

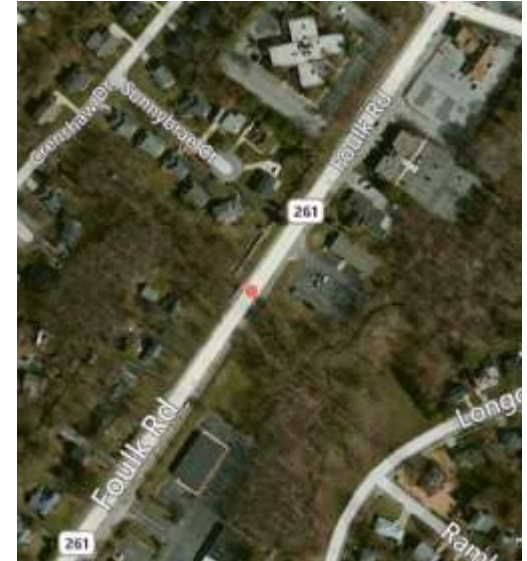
***NEW CASTLE  
COUNTY***



**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	Prior Exp thru FY15	FY16 State	FY16 Fed	FY16 Other	FY17 State	FY17 Fed	FY17 Other	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	TOTAL	OUTYEARS FY 20-21
PE	21,017.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ROW	16,857.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CE	0.0	0.0	61.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	61.7	0.0
C	0.0	0.0	1,303.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1,303.6	0.0
Utilities	0.0	0.0	8.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.9	0.0
Contingency	0.0	0.0	65.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	65.2	0.0
<b>(\$s x 1,000)</b>	<b>37,874.7</b>	<b>0.0</b>	<b>1,439.3</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,439.3</b>	<b>0.0</b>

All \$ X 1,000

**BR 111 ON N235 BENGEE ROAD OVER RED CLAY CREEK**

**SCOPE/DESCRIPTION:** The rehabilitation work of Bridge 111 includes replacing the existing concrete deck with a new concrete deck and barriers, minor repairs of the substructure, and minor approach roadway work.

**JUSTIFICATION:** Deterioration of the existing concrete deck has caused the bridge to become structurally deficient. The bridge was selected by the Pontis Bridge Management System for work. Rehabilitation of this bridge will help DelDOT meet its performance measure for percentage of bridges in poor condition.



**County:** New Castle  
**Investment Area:** Rural  
**Municipality:**  
**Funding Program:** Road System – Bridge Improvements  
**Functional Category:** Preservation  
**Year Initiated:** FY 2015

Phase	Prior Exp thru FY15	FY16 State	FY16 Fed	FY16 Other	FY17 State	FY17 Fed	FY17 Other	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	TOTAL	OUTYEARS FY 20-21
PE	900.0	19.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.1	0.0
ROW	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0
C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	400.0	0.0	0.0	0.0	0.0	500.0	0.0
<b>(\$s x 1,000)</b>	<b>900.0</b>	<b>19.1</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>	<b>400.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>539.1</b>	<b>0.0</b>

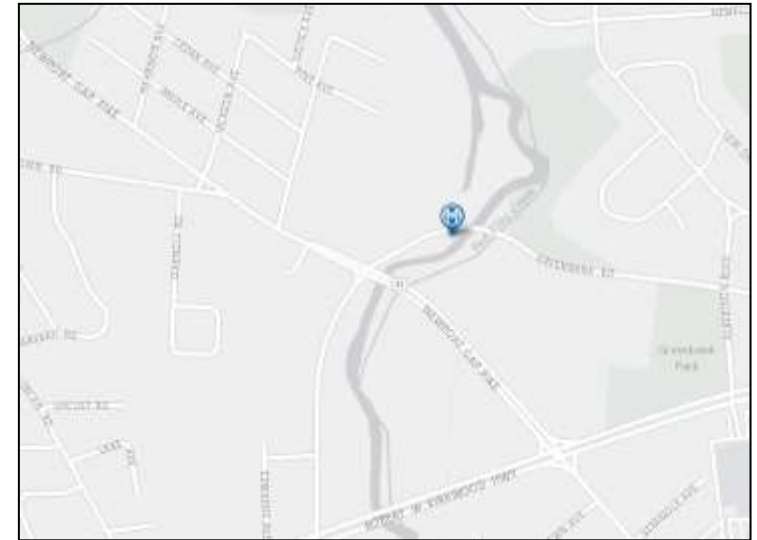
All \$ X 1,000

**BR 148A&B ON N330 GREENBANK ROAD OVER RED CLAY CREEK**

**SCOPE/DESCRIPTION:** The rehabilitation work of Bridges 148A&B includes replacing the existing concrete deck with a new concrete deck and barriers, minor repairs of the substructure, cleaning and painting the existing steel members, and minor approach roadway work. Additional work includes lining Bridge 148B.

**JUSTIFICATION:** Deterioration of the existing concrete deck of Bridge 148A has caused the bridge to become structurally deficient. Bridge 148B is a corrugated metal pipe with significant corrosion and 100% section loss at the waterline at several locations along the pipe. The bridges were selected by the Pontis Bridge Management System for work. Rehabilitation of these bridges will help DelDOT meet its performance measure for percentage of bridges in poor condition.

**County:** New Castle  
**Investment Area:** Core  
**Municipality:**  
**Funding Program:** Road System – Bridge Improvements  
**Functional Category:** Preservation  
**Year Initiated:** FY 2015



Phase	Prior Exp thru FY15	FY16 State	FY16 Fed	FY16 Other	FY17 State	FY17 Fed	FY17 Other	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	TOTAL	OUTYEARS FY 20-21
PE	1,080.0	20.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.9	0.0
ROW	0.0	0.0	0.0	0.0	22.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.0	0.0
C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	140.0	560.0	0.0	0.0	0.0	0.0	700.0	0.0
	<b>1,080.0</b>	<b>20.9</b>	<b>0.0</b>	<b>0.0</b>	<b>22.0</b>	<b>0.0</b>	<b>0.0</b>	<b>140.0</b>	<b>560.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>742.9</b>	<b>0.0</b>

All \$ X 1,000

### BR 159 ON JAMES STREET OVER CHRISTINA RIVER

**DESCRIPTION:** Bridge 159 is an inoperable movable steel superstructure bridge supported on reinforced concrete abutments and piers. It carries James Street over Christina River in Newport, Delaware. This project involves the replacement of the existing bridge with a 3-span prestressed concrete box beam bridge supported on new reinforced concrete abutments and piers. The proposed construction will be off the existing alignment to ensure access during the project. The proposed structure will provide higher under clearance to allow for recreational boating.

**JUSTIFICATION:** According to DelDOT Bridge Management PONTIS records the bridge has a sufficiency rating of 36.8 and was built in 1929. The movable portion of the bridge is inoperable; the steel superstructure exhibits heavy corrosion and section loss. This bridge is the only access road that does not have a height restriction in the region of Newport between Amtrak line and Christina River and is a road which the local businesses rely on. Replacement of this bridge is imperative to the Town of Newport.



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



Phase	Prior Exp thru FY15	FY16 State	FY16 Fed	FY16 Other	FY17 State	FY17 Fed	FY17 Other	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	TOTAL	OUTYEARS FY 20-21
PE	1,624,630.2	5.7	22.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.4	0.0
ROW	68,036.0	6.0	24.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.0	0.0
CE	0.0	0.0	293.0	0.0	0.0	600.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	893.0	0.0
C	0.0	0.0	1,065.0	0.0	0.0	7,114.9	0.0	0.0	820.1	0.0	0.0	0.0	0.0	9,000.0	0.0
Utilities	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	0.0
Contingency	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	364.9	0.0	0.0	0.0	0.0	364.9	0.0
	<b>1,692,666.2</b>	<b>11.7</b>	<b>1,409.7</b>	<b>0.0</b>	<b>0.0</b>	<b>7,714.9</b>	<b>0.0</b>	<b>0.0</b>	<b>1,185.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10,321.3</b>	<b>0.0</b>

All \$ X 1,000

**BR 191 ON MILLTOWN ROAD OVER MILL CREEK**

**DESCRIPTION:** Perform rehab work on Bridge 191 to improve the existing condition. Rehab work includes a full deck replacement; replace the joints; upgrade the pedestrian rail to current design standards; repair spalls where needed; paint beams and seal abutments and piers; and minor riprap placement.

**JUSTIFICATION:** To extend service life and increase safety of the bridge. The deck and approach slabs on this bridge are severely corroded and spalled. The deck has full depth spalls and exposed rebar at multiple locations. The pedestrian railing does not meet current design standards and there is undermining of both slope protection aprons. This bridge qualifies as part of DelDOT's structurally deficient deck inventory. As part of DelDOT's performance measures, we must maintain 10% or less deficient decks.



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



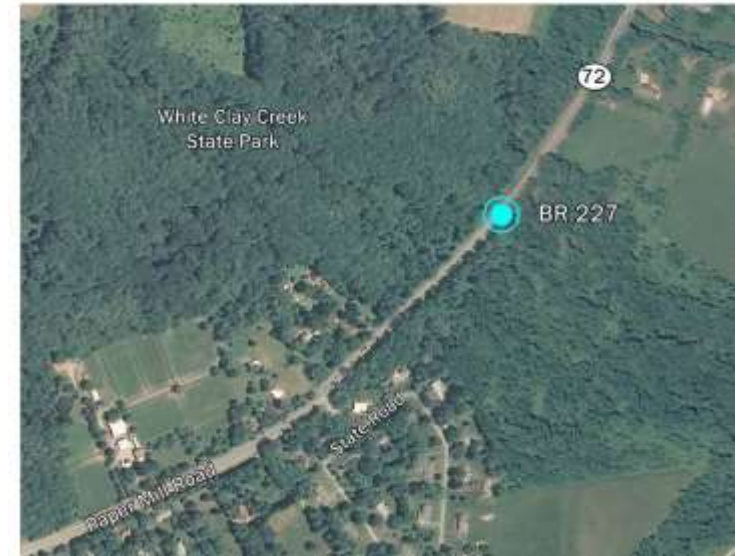
Phase	Prior Exp thru FY15	FY16 State	FY16 Fed	FY16 Other	FY17 State	FY17 Fed	FY17 Other	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	TOTAL	OUTYEARS FY 20-21
PE	13,449.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ROW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CE	0.0	19.5	77.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	97.4	0.0
C	0.0	173.2	692.7	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	885.9	0.0
Traffic	0.0	8.6	34.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	42.9	0.0
Contingency	0.0	18.9	75.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	94.5	0.0
	<b>13,449.0</b>	<b>220.1</b>	<b>880.5</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,120.7</b>	<b>0.0</b>

All \$ X 1,000

**BR 227 ON PAPERMILL ROAD OVER MIDDLE RUN TRIBUTARY**

**DESCRIPTION:** This project involves the replacement of a large corrugated aluminum pipe with a precast box culvert. The approach roadways and guardrail will be reconstructed as needed and riprap will be placed in the stream for scour protection. The work will be performed under a full road closure with a detour.

**JUSTIFICATION:** To extend service life and increase safety of the bridge. The existing pipes are structurally deficient and were selected by the Pontis Bridge Management System for work. It has a sufficiency rating of 71.2. There are random perforations and corrosion at some locations in the pipe and erosion at corners of the bridge. This bridge is currently ranked 77th on the 2013 DelDOT Bridge Deficiency List.



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



Phase	Prior Exp thru FY15	FY16 State	FY16 Fed	FY16 Other	FY17 State	FY17 Fed	FY17 Other	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	TOTAL	OUTYEARS FY 20-21
PE	20,542.5	7.9	31.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	39.5	0.0
ROW	0.0	0.0	0.0	0.0	2.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0
C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	76.0	304.0	0.0	0.0	0.0	0.0	380.0	0.0
	<b>20,542.5</b>	<b>7.9</b>	<b>31.6</b>	<b>0.0</b>	<b>2.0</b>	<b>8.0</b>	<b>0.0</b>	<b>76.0</b>	<b>304.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>429.5</b>	<b>0.0</b>

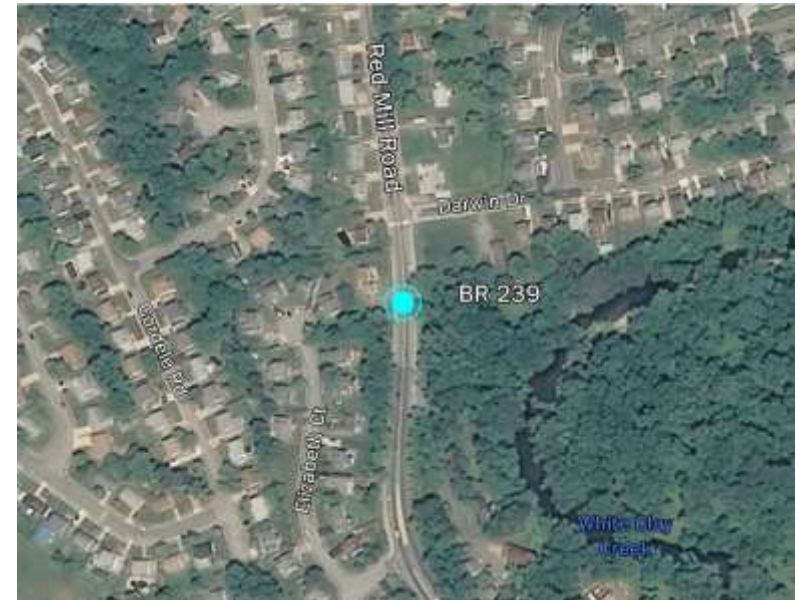
All \$ X 1,000



**BR 238 ON ELIZABETH COURT AND BR 239 ON N352 RED MILL ROAD OVER TRIBUTARY TO WHITE CLAY CREEK**

**DESCRIPTION:** This project involves the replacement of two existing corrugated metal pipes and two corrugated aluminum pipes with two concrete pipes and a precast concrete frame respectively. Additional work includes minor reconstruction of the approach roadway and sidewalk, installation of guardrail or pedestrian railing as needed, and placement of riprap in the stream to prevent scour. The work will likely be performed under a full road closure with detour for bridge 239.

**JUSTIFICATION:** To extend service life and increase safety of the bridge. 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. Bridge 239 has a 70.1 sufficiency rating.



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



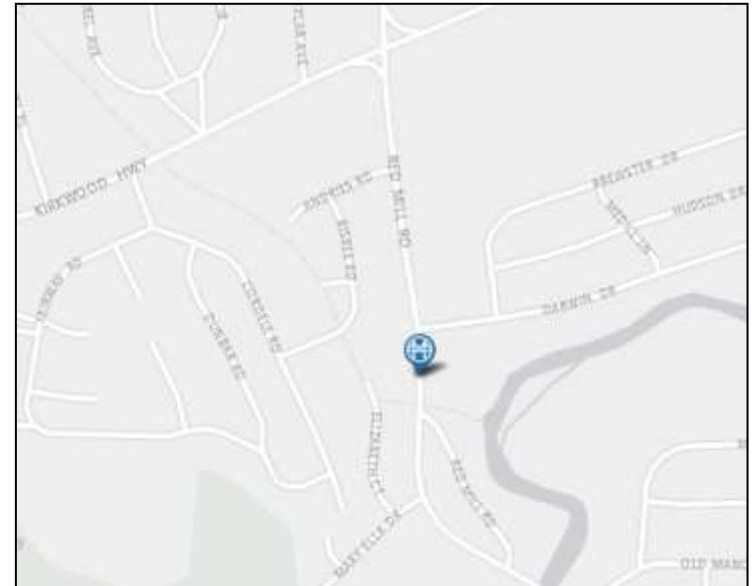
Phase	Prior Exp thru FY15	FY16 State	FY16 Fed	FY16 Other	FY17 State	FY17 Fed	FY17 Other	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	TOTAL	OUTYEARS FY 20-21
ROW	0.0	0.0	0.0	0.0	133.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	133.1	0.0
CE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26.0	0.0	0.0	0.0	0.0	0.0	26.0	0.0
C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	400.0	0.0	0.0	0.0	0.0	0.0	400.0	0.0
<b>(\$s x 1,000)</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>133.1</b>	<b>0.0</b>	<b>0.0</b>	<b>426.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>559.1</b>	<b>0.0</b>

All \$ X 1,000

**BR 239 ON N352 RED MILL OVER TRIBUTARY**

**DESCRIPTION:** This project involves the replacement of Bridge 239. Work includes the replacement of the two existing corrugated aluminum pipes with a precast reinforced concrete box culvert. Additional work includes minor reconstruction of the approach roadway and sidewalk, installation of guardrail and pedestrian railing as needed, numerous utility relocations, and placement of riprap in the stream to prevent scour. Due to the high traffic volumes on this road, the work will be completed using staged construction.

