



Q & A from 1/2821 I-95 Virtual Public Meeting

- 1. Will the merge onto I-95 north from Delaware Avenue be fixed so drivers have better visibility? Right now the visibility is extremely dangerous with barriers in place.**

The I-95 Rehabilitation Project will create an additional northbound lane in this area that will continue all the way to the US 202 exit, eliminating the current merge situation.

- 2. What will be done to minimize nighttime noise which is a real concern for people living near I-95?**

We're going to be in contra flow traffic. We can only gain access to some of the work zones with trucks to load out debris and things at night, but we're going to work very hard to try to sequence our work to where the loudest noises occur during the day shift. We will do our best to minimize noise at night but in order to meet the schedule and inherent traffic restrictions we will require some nighttime work. Our goal is to get it done as soon as possible and try to minimize as much as we can.

- 3. The loss of the on ramp on from South Jackson Street to Lancaster Avenue seems like a huge bottleneck now that everyone has to go around the block to the Second Street ramp. Was that studied and analyzed?**

Yes, this area was studied during the design development which resulted in constructing an additional left turn lane at the intersections that are traveled to go 'around-the-block'. The traffic conditions are currently being monitored and traffic signal timing was updated prior to the start of work to enhance traffic flow and make sure there is minimal congestion within those blocks.

- 4. During the construction will the Commodore Barry Bridge institute a frequent driver discount like the Delaware Memorial Bridge currently offers?**

The Commodore Barry Bridge is operated by a different entity in Pennsylvania. We are not aware of any discount plans that they would offer at this time.

- 5. How will traffic diverted to surface streets be handled?**

In particular, the question refers to Concord Avenue and Baynard. We do expect there will be increased traffic diverting from Route 202 to avoid I-95 that continues on to Concord Avenue and either use Baynard to Washington Street to come into the city or Route 13 as an alternative. Although additional traffic is expected, this is an area where DeIDOT (rather than the City) has the ability to monitor the signals and make real time changes to the signal timing to accommodate increased traffic volumes. The Concord Ave./Baynard intersection is one that DeIDOT will be paying very close attention to.

As part of the overall traffic management plan, DeIDOT will encourage motorists to use the main alternative routes. I-495 has excess capacity. We want people to use those routes as the primary diversion to get into and out of the city. I-495 and Route 13 are two great routes that can supplement loss in lane capacity on I-95.

6. What is the plan for cars that break down, accidents, etc.?

In a cattle chute condition (barrier on both sides of a traffic lane), there are instances where an incident, crash, or vehicle breakdown could block the whole roadway. DeIDOT engaged in coordination with the Emergency Medical Service (EMS) community to discuss potential for incidents that would block traffic and how EMS could get to the incident location. Working with EMS, an option to reach an incident coming from the opposite direction was developed. There also will be breaks in the concrete barrier separating northbound and southbound traffic during construction to allow for emergency vehicles to traverse from one side of the road to the other at increments that EMS selected based on where they would actually come in on a ramp in the opposing direction. A lot of effort was put forth by DeIDOT and the EMS providers to cover a variety of response scenarios.

Additionally, there will be tow trucks on site. We are currently working with the contractor, Kiewit, on where tow trucks will be staged so that they can efficiently respond to a breakdown or an incident anywhere within the corridor limits. The tow trucks will be on site full-time during rush hours (6 a.m. to 9 a.m. and 3 p.m. to 6 p.m.) when traffic is the heaviest. Outside of those periods, tow trucks will be on-call and located within close proximity to the project site for the duration of construction.

7. Who was the selected contractor?

Kiewit

8. Will anything be done about the left lane on ramp just south of Wilmington? It strikes me as incredibly dangerous especially given the poor visibility of the ramp itself in the extremely short merge area in a short distance to try to cross several lanes if one wishes to exit on Route 7.

With this project we're not going to be doing upgrades at the Christiana interchange. We can take this comment and evaluate it and get a response for the individual.

