



South Wilmington Signage Study

Wilmington, Delaware



May 2009

Wilmington Area Planning Council

850 Library Avenue, Suite 100
Newark, Delaware 19711
302-737-6205; Fax 302-737-9584
From Cecil County: 888-808-7088
e-mail: wilmapco@wilmapco.org
web site: www.wilmapco.org

WILMAPCO Council:

Stephen Kingsberry, Chair
Delaware Transit Corporation
Executive Director

Joseph L. Fisona, Vice-chair
Mayor of Elkton

James M. Baker
Mayor of Wilmington

Christopher A. Coons
New Castle County
County Executive

Vance A. Funk III
Mayor of Newark

Jim Mullin
Cecil County Commissioner

Donald A. Halligan
Maryland Dept. of Transportation
Director, Office of Planning and
Capital Programming

Lee Ann Walling
Delaware Office of the Governor
Policy Advisor for Environment
and Quality of Life Policy

Carolann Wicks
Delaware Dept. of Transportation
Secretary

WILMAPCO Executive Director
Tigist Zegeye

RESOLUTION

BY THE WILMINGTON AREA PLANNING COUNCIL (WILMAPCO) ENDORING THE SOUTH WILMINGTON SIGNAGE STUDY

WHEREAS, the Wilmington Area Planning Council (WILMAPCO) has been designated the Metropolitan Planning Organization (MPO) for Cecil County, Maryland and New Castle County, Delaware by the Governors of Maryland and Delaware, respectively; and

WHEREAS, WILMAPCO is a member of South Wilmington's Special Area Management Plan (SAMP) Core Group, charged with moving forward the transportation recommendations found within the *South Wilmington Neighborhood Plan* of July 2006; and

WHEREAS, the WILMAPCO Council endorsed the *Southbridge Circulation Study* in September 2008 to address traffic circulation issues in South Wilmington; and

WHEREAS, the *Southbridge Circulation Study* identified the need for a route signage study in South Wilmington to reduce incidences of lost trucks in the community; and


WHEREAS, the *South Wilmington Signage Study* fulfills the *Southbridge Circulation Study's* recommendation by identifying improvements to the signage network while not compromising South Wilmington's economic development; and

WHEREAS, the *South Wilmington Signage Study* has undergone proper technical review by member agencies; and

WHEREAS, the *South Wilmington Signage Study* has received strong support from the Southbridge community;

NOW, THEREFORE, BE IT RESOLVED that the Wilmington Area Planning Council does hereby endorse the *South Wilmington Signage Study*.

May 14, 2009
Date


Stephen Kingsberry, Chairperson
Wilmington Area Planning Council

WILMAPCO

Partners with you in transportation planning

Table of Contents

List of Graphs and Tables.....ii

List of Figuresiii

Who is WILMAPCO?.....iv

I.) Introduction.....1

II.) Study Area.....1

III.) Background.....4

IV.) Signage Inventory and Analysis.....9

V.) Summary and Recommendations.....20

VI.) Appendix24

List of Graphs and Tables

Graph 1: Daily Truck Traffic in Southbridge.....6

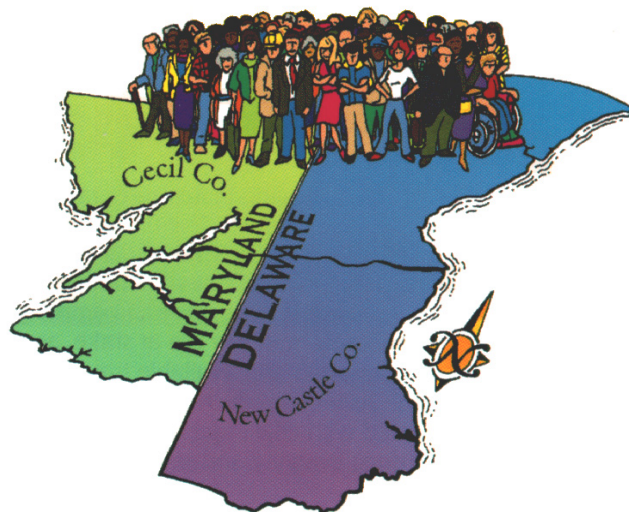
Table 1: List of Proposed Signage.....22

List Figures

Figure 1: Study Area.....	2
Figure 2: Freight Generators and Volumes.....	5
Figure 3: Truck-Reduction Recommendations in the Circulation Study.....	8
Figure 4: Existing Signage.....	11
Figure 5: Port to I-495 South.....	12
Figure 6: Port to I-495 North.....	13
Figure 7: Port to US 13 South.....	14
Figure 8: Port to US 13 North.....	15
Figure 9: Port to Business 13.....	16
Figure 10: Port to SR 9 South.....	17
Figure 11: Port to SR 9 North/Downtown Wilmington.....	18
Figure 12: Additional Proposed Signage.....	19
Figure 13: Existing and Proposed Signage.....	21

Who is WILMAPCO?

The Wilmington Area Planning Council (WILMAPCO) is a federally mandated Metropolitan Planning Organization (MPO) consisting of two counties; Cecil County, Maryland and New Castle County, Delaware. Our mission is to serve the residents and stakeholders of the Wilmington region by carrying out a comprehensive, continuing and cooperative regional transportation planning process consistent with federal transportation legislation. To that end, WILMAPCO informs and involves the public on transportation planning decisions, guides the investment of federal transportation funds, coordinates transportation investments with local land use decisions, and promotes the national transportation policy expressed in federal transportation law.



WILMAPCO is responsible for the development of the best transportation plan for the region. The implementation of that transportation plan is carried out by WILMAPCO's member agencies. We collect, analyze and evaluate demographic, land use and transportation-related data and seek public input to understand the transportation system requirements of the region. Understanding these requirements allows for the development of plans and programs and the implementation of a transportation system that provides for the efficient transport of people, goods and services.

I.) Introduction

WILMAPCO has taken an active role in South Wilmington for a number of years. We helped craft the transportation section of the *South Wilmington Neighborhood Plan*, adopted in July 2006, held a *Walkable Community Workshop* in September of that year, and produced the *Southbridge Circulation Study* in September 2008. Today, various initiatives, including a Safe Routes to School Program, a Transportation Enhancements Project and coordination with Delaware's Asthma Action Project, among others are underway to implement the goals and recommendations of these various studies.

The *South Wilmington Signage Study* is an implementation plan recommended in the *Southbridge Circulation Study*. Heavy truck movement through the South Wilmington residential core of Southbridge is a chief concern of residents. The Circulation Study proposed a number of strategies to reduce thru truck movement. One proposal was a detailed examination of existing route signage around the community, with the aim to reduce incidences of trucks mistakenly using neighborhood streets. The present study fulfills this recommendation. It provides an inventory of existing route signage in South Wilmington and makes recommendations for improvements to the signage network.

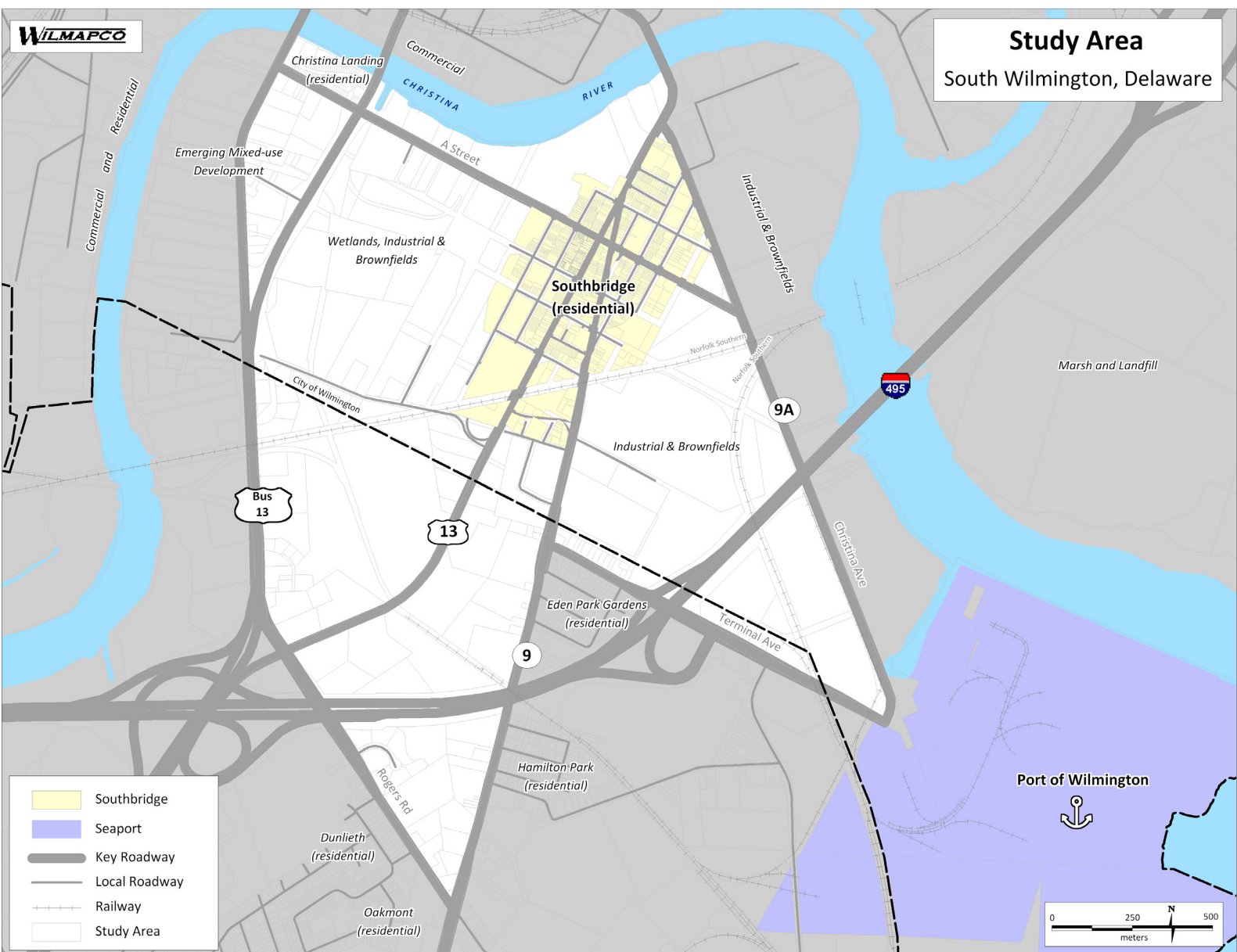
II.) Study Area

As shown in Figure 1, this study considers an area bordered by the Christina River to the north, Route 9A (Christina Avenue) to the east, Rogers Road to the south and US Business Route 13 (Walnut Street) to the west. Much of this study area (hereafter South Wilmington) falls within the City of Wilmington, Delaware's largest city.

