



# Delaware State Rail Plan

October 12, 2011

DVRPC Freight Committee



# Delaware State Rail Plan

- Developed in compliance with Federal regulations
  - FRA's National Rail Plan (2011, ant.)
- Planned public involvement efforts
  - Meetings with MPOs and Sussex County
  - Posting on DTC's website
  - Press release
- Linked with State policies and goals for a multimodal system
  - DTC's LRTP and Business Plan
  - DeIDOT's LRTP



# Delaware State Rail Plan Development

- Rail Plan Advisory Committee
  - DeIDOT
  - DTC
  - Delaware Economic Development Office (DEDO)
  - Dover/Kent County MPO
  - NS
  - WILMAPCO
- Stakeholder Workshop
  - Amtrak
  - City of Wilmington
  - CSX
  - Kent Economic Partnership
  - MDOT
  - New Castle County
  - Office of State Planning Coordination
  - Sussex County Economic Development Office
  - SEPTA
  - Sussex County





# SRP as a Basis for Federal and State Rail Investment in Delaware

- The SRP aims to:
  - Broaden the understanding of rail issues for all stakeholders
  - Define the role of railroads in a multimodal environment
  - Identify infrastructure and other improvements required to improve rail service
  - Provide a framework to implement rail improvement initiatives in Delaware
  - Support DeIDOT and other agencies in obtaining federal and other funding



# State Rail Plan Areas of Emphasis

- National strategic goals
  - Safety
  - State of good repair
  - Economic competitiveness
  - Livable communities
  - Environmental sustainability



# Vision, Goals and Objectives

- Realize Delaware's role in regional, national, global transportation network
- Emphasize important role of rail transportation in State's economy
- Identify the challenges in funding infrastructure needed to maintain and enhance the system





# SRP Goals

1. Provide mechanisms for continuous safety and security on all modes.
2. Preserve the existing network and provide additional capacity to maintain and improve Delaware's important link in regional and national rail networks.
3. Seamlessly integrate passenger and freight rail with other modes, including transit, ports and aviation.
4. Work with other states and stakeholders to advance improvements in rail transportation through partnerships and innovative funding opportunities.
5. Promote the energy efficiency of rail transportation and educate the public, elected officials, and others on the environmental benefits of rail as well as the economic development opportunities it creates.
6. Contribute to the decision-making process with local governments and land owners to preserve rail corridors and potential station areas for future development.

# Delaware's Vision for Passenger Rail

- Allows for more travel options as congestion and travel costs increase
- Provides safe, fast, reliable and frequent rail service that is competitive with other travel modes
- Easily connects to other modes
- Aligns with Amtrak's vision for high-speed rail in the NEC as well as the NEC Infrastructure Master Plan



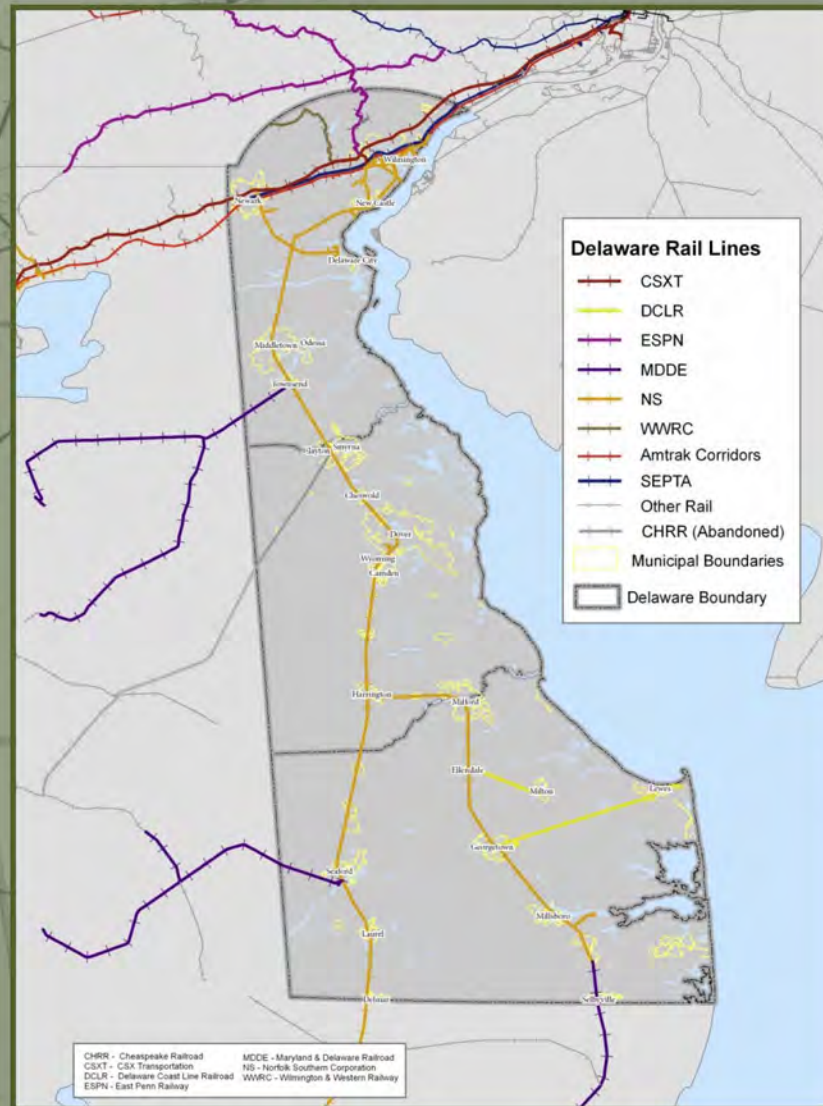


# Delaware's Vision for Freight Rail

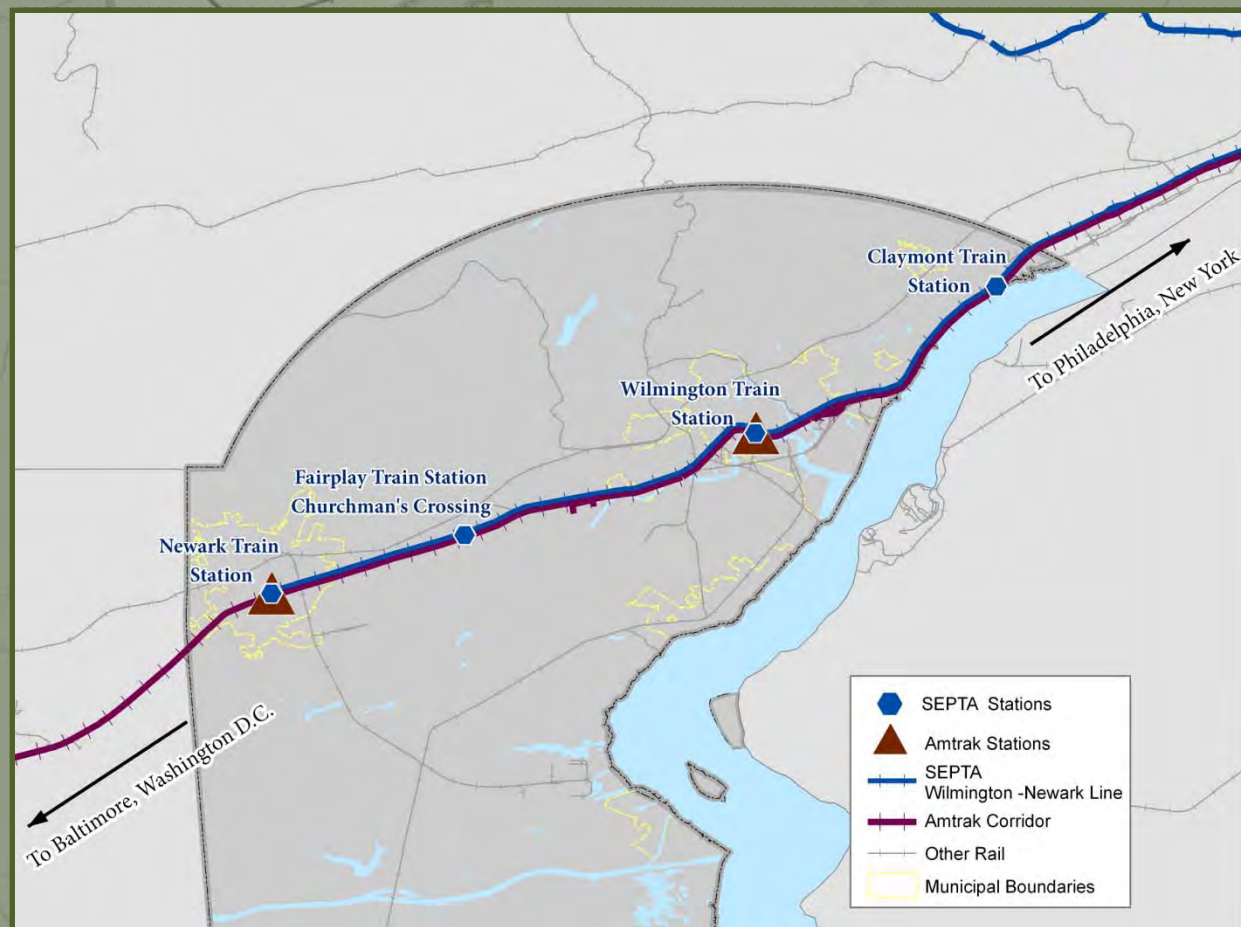
- Better serves shippers' needs for efficient delivery of goods
- Provides shippers with connections to other modes, e.g., highway and water for market access, modal economics and service
- Addresses limited highway capacity, environmental challenges, rising energy costs and the need to preserve right-of-way for future rail use
- Encourages rail-related industries to support economic development



