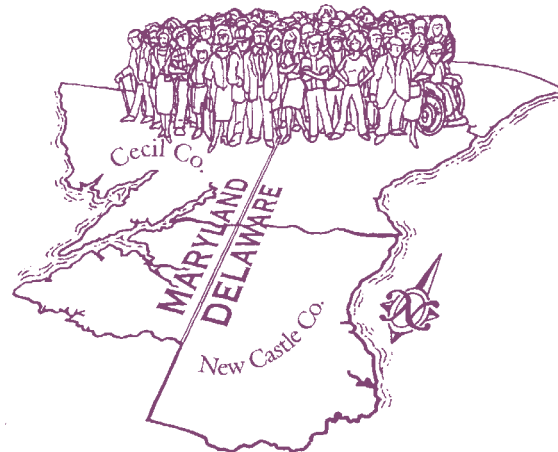


# Transportation Improvement Program

## *Fiscal Years 2011-2014*



**WILMAPCO**

*Partners with you in transportation planning*

Approved March 11, 2010

FY 2011 – 2014 TRANSPORTATION IMPROVEMENT PROGRAM

# **FY 2011-2014 Transportation Improvement Program (TIP)**

**Prepared by the staff of the  
Wilmington Area Planning Council**

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Newark, Delaware 19711  
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**Approved March 11, 2010**

*The preparation of this document was financed in part with funds provided by the Federal Government, including the Federal Transit Administration and the Federal Highway Administration of the United States Department of Transportation.*

March 11, 2010

**FY 2011 – 2014 TRANSPORTATION IMPROVEMENT PROGRAM**

# CONTACT LIST

**The WILMAPCO Transportation Improvement Program (TIP) is created in cooperation with many state and local agencies. If you have questions regarding any projects or suggestions for future projects, please contact the appropriate agency below.**

<b>Agency</b>	<b>Responsible For:</b>	<b>Address</b>	<b>Phone Number</b>	<b>Website</b>
WILMAPCO	Regional transportation planning agency in Cecil County, Maryland and New Castle County, Delaware	850 Library Ave. Suite 100 Newark, DE 19711	(302) 737-6205	<a href="http://www.wilmapco.org">www.wilmapco.org</a>
<b>Delaware Agencies</b>				
City of Wilmington Department of Public Works – Transportation Division	Maintains and repairs all City streets, traffic signals, street lights, and street signs	Wilmington Dept of Public Works Louis L. Redding City/County Bldg. 800 N. French Street Wilmington, DE 19801	(302) 576-3060	<a href="http://www.ci.wilmington.de.us">www.ci.wilmington.de.us</a>
DelDOT	Constructs, maintains, and repairs most of Delaware's roads, sidewalks, bike paths, traffic signals and street signs	DelDOT External Affairs P.O. Box 778 Dover, DE 19903	(800) 652-5600	<a href="http://www.deldot.net">www.deldot.net</a>
DE Transit Corporation (DART First State)	Provides bus, Paratransit, and passenger rail services (SEPTA service) in Delaware	900 Public Safety Blvd. Dover, DE 19711	(302) 652-DART	<a href="http://www.dartfirststate.com">www.dartfirststate.com</a>
<b>Maryland Agencies</b>				
Cecil County Department of Public Works – Road Maintenance Division	Maintains and repairs all County roads, mows roadway shoulders and agricultural ditches, and makes minor bridge repairs	Cecil County Department of Public Works 200 Chesapeake Blvd. Elkton, MD 21921	(410) 996-6270	<a href="http://www.ccgov.org">www.ccgov.org</a>
Maryland State Highway Administration (SHA)	Constructs and maintains Maryland's state roads, sidewalks, traffic signals & street signs	MD State Highway Administration 707 North Calvert Street Baltimore, MD 21202	(888) 204-4828	<a href="http://www.sha.state.md.us">www.sha.state.md.us</a>
"The Bus" Cecil County Transit	Provides transit service in Cecil County	Cecil County Dept. of Senior Services and Community Transit 200 Chesapeake Blvd. Elkton, MD 21921	(410) 996-5295	<a href="http://www.ccgov.org/dept_aging">www.ccgov.org/dept_aging</a>
Maryland Mass Transit Administration (MTA)	Operates the MARC system, light rail, Metro Subway and bus routes in Maryland	MD Mass Transit Administration 6 St. Paul Street Baltimore, MD 21202	(800) 543-9809	<a href="http://www.mtmaryland.com">www.mtmaryland.com</a>

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# Introduction

The **Wilmington Area Planning Council** (WILMAPCO) is the metropolitan planning organization (MPO) for New Castle County, DE and Cecil County, MD. It is designated by the governors of both states to plan for, coordinate, and program the many transportation investments in the region. Under federal law and regulation, all plans and programs that involve federal funds or are of regional significance must be reviewed and approved through WILMAPCO. This document, the **Fiscal Year (FY) 2011-2014 Transportation Improvement Program** (TIP), provides a listing of all the transportation projects that will be funded in our region over the next four years.

WILMAPCO is responsible for developing a TIP in cooperation with the Maryland Department of Transportation (MDOT), the Delaware Department of Transportation (DelDOT) and affected transit operators. Under the planning requirements of SAFETEA-LU, a collaborative process has been developed wherein state, county and local governments and transportation providers are partners in the planning and programming process and the public has a voice. The program should be updated at least every four years and shall be approved by the MPO and the Governors of each state. WILMAPCO typically adopts a revised TIP annually, and may periodically amend the TIP.

This TIP represents a continued shift from the traditional highway building emphasis of prior years to a more multi-modal approach to transportation planning and programming. Many of the projects provide an increase in transit facilities, an expansion in the network of sidewalks, bikepaths and greenways and an improvement in the appearance of all transportation designs. The mandates of SAFETEA-LU, the Clean Air Act and its Amendments and, most importantly, your vision for this region, require that more emphasis be placed on system preservation and management. This TIP is consistent with the vision of WILMAPCO's 2030 Regional Transportation Plan.

## TIP Terms

(For a complete glossary of terms, see Appendix A)

**MPO** - Metropolitan Planning Organization: A federally designated, locally governed agency charged with developing long range transportation plans and programming federal transportation funds for specific metropolitan areas. WILMAPCO is this region's MPO.

**SAFETEA-LU** - Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) federal law requiring public involvement and incorporation of multimodal alternatives into the transportation decision making process. SAFETEA-LU authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period 2005-2009 (Predecessor: TEA-21 and ISTEA).

**TIP** - Transportation Improvement Program: a document containing the transportation investments proposed over the next four years for New Castle County, Delaware and Cecil County, Maryland.

**WILMAPCO** - Wilmington Area Planning Council: the metropolitan planning organization for New Castle County, DE and Cecil County, MD.







**WILMAPCO Council** - Comprised of representatives of Delaware and Maryland including a Cecil County municipalities representative, a New Castle County municipalities representative, a Cecil County Commissioner, the New Castle County Executive, a Maryland Governor's appointee, a Delaware Governor's appointee, the Mayor of Wilmington, the Secretary of DelDOT, and the Director of the Delaware Transit Corporation.

## FY 2011 – 2014 TRANSPORTATION IMPROVEMENT PROGRAM

Air quality is also very important in the region. The Clean Air Act Amendments of 1990 stipulate that projects in the TIP must not lead to any further degradation in the region’s air quality, but instead should begin to improve the air and contribute to attainment of the region’s emission budget. The TIP also needs to be financially constrained which means a financial plan has to be developed to demonstrate funding sources for the projects in the TIP. This TIP has been found to be air quality conforming and financially constrained.

WILMAPCO develops its TIP annually by receiving submissions from its member agencies: DelDOT, MDOT, municipalities, and county officials. The projects are ranked according to how well they reflect the strategies in our long-range plan. The public is kept involved and informed throughout the process. WILMAPCO held a workshop, in conjunction with DelDOT’s Capital Transportation Program, on February 22, 2010 to receive public comments regarding the proposed program. WILMAPCO participated in MDOT’s annual Tour meeting in October to review the slate of new projects with members of the public and elected officials. After the public hearings, WILMAPCO presented the TIP to its Technical Advisory Committee (TAC) and Public Advisory Committee (PAC) for their recommendation and, finally, to the Council. The WILMAPCO Council voted to adopt the FY 2011-2014 TIP on March 11, 2010. The TIP will now become part of Delaware and Maryland’s Statewide Transportation Improvement Program to be presented to the Governors and Legislators of each state.

### Developing the FY 2011-2014 Transportation Improvement Program Process and Schedule – Summary

January-March	 Staff meets with local government and community groups to discuss transportation needs.
April-May	<ul style="list-style-type: none"> <li>• Staff develops technical score based upon adopted prioritization criteria</li> <li>• TAC proposes project prioritization</li> <li>• Air Quality Subcommittee reviews project list</li> <li>• Council reviews community and committee comments and votes on proposed ranking</li> </ul>
September	<ul style="list-style-type: none"> <li>  Public meeting held to get input on prioritization           </li> <li>• Ranked project listing to submitted DelDOT</li> </ul>
January-March	<ul style="list-style-type: none"> <li>  Joint public workshop with DelDOT and the Council on Transportation           </li> </ul>
January-March	<ul style="list-style-type: none"> <li>  TIP released for public comment (January 19 – March 3)           </li> <li>  Public workshop February 22, 2010           </li> <li>  <b>Council approval of TIP March 11, 2010</b> </li> </ul>

 **Indicates best opportunities for public comment**

# Public Participation Process

WILMAPCO believes that public involvement in transportation decision-making is critical. When preparing the TIP, WILMAPCO provides citizens, affected public agencies, representatives of transportation agencies, private providers of transportation, and other interested parties full access to plans and programs, their supporting materials, and an opportunity to participate in all stages of the planning process.

The Public Advisory Committee (PAC) is the driving force for direct, ongoing public participation. Comprised of a diverse group of individuals representing regional business, environmental, minority and neighborhood groups, the PAC assists WILMAPCO staff and member organizations in developing methods and avenues for public involvement in WILMAPCO activities and may monitor and report findings to the Council regarding opportunities for, and responses to, public involvement strategies. The PAC advises WILMAPCO on the public participation process for developing the TIP. All PAC meetings, as well as meetings of the Technical Advisory Committee and WILMAPCO Council are open to the public and time is allotted for public comment on the TIP or other transportation issues.

WILMAPCO provides the public and interested groups the opportunity to review the draft TIP during a 30-day public comment period. WILMAPCO held a joint public meeting with the Delaware Council on Transportation and one additional WILMAPCO meeting to receive comments on the proposed program. Press releases announcing the meetings were sent to newspapers and radio and television stations throughout the region. All public comments received were presented to the Council before the final adoption of the TIP.

## When and How the Public Gets Involved

### September

WILMAPCO, together with DeIDOT, MDOT and the Delaware Council on Transportation, holds a public hearing to introduce the new projects under consideration and get ideas for additional projects. Announcements of these meetings are printed in local newspapers, posted in libraries, listed on WILMAPCO's website and a flyer is mailed out to WILMAPCO's mailing list. The public is invited to review the proposed projects, provide comments on existing projects and propose new suggestions.

### January - March

- Public workshop is held on the draft TIP
- The Final Draft TIP is submitted to the WILMAPCO Council for release for 30-day public comment period.
- The final document is then available at the WILMAPCO office and at [www.wilmapco.org](http://www.wilmapco.org).
- Presentations given to local government and civic groups

### Ongoing

Projects in the TIP come out of the WILMAPCO Regional Transportation Plan and the many community and corridor studies that WILMAPCO takes part in. We encourage you to sign up for our newsletter or enews and visit [www.wilmapco.org](http://www.wilmapco.org). Contact us at (302)737-6205 to be added to our mailing list.



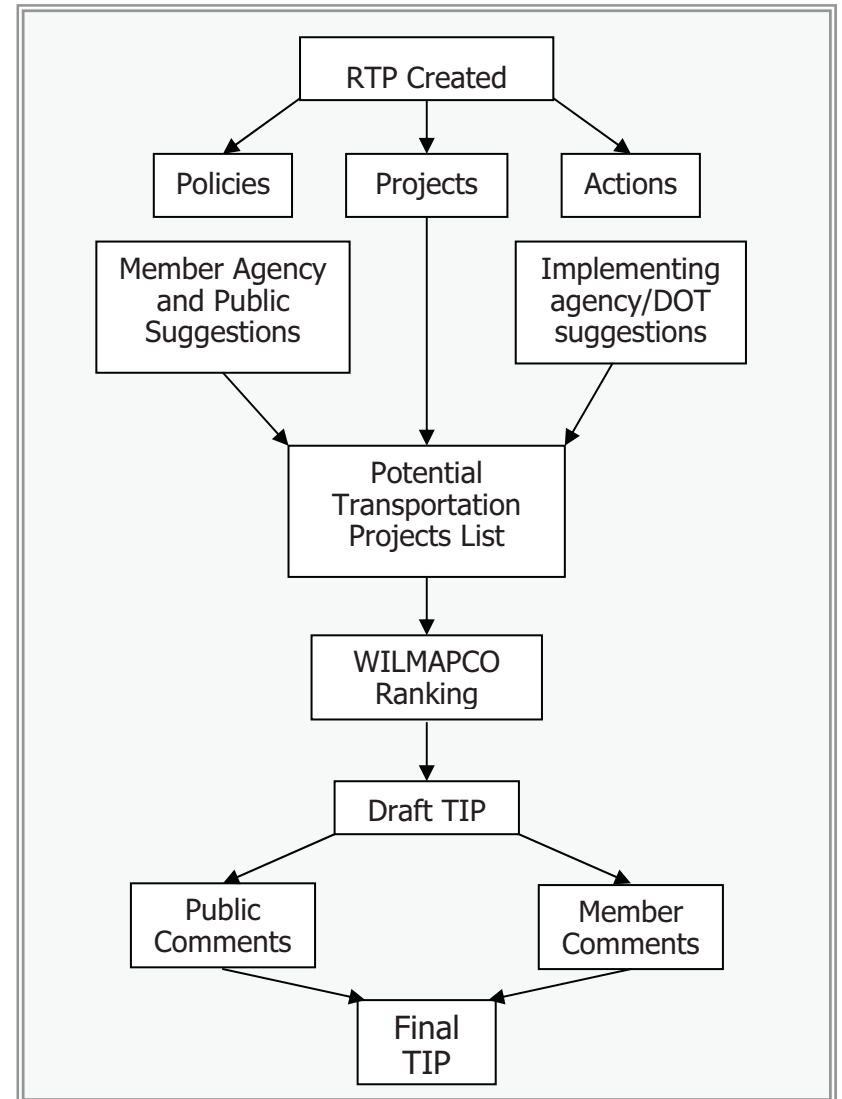
# The TIP Process

## How It Works

The TIP, one of several documents used for transportation planning, spans only four years. Projects it funds are developed through several methods, some of which may span more than four years.