9. Will there be any issues with both Route 141 and I-95 under construction?

The Route 141 Project is on schedule to be completed in spring of 2022. They're working on the last two bridges of this project right now that go over I-95. We've made adjustments to get the remaining work that directly impacts I-95 done first so there will be minimal impact on I-95 traffic as the I-95 Rehabilitation Project gets underway. We understand everyone's eager to get the Route 141 project done. This has been a massive project. We're going to have an additional lane in each direction through this corridor when the project's completed. So, it's going to be a much improved and safer corridor.

10. Why is this project starting in the winter when there can be inclement weather situations and snow plows?

We've been working for over a year on construction sequencing with the intent of sequencing the schedule so that a lot of weather dependent activities are performed in the spring, summer and fall, outside of the cold weather months. Starting some of this pre-work that is less weather dependent will allow us to start hydro-demolition, which is very water dependent, in the warmer temperatures.

Also, since asphalt can't be placed during cold temperatures, we've sequenced our schedule so that it is placed during warmer temperatures. Although it seems like we're starting at a less ideal time in February, the advanced work being done now allows for major construction work to happen in favorable weather windows.

11. Have downtown companies been asked to stagger their start times?

We have met with many businesses and suggested this as an option. Many businesses are also part of the project Community Advisory Group (CAG). We've communicated the construction information, general schedule and explained the potential for traffic impact with many businesses and have asked them to share the information with their employees and implement work schedule changes if possible.

We've met with many of large employers (Capital One, Barclays, Christiana Hospital) and we're always willing to go out and talk to groups and businesses to get the word out but we can't make a business alter their schedule. We've had a lot of great engagement with the business community in Wilmington. Companies are looking at what their needs are and making changes as they see fit to ensure that they can continue operating. The City of Wilmington is going to be open for business. That's an important thing we want to stress. Through this project while I-95 is under construction there are still alternate routes to get into the city and we want to make sure that our business community is able to continue their operations with as little disruption as possible.

12. Will a dedicated left turn signal be installed on Baynard Boulevard to turn on to Concord Avenue going northbound?

This is not currently planned as part of the project, but this is an intersection we are going to monitor. We do know that there is the potential for traffic destined to Route 202 for people leaving the city to potentially use Baynard Boulevard to make a left turn on Concord Avenue. The opposing volume southbound on Baynard Boulevard is a relatively low volume but again if we see that that left turn volume is significantly increasing and there's a delay then that is a solution we potentially could look at. Again, it is one of the many intersections that we flagged that we will be monitoring once construction starts.

13. Will there be temporary rest stops if there's a traffic jam, etc.?

No.

14. With northbound traffic sharing southbound lanes will all exits be available?

Northbound traffic will be put on to the southbound side of the roadway in the vicinity of the I-295 interchange. So, the current Exit 6 to MLK Boulevard and the current Exit 7 to Delaware Avenue will be closed during Phase 1A. However, the ramp from MLK to southbound I-95 will be temporarily converted to a new I-95 northbound exit ramp. As you head northbound on I-95 you will be able to exit off of this new temporary off-ramp to enter the city.

15. How loud in decibels do you anticipate the sound will be?

I think a lot of it depends on distance from where you're monitoring the sound. Any noise generated will consist of traditional construction equipment noise. We are going to be demolishing concrete and loading trucks with concrete so these are the types of noise you'll be hearing.

Also, we're going to do hydro-demolition. Hydro-demolition is moving concrete with high pressure water jets. We actually did do some noise studies and it turns out the hydro demolition is not much louder than normal truck traffic on any stage so certainly not quiet but not much louder than truck traffic now.

Obviously jackhammers are a little bit louder, but the hydro-demolition, if you're standing right next to it, is about 95 to 97 decibels which is not much different than if you happen to be standing near the interstate and a truck rumbles by.

16. What nights during the week will this work be done?

Right now, we anticipate that we're going to be working five days a week. It is an aggressive, fast-paced schedule. We will be working a lot of Saturdays on critical path work. We're trying to avoid Sundays if at all possible unless if we were to lose a significant amount of work during the week due to weather. Sundays would be very limited but there certainly going to be a lot of Monday through Saturday work.

17. What will the impact on users of the Brandywine Park especially North Park Drive?

We will be working in the area and we want to make sure it's a safe work zone. So, there will be detours for folks that want to use the park. The park's going to stay open and there will be parking. It might be relocated but we'll have signs up to direct you to the parking and the trails.

