

## BLUE BALL PROPERTIES, SR141 AND US202 AREA IMPROVEMENTS

**DESCRIPTION:** On April 29, 1999 the State of Delaware announced a signature proposal that would bring the world's third largest pharmaceutical company's U.S. headquarters to the Brandywine Hundred area. Delaware's proposal to AstraZeneca was accepted, launching a first-of-its kind link between business site selection, land preservation, recreational opportunity, transportation improvements, and historic restoration. AstraZeneca and the State of Delaware joined with local officials and communities to develop a master plan for this area known as the Blue Ball Properties Project.

The project consists of approximately 232 acres of land north of Wilmington in an area known as the Brandywine Hundred. Bisected by US202 and bounded on the south by I-95, this Master Plan offers over 152 acres of needed community improvements and economic development. Woodland areas and new recreational parks will all be accessible via the Northern Delaware Greenway. Transportation and infrastructure improvements will separate local and regional traffic, allowing for safe and efficient travel in the area. The much needed repair and enhancements of the degraded natural environment will bring new life to deteriorated streams and wetland areas. Historic restorations and rehabilitations to existing structures will allow for adaptive reuse. This Master Plan combines recreational, transportation, environmental, and historic improvements with substantial economic development, offered by AstraZeneca, to create a true gateway to the Brandywine Hundred Community. A more detailed individual project description, with maps, can be found on the internet at [www.blueball.net](http://www.blueball.net).



**Delaware Department of Natural Resources and Environmental Control (DNREC) Led Improvements** include the West Side Wooded Greenway through the Alapocas Woods, the East Side Wooded Greenway through the Rock Manor Golf Course and along Talley Road to connect to Rockwood Museum, stabilization and restoration of the Bird Husband and Murphy Houses, and adaptive reuse of the Historic Blue Ball Barn on US202.

**DelDOT Led or No Led Improvements** include payback to AstraZeneca for stormwater management of Alapocas Run, stormwater management along Matson Run, improvements to West Park to support the Master Plan, improvements to East Park to support the Master Plan, Ronald McDonald House Access and privacy wall, removal of large material pile at US202/Rockland Road, and the fabrication of two sign structures as part of US202, Augustine Cutoff to Independence Mall contract.

### DelDOT Led Transportation Elements are:

- **West Side Improvements**– This project includes a temporary six-lane bypass roadway, relocation of Rockland Road, West Side Park greenways, stormwater management, stream restoration, landscaping and an underground utility corridor.
- **US202, Concord Pike, Augustine Cutoff to Independence Mall** – This project includes improvements on US202, including two new underpasses at Foulk Road and the new East Park Drive, Weldin Road relocation and a road connector between US202 and Foulk Road.

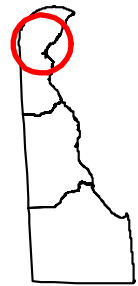
**FY 2010 – 2013 TRANSPORTATION IMPROVEMENT PROGRAM**

**BLUE BALL PROPERTIES, SR141 AND US202 AREA IMPROVEMENTS (CONTINUED)**

- **East Side Roads**– This project includes a new East Park Drive; stormwater management along Matson Run; and greenway trails and other amenities of East Park.
- **I-95 Northbound Ramp to US202 Southbound** – This project includes the reconstruction of the ramp to address existing weaving problems. Also, signalizing of the ramp.
- **US202, Concord Pike, Independence Mall to North of Powder Mill Road** – Improvements on US202 include additional turn lanes at the US202 and Powder Mill Road intersection; construction of the new SR141 Spur; realignment of Powder Mill Road; and trail along Rockland Road.
- **US202, Concord Pike, I-95 to Augustine Cutoff** – This project includes improvements on US202 and completion of West Park Drive.

**JUSTIFICATION:** This project supports economic development by encouraging business development in the area, addressing transportation problems, preserving historic and environmental resources, and enhancing recreational opportunities.

**County:** New Castle  
**Investment Area:** Core  
**Municipality:**  
**Funding Program:** Road System - Arterials  
**Functional Category:** Expansion



PROJECT	PHASE	FUNDING		Current 7/08-6/09	FY 2010 7/09-6/10	FY 2011 7/10-6/11	FY 2012 7/11-6/12	FY 2013 7/12-6/13	FY 2010-13 TOTAL	FY 2014-2015 TOTAL
		Source	Type							
SR 141: Porter Reservoir Pillars	C	90% FHWA	n/a	\$ 0.0					\$ 0.0	
US 202: I-95 to Augustine Cutoff	C	80% FHWA	n/a	\$ 0.0					\$ 0.0	
Talley Yard Relocation	C	100% ST		\$ 2,400.0	\$ 1,750.0				\$ 1,750.0	\$ 0.0
SR 141/ US 202: Independence Mall to AstraZeneca	C	80% FHWA	n/a	\$ 0.0					\$ 0.0	
	<b>TOTAL</b>			<b>\$ 2,400.0</b>	<b>\$ 1,750.0</b>	<b>\$ 0.0</b>	<b>\$ 0.0</b>	<b>\$ 0.0</b>	<b>\$ 1,750.0</b>	<b>\$ 0.0</b>