# Delaware's Current Rail Transportation Network

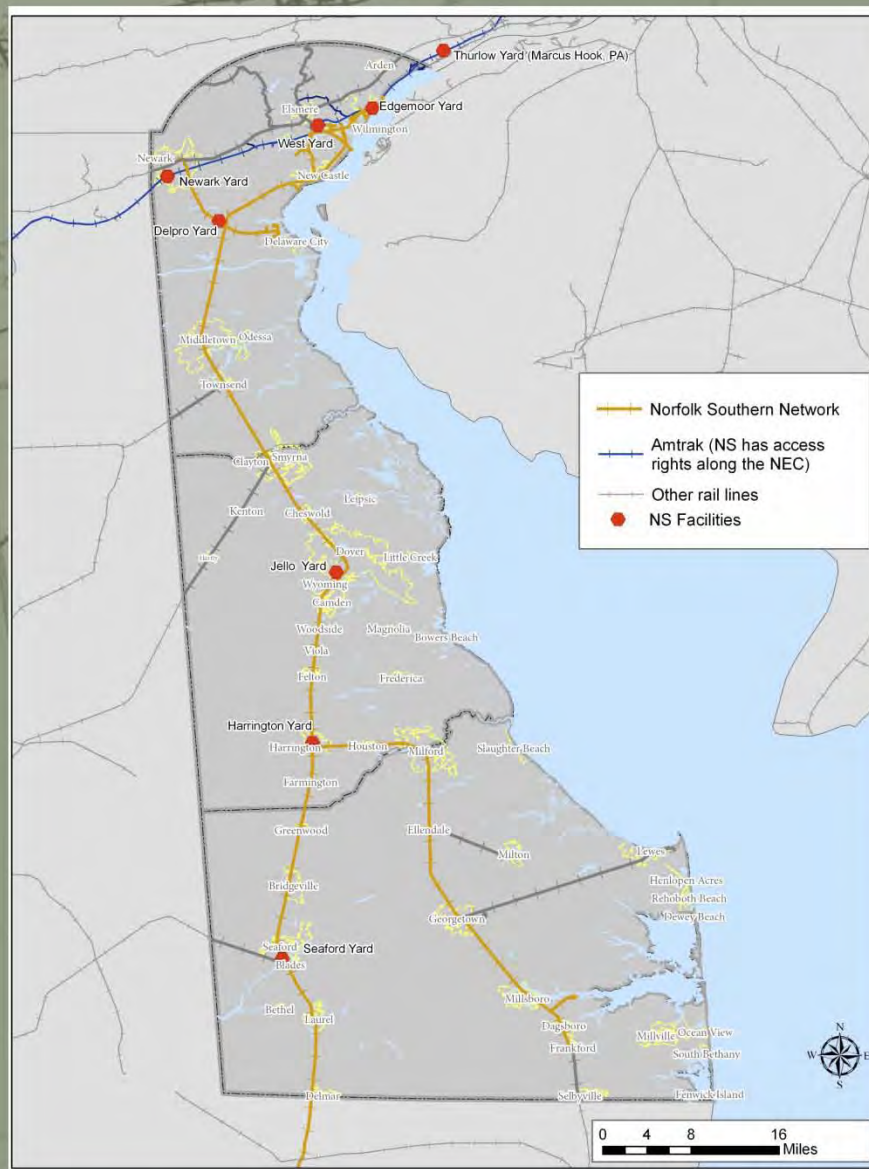


# Delaware's Passenger Rail Network





# Delaware's NS Rail Network and Facilities



# Delaware's Freight Facilities

- Port of Wilmington
- Norfolk Southern
  - Edgemoor Yard
  - Newark Yard
  - Harrington Yard
  - Jello Yard
- CSX
  - Wilsmere Yard
  - TransFlo Facility



# Delaware's Shortline Railroads

- Wilmington & Western Railroad
- East Penn Railroad
- Maryland & Delaware Railroad
- Delaware Coastline Railroad





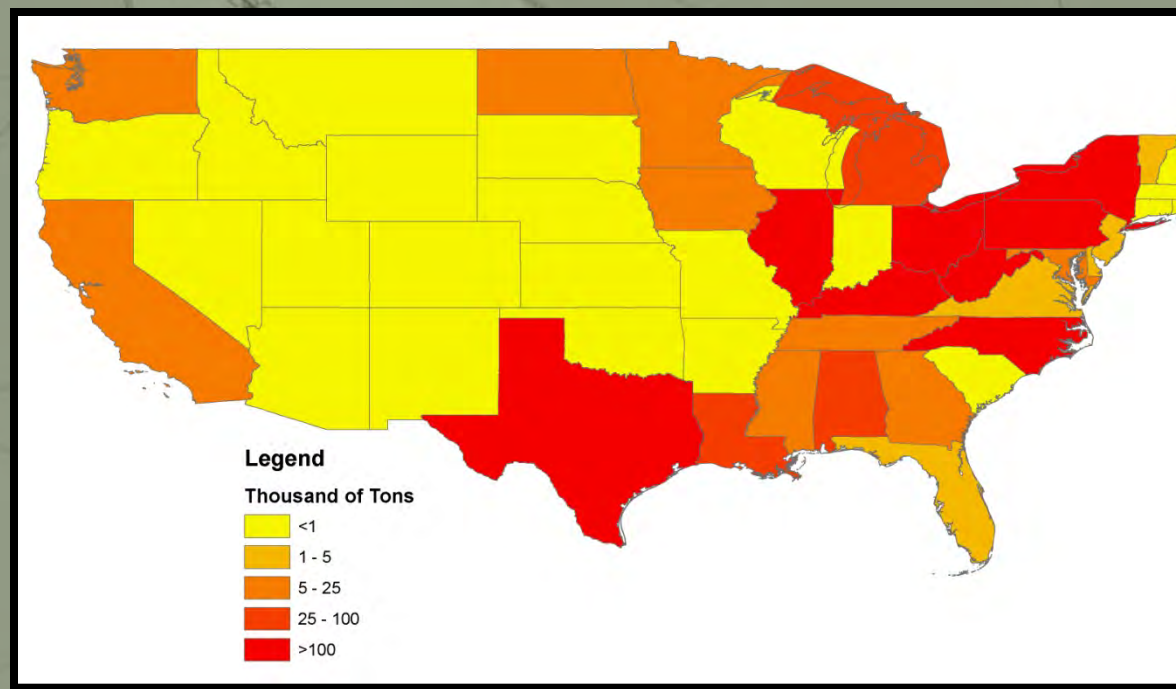
# Freight Activity in Delaware

- Truck carries overwhelming majority of freight shipped to and from Delaware
- Largest dollar value rail transported commodities terminating in Delaware include basic chemicals, motorized vehicles, and coal
- Inbound rail freight projected to experience 2.5% average annual growth
- Rail shipments from Delaware expected to decline, with slight growth in intermodal shipments