**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. Bridge 239 has a 70.1 sufficiency rating. The inspection team had originally recommended a NBI rating of 2 for BR 1-239, but decided to keep it at 4 due to several factors.



**County:** New Castle  
**Investment Area:** Core  
**Municipality:**  
**Funding Program:** Road System – Bridge Improvements  
**Functional Category:** Preservation  
**Year Initiated:** FY 2016



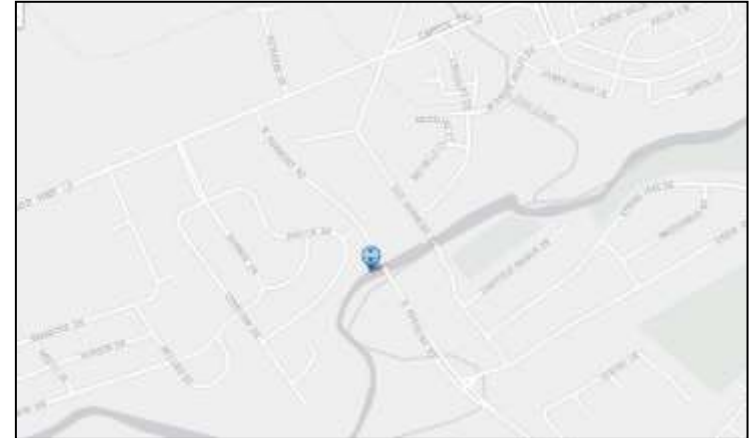
Phase	Prior Exp thru FY15	FY16 State	FY16 Fed	FY16 Other	FY17 State	FY17 Fed	FY17 Other	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	TOTAL	OUTYEARS FY 20-21
PE	46,581.6	9.1	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.1	0.0
ROW	0.0	0.0	5.0	0.0	0.0	15.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0
C	0.0	0.0	0.0	0.0	0.0	600.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	600.0	0.0
<b>(\$s x 1,000)</b>	<b>46,581.6</b>	<b>9.1</b>	<b>8.0</b>	<b>0.0</b>	<b>0.0</b>	<b>615.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>632.1</b>	<b>0.0</b>

All \$ X 1,000

**BR 251 ON N355 HARMONY ROAD OVER WHITE CLAY CREEK**

**DESCRIPTION:** The rehabilitation work for Bridge 251 includes replacing the existing concrete deck with a new concrete deck and barriers, minor repairs of the substructure, and minor approach roadway work.

**JUSTIFICATION:** Deterioration of the existing concrete deck has caused the bridge to become structurally deficient. The bridge was selected by the Pontis Bridge Management System for work. Rehabilitation of this bridge will help DeIDOT meet its performance measure for percentage of bridges in poor condition.



**County:** New Castle  
**Investment Area:** Core  
**Municipality:**  
**Funding Program:** Road System – Bridge Improvements  
**Functional Category:** Preservation  
**Year Initiated:** FY 2016



Phase	Prior Exp thru FY15	FY16 State	FY16 Fed	FY16 Other	FY17 State	FY17 Fed	FY17 Other	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	TOTAL	OUTYEARS FY 20-21
PE	561.3	89.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	89.4	0.0
ROW	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0
C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	360.0	1,440.0	0.0	0.0	0.0	0.0	1,800.0	0.0
	<b>561.3</b>	<b>89.4</b>	<b>0.0</b>	<b>0.0</b>	<b>20.0</b>	<b>0.0</b>	<b>0.0</b>	<b>360.0</b>	<b>1,440.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,909.4</b>	<b>0.0</b>

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 DeIDOT Bridge Deficiency List.

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



Phase	Prior Exp thru FY15	FY16 State	FY16 Fed	FY16 Other	FY17 State	FY17 Fed	FY17 Other	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	TOTAL	OUTYEARS FY 20-21
PE	42,185.3	1.6	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.8	0.0
ROW	0.0	5.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0
C	0.0	0.0	0.0	0.0	120.0	480.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	600.0	0.0
<b>(\$s x 1,000)</b>	<b>42,185.3</b>	<b>6.6</b>	<b>26.3</b>	<b>0.0</b>	<b>120.0</b>	<b>480.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>632.8</b>	<b>0.0</b>

All \$ X 1,000

### BR 291 ON SONGSMITH DRIVE OVER TRIBUTARY TO SMALLEY’S DAM POND

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

**JUSTIFICATION:** To extend service life and increase safety of the bridge. 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 currently has a 73.0 sufficiency rating and the inspection team has given a NBI rating of 4 for both culvert and channel. This bridge was ranked 104th on the 2013 DelDOT Bridge Deficiency List.



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



Phase	Prior Exp thru FY15	FY16 State	FY16 Fed	FY16 Other	FY17 State	FY17 Fed	FY17 Other	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	TOTAL	OUTYEARS FY 20-21
PE	12,840.9	0.5	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.5	0.0
ROW	5,040.0	4.9	19.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.5	0.0
C	0.0	0.2	0.8	0.0	124.8	499.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	625.0	0.0
<b>(\$s x 1,000)</b>	<b>17,880.9</b>	<b>5.6</b>	<b>22.4</b>	<b>0.0</b>	<b>124.8</b>	<b>499.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>652.0</b>	<b>0.0</b>

All \$ X 1,000

**BR 308 ON N378 CLARKS CORNER ROAD OVER DRAGON RUN**

**DESCRIPTION:** The replacement work for Bridge 308 includes replacing the existing concrete box beam bridge with a new bridge consisting of concrete box beams with a concrete deck. Additional work includes placing riprap in the stream for scour protection, installation of guardrail, and reconstruction of the approach roadway as needed.

**JUSTIFICATION:** The top of the fascia box beam has deteriorated along the gutter line to the point where a hole has formed. This deterioration has caused the bridge to become structurally deficient. The bridge was selected by the Pontis Bridge Management System for work. Replacement of this bridge will help DelDOT meet its performance measure for percentage of bridges in poor condition.



**County:** New Castle  
**Investment Area:** Community  
**Municipality:**  
**Funding Program:** Road System – Bridge Improvements  
**Functional Category:** Preservation  
**Year Initiated:** FY 2016



Phase	Prior Exp thru FY15	FY16 State	FY16 Fed	FY16 Other	FY17 State	FY17 Fed	FY17 Other	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	TOTAL	OUTYEARS FY 20-21
PE	22,762.0	21.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.2	0.0
ROW	0.0	0.0	0.0	0.0	22.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.0	0.0
C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	140.0	560.0	0.0	0.0	0.0	0.0	700.0	0.0
<b>(\$s x 1,000)</b>	<b>22,762.0</b>	<b>21.2</b>	<b>0.0</b>	<b>0.0</b>	<b>22.0</b>	<b>0.0</b>	<b>0.0</b>	<b>140.0</b>	<b>560.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>743.2</b>	<b>0.0</b>

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:** Developing  
**Municipality:** Odessa  
**Funding Program:** Road System – Bridge Improvements  
**Functional Category:** Preservation  
**Year Initiated:** FY 2014



Phase	Prior Exp thru FY15	FY16 State	FY16 Fed	FY16 Other	FY17 State	FY17 Fed	FY17 Other	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	TOTAL	OUTYEARS FY 20-21
PE	230,002.2	8.2	32.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	41.1	0.0
ROW	0.0	0.0	28.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.0	0.0
C	0.0	0.0	0.0	0.0	80.6	322.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	403.0	0.0
	<b>230,002.2</b>	<b>8.2</b>	<b>60.9</b>	<b>0.0</b>	<b>80.6</b>	<b>322.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>472.1</b>	<b>0.0</b>

All \$ X 1,000

**BR 438 ON BLACKBIRD STATION ROAD OVER BLACKBIRD CREEK**

**DESCRIPTION:** Replace the existing 2 - CMPAs with either a precast three-sided rigid frame or precast prestressed voided slab beams with a GRS substructure. Place riprap for scour protection. Reconstruct approaches as necessary. Place guardrail as needed.

**JUSTIFICATION:** To extend service life and increase safety of the bridge. 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 currently has a 69.8 sufficiency rating and the inspection team gave the bridge a NBI culvert rating of 4.

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



Phase	Prior Exp thru FY15	FY16 State	FY16 Fed	FY16 Other	FY17 State	FY17 Fed	FY17 Other	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	TOTAL	OUTYEARS FY 20-21
PE	11,696.5	0.0	19.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.4	0.0
ROW	0.0	7.0	28.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	35.0	0.0
C	0.0	0.0	0.0	0.0	140.0	560.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	700.0	0.0
(\$s x 1,000)	11,696.5	7.0	47.4	0.0	140.0	560.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	754.4	0.0

All \$ X 1,000



**BR 488 ON US 13 SB, SOUTH OF ODESSA**

**DESCRIPTION:** This project will replace the existing concrete arch with prestressed, precast concrete box beams and composite concrete deck on stub abutments. It will improve the vertical alignment by raising the roadway profile using MSE walls. It also will place riprap in the stream for scour protection, reconstruct roadway approaches, and place guardrail as required.

**JUSTIFICATION:** To extend service life and increase safety of the bridge. The existing structure is structurally and hydraulically deficient. The concrete arch is deteriorated and has significant spalling, cracks, and corrosion of exposed bar reinforcement. The existing structure is also scour critical. The bridge was selected by the Pontis Bridge Management System for work. This bridge was ranked 138th on 2013 DelDOT Bridge Deficiency List.

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



Phase	Prior Exp thru FY15	FY16 State	FY16 Fed	FY16 Other	FY17 State	FY17 Fed	FY17 Other	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	TOTAL	OUTYEARS FY 20-21
PE	26,437.7	9.7	38.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	48.6	0.0
ROW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.0	24.0	0.0	0.0	0.0	0.0	30.0	0.0
C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	605.0	2,420.0	0.0	3,025.0	0.0
<b>(\$s x 1,000)</b>	<b>26,437.7</b>	<b>9.7</b>	<b>38.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>6.0</b>	<b>24.0</b>	<b>0.0</b>	<b>605.0</b>	<b>2,420.0</b>	<b>0.0</b>	<b>3,103.6</b>	<b>0.0</b>

*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



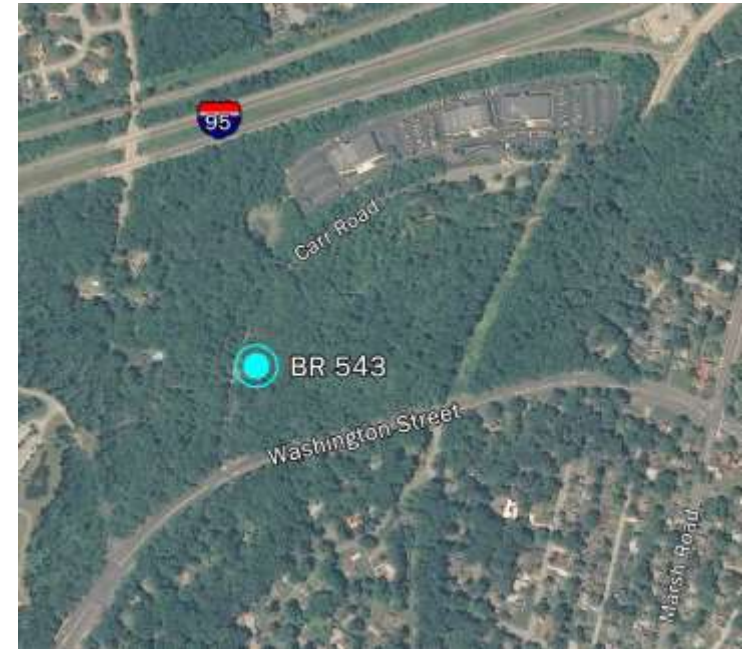
Project Title	Phase	PriorExp thru FY15	FY16 State	FY16 Fed	FY16 Other	FY17 State	FY17 Fed	FY17 Other	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	TOTAL	OUTYEARS FY 20-21
BR 1-501 on N006 Newport Viaduct over Christina River Piers 2 and 3 Foundation Repairs	PE ROW C		168.9 4.0	675.6 16.0		2,880.0	11,520.0								844.5 20.0 14,400.0	
BR 1-501, 1-501A & 1-501B SR 141 Viaduct over SR4	PE CE C Traffic Utilities Contingency	1,468.0 3,498.5 14,775.8 563.2 5.6 4,314.7	119.2 54.1	409.2 216.3											528.4 270.4	
<b>TOTAL (\$s x 1,000)</b>		<b>24,625.8</b>	<b>346.2</b>	<b>1,317.1</b>		<b>2,880.0</b>	<b>11,520.0</b>								<b>16,063.3</b>	

All \$ X 1,000

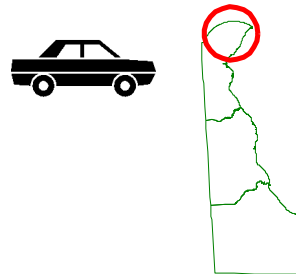
**BR 543 ON CARR ROAD OVER SHELLPOT CREEK**

**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



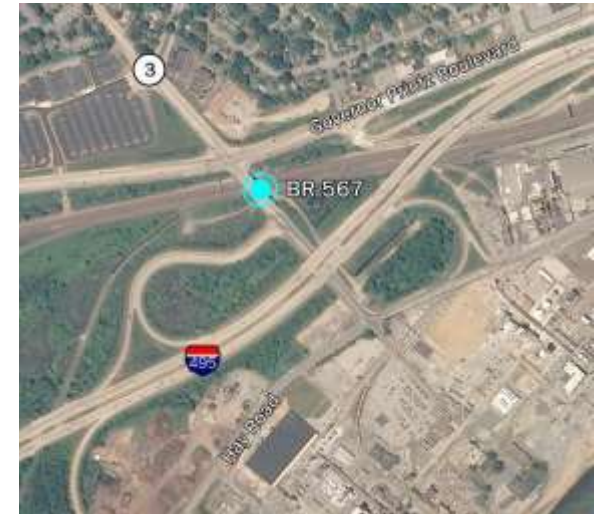
Phase	Prior Exp thru FY15	FY16 State	FY16 Fed	FY16 Other	FY17 State	FY17 Fed	FY17 Other	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	TOTAL	OUTYEARS FY 20-21
PE	20,128.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ROW	0.0	0.0	35.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	35.0	0.0
CE	0.0	0.0	0.0	0.0	14.4	57.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	72.0	0.0
C	0.0	0.0	0.0	0.0	115.2	460.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	576.0	0.0
	<b>20,128.0</b>	<b>0.0</b>	<b>35.0</b>	<b>0.0</b>	<b>129.6</b>	<b>518.4</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>683.0</b>	<b>0.0</b>

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 bridge is beyond its original design service life. The bridge deck has significant amounts of delaminations, and several of the existing timber piles have cracks and delaminations. It 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 this bridge, which 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	Prior Exp thru FY15	FY16 State	FY16 Fed	FY16 Other	FY17 State	FY17 Fed	FY17 Other	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	TOTAL	OUTYEARS FY 20-21
PE	442,609.5	0.0	45.6	11.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	57.0	0.0
ROW	0.0	0.0	24.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.0	0.0
C	0.0	0.0	0.0	0.0	0.0	1,432.0	358.0	0.0	0.0	0.0	0.0	0.0	0.0	1,790.0	0.0
<b>(\$s x 1,000)</b>	<b>442,609.5</b>	<b>0.0</b>	<b>69.6</b>	<b>17.4</b>	<b>0.0</b>	<b>1,432.0</b>	<b>358.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,877.0</b>	<b>0.0</b>

All \$ X 1,000

**BR 577 ON NORTHEAST BOULEVARD OVER BRANDYWINE CREEK**

**DESCRIPTION:** Perform rehab work on Bridge 1-577 to improve the existing condition. Rehab work includes jacking the superstructure to repair or replace floor beams and 12 bearings; Replace the joints; Repair spalls where needed; Spot paint beams and seal abutments and piers; Possibly upgrade railing.

