

# CHRISTINA RIVER BRIDGE PROJECT

May 2011



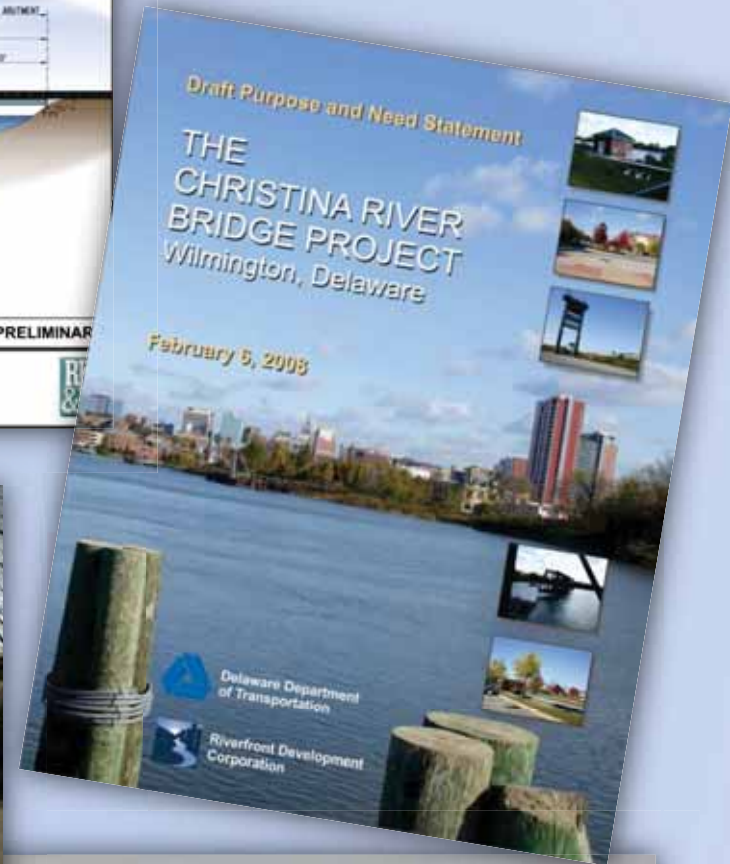
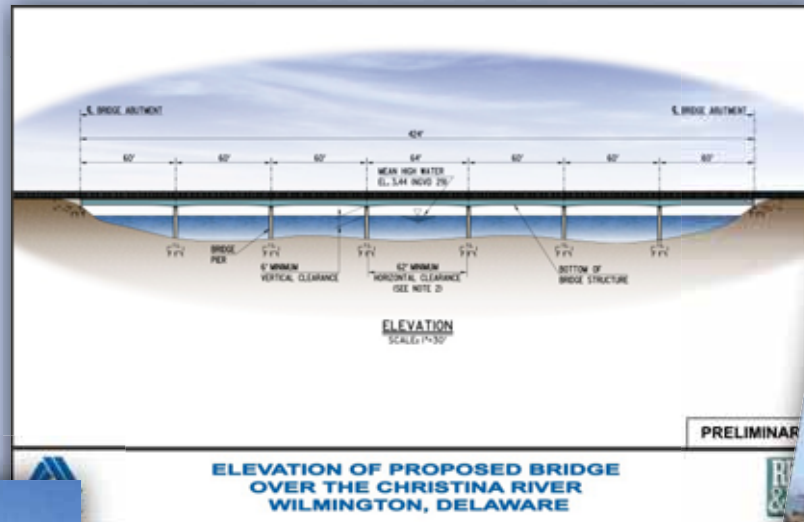
# AGENDA

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- ❖ **Project History**
- ❖ **Purpose and Need**
- ❖ **Livability Principles**
- ❖ **Existing Conditions/Resources**
- ❖ **Navigation/Bridge Clearance**
- ❖ **Study Alternatives**
- ❖ **Recommended Alternative**
- ❖ **Draft Schedule**

# PROJECT HISTORY



# PURPOSE AND NEED

## *PURPOSE*

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- ❖ To ensure that infrastructure enables the Wilmington Riverfront area to continue to effectively redevelop, while accommodating growing transportation demands from increased development.

# PURPOSE AND NEED

## *NEEDS FOR THE PROJECT*



### ❖ Needs:

- Economic Development
- Livability
- System Linkage between both sides of the River
- Community Mobility and Multi-modal Access
- Congestion relief

### ❖ Funding Sources:

- US Congressional earmark
- 20% State participation



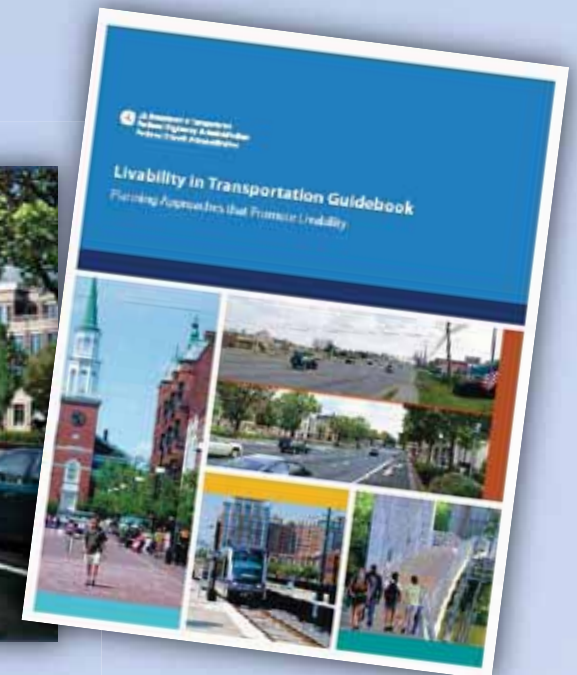


## ❖ FHWA Livability Initiative

### ▪ Livability

- » Is about tying the quality and location of transportation facilities to broader opportunities such as, access to good jobs, affordable housing, quality schools, and safe streets.
- » This includes addressing safety and capacity issues on all roads through better planning and design, maximizing and expanding new technologies.
- » For example, “being able to take your kids to school, go to work, see a doctor, drop by the grocery or post office, go out to dinner and a movie, and play with your kids at the park, all without having to get into your car.”