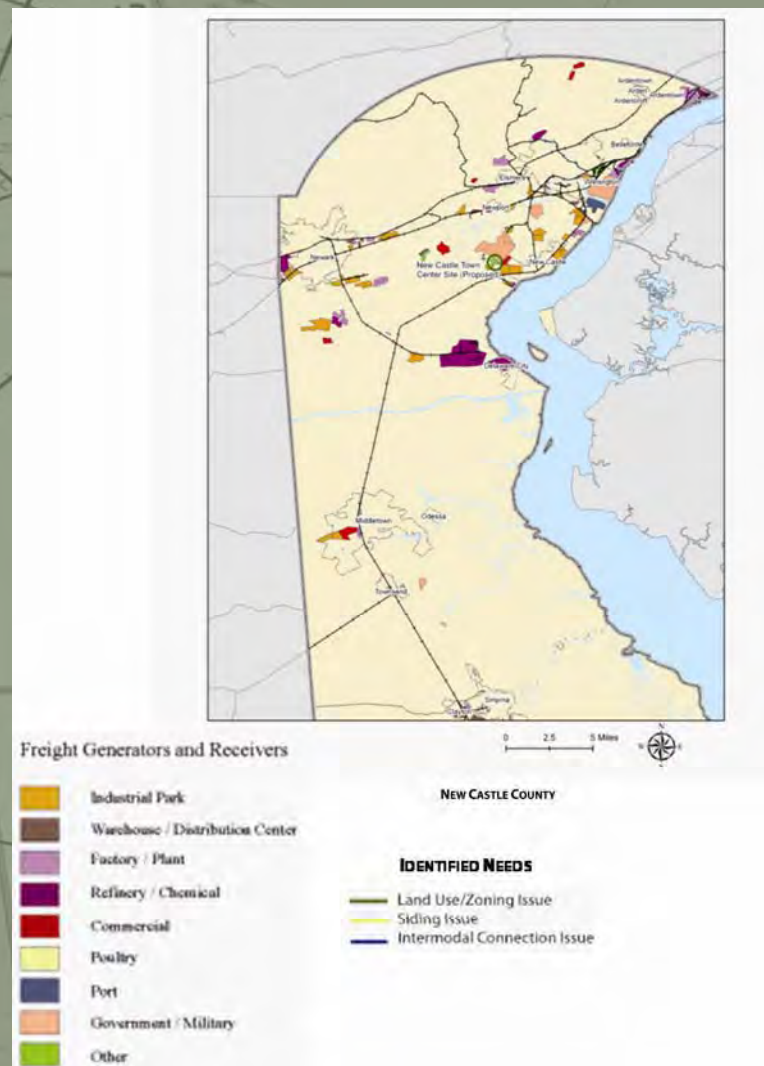


# Origins of Rail Freight with Destination in Delaware

- Source, Freight Analysis Framework (2007)

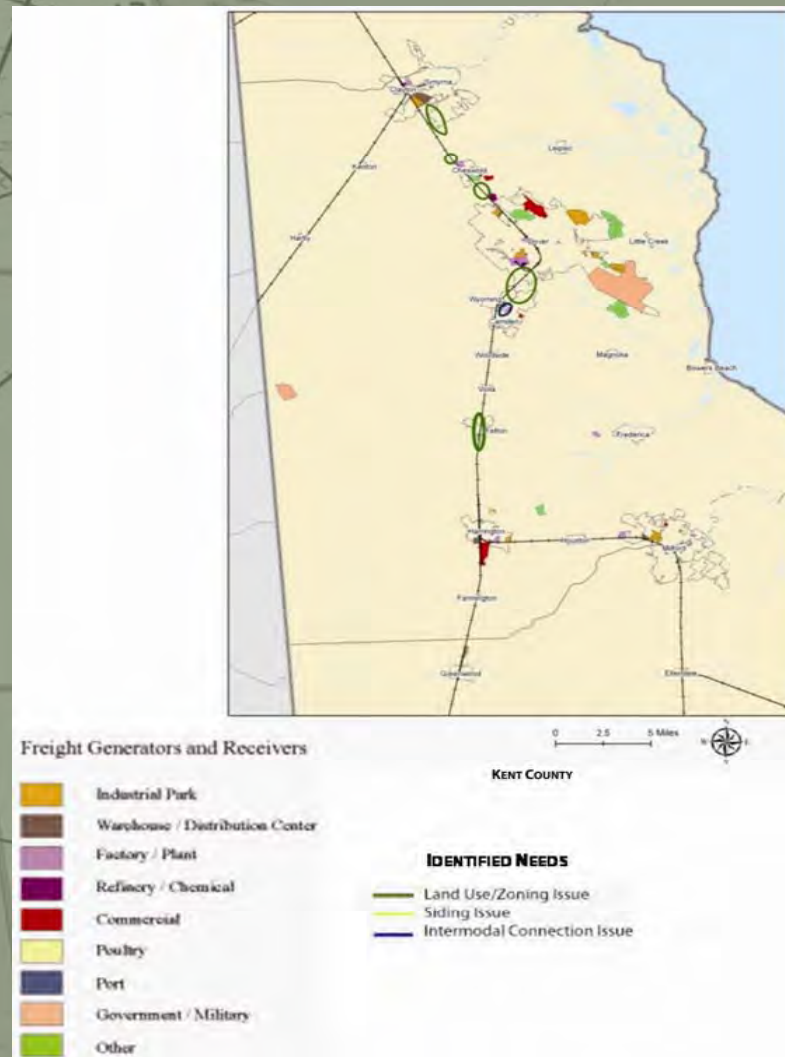


# New Castle County Freight Generators and Receivers





# Kent County Freight Generators and Receivers



# Sussex County Freight Generators and Receivers



## Freight Generators and Receivers

- Industrial Park
- Warehouse / Distribution Center
- Factory / Plant
- Refinery / Chemical
- Commercial
- Poultry
- Port
- Government / Military
- Other