First, WILMAPCO creates a long-range plan, currently known as the 2030 Regional Transportation Plan (2030 RTP). This plan is the culmination of many months of effort involving WILMAPCO staff, member agencies and the public to develop a vision for the region we all can embrace. The 2030 RTP summarizes the transportation trends, investments and goals for the next 25 years. It indicates certain areas that need our attention, ranging from gaps in our transportation system, to congested regions in need of relief, to far reaching issues such as air quality or land use planning. From this, we recommend projects or policy changes that need to be undertaken in the coming years.

Transportation projects identified in our RTP are then combined with submissions from local governments, county governments, the public and the DOT's to form a potential transportation project list. These projects are then ranked by WILMAPCO's Technical Advisory Committee and a draft TIP is created. The draft TIP is made available to the public at several points during the process; a document then emerges that can be agreed upon by Council.



# How It's Organized

The TIP has a **Delaware Statewide** element (for which New Castle County funding is not broken out), a **New Castle County** element and a **Cecil County** element. Within each element, the projects are separated by category and alphabetized within categories.

Projects within each element are arranged by the following categories:

- System Preservation
- System Management
- System Expansion

Following the project information are the Appendices which contain a glossary, information about WILMAPCO, and details on the analysis undertaken to ensure the TIP meets federal regulations. The final section provides an alphabetical listing of all the projects listed in the FY2011-2014 TIP.

## TIP Terms

**System Preservation** - maintains and preserves the existing transportation infrastructure including bridges, pavement, rail lines and existing roads. It also funds equipment replacement and operational costs.

**System Management** - sustains service level through management techniques and improvements to items such as coordinated signals, intersection improvements, streetscaping, transit facilities and sidewalks.

**System Expansion** - provides new or expanded services and infrastructure. This includes projects such the development of new roadways and transit services, highway interchanges and addition of road lanes.

# Project Prioritization

## How Projects Are Prioritized

To determine what projects should be included in the TIP; a prioritization process was developed by a subcommittee of the TAC and approved by WILMAPCO Council on May 11, 2006. Under federal law, WILMAPCO is responsible for prioritizing and programming all projects that are regionally significant and receive federal funds; while the states retain responsibility for other statewide projects and state funded projects. The TIP must include a priority list of projects to be carried out in the next four years.

The process connects the rating factors with WILMAPCO goals, simplifies the ranking process, and maximizes use of existing data. In a typical year, the process will prioritize program development projects, to influence projects going into the statewide TIPs at an earlier stage. This year, we prioritized unfunded projects for both the TIP and RTP.

A summary 4-step project prioritization process is included on the following page; the complete process is in the Appendix. First, projects are screened for consistency with the RTP and state and local transportation and land use plans. If projects are consistent, staff calculates a technical score based upon the strategies in the RTP. Then, the Technical Advisory Committee reviews the technical score for its accuracy and submits comments for Council consideration. Council ranks the projects, considering the technical scoring and other relevant issues. This ranking is then shared with the DOT's for their use in developing statewide priorities.

### Factors used to rank TIP projects:

- Air Quality
- Environmental Justice/Equitable Access
- Congestion Management System
- Safety
- Transportation Justice
- Support for Economic Initiatives

## Prioritization Process

Provides a quantitative method to compare projects

- Criteria based on the goals of our long-range Regional Transportation Plan (RTP)
- Process was adopted by WILMAPCO Council on May 11, 2006
- Ranked projects get submitted to DeIDOT/MDOT for use in their statewide process

### STEP 1:

#### Apply screening criteria

- Projects reviewed for consistency with RTP and local, county and state transportation plans and land use plans.
- If not consistent, it will not be ranked or the RTP must be amended.

### STEP 2:

#### Technical score

- Staff calculates a score for each project based on the goals and objectives of the RTP
- Criteria are designed to be objective measures using data available to WILMAPCO.

### STEP 3:

#### TAC review

- Technical Advisory Committee (TAC) reviews technical scoring for accuracy and prepares comments for Council consideration

### STEP 4:

#### Council ranks submissions

- Council considers:
- Technical score
  - TAC comments
  - Cost effectiveness
  - Urgency of project
  - Other considerations

Goals and Criteria:

### Improve Quality of Life

**Air Quality:** Project expected to improve air quality by

- Reducing emissions
- Reducing vehicle miles traveled
- Not adding capacity
- Increasing access to non-auto modes

**Environmental Justice:** Project enhances environment in location with high percentage low-income or minority residents

**Safety:** Project addresses high accident location based on the absolute number of crashes and the rate at which crashes occur

### Efficiently Transport People

**Congestion:** Project addresses congested area

- Points are awarded for projects addressing areas with Level of Service E or F/areas identified in the Congestion Management System
- For projects within these congested areas, additional points may be awarded based on:
  - Average Annual Daily Traffic
  - Transit Use

**Transportation Justice:** Project improves mobility and eases access to transit and other transportation choices for zero-car households, elderly and persons with disabilities

### Support Activity & Goods Movement

**Freight:** Project supports major freight routes, based on identified truck route bottlenecks

**Economic Development:** Project supports economic development including adding or improving access to brownfields, major employment centers, and existing communities based on defined Delaware State Strategies and Maryland Priority Funding Areas

**Funding Contribution:** Local and/or private commitment demonstrated through funding contribution

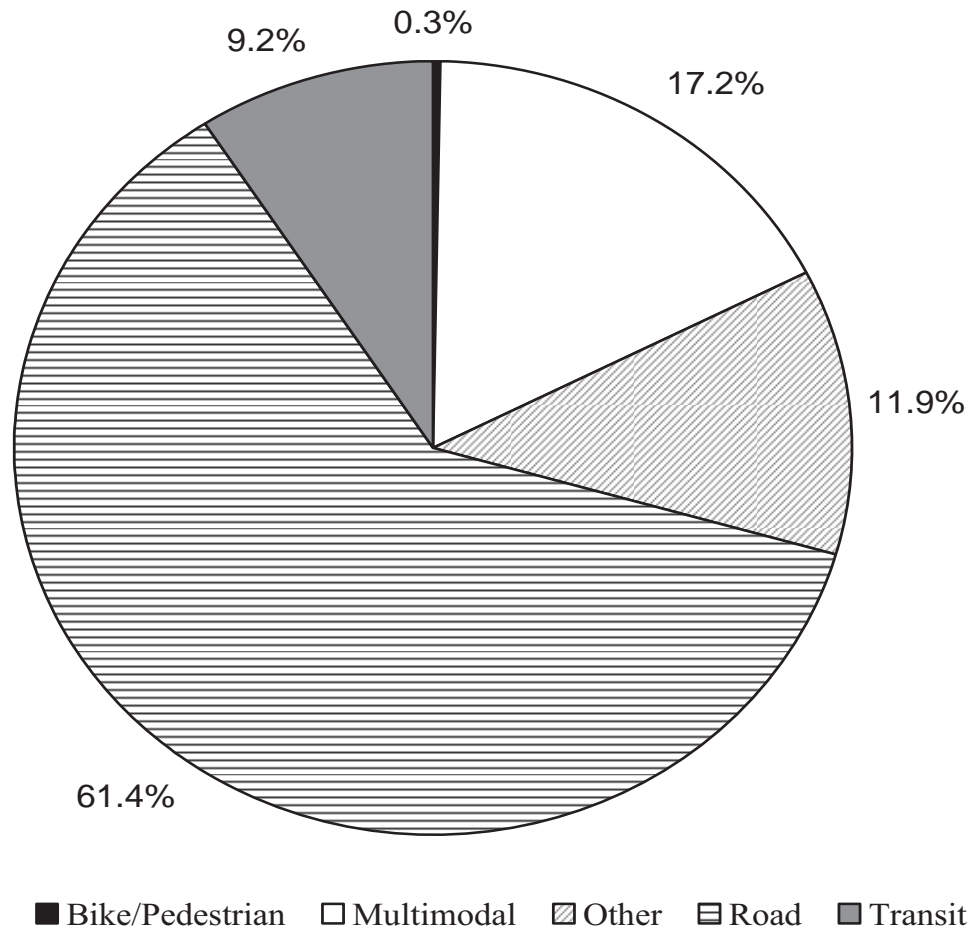
# TIP Summary Tables

Funding by Mode	FY 2011-2014	Percent	Outyears FY 2015-16
Bike/Pedestrian	\$4,974.0	0.3%	\$2,212.0
Multimodal	\$330,686.7	17.4%	\$112,702.4
Other	\$229,915.5	12.1%	\$73,354.0
Road	\$1,182,898.1	62.1%	\$376,132.2
Transit	\$177,364.1	8.2%	\$65,595.7
<b>TOTAL</b>	<b>\$1,925,838.4</b>		<b>\$629,996.3</b>

Funding by Category	FY 2011-2014	Percent	Outyears FY 2015-16
Expansion	\$723,991.1	36.9%	\$121,953.8
Management	\$355,261.0	18.7%	\$125,075.8
Other	\$139,015.8	7.3%	\$46,241.8
Preservation	\$707,570.5	37.2%	\$336,724.9
<b>TOTAL</b>	<b>\$1,925,838.4</b>		<b>\$629,996.3</b>

\$s x 1,000

## TIP Funding by Mode



**FY 2011 – 2014 TRANSPORTATION IMPROVEMENT PROGRAM**

Page Number	Location	PROJECT TITLE	MODE	TOTAL FY 2011-14	OUTYEARS FY 2015-16
<b>Bicycle/Pedestrian</b>					
2-46	NCC	C&D Canal Trail	Bike/Pedestrian	0.0	0.0
2-52	NCC	Grubb Rd: Foulk Rd to SR 92, Pedestrian Imp.	Bike/Pedestrian	550.0	0.0
2-54	NCC	Hockessin Old Lancaster Pike Pedestrian Enhancement <b>ARRA</b>	Bike/Pedestrian	0.0	0.0
2-82	NCC	Industrial Track Greenway, NCC <b>ARRA</b>	Bike/Pedestrian	0.0	0.0
2-83	NCC	Mill Creek Greenway <b>ARRA</b>	Bike/Pedestrian	0.0	0.0
2-84	NCC	Pomeroy Trail	Bike/Pedestrian	0.0	0.0
1-18	DE	Recreational Trails	Bike/Pedestrian	4,424.0	2,212.0
<b>Bike/Pedestrian Total</b>				<b>4,974.0</b>	<b>2,212.0</b>
<b>Multimodal</b>					
2-44	NCC	Airport and Churchmans Road	Multimodal	0.0	0.0
3- 6	CC	Areawide Urban Street Reconstruction	Multimodal	4,000.0	0.0
2-59	NCC	Boyds Corner Rd: Cedar Lane to US 13 (S. NCC Imp)	Multimodal	16,100.0	0.0
2-14	NCC	BR 234 on Kirkwood Highway over Mill Creek	Multimodal	0.0	0.0
2-25	NCC	BR 651, Newport Road over CSX	Multimodal	3,060.0	0.0
2-45	NCC	Brandywine Valley Scenic Byway	Multimodal	0.0	0.0
2-47	NCC	Centreville Transportation Plan Implementation <b>ARRA</b>	Multimodal	0.0	0.0
2-73	NCC	Christina River Crossing	Multimodal	21,700.0	12,500.0
2-48	NCC	Churchman's Crossing Program	Multimodal	150.0	0.0
2-50	NCC	City of New Castle Improvements (SR9/3rd, SR9/6th)	Multimodal	250.0	0.0
1- 3	DE	Community Transportation Fund	Multimodal	67,000.0	33,500.0
2-62	NCC	Elkton Road: Casho Mill Rd to Delaware Ave	Multimodal	22,060.0	0.0
2-62	NCC	Elkton Road: MD Line to Casho Mill Rd	Multimodal	50.0	0.0
2-53	NCC	Highway Safety Improvement Program, NCC	Multimodal	28,409.1	5,050.0
2-67	NCC	Howell School: SR 896 to Denny Rd	Multimodal	6,175.0	4,800.0
2-59	NCC	Jamison Corner Rd Relocated to Boyds Corner Rd	Multimodal	3,980.0	0.0
2-59	NCC	Jamison Corner: Boyds Corner Rd to Hyetts Corner Rd	Multimodal	6,428.0	0.0
2-59	NCC	Lorewood Grove Rd: RD 412A to SR 1	Multimodal	3,000.0	7,000.0
1- 6	DE	Municipal Street Aid	Multimodal	20,000.0	10,000.0
2-59	NCC	N412A: Hyetts Corner Rd to Lorewood Grove Rd	Multimodal	7,875.0	0.0
2-57	NCC	Route 9 Coastal Heritage Scenic Byway	Multimodal	91.5	0.0
2-63	NCC	S Union Street, SR 2: Railroad Bridge to Sycamore St	Multimodal	4,850.0	0.0
2-77	NCC	SR 141/US 202-Blue Ball Properties Program	Multimodal	0.0	0.0
2-1	NCC	SR 141:Kirkwood Highway to Faulkland Road	Multimodal	4,200.0	0.0
2-31	NCC	SR 15, Choptank Road: Bunker Hill to Bethel Church	Multimodal	110.0	0.0
2-88	NCC	SR 7: Newtown Road to SR 273	Multimodal	9,400.0	0.0
2-66	NCC	SR 72: McCoy Road to SR 71	Multimodal	600.0	2,000.0

**FY 2011 – 2014 TRANSPORTATION IMPROVEMENT PROGRAM**

Page Number	Location	PROJECT TITLE	MODE	TOTAL FY 2011-14	OUTYEARS FY 2015-16
2-39	NCC	SR 9, New Castle Ave: 3rd Street to Heald Street	Multimodal	2,500.0	0.0
1-22	DE	Traffic Calming	Multimodal	1,600.0	800.0
1-23	DE	Transportation Enhancements	Multimodal	17,604.8	8,652.4
1- 10	DE	Transportation Facilities, Statewide	Multimodal	31,300.0	12,000.0
1-24	DE	Transportation Management	Multimodal	34,221.3	16,400.0
2-90	NCC	Tyler McConnell Bridge, SR 141: Montchannin to Alapocas	Multimodal	1,000.0	0.0
2-69	NCC	US 13, Philadelphia Pike: Claymont Plan Implementation	Multimodal	1,802.0	0.0
2-71	NCC	US 40 Program Management	Multimodal	100.0	0.0
2-71	NCC	US 40, Eden Square Connector	Multimodal	0.0	0.0
2-50	NCC	Washington Street, New Castle	Multimodal	6,375.0	0.0
2-94	NCC	Westown Concept Designs and Program Management	Multimodal	25.0	0.0
2-94	NCC	Westown, St. Annes Church Rd:Levels Rd to SR 71	Multimodal	700.0	0.0
2-94	NCC	Westown, US 301: Middleneck to Peterson Rd	Multimodal	1,450.0	0.0
2-94	NCC	Westown, Wiggins Mill Rd: Green Giant to St Annes	Multimodal	2,320.0	0.0
2-73	NCC	Wilmington Riverfront Program	Multimodal	200.0	0.0
2-75	NCC	Wilmington Signal Improvements, Phase II	Multimodal	0.0	0.0
<b>Multimodal Total</b>				<b>330,686.7</b>	<b>112,702.4</b>

