

# Newton Road Corridor Study Findings and Recommendations





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We strive to make every trip taken in Delaware safe, reliable and convenient for people and commerce.

## **Every Mode.**

We provide safe choices for travelers in Delaware to access roads, rails, buses, airways, waterways, bike trails and walking paths.

## **Every Dollar.**

We seek the best value for every dollar spent for the benefit of all.

## **Everyone.**

We engage our customers and employees with respect and courtesy as we deliver our services.

# Safety

**2025 Delaware Total Fatalities**  
as of 06/08/25

	2025	2024			2023		
	Year-to-date	Year-to-Date		Total	Year-to-Date		Total
<b>Fatalities</b>	40	58	↓ -31%	130	65	↓ -38%	137
Delaware Residents	31	49	↓ -37%	110	50	↓ -38%	110
<b>Person Types</b>							
Vehicle Occupant	21	33	↓ -36%	65	48	↓ -56%	89
Pedestrian	11	12	↓ -8%	34	10	↑ +10%	28
Bicyclist	1	3	↓ -67%	5	2	↓ -50%	5
Motorcyclist	6	7	↓ -14%	21	5	↑ +20%	14
Other Person Type	1	3	↓ -67%	5	0	↑ +100%	1
<b>Crash Types</b>							
Curve Related	6	11	↓ -45%	23	11	↓ -45%	28
Roadway Departure	18	22	↓ -18%	42	34	↓ -47%	69
Intersection Related	11	23	↓ -52%	48	17	↓ -35%	37
Median Crossover	0	0	N/A	0	5	↓ -100%	8
Wrong Way	2	1	↑ +100%	4	0	↑ +100%	1
Work Zone	3	2	↑ +50%	5	5	↓ -40%	9

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# Safe System Approach

- The transportation profession is moving from a *reactive* to a *proactive* approach to safety – the Safe System Approach
  - Principles around the circle
  - Objectives in the center
- **Improve safety for all road users regardless of age, ability, or how they are traveling**
- If you want to learn more, visit:  
<https://www.transportation.gov/NRSS/SafeSystem>



