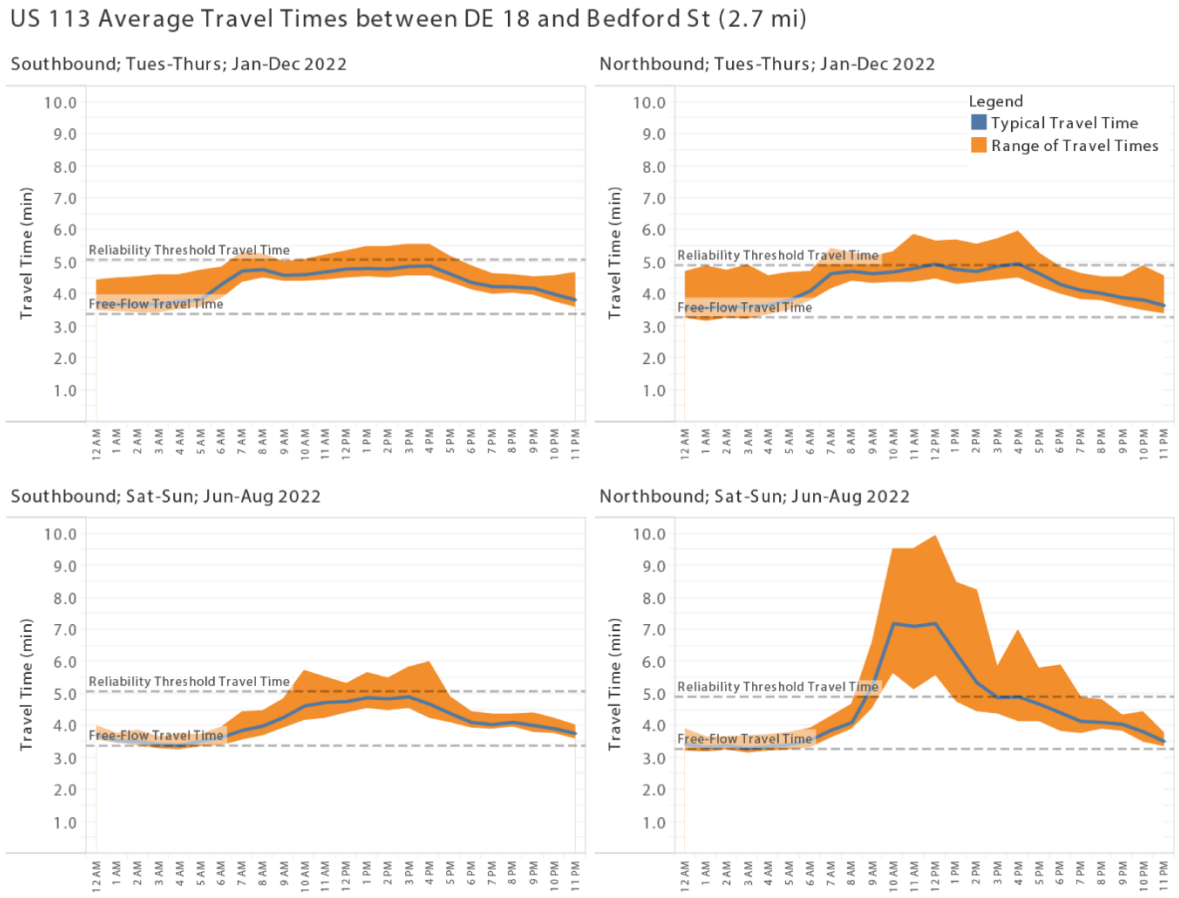
US 113 weekday demand throughout the year follows a similar pattern to many other areas in Sussex County with higher volumes during the PM peak than AM peak. AM and PM peaks are consistent on weekdays, at 7 AM and 4 PM in the southbound direction and at 8 AM and 5 PM in the northbound direction. Weekend demand throughout the year is often lower than weekday demand, and peaks midday. During the peak season, demand increases on weekdays and weekends up to 30%. This is due in part to the role of US 113 in serving as the primary north-south alternative to DE 1 for drivers wishing to access or exit the beach areas in the southeastern portion of Sussex County.

While the worst-measured intersection LOS at US 113 & US 9 is C and at US 113 & DE 18 / DE 404 is D, the intersections have been observed and measured through travel time data to operate worse than the intersection LOS analysis indicates. Queues form on US 113 at US 113 & DE 18/DE 404 and US 113 & US 9, where the length of the east-west crosswalks limits green time that would otherwise be allocated to the northbound and southbound through movements.

Delays occur along US 113 in both directions, but travel times between South Bedford St and DE 18/DE 404 typically hover near the travel time reliability threshold around 5 minutes for typical weekdays in both directions and the peak season weekends in the southbound direction, compared to a free-flow travel time around 3 minutes southbound and 3.5 minutes northbound. This indicates that while traffic slows entering the urban area, it does not come to a screeching halt. However, on peak season weekends in the northbound direction, average travel times regularly exceed the reliability threshold between 9 AM and 3 PM and peak between 10 AM and 12 PM at about 7 minutes, but travel times can peak to almost 10 minutes in extreme conditions. These kinds

of delays are common in more dense urban areas but can be shocking and frustrating to locals who are accustomed to the lower delays of the off-peak season. Recently completed and planned projects have and will reduce these delays to more manageable levels in the near-term, and long-term plans recommended by the Coastal Corridors study aim to mitigate delays long-term.

Figure 47. US 113 through Georgetown Average Hourly Travel Times



***Completed Projects**:*

1. Georgetown East Gateway Improvements (2022)
This project realigned Sand Hill Rd and Airport Rd to intersect US 9 at one location at an improved angle, and added turn lanes, pedestrian and bicycle facilities, and drainage improvements. The project added capacity for projected growth along this corridor, while improving pedestrian and vehicular safety at this intersection.

2. US 113 Signal Retiming from Wilson Rd to DE 26 (2024)
This project was completed to improve operations and reduce delays.

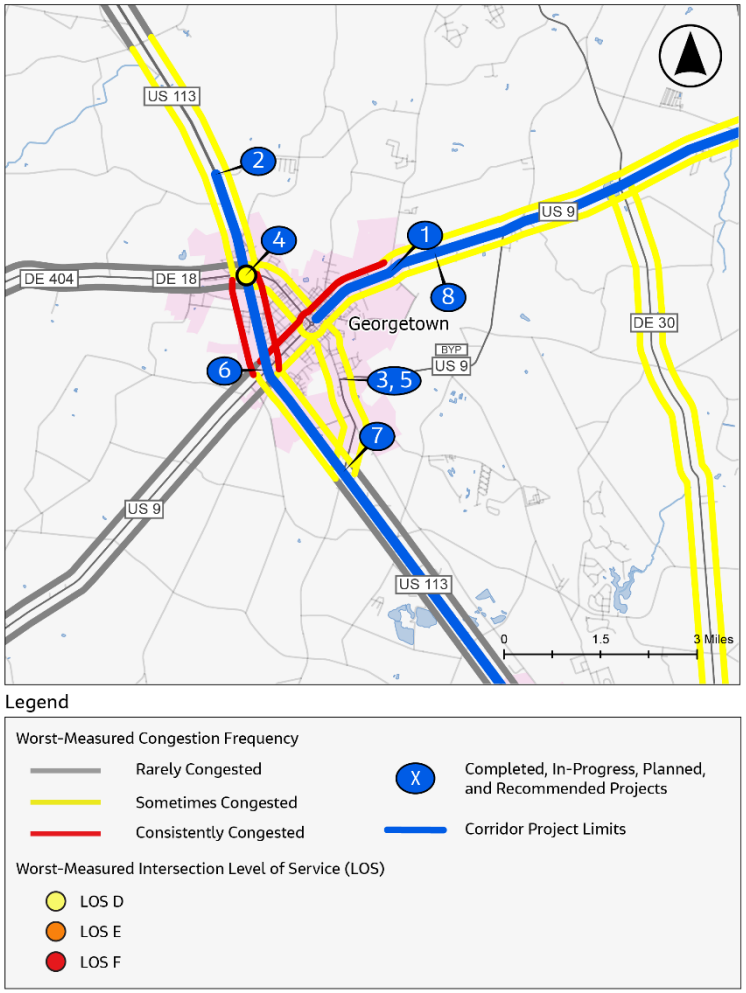
3. Park Ave Relocation, Phase 1 (2024)
This project relocated Park Ave to create a fourth leg of the South Bedford St/Arrow Safety Rd intersection, widened Arrow Safety Rd to provide shoulders to sign it as the truck route, and installed a roundabout at the intersection of South Bedford St/Arrow Safety Rd/Park Ave.

In-Progress Projects:

4. US 113 @ DE 18/DE 404 (Georgetown) Grade Separated Intersection (2027)
This project consists of a grade separated intersection at US 113 and DE 18/DE 404 in Georgetown DE. This grade separation will include DE 18/DE 404 bridging over US 113 with loop ramps in the northeast and southwest quadrants. The project's improvements will also include widening US 113 to provide three lanes in each direction from Bedford St to Ennis St.

5. Park Ave Relocation, Phase 2 (2028)
The project consists of making improvements to existing Park Ave from Park Ave Relocation - Phase 1 to the intersection with US 9. The project includes the reconstruction of Park Ave and US 9 to provide appropriate turn lanes and signals, and railroad crossing improvements. An estimated 65 parcels will be impacted by this phase of the project.

Figure 48. Georgetown Project Locations



Planned Projects:

6. US 113 at US 9 Grade Separated Intersection (TBD)

The proposed improvements will enhance the capacity and safety of the US 113 corridor. This project is considered one of the high priority projects within the US 113 Corridor Improvement Plan. It will involve constructing an overpass located at the US 113/ US 9 intersection in the Georgetown area. The purpose of this project is to preserve and protect the US 113 corridor that will accommodate long-term transportation capacity needs as well as improve safety, accommodate future land development and economic growth, and maintain consistency with state/local plans for transportation system.

7. US 113 and Shortly Rd/Bedford Rd GSI (TBD)

This project is a new Grade Separated Intersection (GSI) crossing over US113 at Shortly Rd and Bedford Rd in the southern part of Georgetown. This project will accommodate current as well as projected traffic and improve safety long-term by limiting corridor access.

8. US 9 Signal Retiming from Old Vine Blvd to Race St (TBD)

This project will complete a signal retiming for the US 9 corridor between Old Vine Blvd and Race St. The goal of the project will be to update signal timing plans as appropriate, shift the corridor over to traffic-responsive operations, and reduce delays.

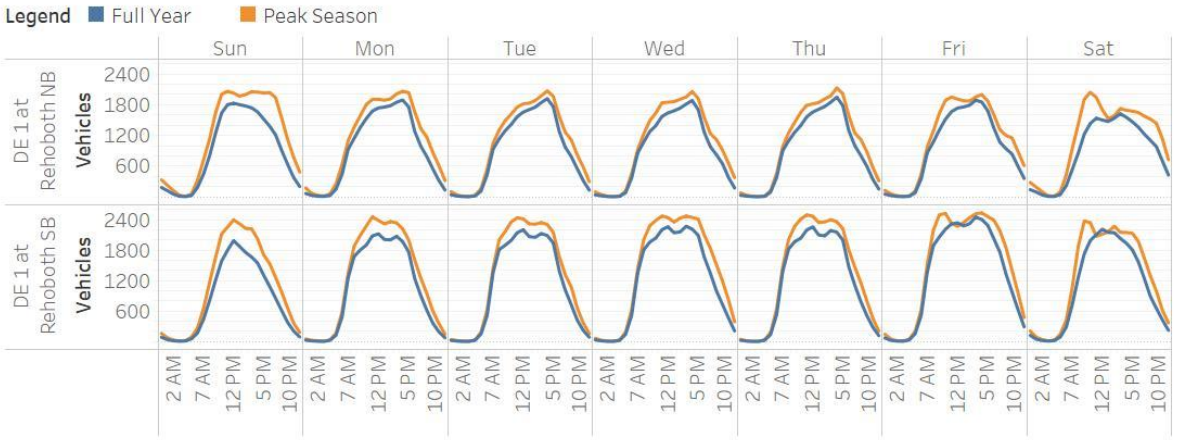
Recommendations:

No additional projects are recommended at this time.

6.6 E - Rehoboth; DE 1 from US 9 to Collins Ave

Key Roads: DE 1, US 9, DE 24, and DE 1A
Controlling Intersection(s): DE 1 & US 9, DE 1 & Dartmouth Dr, DE 1 & DE 24, DE 1 & DE 1A (Rehoboth)

Figure 49. DE 1 in Rehoboth south of US 9 Average Hourly Volumes



The Rehoboth focus area encompasses DE 1 and its parallel and connecting routes between Five Points (US 9) and Collins Ave in Dewey. This area serves as the primary access point to Delaware's beach communities, numerous businesses including retail and restaurants, as well as schools and offices. This section of DE 1 stretches 7.7 miles, has largely been built out as much as it can be without encroaching on private businesses and homes, and has been the subject of numerous studies and working groups geared towards improving safety and reducing delays; however, demand exceeds capacity at this location. This focus area is also located within the Henlopen TID area, which has studied and recommended projects that would seek to improve operations on connecting routes and shift local traffic off DE 1.