<b>Other</b>					
1-14	DE	Aeronautics, Statewide	Other	3,849.6	1,849.8
3- 3	CC	Areawide Environmental Projects	Other	2,000.0	0.0
1-26	DE	Engineering & Contingency	Other	103,847.9	28,122.6
1-26	DE	Environmental Program	Other	2,000.0	1,000.0
1- 4	DE	Equipment	Other	20,250.0	10,000.0
1-27	NCC	First State Financials	Other	0.0	0.0
2-32	NCC	Glenville Wetland Bank	Other	2,100.0	0.0
2-35	NCC	Interstate Maintenance <b>ARRA</b>	Other	32,365.3	0.0
1-28	NCC	Motor Fuel Tax Compliance	Other	362.4	181.2
2-44	NCC	New Castle Airport: Rehab, Security, Obstruction Removal	Other	0.0	0.0
1-29	DE	Planning	Other	32,805.5	16,938.0
2-55	NCC	Port of Wilmington	Other	0.0	0.0
1-8	DE	Statewide Rail preservation	Other	1,350.0	700.0
1-21	DE	Technology	Other	28,984.8	14,562.4
<b>Other Total</b>				<b>229,915.5</b>	<b>73,354.0</b>

<b>Road</b>					
1-13	DE	Advance Acquisitions of Right of Way	Road	8,500.0	4,000.0
3- 2	CC	Areawide Bridge Replacement and Rehabilitation	Road	5,000.0	0.0
3-13	CC	Areawide Congestion Management	Road	8,000.0	0.0

**FY 2011 – 2014 TRANSPORTATION IMPROVEMENT PROGRAM**

<b>Page Number</b>	<b>Location</b>	<b>PROJECT TITLE</b>	<b>MODE</b>	<b>TOTAL FY 2011-14</b>	<b>OUTYEARS FY 2015-16</b>
3- 4	CC	Areawide Resurfacing and Rehabilitation	Road	8,000.0	0.0
3- 5	CC	Areawide Safety and Spot Improvements	Road	6,000.0	0.0
3-14	CC	Areawide Signing	Road	0.0	0.0
2-59	NCC	Boyds Corner Road Intersection Improvements	Road	1,578.0	0.0
2-4	NCC	BR 001 and 001A on Rising Sun Rd over Brandywine	Road	45.8	0.0
2-5	NCC	BR 026 and 033, Scour Measures	Road	520.0	0.0
2-6	NCC	BR 100 on Old Kennett Rd, West of Centerville	Road	912.0	0.0
2-7	NCC	BR 110 on N239, Pyles Ford Road	Road	567.0	0.0
2-8	NCC	BR 137 on N263A, Foxhill Lane over Red Clay Creek & Rolling Mill Retaining Wall	Road	0.0	0.0
2-9	NCC	BR 159 on James Street over Christina River	Road	5,128.5	0.0
2-10	NCC	BR 177 and 203	Road	0.0	0.0
2-11	NCC	BR 201 on Beech Hill Drive over Pike Creek	Road	0.0	0.0
2-12	NCC	BR 211A on Kirkwood Highway over Pike Creek	Road	0.0	0.0
2-13	NCC	BR 221 on N301 Pleasant Hill Road over Middle Run	Road	737.0	0.0
2-15	NCC	BR 325 on Otts Chapel Rd. over Persimmon Run	Road	1,195.3	0.0
2-16	NCC	BR 330 on Marrows Road over Cool Run	Road	859.0	0.0
2-17	NCC	BR 366 on Chesapeake City Road over Guthrie Run	Road	967.0	0.0
2-18	NCC	BR 391 & 392 on N424 SR9 over Appoquinimink River	Road	15.0	0.0
2-19	NCC	BR 404 on N427 Cedar Lane, Middletown	Road	807.0	0.0
2-20	NCC	BR 444 on Old Corbitt Road, East of Odessa	Road	863.0	0.0
2-21	NCC	BR 501 on SR 141 Viaduct over SR 4	Road	22,800.0	0.0
2-21	NCC	BR 501, 501A, 501B SR141, Field Testing & Structure Analysis	Road	100.0	0.0
2-22	NCC	BR 503 on St. Annes Church Rd over Norfolk Southern	Road	0.0	0.0
2-23	NCC	BR 536 on Guyencourt Rd, SE of Centreville	Road	755.8	0.0
2-24	NCC	BR 585 on Augustine Cutoff over Brandywine Creek	Road	3,218.0	0.0
2-26	NCC	BR 652 Kiamensi Rd	Road	660.0	0.0
2-33	NCC	BR 665N & 1-665S on US 13 over Abandon Railroad, Farnhurst	Road	1,700.0	0.0
2-27	NCC	BR 687, 688, 693 Wilmington Drawbridge	Road	2,900.0	0.0
n/a	NCC	BR 805 on I-495 over Ramp 6217	Road	0.0	0.0
2-29	NCC	BR 902, C&D Canal Bridge, SR 1	Road	0.0	0.0
1-15	DE	Bridge Management	Road	11,625.0	6,000.0
2-28	NCC	Bridge Painting, NCC	Road	0.0	0.0
1- 2	DE	Bridge Preservation Program	Road	33,091.2	30,000.0
2-59	NCC	Cedar Lane:Marl Pit to Boyds Corner Rd (S. NCC Imp)	Road	8,500.0	4,000.0
2-33	NCC	I-295 Improvements, weave elimination	Road	1,000.0	0.0
2-33	NCC	I-295 Improvements, Westbound from US 13 to I-95	Road	5,200.0	0.0
2-81	NCC	I-95 & US 202 Interchange	Road	37,700.0	0.0
2-37	NCC	I-95 Concrete Medians <b>ARRA</b>	Road	0.0	0.0

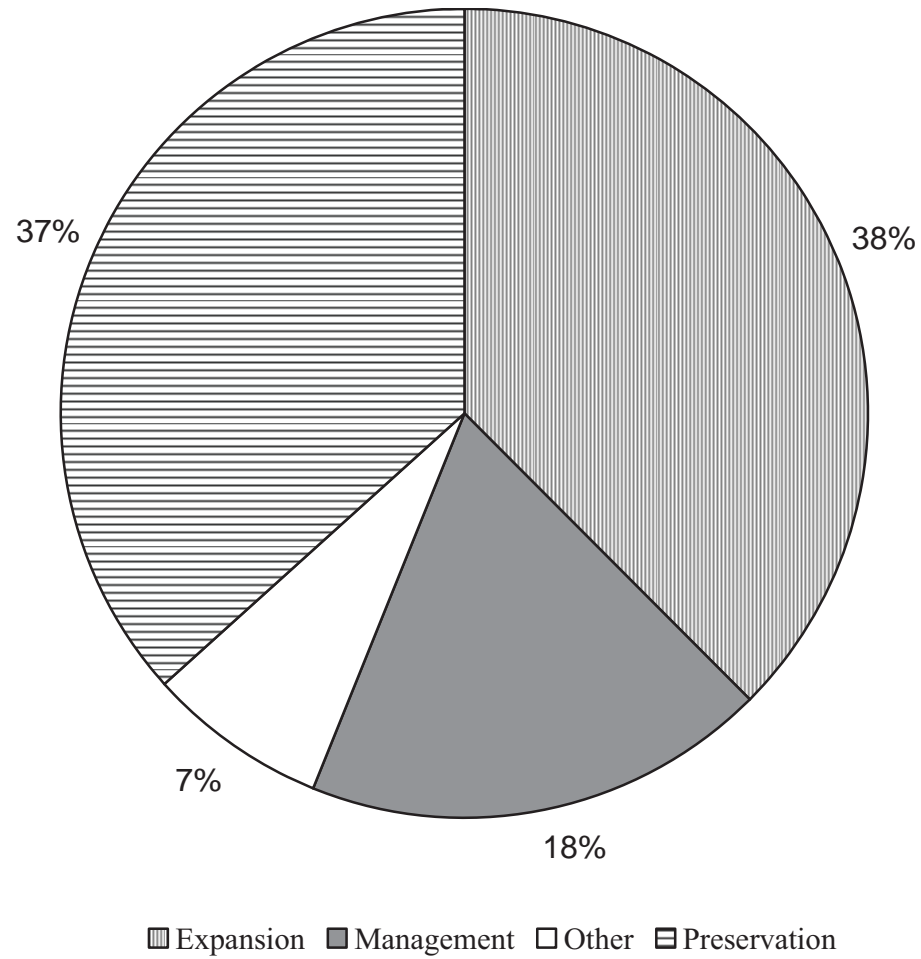
**FY 2011 – 2014 TRANSPORTATION IMPROVEMENT PROGRAM**

<b>Page Number</b>	<b>Location</b>	<b>PROJECT TITLE</b>	<b>MODE</b>	<b>TOTAL FY 2011-14</b>	<b>OUTYEARS FY 2015-16</b>
2-79	NCC	I-95 Mainline Widening	Road	0.0	0.0
2-79	NCC	I-95 Newark Toll Plaza - Short Term Improvements <b>ARRA</b>	Road	0.0	0.0
2-79	NCC	I-95 Turnpike Toll Plaza Rehab & E-Zpass <b>ARRA</b>	Road	40,625.0	0.0
1- 16	DE	Intersection Improvements	Road	25,240.0	5,000.0
3-9	CC	Local Road Improvements <b>ARRA</b>	Road	0.0	0.0
2-76	NCC	Market Street Phase III: MLK to 7th	Road	0.0	0.0
1- 5	DE	Materials & Minor Contracts	Road	24,100.0	11,800.0
1- 7	DE	Paving & Rehabilitation <b>ARRA</b>	Road	304,717.0	178,200.0
2-56	NCC	Possum Park Rd and Old Possum Park Rd Intersection	Road	2,022.0	0.0
2-30	NCC	Pyles Ford Rd, Culvert Replacements	Road	725.0	0.0
1- 17	DE	Rail Crossing Safety	Road	8,936.8	4,493.4
3-10	CC	Resurface & Flood Mitigation: MD 7 D to Big Elk Creek <b>ARRA</b>	Road	0.0	0.0
2-79	NCC	Road A/SR 7	Road	10,200.0	3,000.0
2-58	NCC	S. Market Street Rehabilitation <b>ARRA</b>	Road	7,760.1	0.0
1-19	DE	Safety Improvements	Road	10,877.6	5,438.8
3-17	CC	Sign Lighting System <b>ARRA</b>	Road	0.0	0.0
1-20	DE	Signage & Pavement Markings <b>ARRA</b>	Road	11,200.0	6,400.0
2-59	NCC	Southern NCC Project Development	Road	250.0	0.0
2-87	NCC	SR 1 Truck Weigh Station and Inspection Facility	Road	800.0	3,800.0
2-79	NCC	SR 1/I-95 Interchange	Road	167,100.0	0.0
2-38	NCC	SR 1: Tybouts Corner to SR 273	Road	3,500.0	2,000.0
2-61	NCC	SR 141/I-95 Interchange	Road	2,400.0	0.0
2-65	NCC	SR 71: Mt. Pleasant Intersection Improvements	Road	0.0	0.0
2-40	NCC	SR 896: N399 Overpass to SR 71	Road	0.0	0.0
3-18	NCC	Traffic Signal Upgrades <b>ARRA</b>	Road	0.0	0.0
2-93	NCC	US 301 Truck Weigh Station and Inspection Facility	Road	0.0	0.0
2-92	NCC	US 301: Maryland Line to SR 1	Road	383,500.0	112,000.0
2-71	NCC	US 40 Walther Road: North of US 40 to Old Baltimore Pike	Road	0.0	0.0
<b>Road Total</b>				<b>1,182,898.1</b>	<b>376,132.2</b>
<b>Transit</b>					
2-41	NCC	DTC Mid County Operations Facility <b>ARRA</b>	Transit	0.0	0.0
2-85	NCC	Fairplay Station (Churchmans Crossing) Parking Expansion	Transit	0.0	14,252.0
2-41	NCC	Farebox Replacement, NCC	Transit	96.8	0.0
3-15	CC	MD 222 Ride Sharing Lot Expansion <b>ARRA</b>	Transit	0.0	0.0

**FY 2011 – 2014 TRANSPORTATION IMPROVEMENT PROGRAM**

<b>Page Number</b>	<b>Location</b>	<b>PROJECT TITLE</b>	<b>MODE</b>	<b>TOTAL FY 2011-14</b>	<b>OUTYEARS FY 2015-16</b>
2-85	NCC	Newark Train Station	Transit	9,962.0	6,065.0
2-64	NCC	Park & Ride Expansion: SR 299, Odessa <b>ARRA</b>	Transit	2.3	0.0
2-68	NCC	Park & Ride Improvements: SR 896 & SR 4 <b>ARRA</b>	Transit	0.0	0.0
2-85	NCC	Rail Cars <b>ARRA</b>	Transit	7,924.0	0.0
3-11	CC	Small Urban Transit - Capital Assistance <b>ARRA</b>	Transit	1,334.0	0.0
3-12	CC	Small Urban Transit - Operating Assistance	Transit	2,552.8	0.0
2-85	NCC	Third Rail Track Expansion	Transit	41,077.6	0.0
1-9	DE	Transit Facilities, Statewide	Transit	1,757.2	200.0
2-42	NCC	Transit Preventive Maintenance, NCC	Transit	12,895.2	6,447.6
2-89	NCC	Transit Vehicle Expansion, NCC (S.NCC, SR 72, paratransit)	Transit	3,836.2	3,153.8
2-42	NCC	Transit Vehicle Replacement and Refurbishment, NCC	Transit	42,360.0	30,591.4
1- 11	DE	Transit Vehicles, Statewide	Transit	18,662.4	4,885.9
2-71	NCC	US 40, Bear-Glasgow Bus Stop Improvements	Transit	0.0	0.0
2-41	NCC	Wilmington Operations Center	Transit	1,050.0	0.0
2-85	NCC	Wilmington Train Station	Transit	11,753.6	0.0
2-97	NCC	Wilmington Transit Hub	Transit	22,100.0	0.0
<b>Transit Total</b>				<b>177,364.1</b>	<b>65,595.7</b>
<b>Grand Total</b>				<b>1,925,838.4</b>	<b>629,996.3</b>