~ Secretary Ray LaHood,  
US Department of Transportation



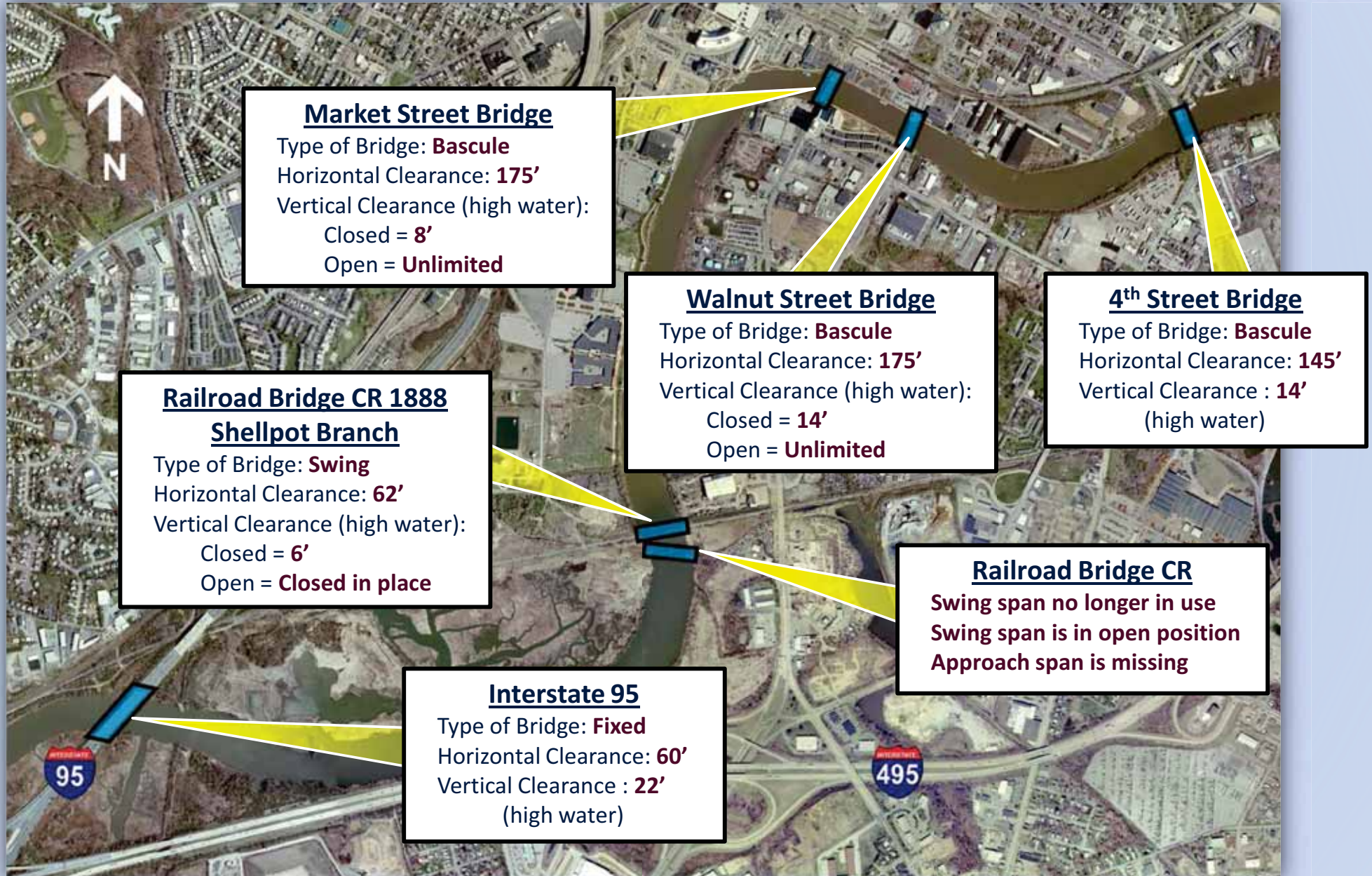
# EXISTING CONDITIONS

## ENVIRONMENTAL FEATURES



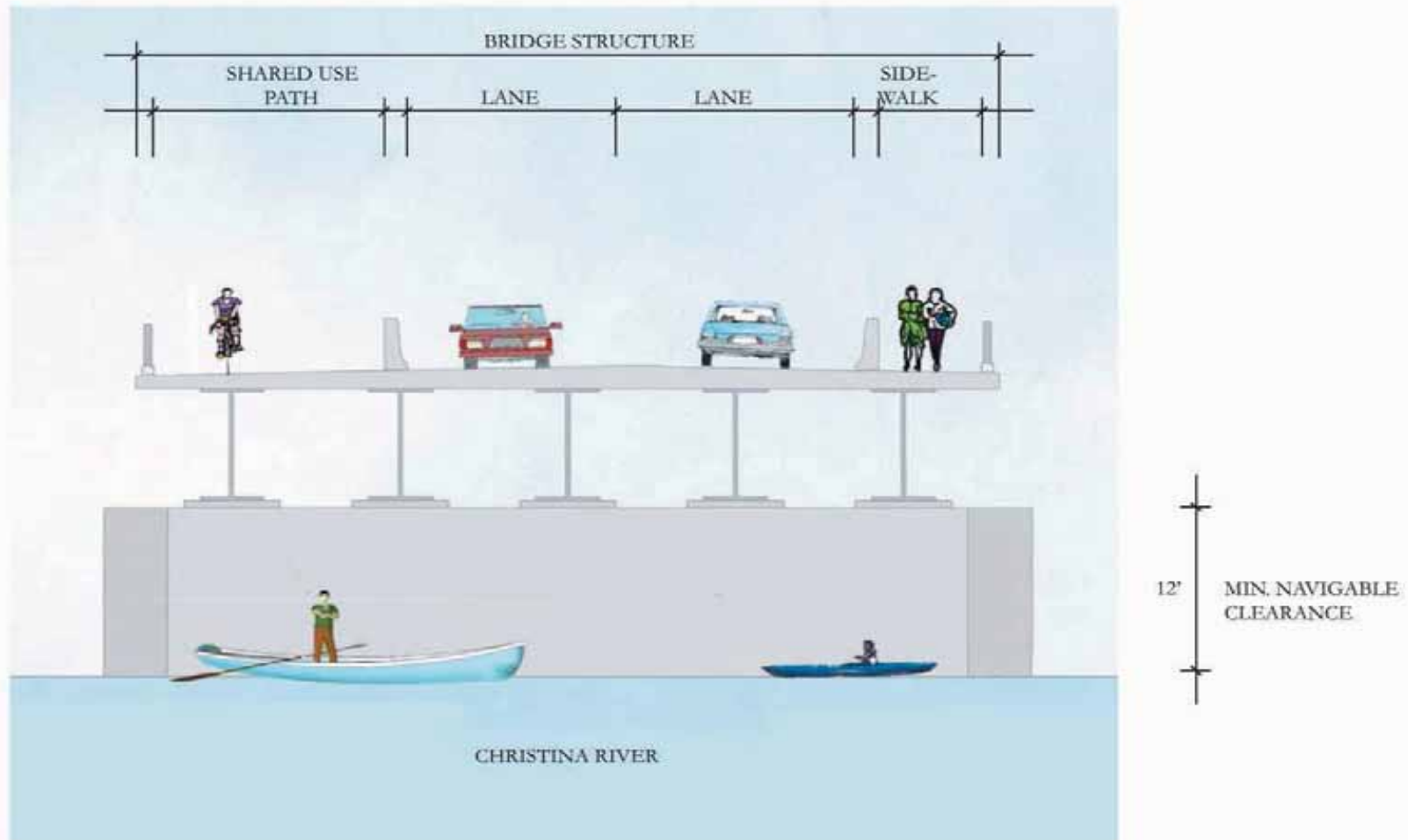
