

Project Timeline:



For more information, contact DeIDOT Community Relations at 1-800-652-5600 (DE Only) or 302-760-2080, write to the above address or visit our website at: www.deldot.gov/information/projects/i95/i95_sr896/index.shtml

I-95 & SR 896 INTERCHANGE PROJECT



Alternative 1 Retained for Additional Studies and Preliminary Design

DeIDOT's I-95 and SR 896 Interchange Project aims to relieve the congestion and related issues experienced during peak hours, as well as other times throughout the day. Proposed improvements would include ramp realignments and other geometrics improvements and would address congestion and safety on the interchange. Alleviating issues on the I-95 and SR 896 Interchange has been discussed for many years and is becoming more necessary as traffic has increased.

Contributing Factors in Choosing Alternative 1

Many factors contributed to the project team deciding on an Alternative to move forward into preliminary design and further study. Alternative 1 was eventually chosen by the Department based on comments received from the Public Workshop held on December 5, 2017, along with comments from the federal and state environmental resource and regulatory agencies, local and state elected officials and the project team's analyses and detailed evaluation.



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**I-95 & SR 896
INTERCHANGE PROJECT**



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Alternative 1 Chosen to Move Forward

Alternative 1 creates a flyover for southbound I-95 traffic to southbound SR 896 (Ramp C), as well as a flyover from southbound SR 896 to northbound I-95 (Ramp D). These two flyovers remove the existing SR 896 weave condition by reconfiguring existing Ramps C and D. The northbound SR 896 to northbound I-95 ramp (Ramp J) is spaced out from the Ramp D merge onto I-95 so that Ramp J traffic is fully integrated prior to Ramp D traffic merging onto northbound I-95. Ramp J is realigned and widened to allow for a two-lane exit from northbound SR 896 and a two-lane merge onto northbound I-95. Ramp A traffic is added to SR 896 as an additional lane instead of merging into SR 896 southbound traffic. The southbound I-95 to SR 896 exit ramp is consistent with a major diverge to account for the projected traffic volumes exiting southbound I-95 at SR 896. It is a full speed two-lane ramp that quickly opens to add a third lane to separate traffic heading into Newark and traffic heading to Middletown. The northbound I-95 to SR 896 Ramp (Ramp I/H) is realigned to the existing location of Ramp D which minimizes right of way and environmental impacts.

A more detailed look - Improvements aimed to achieve Project's Purpose and Need

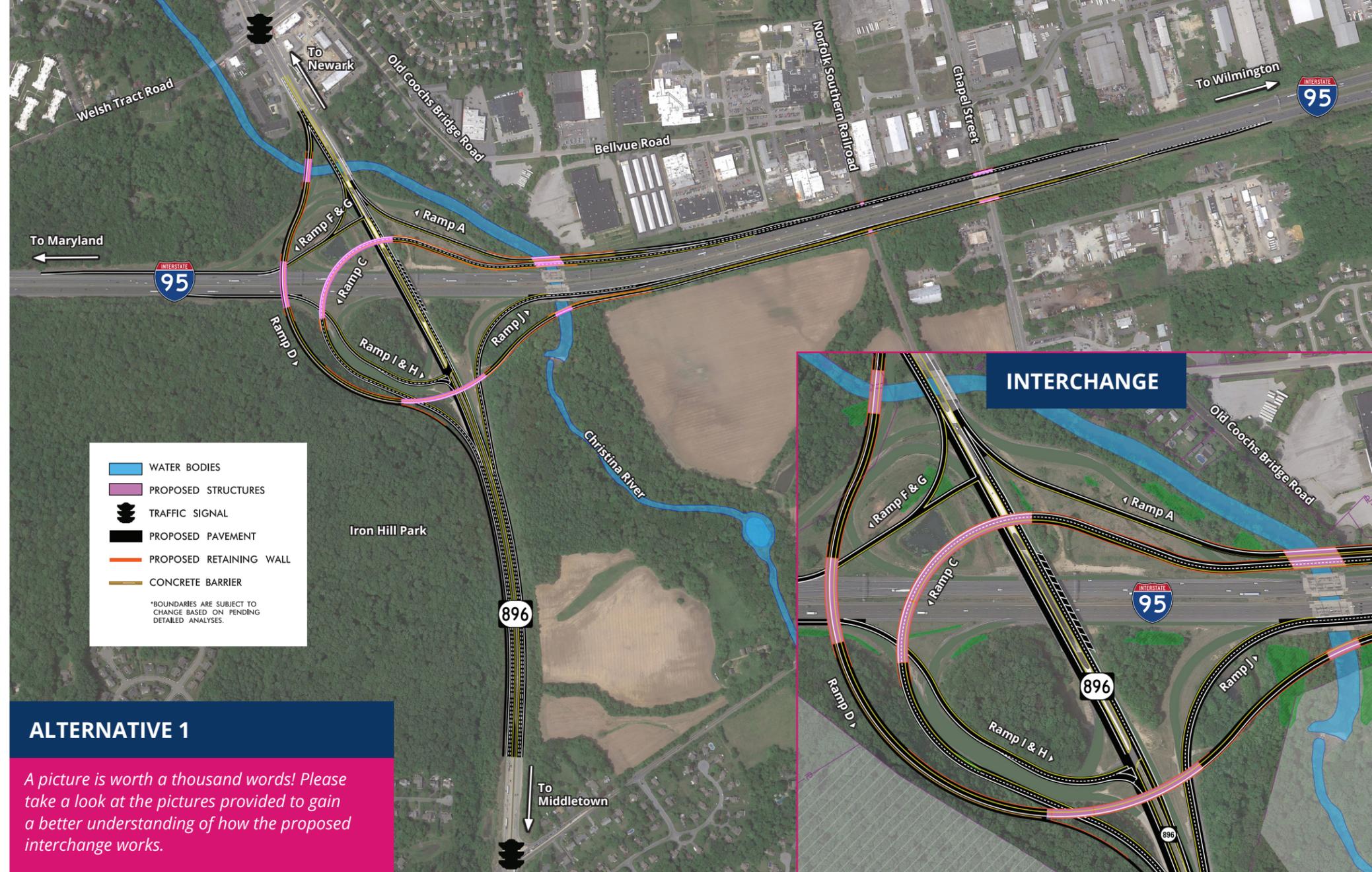
Alternative 1 addresses the Project's Purpose and Need by improving the traffic operations for reducing the queuing of I-95 while eliminating the SR 896 weave. Separating the high-speed southbound I-95 toll-bound traffic from the low-speed exiting SR 896 traffic, while lengthening the exiting lanes to accommodate

