



Southbridge Truck Bypass Study

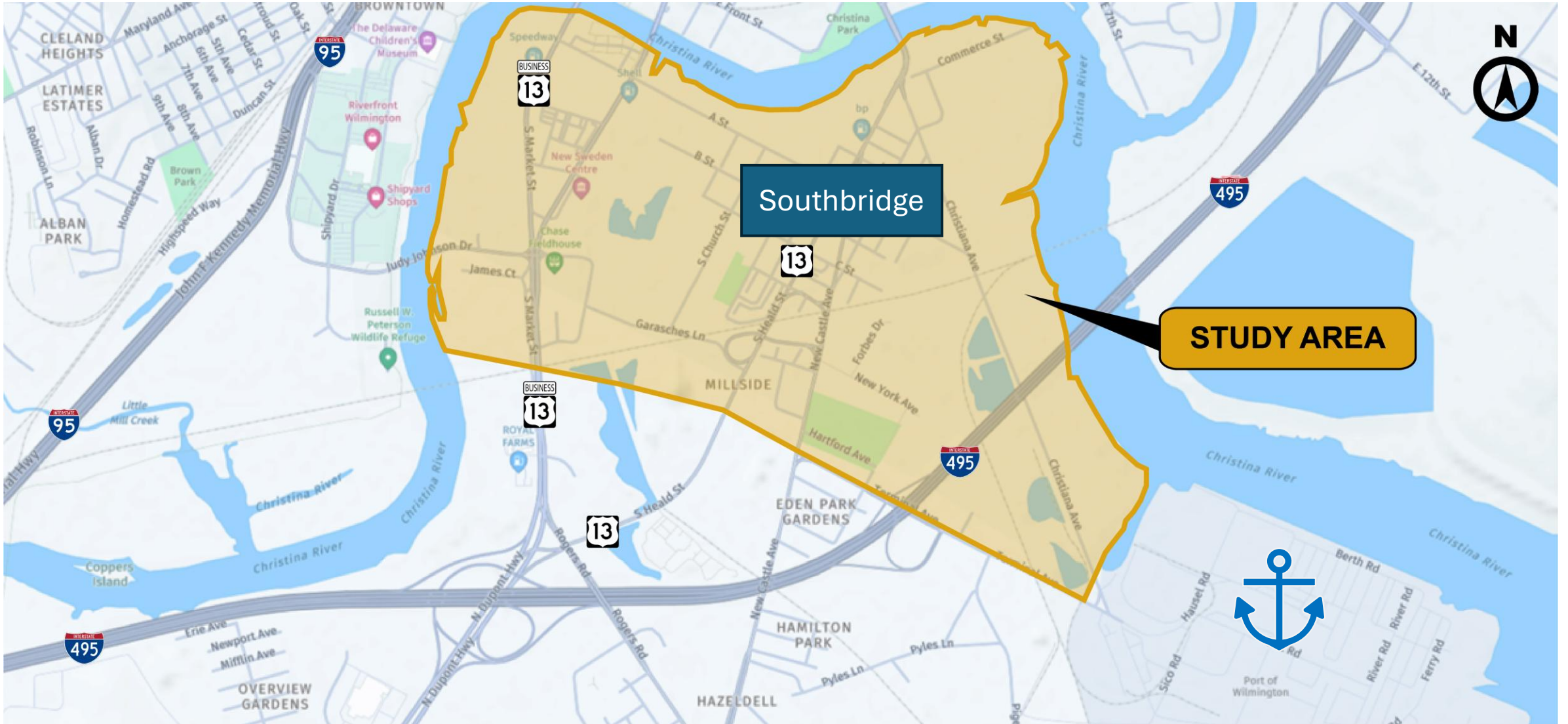
Public Advisory Committee &
Technical Advisory Committee

