

NEW CASTLE
COUNTY

BASIN ROAD (SR 141): SR 273: FRENCHTOWN ROAD TO SR 48, LANCASTER PIKE

DESCRIPTION: This concrete roadway is deteriorating due to the presence of an alkali silica reaction (ASR) found in the concrete itself. This project will be multi-phased. Currently, work is underway on:

SR 141, Kirkwood Highway to Faulkland Road: Improvements under this project include conversion of the existing four-lane arterial (without shoulders) to a four-lane divided arterial with an 18-foot raised median; two 24-foot roadways; 10-foot outside shoulders; and five-foot sidewalks.

SR 141 Landscaping - Kirkwood Hwy to Faulkland Road: This project entails the landscaping to complete SR 141 improvement between Kirkwood Highway to Faulkland Road.

JUSTIFICATION: Location was identified through the DelDOT Highway Safety Improvement Program.

County: New Castle
Investment Area: Core
Municipality: New Castle, Newport
Funding Category: Road System – Arterials
Functional Category: Preservation
Year Initiated: FY 2000



PROJECT	PHASE	FUNDING	CURRENT 7/12-6/13	FY 2014 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2014-17 TOTAL	FY 2018-19 TOTAL
SR 141: SR 2 to Faulkland Rd	PE C	80% FHWA	\$ 0.0						
		FHWA	\$ 377.1						
		ST	\$94.3						
		Other	\$ 0.0						
	TOTAL		\$ 471.4	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$0.0

All \$ X 1,000

BR 32 ON FOULK ROAD OVER S. BRANCH NAAMANS CREEK

SCOPE/DESCRIPTION: This project involves the replacement of the existing prestressed concrete beams with new prestressed concrete box beams. Additional work includes rehabilitation of the existing abutments, minor reconstruction of the approach roadway, and placement of riprap in the stream to prevent scour. The work will be performed in phases while maintaining traffic on Foulk Road.

JUSTIFICATION: The existing concrete deck slab is showing signs of deterioration including cracks and large spalls with exposed corroded steel reinforcement on the bottom side. The bridge is structurally deficient and was selected by the Pontis Bridge Management System for work. The bridge ranks 68th on the DelDOT 2011 Bridge Deficiency List.

County: New Castle
Investment Area: Core
Municipality:
Funding Program: Road System – Bridge Improvements
Functional Category: Preservation
Year Initiated: FY 2013



PHASE	FUNDING	CURRENT 7/12-6/13	FY 2014 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2014-17 TOTAL	FY 2018-19 TOTAL
PE	80% FHWA	\$ 30.0					\$ 0.0	
ROW	100% FHWA	\$ 0.0		\$ 30.0			\$ 30.0	
C	100% FHWA	\$ 0.0			\$ 650.0		\$ 650.0	
TOTAL		\$ 30.0	\$ 0.0	\$ 30.0	\$ 650.0	\$ 0.0	\$ 680.0	\$ 0.0

All \$ X 1,000

BR 110 ON N239, PYLES FORD ROAD

SCOPE/DESCRIPTION: Replace existing concrete slab on stone abutments with precast concrete culvert and wingwalls. Reconstruct the roadway approaches and place steel guardrail as required. Place riprap to protect the structure from scour.

JUSTIFICATION: To extend service life and increase safety of the bridge.

County: New Castle
Investment Area: Rural
Municipality:
Funding Program: Road System – Bridge Improvements
Functional Category: Preservation
Year Initiated: FY 2009



PHASE	FUNDING	CURRENT 7/12-6/13	FY 2014 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2014-17 TOTAL	FY 2018-19 TOTAL
PE ROW C	100% ST 100% ST 100% ST			\$ 17.0			\$ 17.0	
TOTAL		\$ 0.0	\$ 0.0	\$ 17.0	\$ 0.0	\$ 0.0	\$ 17.0	\$ 0.0

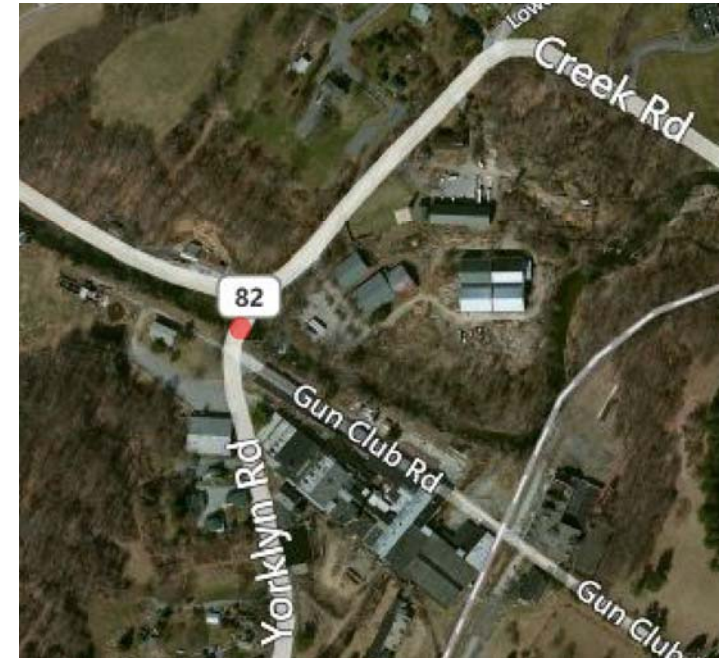
All \$ X 1,000

BR 112 ON YORKLYN ROAD OVER RED CLAY CREEK

SCOPE/DESCRIPTION: This project involves the rehabilitation of the superstructure and substructure. This work includes repairing all concrete spalls and delaminations, repairing and/or sealing all concrete cracks, installing galvanic anodes, repairing or replacing finger joints, painting concrete rail, replacing all median lids, cleaning and painting light posts, and cleaning/painting/greasing all bearings.

JUSTIFICATION: To extend service life and increase safety of the bridge.

County: New Castle
Investment Area: Rural
Municipality:
Funding Program: Road System – Bridge Improvements
Functional Category: Preservation
Year Initiated: FY 2013



PHASE	FUNDING	CURRENT 7/12-6/13	FY 2014 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2014-17 TOTAL	FY 2018-19 TOTAL
PE ROW C	100% FHWA 100% FHWA 100% ST	\$120.0		\$ 131.0	\$ 18.0		\$ 131.0 \$ 18.0	
TOTAL		\$ 120.0	\$ 0.0	\$ 131.0	\$ 18.0	\$ 0.0	\$ 149.0	\$ 0.0

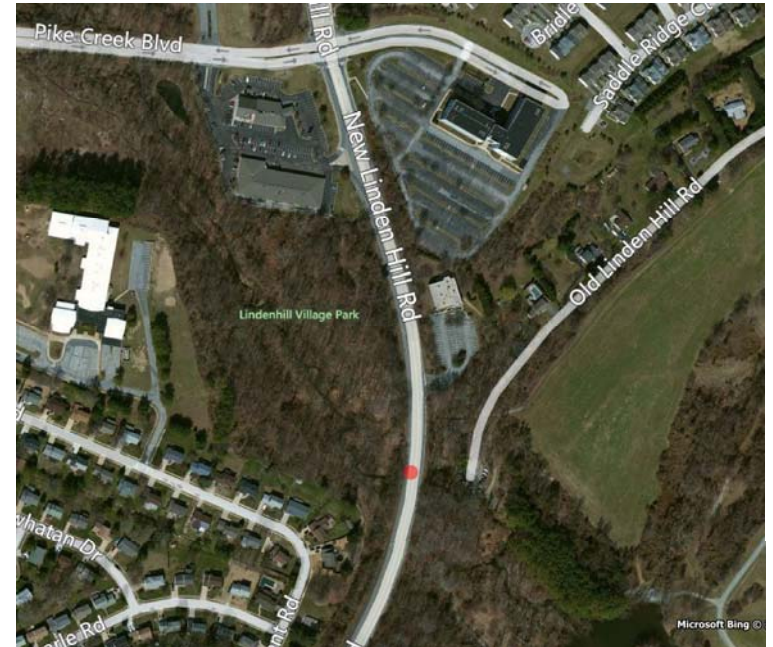
All \$ X 1,000

BR 204 ON NEW LINDEN HILL ROAD TRIBUTARY TO MILL CREEK

DESCRIPTION: The existing pipe will be lined using a centrifugally applied fiber reinforced concrete liner.

JUSTIFICATION: There is sporadic corrosion throughout the pipe with 100% section loss at several locations. The existing pipe is structurally deficient and was selected by the Pontis Bridge Management System for work. This bridge was ranked 105th on the 2012 DelDOT Bridge Deficiency List.

County: New Castle
Investment Area: Core
Municipality:
Funding Program: Road System – Bridge Improvements
Functional Category: Preservation
Year Initiated: FY 2013



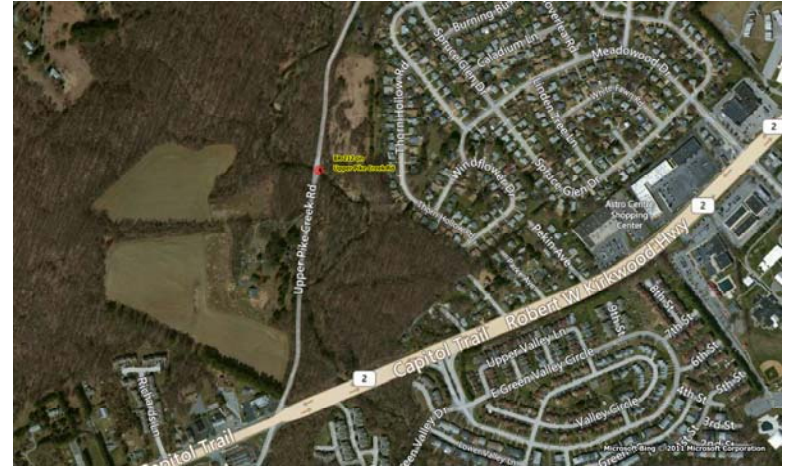
PHASE	FUNDING	CURRENT 7/12-6/13	FY 2014 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2014-17 TOTAL	FY 2018-19 TOTAL
ROW C	100% ST 100% ST	\$250.0					\$0.0	
TOTAL		\$250.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

All \$ X 1,000

BR 212 ON UPPER PIKE CREEK ROAD

DESCRIPTION: This project involved emergency scour repairs due to Hurricane Irene. The work included the removal of any remaining debris in the channel including the damaged articulated precast concrete block mats, backfilling scour holes, regrading eroded slopes, patching the existing roadway where washed away, replacing guardrail, and placing new articulated precast concrete block scour countermeasures.

JUSTIFICATION: Emergency scour repairs. As a result of Hurricane Irene, a significant amount of the existing articulated precast concrete block mats were washed away and piled up downstream causing a blockage of the stream. There are scour holes in the stream and large areas of erosion including pavement on the downstream side of the bridge. This bridge is considered scour critical without the scour protection and requires emergency repairs.



County: New Castle
Investment Area: Core
Municipality:
Funding Program: Road System – Bridge Improvements
Functional Category: Preservation
Year Initiated: FY 2013



PHASE	FUNDING	CURRENT 7/12-6/13	FY 2014 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2014-17 TOTAL	FY 2018-19 TOTAL
ROW C	100% ST 100% ST	\$0.0					\$0.0	
TOTAL		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0

All \$ X 1,000

BR 221 ON PLEASANT HILL ROAD OVER MIDDLE RUN

DESCRIPTION: Replace existing structure with a precast concrete frame. Reconstruct the roadway approaches and place guardrail as required. Place riprap to protect the structure from scour.

JUSTIFICATION: To extend service life and increase safety of both bridges.

County: New Castle
Investment Area: Rural
Municipality: n/a
Funding Program: Road System – Bridge Improvements
Functional Category: Preservation
Year Initiated: FY 2010



PHASE	FUNDING	CURRENT 7/12-6/13	FY 2014 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2014-17 TOTAL	FY 2018-19 TOTAL
PE	100% ST						\$ 0.0	
ROW	100% ST						\$ 0.0	
C	100% ST						\$ 0.0	
TOTAL		\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0

All \$ X 1,000

BR 229B ON SR 2 KIRKWOOD HIGHWAY OVER WHITE CLAY CREEK

DESCRIPTION: The steel girders require 60 pins to be replaced, and there are multiple locations of spalls and cracks in the bridge deck. Additional work includes joint replacement, cleaning and painting of steel beams, and installation of riprap for scour protection. Work will be performed in phases to maintain traffic.

JUSTIFICATION: The steel girders require 60 pins to be replaced, and there are multiple locations of spalls and cracks in the bridge deck. This bridge is structurally deficient and was selected by the Pontis Bridge Management System for work. It is ranked 29th on the 2012 DelDOT Bridge Deficiency List.

County: New Castle
Investment Area: Center
Municipality: Newark
Funding Program: Road System – Bridge Improvements
Functional Category: Preservation
Year Initiated: FY 2014



PHASE	FUNDING	CURRENT 7/12-6/13	FY 2014 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2014-17 TOTAL	FY 2018-19 TOTAL
PE	80% FHWA		\$ 300.0				\$ 300.0	
ROW	80% FHWA		\$ 34.0				\$ 34.0	
C	100% FHWA				\$ 3,143.0		\$ 3,143.0	
TOTAL		\$ 0.0	\$ 334.0	\$ 0.0	\$ 3,143.0	\$ 0.0	\$ 3,477.0	\$ 0.0

All \$ X 1,000

BR 239 ON N352 RED MILL ROAD OVER TRIBUTARY TO WHITE CLAY CREEK**DESCRIPTION:** Bridge preservation.**JUSTIFICATION:** Bridge preservation.

County: New Castle
Investment Area: Center
Municipality: Newark
Funding Program: Road System – Bridge Improvements
Functional Category: Preservation
Year Initiated: FY 2014



PHASE	FUNDING	CURRENT 7/12-6/13	FY 2014 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2014-17 TOTAL	FY 2018-19 TOTAL
PE ROW C	100% ST 80% FHWA 100% ST		\$ 50.0		\$ 500.0		\$ 50.0 \$ 500.0	
TOTAL		\$ 0.0	\$ 50.0	\$ 0.0	\$ 500.0	\$ 0.0	\$ 550.0	\$ 0.0

All \$ X 1,000

BR 254 ON OLD NEWARK ROAD OVER COOL RUN

DESCRIPTION: This project involves the replacement of the existing corrugated metal pipes with a precast concrete frame. Additional work includes minor reconstruction of the approach roadway, installation of guardrail as needed, and placement of riprap in the stream to prevent scour. The work will be performed under a full road closure with detour.

