

Transportation Improvement Program

Fiscal Years 2018-2021



WILMAPCO

Partners with you in transportation planning

Adopted March 9, 2017

Amended September 14, 2017

FY 2018-2021 Transportation Improvement Program (TIP)

Prepared by the staff of the
Wilmington Area Planning Council

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Adopted March 9, 2017
Amended September 14, 2017

The preparation of this document was financed in part with funds provided by the Federal Government, including the Federal Transit Administration and the Federal Highway Administration of the United States Department of Transportation. The public participation process for the Transportation Improvement Program (TIP) will also meet the public participation requirements for MTA's and DTC's Program of Projects. The TIP also considers effects upon low income and minority residents.

CONTACT LIST

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

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

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Introduction

The **Wilmington Area Planning Council** (WILMAPCO) is the metropolitan planning organization (MPO) for New Castle County, DE and Cecil County, MD. It is designated by the governors of both states to plan for, coordinate, and program the many transportation investments in the region. Under federal law and regulation, all plans and programs that involve federal funds or are of regional significance must be reviewed and approved through WILMAPCO. This document, the **Fiscal Year (FY) 2018-2021 Transportation Improvement Program** (TIP), provides a listing of all the transportation projects that will be funded in our region over the next four years.

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

This TIP shows a multi-modal approach to transportation planning and programming. Many of the projects provide an increase in transit facilities, an expansion in the network of sidewalks, bike paths and greenways and an improvement in the appearance of all transportation designs. The mandates of FAST ACT, the Clean Air Act and its Amendments and, most importantly, your vision for this region, require that more emphasis be placed on system preservation and management. This TIP is consistent with the vision of WILMAPCO's *2040 Regional Transportation Plan*.

TIP Terms

FAST – Signed into law on December 4, 2015, the Fixing America's Surface Transportation Act, or "FAST Act" - the first Federal law in over ten years to provide long-term funding certainty for surface transportation. It authorizes \$305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology and statistics programs. (Predecessor: MAP-21, SAFETEA-LU, TEA-21 and ISTEA).

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

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

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

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





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

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

WILMAPCO develops its TIP annually by receiving submissions from its member agencies: DelDOT, MDOT, municipalities, and county officials. The projects are ranked according to how well they reflect the strategies in our long-range plan. The public is kept involved and informed throughout the process. WILMAPCO held a workshop on February 1, 2017 to receive public comments regarding the proposed program, and again during on date to be determined in August 2017 for proposed amendments. WILMAPCO participated in MDOT's annual Tour meeting in October to review the slate of new projects with members of the public and elected officials. After the public hearings, WILMAPCO presented the TIP to its Technical Advisory Committee (TAC) and Public Advisory Committee (PAC) for their recommendation and, finally, to the Council. The WILMAPCO Council voted to adopt the FY 2018-2021 TIP on March 9, 2017. The TIP will now become part of Delaware and Maryland's Statewide Transportation Improvement Program to be presented to the Governors and Legislators of each state.




The TIP is amended each year following the approval of matching funds through the state Bond Bills, as well as when needed throughout the year due to project changes. Many amendments necessitate additional public outreach.

Developing the FY 2018-2021 Transportation Improvement Program Process and Schedule – Summary

2016	January-March	 Staff meets upon request with local government and community groups to discuss transportation needs.
	April-May	<ul style="list-style-type: none"> • Staff develops technical score based upon adopted prioritization criteria • TAC proposes project prioritization • Air Quality Subcommittee reviews project list Council reviews community and committee comments and votes on proposed ranking • Ranked project listing to submitted DelDOT
2017	August	 Joint public workshop with DelDOT and the Council on Transportation
	January-March	 TIP & Air Quality Conformity released for public comment January 16-February 28 (including local government/public outreach). <ul style="list-style-type: none"> • Revise TIP based on public comments • PAC (2/13)/TAC (2/16) recommendation for adoption  TIP Public Workshop – February 1. 4 -7 p.m. • Council adoption of TIP (March 9)

Amending the TIP – Summary

The TIP is amended each year following the approval of matching funds through the Bond Bill, as well as when needed throughout the year due to project changes. Many amendments necessitate additional public outreach.

July-September 2017	 TIP & Air Quality Conformity released for public comment July–September
	<ul style="list-style-type: none"> • Revise TIP based on public comments • TAC (Aug. 17) /PAC (Aug. 14) recommendation for adoption  TIP Public Meeting (Sept 11) • Council adoption of TIP as amended (Sept. 14)
Amendments as needed	 Public comment period extending at least 30 days will be scheduled with amendments as needed.

 Indicates best opportunities for public comment

Public Participation Process

WILMAPCO believes that public involvement in transportation decision-making is critical. When preparing the TIP, WILMAPCO provides citizens, affected public agencies, representatives of transportation agencies, private providers of transportation, and other interested parties full access to plans and programs, their supporting materials, and an opportunity to participate in all stages of the planning process. The public participation process for the TIP also meets the public participation requirements for MTA's and DTC's Program of Projects. The TIP also considers effects upon low income and minority residents.

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

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

When and How the Public Gets Involved

August

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

January - March

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

Ongoing

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



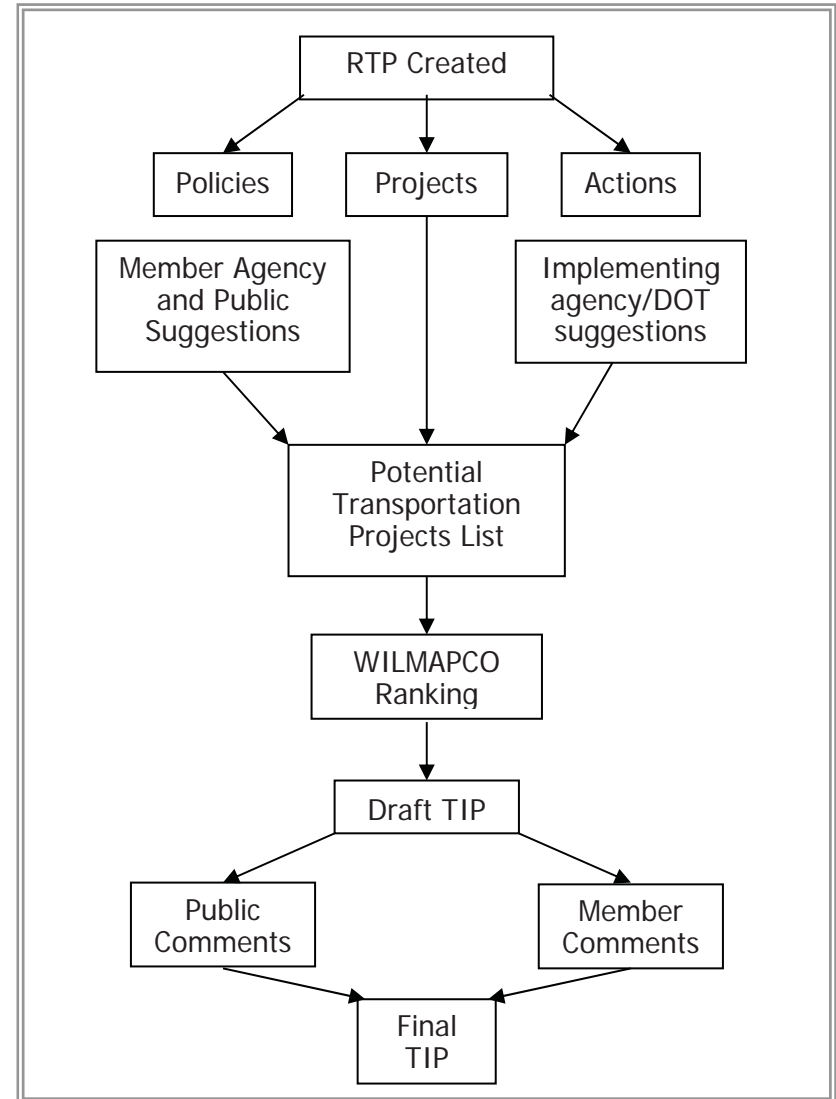
The TIP Process

How It Works

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

First, WILMAPCO creates a long-range plan, currently known as *the 2040 Regional Transportation Plan* (RTP). This plan is the culmination of many months of effort involving WILMAPCO staff, member agencies and the public to develop a vision for the region we all can embrace. The RTP summarizes the transportation trends, investments and goals for the next 20 years. It indicates certain areas that need our attention, ranging from gaps in our transportation system, to congested regions in need of relief, to far reaching issues such as air quality or land use planning. From this, we recommend projects or policy changes that need to be undertaken in the coming years.

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



How It's Organized

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

Projects within each element are arranged by the following categories:

- System Preservation
- System Management
- System Expansion

Following the project information are the Appendices which contain a glossary, information about WILMAPCO, and details on the analysis undertaken to ensure the TIP meets federal regulations. The final section provides an alphabetical listing of all the projects listed in the FY 2018-2021 TIP.

TIP Terms

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

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

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

Performance Based Planning and the TIP

Performance based planning is an emphasis of FAST, which includes seven performance goals promoted through the TIP. FAST requires MPOs to establish and use a performance-based approach to transportation decision making and development of transportation plans. FAST also requires that the TIP include a description of its anticipated effect toward achieving the established performance targets, linking investment priorities to those performance targets.

WILMAPCO is working to establish performance targets that address the FAST surface transportation performance measures in coordination with DelDOT and MDOT and through our RTP update process.

WILMAPCO's TIP links performance based planning with project implementation in a number of ways.

Goal area	National goal	Promoted through the TIP
WILMAPCO Goal: Improve Quality of Life		
Safety	To achieve a significant reduction in traffic fatalities and serious injuries on all public roads	Safety, along with preservation of existing infrastructure, is a top funding priority for the TIP. The TIP promotes projects to fund safety areas identified through the Delaware and Maryland Strategic Highway Safety Plans as well as through the ongoing analysis of crash frequencies and rates to identify and address high crash locations.
Environmental sustainability	To enhance the performance of the transportation system while protecting and enhancing the natural environment	Appendix C contains the results of the Air Quality Conformity Analysis performed on the TIP. This analysis measures anticipated air pollution emissions from regional transportation and measure the anticipated impact on the TIP toward achieving our air quality goals. Other measures are tracked by DelDOT and MDOT with funding for analysis and mitigation funded through the TIP proper maintenance of storm water discharge systems, wetland mitigation monitoring, and environmental impact analysis and mitigation for individual projects as needed.
WILMAPCO Goal: Efficiently Transport People		
Infrastructure condition	To maintain the highway infrastructure asset system in a state of good repair	System preservation, along with safety, is a top funding priority for the TIP. Maryland and Delaware assess infrastructure through their Bridge Management System and Pavement Management System to monitor conditions and identify needed preservation early, rather than later when maintenance may be more costly.
Congestion reduction	To achieve a significant reduction in congestion on the National Highway System	The WILMAPCO Congestion Management System collects and analyzes data to identify the most congested locations and identify cost effective measures to address the congestion for inclusion in the TIP.
System reliability	To improve the efficiency of the surface transportation system	Projects fund efficiency improvements using intelligent transportation system technologies along priority corridors. Maryland's CHART program and Delaware's DelTRAC program provide data collections and real time monitoring of priority corridors.

Goal area	National goal	Promoted through the TIP
Reduced project delivery delays	To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices	Every Day Counts program seeks to speed project completion through a variety of means including expedited contractor procurement, design-build projects, and innovative construction methods and paving materials.
WILMAPCO Goal: Support Economic Growth Activity and Good Movement		
Freight movement and economic vitality	To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development	Regional freight planning has identified bottleneck locations along key corridors. Bottlenecks are a factor in the WILMAPCO project prioritization process.

The WILMAPCO Regional Progress Report measures actions and results towards implementing the RTP and achieving our region's goals. Measures relating to the TIP in the Regional Progress Report include:

- Funding for traffic calming by year
- Expansion projects in Rural Transportation Investment Areas (TIAs)
- Funding in Environmental Justice Areas
- Percent of funding dedicated to system preservation
- Municipal Street Aid funding by year
- TIP projects for Park and Rides
- TIP funding for multimodal projects
- Implementation of Complete Streets through the TIP
- TIP funding for transit projects
- TIP funding by TIA
- TIP projects along Congestion Management System (CMS) Corridors

Project Prioritization Process

How Projects Are Prioritized

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

Preservation of existing infrastructure is WILMAPCO's greatest priority. For management and expansion projects, the process connects the prioritization criteria with WILMAPCO goals, simplifies the ranking process, and maximizes use of existing data. In a typical year, the process will prioritize program development projects, to influence projects going into the statewide TIPs at an earlier stage. This year, we prioritized both funded and unfunded projects for both the TIP and RTP.

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

Factors used to rank TIP projects:

- Air Quality
- Environmental Justice/Equitable Access
- Congestion
- Safety
- Pedestrian Priority
- Transportation Justice
- Freight
- Local/private Funding
- Support for Economic Initiatives

Prioritization Process

Provides a quantitative method to compare projects

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

STEP 1:

Apply screening criteria

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

STEP 2:

Technical score

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

STEP 3:

TAC review

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

STEP 4:

Council ranks submissions

Council considers:

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

Goals and Criteria:

GOAL: IMPROVE QUALITY OF LIFE

AIR QUALITY: Expected to impact air quality, based on project types:

ENVIRONMENTAL JUSTICE: Project impacts in locations with a high percentage of low-income and/or minority residents.

SAFETY: Intersections scored using crash frequency, type, and severity.

GOAL: EFFICIENTLY TRANSPORT PEOPLE

CONGESTION: Corridor improvement recommended in Congestion Management System (CMS) or location with level of service (LOS) E or F. Along congested areas, addition points are awarded based upon average annual daily traffic and transit use.

TRANSPORTATION JUSTICE: Project impacts in locations with high percentage of zero-car households, elderly & persons with disabilities..

PEDESTRIAN PRIORITY: Project supports pedestrian improvement based on pedestrian priority area scoring.

GOAL: SUPPORT SUSTAINABLE ECONOMIC DEVELOPMENT AND GOODS MOVEMENT

FREIGHT: Scores using the bottlenecks identified in the WILMAPCO freight & goods movement analysis..

ECONOMIC DEVELOPMENT: Projects that support economic development state and local policies based on DE Office of State Planning Policies and Spending map, Investment Level 1 and Investment Level 2 and Cecil County State Priority Funding Areas and County Certified Areas.

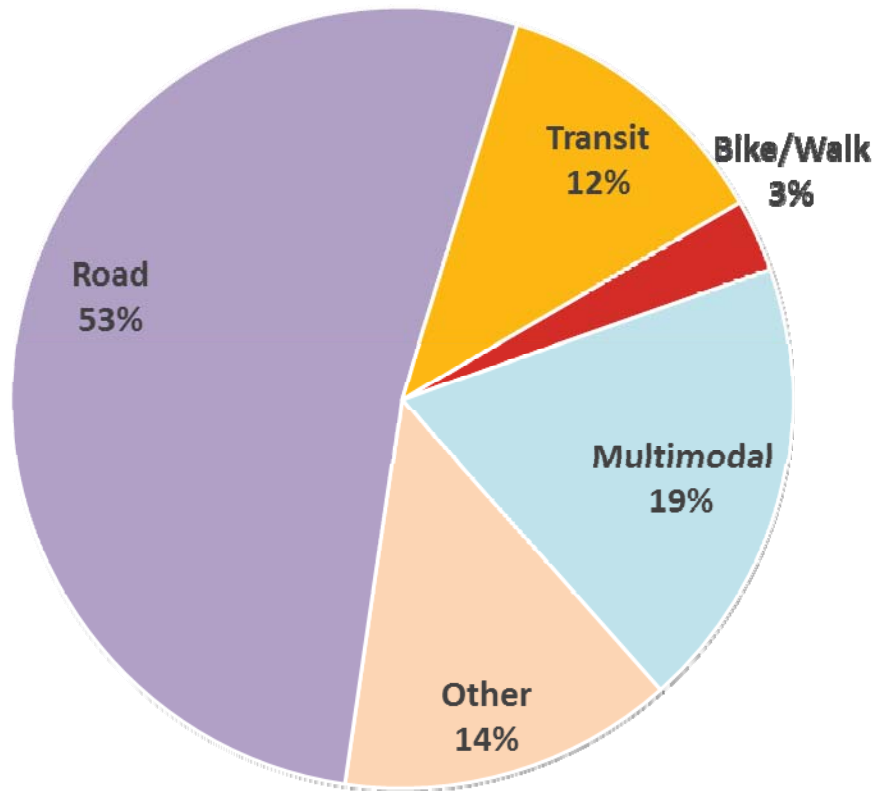
FUNDING CONTRIBUTION: Local and/or private commitment demonstrated by funding contribution.

TIP Summary Tables

FUNDING BY MODE	TOTAL FY 2018-21	PERCENT	TOTAL FY 2022-23
Bike/Walk	61,288	3%	16,064
Multimodal	456,711	19%	149,287
Other	328,452	14%	144,584
Road	1,279,558	53%	478,571
Transit	289,295	12%	33,875
Total (\$s x 1,000)	2,415,304	100%	822,381

FUNDING BY CATEGORY	TOTAL FY 2018-21	PERCENT	TOTAL FY 2022-23
Preservation	1,106,572	46%	492,111
Other	179,954	7%	89,216
Management	641,796	27%	192,461
Expansion	486,982	20%	48,594
Total (\$s x 1,000)	2,415,304	100%	822,381

TIP Funding by Mode



- ***Bike/pedestrian*** – Project exclusively for walking/bicycling
- ***Multimodal***– A complete street project, serves cars, transit, freight, pedestrians and bicycles in a balanced way
- ***Other***– Includes aeronautics, port, contingency funds, environmental, equipment, planning, etc.
- ***Road***-Project exclusively for road
- ***Transit***-Project exclusively for bus transit, passenger rail, or paratransit

FY 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM

Amended September 14, 2017

	PROJECT TITLE* (All \$ x 1,000)	MODE	TOTAL FY 2018-21	TOTAL FY 2022-23
DE	Bicycle and Pedestrian Improvements	Bike/Pedestrian	30,980.4	8,000.0
NCC	Claymont Sidewalks: Manor and Myrtle Aves	Bike/Pedestrian	1,528.9	-
NCC	New Castle to Wilmington Industrial Track Greenway, Phase III	Bike/Pedestrian	16,177.8	-
DE	Recreational Trails	Bike/Pedestrian	5,483.4	2,264.2
NCC	US 13: US 40 to Memorial Drive Pedestrian Improvements	Bike/Pedestrian	7,117.9	5,800.0
		Bike/Pedestrian Total	61,288.4	16,064.2
CC	Areawide Urban Street Reconstruction	Multimodal	1,400.0	-
NCC	Boyd's Corner Rd: Cedar Lane to US 13 (S. NCC Imp)	Multimodal	4,700.0	10,346.0
NCC	BR 191 on Milltown Rd over Mill Creek	Multimodal	-	-
NCC	BR 291, Songsmith Dr over Tributary to Smalley's Pond	Multimodal	-	-
NCC	Christina River Bridge and Approaches	Multimodal	69,115.2	-
DE	Community Transportation Fund	Multimodal	70,720.0	35,360.0
NCC	Denny Road and Lexington Parkway Intersection Improvements	Multimodal	250.0	500.0
NCC	Elkton Road: Maryland State Line to Casho Mill Rd	Multimodal	26,658.7	-
NCC	Garasches Lane	Multimodal	5,274.1	-
NCC	Highway Safety Improvement Program, NCC	Multimodal	31,169.6	-
NCC	HSIP NCC, N54, Howell School Road, SR 896 to SR 71	Multimodal	4,484.9	-
NCC	HSIP NCC, SR 273, Appleby Road to Airport Road	Multimodal	9,494.2	-
NCC	Jamison Corner Rd Relocated at Boyd's Corner Rd	Multimodal	7,623.0	-
NCC	Little Baltimore Road Drainage Improvements Valley Road & Little Baltimore Road	Multimodal	2,335.0	-
CC	MD 222 Bridge over Rock Run	Multimodal	38.0	-
CC	MD 272 Bridge over Amtrak	Multimodal	1,661.0	-
DE	Municipal Street Aid	Multimodal	20,000.0	10,000.0
NCC	N412, Lorewood Grove Road: Rd 412A to SR 1	Multimodal	3,127.0	6,000.0
NCC	Old Capitol Trail, Newport Road to Stanton Road	Multimodal	150.0	300.0
NCC	Possum Park Road and Old Possum Park Road Intersection	Multimodal	1,781.6	-
NCC	SR 2 / Red Mill Road Intersection	Multimodal	10,371.9	1,200.0
NCC	SR 273 / Chapman Road Intersection Improvements	Multimodal	2,340.0	12,000.0
NCC	SR 299, SR 1 to Catherine Street	Multimodal	8,622.9	-
NCC	SR 4, Christina Parkway: SR 2 to SR 896	Multimodal	987.5	6,500.0
NCC	SR 7: Newtown Road to SR 273	Multimodal	121.2	-
NCC	SR 72: McCoy Road to SR 71	Multimodal	18,239.2	-
NCC	SR4, Harmony Road Intersection Improvements	Multimodal	250.0	500.0
NCC	SR4, Oglethorpe Stanton Rd/SR 7, Christina Stanton Rd Phase I, Stanton Split	Multimodal	300.0	600.0
DE	Traffic Calming	Multimodal	600.0	300.0
DE	Transportation Alternatives Program	Multimodal	26,500.9	10,328.0
CC	Transportation Enhancements/Alternatives Program - Cecil County	Multimodal	1,017.9	-
DE	Transportation Facilities, Statewide	Multimodal	45,162.8	14,500.0
DE	Transportation Management (inc. rideshare and signals)	Multimodal	43,973.1	20,960.0
NCC	US 13, Duck Creek to SR 1	Multimodal	-	-
NCC	US 40 / SR 72 Intersection	Multimodal	15,462.7	-