**JUSTIFICATION:** To extend service life and safety of the bridge. There is significant deterioration of some floor beams, bearings, and joints. The existing barriers, abutments and piers have significant spalls and need repair. The bridge was selected by the Pontis Bridge Management System for work. It has a sufficiency rating of 63.4 and was ranked 73rd on 2013 DelDOT Bridge Deficiency List.



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



Phase	Prior Exp thru FY15	FY16 State	FY16 Fed	FY16 Other	FY17 State	FY17 Fed	FY17 Other	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	TOTAL	OUTYEARS FY 20-21
PE	103,884.9	0.0	434.0	0.0	0.0	233.1	0.0	0.0	29.0	0.0	0.0	0.0	0.0	696.1	0.0
ROW	0.0	0.0	0.0	0.0	5.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0
C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	800.0	3,200.0	0.0	0.0	0.0	0.0	4,000.0	0.0
<b>(\$s x 1,000)</b>	<b>103,884.9</b>	<b>0.0</b>	<b>434.0</b>	<b>0.0</b>	<b>5.0</b>	<b>253.1</b>	<b>0.0</b>	<b>800.0</b>	<b>3,229.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4,721.1</b>	<b>0.0</b>

All \$ X 1,000

**BR 634 ON SR100 DUPONT ROAD OVER DELAWARE VALLEY RAILROAD**

**DESCRIPTION:** The scope of work for the rehabilitation of Bridge 634 includes replacement of the concrete deck with a new concrete deck and barriers, cleaning and greasing of the bearings, cleaning and painting of steel members, and repair of cracks and spalls in the concrete piers and abutments. Additional work includes minor approach roadway reconstruction and installation of guardrail as needed.

**JUSTIFICATION:** Deterioration of the existing concrete deck has caused the bridge to become structurally deficient. Cleaning and painting the steel girders will lengthen the life of the superstructure. The bridge was selected by the Pontis Bridge Management System for work. Rehabilitation of this bridge will help DelDOT meet its performance measure for percentage of bridges in poor condition.

**County:** New Castle  
**Investment Area:** Core  
**Municipality:** Elsmere  
**Funding Program:** Road System – Bridge Improvements  
**Functional Category:** Preservation  
**Year Initiated:** FY 2016



Phase	Prior Exp thru FY15	FY16 State	FY16 Fed	FY16 Other	FY17 State	FY17 Fed	FY17 Other	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	TOTAL	OUTYEARS FY 20-21
PE	0.0	268.8	0.0	0.0	150.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	418.8	0.0
ROW	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0
C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1,000.0	4,000.0	0.0	0.0	0.0	0.0	5,000.0	0.0
Rail Road	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0	16.0	0.0	0.0	0.0	0.0	20.0	0.0
<b>(\$s x 1,000)</b>	<b>0.0</b>	<b>268.8</b>	<b>0.0</b>	<b>0.0</b>	<b>200.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,004.0</b>	<b>4,016.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5,488.8</b>	<b>0.0</b>

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



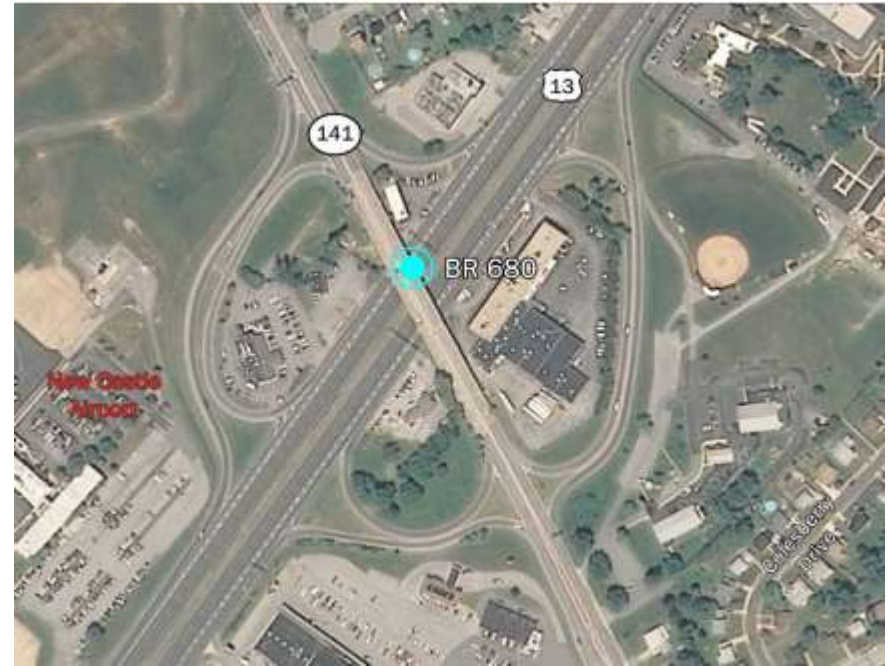
Phase	Prior Exp thru FY15	FY16 State	FY16 Fed	FY16 Other	FY17 State	FY17 Fed	FY17 Other	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	TOTAL	OUTYEARS FY 20-21
PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ROW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
C	0.0	0.2	0.8	0.0	109.8	439.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	550.0	0.0
Rail Road	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0
<b>(\$s x 1,000)</b>	<b>0.0</b>	<b>20.2</b>	<b>0.8</b>	<b>0.0</b>	<b>109.8</b>	<b>439.2</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>570.0</b>	<b>0.0</b>

All \$ X 1,000

**BR 680 ON SR 141 OVER US 13**

**DESCRIPTION:** This project involves the replacement of the existing concrete deck and steel girders with a new concrete deck on steel girders. The new superstructure will be designed to provide a larger clearance for US 13 traffic under the bridge. Additional work includes substructure repairs, reconstruction of the approach roadways, and installation of guardrail as needed. Construction will be performed in phases to accommodate traffic. However, accelerated bridge construction techniques will be utilized to minimize the construction duration.

**JUSTIFICATION:** To extend service life and increase safety of the bridge. There is significant spalling and delaminating of the existing concrete deck. The deck has full depth spalls and exposed rebar at multiple locations. The existing steel girders have been impacted by over height trucks multiple times per year because of the substandard under clearance. Due to the under clearance, the bridge is classified as Functionally Obsolete and is eligible for work via the Department's Bridge Management System



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



Phase	Prior Exp thru FY15	FY16 State	FY16 Fed	FY16 Other	FY17 State	FY17 Fed	FY17 Other	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	TOTAL	OUTYEARS FY 20-21
PE	808,996.4	100.0	400.0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	600.0	0.0
ROW	0.0	0.0	0.0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0
C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1,000.0	4,000.0	0.0	0.0	0.0	0.0	5,000.0	0.0
<b>(\$s x 1,000)</b>	<b>808,996.4</b>	<b>100.0</b>	<b>400.0</b>	<b>0.0</b>	<b>40.0</b>	<b>160.0</b>	<b>0.0</b>	<b>1,000.0</b>	<b>4,000.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5,700.0</b>	<b>0.0</b>

*All \$ X 1,000*



**BR 684 ON SOUTH HEALD STREET OVER NORFOLK SOUTHERN RAILROAD**

**DESCRIPTION:** BR 1-684 was constructed in 1942 and carries South Heald Street (US 13) over the NSRR. The bridge is historically eligible and repairs will maintain the historic features of the bridge. Repairs will include replacing the deck joints and bearings, repairs to portions of the deck, sidewalk, bridge rail, and columns, and placing a concrete overlay.

**JUSTIFICATION:** There is significant spalling and delaminating of the underside of the existing concrete deck. The deck joints are leaking which is causing deterioration of the thickened portion of the concrete slab. The sidewalk and bridge rail are in need of repair and the concrete columns have numerous delamination and spalls. Rehabilitation of this bridge will help the Department meet its performance measure for percentage of bridges in fair or poor condition. This bridge is ranked 133rd on the 2015 DeIDOT Bridge Deficiency List (out of 1625 total bridges).

**County:** New Castle  
**Investment Area:** Core  
**Municipality:**  
**Funding Program:** Road System – Bridge Improvements  
**Functional Category:** Preservation  
**Year Initiated:** FY 2016



Phase	Prior Exp thru FY15	FY16 State	FY16 Fed	FY16 Other	FY17 State	FY17 Fed	FY17 Other	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	TOTAL	OUTYEARS FY 20-21
PD	0.0	60.0	240.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	300.0	0.0
PE		0.0	0.0	0.0	30.0	120.0	0.0	30.0	120.0	0.0	30.0	120.0	0.0	450.0	300.0
ROW		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
C		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>(\$s x 1,000)</b>	<b>0.0</b>	<b>60.0</b>	<b>240.0</b>	<b>0.0</b>	<b>30.0</b>	<b>120.0</b>	<b>0.0</b>	<b>30.0</b>	<b>120.0</b>	<b>0.0</b>	<b>30.0</b>	<b>120.0</b>	<b>0.0</b>	<b>750.0</b>	<b>300.0</b>

**BR 686 ON SOUTH WALNUET STREET OVER NORFOLK SOUTHERN RAILROAD**

**DESCRIPTION:** BR 1-686 was constructed in 1938 and carries South Walnut Street (US 13BR) over the NSRR. The bridge is historically eligible and repairs will maintain the historic features of the bridge. Repairs will include replacing the deck joints and bearings, repairs to portions of the deck, sidewalk, bridge rail, and columns, and placing a concrete overlay.

**JUSTIFICATION:** There is significant spalling and delaminating of the underside of the existing concrete deck. The deck joints are leaking which is causing deterioration of the thickened portion of the concrete slab. The sidewalk and bridge rail are in need of repair and the concrete columns have numerous delamination and spalls. Rehabilitation of this bridge will help the Department meet its performance measure for percentage of bridges in fair or poor condition. This bridge is ranked 125th on the 2015 DeIDOT Bridge Deficiency List (out of 1625 total bridges).

**County:** New Castle  
**Investment Area:** Core  
**Municipality:**  
**Funding Program:** Road System – Bridge Improvements  
**Functional Category:** Preservation  
**Year Initiated:** FY 2016



Phase	Prior Exp thru FY15	FY16 State	FY16 Fed	FY16 Other	FY17 State	FY17 Fed	FY17 Other	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	TOTAL	OUTYEARS FY 20-21
PD	0.0	70.0	280.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	350.0	0.0
PE		0.0	0.0	0.0	30.0	120.0	0.0	35.0	140.0	0.0	35.0	140.0	0.0	500.0	350.0
ROW		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
C		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>(\$s x 1,000)</b>	<b>0.0</b>	<b>70.0</b>	<b>280.0</b>	<b>0.0</b>	<b>30.0</b>	<b>120.0</b>	<b>0.0</b>	<b>35.0</b>	<b>140.0</b>	<b>0.0</b>	<b>35.0</b>	<b>140.0</b>	<b>0.0</b>	<b>850.0</b>	<b>350.0</b>

**BR 714 ON N347 CHAPMAN ROAD OVER I-95**

**DESCRIPTION:** The scope of work for the rehabilitation of Bridge 714 includes replacement of the concrete deck with a new concrete deck and barriers, cleaning and greasing of the bearings, cleaning and painting of steel members, repair of cracks and spalls in the concrete piers and abutments.

**JUSTIFICATION:** Deterioration of the existing concrete deck has caused the bridge to become structurally deficient. There are also spalls and delaminations on the piers and abutments that need to be repaired. Cleaning and painting the steel girders will lengthen the life of the superstructure. The bridge was selected by the Pontis Bridge Management System for work. Rehabilitation of this bridge will help DelDOT meet its performance measures for percentage of bridges in poor condition and the percentage of structurally deficient bridges by deck area on the NHS.

**County:** New Castle  
**Investment Area:** Core  
**Municipality:**  
**Funding Program:** Road System – Bridge Improvements  
**Functional Category:** Preservation  
**Year Initiated:** FY 2016



Phase	Prior Exp thru FY15	FY16 State	FY16 Fed	FY16 Other	FY17 State	FY17 Fed	FY17 Other	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	TOTAL	OUTYEARS FY 20-21
PE	0.0	400.0	0.0	0.0	335.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	735.0	0.0
ROW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0
C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	860.0	3,440.0	0.0	4,300.0	0.0
<b>(\$s x 1,000)</b>	<b>0.0</b>	<b>400.0</b>	<b>0.0</b>	<b>0.0</b>	<b>335.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>860.0</b>	<b>3,440.0</b>	<b>0.0</b>	<b>5,085.0</b>	<b>0.0</b>

*All \$ X 1,000*

**BR 717 ON I-95 OVER SR 1**

**DESCRIPTION:** The scope of work for the rehabilitation of Bridge 717 includes replacement of the concrete deck with a new concrete deck and barriers and minor repair of cracks and spalls in the concrete substructure.

**JUSTIFICATION:** Deterioration of the existing concrete deck has caused the bridge to become structurally deficient. The bridge was selected by the Pontis Bridge Management System for work. It was ranked 76th on the 2013 DelDOT Bridge Deficiency List. Rehabilitation of this bridge will help DelDOT meet its performance measures for percentage of bridges in poor condition and the percentage of structurally deficient bridges by deck area on the NHS.

**County:** New Castle  
**Investment Area:** Core  
**Municipality:**  
**Funding Program:** Road System – Bridge Improvements  
**Functional Category:** Preservation  
**Year Initiated:** FY 2016



Phase	Prior Exp thru FY15	FY16 State	FY16 Fed	FY16 Other	FY17 State	FY17 Fed	FY17 Other	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	TOTAL	OUTYEARS FY 20-21
PE	0.0	0.0	680.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	680.0	0.0
C	0.0	0.0	1,700.0	0.0	0.0	1,700.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3,400.0	0.0
<b>(\$s x 1,000)</b>	<b>0.0</b>	<b>0.0</b>	<b>2,380.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,700.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>4,080.0</b>	<b>0.0</b>

*All \$ X 1,000*

**BR 759 ON I-95 OVER BRANDYWINE RIVER**

**DESCRIPTION:** The scope of work for the rehabilitation of Bridge 759 includes replacement of the concrete deck with a new concrete deck and barriers, replacement of the steel fascia girders, replacement of some of the steel diaphragms, cleaning and greasing of the bearings, painting of steel members, repair of cracks and spalls in the concrete piers and abutments.

**JUSTIFICATION:** The emergency closure of I-495 has accelerated the deterioration of the existing bridge deck. There are also spalls and delaminations on the piers and abutments that need to be repaired. The fascia girders have many fatigue cracks and require replacement. The bridge was selected by the Pontis Bridge Management System for work. Rehabilitation of this bridge will help DelDOT meet its performance measures for percentage of bridges in poor condition and the percentage of structurally deficient bridges by deck area on the NHS.

**County:** New Castle  
**Investment Area:** Center  
**Municipality:** Wilmington  
**Funding Program:** Road System – Bridge Improvements  
**Functional Category:** Preservation  
**Year Initiated:** FY 2016



Phase	Prior Exp thru FY15	FY16 State	FY16 Fed	FY16 Other	FY17 State	FY17 Fed	FY17 Other	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	TOTAL	OUTYEARS FY 20-21
PE	107,650.5	0.0	900.0	0.0	0.0	600.0	0.0	0.0	600.0	0.0	0.0	600.0	0.0	2,700.0	0.0
(\$s x 1,000)	107,650.5	0.0	900.0	0.0	0.0	600.0	0.0	0.0	600.0	0.0	0.0	600.0	0.0	2,700.0	0.0

*All \$ X 1,000*

**BR 813 ON I-495 OVER CHRISTINA RIVER, EMERGENCY REPAIRS**

**DESCRIPTION:** This project involves the emergency repairs to bridge 1-813 on I-495 over Christina River. This work includes constructing drilled shafts, concrete grade beams, and temporary shoring towers; replacing damaged bearings; and jacking the existing superstructure into the correct position. Permanent repairs to Bridge 1-813 on I-495 over Christina River will be completed after the temporary emergency repairs are complete. This work includes the removal of 2 pairs of hammerhead piers and replacement with new reinforced concrete piers. The existing superstructure will be reused and set on the new piers.

**JUSTIFICATION:** Four rows of piers have rotated by as much as 2 feet out of plumb. The roadway carries over 90,000 vpd and was closed during the summer of 2014.