18. Lewis Elementary School is along I-95 near N. Jackson Street and N. Van Buren Avenue. What precautions is the contractor taking to reduce the dust?

Keeping dust under control is very important to us when it comes to the traveling public and residences to make sure we don't get dust on houses and cars. Equally important is the safety of our workers. There are strict silica guidelines that OSHA has published over the last few years. For those that don't know, at Kiewit safety is absolutely the most important thing. Kiewit has very strict silica standards. Their corporate policy and OSHA requires that they control dust through several means, primarily water control. You will see that they have to be able to control dust not only to keep the residents and the public safe but also their workers. You will see a lot of those controls in place on this project.

19. What is the alternate plan for people who utilize DART for work from Wilmington?

DART has added a bus lane coming in from US 13 and adjusted some of their bus schedules. Feel free to contact DART with any questions about specific routes or for assistance creating a customized plan.

20. If West 10th Street is closed, if the on-ramp to I-95 north at west 10th Street is closed, how do I get onto the freeway?

We have detour maps posted at restorethecorridor.com. There will be a signed detour in place. You would take 11th Street to Jefferson Street to 12th Street. We are making improvements at intersections along that detour route to accommodate the diverted traffic, adding additional left turn lanes and modifying the signal phasing.

21. Has there been a discussion to incentivize businesses to retain work from home arrangements for employees to maintain the current decrease in I-95?

We've presented to dozens of businesses in and around the city about the project. We're aware that that some are looking at how they can improve the flow of employees to and from their buildings but again we can't mandate businesses to retain work from home arrangements. It's really up to each individual organization to make those decisions for themselves.

22. Has there been any thought given to when President Biden will be in town?

We work closely with the State Police, Secret Service and County Police for all things related to presidential travels. We are aware of when that is going to happen. Over the next two years this could

be an issue and we'll work with them to route the motorcade traffic around this project and do our best to ensure that it doesn't cause any significant delays and issues with I-95 use. We do have a close working relationship with all those parties and will continue to do so. They're well aware of the work that's going to be happening around Wilmington over the next couple of years.

23. Will I-495 south take me around the construction and avoid this construction area?

Yes.

24. What about gun victims in the City of Wilmington and where they can be treated?

There has been ongoing communication with emergency responders and all of the emergency response plans that were developed with input from various agencies have been distributed to each emergency response group.

The issue of how to transport victims of gun violence in the City of Wilmington to a trauma center was brought up by EMS representatives during development of response plans for the project. We specifically met with the air response units to identify ways to potentially use them as an alternative. Our "emergency response" playbooks actually identify the landing areas that they currently use to transport victims. If there is an incident there may be more air responses than you may typically see.

25. Where can I get a guide for getting around that during the construction?

Restorethecorridor.com is your one-stop shop. There is a brochure online. It is currently on the rotator at the top of the home page, where you can click on it to open the .pdf version. It provides information about why the project is being done, the different phases and what's going to be found in each phase. There's information about the commuting solutions and two different maps showing ramp and lane closures.

26. What is the best email to use for asking specific commuting questions?

Any questions about this construction, the process, questions about commuter solutions or comments can be sent to the project email restorethecorridor.com. We can also be reached by phone at 302-760-2080.

27. The contra flow implementation will be a hard change on March 1st. We are concerned that it will be confusing to motorists. Does DelDOT plan on engaging Wilmington Police during the first week or so of the ramp closures?

We have been coordinating with Wilmington Police. They've been involved in our EMS meetings. At this point, we have not specifically indicated that they will be out there during the first traffic shift but if we feel that there's a need we will reassess.

DelDOT now has the ability to remotely control over 200 traffic signals within the City of Wilmington. The signal timing can be modified in real time. Prior to this, the City of Wilmington would have to go out to visit each individual location and manually re-time the signal which obviously is inefficient. We intend to utilize the technology that's been put in place to monitor traffic patterns on the streets around I-95 and adjust signal timing to minimize any potential traffic back-ups.

