

**Outline for US 13 Corridor Enhancements Plan
Dover/Kent County MPO
September 11, 2003**

I. Introduction

A. Goals and Objectives

1. Develop long range plan to enhance the appearance and function of US 13 through the Town of Smyrna
2. The limits of the study area extend from SR 1 south interchange to the SR 1 north interchange.
3. Goals include improving appearance, improving pedestrian mobility, improving safety by reinforcing slower speeds (through median and roadside landscaping and reducing pavement width) and improving lighting.
4. History
 - US 13 was primary north-south arterial through Delaware that served as route for local and through traffic.
 - With SR 1 completed the function of US 13 changes. The road needs to better accommodate local traffic, pedestrians and bicycles
5. Implementation of the plan would be through a series of capital projects and through coordination with land development plans.

B. Process followed to develop plan

1. Created Steering Committee that included representatives from Town of Smyrna, the Dover/Kent County MPO; DelDOT; local business owners. Meetings were held:

March 11, 2003

March 24, 2003

June 24, 2003

Attached are meeting minutes and summaries of the Steering Committee meetings and Public Workshops.

2. Held Public Workshops

April 9, 2003 – presented aerials of highway and examples of types of improvements; submitted survey to gauge level of importance of specific issues;

July 17, 2003 - presented concept plan for public comment that was developed in response to public feedback and Steering Committee input

Include summaries of workshops.

C. Existing Conditions – include description of existing typical section

II. The Plan

- Develop graphics 11x17 fold out that show the entire corridor
- Include three typical sections
- Include Photoshop renderings

The study area can be described by three sub-areas. They are:

Section A - South Transition Section – The limits of this area extend from the south Smyrna SR 1 interchange near Food Lion to Smyrna-Leipsic Road (K12).

In this area the speed limit transitions between 55 mph to 35 mph. The area is characterized by a wide grass median and 10' outside shoulders. Curbing and sidewalk only exist along the frontage of the development east of US 13 (includes Waffle House and mini-storage).

Sidewalk

- Curb and sidewalk (5') is proposed along the frontage of US 13. The 10 feet wide shoulder is to be maintained.

Landscaping

- Median landscaping - would consist of low lying shrubbery and flower beds
- Roadside landscaping would be included to enhance the existing vegetation.

Lighting

- Roadway lighting is proposed along the roadway frontage

Gateway Signing

- A decorative gateway sign shall be constructed in the median – north of the SR 1 intersection.

Section B - Mid-town Section – The limits of this area extend from Smyrna-Leipsic Road (K12) to Duck Creek.

This area is characterized by four 12' wide travel lanes separated by a concrete median of variable width. An eight (8) foot wide shoulder is striped as a continuous right turn lane. The speed limit in this section is 35 mph. It was observed that most right turns occur from the outside through lane. The exception to this is at the signalized intersections where the right turn lanes are 10'-11' wide.

Sidewalk

- Curb and sidewalk (5') is proposed for each side of US 13. The curb and sidewalk would encroach upon the existing shoulder/continuous right turn lane. This serves two purposes. It minimizes the impact on the property owners and it reduces the width of the roadway making it more pedestrian friendly.
- The existing median shall be curbed in this section.

Crosswalks

- Crosswalks constructed of a brick pavers (or equivalent) are proposed at all signalized intersections and at all side street crossings.
- Bulb-outs at the side streets are proposed to reduce the pedestrian crossing distance.
- Handicap ramps are proposed at all intersections.

Lighting

- Roadway lighting would be included in the median area using dual luminaire light poles
- Pedestrian lighting is proposed along sidewalk
- Decorative light poles shall be used

Landscaping

- Median landscaping consisting of flower beds; shrubs; and some flowering trees. The median landscaping will only be provided in areas where the curb to curb width exceeds 6 feet. Where the median is less than 6 feet, an aesthetic median surface shall be used.
- Roadside landscaping consisting of hardwood street trees.
- Special attention shall be made to preserve and enhance the vistas to Lake Como and Belmont Hall.

Signalized Intersections

- Right turn lanes shall be provided at high volume intersections such as Glenwood Avenue and Commerce Street.

Section C - North Transition Section – The limits of this area extend from Duck Creek to the north Smyrna SR 1 interchange.

In this area the speed limit transitions between 55 mph to 35 mph. The area is characterized by a wide grass median and 10' outside shoulders. Curbing and sidewalk do not exist in this area.

Sidewalk

- Curb and sidewalk (5') is proposed along the frontage of US 13. The 10 feet wide shoulder is to be maintained.

Landscaping

- Median landscaping would consist of low lying shrubbery and flower beds.
- Roadside landscaping would be included to enhance the existing vegetation.
- Special attention should be made to maintain and enhance the vista along Duck Creek.

Lighting

- Roadway lighting is proposed along the roadway frontage

Gateway Signing

- A decorative gateway sign shall be constructed in the median – south of the SR 1 intersection.

Companion projects:

Land development regulations: An update of the land development regulations that control signing and landscaping can have a positive impact on improving the appearance and function of US 13.

Destination signing: An effort should be undertaken to assess Smyrna’s historic, cultural and business destinations and develop a wayfinding system for the area. This system would be designed to capture motorists on US 13 and direct them to these destinations in the downtown area.

Special Note:

- Roadway access: It is not the intent of this plan to alter access to US 13. However, in cases where there is not a defined entrance and there is excessive paved frontage on US 13, an effort will be made to close these areas with curb, sidewalk and a landscaping strip. It is also recommended that the Town communicate the goals for US 13 with the officials at DelDOT responsible for land development and access review.

Cost Estimate

The following cost estimate is provided for each section. Each estimate assumes US 13 will be milled and overlaid in its entirety.

Section A – US Route 1 to Smyrna-Leipsic Road

Design Engineering	\$500,000
Roadway milling and overlay	\$355,000
Sidewalk / curb & gutter installation / drainage	\$510,000
Roadway lighting	\$390,000
Landscaped medians	\$65,000
Landscape along sidewalk	\$51,000

Gateway signage	\$30,000
Enhanced crosswalks	\$33,000

Section B – Smyrna-Leipsic Road to Duck Creek

Design Engineering	\$1,000,000
Roadway milling and overlay	\$625,000
Sidewalk / curb & gutter installation / drainage	\$1,250,000
Roadway lighting	\$575,000
Pedestrian lighting	\$655,000
Landscaped medians	\$100,000
Landscape along sidewalk	\$90,000
Enhanced crosswalks	\$500,000

Section C – Duck Creek to Road 486

Design Engineering	\$850,000
Roadway milling and overlay	\$700,000
Sidewalk / curb & gutter installation / drainage	\$900,000
Roadway lighting	\$720,000
Landscaped medians	\$110,000
Landscape along sidewalk	\$65,000
Gateway signage	\$30,000

III. Implementation

It is anticipated the plan will be implemented through a series of capital projects and as well as part of redevelopment of property fronting the corridor.

The following implementation strategy is proposed to address the most pressing issues needs and

The first priority is the Mid - Town Section. The improvements include:

- Sidewalk/Curb
- Crosswalks
- Pedestrian and Roadway Lighting
- Landscaping

In the transition areas, the improvements can be staged and combined with developer funded improvements. For example, the Town could pursue median landscaping and gateway signing as capital projects. Other improvements such as curb and sidewalks could be accomplished by developers along their respective frontage.