# NAVIGATION/ BRIDGE CLEARANCE

## DOCKS AND BRIDGES



# STUDY ALTERNATIVES

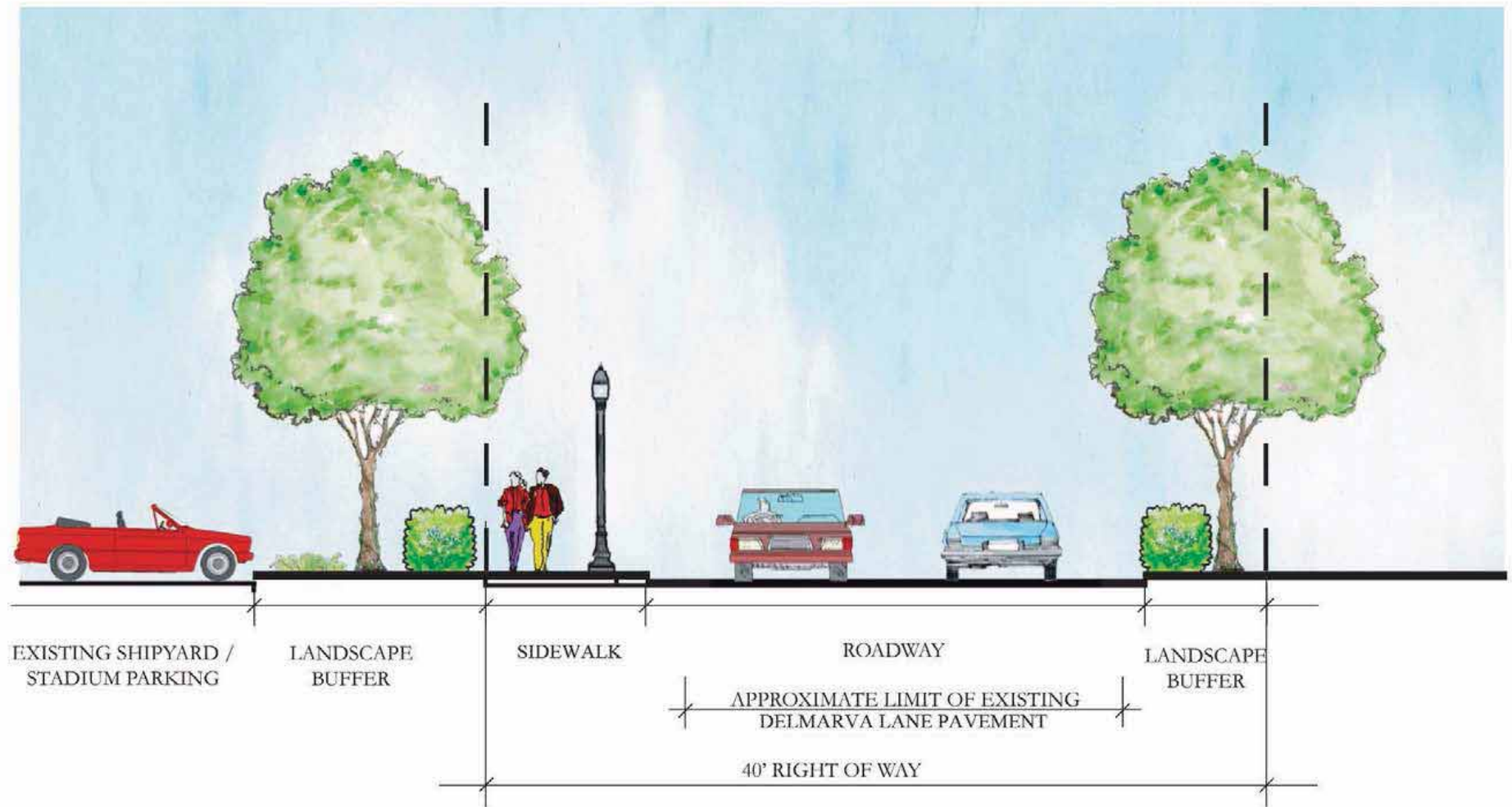
## BRIDGE TYPICAL SECTION – LOOKING EAST