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	PROJECT TITLE* (All \$ x 1,000)	MODE	TOTAL FY 2018-21	TOTAL FY 2022-23
NCC	US 40 and SR 896 Grade Separated Intersection	Multimodal	5,600.0	2,500.0
NCC	US 40: Salem Church Road to Walther Road	Multimodal	4,650.0	10,000.0
NCC	Wilmington Initiatives, King and Orange Streets: MLK Blvd to 13th St	Multimodal	6,188.0	-
NCC	Wilmington Initiatives: 4th St., Walnut St. to I-95	Multimodal	750.0	2,250.0
NCC	Wilmington Initiatives: Walnut St., MLK to 13th St	Multimodal	2,000.0	5,000.0
NCC	Wilmington Initiatives: Walnut Street: Front Street to 3rd 4th Street	Multimodal	2,369.0	-
NCC	Wilmington Riverfront Program (Justison Landing, Development, Rail Relocation, Parking)	Multimodal	722.0	143.0
NCC	Wilmington Signal Improvements, Phase II	Multimodal	500.0	-
		Multimodal Total	456,711.3	149,287.0
DE	Aeronautics, Statewide	Other	2,215.0	980.0
CC	Areawide Environmental Projects	Other	12,480.0	-
DE	Dam Preservation Program	Other	11,670.0	5,400.0
DE	Engineering & Contingency/Education & Training	Other	121,437.7	60,090.0
DE	Environmental Program	Other	2,267.0	1,126.0
DE	Equipment	Other	49,004.2	20,000.0
NCC	Glenville Wetland Bank & Subdivision Improvements	Other	-	-
DE	Planning	Other	56,249.5	28,000.2
DE	Statewide Rail Preservation	Other	1,200.0	600.0
DE	Technology	Other	71,928.6	28,387.5
		Other Total	328,452.0	144,583.7
CC	Areawide Bridge Replacement and Rehabilitation	Road	13,240.0	-
CC	Areawide Congestion Management	Road	2,819.0	-
CC	Areawide Resurfacing and Rehabilitation	Road	27,950.0	-
CC	Areawide Safety and Spot Improvements	Road	20,040.0	-
NCC	BR 032 on Foulk Road over S. Branch Naamans Creek	Road	-	-
NCC	BR 111 & BR 599 on N253 Bengel Road over Red Clay Creek and Mill Race	Road	-	-
NCC	BR 1-295 on Providence Drive Over Tributary To Christina River	Road	-	-
NCC	BR 148A&B on N330 Greenbank Road over Red Clay Creek	Road	-	-
NCC	BR 159 on James Street over Christina River	Road	-	-
NCC	BR 227 on Paper Mill Rd over Middle Run Tributary	Road	-	-
NCC	BR 238 on Elizabeth Ct over White Clay Creek Tributary	Road	-	-
NCC	BR 239 on Red Mill Road over Tributary to White Clay Creek	Road	-	-
NCC	BR 251 on N355 Harmony Road over White Clay Creek	Road	-	-
NCC	BR 254 Old Newark Rd over Cool Run	Road	-	-
NCC	BR 294 on N346 Walther Road over Tributary to Christina River	Road	-	-
NCC	BR 302 over Toms Creek and BR 304 over Gambles Gut on SR 9	Road	-	-
NCC	BR 308 on N378 Clarks Corner Road over Dragon Run	Road	-	-
NCC	BR 393 on SR 299 over Appoquinimink River	Road	-	-
NCC	BR 438, Blackbird Station over Blackbird Creek	Road	-	-
NCC	BR 488S on US 13 SB over Blackbird Creek, South of Odessa	Road	-	-
NCC	BR 501 on Newport Viaduct over Christina River Piers Foundation Repairs	Road	-	-
NCC	BR 501, 501A, 501B on SR 141 Viaduct over SR 4	Road	-	-

FY 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM

Amended September 14, 2017

	PROJECT TITLE* (All \$ x 1,000)	MODE	TOTAL FY 2018-21	TOTAL FY 2022-23
NCC	BR 543 on Carr Road over Shellpot Creek	Road	-	-
NCC	BR 567 on Hay Rd over Shellpot Creek	Road	-	-
NCC	BR 577 on Northeast Blvd over Brandywine River	Road	-	-
NCC	BR 634 on SR100 DuPont Road over Delaware Valley RR	Road	-	-
NCC	BR 651 on Newport Road over CSX Railroad	Road	-	-
NCC	BR 680 on SR 141 over US 13	Road	-	-
NCC	BR 684 on N028 South Heald Street over Norfolk Southern Railroad	Road	-	-
NCC	BR 686 on N029 South Walnut Street over Norfolk Southern Railroad	Road	-	-
NCC	BR 714 on N347 Chapman Road over I-95	Road	-	-
NCC	BR 717 on I-95 NB over SR1	Road	-	-
NCC	BR 759 on I-95 over Brandywine River	Road	-	-
NCC	BR 813 on I-495 over Christina River, Emergency Repairs	Road	-	-
NCC	BR 814 on 12th Street over NS RR	Road	-	-
DE	Bridge Management/Inspection	Road	43,176.6	21,817.0
DE	Bridge Preservation / Bridge Painting / Pipe Replacement Programs	Road	219,207.4	105,310.0
NCC	Bridge Structure Rehabilitation / Painting	Road	2,355.6	-
NCC	Cantilever and Overhead Sign Structures	Road	-	-
NCC	Cedar Lane: Marl Pit to Boyds Corner Rd & Marl Pit Int. (S. NCC Imp)	Road	4,547.6	5,500.0
DE	Corridor Capacity Preservation	Road	4,000.0	2,000.0
NCC	I-295 Improvements, Westbound from I-295 to US 13	Road	7,000.0	-
NCC	I-495 Lane Extension at I-95, SB	Road	-	-
NCC	I-95 & SR 896 Interchange Improvements	Road	4,600.0	10,000.0
NCC	I-95 & US 202 Interchange	Road	-	-
DE	Industrial Streets	Road	-	-
DE	Intersection Improvements	Road	27,543.1	13,200.0
NCC	Interstate Maintenance	Road	9,204.5	-
DE	Materials & Minor Contracts	Road	46,157.9	16,000.0
DE	Mill Creek Slope Stabilization, Brackenville Road to Erickson Avenue	Road	13,000.0	5,000.0
CC	Painting of Cecil County Bridges	Road	780.0	-
DE	Paving & Rehabilitation	Road	297,800.0	160,000.0
DE	Rail Crossing Safety and Rideability	Road	10,033.9	4,435.0
NCC	Rehabilitation of I-95 from I-495 to North of Brandywine River Bridge inc Adv Mitigation	Road	91,106.0	80,000.0
NCC	Road A/SR 7 (Road, Bridge and Mall Connector Study)	Road	12,960.0	-
DE	Safety Improve (Hazard Elim/High Risk Rural Rd/Sect 154/Fut Saf Prog)	Road	40,719.0	20,395.9
DE	Signage & Pavement Markings	Road	24,460.1	11,965.0
NCC	SR 1 Median Barrier Replacement	Road	1,167.1	-
NCC	SR 1 Northbound Auxiliary Lane, US 40 to SR 273	Road	-	-
NCC	SR 1 Widening: Roth Bridge to SR 273	Road	3,539.2	-
NCC	SR 1/I-95 Interchange	Road	-	-
NCC	SR 1/SR 72 Diverging Diamond Interchange	Road	295.6	-
NCC	SR 141/I-95 Interchange - Ramps	Road	23,183.5	-
NCC	SR 896 and Bethel Church Rd Interchange	Road	500.0	1,000.0

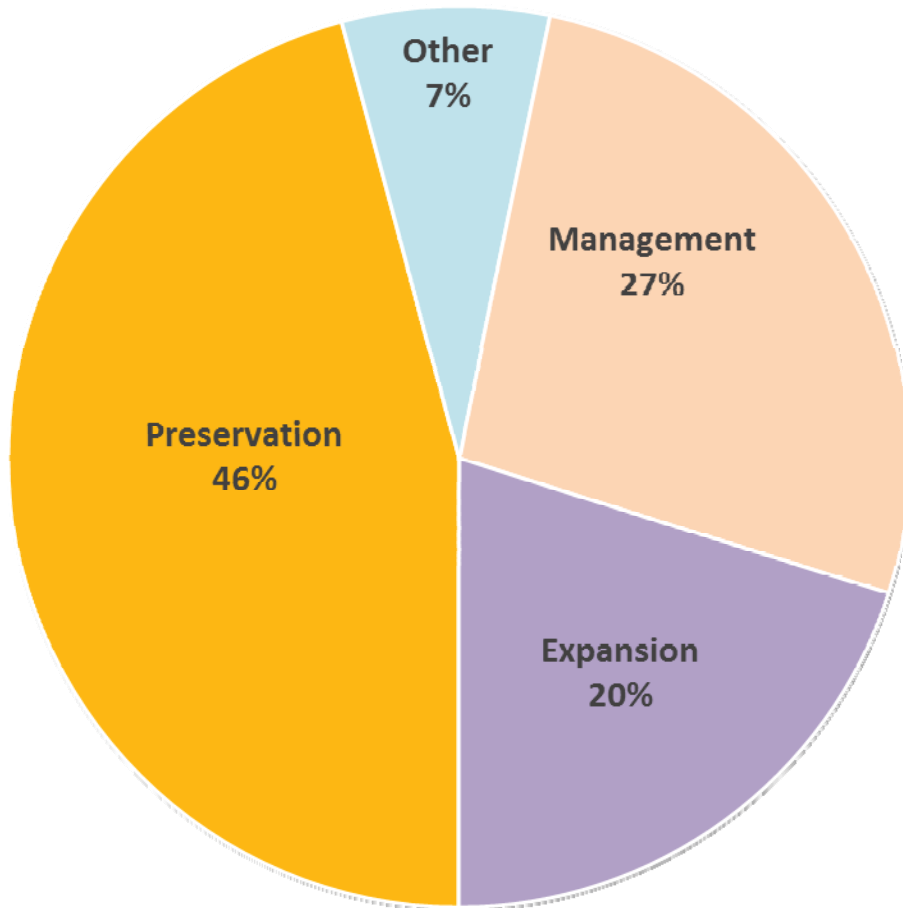
FY 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM

Amended September 14, 2017

	PROJECT TITLE* (All \$ x 1,000)	MODE	TOTAL FY 2018-21	TOTAL FY 2022-23
NCC	SR 9, River Road Flood Remediation	Road	1,200.0	-
NCC	SR141: I-95 Interchange to Jay Drive	Road	46,335.5	-
NCC	Tweeds Mill Parking Structure Repairs	Road		-
NCC	US 301: Maryland Line to SR 1 and GARVEE Debt Service	Road	280,636.5	21,947.7
NCC	US 40 and SR 7 Intersection Improvements	Road	-	-
		Road Total	1,279,557.9	478,570.6
NCC	Christiana Mall Park and Ride/NCC Transit Center	Transit	4,250.0	-
NCC	City of Wilmington Bus Stop Beautification	Transit	336.9	-
NCC	Claymont Station/Claymont Regional Transportation Center	Transit	49,868.0	-
NCC	Fairplay Station (Churchmans Xing) Elevator	Transit	14.0	-
NCC	Fairplay Station Churchman's Crossing Parking Expansion	Transit	652.0	600.0
CC	MARC Maintenance Facility	Transit	-	-
NCC	Middletown Park and Ride	Transit	3,500.0	-
NCC	Newark Train Station/Regional Transportation Center	Transit	52,674.0	-
NCC	SEPTA New Payment Technology (NPT)	Transit	96.6	-
CC	Small Urban Transit - Capital Assistance (Section 5310)	Transit	-	-
CC	Small Urban Transit - Operating Assistance	Transit	656.0	-
CC	Susquehanna River Rail Bridge	Transit	500.0	-
NCC	Third Track Rail Expansion (NE Corridor Imp., Shipley St BR)	Transit	22,396.7	5,300.0
NCC	Transit (Fixed Route) Vehicle Expansion, NCC	Transit	11,665.2	-
NCC	Transit (Fixed Route) Vehicle Replacement and Refurbishment, NCC	Transit	43,640.9	525.4
NCC	Transit (Paratransit) Vehicle Replacement and Refurbishment, NCC	Transit	10,446.0	5,059.2
NCC	Transit Facilities, New Castle County	Transit	6,539.6	150.0
DE	Transit Facilities, Statewide	Transit	13,832.5	3,980.0
NCC	Transit Preventive Maintenance, NCC	Transit	26,000.0	13,000.0
DE	Transit Vehicles Replace & Refurbish, Statewide	Transit	22,939.0	5,260.9
NCC	Wilmington Transit Center/ Christiana Crescent Elevators/Riverfront Deck Repairs	Transit	18,785.2	-
NCC	Wilmington UST Replacement - State of Good Repair	Transit	502.2	-
		Transit Total	289,294.7	33,875.5
		Grand Total	2,415,304.3	822,381.0

*Bridge and Safety project funding has been grouped.

TIP Funding by WILMAPCO Category



- **Preservation** – Maintain an existing facility or service
- **Management** – Enhance existing facility or service to sustain an acceptable level of service
- **Expansion** – New or expanded services and infrastructure
- **Other** – Engineering & contingency, education & training, environmental program and planning

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	PROJECT TITLE* (All \$ x 1,000)	WILMAPCO CATEGORY	TOTAL FY 2018-21	TOTAL FY 2022-23
CC	Areawide Bridge Replacement and Rehabilitation	Preservation	13,240.0	-
CC	Areawide Environmental Projects	Preservation	12,480.0	-
CC	Areawide Resurfacing and Rehabilitation	Preservation	27,950.0	-
CC	Areawide Safety and Spot Improvements	Preservation	20,040.0	-
CC	Areawide Urban Street Reconstruction	Preservation	1,400.0	-
NCC	BR 032 on Foulk Road over S. Branch Naamans Creek	Preservation	-	-
NCC	BR 111 & BR 599 on N253 Benge Road over Red Clay Creek and Mill Race	Preservation	-	-
NCC	BR 1-295 on Providence Drive Over Tributary To Christina River	Preservation	-	-
NCC	BR 148A&B on N330 Greenbank Road over Red Clay Creek	Preservation	-	-
NCC	BR 159 on James Street over Christina River	Preservation	-	-
NCC	BR 191 on Milltown Rd over Mill Creek	Preservation	-	-
NCC	BR 227 on Paper Mill Rd over Middle Run Tributary	Preservation	-	-
NCC	BR 238 on Elizabeth Ct over White Clay Creek Tributary	Preservation	-	-
NCC	BR 239 on Red Mill Road over Tributary to White Clay Creek	Preservation	-	-
NCC	BR 251 on N355 Harmony Road over White Clay Creek	Preservation	-	-
NCC	BR 254 Old Newark Rd over Cool Run	Preservation	-	-
NCC	BR 291, Songsmith Dr over Tributary to Smalley's Pond	Preservation	-	-
NCC	BR 294 on N346 Walther Road over Tributary to Christina River	Preservation	-	-
NCC	BR 302 over Toms Creek and BR 304 over Gambles Gut on SR 9	Preservation	-	-
NCC	BR 308 on N378 Clarks Corner Road over Dragon Run	Preservation	-	-
NCC	BR 393 on SR 299 over Appoquinimink River	Preservation	-	-
NCC	BR 438, Blackbird Station over Blackbird Creek	Preservation	-	-
NCC	BR 488S on US 13 SB over Blackbird Creek, South of Odessa	Preservation	-	-
NCC	BR 501 on Newport Viaduct over Christina River Piers Foundation Repairs	Preservation	-	-
NCC	BR 501, 501A, 501B on SR 141 Viaduct over SR 4	Preservation	-	-
NCC	BR 543 on Carr Road over Shellpot Creek	Preservation	-	-
NCC	BR 567 on Hay Rd over Shellpot Creek	Preservation	-	-
NCC	BR 577 on Northeast Blvd over Brandywine River	Preservation	-	-
NCC	BR 634 on SR100 DuPont Road over Delaware Valley RR	Preservation	-	-
NCC	BR 651 on Newport Road over CSX Railroad	Preservation	-	-
NCC	BR 680 on SR 141 over US 13	Preservation	-	-
NCC	BR 684 on N028 South Heald Street over Norfolk Southern Railroad	Preservation	-	-
NCC	BR 686 on N029 South Walnut Street over Norfolk Southern Railroad	Preservation	-	-
NCC	BR 714 on N347 Chapman Road over I-95	Preservation	-	-
NCC	BR 717 on I-95 NB over SR1	Preservation	-	-
NCC	BR 759 on I-95 over Brandywine River	Preservation	-	-
NCC	BR 813 on I-495 over Christina River, Emergency Repairs	Preservation	-	-
NCC	BR 814 on 12th Street over NS RR	Preservation	-	-
DE	Bridge Preservation / Bridge Painting / Pipe Replacement Programs	Preservation	219,207.4	105,310.0
NCC	Bridge Structure Rehabilitation / Painting	Preservation	2,355.6	-
NCC	City of Wilmington Bus Stop Beautification	Preservation	336.9	-

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	PROJECT TITLE* (All \$ x 1,000)	WILMAPCO CATEGORY	TOTAL FY 2018-21	TOTAL FY 2022-23
DE	Community Transportation Fund	Preservation	70,720.0	35,360.0
DE	Dam Preservation Program	Preservation	11,670.0	5,400.0
DE	Equipment	Preservation	49,004.2	20,000.0
NCC	Glenville Wetland Bank & Subdivision Improvements	Preservation	-	-
DE	Industrial Streets	Preservation	-	-
NCC	Interstate Maintenance	Preservation	9,204.5	-
NCC	Little Baltimore Road Drainage Improvements Valley Road & Little Baltimore Road	Preservation	2,335.0	-
DE	Materials & Minor Contracts	Preservation	46,157.9	16,000.0
CC	MD 222 Bridge over Rock Run	Preservation	38.0	-
DE	Mill Creek Slope Stabilization, Brackenville Road to Erickson Avenue	Preservation	13,000.0	5,000.0
DE	Municipal Street Aid	Preservation	20,000.0	10,000.0
CC	Painting of Cecil County Bridges	Preservation	780.0	-
DE	Paving & Rehabilitation	Preservation	297,800.0	160,000.0
NCC	Rehabilitation of I-95 from I-495 to North of Brandywine River Bridge inc Adv Mitigation	Preservation	91,106.0	80,000.0
DE	Signage & Pavement Markings	Preservation	24,460.1	11,965.0
CC	Small Urban Transit - Capital Assistance (Section 5310)	Preservation	-	-
CC	Small Urban Transit - Operating Assistance	Preservation	656.0	-
NCC	SR 1 Median Barrier Replacement	Preservation	1,167.1	-
NCC	SR 9, River Road Flood Remediation	Preservation	1,200.0	-
DE	Statewide Rail Preservation	Preservation	1,200.0	600.0
NCC	Transit (Fixed Route) Vehicle Replacement and Refurbishment, NCC	Preservation	43,640.9	525.4
NCC	Transit (Paratransit) Vehicle Replacement and Refurbishment, NCC	Preservation	10,446.0	5,059.2
NCC	Transit Facilities, New Castle County	Preservation	6,539.6	150.0
DE	Transit Facilities, Statewide	Preservation	13,832.5	3,980.0
NCC	Transit Preventive Maintenance, NCC	Preservation	26,000.0	13,000.0
DE	Transit Vehicles Replace & Refurbish, Statewide	Preservation	22,939.0	5,260.9
DE	Transportation Facilities, Statewide	Preservation	45,162.8	14,500.0
NCC	Tweeds Mill Parking Structure Repairs	Preservation	-	-
NCC	Wilmington UST Replacement - State of Good Repair	Preservation	502.2	-
		Preservation Total	1,106,571.6	492,110.5
DE	Engineering & Contingency/Education & Training	Other	121,437.7	60,090.0
DE	Environmental Program	Other	2,267.0	1,126.0
DE	Planning	Other	56,249.5	28,000.2
		Other Total	179,954.2	89,216.2
DE	Aeronautics, Statewide	Management	2,215.0	980.0
CC	Areawide Congestion Management	Management	2,819.0	-
DE	Bicycle and Pedestrian Improvements	Management	30,980.4	8,000.0
DE	Bridge Management/Inspection	Management	43,176.6	21,817.0
NCC	Cantilever and Overhead Sign Structures	Management	-	-
NCC	Cedar Lane: Marl Pit to Boyds Corner Rd & Marl Pit Int. (S. NCC Imp)	Management	4,547.6	5,500.0
NCC	Christiana Mall Park and Ride/NCC Transit Center	Management	4,250.0	-

