

Delaware Department of Transportation

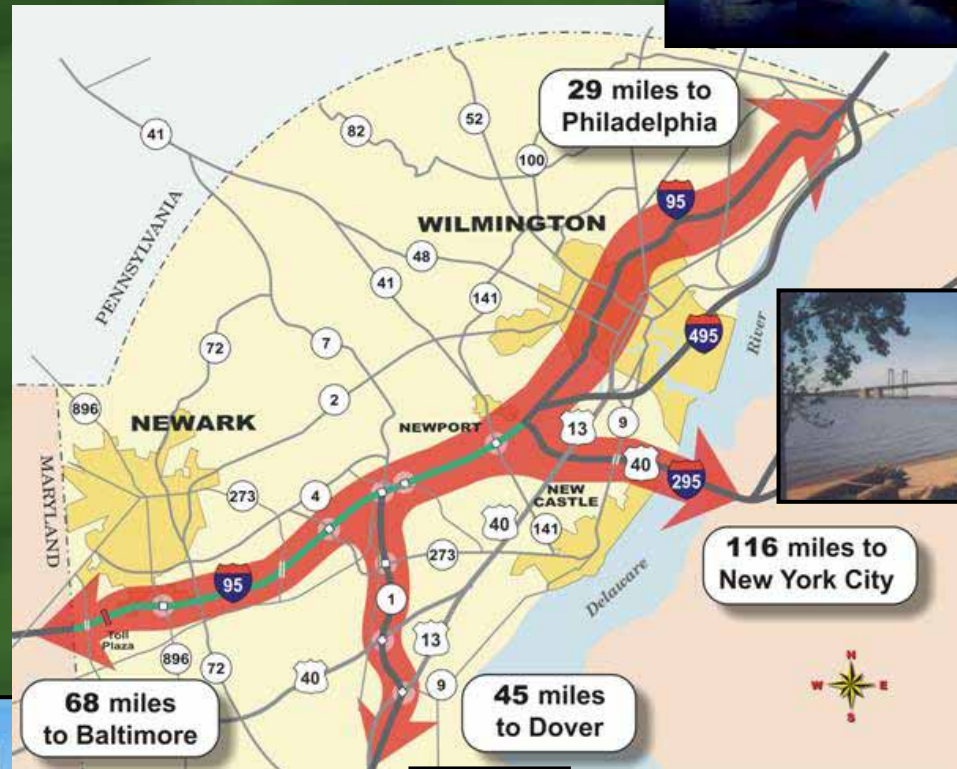


*I-95/JFK Memorial Highway
Improvement Program*



I-95: Central Artery of Travel & Commerce

- I-95 is the most heavily-traveled highway in Delaware
- Despite efforts to expand use of other methods of travel, the number of vehicles on I-95 continues to grow.



Multi-year, Multi-phase Improvement Program



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Multi-year, Multi-phase Improvement Program



Multi-year, Multi-phase Improvement Program



Multi-year, Multi-phase Improvement Program



Multi-year, Multi-phase Improvement Program



*Major components of this
project include:*

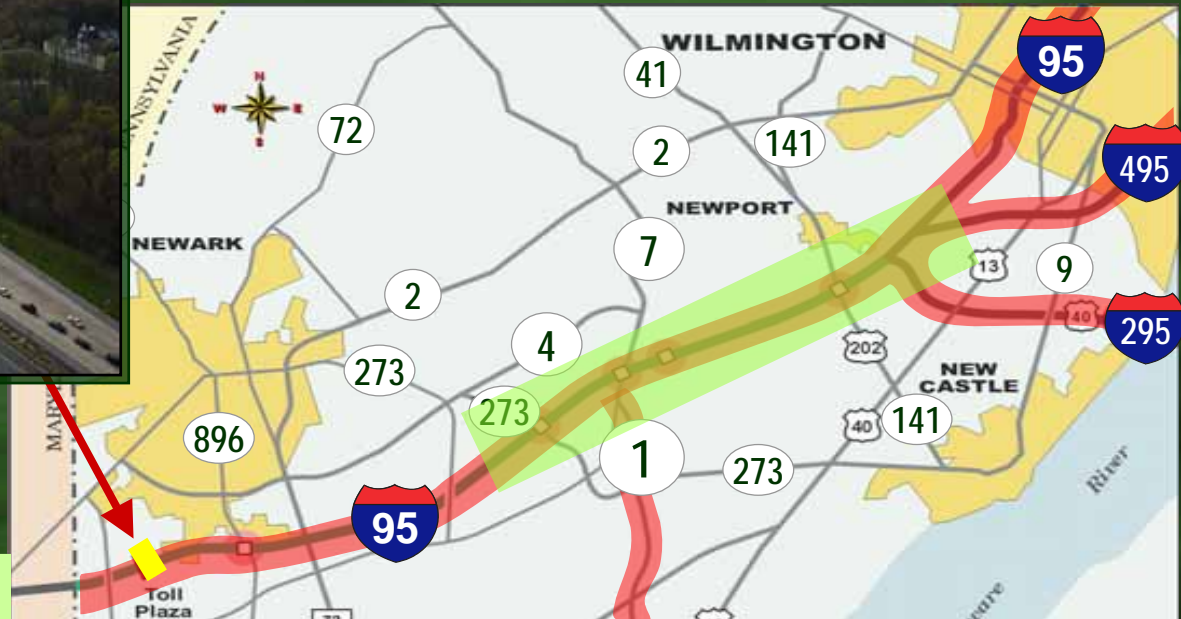
- 1. Churchman's Road/SR 7
Interchange(Completed)*
- 2. Churchman's Road Bridge
Replacement (Completed)*
- 3. Addition of 5th Lane to
both NB & SB Lanes of
I-95 (Startup)*
- 4. I-95/SR 1 Interchange
(Planned)*
- 5. Newark Toll Plaza –
Highway Speed
Lanes (Planned)*