April 2026





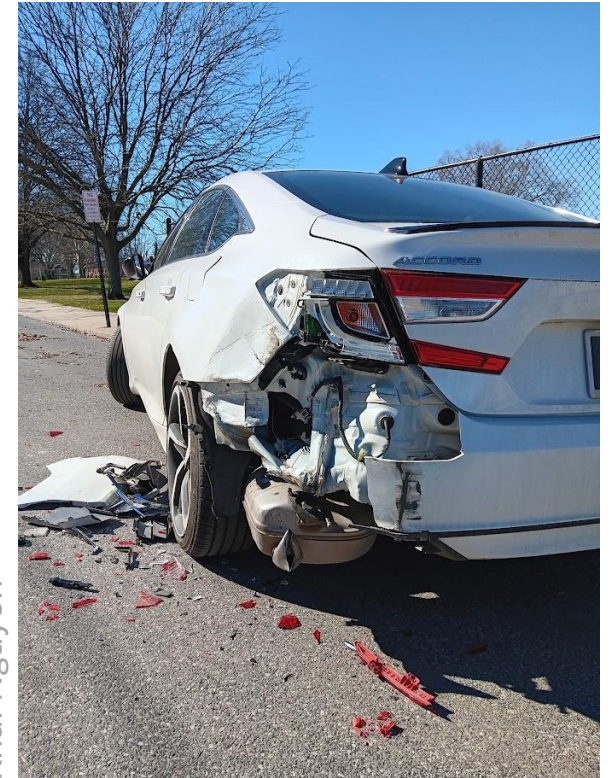
Southbridge Truck Bypass Study





BACKGROUND

- Truck traffic is the top transportation concern for Southbridge residents
- 95% say reducing trucks is important
 - 80% say it's very important
 - Makes local streets more unsafe
 - Negative impact to health
 - Damage to homes and cars



Khair Nguyen



BACKGROUND

- This study will explore short- and long-term solutions to:
 - Reduce truck trips in Southbridge
 - Improve freight movement efficiency





ADVISORY COMMITTEE

MEMBERS

- Southbridge Community Liaisons
- New Calvary Baptist Church
- Mt. Joy Church
- Neighborhood House
- Local Trucking Industry
- Port of Wilmington
- Wilmington Police Department
- Delaware Black Chamber of Commerce
- DNREC
- State Planning Office
- Delaware Transit Corporation (DART)
- City, County, and State Elected Officials
- Study Management Partners
 - City, DelDOT, Civic Association, Southbridge CDC, SWPN, & WILMAPCO



DEVELOPMENT OF ALTERNATIVES

- Truck travel pattern mapping
 - Truck movements tracked 24-hours per day for more than a year
- Continued community engagement
- Focus on both short and long term
- Can/should implement more than one