*All \$ X 1,000*

## FY 2010 – 2013 TRANSPORTATION IMPROVEMENT PROGRAM

### I-95: MARYLAND STATE LINE TO I-295

**DESCRIPTION:** This project will consist of major improvements throughout the area to help alleviate traffic congestion. These improvements include: (1) Churchmans Road Bridge over I-95 including new 2-lane bridge on Churchmans Road with shoulders and sidewalks, (2) construction of 5th travel lane from Churchmans Bridge to SR 141, SR 1/I-95 interchange construction of a multi-lane interchange to eliminate the traffic weaving around the Christiana Mall, SR 1 and I-95 area, (3) Toll Plaza rehabilitation and highway speed E-ZPass lanes. Previously was “I-95 to SR 141” and “I-95 to DE 1.” I-95/SR 896 Interchange has been added to the scope of this project.

Projects include:

- I-95 Fifth Lane Expansion from Churchmans Bridge to I-295. Construction will include a new fifth travel lane along I-95, both Northbound and Southbound, from the SR 1 Interchange through the 141 Basin Road Interchange. The 5th lane project will assist in reducing traffic congestion in the busy I-95 Corridor.
- SR 1/I-95 Interchange. Construction of a new multiple-lane interchange will assist in reducing the traffic weaving around the Christiana Mall, SR 1, and I-95 areas. The project will separate local traffic movements from high speed movements. This project is part of an overall Turnpike Improvement program to reduce congestion at the SR 1 and I-95 interchange.
- I-95 Turnpike Toll Plaza. This project will reconfigure the Newark Toll Plaza to incorporate Highway Speed E-ZPass lanes. I-95 at the Maryland line experience high levels of congestion at the Toll Facility and assist in reducing the congestion during peak periods.
- Road A/SR 7. : Widen road A and reconfigure the surrounding intersections to maintain acceptable levels of service along this section of roadway. Increase the capacity of Road A from the Christiana Mall to SR7 to manage congestion along this roadway segment.
- I-95, Service Plaza ADA Improvements. The project will upgrade the service plaza to conform to current ADA standards. Improvements include areas of new curbing, sidewalk, curb ramps, pavement reconstruction, and handrails where needed. Severe deterioration of sidewalks and pavement has brought about several lawsuits of a non-ADA conformance. The project will provide safe pedestrian access throughout the service area.
- SR896/I95 Interchange Improvements. SR 896/ I-95 Interchange ramps will be rehabilitated with a mill and asphalt overlay. The project is part of Pavement Program due to deteriorated ramps conditions.

**JUSTIFICATION:** To reduce traffic congestion in the busy I-95 northeast corridor.

**I-95: MARYLAND STATE LINE TO I-295 (CONTINUED)**

**SR 1 / I-95 Interchange** – Construction of a new multiple-lane interchange that will eliminate the traffic weaving around the Christiana Mall, SR 1, and I-95 areas



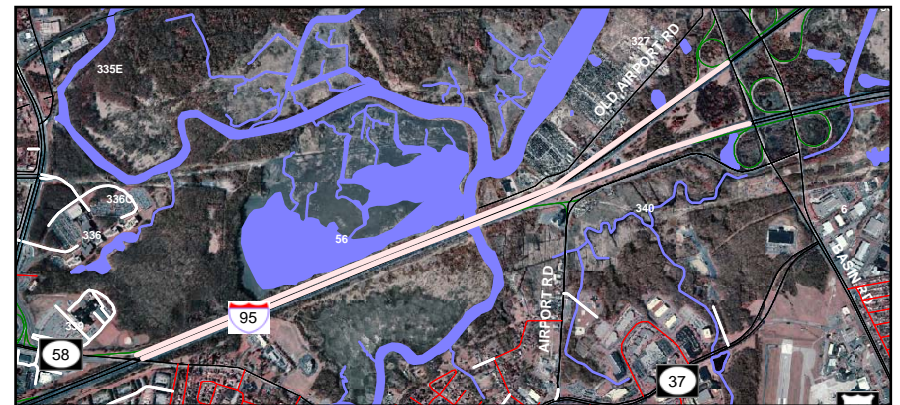
**SR896 / I-95 Interchange** – Project Development work will investigate the need for future improvements which could include maintain as is, upgrading the current approaches and the on and off ramps, or construction of total new interchanges for northbound and southbound I-95 from SR896.



**Toll Plaza Rehabilitation and Highway Speed E-ZPass Improvements** – This project will enhance the current computer technology utilized on I-95 to process electronic toll collection by installing safe highway speed lanes.



**I-95, Fifth Lane Expansion from Churchmans Bridge to I-295** – Construction will include a new fifth travel lane from the new bridge to SR141 through Churchmans Marsh.