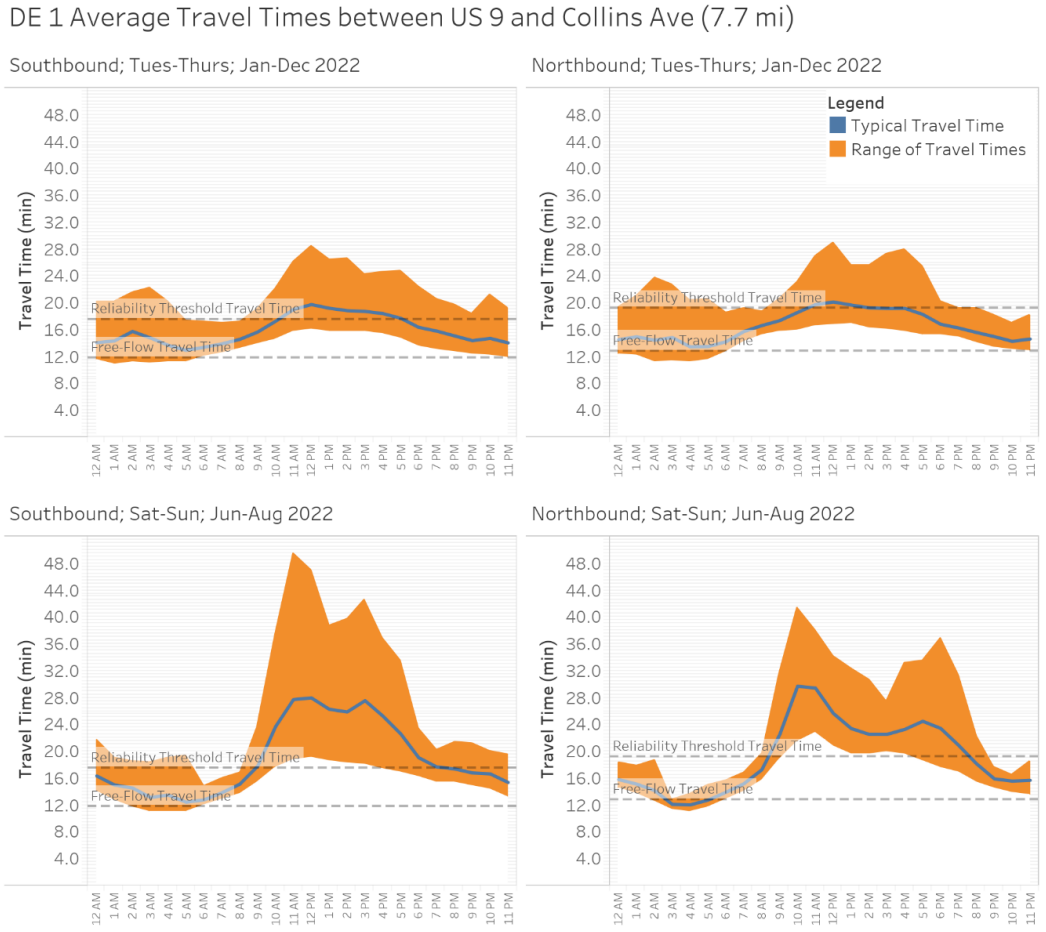
Due to the dense development serving year-round residents and the influx of visitors and seasonal residents during the summer peak season, delays occur year-round on both weekdays and weekends and grow more severe during the summer months. As a result, DelDOT emphasizes movement of vehicles along the DE 1 mainline. On typical weekdays throughout the year, northbound volumes grow throughout the day and peak around 4 PM. Southbound volumes experience a midday peak around 12 PM and afternoon peak at 3 PM. Weekend traffic throughout the year follows typical weekend trends and peaks around 12 PM. Hourly volumes increase in the peak season on both weekdays and weekends. Hourly volume patterns largely follow the same trend throughout the day Monday through Thursday; however, traffic patterns diverge from full-year patterns on weekends when traffic travels inbound from the north to the beach communities on Friday evenings and outbound heading north on Sunday. Additionally, pronounced AM peaks are observed on peak season Saturdays in both directions and northbound volumes remain at peak levels between the AM and PM peak periods on Sundays. Weekend average hourly volumes can be up to 25% higher during the summer peak season.

Intersection LOS was measured to be LOS D or worse at multiple locations along DE 1. However, traffic demand can be difficult to estimate, adding to the importance of considering multiple data types. Traffic volumes are counted at a point, and if there is congestion at that point, the count does not perfectly reflect traffic demand. In other words, if there are backups, the number of travelers that want to get through that point is greater than the number of travelers that do get through that point. By additionally considering travel time measurements, analysts can get a full picture of congestion and how to fix

it. Readers should note that based on travel time data, demand has surpassed capacity along this corridor and therefore, the turning movement counts collected for LOS analysis likely do not reflect the actual demand wishing to use the intersections. This means the actual LOS are likely worse than calculations show.

Weekday travel times throughout the year typically hover around the reliability thresholds between midday and the afternoon peak, although in extreme cases travel times of 28.5 minutes southbound and 29 minutes northbound were observed compared to the free-flow travel times around 11.5 minutes southbound and 13 minutes northbound. That is an average additional 40 seconds of travel time at each of the 27 traffic signals along the corridor. Delays grow substantially during the summer peak season on weekends, with travel times above the reliability threshold between 9 AM and 7 PM. At their peak between 10 AM and 12 PM, typical travel times on weekends are 28 minutes southbound and 29.5 minutes northbound and were observed as long as 49.5 minutes southbound and 41 minutes northbound. Delays this long are representative of drivers needing to wait multiple signal cycles more than once along the corridor.

Figure 50. DE 1 through Rehoboth Average Hourly Travel Times



Completed Projects:

1. US 9 & Minos Conaway Right Turn Lane & Traffic Signal (2022)
This project involved intersection improvements that included addition of a southbound right turn lane on Minos Conaway Rd and installation of a traffic signal.

2. Coastal Highway Intersection Improvements (2023)
This project included improvements at the intersection of DE 1 and Old Landing Rd. This project extended the Southbound DE 1 U-Turn at Old Landing Rd by converting the existing double left-turn lanes at Rehoboth Mall Blvd into one left turn lane. This project was intended to have safety benefits at this intersection. Additionally, this project should reduce travel times by reducing queuing for U-turns in the through lanes by extending the turn lane.

3. DE 1 Signal Retiming from US 9 to Collins Ave (2023)
This was a signal retiming project geared towards reducing delays along the DE 1 corridor.

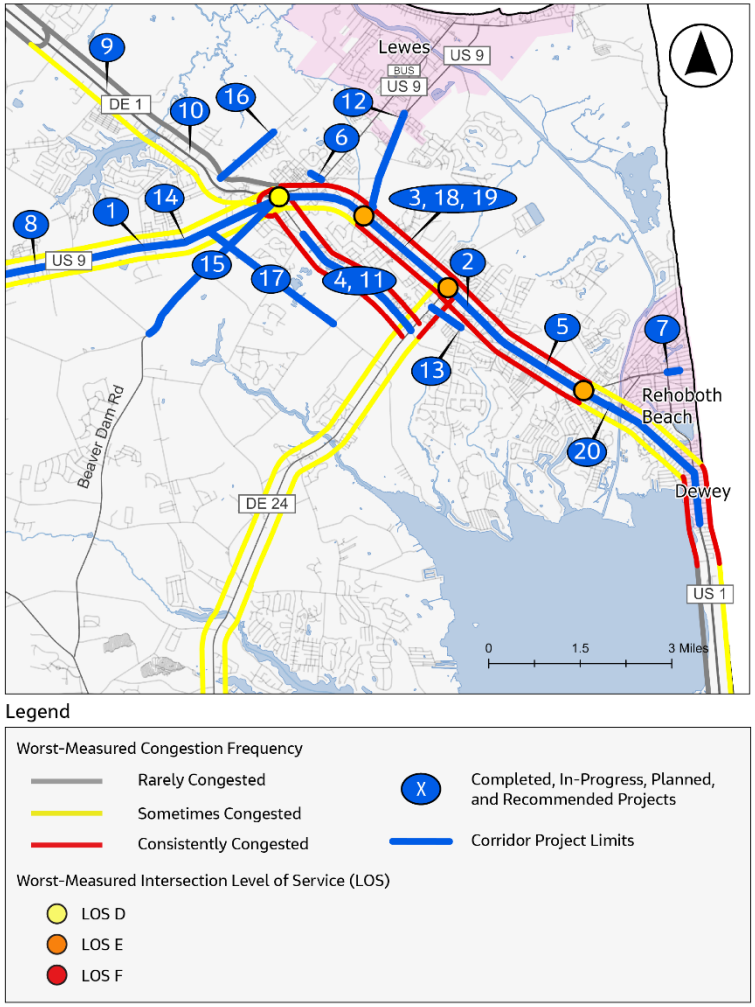
4. Plantation Rd Improvements, Robinsonville Rd to US 9 (Phase 1) (2025)
This project will provide intersection safety improvements, pedestrian/bicycle improvements, and realign of the Plantation/Beaver Dam/US 9 intersection. A roundabout will be installed for intersection control. This project will accommodate recent and future growth along this corridor. The improvements will reduce congestion, improve safety, and preserve mobility for local residents and businesses.

In-Progress Projects:

5. DE 1 & Holland Glade Rd Intersection Improvements (2025)
This project will convert the HAWK signal to a standard traffic signal and open the median to partial movements of side street traffic.

6. Realignment of Old Orchard Rd at Wescoats Corner (2026)
This project will realign Old Orchard Rd to intersect Savannah Rd at its intersection with Wescoats Road. The intersection of Wescoats Rd and Clay Rd will also be improved. Pedestrian and bicycle facilities will be incorporated throughout the project. This project will improve safety for drivers, cyclists, and pedestrians by removing an unsignalized intersection.

Figure 51. Rehoboth Project Locations



7. Rehoboth Ave Signal Retiming from1st St to 2nd St (TBD)
This is a signal retiming project geared towards reducing delays along Rehoboth Ave.

Planned Projects:
8. US 9 Signal Retiming from Old Vine Blvd to Race St (TBD)
This project will complete a signal retiming for the US 9 corridor between Old Vine Blvd and Race St. The goal of the project will be to update signal timing plans as appropriate, shift the corridor over to traffic-responsive operations, and reduce delays.

9. DE 1 and Cave Neck Rd Grade Separated Intersection (2028)
This project includes the construction of a grade separated intersection at DE 1 and Cave Neck Rd. As this area experiences increased development, this project will preserve capacity and maintain safety.

10. DE 1, Minos Conaway Grade Separated Intersection (2028)
This project will construct two-way service roads on both sides of DE 1 and utilize the existing DE 1 bridge over the Delaware Coast Line Railroad to provide access across DE 1 for the service roads. This is made possible by the decommissioning of the railroad. Local access will be provided via the service roads with connections to DE 1 via ramps at both the north and south ends. As this area experiences increased development, this project will preserve capacity and improve safety. The project will also improve mobility and access for local traffic.

11. Plantation Rd Improvements, DE 24 to Robinsonville Rd (Phase 2) (TBD)
The project consists of operational improvements including turn lanes and other intersection modifications, median turn lanes for residential entrances, and bicycle and pedestrian facilities throughout the corridor. Phase 2 of this project begins near the intersection of Plantations Rd and Shady Rd/Salt Marsh Blvd and ends north of the intersection of Plantation Rd and DE 24. An estimated 41 parcels will be impacted by this project. This project will accommodate anticipated future growth in the area, intending to reduce congestion and improve safety. The project will simultaneously benefit existing local residents and businesses by preserving mobility.

12. US 9, Kings Hwy, Dartmouth Dr to Freeman Hwy (TBD)
This project consists of widening Kings Hwy from Dartmouth Dr to the split with Freeman Hwy. The project includes intersection reconstruction, multimodal upgrades (shared use path and sidewalks) throughout the project limits, and integration of the Kings Hwy and Gills Neck Rd Master Plan. This project will add capacity to support ongoing development while improving the choice of transportation through multimodal improvements. Multimodal transportation will encourage travelers making short trips to make a mode shift from motor vehicles to biking and walking, reducing demand.

13. Airport Rd Extension, Old Landing Rd to DE 24 (TBD)
This project involves intersection improvements and extension of Airport Rd to DE 24. It provides additional connectivity through a crowded segment. This project may reduce delays at this intersection by adding more connections to nearby roads.

14. US 9 Widening (Old Vine Rd to DE 1) (TBD)
This project consists of widening US 9, from DE 1 to Old Vine Rd, to provide two travel lanes in each direction and complete associated intersection improvements. This project will benefit the area by adding capacity to accommodate traffic growth and improve safety along this corridor.

15. Beaver Dam Rd Widening (DE 1 to Dairy Farm Rd) (TBD)
This project widens the roadway to provide two travel lanes in each direction and complete associated intersection improvements. This project will benefit the area by adding capacity to accommodate traffic growth.

16. New Rd, Nassau Rd to Old Orchard Rd (TBD)
This project is targeted toward improving New Rd follow recommendation to the New Rd Master Plan with added shoulders and multi-modal facilities. This project may improve safety by adding shoulders. The addition of multimodal facilities will encourage travelers making short trips to make a mode shift from motor vehicles to biking and walking, reducing demand.

17. Mulberry Knoll Rd Extension from Cedar Grove Rd to US 9 at Old Vine Rd (TBD)
This project creates a new two-lane roadway to connect communities and alleviate congestion on parallel routes. It will provide improved mobility for local traffic. This project will benefit the area by adding capacity and connectivity. The additional capacity will reduce congestion nearby while improving mobility locally.

Recommendations:
18. DE 1 Transit Signal Priority Study from US 9 to Collins Ave (TBD)
This is a study to investigate impacts of implementing transit signal priority strategies along DE 1 including passive strategies such as timing coordinated signals to the average bus speed; active strategies such as providing priority to late buses, early or held green signals, and other signal priority logic options; and queue jumping. Implementation of this project would encourage travelers to make a mode shift from personal vehicles to transit, reducing demand.