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	PROJECT TITLE* (All \$ x 1,000)	WILMAPCO CATEGORY	TOTAL FY 2018-21	TOTAL FY 2022-23
NCC	Claymont Sidewalks: Manor and Myrtle Aves	Management	1,528.9	-
NCC	Claymont Station/Claymont Regional Transportation Center	Management	49,868.0	-
DE	Corridor Capacity Preservation	Management	4,000.0	2,000.0
NCC	Denny Road and Lexington Parkway Intersection Improvements	Management	250.0	500.0
NCC	Fairplay Station (Churchmans Xing) Elevator	Management	14.0	-
NCC	Fairplay Station Churchman's Crossing Parking Expansion	Management	652.0	600.0
NCC	Garasches Lane	Management	5,274.1	-
NCC	Highway Safety Improvement Program, NCC	Management	31,169.6	-
NCC	HSIP NCC, N54, Howell School Road, SR 896 to SR 71	Management	4,484.9	-
NCC	HSIP NCC, SR 273, Appleby Road to Airport Road	Management	9,494.2	-
NCC	I-95 & SR 896 Interchange Improvements	Management	4,600.0	10,000.0
DE	Intersection Improvements	Management	27,543.1	13,200.0
NCC	Jamison Corner Rd Relocated at Boyds Corner Rd	Management	7,623.0	-
CC	MD 272 Bridge over Amtrak	Management	1,661.0	-
NCC	Middletown Park and Ride	Management	3,500.0	-
NCC	N412, Lorewood Grove Road: Rd 412A to SR 1	Management	3,127.0	6,000.0
NCC	Newark Train Station/Regional Transportation Center	Management	52,674.0	-
NCC	Old Capitol Trail, Newport Road to Stanton Road	Management	150.0	300.0
NCC	Possum Park Road and Old Possum Park Road Intersection	Management	1,781.6	-
DE	Rail Crossing Safety and Rideability	Management	10,033.9	4,435.0
DE	Recreational Trails	Management	5,483.4	2,264.2
DE	Safety Improve (Hazard Elim/High Risk Rural Rd/Sect 154/Fut Saf Prog)	Management	40,719.0	20,395.9
NCC	SEPTA New Payment Technology (NPT)	Management	96.6	-
NCC	SR 1/SR 72 Diverging Diamond Interchange	Management	295.6	-
NCC	SR 141/I-95 Interchange - Ramps	Management	23,183.5	-
NCC	SR 2 / Red Mill Road Intersection	Management	10,371.9	1,200.0
NCC	SR 273 / Chapman Road Intersection Improvements	Management	2,340.0	12,000.0
NCC	SR 4, Christina Parkway: SR 2 to SR 896	Management	987.5	6,500.0
NCC	SR141: I-95 Interchange to Jay Drive	Management	46,335.5	-
NCC	SR4, Harmony Road Intersection Improvements	Management	250.0	500.0
NCC	SR4, Ogletown Stanton Rd/SR 7, Christina Stanton Rd Phase I, Stanton Split	Management	300.0	600.0
CC	Susquehanna River Rail Bridge	Management	500.0	-
DE	Technology	Management	71,928.6	28,387.5
DE	Traffic Calming	Management	600.0	300.0
DE	Transportation Alternatives Program	Management	26,500.9	10,328.0
CC	Transportation Enhancements/Alternatives Program - Cecil County	Management	1,017.9	-
DE	Transportation Management (inc. rideshare and signals)	Management	43,973.1	20,960.0
NCC	US 13, Duck Creek to SR 1	Management	-	-
NCC	US 13: US 40 to Memorial Drive Pedestrian Improvements	Management	7,117.9	5,800.0
NCC	US 40 / SR 72 Intersection	Management	15,462.7	-
NCC	US 40 and SR 7 Intersection Improvements	Management	-	-
NCC	US 40 and SR 896 Grade Separated Intersection	Management	5,600.0	2,500.0

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	PROJECT TITLE* (All \$ x 1,000)	WILMAPCO CATEGORY	TOTAL FY 2018-21	TOTAL FY 2022-23
NCC	Wilmington Initiatives, King and Orange Streets: MLK Blvd to 13th St	Management	6,188.0	-
NCC	Wilmington Initiatives: 4th St., Walnut St. to I-95	Management	750.0	2,250.0
NCC	Wilmington Initiatives: Walnut St., MLK to 13th St	Management	2,000.0	5,000.0
NCC	Wilmington Initiatives: Walnut Street: Front Street to 3rd 4th Street	Management	2,369.0	-
NCC	Wilmington Riverfront Program (Justison Landing, Development, Rail Relocation, Parking)	Management	722.0	143.0
NCC	Wilmington Signal Improvements, Phase II	Management	500.0	-
NCC	Wilmington Transit Center/ Christiana Crescent Elevators/Riverfront Deck Repairs	Management	18,785.2	-
		Management Total	641,796.1	192,460.6
NCC	Boyds Corner Rd: Cedar Lane to US 13 (S. NCC Imp)	Expansion	4,700.0	10,346.0
NCC	Christina River Bridge and Approaches	Expansion	69,115.2	-
NCC	Elkton Road: Maryland State Line to Casho Mill Rd	Expansion	26,658.7	-
NCC	I-295 Improvements, Westbound from I-295 to US 13	Expansion	7,000.0	-
NCC	I-495 Lane Extension at I-95, SB	Expansion	-	-
NCC	I-95 & US 202 Interchange	Expansion	-	-
CC	MARC Maintenance Facility	Expansion	-	-
NCC	New Castle to Wilmington Industrial Track Greenway, Phase III	Expansion	16,177.8	-
NCC	Road A/SR 7 (Road, Bridge and Mall Connector Study)	Expansion	12,960.0	-
NCC	SR 1 Northbound Auxiliary Lane, US 40 to SR 273	Expansion	-	-
NCC	SR 1 Widening: Roth Bridge to SR 273	Expansion	3,539.2	-
NCC	SR 1/I-95 Interchange	Expansion	-	-
NCC	SR 299, SR 1 to Catherine Street	Expansion	8,622.9	-
NCC	SR 7: Newtown Road to SR 273	Expansion	121.2	-
NCC	SR 72: McCoy Road to SR 71	Expansion	18,239.2	-
NCC	SR 896 and Bethel Church Rd Interchange	Expansion	500.0	1,000.0
NCC	Third Track Rail Expansion (NE Corridor Imp., Shipley St BR)	Expansion	22,396.7	5,300.0
NCC	Transit (Fixed Route) Vehicle Expansion, NCC	Expansion	11,665.2	-
NCC	US 301: Maryland Line to SR 1 and GARVEE Debt Service	Expansion	280,636.5	21,947.7
NCC	US 40: Salem Church Road to Walther Road	Expansion	4,650.0	10,000.0
		Expansion Total	486,982.5	48,593.7
		Grand Total	2,415,304.3	822,381.0

*Bridge and Safety project funding has been grouped.

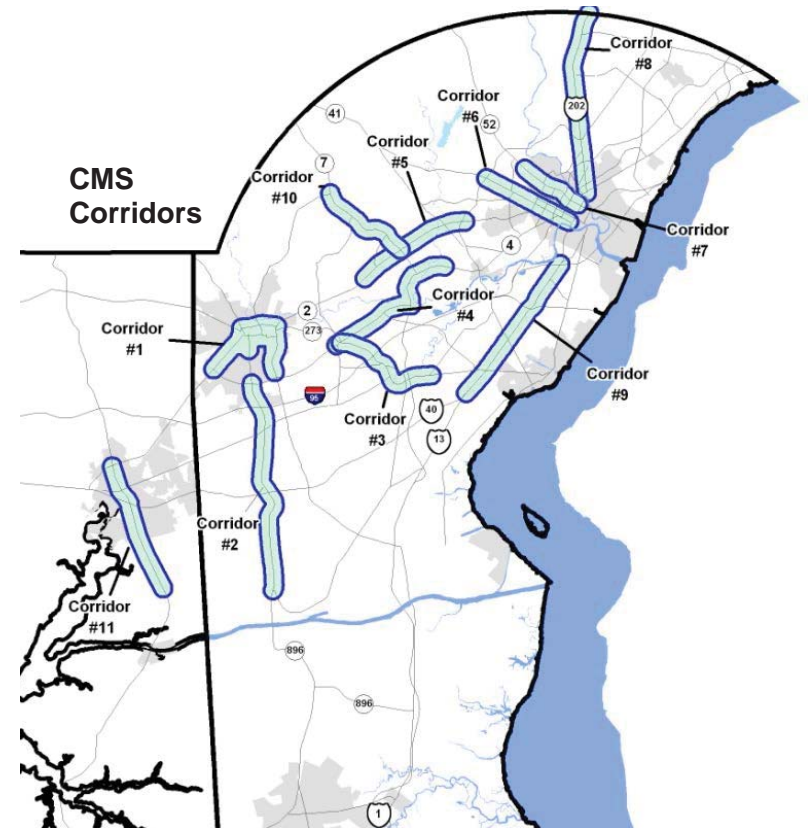
Integrating the Congestion Management System

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

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

WILMAPCO CMS "TOOLBOX" STRATEGIES

- Strategy #1:** Eliminate car trips or reduce Vehicle Miles Traveled (VMT) during peak congestion hours
- Strategy #2:** Shift trips from automobile to other modes of transportation
- Strategy #3:** Shift trips from single-occupancy vehicles to higher-occupancy vehicles (vans, buses, etc.)
- Strategy #4:** Improve roadway operations (timing of lights, toll booths, highway message boards)
- Strategy #5:** Add roadway capacity (adding lanes or roads)



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

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

CMS Corridor	Project Name
#1	Elkton Road: MD Line-Casho Mill Rd, reconstruction, intersection improvements, expansion, multimodal improvements
#1, 2	SR 4, Christina Parkway: SR 2 – SR 896 reconstruction, expansion, multimodal improvements
#1, 4, 6	Third Rail Track Expansion, Newark to Wilmington
# 2	US 40 and 896 interchange - Grade Separated Intersection
#2	I-95 and SR 896 Interchange
#3	Road A/SR7, Widening & reconfiguration of intersections
#4	Fairplay Station Elevator Improvements
#4	SR 4/Harmony Rd, intersection improvements
#4	SR 4/SR 7, intersection improvements
#6	Wilmington Riverfront Program
#6	4th St: Walnut St - I-95
#6, 7	King & Orange Sts: MLK - 13th
#6, 7	Walnut St: MLK to 13th St.
#6, 7, 8	Wilmington Signal Improvements, Phase III
#8	I-95 & US 202 Interchange
#9	US 13: US 40 - Memorial Dr Pedestrian Improvements
#11	US 40 and SR 7 Intersection Improvements
#11	US 40 Widening: Salem Church Rd to Walther Rd

Addressing Transportation Equity

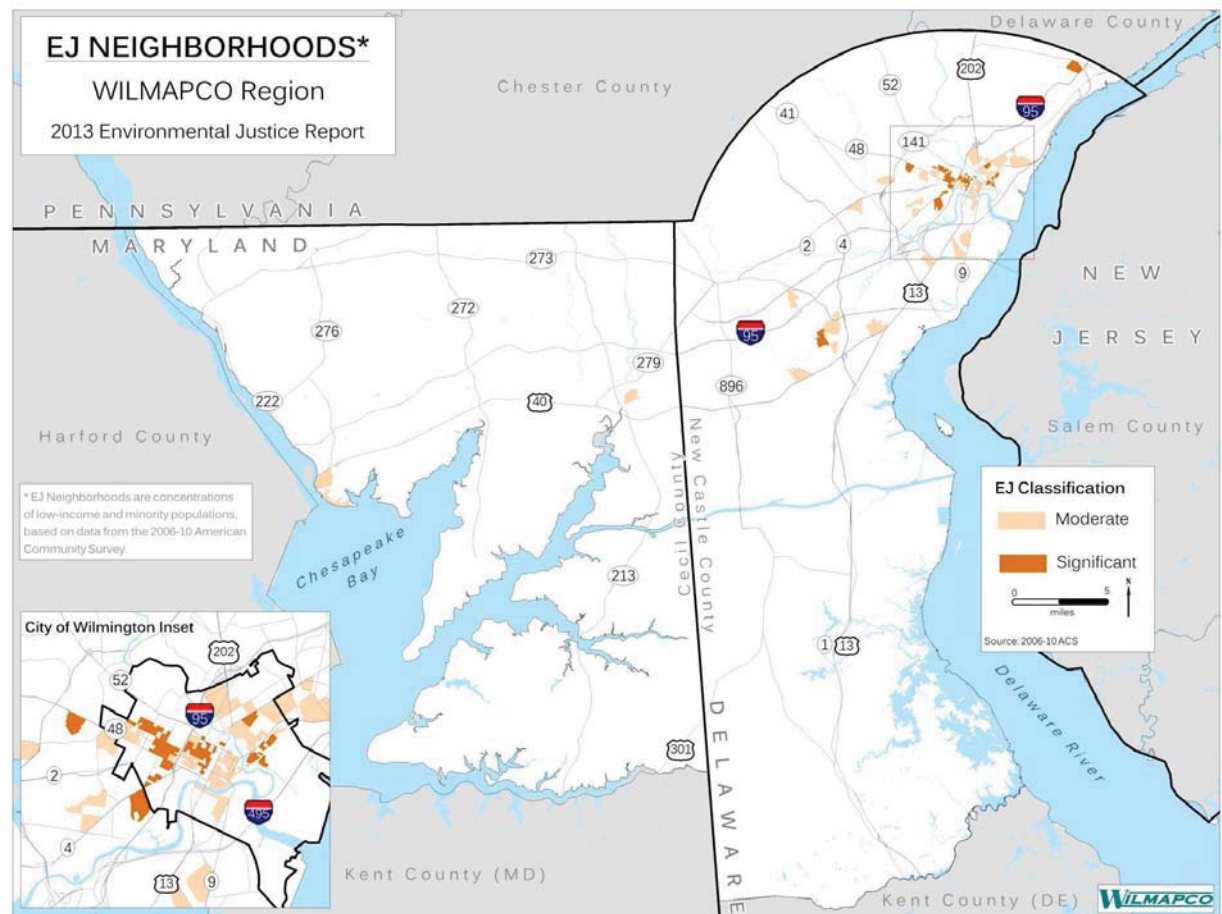
Transportation Equity, often referred to as Environmental Justice (EJ), is based in Title VI of the Civil Rights Act of 1964 and a 1994 Presidential Executive Order making equity part of the mission of every federal agency. As an MPO, we serve as the forum where DOTs, transit providers, local agencies,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

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

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

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

In 2007, WILMAPCO completed phase two of our transportation equity analysis which identified "Transportation Justice Areas". This analysis, revised in 2013, broadened the spectrum of communities considered transportation disadvantaged beyond those required by federal mandate. Separate from EJ (low-income and minority) populations, these Transportation Justice (TJ) populations include the elderly, the disabled, and households without an automobile.



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

County	Project Name	EJ	TJ
NCC	Beech St. Generator	Yes	Yes
NCC	BR 585 on N049 Augustine Cutoff over Brandywine Creek	Yes	Yes
NCC	BR 687, 688, 693 Wilmington Drawbridge	Yes	Yes
NCC	Garasches Lane	Yes	Yes
NCC	Interstate Maintenance	Yes	Yes
CC	MD 272 Bridge over Amtrak	Yes	Yes
NCC	Wilmington Initiatives: 4th St., Walnut St. to I-95	Yes	Yes
NCC	Wilmington Initiatives: Walnut St., MLK to 16th St.	Yes	Yes
NCC	Wilmington Signal Improvements, Link to TMC in Smyrna	Yes	Yes
NCC	BR 239 on Red Mill Rd. over Tributary to White Clay Creek	Yes	
NCC	BR 254 Old Newark Rd over Cool Run	Yes	
CC	Small Urban Transit - Capital and Operating Assistance	Yes	
NCC	SR 7: Newtown Road to SR 273, Widen from 2 to 4 lanes	Yes	
NCC	SR 9, New Castle Ave - 3rd St to Heald St, Pavement Reconstruction	Yes	
NCC	Wilmington Operations Center, Operations of Paratransit & Fixed Route	Yes	
NCC	BR 577 on Northeast Blvd over Brandywine River		Yes
NCC	BR 665N & 1-665S on US 13 over Abandon Railroad, Farnhurst		Yes
NCC	BR 748, I-95 Wilmington Viaduct		Yes
NCC	Christina River Bridge Crossing		Yes
NCC	Claymont Transportation Plan Implementation, Safety Improvements		Yes
NCC	NCC Industrial Track Greenway, Phase III		Yes
NCC	Third Rail Track Expansion, Newark to Wilmington		Yes

Comparison of TIP (3/2017) with Amendments

Location	AQ Model In-service Year	PROJECT TITLE (All \$ x 1,000)	Difference vs. FY 2018-21 TIP, March 2017				
			FY 2018 TOTAL	FY 2019 TOTAL	FY 2020 TOTAL	FY 2021 TOTAL	Difference FY18-21
		DELAWARE- STATEWIDE					
DE		Aeronautics, Statewide	0.0	30.0	0.0	0.0	30.0
DE		Bicycle and Pedestrian Improvements	5,846.4	2,794.0	3,140.0	3,200.0	14,980.4
DE		Bridge Management/Inspection	835.6	607.1	1,336.2	-163.8	2,615.0
DE		Bridge Preservation / Bridge Painting / Pipe Replacement Programs	38,953.7	26,713.7	12,330.0	20,000.0	97,997.4
DE		Community Transportation Fund	930.0	930.0	930.0	930.0	3,720.0
DE		Corridor Capacity Preservation	0.0	0.0	0.0	0.0	0.0
DE		Dam Preservation Program	610.0	2,710.0	1,300.0	700.0	5,320.0
DE		Engineering & Contingency/Education & Training	2,507.7	1,250.0	1,250.0	1,250.0	6,257.7
DE		Environmental Program	0.0	0.0	0.0	0.0	0.0
DE		Equipment	2,504.2	2,500.0	2,500.0	1,500.0	9,004.2
DE		Industrial Streets	0.0	0.0	0.0	0.0	0.0
DE		Intersection Improvements	1,143.1	0.0	0.0	0.0	1,143.1
DE		Materials & Minor Contracts	4,867.9	4,290.0	5,000.0	0.0	14,157.9
DE		Municipal Street Aid	0.0	0.0	0.0	0.0	0.0
DE		Paving & Rehabilitation	4,000.0	0.0	-1,200.0	0.0	2,800.0
DE		Planning	2,762.9	1,082.6	1,637.2	1,744.5	7,227.3
DE		Rail Crossing Safety and Rideability	1,770.0	606.0	606.0	606.0	3,587.9
DE		Recreational Trails	601.3	0.0	0.0	0.0	601.3
DE		Safety Improve (Hazard Elim/High Risk Rural Rd/Sect 154/Fut Saf Prog)	2,602.5	0.0	0.0	0.0	2,602.5
DE		Signage & Pavement Markings	1,030.0	2,428.0	500.0	500.0	4,458.0
DE		Mill Creek Slope Stabilization, Brackenville Road to Erickson Avenue	2,250.0	2,250.0	2,000.0	2,500.0	9,000.0
DE		Statewide Rail Preservation	0.0	0.0	0.0	0.0	0.0
DE		Technology	2,650.1	427.5	5,716.1	500.0	9,293.8
DE		Traffic Calming	0.0	0.0	0.0	0.0	0.0
DE		Transit Facilities, Statewide	1,147.5	1,090.0	200.0	200.0	2,637.5
DE		Transit Vehicles Replace & Refurbish, Statewide	9,911.0	1,000.0	465.0	0.0	11,376.0
DE		Transportation Alternatives Program	449.3	3,025.5	1,015.0	0.0	4,489.8
DE		Transportation Facilities, Statewide	4,162.8	3,200.0	4,000.0	3,000.0	14,362.8
DE		Transportation Management (inc. rideshare and signals)	2,143.1	0.0	0.0	1,250.0	3,393.1
		NEW CASTLE COUNTY					
NCC		Boyds Corner Rd: Cedar Lane to US 13 (S. NCC Imp)	-250.0	0.0	250.0	-1,925.0	-1,925.0