**County:** New Castle  
**Investment Area:** Center  
**Municipality:** Wilmington  
**Funding Program:** Road System – Bridge Improvements  
**Functional Category:** Preservation  
**Year Initiated:** FY 2015



Phase	Prior Exp thru FY15	FY16 State	FY16 Fed	FY16 Other	FY17 State	FY17 Fed	FY17 Other	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	TOTAL	OUTYEARS FY 20-21
PD	4,043.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PE	534,797.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
ROW	0.0	5.0	45.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0
CE	472,644.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
C	6,317,149.6	30.0	270.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	300.0	0.0
Traffic	12,600.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Audit	23,384.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Contingency	3,415,888.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rail Road	87,130.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>(\$s x 1,000)</b>	<b>10,867,638.1</b>	<b>35.0</b>	<b>315.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>350.0</b>	<b>0.0</b>

*All \$ X 1,000*

**BR 814 ON 12<sup>TH</sup> STREET OVER NORFOLK SOUTHERN RAILROAD**

**DESCRIPTION:** This project involves performing rehab work on Bridge 814 to improve the existing condition. Rehab work includes jacking the superstructure to replace the existing bearings and pedestals; Replace the joints; Repair spalls where needed; Paint beams and seal abutments and piers. The substructure work will be done while the bridge is open to traffic. The superstructure work will be performed in phased construction.

**JUSTIFICATION:** To extend service life and increase safety of the bridge. There is significant deterioration of the bearings, joints and pedestals. The existing abutments and piers have spalls and need repair and the beams need painting. The bridge was selected by the Pontis Bridge Management System for work. It has a sufficiency rating of 48.3.



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

Phase	Prior Exp thru FY15	FY16 State	FY16 Fed	FY16 Other	FY17 State	FY17 Fed	FY17 Other	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	TOTAL	OUTYEARS FY 20-21
PE	0.0	2.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0
C	0.0	0.0	0.0	0.0	250.0	1,000.0	0.0	250.0	1,000.0	0.0	0.0	0.0	0.0	2,500.0	0.0
Rail Road	0.0	0.0	0.0	0.0	2.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0
<b>(\$s x 1,000)</b>	<b>0.0</b>	<b>2.0</b>	<b>8.0</b>	<b>0.0</b>	<b>252.0</b>	<b>1,008.0</b>	<b>0.0</b>	<b>250.0</b>	<b>1,000.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2,520.0</b>	<b>0.0</b>

All \$ X 1,000

**FY 2016 – 2019 TRANSPORTATION IMPROVEMENT PROGRAM**

Amended September 10, 2015

**BRIDGE STRUCTURE REHABILITATION, NEW CASTLE COUNTY**

**DESCRIPTION:** Repair of various bridges. Elements include:

- Structure Maintenance, North District, Open End
- Interstate Bridge Maintenance, South
- Interstate Structure Maintenance, Open End
- Overhead Sign Structure, I-495
- Bridge Painting



**JUSTIFICATION:** To extend service life of various bridges.

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



Project Title (\$s x 1,000)	Phase	Prior Exp thru FY15	FY16 State	FY16 Fed	FY16 Other	FY17 State	FY17 Fed	FY17 Other	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	TOTAL	OUTYEARS FY 20-21
Bridge Painting, New Castle County, 2015	CE	0.0	0.0	395.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	395.7	0.0
	C	0.0	0.0	2,638.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2,638.0	0.0
	Contingency	0.0	0.0	131.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	131.9	0.0
	Rail Road	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Bridge Painting, New Castle County, 2016	PE	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0
	CE	0.0	0.0	0.0	0.0	0.0	225.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	225.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	1,500.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1,500.0	0.0
	Contingency	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0
	Rail Road	0.0	0.0	0.0	0.0	0.0	200.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	200.0	0.0
Structure Maintenance, North District, Open End, FY15FY17	CE	131,033.4	0.0	85.0	0.0	0.0	108.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	193.0	0.0
	C	1,259,959.2	0.0	629.2	0.0	0.0	26.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	655.3	0.0
	Contingency	0.0	0.0	0.0	0.0	0.0	216.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	216.0	0.0
Cantilever and Overhead Sign Structures, Open End, FY16-18	PE	167,276.8	6.1	24.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.6	0.0
	C	0.0	0.0	500.0	0.0	0.0	2,500.0	0.0	0.0	2,500.0	0.0	0.0	500.0	0.0	6,000.0	0.0
Interstate Bridge Maintenance, South (Advertisement & Construction)	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	CE	855,536.2	0.0	363.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	363.7	0.0
	C	5,735,634.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Contingency	367,743.1	0.0	3,414.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3,414.9	0.0
Overhead Sign Structures, I-495	PE	338,037.9	28.2	112.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	141.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Total</b>		<b>8,855,220.8</b>	<b>28.2</b>	<b>7,771.2</b>	-	-	<b>2,395.1</b>	-	-	-	-	-	-	-	<b>10,194.5</b>	-

*All \$ X 1,000*



### GLENVILLE WETLAND BANK

**DESCRIPTION:** DeIDOT 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, DeIDOT 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 DeIDOT’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



Phase	Prior Exp thru FY15	FY16 State	FY16 Fed	FY16 Other	FY17 State	FY17 Fed	FY17 Other	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	TOTAL	OUTYEARS FY 20-21
PE	147,425.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CE	118,467.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
C	880,500.0	0.0	0.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	80.0	0.0
Traffic	1,207.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Utilities	30,393.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Contingency	135,870.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>(\$s x 1,000)</b>	<b>1,313,864.1</b>	<b>0.0</b>	<b>0.0</b>	<b>80.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>80.0</b>	<b>0.0</b>

All \$ X 1,000

### I-295 IMPROVEMENTS

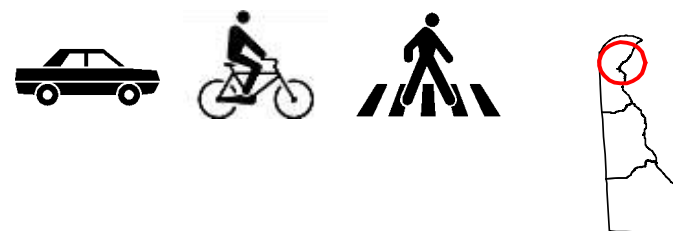
**DESCRIPTION:** In FY 2000, the Delaware River and Bay Authority (DRBA) began a five to six year rehabilitation project on all approaches and ramps on the west side of the Delaware Memorial Bridge. Construction on the eastbound lanes closest to the bridge was completed in Fiscal Year 2000 and the work 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. New Castle Industrial Track Greenway will also be linked.
- 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.
- The westbound US 13 to I-95 pavement reconstruction project of I-295 west of US 13 to I-95 will also be completed



**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



Phase	Prior Exp thru FY15	FY16 State	FY16 Fed	FY16 Other	FY17 State	FY17 Fed	FY17 Other	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	TOTAL	OUTYEARS FY 20-21
PE	523,114.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2,000.0	0.0	0.0	2,500.0	0.0	0.0	4,500.0	2,500.0
(\$s x 1,000)	523,114.8	0.0	0.0	0.0	0.0	0.0	0.0	2,000.0	0.0	0.0	2,500.0	0.0	0.0	4,500.0	2,500.0

All \$ X 1,000

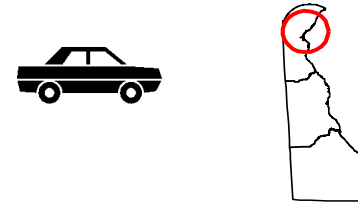
**INTERSTATE MAINTENANCE**

**DESCRIPTION:** Maintain our interstate highway facilities. Project will include:

- I-95 Crossover Relocation
- Lighting Replacement, Interstate
- Roadway Lighting Replacement, I-95
- Interstate Maintenance Drainage Repair

**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 Title (\$s x 1,000)	Phase	Prior Exp thru FY15	FY16 State	FY16 Fed	FY16 Other	FY17 State	FY17 Fed	FY17 Other	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	TOTAL	OUTYEARS FY 20-21
I-95 Crossover Relocation	CE	1,231.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.0
	C	88,761.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0
	Traffic	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Contingency	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lighting Replacement, Interstate, Open End, FY15-FY16	PE	48,665.4	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0
	CE	1,707.9	0.0	75.0	0.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	150.0	0.0
	C	0.0	0.0	1,005.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1,005.1	0.0
	Contingency	0.0	0.0	124.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	125.0	0.0
Interstate Maintenance Drainage Repair, FY14-FY16, Open-End	CE	42,345.0	0.0	333.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	333.4	0.0
	C	319,445.2	0.0	1,868.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1,868.7	0.0
	Contingency	0.0	0.0	256.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	256.4	0.0
<b>Total</b>		<b>502,155.8</b>	<b>50.7</b>	<b>3,672.6</b>	<b>0.0</b>	<b>0.0</b>	<b>76.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3,799.3</b>	<b>0.0</b>

All \$ X 1,000

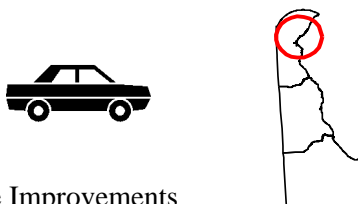
## REHABILITATION OF I-95 FROM I-495 TO NORTH OF BRANDYWINE RIVER BRIDGE

**DESCRIPTION:** This project involves the rehabilitation of BR 1748, 748N, and 748S that make up the viaduct carrying I-95 through Wilmington. Work includes replacing joint seals and joint, reconstructing the concrete barriers, patching concrete spalls in the deck and substructure, sealing cracks in the concrete deck and substructure, cleaning and greasing the bearings, and zone painting the steel girders. Work will be performed in phases to maintain traffic.

**JUSTIFICATION:** To extend service life and increase safety of the bridge. There is spalling and delaminating of the existing concrete deck and serious deterioration of the concrete barriers. The existing joints are leaking, causing deterioration of the substructure at these locations. The substructure has cracks and spalls in need of repair. The existing bearings have some corrosion. These bridges are ranked 62nd, 64th, and 58th, respectively, and are eligible for work via the Department's Bridge Management System.



**County:** New Castle  
**Investment Area:** Center  
**Municipality:** Wilmington  
**Funding Program:** Road System – Bridge Improvements  
**Functional Category:** Preservation  
**Year Initiated:** FY 2014 (Previously known as BR 748, I-95 Wilmington Viaduct)



Phase	Prior Exp thru FY15	FY16 State	FY16 Fed	FY16 Other	FY17 State	FY17 Fed	FY17 Other	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	TOTAL	OUTYEARS FY 20-21
PE	1,096,622.8	200.0	800.0	0.0	200.0	800.0	0.0	200.0	800.0	0.0	100.0	400.0	0.0	3,500.0	0.0
ROW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	80.0	0.0	20.0	80.0	0.0	200.0	0.0
C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	85,000.0
<b>(\$s x 1,000)</b>	<b>1,096,622.8</b>	<b>200.0</b>	<b>800.0</b>	<b>0.0</b>	<b>200.0</b>	<b>800.0</b>	<b>0.0</b>	<b>220.0</b>	<b>880.0</b>	<b>0.0</b>	<b>120.0</b>	<b>480.0</b>	<b>0.0</b>	<b>3,700.0</b>	<b>85,000.0</b>

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



Project Title (\$s x 1,000)	Phase	Prior Exp thru FY15	FY16 State	FY16 Fed	FY16 Other	FY17 State	FY17 Fed	FY17 Other	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	TOTAL	OUTYEARS FY 20-21
Beech Street Generator	PE	25,000.0	4.0	16.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0
	C	0.0	90.0	360.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	450.0	0.0
D-Marc Beech Street	C	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	75.0	0.0
Wilm Admin Site Asbestos Remediation & Demo	C	0.0	3,000.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3,000.0	0.0
Wilmington Administration Center Rehabilitation - FTA State of Good Repair Grant	PE	104,678.4	95.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	95.3	0.0
	C	0.0	150.0	600.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	750.0	0.0
Wilmington Operations Center Bus Wash	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	20.0	0.0	0.0	0.0	0.0	25.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	125.0	500.0	0.0	625.0	0.0
Wilmington UST Replacement - FTA State of Good Repair Grant	PE	42,539.7	2.4	9.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.1	0.0
	CE	22,428.5	10.6	42.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	52.9	0.0
	C	88,608.1	148.6	593.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	742.4	0.0
	Maintenance	0.0	7.7	30.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	38.6	0.0
<b>Total</b>		<b>283,254.7</b>	<b>3,583.6</b>	<b>1,652.8</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5.0</b>	<b>20.0</b>	<b>0.0</b>	<b>125.0</b>	<b>500.0</b>	<b>0.0</b>	<b>5,886.3</b>	<b>0.0</b>

*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



Project Title (\$s x 1,000)	Phase	Prior Exp thru FY15	FY16 State	FY16 Fed	FY16 Other	FY17 State	FY17 Fed	FY17 Other	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	TOTAL	OUTYEARS FY 20-21
Preventive Maintenance - New Castle County	Procurement	0.0	0.0	6,500.0	0.0	0.0	6,500.0	0.0	0.0	5,200.0	1,300.0	0.0	5,200.0	1,300.0	26,000.0	13,000.0
Transit Vehicle Replacement (1) 40' Low Floor Bus NCC FY19	Procurement	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	94.2	377.0	0.0	471.2	0.0
Transit Vehicle Replacement (1) 45' OTR Bus NCC FY21	Procurement	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	815.2
Transit Vehicle Replacement (2) 30' Low Floor Buses NCC FY15	Procurement	928,042.0	20.9	60.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	81.4	0.0
Transit Vehicle Replacement (2) 40' Low Floor Buses FY17	Program Funding	0.0	0.0	0.0	0.0	184.3	737.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	921.3	0.0
Transit Vehicle Replacement (2) 40' Low Floor FY17	Procurement	0.0	0.0	0.0	0.0	0.0	921.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	921.3	0.0
Transit Vehicle Replacement (2) 45' OTR Buses NCC FY17	Procurement	0.0	0.0	0.0	0.0	0.0	1,456.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1,456.7	0.0
Transit Vehicle Replacement (3) Fixed Route Cutaway Buses NCC FY17	Procurement	0.0	0.0	0.0	0.0	0.0	383.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	383.4	0.0
Transit Vehicle Replacement (3) Fixed Route Cutaway Buses NCC FY22	Procurement	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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

Project Title (\$s x 1,000)	Phase	Prior Exp thru FY15	FY16 State	FY16 Fed	FY16 Other	FY17 State	FY17 Fed	FY17 Other	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	TOTAL	OUTYEARS FY 20-21
Transit Vehicle Replacement (31, 32) 40' Heavy Duty Low Floor Buses NCC FY14-15	Procurement	26,099,344.2	112.7	548.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	661.1	0.0
Transit Vehicle Replacement (60) 40' Low Floor Buses NCC FY20	Procurement	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29,144.2
Transit Vehicle Replacement (7) 40' Low Floor Buses NCC FY21	Procurement	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3,502.2
Transit Vehicle Replacement (7) 40' Low Floor Buses NCC FY19	Procurement	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	660.6	2,642.3	0.0	3,302.9	0.0
Transit Vehicle Replacement (9) 30' Low Floor Buses NCC FY20	Procurement	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4,277.8
Transit Vehicle Replacement Paratransit Buses NCC FY16-22	Procurement	0.0	1,179.7	4,718.8	0.0	917.1	3,668.2	0.0	637.6	2,550.3	0.0	705.4	2,821.4	0.0	17,198.5	8,685.3
Transit Vehicle Replacement Support Vehicles NCC FY16 21	-Procurement	0.0	87.8	0.0	0.0	105.4	0.0	0.0	111.5	0.0	0.0	260.4	0.0	0.0	565.1	100.0
Transit Vehicle Replacement Unicity Bus Purchase FY1621	Procurement	0.0	0.0	0.0	0.0	110.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	110.8	114.1
		<b>27,027,386.2</b>	<b>1,401.1</b>	<b>11,827.6</b>	-	<b>1,317.6</b>	<b>13,666.6</b>	-	<b>749.1</b>	<b>7,750.3</b>	<b>1,300.0</b>	<b>1,720.6</b>	<b>11,040.7</b>	<b>1,300.0</b>	<b>52,073.7</b>	<b>59,638.8</b>

All \$ X 1,000

**TWEEDS MILL PARKING STRUCTURE**

**DESCRIPTION:** This project involves performing structural repairs of the parking garage. The work includes patching concrete spalls in the parking decks, repairing and replacing joint seals, placing a waterproofing membrane on the top parking deck, replacing the staircase canopy, replacing the concrete entrance approach slab, and miscellaneous repairs throughout the structure.