# TIP Funding by WILMAPCO Category



**FY 2011 – 2014 TRANSPORTATION IMPROVEMENT PROGRAM**

Page Number	Location	PROJECT TITLE	MODE	TOTAL FY 2011-14	OUTYEARS FY 2015-16
<b>Preservation</b>					
3- 2	CC	Areawide Bridge Replacement and Rehabilitation	Preservation	5,000.0	0.0
3- 3	CC	Areawide Environmental Projects	Preservation	2,000.0	0.0
3- 4	CC	Areawide Resurfacing and Rehabilitation	Preservation	8,000.0	0.0
3- 5	CC	Areawide Safety and Spot Improvements	Preservation	6,000.0	0.0
3- 6	CC	Areawide Urban Street Reconstruction	Preservation	4,000.0	0.0
2-4	NCC	BR 001 and 001A on Rising Sun Rd over Brandywine	Preservation	45.8	0.0
2-5	NCC	BR 026 and 033, Scour Measures	Preservation	520.0	0.0
2-6	NCC	BR 100 on Old Kennett Rd, West of Centerville	Preservation	912.0	0.0
2-7	NCC	BR 110 on N239, Pyles Ford Road	Preservation	567.0	0.0
2-8	NCC	BR 137 on N263A, Foxhill Lane over Red Clay Creek & Rolling Mill Retaining Wall	Preservation	0.0	0.0
2-9	NCC	BR 159 on James Street over Christina River	Preservation	5,128.5	0.0
2-10	NCC	BR 177 and 203	Preservation	0.0	0.0
2-11	NCC	BR 201 on Beech Hill Drive over Pike Creek	Preservation	0.0	0.0
2-12	NCC	BR 211A on Kirkwood Highway over Pike Creek	Preservation	0.0	0.0
2-13	NCC	BR 221 on N301 Pleasant Hill Road over Middle Run	Preservation	737.0	0.0
2-14	NCC	BR 234 on Kirkwood Highway over Mill Creek	Preservation	0.0	0.0
2-15	NCC	BR 325 on Otts Chapel Rd. over Persimmon Run	Preservation	1,195.3	0.0
2-16	NCC	BR 330 on Marrows Road over Cool Run	Preservation	859.0	0.0
2-17	NCC	BR 366 on N399 Chesapeake City Road over Guthrie Run	Preservation	967.0	0.0
2-18	NCC	BR 391 & 392 on N424 SR9 over Appoquinimink River	Preservation	15.0	0.0
2-19	NCC	BR 404 on N427 Cedar Lane, Middletown	Preservation	807.0	0.0
2-20	NCC	BR 444 on Old Corbitt Road, East of Odessa	Preservation	863.0	0.0
2-21	NCC	BR 501 on SR 141 Viaduct over SR 4	Preservation	22,800.0	0.0
2-21	NCC	BR 501, 501A, 501B SR141, Field Testing & Structure Analysis	Preservation	100.0	0.0
2-22	NCC	BR 503 on St. Annes Church Rd over Norfolk Southern	Preservation	0.0	0.0
2-23	NCC	BR 536 on Guyencourt Rd, SE of Centerville	Preservation	755.8	0.0
2-24	NCC	BR 585 on N049 Augustine Cutoff over Brandywine Creek	Preservation	3,218.0	0.0
2-25	NCC	BR 651, Newport Road over CSX	Preservation	3,060.0	0.0
2-26	NCC	BR 652 Kiamensi Rd	Preservation	660.0	0.0
2-33	NCC	BR 665N & 1-665S on US 13 over Abandon Railroad, Farnhurst	Preservation	1,700.0	0.0
2-27	NCC	BR 687, 688, 693 Wilmington Drawbridge	Preservation	2,900.0	0.0
n/a	NCC	BR 805 on I-495 over Ramp 6217	Preservation	0.0	0.0
2-29	NCC	BR 902, C&D Canal Bridge, SR 1	Preservation	0.0	0.0

**FY 2011 – 2014 TRANSPORTATION IMPROVEMENT PROGRAM**

Page Number	Location	PROJECT TITLE	MODE	TOTAL FY 2011-14	OUTYEARS FY 2015-16
2-28	NCC	Bridge Painting, NCC	Preservation	0.0	0.0
1- 2	DE	Bridge Preservation Program	Preservation	33,091.2	30,000.0
1- 3	DE	Community Transportation Fund	Preservation	67,000.0	33,500.0
1- 4	DE	Equipment	Preservation	20,250.0	10,000.0
2-32	NCC	Glenville Wetland Bank	Preservation	2,100.0	0.0
2-33	NCC	I-295 Improvements, weave elimination	Preservation	1,000.0	0.0
2-37	NCC	I-95 Concrete Medians <b>ARRA</b>	Preservation	0.0	0.0
2-35	NCC	Interstate Maintenance <b>ARRA</b>	Preservation	32,365.3	0.0
1- 5	DE	Materials & Minor Contracts	Preservation	24,100.0	11,800.0
1- 6	DE	Municipal Street Aid	Preservation	20,000.0	10,000.0
2-44	NCC	New Castle Airport: Rehab, Security, Obstruction Removal	Preservation	0.0	0.0
1- 7	DE	Paving & Rehabilitation <b>ARRA</b>	Preservation	304,717.0	178,200.0
2-30	NCC	Pyles Ford Rd, Culvert Replacements	Preservation	725.0	0.0
3-10	CC	Resurface & Flood Mitigation: MD 7 D to Big Elk Creek <b>ARRA</b>	Preservation	0.0	0.0
1-20	DE	Signage & Pavement Markings <b>ARRA</b>	Preservation	11,200.0	6,400.0
3-11	CC	Small Urban Transit - Capital Assistance <b>ARRA</b>	Preservation	1,334.0	0.0
3-12	CC	Small Urban Transit - Operating Assistance	Preservation	2,552.8	0.0
2-38	NCC	SR 1: Tybouts Corner to SR 273	Preservation	3,500.0	2,000.0
2-40	NCC	SR 896: N399 Overpass to SR 71	Preservation	0.0	0.0
2-39	NCC	SR 9, New Castle Ave: 3rd Street to Heald Street	Preservation	2,500.0	0.0
1-8	DE	Statewide Rail preservation	Preservation	1,350.0	700.0
1-9	DE	Transit Facilities, Statewide	Preservation	1,757.2	200.0
2-42	NCC	Transit Preventive Maintenance,NCC	Preservation	12,895.2	6,447.6
2-42	NCC	Transit Vehicle Replacement and Refurbishment, NCC	Preservation	42,360.0	30,591.4
1- 11	DE	Transit Vehicles, Statewide	Preservation	18,662.4	4,885.9
1- 10	DE	Transportation Facilities, Statewide	Preservation	31,300.0	12,000.0
<b>Preservation Total</b>				<b>707,570.5</b>	<b>336,724.9</b>

<b>Other</b>					
1-26	DE	Engineering & Contingency	Other	103,847.9	28,122.6
1-26	DE	Environmental Program	Other	2,000.0	1,000.0
1-27	DE	First State Financials	Other	0.0	0.0
1-28	DE	Motor Fuel Tax Compliance	Other	362.4	181.2
1-29	DE	Planning	Other	32,805.5	16,938.0
<b>Other Total</b>				<b>139,015.8</b>	<b>46,241.8</b>

<b>Management</b>					
1-13	DE	Advance Acquisitions of Right of Way	Management	8,500.0	4,000.0
1-14	DE	Aeronautics, Statewide	Management	3,849.6	1,849.8
2-44	NCC	Airport and Churchmans Road	Management	0.0	0.0

**FY 2011 – 2014 TRANSPORTATION IMPROVEMENT PROGRAM**

<b>Page Number</b>	<b>Location</b>	<b>PROJECT TITLE</b>	<b>MODE</b>	<b>TOTAL FY 2011-14</b>	<b>OUTYEARS FY 2015-16</b>
3-13	CC	Areawide Congestion Management	Management	8,000.0	0.0
3-14	CC	Areawide Signing	Management	0.0	0.0
2-59	NCC	Boyds Corner Rd: Cedar Lane to US 13 (S. NCC Imp)	Management	16,100.0	0.0
2-59	NCC	Boyds Corner Road Intersection Improvements	Management	1,578.0	0.0
2-45	NCC	Brandywine Valley Scenic Byway	Management	0.0	0.0
1-15	DE	Bridge Management	Management	11,625.0	6,000.0
2-46	NCC	C&D Canal Trail	Management	0.0	0.0
2-59	NCC	Cedar Lane:Marl Pit to Boyds Corner Rd (S. NCC Imp)	Management	8,500.0	4,000.0
2-47	NCC	Centreville Transportation Plan Implementation <b>ARRA</b>	Management	0.0	0.0
2-73	NCC	Christina River Crossing	Management	21,700.0	12,500.0
2-48	NCC	Churchman's Crossing Program	Management	150.0	0.0
2-50	NCC	City of New Castle Improvements (SR9/3rd, SR9/6th)	Management	250.0	0.0
2-41	NCC	DTC Mid County Operations Facility <b>ARRA</b>	Management	0.0	0.0
2-62	NCC	Elkton Road: Casho Mill Rd to Delaware Ave	Management	22,060.0	0.0
2-62	NCC	Elkton Road: MD Line to Casho Mill Rd	Management	50.0	0.0
2-85	NCC	Fairplay Station (Churchmans Crossing) Parking Expansion	Management	0.0	14,252.0
2-41	NCC	Farebox Replacement, NCC	Management	96.8	0.0
2-52	NCC	Grubb Rd: Foulk Rd to SR 92, Pedestrian Imp.	Management	550.0	0.0
2-53	NCC	Highway Safety Improvement Program, NCC	Management	28,409.1	5,050.0
2-54	NCC	Hockessin Old Lancaster Pike Pedestrian Enhancement <b>ARRA</b>	Management	0.0	0.0
2-67	NCC	Howell School: SR 896 to Denny Rd	Management	6,175.0	4,800.0
2-79	NCC	I-95 Newark Toll Plaza - Short Term Improvements <b>ARRA</b>	Management	0.0	0.0
1- 16	DE	Intersection Improvements	Management	25,240.0	5,000.0
2-59	NCC	Jamison Corner Rd Relocated to Boyds Corner Rd	Management	3,980.0	0.0
2-59	NCC	Jamison Corner: Boyds Corner Rd to Hyetts Corner Rd	Management	6,428.0	0.0
3-9	CC	Local Road Improvements <b>ARRA</b>	Management	0.0	0.0
2-59	NCC	Lorewood Grove Rd: RD 412A to SR 1	Management	3,000.0	7,000.0
2-76	NCC	Market Street Phase III: MLK to 7th	Management	0.0	0.0
3-15	CC	MD 222 Ride Sharing Lot Expansion <b>ARRA</b>	Management	0.0	0.0
2-59	NCC	N412A: Hyetts Corner Rd to Lorewood Grove Rd	Management	7,875.0	0.0
2-85	NCC	Newark Train Station	Management	9,962.0	6,065.0
2-68	NCC	Park & Ride Improvements: SR 896 & SR 4 <b>ARRA</b>	management	0.0	0.0
2-55	NCC	Port of Wilmington	Management	0.0	0.0
2-56	NCC	Possum Park Rd and Old Possum Park Rd Intersection	Management	2,022.0	0.0
2-85	NCC	Rail Cars <b>ARRA</b>	Management	7,924.0	0.0
1- 17	DE	Rail Crossing Safety	Management	8,936.8	4,493.4
1-18	DE	Recreational Trails	Management	4,424.0	2,212.0

**FY 2011 – 2014 TRANSPORTATION IMPROVEMENT PROGRAM**

Page Number	Location	PROJECT TITLE	MODE	TOTAL FY 2011-14	OUTYEARS FY 2015-16
2-57	NCC	Route 9 Coastal Heritage Scenic Byway	Management	91.5	0.0
2-63	NCC	S Union Street, SR 2: Railroad Bridge to Sycamore St	Management	4,850.0	0.0
2-58	NCC	S. Market Street Rehabilitation <b>ARRA</b>	Management	7,760.1	0.0
1-19	DE	Safety Improvements	Management	10,877.6	5,438.8
3-17	CC	Sign Lighting System <b>ARRA</b>	Management	0.0	0.0
2-59	NCC	Southern NCC Project Development	Management	250.0	0.0
2-61	NCC	SR 141/I-95 Interchange	Management	2,400.0	0.0
2-1	NCC	SR 141:Kirkwood Highway to Faulkland Road	Management	4,200.0	0.0
2-31	NCC	SR 15, Choptank Road: Bunker Hill to Bethel Church	Management	110.0	0.0
2-65	NCC	SR 71: Mt. Pleasant Intersection Improvements	Management	0.0	0.0
2-66	NCC	SR 72: McCoy Road to SR 71	Management	600.0	2,000.0
1-21	DE	Technology	Management	28,984.8	14,562.4
1-22	DE	Traffic Calming	Management	1,600.0	800.0
3-18	CC	Traffic Signal Upgrades <b>ARRA</b>	Management	0.0	0.0
1-23	DE	Transportation Enhancements	Management	17,604.8	8,652.4
1-24	DE	Transportation Management	Management	34,221.3	16,400.0
2-69	NCC	US 13, Philadelphia Pike: Claymont Plan Implementation	Management	1,802.0	0.0
2-71	NCC	US 40 Program Management	Management	100.0	0.0
2-71	NCC	US 40 Walther Road: North of US 40 to Old Baltimore Pike	Management	0.0	0.0
2-71	NCC	US 40, Bear-Glasgow Bus Stop Improvements	Management	0.0	0.0
2-50	NCC	Washington Street, New Castle	Management	6,375.0	0.0
2-94	NCC	Westtown Concept Designs and Program Management	Management	25.0	0.0
2-94	NCC	Westtown, St. Annes Church Rd:Levels Rd to SR 71	Management	700.0	0.0
2-94	NCC	Westtown, Wiggins Mill Rd: Green Giant to St Annes	Management	2,320.0	0.0
2-41	NCC	Wilmington Operations Center	Management	1,050.0	0.0
2-73	NCC	Wilmington Riverfront Program	Management	200.0	0.0
2-75	NCC	Wilmington Signal Improvements, Phase II	Management	0.0	0.0
2-85	NCC	Wilmington Train Station	Management	11,753.6	0.0
<b>Management Total</b>				<b>355,261.0</b>	<b>125,075.8</b>

<b>Expansion</b>					
2-33	NCC	I-295 Improvements, Westbound from US 13 to I-95	Expansion	5,200.0	0.0
2-81	NCC	I-95 & US 202 Interchange	Expansion	37,700.0	0.0
2-79	NCC	I-95 Mainline Widening	Expansion	0.0	0.0
2-79	NCC	I-95 Turnpike Toll Plaza Rehab & E-Zpass <b>ARRA</b>	Expansion	40,625.0	0.0
2-82	NCC	Industrial Track Greenway, NCC <b>ARRA</b>	Expansion	0.0	0.0
2-83	NCC	Mill Creek Greenway <b>ARRA</b>	Expansion	0.0	0.0
2-64	NCC	Park & Ride Expansion: SR 299, Odessa <b>ARRA</b>	Expansion	2.3	0.0
2-84	NCC	Pomeroy Trail	Expansion	0.0	0.0
2-79	NCC	Road A/SR 7	Expansion	10,200.0	3,000.0

