



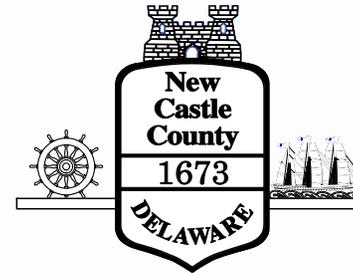
SR1/1-95 Interchange Project





Sponsoring / Cooperating Agencies

SR1/I-95 Interchange Project



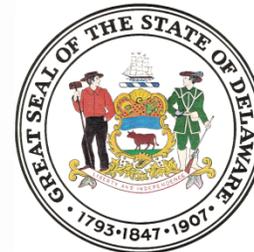
Coordinating Environmental Resource Agencies



National Marine Fisheries



Department of Natural Resources
and Environmental Control



State Historic
Preservation Office



Environmental
Protection Agency



US Fish and Wildlife Service



Corps of Engineers

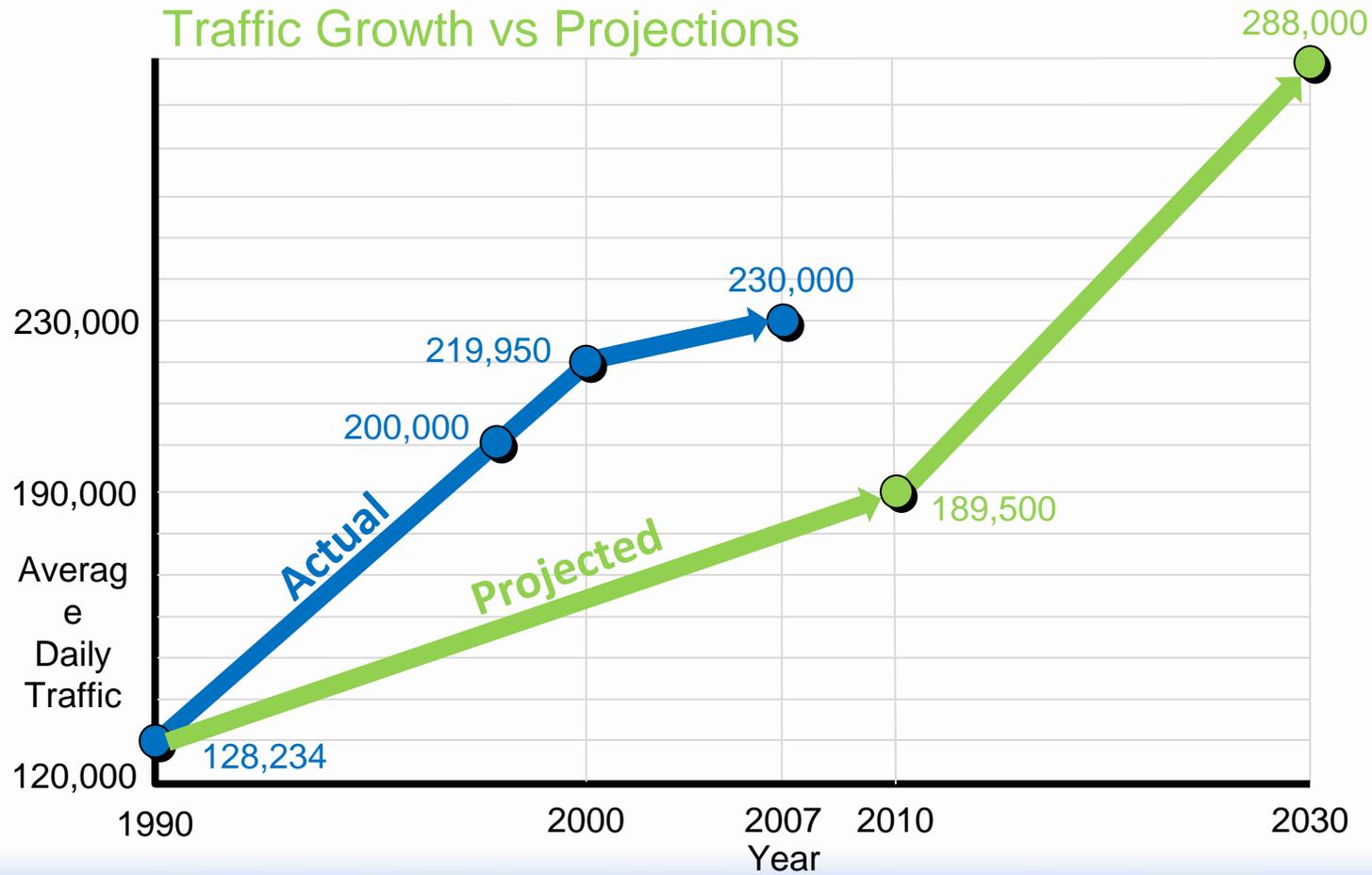




1990 Projection of 20-year Traffic Growth (2010)

Actually Exceeded in 1998 – 8 Years

Traffic Growth vs Projections



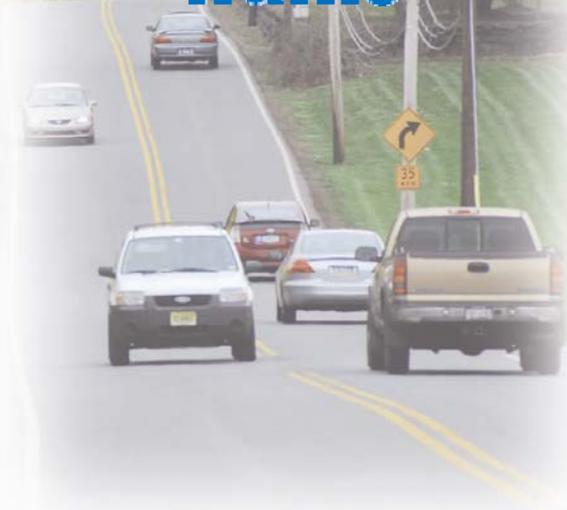
SR1/I-95 Interchange Project



Yearly Traffic Growth

- Driven by both local development and interstate traffic

**Growth in
Local
Traffic**

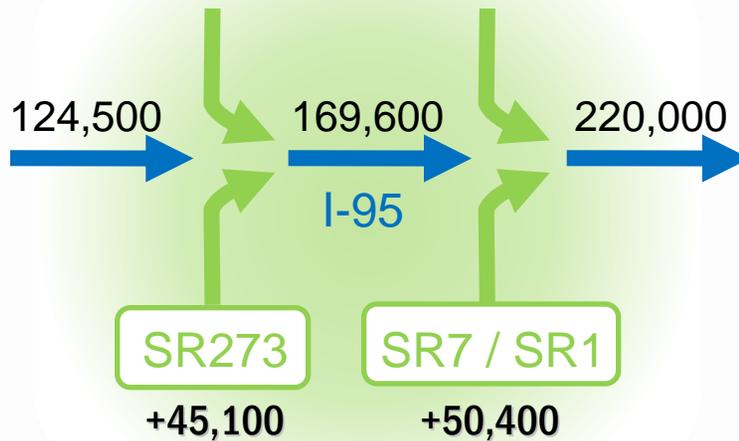


**Growth in
Interstate
Traffic**



Additional Mainline Capacity Provided, SR1 to SR141

Average Daily Traffic on I-95



■ Mainline traffic distribution

- Traffic volumes that entered the Turnpike from SR273 and SR1 were almost as great as the traffic on the mainline south of SR273.
- Overall, the Turnpike served more local traffic with Delaware destinations than out-of-state traffic (2 to 1).
- It was a must that Improvements considered interchange traffic.

■ Need to address high accident locations

- I-95 and SR1 merge and diverge areas are high accident locations due to severe congestion.
- Southbound I-95, I-295, I-495 and SR141 merge area is high accident location.