Source: FHWA



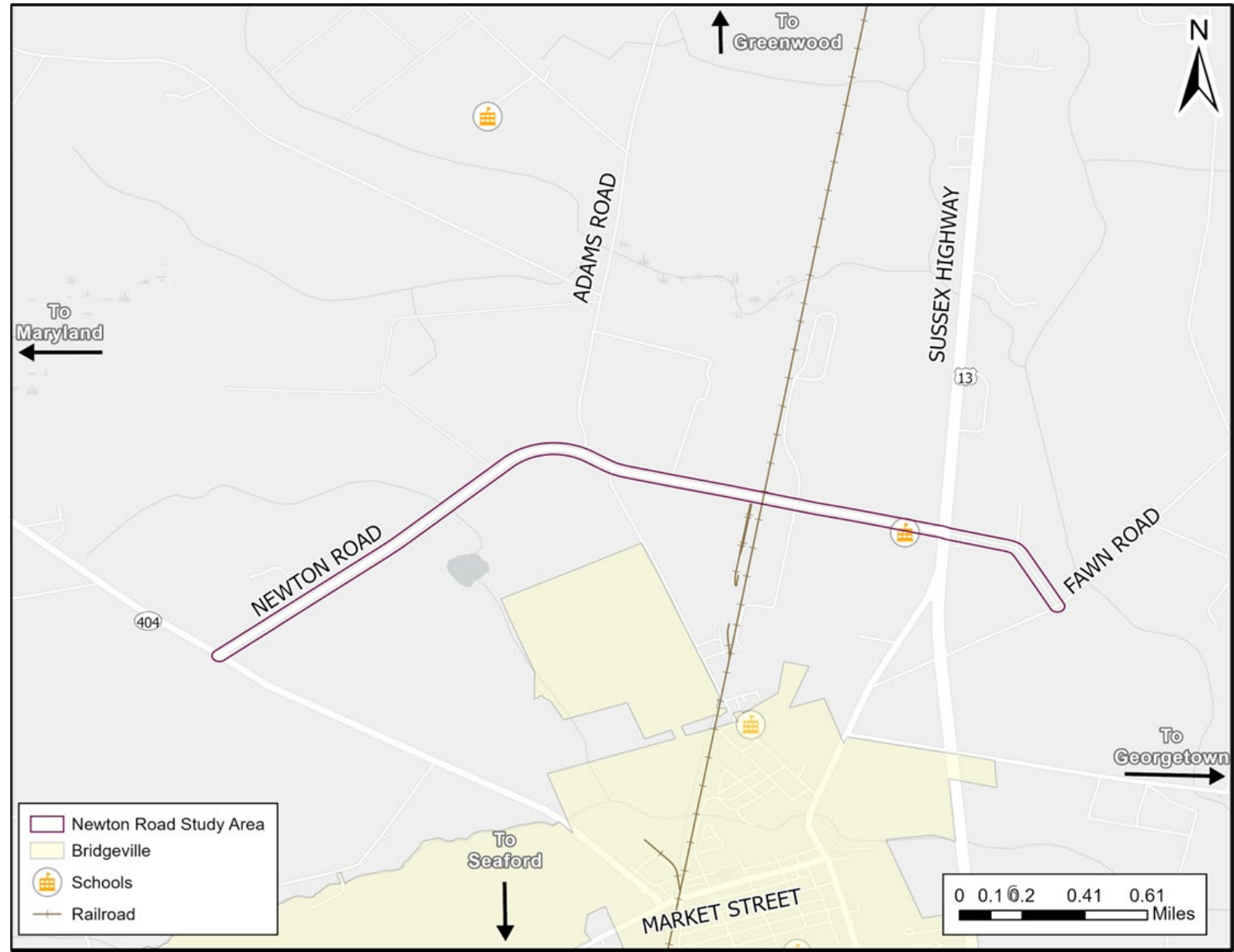
# Outline

- I. Background and purpose
- II. Process and engagement
- III. Findings and recommendations
- IV. Next steps



# Purpose

The **Newton Road Corridor Study** examined potential improvements to Newton Road north of Bridgeville between SR 404 and Fawn Road.



# Scope

- **Study will focus on the existing corridor and near-to-mid-term needs/opportunities for improvement**
  - Primary issues:
    - Safety /crashes
    - Freight and corridor development
    - Multimodal access – mix of freight/trucks with other existing/potential corridor users
- **Coastal Corridors Monitoring Committee will track for longer-term needs associated with future traffic growth or realignment**

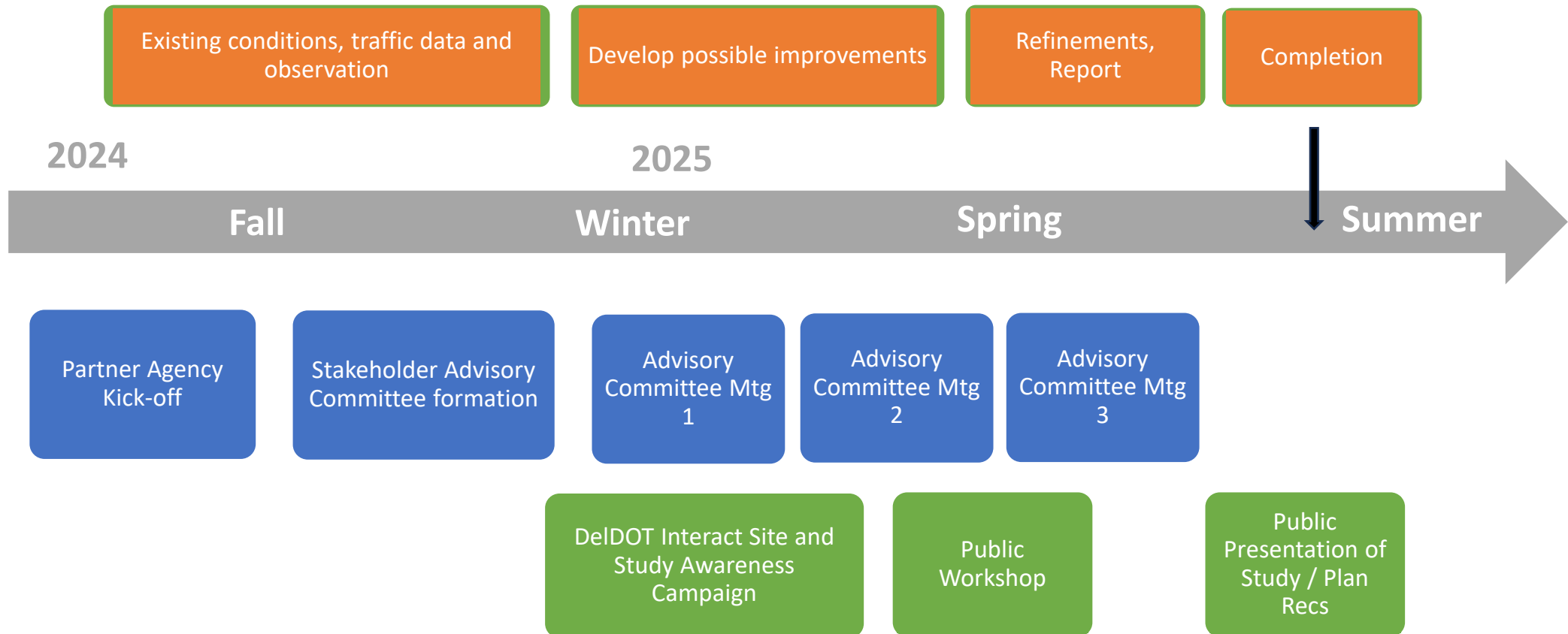


Source: David Marvel, Presentation to Delaware Winter Freight Meeting (2024)