**FY 2011 – 2014 TRANSPORTATION IMPROVEMENT PROGRAM**

<b>Page Number</b>	<b>Location</b>	<b>PROJECT TITLE</b>	<b>MODE</b>	<b>TOTAL FY 2011-14</b>	<b>OUTYEARS FY 2015-16</b>
2-87	NCC	SR 1 Truck Weigh Station and Inspection Facility	Expansion	800.0	3,800.0
2-79	NCC	SR 1/I-95 Interchange	Expansion	167,100.0	0.0
2-77	NCC	SR 141/US 202-Blue Ball Properties Program	Expansion	0.0	0.0
2-88	NCC	SR 7: Newtown Road to SR 273	Expansion	9,400.0	0.0
2-85	NCC	Third Rail Track Expansion	Expansion	41,077.6	0.0
2-89	NCC	Transit Vehicle Expansion, NCC (S.NCC, SR 72, paratransit)	Expansion	3,836.2	3,153.8
2-90	NCC	Tyler McConnell Bridge, SR 141: Montchannin to Alapocas	Expansion	1,000.0	0.0
2-93	NCC	US 301 Truck Weigh Station and Inspection Facility	Expansion	0.0	0.0
2-92	NCC	US 301: Maryland Line to SR 1	Expansion	383,500.0	112,000.0
2-71	NCC	US 40, Eden Square Connector	Expansion	0.0	0.0
2-94	NCC	Westtown, US 301: Middleneck to Peterson Rd	Expansion	1,450.0	0.0
2-97	NCC	Wilmington Transit Hub	Expansion	22,100.0	0.0
<b>Expansion Total</b>				<b>723,991.1</b>	<b>121,953.8</b>
<b>Grand Total</b>				<b>1,925,838.4</b>	<b>629,996.3</b>

# Integrating the Congestion Management System

Under federal transportation legislation, metropolitan planning areas are required to develop a system wide congestion management process to assist with identifying, analyzing and addressing congestion in the region. Additionally, in areas that are not in attainment of federal air quality standards, such as WILMAPCO’s region, a wide range of transportation solutions must be fully investigated and transportation demand strategies implemented wherever feasible before new roadway capacity can be constructed. WILMAPCO’s Congestion Management System (CMS) supports the regional transportation planning process by screening the major corridors in our region to determine need and to examine feasible options for improvement. The CMS is multi-modal in that it considers congestion on the regional transit system, as well as the regional roadway system

To facilitate evaluation, a “toolbox” of congestion mitigation measures was assembled that includes all strategies that could be used to address congestion. This strategy “toolbox” was set-up in a hierarchy so that the first strategies take precedence over those below. The general categories for this toolbox are as follows:

**WILMAPCO CMS “TOOLBOX” STRATEGIES**

**Strategy #1:** Eliminate car trips or reduce Vehicle Miles Traveled (VMT) during peak congestion hours

**Strategy #2:** Shift trips from automobile to other modes of transportation

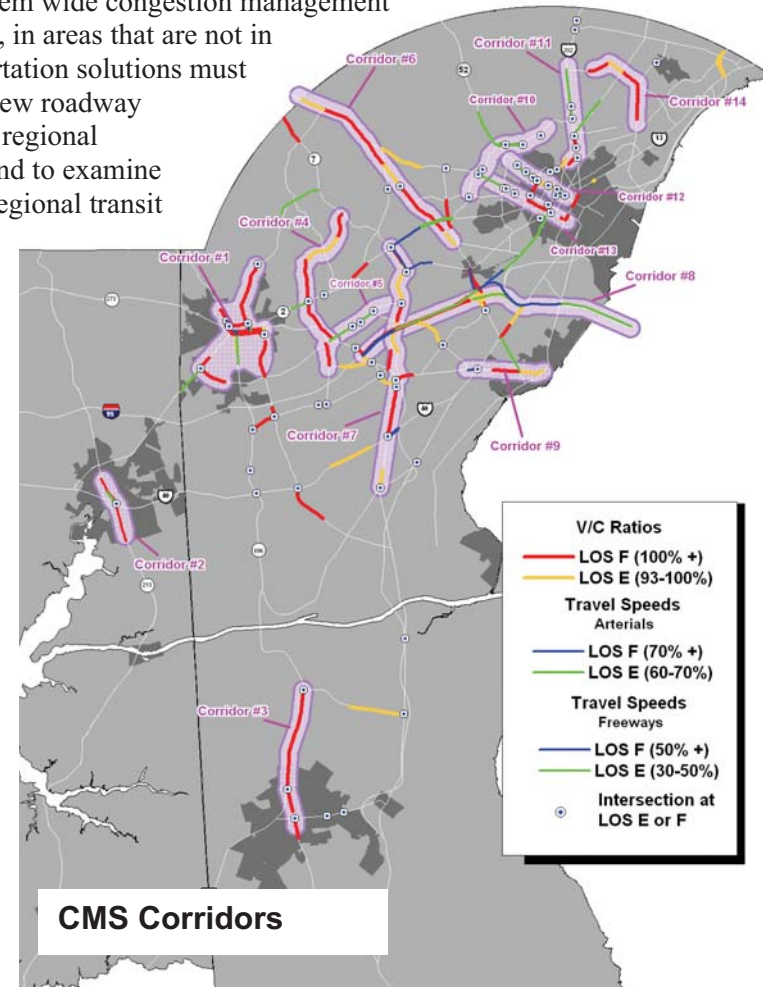
**Strategy #3:** Shift trips from single-occupancy vehicles to higher-occupancy vehicles (vans, buses, etc.)

**Strategy #4:** Improve roadway operations (timing of lights, toll booths, highway message boards)

**Strategy #5:** Add roadway capacity (adding lanes or roads)

This “top-down” approach ensures that solutions which would eliminate or shift auto trips or improve roadway operations are evaluated before adding roadway capacity. This hierarchy is consistent with WILMAPCO’s overall goals for the region and with the USDOT charge to address all other possible solutions before recommending road capacity increases.

The WILMAPCO Congestion Management System identified 14 corridors in New Castle and Cecil County that met the established criteria for congestion. The following table shows projects that are currently funded in each corridor.



**FY 2011 – 2014 TRANSPORTATION IMPROVEMENT PROGRAM**

<b>Location</b>	<b>Project Title</b>	<b>Page</b>
NCC	Boyds Corner Road	2-59
NCC	BR 001 and 001A on Rising Sun Rd over Brandywine	2-4
NCC	BR 687, 688, 693 Wilmington Drawbridge	2-27
NCC	City of New Castle (SR9/3rd, SR9/6th)	2-50
NCC	Elkton Road: Casho Mill Rd to Delaware Ave	2-62
NCC	Elkton Road: MD Line to Casho Mill Rd	2-62
NCC	I-295 Improvements	2-33
NCC	I-95 & US 202 Interchange	2-81
NCC	I-95 Fifth Lane: Churchman's Bridge to I-295	2-79
NCC	Interstate Maintenance	2-35
NCC	Newark Train Station	2-85
NCC	Pomeroy Trail	2-84
NCC	Road A/SR 7	2-79
NCC	School Bell Road: US 40 to SR 7	2-71
NCC	SR 1/I-95 Interchange	2-79
NCC	SR 1: Tybouts Corner to SR 273	2-38
NCC	SR 141/I-95 Interchange	2-61
NCC	SR 141/US 202-Blue Ball Properties	2-77
NCC	SR 141:Kirkwood Highway to Faulkland Road	2-1
NCC	SR 7: Newtown Road to SR 273	2-88
NCC	Third Rail Track Expansion	2-85
NCC	US 301:Maryland Line to SR 1	2-92
NCC	US 40: Eden Square Connector	2-71
NCC	Walnut St: MLK Blvd to 16th St	2-76
NCC	Washington Street, New Castle	2-50
NCC	Wilmington Operations Center	2-41
NCC	Wilmington Riverfront	2-73
NCC	Wilmington Signal Improvements	2-75
NCC	Wilmington Train Station	2-85

# Addressing Transportation Equity

Transportation Equity, often referred to as Environmental Justice (EJ), is based in Title VI of the Civil Rights Act of 1964 and a 1994 Presidential Executive Order making equity part of the mission of every federal agency. As an MPO, we serve as the forum where DOTs, transit providers, local agencies, state and the public develop local transportation plans and programs for our region. MPO's must carry out three tasks to comply with the Transportation Equity initiative:

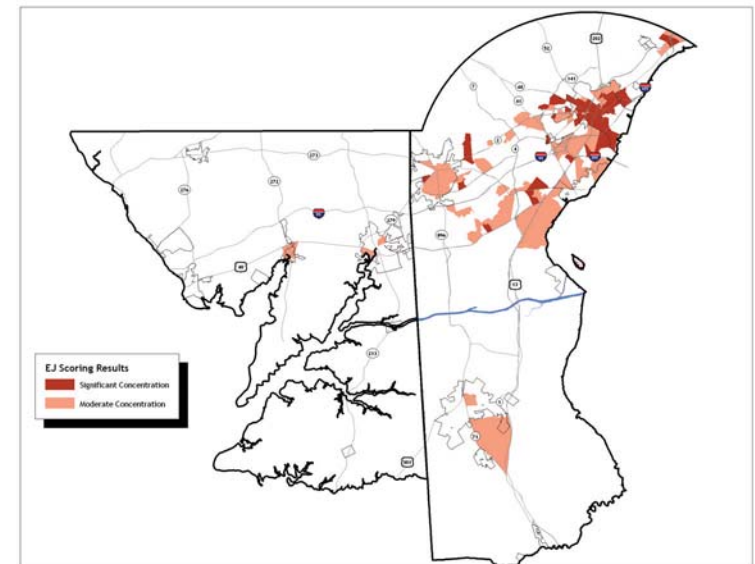
- Identify residential, employment, and transportation patterns of low-income and minority populations so that their needs can be identified and addressed, and the benefits and burdens of transportation investments can be fairly distributed.
- Enhance analytical capabilities for use in the Long Range Plan and the TIP to ensure Title VI requirements are met.
- Evaluate and, where necessary, improve public involvement processes to eliminate participation barriers and include low-income and minority populations in transportation decision making.

To determine where minority and low-income populations are located, a methodology was developed that first defined which population segments should be considered. Guidelines on Environmental Justice provided by the Federal Highway Administration (FHWA) listed the general criteria to use to identify concentrations of Minority / Low Income populations. These criteria are:

- Minority Population
- Hispanic Population
- Low Income (Household Poverty Levels)

In 2007, WILMAPCO completed phase 2 of our transportation equity analysis which identified "Transportation Justice Areas". This analysis broadened the spectrum of communities considered transportation disadvantaged beyond those required by federal mandate. Separate from EJ (low-income and minority) populations, these Transportation Justice (TJ) populations include the elderly, the disabled, and households without an automobile.

Environmental Justice Areas



**FY 2011 – 2014 TRANSPORTATION IMPROVEMENT PROGRAM**

The table below contains a listing of all projects that fall within an identified Environmental Justice or Transportation Justice area.

Location	Project Title	Page	EJ	TJ
NCC	BR 330 on Marrows Road over Cool Run	2-16	YES	YES
NCC	BR 651, Newport Road over CSX	2-25	YES	YES
NCC	BR 652 Kiamensi Rd	2-26	YES	YES
NCC	BR 687, 688, 693 Wilmington Drawbridge	2-27	YES	
NCC	S Union Street, SR 2: Railroad Bridge to Sycamore St	2-63	YES	YES
NCC	SR 141:Kirkwood Highway to Faulkland Road	2-1	YES	YES
NCC	Third Rail Track Expansion	2-85	YES	YES
NCC	US 13, Philadelphia Pike: Claymont Plan Implementation	2-69	YES	YES
NCC	Walnut St: MLK Blvd to 16th St	2-76	YES	YES
NCC	Wilmington Operations Center	2-41	YES	YES
NCC	Wilmington Signal Improvements	2-75	YES	YES
NCC	Wilmington Train Station	2-85	YES	YES
NCC	Interstate Maintenance	2-35	YES	
NCC	New Castle Airport: Rehab, Security, Obstruction Removal	2-44	YES	
NCC	SR 1: Tybouts Corner to SR 273	2-38	YES	
NCC	SR 7: Newtown Road to SR 273	2-88	YES	
NCC	Wilmington Riverfront	2-73	YES	
NCC	BR 234 on Kirkwood Highway over Mill Creek	2-14		YES
NCC	Christina River Crossing	2-73		YES
NCC	I-295 Improvements	2-33		YES
NCC	Pomeroy Trail	2-84		YES
NCC	Washington Street, New Castle	2-50		YES

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# Comparison of TIP with FY 2010-13 TIP

Page	PROJECT TITLE	FY 2010-2013 TIP					FY 2011-2014 TIP					Change					
		FY 2010 TOTAL	FY 2011 TOTAL	FY 2012 TOTAL	FY 2013 TOTAL	TOTAL FY 2010-13	FY 2011 TOTAL	FY 2012 TOTAL	FY 2013 TOTAL	FY 2014 TOTAL	TOTAL FY 2011-14	FY 2010 TOTAL	FY 2011 TOTAL	FY 2012 TOTAL	FY 2013 TOTAL	FY 2014 TOTAL	TOTAL FY 2011-2014
	<b>DELAWARE-STATEWIDE</b>																
1-13	Advance Acquisitions of Right of Way	900.0	2,500.0	2,000.0	2,000.0	7,400.0	2,500.0	2,000.0	2,000.0	2,000.0	8,500.0	(27.1)					0.0
1-14	Aeronautics, Statewide	549.9	1,074.9	924.9	924.9	3,474.6	1,074.9	924.9	924.9	924.9	3,849.6	(14.8)					0.0
1-15	Bridge Management	3,532.3	2,625.0	3,000.0	3,000.0	12,157.3	2,625.0	3,000.0	3,000.0	3,000.0	11,625.0	(42.0)					0.0
1- 2	Bridge Preservation Program	747.8	1,500.0	1,500.0	15,000.0	18,747.8	1,591.2	1,500.0	15,000.0	15,000.0	33,091.2	(303.6)	91.2				91.2
1- 3	Community Transportation Fund	37,691.0	16,750.0	16,750.0	16,750.0	87,941.0	16,750.0	16,750.0	16,750.0	16,750.0	67,000.0	(43.4)	0.0				0.0
1-26	Engineering & Contingency	23,935.2	24,631.2	25,370.2	26,131.3	100,067.8	24,831.2	25,570.2	26,331.3	27,115.2	103,847.9	382.7	200.0	200.0	200.0	200.0	800.1
1-26	Environmental Program	500.0	500.0	500.0	500.0	2,000.0	500.0	500.0	500.0	500.0	2,000.0	(6.0)					0.0
1- 4	Equipment	950.0	5,250.0	5,000.0	5,000.0	16,200.0	5,250.0	5,000.0	5,000.0	5,000.0	20,250.0	0.0					0.0
1-27	First State Financials	4,610.2	0.0	0.0	0.0	4,610.2	0.0	0.0	0.0	0.0	0.0	0.0					0.0
1- 16	Intersection Improvements	5,550.0	6,880.0	6,200.0	6,560.0	25,190.0	6,880.0	6,200.0	6,560.0	5,600.0	25,240.0	(519.6)	0.0	0.0	0.0	0.0	0.0
1- 5	Materials & Minor Contracts	5,994.0	6,000.0	6,000.0	5,900.0	23,894.0	6,300.0	6,000.0	5,900.0	5,900.0	24,100.0	(430.0)	300.0	0.0	0.0	0.0	300.0
1-28	Motor Fuel Tax Compliance	90.6	90.6	90.6	90.6	362.4	90.6	90.6	90.6	90.6	362.4	0.0					0.0
1- 6	Municipal Street Aid	0.0	5,000.0	5,000.0	5,000.0	15,000.0	5,000.0	5,000.0	5,000.0	5,000.0	20,000.0	0.0					0.0
1- 7	Paving & Rehabilitation <b>ARRA</b>	103,300.0	68,743.0	66,374.0	82,300.0	320,717.0	68,743.0	66,374.0	82,300.0	87,300.0	304,717.0	(1,683.6)				(1,800.0)	(1,800.0)
1-29	Planning	8,287.0	7,805.9	8,299.7	8,299.7	32,692.1	7,806.9	8,300.7	8,300.7	8,397.2	32,805.5	(24.9)	1.0	1.0	1.0	1.0	4.2
1- 17	Rail Crossing Safety	2,496.7	2,196.7	2,196.7	2,296.7	9,186.8	2,196.7	2,196.7	2,296.7	2,246.7	8,936.8	(804.3)					0.0
1-18	Recreational Trails	1,067.5	1,067.5	1,067.5	1,067.5	4,270.0	1,106.0	1,106.0	1,106.0	1,106.0	4,424.0	0.0	38.5	38.5	38.5	38.5	154.0
1-19	Safety Improvements	2,895.0	2,695.0	2,695.0	2,695.0	10,980.0	2,719.4	2,719.4	2,719.4	2,719.4	10,877.6	48.8	24.4	24.4	24.4	24.4	97.6
1-20	Signage & Pavement Markings <b>ARRA</b>	4,200.0	3,200.0	2,400.0	2,400.0	12,200.0	3,200.0	2,400.0	2,400.0	3,200.0	11,200.0						0.0
1-8	Statewide Rail preservation	377.7	300.0	350.0	350.0	1,377.7	300.0	350.0	350.0	350.0	1,350.0						0.0
1-21	Technology	7,969.2	7,141.2	7,281.2	7,281.2	29,672.8	7,141.2	7,281.2	7,281.2	7,281.2	28,984.8						0.0
1-22	Traffic Calming	353.3	400.0	400.0	400.0	1,553.3	400.0	400.0	400.0	400.0	1,600.0	(199.5)					0.0
1-9	Transit Facilities, Statewide	500.0	200.0	100.0	233.3	1,033.3	1,400.0	100.0	157.2	100.0	1,757.2	95.7	1,200.0	0.0	(76.1)	0.0	1,123.9