19. Non-Intrusive Signal Detection (TBD)
This would install non-intrusive signal detection for improved vehicle and pedestrian detection. Applications and improvements include more reliable detection, continuous turning movement count data collection, automated traffic signal performance measures data collection for improved and more efficient signal retiming. Implementing this project would improve vehicular and pedestrian safety and reduce delays at intersections along this corridor.

20. DE 1, Low-Stress Bikeways Study (TBD)
This study aims to improve safety for bicyclists in the vicinity of DE 1. To reduce delays along DE 1, coordination between DelDOT's Traffic Safety, Traffic Operations, and Planning personnel is critical to identify and weigh the operational impacts of strategies being considered to improve safety. Strategies that improve safety and operations are recommended by this TOMP for implementation.

6.7 F - DE 24; Mt Joy Rd to Angola Rd

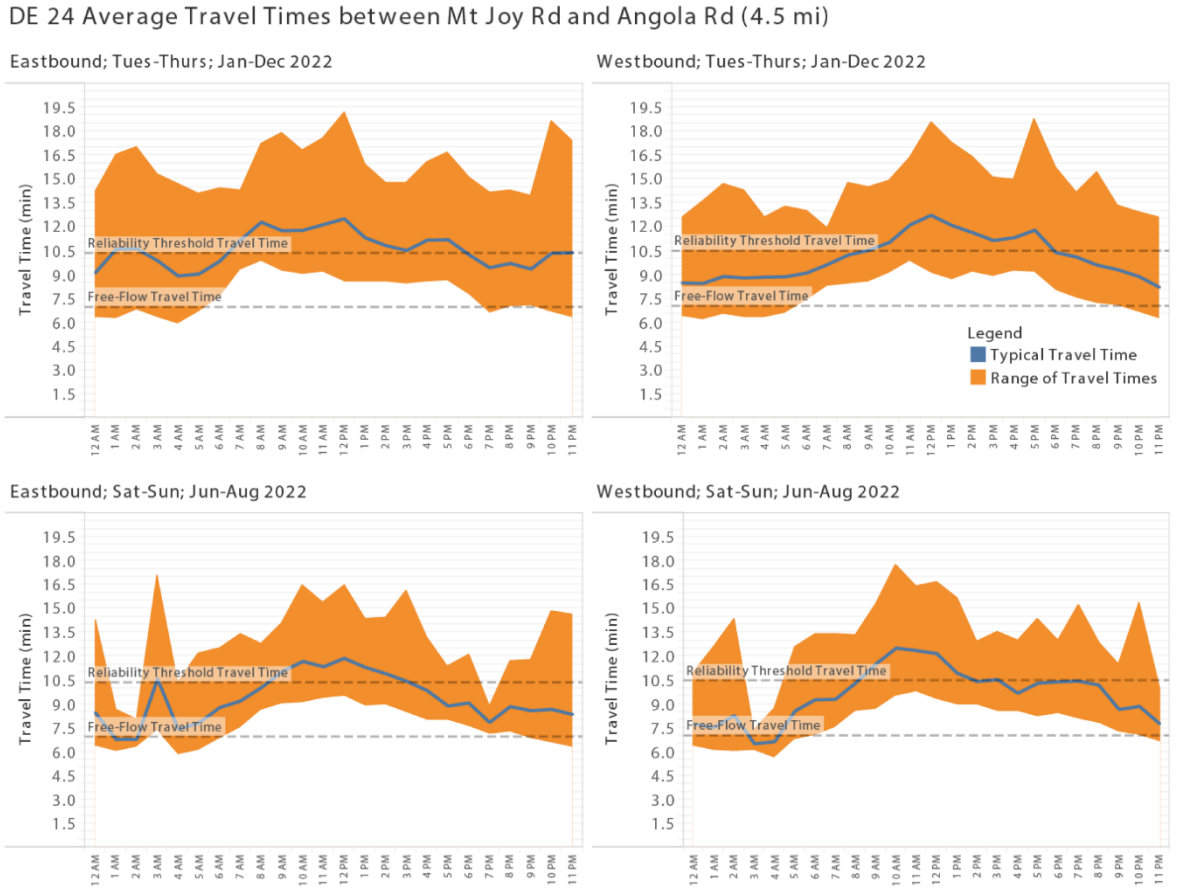
Key Road: DE 24
Controlling Intersection(s): DE 24 & DE 5/DE 23

DE 24 is a major east-west road in the southeast portion of Sussex County and serves as the primary connection between Millsboro and DE 1.

Since 2017, DelDOT has planned and constructed a number of improvements to DE 24 and the surrounding area. Many of these improvements have already been completed and are having real impacts in reducing delays for travelers. A review of average hourly travel times throughout the day shows us that travel times during the data collection period were likely impacted by this on-going construction. However, we can still use the travel time data analyzed and our knowledge of the roadway and the surrounding area to develop an informed understanding of what is influencing traffic patterns within the focus area.

Millsboro, the beach communities, and the businesses in the Rehoboth focus area each serve as major traffic generators for southeast Sussex County. As a result, traffic demand is influenced by typical commuter trends, recreational trends, and seasonal beach traffic. This means that traffic demand likely increases during the summer peak season while maintaining similar hourly trends throughout the day to the rest of the year such as morning and afternoon peaks on weekdays and midday peaks on weekends.

Figure 52. DE 24 Average Hourly Travel Times



A review of average hourly travel times throughout the day shows us that travel times during the data collection period were likely impacted by on-going construction. Travel times in both directions exceeded the travel time reliability threshold for extended periods on both typical weekdays and peak season

weekends. Using reliability measures calculated from the travel time data, we can identify DE 24 & DE 5/DE 23 as the controlling intersection for the area during the data collection period.

Completed Projects:

1. DE 24, Mulberry Knoll to DE 1 (2022)
This project widened DE 24 to four lanes with a center turn lane. This project added capacity and reduced delays at intersections along this corridor.

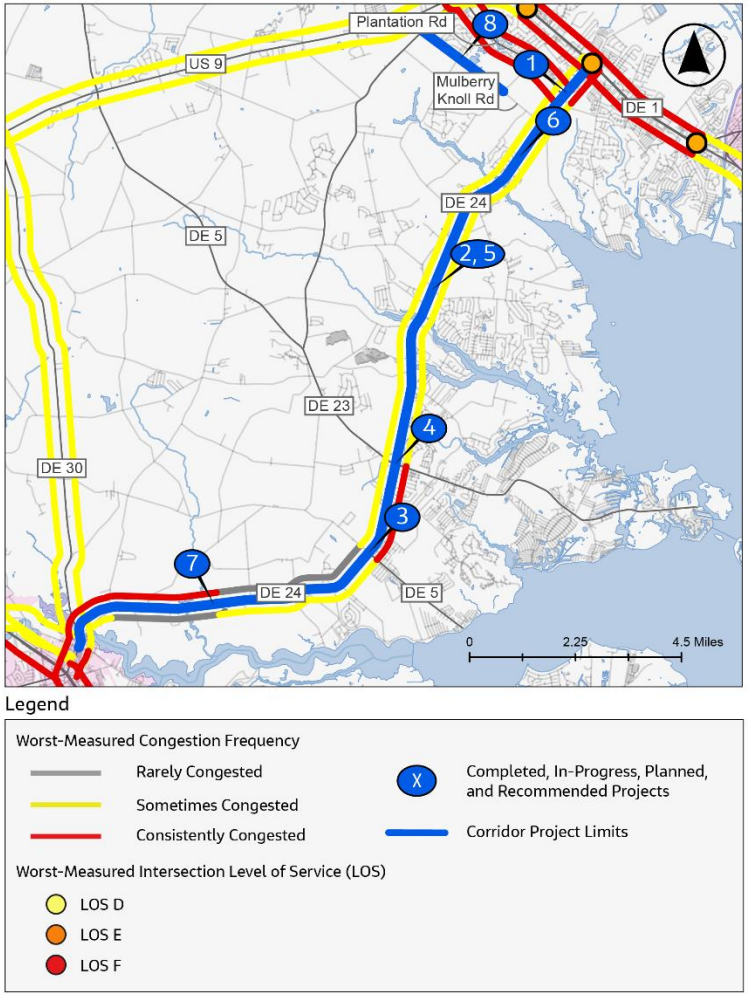
2. DE 24 at Camp Arrow Head Rd and DE 24 at Angola Rd (2023)
The project included pavement widening to extend right and left turn lanes on all approaches at both the DE 24/Angola Rd and DE 24/Camp Arrowhead Rd intersections; realigning Robinsonville Rd to DE 24; multimodal improvements including bike lanes, bus stops, sidewalks, and crosswalks; access management improvements; and drainage improvements.

3. DE 24 at Mount Joy Rd and DE 24 at Bay Farm Rd Intersection Improvements (2023)
The project included pavement widening to add/extend right and left turn lanes on all approaches at both the DE 24/Mount Joy Rd and DE 24/Bay Farm Rd intersections; multimodal improvements including bike lanes, bus stops, sidewalks, and crosswalks; access management improvements; and drainage improvements.

4. DE 24 at DE 5/DE 23 Intersection Improvements (2023)
The project included providing consistent lanes, shoulders, and curbs; extending DE 24 left turn lanes; extending the DE 23 left turn lane onto westbound DE 24; multimodal improvements including bike lanes, bus stops, sidewalks, and crosswalks; access management improvements; and drainage improvements.

5. DE 24 at Angola Rd (2024)
This project is for roadway safety improvements at the intersection of DE 24 and Angola/Robinsonville Rd. This project focused on safety and should reduce nonrecurring delays due to crashes.

Figure 53. DE 24 Project Locations



6. DE 24, Love Creek to Mulberry Knoll (2024)
This project involved safety, operational and capacity improvements on DE 24 from Love Creek to Mulberry Knoll. Improvements included widening of DE 24 to two lanes in each direction with a center turn lane. Dualization of DE 24 extends to west of the school entrances. The operational improvements implemented in this project should accommodate recent and future growth in this area. The project reduces delays, adds capacity, and improves safety in this area.

Planned Projects:
7. DE 24 Signal Retiming from Mulberry Knoll to State St (TBD)
This project will retime the signals on DE 24 between Mulberry Knoll and State St to reduce delays.

8. Mulberry Knoll Rd Extension from Cedar Grove Rd to US 9 at Old Vine Rd (TBD)
This project will construct a new two-lane roadway to connect communities and alleviate congestion on parallel routes. It will improve mobility for local traffic.

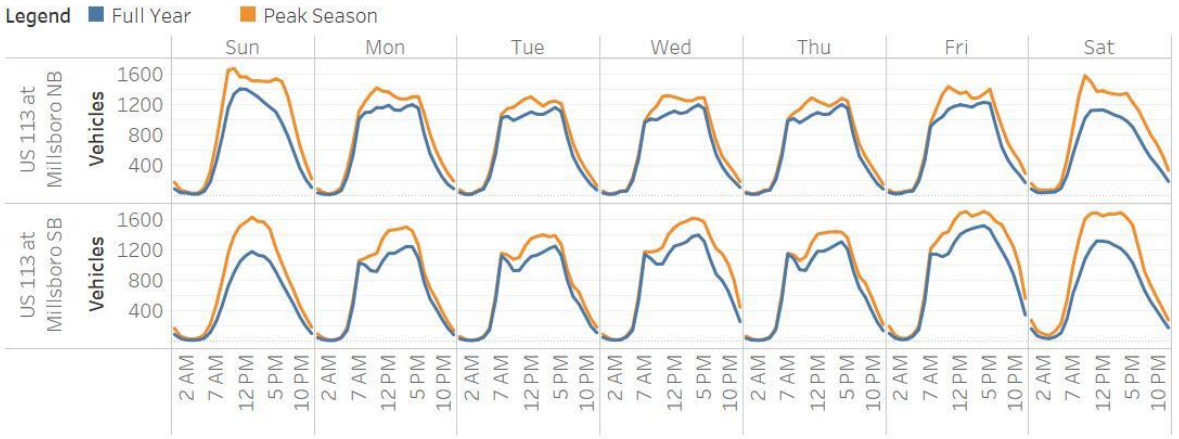
Recommendations:
No additional projects are recommended at this time.

6.8 G - Millsboro; US 113 from DE 20 (Hardscrabble Rd) to DE 20 (Dagsboro Rd)

Key Roads: US 113 and DE 24
Controlling Intersection(s): US 113 & DE 20 (Hardscrabble Rd), US 113 & DE 24, US 113 & DE 20 (Dagsboro Rd)

Millsboro is a municipality in the southeast portion of Sussex County. It rests approximately 13 miles west of the coastline with US 113, DE 24, and DE 20 each running through it. US 113 serves as the primary north-south roadway through Millsboro, while DE 24 and DE 20 provide east-west connections through and out of the downtown area.