Overview of Improvements Program



I-95 Newark Toll Plaza



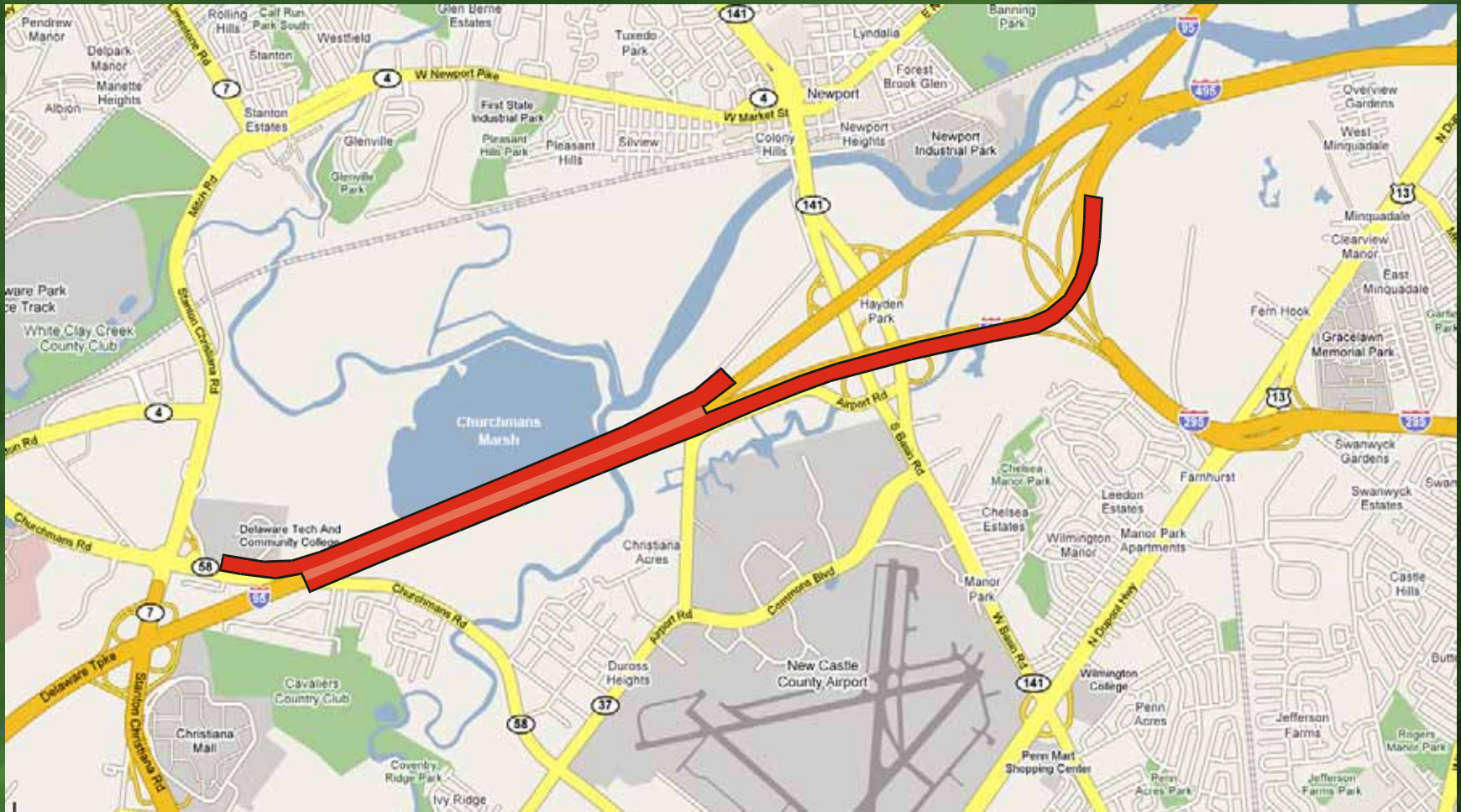
Inset detail:



I-95 5th Lane Project Limits



I-95 5th Lane Expansion Project Limits





I-95 Widening Project

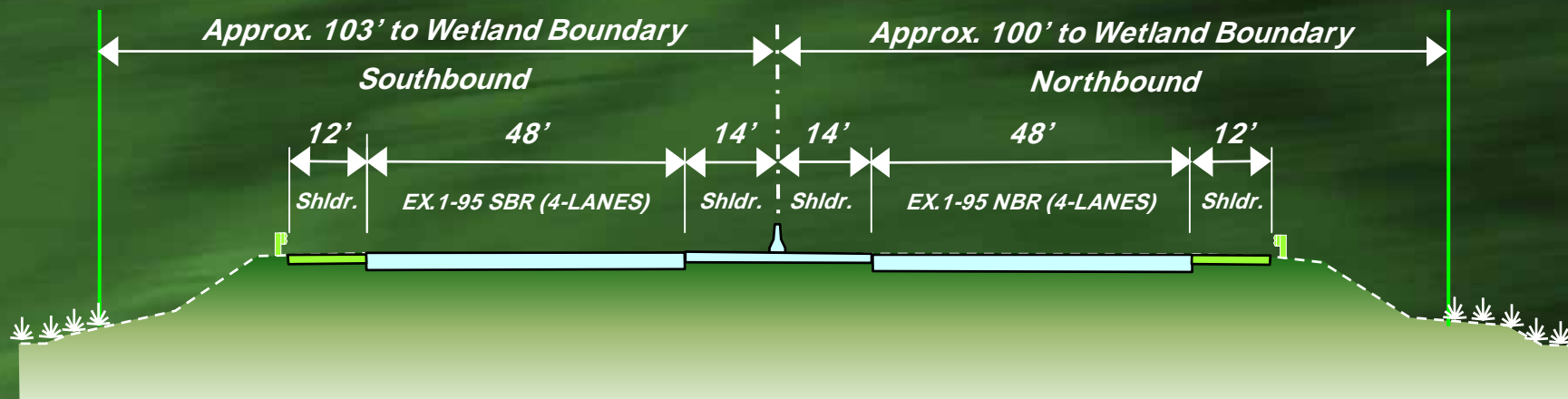


Current Operating Conditions

- Current volumes: 230,000 vehicles per day, north of the Churchmans Road Bridge
- I-95 currently operates at Level of Service F (Failing), at and between SR 1 and SR 141, during AM and PM peak periods
- I-95 congestion will worsen and accident rates will increase as traffic grows in the future



Existing Conditions



Two Phase Construction

- *Phase 1: Reconstruct & Rebuild Median Center Barrier*
- *Phase 2: New Shoulder & 5th Lane*