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1- 11	Transit Vehicles, Statewide	3,454.4	2,948.5	2,518.0	2,622.7	11,543.6	4,091.5	9,698.1	2,489.0	2,383.8	18,662.4	0.0	1,143.0	7,180.1	(133.7)	(140.0)	8,049.4
1-23	Transportation Enhancements	4,737.0	4,326.2	4,326.2	4,326.2	17,715.6	4,626.2	4,326.2	4,326.2	4,326.2	17,604.8	284.0	300.0				300.0
1- 10	Transportation Facilities, Statewide	6,562.5	11,800.0	6,900.0	6,600.0	31,862.5	11,800.0	6,900.0	6,600.0	6,000.0	31,300.0	(497.5)					0.0
1-24	Transportation Management	14,463.8	8,200.0	8,200.0	9,621.3	40,485.1	8,200.0	8,200.0	9,621.3	8,200.0	34,221.3	0.0					0.0
	<b>NEW CASTLE COUNTY</b>																
2-44	Airport and Churchmans Road	334.0	0.0	0.0	0.0	334.0	0.0	0.0	0.0	0.0	0.0	131.0	0.0			0.0	0.0
2-59	Boyd's Corner Rd: Cedar Lane to US 13 (S. NCC Imp)	500.0	2,000.0	2,100.0	3,900.0	8,500.0	2,000.0	2,100.0	3,900.0	8,100.0	16,100.0	0.0	0.0			200.0	200.0
2-59	Boyd's Corner Road Intersection Improvements					0.0	1,578.0	0.0	0.0	0.0	1,578.0	4,050.3	1,578.0				1,578.0
2-4	BR 001 and 001A on Rising Sun Rd over Brandywine	2,548.8	0.0	0.0	0.0	2,548.8	45.8	0.0	0.0	0.0	45.8	81.4	45.8				45.8
2-5	BR 026 and 033, Scour Measures	20.0	520.0	0.0	0.0	540.0	520.0	0.0	0.0	0.0	520.0	42.0	0.0				0.0
2-6	BR 100 on Old Kennett Rd, West of Centerville	103.3	912.0	0.0	0.0	1,015.3	912.0	0.0	0.0	0.0	912.0	0.0	0.0				0.0
2-7	BR 110 on N239, Pyles Ford Road	24.0	117.0	450.0	0.0	591.0	117.0	450.0	0.0	0.0	567.0	0.0	0.0				0.0
2-8	BR 137 on N263A, Foxhill Lane over Red Clay Creek & Rolling Mill Retaining Wall	2.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	9.4	0.0				0.0
2-9	BR 159 on James Street over Christina River	188.0	2,628.5	2,500.0	0.0	5,316.5	2,253.5	2,875.0	0.0	0.0	5,128.5	410.0	(375.0)	375.0	0.0		0.0
2-10	BR 177 and 203	402.4	0.0	0.0	0.0	402.4	0.0	0.0	0.0	0.0	0.0	0.2					0.0
2-11	BR 201 on Beech Hill Drive over Pike Creek	25.9	0.0	0.0	0.0	25.9	0.0	0.0	0.0	0.0	0.0	26.5					0.0
2-12	BR 211A on Kirkwood Highway over Pike Creek	1,269.5	0.0	0.0	0.0	1,269.5	0.0	0.0	0.0	0.0	0.0	314.4					0.0
2-13	BR 221 on N301 Pleasant Hill Road over Middle Run	12.0	82.0	655.0	0.0	749.0	82.0	655.0	0.0	0.0	737.0	0.0					0.0

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2-14	BR 234 on Kirkwood Highway over Mill Creek	1,050.0	0.0	0.0	0.0	1,050.0	0.0	0.0	0.0		0.0	366.1					0.0
2-15	BR 325 on Otts Chapel Rd. over Persimmon Run	1.0	1,195.0	0.0	0.0	1,196.0	1,195.3	0.0	0.0		1,195.3	36.4	0.3				0.3
2-16	BR 330 on Marrows Road over Cool Run	75.0	0.0	100.0	724.0	899.0	35.0	100.0	724.0		859.0	(35.0)	35.0				35.0
2-17	BR 366 on N399 Chesapeake City Road over Guthrie Run	12.0	106.0	861.0	0.0	979.0	106.0	861.0	0.0		967.0	0.0	0.0				0.0
2-18	BR 391 & 392 on N424 SR9 over Appoquinimink River	11.0	15.0	0.0	0.0	26.0	15.0	0.0	0.0		15.0	0.0	0.0				0.0
2-19	BR 404 on N427 Cedar Lane, Middletown	8.0	54.0	753.0	0.0	815.0	54.0	753.0	0.0		807.0	0.0	0.0				0.0
2-20	BR 444 on Old Corbitt Road, East of Odessa	150.0	225.0	558.0	0.0	933.0	305.0	558.0	0.0		863.0	(80.0)	80.0				80.0
2-21	BR 501 on SR 141 Viaduct over SR 4	1,154.0	0.0	11,900.0	10,600.0	23,654.0	300.0	11,900.0	10,600.0		22,800.0	(400.0)	300.0				300.0
2-21	BR 501, 501A, 501B SR141, Field Testing & Structure Analysis	200.0	0.0	0.0	0.0	200.0	100.0	0.0	0.0		100.0	(100.0)	100.0				100.0
2-22	BR 503 on St. Annes Church Rd over Norfolk Southern	3,696.4	0.0	0.0	0.0	3,696.4	0.0	0.0	0.0		0.0	428.3	0.0				0.0
2-23	BR 536 on Guyencourt Rd, SE of Centreville	63.2	760.0	0.0	0.0	823.2	755.8	0.0	0.0		755.8	0.0	(4.2)				(4.2)
2-24	BR 585 on N049 Augustine Cutoff over Brandywine Creek	100.0	111.0	3,009.0	0.0	3,220.0	209.0	3,009.0	0.0		3,218.0	(100.0)	98.0				98.0
2-25	BR 651, Newport Road over CSX	3,128.2	3,060.0	0.0	0.0	6,188.2	3,060.0	0.0	0.0		3,060.0	8.2	0.0				0.0
2-26	BR 652 Kiamensi Rd	130.0	488.0	0.0	0.0	618.0	660.0	0.0	0.0		660.0	40.2	172.0				172.0
2-33	BR 665N & 1-665S on US 13 over Abandon Railroad, Farnhurst	100.0	1,700.0	0.0	0.0	1,800.0	1,700.0	0.0	0.0		1,700.0	0.0	0.0				0.0
2-27	BR 687, 688, 693 Wilmington Drawbridge	776.0	0.0	0.0	0.0	776.0	1,400.0	1,500.0	0.0		2,900.0	(376.0)	1,400.0	1,500.0			2,900.0
n/a	BR 805 on I-495 over Ramp 6217	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0					0.0
2-29	BR 902, C&D Canal Bridge, SR 1	6,200.0	0.0	0.0	0.0	6,200.0	0.0	0.0	0.0		0.0	0.5					0.0

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2-45	Brandywine Valley Scenic Byway	44.0	0.0	0.0	0.0	44.0	0.0	0.0	0.0		0.0	33.1					0.0
2-28	Bridge Painting, NCC	1,650.0	0.0	0.0	0.0	1,650.0	0.0	0.0	0.0		0.0	0.0					0.0
2-46	C&D Canal Trail	1,203.9	0.0	0.0	0.0	1,203.9	0.0	0.0	0.0		0.0	0.0					0.0
2-59	Cedar Lane: Marl Pit to Boyds Corner Rd (S. NCC Imp)	250.0	0.0	1,400.0	550.0	2,200.0	0.0	850.0	1,650.0	6,000.0	8,500.0	0.0	0.0	(550.0)	1,100.0	2,000.0	2,550.0
2-47	Centreville Transportation Plan Implementation <b>ARRA</b>	3,757.5	0.0	0.0	0.0	3,757.5	0.0	0.0	0.0		0.0	0.0	0.0				0.0
2-73	Christina River Crossing	600.0	500.0	3,000.0	5,700.0	9,800.0	500.0	3,000.0	5,700.0	12,500.0	21,700.0	0.0	0.0				0.0
2-48	Churchman's Crossing Program	180.0	50.0	50.0	50.0	330.0	50.0	50.0	50.0		150.0	0.0	0.0				0.0
2-50	City of New Castle Improvements (SR9/3rd, SR9/6th)	200.0	150.0	0.0	0.0	350.0	250.0	0.0	0.0		250.0	(100.0)	100.0				100.0
2-41	DTC Mid County Operations Facility <b>ARRA</b>	7,413.1	0.0	0.0	0.0	7,413.1	0.0	0.0	0.0		0.0	(858.5)	0.0				0.0
2-62	Elkton Road: Casho Mill Rd to Delaware Ave	6,321.0	9,000.0	9,000.0	2,000.0	26,321.0	11,060.0	9,000.0	2,000.0		22,060.0	(1,944.4)	2,060.0				2,060.0
2-62	Elkton Road: MD Line to Casho Mill Rd	0.0	0.0	50.0	0.0	50.0	0.0	50.0	0.0		50.0	0.0	0.0				0.0
2-85	Fairplay Station (Churchmans Crossing) Parking Expansion	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0				0.0
2-41	Farebox Replacement, NCC	100.5	96.8	0.0	0.0	197.3	96.8	0.0	0.0		96.8	0.0	0.0				0.0
2-32	Glenville Wetland Bank	1,950.0	0.0	0.0	0.0	1,950.0	2,100.0	0.0	0.0		2,100.0	(1,919.0)	2,100.0				2,100.0
2-52	Grubb Rd: Foulk Rd to SR 92, Pedestrian Imp.	0.0	100.0	50.0	400.0	550.0	100.0	50.0	400.0		550.0	0.0	0.0				0.0
2-53	Highway Safety Improvement Program, NCC	3,441.3	5,595.0	2,935.0	9,156.0	21,127.3	4,995.0	5,975.0	9,830.0	7,609.1	28,409.1	(583.0)	(600.0)	3,040.0	674.0	709.1	3,823.1
2-54	Hockessin Old Lancaster Pike Pedestrian Enhancement <b>ARRA</b>	2,658.9	0.0	0.0	0.0	2,658.9	0.0	0.0	0.0		0.0	70.6	0.0	0.0	0.0	0.0	0.0
2-67	Howell School: SR 896 to Denny Rd	297.1	75.0	0.0	0.0	372.1	175.0	0.0	2,000.0	4,000.0	6,175.0	(100.0)	100.0	0.0	2,000.0	2,500.0	4,600.0

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2-59	Hyetts Corner Road (Jamison Corner Rd to US 13)	600.0	3,000.0	3,000.0	0.0	6,600.0	0.0	0.0	0.0	0.0	0.0	(600.0)	(3,000.0)	(3,000.0)	0.0	0.0	(6,000.0)
2-33	I-295 Improvements, weave elimination	800.0	1,000.0	0.0	0.0	1,800.0	1,000.0	0.0	0.0		1,000.0	0.0				0.0	0.0
2-33	I-295 Improvements, Westbound from US 13 to I-95	0.0	0.0	0.0	2,000.0	2,000.0	0.0	0.0	2,000.0	3,200.0	5,200.0	0.0				0.0	0.0
2-81	I-95 & US 202 Interchange	1,617.8	200.0	9,000.0	17,000.0	27,817.8	200.0	9,000.0	17,000.0	11,500.0	37,700.0	550.0				500.0	500.0
2-37	I-95 Concrete Medians <b>ARRA</b>	1,498.0	0.0	0.0	0.0	1,498.0	0.0	0.0	0.0		0.0	148.3					0.0
2-79	I-95 Mainline Widening	1,302.5	0.0	0.0	0.0	1,302.5	0.0	0.0	0.0		0.0	(1,067.1)					0.0
2-79	I-95 Newark Toll Plaza - Short Term Improvements <b>ARRA</b>	125.0	0.0	0.0	0.0	125.0	0.0	0.0	0.0		0.0	248.7					0.0
2-79	I-95 Turnpike Toll Plaza Rehab & E-Zpass <b>ARRA</b>	9,775.0	35,000.0	5,625.0	0.0	50,400.0	35,000.0	5,625.0	0.0	0.0	40,625.0	(525.0)					0.0
2-82	Industrial Track Greenway, NCC <b>ARRA</b>	1,758.4	0.0	0.0	0.0	1,758.4	0.0	0.0	0.0		0.0	(213.8)					0.0
2-35	Interstate Maintenance <b>ARRA</b>	25,254.9	16,665.3	1,700.0	6,000.0	49,620.2	16,665.3	1,700.0	6,000.0	8,000.0	32,365.3	(2,708.5)					0.0
2-59	Jamison Corner: Boyds Corner Rd to Hyetts Corner Rd	1,600.0	2,300.0	2,578.0	0.0	6,478.0	3,850.0	2,578.0	0.0		6,428.0	(1,547.1)	1,550.0				1,550.0
2-59	Jamison Corner Rd Relocated to Boyds Corner Rd	5,170.0	3,980.0	0.0	0.0	9,150.0	3,980.0	0.0	0.0		3,980.0	0.0	0.0				0.0
2-59	Lorewood Grove Rd: RD 412A to SR 1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3,000.0	3,000.0	0.0	0.0				0.0
2-76	Market Street Phase III: MLK to 7th	138.3	0.0	0.0	0.0	138.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0				0.0
2-58	S. Market Street Rehabilitation <b>ARRA</b>	4,636.3	4,213.7	0.0	0.0	8,850.0	6,460.1	1,300.0	0.0		7,760.1	(96.4)	2,246.4	1,300.0			3,546.4
2-59	N412A: Hyetts Corner Rd to Lorewood Grove Rd	39.6	1,475.0	3,400.0	0.0	4,914.6	1,975.0	5,900.0	0.0		7,875.0	0.0	500.0	2,500.0			3,000.0
2-44	New Castle Airport: Rehab, Security, Obstruction Removal	3,333.7	0.0	0.0	0.0	3,333.7	0.0	0.0	0.0		0.0	(78.7)					0.0
2-83	Mill Creek Greenway <b>ARRA</b>	1,004.0	0.0	0.0	0.0	1,004.0	0.0	0.0	0.0		0.0	(89.7)					0.0
2-85	Newark Train Station	249.5	2,000.0	0.0	3,000.0	5,249.5	2,000.0	0.0	3,000.0	4,962.0	9,962.0	0.0					0.0

