

# Indian River Inlet Bridge Replacement

## Public Information Workshop #3

Wednesday, May 28, 2003

### COMMENTS

#### 1. Regarding the replacement bridge and information presented, what do you like?

- Excellent presentation. Great that the community is involved at this stage of design.
- Nice to look at!
- Overall heading in correct direction.
- I prefer Arch Option 2. For railing, Option 1. For stay color, Silver gray.
- I like the arch shape very much.
- Design selected – arch radial. Subtle lighting blue. Definitely a back span. All good choices.
- Replacing an unsafe bridge.
- Very informative and professional presentation. Designers appear to be taking many important local concerns into consideration.
- I like the design, like champagne as color, which I guess is not a choice. Others seem flashy & will stand out in daylight. I like walkway & lighting.
- I preferred the pylon shape style so the rest is moot. Go with Blue for the stays & Option 4 for the railing.
- Mostly agree, very nice job so far.
- I liked the public input on the project leading to the theme and details.
- Nearly all of the design. For exceptions, see below.
- Looks good!
- I like the arch. I prefer blue lighting. I like necklace lighting from shell for pedestrian railing. I prefer single point access with partial signals or, if feasible, U-road access with no signals.
- The design without stoplights!! Higher with better bike & pedestrian experience.
- Arch radial.
- U-access to road. No lights. Arch bridge – blue lighting.
- Well prepared. Good visuals & posters. Like arch bridges – fanning out cables, blue lighting, tulip shaped.
- Careful planning. Community involvement.
- Addition of bicycle/pedestrian path. Clean, unobstructed lines. Low lighting preferred.
- Everything excellent – aesthetics, lighting, etc.
- I like everything but signal lights.

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### COMMENTS

#### 2. Regarding the replacement bridge and information presented, what do you dislike?

- As a fisherman, I would like to see some of the old pilings remain – in other words, don't take them away all the way! Thank you.
- No or limited traffic signals and they must be turned off in winter.
- I dislike having to use any traffic signals but I understand the good reasons for partial signals.
- I agree with participants – I did not like any of the proposed railings.
- I do not like the idea of a traffic light for obvious reasons and I think no wetlands should be disturbed for any reason.
- I missed the design charettes. I would have preferred a vertical design. However, the proposed arch design looks good.
- Not filling up landfill with old bridge material. Taking away the wetlands for access roads. Like partial signal with long acceleration signal – do not like full signal, no need to SR1 to be stopped.
- Traffic lights – Traffic will back up all the way to Dewey. Tell the Bethany people to take 113 and get their own road to the beach – upgrade Route 26.
- Don't make the pedestrian walkway too busy! Maybe consider colored concrete surface. Will the open rail design be as effective/safe as a Jersey barrier type? Prefer placing existing elec. high voltage lines in/under new bridge roadway or underground!!
- Color, unless it is blue. Champagne was best, but it was not selected. Silver gray is too “invisible”. Textural walkway surface – this is too much like a child's environmental education center floor. To some degree, it may be difficult to walk on.
- Please add an area for cars to stop & watch surfers on the north side.
- I dislike pedestrian railing options 2-3-4-5.
- Options with stoplights. No through route for bikers separated from traffic. Height for sailboats at high tide. Possible tidal effects of removing existing piling.
- Tulip shape – prefer rectangular cross section with a motto on the sides. I am concerned that some options would increase the cost of the bridge – costs were not discussed.
- 1) Railings too fussy – prefer plain see-thru railings. One wants to see the sea or bay, not the railings. 2) I like the fanning out cables – rather than regularly spaced ones.
- The bridge length seems excessive. Lighting the cables adds an unnatural look. Proposals for detailed railing seem silly.
- Do not want traffic lights!
- Traffic lights – must keep traffic flowing N & S & safe access without lights. Do acceleration & deceleration without lights. Don't use “homeland security” as reason for no road under bridge – a vehicle can be driven there easily with or without a road.
- I like everything but signal lights. Today, May 28, it's the first time I heard about the possibility of signal lights – I think it's not a good idea because we have mainland speed 55 mph and I don't have a good idea about what to do about slow-moving traffic out of the bath house. I like the option of the two access roads without signals. I think if we introduce signals we will create serious problems – like backup with traffic. Particularly in the June-August period when we have some highly interstate drivers on the road.