Source: WRA, 2024

# Timeline / Process



# Stakeholder Committee

Name	Organization	Name	Organization
Rob Rider	Lindenmere Shops, Newton Farms /OA Newton	Bethany DeBussy	Town of Bridgeville
Michael Elehwany	Miller Metal	Dorothy Morris	Delaware Office of State Planning Coordination
Scott Hevner	Mountaire Farms	Robert Ziegler	Delaware Solid Waste Authority (DSWA) Bridgeville
Jordan Wilmer	Perdue Agribusiness	Dexter Massey	DelDOT M&O Bridgeville Yard
Tyson Jefferson	Perdue Agribusiness	Eric Disharoon	DelDOT M&O Bridgeville Yard
Steve Breeding	Delaware Farm Bureau- Sussex County	Kevin Long	Woodbridge School District/School Board
Jim Minner	Delaware Farm Bureau- Kent County	Greer Stangl	Fawn Road Resident
Mark Parker	Eastern Shore Natural Gas (subsidiary of Chesapeake Utilities)	Eric Callaway	Bridgeville Historical Society
Kevin Yingling	Delaware Electric COOP	Maurice Cannon	Dale Farm



# Public Workshop

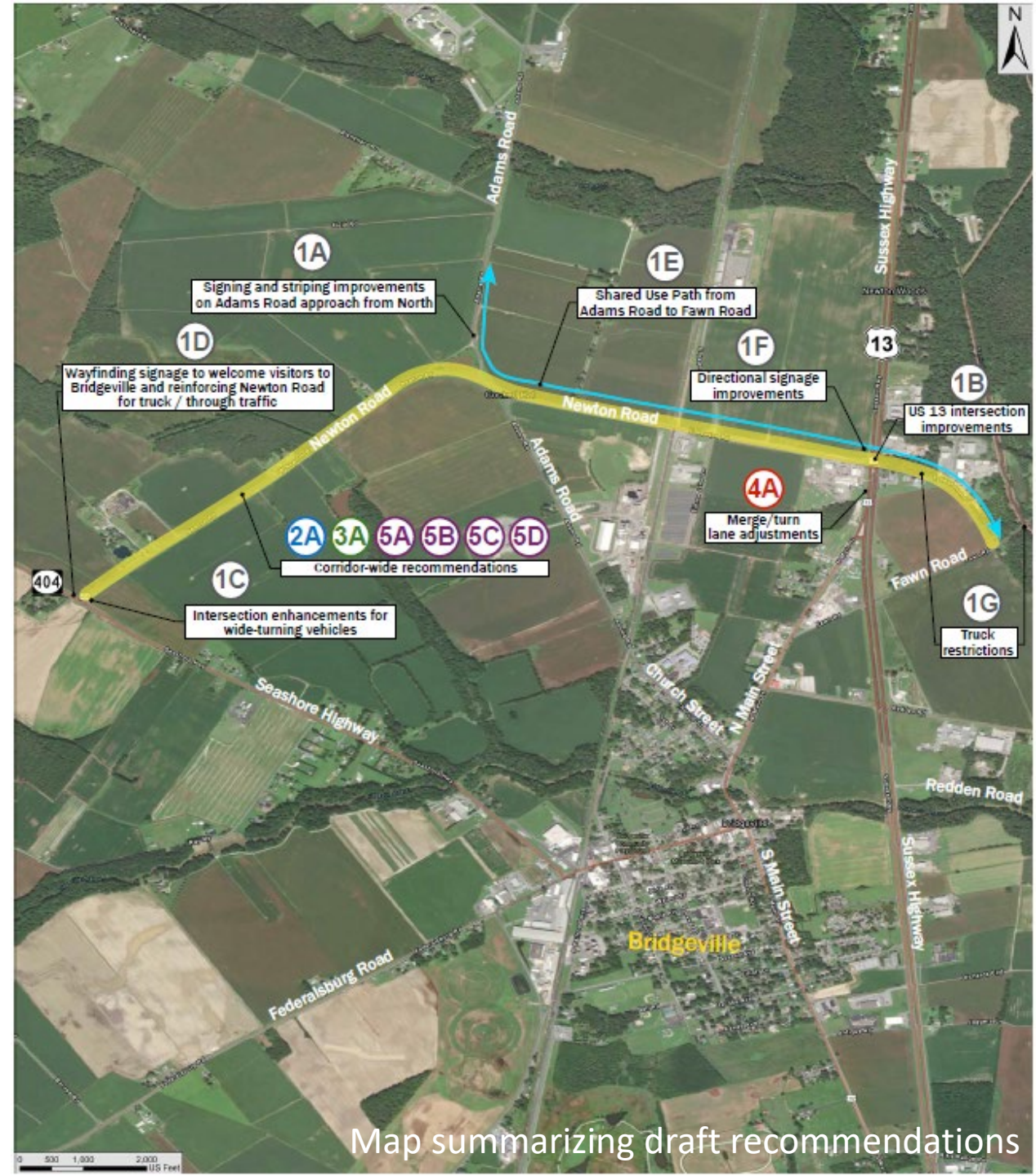
- Approximately 20 participants at workshop
- One online survey completed



