



SR 1 & Minos Conaway GRADE SEPARATED INTERSECTION

Winter Workshop - 2021



Agenda

- Project Background
- Project Key Aspects
 - Preferred Alternative
 - Highway Design
 - Structures
 - SWM/Drainage
 - Bike/Ped Connectivity
 - Noise Analysis and impacts
 - Project Cost/Schedule
- Questions/Discussion



Project Location

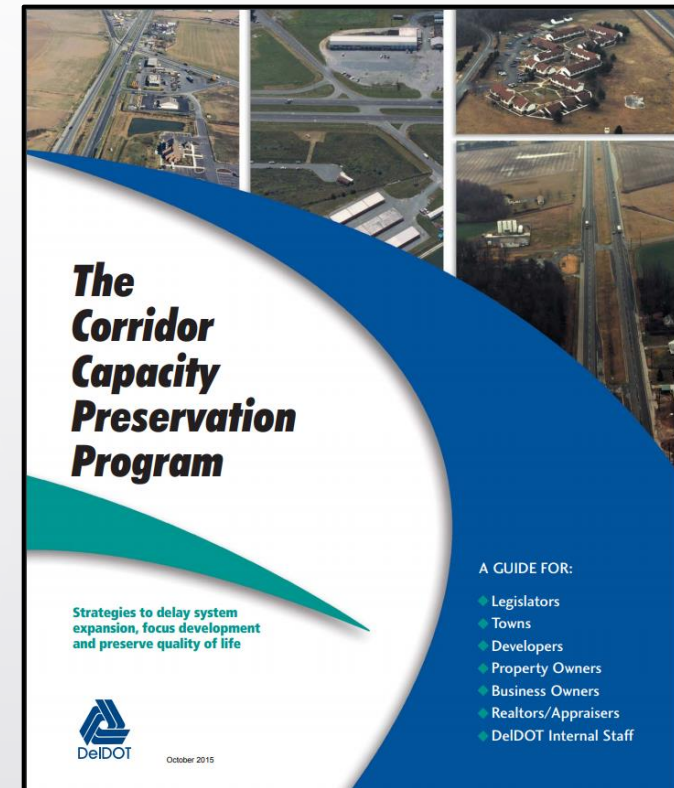