## IDENTIFIED NEEDS

- Land Use/Zoning Issue
- Siding Issue
- Intermodal Connection Issue

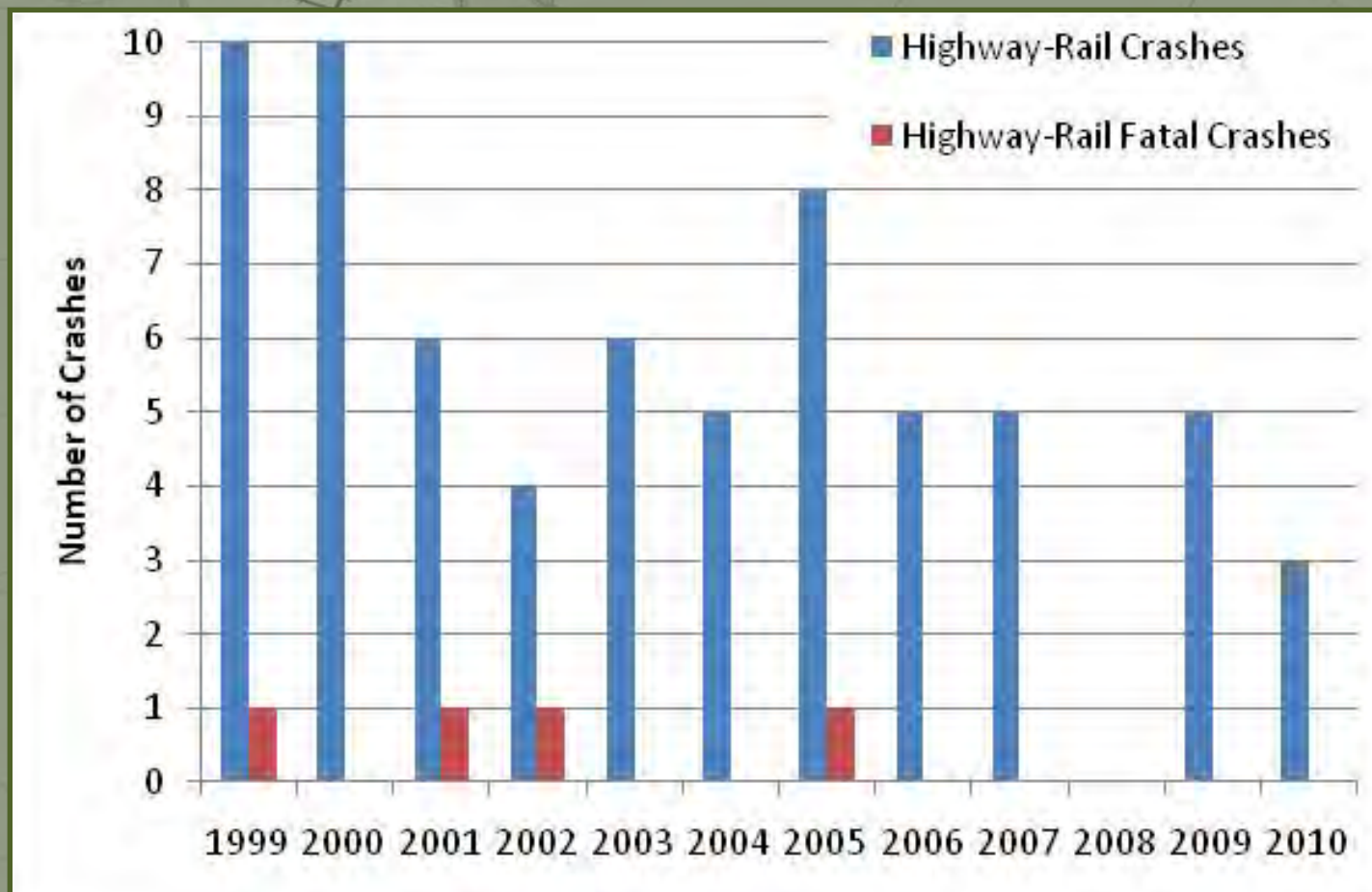
# Rail Safety and Security

- 379 highway rail crossings in Delaware
- Multiple DelDOT entities responsible for safety including DTC, Traffic Engineering, Quality Section, Planning, Subdivisions, Signing and Striping, Pavement Management, Project Development

Crossing Device	Number
Crossings with Gates and Flashers	61
Crossings with Flashers and/or Traffic Signal	166
Passive Crossings (signs and markings only)	49
Total At-Grade Crossings	276
Total Grade-Separated Crossings	103
<b>Total Crossings</b>	<b>379</b>



# Delaware's Highway-Rail Crashes



# Institutional Arrangements

- Rail Planning Responsibilities and Arrangements

DeIDOT	DTC
<ul style="list-style-type: none"><li>• Implementation and monitoring of grade-crossing-control devices (Traffic)</li><li>• Develop and implement the State Rail Plan (Planning)</li><li>• Evaluate strategic and long-range rail planning (Planning)</li><li>• Ensure federal safety guidelines on rail freight operations are followed (Traffic)</li><li>• Support Delaware's economic goals through strategic enhancement of the rail freight system (Planning)</li><li>• Administer grade crossing protection program (Traffic)</li></ul>	<ul style="list-style-type: none"><li>• Monitor regional rail freight service and safety issues</li><li>• Passenger rail studies and projects</li><li>• Management of commuter rail operations</li><li>• Administer State-owned shortline</li><li>• Coordinate and monitor regional rail freight service issues</li><li>• Promote rail safety</li><li>• Inspect State-owned rail lines</li><li>• Manage federal grants rail infrastructure and service planning projects</li></ul>

# Organizational Structure of the State's Rail Involvement

- With establishment of DTC in 1995, most rail functions followed staff expertise
- SRP recommends re-examining assignment of activities between DelDOT and DTC
- Identify opportunities for better efficiency and effectiveness



# Rail Funding Options

- Passenger rail capital investments receive limited funding through FTA Section 5309 program; no dedicated source for freight rail
- State rail funding typically accomplished through funding specific projects on a limited, strategic basis
- Partnerships with the private sector are of great interest



# Federal Support for Rail Investments

- ARRA funding
  - Wilmington Station
- HSIPR funding
  - Downstate Rail
  - Wilmington Third Track
- TIGER II grant
  - Newark Regional Transportation Center



# Ongoing Capital Investment Programs

Program Name	FY 2011 Funding ('000)
Rail crossing safety	\$1,447
Rideability program	\$750
Transportation Enhancements*	\$4,250
Information Technology Initiatives*	\$6,960
Rail preservation	\$300

\* Only a small portion is related to rail



# Current Capital Investment Projects

Project Name	FY11 Cost ('000)	Total Cost ('000)
Newark Train Station	\$1,008*	\$95,000
NEC Improvements Yard to Ragan	\$3,375	\$37,600
Orange Street Bridge Rehabilitation	\$60	\$7,400

\* Source: WILMAPCO TIP FY2012-2015

# Other Projects Underway

- SEPTA Commuter Rail Cars
- Wilmington Station Rehabilitation Project
- BR 1-651 on Newport Road Railroad Crossing at Marshalton Road (CSX)
- BR 1-503 over St. Anne's Church Road Railroad Crossing (NS)



# Proposed Projects – Freight Rail

**TABLE 9-1: PROPOSED FREIGHT PROJECTS**

Timing	Project Title	Location	Description	Total Capital Cost (In Millions)	Rationale	Estimated completion date
Short-term	New Castle Secondary Siding	New Castle County	Storage capacity transferred from NEC to the New Castle Secondary. Reconstruct or rebuild the Tasker siding on New Castle Secondary. Project will also increase capacity on the Newport Industrial Track.	\$0.7	This project will accommodate additional NS stone trains heading Downstate by allowing more traffic flow without impacting local operations.	2015
Short-term	Rail Program Autoport	New Castle County	The project will address capacity improvements for handling railroad cars at Port of Wilmington. Sidings will be constructed on Autoport, Inc. and NS Railway right-of-way to increase capacity from 60 to 90 rail cars. New connections to the NS main track will be provided to eliminate the conflict with highway traffic at Terminal Avenue. It is part of a public-private project with NS putting up 70% of the cost and FHWA 30%.	\$3,015	This project represents earmark money going to NS to improve access to the Port of Wilmington. Improving access to the Port of Wilmington will enable easier transportation of goods into and out of the Port, which will contribute positively to Delaware's economy. The project is a partnership between the Port and NS. NS has received an FHWA earmark of \$984,900 and is funding the remainder themselves.	2015
Short-term	Raise Edgemoor Yard	New Castle County	Flooding frequently occurs in the yard causing disruption in service. To fix this problem the yard could be raised anywhere from 2 to 6 feet.	\$7.0	This is a short term solution that may not be the most effective because of the steep grade the yard will need to be raised to avoid the flooding. A longer term solution would be to relocate the yard.	2015



