DelDOT Replacement of Bridge 3-437
on SR54 Lighthouse Rd
Frequently Asked Questions

Q: When will the bridge construction take place?
A: Some early work including advanced utility relocations and installation of a temporary sidewalk will take place from October of 2025 through May of 2026. The first stage of bridge construction is anticipated to begin in October of 2026. During this stage, the north side of the bridge will be demolished and reconstructed. Construction for the first stage will finish in May of 2027 and only minor construction and utility relocations will take place during the summer of 2027. The second stage of construction is anticipated to begin in October of 2027 for the southern side of the bridge. Construction is anticipated to be complete by May of 2028.

Q: Will work be done on weekends?
A: The majority of the construction is anticipated to be completed Monday-Friday but weekend work will be considered to aid in maintaining schedule as necessary during the active construction seasons (anticipated October 2026-May 2027 and October 2027-May 2028).

Q: Will night work be performed for this project?
A: Based on the results of the night work survey, night work will be permitted for this project with 96% of responses in favor using night work to help reduce impacts to the travelling public. 24/7 construction is not anticipated for this project; however, night work will be used when acceleration of the schedule can be realized and to minimize impacts to the travelling public.

Q: When will the night work be performed?
A: Night work could be performed at any time during the active construction seasons (anticipated October 2026-May 2027 and October 2027-May 2028). However, night work will primarily be used on weeknights for certain construction operations, so it will not be a common occurrence.

Q: Will the new bridge accommodate additional traffic lanes?
A: The proposed bridge cross section provides one travel lane in each direction and a center lane which will not be used for normal traffic operations on the bridge. This center lane will allow for turn lanes to be added at neighboring cross streets, allow emergency vehicles to cross the structure during times of traffic congestion, and allow for a second outbound lane in the event of an evacuation.

Q: How far will the center turn lane extend beyond the bridge?
A: A center turn lane is planned from the bridge to the reconfigured Bennett Ave/Monroe Ave on the west. This center turn lane will improve user safety for traffic accessing Madison Ave, Jefferson Ave, Monroe Ave and Bennett Ave.

Q: Will a bike lane provided on the new bridge?
A: Yes, the proposed structure includes a 5-foot-wide dual use shoulder/bicycle lane to remove bicyclists from the travel lanes and improve safety.

Q: Will there be sidewalks on the new bridge and approaches?
A: Yes, the new bridge will provide a 5' – 9" sidewalk on each side. Additionally, these sidewalks will be carried off the bridge to the nearest roadway intersection to improve safety for pedestrians using the structure.

Q: Will there be a permanent traffic light at Monroe Ave / Bennett Ave?
A: Yes, the corridor study conducted for RT54 indicated the need for a traffic light and reconfiguration of Bennett Ave to align with Monroe Avenue. This work will be completed as part of this project.

Q: What are the limits of the planned construction project?
A: The limits of construction extend along SR54 from a point just east of the existing causeway bridge to a point west of Beacon Drive.

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Q: Why will there be a traffic light at Monroe Ave / Bennett Ave but not at Jefferson Ave or Madison Ave?
A: The RT54 corridor study indicated a need for a traffic light at Bennett Ave/Monroe Ave. The high peak hour volumes at Bennett Ave due to the businesses accessed from this intersection led to a need for a traffic signal to improve user safety. Although traffic lights are not being provided at Jefferson Ave or Madison Ave, the incorporation of a center turn lane for these intersections greatly improves traffic flow on RT54. Additionally, the traffic light at Bennett will provide gaps in the eastbound RT54 traffic to allow access to the other streets.

Q: How will the new bridge be constructed?
A: Staged construction will be used for the new bridge. This method involves maintaining traffic on one side of the existing bridge while demolishing and reconstructing the opposite side of the bridge. Traffic is then shifted to the newly constructed portion of the bridge and the remainder of the existing bridge is demolished and replaced.

Q: Why was this construction method chosen over other options?
A: Phased construction allows vehicular and pedestrian traffic to be maintained at all times and keeps the proposed bridge on approximately the same alignment as the existing bridge. Additionally, the developed properties on the approaches as well as overhead and underground utilities adjacent to the bridge significantly restrict the feasible method of construction for, and potential location of, the new bridge.

Q: Will the bridge remain open throughout construction?
A: Yes, vehicular traffic will be maintained on the existing or new bridge at all times during construction. Pedestrian traffic will also be maintained throughout construction by providing a temporary sidewalk attached to the existing or new bridge. Single lane closures of the roadway will be required for specific items of work (for example delivery of bridge beams). These lane closures will maintain traffic in both directions using flaggers to maintain single lane two-way operations. The single lane closures will only take place during the active construction seasons (October – May) and at times when traffic backlogs are not anticipated. Delays to pedestrian traffic may also occur during these single lane closures as delivery of materials may require a temporary closure of the sidewalk(s).

Q: Will navigation traffic be maintained throughout construction?
A: A navigation channel will be maintained as much as possible throughout construction. Construction is anticipated to utilize barges for manlifts and materials which will limit the width of the available navigation channel. Necessary closures of the navigation channel will be coordinated with the US Coast Guard and posted on their Notice to Mariners (https://www.navcen.uscg.gov/local-notices-to-mariners?district=5+0&subdistrict=n).

Q: Will another public meeting be held for the subject project?
A: The last public meeting was held on June 10, 2024. No additional public meetings are anticipated for this project.

Q: How can I find updates on the project?
A: DelDOT's project website contains the latest information available on the project. This can be found at the following web address: https://deldot.gov/projects/index.shtml?dc=details&projectNumber=T202007303

Q: What architectural enhancements are being incorporated into the project?
A: Based on the public feedback received, the rough formed wood pattern will be included for the sidewalk and the vertical fin pattern will be included for the retaining wall. Based upon the additional feedback received from the June 10, 2024 public meeting and following comment period, no bridge theme will be incorporated.