FY 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM

Amended September 14, 2017

Location	AQ Model In- service Year	PROJECT TITLE (All \$ x 1,000)	Difference vs. FY 2018-21 TIP, March 2017				
			FY 2018 TOTAL	FY 2019 TOTAL	FY 2020 TOTAL	FY 2021 TOTAL	Difference FY18-21
		Merged into statewide bridge preservation					
		Increased funds vs. March FY 2018-21 TIP					
		Previously shown as NCC safety					
		Decreased funds vs. March FY 2018-21 TIP					
		Merged into NCC safety					
		No funds in draft TIP					
NCC		BR 032 on Foulk Road over S. Branch Naamans Creek	0.0	0.0	0.0	0.0	0.0
NCC		BR 111 & BR 599 on N253 Benge Road over Red Clay Creek and Mill Race	-900.0	0.0	0.0	0.0	-900.0
NCC		BR 148A&B on N330 Greenbank Road over Red Clay Creek	-22.0	-900.0	0.0	0.0	-922.0
NCC		BR 159 on James Street over Christina River	-700.0	-4,000.0	0.0	0.0	-4,700.0
NCC		BR 191 on Milltown Rd over Mill Creek	0.0	0.0	0.0	0.0	0.0
NCC		BR 227 on Paper Mill Rd over Middle Run Tributary	-210.0	-800.0	0.0	0.0	-1,010.0
NCC		BR 238 on Elizabeth Ct over White Clay Creek Tributary	-426.0	0.0	0.0	0.0	-426.0
NCC		BR 239 on Red Mill Road over Tributary to White Clay Creek	-600.0	0.0	0.0	0.0	-600.0
NCC		BR 251 on N355 Harmony Road over White Clay Creek	-20.0	-1,800.0	0.0	0.0	-1,820.0
NCC		BR 254 Old Newark Rd over Cool Run	-171.3	0.0	0.0	0.0	-171.3
NCC		BR 291, Songsmith Dr over Tributary to Smalley's Pond	0.0	0.0	0.0	0.0	0.0
NCC		BR 294 on N346 Walther Road over Tributary to Christina River	-10.0	-750.0	0.0	0.0	-760.0
NCC		BR 1-295 on Providence Drive Over Tributary To Christina River	-27.5	-451.5	0.0	0.0	-479.0
NCC		BR 302 over Toms Creek and BR 304 over Gambles Gut on SR 9	-20.0	-1,200.0	0.0	0.0	-1,220.0
NCC		BR 308 on N378 Clarks Corner Road over Dragon Run	-700.0	0.0	0.0	0.0	-700.0
NCC		BR 393 on SR 299 over Appoquinimink River	0.0	0.0	0.0	0.0	0.0
NCC		BR 438, Blackbird Station over Blackbird Creek	-1,000.0	0.0	0.0	0.0	-1,000.0
NCC		BR 488S on US 13 SB over Blackbird Creek, South of Odessa	-30.0	-4,000.0	0.0	0.0	-4,030.0
NCC		BR 501, 501A, 501B on SR 141 Viaduct over SR 4	0.0	0.0	0.0	0.0	0.0
NCC		BR 501 on Newport Viaduct over Christina River Piers Foundation Repairs	-1,364.5	-4,000.0	0.0	0.0	-5,364.5
NCC		BR 543 on Carr Road over Shellpot Creek	0.0	0.0	0.0	0.0	0.0
NCC		BR 567 on Hay Rd over Shellpot Creek	-1,827.5	0.0	0.0	0.0	-1,827.5
NCC		BR 577 on Northeast Blvd over Brandywine River	-4,000.0	0.0	0.0	0.0	-4,000.0
NCC		BR 634 on SR100 DuPont Road over Delaware Valley RR	-5,400.0	0.0	0.0	0.0	-5,400.0
NCC		BR 651 on Newport Road over CSX Railroad	0.0	0.0	0.0	0.0	0.0
NCC		BR 680 on SR 141 over US 13	-13,200.0	0.0	0.0	0.0	-13,200.0
NCC		BR 684 on N028 South Heald Street over Norfolk Southern Railroad	-150.0	-150.0	-150.0	-180.0	-630.0
NCC		BR 686 on N029 South Walnut Street over Norfolk Southern Railroad	-175.0	-175.0	-175.0	-175.0	-700.0
NCC		BR 714 on N347 Chapman Road over I-95	-528.7	-50.0	-7,500.0	-7,500.0	-15,578.7
NCC		BR 717 on I-95 NB over SR1	0.0	0.0	0.0	0.0	0.0
NCC		BR 759 on I-95 over Brandywine River	-600.0	-600.0	0.0	0.0	-1,200.0
NCC		BR 813 on I-495 over Christina River, Emergency Repairs	0.0	0.0	0.0	0.0	0.0
NCC		BR 814 on 12th Street over NS RR	-2,510.0	0.0	0.0	0.0	-2,510.0
NCC		Bridge Structure Rehabilitation / Painting	-644.4	-1,902.2	0.0	0.0	-2,546.6
NCC		Cedar Lane: Marl Pit to Boyds Corner Rd & Marl Pit Int. (S. NCC Imp)	88.6	0.0	0.0	0.0	88.6
NCC		Christiana Mall Park and Ride/NCC Transit Center	50.0	0.0	0.0	0.0	50.0
NCC		City of Wilmington Bus Stop Beautification	336.9	0.0	0.0	0.0	336.9

FY 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM

Amended September 14, 2017

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		Merged into statewide bridge preservation					
		Increased funds vs. March FY 2018-21 TIP					
		Previously shown as NCC safety					
		Decreased funds vs. March FY 2018-21 TIP					
		Merged into NCC safety					
		No funds in draft TIP					
NCC	2020	Christina River Bridge and Approaches	-4,084.8	15,600.0	3,000.0	0.0	14,515.2
NCC		Claymont Sidewalks: Manor and Myrtle Aves	-221.1	0.0	0.0	0.0	-221.1
NCC		Claymont Station/Claymont Regional Transportation Center	-5,332.0	-14,500.0	8,500.0	16,000.0	4,668.0
NCC		Cantilever and Overhead Sign Structures	0.0	0.0	0.0	0.0	0.0
NCC		Denny Road and Lexington Parkway Intersection Improvements	0.0	0.0	0.0	0.0	0.0
NCC	2030	Elkton Road: Maryland State Line to Casho Mill Rd	516.3	100.0	0.0	0.0	616.3
NCC		Fairplay Station (Churchmans Xing) Elevator	14.0	0.0	0.0	0.0	14.0
NCC		Fairplay Station Churchman's Crossing Parking Expansion	0.0	0.0	0.0	0.0	0.0
NCC		Garasches Lane	-475.9	-2,450.0	4,000.0	1,000.0	2,074.1
NCC		Glenville Wetland Bank & Subdivision Improvements	0.0	0.0	0.0	0.0	0.0
NCC		Grubb Rd: Foulk Rd to SR 92, Pedestrian Imp.	0.0	0.0	0.0	0.0	0.0
NCC		Highway Safety Improvement Program, NCC	-7,247.9	4,098.6	-1,186.9	-11,300.0	-15,636.2
NCC		HSIP NCC, N54, Howell School Road, SR 896 to SR 71	4,484.9	0.0	0.0	0.0	4,484.9
NCC		HSIP NCC, SR 273, Appleby Road to Airport Road	2,707.3	6,787.0	0.0	0.0	9,494.2
NCC		I-295 Improvements, Westbound from I-295 to US 13	0.0	0.0	0.0	0.0	0.0
NCC		I-95 & SR 896 Interchange Improvements	-100.0	700.0	0.0	-500.0	100.0
NCC		I-95 & US 202 Interchange	0.0	0.0	0.0	0.0	0.0
NCC		I-495 Lane Extension at I-95, SB	0.0	0.0	0.0	0.0	0.0
NCC		Interstate Maintenance	2,004.5	-1,902.2	0.0	0.0	102.3
NCC		Jamison Corner Rd Relocated at Boyds Corner Rd	6,087.9	1,398.8	0.0	0.0	7,486.7
NCC		Little Baltimore Road Drainage Improvements Valley Road & Little Baltimore Road	110.0	0.0	0.0	0.0	110.0
NCC		Middletown Park and Ride	0.0	0.0	0.0	0.0	0.0
NCC		N412, Lorewood Grove Road: Rd 412A to SR 1	-470.0	-1,950.0	500.0	-4,500.0	-6,420.0
NCC		New Castle to Wilmington Industrial Track Greenway, Phase III	6,586.8	1,211.4	0.0	0.0	7,798.2
NCC		Newark Train Station/Regional Transportation Center	1,832.2	1,486.1	0.0	0.0	3,318.3
NCC		Old Capitol Trail, Newport Road to Stanton Road	0.0	0.0	0.0	0.0	0.0
NCC		Possum Park Road and Old Possum Park Road Intersection	46.6	-1,365.0	1,525.0	0.0	206.6
NCC		Rehabilitation of I-95 from I-495 to North of Brandywine River Bridge inc Adv Mitigation	1,995.0	461.0	0.0	0.0	2,456.0
NCC	2030	Road A/SR 7 (Road, Bridge and Mall Connector Study)	880.0	5,900.0	-5,900.0	0.0	880.0
NCC		SEPTA New Payment Technology (NPT)	96.6	0.0	0.0	0.0	96.6
NCC		SR 1/I-95 Interchange	0.0	0.0	0.0	0.0	0.0
NCC	2030	SR 1 Widening: Roth Bridge to SR 273	200.0	300.0	0.0	0.0	500.0
NCC		SR 1 Median Barrier Replacement	1,167.1	0.0	0.0	0.0	1,167.1
NCC		SR 1/SR 72 Diverging Diamond Interchange	295.6	0.0	0.0	0.0	295.6
NCC		SR 1 Northbound Auxiliary Lane, US 40 to SR 273	0.0	0.0	0.0	0.0	0.0
NCC	2030	SR 141/I-95 Interchange - Ramps	6,436.4	0.0	0.0	0.0	6,436.4

FY 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM

Amended September 14, 2017

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		Increased funds vs. March FY 2018-21 TIP					
		Previously shown as NCC safety					
		Decreased funds vs. March FY 2018-21 TIP					
		Merged into NCC safety					
		No funds in draft TIP					
NCC		SR141: I-95 Interchange to Jay Drive	-7,814.5	0.0	8,900.0	0.0	1,085.5
NCC		SR 2 / Red Mill Road Intersection	721.9	1,900.0	1,750.0	6,000.0	10,371.9
NCC		SR 273 / Chapman Road Intersection Improvements	250.0	1,090.0	500.0	500.0	2,340.0
NCC	2030	SR 299, SR 1 to Catherine Street	647.5	200.0	0.0	-200.0	647.5
NCC	2030	SR 4, Christina Parkway: SR 2 to SR 896	331.8	-150.0	0.0	150.0	331.8
NCC		SR4, Harmony Road Intersection Improvements	0.0	0.0	0.0	0.0	0.0
NCC		SR4, Ogleton Stanton Rd/SR 7, Christina Stanton Rd Phase I, Stanton Split	0.0	0.0	0.0	0.0	0.0
NCC		SR 7: Newtown Road to SR 273	121.2	0.0	0.0	0.0	121.2
NCC	2030	SR 72: McCoy Road to SR 71	778.0	0.0	400.0	0.0	1,178.0
NCC		SR 9, River Road Flood Remediation	0.0	0.0	0.0	0.0	0.0
NCC	2030	SR 896 and Bethel Church Rd Interchange	0.0	0.0	0.0	0.0	0.0
NCC		Third Track Rail Expansion (NE Corridor Imp., Shipley St BR)	6,867.2	0.0	0.0	0.0	6,867.2
NCC		Transit Facilities, New Castle County	1,489.6	150.0	450.0	0.0	2,089.6
NCC		Transit (Fixed Route) Vehicle Expansion, NCC	0.0	9,972.0	0.0	0.0	9,972.0
NCC		Transit (Fixed Route) Vehicle Replacement and Refurbishment, NCC	1,695.4	-4,053.6	0.0	0.0	-2,358.2
NCC		Transit (Paratransit) Vehicle Replacement and Refurbishment, NCC	-2,781.0	0.0	0.0	0.0	-2,781.0
NCC		Transit Preventive Maintenance, NCC	0.0	0.0	0.0	0.0	0.0
NCC		Tweeds Mill Parking Structure Repairs	0.0	0.0	0.0	0.0	0.0
NCC		US 13, Duck Creek to SR 1	-400.0	-600.0	-500.0	-700.0	-2,200.0
NCC		US 13: US 40 to Memorial Drive Pedestrian Improvements	300.0	0.0	517.9	0.0	817.9
NCC	2020	US 301: Maryland Line to SR 1 and GARVEE Debt Service	-4,733.2	-10,229.0	-28.0	0.0	-14,990.2
NCC		US 40 and SR 7 Intersection Improvements	-515.0	-2,000.0	0.0	0.0	-2,515.0
NCC	2030	US 40 and SR 896 Grade Separated Intersection	250.0	-150.0	500.0	-1,000.0	-400.0
NCC		US 40 / SR 72 Intersection	-4,537.3	4,050.0	3,000.0	0.0	2,512.7
NCC	2030	US 40: Salem Church Road to Walther Road	0.0	-250.0	0.0	-3,000.0	-3,250.0
NCC		Wilmington Initiatives: 4th St., Walnut St. to I-95	0.0	0.0	0.0	0.0	0.0
NCC		Wilmington Initiatives: Walnut Street: Front Street to 3rd 4th Street	206.5	500.0	0.0	0.0	706.5
NCC		Wilmington Initiatives: Walnut St., MLK to 13th-St	0.0	0.0	0.0	0.0	0.0
NCC		Wilmington Initiatives, King and Orange Streets: MLK Blvd to 13th St	-400.0	-3,262.0	3,800.0	0.0	138.0
NCC		Wilmington Riverfront Program (Justison Landing, Development, Rail Relocation, Parking)	-750.0	-750.0	0.0	0.0	-1,500.0
NCC		Wilmington Signal Improvements, Phase II	500.0	0.0	0.0	0.0	500.0
NCC		Wilmington Transit Center/ Christiana Crescent Elevators/Riverfront Deck Repairs	7,735.2	9,050.0	-555.0	0.0	16,230.2
NCC		Wilmington UST Replacement - State of Good Repair	502.2	0.0	0.0	0.0	502.2
CECIL COUNTY							
CC		Areawide Bridge Replacement and Rehabilitation	0.0	0.0	0.0	0.0	0.0

FY 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM

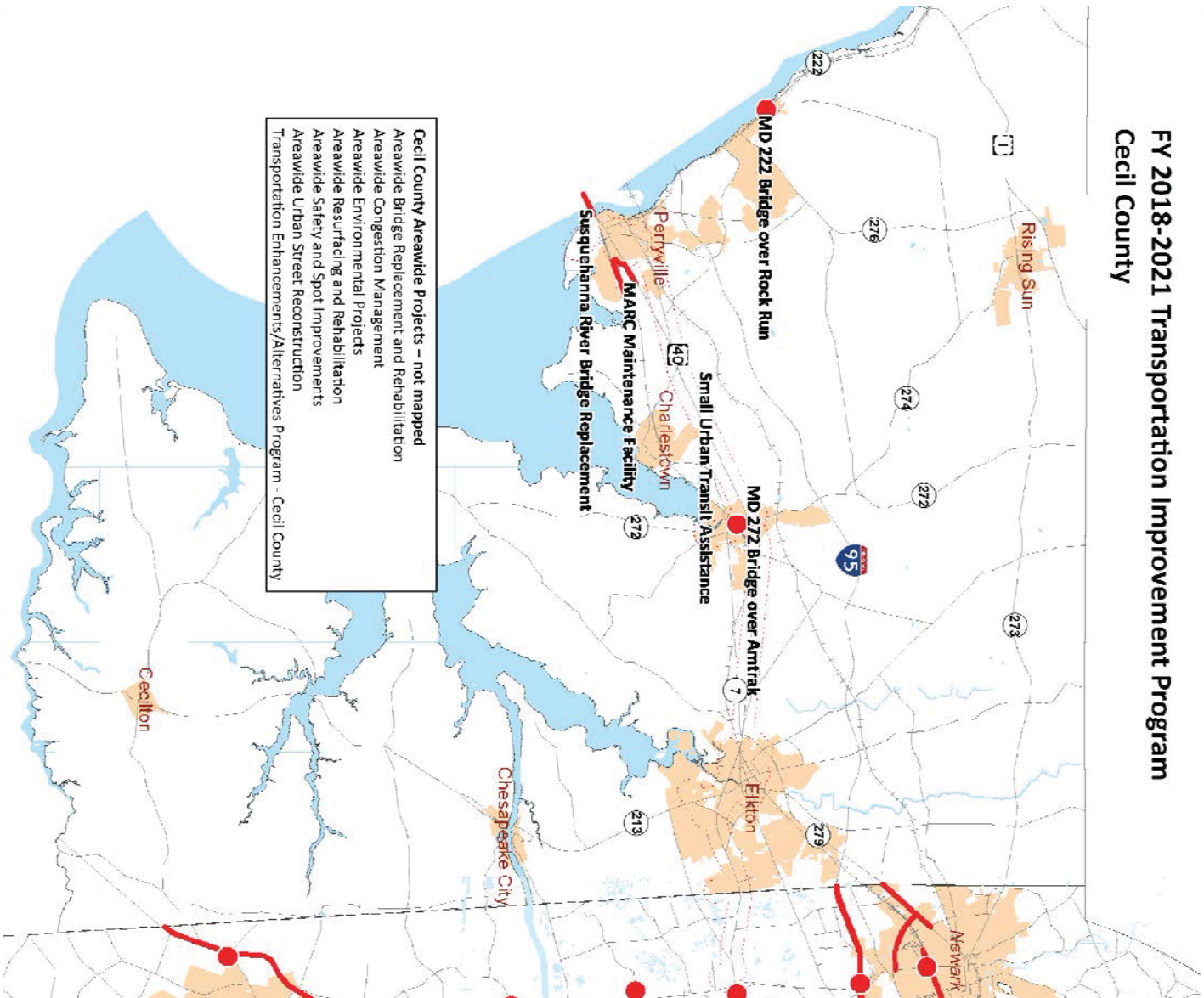
Amended September 14, 2017

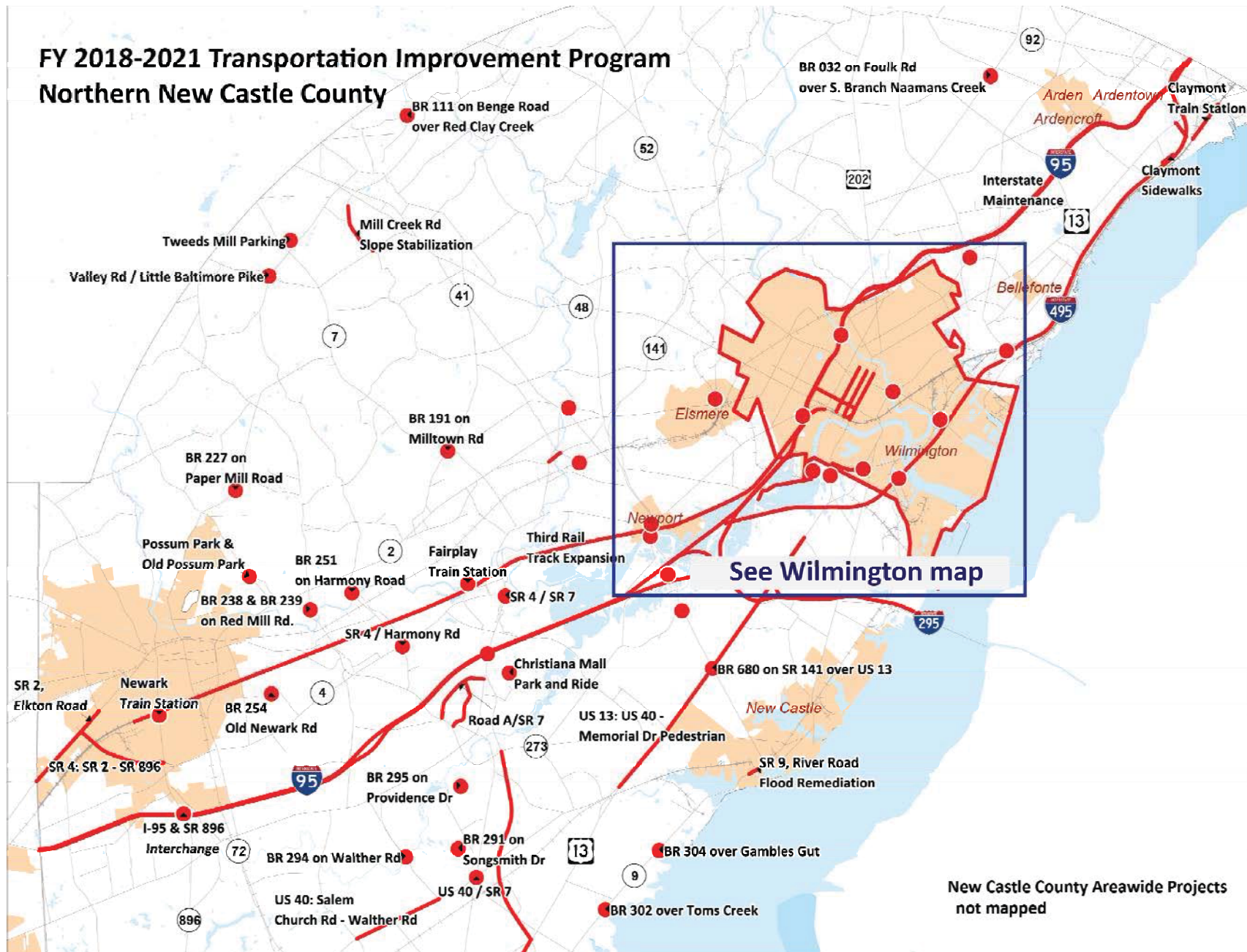
Location	AQ Model In- service Year	PROJECT TITLE (All \$ x 1,000)	Difference vs. FY 2018-21 TIP, March 2017				
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		Decreased funds vs. March FY 2018-21 TIP					
		Merged into NCC safety					
		No funds in draft TIP					
CC		Areawide Congestion Management	0.0	0.0	0.0	0.0	0.0
CC		Areawide Environmental Projects	0.0	0.0	0.0	0.0	0.0
CC		Areawide Resurfacing and Rehabilitation	0.0	0.0	0.0	0.0	0.0
CC		Areawide Safety and Spot Improvements	0.0	0.0	0.0	0.0	0.0
CC		Areawide Urban Street Reconstruction	0.0	0.0	0.0	0.0	0.0
CC		MARC Maintenance Facility	0.0	0.0	0.0	0.0	0.0
CC		MD 222 Bridge over Rock Run	0.0	0.0	0.0	0.0	0.0
CC		MD 272 Bridge over Amtrak	0.0	0.0	0.0	0.0	0.0
CC		Painting of Cecil County Bridges	80.0	700.0	0.0	0.0	780.0
CC		Small Urban Transit - Capital Assistance (Section 5310)	0.0	0.0	0.0	0.0	0.0
CC		Small Urban Transit - Operating Assistance	0.0	0.0	0.0	0.0	0.0
CC		Susquehanna River Rail Bridge	0.0	0.0	0.0	0.0	0.0
CC		Transportation Enhancements/Alternatives Program - Cecil County	0.0	0.0	0.0	0.0	0.0
		Delaware Statewide Subtotal	93,679.2	56,934.4	42,725.5	37,716.7	231,055.7
		New Castle County Subtotal	-17,016.8	564.4	21,597.9	-7,330.0	-2,184.5
		Cecil County Subtotal	80.0	700.0	0.0	0.0	780.0
		TOTAL	76,742.4	58,198.8	64,323.4	30,386.7	229,651.2