# Project List – Passenger Rail

**TABLE 9-2: PROPOSED PASSENGER RAIL PROJECTS**

Timing	Project Title	Location	Priority	Description	Total Capital Cost (In Millions)	Local Share	Federal Share	Rationale	Estimated completion date
Short-term	Orange Street Bridge Rehabilitation	New Castle County	Low	Reconstruct bridge near Wilmington Station. Reconstruction of the Orange Street railroad overpass on the Amtrak Northeast Corridor in Wilmington to allow three through tracks making it more efficient to have more commuter trains south of Wilmington.	\$7.4	\$2.4	\$5.0 (Amtrak)	Remove girder permitting Amtrak to use Track 2 northbound saving operating time. Amtrak recently indicated through Value Engineering of a potential \$2.2M savings.	2013
Short-term	CRIP – Third Track Wilmington-Newark, Third Track – Ragan to Brandy	New Castle County	High	Install 1.5 miles of track, turnouts, freight approach and reconfiguring interlockings. Also includes communications and signals work.	\$37.6	\$10.1	\$27.5	Improvements are essential to add commuter frequencies south of Wilmington and improve reliability of all services	Mar. 2014
Long-term	Ruthby Interlocking	New Castle County	Low	Expand rail capacity near S.R. 273	\$2.0	\$0.4	\$1.6	Crossovers between tracks 1, 2 and 3 to support expanded SEPTA train frequencies.	Long-term
Long-term	High level platforms - Churchmans Crossing	New Castle County	Low	Gauntlet track for freight; high level platforms both sides and parking garage	\$20.0	\$4.0	\$16.0	Expanded capacity at Churchmans Crossing to support expanded SEPTA frequencies. Contract with partner requires structured parking.	Long-term
Long-term	Claymont Station Improvements	New Castle County	Medium	From Claymont Station Study – construct new high-level platforms at north part of station platform on straight section of track. The Preferred Alternative would add station amenities, improved pedestrian connections, a new station building located close to Myrtle Avenue and a new station entrance with a bus turnaround, passenger drop-off, public plaza, and 12 carpool and carshare parking spaces. Expand Claymont's commuter station in collaboration with TOD. Passenger bridge and structured parking.	\$30.0	\$6.0	\$24.0	In partnership with developer to expand and improve passenger facility.	Long-term
Long-term	Reconfigure Holly Interlocking	New Castle County	Low	Realign passenger tracks near Claymont.	\$10.0	\$2.0	\$8.0	Increase speed of intercity and commuters; separation of freight operations.	Dec. 2020
Long-term	Holly - Landlith Interlockings – Track Upgrade, Reconfiguration, New Fourth Track	New Castle County	Low		TBD	TBD	TBD	Reconfiguration of interlocking will provide flexibility through Wilmington. New track will improve track capacity and operations.	Long-term
Long-term	Churchmans Crossing Parking Structure	New Castle County	Medium	Construct new parking garage at commuter rail station in conjunction with private development at the site.	\$7.0			Contract with development partner requires structured parking.	Long-term

# Current and Proposed Studies

**Table 9-3: Proposed Studies**

Timing	Project Title	Description	Total Study Cost (In Millions)	Estimated completion date
Short-term	Downstate Rail-Delmarva Intercity Rail Study	Investigate demand and start-up needs for 1-2 daily trains to Southern Delaware and Ocean City, Maryland. Study proposed intercity passenger rail corridor in southern Delaware.	\$0.9	2012
Short-term	Newark Station Design & Environmental Analysis	Enlarge station capacity to accommodate new large development at University of Delaware.	\$3.0	2012
Short-term	Chesapeake Connector	Design, environmental analysis and preliminary engineering, 3rd track Bacon to Prince (Maryland).	\$2.0	2015
Short-term	Delaware-Maryland Commuter Rail	Analyze demand costs for commuter rail connecting Newark, Northern Maryland, Baltimore & Washington DC.	\$1.5	2013
Short-term	Newport Station Area Planning TOD	Transit and land use planning, traffic analysis and modeling, site development design.	\$0.1	2011
Long-term	Edgemoor Station Area Planning TOD	Transit and land use planning, traffic analysis and modeling, site development design.	\$0.1	Mid-term
Long-term	Kent County to New Castle County Commuter Rail	Address commuter rail New Castle County to Kent County regardless of the outcome of the Delmarva Intercity study	\$0.9	Long-term

■ Current Studies



# Other Future Projects of Interest

- Georgetown Siding (NS)
- Relocate Edgemoor Yard (NS)
- Seaford Swing Bridge Rehabilitation (NS)
- Potential needs
  - Positive Train Control (PTC)
  - Double tracking in New Castle County (CSX)



Thank you!

Questions?



A stylized map of New Jersey is shown on the left side of the slide. The land area is white, and the surrounding water is blue. A thick orange horizontal line crosses the map. The right side of the slide is a solid black rectangle.

# **NEW JERSEY STATE RAIL PLAN**

**NJ TRANSIT**

**New Jersey Department of  
Transportation**

## NEW JERSEY STATE RAIL PLAN

---

### NJ TRANSIT AND NJDOT TEAM

- ▶ Developing State Rail Plan
- ▶ NJ TRANSIT contract
- ▶ Over the next six months
- ▶ Most planning information already exists
- ▶ Data must be collected into a cohesive plan by  
NJ TRANSIT and NJDOT



## NEW JERSEY STATE RAIL PLAN

---

### NEW JERSEY IS DIFFERENT THAN THE OTHER 49 STATES

- ▶ NJ TRANSIT is a statewide transit agency
- ▶ NJ TRANSIT oversees passenger rail planning
- ▶ NJDOT oversees freight rail planning



## NEW JERSEY STATE RAIL PLAN

---



### DELAWARE AND PENNSYLVANIA TRANSIT ROLES

- ▶ New Jersey has a single transit provider, like Delaware
- ▶ Pennsylvania has several transit agencies
- ▶ All three states have a significant relationship with Amtrak and use NEC for transit
- ▶ New Jersey has legacy of multiple providers of service to New York, via NEC, Jersey City and Hoboken
- ▶ NJ TRANSIT focus has been on integrating networks

## NEW JERSEY STATE RAIL PLAN

---



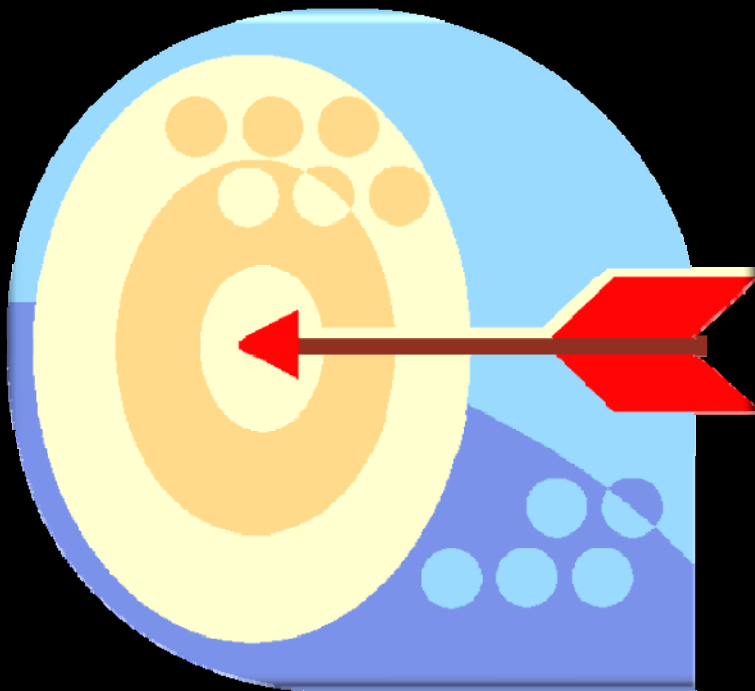
### FEDERAL RAILROAD ADMINISTRATION REQUIREMENTS

- ▶ Each state must have a State Rail Plan
- ▶ Needed to be eligible for FRA grants
- ▶ Plan will be done in compliance with Passenger Rail Investment and Improvement Act (PRIIA)
- ▶ FRA template provided as a beginning point



### COMPONENTS OF STATE RAIL PLAN

- ▶ From AASHTO State Rail Planning Best Practices
- ▶ Visions, goals and objectives
- ▶ Rail system inventory and assessment
- ▶ Planning for the future



### VISIONS, GOALS AND OBJECTIVES

- ▶ To guide actions, programs, prioritization
- ▶ Provide linkages to State Transportation Plan

### RAIL SYSTEM INVENTORY AND ASSESSMENT

- ▶ System inventory
- ▶ Performance assessment
- ▶ Issues and opportunities
- ▶ Identification of needs (current and future)