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### COMMENTS

#### 3. What do you feel is the single most important aspect for us to consider as we design this replacement bridge:

- Minimize the impact on appearance of the area.
- Future expansion – is a third lane each way possible in the future?
- Please keep delays as short as possible without impeding progress of construction.
- The safe ingress and egress to the marina, campgrounds and day use area. An access road is vital! (although it may cost some wetlands)
- Provide for adequate ongoing maintenance that keeps the bridge looking and functioning like new for all of its life. This means keeping the roadways and walkways clean – and keeping all the lights in good working order!
- Yes – Please NO Traffic Signals (that is the ultimate insult to the environment – not to mention a traffic flow nightmare)
- Using the smallest footprint possible.
- The view.
- Like everything, so far. But keep the lighting subtle.
- The bridge should enhance the beauty of the area.
- It should look nice.
- Keeping the traffic moving as safe as possible.
- Traffic flow and aesthetics.
- Road access to parking should not slow traffic.
- Minimize visual impact of bridge on beautiful setting – day & night.
- Pedestrian/bicycle traffic.
- Traffic flow N & S. Off & on ramps.

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### COMMENTS

#### 4. Do you have any comments on the vehicular access options to the Delaware Seashore State Park from SR 1 presented today?

- Prefer partial signal option – north & south. Minimize wetland impact.
- Future expansion – is a third lane each way possible in the future?
- Single point access with partial signal or both north and south sides of the bridge appear to be the best options.
- If signals must be used for either northbound or southbound accesses or both, PLEASE do NOT make them full signals that stop traffic on the highway. This would be a major change to the Route One drive north and south and would be entirely too disruptive. NO Signals for Highway Traffic!!
- Yes, on the front.
- No lights.
- Yes, prefer south park access U-roads concept. Prefer north park access, single point access with partial signal.
- Signalization is a good idea. Safety is paramount!
- Fewer lights & crossovers the better. Better “thru” bike access!
- No lights.
- U-access to road.
- Limited stop lights seem best way to go – keeping outer lanes of traffic flowing.
- Include provision for safe biking on downhills where speed increases and cars might cut in front of bikes.
- Prefer no lights. Prefer well lit areas under bridges.

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### COMMENTS

5. Have you found the presentation of information at this workshop (Choices: Effective / Neutral / Ineffective)

18- Effective 1- (Very) Effective 0- Neutral 0- Ineffective

6. Do you have any suggestions to make these public workshops or other public outreach activities for this project more beneficial to you and/or your neighbors?

- Keep up the good work.
- Very well done & well staffed. Information very understandable. Thank you.
- The charette process appears to have worked well.
- More information sooner. More information about the process of public participation sooner.
- I can't imagine how you could have done this better unless you give out snacks at each gathering!
- Could not find time & place in News Journal. Difficult to find time & place on Deldot.com.
- Voting by small groups is not effective.
- Lots of public access during project.

# Indian River Inlet Bridge Replacement

## Public Information Workshop #3

Thursday, May 29, 2003

### COMMENTS

#### 1. Regarding the replacement bridge and information presented, what do you like?

- I like the pylon type.
- Single point access with full signals is no good. Keep traffic moving. Maybe partial signal or keep it without signals.
- The fact that the bridge is getting replaced. Pedestrian access. Color. Lighting.
- I like the thoughts with all – bikers, pedestrians, boaters, etc. and the care given to public opinion.
- All aspects of the bridge presented today sound very good.
- Looks good.
- So far I agree with everything and I really like the lighting.
- We are in agreement with choices made thus far.
- All of info.
- Liked the arch design, subtle lighting & pedestrian path.
- Very informative – well presented. I like everything except the access options.
- The design that was chosen we think it is a good choice.
- My 1<sup>st</sup> choice would be #2 Pylon. If not a pylon, then my choice would be Arch #2. I feel that all efforts to avoid traffic light (should) be taken – they cause backups & rear-end accidents.
- It looks good! I like blue lighting; design is pleasing.
- Cable stay – would prefer vertical pylons – more invisible. Open back span. Blue lights. Would prefer bridge color to be blue (less visible than silver). Like wide roadway & shoulders. Very much prefer single pylon harp or semi-fan design.
- Pylon bridge option #2, open & clear view of ocean.
- Excellent design. More than adequate facilities for bikers & pedestrians.
- Very good choice. I like plain rails, put \$ in some other phase of bridge.
- I prefer the pylon cable-stayed bridge – looks more modern (good for a bridge meant to last 50 or more years) and other pylon bridges across the world have lasted well. I'd prefer sidewalks on both sides – both are scenic & beautiful! For all the elements, work for simplicity and suggestion rather than specifics, i.e., shells or oat grass.
- Well done. Good design vs. theme. Great job with public involvement.
- I really like the idea of making the walkway educational & having a nature themed walkway.
- General design, plans look good.
- Very nice approach to the replacement.
- I like everything that was presented on the new bridge.
- I would like a brochure mailed to me. Thank you.
- Just about everything.
- All choices are great.
- All the overkill!
- Everything looks great.