Bridge Section Looking East

# STUDY ALTERNATIVES

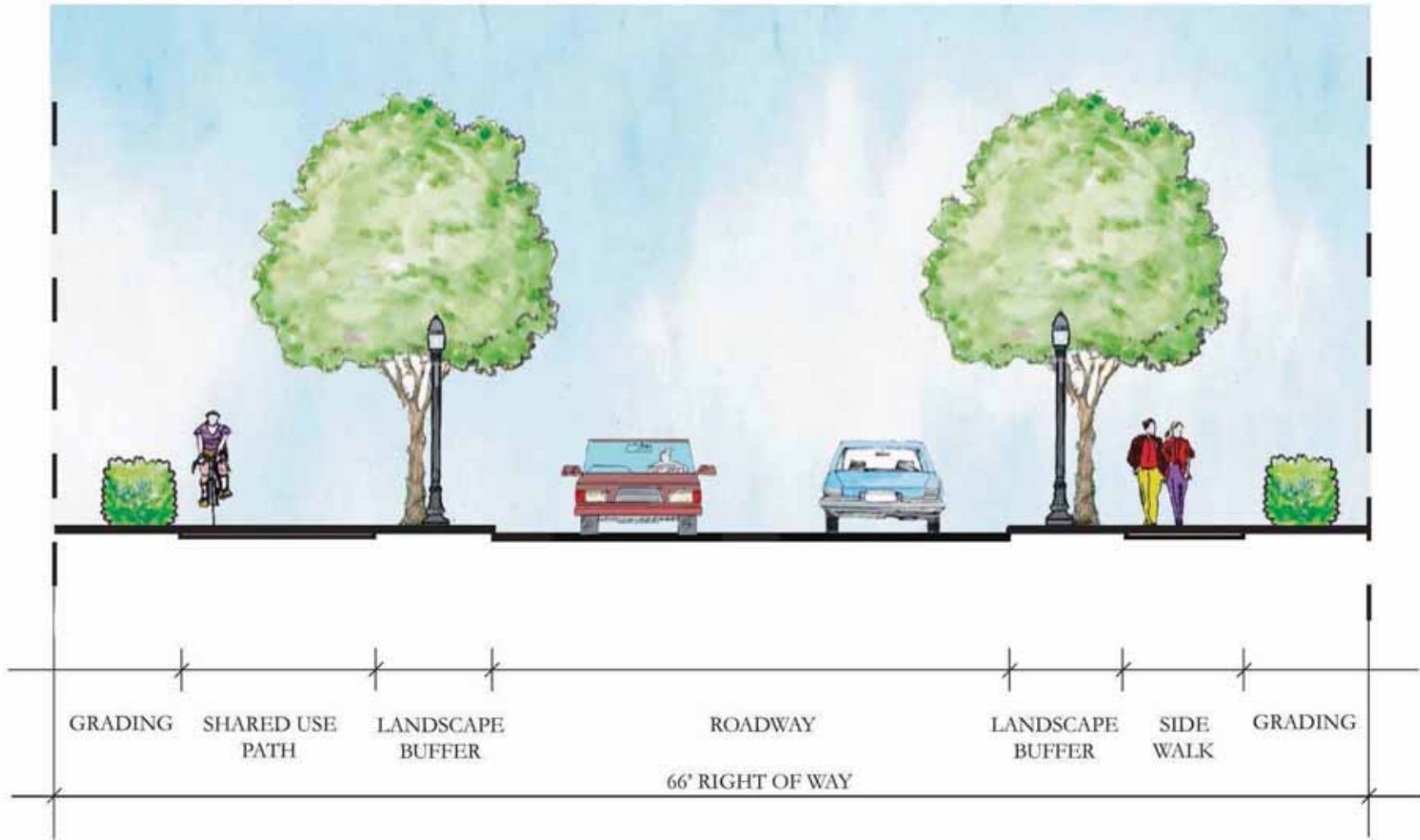
## WEST BRIDGE APPROACH



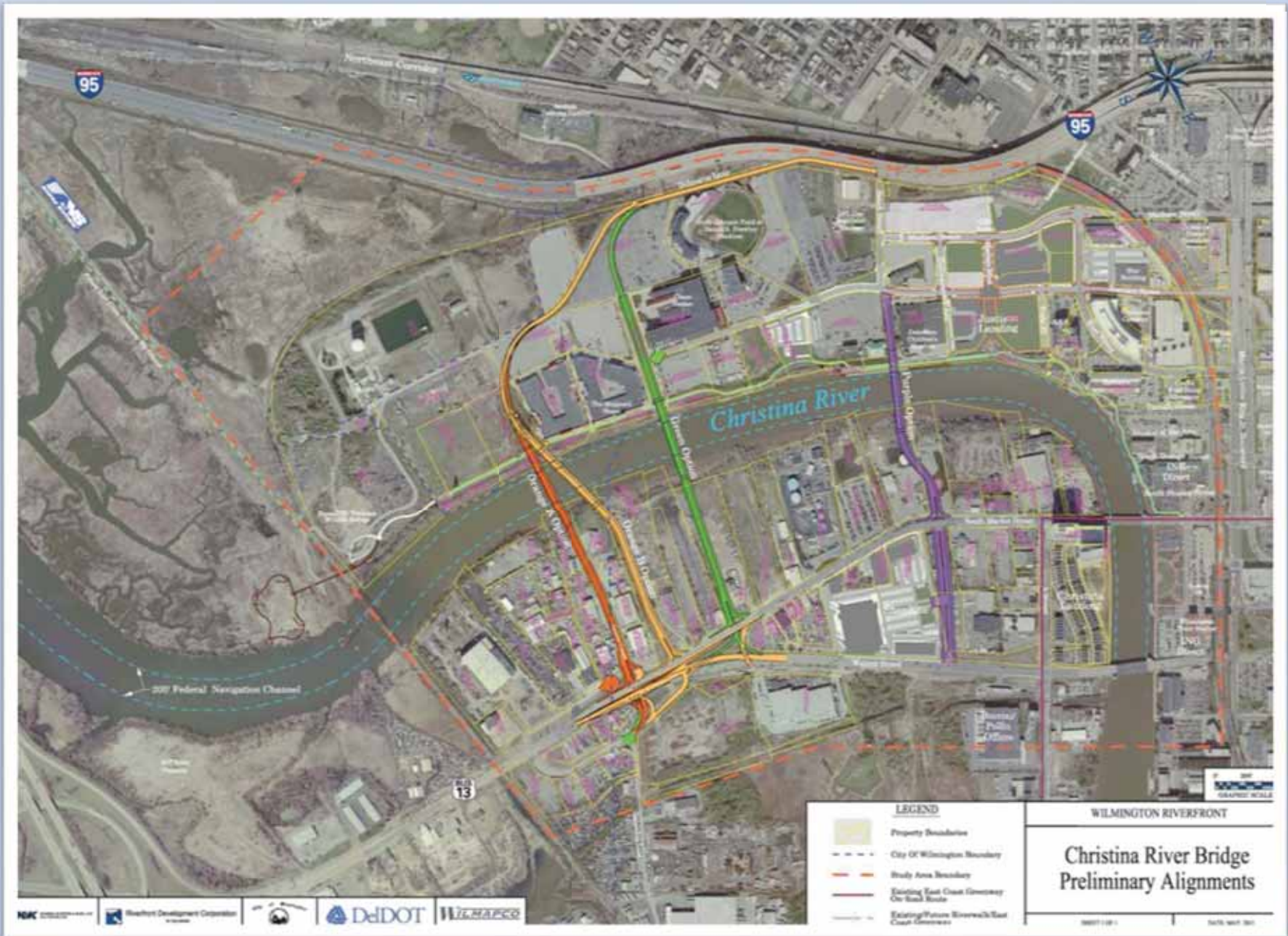
Delmarva Lane, West Bridge Approach