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2-64	Park & Ride Expansion: SR 299, Odessa <b>ARRA</b>	1,186.8	0.0	0.0	0.0	1,186.8	0.0	0.0	2.3		2.3	6.9			2.3		2.3
2-68	Park & Ride Improvements: SR 896 & SR 4 <b>ARRA</b>	400.0	0.0	0.0	0.0	400.0	0.0	0.0	0.0	0.0	93.4			0.0		0.0	
2-84	Pomeroy Trail	5,464.9	0.0	0.0	0.0	5,464.9	0.0	0.0	0.0	0.0	(12.0)			0.0		0.0	
2-55	Port of Wilmington	986.9	0.0	0.0	0.0	986.9	0.0	0.0	0.0	0.0	0.0			0.0		0.0	
2-56	Possum Park Rd and Old Possum Park Rd Intersection	66.0	466.0	750.0	750.0	2,032.0	222.0	1,050.0	750.0		2,022.0	(56.0)	(244.0)	300.0	0.0		56.0
2-42	Transit Preventive Maintenance,NCC	5,158.0	5,158.0	5,158.0	5,158.0	20,632.0	3,223.8	3,223.8	3,223.8	3,223.8	12,895.2	(1,934.2)	(1,934.2)	(1,934.2)	(1,934.2)	(1,934.2)	(7,736.8)
2-30	Pyles Ford Rd, Culvert Replacements	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	725.0	725.0	0.0	0.0	0.0	0.0	0.0	0.0
2-85	Rail Cars <b>ARRA</b>	0.0	7,924.0	0.0	0.0	7,924.0	7,924.0	0.0	0.0		7,924.0	0.0	0.0	0.0	0.0	0.0	0.0
2-79	Road A/SR 7	100.0	600.0	600.0	3,000.0	4,300.0	600.0	600.0	3,000.0	6,000.0	10,200.0	0.0	0.0	0.0	0.0	0.0	0.0
2-57	Route 9 Coastal Heritage Scenic Byway	91.0	91.5	0.0	0.0	182.5	91.5	0.0	0.0	0.0	91.5	0.0	0.0	0.0	0.0	0.0	0.0
2-63	S Union Street, SR 2: Railroad Bridge to Sycamore St	550.0	150.0	0.0	0.0	700.0	300.0	50.0	3,000.0	1,500.0	4,850.0	(260.0)	150.0	50.0	3,000.0	1,500.0	4,700.0
2-59	Southern NCC Project Development	200.0	100.0	75.0	75.0	450.0	100.0	75.0	75.0		250.0	0.0	0.0	0.0	0.0	0.0	0.0
2-87	SR 1 Truck Weigh Station and Inspection Facility	0.0	0.0	100.0	0.0	100.0	0.0	100.0	700.0		800.0	0.0	0.0	0.0	700.0	0.0	700.0
2-79	SR 1/I-95 Interchange	3,900.0	33,500.0	50,000.0	50,000.0	137,400.0	22,100.0	50,000.0	50,000.0	45,000.0	167,100.0	11,023.4	(11,400.0)	0.0	0.0	0.0	(11,400.0)
2-38	SR 1: Tybouts Corner to SR 273	0.0	0.0	500.0	1,000.0	1,500.0	0.0	500.0	1,000.0	2,000.0	3,500.0	0.0	0.0	0.0	0.0	0.0	0.0
2-61	SR 141/I-95 Interchange	160.0	800.0	800.0	800.0	2,560.0	800.0	800.0	800.0		2,400.0	8.9	0.0	0.0	0.0	0.0	0.0
2-77	SR 141/US 202-Blue Ball Properties Program	2,165.4	0.0	0.0	0.0	2,165.4	0.0	0.0	0.0		0.0	171.1	0.0	0.0	0.0	0.0	0.0
2-1	SR 141:Kirkwood Highway to Faulkland Road	12,072.0	320.0	460.0	0.0	12,852.0	3,740.0	460.0	0.0		4,200.0	(1,030.5)	3,420.0	0.0	0.0	0.0	3,420.0
2-31	SR 15, Choptank Road: Bunker Hill to Bethel Church	3,424.6	0.0	0.0	0.0	3,424.6	110.0	0.0	0.0		110.0	1,153.0	110.0	0.0	0.0	0.0	110.0
n/a	SR 4: Elkton Rd to SR 896	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
2-88	SR 7: Newtown Road to SR 273	2,330.0	4,800.0	4,600.0	0.0	11,730.0	2,400.0	5,000.0	2,000.0		9,400.0	14.0	(2,400.0)	400.0	2,000.0	0.0	0.0

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2-65	SR 71: Mt. Pleasant Intersection Improvements	192.0	0.0	0.0	0.0	192.0	0.0	0.0	0.0		0.0	1.4	0.0	0.0	0.0	0.0	0.0
2-66	SR 72: McCoy Road to SR 71	0.0	50.0	100.0	100.0	250.0	50.0	100.0	100.0	350.0	600.0	0.0	0.0	0.0	0.0	0.0	0.0
n/a	SR 72: Possum Hollow to Old Possum Park Rd	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
2-40	SR 896: N399 Overpass to SR 71	2,000.0	0.0	0.0	0.0	2,000.0	0.0	0.0	0.0		0.0	400.0	0.0	0.0	0.0	0.0	0.0
2-39	SR 9, New Castle Ave: 3rd Street to Heald Street	0.0	0.0	500.0	1,000.0	1,500.0	0.0	500.0	1,000.0	1,000.0	2,500.0	0.0	0.0	0.0	0.0	0.0	0.0
2-85	Third Rail Track Expansion	6,865.0	22,572.4	13,644.0	0.0	43,081.4	25,933.7	15,143.9	0.0		41,077.6	(3,987.3)	3,361.3	1,499.9	0.0	0.0	4,861.2
2-89	Transit Vehicle Expansion, NCC (S.NCC, SR 72, paratransit)	4,980.7	1,881.4	2,252.0	1,590.8	10,704.9	991.2	827.2	994.0	1,023.8	3,836.2	0.0	(890.2)	(1,424.8)	(596.8)	648.8	(2,263.0)
2-42	Transit Vehicle Replacement and Refurbishment, NCC	3,593.6	5,336.5	9,220.5	4,351.9	22,502.5	5,042.2	10,891.5	4,829.6	21,596.7	42,360.0	0.0	(294.3)	1,671.0	477.7	16,365.3	18,219.7
2-90	Tyler McConnell Bridge, SR 141: Montchannin to Alapocas	0.0	0.0	100.0	0.0	100.0	0.0	500.0	500.0		1,000.0	0.0	0.0	400.0	500.0	0.0	900.0
2-69	US 13, Philadelphia Pike: Claymont Plan Implementation	770.0	750.0	352.0	350.0	2,222.0	1,100.0	352.0	350.0		1,802.0	(354.1)	350.0	0.0	0.0	0.0	350.0
2-70	US 13/ SR 896 Boyd's Corner Intersection	4,812.8	3,168.0	0.0	0.0	7,980.8	0.0	0.0	0.0		0.0	(4,812.8)	(3,168.0)	0.0	0.0	0.0	(3,168.0)
2-93	US 301 Truck Weigh Station and Inspection Facility	339.7	0.0	0.0	0.0	339.7	0.0	0.0	0.0		0.0	156.1	0.0	0.0	0.0	0.0	0.0
2-92	US 301: Maryland Line to SR 1	32,800.0	0.0	67,500.0	144,000.0	244,300.0	0.0	67,500.0	144,000.0	172,000.0	383,500.0	0.0	0.0	0.0	0.0	0.0	0.0
2-71	US 40 Program Management	200.0	50.0	50.0	0.0	300.0	50.0	50.0	0.0		100.0	(168.8)	0.0	0.0	0.0	0.0	0.0
2-71	US 40, Bear-Glasgow Bus Stop Improvements	131.6	0.0	0.0	0.0	131.6	0.0	0.0	0.0		0.0	(41.2)	0.0	0.0	0.0	0.0	0.0
2-71	US 40, Eden Square Connector	127.0	0.0	0.0	0.0	127.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
2-71	US 40 Walther Road: North of US 40 to Old Baltimore Pike	19.1	0.0	0.0	0.0	19.1	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0

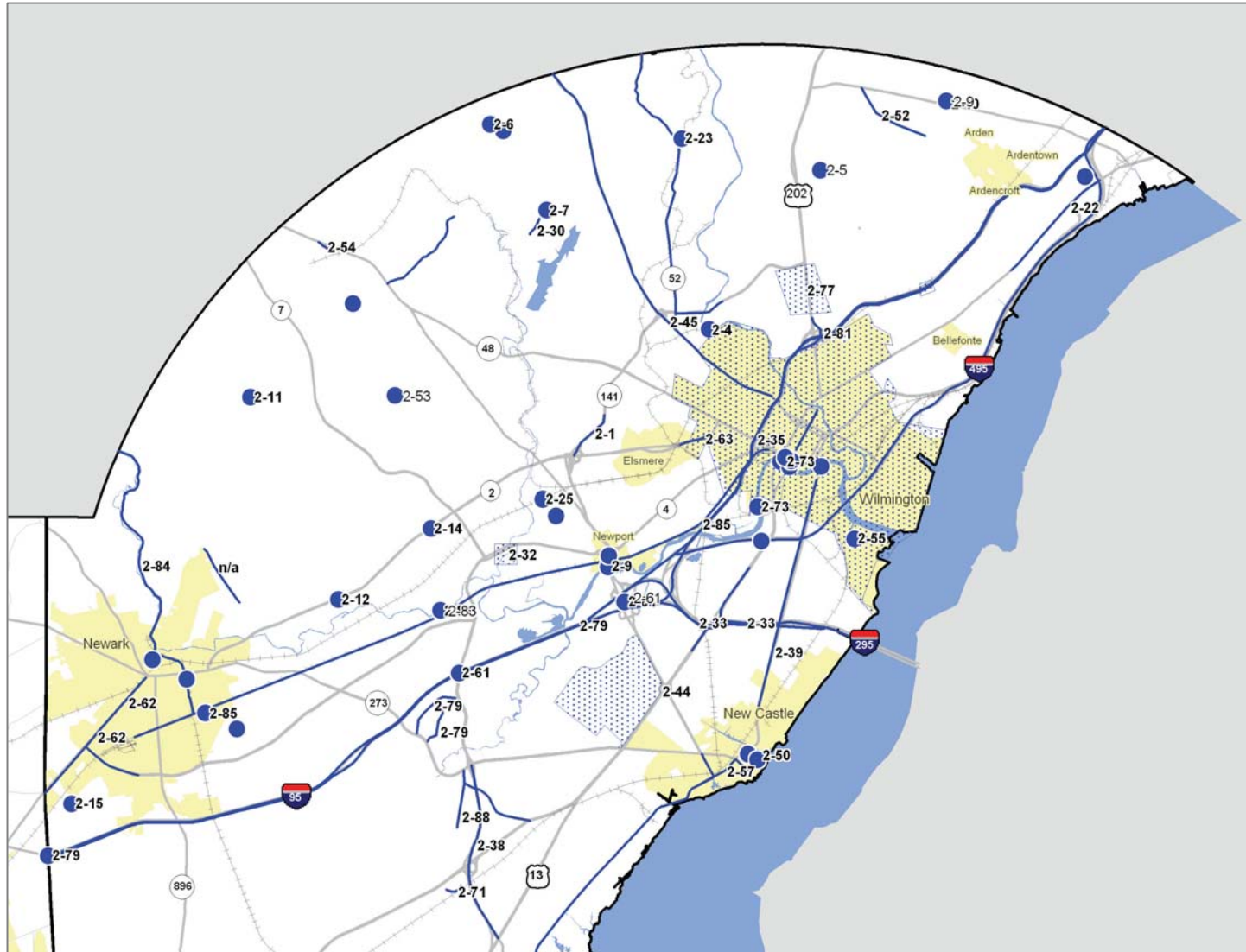
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2-50	Washington Street, New Castle	10.4	275.0	0.0	0.0	285.4	375.0	4,000.0	2,000.0		6,375.0	514.6	100.0	4,000.0	2,000.0	0.0	6,100.0
2-94	Westown Concept Designs and Program Management	25.0	0.0	0.0	0.0	25.0	25.0	0.0	0.0		25.0	0.0	25.0	0.0	0.0	0.0	25.0
2-94	Westown, St. Annes Church Rd:Levels Rd to SR 71	2,900.0	700.0	0.0	0.0	3,600.0	700.0	0.0	0.0		700.0	(200.0)	0.0	0.0	0.0	0.0	0.0
2-94	Westown, US 301: Middleneck to Peterson Rd	8,025.0	1,000.0	0.0	0.0	9,025.0	1,450.0	0.0	0.0		1,450.0	(423.0)	450.0	0.0	0.0	0.0	450.0
2-94	Westown, Wiggins Mill Rd: Green Giant to St Annes	0.0	50.0	170.0	2,100.0	2,320.0	50.0	170.0	2,100.0		2,320.0	0.0	0.0	0.0	0.0	0.0	0.0
2-41	Wilmington Operations Center	300.0	350.0	0.0	400.0	1,050.0	650.0	0.0	400.0		1,050.0	0.0	300.0	0.0	0.0	0.0	300.0
2-73	Wilmington Riverfront Program	549.0	450.0	400.0	400.0	1,799.0	50.0	50.0	50.0	50.0	200.0	(328.9)	(400.0)	(350.0)	(350.0)	(130.0)	(1,230.0)
2-75	Wilmington Signal Improvements, Phase II	150.0	0.0	0.0	0.0	150.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
2-85	Wilmington Train Station	11,008.0	5,899.0	0.0	0.0	16,907.0	11,753.6	0.0	0.0		11,753.6	6,991.6	5,854.6	0.0	0.0	0.0	5,854.6
2-97	Wilmington Transit Hub						7,120.0	7,200.0	7,780.0		22,100.0						
												0.0				0.0	0.0
	<b>CECIL COUNTY</b>								0.0			0.0					0.0
3- 2	Areawide Bridge Replacement and Rehabilitation	1,250.0	1,250.0	1,250.0	1,250.0	5,000.0	1,250.0	1,250.0	1,250.0	1,250.0	5,000.0	0.0	0.0	0.0	0.0	1,250.0	1,250.0
3-13	Areawide Congestion Management	2,000.0	2,000.0	2,000.0	2,000.0	8,000.0	2,000.0	2,000.0	2,000.0	2,000.0	8,000.0	0.0	0.0	0.0	0.0	2,000.0	2,000.0
3- 3	Areawide Environmental Projects	500.0	500.0	500.0	500.0	2,000.0	500.0	500.0	500.0	500.0	2,000.0	0.0	0.0	0.0	0.0	500.0	500.0
3- 4	Areawide Resurfacing and Rehabilitation	2,000.0	2,000.0	2,000.0	2,000.0	8,000.0	2,000.0	2,000.0	2,000.0	2,000.0	8,000.0	0.0	0.0	0.0	0.0	2,000.0	2,000.0
3- 5	Areawide Safety and Spot Improvements	1,500.0	1,500.0	1,500.0	1,500.0	6,000.0	1,500.0	1,500.0	1,500.0	1,500.0	6,000.0	0.0	0.0	0.0	0.0	1,500.0	1,500.0
3-14	Areawide Signing	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3- 6	Areawide Urban Street Reconstruction	1,000.0	1,000.0	1,000.0	1,000.0	4,000.0	1,000.0	1,000.0	1,000.0	1,000.0	4,000.0	0.0	0.0	0.0	0.0	1,000.0	1,000.0
3-9	Local Road Improvements <b>ARRA</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3-15	MD 222 Ride Sharing Lot Expansion <b>ARRA</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