Figure 54. US 113 at Millsboro between DE 24 and DE 20 (Dagsboro Rd) Average Hourly Volumes



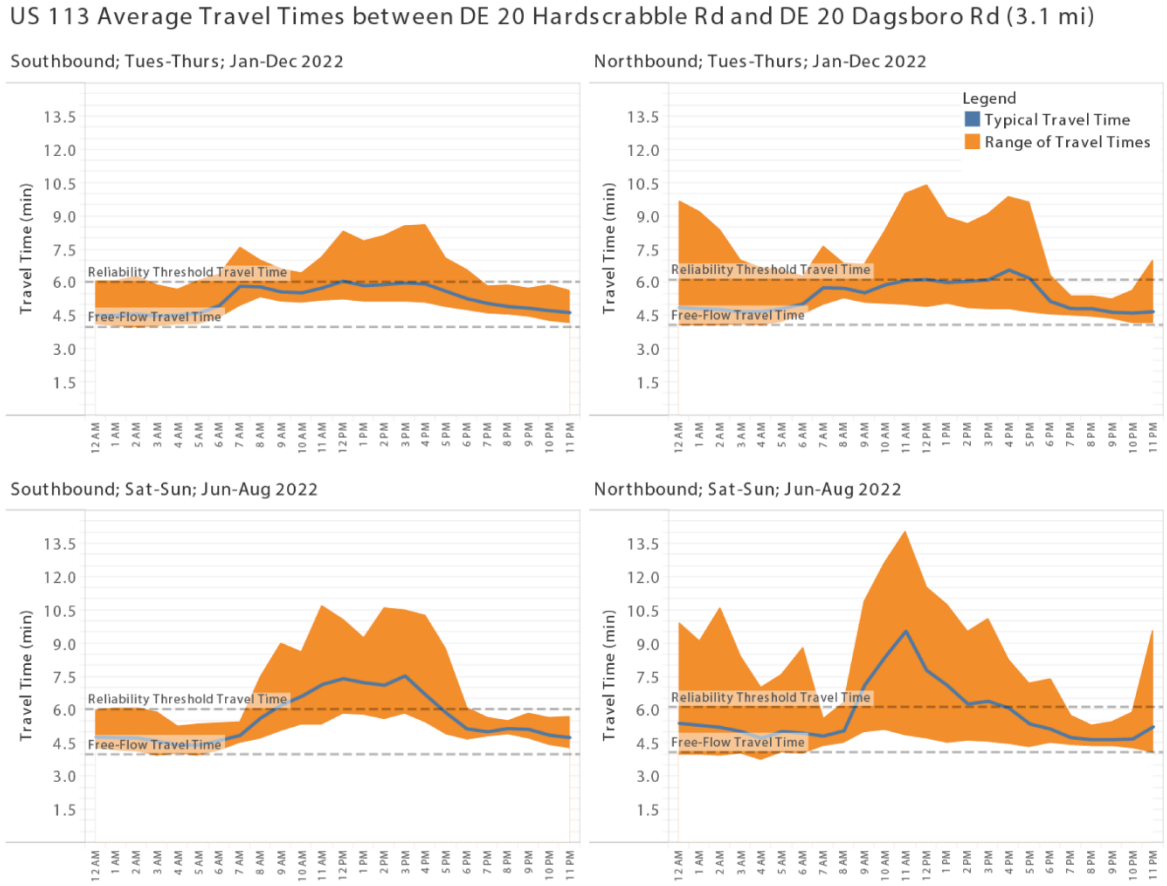
Due to its location and the presence of US 113, drivers in Millsboro experience delays due to both daily commutes, which is the main cause of delays during the weekday AM and PM peak periods, and summer resort weekend traffic, which is the driving cause of delays during summer weekends.

Typical weekdays throughout the year see demand peak at 7 AM and 4 PM in both directions of travel. Similar to many of the other focus areas in Sussex County, typical Saturdays and Sundays see demand peak midday. During the summer peak season, weekdays experience AM, midday, and PM peaks and increases in demand of up to 25%, and weekends see increases in peak demand of up to 40%.

There are three controlling intersections along US 113 in Millsboro that act as the primary gates and bottlenecks to traffic flow: US 113 & DE 20 (Hardscrabble Rd), US 113 & DE 24, and US 113 & DE 20 (Dagsboro Rd). In the absence of pedestrians and outside of the summer peak season, each of these intersections provide adequate capacity for the demand they serve. However, US 113 & DE 24 and US 113 & DE 20 (Dagsboro Rd) both have crosswalks present. This means that in order to keep pedestrians crossing the street safe, green time must be reallocated from movements along US 113 to DE 24 and DE 20, respectively. DelDOT and Delawareans must keep these tradeoffs in mind and balance the needs of all transportation system users.

Delays between Hardscrabble Rd and Dagsboro Rd are typically manageable during typical weekdays in the absence of special events, construction, and nearby crashes. However, travel times regularly exceed the reliability thresholds for extended periods of the day (9 AM to 4 PM) in both directions on peak season weekends when average travel times typically grow as long as 7.5 minutes southbound and 9.5 minutes northbound and can reach up to 10.5 minutes southbound and 14 minutes northbound, compared to a free-flow travel time of 4 minutes.

Figure 55. US 113 through Millsboro Average Hourly Travel Times



Completed Projects:

1. US 113 & DE 24 Intersection Improvements (2022)
This project included intersection improvements such as realignment of eastbound approach and independent through and right turn lanes and associated signal timing adjustments.

2. US 113 Signal Retiming from Wilson Rd to DE 26 (2024)
This project involved signal retiming to improve operations and safety.

In-Progress Projects:

3. North Millsboro Bypass, US 113 to DE 24 (2025)
This project includes a two-lane connector road between US 113 and DE 24 north of Millsboro DE. The new alignment will start at US 113 and extend eastward bridging over Fox Run Rd, the Norfolk Southern Railroad, the Millsboro Pond, and Gravel Hill Rd. The new road will connect to DE 24 west of Mountaire Farms. The project will also consist of a grade separated intersection at the US 113/DE 20 intersection.

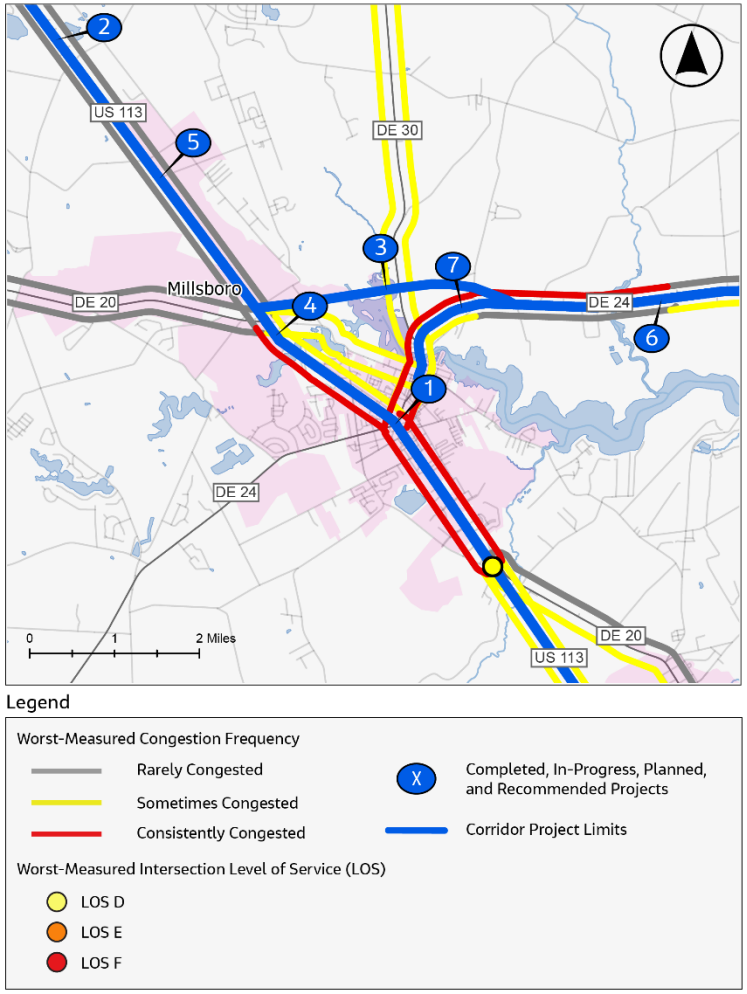
Planned Projects:

4. US 113 Widening, Dagsboro Rd to Hardscrabble Rd (TBD)
This project will add an additional through lane both northbound and southbound through the Town of Millsboro from Hardscrabble Rd to Dagsboro Rd. Crossover modifications along US 113 will be made throughout the project limits. Multimodal facilities will also be incorporated.

5. US 113 and Avenue of Honor/E. Piney Grove Rd GSI (TBD)
This project creates a new grade separated intersection (GSI) at Avenue of Honor crossing US113 to E Piney Grove Rd south of Georgetown, DE. The project will accommodate current and projected traffic and improve safety through long-term corridor access programs.

6. DE 24 Signal Retiming from Mulberry Knoll to State St (TBD)
This project will retime the signals on DE 24 between Mulberry Knoll and State St to reduce delays.

Figure 56. Millsboro Project Locations



Recommendations:

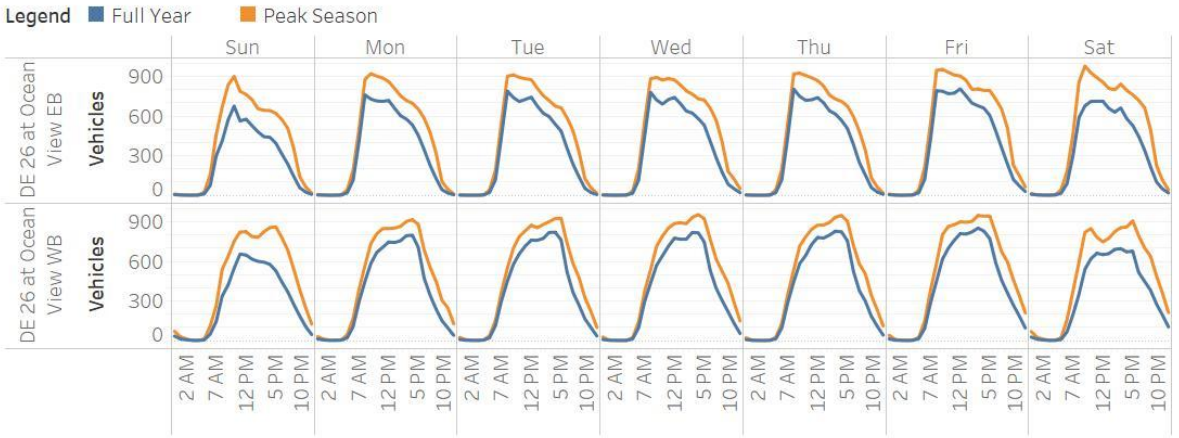
7. Non-Intrusive Signal Detection (TBD)

This would install non-intrusive signal detection for improved vehicle and pedestrian detection. Applications and improvements include more reliable detection, continuous turning movement count data collection, automated traffic signal performance measures data collection for improved and more efficient signal retiming. Implementing this project would improve vehicular and pedestrian safety and reduce delays at intersections along this corridor.

6.9 H - Bethany Beach; DE 26 from Roxanna Rd to DE 1

Key Roads: DE 26 and DE 1
Controlling Intersection(s): DE 26 & DE 1

Figure 57. DE 26 at Ocean View Average Hourly Volumes

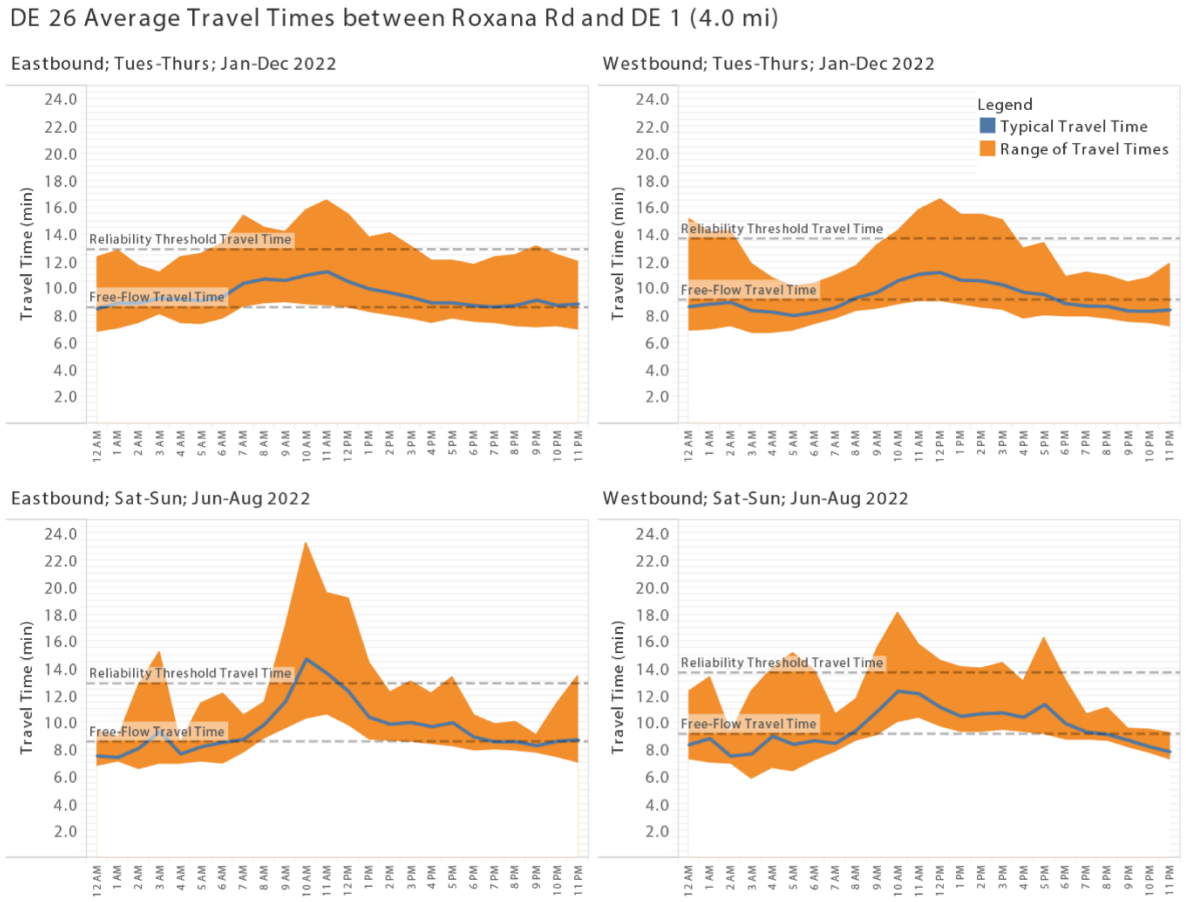


Bethany Beach is a municipality on the easternmost edge of Sussex County. It rests on the coastline and serves as a beach destination for travelers in and outside of Sussex County. DE 26 and DE 1 run through the heart of Bethany Beach and carry a majority of pass through and local traffic. Due to its location and the presence of DE 26 and DE 1, drivers in Bethany experience delays due to both daily commutes, which is the driving cause of delays during the weekday AM and PM peak periods, and summer resort weekend traffic, which is the driving cause of delays during summer weekends. Traffic demand along DE 26 adheres to directional inbound and outbound splits on typical and peak season weekdays. Demand is highest traveling eastbound towards Bethany Beach in the AM peak and highest traveling westbound away from Bethany Beach during the PM peak. Houlry demand along DE 26 increases up to 30% on weekdays between the typical week and a week during the peak season. Weekend demand on a typical weekend does not follow the same pattern as during the peak season. On a typical weekend, demand peaks midday as is typical on many Delaware arterials. During the peak season, traffic has distinct Saturday and Sunday traffic patterns. On Saturday, DE 26 experiences an AM and PM peak at 10 AM and 4 PM with eastbound volumes higher in the AM and westbound volumes higher in the PM as a result of traffic heading to and from the beach for the day. On Sundays, DE 26 also has 10 AM and 4 PM peaks, but traffic behaves differently in the hours between the peaks, with larger decreases in volumes between the two periods. Demand can be up to 50% higher on peak season weekends than typical weekends throughout the year.