**FY 2010 – 2013 TRANSPORTATION IMPROVEMENT PROGRAM**

**I-95: MARYLAND STATE LINE TO I-295 (CONTINUED)**

**County:** New Castle  
**Investment Area:** Core  
**Municipality:**  
**Funding Program:** Road System – Expressways  
**Functional Category:** Expansion



PROJECT	PHASE	FUNDING		Current 7/08-6/09	FY 2010 7/09-6/10	FY 2011 7/10-6/11	FY 2012 7/11-6/12	FY 2013 7/12-6/13	FY 2010-13	FY 2014-2015
		Source	Type						TOTAL	TOTAL
I-95, Fifth Lane Expansion from Churchmans Bridge to I-295	C	80% FHWA	LY20	\$ 14,000.0					\$ 0.0	
SR 1 / I-95 Interchange	PE	100% ST		\$ 3,500.0	\$ 3,000.0				\$ 3,000.0	
	ROW	80% FHWA	L050	\$ 4,100.0	\$ 11,900.0				\$ 11,900.0	
	C	80% FHWA	L050			\$ 20,000.0	\$ 50,000.0	\$ 50,000.0	\$ 120,000.0	\$ 45,000.0
I-95 Turnpike Toll Plaza	PE	100% ST		\$ 2,500.0	\$ 1,200.0				\$ 1,200.0	
	C	80% FHWA	L050	\$ 1,000.0	\$ 200.0		\$ 10,750.0	\$ 21,500.0	\$ 32,450.0	10750.0
Road A/SR 7	PD	100% ST		\$ 100.0		\$ 600.0			\$ 600.0	
	PE	100% ST					\$ 600.0		\$ 600.0	
	C	100% ST						\$ 3,000.0	\$ 3,000.0	\$ 9,000.0
I-95/SR 896 Interchange	C	90% FHWA	n/a	\$ 0.0					\$ 0.0	
	<b>TOTAL</b>			\$ 25,200.0	\$ 16,300.0	\$ 20,600.0	\$ 61,350.0	\$ 74,500.0	\$ 172,750.0	\$ 64,750.0

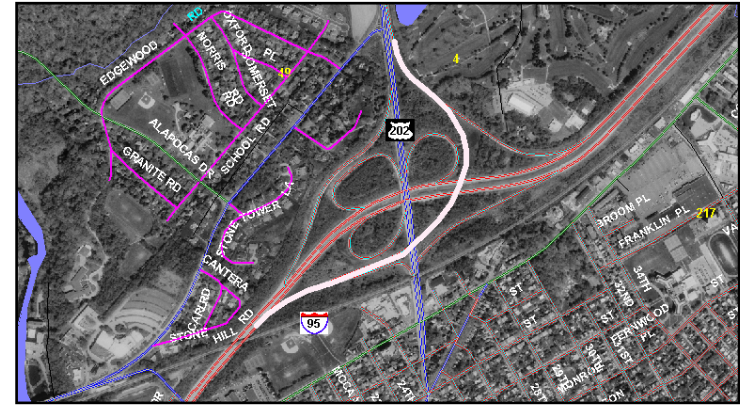
*All \$ X 1,000*

**FY 2010 – 2013 TRANSPORTATION IMPROVEMENT PROGRAM**

**I-95 / US 202 INTERCHANGE**

**DESCRIPTION:** Widen the existing ramp from NB I-95 to NB US202 in the I-95/US202 interchange from one to two lanes. Additional ramp improvements will address weaving problems and develop the US 202 gateway into the City of Wilmington. This project was previously referred to as: I-95 Northbound Ramp to US 202.

**JUSTIFICATION:** Traffic at this ramp backs up at various times during the day onto I-95 as far south as the City of Wilmington. In so doing, it effectively restricts the capacity of two lanes on I-95, where only three exist, and creates a safety problem. With the improvements to US 202 as part of the Blue Ball Properties project, and the widening of this ramp, the capacity and safety issues on I-95 will be eliminated.



**County:** New Castle  
**Investment Area:** Core  
**Municipality:**  
**Funding Program:** Road System – Expressways  
**Functional Category:** Expansion

PHASE	FUNDING		Current 7/08-6/09	FY 2010 7/09-6/10	FY 2011 7/10-6/11	FY 2012 7/11-6/12	FY 2013 7/12-6/13	FY 2010-13 TOTAL	FY 2014-2015 TOTAL
	Source	Type							
PE	80% FHWA	n/a	\$ 1,200.0	\$ 1,000.0				\$ 1,000.0	
C	80% FHWA	n/a			\$ 9,000.0	\$ 17,000.0	\$ 11,000.0	\$ 37,000.0	
<b>TOTAL</b>			<b>\$ 1,200.0</b>	<b>\$ 1,000.0</b>	<b>\$ 9,000.0</b>	<b>\$ 17,000.0</b>	<b>\$ 11,000.0</b>	<b>\$ 38,000.0</b>	\$ 0.0

*All \$ X 1,000*

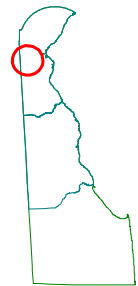
**FY 2010 – 2013 TRANSPORTATION IMPROVEMENT PROGRAM**

**POMEROY BICYCLE AND PEDESTRIAN PATHWAY**

**DESCRIPTION:** This project will construct a pathway that connects White Clay Creek State Park, downtown Newark, the Newark Transit Hub, the Hall Trail and the relocated Newark Train Station. Funding is a SAFETEA-LU earmark with prior property acquisition used as a local match.

