

# Meeting Packet

April 9, 2015

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- Air quality overall technical scoring criteria – page 2
- Air quality overall technical scores – page 3
  - **Informational:** full listing of project descriptions (see FY 2016 TIP):  
<http://www.wilmapco.org/tip/>
  - **Informational:** full overall project prioritization process:  
<http://www.wilmapco.org/Priority/Priortization2008.pdf>
- CMAQ prioritization technical scores – page 6
- Project descriptions (FY 2016 TIP excerpt) – page 7

Air Quality Subcommittee  
September 2014

**WILMAPCO Prioritization Process**  
Air Quality Scoring Criteria

Project expected to improve air quality by:

- Reducing emissions
- Reducing VMT
- Not adding capacity
- Increasing access to non-automotive modes

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Current Scoring

**3** – Project expected to substantially improve air quality (all four bullets apply)

**1** – Project expected to slightly improve air quality (two or more bullets apply)

**0** – No expected air quality impact (does not add capacity)

**-3** – Negative air quality impact expected

FY 2017-20 Transportation Improvement Program Project Prioritization, sorted by category

2		Quality of Life	
3		Air Quality	notes for FY 2017-20 TIP prioritization
	PROJECT		
4	PROJECTS IN FY 2016-2019 TIP		
5	Arterial		
6	Wilmington Traffic Calming: Walnut: MLK Blvd. to 16th (include sweep removal	0	Include sweep removal and extend to Front
7	US 40: US 40/SR 896 Grade Separated Intersection	0	
8	SR 2, Kirkwood Highway and Red Mill Rd. Intersection	0	HSIP program
9	SR 2 Elkton Rd: Maryland State Line - Casho Mill Rd.	1	
10	SR 4, Christina Parkway: SR 2 - SR 896	0	
11	US 40: US 40/SR 72 Intersection, including Del Laws Rd.	1	
12	SR299: SR 1 - Catherine Street	0	
13	US 13, Philadelphia Pike, Claymont Renaissance Plan Implementation	1	
14	Collectors		
15	Wilmington Riverfront: Christina River Bridge	0	Construction funds needed
16	Garasches Lane	1	Construction funds needed
17	SR 72: SR 71 - McCoy Rd	0	
18	Expressways		
19	I-295 Westbound: US 13 - I-95	0	
20	<del>I-295 Improvements: Bridges</del>	0	REMOVE - Under construction
21	I-95 & SR 141 Interchange	0	
22	SR 1: Roth Bridge to SR 273	-3	
23	Road A /SR 7	-3	
24	US 301: MD Line - SR 1, and Spur	-3	
25	Local		
26	Southern New Castle County: Jamison Corner Rd. Relocated at Boyd's Corner	1	
27	Westown: Wiggins Mill Rd: Green Giant Rd. - St Annes Church Rd.	0	
28	Southern New Castle County: Boyd's Corner Rd.: Cedar Ln - US 13	0	
29	Pedestrian/Bicycle		
30	Wilmington Initiatives: Bicycle Improvements	1	TAP program
31	Bicycle, pedestrian and other improvements, statewide	1	
32	New Castle Industrial Track: s. of Christina River - Riverwalk	3	
33	Myrtle Avenue Sidewalk Improvements	1	
34	Manor Avenue Sidewalk Improvements	0	
35	Transit		
36	Transit Vehicle Replacement and Refurbishment, New Castle County	1	
37	Transit Vehicle Expansion: SR 141	3	
38	Transit Vehicle Expansion, NCC	3	
39	Rail: Newark Regional Transit Center (Newark Train Station)	1	

FY 2017-20 Transportation Improvement Program Project Prioritization, sorted by category

2		Quality of Life	
3		Air Quality	notes for FY 2017-20 TIP prioritization
	PROJECT		
40	Rail Improvements: Fairplay Station Parking	0	
41	Claymont Train Station	1	
42	Christiana Mall Park and Ride	1	
43	Transit Vehicle Expansion: Paratransit	0	
44	Rideshare Program, statewide	1	
45	NOT IN FY 2016-2019 TIP		
46	Arterial		
47	Churchmans: SR4/SR7 JP Morgan	0	
48	US 13: SR 71, Tybouts Corner - US 40	0	
49	Churchmans: Churchmans Rd. Extension	0	
50	US 40: SR 1 - SR 72, Widening	0	US 40 priority project
51	Churchmans: SR4/Harmony Rd.	0	
52	SR 2: S. Union Street Streetscape	0	
53	Wilmington Initiatives: Market St: 11th St. - 16th St.	1	
54	Churchmans: SR 273/Chapman Rd.	0	Churchmans Crossing priority project
55	SR 141: US 13 - Burnside Blvd.	0	
56	Churchmans: SR2/Harmony Rd.	0	
57	Tyler McConnell Bridge, SR141: Montchanin Rd. - Alapocas Rd.	0	unfunded in FY 2016 TIP
58	City of New Castle: SR 9	0	
59	City of New Castle Intersections	0	unfunded in FY 2016 TIP
60	US 40: Eden Square Connector	0	
61	US 13, Odessa Transportation Plan Implementation	1	
62	Newtown Road: SR896 - SR 72	0	
63	SR 9, River Rd. Area, Dobbinsville	0	
64	US 13: Duck Creek - SR 1	1	unfunded in FY 2016 TIP
65	SR 7, Limestone Rd: N. of Valley Rd. - PA Line, Dualization	-3	
66	Collectors		
67	Wilmington Traffic Calming: 4th St: Walnut - I-95	1	unfunded in FY 2016 TIP
68	Wilmington Traffic Calming: King/Orange: MLK Blvd. to 13th	1	Priority Wilmington Initiatives
69	Wilmington Traffic Calming: 12th St. Connector	0	
70	Brackenville Road Slope Stabilization	0	
71	Possum Park Rd. at Old Possum Park Rd.	0	unfunded in FY 2016 TIP
72	Expressways		
73	I-95: SR 896 Interchange	0	Priority expressway
74	I:95: Riverfront Interchange	0	
75	Local		
76	Wilmington Initiatives: Shipley Street	1	