Purpose & Need

- To maintain capacity of the SR 1 corridor and improve safety at the unsignalized intersection of SR 1 and Minos Conaway while improving mobility and access for local traffic.
- To enhance multi-modal transportation in the project area.

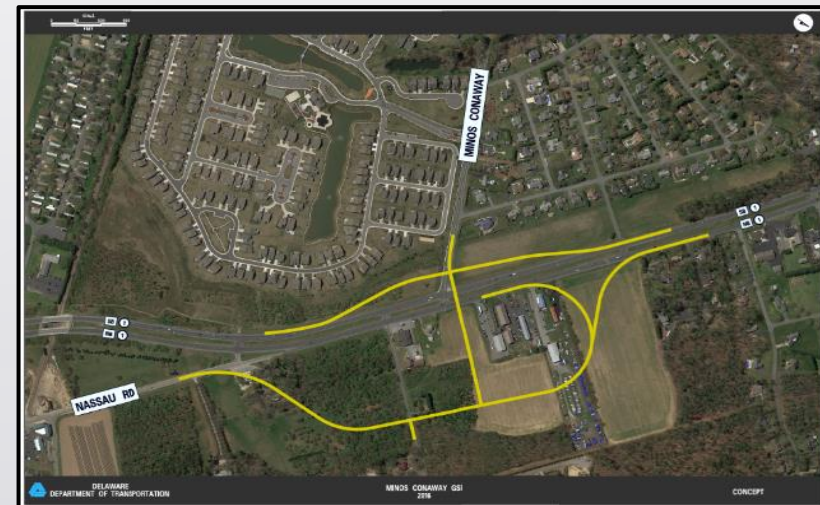
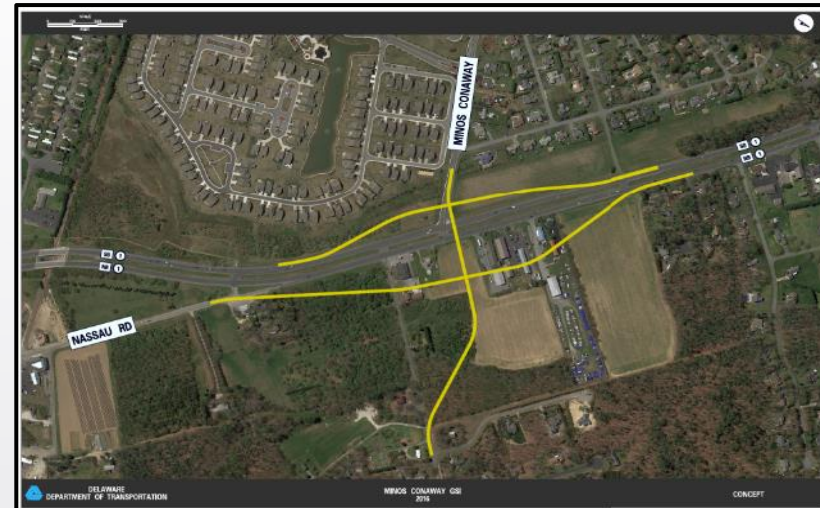
Project Background