### PLANNING FOR THE FUTURE

- ▶ Investments
  - Economic, environmental and community factors
- ▶ Implementation plan
  - Organizational, financial elements
  - Integrated with other state transportation plans and priorities



## NEW JERSEY STATE RAIL PLAN

---

### RAIL TRANSIT PROVIDERS

- ▶ NJ TRANSIT
- ▶ SEPTA – Trenton area
- ▶ PATCO – Southern New Jersey – Philadelphia
- ▶ PATH – Port Authority of NY and NJ – Northern New Jersey to New York

# NEW JERSEY STATE RAIL PLAN



## NJ TRANSIT SYSTEM

► The nation's largest statewide public transportation system with:

- 10 commuter rail lines
- 3 light rail lines
- 238 bus routes

► Passengers per day

- Rail – 285,000
- Light Rail – 71,000



## NEW JERSEY STATE RAIL PLAN

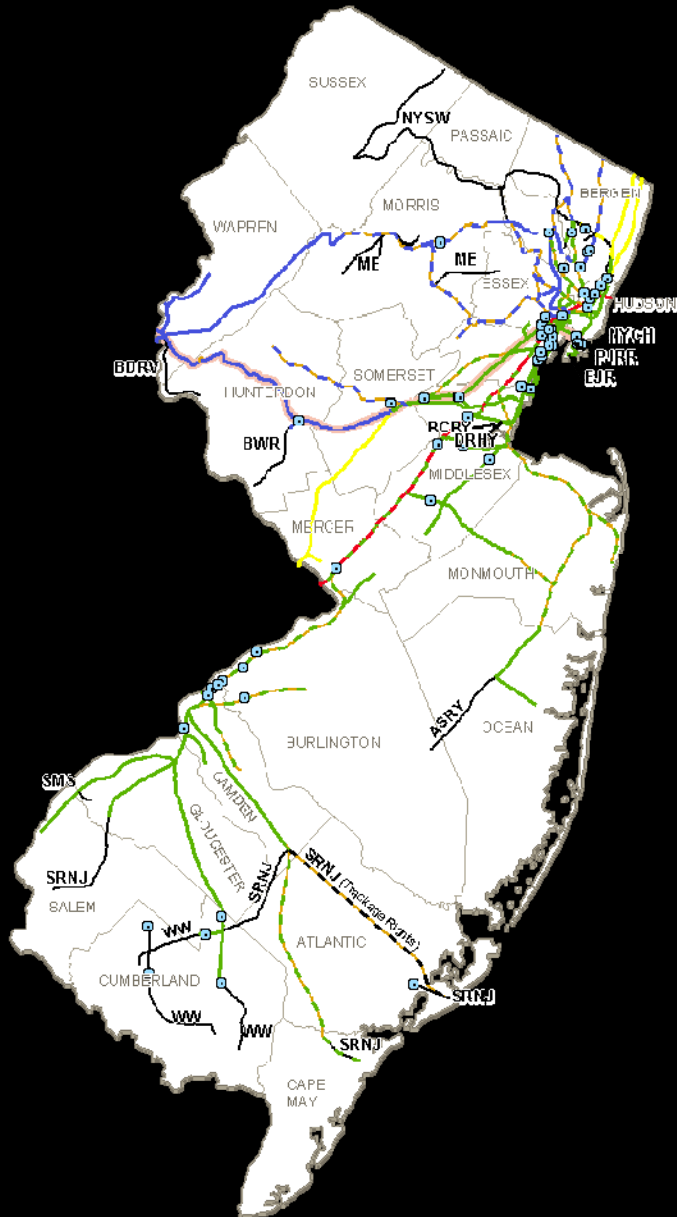
---

### FREIGHT RAIL PROVIDERS

- ▶ CSX
- ▶ Norfolk Southern
- ▶ Conrail
- ▶ NYS&W
- ▶ Shortlines



# NEW JERSEY STATE RAIL PLAN



## NEW JERSEY FREIGHT RAILROADS

- ▶ Similar footprint to commuter rail
- ▶ Legacy of combined freight/passenger providers

### SHARED RAIL CORRIDORS

- ▶ 3/4 of NJ TRANSIT route miles are shared with freight
  - NJ TRANSIT and Conrail use Amtrak's NEC
  - Raritan Valley Line uses Conrail Lehigh Line
  - AC Line on Delair Bridge
  - NS on NJ Transit North Jersey lines
  - Conrail on River Line

### STRATEGIC FREIGHT RAIL STUDY

- ▶ 2007 Comprehensive Statewide Freight Plan
  - Across modes
  - 50,000 foot view
  - Policy Level
- ▶ Recommendation
  - Strategic Freight Rail Study





### STRATEGIC FREIGHT RAIL STUDY

- ▶ Develop a clear understanding of:
  - Where we are today
  - The challenges and opportunities confronting the freight rail industry
  - Where we need to be tomorrow
  - What are the priority actions needed to get there



### STRATEGIC FREIGHT RAIL STUDY

- ▶ Infrastructure Inventory
- ▶ Commodity Flows
- ▶ Survey and prioritization of rail issues
- ▶ Solution sets for issues
- ▶ Projection of annual capital and maintenance costs



## NEW JERSEY STATE RAIL PLAN

---

### NEW JERSEY STATE RAIL PLAN STATUS

- ▶ NJDOT and NJ TRANSIT coordination meetings
- ▶ MPO coordination
- ▶ Procure consultant to assist NJDOT/NJ TRANSIT

## NEW JERSEY STATE RAIL PLAN

---

### NEXT STEPS



- ▶ Consultant input on scope
- ▶ Data collection
- ▶ NJDOT and NJT Rail Plan inputs
- ▶ Outreach and coordination
- ▶ Coordinate Federal reporting requirements
- ▶ State Rail Plan



### OUTREACH: MPO AND FREIGHT RAILROADS

- ▶ Input from stakeholders
  - Metropolitan Planning Organizations
  - Freight railroads
  - Counties and cities
  - Shippers
  - Other MPO associates
  - Suggestions
  - Contact: NJ TRANSIT
  - Alan Kearns – [akearns@njtransit.com](mailto:akearns@njtransit.com)



# PennDOT I-95 Corridor Program

Working with the DVRPC's Freight  
Advisory Committee

# Agenda

- Introduce PennDOT's I-95 Corridor Program and Activities
- Introduce Potential Operational Strategies
- Let's Work Together
- Questions/Discussion

---

# I-95 CORRIDOR PROGRAM AND ACTIVITIES



# I-95 Corridor Vision Statement

***I-95 in Pennsylvania will be a sustainably funded, managed, operated, and maintained Corridor that has reduced fatalities, meets the mobility and economic demands of the growing Region, serves as the economic catalyst for all adjacent communities and businesses, delivers quality of life needs of the neighborhoods, and is the national leader for transportation innovation.***

# Contract Assignment

- Coordinate project activities for all of I-95
- **Part 1 – Innovative Strategies**
  - 12-18 month effort to recommend innovative, implementable strategies for the life-cycle delivery of the I-95 corridor – prioritize cost and time savings
  - Nine discipline teams
- **Part 2 – Design Management, Design Review, and Public Involvement**
  - Design management and environmental compliance for all I-95 projects except those for Sector A1
  - Lead public involvement
- **Part 3 – Construction Consultation**
  - Oversight of construction