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## Public Information Workshop #3

Thursday, May 29, 2003

### COMMENTS

#### 1. Regarding the replacement bridge and information presented, what do you like? (continued)

- Being able to compare old bridge to the new one.
- The second design choice.
- Lighting, paths. Concern for community input.
- The ideas were great.
- I like the arch concept (Tulip). I think the south access concept with no signals is ideal. I realize wetlands are involved but the north and south traffic will be affected with partial and full traffic lights.
- Glassy Blue Stays = 10 I haven't previously voted on this. Open Back Span = 10. 10 = Lighthouse railing with lighting from the lighthouse's beacon. Radial Stays. Leave out the optional station boards.
- The arch design is pleasing close & at a distance without being overwhelming. Matching color to sand is very appealing. Also the ability of taller sailboats to pass through.
- Almost all of it – with comments on #2.
- The arch design – low lighting & ease for walking and bicycling.
- Back span. Subtle blue & necklace lighting. Separate walkway for pedestrians & some cyclists incorporating a nature theme (but don't overdo).
- Regarding park access, minimize the number of stoplights. So I prefer U-road to the south side & partial light with thru traffic north on the north side. Go with the metallic silver for the cable color.
- Love it. Blue light will be great. Terrific presentation.
- I do like the designs selected at the Charettes. Colors – Sand or other natural color for the arch, Blue for the stays. Keep the railing a simple design.
- Prefer “single point access with partial signal”. Excellent, informative presentation.
- Bridge presentation is great.
- The pedestrian/bike walk.
- The fact that this project is on a fast track and does not (yet) appear that it will be “studied to death”.
- Rail and pedestrian walkway should replicate boardwalk but prefer plank-like texture on floor.
- Arch style, night lighting, improvement of area for campers and day trippers to beach.
- Both bridges are attractive . . . I am perplexed about the dollars spent on the community input & presentation – the bridge needs replaced & style already decided! Railing – Option 1, Color – Glassy blue. Everything looks good.
- Arch design, subtle lighting. Using U-turn access roads – not stopping flow of traffic.
- Access to the parks should use the least light that needs to be used.
- 1) The chosen design 2) Cost effectiveness - As a “new” 2-year resident of Delaware, I am very impressed with the public & professional participation and that consensus looks great.
- All choices that have been picked are good. Make right turns off of main roadway southbound. Use left turn lane for northbound.
- I like it all!

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### COMMENTS

#### 2. Regarding the replacement bridge and information presented, what do you dislike?

- NO traffic lights!
- Nothing.
- The silver color. Keep lights blue & painted blue.
- Nothing!
- You need more time for questions & answers at the presentation.
- 12-foot sidewalk on ocean side – we think 6 feet on each side would be better. That way, people could stand and watch boats on the bay side and traffic going north would still be able to see ocean as they cross the bridge.
- Railing #1 – if it is toned down a bit.
- As a cyclist, I don't like stop light idea.
- Dislike radial designs – too visible, too much impact on view.
- The arch has a heavy look.
- OLD BRIDGE! 1) Load the old bridge on a barge and use it for an offshore reef. 2) Cut the piers off at least 15-20 ft. below water.
- I am not sold on the single arch bridge. Frankly, it looks dumpy when compared to the “sails” of a pylon bridge. I dislike having only one side to look at. As for those who may not want sidewalks or bikeways, they are being short-sighted. If the sidewalk is there, it will be used. Primary concern: SAFETY for all users!
- Stoplights on both sides of the bridge, stopping both north & southbound traffic (haven't you learned from the mess at the outlets? Get the permits, create service roads – don't stop the flow of traffic!!)
- The park access is important but should not control.
- Please do not add/install a traffic control light.
- The possibility of adding traffic lights.
- I don't think there should be any traffic lights, and I also read there was talk for a toll booth – I don't think there should be any.
- I would have preferred to have a ball-park idea of the cost.
- Probably the access and excess areas and the traffic lights.
- Only the silver gray color – I prefer blue.
- Do not like the idea of traffic lights. I do not think we need the design of the foot passenger/bike that was proposed – it will eventually show wear and grime & etc. Tourists do not care.
- The arch.
- Arch – prefer the pylons like St. George bridge in Wilmington, DE.
- I like the simple railing. I am not interested in ornate, nautical or otherwise.
- Access road traffic lights.