**JUSTIFICATION:** The parking garage was constructed through a public-private partnership agreement between the Hockessin Athletic Club and the Department of Transportation to provide parking for both the club members and visitors to the adjacent public park as well as to correct a drainage issue in the area. DelDOT is responsible for structural maintenance of the structure. Structural repairs of the parking garage are necessary to maintain and extend the life of the structure. There are many spalls and delaminations in the concrete that need to be repaired and many of the joint seals need to be replaced.

**County:** New Castle  
**Investment Area:** Community  
**Municipality:**  
**Funding Program:** Road System – Bridges  
**Functional Category:** Preservation  
**Year Initiated:** FY 2016



Phase	Prior Exp thru FY15	FY16 State	FY16 Fed	FY16 Other	FY17 State	FY17 Fed	FY17 Other	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	TOTAL	OUTYEARS FY 20-21
PE	0.0	612.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	612.0	0.0
CE	0.0	40.0	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0
C	0.0	1,100.0	0.0	0.0	400.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1,500.0	0.0
<b>(\$s x 1,000)</b>	<b>0.0</b>	<b>1,752.0</b>	<b>0.0</b>	<b>0.0</b>	<b>410.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>2,162.0</b>	<b>0.0</b>

*All \$ X 1,000*



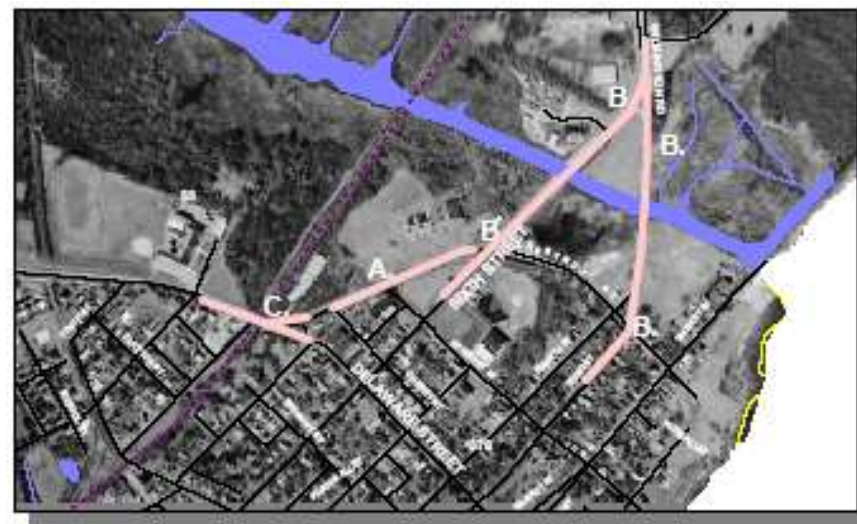
### CITY OF NEW CASTLE IMPROVEMENTS

**DESCRIPTION:**

Historically, the City of New Castle has evolved through careful planning and design, with interconnected streets, walkable neighborhoods, a town center, open spaces and a mix of land uses. However, the City’s high quality of life has been threatened by recent regional growth that has led to a variety of transportation problems. In response, the City of New Castle and WILMAPCO have adopted a transportation plan in 2000 to soften the impact of through traffic, ease downtown parking shortages, and enhance pedestrian and bicycling facilities in the City.

Plan recommendations in the TIP include:

- **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.



**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.

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



Project Title (\$s x 1,000)	Phase	Prior Exp thru FY15	FY16 State	FY16 Fed	FY16 Other	FY17 State	FY17 Fed	FY17 Other	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	TOTAL	OUTYEARS FY 20-21
SR 9, River Road Area Improvements, Flood Remediation	PD	138,434.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	179,803.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	120.0	480.0	0.0	600.0	600.0
	ROW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	500.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Total</b>		<b>318,237.1</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>120.0</b>	<b>480.0</b>	<b>0.0</b>	<b>600.0</b>	<b>1,100.0</b>

All \$ X 1,000

### CLAYMONT SIDEWALKS: MYRTLE AND MANOR AVENUES

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

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

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



Project Title (\$s x 1,000)	Phase	Prior Exp thru FY15	FY16 State	FY16 Fed	FY16 Other	FY17 State	FY17 Fed	FY17 Other	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	TOTAL	OUTYEARS FY 20-21
Manor Avenue Sidewalk Improvements	PE	21,386.0	45.7	182.9	0.0	10.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	278.6	0.0
	ROW	0.0	0.0	0.0	0.0	4.0	16.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0
	C	0.0	0.0	0.0	0.0	100.0	400.0	0.0	100.0	400.0	0.0	0.0	0.0	0.0	1,000.0	0.0
Myrtle Avenue Sidewalk Improvements	PE	47,346.8	50.5	202.1	0.0	10.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	302.7	0.0
	ROW	0.0	60.0	240.0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	400.0	0.0
	C	0.0	0.0	0.0	0.0	100.0	400.0	0.0	100.0	400.0	0.0	0.0	0.0	0.0	1,000.0	0.0
<b>Total</b>		<b>68,732.8</b>	<b>156.2</b>	<b>625.0</b>	<b>0.0</b>	<b>244.0</b>	<b>976.0</b>	<b>0.0</b>	<b>200.0</b>	<b>800.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>3,001.3</b>	<b>0.0</b>

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. This project will rehab the chair lift at the Claymont Rail Station.

**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. The Claymont Rail Station has not been ADA accessible since the chair lift has been inoperable. The heavily used Claymont Station has a need for ADA accessibility.



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



Phase	Prior Exp thru FY15	FY16 State	FY16 Fed	FY16 Other	FY17 State	FY17 Fed	FY17 Other	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	TOTAL	OUTYEARS FY 20-21
PD	0.0	200.0	800.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1,000.0	0.0
PE	0.0	0.0	0.0	0.0	160.0	640.0	0.0	160.0	640.0	0.0	0.0	0.0	0.0	1,600.0	0.0
CE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	40.0	160.0	0.0	200.0	100.0
C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	160.0	640.0	0.0	800.0	15,200.0
<b>(\$s x 1,000)</b>	<b>0.0</b>	<b>200.0</b>	<b>800.0</b>	<b>0.0</b>	<b>160.0</b>	<b>640.0</b>	<b>0.0</b>	<b>160.0</b>	<b>640.0</b>	<b>0.0</b>	<b>200.0</b>	<b>800.0</b>	<b>0.0</b>	<b>3,600.0</b>	<b>15,300.0</b>

All \$ X 1,000

**FASHION CENTER ENTRANCE: ROAD A AND CENTRE BOULEVARD**

**DESCRIPTION:** Road A/SR 7 / Center Boulevard project will include widening of the intersection and portions of ramps U, S, and P. These are connections to and from the intersection. The project included reconfiguration of the traffic signal at the intersection to incorporate the new movements.

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:** Road A/SR 7 serves to maintain an acceptable level of service at the intersections and to manage congestion along the Road A roadway segment. Road A/SR 7 / Center Boulevard project will improve safety and levels of service at the Road A/SR7/Center Boulevard Intersection. DeIDOT entered into a settlement agreement with Frank Acierno on December 8, 2006 which requires DeIDOT to design and construct the entrance to the Fashion Center in accordance with the terms and conditions of the Settlement Agreement. The triggers for DeIDOT action in accordance with the Settlement Agreement have been met and DeIDOT is proceeding with the design and construction of the entrance to the Fashion Center.

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



Phase	Prior Exp thru FY15	FY16 State	FY16 Fed	FY16 Other	FY17 State	FY17 Fed	FY17 Other	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	TOTAL	OUTYEARS FY 20-21
PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
(\$s x 1,000)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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:** Center  
**Municipality:** Wilmington  
**Funding Program:** Road  
**Functional Category:** Management  
**Year Initiated:** FY 2012



Phase	Prior Exp thru FY15	FY16 State	FY16 Fed	FY16 Other	FY17 State	FY17 Fed	FY17 Other	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	TOTAL	OUTYEARS FY 20-21
PD	111,356.9	108.2	432.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	540.8	0.0
PE	0.0	0.0	0.0	0.0	40.0	160.0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	300.0	0.0
ROW	0.0	0.0	0.0	0.0	80.0	320.0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	500.0	0.0
C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	400.0	0.0	500.0	2,000.0	0.0	3,000.0	0.0
<b>(\$s x 1,000)</b>	<b>111,356.9</b>	<b>108.2</b>	<b>432.7</b>	<b>0.0</b>	<b>120.0</b>	<b>480.0</b>	<b>0.0</b>	<b>140.0</b>	<b>560.0</b>	<b>0.0</b>	<b>500.0</b>	<b>2,000.0</b>	<b>0.0</b>	<b>4,340.8</b>	<b>0.0</b>

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	Prior Exp thru FY15	FY16 State	FY16 Fed	FY16 Other	FY17 State	FY17 Fed	FY17 Other	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	TOTAL	OUTYEARS FY 20-21
PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>(\$s x 1,000)</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

*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

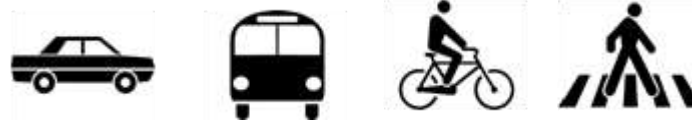
**Investment Area:**

**Municipality:**

**Funding Program:** Road System – Arterials

**Functional Category:** Management

**Year Initiated:** FY 1993



Project Title (\$s x 1,000)	Phase	Prior Exp thru FY15	FY16 State	FY16 Fed	FY16 Other	FY17 State	FY17 Fed	FY17 Other	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	TOTAL	OUTYEARS FY 20-21
SR 2 / Red Mill Road Intersection Improvements	PE	0.0	40.0	160.0	0.0	140.0	560.0	0.0	60.0	240.0	0.0	0.0	0.0	0.0	1,200.0	0.0
	ROW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	350.0	1,400.0	0.0	1,750.0	1,750.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6,200.0
HEP NCC, SR 273 and Red Mill Road Connector Intersection Improvements	PE	0.0	2.5	22.5	0.0	2.5	22.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	900.0	0.0	100.0	900.0	0.0	2,000.0	0.0
HEP NCC, SR 72 and Old Baltimore Pike Intersection Improvements	PE	42,711.6	0.0	27.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.3	0.0
	ROW	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0
	C	0.0	0.0	0.0	0.0	80.0	320.0	0.0	80.0	320.0	0.0	0.0	0.0	0.0	800.0	0.0
HEP NCC, SR2, Wollaston Road to Milltown Road	PE	37,629.0	0.0	47.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	47.8	0.0
	ROW	12,190.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	75.0	0.0
	CE	37,629.0	10.0	40.0	0.0	42.5	169.8	0.0	42.5	169.8	0.0	0.0	0.0	0.0	474.5	0.0
	C	0.0	0.0	0.0	0.0	290.2	1,160.7	0.0	165.6	662.6	0.0	0.0	0.0	0.0	2,279.2	0.0
	Traffic	37,629.0	0.0	0.0	0.0	37.4	149.5	0.0	30.6	122.3	0.0	0.0	0.0	0.0	339.7	0.0
	Utilities	37,629.0	30.4	121.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	152.0	0.0
HEP NCC, SR41 and Faulkland Road Intersection	PE	0.0	3.0	27.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.0	0.0
	ROW	0.0	1.0	9.0	0.0	4.0	36.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	450.0	0.0	0.0	0.0	0.0	500.0	0.0
HEP NCC, US 40 at Glasgow Avenue	PE	13,009.9	0.1	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0
	ROW	68,230.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0
	CE	0.0	0.0	45.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	45.0	0.0
	C	0.0	0.0	273.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	273.4	0.0
	Traffic	0.0	0.0	32.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	32.8	0.0
	Contingency	0.0	0.0	31.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	31.8	0.0

FY 2016 – 2019 TRANSPORTATION IMPROVEMENT PROGRAM

Amended September 10, 2015

HIGHWAY SAFETY IMPROVEMENT PROGRAM (CONTINUED)

Project Title (\$s x 1,000)	Phase	Prior Exp thru FY15	FY16 State	FY16 Fed	FY16 Other	FY17 State	FY17 Fed	FY17 Other	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	TOTAL	OUTYEARS FY 20-21
HSIP NCC, Churchmans Road WB, Christiana Hospital to SR 1	PE	209,654.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	ROW	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	500.0	0.0	0.0	1,000.0	0.0	0.0	0.0	0.0	1,500.0	0.0
HSIP NCC, I-95, N213 Carr Road & N3, Marsh Road Interchange Improvements	PD	207,460.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	382,407.1	45.0	405.0	0.0	15.8	142.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	607.9	0.0
	ROW	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2,500.0	0.0	0.0	1,000.0	0.0	3,500.0	0.0
HSIP NCC, N282, Mill Creek Road and Stoney Batter Road Intersection	PD	36,980.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	128,391.4	0.1	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0
	ROW	87,180.0	30.0	120.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	150.0	0.0
	CE	0.0	0.0	0.0	0.0	21.3	191.7	0.0	5.3	47.9	0.0	0.0	0.0	0.0	266.2	0.0
	C	0.0	0.0	0.0	0.0	173.1	1,558.3	0.0	26.9	242.4	0.0	0.0	0.0	0.0	2,000.7	0.0
	Traffic	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	4.5	0.0	0.0	0.0	0.0	5.0	0.0
	Utilities	0.0	0.0	0.0	0.0	29.6	266.4	0.0	7.4	66.6	0.0	0.0	0.0	0.0	370.0	0.0
	Contingency	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.1	117.8	0.0	0.0	0.0	0.0	130.9	0.0
HSIP NCC, N54, Howell School Road, SR 896 to SR 71	PD	524,505.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	1,513,886.0	24.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24.0	0.0
	ROW	321,226.9	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0
	CE	15,340.0	0.0	200.0	0.0	0.0	1,200.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	1,500.0	0.0
	C	0.0	0.0	750.0	0.0	0.0	4,532.7	0.0	0.0	2,639.9	0.0	0.0	0.0	0.0	7,922.5	0.0
	Traffic	15,340.0	0.0	50.0	0.0	0.0	267.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	317.3	0.0
	Utilities	15,340.0	0.0	138.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	138.2	0.0
	Contingency	15,340.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	400.0	0.0	0.0	0.0	0.0	400.0	0.0
HSIP NCC, Old Baltimore Pike and Salem Church Road	PE	4,131.8	1.6	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.9	0.0
	ROW	0.0	0.0	150.0	0.0	0.0	150.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	300.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	500.0	0.0	0.0	500.0	0.0	0.0	0.0	0.0	1,000.0	0.0
HSIP NCC, SR 273 and Harmony Road Intersection Improvement	PE	383,997.2	25.2	227.1	0.0	50.0	449.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	752.0	0.0
	ROW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	225.0	0.0	25.0	225.0	0.0	500.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3,000.0
HSIP NCC, SR 273, Appleby Road to Airport Road	PD	127,562.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	1,074,762.6	17.5	157.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	175.2	0.0
	ROW	10,765.0	97.0	873.0	0.0	38.8	369.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1,378.0	0.0
	C	0.0	0.0	0.0	0.0	175.0	1,575.0	0.0	420.0	3,780.0	0.0	155.0	1,395.0	0.0	7,500.0	0.0
HSIP NCC, SR 41 and Hercules Road Intersection Improvements	PE	14,000.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	CE	46,604.0	0.0	0.0	203.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	203.4	0.0
	C	239,283.0	0.0	0.0	1,400.0	0.0	0.0	1,760.7	0.0	0.0	0.0	0.0	0.0	0.0	3,160.7	0.0
	Traffic	112,785.0	0.0	0.0	262.9	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	312.9	0.0



FY 2016 – 2019 TRANSPORTATION IMPROVEMENT PROGRAM

Amended September 10, 2015

HIGHWAY SAFETY IMPROVEMENT PROGRAM (CONTINUED)

Project Title (\$s x 1,000)	Phase	Prior Exp thru FY15	FY16 State	FY16 Fed	FY16 Other	FY17 State	FY17 Fed	FY17 Other	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	TOTAL	OUTYEARS FY 20-21
HSIP NCC, SR 71, Old Porter Road to SR 7	PE	161,942.4	4.1	36.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	40.8	0.0
	ROW	43,196.0	0.0	663.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	663.6	0.0
	C	0.0	10.0	90.0	0.0	190.0	1,710.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2,000.0	0.0
SR 273 / Chapman Road Intersection Improvements	PE	0.0	20.0	80.0	0.0	100.0	400.0	0.0	140.0	560.0	0.0	0.0	0.0	0.0	1,300.0	0.0
	ROW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	200.0	0.0	250.0	500.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6,000.0
HEP NCC, I-495 at Philadelphia Pike	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	CE	0.0	0.0	0.0	0.0	2.5	22.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0
	C	0.0	0.0	0.0	0.0	25.0	225.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	250.0	0.0
		5,978,738.1	361.5	4,980.4	1,866.3	1,417.7	16,578.4	1,810.7	1,217.0	15,249.4	-	680.0	5,120.0	-	49,281.3	17,450.0

### 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. A relocation of the Old Possum Park Road/Possum Park Road intersection is needed because it is too close to the existing Possum Park intersection with St. Regis Drive. This project was identified as a priority breakout project from the larger proposed improvements on Possum Park Road, from Old Possum Park Road to Possum Hollow Road, which was put on hold because the poor pavement condition was addressed separately.