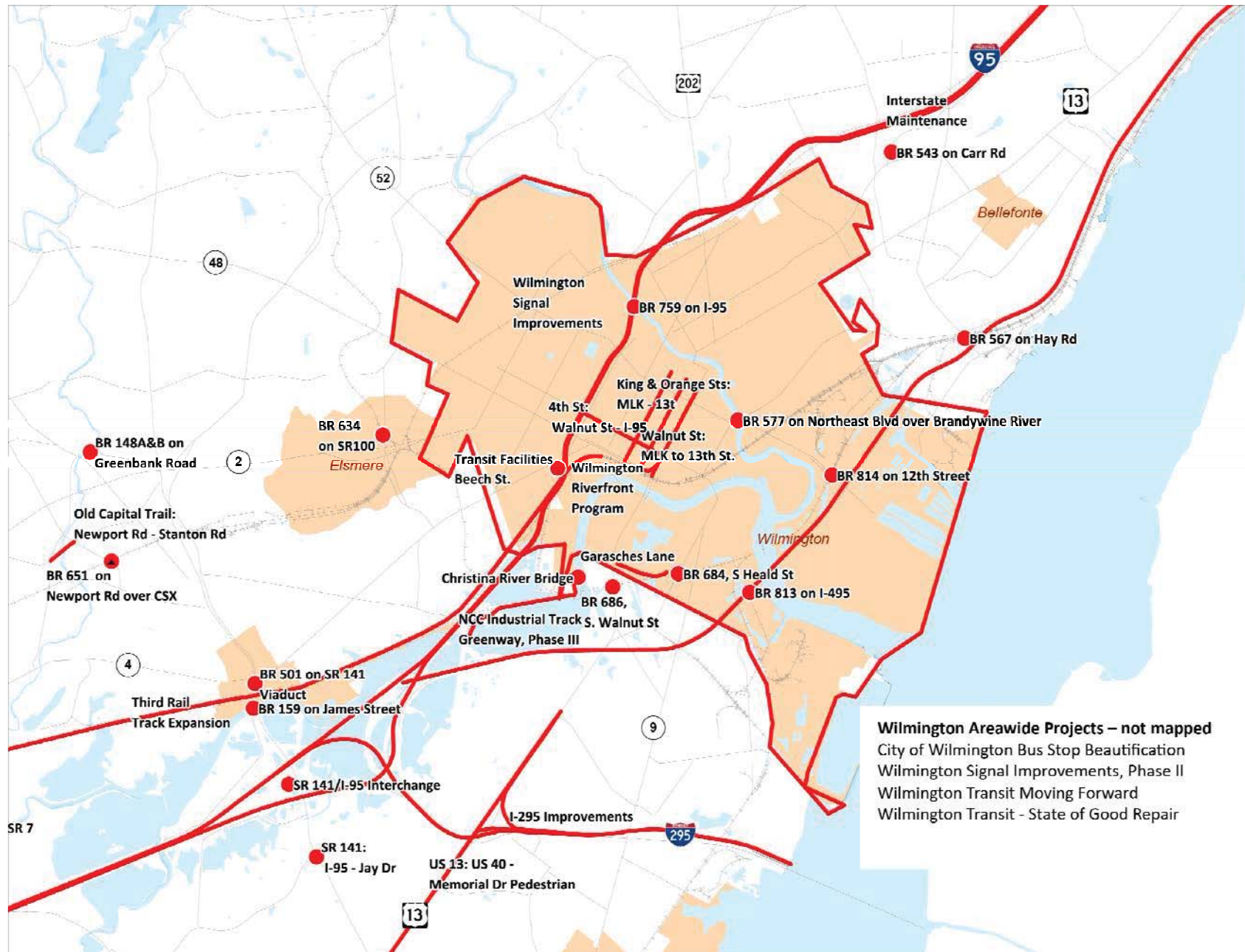
Removed from Project List

Glenville Wetland Bank & Subdivision Improvements
SR 1/I-95 Interchange
SR 1 Northbound Auxiliary Lane, US 40 to SR 273
US 13, Philadelphia Pike: Claymont Plan Implementation
Cecil County Bridge CE-0042, Mechanics Valley Rd over CSX Railroad
Chesapeake & Delaware (C&D) Canal Trail - Maryland
Small Urban Transit - Capital Assistance (Section 5307)
Small Urban Transit - Capital Assistance

Project Maps









Sample TIP Project Page

Investment Area categories are:

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

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

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

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

Funding Program
DOT funding category

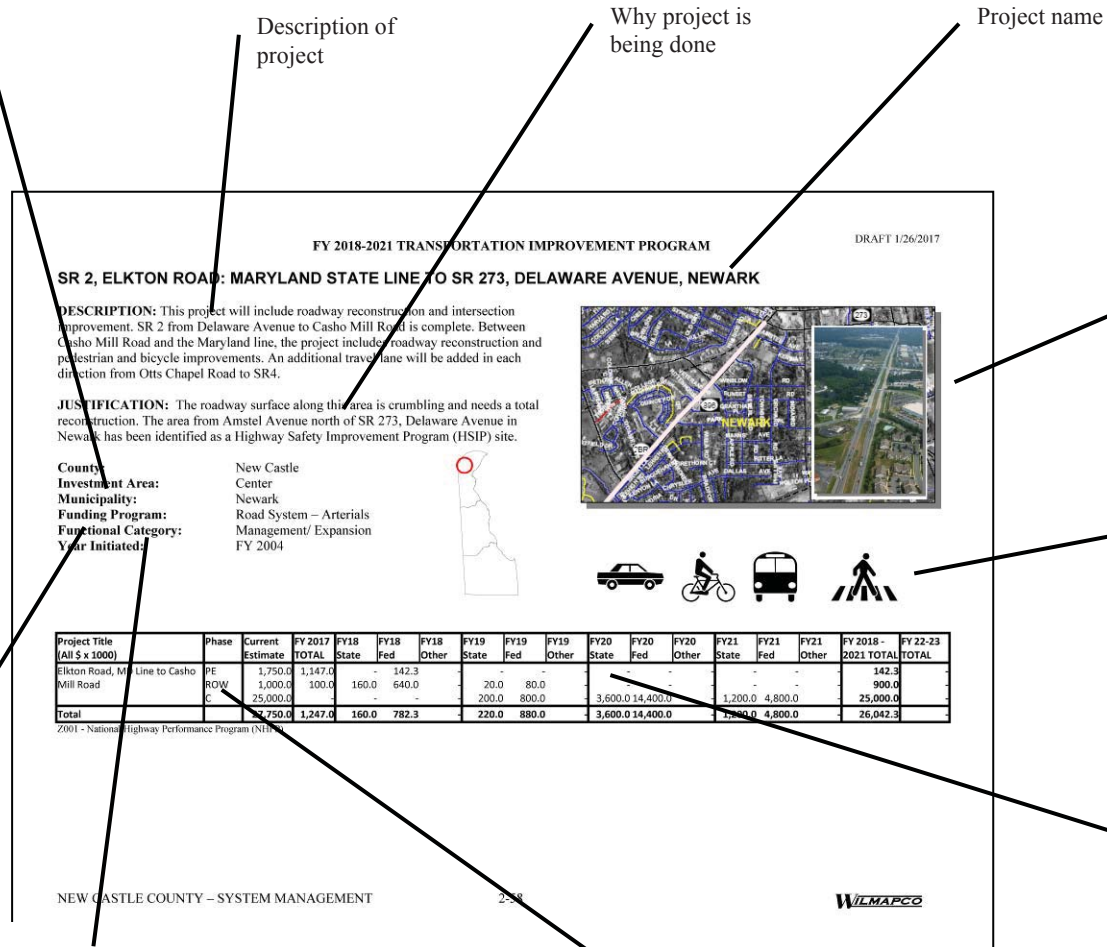
Functional categories are:

Program Development – Identify a need and decide on a solution

Preservation – Maintain an existing facility or service

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

Expansion – New or expanded services and infrastructure



DELAWARE STATEWIDE

Delaware Statewide Projects are projects applicable to the entire State of Delaware, such as the Bridge Preservation Program, for which New Castle County specific funding is not defined.

BRIDGE PRESERVATION PROGRAM & BRIDGE PAINTING

DESCRIPTION: The Bridge Preservation Program provides for the preservation of over 1,300 bridge structures statewide. Bridges identified for bridge painting; bridge scour; bridge deck preservation; and underwater bridge repairs are addressed through this program. Structure deficiencies are minimized through rehabilitation projects that enhance the longevity of these bridges. As individual bridge projects are identified, they are then listed as separate projects in the capital program.

- BR 1-032 on N203 Foulk Road over South Branch Naamans Creek-- This project involves the replacement of the existing pre-stressed concrete beams with new pre-stressed 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.
- BR 1-065 on Parkside Boulevard over Perkins Run
- BR 1-097 on N243 Old Kennett Pike Road over Waterway
- Old Kennett Road Retaining Walls
- BR 1-111 & BR 1-599 on N253 Benge Road over Red Clay Creek and Mill Race—Work on Br 1-111 includes replacing the existing concrete deck with a new concrete deck and barriers, minor repairs of the substructure, and minor approach roadway work. Rehabilitation work on Br 1-599 includes pouring a concrete slab through the bottom of the existing structure and placing rip-rap at the inlet and outlet. Minor roadway work will be performed on the approach roadways.
- BR 1-148A&B on N330 Greenbank Road over Red Clay Creek-- The work 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 for Bridge 1-148A. Additional work includes lining Bridge 1-148B with a pipe liner. The work will be performed under a full road closure with detour for vehicles. Pedestrian access will be maintained during construction.
- BR 1-159 on James Street over Christina River--This project involves the replacement of the existing superstructure with new steel beams and a concrete deck. Substructure repairs will also be made to extend the life of the bridge.
- BR 1-180 on Grant Avenue over Mill Creek--Project will consist of the replacement of the existing 3 deteriorating corrugated metal pipe arches with a concrete rigid frame or a concrete beam bridge. Other construction will include rip rap placement, roadway replacement at the location of the bridge and mill and overlay of the approaches. There is a possibility of the need for utility relocation at this site.
- BR 1-191 on N318 Milltown Road over Mill Creek--Perform rehab work on Bridge 1-191 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; Replace bearings; minor riprap placement. Construct sidewalk and reconstruct roadway at the bridge approaches.
- BR 1-227 on N013 Paper Mill Road over Middle Run Tributary--This project involves the rehabilitation of a large corrugated metal pipe arch with a centrifugally cast concrete pipe arch. A separate box culvert will be constructed to connect the adjacent bike trail in the parks on each side of the road. The approach roadways, guardrail, and drainage will be reconstructed as needed and riprap will be placed in the stream for scour protection. The work will be performed in a manner which minimizes impacts to traffic as much as possible.
- BR 1-238 on Elizabeth Court over Tributary to White Clay Creek--This project involves lining the existing corrugated metal pipe arches with a centrifugally cast concrete liner. Additional work includes the placement of riprap in the stream to prevent scour. Vehicular and pedestrian traffic will be maintained during construction.

BRIDGE PRESERVATION PROGRAM & BRIDGE PAINTING (CONTINUED)

- BR 1-239 on N352 Red Mill Road over Tributary to White Clay Creek--This project involves lining the existing corrugated metal pipe arches with a centrifugally cast concrete liner. Additional work includes the placement of riprap in the stream to prevent scour. Vehicular and pedestrian traffic will be maintained during construction.
- BR 1-251 on N355 Harmony Road over White Clay Creek--The work includes replacing the existing concrete deck with a new concrete deck and barriers, minor repairs of the substructure, and minor approach roadway work. The work will be performed under a full road closure with detour for vehicles.
- BR 1-254 on N350 Old Newark Road over Cool Run--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, placement of riprap in the stream to prevent scour, and drainage improvements. The work will be performed under a full road closure with detour. A temporary pedestrian bypass will be provided during construction.
- BR 1-291 on Songsmith Dr. over Tributary to Smalley's Pond--This project involves the replacement of three existing corrugated metal pipe arches with two precast concrete pipes. Additional work includes minor reconstruction of the approach roadway and sidewalk, and placement of riprap in the stream to prevent scour. The work will be performed under a full road closure with detour.
- BR 1-294 on N346 Walther Road over Tributary to Christina River--This work involves the replacement of the two (2) existing corrugated metal pipes with a precast concrete box culvert. Additional work includes the placement of riprap in the stream for scour protection, installation of guardrail as needed, and reconstruction of the approach roadway as necessary. Work will be performed under a full road closure with detour for vehicular traffic while pedestrian traffic will be maintained.
- BR 1-295 on Providence Drive over Tributary to Christina River--This project involves the replacement of two large corrugated metal pipe arches with reinforced concrete pipes. The approach roadways 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.
- BR 1-308 on N378 Clark's Corner Road over Dragon Run--This project involves replacing the existing concrete box beam superstructure with 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.
- BR 1-362 on SR 72 Library Avenue over Tributary to White Clay Creek
- BR 1-393 on SR299 Main Street over Appoquinimink River-- This project involves the placement of scour countermeasures in the river to protect the bridge foundations from scour.
- Structure Maintenance, BR 1-400 on Shallcross Lake Road
- BR 1-406 on N430 Brick Mill Road over Dove Nest Branch
- BR 1-421 on Maryland Line Road Over Tributary to Sassafras River--Work includes the replacement of the existing corrugated metal pipe with a reinforced concrete pipe. Additional work includes the placement of riprap in the stream for scour protection, and the reconstruction of the approaches as necessary. Work will be performed under full road closure with detour.
- BR 1-438 on N463 Blackbird Station Road over Blackbird Creek-- This project involves the replacement of the existing two corrugated metal pipe arches with either a single-span structure consisting of precast pre-stressed concrete voided slab beams on a stub abutment. Additional work includes the placement of riprap for scour protection, the reconstruction of the approach roadway as needed, and the installation of guardrail.
- BR 1-484 on Harvey Straughn Road over Tributary to Cypress Branch--Replacement of metal pipe arches with precast concrete pipes.
- BR 1-488N&S on N001 US13 over Blackbird Creek--This project involves the replacement of the existing Bridge 1 -488S, which is a concrete arch, with pre-stressed, precast concrete box beams and composite concrete deck on stub abutments. Additional work includes raising the roadway profile of US13 southbound by reconstructing the roadway approaches, installing guardrail, and placing riprap in the stream for scour protection for both Bridges 1-488N&S.

BRIDGE PRESERVATION PROGRAM & BRIDGE PAINTING (CONTINUED)

- BR 1-501, 1-501A & 1-501B SR 141 Viaduct over SR4—Bridge 1-501, located in Newport Delaware, carries SR 141 (Newport Viaduct) over SR 4, Amtrak Northeast Corridor, Christina River, various local roads and facilities such as parking lots, skating park etc. Bridges 1-501A and 1-501B are access ramps to the bridge in and out of Newport. Bridge 1-501 and its ramps consist of 19 spans and is approximately 2000 feet long. These bridges are comprised of steel tub girders and reinforced concrete deck supported by reinforced concrete abutments and piers. This project involves fatigue retrofitting of the steel tub girder webs near interior cross frame stiffeners and rehabilitation of the cracked and deteriorated reinforced concrete abutments, piers, deck, approach slabs, parapets, bearings, drainage inlets, etc. The proposed rehabilitation will be under staged construction to ensure access throughout the project.
- BR 1-501 on SR141 Newport Viaduct over Christina River, Foundation Repairs-- This project involves the rehabilitation of BR 1-501 substructure at Piers 2 and 3 which are located in the Christiana River. This work includes performing repairs and strengthening the existing pier caps and installing additional foundation support elements. In addition, the entire line of expansion bearing on piers 6, 14, and 15 will be replaced.
- BR 1-543 on N213 Carr Road over Shellpot Creek--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. Additional stone facade barriers atop new moment slabs will be constructed. Portions of the existing abutments, wingwalls, and columns will be reconstructed utilizing the same stone facade. The existing abutments below the limits of reconstruction will be pointed and parged. Additional work includes, but is not limited to, minor reconstruction of the approach roadway and replacement of guardrail. The work will be performed under a full road closure with detour.
- BR 1-567A on N501 Hay Road over Shellpot Creek, City of Wilmington--This project involves the replacement of the existing single-lane structurally deficient and functionally obsolete multi-span concrete girder bridge on timber piles. The proposed bridge will provide for two-way traffic and will be a two-span concrete girder bridge on piles. Additional work will include the removal of the adjacent abandoned steel truss bridge, placement of riprap for scour protection, reconstruction of the approach roadway, and installation of guardrail.
- BR 1-577 on N050 Northeast Boulevard over Brandywine River--This project involves jacking the superstructure to repair or replace floor beams and bearings, replacing the joints, repairing spalls where needed, replacing concrete tee beams on the approach spans, spot painting beams, sealing abutments and piers, and repairing various concrete elements throughout the superstructure and substructure. Additional work includes the addition of a second turn lane from 12th Street to Northeast Boulevard as an advance traffic mitigation project for the I-95 Rehabilitation Project. Traffic will be partially maintained during construction.
- BR 1-601 and BR 1-604 on SR 141 over SR2 Kirkwood Highway and On-Ramp
- BR 1-634 on SR100 DuPont Road over East Penn Railroad--This project involves the 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, and the construction of in-fill walls in the piers to provide needed structural capacity. Additional work includes minor approach roadway reconstruction and the construction of sidewalk to provide better pedestrian access in accordance with the Department's Complete Streets policy.
- BR 1-651 on Newport Road over CSX Railroad--This project involves raising the existing bridge 6" to provide required vertical clearance over the CSX railroad. The project involves strengthening end diaphragms for jacking, jacking the bridge, reconstructing beam pedestals and bearings, reconstructing the backwalls, reinstalling joint seals, and reconstructing the approaches to meet the raised bridge elevation.
- BR 1-680 on SR 141 Basin Road over US 13--This project involves the replacement of the existing concrete deck with a pre-cast concrete deck. The sidewalk on the SB side will be removed to allow the sidewalk on the NB side to be widened. Existing vertical clearance will be increased a few inches by jacking the bridge up. The project will be done under a full road closure with detours for vehicles and pedestrians. The project will be constructed in the summer due to the close proximity of William Penn High School and George Reed Middle School.

BRIDGE PRESERVATION PROGRAM & BRIDGE PAINTING (CONTINUED)

- BR 1-684 on N028 South Heald Street over Norfolk Southern Railroad--Replace the existing bridge with a new steel girder bridge with concrete deck and stub abutments with MSE Walls. Additional work includes reconstructing the approach roadway. Work will be performed with a full road closure under a detour.
- BR 1-686 on N029 South Walnut Street over Norfolk Southern Railroad--BR 1-686 was constructed in 1938 and carries South Walnut Street (US 13BR) over the NSRR. 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.
- BR 1-714 on N347 Chapman Road over I-95--This project involves the replacement of Bridge 1-714 with a new structure or structures adjacent to the existing bridge. The existing bridge will be removed once traffic has been shifted onto the new structure(s).
- BR 1-717 on I-95 NB over SR1--This project involves the rehabilitation of Bridge 1-717. The scope of work includes replacement of the existing concrete deck and barriers with new precast concrete deck and precast barriers.
- BR 1-759 on I-95 over Brandywine River--This bridge is included in the Wilmington Viaduct project. Bridge construction will be part of I-95, from I-495 to north of Brandywine.
- BR 1-813 on I-495 over Christina River, Emergency Repairs, Phase 2--This project involves the permanent repairs to Bridge 1-813 on I-495 over Christina River 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.
- BR 1-814 on N009 12th Street over Norfolk Southern Railroad--This project involves performing rehab work on Bridge 1-814 to improve the existing condition. Rehab work includes jacking the superstructure to replace the existing bearings and pedestals, replacing the joints, repairing spalls where needed, painting beams, and sealing 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.
- Bridge Replacements on SR9, BR 1-302 over Tom Creek and BR 1-304 over Gambles Gut-- This work involves the replacement of the two (2) existing corrugated metal pipes with precast concrete box culverts at two locations on SR9. Additional work includes the placement of riprap in the stream for scour protection, installation of guardrail as needed, and reconstruction of the approach roadway as necessary. Work will be performed under a full road closure with detour for vehicular traffic while pedestrian traffic will be maintained.
- Cantilever and Overhead Sign Structures-- This project involves the removal and replacement of cantilever and overhead sign structures
- Interstate Bridge Maintenance, South (Advertisement & Construction)-- Periodic maintenance of bridges to increase the useful life of the infrastructure.
- Tweeds Mill Parking Structure Repairs—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. 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. The Department 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.