# Indian River Inlet Bridge Replacement

## Public Information Workshop #3

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### COMMENTS

#### 2. Regarding the replacement bridge and information presented, what do you dislike? (continued)

- The traffic flow is confusing.
- Pedestrian walkway railings – should be plain, simple structural elements, not decorations as planned. All proposed options are too ornate and out of character with the rest of the bridge. “Less is more – form follows function”. Don’t try to make the railings something they are not. Should be plain, simple and unobtrusive.
- Do not like a traffic light to stop traffic flow. In summer, traffic backup will occur. I can picture the anger of drivers with backups on a new structure. Traffic in this area continues to increase yearly. Note Rt. 1 in Rehoboth.
- Please allow a pass-through under the bridge for traffic. Any open pass-through should not be a problem for officials and concerned citizens to be watchful of terrorist activities.
- Pedestrian railing designs – too busy!! Design in pedestrian pathway – too busy!! Not totally sold on the Arch design. Just a thought: Thinking 2 pylons in the shape of totem poles (Indian River Inlet) with heads of Indians and nature carvings around the balance of the poles would be a real attraction & a destination point for many travelers. Accent with simple railings & historic info on the pathways & you’ve really got something!
- Pretty much happy with ideas for new bridge. Changes to old campground.
- The view obstruction.
- Need to avoid traffic lights on highway at either end of bridge.
- Tower style most unobstructive blends and is cheaper. Arch is a first and will present unexpected problems in construction and maintenance.
- Please!! No Traffic Lights!! Work it out.
- We sure could use public transportation in Ocean View, Millville, Clarksville – 3 months a year.
- Full traffic lights on both sides of bridge! Create access roads, U-turn design works great now.
- Nothing decided to this point. I do not want lights for access to park on the south. Go under bridge on the north (less turn traffic?) Cross as is done now.
- NO traffic lights. Walking paths should be simple so it is cheaper to maintain.
- NO full or partial signal light by or near bridge. NO toll.
- Roadway 50A has flooding problem in northeast storms. The Roadway 50A should be raised. The flooding occurs from bayside of marsh during N.E. storms and S.E. storms. 50A sometimes has slight flooding during full moon.

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### COMMENTS

#### 3. What do you feel is the single most important aspect for us to consider as we design this replacement bridge:

- Disrupted traffic patterns for year round residents & school buses.
- To keep other (old) open until its finished. Create a pathway surface with glossy blue color.
- Functional aspect (i.e., traffic flow, pedestrian traffic)
- Safety.
- Boat, fishing, beach accessibility.
- To create a beautiful gateway.
- You already did it – seeing out over the beach & ocean.
- Aesthetics.
- The appearance.
- Safety.
- Traffic lights on a highway that is posted at 55 m.p.h. – Ha! Ha! Traffic lights are not practical for highway. Use a tunnel to go under the southbound lanes or think this out some more.
- Safety for all users.
- Traffic flow.
- Safety.
- The single most important aspect to consider in designing the new bridge is its beauty and ability to enhance both north and south views. The second aspect is to remember that we don't build bridges very often. Do not be "penny-wise and pound-foolish". Generations from now, please God, others will use the bridge and thank you for providing peace and tranquility.
- Don't change the view.
- Keeping the view.
- Ease of traffic flow; no bottlenecks.
- The view – it is always best at the top.
- Safety and the environment.
- Safety.
- The cost, the look and the easy on & off for the beach park. Please consider the locals for traffic pattern for summer – hard as it is now.
- Access to the Seashore State Park.
- To keep it simple yet follow theme selected.
- The most "important" aspect is flooding on road 50A – this road that runs through the campground to So. Shore Marina is "horrible". Road 50A is underwater during high tides and storms. Something must be done.
- Safety. Keep north and south traffic moving.
- That it will last for a long period of time & not affect beach erosion.

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### COMMENTS

#### 3. What do you feel is the single most important aspect for us to consider as we design this replacement bridge? (continued)

- 1) Aesthetics 2) Cost NO TOLL!!
- Bridge lighting at night, fog, no moon. Put lane reflectors (like in Florida).
- Longevity of the structure. There have been too many inlet bridges.
- Good taste. (P.S. – We look at the bridge from home 24 hours a day . . .)
- Please do not change campground on south side (old camp).
- Views coming over the bridge – North & South.
- Minimal traffic disruption. Maintain access to Haven Rd. boat launch area, minimize disruption of marine traffic.
- Cost & maintenance.
- No more erosion, a gateway to the “Quiet Resorts”.
- Don’t stop the flow of traffic. Don’t charge a toll.
- Cost.
- Be practical and beautiful.

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### COMMENTS

#### 4. Do you have any comments on the vehicular access options to the Delaware Seashore State Park from SR 1 presented today?

