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
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
Shared Use Path / Sidewalk
Noise Analysis
Noise – Proposed Earth Berm
## Cost

<table>
<thead>
<tr>
<th>Item</th>
<th>Cost</th>
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<tbody>
<tr>
<td>Contractor Items</td>
<td>$22,964,975</td>
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<tr>
<td>Construction Contingency (10%)</td>
<td>$2,296,498</td>
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<tr>
<td>Construction Engineering</td>
<td>$6,500,000</td>
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<tr>
<td>Traffic</td>
<td>$500,000</td>
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<tr>
<td>Utilities</td>
<td>$2,500,000</td>
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<tr>
<td><strong>Construction Cost</strong></td>
<td><strong>$34,761,473</strong></td>
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<tr>
<td><strong>Right-of-Way Cost</strong></td>
<td><strong>$4,454,800</strong></td>
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<tr>
<td><strong>Total Project Cost</strong></td>
<td><strong>$39,216,773</strong></td>
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</tbody>
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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?