FY 2017-20 Transportation Improvement Program Project Prioritization, sorted by category

2		Quality of Life	
3		Air Quality	notes for FY 2017-20 TIP prioritization
	PROJECT		
77	Wilmington Initiatives: Tatnall St. Connector	0	
78	Wilmington Riverfront: West St. Connector Extension	0	
79	Southern New Castle County: Cedar Lane Rd.: Marl Pit - Boyd's Corner	1	unfunded in FY 2016 TIP
80	Reybold Road Extended: SR 72 - Salem Church Rd.	0	
81	Southern New Castle County: Lorewood Grove Rd.: N412A - SR 1	1	unfunded in FY 2016 TIP
82	Mill Creek Rd. and McKennan's Church Rd. Intersection	0	
83	Other		
84	Aeronautics, New Castle County Airport Terminal Improvements	0	unfunded in FY 2016 TIP
85	Pedestrian/Bicycle		
86	Wilmington Initiatives: Bicycle Improvements	1	
87	US 13: Memorial Drive - US 40 Pedestrian Safety Improvements	3	Priority pedestrian
88	US 40 Plan: US 40 Sidepaths (SR 72-SR 1, SR 896-SR 72)	3	Include with US 40 project, line 62
89	US 40: Salem Church Rd - SR 1 Sidepath	1	
90	SR 48: N. DuPont Rd - SR 141 Pedestrian Safety Improvements	1	
91	US 40: SR 72 - Salem Church Sidepath	1	
92	US 301 Multiuse Pathway	3	
93	Wilmington Initiatives: Water Street Walkway	1	
94	DuPont Road Pedestrian Facilities	3	
95	US 40: Newtown Trail & Pedestrian Improvements	1	
96	Churchmans: Red Mill Rd. Sidewalks	1	
97	Bicycle, Pedestrian: Foulk Rd.	1	
98	Grubb Road Pedestrian Improvements: Foulk Rd. - Naamans Rd.	1	unfunded in FY 2016 TIP
99	Bicycle, Pedestrian: Marsh Rd.	1	
100	SR 3, Marsh Rd/Washington Street Ext. and SR 3 Pedestrian Improvements	1	
101	Transit		
102	Wilmington DART Bus Hub	1	unfunded in FY 2016 TIP
103	Transit bus stop improvements - NCC	3	
104	Rail: Middletown to Newark Passenger Rail	3	
105	Statewide CAD/AVL	3	
106	US 40: Transit improvements	1	
107	Boyds Corner Park and Ride Expansion	1	Unfunded in FY 2016 TIP
108	Rail preservation: NCC Historic Red Clay	0	

1. Technical Score Sources:

Air Quality: review by Air Quality Subcommittee

Environmental Justice: 2013 Environmental Justice & Title VI Plan

Safety: DelDOT crash data, 2004-8

CMS: 2012 Congestion Management System Summary

Transportation Justice: 2014 Accessibility and Mobility Report

Freight: 2007 WILMAPCO Regional Freight and Goods Movement Analysis

Economic Development: Delaware Office of State Planning Policies and Spending Map

Funding Match: DelDOT finance

ID	Project	Packet Page	TIP Page	Notes	FY16-19 TIP	Project Type	Qualitative Index*			
							VMT	Cost	Life	Total
1	Transit Vehicle Expansion, NCC	22	2-84	Fixed-route only	\$ 4,804,000	Transit	6	0	3	9
2	Rail: Newark Regional Transit Center	20	2-79		\$ 4,516,000	Transit	3	0	6	9
3	Transit Vehicle Replacement and Refurbishment	9	2-44	Fixed-route only	\$ 10,245,300	Transit	0	0	3	3
4	Rideshare Program, statewide	8	1-25		\$ 1,920,000	Shared Ride	3	6	6	15
5	Christiana Mall Park and Ride	15	2-66		\$ 850,000	Shared Ride	3	0	6	9
6	Wilmington Traffic Calming: Walnut: MLK Blvd. to 16th	18	2-70		\$ 1,000,000	Traffic Flow	3	0	6	9
7	US 40: US 40/SR 72 Intersection (multimodal)	16	2-68		\$ 18,830,000	Traffic Flow	3	0	6	9
8	SR 2 (Elkton Rd): MD Line to Casho Mill Rd. (multimodal)	14	2-63		\$ 50,500	Traffic Flow	3	0	6	9
9	New Castle Industrial Track: S of Christina River - Riverwalk	19	2-76		\$ 12,700,000	Ped/Bike	6	6	6	18
10	Myrtle Avenue Sidewalk Improvements	11	2-49		\$ 1,400,000	Ped/Bike	3	3	6	12
11	Garasches Lane	12	2-52	total cost unknown	\$ 100,000	Ped/Bike	3	0	6	9
12	Manor Avenue Sidewalk Improvements	11	2-49		\$ 1,020,000	Ped/Bike	0	3	6	9