# Feedback summary

- Priorities

- Support circulation and use of Newton Road as bypass of town
- Support freight and ag vision and needs for the corridor
- Speed enforcement
- Shoulders mostly supported
  - Some concerns of potential for increased speeding
- US 13 intersection
  - Merging
  - Navigation nearby



Map summarizing draft recommendations

# Findings and Recommendations



# How we arrived at draft recs

1. Identify vision and goals/objectives
2. Understand existing conditions, challenges/needs/opportunities
  - Data and analysis
  - Stakeholder input
3. Develop DRAFT recommendations
4. Review / evaluate
  - Public and stakeholder feedback
  - Performance evaluation
5. Finalize
  - Refine
  - Need
  - Prioritize / phase
  - ID next steps



We are here

# Evaluation factors

- Safety improvements
- Congestion / circulation
- Ag, freight, economic development
- Community quality of life objectives (stakeholder & public feedback)
- Cost

Location		Preliminary Recommendation	Purpose	Performance Evaluation				Imp. Cost*	Priority
Location along Newton Road	Rec. ID	Description of recommendation	What is the objective and need being addressed?	Safety	Congestion / Circulation	Ag / Freight / Economic Development	Other	minor \$ \$\$ \$\$\$ <small>(*does not include estimated maintenance costs)</small>	◇ (higher) ◇◇ (mid) ◇◇◇ (lower)
Adams Road approach from the North	1A	PHASE 1 Enhancement to Adams Road approach: Consider adding pavement markings and relocate and upgrade stop-ahead warning signs with street name plaque	Enhance safety at Adams Road intersection--address drivers failing to stop / yield at intersection	Minor Benefit - intersection crashes	No Impact	No clear impact	-	minor	
Adams Road approach from the North	1A	PHASE 2 Enhancement to Adams Road approach: Consider adding oversized (48") stop sign posted in a new concrete channelizing island	See above	Minor Benefit - intersection crashes	No Impact	No clear impact	-	\$	
US 13 intersection	1B	Consider US 13 Intersection improvements: PHASE 1: enhance safety / warning signs for S-bound traffic approaching signal at Newton Road	Promote safety and improve the efficacy of the corridor.  While crash history in this area doesn't indicate an urgent need, this recommendation addresses the most significant safety concern identified in the crash/safety analysis, which is the southbound on US 13 rear-end (based on 5-year crash history)	Moderate Benefit - intersection crashes (RSAWF)	No Impact	No clear impact	-	\$	
US 13 intersection	1B	Consider US 13 Intersection improvements: PHASE 2 - Option A: reconstruct SW corner of intersection to accommodate truck turning paths (to	Promote safety and improve the efficacy of the corridor.	No Quantifiable Impact (RT reconstruction)	Minor Positive Impact - improved geometry/ease	Minor benefit, by easing movements for freight and agricultural vehicles and	-	\$\$	

# Recommendation Types

<b>Implementation Type</b>	<b>1</b>	<b>Conduct under existing operations</b>
	<b>2</b>	<b>Needs second phase of study</b>
	<b>3</b>	<b>Needs CTP line item</b>
	<b>4</b>	<b>Monitor (longer-term, year-to-year)</b>
	<b>5</b>	<b>Other - An action that falls predominantly under County or municipality, or a policy-oriented action</b>

Location	Purpose
"ahead" warning signs, oversized stop	Enhance safety at Adams Road intersection--address drivers failing to stop / yield at intersection
	Promote safety and improve the efficacy of the corridor.
truck parking for traffic turning onto commodate intersection	Support safe operations at this intersection with high truck traffic.
traffic on Newton Road rather than of Bridgeville / business district.	Reduce speeding, pass-through, and truck traffic through town, while sustaining customers for downtown businesses.

1E	Adams Road to Fawn Road	Complete shared use paths along Newton Road between Adams Road and Fawn Road. Improve connectivity to Woodbridge High School, Bridgeville, and Greenwood.	Achieve Complete Streets and safety for vulnerable road users. Enhance facilities in this segment of The American Discovery Trail.
1F	US 13 and vicinity	Consider enhanced signage to direct traffic at US 13 / Newton Road (beach-related traffic).	Safety and circulation of pass through traffic, especially during beach season.
1G	US 13 and vicinity	Explore designation of Fawn Road / Newton Road as truck restricted, except local traffic.	Address heavy truck traffic using Fawn Road by vehicles seeking to avoid beach traffic and US 13.