BRIDGE PRESERVATION PROGRAM & BRIDGE PAINTING (CONTINUED)

JUSTIFICATION: The bridge priority rating system is based on deficiency ratings, which are updated annually to target specific bridges for repair/rehabilitation/construction.

County: Statewide
Municipality:
Funding Program: Road System - Bridges
Functional Category: Preservation
Year Initiated: FY 1993 (various name changes)

Project Title (\$s x 1,000)	Phase	Current Estimate	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	2018-2021 TOTAL	FY 22-23 TOTAL
Bridge Painting Program	C	18,000.0	600.0	2,400.0	-	600.0	2,400.0	-	600.0	2,400.0	-	600.0	2,400.0	-	12,000.0	6,000.0
BRIDGES	PD	365.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	31,428.3	2,984.9	3,046.4	-	1,289.7	1,910.9	-	568.0	632.0	-	52.0	208.0	-	10,691.8	160.0
	ROW	1,905.1	274.4	172.8	-	245.7	124.8	-	34.0	36.0	-	9.0	36.0	-	932.7	30.0
	CE	15,365.4	612.3	1,925.2	20.0	237.2	776.8	-	116.0	464.0	-	80.0	320.0	-	4,551.4	-
	C	197,903.2	8,242.4	33,275.7	353.2	11,264.1	30,465.2	-	10,594.4	23,897.4	-	2,263.2	7,052.8	-	127,408.4	11,050.0
	Traffic	742.7	4.8	19.2	-	-	-	-	-	-	-	-	-	-	24.0	-
	Utilities	992.4	82.9	216.5	3.4	10.0	40.0	-	16.0	64.0	-	16.0	64.0	-	512.8	-
	Maintenance	40.0	20.0	-	-	-	-	-	-	-	-	-	-	-	20.0	-
	Audit	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Environmental	58.0	2.0	8.0	-	1.0	4.0	-	1.0	4.0	-	3.0	12.0	-	35.0	-
	Program Funding	109,087.5	629.7	994.0	-	994.6	3,892.4	-	3,952.6	8,850.6	-	12,649.0	26,595.9	-	58,558.9	88,070.0
	Contingency	19,149.5	1,756.7	1,342.7	41.4	10.0	887.3	-	10.0	40.0	-	27.8	111.3	-	4,227.2	-
	Rail Road	930.0	49.0	196.1	-	-	-	-	-	-	-	-	-	-	245.1	-
Total		396,067.1	15,259.1	43,596.6	418.0	14,652.3	40,501.4	0.0	15,892.0	36,388.0	0.0	15,700.0	36,800.0	0.0	219,207.3	105,310.0

BRIDGE PRESERVATION PROGRAM & BRIDGE PAINTING (CONTINUED)

Project Title (\$s x 1000)	Phase	Current Estimate	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY 22-23
NEW CASTLE COUNTY															
BR 1-032 on N203 Foulk Road over South Branch Naamans Creek	PE	21.0													
	ROW	16.9													
	CE	166.3													
	C	1,303.6													
	Utilities	8.9													
	Contingency	174.7													
BR 1-065 on Parkside Boulevard over Perkins Run	PE	50.0	25.0			25.0									
	ROW	25.0				25.0									
	C	600.0							600.0						
BR 1-097 on N243 Old Kennett Pike Road over Waterway	PE	50.0	25.0			25.0									
	ROW	16.5				16.5									
	C	340.0							68.0	272.0					
Old Kennett Road Retaining Walls	PE	150.0	50.0			80.0			20.0						
	ROW	20.0							20.0						
	C	500.0										500.0			
BR 1-111 & BR 1-599 on N253 Benge Road over Red Clay Creek and Mill Race	PE	30.0	21.1												
	ROW	2.5	2.5												
	C	1,000.0	200.0	800.0											
BR 1-148A&B on N330 Greenbank Road over Red Clay Creek	PE	50.0	40.0												
	ROW	22.0	8.0												
	C	900.0				180.0	720.0								
	Rail Road	321.3													
BR 1-159 on James Street over Christina River	PE	2,240.0	12.0	48.0											
	ROW	236.5													
	CE	20.2													
	C	3,500.0				700.0	2,800.0								
	Traffic														
	Utilities														
	Contingency														
BR 1-180 on Grant Avenue over Mill Creek	PE	50.0	30.0			20.0									
	ROW	20.0				20.0									
	C	420.0							420.0						
BR 1-191 on N318 Milltown Road over Mill Creek	PE	17.5													
	ROW														
	CE	97.4													
	C	885.9													
	Traffic	42.9													
	Contingency	193.5													

BRIDGE PRESERVATION PROGRAM & BRIDGE PAINTING (CONTINUED)

Project Title (\$s x 1000)	Phase	Current Estimate	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY 22-23
BR 1-227 on N013 Paper Mill Road over Middle Run Tributary	PE	150.0	25.9	103.6											
	ROW	10.0				2.0	8.0								
	C	1,000.0				200.0	800.0								
BR 1-238 on Elizabeth Court over Tributary to White Clay Creek	ROW	30.0													
	CE	26.0	26.0												
	C	400.0	400.0												
BR 1-239 on N352 Red Mill Road over Tributary to White Clay Creek	PE	58.7													
	ROW	20.0													
	C	600.0	120.0	480.0											
BR 1-251 on N355 Harmony Road over White Clay Creek	PE	200.0	150.0												
	ROW														
	C	3,000.0				600.0	2,400.0								
BR 1-254 on N350 Old Newark Road over Cool Run	PE	50.0													
	ROW	25.0													
	CE	248.0	32.9	131.5											
	C	947.3	117.3	469.2											
	Contingency	78.9	15.8	63.1											
BR 1-291 on Songsmith Dr. over Tributary to Smalley's Pond	PE	16.6													
	ROW	49.0													
	CE	147.9													
	C	670.9													
	Utilities	6.5													
BR 1-294 on N346 Walther Road over Tributary to Christina River	Contingency	117.4													
	PE	50.0	28.0												
	ROW	10.0	10.0												
	C	750.0				150.0	600.0								
BR 1-295 on Providence Drive Over Tributary To Christina River	PE	40.0													
	ROW	27.5	27.5												
	C	451.5				451.5									
BR 1-308 on N378 Clark's Corner Road over Dragon Run	PE	30.0													
	ROW	10.0	7.2												
	C	830.0	166.0	664.0											
	Utilities	15.0	3.0	12.0											
BR 1-362 on SR 72 Library Avenue over Tributary to White Clay Creek	PE	20.0	20.0												
	ROW	10.0				10.0									
	C	300.0							60.0	240.0					

BRIDGE PRESERVATION PROGRAM & BRIDGE PAINTING (CONTINUED)

Project Title (\$s x 1000)	Phase	Current Estimate	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY 22-23
BR 1-393 on SR299 Main Street over Appoquinimink River	PE	275.6													
	ROW	28.0													
	CE	111.0													
	C	747.4													
	Contingency	37.4													
Structure Maintenance, BR 1-400 on Shallcross Lake Road	PE	100.0	80.0			20.0									
	ROW	15.0	10.0			5.0									
	C	400.0				400.0									
BR 1-406 on N430 Brick Mill Road over Dove Nest Branch	PE	72.0	72.0												
BR 1-421 on Maryland Line Road Over Tributary to Sassafras River	PE	90.0	40.0												
	ROW	20.0	20.0												
	C	300.0				300.0									
BR 1-438 on N463 Blackbird Station Road over Blackbird Creek	PE	47.3													
	ROW	35.0													
	CE	172.2	29.6	118.5											
	C	1,235.0	195.2	780.6											
	Traffic	1.0	0.2	0.8											
	Utilities	20.0	4.0	16.0											
	Contingency	127.5	25.5	102.0											
BR 1-484 on Harvey Straughn Road over Tributary to Cypress Branch	PE	115.0	80.0			35.0									
	ROW	16.5				16.5									
	C	400.0							400.0						
BR 1-488N&S on N001 US13 over Blackbird Creek	PE	181.8	13.0	52.0		9.0	36.0								
	ROW	30.0				6.0	24.0								
	C	4,000.0							800.0	3,200.0					
BR 1-501, 1-501A & 1-501B SR 141 Viaduct over SR4	PE	1,550.0													
	CE	4,206.8													
	C	14,775.8													
	Traffic	575.9													
	Utilities	5.6													
	Contingency	4,815.6													
BR 1-501 on SR141 Newport Viaduct over Christina River, Foundation Repairs	PE	844.5	68.9	275.6											
	ROW														
	C	5,000.0	200.0	800.0		800.0	3,200.0								
BR 1-543 on N213 Carr Road over Shellpot Creek	PE	37.0													
	ROW	5.0													
	CE	139.4													
	C	810.0	0.0	0.0											
	Utilities	86.8	17.4	69.5											
	Contingency	61.5	16.5	65.9											

BRIDGE PRESERVATION PROGRAM & BRIDGE PAINTING (CONTINUED)

Project Title (\$s x 1000)	Phase	Current Estimate	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY 22-23
BR 1-567A on N501 Hay Road over Shellpot Creek, City of Wilmington	PE	505.0													
	ROW	30.0													
	CE	303.5		80.0	20.0										
	C	1,992.9		1,412.8	353.2										
	Contingency	206.9		165.5	41.4										
BR 1-577 on N050 Northeast Boulevard over Brandywine River	PE	860.0		160.0											
	ROW	25.0	5.0	20.0											
	C	4,000.0				500.0	2,000.0		300.0	1,200.0					
BR 1-601 and BR 1-604 on SR 141 over SR2 Kirkwood Highway and On-Ramp	PE	500.0	40.0	160.0		60.0	240.0								
	C	2,000.0							400.0	1,600.0					
BR 1-634 on SR100 DuPont Road over East Penn Railroad	PE	785.0													
	ROW	50.0	10.0												
	C	5,000.0	1,000.0	4,000.0											
	Rail Road	220.0													
BR 1-651 on Newport Road over CSX Railroad	CE	57.5													
	C	499.7													
	Contingency	78.3													
	Rail Road	110.0													
BR 1-680 on SR 141 Basin Road over US 13	CE	696.1	120.1	480.3											
	C	15,555.6	3,101.1	12,404.4											
	Traffic	22.3	4.5	17.9											
	Utilities	35.0	6.3	25.3	3.4										
	Contingency	1,031.9	206.4	825.5											
BR 1-684 on N028 South Heald Street over Norfolk Southern Railroad	PE	1,500.0	90.0	360.0		90.0	360.0		74.0	316.0		26.0	104.0		80.0
	ROW	30.0										6.0	24.0		
	C	6,300.0													6,300.0
BR 1-686 on N029 South Walnut Street over Norfolk Southern Railroad	PD	190.0													
	PE	1,500.0	90.0	360.0		90.0	360.0		74.0	316.0		26.0	104.0		80.0
	ROW	30.0													30.0
	C	9,500.0													4,750.0
BR 1-714 on N347 Chapman Road over I-95	PE	1,700.0	185.8	743.2		60.0	240.0								
	ROW	50.0				10.0	40.0								
	C	15,000.0							1,500.0	6,000.0		1,500.0	6,000.0		
BR 1-717 on I-95 NB over SR1	PE	680.0													
	CE	765.0													
	C	4,740.8													
	Contingency	359.1		6.0											
BR 1-759 on I-95 over Brandywine River	PE	2,435.9		539.2			550.0								

BRIDGE PRESERVATION PROGRAM & BRIDGE PAINTING (CONTINUED)

Project Title (\$s x 1000)	Phase	Current Estimate	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY 22-23
BR 1-813 on I-495 over Christina River, Emergency Repairs, Phase 2	PD	5.0													
	PE	1,092.0													
	ROW	50.0	4.7	42.3											
	CE	835.3													
	C	7,500.0													
	Traffic	100.0													
	Audit	100.0													
	Contingency	3,884.2													
	Rail Road	33.6													
Structure Maintenance, BR 1-813 on I-495 over Christina River	PE	50.0	50.0												
	C	500.0				100.0	400.0								
BR 1-814 on N009 12th Street over Norfolk Southern Railroad	PE	10.0													
	C	2,500.0	500.0	2,000.0											
	Rail Road	245.1	49.0	196.1											
Bridge Replacements on SR9, BR 1-302 over Tom Creek and BR 1-304 over Gambles Gut	PE	55.0	55.0												
	ROW	20.0	10.0			10.0									
	C	1,200.0				240.0	960.0								
Cantilever and Overhead Sign Structures, Open End, FY16-18	PE	200.0													
	CE	1,242.7		500.0											
	C	7,060.6		3,475.0			1,054.9								
	Utilities	50.0		25.0											
	Contingency	847.3					847.3								
Interstate Bridge Maintenance, South (Advertisement & Construction)	PE	23.1													
	CE	1,341.9													
	C	5,735.6													
	Contingency	4,213.8													
Overhead Sign Structures, I-495	PE	510.0													
	C	2,000.0													
	CE	188.9	50.0												
	C	744.9													
	Contingency	305.2	150.0												
Tweeds Mill Parking Structure Repairs Total		1,619.0	200.0												
New Castle Total		189,812.4	8,163.2	33,050.8	418.0	5,256.5	17,640.2		4,736.0	13,144.0		2,058.0	6,232.0		11,240.0
STATEWIDE															
Design-Build Statewide Pipe Replacements (Statewide FLEX)	ROW	150.0	9.0	36.0		9.0	36.0		9.0	36.0		3.0	12.0		
	CE	765.0	25.0	100.0		46.4	185.6		41.4	165.6		28.6	114.4		
	C	3,643.6	160.5	641.8		258.4	1,033.6		156.2	624.8		123.9	495.8		
	Utilities	250.0	8.0	32.0		10.0	40.0		16.0	64.0		16.0	64.0		
	Contingency	239.1				10.0	40.0		10.0	40.0		27.8	111.3		
	Environmental	25.0				1.0	4.0		1.0	4.0		3.0	12.0		
Design-Build Statewide Pipe Replacements (Rural < 5K)	CE	1,376.0	61.6	246.4		83.6	334.4		74.6	298.4		51.4	205.6		
	C	8,311.1	376.2	1,504.6		628.6	2,514.5		518.2	2,072.6		139.3	557.0		

BRIDGE PRESERVATION PROGRAM & BRIDGE PAINTING (CONTINUED)

Project Title (\$s x 1000)	Phase	Current Estimate	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY 22-23
Bridge Design Training Program	PE	1,590.0	30.0												
Statewide Movable Bridge Preventative Maintenance	PE	325.0	200.0												
USGS StreamStats Update	PE	665.0	200.0			265.0			200.0						
H&H Analyses for Scour Critical Bridges	PE	665.0	200.0			200.0			200.0						
Bridge Preservation Program	Program Funding	109,087.5	629.7	994.0		994.6	3,892.4		3,952.6	8,850.6		12,649.0	26,595.9		88,070.0
Statewide Total		127,092.2	1,900.0	3,554.9		2,506.6	8,080.6		5,179.0	12,156.0		13,042.0	28,168.0		88,070.0
Grand Total		378,067.1	14,659.1	41,196.6	418.0	14,052.3	38,101.4		15,292.0	33,988.0		15,100.0	34,400.0		99,310.0

Bridge Painting Program - Z001 - National Highway Performance Program (NHPP), Z240 - Surface Transportation Block Grant Program – FAST

Design-Build Statewide Pipe Replacements - Z240 - Surface Transportation Block Grant Program – FAST

Bridge Preservation Program - Z001 - National Highway Performance Program (NHPP), Z233 - STBG Program Off-System Bridge, Z240,Z231,Z230,Z232 - Surface Transportation Block Grant Program - FAST

COMMUNITY TRANSPORTATION FUND

DESCRIPTION: Funding is designated by individual legislators for specific transportation-related projects.

JUSTIFICATION: This fund permits individual legislators to address small transportation projects that may not meet department priorities.

County: Statewide
Municipality:
Funding Program: Grants and Allocations – Community Transportation Fund
Functional Category: Preservation
Year Initiated: FY 1996 (formerly Suburban Streets and Drainage/Suburban Street Fund)

Project Title (\$s x 1,000)	Phase	Current Estimate	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	2018-2021 TOTAL	FY 22-23 TOTAL
Community Transportation Program	Program Funding	119,100.0	17,680.0	-	-	17,680.0	-	-	17,680.0	-	-	17,680.0	-	-	70,720.0	35,360.0
Total		119,100.0	17,680.0	-	-	17,680.0	-	-	17,680.0	-	-	17,680.0	-	-	70,720.0	35,360.0

DAM PRESERVATION PROGRAM

DESCRIPTION: Provides emergency planning, monitoring, engineering, and maintenance repairs to state owned dams in partnership with DNREC/DelDOT

JUSTIFICATION: Protects communities and infrastructure.

County: Statewide
Municipality:
Funding Program: Road Systems-Bridge
Functional Category: Preservation
Year Initiated: FY 2015

*Before**After*

Project Title (\$s x 1,000)	Phase	Current Estimate	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	2018-2021 TOTAL	FY 22-23 TOTAL
DAMS	PE	2,130.1	235.0	160.0	-	-	-	-	-	-	-	-	-	-	395.0	-
	CE	742.7	60.0	-	-	-	-	-	-	-	-	-	-	-	60.0	-
	C	5,710.0	436.3	-	-	302.0	1,208.0	-	-	-	-	-	-	-	1,946.3	-
	Program	13,750.0	1,450.8	-	-	1,450.0	-	550.0	2,700.0	-	-	2,700.0	-	-	8,850.8	5,400.0
	Contingency	417.9	417.9	-	-	-	-	-	-	-	-	-	-	-	417.9	-
Total		22,750.7	2,600.0	160.0	-	1,752.0	1,208.0	550.0	2,700.0	-	-	2,700.0	-	-	11,670.0	5,400.0

EQUIPMENT

DESCRIPTION: Systematic equipment replacement program for long-life light and heavy equipment used by the department to carry out maintenance and construction jobs. Graders, front-end loaders, rollers, dump trucks, street sweepers, four-wheel drive vehicles, pickup trucks and sewer flushers are typical pieces of equipment.

JUSTIFICATION: As equipment age increases, the maintenance costs for capital assets tend to rise. As these assets near the end of their useful lives, maintenance costs and asset reliability can become prohibitive. This reality has given rise to the concept of economic life, or the age beyond which it is more economical to replace an asset than it is to continue to maintain it. This is a common management practice in private industry.

County: Statewide
Municipality:
Funding Program: Support Systems – Heavy Equipment
Functional Category: Preservation
Year Initiated: FY 1991



Project Title (\$s x 1,000)	Phase	Current Estimate	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	2018-2021 TOTAL	FY 22-23 TOTAL
Heavy Equipment Program	Program	76,388.0	12,504.2	-	-	12,500.0	-	-	12,500.0	-	-	11,500.0	-	-	49,004.2	20,000.0
Total		76,388.0	12,504.2	-	-	12,500.0	-	-	12,500.0	-	-	11,500.0	-	-	49,004.2	20,000.0

MATERIALS AND MINOR CONTRACTS

DESCRIPTION: Examples of capital repairs and minor improvements that would be funded by this program include minor turn lanes at intersections, concrete pavement repairs, repair/replacement of curbs, gutters and sidewalks, traffic control devices (including those necessary for pedestrian, transit and bicycle access), rotomilling, crossover modifications, guardrail installations, and drainage improvements. Annual unit price contracts are issued for various types of work to quickly address specific needs as they are identified. These are projects and programs, which require no acquisition of right-of-way, minimal design, and any location and/or environmental studies or permits. Other improvements include necessary replacements of sign structures, high mast lighting, and traffic signal supports replacements that are identified.

National Pollutant Discharge Elimination System (NPDES): Entities operating stormwater discharge systems in northern Delaware, must meet the requirements of the Federal Water Pollution Control Act (FCWA) with regard to discharges from these systems into federally protected waterways. Most of the requirements relating to satisfying this mandate relate to the proper maintenance and operation of the existing stormwater discharge system.

JUSTIFICATION: Funding is provided to address minor capital problems throughout the year at the maintenance district level.