JUSTIFICATION: There is significant corrosion at the waterline with 100% section loss at several locations throughout the pipes. The existing pipes are structurally deficient and were selected by the Pontis Bridge Management System for work. This bridge is currently ranked 97th on the 2012 DelDOT Bridge Deficiency List.

County: New Castle
Investment Area: Center
Municipality: Newark
Funding Program: Road System – Bridge Improvements
Functional Category: Preservation
Year Initiated: FY 2013



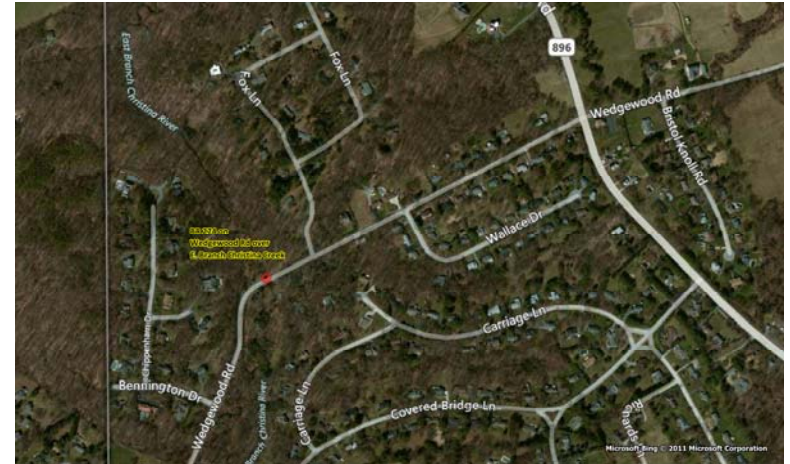
PHASE	FUNDING	CURRENT 7/12-6/13	FY 2014 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2014-17 TOTAL	FY 2018-19 TOTAL
PE ROW C	80% FHWA 80% FHWA 80% FHWA	\$ 40.0	\$ 25.0 \$ 25.0		\$ 600.0		\$ 25.0 \$ 25.0 \$ 600.0	
TOTAL		\$ 40.0	\$ 50.0	\$ 0.0	\$ 600.0	\$ 0.0	\$ 650.0	\$ 0.0

All \$ X 1,000

BR 274 ON WEDGEWOOD ROAD OVER EAST BRANCH OF CHRISTINA CREEK

DESCRIPTION: This project involves the replacement of the existing corrugated metal pipe arches with a cast-in-place or precast concrete three-sided frame. Additional work includes minor reconstruction of the approach roadway, installation of guardrail, and placement of riprap in the stream for scour protection. The work will be performed under a full road closure with detour.

JUSTIFICATION: The existing pipe arches are structurally deficient and were selected by the Pontis Bridge Management System for work. There is corrosion at the waterline with 100% section loss at some locations. This bridge is currently ranked 20th on the 2010 DelDOT Bridge Deficiency List.



County: New Castle
Investment Area: Center
Municipality: Newark
Funding Program: Road System – Bridge Improvements
Functional Category: Preservation
Year Initiated: FY 2013

PHASE	FUNDING	CURRENT 7/12-6/13	FY 2014 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2014-17 TOTAL	FY 2018-19 TOTAL
PE ROW C	80% FHWA 100% FHWA 80% FHWA	\$ 20.0 \$ 20.0	\$ 20.0				\$ 20.0	
TOTAL		\$ 40.0	\$ 20.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 20.0	\$ 0.0

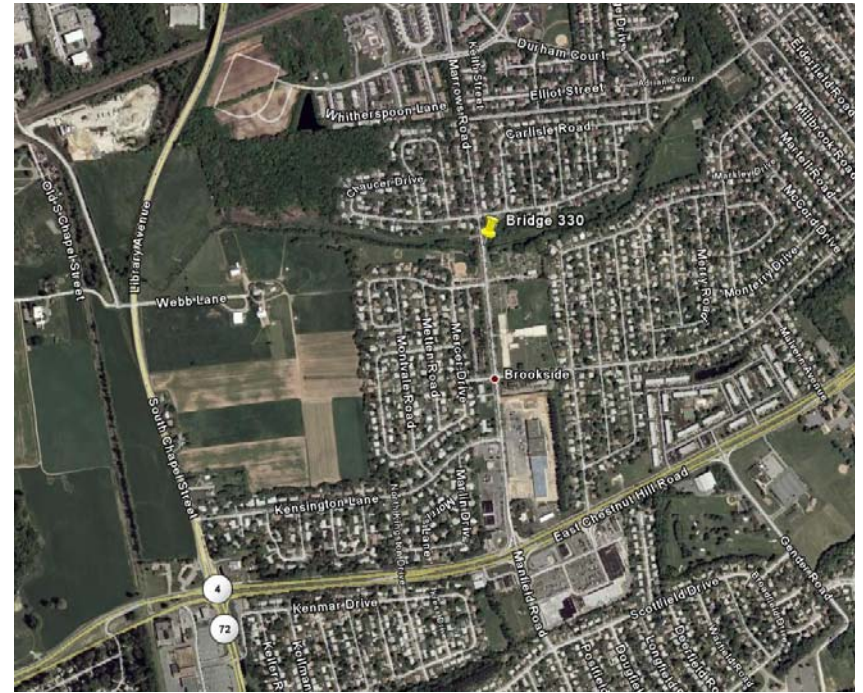
All \$ X 1,000

BR 330 ON MARROWS ROAD OVER COOL RUN

DESCRIPTION: This project will replace existing metal arch with a precast concrete box culvert or three sided structure using the clear zone concept. Place riprap in the stream as required for scour protection. Reconstruct roadway approaches as required.

JUSTIFICATION: The entire length of the existing metal arch shows significant corrosion at the waterline on both sides and can be punctured with a hammer. The arch is structurally deficient and was selected by the Pontis Bridge Management System for work.

County: New Castle
Investment Area: Core
Municipality:
Funding Program: Road System – Bridge Improvements
Functional Category: Preservation
Year Initiated: FY 2008



PHASE	FUNDING	CURRENT 7/12-6/13	FY 2014 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2014-17 TOTAL	FY 2018-19 TOTAL
PE	100% ST							
ROW	100% ST							
C	100% ST	\$ 733.4						
TOTAL		\$ 733.4	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0

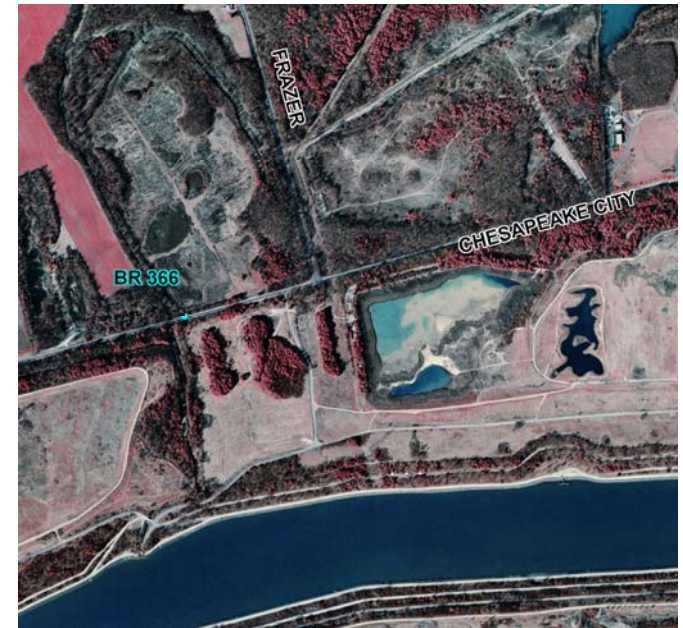
All \$ X 1,000

BR 366 ON CHESAPEAKE CITY ROAD OVER GUTHRIE RUN

DESCRIPTION: Replace existing structure with a precast concrete frame or prestressed concrete slabs. Reconstruct the roadway approaches and place guardrail as required. Place riprap to protect the structure from scour.

JUSTIFICATION: To extend service life and increase safety of both bridges.

County: New Castle
Investment Area: Rural
Municipality:
Funding Program: Road System – Bridge Improvements
Functional Category: Preservation
Year Initiated: FY 2010



PHASE	FUNDING	CURRENT 7/12-6/13	FY 2014 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2014-17 TOTAL	FY 2018-19 TOTAL
PE ROW C	80% FHWA 80% FHWA 80% FHWA	\$ 861.0						
TOTAL		\$ 861.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$0.0	\$ 0.0

All \$ X 1,000

BR 393 ON SR299 MAIN STREET OVER APPOQUINIMINK RIVER

DESCRIPTION: Place scour countermeasures to protect the bridge foundations. Additional work includes minor spall repairs.

JUSTIFICATION: To protect these scour critical bridges from the effects of scour which improves the safety and serviceability of the structures. This is compliance with FHWA efforts to reduce the number of scour critical bridges in the inventory.

County: New Castle
Investment Area: Center
Municipality: Newark
Funding Program: Road System – Bridge Improvements
Functional Category: Preservation
Year Initiated: FY 2014



PHASE	FUNDING	CURRENT 7/12-6/13	FY 2014 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2014-17 TOTAL	FY 2018-19 TOTAL
PE ROW C	100% FHWA 100% FHWA 80% FHWA			\$ 40.0 \$ 28.0			\$ 40.0 \$ 28.0	
TOTAL		\$ 0.0	\$ 0.0	\$ 68.0	\$ 0.0	\$ 0.0	\$ 68.0	\$ 0.0

All \$ X 1,000

BR 444 ON N424, OLD CORBITT ROAD, EAST OF ODESSA

DESCRIPTION: Replace CMP with pre-stressed concrete beams on a stub abutment. Raise and reconstruct the approaches to an elevation above normal high tide. Install guardrail as necessary. Place riprap as required for scour protection.

JUSTIFICATION: Bridge 444 was initiated through the New Castle Conservation District in an effort to raise the road above the normal tide. Currently, the high tide overtops the road twice a day and local residents have complained about the situation

County: New Castle
Investment Area: Developing
Municipality:
Funding Program: Road System – Bridge Improvements
Functional Category: Preservation
Year Initiated: FY 2008



PHASE	FUNDING	CURRENT 7/12-6/13	FY 2014 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2014-17 TOTAL	FY 2018-19 TOTAL
PE	100% ST							
ROW	100% ST	\$ 25.0	\$ 8.8				\$ 8.8	
C	100% ST				\$ 1,501.0		\$ 1,501.0	
TOTAL		\$ 25.0	\$ 8.8	\$ 0.0	\$ 1,501.0	\$ 0.0	\$ 1,509.8	\$ 0.0

All \$ X 1,000

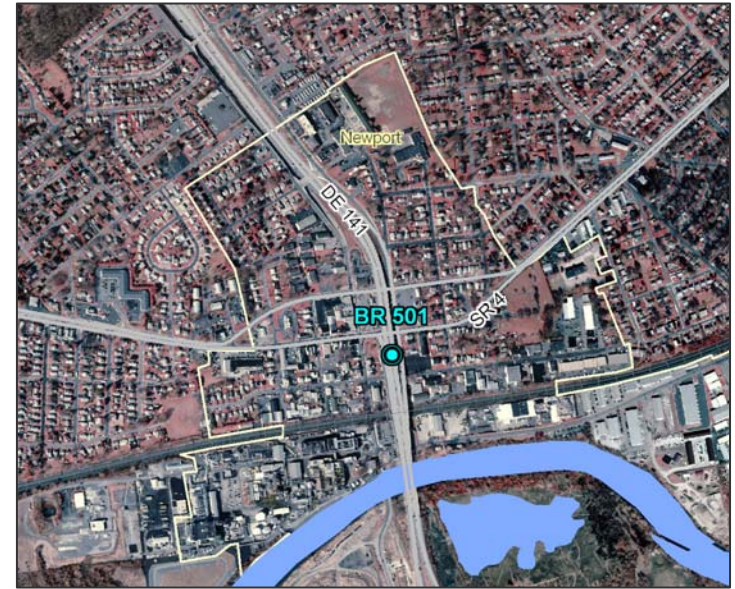
BR 501, 501A, 501B ON SR 141 VIADUCT OVER SR 4

DESCRIPTION: Structural rehabilitation of existing 19 span steel tub girder bridge including deck overlay, replacement of bearings and strip seal joints, painting of structural steel, concrete spall repairs, epoxy injection of concrete cracks, replacement of approach slabs and abutment backwalls and drainage improvements.

JUSTIFICATION: All three bridges are part of the Newport viaduct and will be worked on together. Bridges are in need of repair to extend their service life. Bridges are ranked 27, 39 and 42 in the 2008 bridge deficiency listing generated by the Bridge Management system.

The structure testing and analysis work includes instrumentation, field testing and Finite Element analysis of the structure.

County: New Castle
Investment Area: Core
Municipality: Newport
Funding Program: Road System – Bridge Improvements
Functional Category: Preservation
Year Initiated: FY 2009



PROJECT	PHASE	FUNDING	CURRENT 7/12-6/13	FY 2014 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2014-17 TOTAL	FY 2018-19 TOTAL
Viaduct over SR 4	PE C	80% FHWA 80% FHWA	\$ 10,210.0	\$ 771.5 \$ 4,475.6				\$ 771.5 \$ 4,475.6	
Field Testing & Structure Analysis	PE	80% FHWA							
	TOTAL		\$ 10,210.0	\$ 5,247.1	\$ 0.0	\$ 0.0	\$ 0.0	\$ 5,247.1	\$ 0.0

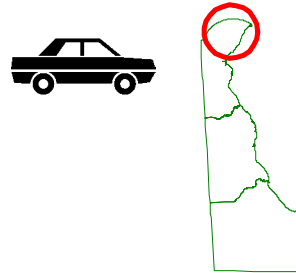
All \$ X 1,000

BR 543 ON CARR ROAD OVER SHELLPOT CREEK

DESCRIPTION: This project involves the replacement of the existing superstructure, consisting of steel beams with a hotmix overlay on stone abutments. The proposed superstructure will consist of steel beams with a concrete deck and utilize the same stone facade as is presently there. The existing abutments will be pointed and parged. Additional work includes minor reconstruction of the approach roadway, replacement of guardrail, and placement of riprap in the stream to prevent scour. The work will be performed under a full road closure with detour.