Implementation Type 2 - Needs second phase of study			
No.	Location	Preliminary Recommendation	Purpose
2A	Corridor-wide	Consider further study of lighting opportunities and safety benefit	Enhance safety after dark

Implementation Type 3 - Needs Capital Transportation Plan (CTP) line item			
No.	Location	Preliminary Recommendation	Purpose
3A*	Corridor-wide	Reconfigure road with full shoulders throughout the corridor.	Support safe operations, especially for farm vehicles, on this agro-industrial corridor and principal arterial / bypass serving regional traffic

Implementation Type 4 - Longer-term, monitor year-to-year			
No.	Location	Preliminary Recommendation	Purpose
4A*	US 13 Southbound between Newton Road and Main Street Exit	Explore adjustments to merge / turn lane area on southbound US13 as part of the Corridor Capacity Preservation Program plan update	Promote safety and circulation on / around Newton Road.

Implementation Type 5 - County or municipality, or a policy-oriented action			
No.	Location	Preliminary Recommendation	Purpose
5A	Corridor-wide	Work with Delaware State Police to enforce speeds	Address stakeholder concerns of speeding traffic.
5B	Corridor-wide	Conduct educational campaign to promote safety associated with farm vehicles, trucks, school students, and beach travelers, who all use this corridor.	Promote safety when school, farm, and beach traffic occur (e.g., late spring and late summer)
5C	Corridor-wide	Consider developing freight and land use policy recommendations from the Delaware Statewide Freight Plan and First Final Mile Freight Plan	Promote the objectives of this as an agro-industrial area / corridor in coordination with other community oriented planning. (e.g., Strategies for State Policies and Spending, Bridgeville Comprehensive Plan, Sussex County Comprehensive Plan, local development code, Statewide Freight Plan)
5D	Corridor-wide	Consider designation of corridor to Critical Rural Freight Network.	The corridor is intended to serve local industry/agriculture

# 1A: Enhancements to Adams Road Intersection

Near term:

- Enhanced signage for southbound to help focus driver attention on safe stopping behavior. Consider:
  - improved signage / pavement markings
  - "stop ahead" warning signs, oversized stop sign, and street name plaque

Monitoring / long-term possibilities:

- Roundabout / "peanut about"?
- Lighting?



# 1B / 4A: Enhancements to US 13 Intersection

Consider enhancements to promote safety at intersection and efficacy of the corridor:

1. Enhance safety / warning signs for southbound traffic approaching signal at Newton Road and for traffic continuing south to SR 404
2. Consider reconstructing SW corner of intersection to accommodate truck turning paths (to address truck path overrunning curb and/or pulling out into the right lane of SB 13)
3. Signalize the right turn from Newton to SB 13 with overlap phase (green with NB left) to better communicate to motorists when it is safe to turn; consider also restricting to right on green arrow only to eliminate merge/yield conflicts.

4A: Monitoring / long-term possibilities--

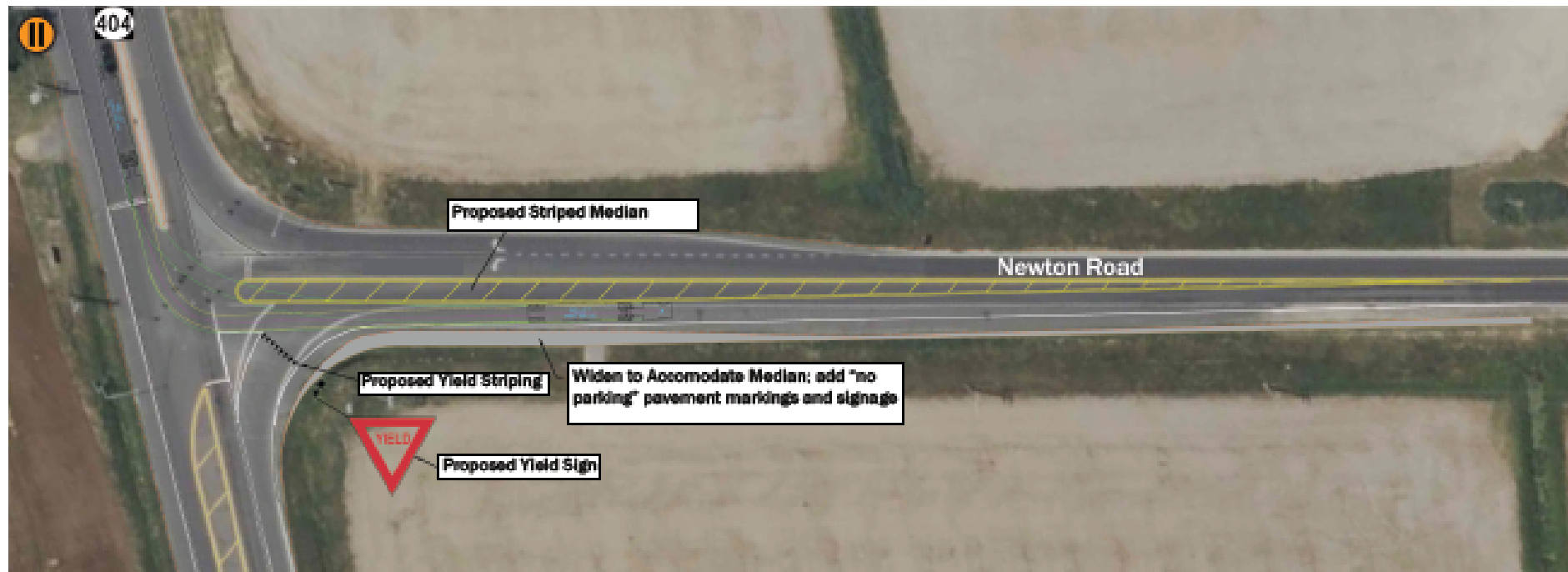
- Work with CCMC to track change and inform further enhancements:
  - Crashes / Hazard Elimination Program
  - Travel Time and Congestion / Sussex County TOMP
  - Corridor Capacity Preservation Program