County: Statewide
Municipality:
Funding Program: Road System – Other
Functional Category: Preservation
Year Initiated: FY 1996

Project Title (\$s x 1,000)	Phase	Current Estimate	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	2018-2021 TOTAL	FY 22-23 TOTAL
Materials and Minor Contracts	Program	52,929.0	12,358.0	510.0	-	11,000.0	1,290.0	-	11,000.0	2,000.0	-	8,000.0	-	-	46,157.9	16,000.0
Total		52,929.0	12,358.0	510.0	-	11,000.0	1,290.0	-	11,000.0	2,000.0	-	8,000.0	-	-	46,157.9	16,000.0

MUNICIPAL STREET AID

DESCRIPTION: Grants are provided to municipalities to maintain municipal streets and assist in meeting other transportation related needs. These grants are based on population and street mileage for the preceding fiscal year.

JUSTIFICATION: To support our municipalities and maintain and improve their public assets.

County: Statewide

Municipality:

Funding Program: Grants and Allocations – Municipal Street Aid

Functional Category: Preservation

Year Initiated: FY 1996

Project Title (\$s x 1,000)	Phase	Current Estimate	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	2018-2021 TOTAL	FY 22-23 TOTAL
Municipal Street Aid	Program	30,000.0	5,000.0	-	-	5,000.0	-	-	5,000.0	-	-	5,000.0	-	-	20,000.0	10,000.0
Total		30,000.0	5,000.0	-	-	5,000.0	-	-	5,000.0	-	-	5,000.0	-	-	20,000.0	10,000.0

PAVING AND REHABILITATION PROGRAM

DESCRIPTION: This program consists of major pavement rehabilitation and pavement resurfacing of state maintained roadways (except for the Community Transportation Fund program). Specific locations are determined after each spring's inspection and paired with new technologies to gain efficiencies.

JUSTIFICATION: These projects are necessary in order to maintain a road inventory that does not become deficient and to improve deteriorating pavement conditions throughout the State.

County: Statewide
Municipality:
Funding Program: Road System – Other
Functional Category: Preservation
Year Initiated: FY 1998

Project Title (\$s x 1,000)	Phase	Current Estimate	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	2018-2021 TOTAL	FY 22-23 TOTAL
Paving and Rehabilitation	Program	596,000.0	59,200.0	19,800.0		54,200.0	20,800.0		55,200.0	18,600.0		55,200.0	14,800.0		297,800.0	160,000.0
Total		596,000.0	59,200.0	19,800.0		54,200.0	20,800.0		55,200.0	18,600.0		55,200.0	14,800.0		297,800.0	160,000.0

Z001 - National Highway Performance Program (Nhpp)

Z240,Z231,Z232,Z230 - Surface Transportation Block Grant Program - Fast

RAIL PRESERVATION

DESCRIPTION: This project will conduct preventative maintenance to sustain and upgrade the condition of rail corridors statewide.

JUSTIFICATION: This project preserves Delaware's competitive position by maintaining its current industrial and agricultural base, thereby retaining employers in the state, reducing truck traffic on Delaware highways, enhancing highway safety and reducing investment in highway infrastructure.

County: Statewide
Municipality:
Funding Program: Transit - Rail
Functional Category: Preservation
Year Initiated: FY 1996

Project Title (\$s x 1,000)	Phase	Current Estimate	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	2018-2021 TOTAL	FY 22-23 TOTAL
Rail Preservation	C	3,800.0	300.0	-	-	300.0	-	-	300.0	-	-	300.0	-	-	1,200.0	600.0
Total		3,800.0	300.0	-	-	300.0	-	-	300.0	-	-	300.0	-	-	1,200.0	600.0

SLOPE STABILIZATION

DESCRIPTION: This program will address roadway slopes that need repairs to address current or potential roadway failures. Depending on the specific location, slope stabilization improvements could include, but are not limited to, walls, reinforced slopes, and/or guardrails.

JUSTIFICATION: Many roads, especially in Northern New Castle County that are adjacent to streams and rivers, experience concerns that if the roadway slopes fail, the safety of the roadway will be compromised, which may require either road restrictions or closures. This program dedicates funding to design and construct improvements to address slope issues in various locations throughout the State.

County: New Castle
Investment Area: Core
Municipality:
Funding Program: Road System
Functional Category: Preservation
Year Initiated: FY 2017 (previously in New Castle County element of the TIP)



Project Title (\$s x 1,000)	Phase	Current Estimate	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	2018-2021 TOTAL	FY 22-23 TOTAL
Slope Stabilization Program	Program	18,000.0	2,500.0	-	-	2,500.0	-	-	5,000.0	-	-	3,000.0	-	-	13,000.0	5,000.0
Total		18,000.0	2,500.0	-	-	2,500.0	-	-	5,000.0	-	-	3,000.0	-	-	13,000.0	5,000.0

TRANSIT FACILITIES, DELAWARE STATEWIDE

DESCRIPTION: This project identified for the preservation of transit facilities could include but is not limited to replacement of security cameras, tools, and equipment.

JUSTIFICATION: To enhance transit use and encourage movement of people and goods through other than single occupant vehicles.

County: Statewide
Municipality:
Funding Program: Transit – Transit Facilities
Functional Category: Preservation
Year Initiated: FY 1994



Project Title (\$s x 1,000)	Phase	Current Estimate	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY 2018-2021 TOTAL	FY 22-23 TOTAL
Bus Stop Improvement Program	Program Funding	6140.0	750.0	-	-	750.0	-	-	750.0	-	-	750.0	-	-	3000.0	1500.0
CAD/AVL Modem Upgrade	PD	825.0	350.1	-	-	100.0	-	-	-	-	-	-	-	-	450.1	-
CAD/AVL System and Trapeze Upgrade	PD	1150.0	475.0	-	-	475.0	-	-	200.0	-	-	-	-	-	1150.0	-
Call Center Recorder and Upgrade	PD	60.0	0.7	-	-	-	-	-	-	-	-	-	-	-	0.7	-
Training Room Upgrades	C	50.0	-	-	-	50.0	-	-	-	-	-	-	-	-	50.0	-
Fuel Management Software System	C	1285.0	1285.0	-	-	-	-	-	-	-	-	-	-	-	1285.0	-
Statewide Transit Safety and Security Improvements FY15 - FY17	Procurement	3625.0	500.0	-	-	500.0	-	-	500.0	-	-	500.0	-	-	2000.0	1000.0
Transit Facility Minor Capital Projects FY16 - FY18	PE	640.0	103.2	-	-	100.0	-	-	100.0	-	-	100.0	-	-	403.2	200.0
	C	4605.0	704.6	-	-	600.0	-	-	600.0	-	-	600.0	-	-	2504.6	1200.0
Transit Systems Equipment (FY16-18)	PD	336.4	186.9	-	-	40.0	-	-	40.0	-	-	40.0	-	-	306.9	80.0
DTC Yard Management System & Equipment	PD	1100.0	500.0	-	-	300.0	-	-	300.0	-	-	-	-	-	1100.0	-
Propane Fueling Stations	C	340.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Inventory Bar coding	C	160.0	80.6	-	-	-	-	-	-	-	-	-	-	-	80.6	-
Snow Blowers - Statewide	PE	100.0	-	-	-	100.0	-	-	-	-	-	-	-	-	100.0	-
	C	500.0	-	-	-	500.0	-	-	-	-	-	-	-	-	500.0	-
Park & Ride Hub Restrooms	PE	100.0	26.0	-	-	40.0	-	-	-	-	-	-	-	-	66.0	-
	C	440.0	240.0	-	-	200.0	-	-	-	-	-	-	-	-	440.0	-
DTC Automated Timesheet and Absence Tracking	PD	120.0	120.0	-	-	-	-	-	-	-	-	-	-	-	120.0	-
Traveler Information Signage	C	200.0	200.0	-	-	-	-	-	-	-	-	-	-	-	200.0	-
Control Center Dispatch Statewide	C	340.0	75.4	-	-	-	-	-	-	-	-	-	-	-	75.4	-
Total		22,116.4	5,597.5	-	-	3,755.0	-	-	2,490.0	-	-	1,990.0	-	-	13,832.5	3,980.0

TRANSPORTATION FACILITIES

DESCRIPTION: This funding allows for regular maintenance and inspection of existing transportation facilities and support of new facilities.

JUSTIFICATION: Considerable effort over the next six years will begin to accomplish a goal to provide comparable facilities evenly across the state to meet the set criteria for employee needs as well as facilities to meet mission requirements, especially for emergencies. The primary focus in the beginning is on projects that have the most benefit for employees.

County: Statewide
Funding Program: Support Systems – Transportation Facilities
Functional Category: Preservation
Year Initiated: FY 1991

North District – Bear Facility



Project Title (\$s x 1,000)	Phase	Current Estimate	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY 2018-2021 TOTAL	FY 22-23 TOTAL
Transportation Facilities - Administration	Program Funding	17,063.0	2,250.0	-	-	2,250.0	-	-	2,250.0	-	-	2,250.0	-	-	9,000.0	4,500.0
Transportation Facilities - Operations	Program Funding	44,468.7	12,162.8	-	-	9,000.0	-	-	8,000.0	-	-	7,000.0	-	-	36,162.8	10,000.0
Total		61,531.7	14,412.8	0.0	0.0	11,250.0	0.0	0.0	10,250.0	0.0	0.0	9,250.0	0.0	0.0	45,162.8	14,500.0

TRANSIT VEHICLE REPLACEMENT AND REFURBISHMENT, STATEWIDE

DESCRIPTION: This project includes the purchase of additional buses and support transit vehicles to be used in accordance with the Delaware Department of Transportation (DelDOT)/Delaware Transit Corporation (DTC) approved vehicle replacement schedule, business plan and service plan. This project also includes the replacement of support and diagnostic equipment for fixed route and paratransit bus maintenance. Major equipment supported by this project includes engine and transmission diagnostic equipment, engine service kits, tire maintenance equipment, brake lathes, hydraulic dollies, transmission jack, jib crane, and specialized tools required to maintain vehicle systems.

JUSTIFICATION: This project is necessary to meet the projected vehicle replacement schedule statewide.

County: Statewide
Funding Program: Transit System – Vehicles
Functional Category: Preservation
Year Initiated: FY 1991

Project Title (\$s x 1,000)	Phase	Current Estimate	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY 2018-2021 TOTAL	FY 22-23 TOTAL
CAD/AVL	Procurement	9,835.5	359.0	1,436.0	-	-	-	-	-	-	-	-	-	-	1,795.0	-
Fare Collection Improvements	PD	3,250.0	1,628.6	-	-	1,000.0	-	-	500.0	-	-	-	-	-	3,128.6	-
Maintenance Equipment and Tools (Transit) Program	Procurement	1,287.9	210.0	-	-	182.0	-	-	184.0	-	-	162.0	-	-	738.0	278.0
New Freedom Program Statewide 50/50	Planning	4,069.3	-	259.3	240.0	-	240.0	240.0	-	240.0	240.0	-	240.0	240.0	1,939.3	960.0
Radio Replacment (Hand Held)	C	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Taxi Pilot Equipment Start-up	Procurement	280.0	280.0	-	-	-	-	-	-	-	-	-	-	-	280.0	-
Transit Vehicle Replacement 5310 Program - Statewide	Procurement	9,366.4	809.9	687.4	-	741.7	587.9	-	741.7	587.9	-	741.7	587.9	-	5,486.1	2,659.2
Paratransit Replacement Buses FY15 (26)	Procurement	2,921.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Paratransit Replacement Buses FY17 (77)	Procurement	8,388.4	434.5	405.6	-	-	-	-	-	-	-	-	-	-	840.1	-
Paratransit Replacement Buses FY18 (55)	Procurement	5,665.0	2,781.0	2,884.0	-	-	-	-	-	-	-	-	-	-	5,665.0	-
Transit Vehicle Replacement Support Vehicles Statewide FY16	Procurement	725.3	136.7	-	-	-	-	-	-	-	-	-	-	-	136.7	-
Transit Vehicle Replacement Support Vehicles Statewide FY18	Procurement	202.9	202.9	-	-	-	-	-	-	-	-	-	-	-	202.9	-
Total		45,992.1	6,842.6	5,672.3	240.0	1,923.7	827.9	240.0	1,425.7	827.9	240.0	903.7	827.9	240.0	20,211.7	3,897.2

CAD/AVL - 5311 - Rural Transit Assistance Program (5311(b)(3))/Formula Grants for Other than Urbanized Areas (5311)

Job Access Reverse Commute (JARC) Program - 5307 - Urbanized Area Formula Grant Program, 5311 - Rural Transit Assistance Program (5311(b)(3))/Formula Grants for Other than Urbanized Areas (5311)

New Freedom Program Statewide 50/50 - 5310 - Elderly and Disabled Formula Program

Transit Vehicle Replacement 5310 Program – Statewide - 5310 - Elderly and Disabled Formula Program

AERONAUTICS, STATEWIDE

DESCRIPTION: Supports general aviation in the State through safety inspections and obstruction removal at public-use airports and improvements to publicly owned airports such as the Civil Air Terminal, the Sussex County Airport, and the Delaware Air Park.

JUSTIFICATION: Preserve the integrity of the current system and increase opportunity for passenger and commercial aircraft use.

County: Statewide
Funding Program: Support System – Aeronautics
Functional Category: Management
Year Initiated: FY 2004



Project Title (\$s x 1,000)	Phase	Current Estimate	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY 2018-2021 TOTAL	FY 22-23 TOTAL
Aeronautics Planning	Program Funding	1,612.0	16.5	148.5	-	16.5	148.5	-	21.0	189.0	-	21.0	189.0	-	750.0	420.0
Aeronautics Program Development	Program Funding	8,923.4	625.0	-	-	280.0	-	-	280.0	-	-	280.0	-	-	1,465.0	560.0
Total		10,535.4	641.5	148.5	-	296.5	148.5	-	301.0	189.0	-	301.0	189.0	-	2,215.0	980.0

Aeronautics Planning - FAA4,FAA3 - Federal Aviation Administration Funds

BICYCLE, PEDESTRIAN AND OTHER IMPROVEMENTS

DESCRIPTION: Supports completion of a statewide network of pedestrian and bicycle pathways, bicycle routes and pedestrian connections.

JUSTIFICATION: Promotes travel by nonmotorized modes for reduced congestion, active transportation choices, access to recreation, and reduced vehicle emissions.

County: Statewide
Funding Program: Road system - other
Functional Category: Management
Year Initiated: FY 2012



Project Title (\$s x 1,000)	Phase	Current Estimate	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	2018-2021 TOTAL	FY 22-23 TOTAL
Bicycle, Pedestrian and other Improvements	C	18,736.0	2,250.7	7,595.7	-	1,358.8	5,435.2	-	1,420.0	5,720.0	-	1,440.0	5,760.0	-	30,980.4	8,000.0
Total		18,736.0	2,250.7	7,595.7	-	1,358.8	5,435.2	-	1,420.0	5,720.0	-	1,440.0	5,760.0	-	30,980.4	8,000.0

Z400 - Congestion Mitigation And Air Quality Improvement Program (CMAQ)

BRIDGE MANAGEMENT PROGRAM

DESCRIPTION: The Bridge Management Program provides for routine bridge inspections that identify maintenance level improvements and items requiring more extensive repair. This bridge analysis becomes the basis for developing the Bridge Preservation project list.

The Bridge Inspection Program provides safety inspection services, software, training, load testing, inspection equipment and other incidentals required to perform bridge safety inspections to conduct FHWA mandated Bridge Safety Inspections.

JUSTIFICATION: The bridge management program identifies deficient bridges and funding for preliminary engineering, right-of-way, and construction in the Bridge Projects section. As individual bridge projects are identified, they are then listed as separate projects in the capital program.

County: Statewide
Municipality:
Funding Program: Road System - Bridges
Functional Category: Management
Year Initiated: FY 1993, various names including Bridge Inspection Program and part of Bridge Preservation Program

Project Title (\$s x 1,000)	Phase	Current Estimate	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY 2018-2021 TOTAL	FY 22-23 TOTAL
Bridge Inspection Program	PE	25,200.0	785.6	3,901.7	-	1,110.0	3,659.9	-	1,102.9	3,476.4	-	1,066.4	3,330.4	-	18,433.3	8,997.0
Bridge Management	Program Funding	33,640.0	4,012.5	2,966.4	-	3,914.9	1,259.5	-	4,874.0	1,096.0	-	4,939.0	1,681.0	-	24,743.3	12,820.0
Total		58,840.0	4,798.1	6,868.1	0.0	5,024.9	4,919.4	0.0	5,976.9	4,572.4	0.0	6,005.4	5,011.4	0.0	43,176.6	21,817.0

Bridge Inspection Program - Z001 - National Highway Performance Program (NHPP), Z233 - STBG Program Off-System Bridge, Z240 - Surface Transportation Block Grant Program – FAST
 Bridge Management - Z001 - National Highway Performance Program (NHPP), Z233 - STBG Program Off-System Bridge, Z240 - Surface Transportation Block Grant Program – FAST

CORRIDOR CAPACITY PRESERVATION

DESCRIPTION: The corridor capacity preservation program has four main goals: maintain a road's ability to handle traffic efficiently and safely; minimize the transportation impacts of increased economic growth; preserve the ability to make future transportation-related improvements as needed; and prevent the need to build an entirely new road. In accordance with these goals, there are several techniques and methods used to preserve the capacity of a transportation corridor. As part of the subdivision review process, the department manages access for new development by requiring entrances onto secondary or frontage roads, as opposed to direct access on to a main highway. Where applicable, shared entrances are also encouraged. As part of the program, the department can purchase property access rights, development rights, or properties in whole, in order to make needed transportation improvements or preserve the corridor's capacity. The program may also include individual improvements such as frontage roads, intersection improvements and overpasses.

In addition to preserving capacity on selected corridors, funds are also used for selected early property acquisitions for proposed projects (those under program development or design) where, under current procedures, it is determined to be in the best interest of the State to purchase (protect) property subject to development and/or when a property owner hardship is identified. This is done in cases where a project has a high probability of proceeding to construction, but has not yet proceeded to a point in design where final right-of-way plans have been developed or funds have been authorized for the right-of-way phase.

JUSTIFICATION: Capacity is maintained along transportation corridors and permits protective buying and hardship acquisitions involving projects under program development or design.

County: Statewide
Municipality:
Funding Program: Road System
Functional Category: Management
Year Initiated:

Project Title (\$s x 1,000)	Phase	Current Estimate	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	2018-2021 TOTAL	FY 22-23 TOTAL
Corridor Capacity Preservation	ROW	18,000.0	1,000.0	-	-	-1,000.0	-	-	-1,000.0	-	-	-1,000.0	-	-	-4,000.0	2,000.0
Total		18,000.0	1,000.0	-	-	-1,000.0	-	-	-1,000.0	-	-	-1,000.0	-	-	-4,000.0	2,000.0

INTERSECTION IMPROVEMENTS

DESCRIPTION: Funding is requested for projects that will involve the selection and improvement of signage statewide, as well as evaluation of corridor signing.

JUSTIFICATION: These improvements are federally mandated safety programs and intersection programs that provide safe turning movements and alleviate congestion.

County: Statewide
Funding Program: Road System
Functional Category: Management
Year Initiated: FY 1997

Project Title (\$s x 1,000)	Phase	Current Estimate	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	2018-2021 TOTAL	FY 22-23 TOTAL
Intersection Improvements	Program	37,125.0	3,572.5	3,570.6	600.0	3,500.0	2,500.0	600.0	3,500.0	2,500.0	600.0	3,500.0	2,500.0	600.0	27,543.1	13,200.0
Total		37,125.0	3,572.5	3,570.6	600.0	3,500.0	2,500.0	600.0	3,500.0	2,500.0	600.0	3,500.0	2,500.0	600.0	27,543.1	13,200.0

Z240 - Surface Transportation Block Grant Program - FAST

RAIL CROSSING SAFETY

DESCRIPTION: Rail Crossing Safety Projects involve the selection of safety improvements at highway/rail crossings throughout the state, as identified by the Safety Rail Improvement Program.

JUSTIFICATION: Federally mandated safety and intersection programs provide safe turning movements and alleviate congestion.

County: Statewide
Funding Program: Road System
Functional Category: Management
Year Initiated: FY 1994

Project Title (\$s x 1,000)	Phase	Current Estimate	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY 2018-2021 TOTAL	FY 22-23 TOTAL
Rail Crossing Safety	PD	711.0	9.0	81.0	-	9.0	81.0	-	9.0	81.0	-	9.0	81.0	-	360.0	180.0
	C	11,387.1	294.2	2,897.2	-	202.7	1,824.7	-	202.7	1,824.7	-	202.7	1,824.7	-	9,273.9	4,055.0
Statewide Railroad Rideability Program	C	400.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Utilities	5,500.0	100.0	-	-	100.0	-	-	100.0	-	-	100.0	-	-	400.0	200.0
Total		17,998.1	403.2	2,978.2	-	311.7	1,905.7	-	311.7	1,905.7	-	311.7	1,905.7	-	10,033.9	4,435.0

Rail Crossing Safety - ZS50,ZS40,LS5E - Elimination Of Hazards At Railway-Highway Crossings

RECREATIONAL TRAILS**DESCRIPTION:** Provides funding for Recreational Trails throughout Delaware.**JUSTIFICATION:** Develop recreational trails for transportation and recreation.