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



Phase	Prior Exp thru FY15	FY16 State	FY16 Fed	FY16 Other	FY17 State	FY17 Fed	FY17 Other	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	TOTAL	OUTYEARS FY 20-21
PE	446.3	131.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	131.6	0.0
ROW	0.0	0.0	0.0	0.0	25.0	0.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0
C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	750.0	0.0	0.0	750.0	0.0	0.0	1,500.0	0.0
<b>(\$s x 1,000)</b>	<b>446.3</b>	<b>131.6</b>	<b>0.0</b>	<b>0.0</b>	<b>25.0</b>	<b>0.0</b>	<b>0.0</b>	<b>825.0</b>	<b>0.0</b>	<b>0.0</b>	<b>750.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,731.6</b>	<b>0.0</b>

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.

**Boyd's Corner Rd: Cedar Lane Rd to US 13** - This project will improve Boyd's Corner Road to four 12-foot lanes with 10-foot shoulders and a 20-foot median, using a combination of open and closed drainage system, and building a 10-foot multi-use path on each side of the roadway.

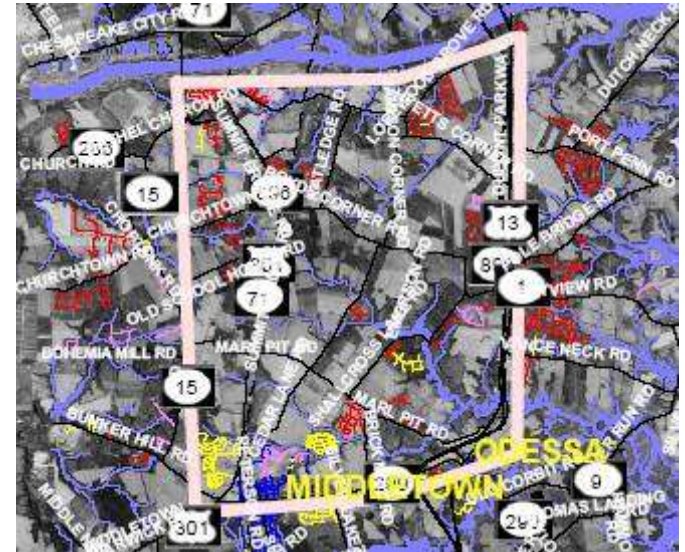
**Cedar Lane Rd: Marl Pit to Boyd's Corner** - This project will improve Cedar Lane Road to two 12-foot lanes with 8-foot shoulders, open ditch drainage system, 10-foot multi-use path on west side of the roadway, replacement of Bridge 1-401 and Bridge 1-402, and the construction of a roundabout at the intersection of Cedar Lane Road and Marl Pit Road.

**Jamison Corner Rd relocated to Boyd's Corner Rd.** - This project will relocate Jamison Corner Road to the west connecting with Cedar Lane Road at the southern limits. Proposed improvements include: 1) twelve foot travel lanes with an eight foot shoulder; 2) new intersection into Bayberry Town Center, using a combination of open and closed drainage system; and 3) building a ten foot multi-use path on each side of the roadway.

**Lorewood Grove Road (East ), 412A to SR 1** - This project will improve Lorewood Grove Road to two 12-foot lanes with 8-foot shoulders, open ditch drainage system, and a 10-foot multi-use path on one side of the roadway, from Road 412A to SR 1.

**N412A: Hyetts Corner to Lorewood Road** - This project will improve Road 412A to two 12-foot lanes with 8-foot shoulders, open ditch drainage system, 10-foot multi-use path on one side of the roadway, a roundabout at the intersection with Hyetts Corner Road, and a roundabout at the intersection with Lorewood Grove Road. Road 412A will also be realigned to create a direct connection between Lorewood Grove Road and Jamison Corner Road.

**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. The area of New Castle County just below the C & D Canal is expected to experience added congestion and safety issues because of the southern New Castle County Sewer expansion and the associated growth that will occur when the sewer goes online. DelDOT and several other agencies have entered into a memorandum of agreement concerning the need to pace necessary infrastructure in conjunction with planned growth. To respond to the need DelDOT will be planning roadway improvement projects throughout the area.



FY 2016 – 2019 TRANSPORTATION IMPROVEMENT PROGRAM

Amended September 10, 2015

SOUTHERN NEW CASTLE COUNTY IMPROVEMENTS (Continued)

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



Project Title (\$s x 1,000)	Phase	Prior Exp thru FY15	FY16 State	FY16 Fed	FY16 Other	FY17 State	FY17 Fed	FY17 Other	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	TOTAL	OUTYEARS FY 20-21
Jamison Corner Road Relocated at Boyds Corner Road	PE ROW C	492,657.1 429,219.9 0.0	64.5 50.0 500.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 4,300.0	0.0 0.0 0.0	0.0 0.0 3,000.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	64.5 50.0 7,800.0	0.0 0.0 0.0
N15, Boyds Corner Road, Cedar Lane Road to US 13	PE ROW C Utilities	1,509,347.1 0.0 0.0 21,000.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	250.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	250.0 1,400.0 0.0 0.0	0.0 0.0 0.0 0.0	0.0 0.0 0.0 0.0	500.0 1,400.0 0.0 0.0	0.0 1,400.0 3,325.0 0.0
N412, Lorewood Grove Road, Rd 412A to SR 1	PE ROW C	41,577.4 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	30.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	45.0 500.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 2,000.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	75.0 2,500.0 0.0	0.0 500.0 6,500.0
N427, Cedar Lane Road, Marl Pit Road, to Boyds Corner Road	PE ROW C	31,453.8 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	500.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	818.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	1,318.0 0.0 0.0	500.0 1,700.0 0.0
Cedar Lane Road and Marl Pit Road Intersection Improvements	PE ROW C	 0.0 0.0	50.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	50.0 10.0 0.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 90.0 750.0	0.0 0.0 0.0	0.0 0.0 0.0	0.0 0.0 750.0	0.0 0.0 0.0	0.0 0.0 0.0	100.0 100.0 1,500.0	0.0 0.0 0.0
<b>Total</b>		<b>2,525,255.3</b>	<b>664.5</b>	<b>0.0</b>	<b>0.0</b>	<b>4,390.0</b>	<b>0.0</b>	<b>3,000.0</b>	<b>2,135.0</b>	<b>0.0</b>	<b>0.0</b>	<b>5,218.0</b>	<b>0.0</b>	<b>0.0</b>	<b>15,407.5</b>	<b>13,925.0</b>

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.

Current projects elements include:

- SR141 and Commons Blvd - Proposed improvements include constructing an additional left turn lane from Commons Boulevard, constructing additional SR141 through lanes at the intersection and pedestrian and transit infrastructure improvements.
- I-95 and SR141 Ramps G & F Improvements - This project will reconfigure the interchange to better accommodate directional traffic, improve ramp connections with I-95, and increase the horizontal clearance between through lanes on I-95 and the bridge piers on SR 141.



**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 Title (\$s x 1,000)	Phase	Prior Exp thru FY15	FY16 State	FY16 Fed	FY16 Other	FY17 State	FY17 Fed	FY17 Other	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	TOTAL	OUTYEARS FY 20-21
I-95 and SR141 Interchange, Ramps G & F Improvements	PE	2,439,362.1	35.8	143.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	178.8	0.0
	CE	0.0	0.0	450.0	0.0	0.0	2,750.0	0.0	0.0	665.9	0.0	0.0	0.0	0.0	3,865.9	0.0
	C	0.0	0.0	4,500.0	0.0	0.0	13,500.0	0.0	0.0	13,421.3	0.0	0.0	0.0	0.0	31,421.3	0.0
	Traffic	0.0	0.0	50.0	0.0	0.0	450.0	0.0	0.0	104.1	0.0	0.0	0.0	0.0	604.1	0.0
	Utilities	1,915.1	0.0	15.5	98.1	0.0	300.0	0.0	0.0	55.8	0.0	0.0	0.0	0.0	469.4	0.0
	Contingency	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2,500.0	0.0	0.0	0.0	0.0	2,500.0	0.0
SR 141 and Commons Boulevard Intersection Improvements	PE	2,369,089.9	382.2	1,528.9	0.0	57.3	229.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2,197.5	0.0
	ROW	0.0	0.0	10.0	0.0	0.0	490.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	500.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1,800.0	7,200.0	0.0	3,600.0	14,400.0	0.0	27,000.0	18,000.0
<b>Total</b>		<b>4,810,367.1</b>	<b>418.0</b>	<b>6,697.4</b>	<b>98.1</b>	<b>57.3</b>	<b>17,719.1</b>	<b>0.0</b>	<b>1,800.0</b>	<b>23,947.1</b>	<b>0.0</b>	<b>3,600.0</b>	<b>14,400.0</b>	<b>0.0</b>	<b>68,737.0</b>	<b>18,000.0</b>

All \$ X 1,000

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

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

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

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



Project Title (\$s x 1,000)	Phase	Prior Exp thru FY15	FY16 State	FY16 Fed	FY16 Other	FY17 State	FY17 Fed	FY17 Other	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	TOTAL	OUTYEARS FY 20-21
Elkton Road, MD Line to Casho Mill Road	PE	45,762.5	0.0	250.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	250.2	0.0
	ROW	0.0	0.0	0.0	0.0	100.0	400.0	0.0	100.0	400.0	0.0	0.0	0.0	0.0	1,000.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	200.0	800.0	0.0	1,000.0	24,000.0
<b>Total</b>		<b>45,762.5</b>	<b>0.0</b>	<b>250.2</b>	<b>0.0</b>	<b>100.0</b>	<b>400.0</b>	<b>0.0</b>	<b>100.0</b>	<b>400.0</b>	<b>0.0</b>	<b>200.0</b>	<b>800.0</b>	<b>0.0</b>	<b>2,250.2</b>	<b>24,000.0</b>

All \$ X 1,000

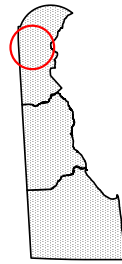
**SR 4, CHRISTINA PARKWAY FROM SR 2 TO SR 896**

**DESCRIPTION:** This project will reconstruct the pavement and redesign the roadway to provide two eastbound lanes on SR 4, Christina Parkway from SR 2, Elkton Road to SR 896, South College Avenue. Westbound SR 4, Christina Parkways current configuration of one lane from Elkton Road to the former Chrysler plant will remain. As the former Chrysler plant is redeveloped the sites two entrances on SR 4 will require improvements. Multi-modal improvements will be made as well, including upgrades to the multi-use path along the south side of SR 4, and minor bus stop improvements.



**JUSTIFICATION:** This project will improve safety in the area.

**County:** New Castle  
**Investment Area:** Center  
**Municipality:** Newark  
**Funding Program:** Road System – Arterials  
**Functional Category:** Management  
**Year Initiated:** FY 2015



Phase	Prior Exp thru FY15	FY16 State	FY16 Fed	FY16 Other	FY17 State	FY17 Fed	FY17 Other	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	TOTAL	OUTYEARS FY 20-21
PD	195,783.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PE	40,559.1	10.3	41.0	0.0	30.4	121.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	203.4	0.0
ROW	0.0	0.0	0.0	0.0	60.0	240.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	300.0	0.0
C	0.0	0.0	0.0	0.0	100.0	400.0	0.0	1,000.0	4,000.0	0.0	2,000.0	8,000.0	0.0	15,500.0	4,500.0
<b>(\$s x 1,000)</b>	<b>236,342.0</b>	<b>10.3</b>	<b>41.0</b>	<b>0.0</b>	<b>190.4</b>	<b>761.7</b>	<b>0.0</b>	<b>1,000.0</b>	<b>4,000.0</b>	<b>0.0</b>	<b>2,000.0</b>	<b>8,000.0</b>	<b>0.0</b>	<b>16,003.4</b>	<b>4,500.0</b>

All \$ X 1,000

**TRANSIT FACILITIES, NEW CASTLE COUNTY**

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

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



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

Project Title (\$s x 1,000)	Phase	Prior Exp thru FY15	FY16 State	FY16 Fed	FY16 Other	FY17 State	FY17 Fed	FY17 Other	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	TOTAL	OUTYEARS FY 20-21
Boyds Corner Park & Ride															0.0	
Christiana Mall Park & Ride	PD	58,435.5	18.3	73.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	91.6	0.0
	PE	0.0	0.0	0.0	0.0	30.0	120.0	0.0	120.0	480.0	0.0	0.0	0.0	0.0	750.0	0.0
	ROW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	200.0	800.0	0.0	1,000.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2,500.0
<b>Total</b>		<b>58,435.5</b>	<b>18.3</b>	<b>73.3</b>	<b>0.0</b>	<b>30.0</b>	<b>120.0</b>	<b>0.0</b>	<b>120.0</b>	<b>480.0</b>	<b>0.0</b>	<b>200.0</b>	<b>800.0</b>	<b>0.0</b>	<b>1,841.6</b>	<b>2,500.0</b>

All \$ X 1,000



**TRANSIT FACILITIES, WILMINGTON**

**DESCRIPTION:**

City of Wilmington Bus Stop Beautification - Project includes building and/or providing new bus stop shelters within the City of Wilmington for high volume bus stop locations.

Christiana Crescent Elevators - This project will upgrade or rehabilitate the elevators at the Christiana Crescent Parking Garage in Wilmington. This project is a two and a half story parking facility on the Water Street surface lot. It provides over 400 parking spaces in a secure location adjacent to the Wilmington Train Station. The building matches the architecture of the historic Train Station and will also provide easy access and pedestrian amenities.

Wilmington Transit Moving Forward - This project involves enhancing and/or developing transit service needs in Wilmington. .Wilmington is Delaware's largest city and has the greatest transit needs for its residents and businesses.

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

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



Project Title (\$s x 1,000)	Phase	Prior Exp thru FY15	FY16 State	FY16 Fed	FY16 Other	FY17 State	FY17 Fed	FY17 Other	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	TOTAL	OUTYEARS FY 20-21
City of Wilmington Bus Stop Beautification	C		500.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	500.0	0.0
Christiana Crescent Elevators	C		1,000.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1,000.0	0.0
Wilmington Transit Moving Forward	C		0.0	0.0	0.0	1,000.0	0.0	0.0	1,000.0	0.0	0.0	1,000.0	0.0	0.0	3,000.0	0.0
<b>Total</b>			<b>1,500.0</b>	<b>-</b>	<b>-</b>	<b>1,000.0</b>	<b>-</b>	<b>-</b>	<b>1,000.0</b>	<b>-</b>	<b>-</b>	<b>1,000.0</b>	<b>-</b>	<b>-</b>	<b>4,500.0</b>	<b>-</b>

*All \$ X 1,000*

**US 13: DUCK CREEK TO SR 1**

**DESCRIPTION:** This project will implement improvements in accordance with the Town of Smyrna's land use and transportation master planning effort. Improvements include controlled access, sidewalk, bike access, and other amenities.

