CHRISTINA RIVER BRIDGE PROJECT

May 2011
AGENDA

- Project History
- Purpose and Need
- Livability Principles
- Existing Conditions/Resources
- Navigation/Bridge Clearance
- Study Alternatives
- Recommended Alternative
- Draft Schedule
PROJECT HISTORY
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
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
**Market Street Bridge**
Type of Bridge: **Bascule**
Horizontal Clearance: **175’**
Vertical Clearance (high water):
  Closed = **8’**
  Open = **Unlimited**

**Walnut Street Bridge**
Type of Bridge: **Bascule**
Horizontal Clearance: **175’**
Vertical Clearance (high water):
  Closed = **14’**
  Open = **Unlimited**

**Railroad Bridge CR 1888**
**Shellpot Branch**
Type of Bridge: **Swing**
Horizontal Clearance: **62’**
Vertical Clearance (high water):
  Closed = **6’**
  Open = **Closed in place**

**4th Street Bridge**
Type of Bridge: **Bascule**
Horizontal Clearance: **145’**
Vertical Clearance (high water): **14’**

**Interstate 95**
Type of Bridge: **Fixed**
Horizontal Clearance: **60’**
Vertical Clearance: **22’**
  (high water)

**Railroad Bridge CR**
Swing span no longer in use
Swing span is in open position
Approach span is missing
Bridge Section Looking East
Delmarva Lane, West Bridge Approach
STUDY ALTERNATIVES

EAST BRIDGE APPROACH
STUDY ALTERNATIVES

OVERVIEW

Christina River

LEGEND
- Property Boundaries
- City Of Wilmington Boundary
- Study Area Boundary
- Existing Riverfront Connectivity
- Existing Riverfront/River Connectivity

WILMINGTON RIVERFRONT
Christina River Bridge Preliminary Alignments
Looking east from Riverwalk at Beech Street

Looking South along Riverwalk and Floating Dock at Purple Alternative Crossing

From Justison St at Beech St Intersection

Looking South along Riverwalk and Floating Dock at Purple Alternative Crossing
Study Alternatives

Purple Alternative

[Diagram of a street map with labels: South Market Street, ShopRite, Walnut Street]
STAUDY ALTERNATIVES

PURPLE ALTERNATIVE

Purple Bridge Option - Section Looking East

Scale: 1/16” = 1’-0”
• 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
Looking east from Justison St at Green Alternative Crossing

Looking east from Green Alternative Crossing
STUDY ALTERNATIVES

GREEN ALTERNATIVE
Green Bridge Option - Section Looking East

Scale: 1/16” = 1’-0”
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
Looking east from Orange A Alternative Crossing
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
Looking east from Orange B Alternative Crossing
STUDY ALTERNATIVES

ORANGE B ALTERNATIVE – RECOMMENDED
STUDY ALTERNATIVES

ORANGE B ALTERNATIVE – RECOMMENDED

THE SHIPYARD SHOPS

WALK WAY/PROPOSED BIKE PATH

PLAZA ORANGE B ALIGNMENT


**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

- 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

- Promotes livability - connects communities
<table>
<thead>
<tr>
<th>Event</th>
<th>Date</th>
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<tbody>
<tr>
<td>Public Meeting to present Recommended Alternative</td>
<td>May 2011</td>
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<tr>
<td>Draft Environmental Assessment (EA) presented at Agency Meeting</td>
<td>May 2011</td>
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<tr>
<td>Final EA</td>
<td>August 2011</td>
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<tr>
<td>Finding of No Significant Impacts (FONSI)</td>
<td>October 2011</td>
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<td>Final Design</td>
<td>October 2011- May 2013</td>
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<tr>
<td>Approximate Bridge Construction Start</td>
<td>Fall 2013</td>
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<tr>
<td>Approximate Bridge Opening</td>
<td>Fall 2015</td>
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