UNFUNDED

ID	Project	TIP Page	Notes	FY16-19 TIP	Project Type	Qualitative Index*			
						VMT	Cost	Life	Total
U-1	Wilmington DART Bus Hub				Transit	0	0	6	6
U-2	Boyd's Corner Park and Ride Expansion	15	2-66		Shared Ride	3	6	6	15
U-3	Rail Improvements: Fairplay Station Parking				Shared Ride	3	0	6	9
U-4	US 13, Duck Creek to SR 1				Traffic Flow	3	3	6	12
U-5	Wilmington Traffic Calming: 4th St: Walnut to I-95	18	2-70		Traffic Flow	3	0	6	9
U-6	Grubb Road Ped. Improvements: Foulk Rd. to Naamans Rd.	13	2-53		Ped/Bike	3	6	6	15

Interim CMAQ Project Prioritization Process - Methodology

- Rank projects by type, based on emissions reporting within FHWA's National CMAQ database and federal guidance. Priority by type is: 1. Diesel Retrofits and Replacements, 2. Transit, 3. Shared Ride, 4. I/M and other TCMS, 5. Traffic Flow, 6. Pedestrian/Bicycle
- Within project types, sort by quantitative emission benefits for diesel projects and qualitative benefits for others. Quantitative benefits can be determined from EPA calculators. An index determining the qualitative benefit follows.

\*Qualitative Index

Reduce VMT - negligible (0); moderate (3); significant (6)  
Cost - >2 million (0); \$500,000 - \$2 million (3); <\$500,000 (6)  
Life expectancy - <5 years (0); 5-10 years (3); >10 years (6)

## TRANSPORTATION MANAGEMENT IMPROVEMENTS

**DESCRIPTION:** To develop a multi-modal approach to improving the movement of people and goods using an Intelligent Transportation System and a Transportation Management Center (TMC, or control room) to monitor travel and adjust signals, signage, transit, etc. to lessen congestion using DelTRAC technology.

- Safer Travel – New traffic control systems can reduce the number of vehicle stops, minimize changes in vehicle speeds, and improve traffic flow - all of which help reduce the number of accidents.
- Less Traffic Congestion – DelTrac reduces traffic jams and travel time by continuously monitoring current conditions and automatically adjusting traffic signals, freeway ramp access, lane use, and transit schedules in response to real-time demand. Less traffic congestion results in safer, less stressful driving conditions.
- Better Travel Information – At home, en route, or at work, travelers will have access to real-time, accurate information about transit, train, and flight schedules, roadway conditions, and other travel information via radio, kiosks, cable TV, internet access, and variable message signs on the bus or highway.
- Improved Multi-modal Coordination – With the help of better travel information, travelers can make better decisions as to mode choice. For example, if a traveler is aware that his or her regular route to work is congested, he or she may opt for taking transit that particular day. Schedule and fare information provided in real-time makes train and bus transfers more convenient. Transportation managers benefit as well, as they can maximize the system's efficiency by coordinating their activities across travel modes. For example, through the automatic vehicle locator system on buses, the TMC can provide buses traveling behind schedule with longer "green time" at signalized intersections to help them get back on schedule.
- Quicker Emergency Response – With monitoring equipment, the TMC may detect, verify, and respond more quickly to incidents on the state's transportation system. Together with its emergency response partners (i.e. Department of Public Safety, Volunteer Firemen's Association, and Department of Natural Resources and Environmental Control), the TMC can act to ensure that incidents are cleared more quickly, reducing congestion and increasing safety. In the future, travelers in need of aid can benefit from communication and information technology which, among other things, can automatically send "mayday signals" to dispatch centers so trained emergency staff may locate an incident more quickly. Cellular call-in programs such as #77 and motorist call boxes are also used to facilitate emergency responses.
- Improved Efficiency – DelTrac technology allows DelDOT to make more efficient use of its existing resources by automating functions, sharing real-time information, and improving safety. It also helps private companies through improved freight delivery. Consumers save money through more efficient travel.
- Variable Message and Speed Limit Signs: To promote safe driving conditions, the department will install variable message boards and variable speed signs on limited-access and heavily traveled roads (I-95, I-295, I-495 and SR 1) throughout the state. These signs will help notify motorists in the event of unsafe driving conditions as a result of excessive traffic, or on Ozone Action Days when speed limits will be reduced, as necessary, to improve air quality. A prototype has been operational along southbound SR 1 near Smyrna since July 2002.

## FY 2016-2019 TRANSPORTATION IMPROVEMENT PROGRAM

Adopted March 12, 2015

## TRANSPORTATION MANAGEMENT IMPROVEMENTS (Continued)

County: Statewide  
Municipality:  
Funding Program: Support Systems – Transportation Management Systems  
Functional Category: Management  
Year Initiated: Various prior names: Rideshare FY 1991, ITS FY 1993