I-95 / SR1 Interchange



Problem

- Major traffic backups
- Failing levels of service for 11 of 16 ramps
- Cattle chute
- High accident rate



I-95 / SR1 Interchange



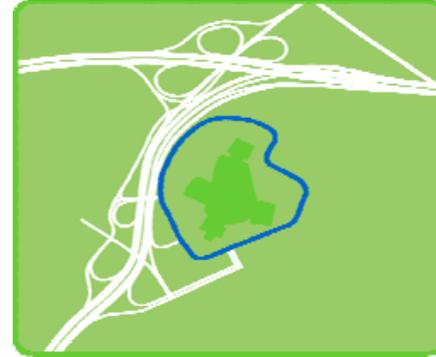
■ Failing traffic movements

- Freeway Mainline, NB SR1 – AM
- Diverge, NB SR1 to Road A – AM
- Diverge, SB I-95 to SR1 – PM
- Freeway Mainline, SB I-95 – PM
- Freeway Mainline, NB I-95 – AM, PM
- Weave, SB I-95 at SR1 – AM, PM
- Weave, SB SR1 at I-95 – AM & PM
- Weave, SB SR1 South of I-95 – PM
- Weave, NB SR1, Road A to I-95 – AM
- Merge, NB SR1 to NB I-95 – AM, PM