- Concerned about the addition of traffic lights.
- Open back span. Taper shape. I like waves & wings shape – like first 1. Blue lighting but how about the fog? Need light that can be seen in the fog. Option 3 lighting railing.
- No traffic light on south side. Single-lane light on north side.
- South side – U roads access. North side – single point (light) access. Nothing should inhibit smooth traffic flow – as few traffic lights as possible.
- Please NO traffic lights.
- Use the light so you stay off the dunes (the one light).
- Keep traffic signals to a minimum!
- Use a tunnel to go under the southbound lanes or think this out some more.
- Stopping traffic with a full light on the north side will stop and back up traffic to Bethany Beach in the summer.
- It needs to be looked at a little better. No suggestions.
- Please NO traffic lights – I can picture traffic backed up to Dewey Beach on weekends.
- Try to avoid traffic lights. Prefer U roads access concept if possible.
- If at all possible, avoid stoplights, even if you have to take another 12 feet on each side and both ends to allow for a safe crossing or a safe entry. Left turns might be handled as they are on Route 1 “up and down” with wider turn lanes and partial use of stoplights.
- The traffic lights on Rt.1. Probably can’t avoid it, but access lights need to be timed and long duration for main roadway.
- Please no traffic lights!
- If we can possibly avoid a traffic signal (with reasonable safety), it would certainly be good.
- Single lane traffic is good.
- My preference would be: North Park Access / Single Point Access / with Partial Signal / NO Lights in South Side.
- My preference is – North Park Access should be single point access with partial signal. South Park Access should be U-roads access concept.
- Keep like it’s now! No stop lights!
- I think the south end should stay as is & the north end should have the through lane with the turn lane & light.
- Would prefer the way it presently is, otherwise I’d choose Option 1. 1) South end leave as is.  
2) North partial signal.
- Yes – due to the fact that I live at So. Shore Marina, please do not use the traffic light idea.
- Please do not put a traffic light to enter south side.

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### COMMENTS

#### 4. Do you have any comments on the vehicular access options to the Delaware Seashore State Park from SR 1 presented today? (continued)

- I prefer U shaped, no lights concept with the long merge lanes. It is safer for all and wetlands on that side certainly should not be compromised.
- NO traffic lights.
- No traffic lights on south side. Single point access with partial signal on north side.
- Do not put a traffic light to stop traffic flow.
- Keep it similar to present day. Lights always have a tendency to back up traffic.
- South entrance – Using the design similar to the current “underbridge” design. North entrance – Partial light design, no need to stop traffic in both directions.
- North side – partial signal. South side – U-roads if there is enough room, otherwise a partial signal. Full signals would backup traffic too much.
- Too complicated.
- Should avoid additional traffic lights on Rt. 1 on either end of bridge, and maintain safety for the bicyclists that cross the bridge in droves in the summer.
- Keep it simple – no lights please!
- Dislike full traffic lights on both sides of bridge! Create access roads, U-turn design works great now.
- No lights. Design “safe” terror-proof passage under bridge from both directions on the south side. On the north side for traffic coming from the south, have left turn lane and no light (I assume turning traffic is lighter on the north side) or build an overpass.
- Make all right turns off of main roadway southbound. Use left turn lane for northbound. Keep access roads the same as they are now.
- Leave south as is.
- No full red light.

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### COMMENTS

**5. Have you found the presentation of information at this workshop (Choices: Effective / Neutral / Ineffective)**

46 - Effective    1 -(Very) Effective    2 - Neutral    0- Ineffective

**6. Do you have any suggestions to make these public workshops or other public outreach activities for this project more beneficial to you and/or your neighbors?**

- Continue with the good PR & postings to find the meetings.
- Give more time for questions.
- You deserve an A+ for what you have accomplished to date.
- Advertise in WAVE & Beachcomber on radio.
- You've done a great job educating us.
- Wish I did! I've overheard some who still don't understand why a new bridge is needed – SOON – and why walkers and cyclists would need any consideration. Please think forty or fifty years out, when most of us will no longer be here. A bridge will be our legacy.
- Good job. Keep the public involved.
- No. DelDOT does this well.
- Put me on your mail list.
- Keep advertising in local papers (WAVE) as well as News Journal.
- This presentation was first class. Also keeping people informed through newspapers for people that can't be here.
- 5-8 p.m. instead of 4-7 p.m.
- No – Great job so far!!
- Seems like everyone is doing a great job.
- Public workshops are a great idea.
- Surprised that so much public input is being encouraged – very refreshing.
- May have a permanent display in area (Park) to show design concept & construction details.
- You've done a fine job in involving the community and those of us who would use the bridge everyday.
- Great process – keep it up. It will be a great efficient bridge.
- The workshop is well presented.