JUSTIFICATION: There is significant deterioration of the steel beams with loss of section. The existing stone abutments have missing stones and require repointing. The bridge was selected by the Pontis Bridge Management System for work. It is ranked 70th on the 2011 DelDOT Bridge Deficiency List.

County: New Castle
Investment Area: Core
Municipality:
Funding Program: Road System – Bridge Improvements
Functional Category: Preservation
Year Initiated: FY 2013



PHASE	FUNDING	CURRENT 7/12-6/13	FY 2014 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2014-17 TOTAL	FY 2018-19 TOTAL
PE ROW C	100% FHWA 100% FHWA 80% FHWA	\$ 20.0		\$ 37.0	\$ 35.0		\$ 37.0 \$ 35.0	
TOTAL		\$ 20.0	\$0.0	\$ 37.0	\$ 35.0	\$ 0.0	\$ 72.0	\$ 0.0

All \$ X 1,000

BR 567 ON HAY ROAD OVER SHELLPOT CREEK

DESCRIPTION: The project involves the replacement of the existing single-lane functionally obsolete multi-span concrete girder bridge on timber piles. The proposed bridge will provide for two -way traffic and will be a multi-span concrete girder bridge on piles. Additional work will include the removal of the adjacent steel truss bridge, placement of riprap for scour protection, reconstruction of the approach roadway, and installation of guardrail.

JUSTIFICATION: The existing bridge is beyond its original design service life. The bridge deck has significant amounts of delaminations on the deck, and several of the existing timber piles have cracks and delaminations. The bridge is functionally obsolete and only allows for one-way traffic. The bridge has been selected by the Pontis Bridge Management System for work. The City of Wilmington owns and maintains the bridge, and this bridge has become their top bridge priority for improvements.

County: New Castle
Investment Area: Center
Municipality: Wilmington
Funding Program: Road System – Bridge Improvements
Functional Category: Preservation
Year Initiated: FY 2010



PHASE	FUNDING	CURRENT 7/12-6/13	FY 2014 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2014-17 TOTAL	FY 2018-19 TOTAL
PE	FHWA	\$ 272.0	\$ 272.0				\$ 272.0	
	OTHER	\$ 68.0	\$ 68.0				\$ 68.0	
ROW	FHWA			\$ 24.0			\$ 24.0	
	OTHER			\$ 6.0			\$ 6.0	
C	FHWA							
	OTHER							
TOTAL		\$ 340.0	\$ 340.0	\$ 30.0	\$ 0.0	\$ 0.0	\$ 370.0	\$ 0.0

All \$ X 1,000

BR 585 ON AUGUSTINE CUTOFF OVER BRANDYWINE CREEK

DESCRIPTION: Rehabilitate the existing structure by replacing the bearings, painting portions of the superstructure, replacing the pin or placing a catcher at the pin and hanger assembly, replacing the joints, patching spalls, sealing cracks and patching mortar in the substructure. Construction will be completed in multiple stages with maintenance of traffic to allow staging for work.

JUSTIFICATION: To extend service life and safety of the bridge.

County: New Castle
Investment Area: Center
Municipality: Wilmington
Funding Program: Road System – Bridge Improvements
Functional Category: Preservation
Year Initiated: FY 2010



PHASE	FUNDING	CURRENT 7/12-6/13	FY 2014 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2014-17 TOTAL	FY 2018-19 TOTAL
PE	80% FHWA	\$35.3						
C	80% FHWA	\$ 4,000.0	\$ 2,800.0	\$ 200.0			\$3,000.0	
TOTAL		\$ 4,035.3	\$ 2,800.0	\$ 200.0	\$ 0.0	\$ 0.0	\$3,000.0	\$ 0.0

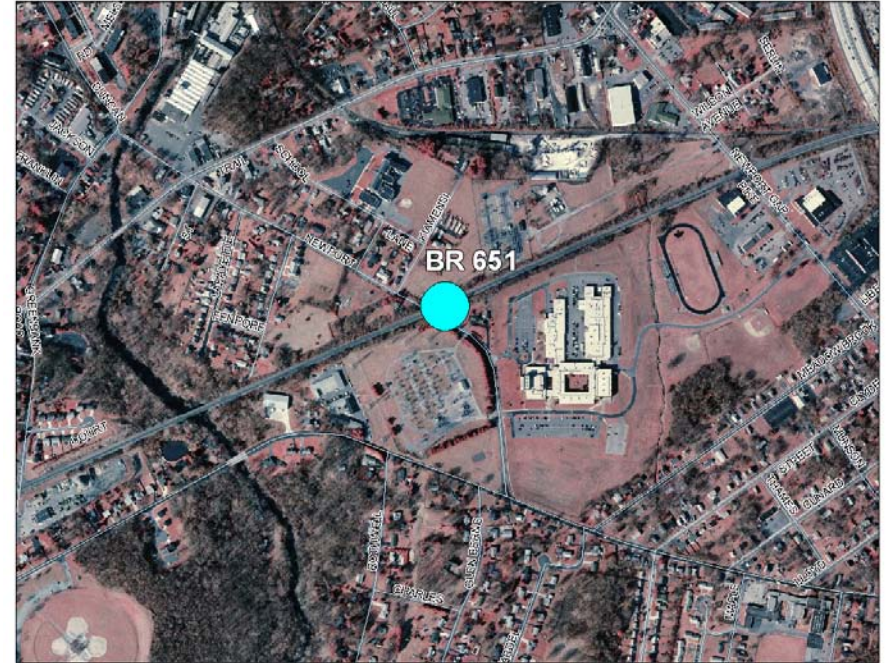
All \$ X 1,000

BR 651, NEWPORT ROAD OVER CSX

DESCRIPTION: Project includes replacing and raising the new bridge to conform to CSX requirements. Approaches will also need to be raised and tied into the existing roadway. Sidewalk will be provided on the bridge to service surrounding schools.

JUSTIFICATION: CSX is requiring additional railroad clearance under bridge 651.

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



PHASE	FUNDING	CURRENT 7/12-6/13	FY 2014 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2014-17 TOTAL	FY 2018-19 TOTAL
PE ROW C	100% ST 80% FHWA ST OTHER FHWA	\$ 2.0 \$ 120.0 \$ 492.8						
TOTAL		\$ 614.8	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0

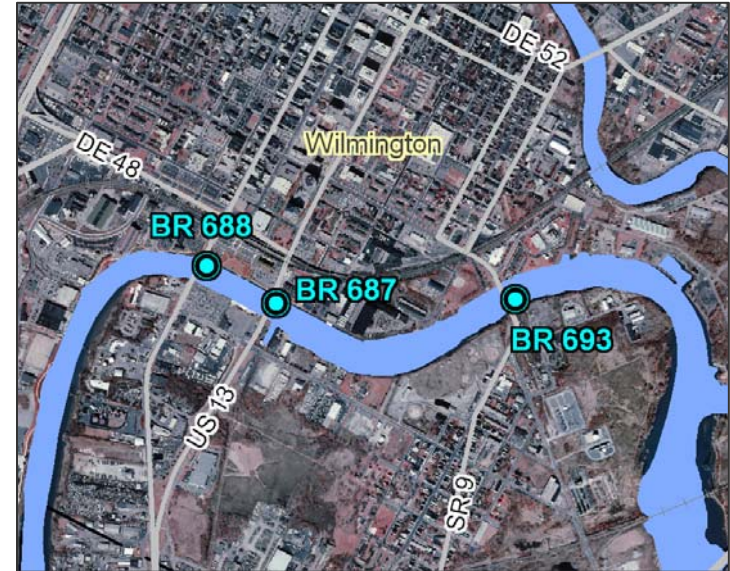
All \$ X 1,000

BR 687, 688, 693 WILMINGTON DRAWBRIDGES

DESCRIPTION: Preservation of three drawbridges along the Christina River.

JUSTIFICATION: To extend service life and increase safety of all three bridges.

County: New Castle
Investment Area: Center
Municipality:
Funding Program: Road System – Bridge Improvements
Functional Category: Preservation
Year Initiated: FY 2009



PHASE	FUNDING	CURRENT 7/12-6/13	FY 2014 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2014-17 TOTAL	FY 2018-19 TOTAL
PE C	80% FHWA 100% FHWA							
TOTAL		\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0

All \$ X 1,000

BR 826 ON I-495 OVER STONEY CREEK

DESCRIPTION: This project involves the rehabilitation of interstate bridges 1-826N and 1-826S. This work includes reconstructing the approach shoulders for maintenance of traffic purposes, reconstructing the approach slabs, placing a bridge deck overlay, repair or replacing the bridge overhang and parapet, repairing spalls and cracks on the abutments and pier columns, and cleaning and painting steel girders.

JUSTIFICATION: Periodic maintenance and rehabilitation of bridges increases the useful life of the infrastructure.

County: New Castle
Investment Area:
Municipality:
Funding Program: Road System – Bridge Improvements
Functional Category: Preservation
Year Initiated: FY 2013



PHASE	FUNDING	CURRENT 7/12-6/13	FY 2014 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2014-17 TOTAL	FY 2018-19 TOTAL
PE ROW C	100% ST 80% FHWA 100% FHWA	\$150.0		\$2,300.0			\$2,300.0	
TOTAL		\$150.0	\$ 0.0	\$2,300.0	\$ 0.0	\$ 0.0	\$2,300.0	\$ 0.0

All \$ X 1,000

BRIDGE STRUCTURE REHABILITATION, NEW CASTLE COUNTY**DESCRIPTION:** Repair of various bridges.**JUSTIFICATION:** To extend service life of various bridges.

County: New Castle
Investment Area:
Municipality:
Funding Program: Road System – Bridge Improvements
Functional Category: Preservation
Year Initiated: FY 2009



PHASE	FUNDING	CURRENT 7/12-6/13	FY 2014 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2014-17 TOTAL	FY 2018-19 TOTAL
C	100% FHWA	\$ 1,512.0		\$ 900.0			\$ 900.0	
TOTAL		\$ 1,512.0	\$ 0.0	\$ 900.0	\$ 0.0	\$ 0.0	\$ 900.0	\$ 0.0

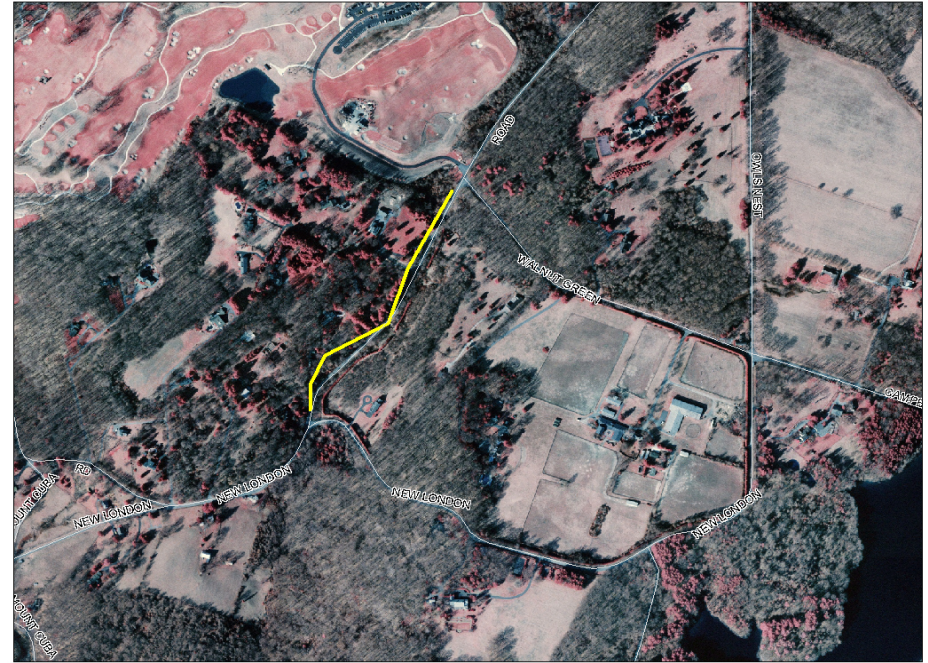
All \$ X 1,000

CULVERT REPLACEMENTS ON N239, PYLES FORD ROAD

DESCRIPTION: The culvert on the south end will be replaced with a pre-cast concrete culvert and wingwalls. The remains of the triangular stone culvert will be preserved. The structure will be extended with a pipe and the road barrier will be shifted away from the failed wingwalls and barrier.

JUSTIFICATION: The culvert on the south end is a concrete slab on stone abutments. The abutments are missing several stones and the slab is in a deteriorated condition. The culvert on the north end is a stone triangular shaped structure that has been extended by a pipe. The existing stone wingwalls and barrier have been hit repeatedly and have crumbled. This project was requested by past DelDOT Secretary Hayward.

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



PHASE	FUNDING	CURRENT 7/12-6/13	FY 2014 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2014-17 TOTAL	FY 2018-19 TOTAL
PE ROW C	100% ST 100% ST 100% ST			\$ 735.3			\$ 735.3	
TOTAL		\$ 0.0	\$ 0.0	\$ 735.3	\$ 0.0	\$ 0.0	\$ 735.3	\$ 0.0

All \$ X 1,000

GLENVILLE WETLAND BANK

DESCRIPTION: DelDOT will use these funds to continue its program of property acquisitions and relocations for the residents of Glenville/Stanton Crest along the Red Clay Creek. The department will apply all of these reimbursements, together with the net proceeds of the sale of any vacant lots and surplus housing, to the relevant accounts in the Transportation Trust Fund.

After the completion of the property acquisitions, DelDOT will investigate the possibility of constructing a wetland mitigation area needed to mitigate wetland impacts from prior projects and a wetland bank for future mitigation of transportation project related wetland impacts.

Remaining work involves the reconstruction of the remaining streets and sidewalks in the Glenville Subdivision as a result of DelDOT's Glenville Wetland Bank Project. The project will provide a connector road between Harbeson and East Netherfield.