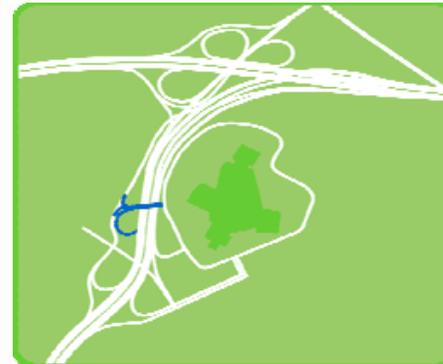


SR1/I-95 Interchange Project

- Christiana Mall Ring Road



- Christiana Mall Road Bridge



- SR1/I-95 Interchange

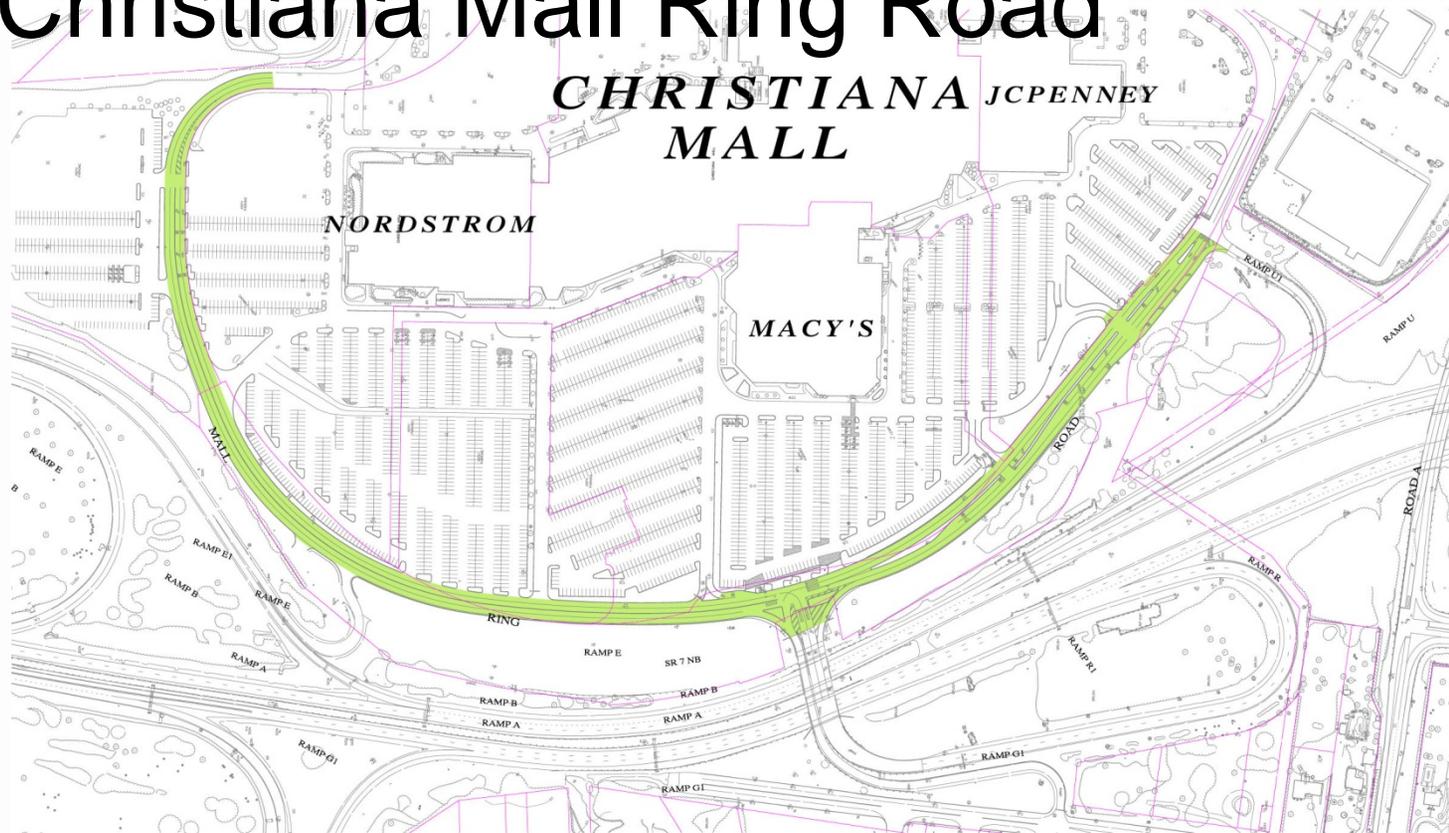


Project Goals

- Separate local traffic from thru traffic
 - NB SR1 to NB I-95
 - SB I-95 to SB SR1
- Reduce weave conditions
- Improve circulation around the Mall