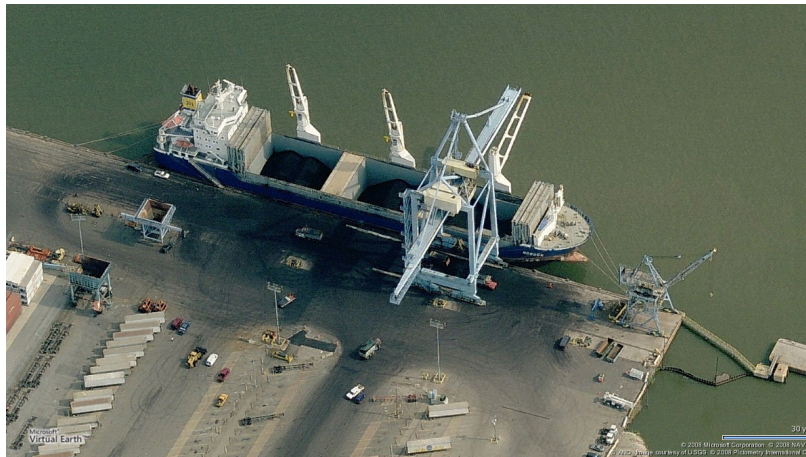
South Wilmington boasts much diversity. A bustling seaport (Port of Wilmington) and various industrial uses dominate its watery landscape. The historic Southbridge neighborhood, today home to an African-American working-class community of 1,600, is the study area's residential heart. New middle-class residences (Christina Landing) have also appeared to the northwest of Southbridge, in step with public and private initiatives to redevelop the once blighted Christina Riverfront. Flooding is a chronic challenge in this low-lying region of the City, along with poor air quality, aging infrastructure, community character and the consequences of gentrification.

Several key transportation facilities exist in South Wilmington. Interstate 495 dominates the study area. This interstate is a route around Downtown Wilmington for thru traffic traveling north and south along Interstate 95. I-495 also provides direct service to the Port of Wilmington—making regional freight movement more efficient. US 13, a key state and regional highway, pushes through the core of the study area along with State Route 9. Both routes move traffic north and south. A Street, Rogers Road and Terminal Avenue accommodate west and east movements in South Wilmington. Terminal Avenue links Interstate 495 and State Route 9 with the seaport.

Figure 1: Study Area



Beyond the highways, Norfolk Southern operates a pair of heavy rail lines through South Wilmington, which serve the seaport and local industries. The Christina River wraps around the study area to the north and west. Once key to transportation movement in the City, its waters today only support recreational activity and a fledgling taxi service.



Shipping at the Port of Wilmington generates hundreds of truck trips a day¹.



This truck (foreground) has just exited from I-495 (overhead) onto Terminal Avenue, bound for the Port.

¹ Image courtesy of Microsoft Virtual Earth. www.maps.live.com. December 2008.

III.) Background

Trucks are common in South Wilmington. The seaport and various local industries (ranging from scrap yards to distribution centers) generate many freight trips each day. As Figure 2 shows, thousands of trucks pass through the study area to serve these generators². A few hundred trucks visit the seaport daily along Terminal Avenue, while hundreds more travel along other routes in the study area. The vast majority of trucks (about 10,000 daily), however, pass through South Wilmington without exiting along the raised Interstate 495.

Residents of South Wilmington have long expressed concern over truck movement through their neighborhoods. Truck traffic was cited as a primary issue by the Southbridge community a decade ago in the *Wilmington Urban Corridor Study*. According to residents at the time, truck traffic discouraged pedestrian and bicycle movement, and should be re-routed or decreased. Six years later, the *South Wilmington Neighborhood Plan* noted that truck movement still topped transportation concerns of residents. Residents made clear that truck noise and pollution, as well as safety problems were unwelcome. The Plan went so far as to propose a truck bypass around the community. The *Southbridge Circulation Study* was initiated to take a closer look at the possibility of this bypass, as well as the other transportation recommendations in the *Neighborhood Plan*.

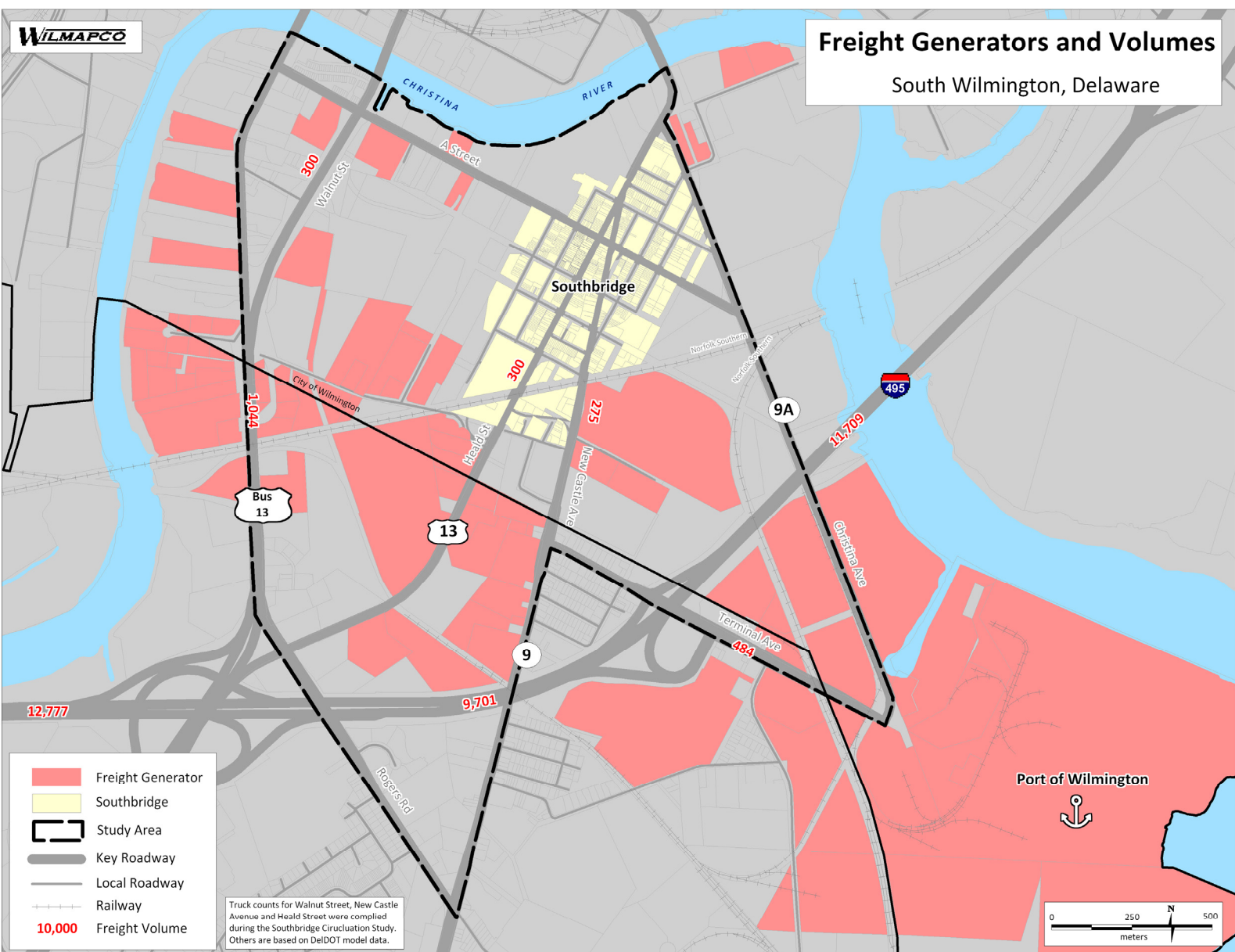


Numerous industries in South Wilmington generate local truck trips, like this one³.

² Freight generators were identified through an examination of aerial photography.

³ Image courtesy of Microsoft Virtual Earth. www.maps.live.com. December 2008.

Figure 2: Freight Generators and Volumes



Truck movement within Southbridge was studied in depth in the *Southbridge Circulation Study*. Twenty-four hour traffic counts on US 13 (Heald Street), SR 9 (New Castle Avenue) and Business US 13 North (Walnut Street)⁴ revealed that approximately six percent of the daily traffic on New Castle Avenue and seven percent on Heald Street and Walnut Street were comprised of truck traffic. This equates to approximately 275 trucks on New Castle Avenue each day and 300 on Heald and Walnut Streets. Less than one percent of the trucks counted (about 85 trucks) on these minor arterial highways had more than three axles. These percentages are consistent with the county average of daily truck trips along similar highways.