**JUSTIFICATION:** To promote bicycling and walking.

**County:** New Castle  
**Investment Area:** Center  
**Municipality:** Newark  
**Funding Program:** Road System - Locals  
**Functional Category:** Expansion



PHASE	FUNDING	Current 7/08-6/09	FY 2010 7/09-6/10	FY 2011 7/10-6/11	FY 2012 7/11-6/12	FY 2013 7/12-6/13	<b>FY 2010-13 TOTAL</b>	<b>FY 2014-2015 TOTAL</b>
PE, C	100% DISC FHWA 100% OTHER	\$ 5,265.4 0					<b>\$ 0.0</b>	
<b>TOTAL</b>		<b>\$ 5,265.4</b>	<b>\$ 0.0</b>	<b>\$ 0.0</b>	<b>\$ 0.0</b>	<b>\$ 0.0</b>	<b>\$ 0.0</b>	<b>\$ 0.0</b>

*All \$ X 1,000*

## RAIL IMPROVEMENTS: NEW CASTLE COUNTY

**DESCRIPTION:** DelDOT/DTC contracts with Southeast Pennsylvania Transit Authority (SEPTA) to extend 37 trains to Wilmington. Eighteen weekday trains (of nine round-trips) serve Churchmans Crossing and Newark, Delaware, as restricted by Amtrak, owner of the Northeast Corridor. Most of Delaware's segment of the Northeast Rail Corridor has three or four track capacities, but there are only two tracks between the Ragan (Newport) and Yard (near 9th St in Wilmington) Interlocking. The two track constraint causes commuter trains to wait until inter-city trains pass through the area. In order to increase commuter rail capacity/frequencies between Newark and Wilmington, a range of improvements will be considered.

These improvements will include, but are not limited to, the following options:

**Newark Train Station Site Acquisition and Relocation** - Funding is requested to begin the public participation process that is necessary to receive FTA “New Start” grants and acquire the appropriate right of way to relocate the existing Newark Train Station currently west of Newark to a new site, east of Newark, but west of SR 72, Library Avenue.

**Commuter Rail Cars (2) for R2 Service** – Funding for this purchase will include two new commuter R2 cars to be run by Septa from Newark to Philadelphia. However, these cars will be dedicated to the State of Delaware.

**Northeast Corridor Improvements**– Annual on-going program for major corridor maintenance of right-of-way projects. Projects are jointly funded by the state and Amtrak, and are designed to provide improvements for commuter rail services in Delaware.

**Third Rail Track Expansion, Newark to Wilmington** will be constructed to provide additional capacity for local commuter services in Amtrak’s Northeast Corridor. This will include the following set of improvements:

- Installation of a crossover from Track 3 to Track 2 immediately south of Wilmington Station at the Brandy Interlocking, allowing commuter trains to sit in “a pocket” on Track 2 while intercity trains clear on adjacent Tracks; and/or Extension of Track 1 between Ragan and Yard, providing an alternative route into and out of Wilmington Station other than Ragan Interlocking; and/or
- Addition of a crossover from Track 1 to Track 2 north of Churchmans, allowing northbound trains from Newark to crossover onto Track 2, thus freeing a significant portion of Track 1 for the primary use of southbound trains; and/or
- Addition of a southbound platform on Track 3 and a pedestrian bridge at Churchmans, along with a pair of crossovers from Tracks 1 to 2 and Tracks 2 to 3 at Ruthby (SR273, east of Newark). This will allow southbound trains to use Track 3 through Churchmans freeing up Track 1 from Ruthby to Davis (Newark) for the primary use of northbound commuters
- Modification of the Davis Interlocking at Newark to permit a new Track to be installed between the Delmarva Secondary and the Northeast Corridor that would serve a relocated Newark Rail Station.

**FY 2010 – 2013 TRANSPORTATION IMPROVEMENT PROGRAM**

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

**JUSTIFICATION:** 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. With the scheduled construction of I-95 from the Christiana Mall to SR141 including a new Churchmans Bridge; I-95 5<sup>th</sup> Lane, from Churchmans to SR141; and a new interchange at SR 1 and I-95, these improvements will be relied upon to further mitigate traffic off of the I-95 corridor. The original FTA discretionary funding that was “earmarked” to be used on the Steel Wheel Trolley in Wilmington has been used to fund the needs study and concept plan for this project.