## 1C: Enhancing design of intersection to better accommodate wide-turning trucks.

- I. Add yield striping and signage to mitigate conflicts of large, wide-turning trucks entering Newton Road from Seashore Highway (SR 404) to Newton Road and northbound traffic entering Newton Road at right turn yield lane.
- II. Widen the EB side of Newton Road to accommodate a striped median along Newton Road so large truck traffic doesn't need to oversteer when making the left turn from SR 404 to Newton Road. Add signage and pavement markings on the shoulder of the eastbound Newton Road travel lane to discourage parking in the shoulder in the vicinity of the intersection.



# SR 404 and Newton Road:

## 1D: Enhance wayfinding signage.

Add signage to eastbound SR 404 to welcome travelers to visit the town of Bridgeville and also reinforce using Newton Road for truck and through traffic.

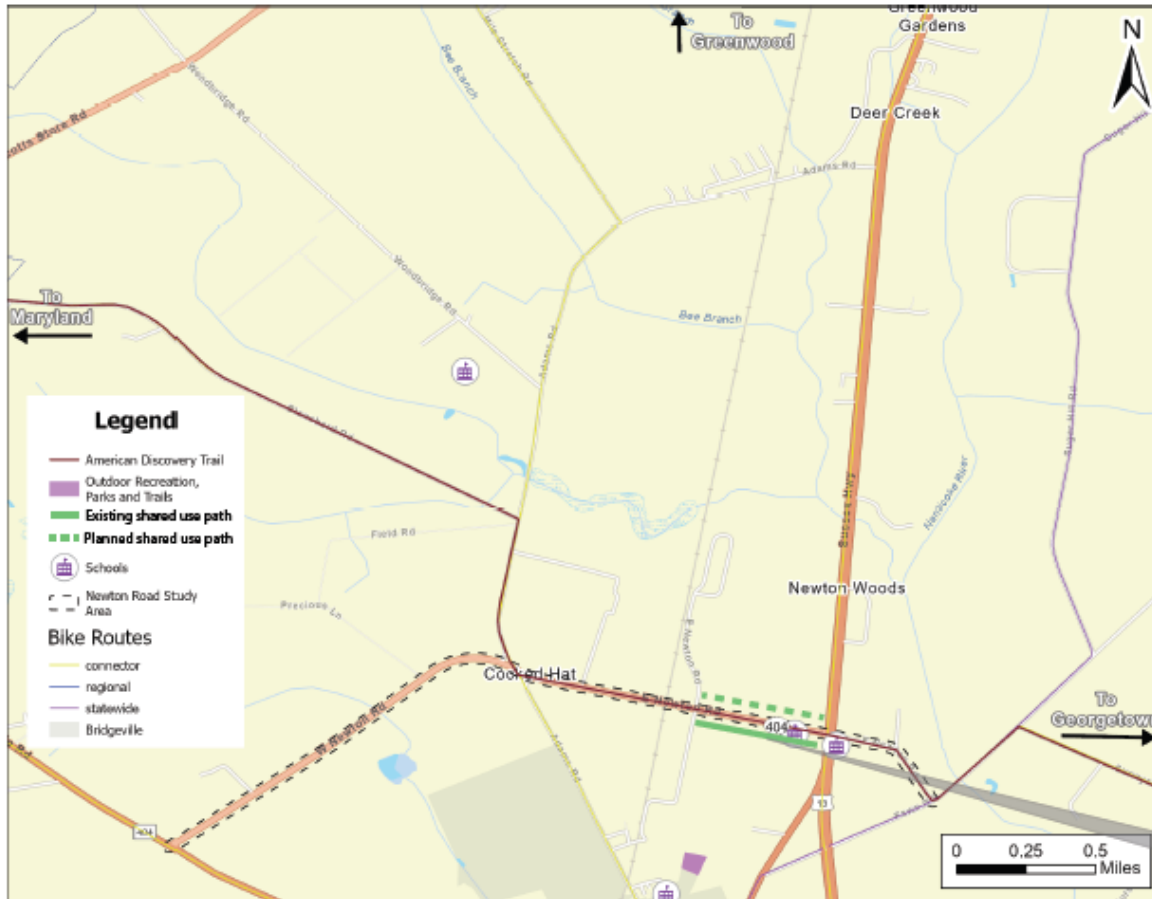


Example 'Welcome' signage



# 1E: Connect / Extend Shared Use Path (Adams Road to Fawn Road)

## Multimodal - Non-motorized Travel (Bicycles, pedestrians, scooters, etc.)



ALTERNATE FORMS OF TRANSPORTATION / CONNECTIONS

- No sidewalks in the study area
- No shoulder through most of the study corridor (occasional bypass lanes near intersections)
- Shared use paths being added along corridor as part of development
- Bridgeville Bicycle and Pedestrian Study suggests exploring connections between Bridgeville and Greenwood.



Shared use path recently added along Miller Metals parcel

# 3A: Shoulder full length of corridor

## Proposed condition:

- Add 8 to 10-foot shoulder on each side of roadway where there is no shoulder or turn/bypass lanes
- No curbing

## Anticipated impacts:

- Regrading
- Minor impacts to tax and roadside ditches
- Minor impacts to utility poles
- Stormwater management facilities to be determined - may impact utilities and right-of-way



looking west

Existing and Proposed Shoulder Improvements on Newton Road



# 5B: Incorporate Protect – Manage – Accommodate Framework into policy

Exhibit 6-3: Protect-Manage-Accommodate Framework for Contextualizing Freight Conflicts <sup>69</sup>

Framework	“Protect”	“Manage”	“Accommodate”
<b>Definition</b>	<b>Protect</b> freight industries from unreasonable conflicts	<b>Manage</b> conflicts in tactical and targeted ways	<b>Accommodate</b> freight needs to prevent major issues
