

## HIGHWAY STATISTICS

### 2010 Delaware Interstate Status

There are 3 Interstate routes in Delaware. The mileage and the Urban Areas served by these routes are presented below.

<b>Interstate Route</b>	<b>Total Miles</b>	<b>Urban Areas Served</b>
95	23.43	Philadelphia
295	5.71	Philadelphia
495	11.47	Philadelphia
Total	40.61	Philadelphia

Since 2005, the traffic on these Interstate routes has continued to decline, while the number of miles has remained unchanged.. The following table shows the Daily Vehicle Miles of travel (DVMT) and the changes in DVMT on the Interstate routes since 2005.

#### DVMT on Interstate Routes

<b>Year</b>	<b>DVMT (000)</b>	<b>Change</b>
2005	3,793	-1.56%
2006	3,633	-4.21%
2007	3,533	-2.78%
2008	3,423	-3.11%
2009	3,371	-1.52%
2010	3,265	-3.14%

The DVMT had peaked in the year 2004 at 3,852,000 Vehicle-Miles.

As indicated by the DVMT table above, a five-year trend of declining traffic on Delaware's Interstate Routes since 2004 can be attributed to many factors, including, the state of economy in Delaware, unemployment, and the high cost of fuel. Other peripheral factors include congestion and higher tolls. To some extent, the Interstate routes in Delaware which connect with major airports in the adjacent states have also experienced the decline in travel because the airlines are impacted with higher cost of fuel and less passengers.

The convenience of high speed Amtrak service in the Philadelphia corridor has contributed to the decline in Interstate travel.

## Delaware Interstate Ramps

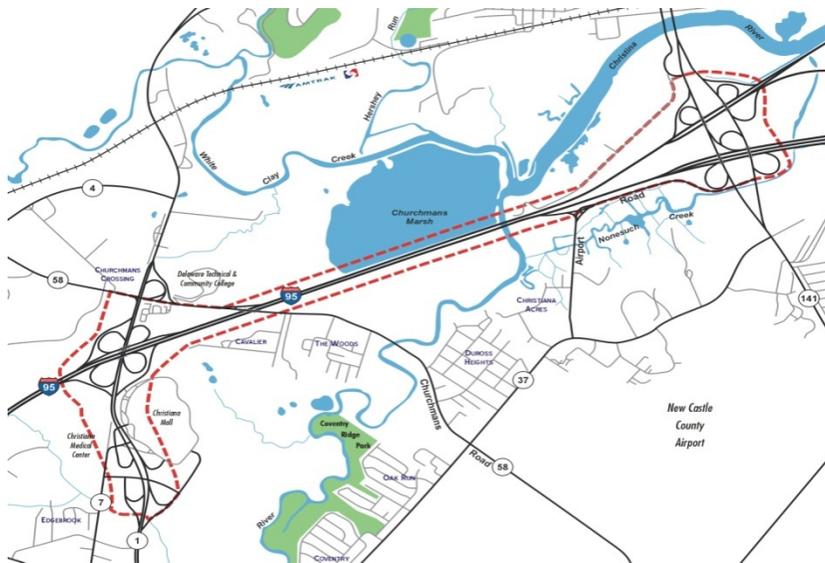
While the Interstate mileage is only 40.61 miles in the entire state, there are 36.70 miles of ramps along the Interstate routes. Since the ramp mileage is significantly disproportionate, the FHWA and Congress should modify the federal-aid formula to include Interstate ramps in the Interstate mileage for equity in the apportionment.

### SR - 1 Interchange/ I-95 Mainline Area

In 2010, DelDOT finalized the final design on the SR-1/I-95 interchange project. The project was actually broken up into two separate jobs:

- a. SR1/I95 interchange, Christiana Mall Road Bridge – The project entails building a new 2 span structure off of SR1 into the Christiana Mall. Approximately \$ 15 M, the project advertised in September 2010, started in February of 2011 and should be done by the end of 2011.
- b. SR1/I95 Interchange – This project will provide high-speed connector ramps from I-95 to SR-1 and the reverse. The area is continually congested due to continued development, high traffic volumes, limited ramps movement, etc. We have already completed and gotten Federal approval on the Environmental Re-evaluation and have an approved IAPA report from the FHWA. The total cost of the Interchange project including planning, development, design, right of way and construction will be in excess of \$150M. Design continued through 2010 and the project was advertised later 2010. Work will begin late summer 2011.