- Reduce accidents
- Support economic development



Christiana Mall Ring Road



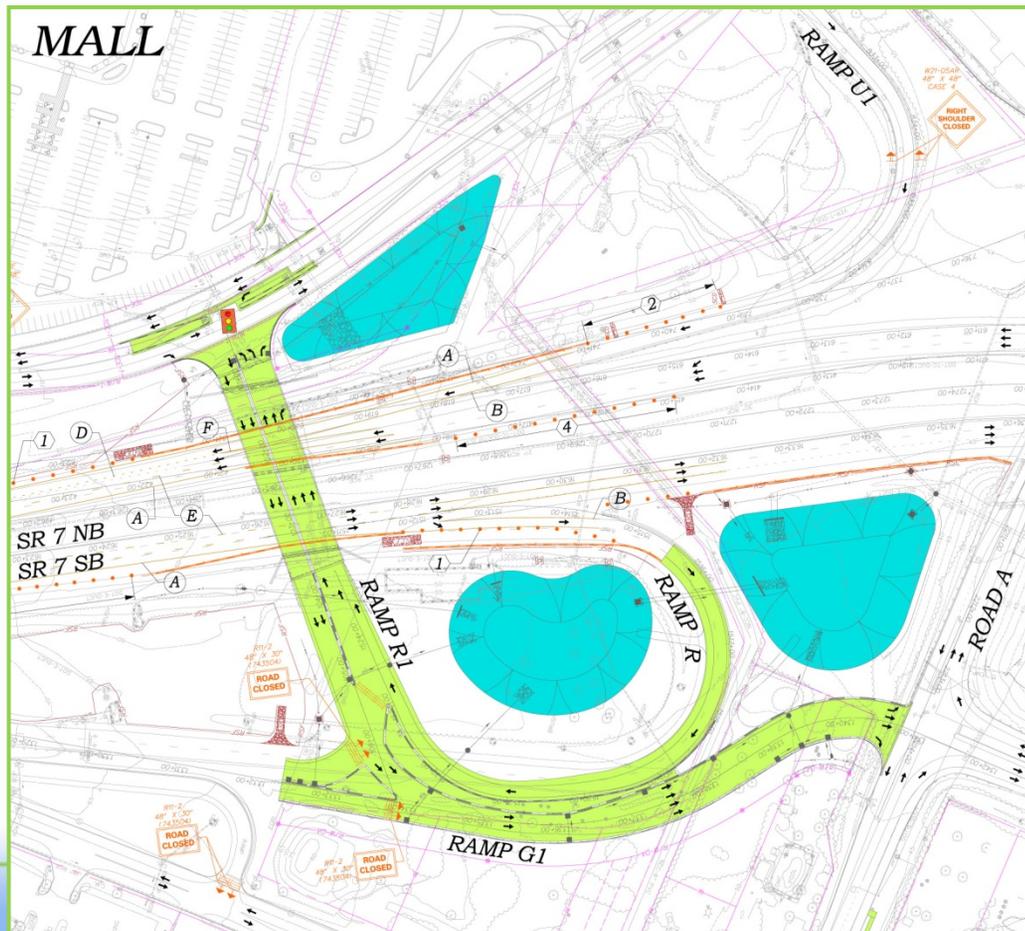
SR1/1-95 Interchange Project

- Began construction Feb. 2010, completed Nov. 2010
- Coordinated effort between DeIDOT and GGP
- Cost a little over \$5 million
- Realigned the Ring Road and prepared the ramp intersections for the future projects