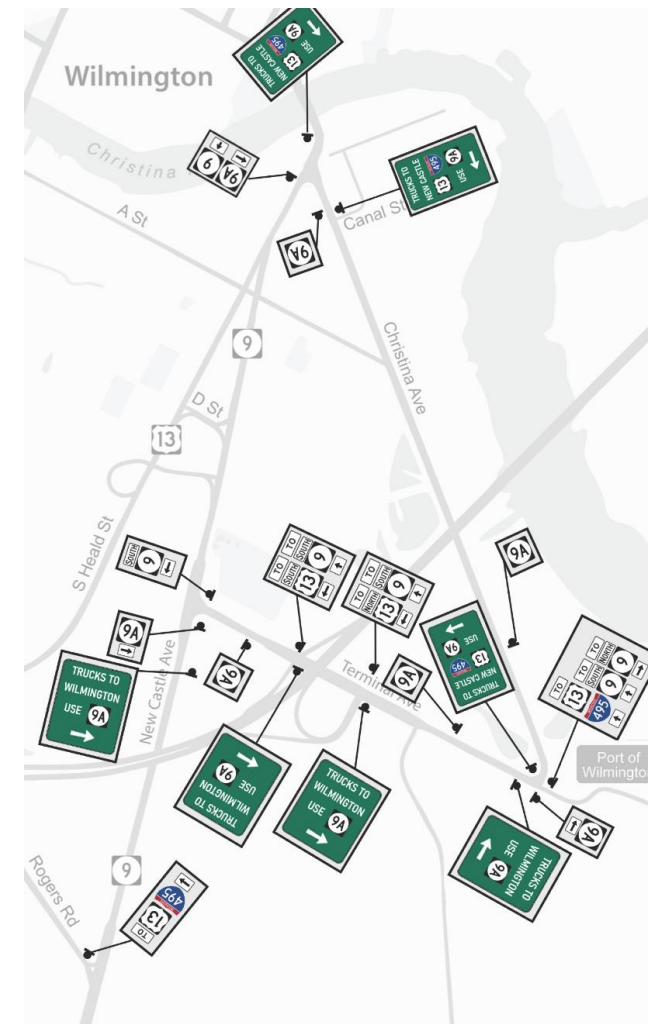


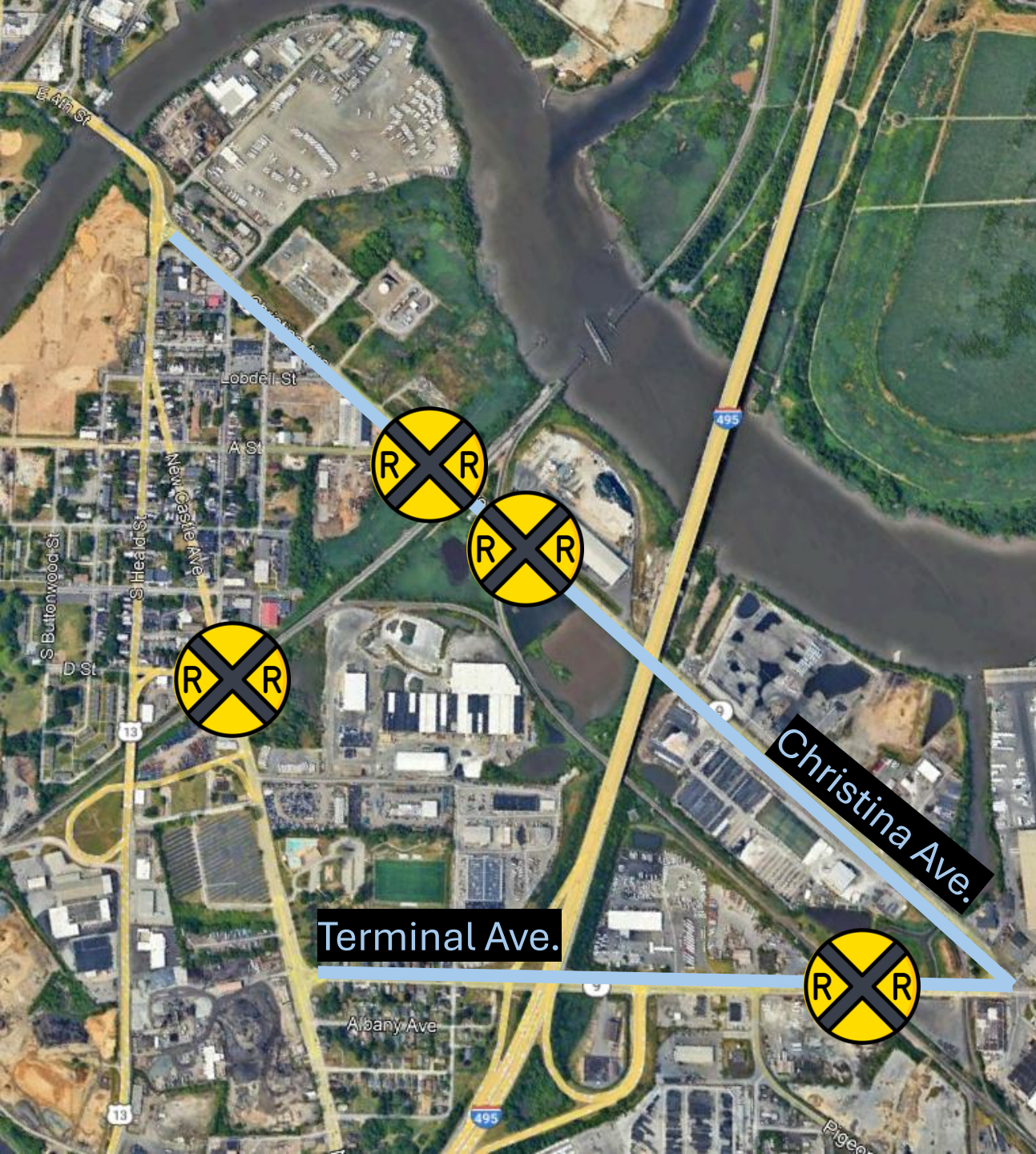
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✓ FUNDED EARLY ACTION RECOMMENDATIONS