**JUSTIFICATION:** These improvements on US 13 are consistent with the Town of Smyrna's land use and transportation master plan.

**County:** New Castle  
**Investment Area:** Developing  
**Municipality:** Smyrna  
**Funding Program:** Road System – Arterials  
**Functional Category:** Management  
**Year Initiated:** FY 2015



Phase	Prior Exp thru FY15	FY16 State	FY16 Fed	FY16 Other	FY17 State	FY17 Fed	FY17 Other	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	TOTAL	OUTYEARS FY 20-21
PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	80.0	320.0	0.0	120.0	480.0	0.0	1,000.0	0.0
ROW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1,200.0
C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>(\$s x 1,000)</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>80.0</b>	<b>320.0</b>	<b>0.0</b>	<b>120.0</b>	<b>480.0</b>	<b>0.0</b>	<b>1,000.0</b>	<b>1,200.0</b>

*All \$ X 1,000*

**US 13: US 40 – MEMORIAL DRIVE PEDESTRIAN IMPROVEMENTS**

**DESCRIPTION:** This project will implement sidewalk, bike, and other safety improvements.

**JUSTIFICATION:** Improve safety along this corridor that experiences a high rate of pedestrian crashes. The US 13 corridor has incomplete accommodations for pedestrians and other non-motorized modes. The corridor has experienced accidents involving pedestrians and the need for improvements has been identified by various studies.

**County:** New Castle  
**Investment Area:** Center  
**Municipality:**  
**Funding Program:** Road System – Arterials  
**Functional Category:** Management  
**Year Initiated:** FY 2016



Phase	Prior Exp thru FY15	FY16 State	FY16 Fed	FY16 Other	FY17 State	FY17 Fed	FY17 Other	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	TOTAL	OUTYEARS FY 20-21
PE	0.0	40.0	160.0	0.0	100.0	400.0	0.0	40.0	160.0	0.0	0.0	0.0	0.0	900.0	0.0
ROW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	400.0	0.0	100.0	400.0	0.0	1,000.0	0.0
C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5,000.0
<b>Total(\$s x 1,000)</b>	<b>0.0</b>	<b>40.0</b>	<b>160.0</b>	<b>0.0</b>	<b>100.0</b>	<b>400.0</b>	<b>0.0</b>	<b>140.0</b>	<b>560.0</b>	<b>0.0</b>	<b>100.0</b>	<b>400.0</b>	<b>0.0</b>	<b>1,900.0</b>	<b>5,000.0</b>

*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



Phase	Prior Exp thru FY15	FY16 State	FY16 Fed	FY16 Other	FY17 State	FY17 Fed	FY17 Other	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	TOTAL	OUTYEARS FY 20-21
PD	251,939.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PE	1,399,405.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0
ROW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Total(\$s x 1,000)</b>	<b>1,651,344.6</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>100.0</b>

All \$ X 1,000

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

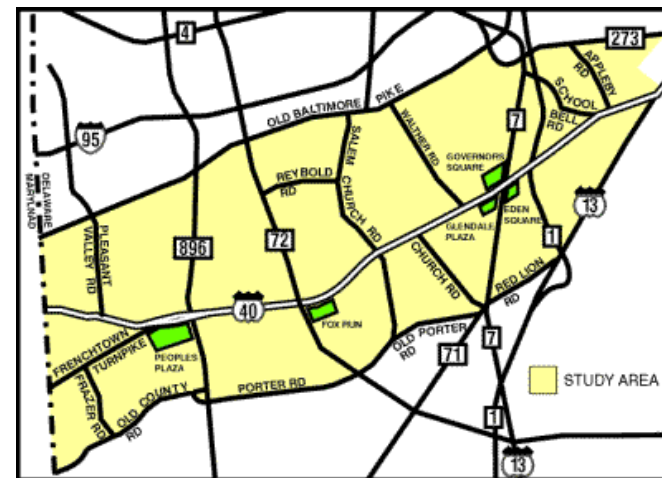
**DESCRIPTION:** This project implements the recommendations of the Route 40 Steering Committee, a public group that has recommended transportation improvements for the next twenty years, to address planned growth and enhance the quality of life in the Route 40 Corridor. The Committee’s recommendations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

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

### *Intersection Improvements:*

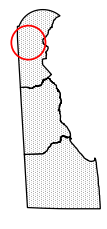
**US 40, Pulaski Highway/SR 72, Wrangle Hill Road (Includes Del Laws Road Intersection)** – Add northbound/southbound through lanes and eastbound/westbound left-turn lanes which will provide double left-turn lanes at all legs of the intersection to address operational problems at the intersection. This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

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



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

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



**FY 2016 – 2019 TRANSPORTATION IMPROVEMENT PROGRAM**

Amended September 10, 2015

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

Project Title (\$s x 1,000)	Phase	Prior Exp thru FY15	FY16 State	FY16 Fed	FY16 Other	FY17 State	FY17 Fed	FY17 Other	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	TOTAL	OUTYEARS FY 20-21
US 40 and SR7 Intersection Improvements	PE	15,030.0	0.0	35.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	35.0	0.0
	ROW	0.0	0.0	0.0	0.0	0.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	150.0	600.0	0.0	0.0	0.0	0.0	750.0	0.0
US 40 & SR 896 Grade Separated Intersection	PE	0.0	100.0	400.0	0.0	300.0	1,200.0	0.0	300.0	1,200.0	0.0	100.0	400.0	0.0	4,000.0	0.0
	ROW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	400.0	0.0	500.0	1,500.0
	CE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10,000.0
US 40 / SR 72 Intersection Improvements	PD	404,147.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	1,328,639.8	37.0	148.0	0.0	4.0	16.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	205.0	0.0
	ROW	6,255.0	0.0	1,999.3	0.0	0.0	1,494.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3,493.7	0.0
	C	0.0	0.0	0.0	0.0	40.0	160.0	0.0	1,500.0	6,000.0	0.0	1,060.0	4,240.0	0.0	13,000.0	0.0
US 40, Salem Church Road to Walther Road	PE	0.0	20.0	80.0	0.0	200.0	800.0	0.0	180.0	720.0	0.0	0.0	0.0	0.0	2,000.0	0.0
	ROW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	200.0	800.0	0.0	1,000.0	1,000.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5,000.0
<b>Total</b>		<b>1,754,072.1</b>	<b>157.0</b>	<b>2,662.3</b>	<b>0.0</b>	<b>544.0</b>	<b>3,700.5</b>	<b>0.0</b>	<b>2,130.0</b>	<b>8,520.0</b>	<b>0.0</b>	<b>1,460.0</b>	<b>5,840.0</b>	<b>0.0</b>	<b>25,013.7</b>	<b>17,500.0</b>

*All \$ X 1,000*

**VALLEY ROAD / LITTLE BALTIMORE PIKE**

**DESCRIPTION:** The project will assess phased improvements at the intersection of Valley Road and Little Baltimore Road, including all four approaches. Improvements might include sidewalk connections, drainage improvements, and roadway and intersection reconstruction.

**JUSTIFICATION:** The sidewalk network is incomplete at and near the intersection. Drainage issues also have been identified

**County:** New Castle  
**Investment Area:** Center  
**Municipality:**  
**Funding Program:** Road System – Arterials  
**Functional Category:** Management  
**Year Initiated:** FY 2016



Phase	Prior Exp thru FY15	FY16 State	FY16 Fed	FY16 Other	FY17 State	FY17 Fed	FY17 Other	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	TOTAL	OUTYEARS FY 20-21
PD	29,224.2	70.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	70.8	0.0
PE		10.0	40.0	0.0	5.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	75.0	0.0
ROW		0.0	0.0	0.0	20.0	80.0	0.0	30.0	120.0	0.0	0.0	0.0	0.0	250.0	0.0
C		0.0	0.0	0.0	0.0	0.0	0.0	50.0	200.0	0.0	150.0	600.0	0.0	1,000.0	0.0
<b>Total(\$s x 1,000)</b>	<b>29,224.2</b>	<b>80.8</b>	<b>40.0</b>	<b>0.0</b>	<b>25.0</b>	<b>100.0</b>	<b>0.0</b>	<b>80.0</b>	<b>320.0</b>	<b>0.0</b>	<b>150.0</b>	<b>600.0</b>	<b>0.0</b>	<b>1,395.8</b>	<b>0.0</b>

*All \$ X 1,000*

**WILMINGTON INITIATIVES**

**DESCRIPTION:**

**Walnut Street, Front Street to 4<sup>th</sup> Street** - This project will add a second left turn lane from East Front Street onto Walnut Street in the city of Wilmington. This project will also remove the current sweep from East Front Street. Project is needed for traffic mitigation of the Viaduct Project in Wilmington.

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

**King and Orange Streets, MLK Boulevard to 13th Street**

**Walnut Street, MLK to 13th Street** - Walnut Street is a major in-bound route to the Central Business District. This project will provide a new roadway pavement surface, with new striping and pavement markings for clearer lane assignments to facilitate smoother traffic movement. The streetscape improvements include new sidewalks and decorative crosswalks/new lighting poles and street trees. New state-of-the-art decorative traffic signals will also be erected. These streets are the major transit corridors within Wilmington's Central Business District. It is the project's goal to improve the transit riders' experience, thereby increasing usage. This will be done by installing state-of-the-art bus shelters, making sidewalk and crosswalk improvements and providing better lighting and streetscaping.

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



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





**FY 2016 – 2019 TRANSPORTATION IMPROVEMENT PROGRAM**

Amended September 10, 2015

**WILMINGTON INITIATIVES (Continued)**

Project Title (\$s x 1,000)	Phase	Prior Exp thru FY15	FY16 State	FY16 Fed	FY16 Other	FY17 State	FY17 Fed	FY17 Other	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	TOTAL	OUTYEARS FY 20-21
Walnut Street, Front Street to 4th Street, Wilmington	PE	0.0	40.0	160.0	0.0	40.0	160.0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	500.0	0.0
	ROW	0.0	0.0	0.0	0.0	2.5	10.0	0.0	2.5	10.0	0.0	0.0	0.0	0.0	25.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	300.0	1,200.0	0.0	0.0	0.0	0.0	1,500.0	0.0
Wilmington Initiatives, 4th Street, Walnut St to I-95	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	750.0
	ROW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Wilmington Initiatives, King and Orange Streets, MLK Boulevard to 13th Street	PE	0.0	10.0	40.0	0.0	120.0	480.0	0.0	110.0	440.0	0.0	0.0	0.0	0.0	1,200.0	0.0
	ROW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	400.0	0.0	0.0	0.0	0.0	500.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	800.0	3,200.0	0.0	4,000.0	1,000.0
Wilmington Initiatives, Walnut St, MLK to 13th Street	PE	705,014.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	200.0	800.0	0.0	1,000.0	0.0
	ROW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1,000.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Total</b>		<b>705,014.0</b>	<b>50.0</b>	<b>200.0</b>	<b>-</b>	<b>162.5</b>	<b>650.0</b>	<b>-</b>	<b>532.5</b>	<b>2,130.0</b>	<b>-</b>	<b>1,000.0</b>	<b>4,000.0</b>	<b>-</b>	<b>8,725.0</b>	<b>2,750.0</b>

*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:

- Riverfront Initiatives – The project, in response to Riverfront development opportunities, will supply traffic studies, parking options and transportation concepts. This may include the design of future transportation facilities as well as investigation of existing roadway, structural, and drainage conditions.
- 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



FY 2016 – 2019 TRANSPORTATION IMPROVEMENT PROGRAM

Amended September 10, 2015

WILMINGTON RIVERFRONT (Continued)

Project Title (\$s x 1,000)	Phase	Prior Exp thru FY15	FY16 State	FY16 Fed	FY16 Other	FY17 State	FY17 Fed	FY17 Other	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	TOTAL	OUTYEARS FY 20-21
Christina River Bridge Approaches	PD	500,086.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	4,554,585.8	0.0	1,000.0	0.0	0.0	550.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1,550.0	0.0
	ROW	4,000,000.0	0.0	200.0	0.0	0.0	5,400.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5,600.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2,540.0	10,160.0	0.0	1,880.0	7,520.0	0.0	22,100.0	0.0
	Maintenance	600,000.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Christina River Bridge	ROW	0.0	0.0	2,500.0	0.0	0.0	2,500.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5,000.0	0.0
	C		400.0	1,600.0	0.0	200.0	800.0	0.0	2,080.0	8,320.0	0.0	1,140.0	4,560.0	0.0	19,100.0	0.0
Justison Landing	PE	9,267,786.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	ROW	4,601,168.9	218.0	0.0	0.0	218.0	0.0	0.0	218.0	0.0	0.0	68.0	0.0	0.0	722.0	136.0
	C	35,473,782.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Traffic	65,359.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Utilities	1,319,746.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Contingency	67,068.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Maintenance	2,580,936.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Riverfront Initiatives Development	PD	403,460.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	1,523,898.1	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0
	ROW	11,320.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Riverfront Rail Relocation and Parking Improvements	CE	0.0	75.0	0.0	0.0	75.0	0.0	0.0	75.0	0.0	0.0	75.0	0.0	0.0	300.0	150.0
<b>Total</b>			<b>743.0</b>	<b>5,300.0</b>	-	<b>543.0</b>	<b>9,250.0</b>	-	<b>4,913.0</b>	<b>18,480.0</b>	-	<b>3,163.0</b>	<b>12,080.0</b>	-	<b>54,472.0</b>	<b>286.0</b>

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



Phase	Prior Exp thru FY15	FY16 State	FY16 Fed	FY16 Other	FY17 State	FY17 Fed	FY17 Other	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	TOTAL	OUTYEARS FY 20-21
Program Funding	1,310,626.4	0.0	1,447.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1,447.2	0.0
(\$s x 1,000)	1,310,626.4	0.0	1,447.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1,447.2	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 included 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.
- Road A/SR 7-- Road A/SR 7 includes the bridge widening project will increase the capacity along Road A from the Center Boulevard intersection to the old SR7 intersection. The project includes increasing capacity on the Road A Bridge and adjacent roadway as well as modifications to the various intersections along Road A from the Center Boulevard Intersection to old SR 7. Accommodations for pedestrians and bicycles will be included in the project.
- Cavaliers Mitigation --This will consist of building berms and vegetative walls around the Cavaliers Community parallel to I-95.

Completed projects include:

- 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

**JUSTIFICATION:** The SR 1 / I-95 Interchange project will reduce traffic congestion in the busy I-95 northeast corridor. The Road A/SR 7 project will widen the Road A Bridge over SR1 and roadways and reconfigure the surrounding intersections to maintain an acceptable level of service at the intersections and to manage congestion along the Road A roadway segment.