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

**FY 2010 – 2013 TRANSPORTATION IMPROVEMENT PROGRAM**

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

PROJECT	PHASE	FUNDING		Current 7/08-6/09	FY 2010 7/09-6/10	FY 2011 7/10-6/11	FY 2012 7/11-6/12	FY 2013 7/12-6/13	FY 2010-13 TOTAL	FY 2014-2015 TOTAL
		Source	Type							
Parking Expansion, Fairplay Station	PE	100% ST		\$ 96.0					\$ 0.0	
	C	100% ST			\$ 300.0				\$ 300.0	
Rail Cars	PRO	80% FTA	n/a			\$ 7,924.0			\$ 7,924.0	
Third Track Expansion	PE	80% FHWA		\$ 1,030.0					\$ 0.0	
	ROW	100% ST		\$ 160.0					\$ 0.0	
	C	Other	LY30	\$ 2,500.0	\$ 3,000.0	\$ 2,000.0			\$ 5,000.0	
		FTA		\$ 500.0	\$ 16,310.0	\$ 13,191.0	\$ 2,408.0		\$ 31,909.0	
	ST					\$ 602.0		\$ 602.0		
Newark Train Station	PE	80% FHWA	n/a	\$ 250.0	\$ 2,000.0				\$ 2,000.0	
	ROW	100% ST				\$ 3,000.0			\$ 3,000.0	
	C	100% ST					\$ 4,962.0		\$ 4,962.0	\$ 6,065.0
Wilmington Train Station	C	FTA	LY20, HY20	\$ 4,192.0	\$ 3,520.0	\$ 1,598.0			\$ 5,118.0	
		Other		\$ 7,860.0	\$ 6,600.0	\$ 3,540.0			\$ 10,140.0	
		ST		\$ 1,048.0	\$ 888.0	\$ 761.0			\$ 1,649.0	
	<b>TOTAL</b>			<b>\$ 17,636.0</b>	<b>\$ 32,618.0</b>	<b>\$ 32,014.0</b>	<b>\$ 3,010.0</b>	<b>\$ 4,962.0</b>	<b>\$ 72,604.0</b>	<b>\$ 6,065.0</b>

*All \$ X 1,000*

**FY 2010 – 2013 TRANSPORTATION IMPROVEMENT PROGRAM**

**SR 1 TRUCK WEIGHT ENFORCEMENT**

**DESCRIPTION:** This site was selected due to high truck volumes on SR1 and US13. The project is located on the maintenance parcel between northbound SR1 and southbound US13 just north of Smyrna. Facilities include a weigh in motion and static scale, building, and off-loading and parking areas. Commercial Vehicle Systems and Networks (CVISN) technology will also be incorporated, and the design will accommodate both northbound SR 1 and southbound US13 truck activity.

**JUSTIFICATION:** This will enhance safety and increase compliance with federal enforcement regulations.

**County:** New Castle  
**Investment Area:** Rural  
**Municipality:**  
**Funding Program:** Road System – Expressways  
**Functional Category:** Management



PHASE	FUNDING		Current 7/08-6/09	FY 2010 7/09-6/10	FY 2011 7/10-6/11	FY 2012 7/11-6/12	FY 2013 7/12-6/13	FY 2010-13 TOTAL	FY 2014-2015 TOTAL
	Source	Type							
PE C	100% ST 80% FHWA	n/a				\$ 100.0		\$ 100.0	\$ 3,800.0
<b>TOTAL</b>			<b>\$ 0.0</b>	<b>\$ 0.0</b>	<b>\$ 0.0</b>	<b>\$ 100.0</b>	<b>\$ 0.0</b>	<b>\$ 100.0</b>	<b>\$ 3,800.0</b>

*All \$ X 1,000*

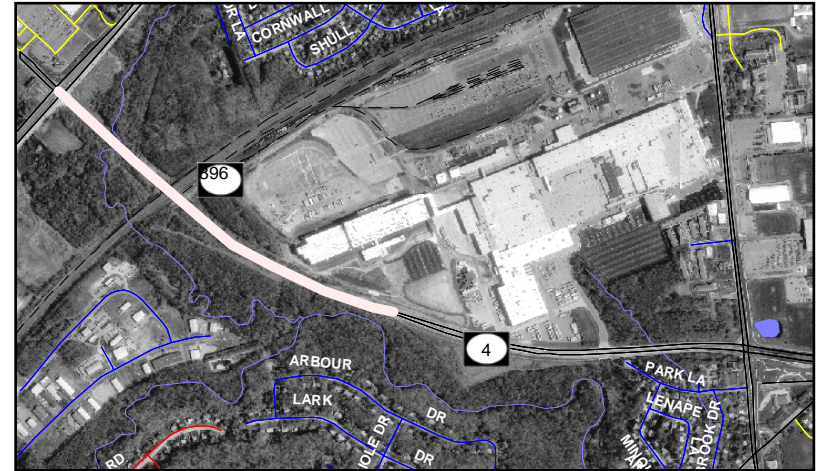
**FY 2010 – 2013 TRANSPORTATION IMPROVEMENT PROGRAM**

**SR 4: ELKTON ROAD TO SR 896**

**DESCRIPTION:** Project previously referred to as "SR 4, Christiana Parkway". Project will reconstruct existing Portland Cement Concrete (PCC) on SR 4, Christiana Parkway from SR896, South College Avenue to SR 2, Elkton Road. It will provide two eastbound lanes on SR 4, Christiana Parkway from SR896, South College Avenue to SR 2, Elkton Road. Westbound SR 4, Christiana Parkway's current configuration will remain. This project was previously referred to as: SR 4, Elkton Road to SR896, Newark Connector II.