# Innovative Strategy & Design Teams

## Part 1: Innovative Strategy Teams

*Design Innovation*

*Construction Technologies*

*Design Build and Alternative Delivery*

*Maintenance and Protection of Traffic*

*Transportation Operations*

*Safety*

*Green House Gas Emission Reduction*

*Asset Management*

*Funding and Finance*

## Part 2: Design Management

*Public Involvement*

*Design Management*

*Environmental Compliance*

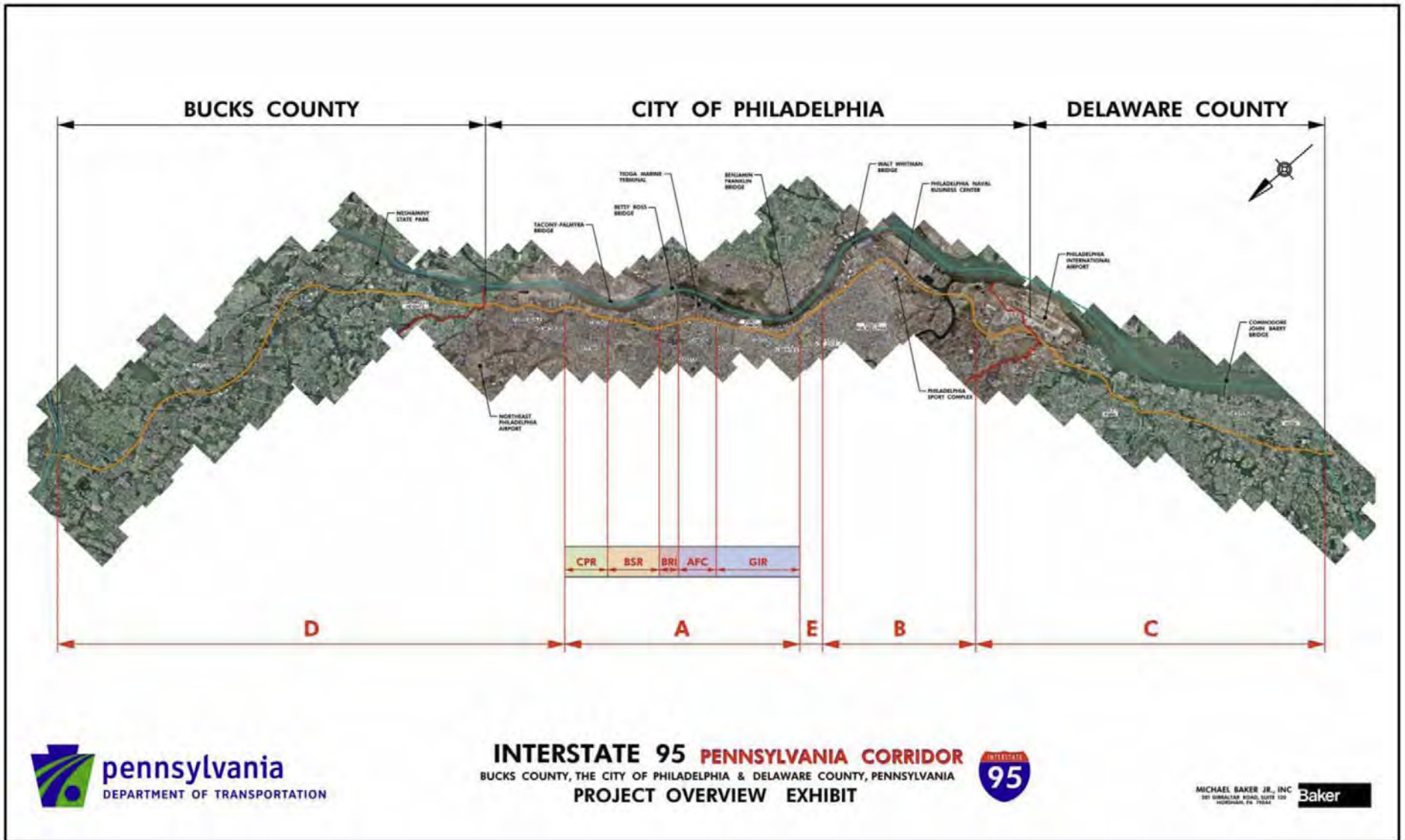
# Challenges to Reconstruct I-95

- **Timeframe** – unacceptable 40-year program
- **Funding** – full funding not identified
- **Infrastructure conditions** – pavement and bridges require major rehabilitation
- **Design Challenges:**
  - Balance user needs and design modifications in a constrained urban environment
- **Community issues:**
  - Improve access, aesthetics, and environment
  - Compatibility with proposed development plans



# I-95 Corridor

- **51 miles in PA** (21 miles in Philadelphia)
  - One of the 5 most congested highways in U.S.
  - Crashes higher than statewide average
  - Diverse neighborhoods
- **Sector A – Current Projects (~\$2 Billion)**
  - 5 Sections – 16 projects
  - GIR and CPR in construction
  - BSR, BRI, and AFC in design
- **5 Sectors – A through E (~\$8 Billion+)**
  - Future projects
  - 23% on structure





# Sector A Reconstruction Schedule



		2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
GR1	A1													
GR2	A1													
GR3	A2													
GR4	A2													
GR5	A2													
AF1	A2													
AF2	A2													
BR0	A1													
BR2	A2													
BR3	A2													
BS1	A2													
BS2	A2													
BS3	A2													
CP1	A1													
CP2	A1													

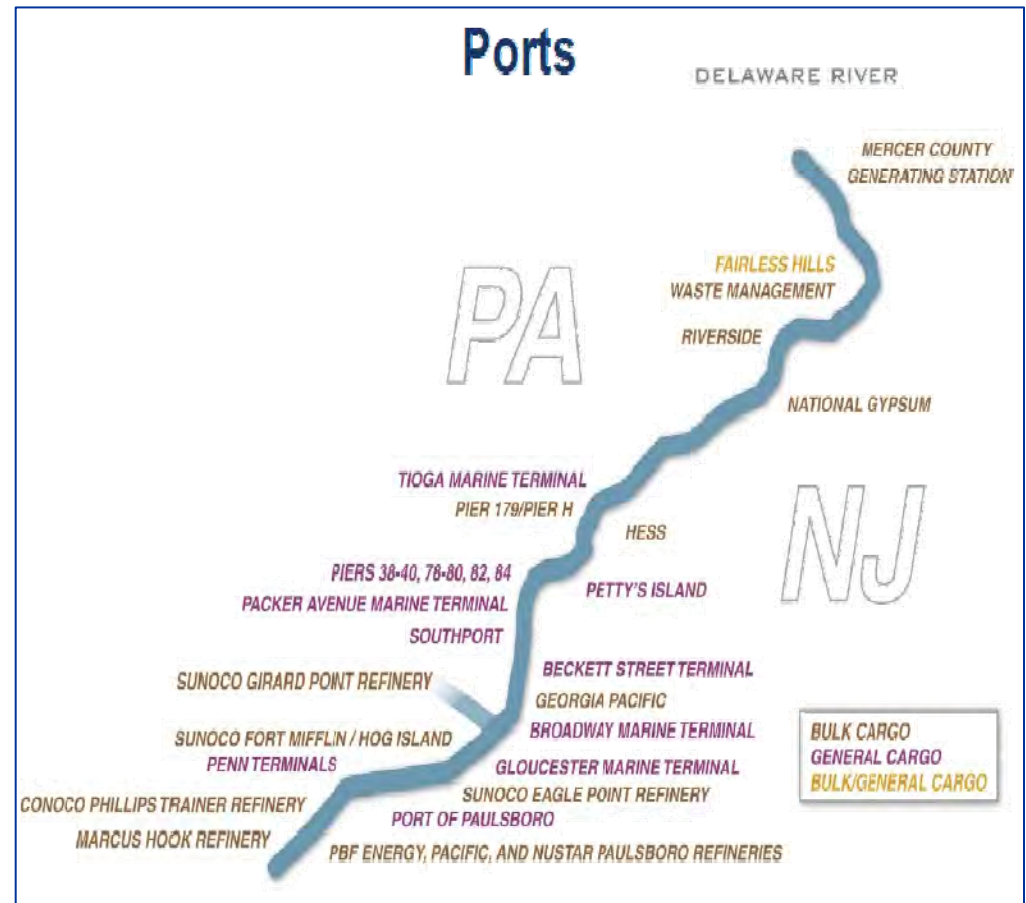
---

# **I-95 Program Potential Operational Strategies**



# Potential Strategies for efficient operation of Port Terminals

- Avoid traditional peak hours
- Provide staging areas for trucks during peaks
- Implement a truck arrival reservation system
- Develop preferred truck routes during construction