- SR 1 Corridor Capacity Location
- Minos Conaway GSI Initiated (2016)
- Tulip Drive Signal Study (2017)
- Delaware Coast Line Railroad Decommissioned (2017)
- Concepts revised to utilize railroad corridor (2018)



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Preferred Alternative

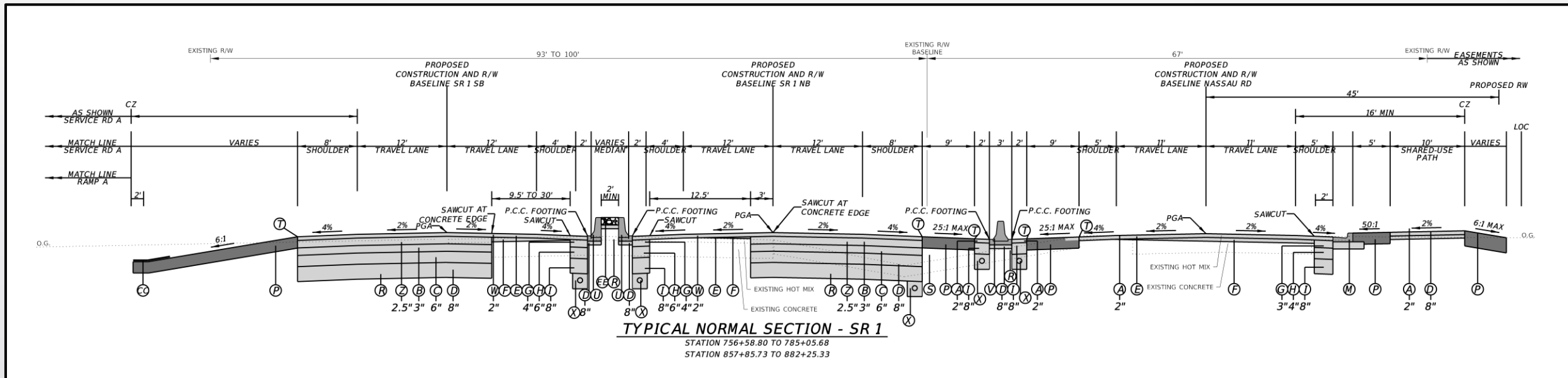




Preferred Alternative