New and Revised Signage

- Local truck routing (STAP & STBS)
- US 13 Northbound – remove Edgemoor (STBS)
- Illegal truck parking signage (STAP)
- Non-truck related signage (STAP)





Many trucks travel through Southbridge to avoid at-grade freight trail crossings.
– Leonard's Express



Virtual Railroad Warning System (Option 1C)

A new monitoring system will detect when trains are crossing Christina Avenue and Terminal Avenue. Truck drivers and truck dispatchers can sign up for electronic notifications.

Implementation Time Frame: < 1 Year

Estimated Cost: \$50,000 (new estimate)

Truck Traffic Mitigation in Southbridge:

Freight Movement Efficiency:

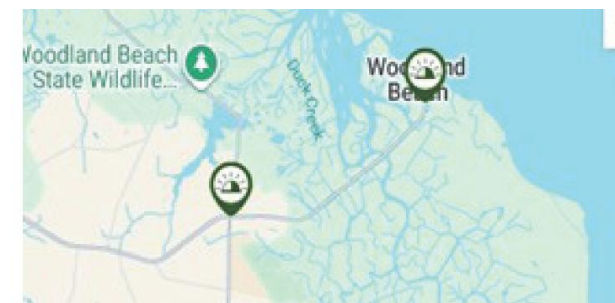
Potential Impacts

Wetlands:

Contaminated Lands:

Properties:

Virtual Message - Water on Road Example



From: State Delaware <email@blackboardconnect.com> To: xxxxxx@gmail.com
Date: Dec 2, 2025, 7:02 AM

Subject: Flooding Conditions Ended: DE 6 Woodland Beach A

message from ROADWAY WEATHER INFORMATION

The possibility of water on the roadways has been detected in the area of DE 6 Woodland Beach.



Signed Railroad Warning System (Option 1D)

A new monitoring system will detect when trains are crossing Christina Avenue and Terminal Avenue. Truck drivers and truck dispatchers can sign up for electronic notifications. In addition, complimentary flashing warning signs will be installed along area roads.

Implementation Time Frame: 1 to 5 years

Estimated Cost: \$185,000

Truck Traffic Mitigation in Southbridge:

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Freight Movement Efficiency:

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Potential Impacts

Wetlands:

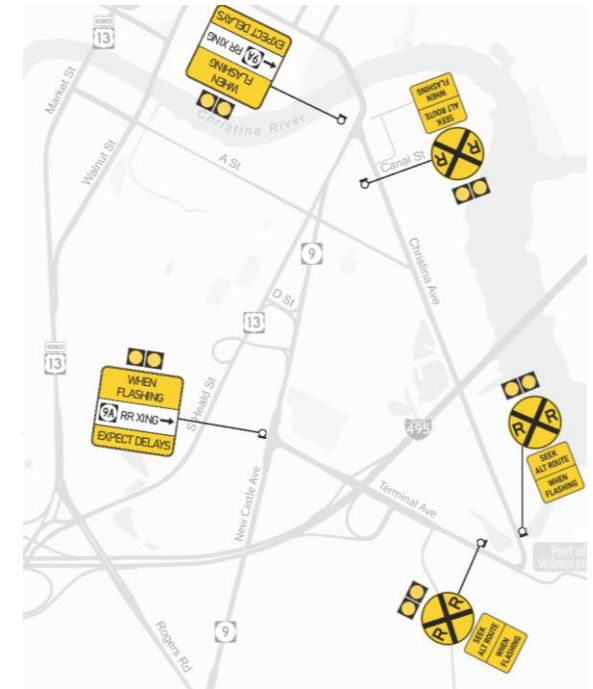
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Contaminated Lands:

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Properties:

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Christina Avenue Reconstruction (Option 2)

Christina Avenue overpass of Norfolk Southern rail main line and spur.
This will involve changes to the A Street at Christina Avenue intersection.