# STUDY ALTERNATIVES

## *EAST BRIDGE APPROACH*



## OVERVIEW



# STUDY ALTERNATIVES

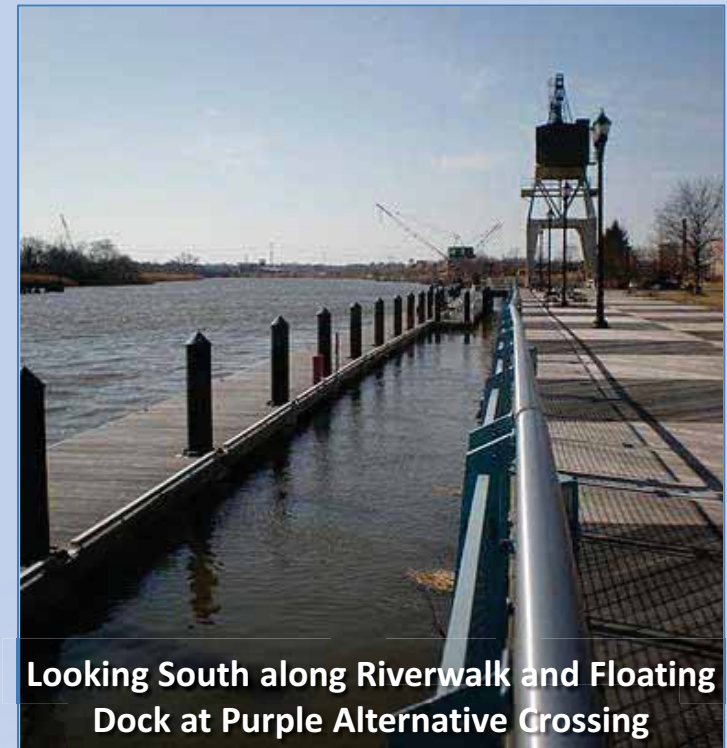
## *PURPLE ALTERNATIVE – EXISTING CONDITIONS*