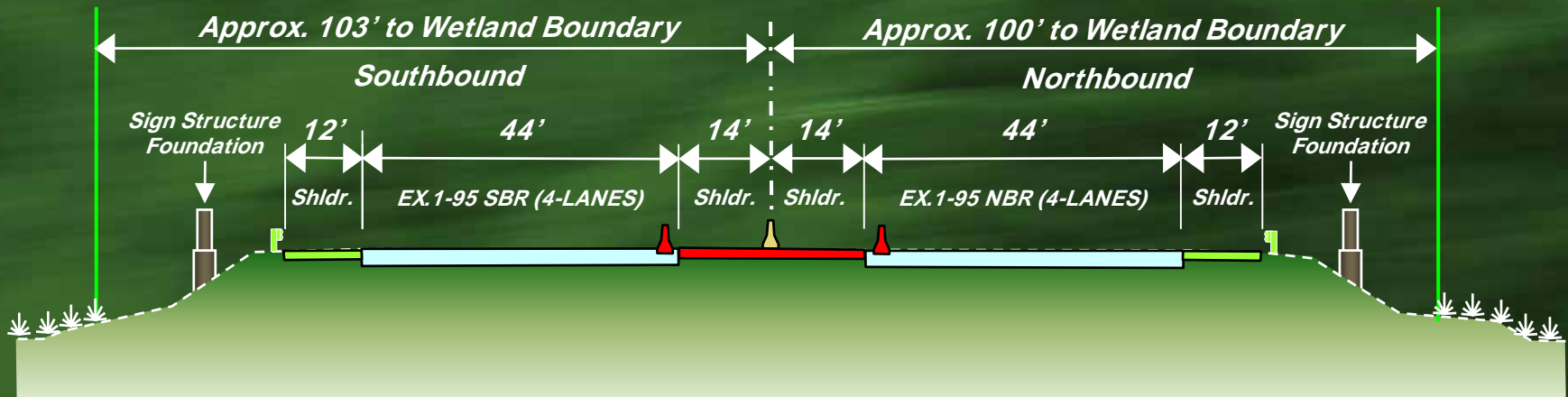
Phase 1: Median Barrier Replacement



Existing Median Barrier

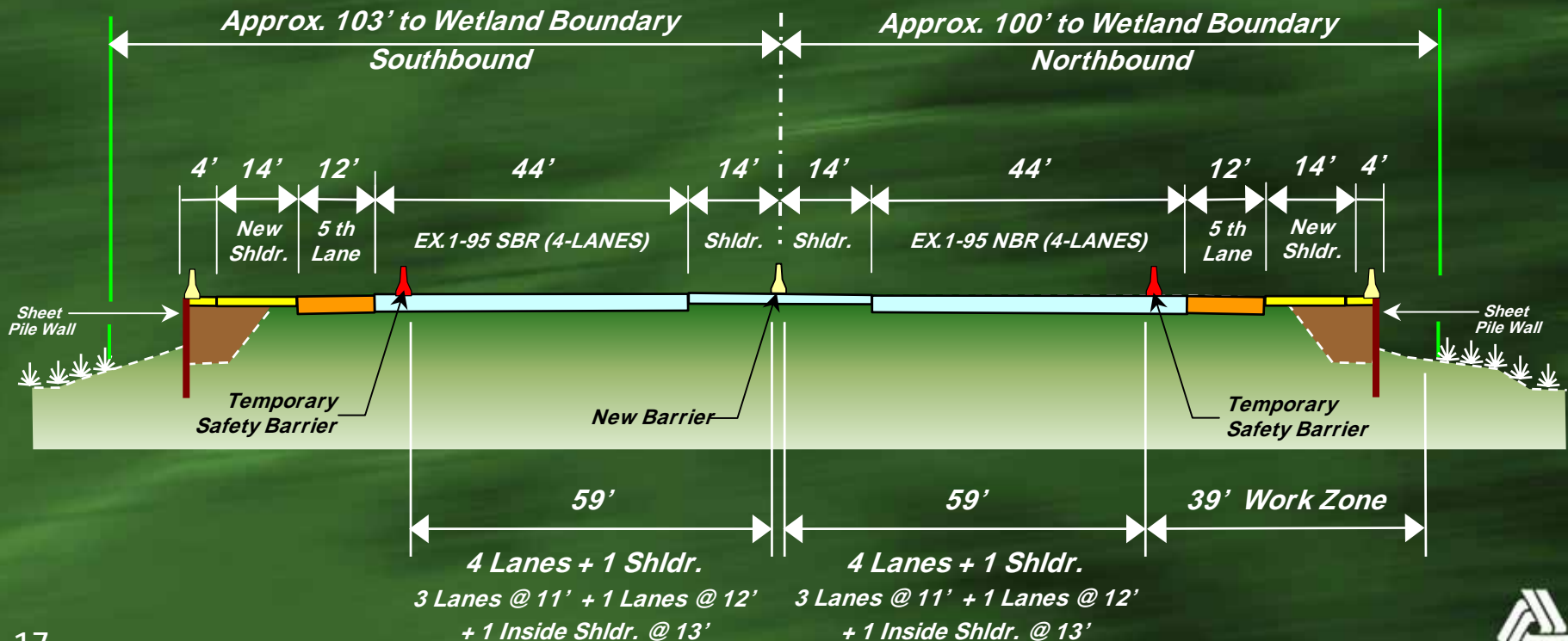


Phase 1 Construction Approach

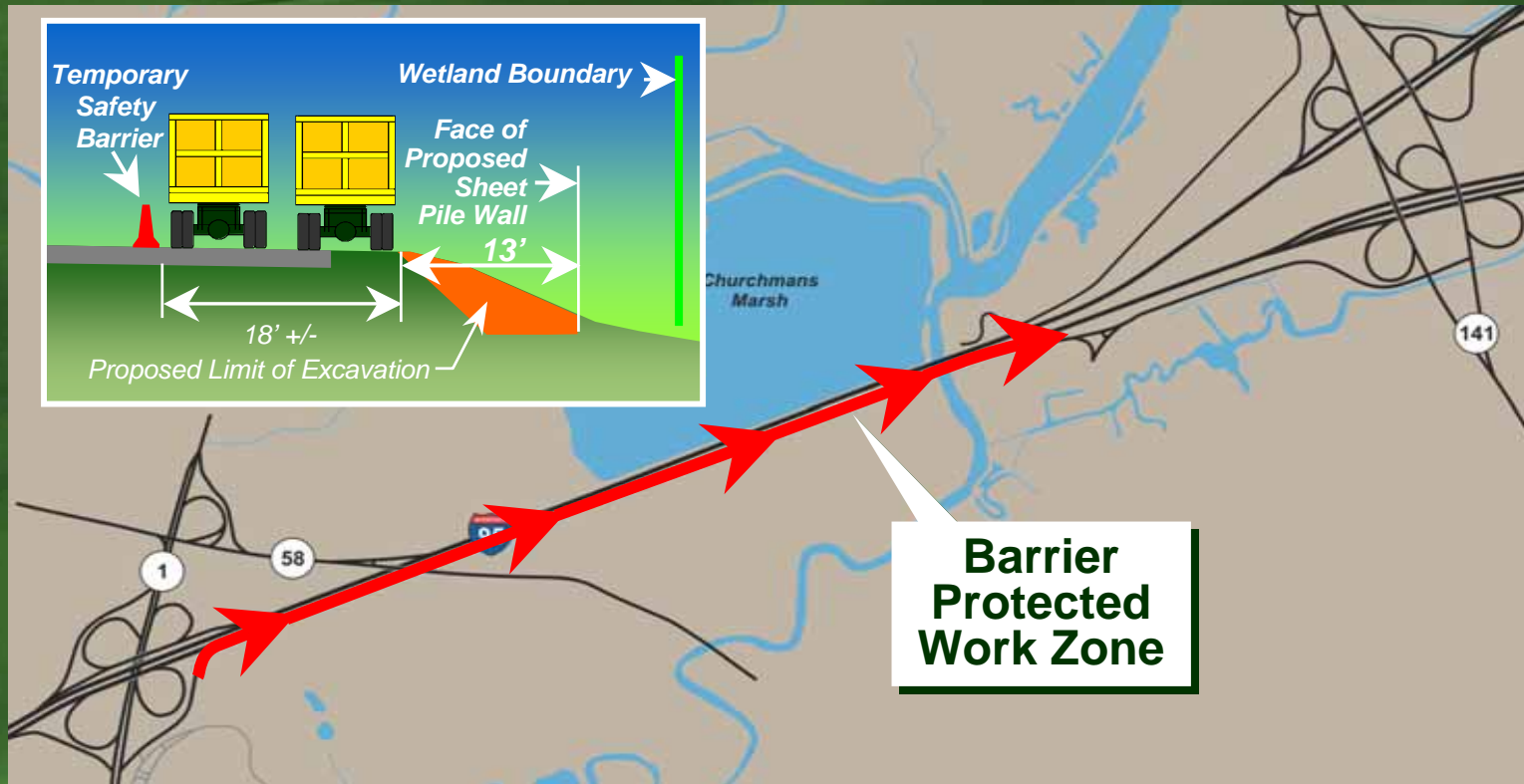