Implementation Time Frame: 6 to 10 years

Estimated Cost: \$8 to \$10 million

Truck Traffic Mitigation in Southbridge:

Freight Movement Efficiency:

Potential Impacts

Wetlands:

Contaminated Lands:

Properties:





Christina Avenue Rail Overpass (Option 3)

Christina Avenue overpass of Norfolk Southern rail main line and spur.
This will involve changes to the A Street at Christina Avenue intersection.

Implementation Time Frame: 6 to 15 years

Estimated Cost: \$43 to \$48 million

Truck Traffic Mitigation in Southbridge: 

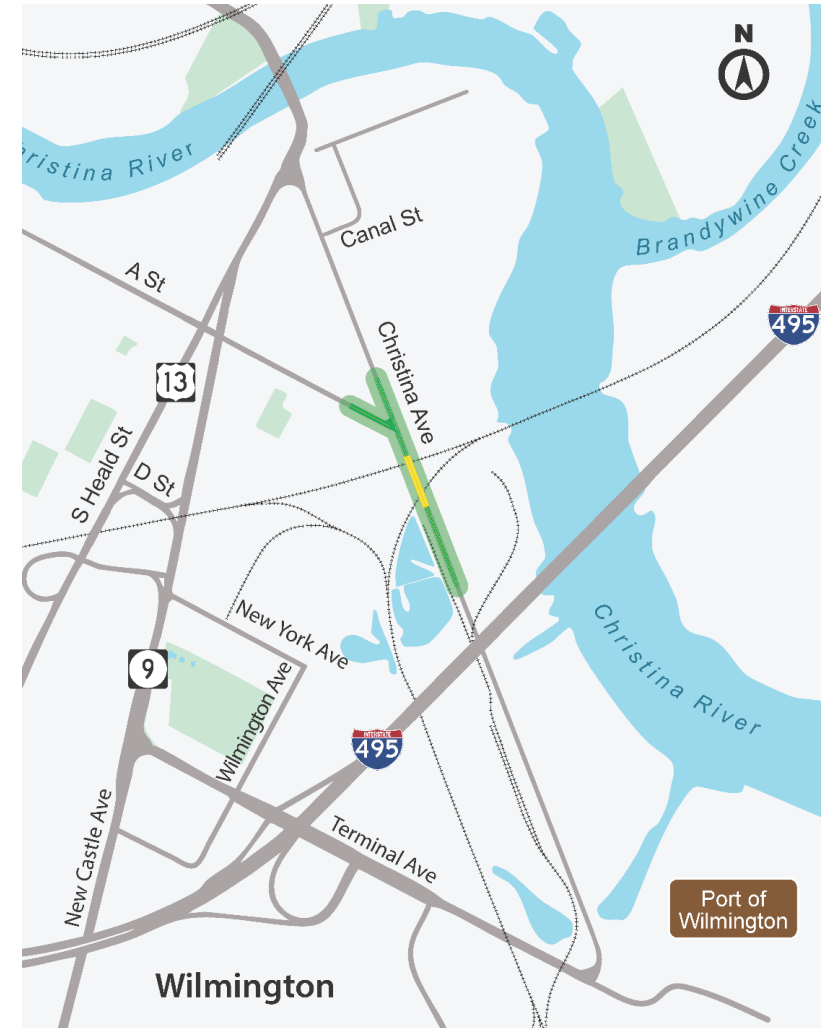
Freight Movement Efficiency: 

Potential Impacts

Wetlands: 

Contaminated Lands: 

Properties: 





New Castle Avenue Connector (Option 4)

New two-lane roadway to connect Christina Avenue to New Castle Avenue at Garasches Lane. It will include an overpass of the main freight rail line.