FY 2016 – 2019 TRANSPORTATION IMPROVEMENT PROGRAM

Amended September 10, 2015

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

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



Project Title (\$s x 1,000)	Phase	Prior Exp thru FY15	FY16 State	FY16 Fed	FY16 Other	FY17 State	FY17 Fed	FY17 Other	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	TOTAL	OUTYEARS FY 20-21
I-95 and SR896 Interchange	PE	0.0	100.0	400.0	0.0	200.0	800.0	0.0	200.0	800.0	0.0	200.0	800.0	0.0	3,500.0	500.0
	ROW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1,000.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10,000.0
Cavaliers Mitigation	PE	20,779.0	1.9	7.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.4	0.0
	C	18,710.0	0.7	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.5	0.0
Road A / SR7 Improvements	PD	177,896.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	106,070.9	0.0	812.5	0.0	0.0	580.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1,392.5	0.0
	ROW	0.0	0.0	0.0	0.0	200.0	800.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1,000.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.0	80.0	0.0	100.0	10,000.0
SR 1 / I-95 Interchange	PD	31,599.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	7,593,623.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	ROW	10,477,423.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	CE	11,737,604.2	10.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0
	C	85,743,000.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Traffic	1,802,901.2	0.8	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.1	0.0
	Utilities	266,068.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Contingency	23,708,281.9	698.0	2,889.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3,587.6	0.0
<b>Total</b>		<b>811.4</b>	<b>4,155.8</b>	<b>-</b>	<b>400.0</b>	<b>2,180.0</b>	<b>-</b>	<b>200.0</b>	<b>800.0</b>	<b>-</b>	<b>220.0</b>	<b>880.0</b>	<b>-</b>	<b>9,647.1</b>	<b>21,500.0</b>	<b>811.4</b>

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  
**Year Initiated:** FY 2003

Phase	Prior Exp thru FY15	FY16 State	FY16 Fed	FY16 Other	FY17 State	FY17 Fed	FY17 Other	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	TOTAL	OUTYEARS FY 20-21
PE	2,732,646.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CE	5,698,597.3	130.0	520.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	650.0	0.0
C	27,607,113.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Traffic	396,871.2	35.3	141.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	176.3	0.0
Utilities	452,342.1	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.7	0.0
Contingency	2,464,173.5	200.0	800.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1,000.0	0.0
<b>Total(\$s x 1,000)</b>	<b>39,351,743.5</b>	<b>372.9</b>	<b>1,461.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>1,834.0</b>	<b>0.0</b>

All \$ X 1,000

### NEW CASTLE COUNTY INDUSTRIAL TRACK GREENWAY

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

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



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



Phase	Prior Exp thru FY15	FY16 State	FY16 Fed	FY16 Other	FY17 State	FY17 Fed	FY17 Other	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	TOTAL	OUTYEARS FY 20-21
PE	420,393.1	115.9	463.7	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	580.0	0.0
ROW	0.0	10.0	40.0	0.0	10.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0
C	0.0	0.0	0.0	0.0	1,200.0	4,800.0	0.0	1,200.0	4,800.0	0.0	0.0	0.0	0.0	12,000.0	0.0
Planning	1,027,299.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	<b>1,447,692.9</b>	<b>125.9</b>	<b>503.7</b>	<b>0.4</b>	<b>1,210.0</b>	<b>4,840.0</b>	<b>0.0</b>	<b>1,200.0</b>	<b>4,800.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>12,680.0</b>	<b>0.0</b>

All \$ X 1,000



## RAIL IMPROVEMENTS: New Castle County

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

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

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

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

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

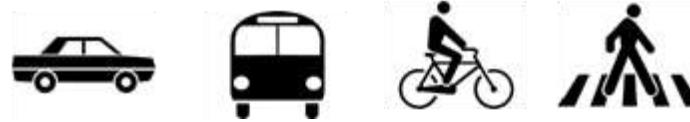
**Fairplay Station Elevator:** The chair lift needs to be replaced at Fairplay Station. An elevator to the platform resolves maintenance issues and maintains Federal Americans with Disabilities Act (ADA) compliance.

**Fairplay Station Parking Improvements:** Expansion will include a parking garage that is envisioned as a shared facility with the private development (office complex) adjacent to Delaware Park. This type of improvement will minimize land impacts and maximize open space.

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

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

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



Project Title (\$s x 1,000)	Phase	Prior Exp thru FY15	FY16 State	FY16 Fed	FY16 Other	FY17 State	FY17 Fed	FY17 Other	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	TOTAL	OUTYEARS FY 20-21
Churchman's Crossing Fairplay Station Elevator	PE	106,164.2	69.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	69.0	0.0
	CE	12,809.6	8.6	34.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	42.8	0.0
	C	0.0	232.0	928.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1,160.0	0.0
Churchman's Crossing Fairplay Station Parking Expansion	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	652.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Northeast Corridor Allocation Policy	C	0.0	2,000.0	0.0	0.0	2,100.0	0.0	0.0	2,200.0	0.0	0.0	2,300.0	0.0	0.0	8,600.0	4,900.0
Shipley Street Bridge Rehabilitation	C	0.0	0.0	0.0	6,000.0	629.5	0.0	1,000.0	0.0	0.0	0.0	0.0	0.0	0.0	7,629.5	0.0

FY 2016 – 2019 TRANSPORTATION IMPROVEMENT PROGRAM

Amended September 10, 2015

RAIL IMPROVEMENTS: NEW CASTLE COUNTY (Continued)

Project Title (\$s x 1,000)	Phase	Prior Exp thru FY15	FY16 State	FY16 Fed	FY16 Other	FY17 State	FY17 Fed	FY17 Other	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	TOTAL	OUTYEARS FY 20-21
Newark Regional Transportation Center, Planning and Design	PE	1,622,505.0	2,000.0	2,000.0	0.0	3,000.0	0.0	0.0	1,500.0	0.0	0.0	0.0	0.0	0.0	8,500.0	0.0
	Program Funding	2,559,999.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Newark Regional Transportation Center, Parking Lot & Access Road	ROW	0.0	20.0	80.0	0.0	80.0	120.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	300.0	0.0
	CE	195.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0	7,350.0	7,350.0	249.8	11,820.0	10,730.0	0.0	0.0	0.0	0.0	37,499.8	0.0
	Utilities	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Contingency	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Third Track Amtrak Phase	PE	128,540.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	CE	158.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	12,681,340.9	800.0	3,200.0	0.0	3,779.4	15,117.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22,896.9	0.0
	Contingency	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Northeast Corridor Improvements Yard to Ragan, Civil, Structural	PE	2,649,037.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	ROW	212,978.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	CE	1,264,347.4	190.6	477.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	668.4	0.0
	C	6,067,161.6	260.3	1,041.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1,301.6	0.0
	Utilities	416.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Contingency	683.4	581.8	2,327.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2,909.1	0.0
	Maintenance	0.0	136.0	544.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	680.0	0.0
	Rail Road	1,665,991.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Total</b>		<b>28,972,329.4</b>	<b>6,298.3</b>	<b>10,632.7</b>	<b>6,000.0</b>	<b>16,938.9</b>	<b>22,587.5</b>	<b>1,249.8</b>	<b>15,520.0</b>	<b>10,730.0</b>	<b>-</b>	<b>2,300.0</b>	<b>-</b>	<b>-</b>	<b>92,257.1</b>	<b>5,552.0</b>

All \$ X 1,000

**SR 1 WIDENING: SR 273 TO ROTH BRIDGE**

**DESCRIPTION:** This project will develop an Environmental Assessment that will identify and prioritize cost-effective short, mid and long-term transportation infrastructure improvements in the SR 1 corridor that will reduce congestion and travel times and improve safety, while minimizing environmental impacts in the SR 1 corridor between just south of I-95 to the Roth Bridge in New Castle County, Delaware, a distance of nine miles. This includes the development of conceptual alternatives to widen SR 1 from the SR 273 interchange to the Roth Bridge. SR 1 will be widened from two lanes in each direction to three lanes from the Tybouts interchange to SR 273 and will connect with the new SR 1/I-95 interchange. SR 1 will be widened from three lanes in each direction to four lanes from the Roth Bridge up to the Tybouts interchange. The Roth Bridge will be restriped to accommodate four lanes in each direction. This also includes development of conceptual alternatives at each of the four interchanges along SR 1 within the project limits: SR 273, US 40, Tybouts/US 13, and SR 72. Major interchange configurations are planned at SR 273, Tybouts, and SR 72 to address safety and capacity issues.

**JUSTIFICATION:** The new third lane is needed to address capacity needs along this corridor which include the need to accommodate background traffic growth as well as the new traffic that will be utilizing the new US 301 limited access highway. The concrete roadway is deteriorating and needs to be replaced.

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



FY 2016 – 2019 TRANSPORTATION IMPROVEMENT PROGRAM

Amended September 10, 2015

SR 1 WIDENING (Continued)

Project Title	Phase	Prior Exp thru FY15	FY16 State	FY16 Fed	FY16 Other	FY17 State	FY17 Fed	FY17 Other	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	TOTAL	OUTYEARS FY 20-21
SR 1 Widening, SR273 to the Roth Bridge	PD	309,697.7														
	PE	3,208,221.6	105.7	422.6	0.0	20.0	80.0	0.0	200.0	800.0	0.0	80.0	320.0	0.0	2,028.3	500.0
	ROW C		900.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	900.0	500.0
SR 1 Northbound Auxiliary Lane, US 40 to SR 273	CE			592.5											592.5	
	C			3,589.6											3,589.6	
	Traffic			377.0											377.0	
	Contingency			226.0											226.0	
SR 72/SR 1 Diverging Diamond Interchange	PE	30,526.6	46.2	184.9											231.1	
	ROW		600.0	0.0											600.0	
	CE		1.0												1.0	
	C			2,000.0			5,000.0								7,000.0	
<b>Total (\$s x 1,000)</b>		<b>3,548,445.9</b>	<b>1,652.9</b>	<b>7,392.6</b>	<b>0.0</b>	<b>20.0</b>	<b>5,080.0</b>	<b>0.0</b>	<b>200.0</b>	<b>800.0</b>	<b>0.0</b>	<b>80.0</b>	<b>320.0</b>	<b>0.0</b>	<b>15,545.5</b>	<b>1,000.0</b>

All \$ X 1,000

**SR 299: SR 1 TO CATHERINE STREET**

**DESCRIPTION:** This project will create capacity improvements along SR299 from SR1 to Silver Lake Road by adding an additional through lane in each direction with a center median. Operations will be improved from Silver Lake Road to Catherine Street by adding a two way left turn lane. Bicycle and pedestrian improvements will be added throughout the corridor.

**JUSTIFICATION:** These corridor improvements along SR299 have been identified in the East Middletown Master Plan and have been adopted by the Town Council.



**County:** New Castle  
**Investment Area:** Core  
**Municipality:** Middletown  
**Funding Program:** Road System – Arterial  
**Functional Category:** Expansion  
**Year Initiated:** FY 2015



Phase	Prior Exp thru FY15	FY16 State	FY16 Fed	FY16 Other	FY17 State	FY17 Fed	FY17 Other	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	TOTAL	OUTYEARS FY 20-21
PE	24,570.1	0.0	400.0	0.0	0.0	200.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	620.0	0.0
ROW	0.0	0.0	0.0	0.0	10.0	40.0	0.0	290.0	1,160.0	0.0	0.0	0.0	0.0	1,500.0	0.0
C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	40.0	160.0	0.0	700.0	2,800.0	0.0	3,700.0	2,800.0
<b>Total (\$s x 1,000)</b>	<b>24,570.1</b>	<b>0.0</b>	<b>400.0</b>	<b>0.0</b>	<b>10.0</b>	<b>240.0</b>	<b>0.0</b>	<b>330.0</b>	<b>1,340.0</b>	<b>0.0</b>	<b>700.0</b>	<b>2,800.0</b>	<b>0.0</b>	<b>5,820.0</b>	<b>2,800.0</b>

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 SR 273** 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  
**Year Initiated:** FY 1999



Project Title	Phase	Prior Exp thru FY15	FY16 State	FY16 Fed	FY16 Other	FY17 State	FY17 Fed	FY17 Other	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	TOTAL	OUTYEARS FY 20-21
SR 7, Newtown Road to SR 273	PD	63,232.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	918,318.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	ROW	3,883,816.9	262.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	262.5	0.0
	CE	1,442,866.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	5,362,924.1	33.4	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	40.1	0.0
	Traffic	364,895.7	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
	Utilities	121,494.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	80.0	0.0
	Contingency	587,612.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Maintenance	650.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Total (\$s x 1,000)</b>		<b>12,745,809.2</b>	<b>375.9</b>	<b>0.0</b>	<b>6.7</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>382.6</b>	<b>0.0</b>

All \$ X 1,000

**SR 72: MCCOY ROAD TO SR 71**

**DESCRIPTION:** The proposed improvements include widening SR 72 from one lane in each direction to two lanes in each direction. The project will add a two-way left turn lane. The project will also include the addition of bike lanes and sidewalks.

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

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



Project Title (\$s x 1,000)	Phase	Prior Exp thru FY15	FY16 State	FY16 Fed	FY16 Other	FY17 State	FY17 Fed	FY17 Other	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	TOTAL	OUTYEARS FY 20-21
SR 72, Advanced Utility Relocation from McCoy Road to SR71	C	0.0	0.0	0.0	0.0	0.0	1,800.0	0.0	0.0	1,500.0	0.0	0.0	0.0	0.0	3,300.0	0.0
SR 72, McCoy Road to SR 71	PE	430,083.7	15.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	75.0	0.0
	ROW	142,132.0	0.0	1,700.0	0.0	0.0	1,100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2,800.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1,000.0	4,000.0	0.0	5,000.0	7,761.2
<b>Total</b>		<b>572,215.7</b>	<b>15.0</b>	<b>1,760.0</b>	-	-	<b>2,900.0</b>	-	-	<b>1,500.0</b>	-	<b>1,000.0</b>	<b>4,000.0</b>	-	<b>11,175.0</b>	<b>7,761.2</b>

All \$ X 1,000



**TRANSIT VEHICLE EXPANSION – NEW CASTLE COUNTY**

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

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

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



Project Title (\$s x 1,000)	Phase	Prior Exp thru FY15	FY16 State	FY16 Fed	FY16 Other	FY17 State	FY17 Fed	FY17 Other	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	TOTAL	OUTYEARS FY 20-21
Transit Vehicle Expansion (2) 40' Low Floor Bus - FY18	Procurement	0.0	0.0	0.0	0.0	0.0	0.0	0.0	200.0	800.0	0.0	0.0	0.0	0.0	1,000.0	0.0
Transit Vehicle Expansion (2) 45' OTR Buses FY19	Procurement	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	324.5	1,298.0	0.0	1,622.5	0.0
<b>Total</b>		<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>200.0</b>	<b>800.0</b>	<b>0.0</b>	<b>324.5</b>	<b>1,298.0</b>	<b>0.0</b>	<b>2,622.5</b>	<b>0.0</b>

*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).

Design, right-of-way, and advanced utility relocation activities are in process to position the project to move forward with construction when key factors (traffic, revenues, costs and market conditions) result in an acceptable Plan of Finance to sell Toll Revenue Bonds that minimize risk to the State and the Transportation Trust Fund. 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 three types of debt financing. The plan of finance includes:



★ Interchange Locations

- 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.
- Transportation Infrastructure Finance and Innovation Act (TIFIA) loan secured by US 301 toll revenues to fund construction.

**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  
**Year Initiated:** FY 2004



FY 2016 – 2019 TRANSPORTATION IMPROVEMENT PROGRAM

Amended September 10, 2015

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

Project Title (\$s x 1,000)	Phase	Prior Exp thru FY15	FY16 State	FY16 Fed	FY16 Other	FY17 State	FY17 Fed	FY17 Other	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	TOTAL	OUTYEARS FY 20-21
US 301, GARVEE Debt Service	Program Funding	49,470,879.7	-	-10,986.3	-	-	-10,993.9	-	-	10,988.8	-	-	-10,982.5	-	43,951.5	21,962.7
US 301, Maryland State Line to SR 1	PD	11,142,386.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	8,095,854.8	88.7	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	84,721,918.1	10,057.2	179.8	-	-	-	-	-	-	-	-	-	-	179.8	-
	CE	1,492,030.8	-	-	8,372.0	-	-	18,682.0	-	17,831.0	-	-	-10,803.0	-	55,688.0	-
	C	-	-	-	-60,670.0	-	-	-116,828.0	-	94,737.0	19,136.0	-	-61,195.0	11,172.0	363,738.0	-
	Traffic	-	372.0	-	-	-	-	841.0	-	2,959.0	-	-	235.0	-	4,035.0	-
	Utilities	1,532,124.0	3,618.9	-	-	-	-	-	-	-	-	-	-	-	-	-
	Contingency	-	4,116.2	-	-	-	-	-	12,565.6	-	13,870.1	-	-	9,719.1	-	36,154.8
	Audit	58,262,905.5	6,222.3	897.0	-	-	-	-	-	-	-	-	-	-	897.0	-
<b>Total</b>		<b>214,718,099.0</b>	<b>24,475.3</b>	<b>12,063.1</b>	<b>69,042.0</b>		<b>-10,993.9</b>	<b>148,916.6</b>		<b>-140,385.9</b>	<b>19,136.0</b>		<b>-92,934.6</b>	<b>11,172.0</b>	<b>504,644.1</b>	<b>21,962.7</b>

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

TIFIA: Transportation Infrastructure Finance and Innovation Act loan.

**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:

- 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:** Core  
**Funding Program:** Road System – Local  
**Functional Category:** Expansion  
**Year Initiated:** FY 2006



Segment	Prior Exp thru FY15	FY16 State	FY16 Fed	FY16 Other	FY17 State	FY17 Fed	FY17 Other	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	TOTAL	OUTYEARS FY 20-21
Wiggins Mill Rd: Green Giant Rd to St. Anne’s Road	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

*All \$ X 1,000*