Graph 1: Daily Truck Traffic in Southbridge



Still, the *Southbridge Circulation Study* sought to reduce thru truck movement through the neighborhood core, given its dense, urban character and the deep concerns voiced by residents. The proposal of a truck bypass route was dismissed immediately; however, the study suggested that with possible development around Southbridge in future decades, the bypass could be revisited. But, at present, its cost was determined to be far too exorbitant to pursue. Instead the *Southbridge Circulation Study* proposed a blend of recommendations (including the present study) aimed to reduce truck traffic in the neighborhood. These recommendations are summarized below and are shown on Figure 3:

- Proposed streetscape and traffic-calming measures (bulb-outs and reduced lane widths on A Street, Heald Street and New Castle Avenue) may deter some trucks.
- Truck turn restrictions at the following locations:
 - Westbound right-turn movement from A Street onto Bradford Street
 - Westbound Lobdell Street through movement at Bradford Street
 - Northbound left-turn movement from Bradford Street onto Lobdell Street
 - Northbound right-turn movement from New Castle Avenue onto Lobdell Street

⁴ All three counts were completed between 3:00 PM on February 25, 2008 and 11:00 AM on March 3, 2008 south of each street's intersection with A Street. See pages 17 and 35 of the *Southbridge Circulation Study* for further details.

- Change the one-way street direction of Bradford Street between Lobdell Street and Christina Avenue from one-way in the southbound direction to one-way in the northbound direction.
- Identify and meet with local generators of truck traffic to discuss the possibility of re-routing trucks around the Southbridge core.

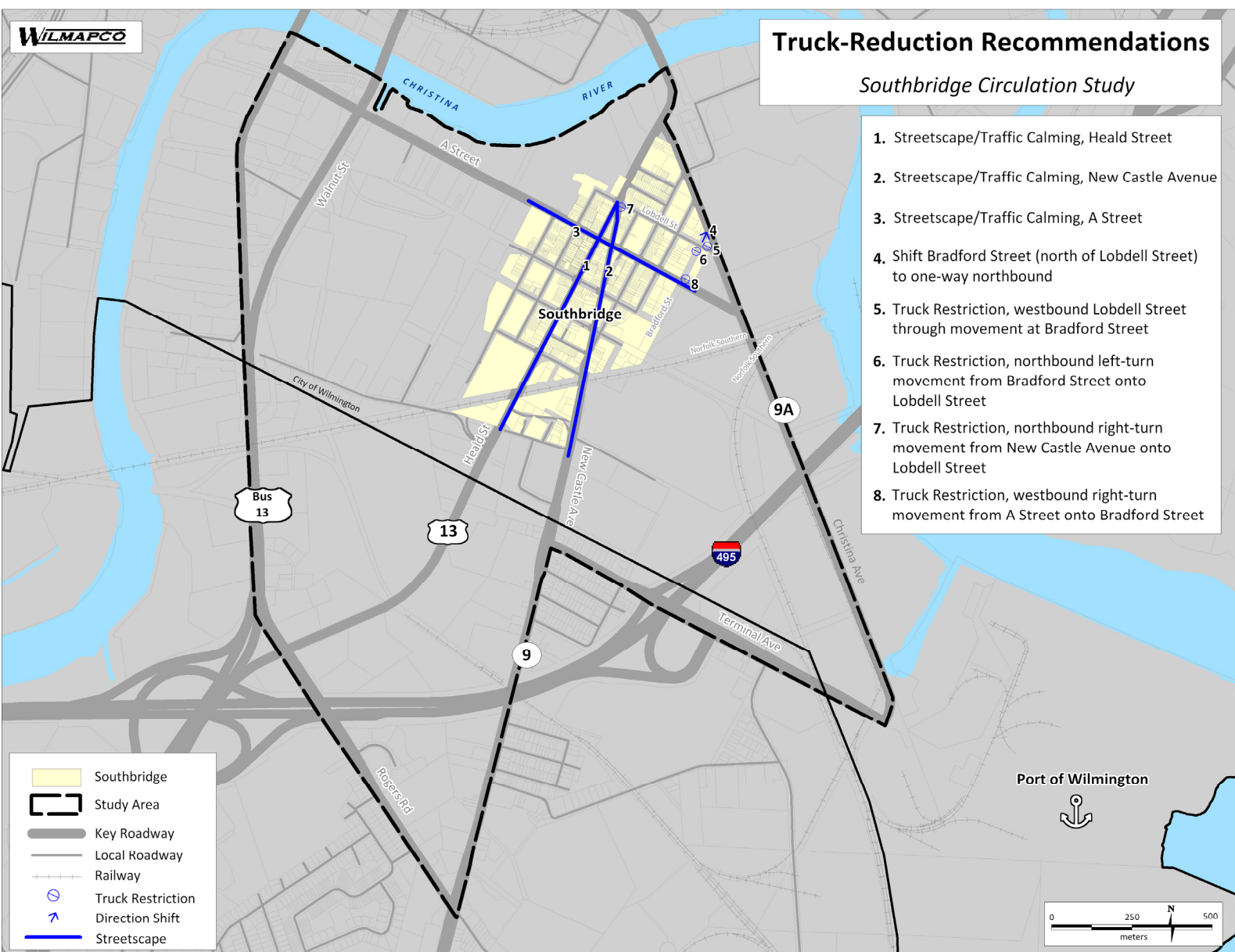


Residents of Southbridge have long raised concern about truck movement through their community.

These recommendations are in various stages of implementation. The streetscape and traffic-calming improvements are currently being pursued through Safe Routes to School and Transportation Enhancements funding. Proposed truck-turn restrictions and the directional change on Bradford Street are under consideration by the City of Wilmington.

WILMAPCO reached out to various local generators of truck traffic in the autumn of 2008, urging them to avoid routing through the Southbridge residential core. These generators (shown in Figure 2) were identified through an examination of aerial photography and tax parcel data. Letters, co-signed by the president of the Southbridge Civic Association and the neighborhood's City Councilperson, were sent to two dozen possible generators. These letters, a map showing the two dozen identified generators and a written response from a generator can be found in the appendix.

Figure 3: Truck-Reduction Recommendations in the Circulation Study



IV.) Signage Inventory and Analysis

An inventory of existing route guide signage was compiled as a necessary prerequisite to suggested improvements to the signage network. This inventory is displayed in Figure 4⁵. Many locations in South Wilmington have abundant and clear signage, while others are lacking. Dozens of signs, for example, exist immediately around the I-495/Terminal Avenue and I-495/US 13 interchanges and the intersections of Terminal Avenue at SR 9 and SR 9A at US 13. Little route signage exists in other places, such as in the immediate vicinity of the seaport or along SR 9 south of I-495. Most signs were found to be in good condition. However, the signs for “Wilmington Keep Left” and SR 9 South on D Street at SR 9 in Southbridge are worn and need to be replaced.

Truck drivers should be able to use the existing signage network to find their way around South Wilmington. A series of maps (Figure 5 through 11) shows ideal truck movement from the seaport to various routes, counterpoised with existing signage and proposed new signage. An ideal route is one that is able to reach its destination efficiently while avoiding (where possible) residential areas. Please note that the signage displayed on the maps is for illustrative purposes and does not necessarily indicate exact locations.

- **Port to I-495 South (Figure 5):** This brief 0.6 mile (2.2 minutes) trip involves traveling west on Terminal Avenue and taking the I-495 South exit. An additional sign is proposed on Terminal Avenue (just west of the port) for I-495. It is possible that unfamiliar drivers may inadvertently take Christina Avenue when exiting the port, expecting to find an interchange with I-495. These drivers would then become lost in Southbridge.
- **Port to I-495 North (Figure 6):** This 0.7 mile (2 minute) trip again involves traveling west on Terminal Avenue, this time to the I-495 North exit. The new sign proposed above, along with the rationale behind it, applies also to this route as well⁶.
- **Port to US 13 South (Figure 7):** This 1.8 mile (3 minute) trip takes drivers west along Terminal Avenue, then to I-495 South. After a brief stay on I-495, drivers take Exit 1 where the trip terminates on US 13. Current signage in South Wilmington does not highlight this route. Three new signs are proposed along Terminal Avenue directing traffic to use I-495 South to reach US 13 South. One sign is called for just west of the port, one at the I-495 North entrance and one at the I-495 South entrance. While it is certainly possible to reach US 13 via other routes, using the interstate results in a shorter trip and avoids South Wilmington’s residential areas.

⁵ These data were compiled through a windshield survey on the afternoon of November 13, 2008.

⁶ On a separate note, we discovered that Google Maps showed that a left-turn from Terminal Avenue to the I-495 North exit was impossible. This is incorrect. Subsequent directions thus routed drivers past the exit, onto SR 9 (New Castle Avenue) and then back east along Terminal Avenue to reach the I-495 North exit. Fortunately, other internet-based trip directional sites did not have the same error. We have contacted Google to have this problem corrected.

- **Port to US 13 North (north of Wilmington) (Figure 8):** This 4.3 mile (7 minute) trip allows drivers to access US 13 northbound, bypassing Downtown Wilmington. The trip begins by accessing I-495 North on Terminal Avenue. From there, drivers take Exit 4 to reach US 13 North. As with the previous route, existing signage does not indicate this route. Two new signs are proposed along Terminal Avenue: one just to the west of the port and another at the I-495 North entrance ramp. Both should indicate US 13 North (north of Wilmington) can be accessed via Exit 4 on I-495 North.
- **Port to Business US 13 (Figure 9):** This 2.2 mile (5 minute) trip is identical to the Port to US 13 South trip, except near its end. And, as with that trip, existing signage does not indicate this route. Five new signs are proposed. Three should be placed along Terminal Avenue: one just to the west of the Port, one at the I-495 North entrance, and one at the I-495 South entrance. These signs should indicate that Business US 13 can be accessed via Exit 1 on I-495 South. Two additional signs are also required on southbound I-495: one near the Roger's Road overpass and one at the US 13 interchange. Both should indicate that Business US 13 can be reached using Exit 1.
- **Port to SR 9 South (Figure 10):** This 0.8 mile (2 minute) trip takes drivers the length of Terminal Avenue, then south on SR 9 (New Castle Avenue.) A sign indicating that SR 9 South can be reached by travelling straight is proposed, just west of the port along Terminal Avenue.
- **Port to SR 9 North/Downtown Wilmington (Figure 11):** This 1.3 mile (3 minute) trip takes drivers north along SR 9A (Christina Avenue) and into the City's downtown via SR 9. Clearer signage is necessary at Terminal Avenue and Christina Avenue indicating that SR 9 and Downtown Wilmington can be reached via 9A.