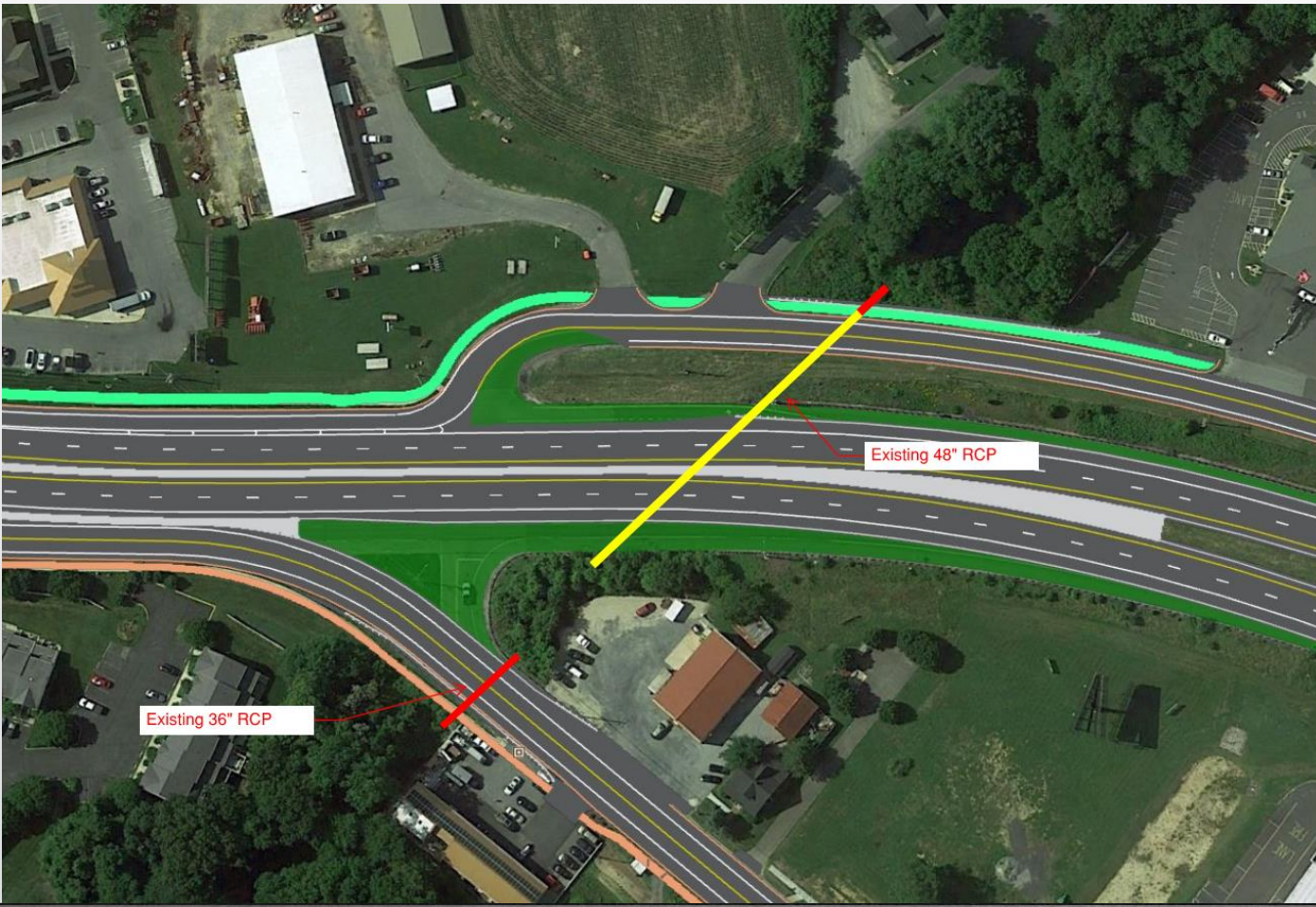


Typical Section



Structures

Proposed Culvert replacement/extension



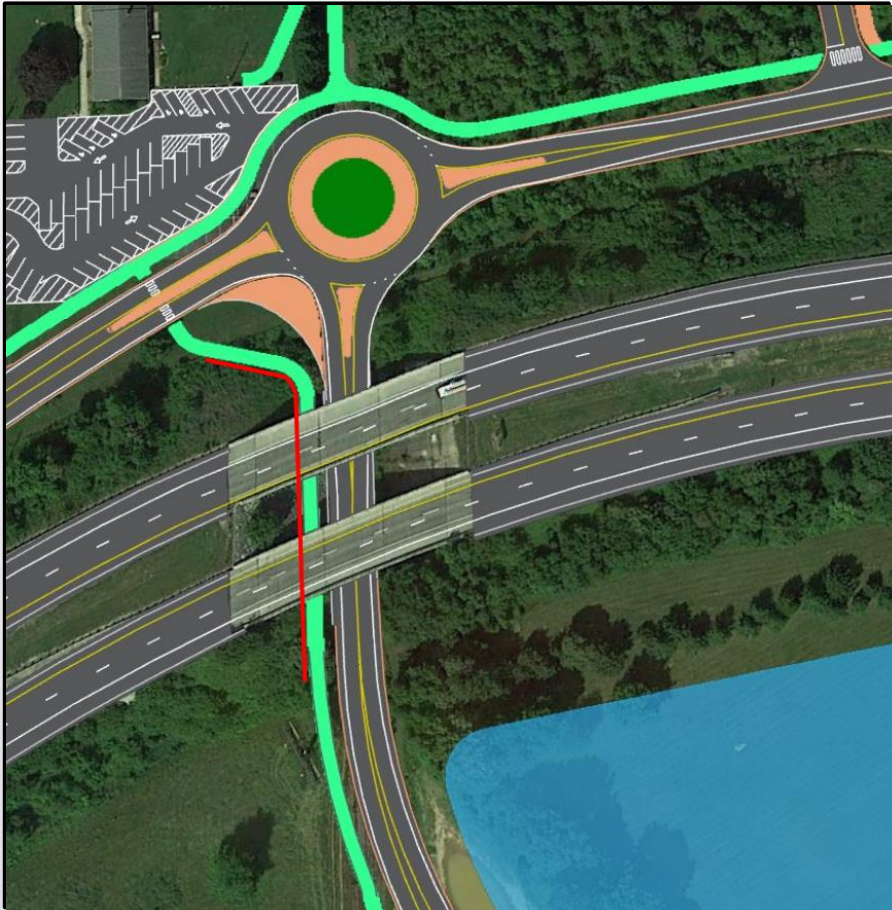
Structures

Proposed Retaining Wall



Structures

Proposed Retaining Wall



- Height = 8'
- Length = 266'
- Form lined face
- Face of wall to be constructed against the pedestrian pathway