<b>Context</b>	Areas where freight industries are dominant; also freight facilities of high importance	Areas where freight and non-freight activities are both significant land uses	Areas where non-freight businesses and/or residential communities are dominant
<b>Examples</b>	Freight clusters Ports, airports, intermodal terminals	Mixed-use areas Freight clusters transitioning to mixed use	Central business districts or small-town downtowns “Stranded” freight facilities (legacy facilities enveloped by communities)



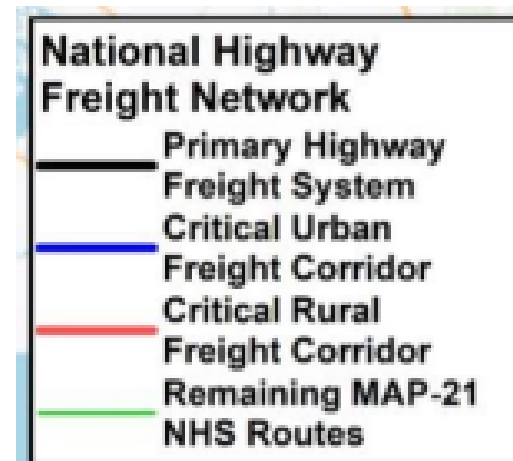
## Planning Considerations for Freight-Related Development

The checklist below will help you determine what general types of freight and land use impacts may need to be considered in your local planning or economic development work. It is important to note that this checklist is not intended to be a comprehensive planning resource, rather, it should be used as a list of “things to consider” when communities wish to plan for freight-related developments.

Yes	No	N/A	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Is the facility adjacent to an existing freight route identified in the Delaware Freight Hierarchy or First/Final mile freight network? If not, what is the likely route trucks will take to reach major highway corridors?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Do the likely truck routes have sharp turns, low clearance restrictions, or other truck obstructions?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Do the likely truck routes run through residential areas, or other sensitive areas such as school zones?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Are the likely truck routes designated as bicycle or pedestrian routes?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Are there existing congestion problems on the likely truck routes?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	If infrastructure improvements are needed for the truck route, will the freight facility developer or tenant help fund these improvements?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Is truck parking available nearby, or will the developer provide parking?
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Is the facility located adjacent or near to existing or planned residential development, or other sensitive land uses such as schools?