Looking east from Riverwalk at Beech Street



From Justison St at Beech St Intersection



Looking South along Riverwalk and Floating Dock at Purple Alternative Crossing

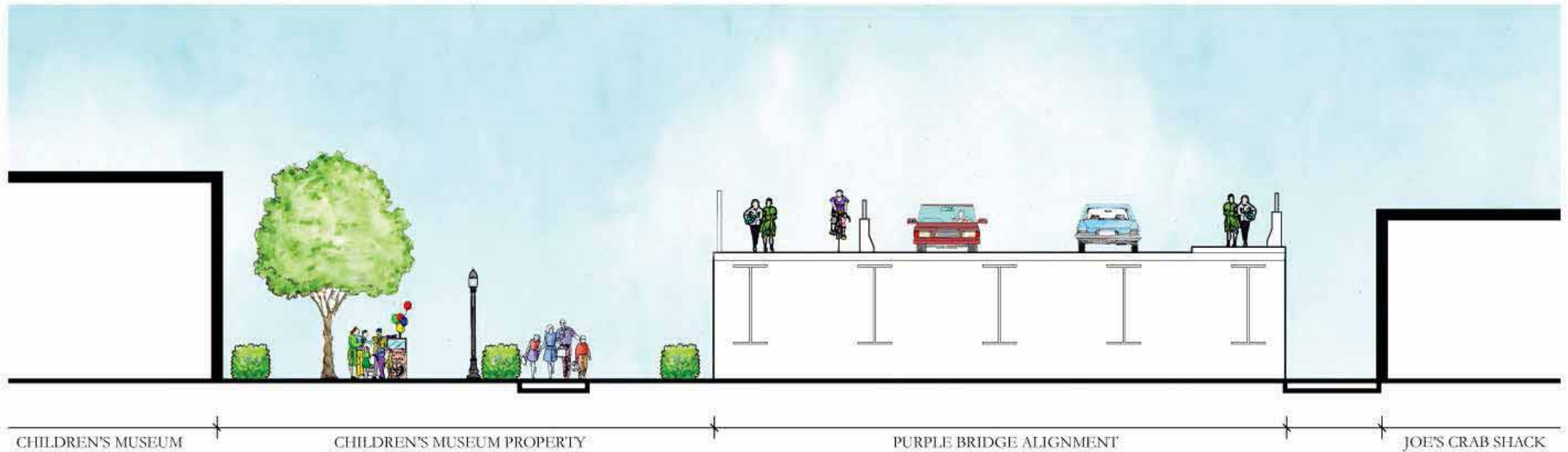
# STUDY ALTERNATIVES

## PURPLE ALTERNATIVE



# STUDY ALTERNATIVES

## PURPLE ALTERNATIVE

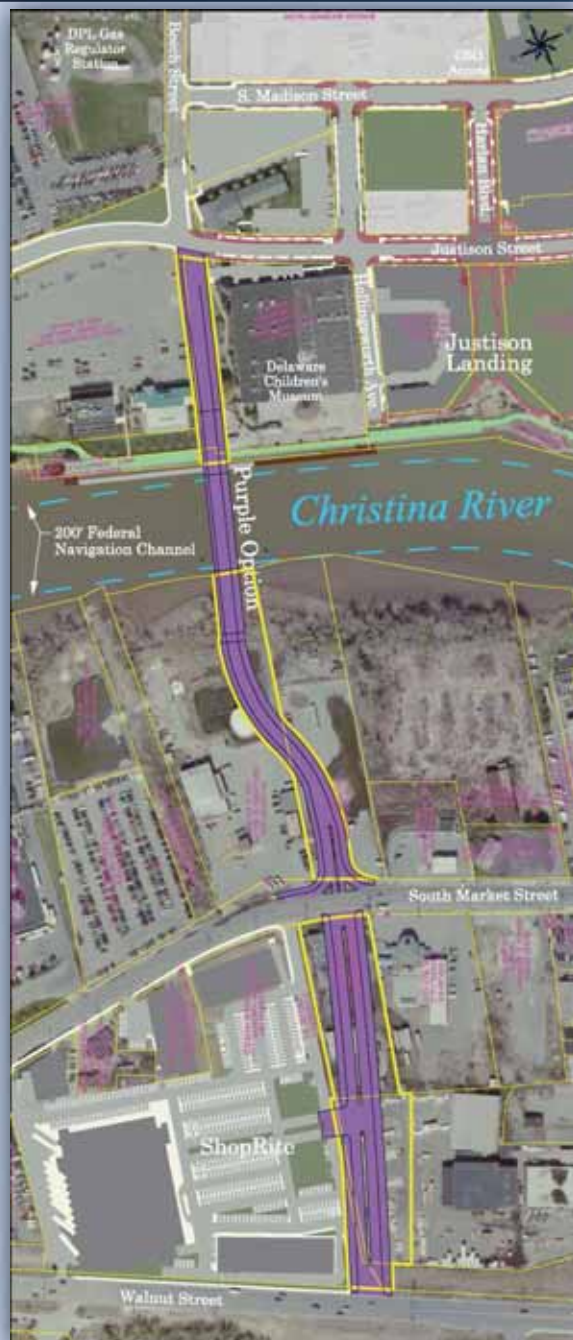


Purple Bridge Option - Section Looking East

Scale: 1/16" = 1'-0"

# STUDY ALTERNATIVES

## PURPLE ALTERNATIVE



- Shortest route between existing development
- Preserves Riverwalk along water
- Expands urban street grid
- Perpendicular crossing

- Promotes livability- connects communities
- Partially improves regional circulation

- Minimizes redevelopment opportunities
- Children's Museum displaced
- 1 Market Street business displaced
- Impacts restaurant parking
- Impacts floating docks (2)
- Proximity to Market & Walnut Street Bridges – minimizes MLK traffic diversion
- Operation of Justison/ Beech intersection will deteriorate
- Event traffic restricted to current operations
- Limits Kalmar Nyckel operation

# STUDY ALTERNATIVES

## *GREEN ALTERNATIVE – EXISTING CONDITIONS*



Looking east from Justison St  
at Green Alternative Crossing



Looking east from Green Alternative Crossing

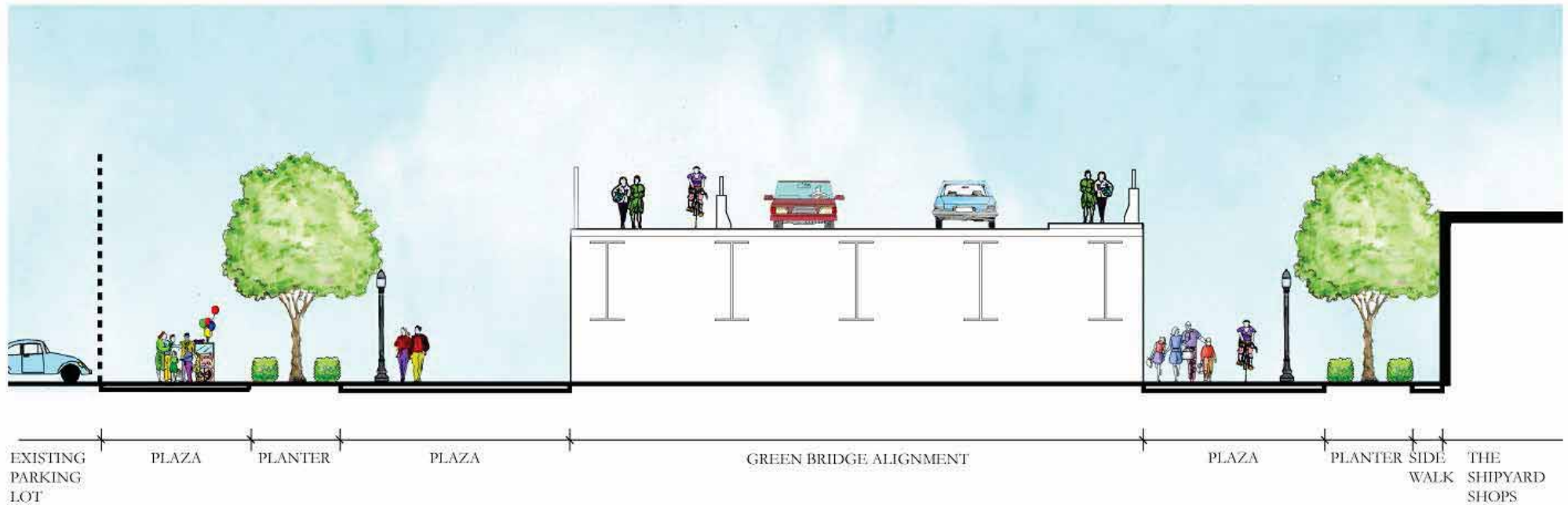
# STUDY ALTERNATIVES

## GREEN ALTERNATIVE



# STUDY ALTERNATIVES

## GREEN ALTERNATIVE



Green Bridge Option - Section Looking East

Scale: 1/16" = 1'-0"

# STUDY ALTERNATIVES

## GREEN ALTERNATIVE



- Preserves Riverwalk along water
- Improves regional circulation
- Perpendicular crossing
- No total parcel takes

- Promotes livability- connects communities
- Improves traffic operations during events

- Minimizes redevelopment opportunities
- Impacts dock
- Removes intersection at Justison Street
- Impacts stadium parking
- Greatest property impacts
- Compromises existing urban grid
- 2 Market Street businesses displaced

