




STATE OF DELAWARE
DEPARTMENT OF TRANSPORTATION
P.O. Box 778
DOVER, DELAWARE 19903

BUREAU OF TRAFFIC
(302)739-4361

THOMAS R. CARPER
GOVERNOR

November 29, 1995


Mr. J.E. Reardon
9 Lyells Court
Wilmington, DE 19808

RE: DELAWARE ROUTE 1 AND BRIDGE ROAD - MIDDLESEX BEACH

Dear Mr. Reardon:

Your letter dated November 9, 1995 has been received. I will try to clarify my previous letter to resolve your remaining questions and concerns.

Certainly we want our road system to serve all users, including motorists and pedestrians. There is a mix of both along DE Route 1 throughout Middlesex Beach. Bridge Road is the one location available for motorists on southbound DE Route 1 to make a direct left turn toward the beach. As such, we want to allow this turn to remain. As you know, this move does not cross, or conflict with, the pedestrian crosswalk.

The opposing left and U-Turn movements, from northbound DE Route 1, do conflict with the crosswalk. Moreover, destinations from the latter two movements can be reached from the next intersection to the south.

During our observations, made on peak summer weekends, we did not find the specific confusion or hazards you have mentioned. A review of the accident records, covering the most recent (3) three year period available, was made to more fully explore the safety issue. Of course, we know of the unfortunate fatal pedestrian accident that occurred in September of 1994. Aside from this nighttime accident, records reveal two additional accidents from September of 1992 thru August of 1995, (1) one personal injury angle accident in February of 1995 and (1) one property damage run off the road accident in August of 1995.

As you will see from the enclosed Highway Lighting Request to Delmarva Power Company, we have taken the necessary steps to have the overhead light units installed. We regret the delay, but anticipate that the light will be provided soon.

The comment in my October 12th letter concerning an "island" to give pedestrians a refuge referred to a raised concrete island. This treatment would also channelize vehicle flow along the business frontage on southbound DE Route 1, and directly limit confusion and pedestrian - vehicle conflicts. This would be a direct safety enhancement. Our South District Engineer, Mr. Allan Redden, recently inspected the location per our memorandum to him, dated October 12, 1995. He advises that a small contract could be awarded, to build the island and to remove the northbound DE Route 1 turn lane. This could not take place before the Spring of 1996.

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At the time we wrote to you we expected lighting to be accomplished imminently, but we were not certain as to whether the concrete refuge island could be built. We did conclude, without any evidence or indication of a particular problem at Bridge Road that this location had the same potential for problems as any other in the Middlesex Beach area, but no more than any other. Accordingly, to impose restrictions on the community at Bridge Road was considered arbitrary and unjustified.

While we support restrictions where evidence suggests such restrictions will provide an enhancement, we are reluctant to be unnecessarily restrictive.

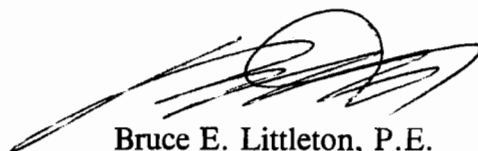
For this case, we do agree that potential pedestrian-vehicle conflicts can be mitigated by elimination of the two vehicle movements that cross the pedestrian walkway - the northbound lefts and U-Turns. Accordingly, if we receive a consensus of support for these restrictions from the business owners of Middlesex Beach who will be directly affected, and by the Middlesex Beach Association, we will arrange to have the turn movements eliminated by removing the turn lane physically. This can be done quickly using DeIDOT forces.

The light unit and raised concrete island are authorized and will be in place as soon as Delmarva Power and the South District office of DeIDOT can complete the work. If we receive the Middlesex Community support requested, we will then arrange to have the northbound DE Route 1 left turn lane removed, and eliminate the lefts and U-Turns as discussed. This would reduce the potential for future problems.

I hope this letter has answered your questions. If you have more comments or questions, please contact this office.

Sincerely,

DIVISION OF HIGHWAY OPERATIONS



Bruce E. Littleton, P.E.
Chief Traffic Engineer

BEL/stt
Attachment

cc: Anne P. Canby - Secretary of Transportation
Charles Freel - Director of External Affairs
Raymond S. Pusey - Director of Highway Operations
Stephen G. Treut - Traffic Engineer
Middlesex Beach Association



BUREAU OF TRAFFIC
RECEIVED

Oct 20 8 11 AM '95

STATE OF DELAWARE
DEPARTMENT OF TRANSPORTATION
250 BEAR - CHRISTIANA ROAD
BEAR, DELAWARE 19701

THOMAS R. CARPER
GOVERNOR

DIVISION OF HIGHWAYS
OPERATIONS
TELEPHONE:
323-4488

HIGHWAY LIGHTING REQUEST

DELMARVA POWER COMPANY: Mr. Larry Larimore Rt. 113 Millsboro, DE 19966

OTHER: _____

DATE: October 19, 1995

LOCATION: DE RT. 1 and Bridge Road, Middlesex Beach

SIZE LUMINAIRE: 250 HPS at 35 ft. mounting height OR 150 HPS at a lower mount-
AMOUNT: two ing hgt.

SIZE BRACKET: field determination

AMOUNT: two

POLE NUMBER: 62455/98799 62461/98799

SECONDARY: unknown YES _____ NO

COMMENTS: Brackets shall be perpendicular to Rt. 1 and allow the luminaire
to be as close to the shoulder as possible.

THANK YOU.

cc: Bruce Littleton

Kim Rochester-Tennyson

SIGNATURE: *Ronald J. Minnick*

rgm 6-1-95