JUSTIFICATION: The area is in a severe flood plain and is in constant threat of flooding from Red Clay Creek during heavy storms.

County: New Castle
Investment Area: Core
Municipality:
Funding Program: Road System – Expressways
Functional Category: Preservation
Year Initiated: FY 2005



PROJECT	PHASE	FUNDING	CURRENT 7/12-6/13	FY 2014 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2014-17 TOTAL	FY 2018-19 TOTAL
Wetland Mitigation	PE C	100% FHWA OTHER	\$ 74.3	\$ 9.0				\$ 9.0	
Subdivision Improvements	PE/C	OTHER	\$ 182.3						
	TOTAL		\$ 256.6	\$ 9.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 9.0	\$ 0.0

All \$ X 1,000

I-295 IMPROVEMENTS

DESCRIPTION: In FY 2000, the Delaware River and Bay Authority (DRBA) began a five to six year rehabilitation project on all approaches and ramps on the west side of the Delaware Memorial Bridge. Construction on the eastbound lanes closest to the bridge was completed in Fiscal Year 2000 and the work closest to the bridge on the westbound lanes is currently under construction.

DelDOT currently maintains I-295 west of bridges 1-008E and 1-008W. DRBA is responsible for the remaining portion on I-295 to and including the Delaware Memorial Bridge. New planned improvements will be a joint effort by DelDOT and DRBA. DRBA will design and manage the improvements with oversight from DelDOT.

Improvements will include:

- **DRBA Bridges** – These bridges are located over an abandoned railroad. Plans are underway to encapsulate and fill in the area under the bridges. This is projected to save bridge maintenance funds in future years. An agreement between DelDOT and DRBA has been signed that will make DRBA responsible to rebuild the bridges if and when a commuter rail line is constructed. Although there are no current plans to construct a rail line, this does remain a viable option in the future.
- The installation of ten new light standards within the limits of DelDOT maintenance responsibilities for I-295 and US 13. The length of the project is from 1,500 feet west of the interstate connection of northbound I-95/I-295 to 2,400 feet west of US 13.
- A third lane expansion project from SR 141 to SR 9 will address peak periods when the current two-lane configuration is not adequate. This has been modeled, and there are no air quality issues. The length of the project is from I-95/SR 141 interchange to 2,400 feet west of US 13.
- Weave elimination from I-95 to US 13 – a collector and distributor slip ramp with mill and overlay on I-295. DRBA has developed a concept that will solve the existing weave problem from southbound I-95 to eastbound I-295 to southbound US 13. This solution incorporates a collector/distributor ramp and barrier to preclude the weave and offers optional routes to replace the moves eliminated by the barrier. DRBA will remove the current ramps from southbound US 13 to the eastbound bridge and construct a new access which will require motorist to travel further south on US 13, and then make a cross traffic turn to get onto the Delaware Memorial Bridge. DRBA, DelDOT and the Federal Highway Administration (FHWA) engineers have analyzed this traffic volume and believe it is light enough to warrant the new pattern. An overlay and pavement rehabilitation to I-295 will also be done. The length of the project is from the Interstate Connection of northbound I-95/I-295 to 2,400 feet west of US 13. The westbound US 13 to I-95 pavement reconstruction project of I-295 west of US 13 to I-95 will also be completed.



The DelDOT/DRBA agreement will ensure that replacing the existing seven bridges with earth embankment is not a future impediment to potential transit or greenway in the New Castle Industrial Line Corridor that would pass under I-295.

I-295 ROADWAY IMPROVEMENTS (CONTINUED)

JUSTIFICATION: This project will address the difficult traffic weave patterns between I-295 from the Delaware Memorial Bridge to US 13, and I-95 northbound and southbound by elimination of the safety problems in the area.

County: New Castle
Investment Area: Core
Municipality:
Funding Program: Road System – Expressways
Functional Category: Preservation
Year Initiated: FY 2002



PROJECT	PHASE	FUNDING	CURRENT 7/12-6/13	FY 2014 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2014-17 TOTAL	FY 2018-19 TOTAL
BR 665N/S on US 13 over New Castle Industrial Rail ROW, Farnhurst	PE ROW C	100% ST 80% FHWA 100% FHWA	\$ 252.3 \$ 18.0	\$ 5.0 \$ 2,650.0	\$2,460.0			\$ 5.0 \$ 5,110.0	
I-295: 3 rd Lane, SR 141 to SR 9	PE	100% ST							
Weave Elimination: I-95 to US 13	PE C	100% ST 100% ST							
I-295 WB: I-295 to US 13	PE C	100% ST 100% ST	\$ 150.0	\$1,000.0				\$ 1,000.0	
	TOTAL		\$ 420.3	\$ 3,655.0	\$ 2,460.0	\$ 0.0	\$ 0.0	\$ 6,115.0	\$ 0.0

All \$ X 1,000

INTERSTATE MAINTENANCE**DESCRIPTION:** Maintain our interstate highway facilities.**JUSTIFICATION:** This project will provide needed maintenance along Delaware's interstate highways.

County: New Castle
Investment Area: Core
Municipality:
Funding Program: Road System – Expressways
Functional Category: Preservation
Year Initiated: FY 2009



PROJECT	PHASE	FUNDING	CURRENT 7/12-6/13	FY 2014 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2014-17 TOTAL	FY 2018-19 TOTAL
Drainage	C	FHWA ST	\$ 2,000.0	\$ 2,000.0	\$ 2,000.0	\$ 2,000.0	\$ 2,000.0	\$ 8,000.0	\$ 3,200.0 \$ 800.0
Interstate Ramp, Paving and Repair	C	100% FHWA							
Lighting Replacement, I-95	C	100% FHWA	\$ 1,300.0	\$ 414.5				\$ 414.5	
Structure Maintenance	C	FHWA ST	\$ 2,908.0	\$ 932.3 \$ 104.5	\$ 1,037.0			\$ 1,969.3 \$ 104.5	
Interstate Bridge Maintenance, North	C	FHWA ST	\$ 1,602.7 \$ 48.8						
Interstate Bridge Maintenance, South	C	100% FHWA	\$ 4,500.0	\$ 3,375.0				\$ 3,375.0	
	TOTAL		\$ 14,359.5	\$ 6,826.3	\$ 3,037.0	\$ 2,000.0	\$ 2,000.0	\$ 13,863.3	\$ 4,000.0

All \$ X 1,000

SR 9, NEW CASTLE AVENUE: 3RD STREET TO HEALD STREET

DESCRIPTION: This project involves the reconstruction of the existing concrete pavement. There will also be some minor operational and safety improvements.

JUSTIFICATION: This roadway has been identified as having deficient pavement.

County: New Castle
Investment Area: Center
Municipality: Wilmington
Funding Program: Road System – Arterial
Functional Category: Preservation
Year Initiated: FY 2008



PHASE	FUNDING	CURRENT 7/12-6/13	FY 2014 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2014-17 TOTAL	FY 2018-19 TOTAL
PD PE ROW C	80% FHWA 80% FHWA 100% ST 100% ST							
TOTAL		\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0

All \$ X 1,000

SR 141 AND SR 100 LANDSCAPING

DESCRIPTION: Landscape existing median beds along SR 141 at the SR 100 intersection.

JUSTIFICATION: The median landscape plantings from completed project are not growing and are overgrown with weeds. The surrounding communities have requested the DelDOT re-landscape the medians.

County: New Castle
Investment Area: Community
Municipality:
Funding Program: Road System
Functional Category: Preservation
Year Initiated: FY 2013



PHASE	FUNDING	CURRENT 7/12-6/13	FY 2014 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2014-17 TOTAL	FY 2018-19 TOTAL
C	ST FHWA	\$ 106.5 \$ 196.3						
TOTAL		\$ 302.8	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$0.0	\$ 0.0

All \$ X 1,000

TRANSIT FACILITIES PRESERVATION, NEW CASTLE COUNTY

DESCRIPTION: Projects include equipment and facilities to support safe and efficient transit in New Castle County.

JUSTIFICATION: These projects will provide satellite facilities located in New Castle County for Paratransit and fixed route bus operations, maintenance, and storage; and will increase and preserve Wilmington Train Station and area parking.

County:	New Castle
Investment Area:	
Municipality:	Newark, Wilmington
Funding Program:	Support System – Transit Facilities
Functional Category:	Preservation
Year Initiated:	FY 1991



TRANSIT FACILITIES PRESERVATION, NEW CASTLE COUNTY (Continued)

PROJECT	PHASE	FUNDING	CURRENT 7/12-6/13	FY 2014 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2014-17 TOTAL	FY 2018-19 TOTAL
Mid County Operations Facility	C	100% FTA							
Mid County Maintenance Paving	PE	80% FTA	\$ 25.0						
	C	80% FTA	\$ 300.0	\$ 335.0				\$ 335.0	
Mid County Maintenance Phase II	C	FTA	\$ 181.1						
		OTHER	\$ 22.8						
Wilmington Administration Center	PE	80% FTA	\$ 25.0						
	C	80% FTA	\$ 600.0	\$ 575.0				\$ 575.0	
Beech Street Generator	PE	80% FTA			\$ 25.0	\$ 250.0		\$ 275.0	
Stationary Facility Surveillance Cameras									
Facility Fencing Upgrade	C								
Dmarc Relocation Beech Street	C	80% FTA							
Transportation Enhancements	C	100% FTA			\$ 112.4	\$ 112.4		\$ 224.8	
<u>Wilmington Operations Center</u>									
FTA State of Good Repair Grant	PD	80% FTA	\$ 250.0						
Lift Replacement Bays 8 & 9	C	100% ST							
HVAC	C	80% FTA							
Epoxy Floor	C	80% FTA							
Steam Bay Lift Replacement	C	100% ST	\$ 220.0						
Bus Wash	PE	80% FTA							
Wilmington UST Replacement -	PE	80% FTA	\$ 50.0						
	C	80% FTA	\$ 500.0	\$ 950.0				\$ 950.0	
TOTAL			\$2,173.9	\$ 1,860.0	\$ 137.4	\$ 362.4	\$ 0.0	\$ 2,359.8	\$ 0.0

All \$ X 1,000

TRANSIT VEHICLE REPLACEMENT AND REFURBISHMENT- NCC

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

JUSTIFICATION: Maintain existing transit services.

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



TRANSIT VEHICLE REPLACEMENT AND REFURBISHMENT- NCC (Continued)

PROJECT	PHASE	FUNDING	CURRENT 7/12-6/13	FY 2014 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2014-17 TOTAL	FY 2018-19 TOTAL
29' Trolley Replica (1)(2)	PRO	80% FTA							\$ 1,053.5
40' Heavy Duty Hybrid Low Floor Buses	PRO	80% FTA					\$ 1,378.1	\$ 1,378.1	
40' Heavy Duty Low Floor Buses (31,32)	PRO	ST FTA		\$ 152.0 \$ 12,915.8	\$ 2,778.8 \$ 11,115.2			\$ 2,930.8 \$ 24,031.0	
40' Hybrid Buses	PRO	80% FTA							\$ 709.7
30' Low Floor Buses	PRO	80% FTA							\$ 4,253.4
40' Low Floor Buses									\$ 3,420.1
Paratransit buses (34,47,35,27,45,71,41)	PRO	ST FTA	\$ 499.4 \$ 1,997.6	\$ 672.2 \$ 2,688.6	\$ 649.1	\$ 6,016.8	\$ 1,010.1 \$ 4,040.4	\$ 1,682.3 \$ 13,394.9	\$ 2,391.6 \$ 9,566.2
45' Over the Road (6)	PRO	80% FTA							\$ 1,545.2
Support Vehicles	PRO	100% ST					\$ 105.4	\$ 105.4	\$ 223.0
Unicity Bus	PRO	100% ST					\$ 110.8	\$ 110.8	
Preventive Maintenance	PRO	Other FTA	\$ 644.8 \$ 2,579.0	\$ 1,300.0 \$ 5,200.0	\$ 6,500.0	\$ 6,500.0	\$ 6,500.0	\$ 1,300.0 \$ 24,700.0	\$ 2,600.0 \$ 10,400.0
	TOTAL		\$ 5,720.8	\$ 22,928.6	\$ 21,043.1	\$ 12,516.8	\$ 13,144.8	\$ 69,633.3	\$ 36,162.7

All \$ X 1,000

C & D CANAL RECREATION TRAIL, NEW CASTLE COUNTY

DESCRIPTION: The project entails working with Congressional delegation, the Corps of Engineers, New Castle County, and DNREC to develop a recreational trail plan for the federally owned properties along the C&D Canal. A trail along the C&D Canal from Delaware City to Chesapeake City will be developed.

JUSTIFICATION: These improvements enhance multi-modal transportation throughout the state and encourage movement of people and goods through other than single occupant vehicles.

County: New Castle
Investment Area: Rural
Municipality: Delaware City
Funding Program: Road System – Local
Functional Category: Management
Year Initiated: FY 2009



PROJECT	PHASE	FUNDING	CURRENT 7/12-6/13	FY 2014 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2014-17 TOTAL	FY 2018-19 TOTAL
C&D Canal Trail	PD C	100% FHWA FHWA Other	\$ 1,203.9						
C&D Canal Promenade, Delaware City	C	100% FHWA	\$ 600.0						
	TOTAL		\$ 1,803.9	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0

All \$ X 1,000

CHURCHMANS CROSSING CORRIDOR

DESCRIPTION: In 1997, in response to increasing area wide intersection congestion, DelDOT, New Castle County, and WILMAPCO completed a transportation / land use plan to achieve the following three goals:

- Enhance the area's quality of life
- Plan for sustainable growth and development
- Provide an opportunity for transportation choices

Recommendations were developed regarding land use, improved intersections, new roadway connections, new pedestrian / bicycle facilities, increased transit options, improved transit facilities, and expanded Travel Demand Management measures. Many transit, intersection, roadway, pedestrian, and bicycle projects have been planned, designed, and constructed in the Churchmans Crossing area. The program components have been monitored and analyzed annually to determine the timing of further improvement triggers.

JUSTIFICATION: Provide engineering support needed to manage the Churchman's Crossing Program. Included in this task is oversight of traffic, land use, transit conditions, and safety conditions within the corridor.