# STUDY ALTERNATIVES

## *ORANGE A ALTERNATIVE – EXISTING CONDITIONS*



Looking east from Orange A Alternative Crossing

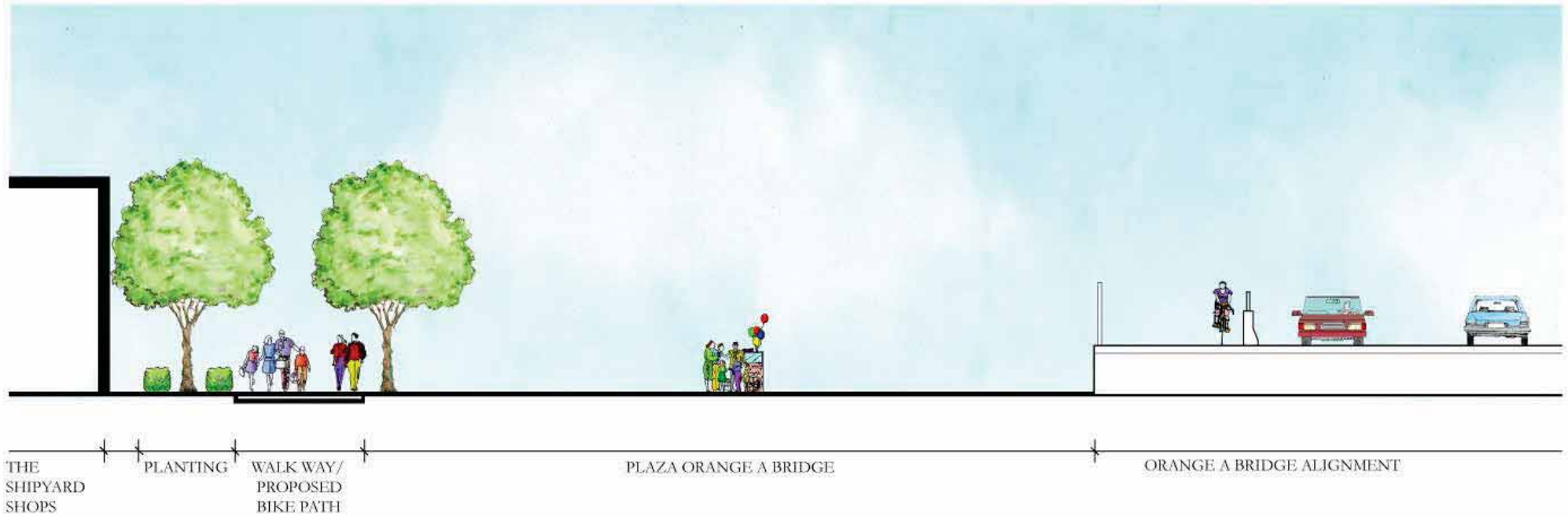
# STUDY ALTERNATIVES

## ORANGE A ALTERNATIVE – EAST BANK



# STUDY ALTERNATIVES

## ORANGE A ALTERNATIVE



Orange A Option - Westbank Section Looking East

Scale: 1/16" = 1'-0"

# STUDY ALTERNATIVES

## ORANGE A ALTERNATIVE



- Improves regional circulation
- Perpendicular crossing
- No dock impacts
- Maximizes redevelopment opportunities
- Improves event traffic congestion
- Expands urban grid
- Direct connection to Greenway

- Promotes livability- connects communities

- Minor impacts to stadium parking
- Impacts to Shipyard Shops parking
- 3 Market Street businesses displaced
- 3 total parcel takes
- 6 business entrances impacted
- Least desirable access management

Orange A Option - 200' Bridge Span

# STUDY ALTERNATIVES

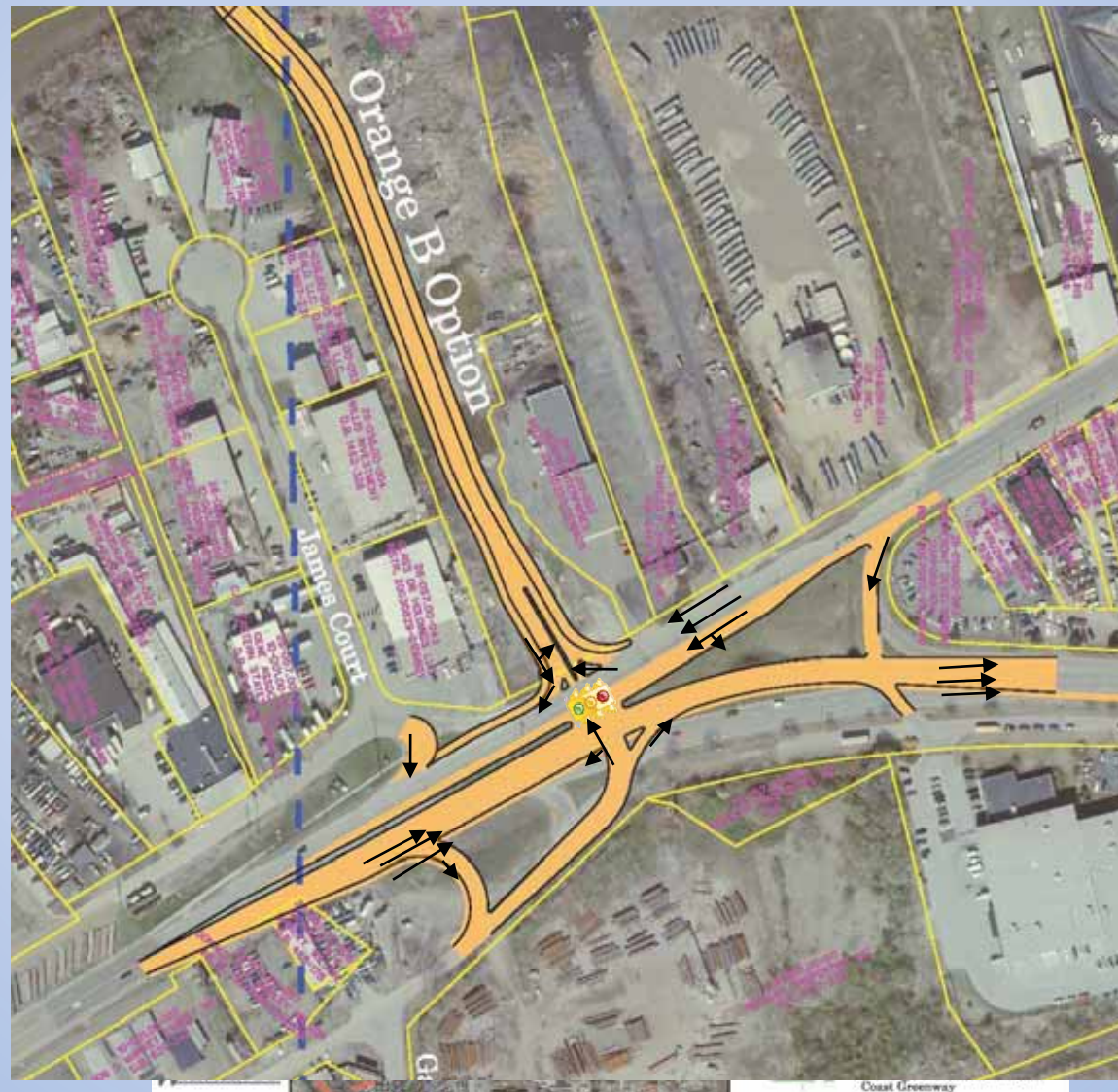
## *ORANGE B ALTERNATIVE – EXISTING CONDITIONS*