Phase 2 Construction Approach

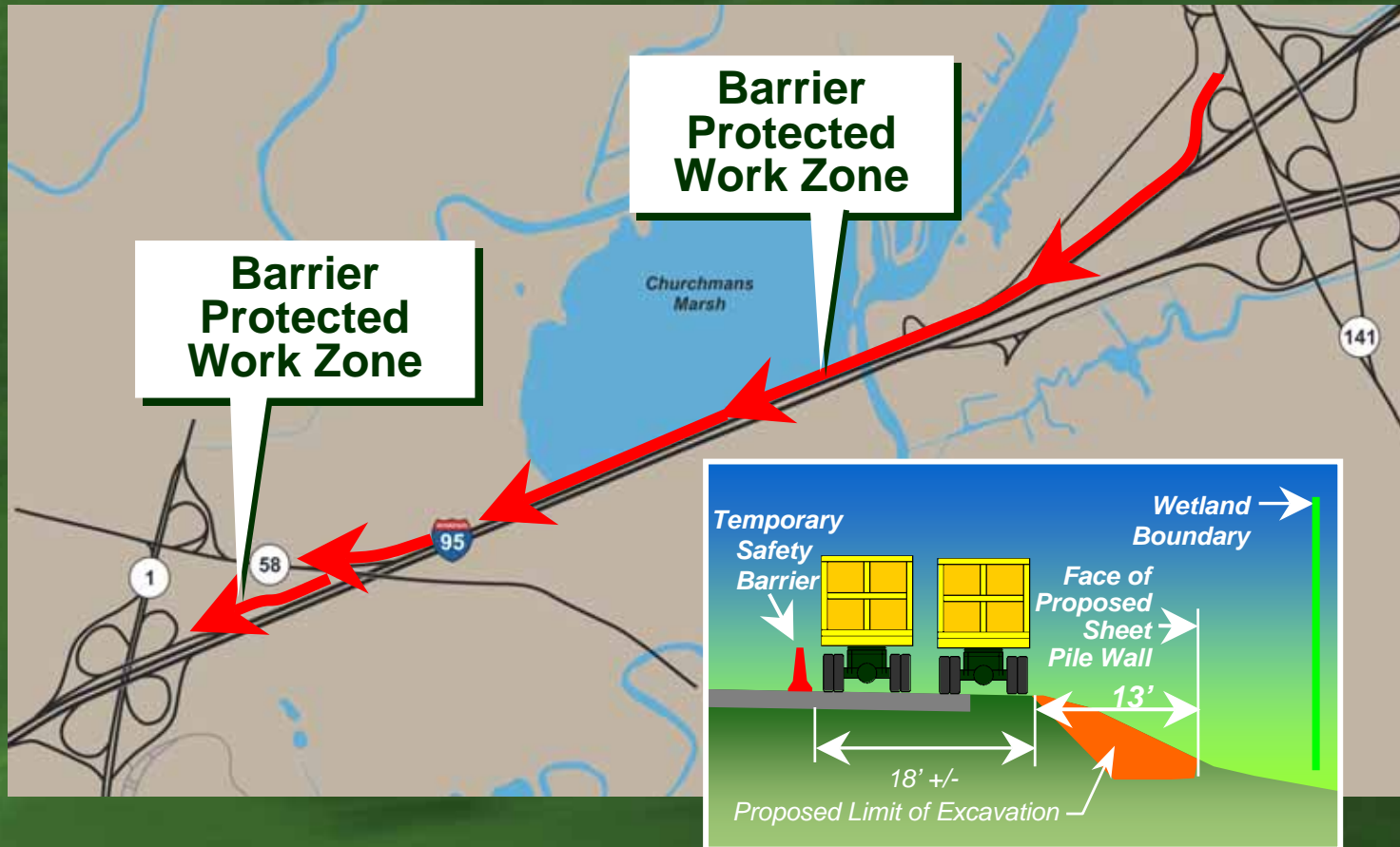
- Reduce travel lanes from 12 feet to 11 feet
- Place continuous temporary concrete safety barrier between Interstate Traffic and the Work Zone