County: New Castle
Investment Area: Core
Municipality:
Funding Program: Road System - Arterial Management
Functional Category:
Year Initiated: FY 1996



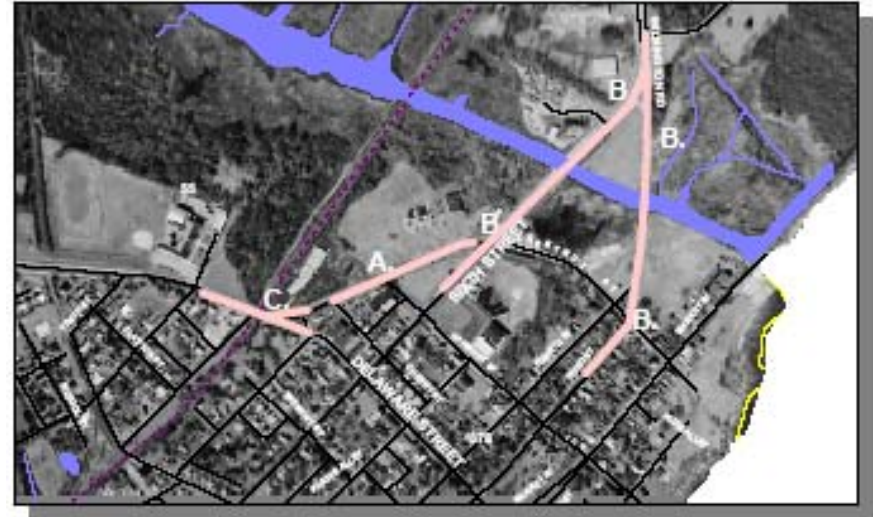
PROJECT	PHASE	FUNDING	CURRENT 7/12-6/13	FY 2014 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2014-17 TOTAL	FY 2018-19 TOTAL
Program Management	PD	100% ST	\$ 50.0	\$ 50.0				\$ 50.0	
	TOTAL		\$ 50.0	\$ 50.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 50.0	\$ 50.0

All \$ X 1,000

CITY OF NEW CASTLE IMPROVEMENTS

DESCRIPTION:

- **SR 9, Wilmington Road and Third Street and Sixth Street-** Plans have begun to reconfigure a more continuous alignment on SR 9. Currently the alignment of the intersections directs through traffic onto residential historical streets. This project will provide pedestrian crosswalks at both intersections and may signalize SR 9 and Sixth Street, if necessary.
- **SR 9, Wilmington Road and Harmony Street, Intersection** - This project is to realign the SR 9, Wilmington road, Harmony and Delaware Street intersection. The project will reconfigure the intersection of Delaware Street and Route 9 to eliminate the signal. This will help improve safety in relation to the nearby railroad tracks. The project will extend Harmony Street to Route 9. This will become the main intersection into the Town of New Castle. The realignment of the intersection would orient through traffic to continue on SR 9, Washington Street and bypass to north of the City.
- **SR 9, River Road Area** - Design will include raising the approaches of SR 9 on either side of the Army Creek bridge to prevent further settling and flooding. Retrofits of the tide gates will be pursued by DNREC.
- **Washington Street** – The improvements will include pedestrian upgrades along Washington Street and continuing onto 7th and South Streets to provide a contiguous route to Battery Park. Safety upgrades at the railroad crossing and minor intersection improvements at the 7th and Washington Street intersection will also be incorporated into the project.



JUSTIFICATION: These intersection improvements were recommended in the *City of New Castle Transportation Plan*, adopted by WILMAPCO in January 2000. The improvements will address the problem of cut-through traffic on residential streets by encouraging traffic to remain on SR 9. A traffic signal and crosswalks will improve connections between historic New Castle and surrounding commercial areas, schools, and housing.

CITY OF NEW CASTLE, IMPROVEMENTS (CONTINUED)

County: New Castle
Investment Area: Core
Municipality: New Castle
Funding Program: Road System – Arterials
Functional Category: Management
Year Initiated: FY 2003



PROJECT	PHASE	FUNDING	CURRENT 7/12-6/13	FY 2014 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2014-17 TOTAL	FY 2018-19 TOTAL
SR 9/3 rd , SR 9/6 th	PE ROW C	100% ST 80% FHWA 80% FHWA	# \$ 100.0				\$ 100.0 \$ 100.0	\$ 100.0 \$ 100.0	\$1,100.0
SR 9, Delaware Ave & Harmony St. Intersection	PE ROW C	100% ST 80% FHWA 80% FHWA	# \$ 460.0		\$ 200.0		\$500.0	\$ 200.0 \$ 500.0	\$ 250.0
Washington Street	PE ROW C	80% FHWA 80% FHWA 80% FHWA	\$ 190.0 \$ 275.0	\$ 2,253.6				\$ 2,253.6	
SR 9, River Road Flood Remediation	PE	100% ST							
	TOTAL		\$ 1,025.0	\$ 2,253.6	\$ 200.0	\$ 0.0	\$700.0	\$ 3,153.6	\$1,350.0

All \$ X 1,000

CLAYMONT TRAIN STATION

DESCRIPTION: These funds are to finance a study of the Claymont Rail Station for Federal Americans with Disabilities Act (ADA) compliance, parking and other site related issues.

JUSTIFICATION: The Claymont Rail Station was last upgraded in 1996. This station is heavily used and needs to be updated to properly accommodate the volume of passengers safely and efficiently.

County: New Castle
Investment Area: Core
Municipality:
Funding Program: Transit
Functional Category: Management
Year Initiated: FY 2012



PHASE	FUNDING	CURRENT 7/12-6/13	FY 2014 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2014-17 TOTAL	FY 2018-19 TOTAL
PD	80% FTA			\$ 200.0			\$ 200.0	
PE	80% FTA				\$ 1,600.0		\$ 1,600.0	
C	100 % ST							
TOTAL		\$ 0.0	\$ 0.0	\$ 200.0	\$ 1,600.0	\$ 0.0	\$ 1,800.0	\$ 0.0

All \$ X 1,000

FASHION CENTER ENTRANCE: ROAD A AND CENTRE BOULEVARD

DESCRIPTION: The improvements for the entrance to the Fashion Center include the addition of a right-in to the Fashion Center off of Ramp T and a full signalized access point opposite Road A. The lane configurations will allow the intersection to operate at acceptable levels of service for the 2030 design year. Included are 2 left turn lanes, 2 through lanes, and a right turn lane on Road A and the Fashion Center Entrance. In addition Ramp S will be widened to 2 lanes.

JUSTIFICATION: DelDOT entered into a settlement agreement with Frank Acerno on December 8, 2006 which requires DelDOT to design and construct the entrance to the Fashion Center in accordance with the terms and conditions of the Settlement Agreement. The triggers for DelDOT action in accordance with the Settlement Agreement have been met and DelDOT is proceeding with the design and construction of the entrance to the Fashion Center.

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



PHASE	FUNDING	CURRENT 7/12-6/13	FY 2014 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2014-17 TOTAL	FY 2018-19 TOTAL
C	100 % ST		\$ 235.3				\$ 235.3	
TOTAL		\$ 0.0	\$ 235.3	\$ 0.0	\$ 0.0	\$ 0.0	\$ 235.3	\$ 0.0

All \$ X 1,000

GARASCHE LANE

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

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

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



PHASE	FUNDING	CURRENT 7/12-6/13	FY 2014 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2014-17 TOTAL	FY 2018-19 TOTAL
PD	100% FHWA						\$ 0.0	
TOTAL		\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0

All \$ X 1,000

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

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

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

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



PHASE	FUNDING	CURRENT 7/12-6/13	FY 2014 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2014-17 TOTAL	FY 2018-19 TOTAL
PD	100% ST	\$ 100.0						
PE	100% ST							
ROW	100% ST							
C	100% ST							
TOTAL		\$ 100.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0

All \$ X 1,000

HIGHWAY SAFETY IMPROVEMENT PROGRAM, NEW CASTLE COUNTY

DESCRIPTION: The Highway Safety Improvement Program identifies areas with high concentrations of crashes and develops recommendations to improve identified safety concerns. Projects include:

JUSTIFICATION: Improve safety at high accident locations.

County: New Castle
Investment Area:
Municipality:
Funding Program: Road System – Arterials
Functional Category: Management
Year Initiated: FY 1993

PROJECT	PHASE	FUNDING	CURRENT 7/12-6/13	FY 2014 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2014-17 TOTAL	FY 2018-19 TOTAL
SR 72 and Old Baltimore Pk. Intersection	PE ROW C	100% FHWA 100% FHWA 80% FHWA	\$25.0	\$48.0 \$100.0			\$800.0	\$48.0 \$100.0 \$800.0	
SR2, Pike Creek Rd. to Woodmill Dr.	PE ROW C	100% FHWA 100% FHWA 80% FHWA	\$100.0	\$103.0	\$53.0 \$150.0		\$1,500.0	\$156.0 \$150.0 \$1,500.0	\$1,500.0
Churchmans Rd., Christiana Hospital to SR 1	PE ROW C	ST FHWA 100% FHWA 100% FHWA	\$5.0 \$45.0		\$20.0 \$300.0	\$1,400.0		\$20.0 \$1,700.0	
Foulk Rd. and Wilson Rd. Intersection	C	ST FHWA	\$92.9 \$836.4						
Greenbank Rd. & Albertson Blvd. Intersection	PE								

HIGHWAY SAFETY IMPROVEMENT PROGRAM, NEW CASTLE COUNTY (Continued)

PROJECT	PHASE	FUNDING	CURRENT 7/12-6/13	FY 2014 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2014-17 TOTAL	FY 2018-19 TOTAL
I-95, Carr Rd. & Marsh Rd. Interchange	PE	ST	\$6.0	\$7.7				\$7.7	
		FHWA	\$54.0	\$69.3				\$69.3	
	ROW	100% FHWA		\$50.0				\$50.0	
	C	100% FHWA			\$1,000.0	\$2,500.0		\$3,500.0	
Mill Creek Rd. and Stoney Batter Rd. Intersection	PE	ST	\$17.2						
		FHWA	\$57.0						
	ROW	ST	\$50.0	\$68.8				\$68.8	
		FHWA	\$200.0	\$275.2				\$275.2	
	C	80% FHWA				\$2,772.7		\$2,772.7	
Howell School Rd., SR 896 to SR 71	PE	100% ST	\$160.0						
	ROW	ST	\$80.0					\$1,000.0	
		FHWA	\$320.0	\$1,000.0					
	C	100% FHWA			\$4,000.0	\$4,100.0		\$8,100.0	
Old Baltimore Pike and Salem Church Rd.	PE	ST	\$5.0	\$5.0				\$5.0	
		FHWA	\$45.0	\$45.0				\$45.0	
	ROW	100% FHWA		\$100.0	\$200.0			\$300.0	
	C	100% FHWA			\$200.0	\$1,800.0		\$2,000.0	
Salem Church Rd. at Christiana H.S.	ROW	ST	\$1.0	\$1.0				\$1.0	
		FHWA	\$9.0	\$9.0				\$9.0	
	C	100% FHWA		\$150.0	\$150.0			\$300.0	
SR 2 and Cleveland Ave. Intersection	PE	100% FHWA			\$50.0			\$50.0	
SR 2 and SR 72 Intersection	C	100% FHWA	\$50.0						

HIGHWAY SAFETY IMPROVEMENT PROGRAM, NEW CASTLE COUNTY (Continued)

PROJECT	PHASE	FUNDING	CURRENT 7/12-6/13	FY 2014 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2014-17 TOTAL	FY 2018-19 TOTAL
SR 273 and Harmony Rd. Intersection	PE	ST	\$17.0	\$30.0	\$12.4			\$42.4	
		FHWA	\$153.0	\$270.0	\$111.5			\$381.5	
	ROW	ST				\$50.0		\$50.0	
		FHWA				\$450.0		\$450.0	
	C	ST					\$500.0	\$500.0	\$500.0
		FHWA							\$2,500.0
SR 273, Appleby Rd. and Airport Rd. Intersection	PE	ST	\$55.0	\$27.5	\$8.6			\$36.1	
		FHWA	\$495.0	\$247.5	\$77.3			\$324.8	
	ROW	ST				\$50.0		\$50.0	
		FHWA				\$450.0		\$450.0	
	C	ST					\$165.0	\$165.0	\$165.0
		FHWA					\$1,485.0	\$1,485.0	\$1,485.0
SR 41 and Hercules Rd. Intersection	C	OTHER	\$600.0						
SR 52 and SR 82 Intersection	PE	ST	\$0.2						
		FHWA	\$1.4						
	ROW	ST	\$9.5						
		FHWA	\$85.5						
	C	ST	\$110.0	\$101.3				\$101.3	
		FHWA	\$1,909.4	\$911.3				\$911.3	
SR 71, Old Porter Rd. to SR 7	PE		\$5.1						
		ST							
		FHWA	\$45.7						
	ROW	ST	\$5.0	\$220.0					
		FHWA	\$45.0		\$220.0			\$440.0	

HIGHWAY SAFETY IMPROVEMENT PROGRAM, NEW CASTLE COUNTY (Continued)

PROJECT	PHASE	FUNDING	CURRENT 7/12-6/13	FY 2014 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2014-17 TOTAL	FY 2018-19 TOTAL
US 13, Bacon Ave. to McMullen Ave.	PE								
SR 7 at Skyline Dr. / Mermaid Stoney Batter Rd. Intersection	PE ROW C	ST FHWA 100% FHWA 100% FHWA	\$2.0 \$18.0	\$20.0	\$600.0			\$20.0 \$600.0	
SR 896 and Porter Rd. Intersection	C	80% FHWA				\$600.0		\$600.0	
US 40 and SR7 Intersection	PE ROW C	100% FHWA 100% FHWA 80% FHWA		\$50.0	\$30.0		\$750.0	\$50.0 \$30.0 \$750.0	
I-495 at Philadelphia Pk.	PE	ST FHWA	\$1.5 \$13.5						
US40 at Glasgow Ave.	PE ROW C	ST FHWA 100% FHWA 100% FHWA	\$2.5 \$22.5	\$100.0	\$ 275.0			\$100.0 \$275.0	
	TOTAL		\$5,755.3	\$4,009.5	\$7,457.8	\$13,572.7	\$5,800.0	\$30,840.0	\$6,150.0

All \$ X 1,000

MID-COUNTY DMV

DESCRIPTION: Construct new DMV Facility at DTC's Mid-County site in New Castle County to replace existing facility on Airport Road.