While DE 26 & DE 1 can be considered a controlling intersection in this focus area, much of the delay travelers experience is due to the density of residential and commercial development and how closely spaced intersections and driveways are in this area. Every driveway and intersection creates friction that reduces the capacity of a roadway and limits the ability of vehicles to flow unimpeded even when the roadway is built to properly accommodate demand.

A review of the average hourly travel times along DE 26 reveals that delays are typically minor with travel times that don't exceed the reliability threshold in the absence of a crash, special event, or construction. During the peak season, drivers going eastbound along DE 26 experience unreliable travel times on weekends with typical travel times up to 15 minutes that have been observed to reach over 23 minutes, compared to an 8.5-minute travel time in free-flow conditions.

Figure 58. DE 26 Approaching Bethany Beach Average Hourly Travel Times



In-Progress Projects:

1. DE 26 Signal Retiming from Omar Rd to Kent Ave (TBD)
This is a signal retiming project to improve operations and reduce delays.

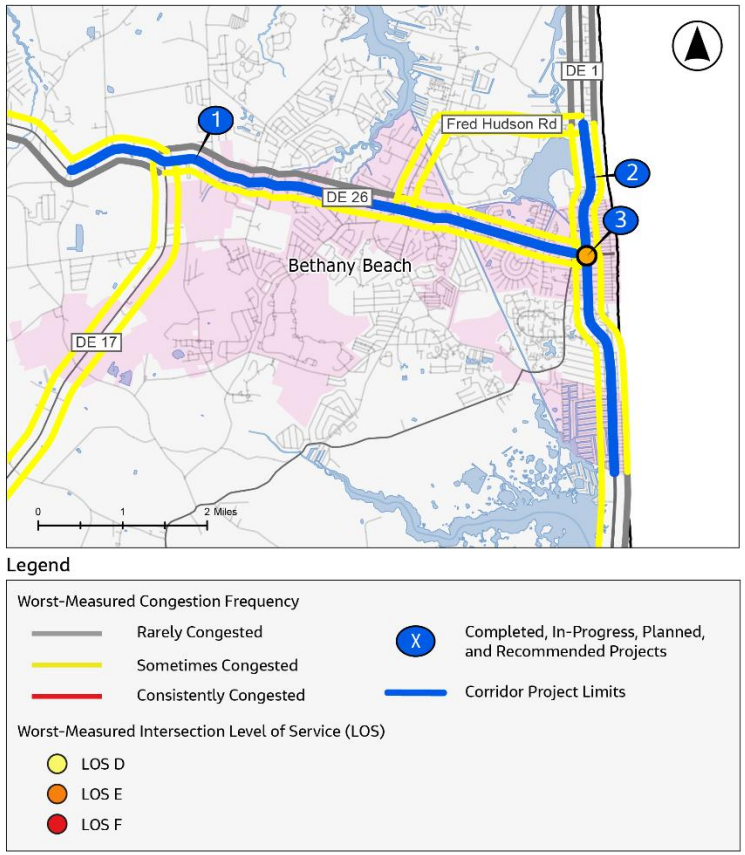
Planned Projects:

2. DE 1 Signal Retiming from Fred Hudson Rd to York Rd (TBD)
This is a signal retiming project to improve operations and reduce delays.

Recommendations:

3. DE 1 & DE 26 Pedestrian Crossing and Signal Phasing Improvements (TBD)
Installing actuated pedestrian signals at the intersection will allow DelDOT to adjust signal timings at the intersection to better accommodate traffic on DE 1, reducing delays and improving safety for pedestrians.

Figure 59. Bethany Beach Project Locations

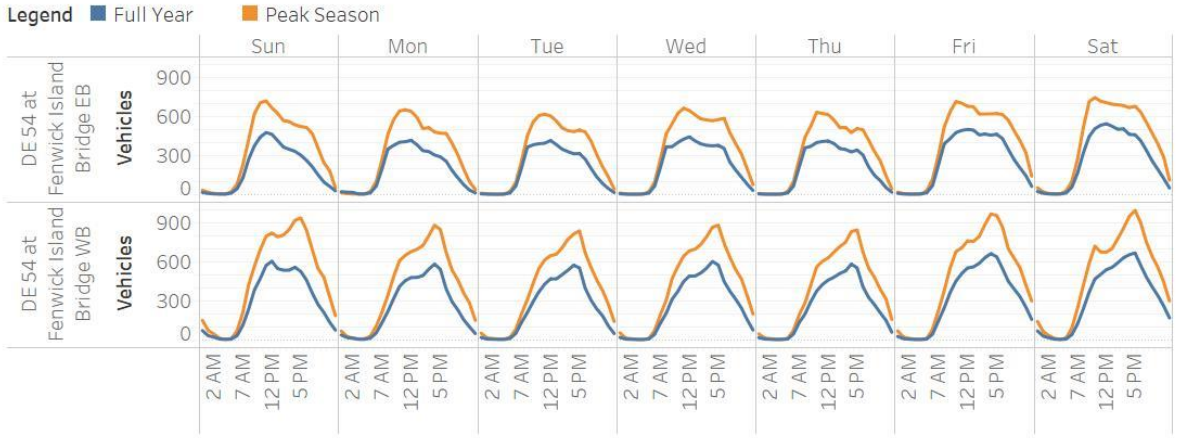


6.10 I - Fenwick Island; DE 54 from DE 20 to DE 1

Key Roads: DE 54 and DE 1
Controlling Intersection(s): DE 1 & DE 54, DE 54 & DE 20

Fenwick Island is located in the southeastern most corner of Sussex County. It sits on the border with Maryland just north of Ocean City and is located on Delaware's coastline. Therefore, it is known as a top beach destination travelers in and outside of Sussex County. DE 54, which runs east-west across Delaware, provides access to and from Fenwick Island.

Figure 60. DE 54 at Fenwick Island Bridge Average Hourly Volumes

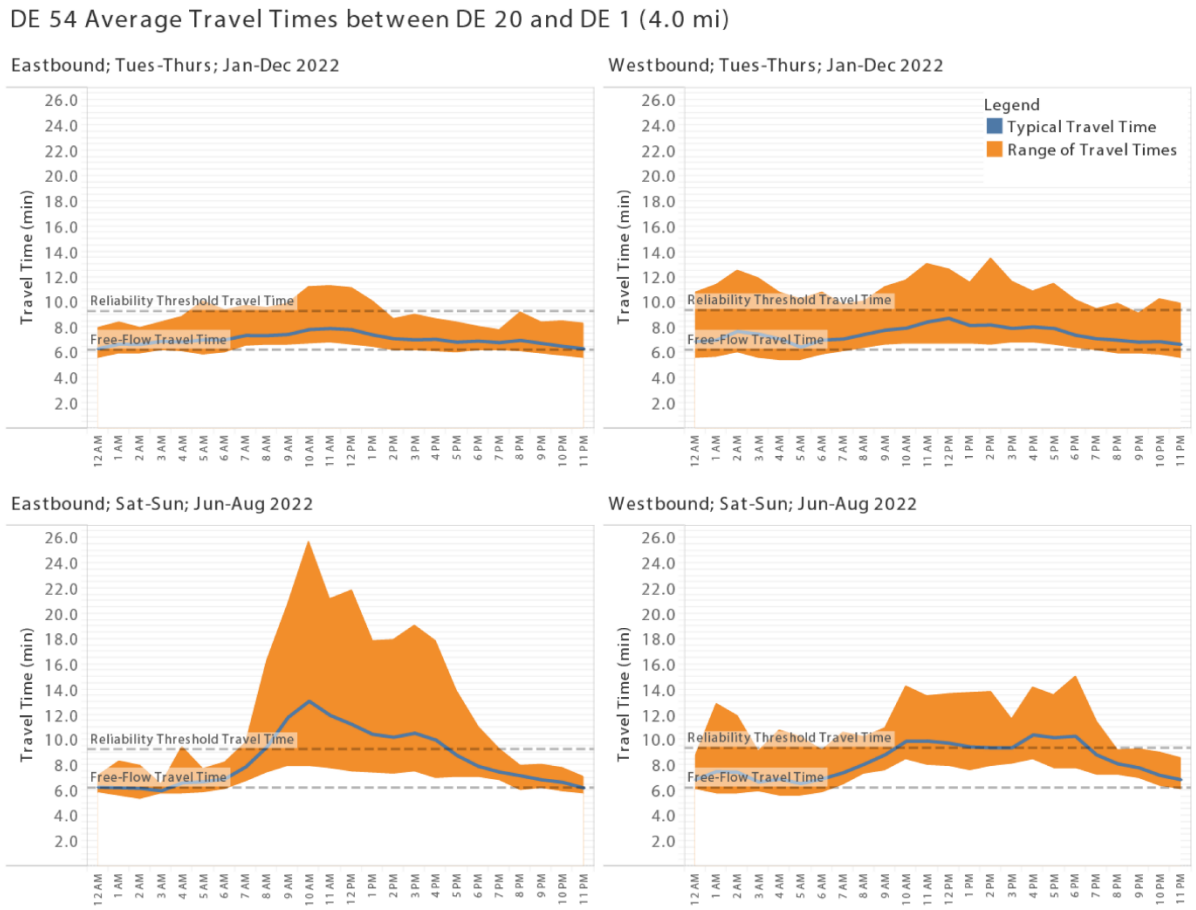


Due to its location and the presence of DE 54 and DE 1, drivers in Fenwick Island experience delays mainly due to summer resort weekend traffic. In the absence of a special event, construction, or a crash, delays outside of peak season weekends are uncommon.

Traffic demand mostly follows the same patterns throughout the day throughout the year and during the peak season, though volumes during the peak season that can be up to 50% higher on weekdays and up to 60% higher on weekends compared to year-round volumes. Traffic follows similar inbound and outbound trends to the other beach communities. Along DE 54, this means eastbound volumes peak in the morning and westbound volumes peak in the afternoon.

Travel times are typically reliable throughout the day on typical weekdays; however, drivers must plan for delays on peak season weekends between 8 AM and 4 PM eastbound and 10 AM and 6 PM westbound when travel times become unreliable. During these periods, eastbound travel times are typically up to 13 minutes and can be as long as 25.5 minutes, compared to a free-flow travel time just over 6 minutes. Westbound travel times are shorter with the longest travel times throughout the day typically being about 10.5 minutes and sometimes reaching 15 minutes, compared to a free-flow travel time just over 6 minutes.

Figure 61. DE 54 approaching Fenwick Island Average Hourly Travel Times



In-Progress Projects:

1. DE 54 Signal Retiming from DE 20 to Dukes Rd (TBD)

This is a signal retiming project to improve operations and reduce delay.

Planned Projects:

2. DE 54 at Hudson Rd Roundabout (TBD)

This project will install a roundabout at the intersection of DE 54 and Hudson Rd. This roundabout will help improve safety by reducing potential crashes and accommodating recent and future growth.

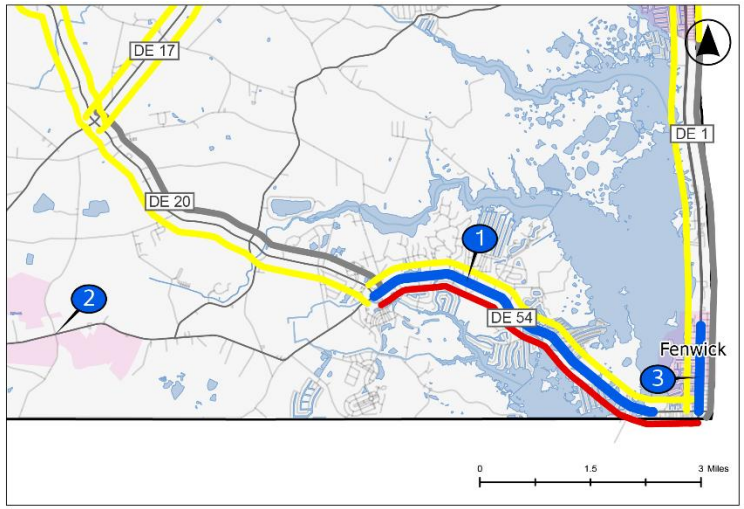
3. DE 1 Signal Retiming from DE 54 to James St (TBD)

This is a signal retiming project to improve operations and reduce delay.