SEGMENT	PHASE	FUNDING	CURRENT 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2019 7/18-6/19	FY 2016-19 TOTAL	FY 2020-21 TOTAL
Transportation Management Improvements	C	ST FHWA	\$ 100.0 \$ 5,000.0	\$ 1,000.0 \$ 4,000.0	\$ 1,000.0 \$ 5,900.0	\$ 1,000.0 \$ 5,900.0	\$ 1,000.0 \$ 5,900.0	\$ 4,000.0 \$ 21,700.0	\$ 2,000.0 \$ 11,800.0
Traffic Signal Fund/Relamping	C	ST		\$ 125.0	\$ 125.0	\$ 125.0	\$ 125.0	\$ 500.0	\$ 250.0
MUTCD Compliance		ST FHWA	\$ 800.0	\$ 5,000.0	\$ 6,000.0	\$ 400.0 \$ 1,600.0	\$ 400.0 \$ 1,600.0	\$ 800.0 \$ 14,200.0	\$ 800.0 \$ 3,200.0
Rideshare	Planning	ST FHWA OTHER	\$ 30.0 \$ 360.0 \$ 90.0	\$ 30.0 \$ 360.0 \$ 90.0	\$ 30.0 \$ 360.0 \$ 90.0	\$ 30.0 \$ 360.0 \$ 90.0	\$ 30.0 \$ 360.0 \$ 90.0	\$ 120.0 \$ 1,440.0 \$ 360.0	\$ 60.0 \$ 720.0 \$ 180.0
<b>TOTAL</b>			\$ 6,350.0	\$ 10,605.0	\$ 13,505.0	\$ 9,505.0	\$ 9,505.0	\$ 43,120.0	\$ 19,010.0

*All \$ X 1,000*



## TRANSIT VEHICLE REPLACEMENT AND REFURBISHMENT- NCC

**DESCRIPTION:** The investment in transit vehicle replacement and refurbishment is necessary to meet the projected vehicle replacement schedule. Includes preventative maintenance.

**JUSTIFICATION:** Maintain existing transit services.

<b>County:</b>	New Castle
<b>Municipality:</b>	
<b>New Funding Program:</b>	Transit System – Vehicles
<b>Functional Category:</b>	Preservation
<b>Year Initiated:</b>	FY 1996



**TRANSIT VEHICLE REPLACEMENT AND REFURBISHMENT- NCC (Continued)**

PROJECT	PHASE	FUNDING	CURRENT 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2019 7/18-6/19	FY 2016-19 TOTAL	FY 2020-21 TOTAL
29' Trolley Replica (1)(2)	PRO	80% FTA						\$ 0.0	
40' Heavy Duty Hybrid Low Floor Buses	PRO	80% FTA						\$ 0.0	
40' Heavy Duty Low Floor Buses (31,32)	PRO	ST FTA	\$ 2,597.9 \$ 10,391.4					\$ 0.0 \$ 0.0	
40' Hybrid Buses	PRO	80% FTA						\$ 0.0	
30' Low Floor Buses	PRO	80% FTA	\$ 868.4				\$ 4,397.3	\$ 4,397.3	
40' Low Floor Buses		80% FTA 100% FTA			\$ 921.3 \$ 921.3	\$ 474.5	\$ 3,420.1	\$ 4,815.9 \$ 921.3	\$ 29,691.2
Paratransit buses (34,47,35,27,45,71,41)	PRO	ST FTA	\$ 5.9 \$ 672.6	\$ 1,203.4 \$ 4,813.4	\$ 1,010.1 \$ 4,040.5	\$ 638.3 \$ 2,553.3	\$ 974.0 \$ 3,896.1	\$ 3,825.8 \$ 15,303.3	\$ 1,581.2 \$ 5,446.3
45' Over the Road	PRO	80% FTA			\$ 1,456.7		\$ 1,545.2	\$ 3,001.9	
Support Vehicles	PRO	100% ST		\$ 87.8	\$ 105.4	\$ 111.5	260.4	\$ 565.1	\$ 100.0
Unicity Bus	PRO	100% ST			\$ 110.8			\$ 110.8	\$ 114.1
Preventive Maintenance	PRO	Other FTA	\$ 6,500.0	\$ 6,500.0	\$ 1,300.0 \$ 5,200.0	\$ 1,300.0 \$ 5,200.0	\$ 1,300.0 \$ 5,200.0	\$ 3,900.0 \$ 22,100.0	\$ 2,600.0 \$ 10,400.0
	<b>TOTAL</b>		\$ 21,036.2	\$ 12,604.6	\$ 15,066.1	\$ 10,277.6	\$ 20,993.1	\$ 58,941.4	\$ 49,932.8

*All \$ X 1,000*

## CLAYMONT SIDEWALKS: MYRTLE AND MANOR AVENUES

**DESCRIPTION:** This project entails sidewalk improvements for Myrtle and Manor Avenues in Claymont, Delaware. The project consists of proposed sidewalk construction along Myrtle Avenue from the Philadelphia Pike to the I-495 overpass, and along Manor Avenue from the Governor Printz Boulevard to the I-495 pedestrian overpass.

**JUSTIFICATION:** Projects will provide a safer pedestrian route from the Philadelphia Pike to the Claymont Train Station.

**County:** New Castle  
**Investment Area:** Core  
**Municipality:**  
**Funding Program:**  
**Functional Category:** Management  
**Year Initiated:** FY 2015



PROJECT	PHASE	FUNDING	CURRENT 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2019 7/18-6/19	FY 2016-19 TOTAL	FY 2020-21 TOTAL
Myrtle Ave. Sidewalks	PE ROW C	80% FHWA 80% FHWA 80% FHWA	\$ 150.0	\$ 400.0	\$ 1,000.0			\$ 400.0 \$ 1,000.0	
Manor Ave. Sidewalks	PE ROW C	80% FHWA 80% FHWA 80% FHWA	\$ 25.0		\$ 20.0	\$ 1,000.0		\$ 20.0 \$ 1,000.0	
	<b>TOTAL</b>		\$ 175.0	\$ 400.0	\$ 1,020.0	\$ 1,000.0	\$ 0.0	\$ 2,420.0	\$ 0.0

*All \$ X 1,000*

## GARASCHE'S LANE STUDY

**DESCRIPTION:** The Garasches Lane project will provide efficient access and safety for all modes of travel between the Southbridge neighborhood and the Wilmington Riverfront.