**JUSTIFICATION:** A recent impact study for the Stine Haskell Labs (DuPont facility expansion) found a need for major intersection improvements at SR 4 and Elkton Road and to complete the dualization along SR 4 at the construction point near the Chrysler Plant.

**County:** New Castle  
**Investment Area:** Center  
**Municipality:** Newark  
**Funding Program:** Road System – Arterials  
**Functional Category:** Expansion



PHASE	FUNDING		Current 7/08-6/09	FY 2010 7/09-6/10	FY 2011 7/10-6/11	FY 2012 7/11-6/12	FY 2013 7/12-6/13	FY 2010-13 TOTAL	FY 2014-2015 TOTAL
	Source	Type							
PD	100% ST		\$ 0.0						
PE	ST		\$ 50.0						
C	FHWA 80% FHWA	n/a		\$ 150.0				\$ 150.0	
<b>TOTAL</b>			\$ 50.0	\$ 150.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 150.0	

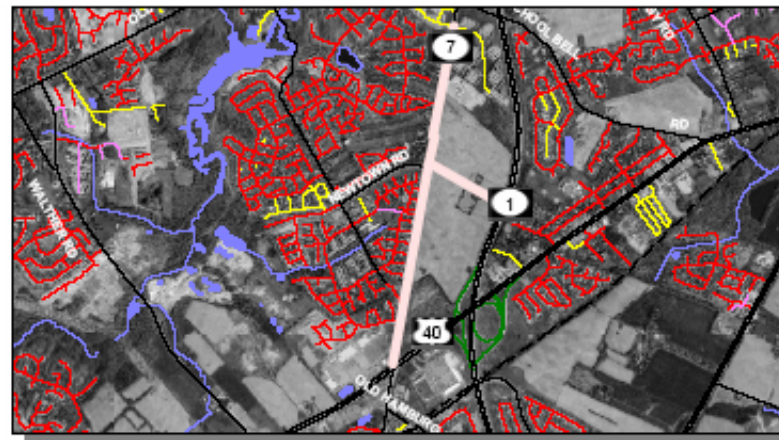
*All \$ X 1,000*

**FY 2010 – 2013 TRANSPORTATION IMPROVEMENT PROGRAM**

**SR 7, BEAR-CHRISTIANA ROAD AND US 40 AREA IMPROVEMENTS**

**DESCRIPTION:** This project will design and construct transportation improvement to address planned growth in the area along SR 7. The improvements also include preservation of open space and park development. Roadway improvements include:

- **SR 7: Newtown Road to SR273** will widen SR 7, Bear-Christiana Road from two to four travel lanes, with improvements in pedestrian, bicycle and transit facilities to address congestion and improve mobility.
- **SR 7: US 40 to Newtown Road** will widen SR 7, Bear Christiana Road from two to four travel lanes, with improvements in pedestrian, bicycle and transit facilities to address congestion and improve mobility.



**JUSTIFICATION:** The project area has limited infrastructure to support multiple modes of transportation and mitigate congestion. Mobility in the area is limited because of the need to use US 40 and other major roads for many local and through trips. The project area includes all of SR 7, Bear-Christiana Road from south of US 40 to SR273, Frenchtown Pike, including access to SR 1 at Newtown Road.

**County:** New Castle  
**Investment Area:** Core  
**Municipality:**  
**Funding Program:** Road System – Collector  
**Functional Category:** Expansion



PROJECT	PHASE	FUNDING	Current 7/08-6/09	FY 2010 7/09-6/10	FY 2011 7/10-6/11	FY 2012 7/11-6/12	FY 2013 7/12-6/13	FY 2010-13 TOTAL	FY 2014-2015 TOTAL
SR 7: Newtown Rd to SR 273	PE	100% ST	\$ 279.0					\$ 0.0	
	ROW	100% ST	\$ 2,600.0					\$ 0.0	
	C	100% ST		\$ 4,800.0	\$ 4,400.0			\$ 9,200.0	
	<b>TOTAL</b>		<b>\$ 2,879.0</b>	<b>\$ 4,800.0</b>	<b>\$ 4,400.0</b>	<b>\$ 0.0</b>	<b>\$ 0.0</b>	<b>\$ 9,200.0</b>	<b>\$ 0.0</b>

*All \$ X 1,000*

## FY 2010 – 2013 TRANSPORTATION IMPROVEMENT PROGRAM

### TRANSIT VEHICLE EXPANSION – NEW CASTLE COUNTY

**DESCRIPTION:** Funding is requested to purchase vehicles for expansion and replacement of inventory. This project is necessary to meet the demand for transit services statewide. This project contains the following:

- One 30' Low Floor for the US 301 MIS recommended Rt 55
- Paratransit Buses (15 in FY 2008, 10 each in FY 2009-2011)
- Threet 30' Low Floor for the 301 MIS recommended Middletown Circulator
- Three 40' Low Floor 301 MIS Middletown/Newark via Glasgow
- Three 40' Low Floor for the Delaware City Transportation Plan, Delaware City SR 72 route

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



**FY 2010 – 2013 TRANSPORTATION IMPROVEMENT PROGRAM**

**TRANSIT VEHICLE EXPANSION – NEW CASTLE COUNTY (CONTINUED)**

**County:** New Castle  
**Municipality:**  
**Funding Program:** Transit System – Vehicles  
**Functional Category:** Expansion

PROJECT	PHASE	FUNDING		Current 7/08-6/09	FY 2010 7/09-6/10	FY 2011 7/10-6/11	FY 2012 7/11-6/12	FY 2013 7/12-6/13	FY 2010-13 TOTAL	FY 2014- 2015 TOTAL
		Source	Type							
Paratransit buses (25, 9, 7, 7, 7, 9, 8)	PRO	FTA ST	5307	\$ 1,176.2 \$ 294.0	\$ 889.0 \$ 223.0	\$ 183.0. \$ 265.6	\$ 283.0 \$ 71.0	\$ 291.0 \$ 73.0	\$ 1,646.6 \$ 632.6	\$ 918.0 \$ 230.0
30 Foot Low Floor (1) 301 MIS Rt. 55	PRO	80% FTA	L400		\$ 600.0				\$ 600.0	
30 Foot Low Floor (3) 301 MIS Middletown Circulator	PRO	100% ST			\$ 1,800.0				\$ 1,800.0	
40 Foot Low Floor (3) 301 MIS Middletown/Newark via Glasgow	PRO	100% ST			\$ 1,268.7				\$ 1,268.7	
40 Foot Low Floor (3) Delaware City – SR 72	PRO	100% ST							\$ 0.0	
40 Foot OTR (2) SR 141 Crosstown	PRO	80% FTA	n/a			\$ 1,226.8		\$ 1,226.8	\$ 2,453.6	
Support Vehicles (3) Midcounty	PRO	100% ST			\$ 206.0				\$ 206.0	
45 Foot OTR (4) Route 301	PRO	ST FTA	n/a	\$ 565.4				\$ 380.0 \$ 1,518.0	\$ 380.0 \$ 1,518.0	
	<b>TOTAL</b>			\$ 2,035.6	\$ 4,986.7	\$ 1,675.4	\$ 354.0	\$ 3,488.8	\$ 10,504.9	\$ 1,148.0

*All \$ X 1,000*

FY 2010 – 2013 TRANSPORTATION IMPROVEMENT PROGRAM

US 301: MARYLAND STATE LINE TO SR 1

**DESCRIPTION:** The US 301 Major Investment Study (MIS) encompassed the area from the Maryland State Line to US 13 and from I-95 to the area just south of Middletown and was adopted by WILMAPCO and is in the 2030 RTP. Options were narrowed to multimodal packages of improvements and expansions. This project is for the construction of a new limited access roadway.

An Environmental Impact Statement (EIS) has been prepared through Project Development (PD) funding, with ongoing involvement by the general public, federal and state agencies. Project Development including public and agency involvement, traffic studies, alternatives development, plan and data analysis, conceptual engineering, and social, economic- environmental studies, with associated technical reports and environmental documents are being generated. Preliminary Engineering (PE) and Right-of-Way (R/W) funding will be used, at a minimum, to protect the selected alignment.

**JUSTIFICATION:** Existing road lacks capacity for current and future traffic volumes and appears almost yearly on DelDOT’s list of high crash locations.

**County:** New Castle  
**Investment Area:** Developing  
**Funding Program:** Road System – Arterials  
**Functional Category:** Expansion



**FY 2010 – 2013 TRANSPORTATION IMPROVEMENT PROGRAM**

**US 301: MARYLAND STATE LINE TO SR 1 (CONTINUED)**

PHASE	FUNDING		Current 7/08-6/09	FY 2010 7/09-6/10	FY 2011 7/10-6/11	FY 2012 7/11-6/12	FY 2013 7/12-6/13	FY 2010-13 TOTAL	FY 2014-2015 TOTAL
	Source	Type							
PD	ST FHWA							\$ 0.0 \$ 0.0	
PE	ST FHWA Bond Proceeds	L050	\$ 4,000.0 \$ 16,000.0	\$ 5,360.0 \$ 21,440.0	\$ 13,300.0	\$ 3,650.0	\$ 1,450.0	\$ 5,360.0 \$ 21,440.0 \$ 18,400.0	\$ 1,050.0
ROW	ST FHWA Bond Proceeds		\$ 15,000.0	\$ 6,000.0 \$ 50,000.0	\$ 42,468.0			\$ 6,000.0 \$ 92,468.0	
C	100% ST Bond Proceeds				\$ 10,000.0 \$ 13,440.0	\$ 10,000.0 \$ 76,980.0	\$ 10,000.0 \$ 161,070.0	\$ 20,000.0 \$ 251,490.0	\$ 10,000.0 \$ 204,370.0
<b>TOTAL</b>			\$ 35,000.0	\$ 82,800.0	\$ 79,208.0	\$ 90,630.0	\$ 172,520.0	\$ 425,158.0	\$ 215,420.0

*All \$ X 1,000*

**FY 2010 – 2013 TRANSPORTATION IMPROVEMENT PROGRAM**

**US 301 TRUCK WEIGHT STATION**

**DESCRIPTION:** The US 301 truck weight and inspection facility will be located on northbound US 301 near the Maryland/Delaware line. Facilities include a weigh in motion and static scale, building, and off-loading and parking areas. CVISN technology will be incorporated and the design will accommodate the selected US 301 limited access highway alignment.