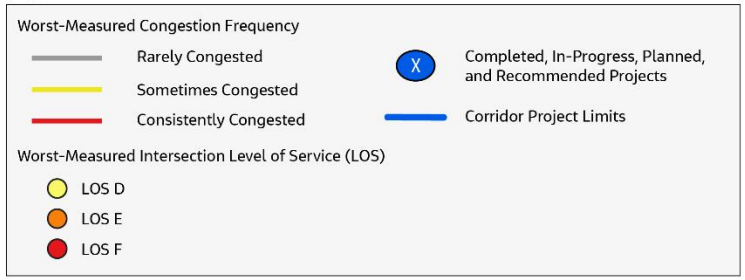
Recommendations:

No additional projects are recommended at this time.

Figure 62. Fenwick Island Project Locations



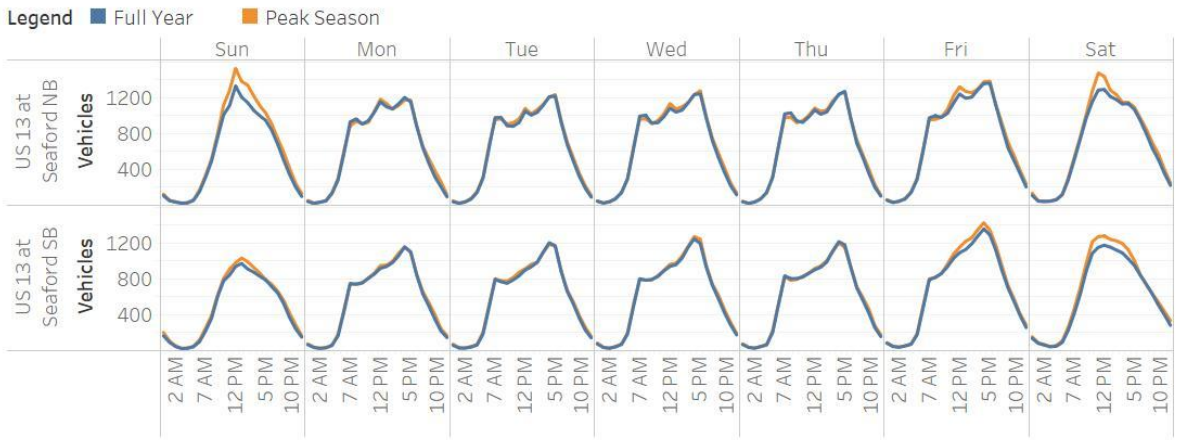
Legend



6.11 J - Seaford; US 13 from DE 20/Beaver Dam Dr to DE 20/Concord Rd

Key Road: US 13
Controlling Intersection(s): US 13 & DE 20/Beaver Dam Dr, US 13 & DE 20/Concord Rd

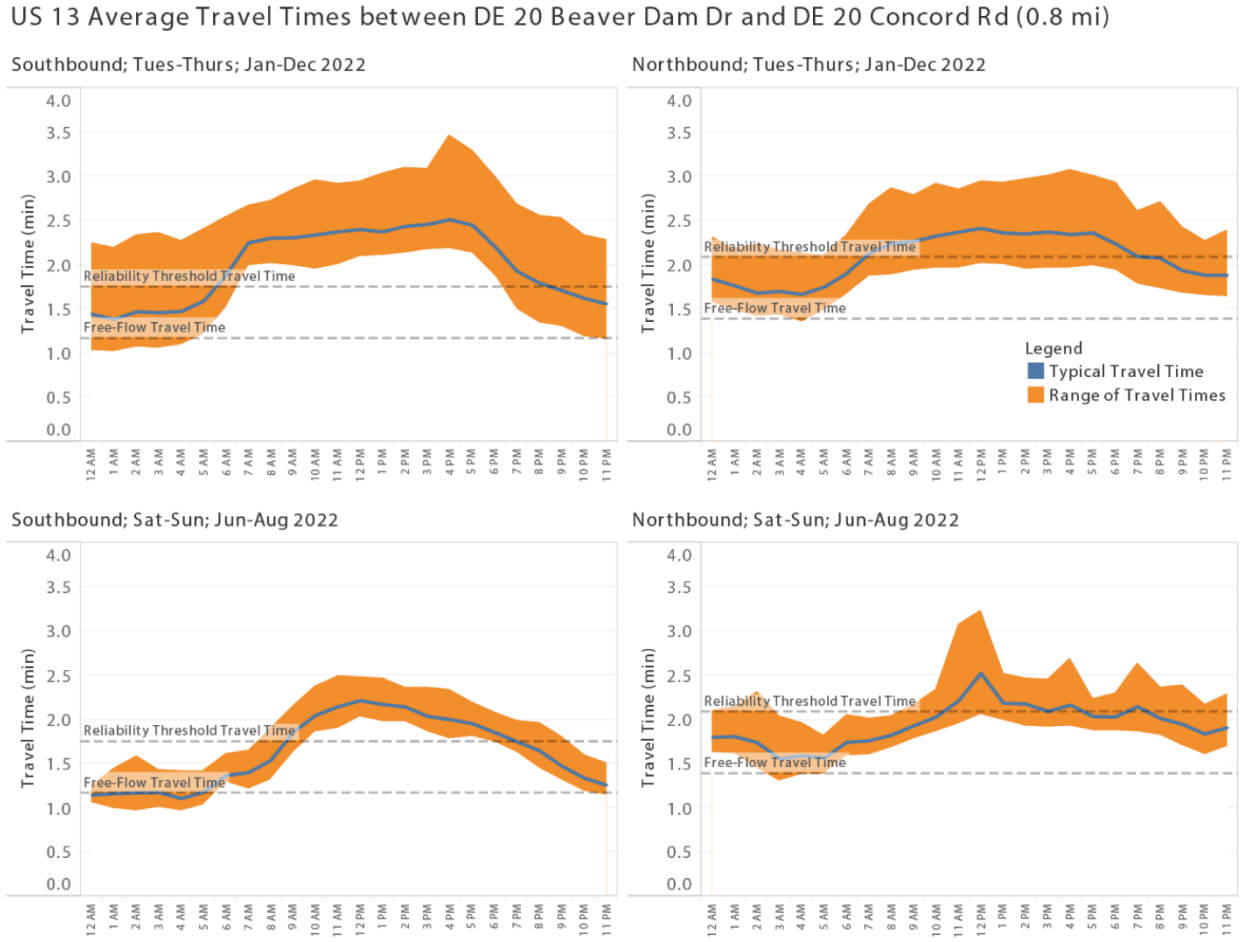
Figure 63. US 13 at Seaford Average Hourly Volumes



Seaford is a municipality in the western portion of Sussex County with US 13 passing through the eastern portion of town and providing access to Bridgeville and Kent County to the north and Laurel and Maryland to the south. DE 20 provides residents and visitors to Seaford with access to the downtown area from US 13 at two points, the intersections of US 13 & DE 20/Beaver Dam Dr and US 13 & DE 20/Concord Rd. As a result, these two intersections serve as the controlling intersections along US 13 as it carries traffic through Seaford. Traffic demand along US 13 as it passes through Seaford is largely driven by commuter patterns. On the typical weekday throughout the full year and during the peak season southbound traffic peaks at 7 AM and 4 PM with the afternoon peak seeing higher volumes. In the northbound direction, traffic has AM, midday, and PM peaks at 7 AM, 12 PM, and 4 PM, respectively. Like with the southbound direction, traffic grows throughout the day and reaches its highest volume during the afternoon peak. When comparing weekday volumes between a typical day and the peak season, there are no negligible differences. On weekends, typical days during the peak season and full year also experience similar variation throughout the day in each direction. However, volumes can be up to 10% higher in the peak season when compared to the full year average. This is likely due to the typical increases in travel activity that many areas see in the summer.

Along the 0.8 mile segment between DE 20/Beaver Dam Dr and DE 20/Concord Rd, travel time data indicates travel times regularly exceed the reliability threshold. These delays are real and do impact travelers every day. However, this stretch of roadway features three signalized intersections and multiple business driveways in a short span. Typical travel times of all vehicles, including vehicles coming from side streets, that travel through all three intersections is highest in the southbound direction on weekdays at 2.5 minutes, compared to a free-flow travel time just over 1 minute. This equates to an average additional 30 seconds of travel time per intersection, or an average intersection LOS of C. Based on these results, DelDOT and residents of Seaford should feel comfortable knowing that this section of US 13 not only has adequate capacity to accommodate existing demand, but is also being managed by DelDOT effectively.

Figure 64. US 13 through Seaford Average Hourly Travel Times

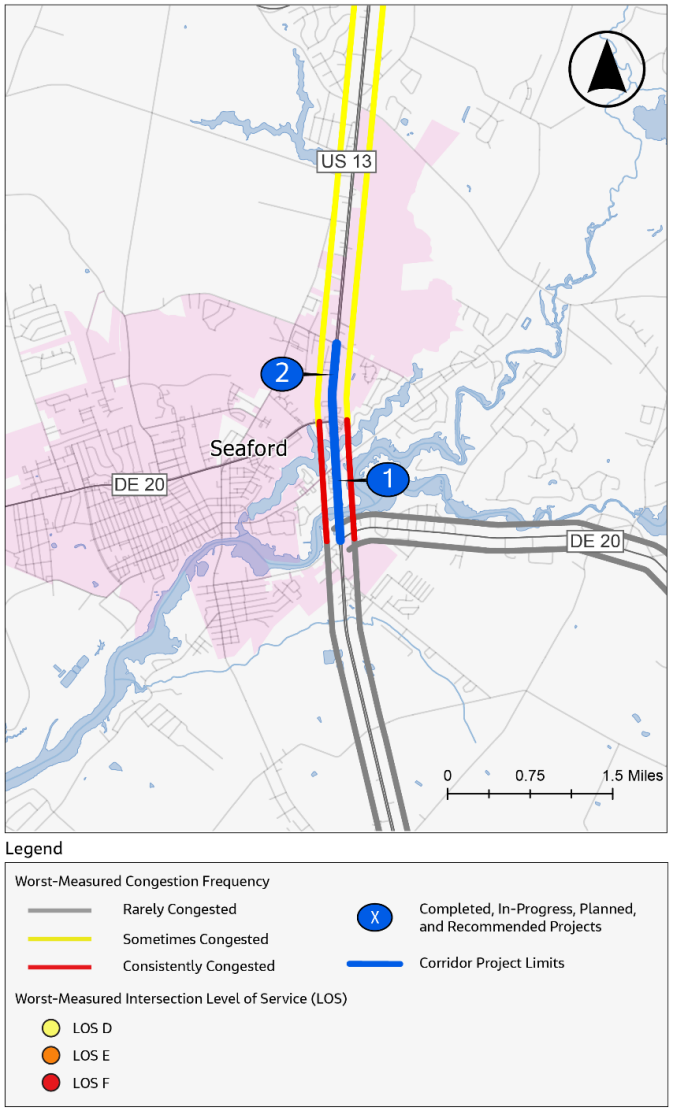


Completed Projects:
1. Pave and Rehab in Seaford (2025)
This road repaving project also included signal retiming along US 13.

In-Progress Projects:
2. US 13 Signal Retiming from Tharp Rd to DE 20 South (TBD)
This is a signal retiming project to improve operations and reduce delay.

Recommendations:
No additional projects are recommended at this time.

Figure 65. Seaford Project Locations

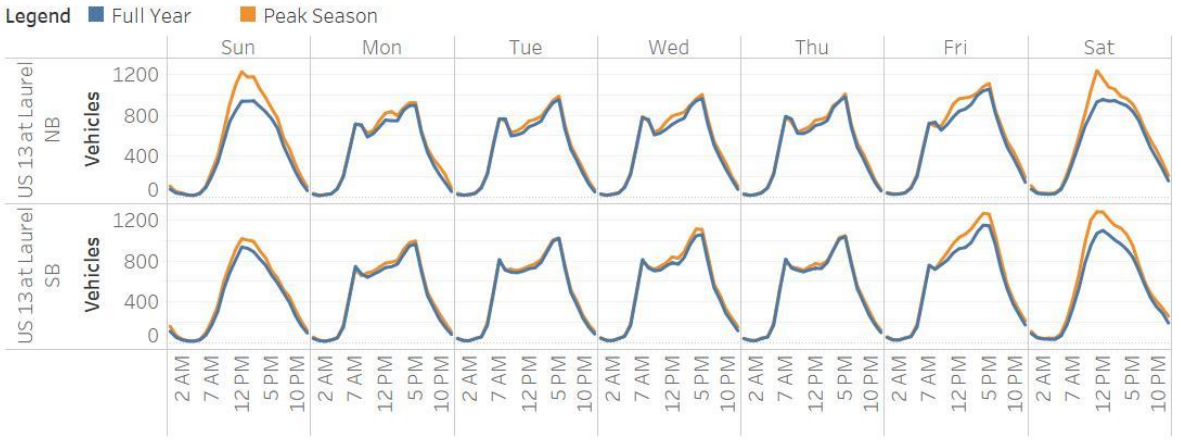


6.12 K - Laurel; US 13 from US 9 to DE 24

Key Road: US 13
Controlling Intersection(s): US 13 & US 9, US 13 & DE 24

Laurel is a municipality in the southwestern corner of Sussex County with US 13 passing through the eastern portion of town. The 1.1 mile stretch of US 13 between US 9 and DE 24 is what makes up the Laurel focus area.