In addition to traffic exiting the seaport, improved route signage is necessary elsewhere in South Wilmington to ease way-finding. Figure 12 displays the locations of these 21 proposed signs.

Figure 4: Existing Signage

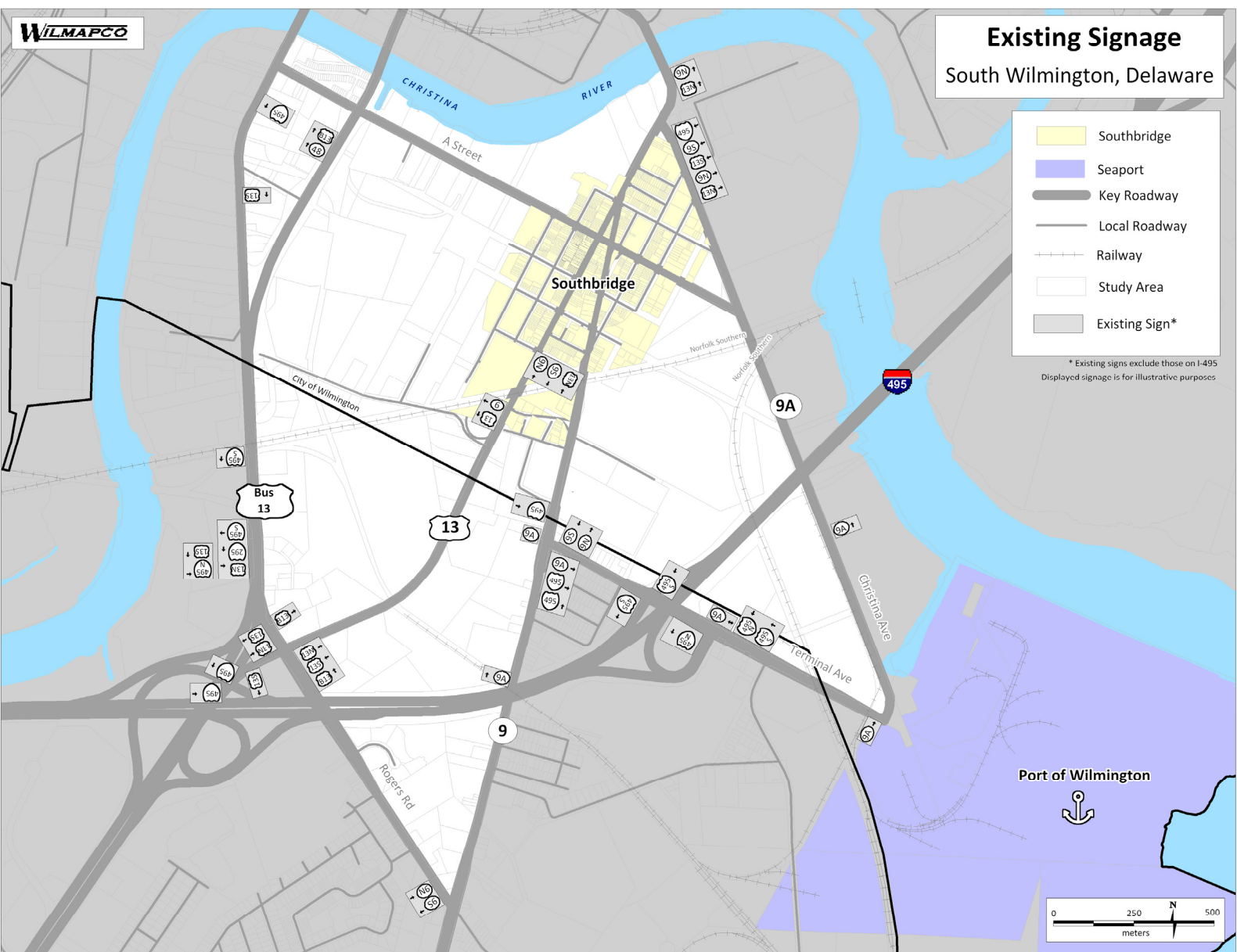


Figure 5: Port to I-495 South

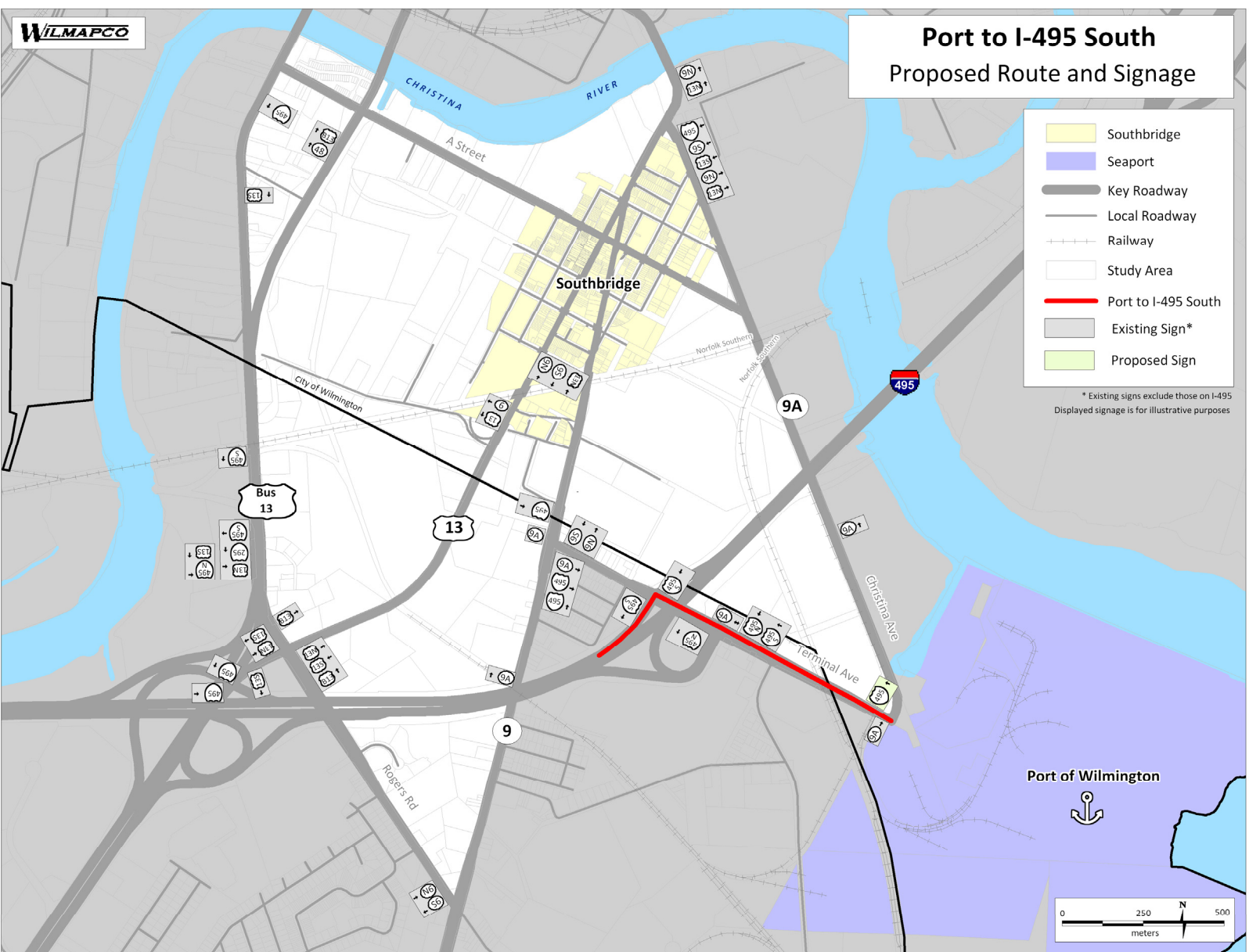


Figure 6: Port to I-495 North

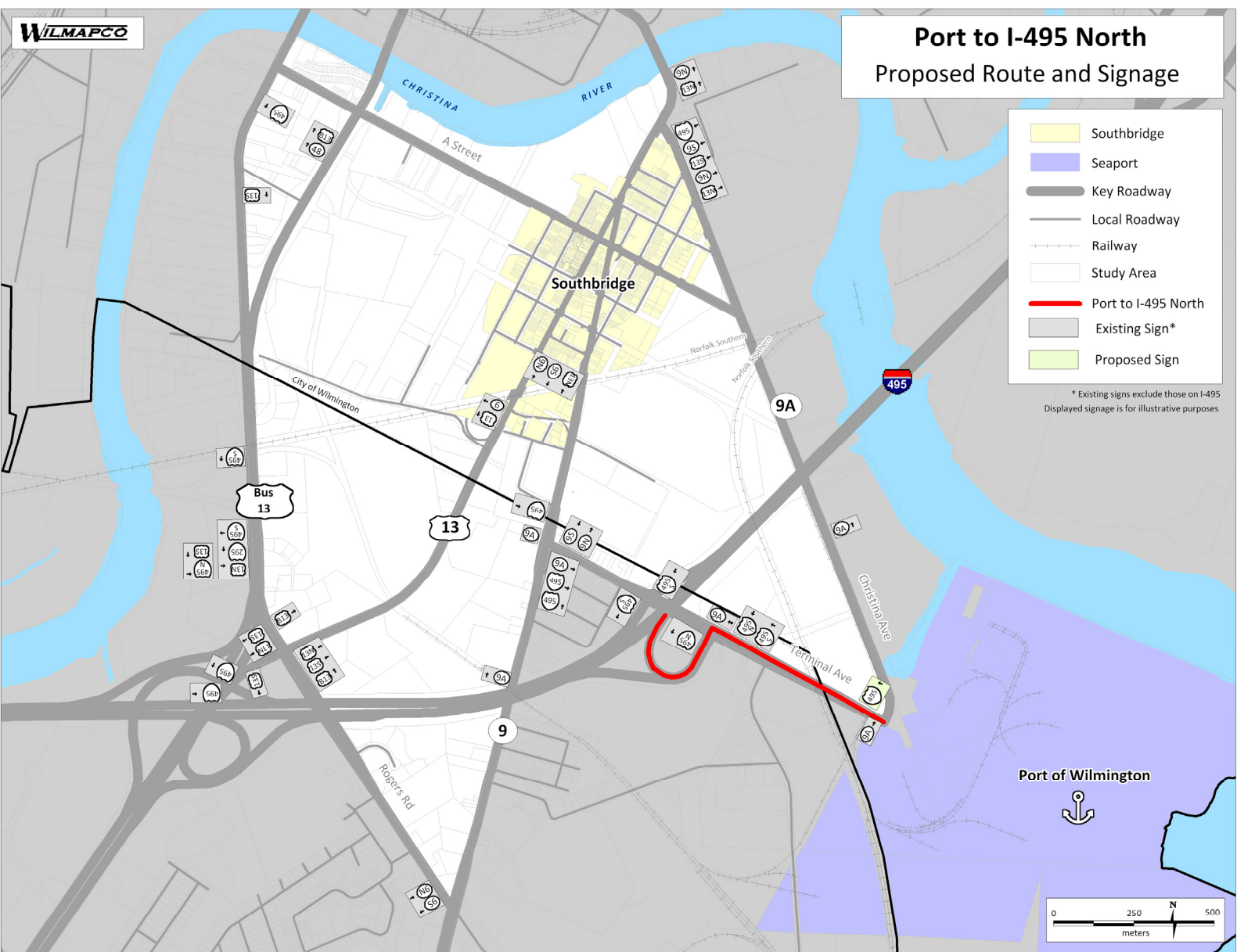


Figure 7: Port to US 13 South

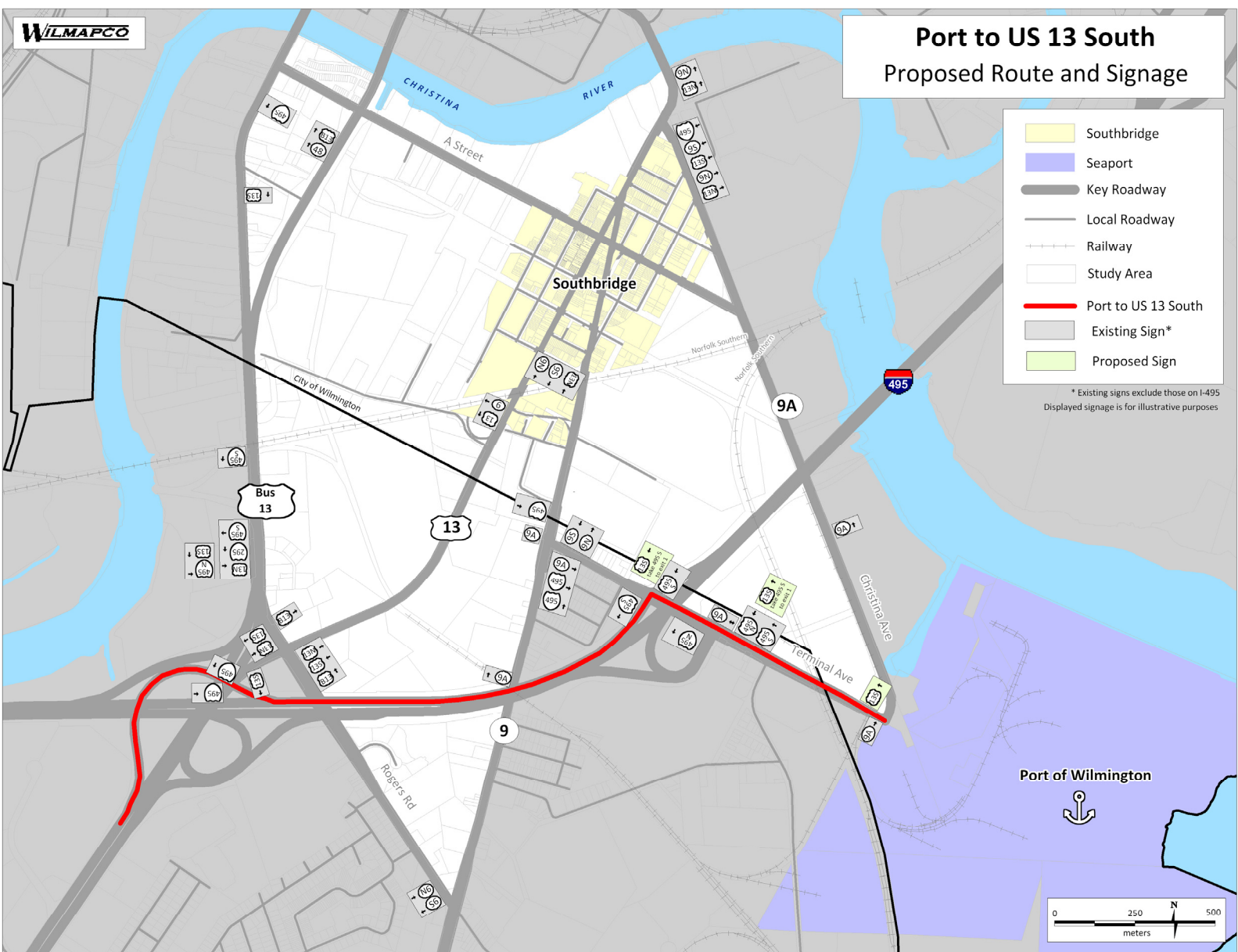


Figure 8: Port to US 13 North

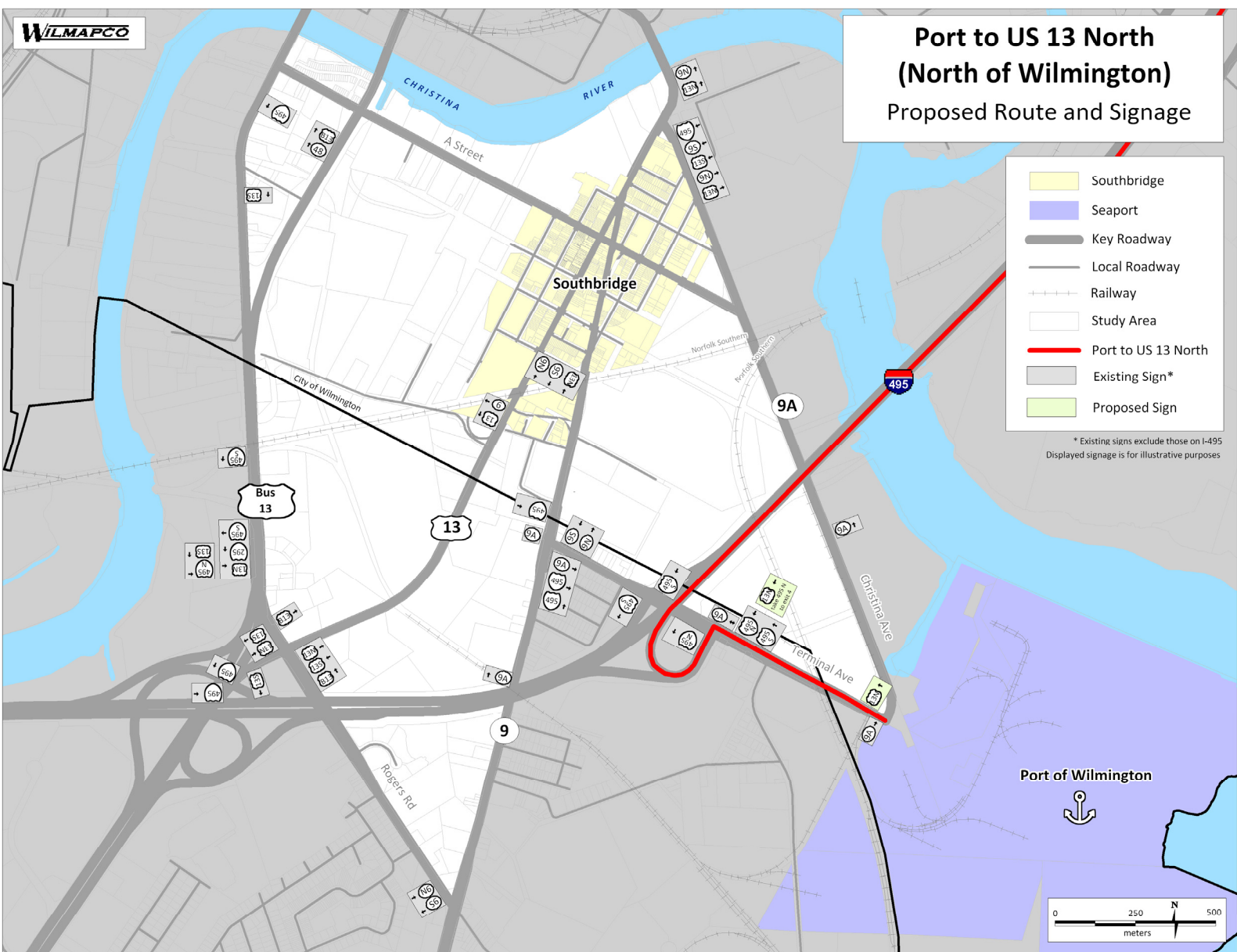


Figure 9: Port to Business 13

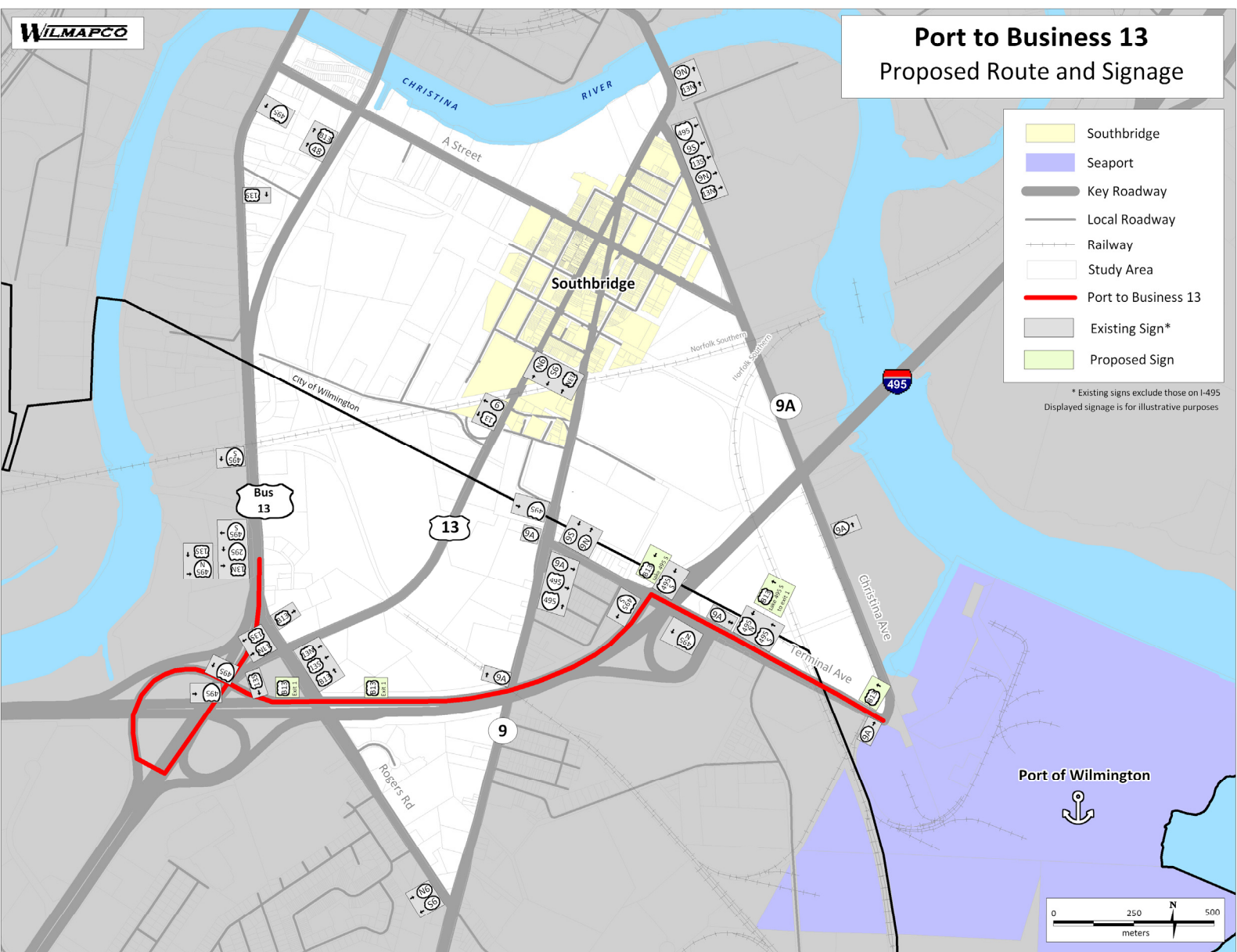


Figure 10: Port to SR 9 South