Access to NB Construction Zone



Access to SB Construction Zone

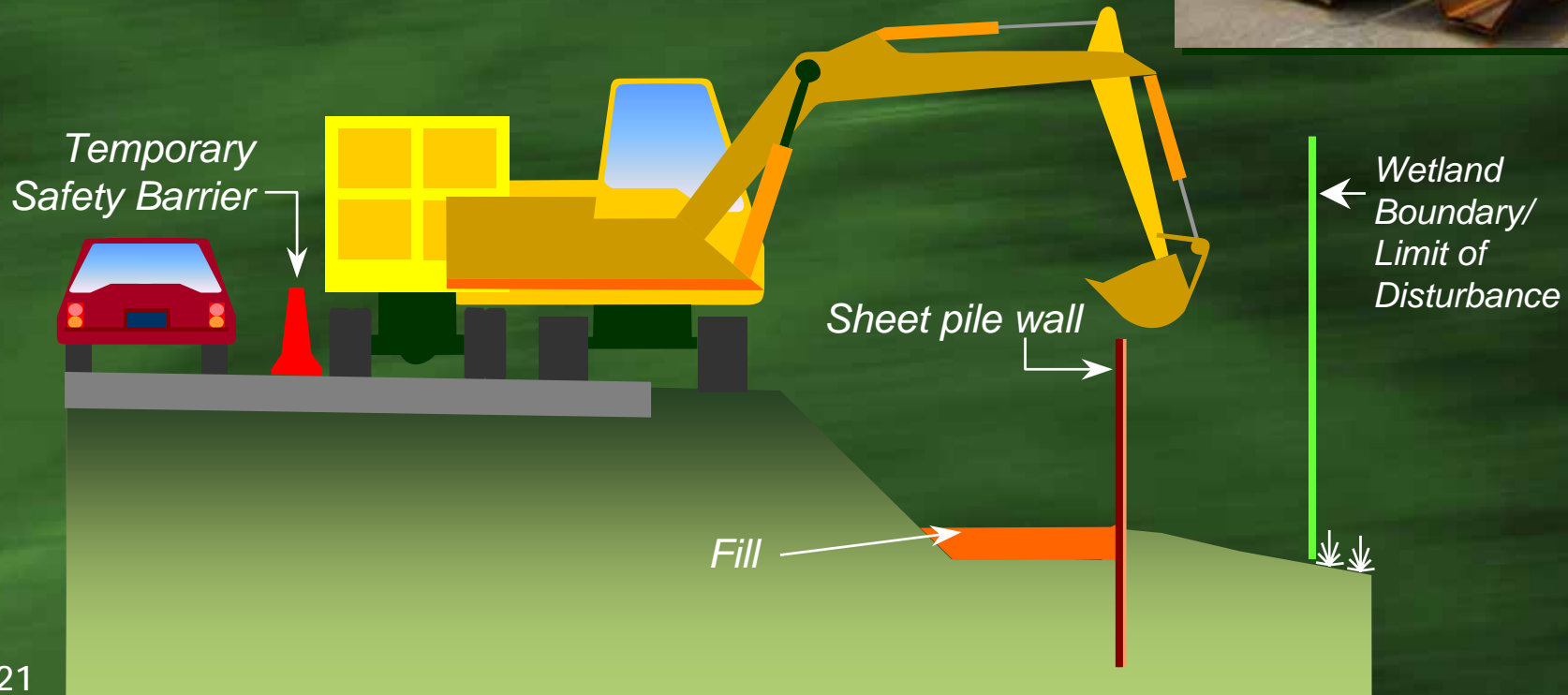


141 Ramp Closure



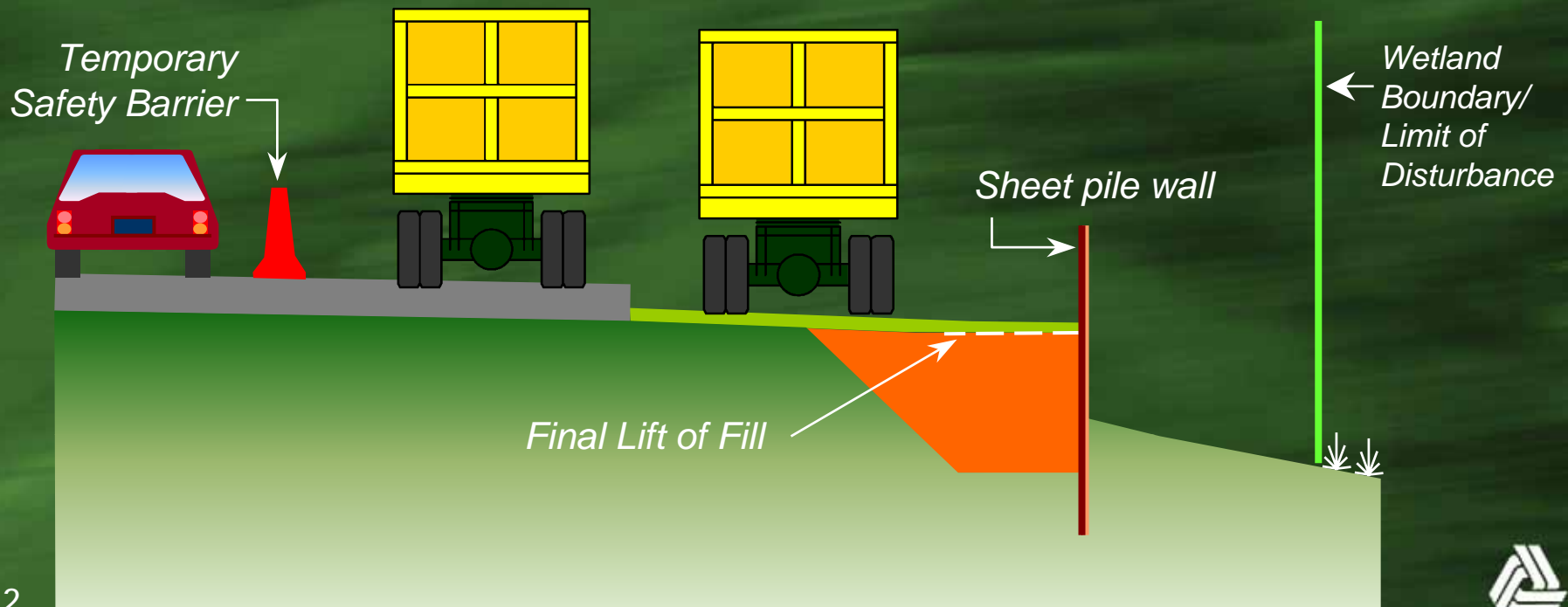
Sheet Pile Driving Wall Construction

- *Sheet piles will be driven into excavation area*



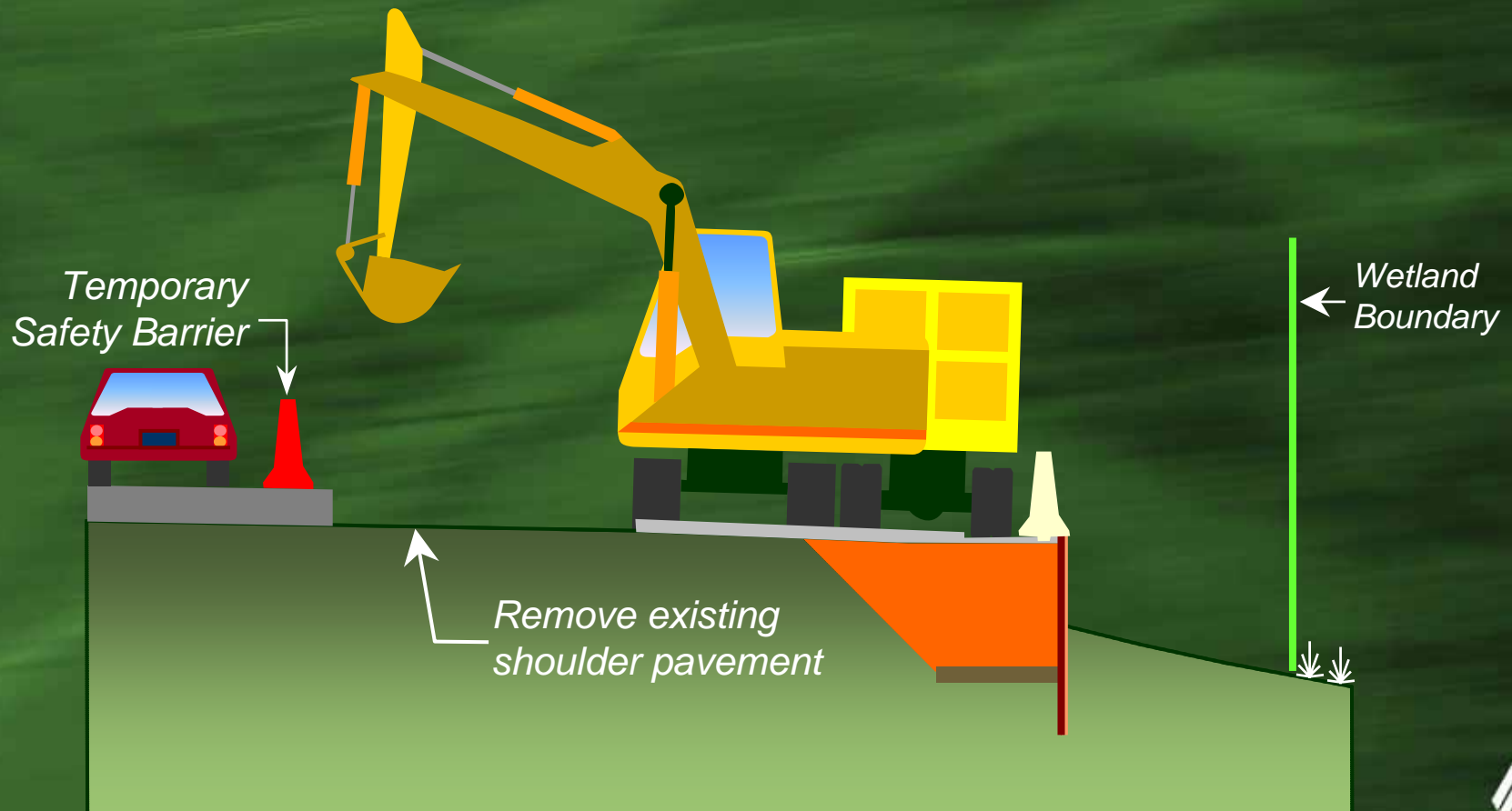
Completing New Shoulder

