



# THE COMMITTEE OF 100

## FYI

## January 11, 2018

### I-95 Corridor Improvements in Wilmington Coming Soon

The Committee of 100 is working with the Delaware Department of Transportation (DelDOT) to help Wilmington employers prepare for the significant traffic problems likely to result from the reconstruction of Interstate 95 (I-95) through the City starting next year. You may want to begin taking steps now to mitigate the impact of the project for your employees who commute to work by car. To learn more, let us know and we will facilitate getting your HR representative or transportation coordinator together with DelDOT and their consultants to discuss the options available to you and your employees.

DelDOT is in the design phase of a significant project to rehabilitate I-95 from Interstate 495 (I-495) to north of the Brandywine River Bridge. Upon completion, improvements to this six-mile stretch will help operations along I-95 and improve motorists' ability to get in and out of the City of Wilmington. Construction on the three-year, \$165 million project is set to begin in late 2019.

Originally built in 1964, I-95 runs through downtown Wilmington. Portions of the roadway and bridges were widened in 1978 at which time several on and off ramps were constructed. The project includes numerous bridges including the mile-long Wilmington Viaduct which spans the Riverfront area, arterial and local streets, and Amtrak. The project continues north and includes repair of the Brandywine River Bridge.

With an estimated Annual Average Daily Traffic of about 115,750 vehicles per day (97% passenger vehicles, 3% trucks), this portion of I-95 is a critical corridor for East Coast travelers in general, and for Delaware, Maryland, Pennsylvania and New Jersey in particular. As a main feeder to numerous ports, airports, trucking, freight transfer and distribution centers as well as a connection for millions of residents and visitors within an hour of the project segment, it is vital to ensure I-95 is in good repair and longer-term future repairs and corresponding travel delays are minimized.



#### **Improvements will extend the life of the bridges for a minimum of 30 years**

DelDOT is committed to maintaining and preserving its bridges. Delaying this bridge work could result in more costly and extensive repairs, in turn creating more severe and longer traffic impacts and delays to the public. After completing detailed engineering studies, DelDOT determined repairs are needed to extend the bridges' service life and avoid major and costly rehabilitation work for a minimum of 30 years.

Planned construction includes the repair of 19 bridges, I-95 pavement, and ramps within the project limits. The scope of work includes:

- removing and replacing the top two inches of concrete on the bridge decks to maintain the integrity of the underlying structural concrete
- roadway resurfacing and repairs
- replacing deteriorating concrete traffic barriers and roadway expansion joints
- painting the overpass bridges north of the Wilmington Viaduct
- completing steel and concrete repairs

Along with this work, the project proposes to implement a safety improvement associated with reconfiguring a portion of the Wilmington Viaduct to construct a longer acceleration lane on I-95 southbound. This new reconfiguration will provide motorists with better sight distance to merge more safely onto I-95.

### **Advance projects and real-time traveler information will help lessen traffic impacts on commuters and travelers**

During construction, at least one lane in each direction on I-95 will remain open, and ramp closures will be staggered to continuously maintain access in and out of the city. However, on limited occasions, weekend closures of I-95 will be necessary. Major traffic impacts on I-95 mainline will be limited to two years of the three-year contract.

Given the high volume of traffic that uses I-95 daily and the adverse impacts lane reductions will have on this roadway and the local city streets, many advance projects will be completed prior to beginning work on I-95:

Christina River Bridge	May 2017 – Sept. 2019
I-495 and I-95 Southbound Merge Lane Extension	Feb. 2018 – May 2018
BR 1-577 on N050 Northeast Blvd. over Brandywine River	Nov. 2018 – Aug. 2019
I-95 and Carr/Marsh Road Interchange	June 2018 – Aug. 2019
Walnut Street, Front Street to 4th Street	June 2018 – Feb. 2019

An active traffic management system will be in place at the start of construction and will provide motorists real-time traveler information so they can make informed travel decisions. As part of this system, portable changeable message signs will provide motorists approaching the work zone real-time travel conditions so they can choose to divert to an alternate route. The real-time traveler information will also be available via other media outlets including the Delaware Department of Transportation's website ([www.deldot.gov](http://www.deldot.gov)) and mobile app.

For more information visit [http://deldot.gov/information/projects/bridges/I-95\\_CorridorImprovements/I-495\\_North\\_of\\_BrandywineRvr/](http://deldot.gov/information/projects/bridges/I-95_CorridorImprovements/I-495_North_of_BrandywineRvr/)

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## **Coastal Zone Recommendations Report Available for Public Review and Comment**

The Department of Natural Resources and Environmental Control (DNREC) announced that a draft report outlining recommendations for the formation and work plan of a Regulatory Advisory Committee (RAC) for Coastal Zone Conversion Permits is now available for public review and comment. Comments on the draft report – prepared by the non-profit Consensus Building Institute (CBI) of Cambridge, Mass. – **will be accepted through January 19, 2018.**

The report contains 13 recommendations for DNREC to consider as it establishes a Regulatory Advisory Committee to develop regulations for Coastal Zone Conversion Permits. The recommendations were informed by a series of interviews with stakeholders, including The Committee of 100, held in October, and by two public workshops held in November. The report, available on the DNREC website at <http://de.gov/conversionpermits>, also contains a list of stakeholders interviewed by CBI and a summary of the public workshops.

Comments on the report can be submitted by emailing [CZA\\_Conversion\\_Permits@state.de.us](mailto:CZA_Conversion_Permits@state.de.us), by USPS mail addressed to CZA Conversion Permits Comment, Attn: Kevin Coyle, 100 West Water Street, Suite 5A, Dover, DE 19904, or via online survey found at <https://www.surveymonkey.com/r/CZCPArac>.

HB 190, the Coastal Zone Conversion Permit Act, was signed into law by Governor Carney in August 2017. The Act authorizes DNREC to issue permits for construction and operation of new heavy industry uses within 14 existing sites of heavy industry use within the state's Coastal Zone. It also authorizes DNREC to issue permits for the bulk transfer of products under certain circumstances. The Act requires DNREC to develop and promulgate regulations for the issuance of conversion permits by Oct 1, 2019.

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## Registration for our January Dinner Meeting Closes Tomorrow!



We hope you will join us on Tuesday, January 16th for our first Dinner Meeting of 2018. Delaware State Treasurer Ken Simpler will be our guest speaker. He will share his vision for a "Grand Bargain" that addresses Delaware's long-term revenue problems and institutes new spending discipline.

**The Committee of 100 Dinner Meeting**  
**Tuesday, January 16, 2018**  
**5:30 - 8:00 p.m.**  
**The University & Whist Club, Wilmington**

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*The Committee of 100 Wishes You a Healthy and Prosperous New Year!*

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