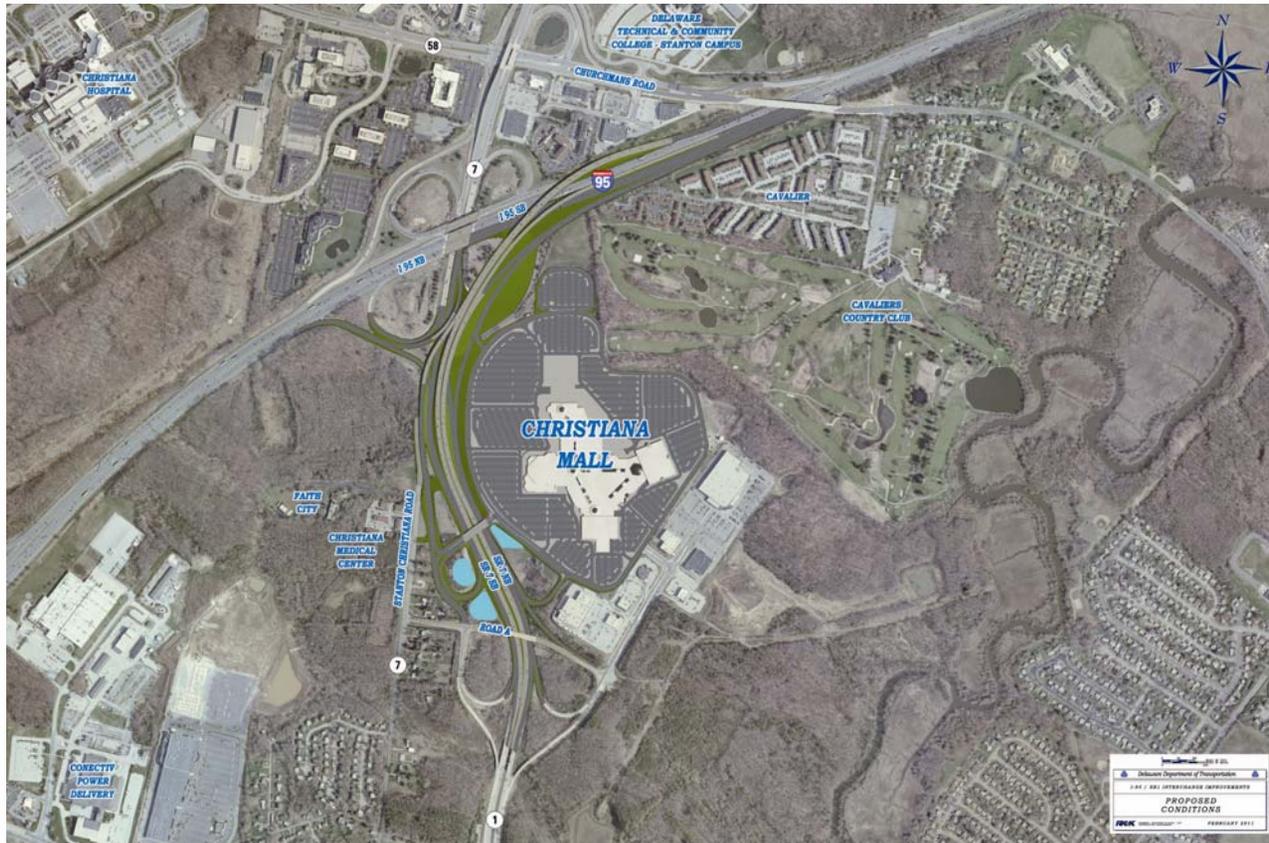


SR1/I-95 Interchange, Christiana Mall Road Bridge

- Notice to proceed Feb. 28, 2011
- Scheduled for completion end of 2011
- Contractor Mumford & Miller
- Build a new bridge off of SB SR1/SR7 into Christiana Mall
- New stormwater management ponds and intersections
- Bid price approx. \$12 million