- *Place the pavement section*



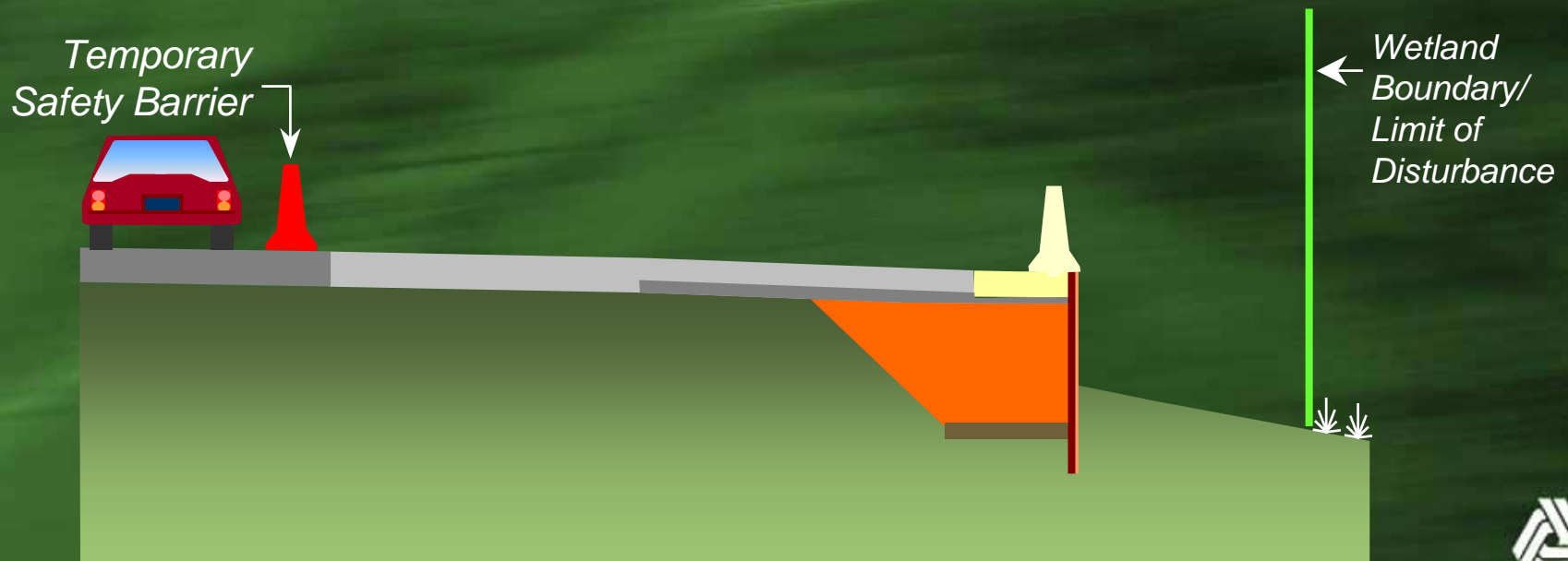
Remove Existing Shoulder

- *Remove the existing shoulder pavement*



Final 5th Lane Pavement Section

- *Place Aggregate Base and Pavement for the new 5th Lane*
- *Fine Grade and Place new shoulder pavement*
- *tall Concrete Barrier*