Looking east from Orange B Alternative Crossing

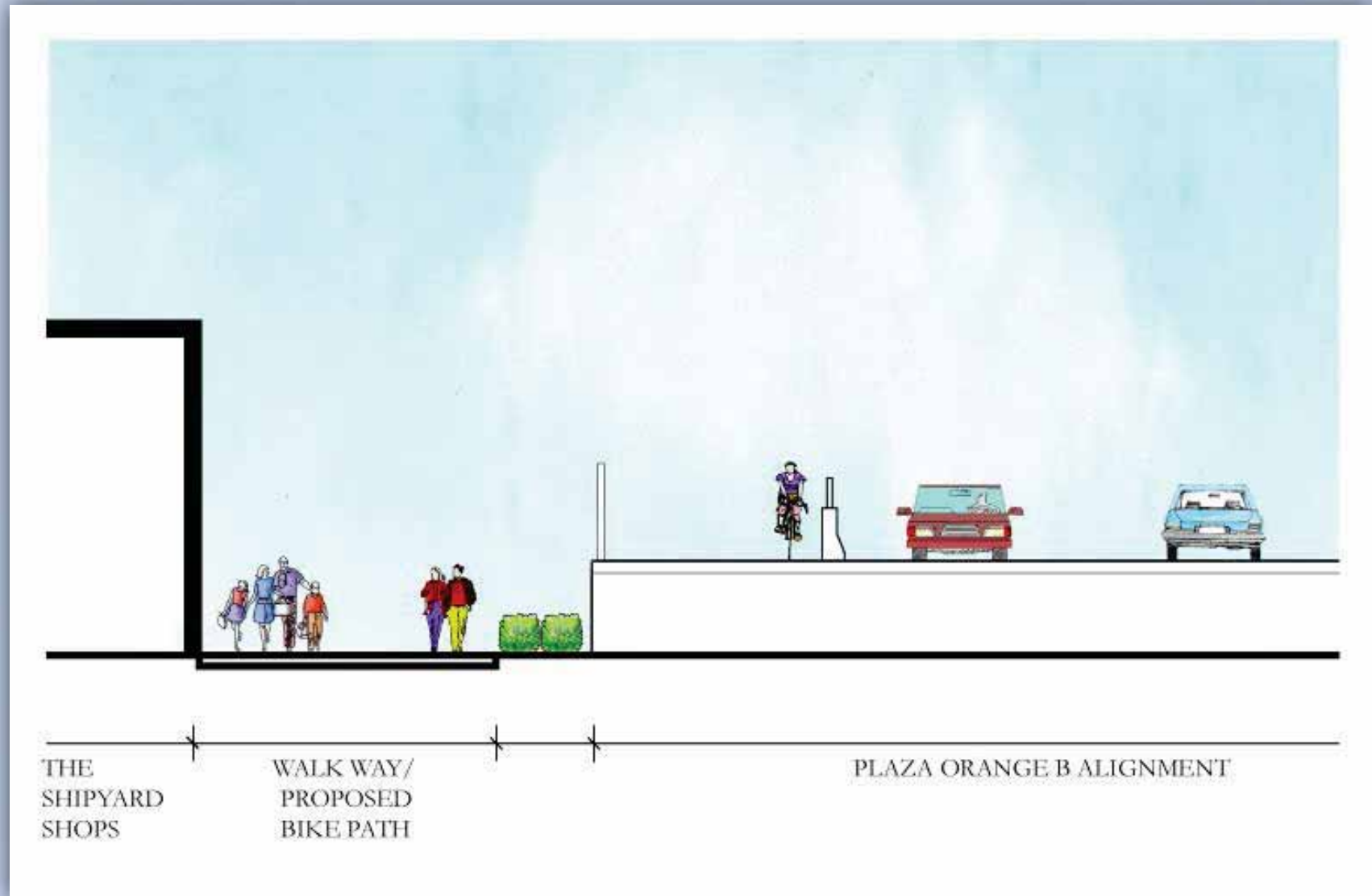
# STUDY ALTERNATIVES

## *ORANGE B ALTERNATIVE – RECOMMENDED*



# STUDY ALTERNATIVES

## *ORANGE B ALTERNATIVE – RECOMMENDED*



# STUDY ALTERNATIVES

## *ORANGE B ALTERNATIVE - RECOMMENDED*



- Takes advantage of State-owned right-of-way
- Improves regional circulation
- No docks impacts
- Maximizes redevelopment opportunities
- Improves event traffic congestion
- Expands urban grid
- Direct connection to Greenway
- No total takes or business displacements

- Promotes livability- connects communities

- Minor impacts to stadium parking
- Impacts to Shipyard Shops parking
- Not a perpendicular crossing – longer span
- Greater impacts to Waters of US and wetlands due to skewed crossing

# SCHEDULE



❖ Public Meeting to present Recommended Alternative	May 2011
❖ Draft Environmental Assessment (EA) presented at Agency Meeting	May 2011
❖ Final EA	August 2011
❖ Finding of No Significant Impacts (FONSI)	October 2011
❖ Final Design	October 2011- May 2013
❖ Approximate Bridge Construction Start	Fall 2013
❖ Approximate Bridge Opening	Fall 2015