rush hour backups will improve interchange accessibility, improve safety, and shorten backups onto mainline I-95. Eliminating the existing southbound SR 896 weave condition will improve traffic flow and safety on I-95 and SR 896. With regards to Ramp J, this alternative lengthens the merge onto I-95, lengthens the diverge from northbound SR 896, and adds a second lane to Ramp J to improve the backups experienced in the AM rush hour.

Why Alternative 1?

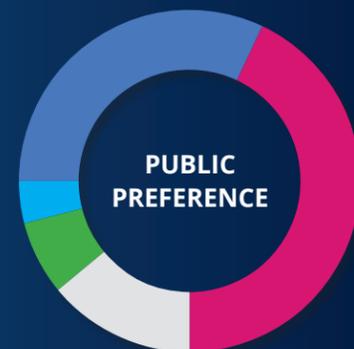
All alternatives were evaluated based on how they met the project's Purpose and Need which is to improve the safety and traffic operations of the I-95 and SR 896 Interchange to maintain mobility for local and through traffic, while not adversely affecting the operational performance of the I-95 Newark Toll Plaza. Alternative 1 is the most beneficial to the transportation environment while reducing the effects on the existing and future socio-economic, cultural, and natural resources.

- This alternative performs the best operationally of all the Build Alternatives that moved forward in the screening process.
- This alternative minimizes impacts to overall cultural and natural resources within the project area.
- It is anticipated this alternative can be constructed within the existing Right-of-Way, which will be investigated further as we move into detailed design.
- This alternative was favored by the public following the December 2017 workshop.



ALTERNATIVE 1

A picture is worth a thousand words! Please take a look at the pictures provided to gain a better understanding of how the proposed interchange works.



- Alternative 1 (43%)
- Alternative 2 (32%)
- Alternative 1 or 2 (4%)
- Alternative 3 (7%)
- No Response (14%)

December 2017 Public Workshop

The I-95 and SR 896 Interchange project team held a public workshop on December 5, 2017 at Glasgow High School in Newark, DE. The purpose of the workshop was to inform the public of the Purpose and Need of the project, as well as present three proposed alternatives for public review and comment. The team presented displays on existing and projected traffic flows and the safety and operational issues at the existing interchange. The three build alternatives were presented along with a summary table of their potential impacts. An overall schedule for the project was also available for viewing.

In total, 137 people signed into the meeting. These attendees were very engaged with the workshop staff and expressed concurrence with the project's need to address the existing issues at the interchange. Attendees were encouraged to provide written comments regarding the project and give feedback on which alternative they liked best. 43% of comments indicated that Alternative 1 was preferred by the public.