Figure 66. US 13 at Laurel Average Hourly Volumes

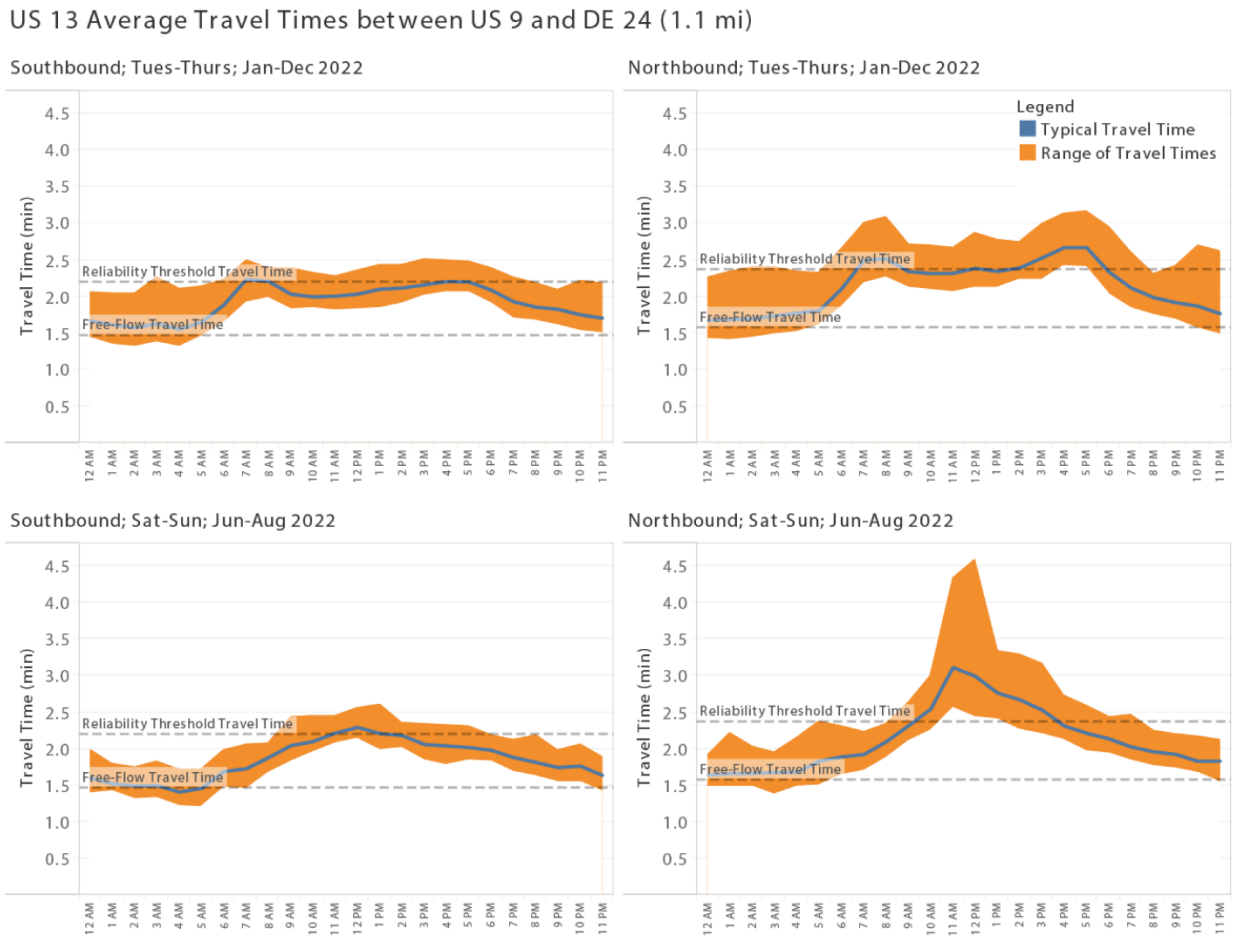


Demand does not vary much between the full year and peak season along US 13 through Laurel. On weekdays, both directions of travel experience 7 AM and 4 PM peaks and on weekends experience midday peaks. Demand is steady between the full year and peak season analysis periods on weekdays, but increases of up to 20% are observed on weekends traveling northbound.

The intersection of US 13 and US 9 was calculated as operating at LOS A across all peaks analyzed. Weekday AM and PM turning movement count data was not available at US 13 & DE 24, but the intersection LOS for peak season Saturdays was calculated as LOS D due to the presence of a long eastbound crosswalk and its subsequent impact on signal timing. This crosswalk does not have a pedestrian island present despite a large median and forces DelDOT to provide more green time to the eastbound movement than is called for based on the vehicle demand alone. Based on the average hourly volumes, intersection level of service for both intersections, DelDOT and the Laurel community can be assured that US 13 has more than enough capacity to accommodate the vehicular demand along it in Laurel.

Despite US 13 having adequate capacity to accommodate demand, travel times do sometimes exceed the reliability threshold in the southbound direction and regularly exceed the reliability threshold in the northbound direction. During the peak season, typical travel times peak at about 3 minutes during weekends in the northbound direction compared to a free-flow travel time of 1.5 minutes. This can be attributed to three signalized intersections being present over a short distance. 1.5 minutes of additional travel time equates to an average of 30 seconds of additional travel time per intersection, or LOS C. These 1.5 minutes of delay are the longest delay that is observed for either direction of travel in either of the periods (full year weekdays and peak season weekends) analyzed. Additionally, it includes vehicles originating from US 9 and DE 24, which likely experience more delay prior to being able to turn onto US 13. As a result, readers should consider the spikes in PTI, TTI, and CF observed in this area to be due to the focus area's small size rather than excessive delay.

Figure 67. US 13 through Laurel Average Hourly Travel Times



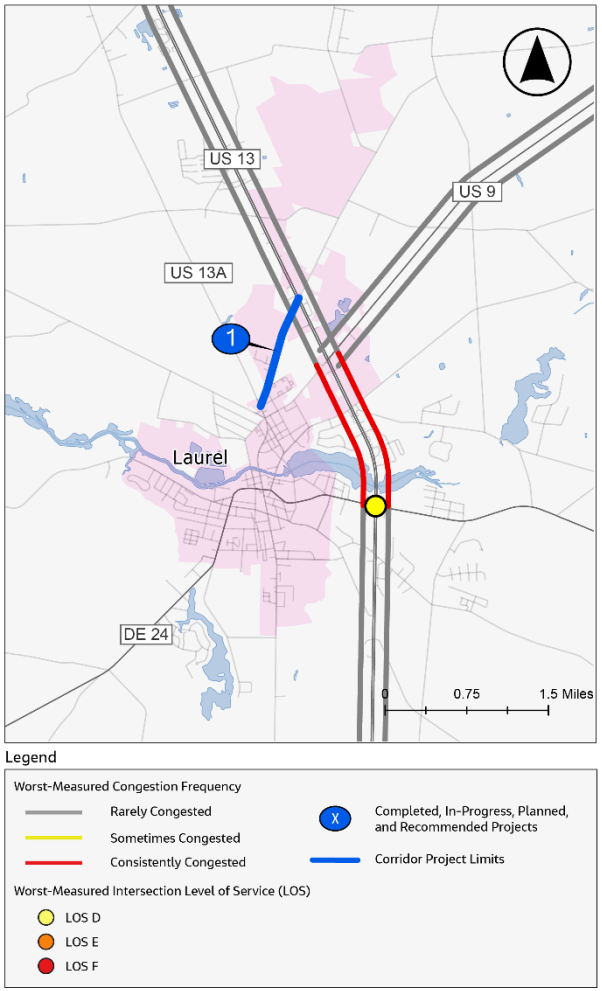
Planned Projects:

1. Discount Land Rd, US 13A to US 13 (TBD)
Improvements that are part of this project include roadway widening, bicycle lanes and the construction of a sidewalk or multi-use path adjacent to the roadway. The development of multimodal transportation facilities will improve connectivity between local residential areas and commercial areas while also encouraging travelers making short trips to make a mode shift from motor vehicles to biking and walking, reducing demand.

Recommendations:

No additional projects are recommended at this time.

Figure 68. Laurel Project Locations



7. Looking Forward

This TOMP provides DelDOT and its partners in Sussex County the information needed to improve mobility through data driven decisions. It presents analysis results of operations data, identifies focus areas for monitoring and further analysis, and cites completed, in-progress, and planned projects as well as additional recommendations that will reduce delays on Sussex County's roads.

Findings from this report will feed into DelDOT's project prioritization process and Capital Transportation Program and can be investigated further using DelDOT's new TOMP GIS Hub page.

DelDOT plans to continue monitoring how demand and delays are changing throughout Sussex County while integrating the findings of this report into its other efforts throughout Sussex County. Any changes impacting recommendations will be directly integrated into DelDOT's planning pipeline and coordination with partners in Sussex County. This will enhance DelDOT's efforts to integrate feedback and findings that stem from this and future TOMPs and will contribute to how DelDOT TOMP managers track the progress of these recommendations.

DelDOT completes each county TOMP on three-to-five-year cycles but will be completing a mid-cycle data update for Sussex County. Efforts on the Kent County TOMP will begin this summer.

Table 3 provides a summary of all recommendations included in this report.

Table 3. 2025 Sussex County TOMP Focus Area Recommendation Summary

Focus Area	Project Status	Project Name (Year Completed/Expected to be Completed)	Project Description
A - Milford	Completed	US 113 & DE 14 Intersection Improvements (2023)	This project included turn lane improvements on westbound DE 14, bicycle and pedestrian improvements and traffic signal equipment upgrades. These improvements will increase capacity to accommodate existing demand traveling along US 113 and will encourage travelers making short trips to make a mode shift from motor vehicles to biking and walking, reducing demand.
A - Milford	Completed	US 113 Signal Retiming from Walnut St to Cypress Hall (2023)	This effort implemented signal retimings for the US 113 corridor between Walnut St and Cypress Hall. Signal retimings were implemented to reduce delays and improve safety along the roadway.

Focus Area	Project Status	Project Name (Year Completed/Expected to be Completed)	Project Description
B - DE 1 & DE 16	-	-	-
C - Bridgeville	-	-	-
D - Georgetown	Completed	Georgetown East Gateway Improvements (2022)	This project realigned Sand Hill Rd and Airport Rd to intersect US 9 at one location at an improved angle, and added turn lanes, pedestrian and bicycle facilities, and drainage improvements. The project added capacity for projected growth along this corridor, while improving pedestrian and vehicular safety at this intersection.
D - Georgetown	Completed	US 113 Signal Retiming from Wilson Road to DE 26 (2024)	This project was completed to improve operations and reduce delays.
D - Georgetown	Completed	Park Ave Relocation, Phase 1 (2024)	This project relocated Park Ave to create a fourth leg of the South Bedford St/Arrow Safety Rd intersection, widened Arrow Safety Rd to provide shoulders to sign it as the truck route, and installed a roundabout at the intersection of South Bedford St/Arrow Safety Rd/Park Ave.
D - Georgetown	In-Progress	US 113 @ DE 18/DE 404 (Georgetown) Grade Separated Intersection (2027)	This project consists of a grade separated intersection at US 113 and DE 18/DE 404 in Georgetown DE. This grade separation will include DE 18/DE 404 bridging over US 113 with loop ramps in the northeast and southwest quadrants. The project's improvements will also include widening US 113 to provide three lanes in each direction from Bedford St to Ennis St.
D - Georgetown	In-Progress	Park Avenue Relocation, Phase 2 (2028)	The project consists of making improvements to existing Park Ave from Park Ave Relocation - Phase 1 to the intersection with US 9. The project includes the reconstruction of Park Ave and US 9 to provide appropriate turn lanes and signals, and railroad crossing improvements. An estimated 65 parcels will be impacted by this phase of the project.

Focus Area	Project Status	Project Name (Year Completed/Expected to be Completed)	Project Description
D - Georgetown	Planned	US 113 at US 9 Grade Separated Intersection (TBD)	The proposed improvements will enhance the capacity and safety of the US 113 corridor. This project is considered one of the high priority projects within the US 113 Corridor Improvement Plan. It will involve constructing an overpass located at the US 113/ US 9 intersection in the Georgetown area. The purpose of this project is to preserve and protect the US 113 corridor that will accommodate long-term transportation capacity needs as well as improve safety, accommodate future land development and economic growth, and maintain consistency with state/local plans for transportation system.
D - Georgetown	Planned	US 113 and Shortly Rd/Bedford Rd GSI (TBD)	This project is a new Grade Separated Intersection (GSI) crossing over US113 at Shortly Rd and Bedford Rd in the southern part of Georgetown. This project will accommodate current as well as projected traffic and improve safety long-term by limiting corridor access.
D - Georgetown	Planned	US 9 Signal Retiming from Old Vine Blvd to Race St (TBD)	This project will complete a signal retiming for the US 9 corridor between Old Vine Blvd and Race St. The goal of the project will be to update signal timing plans as appropriate, shift the corridor over to traffic-responsive operations, and reduce delays.
E - Rehoboth	Completed	US 9 & Minos Conaway Right Turn Lane & Traffic Signal (2022)	This project involved intersection improvements that included addition of a southbound right turn lane on Minos Conaway Rd and installation of a traffic signal.