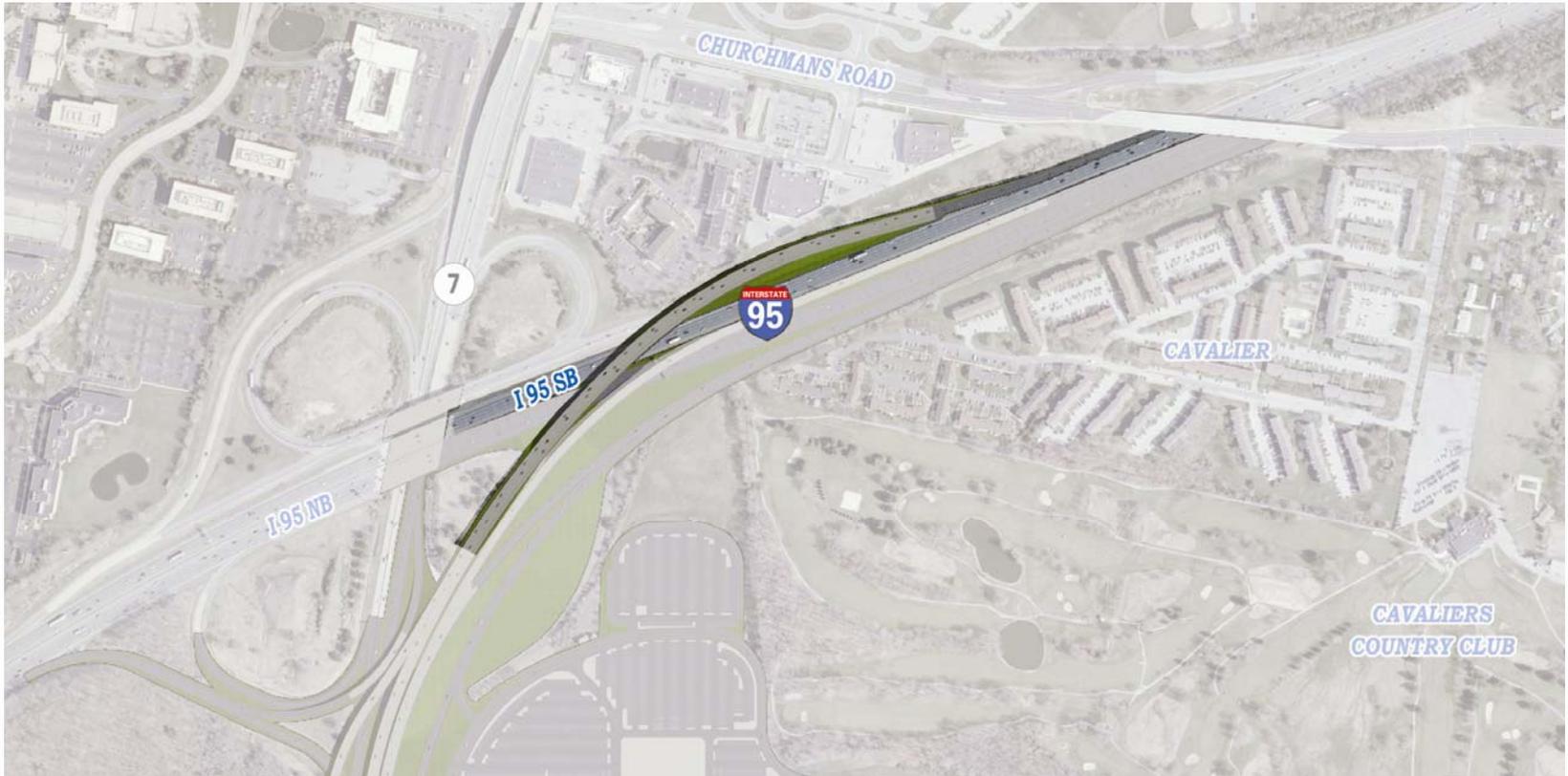


SR1/I-95 Interchange



- Construction schedule to start Summer 2011
- Currently out to bid
- Construction expected to last 3-4 years