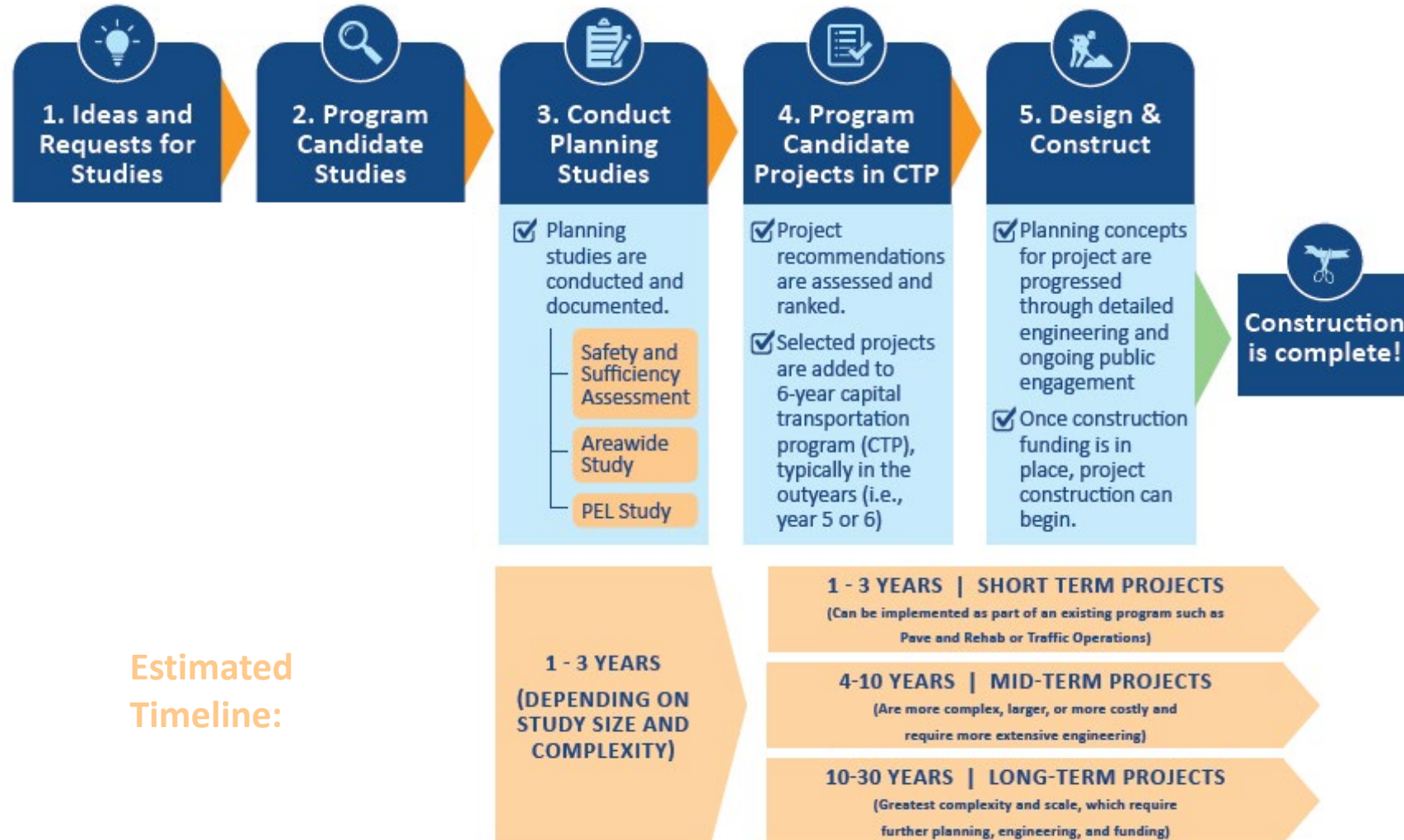
# 5B (continued): consider designation of corridor to Critical Rural Freight Network

- Rail:
  - Delmarva Railroad running north-south, west of US 13
  - One rail crossing across Newton Road - adjacent to Perdue facility
  - Railway is part of National Multimodal Freight Network
- Trucks:
  - About 15 % AADT is trucks (1,000 to 1,500)
  - US 13 is part of the *National Highway Freight Network* – which is a designated portion of the *Critical Rural Freight Network*
  - No concentrations of truck parking in Bridgeville area – formal or informal (Royal Farms in Bridgeville offers some short-term truck parking)



# Implementation Considerations

## Project Delivery Process



# Next Steps

- CTP candidate list under review
- Update to Coastal Corridors Monitoring Committee
- Publish report on DeIDOT Interact (link via QR→)
- 30-day public comment period
- Progress near-term implementation actions

A screenshot of the DeIDOT Interactive Hub website. The page features a dark blue header with the Delaware Department of Transportation logo and the text "DeIDOT Interactive Hub". Below the header is a navigation menu with links for "Projects", "Meetings & Events", "Project Map", and "DeIDOT Website". The main content area is titled "Newton Road Corridor Study" and includes a "Draft" label. The page content is as follows:

**Purpose**  
The **Newton Road Corridor Study** will examine potential improvements to Newton Road north of Bridgeville between SR 404 and Fawn Road. The study will consider safety, area development plans, multimodal access, and other roadway features.

**Background and Context**  
This study is a **result of recommendations** created for the Greenwood/Bridgeville Community Transportation Plan and Coastal Corridors transportation study and is sponsored by DeIDOT. For more information, visit:

- [Coastal Corridors](#)
- [Greenwood/Bridgeville Community Transportation Plan](#)

This study will include **Town and County partners and public involvement**.

This site will be updated as more Information becomes available, including the study schedule and the opportunity for public input.

# Questions?



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# Thank you!