JUSTIFICATION: Existing facility is too small and can't be expanded to meet DMV's needs.

County: New Castle
Investment Area: Core
Municipality:
Funding Program: Other
Functional Category: Management
Year Initiated: FY 2012



New Mid-County DMV will have a design similar to the Georgetown location shown above



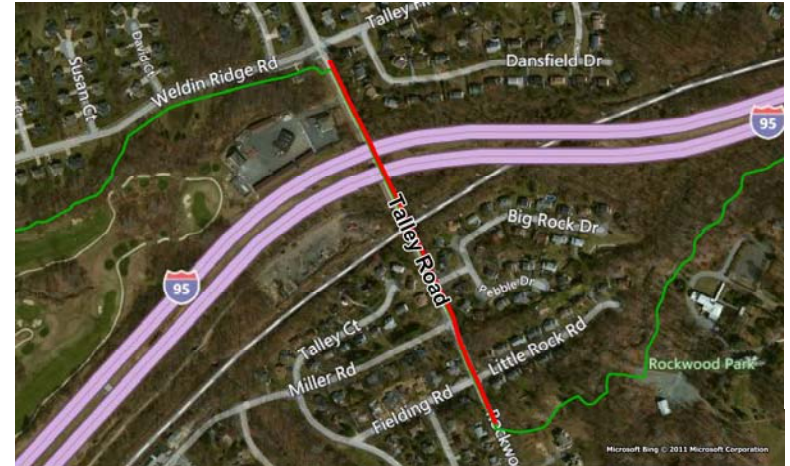
PHASE	FUNDING	CURRENT 7/12-6/13	FY 2014 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2014-17 TOTAL	FY 2018-19 TOTAL
PD	100% ST							
PE	80% FHWA							
C	100% ST 100% FHWA		\$ 11,870.7 \$ 4,502.4	\$ 2,100.0 \$ 900.0			\$13,970.7 \$5,402.4	
TOTAL		\$ 0.0	\$ 16,373.1	\$ 3,000.0	\$ 0.0	\$ 0.0	\$ 19,373.1	\$ 0.0

All \$ X 1,000

NORTHERN DELAWARE GREENWAY - TALLEY ROAD SECTION

DESCRIPTION: The Northern Delaware Greenway, Talley Road Section project involves the construction of a 10-ft hot-mix greenway path between Weldin Ridge and Miller Road. The proposed 10-ft greenway will be constructed 3-ft behind a new curb along a newly reconstructed roadway. The proposed roadway design decreases shoulder widths from 8-ft to 4-ft and travel lanes widths from 12-ft to 11-ft. The reduced widths attempts to limit the reconstruction footprint and to match the existing roadway characteristics of approaching roads.

JUSTIFICATION: The Northern Delaware Greenway, Talley Road Section is a multiuse pathway identified in DNREC's Statewide Priority Pathways program. The program prioritizes the funding, and scheduling of the design and construction of greenways statewide. When completed, the Talley Road greenway section will connect two existing greenways, the Rockwood Museum greenway and the Alapocas Run State Park greenway.



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



PHASE	FUNDING	CURRENT 7/12-6/13	FY 2014 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2014-17 TOTAL	FY 2018-19 TOTAL
PE ROW C	100 % ST 100 % ST 100% FHWA		\$1,180.0				\$ 1,180.0	
TOTAL		\$ 0.0	\$ 1,180.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 1,180.0	\$ 0.0

All \$ X 1,000

PORT OF WILMINGTON

DESCRIPTION: This project represents earmark money going to Norfolk/Southern Railroad to improve access to the Port of Wilmington. The project will address capacity improvements for handling railroad cars at Port of Wilmington. Sidings will be constructed on Autoport, Inc. and Norfolk Southern Railway right-of-way to increase capacity from 60 to 90 railcars. New connections to the NS main track will be provided to eliminate the conflict with highway traffic at Terminal Avenue. The project is a partnership between the Port, Autoport, and NS which have received an FHWA earmark of \$984,900 and are funding the remainder themselves. No DelDOT state funds are involved.

JUSTIFICATION: Improving access to the Port of Wilmington will enable easier transportation of goods into and out of the Port, which will contribute positively to Delaware's economy.



Photo courtesy of Port of Wilmington

County: New Castle
Investment Area: Center
Municipality:
Funding Program: Rail
Functional Category: Management
Year Initiated: FY 2009

PHASE	FUNDING	CURRENT 7/12-6/13	FY 2014 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2014-17 TOTAL	FY 2018-19 TOTAL
C	100 % FHWA	\$ 984.9						
TOTAL		\$ 984.9	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0

All \$ X 1,000

POSSUM PARK RD AND OLD POSSUM PARK RD INTERSECTION

DESCRIPTION: Intersection improvements will take place at this location. Proposed improvements include constructing separate left-turn lanes along Possum Park Road at St Regis Drive and at a relocated Old Possum Park Road.

JUSTIFICATION: Improve traffic flow at intersection.

County: New Castle
Investment Area: Core
Municipality:
Funding Program: Roadway - Collectors
Functional Category: Management
Year Initiated: FY 2003



Source: Google Maps

PHASE	FUNDING	CURRENT 7/12-6/13	FY 2014 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2014-17 TOTAL	FY 2018-19 TOTAL
PE	100% ST	\$ 122.0	\$ 10.0				\$ 10.0	
ROW	100% ST	\$ 100.0			\$ 400.0		\$ 400.0	
C	100% ST							
TOTAL		\$ 222.0	\$ 10.0	\$ 0.0	\$ 400.0	\$ 0.0	\$ 410.0	\$ 0.0

All \$ X 1,000

SOUTH MARKET STREET REHABILITATION

DESCRIPTION: This project would elevate the roadway out of the floodplain. The limits are Market Street from "A" Street to just north of the Market/Walnut St. Split. Funding will be provided by the American Recovery and Reinvestment Act of 2009.

JUSTIFICATION: The full project of elevating the road out of the floodplain would bring it to the level of other developments in the area, reducing the impact flooding has on residents and business.

County: New Castle
Investment Area: Core
Municipality: Wilmington
Funding Program: Road System – Arterials
Functional Category: Management
Year Initiated: FY 2009



Photo courtesy of Wilmington Riverfront Corp.



PHASE	FUNDING	CURRENT 7/12-6/13	FY 2014 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2014-17 TOTAL	FY 2018-19 TOTAL
PE ROW C	100% FHWA 100% FHWA FHWA ST	\$ 200.0 \$ 10,999.0						
TOTAL		\$ 11,199.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0

ALL \$ X 1,000

SOUTHERN NEW CASTLE COUNTY IMPROVEMENTS

DESCRIPTION: The joint New Castle County / DelDOT road system study of approximately 101 miles of collector and local roads has recently been completed. This area of Southern New Castle County roughly encompasses boundaries by the Chesapeake and Delaware Canal, the Maryland State Line, the Delaware River and the Middletown surroundings. This area is designated as a sewer service area by New Castle County for phased sewer construction to meet the needs of this rapidly growing area. The study report recommended intersection, road, and operational safety improvements throughout the area. Improvements are to be prioritized and phased in consideration of existing deficiencies, emerging development, and sewer phasing.

JUSTIFICATION: To develop projects identified through the US 301 Major Investment Study, carry out the local roads plan, and contribute to the economic development effort to bring jobs south of the Chesapeake and Delaware Canal.

County:	New Castle
Investment Area:	Developing
Municipality:	
Funding Program:	Road System – Local Roadways
Functional Category:	Management
Year Initiated:	FY 2001



SOUTHERN NEW CASTLE COUNTY IMPROVEMENTS (Continued)

PROJECT	PHASE	FUNDING	CURRENT 7/12-6/13	FY 2014 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2014-17 TOTAL	FY 2018-19 TOTAL
Project Development	PD	100% ST	\$ 100.0						
Boyd's Corner Rd: Cedar Lane Rd to US 13	PE ROW C	ST ST OTHER ST							
Cedar Lane Rd: Marl Pit to Boyd's Corner	PE ROW C	100% ST 100% ST ST OTHER	\$ 250.0						
Jamison Corner: Boyd's Corner to Hyetts Corner Rd.	PE ROW C	100% ST 100% ST 100% ST							
Jamison Corner Rd relocated to Boyd's Corner Rd.	ROW C	100% ST OTHER	\$ 980.0 \$ 4,800.0			\$ 1,000.0		\$ 1,000.0	
Lorewood Grove Road (East), 412A to SR 1	PE ROW C	ST ST OTHER 100 % ST							
N412A: Hyetts Corner to Lorewood Road	PE ROW C	100% ST ST OTHER 100% ST	\$ 15.0 \$ 200.0 \$ 775.0 \$ 100.0						
TOTAL			\$ 7,220.0	\$ 0.0	\$ 0.0	\$ 1,000.0	\$ 0.0	\$ 1,000.0	\$ 0.0

All \$ X 1,000

SR 141/I-95 INTERCHANGE

DESCRIPTION: Reconfigure the interchange to better accommodate directional traffic; improve ramp connections with I-95; and increase horizontal clearance between through lanes on I-95 and the bridge piers on SR141.

Project includes:

- I-95 and SR 141 Interchange Improvements
- SR141 and Commons Blvd
- I-95 and SR141 Ramps G & F Improvements

JUSTIFICATION: Decrease congestion and improve safety at the interchange.

County: New Castle
Investment Area: Core
Municipality:
Funding Program: Road System – Expressways
Functional Category: Management
Year Initiated: FY 2007



PROJECT	PHASE	FUNDING	CURRENT 7/12-6/13	FY 2014 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2014-17 TOTAL	FY 2018-19 TOTAL
Ramps G & F	PE C	80% FHWA 100% FHWA		\$300.0	\$ 5,000.0	\$ 15,000.0		\$ 300.0 \$ 20,000.0	
SR141 / Commons Blvd	PE ROW C	80% FHWA 80% FHWA 80% FHWA		\$ 600.0	\$ 200.0	\$ 500.0	\$ 3,000.0	\$ 800.0 \$ 3,500.0	\$ 6,000.0
	TOTAL		\$ 0.0	\$ 900.0	\$ 5,200.0	\$ 15,500.0	\$ 3,000.0	\$24,600.0	\$ 6,000.0

All \$ X 1,000

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

DESCRIPTION: This project will include roadway reconstruction and intersection improvement within the city limits of Newark; safety, pedestrian, and bicycle improvements from West Park Place to Delaware Avenue; and pedestrian and bicycle improvements at SR 4, Christina Parkway / SR 2, Elkton Road intersection.

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

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



PROJECT	PHASE	FUNDING	CURRENT 7/12-6/13	FY 2014 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2014-17 TOTAL	FY 2018-19 TOTAL
SR 2: MD line to Casho Mill Rd.	PE ROW C	80% FHWA 100% ST 100% ST							
SR 2: Casho Mill Rd to Delaware Ave	ROW C	80% FHWA FHWA OTHER	\$ 1,650.0 \$ 8,200.0						
	TOTAL		\$ 10,350.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0

All \$ X 1,000

SR 2, SOUTH UNION STREET: RAILROAD BRIDGE TO SYCAMORE STREET

DESCRIPTION: The project will include the replacement of concrete roadway curbing and sidewalks, and drainage improvements.

JUSTIFICATION: This project will promote multi-modal use and improve safety in the area. This project was delayed during the previously completed Kirkwood Highway project.

County: New Castle
Investment Area: Center
Municipality: Wilmington, Elsmere
Funding Program: Road System – Arterials
Functional Category: Management
Year Initiated: FY 2004



PHASE	FUNDING	CURRENT 7/12-6/13	FY 2014 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2014-17 TOTAL	FY 2018-19 TOTAL
PE	80% FHWA	\$ 140.0						
ROW	FHWA							
C	ST							
	80% FHWA	\$ 100.0	\$ 3,200.0	\$ 1,300.0			\$ 4,500.0	
	100% FHWA							
TOTAL		\$ 240.0	\$ 3,200.0	\$ 1,300.0	\$ 0.0	\$ 0.0	\$ 4,500.0	\$ 0.0

All \$ X 1,000

SR 72: MCCOY ROAD TO SR 71

DESCRIPTION: The project includes widening SR 72 from one lane in each direction to two lanes in each direction. The project will add a double left turn lane the length of the project. The project will also include the addition of bike lanes and a sidewalk.

JUSTIFICATION: Recent and planned development for the area have necessitated the need for safe optional modes of transportation. To enhance and encourage multi-modal transportation.

County: New Castle
Investment Area: Core
Municipality:
Funding Program: Road System – Collectors
Functional Category: Management
Year Initiated: FY 2006



PHASE	FUNDING	CURRENT 7/12-6/13	FY 2014 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2014-17 TOTAL	FY 2018-19 TOTAL
PE ROW C	100% ST 100% FHWA 100% ST 80% FHWA	\$ 50.0	\$ 500.0	\$ 500.0		\$ 2,000.0	\$ 1,000.0 \$ 2,000.0	\$ 11,207.1
TOTAL		\$ 50.0	\$ 500.0	\$ 500.0	\$ 0.0	\$ 2,000.0	\$ 3,000.0	\$ 11,207.1

All \$ X 1,000

TRANSIT FACILITIES, NEW CASTLE COUNTY, MANAGEMENT

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

JUSTIFICATION: Meets the short term and long term goals of transit services.