**JUSTIFICATION:** DelDOT was awarded a Federal grant to respond to community concerns regarding safe and proper pedestrian and bike connections between the growing Riverfront district in Wilmington and the nearby community of Southbridge. This is keeping with the Federal Highways "Livability" initiatives in urban areas.

**County:** New Castle  
**Investment Area:** Center  
**Municipality:** Wilmington  
**Funding Program:** Road  
**Functional Category:** Management  
**Year Initiated:** FY 2012



PHASE	FUNDING	CURRENT 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2019 7/18-6/19	FY 2016-19 TOTAL	FY 2020-21 TOTAL
PD PE ROW	80% FHWA	\$ 100.0						
<b>TOTAL</b>		\$ 100.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0

*All \$ X 1,000*

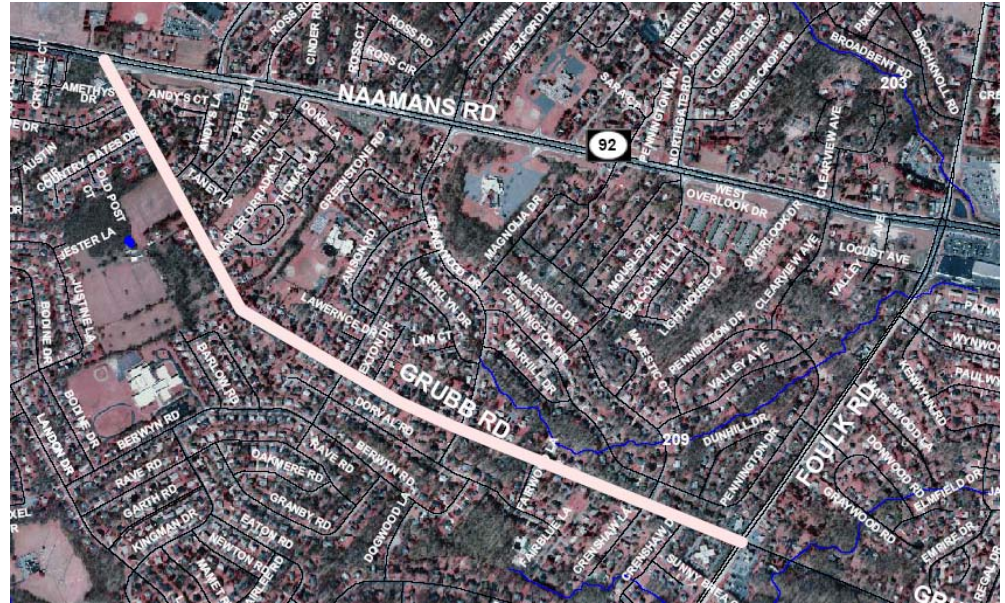


## GRUBB ROAD: FOULK ROAD TO SR 92, NAAMAN'S ROAD, PEDESTRIAN IMPROVEMENTS

**DESCRIPTION:** The initial public participation process has been completed that jointly developed a plan for pedestrian movement along the north side of Grubb Road. A concept plan has been completed for this project.

**JUSTIFICATION:** There is an extensive need for pedestrian improvements along this roadway.

**County:** New Castle  
**Investment Area:** Core  
**Municipality:**  
**Funding Program:** Road System – Collectors  
**Functional Category:** Management  
**Year Initiated:** FY 1999



PHASE	FUNDING	CURRENT 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2019 7/18-6/19	FY 2016-19 TOTAL	FY 2020-21 TOTAL
PE ROW C	100% ST 100% ST 100% ST							
<b>TOTAL</b>		\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0

*All \$ X 1,000*

## SR 2, ELKTON ROAD: MARYLAND STATE LINE TO SR 273, DELAWARE AVENUE, NEWARK

**DESCRIPTION:** This project will include roadway reconstruction and intersection improvement. SR 2 from Delaware Avenue to Casho Mill Road is complete.

**JUSTIFICATION:** The roadway surface along this area is crumbling and needs a total reconstruction. The area from Amstel Avenue north of SR 273, Delaware Avenue in Newark has been identified as a Highway Safety Improvement Program (HSIP) site.

**County:** New Castle  
**Investment Area:** Center  
**Municipality:** Newark  
**Funding Program:** Road System – Arterials  
**Functional Category:** Management/ Expansion  
**Year Initiated:** FY 2004



PROJECT	PHASE	FUNDING	CURRENT 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2019 7/18-6/19	FY 2016-19 TOTAL	FY 2020-21 TOTAL
SR 2: MD line to Casho Mill Rd. - Expansion	PE ROW C	100% FHWA 80% FHWA 80% FHWA	\$ 250.0	\$ 250.0	\$ 500.0	\$ 500.0	\$ 6,000.0	\$ 250.0 \$ 1,000.0 \$ 6,000.0	\$ 19,000.0
SR 2: Casho Mill Rd. to Delaware Ave.	ROW C	OTHER FHWA	\$ 50.5						
	<b>TOTAL</b>		\$ 300.5	\$ 250.0	\$ 500.0	\$ 500.0	\$ 6,000.0	\$ 7,250.0	\$ 19,000.0

*All \$ X 1,000*

## TRANSIT FACILITIES, NEW CASTLE COUNTY

**DESCRIPTION:** Projects include relocation of the Christiana Mall Park & Ride and expansion of the Boyds Corner Park & Ride. The Christiana Mall project will entail the development, design and construction of a new park & ride and transit facility around the Road A/Centre Boulevard location. The facility will provide for pedestrians and vehicles as well as buses and other needs for a park & ride transit center. At Boyds Corner, the current 120-space Park & Ride will be expanded to 190-spaces to meet the demands of planned residential development.