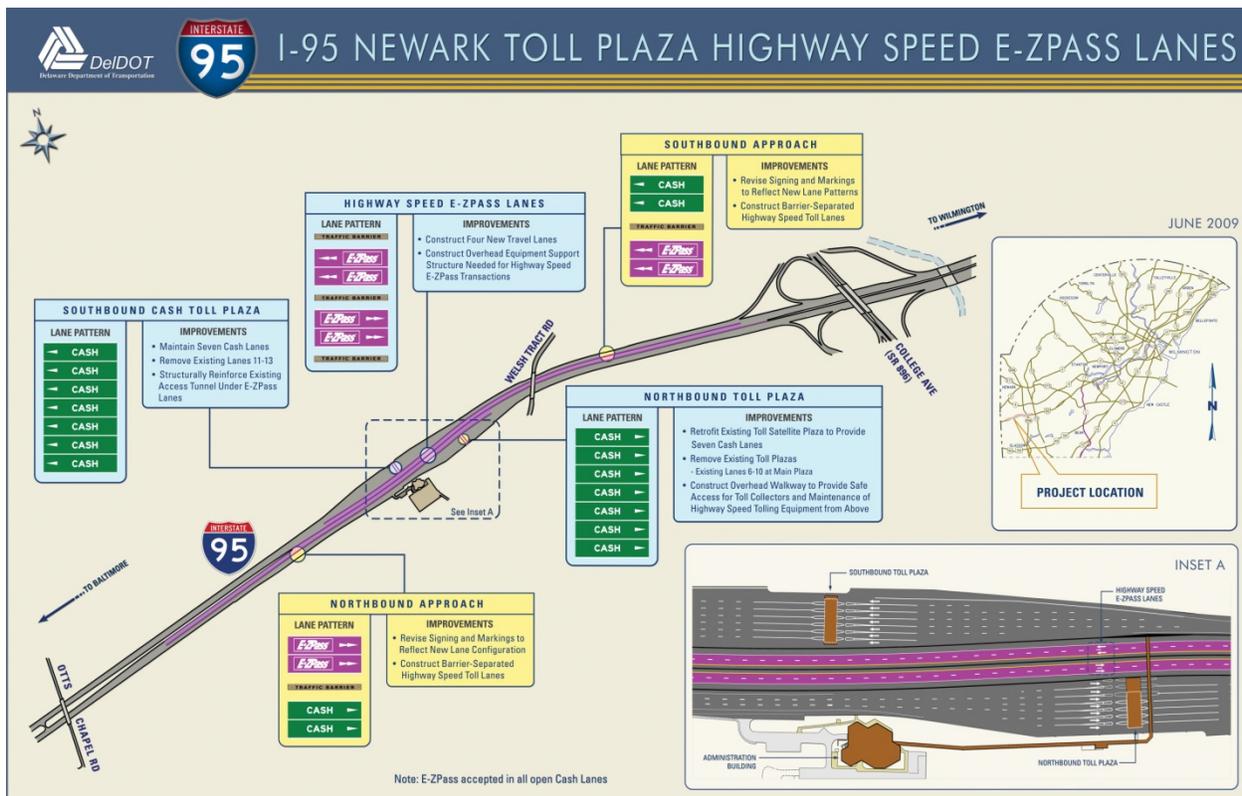
A map of the interchange and the area is presented below:



SR – 1 / I – 95 Interchange and Vicinity

## JFK Memorial Highway Improvement Program; Newark Toll Plaza / I-95

In 2010, DeIDOT advertised and began construction on the I-95 Newark Toll Plaza Highway Speed E-ZPass lane. This project will provide 2 Highway Speed E-ZPass lanes through the toll facility in both the northbound and southbound directions. Cash customers will still have 7 lanes in each direction. The project will also include coordination of any integrator technology to handle the customers and users and must be maintain during and after the construction. Work began in the field in April 2010. Contract completion is expected late summer of 2011. A \$ 1M bonus was put into the contract for completion prior to July 1, 2011. The graphic below show the limits and layout of the work.



This is a recurring roadway condition and we will continue to report this locations operating at undesirable level of service until these projects are completed.

(Source: Darren O'Neill, Project Manager)