28. What do the new sound barriers look like and will there be new artwork put on the blank walls, etc.?

We had several meetings with the mayor's office to discuss what the new barriers would look like. The barrier is clear acrylic, with a sky blue tint and a white "W" representing Wilmington as opposed

to what's out there now which is outdated. The new barrier will be located wherever you see the barrier now.

There's been some crossing bridges over I-95 in the city that have had some murals painted by community groups and that it's worked out really well. Any new projects will be addressed in the future.

29. The site map on the app does not have anything marked as to how far up I-95 this project will go. Will it go up to Marsh Road and where does the corridor project end?

The project basically begins from south of the Frawley Stadium (around the I-495/I-95 split) and goes all the way up to the Brandywine Bridge, just before the Route 202 interchange.

30. Will DelDOT take control of the four lights in Newport since Route 4 is a substitute road? Getting through there can be a nightmare.

The four intersections at the off ramps at Route 141 and Route 4 are under DelDOT's control. We will take a look at it and obviously modify as necessary based on the traffic conditions.

31. Are we ever going to have two lanes in both directions during this period?

Essentially you'll have one less lane of traffic than what currently is in place today. Anywhere there are currently three lanes on I-95 northbound or southbound there will be two lanes during construction. Anywhere there are currently two lanes there'll be one lane during construction.

32. Will DelDOT give another presentation on the subject?

We are happy to go to any organization, business, and school or community group to help get the information out to the public, businesses or organizations.

33. Will there be any change to the on-ramp from I-295 to northbound I-95?

Yes. Currently, you have to weave across to get off at the downstream exit. Since there will only be two lanes north onto I-95 northbound just north of I-495, the current ramp will change so that motorists will merge into one of the two northbound I-95 lanes. This should make the weave a little bit easier because you'd only be weaving over one lane to make the downstream exit to go into the City of Wilmington.

34. Stage 1A and 1B will likely have secondary impacts from the posted detour routes specifically Happy Valley and West Center City. These communities will have additional traffic impacts as folks follow their traffic apps versus the detours. Will communities receive any additional notice prior to the detour signs going up?

There'll be significant outreach done to inform communities about when ramps are going to be closing. There is a ramp closure in the first phase that would potentially affect the neighborhood depending on the neighborhood and what the signed detour is, but in Phase 1A the ramp from Delaware Avenue to northbound I-95 is still open. The ramp to I-95 northbound from 10th Street to I-95 north will be closed. The detour is 11th Street to Jefferson Avenue to 12th Street and then a right turn on Adams Street to go on to I-95 north which does not wrap through Happy Valley.

As far as outreach before closures people will be notified prior to detours. The easiest thing to do is sign up for text and email alerts at restorethecorridor.com and to continue to monitor the website.

35. Will there be any traffic jam rest stops or areas where you can pull off during a traffic issue?

No. In order to have both northbound and southbound traffic running essentially on one half of the existing roadway, existing shoulders have to be converted to travel lanes, leaving little opportunity for pull-off areas.

36. What towing company will be utilized?

This has not been determined yet.

37. Are there any employment opportunities for Wilmington residents?

Kiewit is working as a union contractor, but is certainly looking for local craft folks, carpenters, operators, iron workers or laborers. They're always looking to add to their project staff. They're looking for engineers, superintendents, business staff. Anybody that would have any interest can reach out to the project email restore.the.corridor.com. Kiewit is absolutely looking to add to its team and hire locally. The vast majority of Kiewit's crafts folks are already local employees and they want to continue to add to that and benefit the local economy as much as they can.

38. Did we get the feel that companies are embracing our suggestion for work schedules?

Yes and no. It's always different. They seemed to be open to different ideas. We are sure they took it back to their management and discussed it but what businesses decide to do we don't know at this point.

39. For traffic lights that will now be monitored and controlled from Smyrna will there be any signage for these signals indicating that these things can change from their normal rhythm?

The Transportation Management Center (TMC) in Smyrna will be able to adjust the timing on those signals. Signals are timed differently at different times of day; there isn't one normal rhythm. If you're out in the middle of the night and you're at a traffic light that you frequently go through during the day you may notice that the green is much shorter. We try to have signals respond to the volume of vehicles that go through them at a given time of day. We'll continue to monitor these in real time and will be making adjustments as best we can. When we notice more traffic flowing through different intersections we will make real-time adjustments to help move additional cars.