**JUSTIFICATION:** These park and rides meet the short term and long term goals of transit services.

**County:** New Castle  
**Investment Area:** Core  
**Municipality:**  
**Funding Program:** Transit  
**Functional Category:** Management  
**Year Initiated:** FY 2013



PROJECT	PHASE	FUNDING	CURRENT 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2019 7/18-6/19	FY 2016-19 TOTAL	FY 2020-21 TOTAL
Christiana Mall Park & Ride	PD	80% FHWA		\$ 100.0				\$ 100.0	
	PE	100% FHWA			\$ 150.0	\$ 600.0		\$ 750.0	
Boyds Corner Park & Ride	ROW	100% ST							
	C	100% ST							
	<b>TOTAL</b>		\$ 0.0	\$ 100.0	\$ 150.0	\$ 600.0	\$ 0.0	\$ 850.0	\$ 0.0

*All \$ X 1,000*

## US 40: MARYLAND LINE TO US 13, CORRIDOR IMPROVEMENTS

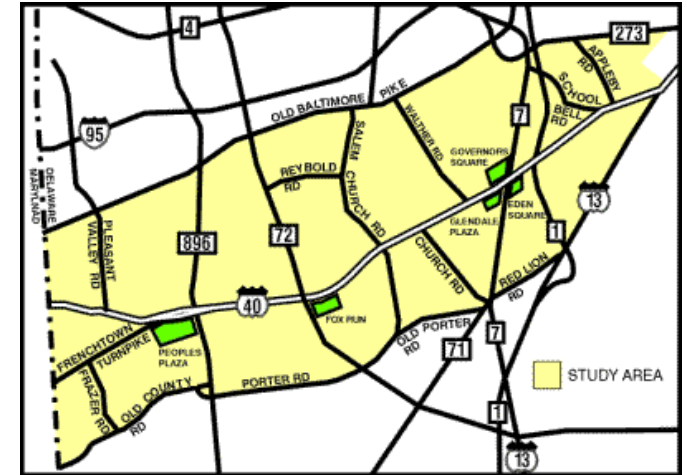
**DESCRIPTION:** This project implements the recommendations of the Route 40 Steering Committee, a public group that has recommended transportation improvements for the next twenty years, to address planned growth and enhance the quality of life in the Route 40 Corridor. The Committee's recommendations are found in the Route 40 Corridor 20-Year Transportation Plan dated June 19, 2000.

The projects listed below are current improvements included within the Plan.

### *Intersection Improvements:*

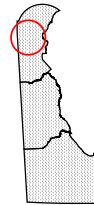
**US 40, Pulaski Highway/SR 72, Wrangle Hill Road (Includes Del Laws Road Intersection)** – Add northbound/southbound through lanes and eastbound/westbound left-turn lanes which will provide double left-turn lanes at all legs of the intersection to address operational problems at the intersection. This project will also include improvements to the SR 72, Wrangle Hill Road/Del Laws Road Intersection.

**US 40 and SR 896 Grade Separated Intersection-** The project consists of grade separating the intersection of US 40 and SR 896, taking SR 896 over US 40. The existing entrance to the Bristol Place development will be closed as part of the project due to its proximity to the interchange. It currently has access via George Williams Way.



**JUSTIFICATION:** The Route 40 Program has been developed through the work of the Route 40 Steering Committee, which was comprised of civic and business leaders, property owners, state and New Castle County legislators and the Project Partners, DelDOT, New Castle County and WILMAPCO. The recommended 20-Year Transportation Plan, adopted in June 2000, intends to address traffic generated from committed developments in the corridor, strives to not promote additional development and traffic through the construction of excess highway capacity in the corridor and implements transportation improvements that enhance the quality of life in the Route 40 Corridor. To meet these goals, the program is based on a Monitoring and Triggering Program, which assesses yearly traffic, land use, transit and safety conditions, among other factors, in the corridor to recommend schedule changes to the funding of the Route 40 Program.

<b>County:</b>	New Castle
<b>Investment Area:</b>	Core
<b>Municipality:</b>	
<b>Funding Category:</b>	Road System – Arterials
<b>Functional Category:</b>	Management
<b>Year Initiated:</b>	FY 1994





**US 40: MARYLAND LINE TO US 13, CORRIDOR IMPROVEMENTS (CONTINUED)**

PROJECT	PHASE	FUNDING	CURRENT 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2019 7/18-6/19	FY 2016-19 TOTAL	FY 2020-21 TOTAL
US 40 Intermodal Study	PD	100% ST	\$ 20.0						
US 40 and SR 72	PE	80% FHWA	\$ 253.4	\$ 30.0				\$ 30.0	
	ROW	100% FHWA	\$ 1,200.0	\$ 5,000.0	\$ 800.0			\$ 5,800.0	
	C	80% FHWA			\$ 4,000.0	\$ 7,500.0	\$ 1,500.0	\$ 13,000.0	
US 40 and SR 896 Grade Separated Intersection	PE	80% FHWA		\$ 1,000.0	\$ 1,500.0	\$ 1,500.0		\$ 4,000.0	
	ROW	80% FHWA					\$ 500.0	\$ 500.0	\$ 1,500.0
	<b>TOTAL</b>		\$ 1,473.4	\$ 6,030.0	\$ 2,700.0	\$ 9,000.0	\$ 2,000.0	\$ 23,330.0	\$ 1,500.0