**JUSTIFICATION:** Improve safety and increase compliance with federal enforcement regulations.

**County:** New Castle  
**Investment Area:** Developing  
**Funding Program:** Road System – Expressways  
**Functional Category:** Expansion

PHASE	FUNDING	Current 7/08-6/09	FY 2010 7/09-6/10	FY 2011 7/10-6/11	FY 2012 7/11-6/12	FY 2013 7/12-6/13	FY 2010-13 TOTAL	FY 2014-2015 TOTAL
C	FHWA ST	\$ 3,000.0 \$ 900.0					\$ 0.0 \$ 0.0	
<b>TOTAL</b>		<b>\$ 3,900.0</b>	<b>\$ 0.0</b>	<b>\$ 0.0</b>	<b>\$ 0.0</b>	<b>\$ 0.0</b>	<b>\$ 0.0</b>	<b>\$ 0.0</b>

*All \$ X 1,000*

## FY 2010 – 2013 TRANSPORTATION IMPROVEMENT PROGRAM

### WESTOWN

**DESCRIPTION:** Projects will support recent and future development in Southern New Castle County. A tri-party agreement between Westown, DelDOT and Middletown coordinates the development with needed infrastructures. Projects include:

- Levels Road: MOT Charter School to US 301 – Reconstruct Levels Road to provide 12 foot lanes and 8 foot shoulders between US 301 and the future Industrial Drive, and 11 foot lanes and 5 foot shoulders from the future Industrial Drive to north of the existing culvert. Will also include an overlay from end of reconstructed section to intersection with St. Anne’s Church Road.
- St. Anne’s Church Road: Levels Road to SR 71 – Reconstruct St. Anne’s Church Road to provide 11 foot travel lanes with 5 foot shoulders from Levels Road to the bridge over Norfolk Southern Railroad. Roundabouts are to be constructed at Levels Road and Wiggins Mill Road. One culvert will be built over a stream.
- Bunker Hill Road: US 301 to Choptank Road – Reconstruct to provide two 11 foot travel lanes, 5 foot shoulders and sidewalks.
- US 301: Middleneck Road to Peterson Road – Reconstruct US 301 with four lanes, sidewalks and drainage improvements.

**JUSTIFICATION:** Projects are needed as a result of recent and future development.

<b>County:</b>	New Castle
<b>Investment Area:</b>	Developing
<b>Funding Program:</b>	Road System – Local
<b>Functional Category:</b>	Expansion

**FY 2010 – 2013 TRANSPORTATION IMPROVEMENT PROGRAM**

**WESTOWN (CONTINUED)**

PROJECT	PHASE	FUNDING	Current 7/08-6/09	FY 2010 7/09-6/10	FY 2011 7/10-6/11	FY 2012 7/11-6/12	FY 2013 7/12-6/13	FY 2010-13 TOTAL	FY 2014-2015 TOTAL
Program Management	PD	100% ST	\$ 25.0	\$ 25.0				\$ 25.0	
Levels Road: MOT Charter School to US 301	C	100% ST						\$ 0.0	
St. Anne's Church Rd: Levels Rd. to SR 71	PE	100% ST	\$ 335.0					\$ 0.0	
	C	ST OTHER		\$ 1,545.0 \$ 2,000.0	\$ 700.0			\$ 2,245.0 \$ 2,000.0	
Bunker Hill Rd: US 301 to Choptank Rd.	RW	100% ST						\$ 0.0	
	C	OTHER						\$ 0.0	
U.S. 301: Middleneck Rd. to Peterson Rd.	RW	ST	\$ 2,000.0					\$ 0.0	
	C	ST	\$ 6,800.0	\$ 6,800.0				\$ 6,800.0	
		OTHER			\$ 1,000.0			\$ 1,000.0	
Wiggins Mill Rd: Green Giant Rd to St. Anne's	PE	OTHER		\$ 50.0	\$ 50.0			\$ 100.0	
	RW	100% ST				\$ 100.0		\$ 100.0	
	C	OTHER					\$ 2,100.0	\$ 2,100.0	
	<b>TOTAL</b>		<b>\$ 9,160.0</b>	<b>\$ 10,420.0</b>	<b>\$ 1,750.0</b>	<b>\$ 100.0</b>	<b>\$ 2,100.0</b>	<b>\$ 14,370.0</b>	\$ 0.0

*All \$ X 1,000*