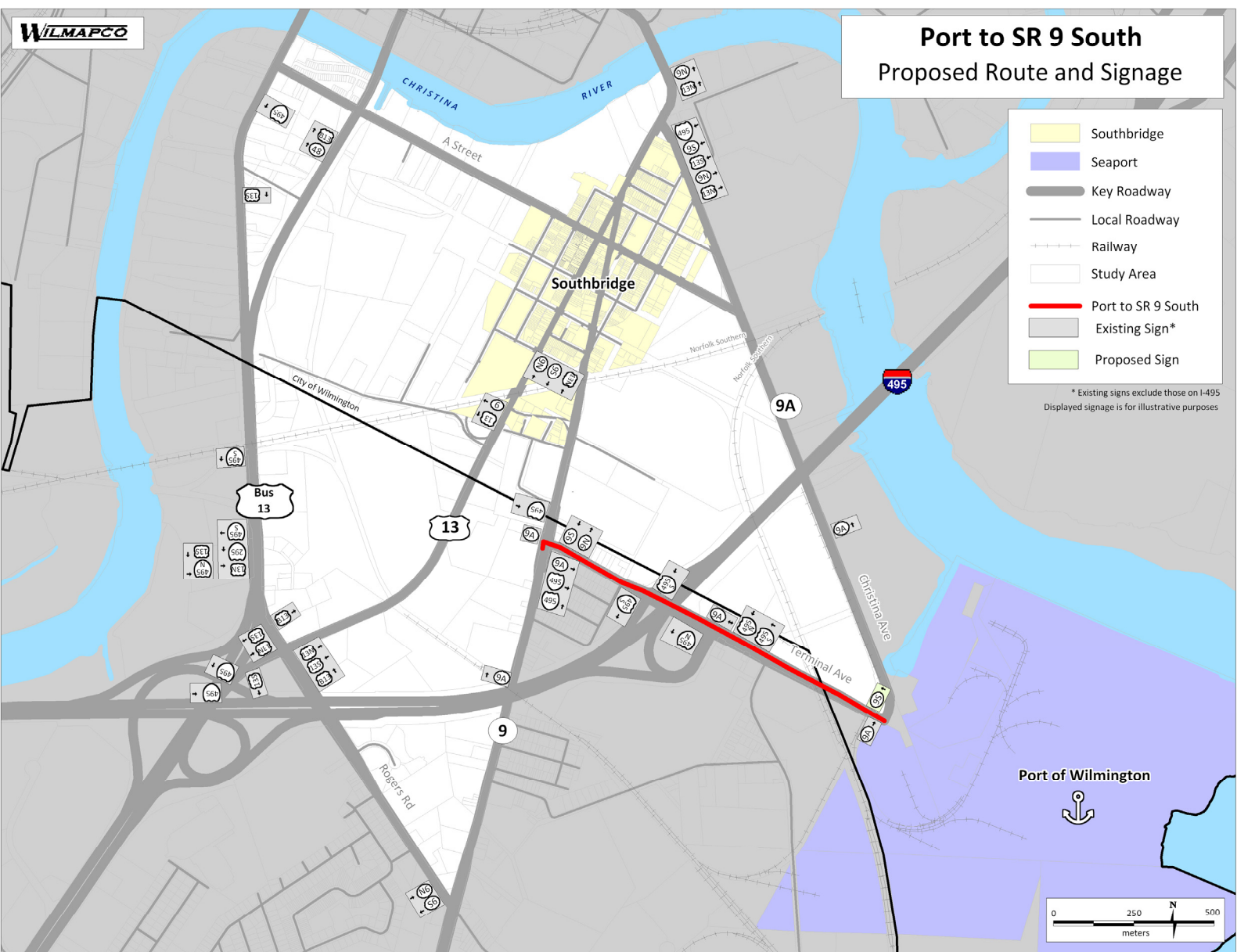


Figure 11: Port to SR 9 North/Downtown Wilmington

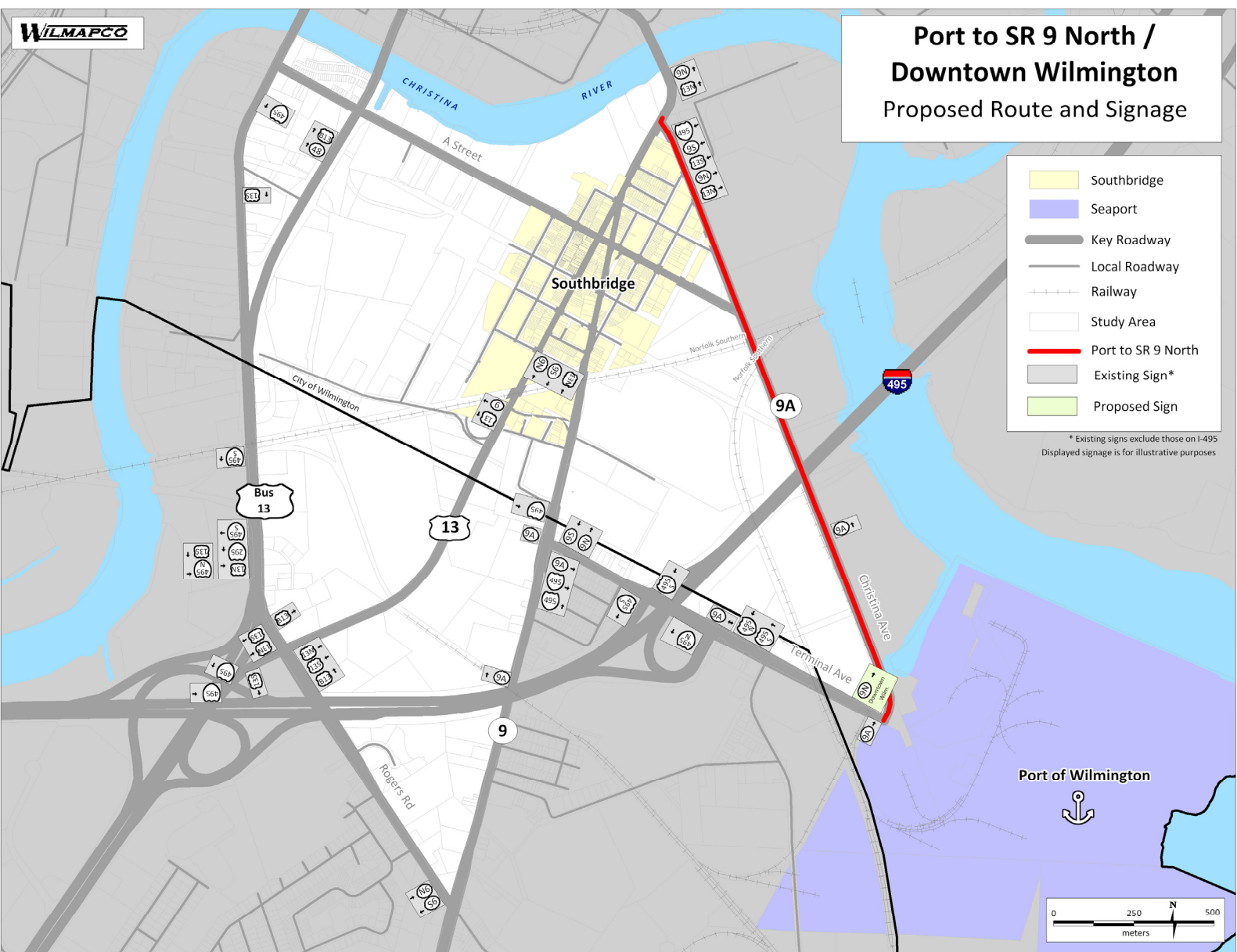
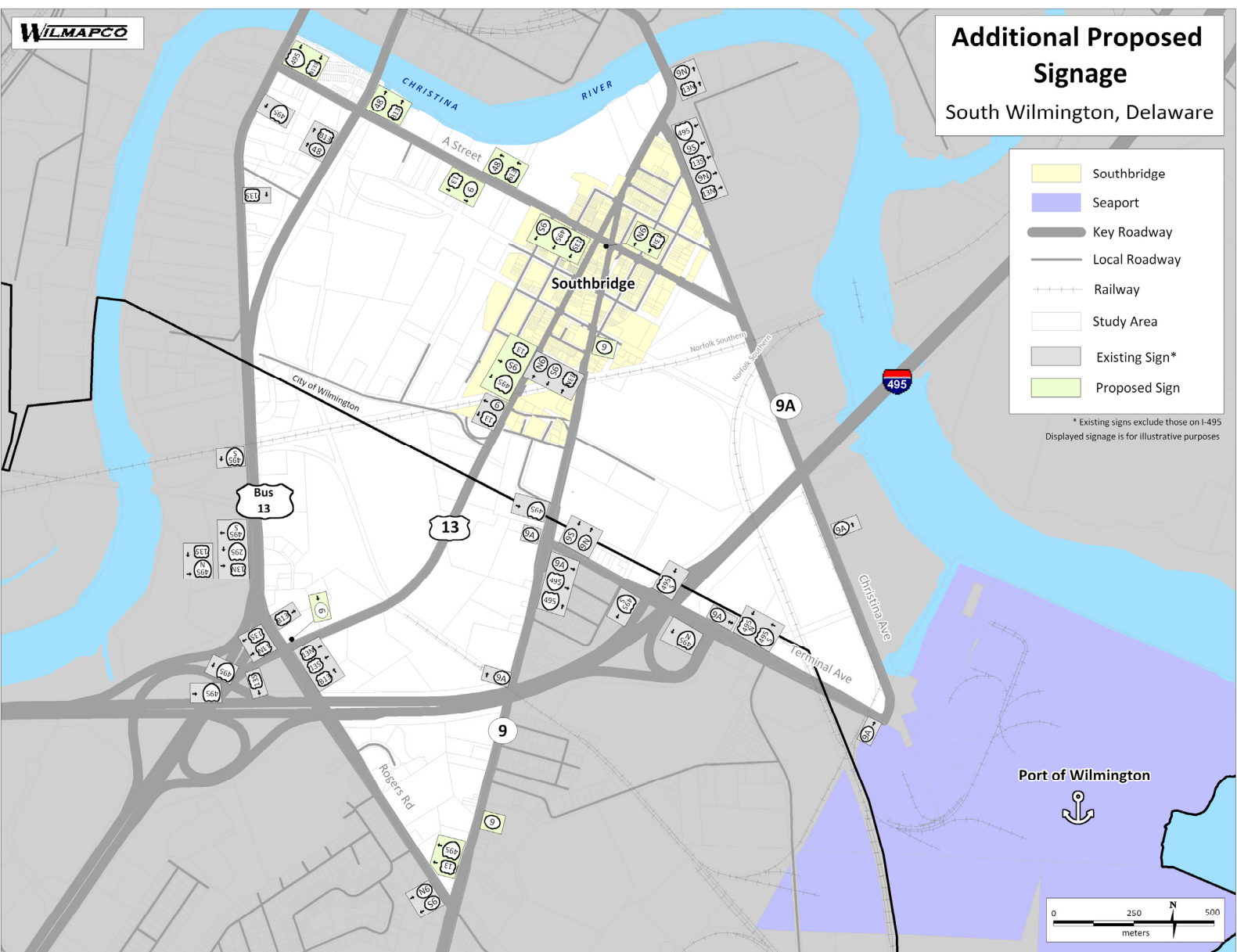


Figure 12: Additional Proposed Signage



V.) Summary and Recommendations

The *South Wilmington Signage Study* is the latest in a series of efforts to lighten the burden of truck traffic in Southbridge. Trucks create noise, safety and health concerns among neighborhood residents. Residents have pointed to the area's signage network as ineffective, leading to lost trucks in the Southbridge residential core. The present study seeks to improve the signage network to ease way-finding around South Wilmington while not compromising the area's economic development.

New signs were proposed through a careful analysis of existing and ideal conditions. First, an inventory of existing route signage was collected. Then, with specific attention to trucks exiting the seaport (the area's key freight generator) ideal truck routes were established, with the goal to reduce contact with residential areas. New signage was proposed to indicate these routes. Further examination of the study area as a whole yielded nearly two dozen other recommended signage proposals. Figure 13 and Table 1 below detail all signage recommendations. After reviewing a draft of this study, DelDOT felt a number of the proposed signs were unnecessary. These are highlighted in Table 1 and are presented more fully in the appendix. Those DelDOT objects to can be considered lower priority.

While the new route signage is, in many cases, suggested only at approximate locations and should be placed at the discretion of implementing agencies, one location should receive special attention. Five new signs are proposed on Terminal Avenue, just to the west of the port as trucks exit. Shown in the photograph below, this area is home to virtually no existing signage.



Route signage is in short supply westbound on Terminal Avenue at Christina Avenue.