Structures

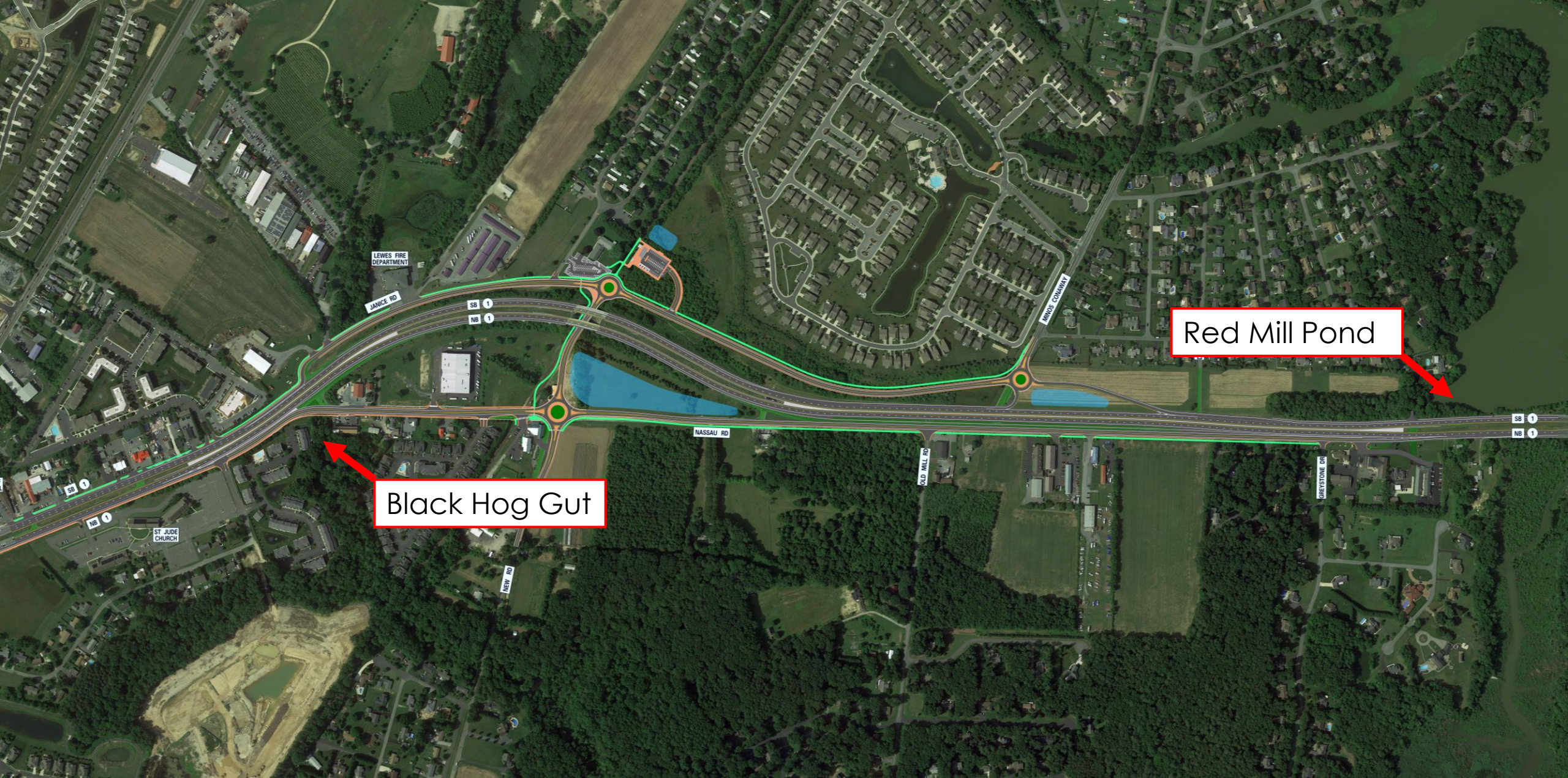
Proposed Retaining Wall



SWM & Drainage

- Mix of Closed & Open Drainage
- Two Natural Outfalls
 - Red Mill Pond
 - Black Hog Gut
 - Both eventually lead to the Broadkill River
- Wet Extended Detention Basin
- Dry Pond