SB I-95 Take Off





Interchange Movements Realigned





Mall Ingress & Egress



NB Movements to I-95

SR1/I-95 Interchange Project



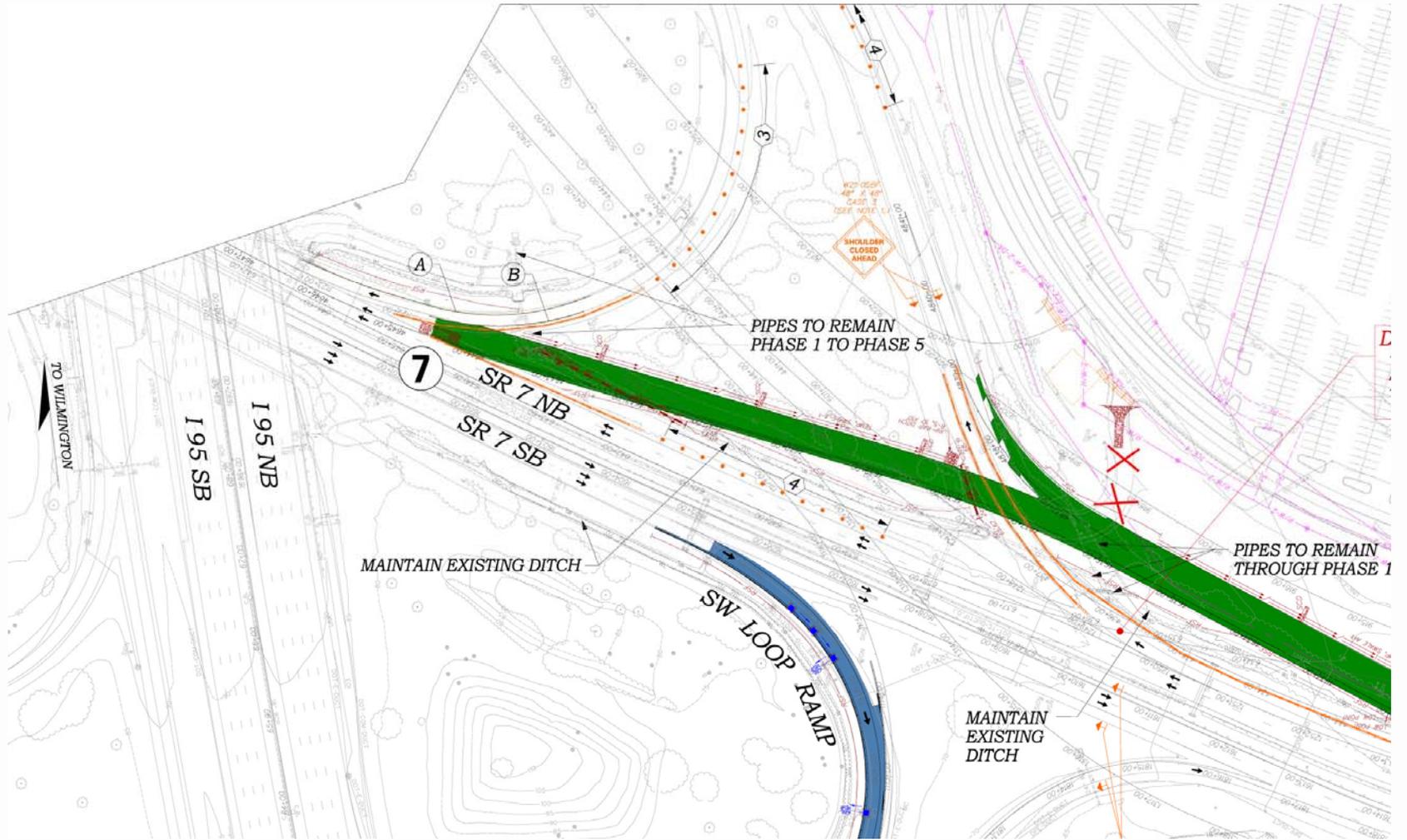
Impacts

MALL



Impacts

SR1/I-95 Interchange Project



Completed Interchange Improvements Southbound Flyover

SR1/I-95 Interchange Project





Completed Interchange Improvements Northbound Flyover

SR1/I-95 Interchange Project