# Potential Truck Safety Recommendations

- Over-height warning detection to prevent infrastructure damage where restrictions exist
- Truck rollover warning system at curves, lane shifts, and exit ramps



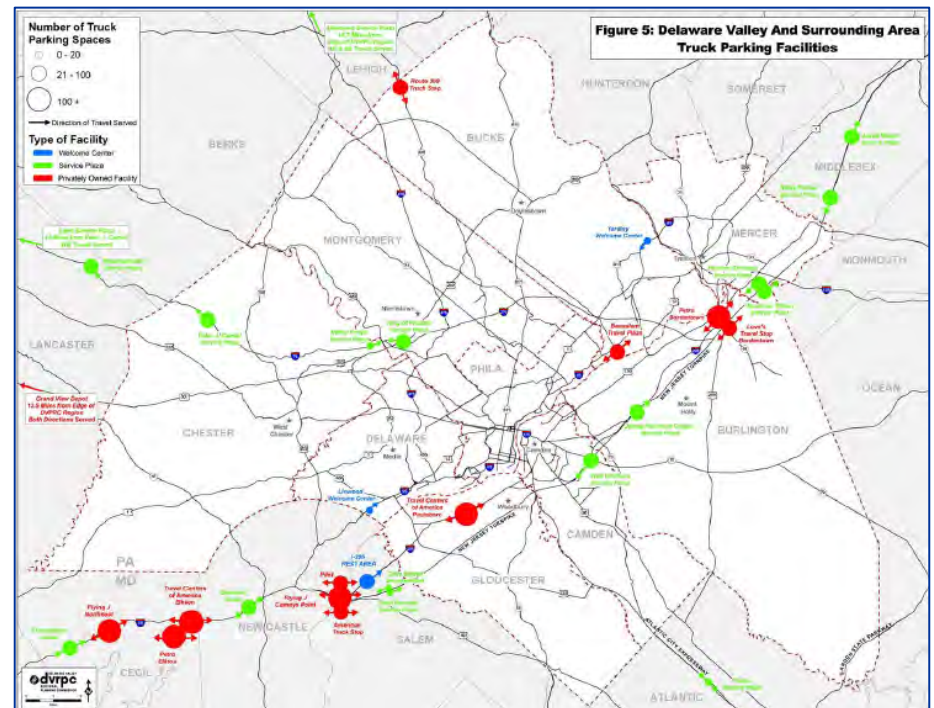
# Potential Operational Strategies

## ■ I-95 Corridor Coalition Truck Parking Plan

□ Why is parking a safety initiative? Fatigue

□ Three steps:

- Dissemination of real-time data on parking availability
- Expansion of truck parking capacity
- Augmentation of temp. Parking locations into long-term, self-sustaining programs



# Real-Time Traffic Data to Drivers

- Allows drivers to plan route accordingly, because they know:
  - Where delays exist
  - Where closures are
  - Where parking availability exists



# Real-Time Traffic Data to Drivers

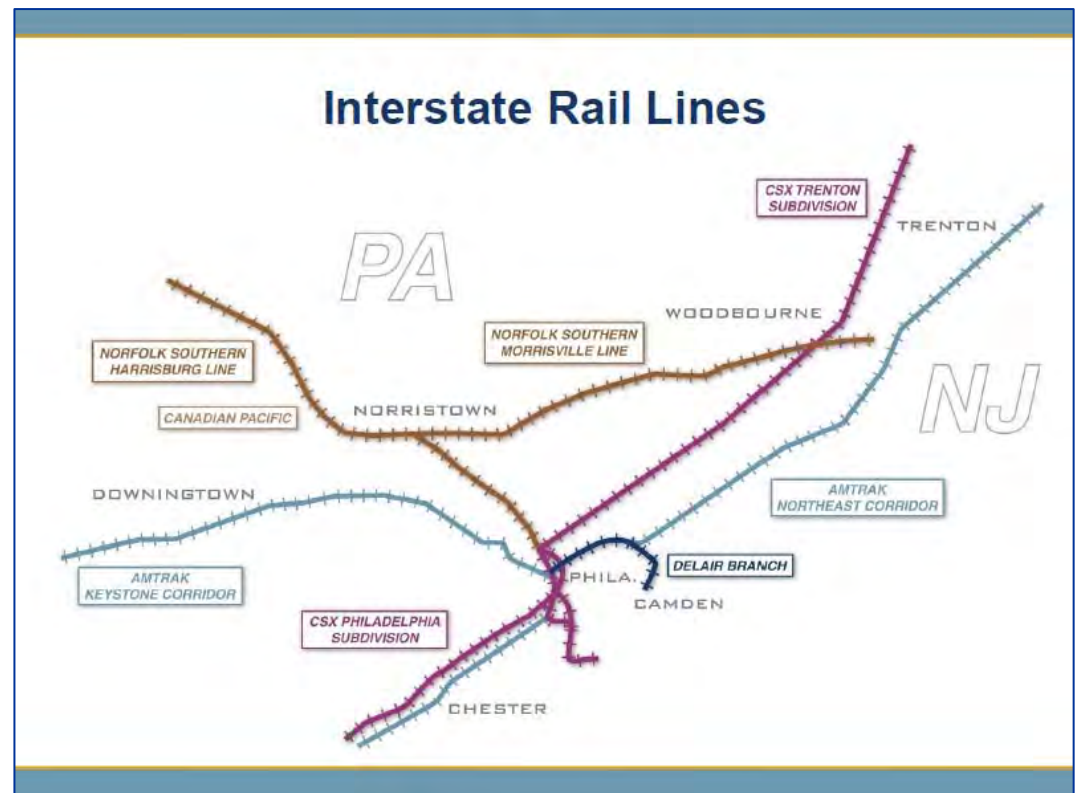
## ■ How can drivers get information:

- ☐ Global Positioning System (GPS) and cell phones
- ☐ Existing 511 IVR system can be enhanced – develop applications for iPhone, Droid, etc.
- ☐ Real-time data kiosks at rest areas
- ☐ PHILLYtraffic.com
- ☐ Use DVRPC RIMIS as a multistate database of traveler information
- ☐ Coordinate NJ and DE statewide travel data to inform long-haul truckers about route choices

# Changing Demand on Highway

- Remove short-haul truck trips from highway and convert to rail

*Portland, OR,  
for example,  
removed  
20,000 trucks  
per year from  
Interstate 5*



# Changing Demand on Highway

- Short Sea Shipping – one barge to transport containers can remove 58 trucks from the roadway network
- Need to build relationships between landside operators, financiers, and private-sector freight community
- Outstanding issues, such as types of containers, market, and port pairing, financial viability, regulations, etc.

# Changing Demand on Highway

## ■ Short Sea Shipping can:

- ☐ Strengthen and add stability to handling capacity
- ☐ Create alternative commercial corridors away from congested urban centers
- ☐ Increase the reliability and security of the transportation system

# I-95 Program Plan Study

- Multi-disciplinary approach to ‘plan the corridor’ for the future
- Ensure comprehensive plan that addresses entire corridor
- Opportunity to rethink current access to/from I-95, particularly given land use changes and freight destinations
- Incorporate engineering design and construction innovations





# DVRPC I-95 Closure Study

- DVRPC is currently conducting an “I-95 Closure Study” in coordination with PennDOT.
- Results will be potentially used to:
  - Optimize reconstruction planning
  - Minimize the negative effects on the motoring public, affected neighborhoods, and businesses
  - Provide guidance for multiyear planning, public information, engineering, and implementation of the reconstruction of I-95

# Let's Work Together

## ■ Let's Develop a Dialogue

- Outlet for your Feedback and Input
- Regular line of communication through Ted Dahlberg

## ■ Key Contact Information:

- Stephen Dilts – [steve.dilts@ch2m.com](mailto:steve.dilts@ch2m.com)  
(908) 797-8317
- Carolyn Washburn – [carolyn.washburn@ch2m.com](mailto:carolyn.washburn@ch2m.com)  
(714) 227-5463