Focus Area	Project Status	Project Name (Year Completed/Expected to be Completed)	Project Description
E - Rehoboth	Completed	Coastal Highway Intersection Improvements (2023)	This project included improvements at the intersection of DE 1 and Old Landing Rd. This project extended the Southbound DE 1 U-Turn at Old Landing Rd by converting the existing double left-turn lanes at Rehoboth Mall Blvd into one left turn lane. This project was intended to have safety benefits at this intersection. Additionally, this project should reduce travel times by reducing queuing for U-turns in the through lanes by extending the turn lane.
E - Rehoboth	Completed	DE 1 Signal Retiming from US 9 to Collins Ave (2023)	This was a signal retiming project geared towards reducing delays along the DE 1 corridor.
E - Rehoboth	Completed	DE 1 & Holland Glade Rd Intersection Improvements (2024)	This project converted the HAWK signal to a standard traffic signal and opened the median to partial movements of side street traffic.
E - Rehoboth	Completed	Plantation Rd Improvements, Robinsonville Rd to US 9 (Phase 1) (2025)	This project will provide intersection safety improvements, pedestrian/bicycle improvements, and realign of the Plantation/Beaver Dam/US 9 intersection. A roundabout will be installed for intersection control. This project will accommodate recent and future growth along this corridor. The improvements will reduce congestion, improve safety, and preserve mobility for local residents and businesses.
E - Rehoboth	In-Progress	Realignment of Old Orchard Rd at Wescoats Corner (2026)	This project will realign Old Orchard Rd to intersect Savannah Rd at its intersection with Wescoats Rd. The intersection of Wescoats Rd and Clay Rd will also be improved. Pedestrian and bicycle facilities will be incorporated throughout the project. This project will improve safety for drivers, cyclists, and pedestrians by removing an unsignalized intersection.
E - Rehoboth	In-Progress	Rehoboth Ave Signal Retiming from1st St to 2nd St (TBD)	This is a signal retiming project geared towards reducing delays along Rehoboth Ave.

Focus Area	Project Status	Project Name (Year Completed/Expected to be Completed)	Project Description
E - Rehoboth	Planned	US 9 Signal Retiming from Old Vine Blvd to Race St (TBD)	This project will complete a signal retiming for the US 9 corridor between Old Vine Blvd and Race St. The goal of the project will be to update signal timing plans as appropriate, shift the corridor over to traffic-responsive operations, and reduce delays.
E - Rehoboth	Planned	DE 1 and Cave Neck Rd Grade Separated Intersection (2028)	This project includes the construction of a grade separated intersection at DE 1 and Cave Neck Rd. As this area experiences increased development, this project will preserve capacity and maintain safety.
E - Rehoboth	Planned	DE 1, Minos Conaway Grade Separated Intersection (2028)	This project will construct two-way service roads on both sides of DE 1 and utilize the existing DE 1 bridge over the Delaware Coast Line Railroad to provide access across DE 1 for the service roads. This is made possible by the decommissioning of the railroad. Local access will be provided via the service roads with connections to DE 1 via ramps at both the north and south ends. As this area experiences increased development, this project will preserve capacity and improve safety. The project will also improve mobility and access for local traffic.
E - Rehoboth	Planned	Plantation Rd Improvements, DE 24 to Robinsonville Rd (Phase 2) (TBD)	The project consists of operational improvements including turn lanes and other intersection modifications, median turn lanes for residential entrances, and bicycle and pedestrian facilities throughout the corridor. Phase 2 of this project begins near the intersection of Plantations Rd and Shady Rd/Salt Marsh Blvd and ends north of the intersection of Plantation Rd and DE 24. An estimated 41 parcels will be impacted by this project. This project will accommodate anticipated future growth in the area, intending to reduce congestion and improve safety. The project will simultaneously benefit existing local residents and businesses by preserving mobility.

Focus Area	Project Status	Project Name (Year Completed/Expected to be Completed)	Project Description
E - Rehoboth	Planned	US 9, Kings Hwy, Dartmouth Dr to Freeman Hwy (TBD)	This project consists of widening Kings Hwy from Dartmouth Dr to the split with Freeman Hwy. The project includes intersection reconstruction, multimodal upgrades (shared use path and sidewalks) throughout the project limits, and integration of the Kings Hwy and Gills Neck Rd Master Plan. This project will add capacity to support ongoing development while improving the choice of transportation through multimodal improvements. Multimodal transportation will encourage travelers making short trips to make a mode shift from motor vehicles to biking and walking, reducing demand.
E - Rehoboth	Planned	Airport Rd Extension, Old Landing Rd to DE 24 (TBD)	This project involves intersection improvements and extension of Airport Rd to DE 24. It provides additional connectivity through a crowded segment. This project may reduce delays at this intersection by adding more connections to nearby roads.
E - Rehoboth	Planned	US 9 Widening (Old Vine Rd to DE 1) (TBD)	This project consists of widening US 9, from DE 1 to Old Vine Rd, to provide two travel lanes in each direction and complete associated intersection improvements. This project will benefit the area by adding capacity to accommodate traffic growth and improve safety along this corridor.
E - Rehoboth	Planned	Beaver Dam Rd Widening (DE 1 to Dairy Farm Rd) (TBD)	This project widens the roadway to provide two travel lanes in each direction and complete associated intersection improvements. This project will benefit the area by adding capacity to accommodate traffic growth.

Focus Area	Project Status	Project Name (Year Completed/Expected to be Completed)	Project Description
E - Rehoboth	Planned	New Rd, Nassau Rd to Old Orchard Rd (TBD)	This project is targeted toward improving New Rd follow recommendation to the New Rd Master Plan with added shoulders and multi-modal facilities. This project may improve safety by adding shoulders. The addition of multimodal facilities will encourage travelers making short trips to make a mode shift from motor vehicles to biking and walking, reducing demand.
E - Rehoboth	Planned	Mulberry Knoll Rd Extension from Cedar Grove Rd to US 9 at Old Vine Rd (TBD)	This project creates a new two-lane roadway to connect communities and alleviate congestion on parallel routes. It will provide improved mobility for local traffic. This project will benefit the area by adding capacity and connectivity. The additional capacity will reduce congestion nearby while improving mobility locally.
E - Rehoboth	Recommended	DE 1 Transit Signal Priority Study from US 9 to Collins Ave (TBD)	This is a study to investigate impacts of implementing transit signal priority strategies along DE 1 including passive strategies such as timing coordinated signals to the average bus speed; active strategies such as providing priority to late buses, early or held green signals, and other signal priority logic options; and queue jumping. Implementation of this project would encourage travelers to make a mode shift from personal vehicles to transit, reducing demand.
E - Rehoboth	Recommended	Non-Intrusive Signal Detection (TBD)	This would install non-intrusive signal detection for improved vehicle and pedestrian detection. Applications and improvements include more reliable detection, continuous turning movement count data collection, automated traffic signal performance measures data collection for improved and more efficient signal retiming. Implementing this project would improve vehicular and pedestrian safety and reduce delays at intersections along this corridor.

Focus Area	Project Status	Project Name (Year Completed/Expected to be Completed)	Project Description
E - Rehoboth	Recommended	DE 1, Low-Stress Bikeways Study (TBD)	This study aims to improve safety for bicyclists in the vicinity of DE 1. To reduce delays along DE 1, projects recommended by this study that prioritize moving pedestrians and bicyclists off of DE 1 and those that reduce pedestrian crossing times should be implemented.
F - DE 24	Completed	DE 24, Mulberry Knoll to DE 1 (2022)	This project widened DE 24 to four lanes with a center turn lane. This project added capacity and reduced delays at intersections along this corridor.
F - DE 24	Completed	DE 24 at Camp Arrow Head Rd and DE 24 at Angola Rd (2023)	The project included pavement widening to extend right and left turn lanes on all approaches at both the DE 24/Angola Rd and DE 24/Camp Arrowhead Rd intersections; realigning Robinsonville Rd to DE 24; multimodal improvements including bike lanes, bus stops, sidewalks, and crosswalks; access management improvements; and drainage improvements.
F - DE 24	Completed	DE 24 at Mount Joy Rd and DE 24 at Bay Farm Rd Intersection Improvements (2023)	The project included pavement widening to add/extend right and left turn lanes on all approaches at both the DE 24/Mount Joy Rd and DE 24/Bay Farm Rd intersections; multimodal improvements including bike lanes, bus stops, sidewalks, and crosswalks; access management improvements; and drainage improvements.
F - DE 24	Completed	DE 24 at DE 5/DE 23 Intersection Improvements (2023)	The project included providing consistent lanes, shoulders, and curbs; extending DE 24 left turn lanes; extending the DE 23 left turn lane onto westbound DE 24; multimodal improvements including bike lanes, bus stops, sidewalks, and crosswalks; access management improvements; and drainage improvements.

Focus Area	Project Status	Project Name (Year Completed/Expected to be Completed)	Project Description
F - DE 24	Completed	DE 24 at Angola Rd (2024)	This project is for roadway safety improvements at the intersection of DE 24 and Angola/Robinsonville Rd. This project focused on safety and should reduce nonrecurring delays due to crashes.
F - DE 24	Completed	DE 24, Love Creek to Mulberry Knoll (2024)	This project involved safety, operational and capacity improvements on DE 24 from Love Creek to Mulberry Knoll. Improvements included widening of DE 24 to two lanes in each direction with a center turn lane. Dualization of DE 24 extends to west of the school entrances. The operational improvements implemented in this project should accommodate recent and future growth in this area. The project reduces delays, adds capacity, and improves safety in this area.
F - DE 24	Planned	DE 24 Signal Retiming from Mulberry Knoll to State St (TBD)	This project will retime the signals on DE 24 between Mulberry Knoll and State St to reduce delays.
F - DE 24	Planned	Mulberry Knoll Rd Extension from Cedar Grove Rd to US 9 at Old Vine Rd (TBD)	This project will construct a new two-lane roadway to connect communities and alleviate congestion on parallel routes. It will improve mobility for local traffic.
G - Millsboro	Completed	US 113 & DE 24 Intersection Improvements (2022)	This project included intersection improvements such as realignment of eastbound approach and independent through and right turn lanes and associated signal timing adjustments.
G - Millsboro	Completed	US 113 Signal Retiming from Wilson Rd to DE 26 (2024)	This project involved signal retiming to improve operations and safety.

Focus Area	Project Status	Project Name (Year Completed/Expected to be Completed)	Project Description
G - Millsboro	In-Progress	North Millsboro Bypass, US 113 to DE 24 (2025)	This project includes a two-lane connector road between US 113 and DE 24 north of Millsboro DE. The new alignment will start at US 113 and extend eastward bridging over Fox Run Rd, the Norfolk Southern Railroad, the Millsboro Pond, and Gravel Hill Rd. The new road will connect to DE 24 west of Mountaire Farms. The project will also consist of a grade separated intersection at the US 113/DE 20 intersection.
G - Millsboro	Planned	US 113 Widening, Dagsboro Rd to Hardscrabble Rd (TBD)	This project will add an additional through lane both northbound and southbound through the Town of Millsboro from Hardscrabble Rd to Dagsboro Rd. Crossover modifications along US 113 will be made throughout the project limits. Multimodal facilities will also be incorporated.
G - Millsboro	Planned	US 113 and Avenue of Honor/E. Piney Grove Road GSI (TBD)	This project creates a new grade separated intersection (GSI) at Avenue of Honor crossing US113 to E Piney Grove Rd south of Georgetown, DE. The project will accommodate current and projected traffic and improve safety through long-term corridor access programs.
G - Millsboro	Planned	DE 24 Signal Retiming from Mulberry Knoll to State St (TBD)	This project will retime the signals on DE 24 between Mulberry Knoll and State St to reduce delays.
G - Millsboro	Recommended	Non-Intrusive Signal Detection (TBD)	This would install non-intrusive signal detection for improved vehicle and pedestrian detection. Applications and improvements include more reliable detection, continuous turning movement count data collection, automated traffic signal performance measures data collection for improved and more efficient signal retiming. Implementing this project would improve vehicular and pedestrian safety and reduce delays at intersections along this corridor.
H - Bethany Beach	In-Progress	DE 26 Signal Retiming from Omar Rd to Kent Ave (TBD)	This is a signal retiming project to improve operations and reduce delays.

Focus Area	Project Status	Project Name (Year Completed/Expected to be Completed)	Project Description
H - Bethany Beach	Planned	DE 1 Signal Retiming from Fred Hudson Rd to York Rd (TBD)	This is a signal retiming project to improve operations and reduce delays.
H - Bethany Beach	Recommended	DE 1 & DE 26 Pedestrian Crossing and Signal Phasing Improvements (TBD)	Installing actuated pedestrian signals at the intersection will allow DelDOT to adjust signal timings at the intersection to better accommodate traffic on DE 1, reducing delays and improving safety for pedestrians.
I - Fenwick	In-Progress	DE 54 Signal Retiming from DE 20 to Dukes Rd (TBD)	This is a signal retiming project to improve operations and reduce delay.
I - Fenwick	Planned	DE 54 at Hudson Rd Roundabout (TBD)	This project will install a roundabout at the intersection of DE 54 and Hudson Rd. This roundabout will help improve safety by reducing potential crashes and accommodating recent and future growth.
I - Fenwick	Planned	DE 1 Signal Retiming from DE 54 to James St (TBD)	This is a signal retiming project to improve operations and reduce delay.
J - Seaford	Completed	Pave and Rehab in Seaford (2025)	This road repaving project also included signal retiming along US 13.
J - Seaford	In-Progress	US 13 Signal Retiming from Tharp Rd to DE 20 South (TBD)	This is a signal retiming project to improve operations and reduce delay.
K - Laurel	Planned	Discount Land Rd, US 13A to US 13 (TBD)	Improvements that are part of this project include roadway widening, bicycle lanes and the construction of a sidewalk or multi-use path adjacent to the roadway. The development of multimodal transportation facilities will improve connectivity between local residential areas and commercial areas while also encouraging travelers making short trips to make a mode shift from motor vehicles to biking and walking, reducing demand.