

**Attachment to Section 1511 Certification
for the American Recovery and Reinvestment Act (ARRA)
Investments included as part of the State Transportation Infrastructure Plan (STIP)**

**PROGRAMS FUNDED UNDER “HIGHWAY INFRASTRUCTURE INVESTMENTS –
FEDERAL HIGHWAY ADMINISTRATION”**

Project Name: SR 1/ I 95 Interchange

Description of Work: The proposed I-95/SR 1 Interchange Improvements, as refined in the FHWA approved 2009 Environmental Reevaluation and the FHWA approved 2009 Interchange Modification Report (IMR), include the construction of physically separated directional ramps (55 mph design speed) carrying through traffic from southbound I-95 to southbound SR 1 and from northbound SR 1 to northbound I-95, thus separating freeway-to-freeway traffic from local traffic. The improvements also include modifications to the northbound SR 1 alignment and modifications to various interchange ramps to improve traffic operations and safety. As discussed in greater detail, later herein, these improvements will enhance accessibility to existing bus and commuter rail transit facilities, major existing and expanding non-residential development in Delaware’s key Churchmans Crossing growth area, just to the north and south of the interchange, and commuter accessibility from the significant residential growth area south of I-95 to jobs in Churchmans Crossing, Wilmington and Philadelphia areas. The following is a detailed description of the Interchange Improvements.

1. Southbound

Beginning north of the Churchmans Road Bridge (bridge reconstruction completed in December 2008, to accommodate a 5th lane in each direction on I-95), southbound I-95 widens to the outside, with two new outside lanes forming the new directional Ramp A to southbound SR 1. Ramp A would widen to three lanes before crossing over I-95. After crossing over I-95:

- The right lane would diverge as Ramp G1 and provide access to the Christiana Mall Road and Road A (both local roads provide access to the Christiana Mall (1.2 msf), the bus Transit Transfer Hub/Park and Ride Facility at Christiana Mall and the additional existing non-residential development in the area (2.6 msf). An additional 2.0 msf of non-residential development is committed for the interchange area just south of I-95.
- The two inside (left) lanes of Ramp A continue through the interchange, separated from local traffic, and extend as southbound SR 1.

Access for local traffic on existing southbound SR 1 would remain unchanged, i.e. 1.) to I-95 southbound (existing NE quadrant outer ramp); 2.) to I-95 northbound (newly

constructed SW quadrant loop ramp); 3.) to the Christiana Mall Road; 4.) to Road A interchange, or 5.) continue south on SR 1.

2. Northbound

Beginning south of Road A, northbound SR 1 would widen to a four-lane roadway.

- The right lane of SR 1 northbound would diverge to provide local access via Road A to the bus Transit Transfer Hub/Park and Ride Facility at Christiana Mall, and in the significant development south of I-95, noted above.
- The three left lanes of SR 1 northbound would widen to form four lanes:
 - The two left lanes (Ramp B) would provide a direct two-lane connection to northbound I-95. Ramp B overpasses SR 1 and approaches I-95, north of the Christiana Mall Road, where the two lanes would split.
 - The left lane of Ramp B, physically separated from local traffic, would overpass northbound I-95 and extend as the left/median lane of I-95 (accommodates traffic destined for Wilmington and Philadelphia via I-95 or I-495).

Note: Having Ramp B become the median lane of I-95 avoids a major weave on the I-95 mainline, i.e. SR 1 northbound traffic destined for Wilmington and Pennsylvania does NOT have to weave across three high speed lanes of northbound I-95 between the I-95/SR 1 and the I-95/I-295/I-495 interchanges.
 - The right lane (Ramp B1) would collect traffic from northbound SR 1 and the Christiana Mall area before merging into the outside lane (5th lane) of northbound I-95, north of Churchman's Road (primarily accommodates traffic destined for I-295 and New Jersey).
 - The two right lanes of northbound SR 1 would continue and become SR 7 northbound, north of I-95.
 - Access for local traffic on SR 1 northbound would remain unchanged, i.e. Road A interchange, I-95, or continue north as SR 7.

Cost: Grant Request is \$50 million (*Total construction cost is \$174,358,275. Remainder of funds will be a mix of other federal funds and associated state matching funds. The full amount of construction was not requested due to Maintenance of Effort requirements outlined in application guidelines*).

Location: Intersection of SR 1 and I-95, New Castle County (adjacent to Christiana Mall)

Justification: I-95 extends approximately eleven miles through northern New Castle County, Delaware, from the Maryland state line through Wilmington, to the Pennsylvania state line. Just south of Wilmington, I-295 extends east from I-95 to the Delaware Memorial Bridge, New Jersey and the New Jersey Turnpike. State Route 1 (SR 1) is Delaware's north-south "Main Street" and extends as an expressway from I-95, at Churchmans Crossing, to Dover, then south as a major arterial to the Atlantic Ocean resorts of Rehoboth and Bethany, Delaware and Ocean City, Maryland.

The interchange between I-95 and SR 1 has been described by the Delaware press and our federal and state elected officials as the most important yet most congested intersection (really an interchange) in the State of Delaware. When originally constructed in the early 1960s, the “clover leaf” interchange between I-95 and then SR 7 provided an interstate connection to a low volume two-lane local rural road. Over the past 40 years, SR 7 south of I-95 has evolved into a multi-lane expressway (SR 1) that represents the major north-south spine road in Delaware. Only minor adjustments were made to the I-95/SR 1 interchange, as part of the initial construction of the SR 1 project. Both the southbound I-95 to southbound SR 1 movements and northbound SR 1 movement to northbound I-95 have experienced lengthy backups during the AM and PM peak hours, respectively, since segments of SR 1 were opened to traffic in the mid to late 1990s.

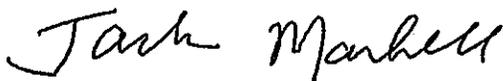
The interchange serves a wide variety of travelers, including: interstate traffic along the eastern seaboard; traffic to local commercial and office development; daily commuters; truck traffic carrying freight; and seasonal traffic traveling to Delaware, New Jersey, and Maryland Atlantic beaches.

The existing I-95/SR 1 interchange results in through and local traffic mixing within the interchange, causing traffic congestion, delays and safety issues. Most merge, diverge and weave movements currently operate at Level of Service (LOS) F during peak periods. Travelers on I-95 and SR 1 experience excessive delays and lengthy travel times through the interchange area.

**CERTIFICATION UNDER SECTION 1511 OF
THE AMERICAN RECOVERY AND REINVESTMENT ACT:**

Pursuant to Title XV, Subtitle A, section 1511 of the American Recovery and Reinvestment Act (Pub. L. 111-5 (Feb. 17, 2009) ("ARRA"), I, Jack Markell, hereby certify that the infrastructure investment funded by ARRA under the headings (see attachment): "Highway Infrastructure Investment" to the Federal Highway Administration, have received the full review and vetting required by law and that I accept responsibility that such investment is an appropriate use of taxpayer dollars. I further certify that the specific information required by section 1511 concerning each such investment (a description of the investment, the estimated total cost, and the amount of ARRA funds to be used) is provided on the Delaware Statewide Transportation Improvement Program (STIP) and is available to the public at <http://www.deldot.gov/index.shtml> and linked to Recovery.gov.

I understand that my State or local agency may not receive ARRA infrastructure investment funding unless this certification is made and posted.



Jack Markell
Governor
State of Delaware

Signed this 15th day of September, 2009