Implementation Time Frame: 15+ years

Estimated Cost: \$38 to \$44 million

Truck Traffic Mitigation in Southbridge: 

Freight Movement Efficiency: 

Potential Impacts

Wetlands: 

Contaminated Lands: 

Properties: 





New York Avenue Connector (Option 5)

New two-lane roadway to connect east end of New York Avenue with Christina Avenue, parallel to I-495. It will include an at grade crossing of rail line.

Implementation Time Frame: 6 to 15 years

Estimated Cost: \$6 to \$9 million

Truck Traffic Mitigation in Southbridge:

Freight Movement Efficiency:

Potential Impacts

Wetlands:

Contaminated Lands:

Properties:





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Land Use Planning Initiatives (Option 6)

Review of current land use, zoning, and ownership to identify strategies to reduce truck generating uses adjacent to Southbridge.

Implementation Time Frame: 1 to 5 years

Estimated Cost: \$50,000 to \$100,000

Truck Traffic Mitigation in Southbridge: to

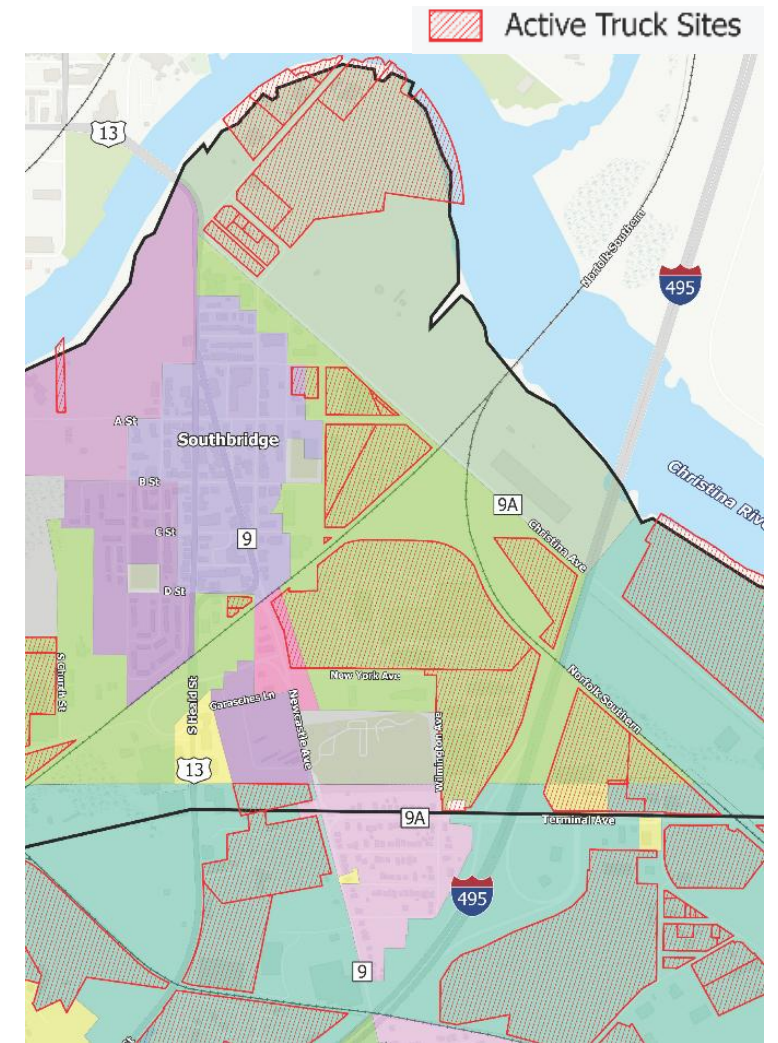
Freight Movement Efficiency: to

Potential Impacts

Wetlands:

Contaminated Lands:

Properties:





PLANNING PROCESS

Technical Review

- Truck pattern data
- Short-term Recommendations



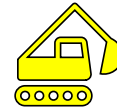
Draft Recommendations

- Workshop 1
- Cost and impact data



Select Preferred Recommendations

- Workshop 2
- Community survey
- Youth outreach
- Short-term implementation



Finalize Plan

- Workshop 3
- (Summer 2026)





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www.wilmapco.org/SouthbridgeTrucks