We are developing individual timing plans for signals to be used during periods when we know there will be significant traffic detoured off of the interstate.

40. Have any other states been notified to alert residents to take other routes?

Yes, we have been communicating with our neighboring states well in advance of this project and leading up to the start. We've also been working with groups like AAA Mid-Atlantic. They just sent out an e-mail blast to the entire Mid-Atlantic region about the I-95 project. Motorist traveling through Delaware with a destination outside of Wilmington will be encouraged to use I-495. There will be plenty of signage both at the southern end of the project when you're heading north at the I-495/I-95 split directing through traffic to I-495, with similar signage if you are entering Delaware from Pennsylvania. We continue to be in contact with neighboring states and they're aware of what's happening. They also share with us. Pennsylvania also has numerous projects on their stretch of I-95.

41. You talk to employers in the City of Wilmington. Did you reach out to others like Amazon, Sally Mae, Christiana Hospital, etc.?

Yes, we've actually worked very closely with Christiana Care. They've been very engaged as obviously they're one of the largest employers in the city and have many people coming and going from there

on a daily basis for medical appointments. We've been engaged with all of these and our business community in Wilmington working through the Wilmington Chamber of Commerce trying to cover all the bases with all the organizations in the city.

42. Will apps such as Waze have the changes in traffic directions prior to the change?

We do have a collaborative relationship with Waze already in place regarding normal traffic monitoring in Wilmington and across the state. We actually had a conversation with Apple earlier this week about their mapping system. We are hopeful that the default route takes traffic that's not coming into Wilmington to I-495.

43. Will the ramp from MLK southbound I-95 be closed?

It will be closed in Phase 1A. This ramp will be converted to a northbound off ramp during Phase 1A construction.

44. Does the contract contain certain incentives and penalties to ensure a timely completion?

There are incentives and disincentives in case there are issues and to accelerate the project. This project used a CM/GC contract procurement that allows us to team up with the contractor during the design phases to better understand how they would get this job done to make sure that there are less issues once construction starts.

DeIDOT selected Kiewit based on a technical proposal and best value. One of the reasons that Kiewit was selected was based on their reputation for on-time performance. The Secretary and several others did a lot of research on Kiewit and talked to a lot of references. Kiewit is very schedule driven, focused on success and the partnership with DeIDOT with safety at the forefront. They intend to meet or beat the schedule.

45. Will police or anyone enforce the bus lanes to make sure they aren't bogging them down?

The police do know about it and if there are issues that are brought to our attention, we can work with local and state law enforcement to monitor issues like speeding or inappropriate lane use.

46. Can you please clarify if DART will provide service from the Christiana Mall to the City of Wilmington?

Yes, from Christiana Mall there are a couple routes. The Route 5 bus goes into the Wilmington Transit Center. If you go to DartFirstState.com you can look at the different routes available or contact us for assistance.

47. Will the I-495 South exit to 12th Street be affected?

There is no construction anticipated at the I-495/ 12th Street exit as part of the project. We do expect people to exit I-495 at 12th Street to get into the City of Wilmington. In anticipation of this, double left turns were added at the intersections at 12th Street and 13th Street to increase capacity.

48. For the City of Wilmington traffic lights that are now monitored and controlled by DeIDOT, will there be any signage indicating that these signals will change from their normal rhythm?

The traffic signals are being monitored to ensure that there are not excessive back-ups from motorists using local roads to avoid I-95. DeIDOT will be able to adjust the signal timing (the amount of time the green light gets in each direction) remotely in real time to clear any excessive back-ups. Traffic signals typically have different cycle times throughout the day to manage normal traffic patterns, for instance

during rush hour one direction may get longer green times, and then the green time is shorter at other times of day. There is no plan to provide signage at this time.

49. Who do I contact regarding potholes?

You can contact DelDOT using #77. That will connect you with a live person at our Transportation Management Center which is staffed 24/7 and you can report the area where the pothole is located.