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



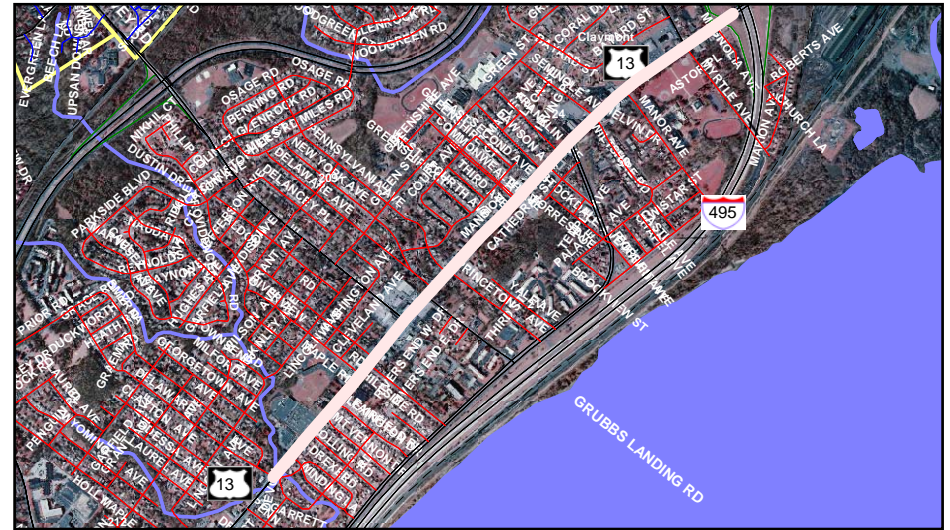
PROJECT	PHASE	FUNDING	CURRENT 7/12-6/13	FY 2014 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2014-17 TOTAL	FY 2018-19 TOTAL
Christiana Mall Park & Ride	PD	80% FHWA							
Boyds Corner Park & Ride	ROW C	100% ST 100% ST							
	TOTAL		\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0

All \$ X 1,000

US 13, PHILADELPHIA PIKE: CLAYMONT TRANSPORTATION PLAN IMPLEMENTATION

DESCRIPTION: This project will focus on the area of Claymont from Perkins Run (south of Harvey Road) to I-495. Improvements will consist of safety improvements, streetscaping, pedestrian/bicycle improvements and on-street parking in desirable areas. Extensive community involvement has occurred and a concept plan has been developed.

JUSTIFICATION: This area was originally identified through the HSIP. Extensive community involvement has been going on for two years, and a concept plan is being finalized. Work will support land use planning in Claymont.



County: New Castle
Investment Area: Core
Municipality:
Funding Program: Road System – Arterials
Functional Category: Management
Year Initiated: FY 2005



PROJECT	PHASE	FUNDING	CURRENT 7/12-6/13	FY 2014 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2014-17 TOTAL	FY 2018-19 TOTAL
Claymont Transportation Plan	PE	80% FHWA	\$ 750.0	\$ 150.0	\$ 200.0			\$ 350.0	
US 13 & Commonwealth Ave. Intersection	ROW C	100% ST 80% FHWA	\$ 50.0 \$ 300.0						
	TOTAL		\$ 1,100.0	\$ 150.0	\$ 200.0	\$ 0.0	\$ 0.0	\$ 350.0	\$ 0.0

All \$ X 1,000

US 13/SR 896, BOYD'S CORNER ROAD INTERSECTION

DESCRIPTION: The project consists of the construction of auxiliary lanes on the Boyd's Corner Road and US 13 approaches. The project extends approximately 2,000 feet to the west of the intersection along Boyd's Corner Road and 200 feet to the east of the intersection on Pole Bridge Road. On US 13, the project limits are from Greylag Road to the Augustine Creek Bridge. Other funding will be provided by the developer.

JUSTIFICATION: To ease congestion in developing areas.

County: New Castle
Investment Area: Developing
Municipality:
Funding Program: Road System - Arterials
Functional Category: Management
Year Initiated: FY 2003



PHASE	FUNDING	CURRENT 7/12-6/13	FY 2014 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2014-17 TOTAL	FY 2018-19 TOTAL
PE	80% FHWA	\$ 40.0						
ROW	80% FHWA	\$ 40.0						
C	OTHER	\$ 130.4						
	FHWA	\$ 1,656.9						
	ST	\$ 226.9						
TOTAL		\$ 2,094.2	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0

All \$ X 1,000

US 40: MARYLAND LINE TO US 13, CORRIDOR IMPROVEMENTS

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

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

Intersection Improvements:

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

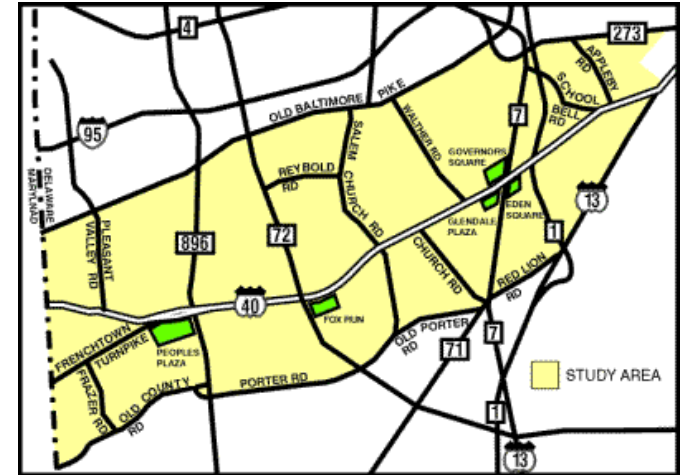
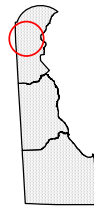
US 40 and SR 896 Grade Separated Intersection- The project consists of grade separating the intersection of US 40 and SR 896, taking SR 896 over US 40. The existing entrance to the Bristol Place development will be closed as part of the project due to its proximity to the interchange. It currently has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

New Roadways:

Eden Square Connector – Construct a road from SR 7, Bear Corbitt Road, south of US 40, to the Eden Square Shopping Center to relieve congestion at the US 40/SR 7 area and improve accessibility. The project will also include pedestrian facilities and bicycle lanes. The overall length of the new roadway is 0.23 miles. This project also includes improvements to the Glendale Connector.

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

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



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

PROJECT	PHASE	FUNDING	CURRENT 7/12-6/13	FY 2014 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2014-17 TOTAL	FY 2018-19 TOTAL
US 40, Eden Square Connector	PE ROW C	100% ST 100% ST 100% ST							
US 40 and SR 72	PE ROW C	80% FHWA 100% FHWA 80% FHWA		\$ 310.0	\$ 380.0	\$ 7,000.0	\$ 4,000.0	\$ 690.0 \$ 7,000.0 \$ 4,000.0	\$ 7,500.0
US 40 Program Management	PD	100% ST	\$ 50.0	\$ 50.0				\$ 50.0	
US 40 and SR 896 Grade Separated Intersection	PE ROW	80% FHWA 80% FHWA					\$ 4,000.0	\$ 4,000.0	
	TOTAL		\$ 50.0	\$ 360.0	\$ 380.0	\$ 7,000.0	\$ 8,000.0	\$ 15,740.0	\$ 7,500.0

ALL \$ X 1,000

WILMINGTON RIVERFRONT

DESCRIPTION: Improvements include better vehicular access and a more pedestrian-friendly environment. New bridge is proposed to be built over the Christina River. Exact location is not yet defined, but the most logical choice will be from the south of Pod III of the Shipyard Shops, connecting South Market Street, South of the Walnut Street/South Market split. Projects include:

- AAA Parking – DeIDOT subsidized portion of the AAA parking in the garage.
- Wilmington Riverfront Program Development – Engineering support for riverfront projects.
- Christina River Crossing – This new multi-modal crossing over the Christina River will add another access point to Wilmington Riverfront attractions and improve access to and from US 13, I-495 and I-95. The project includes the bridge approaches and connections to the existing street grid on both sides of the Christina River.



JUSTIFICATION: The success of Wilmington's redevelopment of this area depends on multi-modal transportation improvements. The Riverwalk provides a critical pedestrian link from the Wilmington Transit Center and Riverfront Park to riverfront attractions like Frawley Stadium, the Arts Center, Shipyard Shops, restaurants, and entertainment.

County: New Castle
Investment Area: Center
Municipality: Wilmington
Funding Program: Road System – Locals
Functional Category: Management
Year Initiated: FY 1997



PROJECT	PHASE	FUNDING	CURRENT 7/12-6/13	FY 2014 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2014-17 TOTAL	FY 2018-19 TOTAL
AAA Parking	PRO	100% ST		\$ 50.0				\$ 50.0	
Program Development	PD	100% ST	\$ 50.0						
Christina River Crossing	PE ROW C	100% ST 100% FHWA 80% FHWA	\$ 200.0	\$ 1,300.0 \$ 7,000.0	\$ 4,200.0	\$ 3,000.0	\$ 16,000.0	\$ 1,300.0 \$ 11,200.0 \$ 19,000.0	\$ 17,900.0
	TOTAL		\$ 250.0	\$ 8,350.0	\$ 4,200.0	\$ 3,000.0	\$ 16,000.0	\$ 31,550.0	\$ 17,900.0

ALL \$ X 1,000

WILMINGTON SIGNAL IMPROVEMENTS

DESCRIPTION: Fifty intersections will be addressed by this project. Work will provide ADA accessible curb ramps and establish a new communications link between Wilmington traffic operations and the TMC in Smyrna. The project will provide for traffic circulation and safety improvements for vehicles, bicycles, pedestrians, transit and freight. This project is to be implemented by the City of Wilmington.

JUSTIFICATION: LED's have been installed throughout Delaware as a cost reducing measure as the incandescent bulbs have a much shorter lifespan than LED'S.

County: New Castle
Investment Area: Center
Municipality: Wilmington
Funding Program: Roadways - Locals
Functional Category: Management
Year Initiated: FY 2008



PROJECT	PHASE	FUNDING	CURRENT 7/12-6/13	FY 2014 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2014-17 TOTAL	FY 2018-19 TOTAL
Signals/ITS	PE/ROW/C C	90% CMAQ FHWA OTHER	\$ 1,500.0 \$ 150.0	\$ 2,200.0				\$ 2,200.0	
ADA Curb Ramps	PE/ROW/C	Wilmington							
	TOTAL		\$ 1,650.0	\$ 2,200.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 2,200.0	\$ 0.0

All \$ X 1,000

I-95: MARYLAND STATE LINE TO I-295

DESCRIPTION: This project will consist of major improvements throughout the area to help alleviate traffic congestion. Previous improvements include a new Churchmans Road Bridge over I-95 and a 5th travel lane from Churchmans Bridge to SR 141

Current projects include:

- SR 1 / I-95 Interchange and Christiana Mall Rd. Bridge and interchange-- Construction of a new multiple-lane interchange will reduce the traffic weaving around the Christiana Mall, SR 1, and I-95 areas. The project will separate out local traffic movements from high speed movements.
- I-95 Turnpike Toll Plaza Rehab & High Speed E-ZPass-- Build two Highway Speed EZ Pass lanes through the I-95 Newark Toll Plaza.
- I-95 Newark Toll Plaza - Transportation Management
- Road A/SR 7-- This project will widen Road A and reconfigure the surrounding intersections to maintain acceptable levels of service along this section of roadway.

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

FY 2014 – 2017 TRANSPORTATION IMPROVEMENT PROGRAM

Approved March 14, 2013

I-95: MARYLAND STATE LINE TO I-295 (Continued)

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



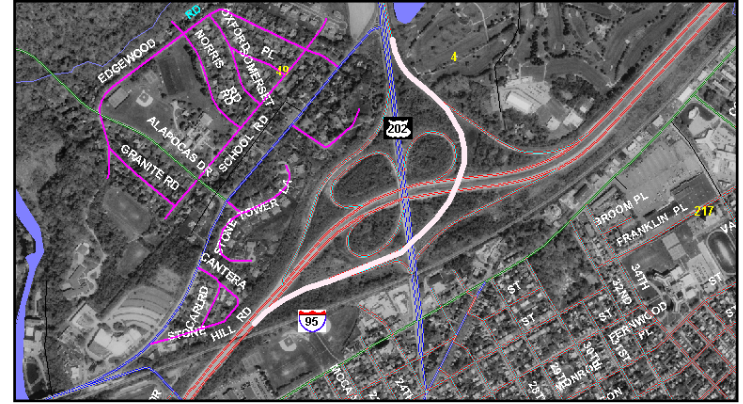
PROJECT	PHASE	FUNDING	CURRENT 7/12-6/13	FY 2014 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2014-17 TOTAL	FY 2018-19 TOTAL
SR 1 / I-95 Interchange and Christiana Mall Rd. Bridge and interchange	PE ROW C	100% ST 80% FHWA 80% FHWA	\$ 1,000.0 \$ 11,242.9 \$ 11,250.0	\$ 43,440.0				\$ 43,440.0	
I-95 Turnpike Toll Plaza Rehab & High Speed E-ZPass	PE C	100% ST 100% FHWA 100% ST	\$ 30,000.0 \$5,000.0						
I-95 Newark Toll Plaza - Transportation Management	C	100% FHWA	\$ 300.0						
Road A/SR 7 (Road, Bridge, and Mall Connector Study)	PD PE C	100% ST 80% FHWA ST FHWA		\$ 750.0	\$ 750.0	\$ 600.0	\$ 600.0	\$ 1,200.0 \$ 1,500.0	
	TOTAL		\$ 58,792.9	\$ 44,190.0	\$ 750.0	\$ 600.0	\$ 600.0	\$ 46,140.0	\$ 0.0

All \$ X 1,000

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 7/12-6/13	FY 2014 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2014-17 TOTAL	FY 2018-19 TOTAL
PE C	80% FHWA ST FHWA	\$ 400.0 \$ 3,200.0	\$ 2,230.9 \$ 9,017.9	\$ 1,347.8 \$ 5,485.5			\$ 3,578.7 \$ 14,503.4	
TOTAL		\$ 3,600.0	\$ 11,248.8	\$ 6,833.3	\$ 0.0	\$ 0.0	\$ 18,082.1	\$ 0.0

All \$ X 1,000

NEW CASTLE COUNTY INDUSTRIAL TRACK GREENWAY, PHASE III

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

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

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



PHASE	FUNDING	CURRENT 7/12-6/13	FY 2014 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2014-17 TOTAL	FY 2018-19 TOTAL
PE	80% FHWA	\$ 300.0	\$ 300.0				\$ 300.0	
TOTAL		\$ 300.0	\$ 300.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 300.0	\$ 0.0

All \$ X 1,000

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 7/12-6/13	FY 2014 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2014-17 TOTAL	FY 2018-19 TOTAL
PE ROW C	80% FHWA 100% ST 100% FHWA 100% DISC FHWA 100% ST 100% OTHER	\$ 3,980.5						
TOTAL		\$ 3,980.5	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0

All \$ X 1,000

RAIL IMPROVEMENTS: NEW CASTLE COUNTY

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

Commuter Rail Cars for SEPTA Service: ARRA funding will provide for the procurement of four new rail cars for SEPTA's Regional Rail service between New Castle County and Philadelphia. These cars are being purchased as part of a SEPTA procurement and are scheduled to be delivered in 2012.