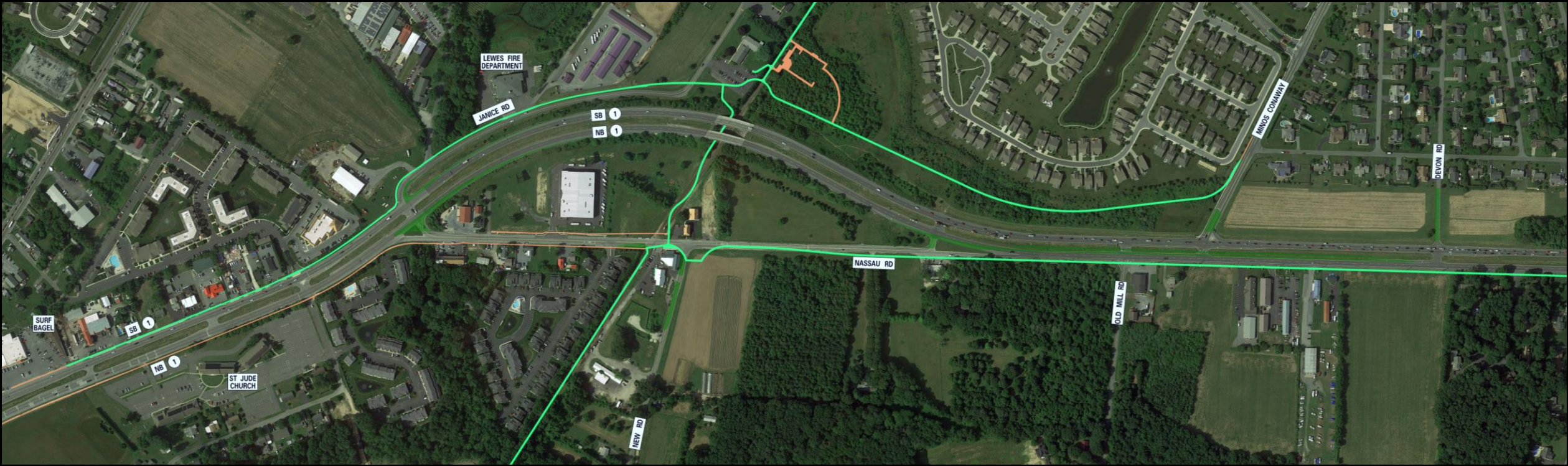




Red Mill Pond

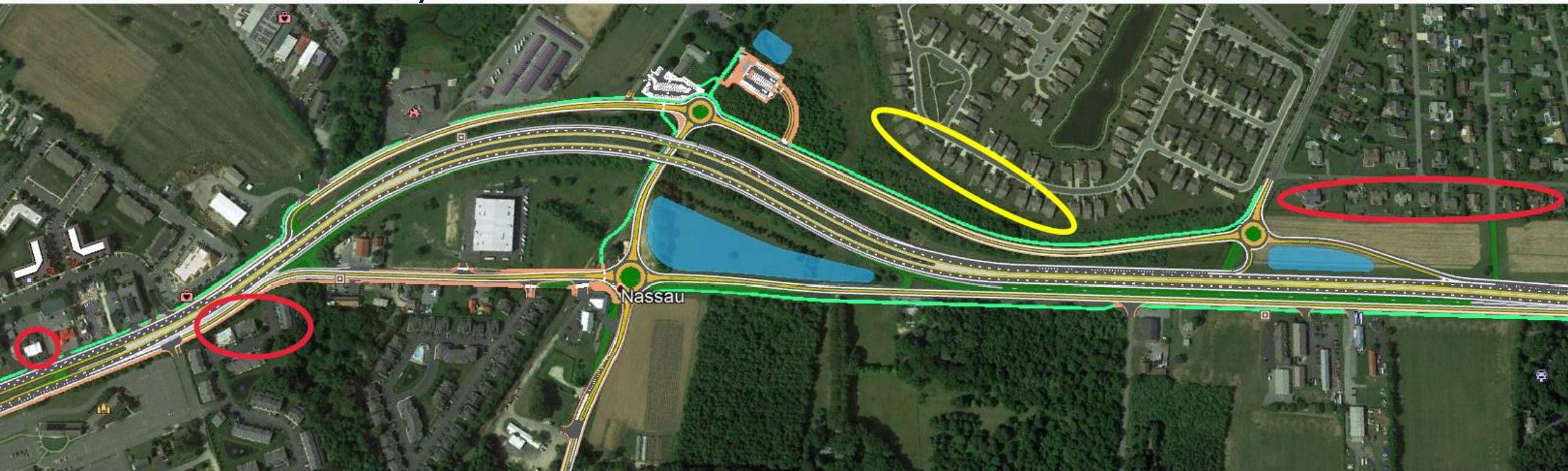
Black Hog Gut

Shared Use Path / Sidewalk

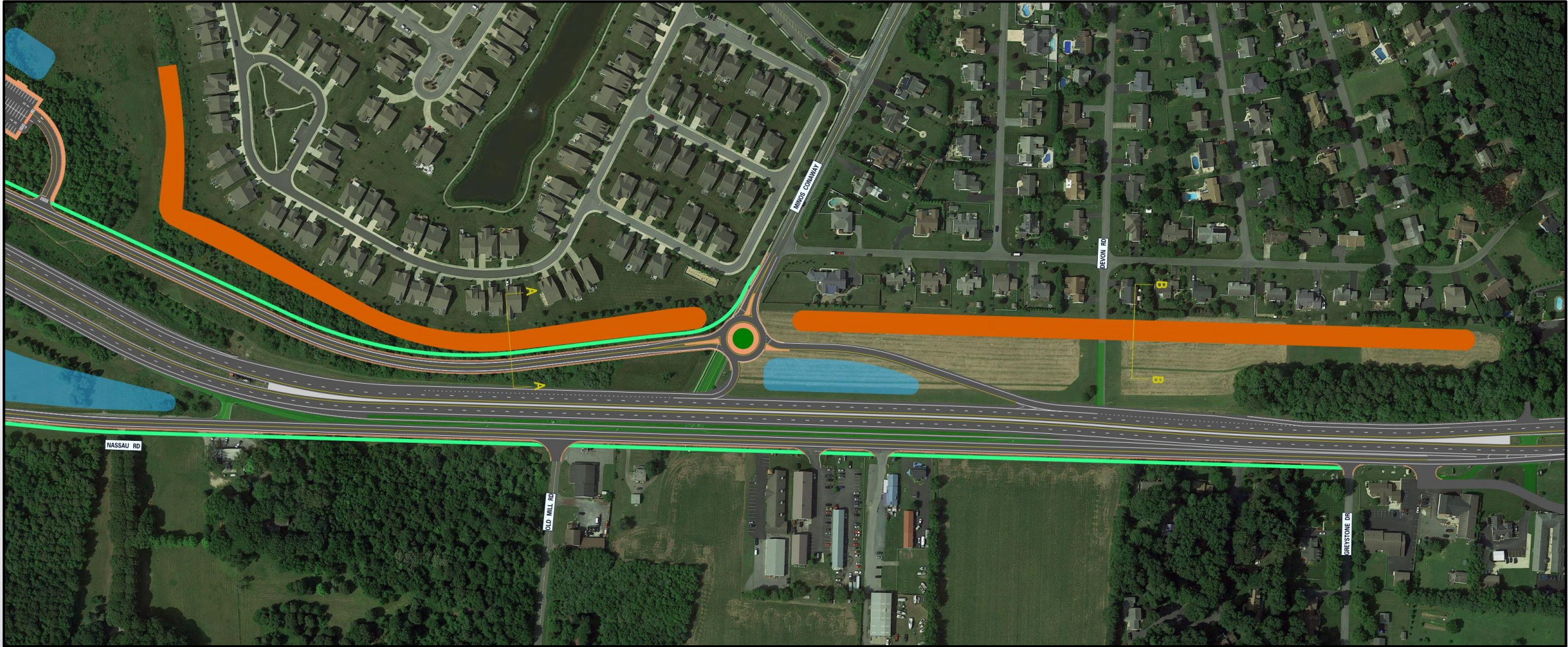




Noise Analysis



Noise – Proposed Earth Berm



Cost

Contractor Items	\$22,964,975
Construction Contingency (10%)	\$2,296,498
Construction Engineering	\$6,500,000
Traffic	\$500,000
Utilities	\$2,500,000
Construction Cost	\$34,761,473
Right-of-Way Cost	\$4,454,800
Total Project Cost	\$39,216,773



Schedule

- Semi-Final Construction Plans.....Completed - June 2020
- Value Engineering Workshop.....Completed - July 2020
- Value Engineering Implementation Committee.....Completed - August 2020
- Final Right-of-Way Plans.....Completed - October 2020
- Final Construction Plans.....June 2022
- PS&E.....October 2022
- Begin Construction.....Spring/Summer 2023 (2.5 years)





Thank You!

Questions?