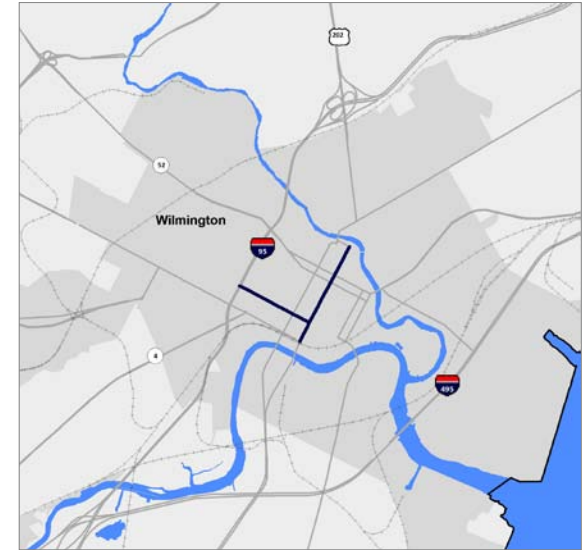
*ALL \$ X 1,000*

## WILMINGTON INITIATIVES

### DESCRIPTION:

4th Street, Walnut Street to I-95 –The project's goal is to improve pedestrian safety of the four-lane roadway and create a transit-friendly environment by constructing bus shelters, improving striping and crosswalk location, and re-constructing sidewalks. Improved signalization will also be done as part of the project.

Walnut Street, MLK to 16th Street - Walnut Street is a major in-bound route to the Central Business District. This project will provide a new roadway pavement surface, with new striping and pavement markings for clearer lane assignments to facilitate smoother traffic movement. The streetscape improvements include new sidewalks and decorative crosswalks/new lighting poles and street trees. New state-of-the-art decorative traffic signals will also be erected. These streets are the major transit corridors within Wilmington's Central Business District. It is the project's goal to improve the transit riders' experience, thereby increasing usage. This will be done by installing state-of-the-art bus shelters, making sidewalk and crosswalk improvements and providing better lighting and streetscaping.



**JUSTIFICATION:** These projects will improve the multi-modal environment between city neighborhoods and employment centers; create a safer vehicular and pedestrian environment; and improve the visual appearance of the streets.

**County:** New Castle  
**Investment Area:** Center  
**Municipality:** Wilmington  
**Funding Program:** Road System – Arterial, Collector  
**Functional Category:** Management  
**Year Initiated:** FY 2015



PROJECT	PHASE	FUNDING	CURRENT 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2019 7/18-6/19	FY 2016-19 TOTAL	FY 2020-21 TOTAL
Walnut St., MLK to 16 <sup>th</sup> St.	PE	80% FHWA					\$ 1,000.0	\$ 1,000.0	
	<b>TOTAL</b>		\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 1,000.0	\$ 1,000.0	\$ 0.0

ALL \$ X 1,000

## NEW CASTLE COUNTY INDUSTRIAL TRACK GREENWAY

**DESCRIPTION:** The first phase of the Industrial Track Greenway begins at SR 273 in the City of New Castle and extends just north of Boulden Boulevard. New Castle County will construct Phase 2 of the Greenway, which will extend from the end of Phase 1 to the Christina River. Phase 3 connects Phase 4 of the Industrial Track will begin at the end of Phase 2, cross the Christina River, and connect to the Wilmington Riverwalk.

**JUSTIFICATION:** Phase 3 will complete the Industrial Track Greenway, a safe, direct, paved and nearly uninterrupted non-motorized travel route extending six miles between Wilmington and New Castle. In addition to being an important transportation and recreational route, the Industrial Track Greenway will serve significant public health and economic development purposes.

**County:** New Castle  
**Investment Area:** Core/Center  
**Municipality:** Wilmington  
**Funding Program:** Road System – Local  
**Functional Category:** Expansion  
**Year Initiated:** FY 2010



SEGMENT	PHASE	FUNDING	CURRENT 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2019 7/18-6/19	FY 2016-19 TOTAL	FY 2020-21 TOTAL
Phase 3	PE ROW C	80% FHWA 80% FHWA 80% FHWA	\$ 400.0  \$ 205.5	\$ 600.0 \$ 50.0	\$ 50.0 \$ 6,000.0	\$ 6,000.0		\$ 600.0 \$ 100.0 \$ 12,000.0	
	<b>TOTAL</b>		\$ 605.5	\$ 650.0	\$ 6,050.0	\$ 6,000.0	\$ 0.0	\$ 12,700.0	\$ 0.0

All \$ X 1,000

## RAIL IMPROVEMENTS: NEW CASTLE COUNTY

**DESCRIPTION:** DelDOT/DTC contracts with the Southeastern Pennsylvania Transportation Authority (SEPTA) to provide commuter train service to Delaware along the Amtrak Northeast Corridor (NEC). Currently thirty-seven (37) trains provide service between Wilmington and the Philadelphia metropolitan area each weekday. Eighteen (18) of these trains (nine round trips) are extended to serve Fairplay at Churchman's Crossing and Newark. In order to extend additional service to Fairplay and Newark, the following investments are required:

**Third Track Expansion, Newark to Wilmington:** Extension of additional trains between Newark and Wilmington are restricted by a chokepoint south of Wilmington's Biden Station that has only two tracks; most of the NEC in Delaware has three tracks. This also impacts the service reliability and on-time performance of intercity trains. The following infrastructure improvements will remedy the situation and provide unrestricted three-track service between Wilmington and Newark:

- Rehabilitate the Mill Creek bridge span and install scour protection at the four adjacent bridges;
- Install 1.5 miles of new Track 3 and modify tracks in the vicinity of Mill Creek Bridge;
- Install new crossovers at Ragan and Brandy Interlockings;
- Replace existing thru girder bridge at Orange Street in Wilmington; and,
- Realign Track 2 near Orange Street to increase design speed

**Newark Regional Transportation Center:** The planning and final design for an enhanced and improved passenger rail station in Newark just west of the existing SEPTA rail station. The station will provide Americans with Disabilities Act (ADA)-compliant high-level platforms, expand parking, and provide significantly improved passenger amenities including a station building with bathrooms. Project will be built by two design-bid-build contracts under separate contract numbers. The overall improvements in this location are envisioned to be the first phase of additional potential improvements to the new station. Potential future phases would provide additional improvements to further enhance and expand passenger rail service, including MARC Service and downstate rail.

**Shipley Street Bridge :** This project consists of the reconstruction of the Shipley Street railroad overpass on the Amtrak Northeast Corridor in Wilmington. The bridge girder will be replaced, allowing the tracks it carries to be reconfigured to provide three through tracks. Injection grouting and other reinforcement of the abutments and supporting structure will be provided. As the bridge belongs to Amtrak, the project will be managed as a pass-through to them.

**Fairplay Station Elevator:** The chair lift needs to be replaced at Fairplay Station. An elevator to the platform resolves maintenance issues and maintains Federal Americans with Disabilities Act (ADA) compliance.

**JUSTIFICATION:** Two track constraint causes commuter trains to wait until inter-city trains pass through the area. These improvements will increase commuter rail capacity between Newark and Wilmington. These improvements will provide a viable alternative for riders who would otherwise travel to this area by car on I-95, helping mitigate congestion along the I-95 corridor.

**RAIL IMPROVEMENTS: NEW CASTLE COUNTY (Continued)**

**County:** New Castle  
**Investment Area:** Center, Core  
**Municipality:** Newark, Wilmington  
**Funding Program:** Transit - Rail  
**Functional Category:** Expansion  
**Year Initiated:** FY 2005



PROJECT	PHASE	FUNDING	CURRENT 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2019 7/18-6/19	FY 2016-19 TOTAL	FY 2020-21 TOTAL
Fairplay Station Elevator	C	80% FTA	\$ 320.0	\$ 880.0				\$ 880.0	
Third Track Expansion	C	ST	\$ 1,859.1	\$ 1,574.9	\$ 1,025.7			\$2,600.6	
		FTA	\$ 7,000.4	\$ 6,299.6	\$ 4,102.8			\$ 10,402.4	
NEC: Yard to Ragan	PE	80% FTA	\$ 167.1						
	C	80% FTA	\$ 9,695.8						
Shipley Street Bridge	C	ST		\$ 629.5				\$ 629.5	
		OTHER	\$ 6,000.0	\$ 1,000.0				\$ 1,000.0	
Newark Regional Transportation Center Design	PD/PE	80% FTA	\$ 185.0						
Newark Regional Transportation Center Parking Lot & Access Rd	ROW	80% FTA	\$ 281.0						
	C	ST	\$ 1,848.0						
		FHWA	\$ 1,952.0						
		OTHER	\$ 250.0						
	TOTAL		\$ 29,558.4	\$ 10,384.0	\$ 5,128.5	\$ 0.0	\$ 0.0	\$ 15,512.5	\$ 0.0

ALL \$ X 1,000

## TRANSIT VEHICLE EXPANSION – NEW CASTLE COUNTY

**DESCRIPTION:** Funding is requested to purchase vehicles for expansion and replacement of inventory.

**JUSTIFICATION:** The investment in transit vehicle expansion is necessary to meet projected transit service demand based on census information.

**County:** New Castle  
**Municipality:**  
**Funding Program:** Transit System – Vehicles  
**Functional Category:** Expansion  
**Year Initiated:** Annual program



PROJECT	PHASE	FUNDING	CURRENT 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2018 7/17-6/18	FY 2019 7/18-6/19	FY 2016-19 TOTAL	FY 2020-21 TOTAL
Paratransit buses	PRO	FTA ST		\$ 408.0 \$ 102.0	\$ 735.4 \$ 183.9	\$ 973.9 \$ 243.5	\$ 1,003.1 \$ 250.8	\$ 3,120.4 \$ 780.2	\$ 2,097.4 \$ 524.3
45' OTR Bus (2) US 301 Intercounty	PRO	100% FTA		\$ 1,466.9				\$ 1,466.9	
40' Low Floor Buses	PRO	FTA ST	\$ 735.6 \$ 184.0						
45' Low Floor – 301 MIS	PRO	80% FTA				\$ 1,554.2		\$ 1,554.2	
45' OTR (2) SR 141 Crosstown	PRO	100% FTA				\$ 1,002.7		\$ 1,002.7	
	<b>TOTAL</b>		\$ 919.6	\$ 1,976.9	\$ 919.3	\$ 3,774.3	\$ 1,253.9	\$ 7,924.4	\$ 2,621.7

*All \$ X 1,000*