Figure 13: Existing and Proposed Signage

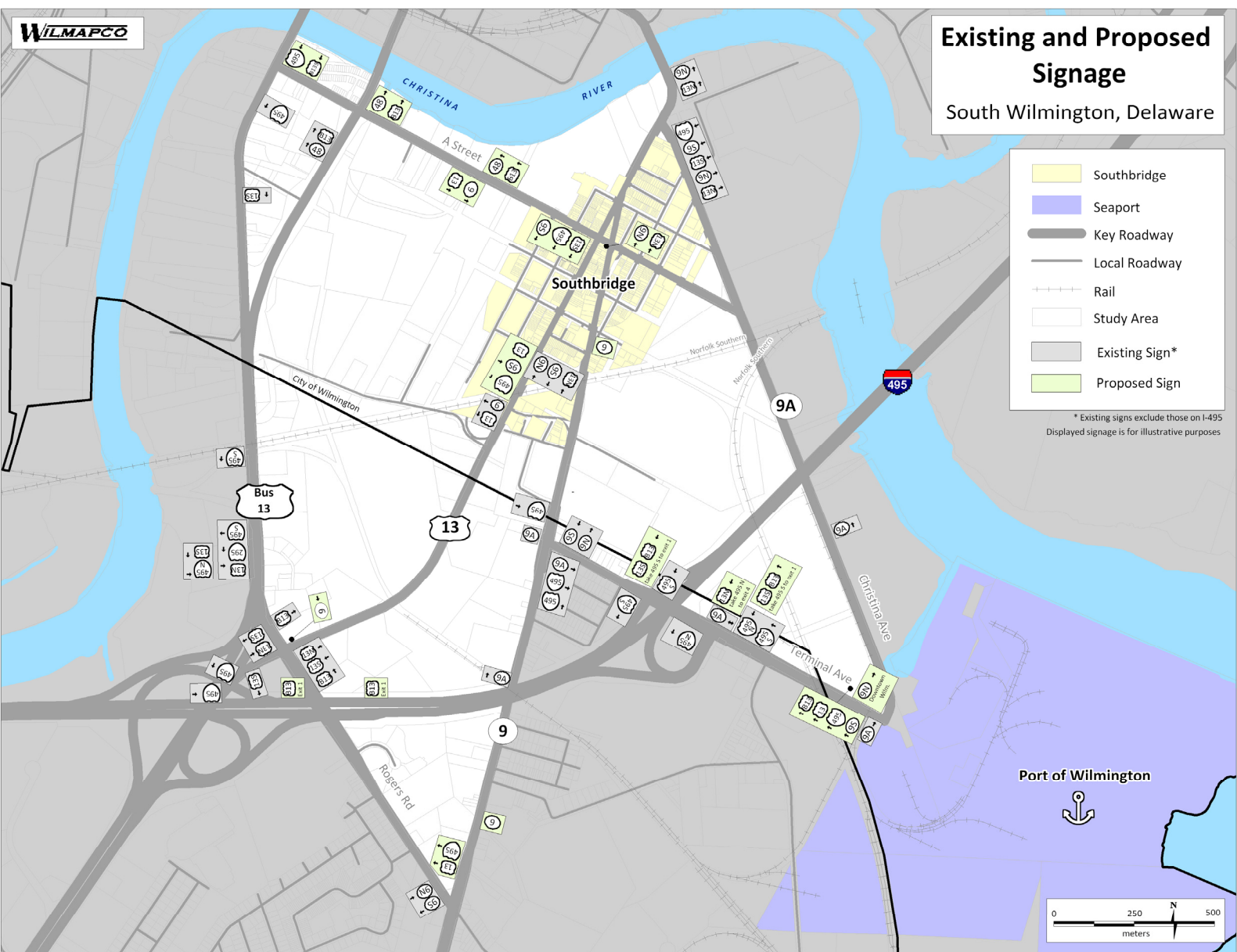


Table 1: List of Proposed Signage

Sort ID	Sign Location	Route Number	Direction	DeIDOT Concurrence
1	Business US 13 South (Market Street) at A Street: NE Corner	Business US 13 South	Left	Yes
2		I-495	Left	Yes
3	Business US 13 North (Walnut Street) at A Street: NE Corner	Business US 13 North	Right	Yes
4		SR 48	Right	Yes
5	A Street (between Business US 13 and US 13): S Side	SR 9	Straight	Yes
6		US 13	Straight	Yes
7	A Street (between Business US 13 and US 13): N Side	SR 48	Straight	Yes
8		Business US 13	Straight	Yes
9	US 13 South (S Heald Street) at A Street: SW Corner	Business US 13 South	Right	Yes
10		I-495	Right	Yes
11		SR 9 South	Right	Yes
12	SR 9 (New Castle Ave) at A Street: SW Corner	US 13 North	Left	Yes
13		SR 9 North	Left	Yes
14	US 13 South (S Heald Street) at D Street: NW Corner	I-495	Straight	No
15		US 13	NA	No
16		SR 9 South	Left	No
17	US 13 South (S Heald Street) at Rogers Rd: NE Corner	SR 9	Left	Yes
18	I-495 South (between SR 9 and Rogers Road)	Business US 13	via Exit 1	No
19	I-495 South (between Rogers Road and US 13)	Business US 13	via Exit 1	No
20	SR 9 (New Castle Ave) at Rogers Rd: NW Corner	US 13	Right	Yes
21		I-495	Right	No
22	SR 9 (New Castle Ave) between Rogers Rd & I-495: E Side	SR 9	NA	No
23	SR 9 (New Castle Ave) between Terminal Ave and A Street: E Side	SR 9	NA	No
24	Terminal Ave at I-495: South Interchange: N Side	US 13 South	Left	Yes*
25		Business US 13	Left	No
26	Terminal Ave at I-495: North Interchange: N Side	US 13 North	Left	Yes*
27		US 13 South	Straight	Yes*
28		Business US 13	Straight	No
29	Terminal Ave at Christiana Ave: NW Corner	Business US 13	Straight	No
30		US 13	Straight	Yes
31		I-495	Straight	Yes
32		SR 9 South	Straight	Yes
33		SR 9 North	Right	Yes

* = Should be converted to directional signs. See DeIDOT e-mail in the appendix.

In the process of making new route signage recommendations, staff also discovered other signage problems, which hinder way-finding in South Wilmington. The SR 9 South and a “Wilmington Keep Left” signs on D Street at SR 9 in Southbridge were found to be worn and need to be replaced. Additionally, Google Maps incorrectly indicated that a left-turn from Terminal Avenue to the I-495 North exit was impossible. Subsequent directions thus routed drivers past the exit, onto SR 9 (New Castle Avenue) and then back east along Terminal Avenue to reach the I-495 North exit. WILMAPCO has contacted Google to have this problem corrected.



Worn signage is pictured on D Street in Southbridge

This study has been met with approval by the community. It was presented at the South Wilmington Planning Committee meeting on February 3, 2009, and at the Southbridge Civic Association two weeks later. No adjustments were recommended.

Together with the other proposals identified in the *Southbridge Circulation Study*, the implementation of the proposals in this study by the City of Wilmington and DelDOT should work towards the ultimate goal of reducing truck traffic in Southbridge without compromising economic development. All new signs should also adhere to Delaware’s Manual on Uniform Traffic Control Devices (DE MUTCD). WILMAPCO will monitor the progress of this plan’s implementation and continue to identify new strategies to reduce truck trips in Southbridge.

Identified Possible Truck Generating Sites around Southbridge



Sample Letter to an Identified Possible Truck-Generating Business

Wilmington Area Planning Council

850 Library Avenue, Suite 100
Newark, Delaware 19711
302-737-6205; Fax 302-737-9584
From Cecil County: 888-808-7088
e-mail: wilmapco@wilmapco.org
web site: www.wilmapco.org

WILMAPCO Council:

October 23, 2008

Stephen Kingsberry, Chair
Delaware Transit Corporation
Executive Director

XXX

Joseph L. Pisena, Vice-chair
Mayor of Elton

XXX

James M. Baker
Mayor of Wilmington

XXX

Christopher A. Goons
New Castle County
County Executive

Dear Sir or Madam:

Vance A. Funk II
Mayor of Newark

Residents of the Southbridge community in South Wilmington have long called for improvements to their neighborhood's transportation system. Residents are most vocal about heavy truck traffic, which passes daily along their neighborhood streets.

Brian Lockhart
Cecil County Commissioner

Donald A. Halligan
Maryland Dept. of Transportation
Director, Office of Planning and
Capital Programming

WILMAPCO has proposed a multi-pronged approach for reducing truck trips through the Southbridge residential core as part of a circulation study of that neighborhood (available at www.wilmapco.org/Southbridge). One initiative involves contacting local generators of truck traffic and asking them to consider re-routing their drivers around the Southbridge residential core.

Lee Ann Walling
Division's Office of the Governor
Policy Advisor for Environment
and Quality of Life Policy

Carolann Wicks
Delaware Dept. of Transportation
Secretary

WILMAPCO Executive Director
Tigist Zegeye

Your property (parcel # xxx) has been identified as one of two dozen possible local generators of truck traffic in Southbridge (see enclosed map). If trucks which service your property (ies) (number xxx on the map) currently route through the neighborhood's residential core (yellow on the map), please consider strongly identifying an alternative route. If no alternative route is possible, keeping trucks to the main streets of New Castle Avenue, South Heald Street and A Street—and off of side-streets—in Southbridge is appreciated.

Your cooperation and participation in this effort will improve the quality of life of Southbridge residents. WILMAPCO is willing to meet at any time to assist in the identification of alternative routes your trucks can take around the Southbridge residential core. Please do not hesitate to contact Bill Swiatek with any questions or concerns. He can be reached by telephone at: 302-737-6205 x13, or via e-mail at: bswiatek@wilmapco.org.

Sincerely,

Tigist Zegeye, Executive Director
Wilmington Area Planning Council

Marvin Thomas, President
Southbridge Civic Association

Hanifa Shabazz, Councilwoman
Wilmington City Council

WILMAPCO

Partners with you in transportation planning

4048 New Castle Avenue
New Castle, Delaware 19720

Phone: (302) 658-5241
Fax: (302) 658-0671

HEALD STREET, LLC

November 17, 2008

Tigist Zegeye, Executive Director
Wilmington Area Planning Council
850 Library Avenue, Suite 100
Newark, Delaware 19711

Re: Parcel #1000100047 (#17 on Map)
Heald Street LLC

Dear Sir or Madam:

In response to your letter of October 23, 2008 regarding the referenced property located at South Health Street we respectfully offer the following:

This property is not generating any truck traffic through Southbridge and its surrounding areas. The bridge located at the north end of Southbridge, E. Fourth Street is weight restricted to 16 tons making trucks in excess of that restriction in violation and subject to citation. Also, at this time there are no trucking operations located at the referenced property location.

Any truck traffic generated by any of our subsidiary companies for which there is no acceptable alternative route would be limited to the recommended main streets of New Castle Avenue, South Heald Street and A Street.

If you have any further questions or concerns please contact me at 302-658-5241.

Sincerely,



Nicholas J. Ferrara, Jr.
President

CC: Marvin Thomas, President
Southbridge Civic Association

Hanita Shabazz, Councilwoman
Wilmington City Council

⁷ This was the only response we received to our October 23, 2008 letter.

E-mail from DelDOT with Comments and Recommendations**RE: South Wilmington Signage Study**

● Haag Peter (DelDOT) [Peter.Haag@state.de.us]

Follow up
You replied on 4/6/2009 2:15 PM.

To: 'Bill Swiatek'**Cc:** Weiser Adam (DelDOT); Hutson Bob (DelDOT); Meyer Tom (DelDOT)

Bill,

The Department has the following comments for the South Wilmington Signage Study:

- 1) The amount of directional signs proposed should be minimized.
- 2) The I-95 and Rt 13B on westbound Terminal Ave should be removed.
- 3) The Rt 13 signs on westbound Terminal Ave at the I-495 ramps should be converted to the Rt 13 directional signs.
- 4) All proposed signs should be ground mounted. Overhead signs are not recommended.
- 5) The Rt 9 signs should be removed when traveling in the northbound direction along Route 9
- 6) Are similar directional signs, that are proposed exiting the port, needed when exiting the City and crossing over the Christina River?
- 7) The Rt 13, I-95, and I-495 signs located on southbound Rt 13 should be removed.
- 8) The I-495 sign located on southbound Rt 9 at Rogers Road should be removed.
- 9) Are directional signs needed on northbound Rt 9 at Terminal Ave informing motorists/trucks of the Southbridge Community, Port of Wilmington, and Downtown Wilmington?
- 10) Are additional directional signs needed at Exit 4 on I-495 to coincide with the Route 13 North signs?
- 11) All signs shall coincide with the DE MUTCD.
- 12) The Rt 13B signs located on southbound I-495 should be removed.
- 13) Who is WILMAPCO proposing to fund the proposed signage?

Let me know if you have any questions or comments.

Thank you,
Peter R Haag Jr
Traffic Studies Engineer
Delaware Department of Transportation