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

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

Newark Regional Transportation Center: Design is underway for a new train station and transit center in conjunction with transit-oriented development of the adjacent property, the former Chrysler plant now owned by University of Delaware. This will provide capacity for the additional commuter trains to be extended from Wilmington and will eliminate conflicts with Norfolk Southern Railway freight operations. The new station will feature significantly improved passenger amenities and complete Americans with Disabilities Act compliance.

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 5th 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.

FY 2014 – 2017 TRANSPORTATION IMPROVEMENT PROGRAM

Approved March 14, 2013

RAIL IMPROVEMENTS: NEW CASTLE COUNTY (Continued)

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

PROJECT	PHASE	FUNDING	CURRENT 7/12-6/13	FY 2014 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2014-17 TOTAL	FY 2018-19 TOTAL
Fairplay Station Elevator	PE C	ST 80% FTA		\$ 588.3				\$ 588.3	
Fairplay Station Parking	PE	ST/Other							
Rail Cars	PRO	100% FTA	\$ 7,574.0						
Third Track Expansion	PE ROW C	80% FTA 80% FTA OTHER ST FTA	\$ 47.0 \$ 592.0	\$ 2,745.9 \$ 10,983.8	\$ 723.7 \$ 2,894.8			\$ 3,469.6 \$ 13,878.6	
Newark Train Station	PD/PE ROW C	Fed- Tiger II ST Local 100% ST ST FHWA	\$ 750.0 \$ 108.3 \$ 150.0		\$ 992.4 \$ 3,969.6	\$ 1,507.6 \$ 8,492.4	\$ 8,062.0 \$ 7,538.0	\$ 10,562.0 \$ 20,000.0	
Newark Regional Transportation Center		FHWA							

RAIL IMPROVEMENTS: NEW CASTLE COUNTY (CONTINUED)

PROJECT	PHASE	FUNDING	CURRENT 7/12-6/13	FY 2014 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2014-17 TOTAL	FY 2018-19 TOTAL
NEC: Yard to Ragan	ROW	ST FTA							
	C	80% FTA		\$ 11,099.5				\$ 11,099.5	
Orange Street Bridge	C	ST		\$ 504.0				\$ 504.0	
		OTHER		\$ 3,696.0	\$ 3,429.0			\$ 7,125.0	
Wilmington Train Station	C	FTA	\$ 4,481.1						
		OTHER	\$ 6,152.2						
		ST	\$ 1,120.3						
	TOTAL		\$ 25,342.9	\$ 34,579.5	\$17,047.5	\$ 15,600.0	\$ 0.0	\$ 67,227.0	\$ 0.0

ALL \$ X 1,000

SR 1: TYBOUTS CORNER TO SR 273

DESCRIPTION: This project includes the addition of a third lane in both the southbound and northbound direction along SR 1 from Tybouts corner to just north of SR273 (about 4.5 miles). The northern end of the project will tie into the SR1 & I95 interchange project. The project will reconstruct the existing concrete pavement that is currently affected by ASR and make other operational and safety improvements. The project will also include the reconfiguration of the SR273 and SR 1 interchange. This interchange has been identified as a Highway Safety Improvement Project.

JUSTIFICATION: The concrete along this section has been affected with an alkali silica reaction (ASR). This reaction occurs when road salt reacts with the concrete to form a strong acid, which first deteriorates the underside of the concrete and then advances.

County: New Castle
Investment Area: Core
Municipality:
Funding Program: Road System – Expressway
Functional Category: Preservation
Year Initiated: FY 2005



PHASE	FUNDING	CURRENT 7/12-6/13	FY 2014 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2014-17 TOTAL	FY 2018-19 TOTAL
PD	100% ST	\$ 0.0						
PE	80% FHWA	\$ 0.0	\$ 2,000.0				\$ 2,000.0	
ROW	100% FHWA			\$ 500.0			\$ 500.0	
C	80% FHWA				\$ 15,000.0	\$ 20,000.0	\$ 35,000.0	
TOTAL		\$ 0.0	\$ 2,000.0	\$ 500.0	\$ 15,000.0	\$ 20,000.0	\$ 37,500.0	\$ 0.0

All \$ X 1,000

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. Current 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.

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 7/12-6/13	FY 2014 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2014-17 TOTAL	FY 2018-19 TOTAL
SR 7: Newtown Rd to SR 273	PE ROW C	100% ST 100% ST ST OTHER	\$ 2,900.0 \$ 1,735.0	\$ 2,323.4 \$ 565.9				\$ 2,323.4 \$ 565.9	
	TOTAL		\$ 4,635.0	\$ 2,889.3	\$ 0.0	\$ 0.0	\$ 0.0	\$ 2,889.3	\$ 0.0

All \$ X 1,000

TRANSIT VEHICLE EXPANSION – NEW CASTLE COUNTY

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

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

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

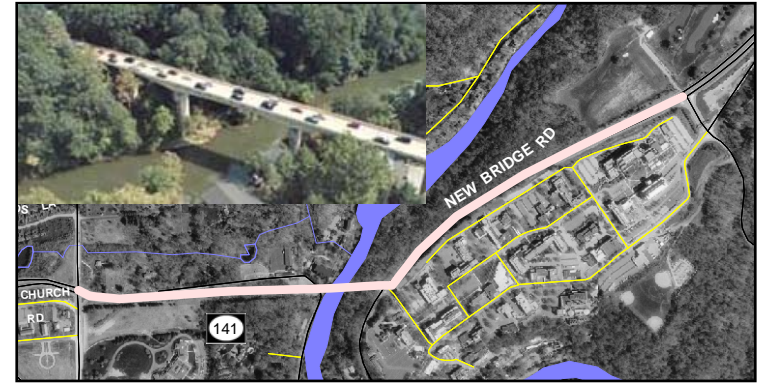


PROJECT	PHASE	FUNDING	CURRENT 7/12-6/13	FY 2014 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2014-17 TOTAL	FY 2018-19 TOTAL
Paratransit buses (6,7,6,6,6,8)	PRO	FTA ST	\$ 642.5 \$ 160.6						
45' OTR Bus (2) US 301 Intercounty	PRO	100% FTA				\$ 1,466.9		\$ 1,466.9	
Expansion Support Vehicles	PRO	100% ST							
45' OTR (2) SR 141 Crosstown	PRO	80% FTA							
	TOTAL		\$ 803.1	\$ 0.0	\$ 0.0	\$ 1,466.9	\$ 0.0	\$ 1,466.9	\$ 0.0

All \$ X 1,000

TYLER MC CONNELL BRIDGE, SR 141: MONTCHANNIN ROAD TO ALAPOCAS ROAD

DESCRIPTION: This section of SR141, New Bridge Road from SR100, Montchannin Road includes the Tyler McConnell Bridge (TMB). SR141, New Bridge Road is a four-lane collector-distributor type roadway from I-95 to US202 except for the TMB two-lane crossing of the Brandywine Valley. SR141, New Bridge Road is a controlled access roadway from I-95 to SR 2, while the section from SR 2 to US202 is a limited access roadway, with a number of at-grade intersections. As part of the department's public outreach effort, a Working Group was established to assist in the development of multi-modal solutions to the existing congestion at the TMB, while minimizing impacts on the many environmental and historic resources of this area. Hagley Museum, part of the Eleutherian Mills National Historic Landmark District, and adjacent to the existing bridge, is an area of special significance. Also, the TMB is eligible for the National Register of Historic Sites as Delaware's largest pre-1957 continuous steel girder bridge, and an early example of hammerhead piers in the US.



The Working Group submitted recommendations in 2002 that included short-term and mid/long-term solutions.

JUSTIFICATION: SR141 provides critical access to major employment centers in the corridor, including DuPont and AstraZeneca, among others. Current levels of significant congestion at the bridge are projected to worsen. The existing two-lane crossing of the Brandywine Valley (TMB) will continue to act as a pinch point in the SR141 corridor unless two additional lanes are provided to match the remainder of SR141.

County: New Castle
Investment Area: Community
Municipality:
Funding Program: Road System – Bridges
Functional Category: Expansion



PHASE	FUNDING	CURRENT 7/12-6/13	FY 2014 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2014-17 TOTAL	FY 2018-19 TOTAL
PD	100% ST						\$ 0.0	
PE	100% ST							
TOTAL		\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0

All \$ X 1,000

US 301: MARYLAND STATE LINE TO SR 1

DESCRIPTION: US 301 has undergone several planning efforts since the early 1960's. The most recent effort began in 2005, and included extensive public outreach and Environmental Resource Agency coordination. The effort concluded in April 2008, with Federal Highway Administration (FHWA) approval of the Selected Alternative, Green North + Spur Road [the Record of Decision (ROD)]. In 2008, FHWA also authorized right-of-way acquisition and final design (preparation of construction bid documents). Both activities are currently underway and the US Army Corps of Engineers has issued a provisional permit for the US 301 project.

The Selected Alternative, Green North+ Spur Road, includes a new, limited access tolled US 301 with 4-lanes (2 lanes in each direction), from the Maryland Line to SR1, south of the C&D Canal (14 miles). The Spur Road includes 2-lanes (1 lane in each direction) as a limited access toll road on a new location from US301, in the vicinity of Armstrong Corner Road to Summit Bridge (3.5 miles).

Funding will be needed beginning in 2010 to complete final design and right-of-way activities, currently underway. Several funding concepts are being explored by DelDOT for this project. In the financing of US 301, DelDOT seeks to minimize use of state Transportation Trust Fund revenue and have those who use new US 301 pay for the construction, while preserving DelDOT's credit rating and capacity. DelDOT has proposed a revised funding concept that utilizes minimal TTF revenues, federal funds and two types of debt financing. The two types of bonds include:

- GARVEE bonds secured by federal reimbursements to fund the completion of remaining design and right-of-way activities.
- Toll revenue bonds secured by US 301 toll revenues to fund construction.

Use of Toll Bonds would require approval by the Delaware General Assembly.

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



★ Interchange Locations

US 301: MARYLAND STATE LINE TO SR 1 (Continued)

PHASE	FUNDING	CURRENT 7/12-6/13	FY 2014 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2014-17 TOTAL	FY 2018-19 TOTAL
Audit	ST		\$ 495.0				\$ 495.0	
	FHWA			\$ 50.0			\$ 50.0	
PE	FHWA	\$ 13,100.0						
	GARVEE	\$ 11,900.0						
	ST	\$ 400.0						
ROW	GARVEE	\$ 60,000.0						
	ST		\$ 19,452.9				\$ 19,452.9	
C	Toll Bond		\$ 139,504.0	\$ 136,105.0			\$ 275,609.0	
	ST		\$ 9,069.0				\$ 9,069.0	
GARVEE Debt	FHWA	\$ 10,987.1	\$ 10,197.6	\$ 11,770.3	\$ 10,986.3	\$ 10,993.9	\$ 43,948.1	\$ 10,988.8
TOTAL		\$ 96,387.1	\$178,718.5	\$ 147,925.3	\$ 10,986.3	\$ 10,993.9	\$ 348,624	\$ 10,988.8

All \$ X 1,000

FHWA: Federal Aid Highway Funds (restrictions on use)

GARVEE: Bonds supported by annual apportionment of federal aid highway funds, subject to approval by the General Assembly

Toll Revenue Bonds: Bonds supported by US 301 toll revenues, subject to approval by the General Assembly

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. Current projects include:

- 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.
- US 301: Middleneck Road to Peterson Road – Reconstruct US 301 with four lanes, sidewalks and drainage improvements.
- Wiggins Mill Road – The proposed improvements include road widening from Green Giant Road to St. Anne's Church Road (about .86 miles), and replacement of a substandard culvert. The road would be widened to incorporate 11-foot travel lanes and 5-foot shoulders/bike lanes. Additionally, drainage would be addressed through roadside swales. This program would coordinate private development construction and necessary infrastructure improvements, including public utilities.

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

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



FY 2014 – 2017 TRANSPORTATION IMPROVEMENT PROGRAM

Approved March 14, 2013

WESTOWN (CONTINUED)

PROJECT	PHASE	FUNDING	CURRENT 7/12-6/13	FY 2014 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2014-17 TOTAL	FY 2018-19 TOTAL
Program Management	PD	100% ST	\$ 40.0						
St. Anne's Church Rd: Levels Rd. to SR 71	ROW C	100% ST ST OTHER	\$ 500.0 \$ 300.0						
U.S. 301: Middleneck Rd. to Peterson Rd.	RW C	ST ST OTHER	\$ 3,878.0 \$ 1,000.0						
Wiggins Mill Rd: Green Giant Rd to St. Anne's Road	PE RW C	OTHER OTHER OTHER	\$ 50.0						
	TOTAL		\$ 5,768.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0	\$ 0.0

All \$ X 1,000

WILMINGTON TRANSIT HUB

DESCRIPTION: The proposed Wilmington Transit Hub will include a first floor Transit Center for buses, Ticketing/Passenger/Security space, Transit designed security, ground level street front retail space, Drivers room/public restrooms, passenger amenities, 500 vehicle parking spaces, bicycle parking. Planning to select site location and design is still underway.

JUSTIFICATION: This new facility will create a transit hub that allows alleviates the concerns associated with Rodney Square crowding, layovers and community issues by increasing bus capacity at a new Transit Center in downtown Wilmington.

County: New Castle
Investment Area: Center
Funding Program: Transit System
Functional Category: Expansion



PHASE	FUNDING	CURRENT 7/12-6/13	FY 2014 7/13-6/14	FY 2015 7/14-6/15	FY 2016 7/15-6/16	FY 2017 7/16-6/17	FY 2014-17 TOTAL	FY 2018-19 TOTAL
PD PE ROW C	100% ST 80% FTA 80% FTA 80% FTA	\$ 1,600.0 \$ 7,000.0		\$ 400.0	\$ 400.0		\$ 800.0	
TOTAL		\$ 8,600.0	\$ 0.0	\$ 400.0	\$ 400.0	\$ 0.0	\$ 800.0	\$ 0.0

All \$ X 1,000