Key Environmental Issues



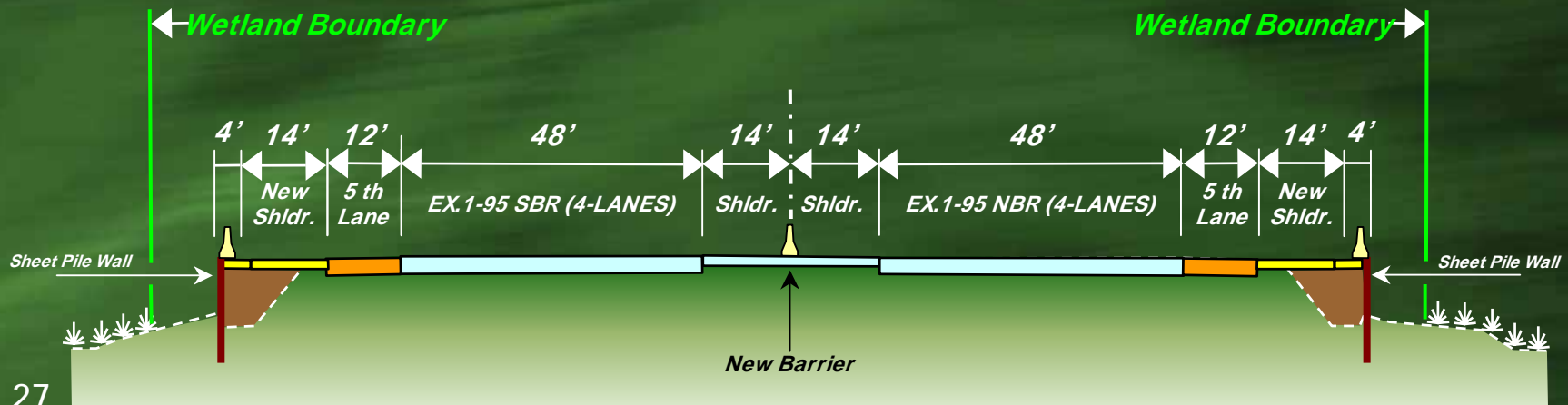
- Minimizing wetlands impacts
- Corps permit
- Concurrent and appropriate mitigation

Overhead Sign Structures



- *Nighttime closures*

5th Lane Widening



Fifth Lane Completion



Project Schedule & Cost

- *June 2007 – Project Start*
- *Apparent Low Bidder: R.E. Pierson*
- *Apparent Low Bid: \$52 Million*
- *Apparent Contract Time: 544 Days*
- *Bidding Procedure: $A + B$*
 - *$A = \text{Cost}$*
 - *$B = \text{Number of Days} \times \text{User Delay Value}$*
 - *$A + B = \text{Best Value}$*
- *Project Timing Penalties*





I-95 5th Lane Expansion Project

Transportation Management Plan



What Can You Do?

- *Consider Carpooling/Rideshare*
- *Encourage Alternative Work Hours/Scheduling*
- *Utilize DART First State Services*
- *Consider Rail Service for Regional Travel*
- *Consider Change of Travel Route*
- *Get Real-Time Traffic Updates (go to i95.deldot.gov)*



TMA Delaware & RideShare Delaware Programs/Resources

- *Commute Option Programs in Place:*

- *Carpool, Bike, Walk, Transit (non SOV Commute)*
- *Compressed Work Week*
- *Employee/Employer Vanpool*
- *Flexible/Staggered Work Hours*
- *Inter-facility Shuttle Services*
- *Employee Presentation Programs – Transportation Options*
- *Preferential Parking (non-SOV commuter)*
- *Telecommuting*
- *Transit Incentive Programs – Travelink, TransitCheck*
- *Workplace Bike Racks, Lockers & Showers*



DART First State



- Website: dartfirststate.com
- Phone: 652-DART



DART First State

● *Park & Ride Locations:*



Rail Service in Delaware

- *SEPTA R2: dartfirststate.com*
- *AMTRAK: tickets.amtrak.com*



Newark Station
Opened: September 1997



Fairplay Station
Opened: July 2000

Information Technology Resources

- *Variable Message Signs and Cameras*
- *Surveillance Cameras*
- *Traffic Adaptive Signal Systems*
- *Real Time Information into the Newark and Fairplay Commuter Rail Stations*
- *Travelers Advisory Radio System operating at 1380 AM WTMC*
- *E-ZPass Toll Collection at all toll facilities*
- *Variable Speed Limit Signs along interstate*
- *DelDOT's #77 Cellular Reporting System*
- *Clear the Road Policy*



Public Information

- ***Radio & Traffic Updates***
DelDOT's WTMC 1380 am station and traffic reports... rush hours on local radio stations



WDEL – 1150 AM

WILM – 1450 AM

WTMC – 1380 AM

WSTW – 93.7 FM

WXCY – 103.7 FM

Public Information

- **Radio & Traffic Updates**
DeIDOT's WTMC 1380 am station and traffic reports... rush hours on local radio stations
- **Billboards**
Used intermittently along I-95 throughout the project to announce construction startup and change in traffic patterns. Boards will appear Southbound 1.3 miles south of Maryland Ave. and Northbound 0.8 miles south of Route 141.



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- *AAA & Motor Freight Coordination*

These organizations will provide weekly project updates and can assist with carpool options and identification of alternative routes



Public Outreach Efforts

- *Speaking Engagements*
DelDOT/TMA/RideShare will visit the state's largest employers and business organizations/civic meetings to announce and update the project throughout its duration
- *Brochures*
A complete project description will be available and include key contact information and site maps available at public workshops, I-95 rest area, etc.
- *Community News Publications*
Hockessin, Greenville, Millcreek, Brandywine and Newark Post publications to feature ads announcing and updating progress on the project
- *Website: (i95.deldot.gov)*
DelDOT has developed a web site focused on this project, with real-time traffic updates provided via cameras



Thank You

Questions?