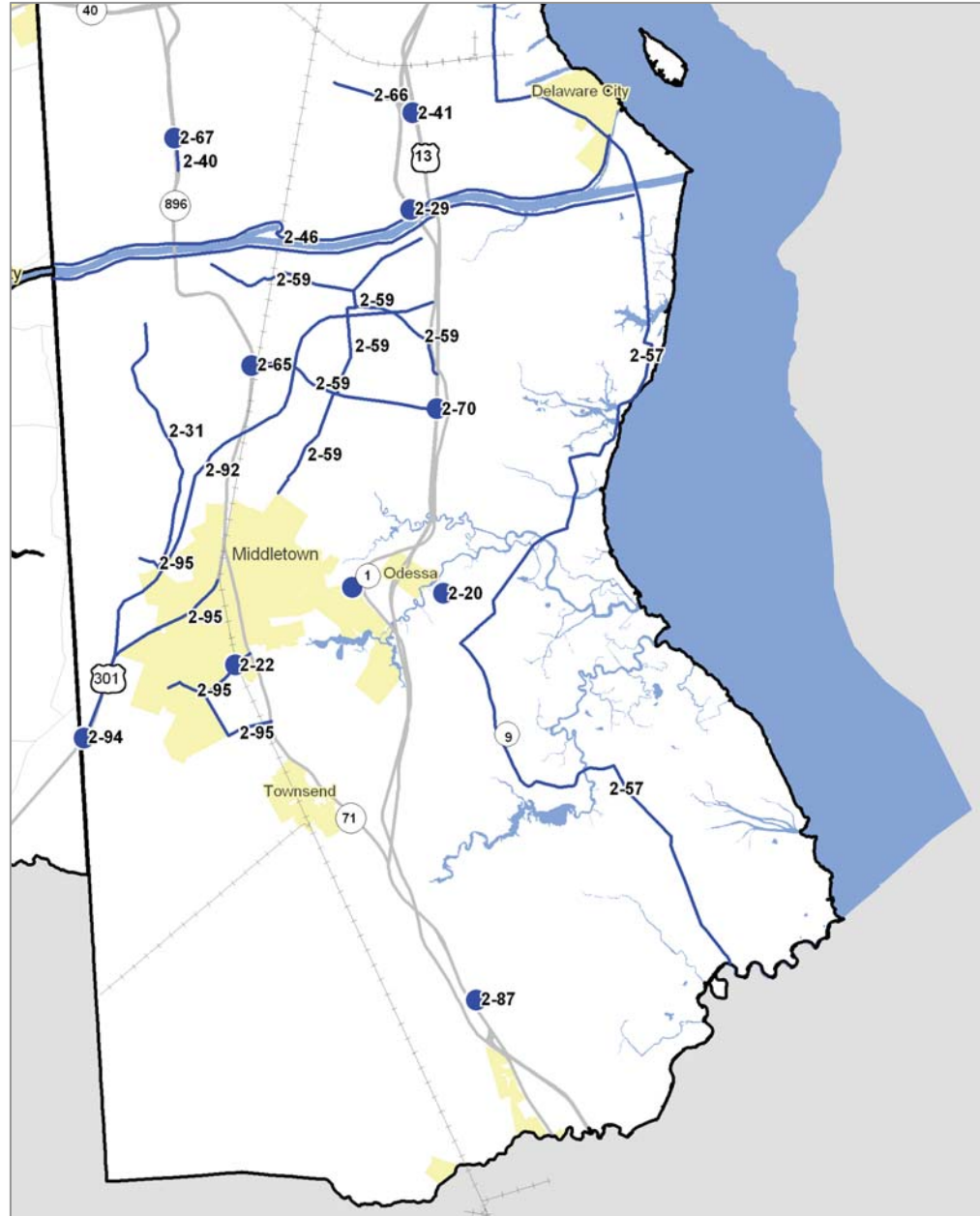
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3-17	Sign Lighting System <b>ARRA</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3-11	Small Urban Transit - Capital Assistance <b>ARRA</b>	333.5	333.5	333.5	333.5	1,334.0	333.5	333.5	333.5	333.5	1,334.0	0.0	0.0	0.0	0.0	333.5	333.5
3-12	Small Urban Transit - Operating Assistance	638.2	638.2	638.2	638.2	2,552.8	638.2	638.2	638.2	638.2	2,552.8	0.0	0.0	0.0	0.0	638.2	638.2
3-10	Resurface & Flood Mitigation: MD 7 D to Big Elk Creek <b>ARRA</b>	700.0	0.0	0.0	0.0	700.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3-18	Traffic Signal Upgrades <b>ARRA</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	<b>Delaware Statewide Subtotal</b>	<b>245,715.1</b>	<b>193,825.7</b>	<b>185,443.9</b>	<b>217,350.3</b>	<b>842,334.9</b>	<b>197,123.8</b>	<b>192,888.0</b>	<b>217,404.5</b>	<b>220,891.2</b>	<b>828,307.5</b>	<b>(3,785.1)</b>	<b>3,298.1</b>	<b>7,444.1</b>	<b>54.2</b>	<b>(1,676.1)</b>	<b>9,120.4</b>
	<b>New Castle County Subtotal</b>	<b>229,309.5</b>	<b>195,816.1</b>	<b>222,005.5</b>	<b>276,155.7</b>	<b>923,286.8</b>	<b>197,692.6</b>	<b>231,782.4</b>	<b>293,508.7</b>	<b>323,340.4</b>	<b>1,060,644.1</b>	<b>399.0</b>	<b>1,876.5</b>	<b>9,776.9</b>	<b>9,573.0</b>	<b>22,359.0</b>	<b>43,585.4</b>
	<b>Cecil County Subtotal</b>	<b>9,921.7</b>	<b>9,221.7</b>	<b>9,221.7</b>	<b>9,221.7</b>	<b>37,586.8</b>	<b>9,221.7</b>	<b>9,221.7</b>	<b>9,221.7</b>	<b>9,221.7</b>	<b>36,886.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>9,221.7</b>	<b>9,221.7</b>
	<b>TOTAL</b>	<b>484,946.3</b>	<b>398,863.5</b>	<b>416,671.1</b>	<b>502,727.7</b>	<b>1,803,208.6</b>	<b>404,038.1</b>	<b>433,892.1</b>	<b>520,134.9</b>	<b>553,453.3</b>	<b>1,925,838.4</b>	<b>(3,386.1)</b>	<b>5,174.6</b>	<b>17,221.0</b>	<b>9,627.2</b>	<b>29,904.7</b>	<b>61,927.5</b>

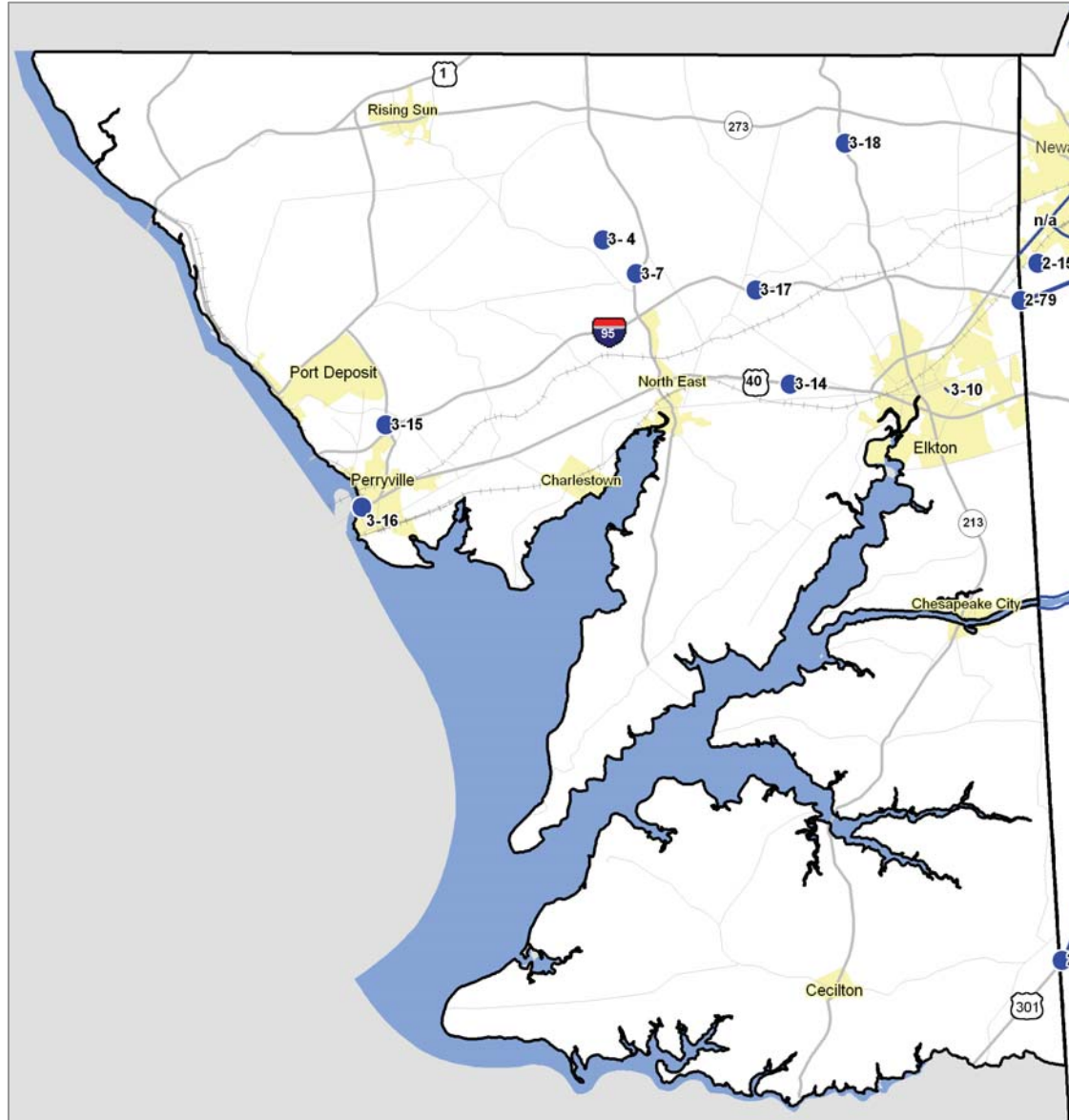
# Northern NCC Map of Projects



# Southern NCC Map of Projects



# Cecil County Map of Projects



# Sample TIP Project Page

**Investment Area categories are:**

**Center/Core** – Well established areas with the most people and/or jobs. Planned investment emphasizes public transportation, walking and bicycling.

**Community** – Well established areas with moderate growth and development expected. Planned investment expands and improves existing transportation services and facilities.

**Developing** – Areas where land uses and development patterns are emerging. Planned investment encourages phased planned growth and rational development.

**Rural** – Areas where limited growth and development exist or are expected. Planned investment preserves natural resources and existing transportation facilities and services.

DOT funding category


**DRAFT FY 2010 – 2013 TRANSPORTATION IMPROVEMENT PROGRAM**

**BR 211A ON KIRKWOOD HIGHWAY OVER PIKE CREEK**

**DESCRIPTION:** Replace westbound deck, rehabilitate abutments by sealing and patching spalls, provide seismic retrofits for bearing, clean and paint steel beams, and provide scour countermeasures in the stream.

**JUSTIFICATION:** The existing bridge deck is exhibiting significant deterioration. The bridge currently has a deficiency rank of 51 of 1,399 on the Department's bridge deficiency list (via the Bridge Management program).

County: New Castle  
 Investment Area: Core  
 Municipality: Core  
 Funding Program: Road System – Bridge Improvements  
 Functional Category: Preservation  
 Year Initiated: FY 2007



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							
C	80% FHWA	LIC0	\$500.0	\$1,000.0				\$1,000.0	
<b>TOTAL</b>			\$500.0	\$1,000.0	\$0.0	\$0.0	\$0.0	\$1,000.0	\$0.0

*ALLS X 1,000*

NEW CASTLE COUNTY – SYSTEM PRESERVATION 2-11

Description of project

Why project is being done

Project name

Location map

Icons indicate whether project addresses auto, bicycle, transit or pedestrian modes or historic preservation

Funding type refers to the federal aid category code

**Functional categories are:**

**Program Development** – Identify a need and decide on a solution

**Preservation** – Maintain an existing facility or service

**Management** – Enhance existing facility or service to sustain an acceptable level of service

**Expansion** – New or expanded services and infrastructure

PD: Project Development  
 PE: Preliminary Engineering  
 ROW: Right of Way Acquisition  
 C: Construction

Funding source for each project phase

When 80% FHWA is show, dollars show total State and Federal