County: Statewide
Municipality:
Funding Program: Road System
Functional Category: Management
Year Initiated: FY 2007



Project Title (\$s x 1,000)	Phase	Current Estimate	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	2018-2021 TOTAL	FY 22-23 TOTAL
Recreational Trails	Program	11,682.4	-	1,601.3	250.0	-	1,000.0	250.0	-	1,000.0	250.0	-	905.7	226.4	5,483.4	2,264.2
Total		11,682.4	-	1,601.3	250.0	-	1,000.0	250.0	-	1,000.0	250.0	-	905.7	226.4	5,483.4	2,264.2

M940,Z940 - Recreational Trails Program (RTP)

SAFETY IMPROVEMENTS**DESCRIPTION:** Project includes:

- **Hazard Elimination Program** - To identify locations and reduce the severity and frequency of crashes. This is done through identifying locations and crash patterns, conducting field studies, and developing potential solutions. Improvement alternatives are developed that include low cost safety improvements such as signing, pavement marking and/or traffic signal upgrades.
- **High Risk Rural Roads Program** -To identify locations and reduce the severity and frequency of crashes on rural roadways where the crash rate for fatalities and incapacitating injuries exceeds average crash rates. Improvement alternatives are developed that include low cost safety improvements such as signing, pavement marking and/or traffic signal upgrades, which typically do not require full design or right-of-way acquisition.
- **Section 154 Penalty Transfer** - Annually, Federal Transportation Funds apportioned to the State of Delaware are sanctioned by the Federal Highway Administration because Delaware's Open-Container laws are not compliant with Federal requirements. The funds that are sanctioned from Delaware's overall apportionment are transferred to the Highway Safety Improvement Program (65%) and to the Office of Highway Safety (35%). This program utilizes the 65% of the funds for Delaware's Highway Safety Improvement Program.

JUSTIFICATION: Federally mandated safety and intersection programs provide safe turning movements and alleviate congestion.

County: Statewide
Funding Program: Road System
Functional Category: Management
Year Initiated: FY 1998

Project Title (\$s x 1,000)	Phase	Current Estimate	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY 2018-2021 TOTAL	FY 22-23 TOTAL
Hazard Elimination Program	Program Funding	19,722.6	398.4	3,835.4	-	244.4	2,200.0	-	244.4	2,200.0	-	244.4	2,200.0	-	11,567.1	4,888.9
High Risk Rural Roads Program	Program Funding	1,656.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Future Safety Program 80/20	C	9,750.0	-	-	-	450.0	1,800.0	-	500.0	2,000.0	-	500.0	2,000.0	-	7,250.0	5,000.0
Future Safety Program 90/10	ROW C	888.9 13,144.4	- -	- -	- -	88.9 344.4	800.0 3,100.0	- -	- 394.4	- 3,550.0	- -	- 283.3	- 2,550.0	- -	888.9 10,222.2	- 5,666.7
Section 154 Penalty Transfer (Sanction) Program	Program Funding	18,560.7	-	3,530.2	-	-	2,420.2	-	-	2,420.2	-	-	2,420.2	-	10,790.8	4,840.4
Total		63,723.1	398.4	7,365.6	0.0	1,127.7	10,320.2	0.0	1,138.8	10,170.2	0.0	1,027.7	9,170.2	0.0	40,719.0	20,396.0

Hazard Elimination Program - ZS30 - Highway Safety Improvement Program (HSIP)
 High Risk Rural Roads Program - LS2E - Highway Safety Improvement Program (HSIP)
 Future Safety Program 80/20 - ZS30 - Highway Safety Improvement Program (HSIP)
 Future Safety Program 90/10- ZS30 - Highway Safety Improvement Program (HSIP)
 Section 154 Penalty Transfer (Sanction) Program - ZS31 - Section 154 Penalties - Use for HSIP Activities

SIGNAGE AND PAVEMENT MARKINGS

DESCRIPTION: The signage projects involve the need for statewide improvements of signage throughout the state. The goal is to enable not only visitors, but also residents a clear path with appropriate directional signs and eliminate confusion.

JUSTIFICATION: These improvements will help improve the safety and ease of negotiation of the road system for the traveling public.

County: Statewide
Funding Program: Road System
Functional Category: Management
Year Initiated: FY 2004

Project Title (\$s x 1,000)	Phase	Current Estimate	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	2018-2021 TOTAL	FY 22-23 TOTAL
Signage and Pavement Markings	Program	30,458.0	4,700.0	1,812.5	-	4,700.0	1,282.5	-	4,700.0	1,282.5	-	4,700.0	1,282.5	-	24,460.1	11,965.0
Total		30,458.0	4,700.0	1,812.5	-	4,700.0	1,282.5	-	4,700.0	1,282.5	-	4,700.0	1,282.5	-	24,460.1	11,965.0

Z240 - Surface Transportation Block Grant Program - FAST

TECHNOLOGY

DESCRIPTION: The Office of Information Technology (OIT) provides effective management tools for efficient computer operations throughout the department.

Project includes funds for:

- Disadvantaged Business Enterprise
- Information Technology Initiatives
- Records Management
- DMV System
- On the Job Training
- Summer Transportation Institute

JUSTIFICATION: These projects upgrade applications and equipment to enhance all modes of transportation services statewide.

County: Statewide
Municipality:
Funding Program: Support Systems - Technology
Functional Category: Management
Year Initiated: FY 2003

Project Title (\$s x 1,000)	Phase	Current Estimate	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY 2018-2021 TOTAL	FY 22-23 TOTAL
Disadvantaged Business Enterprise Supportive Services Program	Program Funding	1,309.7	-	125.0	-	-	125.0	-	-	125.0	-	-	125.0	-	500.0	250.0
DMV Mainframe Modernization Project FY2013	IT Development	19,000.0	4,900.0	-	-	1,000.0	-	-	-	-	-	-	-	-	5,900.0	-
Enterprise Document Management	Program Funding	2,492.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mileage Based User Fee	PD Procurement	290.0 2,110.0	- -	- 895.0	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- 895.0	- -
Information Technology Initiatives Program	Program Funding	60,600.0	14,000.0	-	-	12,800.0	-	-	13,000.0	-	-	13,500.0	-	-	53,300.0	27,800.0
On the Job Training / Supportive Services	Program Funding	821.5	-	100.0	-	-	100.0	-	-	100.0	-	-	100.0	-	400.0	200.0
Summer Transportation Institute Program	Program Funding	544.3	13.8	55.0	-	13.8	55.0	-	13.8	55.0	-	13.8	55.0	-	275.0	137.5
DMV Toll Equipment Upgrade	Program Funding	10,658.6	1,598.8	-	-	4,343.7	-	-	4,716.1	-	-	-	-	-	10,658.6	-
Total		97,827.0	20,512.6	1,175.0	0.0	18,157.5	280.0	0.0	17,729.9	280.0	0.0	13,513.8	280.0	0.0	71,928.6	28,387.5

Disadvantaged Business Enterprise Supportive Services Program - Z480 - Disadvantaged Business Enterprise Training (FAST)

On the Job Training / Supportive Services - M24E - Surface Transportation Program MAP-21 (STP), Z240 - Surface Transportation Block Grant Program - FAST

Summer Transportation Institute Program - M4SE - National Summer Transportation Institute Program (NSTI), Z49S - NSTI Program

TRAFFIC CALMING PROGRAM

DESCRIPTION: This program, initiated in FY 2000, involves the design and construction of traffic calming facilities and non-motorized transportation projects. Traffic calming projects include, but are not limited to, roundabout intersection designs, pedestrian and bicycle facilities, transit access, park and ride facilities, traffic calming and other solutions to slow traffic. The Department is working with several residential communities to plan, develop and construct traffic calming projects. Study, design, and public outreach elements of the residential and development traffic calming projects are funded through the Department via this funding category. Constructions for small projects, such as speed humps, are funded through the sponsoring legislator's Community Transportation Fund (CTF) allocation. Larger projects can be funded with a combination of CTF and DelDOT funds.

JUSTIFICATION: To provide for safe, multi-modal transportation and encourage movement of people and goods through other than single occupant vehicles.



County: Statewide
Municipality:
Funding Program: Road System
Functional Category: Management
Year Initiated: FY 2000

Project Title (\$s x 1,000)	Phase	Current Estimate	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	2018-2021 TOTAL	FY 22-23 TOTAL
Traffic Calming	Program	3,050.5	150.0	-	-	150.0	-	-	150.0	-	-	150.0	-	-	600.0	300.0
Total		3,050.5	150.0	-	-	150.0	-	-	150.0	-	-	150.0	-	-	600.0	300.0

TRANSPORTATION ALTERNATIVES PROGRAM - DELAWARE

DESCRIPTION: The Transportation Alternatives Program (TAP) provides funding needed to support the development and implementation of a variety of non-traditional projects that highlight the cultural, aesthetic, and environmental aspects of the transportation system. TAP funds projects that fall into one or more of the following categories:

- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized transportation.
- Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users.
- Construction of turnouts, overlooks, and viewing areas.
- Community improvement activities, including inventory, control, or removal of outdoor advertising; historic preservation and rehabilitation of historic transportation facilities; vegetation management practices for roadway safety, invasive species prevention, and erosion control; and archaeological activities relating transportation projects.
- Environmental mitigation activities, including pollution prevention, abatement, and mitigation to address stormwater management, control, and water pollution related to highway construction or due to highway runoff; or reduce vehicle-caused wildlife mortality or to restore and maintain habitat connectivity.
- The recreational trails program (listed separately in the Delaware Statewide section of the TIP).
- The safe routes to school program
- Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

JUSTIFICATION: This includes a federally mandated program for non-traditional enhancements to transportation infrastructure and services.

County: Statewide
Municipality:
Funding Program: Road System – Other
Functional Category: Management
Year Initiated: FY 1994, previously known as Transportation Enhancements

Project Title (\$s x 1,000)	Phase	Current Estimate	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY 2018-2021 TOTAL	FY 22-23 TOTAL
Transportation Alternatives Program (FHWA)	Program Funding	39,490.1	1,133.8	4,287.1	-	1,873.4	7,463.6	-	1,295.8	4,683.2	-	1,032.8	3,931.2	-	25,700.9	9,928.0
Transportation Alternatives Program (FTA)	Program Funding	-	40.0	160.0	-	40.0	160.0	-	40.0	160.0	-	40.0	160.0	-	800.0	400.0
Safe Routes to School	Program Funding	4,182.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total		43,672.2	1,173.8	4,447.1	0.0	1,913.4	7,623.6	0.0	1,335.8	4,843.2	0.0	1,072.8	4,091.2	0.0	26,500.9	10,328.0

TAP - 5307 - Urbanized Area Formula Grant Program, Z302,Z303,Z300,Z301 - Transportation Alternative Program
 SRTS - LU2E - Safe Routes to School

TRANSPORTATION MANAGEMENT IMPROVEMENTS

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

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

TRANSPORTATION MANAGEMENT IMPROVEMENTS (Continued)

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

Project Title (\$s x 1,000)	Phase	Current Estimate	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY 2018-2021 TOTAL	FY 22-23 TOTAL
Traffic Signal Revolving Fund Program	Traffic	1,544.4	125.0	-	-	125.0	-	-	125.0	-	-	125.0	-	-	500.0	250.0
MUTCD Compliance Program	Traffic	24,000.0	400.0	3,681.7	-	400.0	1,600.0	-	400.0	1,600.0	-	400.0	1,600.0	-	10,081.7	4,000.0
Rideshare Program / Trip Mitigation	Program Funding	3,660.0	-	421.4	90.0	-	360.0	90.0	-	360.0	90.0	-	384.0	96.0	1,891.4	960.0
Transportation Management Improvements	Program Funding	52,760.0	1,975.0	5,900.0	-	1,975.0	5,900.0	-	1,975.0	5,900.0	-	1,975.0	5,900.0	-	31,500.0	15,750.0
Total		81,964.4	2,500.0	10,003.1	90.0	2,500.0	7,860.0	90.0	2,500.0	7,860.0	90.0	2,500.0	7,884.0	96.0	43,973.1	20,960.0

MUTCD Compliance Program - Z001 - National Highway Performance Program (NHPP)

Rideshare Program / Trip Mitigation - Z400,M40E - Congestion Mitigation And Air Quality Improvement Program (CMAQ)

Transportation Management Improvements - Z240 - Surface Transportation Block Grant Program – FAST, Z400 - Congestion Mitigation and Air Quality Improvement Program (CMAQ)

ENGINEERING AND CONTINGENCIES

DESCRIPTION: Allows funding for capital projects that encounter unanticipated design, construction issues, environmental improvements, and training.

JUSTIFICATON: To provide the resources necessary for unforeseen capital expenditures not covered by individual project authorizations.

County: Statewide
Municipality:
Funding Program: Support Systems – Engineering and Contingencies
Functional Category: Other
Year Initiated: FY 1996

Project Title (\$s x 1,000)	Phase	Current Estimate	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY 2018-2021 TOTAL	FY 22-23 TOTAL
Engineering and Contingency	Program Funding	205,855.0	31,000.0	-	-	29,845.0	-	-	29,845.0	-	-	29,845.0	-	-	120,535.0	59,690.0
Environmental Improvements	Planning	4,718.5	560.0	18.0	-	545.0	18.0	-	545.0	18.0	-	545.0	18.0	-	2,267.0	1,126.0
Education and Training	Audit	1,600.0	-	302.7	-	-	200.0	-	-	200.0	-	-	200.0	-	902.7	400.0
Total		212,173.5	31,560.0	320.7	0.0	30,390.0	218.0	0.0	30,390.0	218.0	0.0	30,390.0	218.0	0.0	123,704.7	61,216.0

Environmental Improvements - Z240 - Surface Transportation Block Grant Program - FAST

Education and Training - M439 - Training and Education, Z240 - Surface Transportation Block Grant Program - FAST

PLANNING

DESCRIPTION: The areas of planning are; management studies; statistics, research, and special projects; technology transfer and technical studies; advanced planning, travel demand modeling, and feasibility studies; integrated transportation management systems; and developing project scopes and location/environmental studies. Planning investigates environmental, cultural, historic, economic, and social issues that will have an impact on the development of alternatives.

JUSTIFICATION: The following programs are necessary to address mobility needs in the state including federally mandated programs.

County: Statewide
Municipality:
Funding Program: Support System – Planning
Functional Category: Other
Year Initiated: FY 1996

Project Title (\$s x 1,000)	Phase	Current Estimate	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY 2018-2021 TOTAL	FY 22-23 TOTAL
Scenic Byways	Program Funding	1,918.8	127.2	445.0	-	-	-	-	-	-	-	-	-	-	572.2	-
Industrial Streets	Program Funding	500.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Federal Land Access Program	Program Funding	180.0	6.0	24.0	-	6.0	24.0	-	6.0	24.0	-	6.0	24.0	-	120.0	60.0
Local Transportation Assistance Program	Program Funding	2,641.3	150.0	150.0	-	150.0	150.0	-	150.0	150.0	-	150.0	150.0	-	1,200.0	600.0
Metropolitan Planning Organization / FHWA/FTA	Program Funding	20,482.2	570.2	2,280.7	-	473.0	1,892.1	-	592.0	2,367.8	-	592.0	2,367.8	-	11,135.5	5,919.5
Pedestrian ADA Accessibility	Program Funding	18,000.0	3,701.0	-	-	3,040.0	-	-	3,000.0	-	-	3,000.0	-	-	12,741.0	6,000.0
Planning Program Development	Program Funding	14,780.0	2,000.0	-	-	2,000.0	-	-	2,000.0	-	-	2,000.0	-	-	8,000.0	4,000.0
Rural Technical Assistance Program	Program Funding	625.6	19.5	128.3	-	-	87.7	-	-	87.7	-	-	87.7	-	410.8	175.3
Statewide Planning & Research Program / FHWA	Program Funding	26,070.4	876.2	3,504.8	-	896.0	3,583.9	-	896.0	3,583.9	-	917.4	3,669.7	-	17,928.0	9,174.4
Statewide Planning & Research Program / FTA	Planning	994.4	28.1	112.4	-	28.1	112.4	-	28.1	112.4	-	28.1	112.4	-	561.9	281.0
Truck Weigh Enforcement	Program Funding	3,160.0	645.0	-	-	645.0	-	-	645.0	-	-	645.0	-	-	2,580.0	1,290.0
University Research Program	Program Funding	2,000.0	250.0	-	-	250.0	-	-	250.0	-	-	250.0	-	-	1,000.0	500.0
Total		91,352.7	8,373.2	6,645.2	0.0	7,488.1	5,850.1	0.0	7,567.1	6,325.8	0.0	7,588.5	6,411.6	0.0	56,249.4	28,000.2

Federal Land Access Program - TBD1 - Funds to be determined

Local Transportation Assistance Program - M438 - Local Technical Assistance Program (LTAP) MAP-21, Z438 - Training and Education (FAST Act)

Metropolitan Planning Organization / FHWA - M45E,Z450 - Metropolitan Planning Funds

Metropolitan Planning Organization / FTA - M77D - FTA to FHWA Sec 5303 Metro Planning

Rural Technical Assistance Program - 5311 - Rural Transit Assistance Program (5311(b)(3))/Formula Grants for Other than Urbanized Areas (5311)

Statewide Planning & Research Program/ FHWA - Z560,Z550 - State Planning And Research (SPR)

Statewide Planning & Research Program / FTA- M77F - FTA to FHWA Sec 5304 Statewide & Non-Metro Planning

NEW CASTLE
COUNTY

BRIDGE STRUCTURE REHABILITATION, NEW CASTLE COUNTY**DESCRIPTION:** Repair of various bridges. Elements include:

Structure Maintenance

Overhead Sign Structure

Interstate Bridge Maintenance

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	Current Estimate	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY 2018-2021 TOTAL	FY 22-23 TOTAL
Bridge Painting, New Castle County, 2015	CE	368.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	3,166.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Contingency	158.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Rail Road	15.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bridge Painting, New Castle County, 2016	PE	45.0	-	45.0	-	-	-	-	-	-	-	-	-	-	45.0	-
	CE	225.0	-	225.0	-	-	-	-	-	-	-	-	-	-	225.0	-
	C	1,500.0	-	1,500.0	-	-	-	-	-	-	-	-	-	-	1,500.0	-
	Contingency	100.0	-	100.0	-	-	-	-	-	-	-	-	-	-	100.0	-
Structure Maintenance, North District, Open End, FY15-FY17	Rail Road	485.6	-	485.6	-	-	-	-	-	-	-	-	-	-	485.6	-
	CE	324.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	1,915.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Contingency	616.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total		8,918.8	0.0	2,355.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2,355.6	0.0

Bridge Painting, New Castle County, 2016 - Z001 - National Highway Performance Program (NHPP), Z230 - Surface Transportation Block Grant Program - FAST

I-295 IMPROVEMENTS

DESCRIPTION: In FY 2000, the Delaware River and Bay Authority (DRBA) began a rehabilitation project on all approaches and ramps on the west side of the Delaware Memorial Bridge. 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:

I-295 IMPROVEMENTS, WESTBOUND FROM I-295 TO US 13 - DRBA will rehabilitate about one mile of Delaware roadway to their I-295 project. This area is in need of major repairs and has not been worked on for many years. This project enables construction savings for the State and DRBA by eliminating the need to have two separate contractors in the same areas.

JUSTIFICATION: This project enables construction savings for the State and DRBA by eliminating the need to have two separate contractors in the same areas.

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



Project Title (\$s x 1,000)	Phase	Current Estimate	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	2018-2021 TOTAL	FY 22-23 TOTAL
I-295 Improvements, Westbound from I-295 to US 13	PE	750.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	CE	295.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	7,000.0	2,000.0	-	-	2,000.0	-	-	3,000.0	-	-	-	-	-	7,000.0	-
Total		8,045.9	2,000.0	-	-	2,000.0	-	-	3,000.0	-	-	-	-	-	7,000.0	-

FY 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM

Amended September 14, 2017

INTERSTATE MAINTENANCE

DESCRIPTION: Maintain our interstate highway facilities. Project will include drainage, lighting and sign structure maintenance.

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	Current Estimate	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY 2018-2021 TOTAL	FY 22-23 TOTAL
Lighting Replacement, Interstate, Open End, FY15-FY16	PE	95.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	CE	225.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	1,044.9	276.3	-	-	-	-	-	-	-	-	-	-	-	276.3	-
	Contingency	125.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Lighting Enhancements, Interstate, Open End, FY18-FY19	CE	100.0	5.0	45.0	-	5.0	45.0	-	-	-	-	-	-	-	100.0	-
	C	932.8	50.0	450.0	-	50.0	450.0	-	-	-	-	-	-	-	1,000.0	-
	Contingency	100.0	5.0	45.0	-	5.0	45.0	-	-	-	-	-	-	-	100.0	-
I-95/I-295/I-495 Interstate High Mast Lighting Improvements	PE	176.5	12.9	-	-	-	-	-	-	-	-	-	-	-	12.9	-
	CE	200.0	-	200.0	-	-	-	-	-	-	-	-	-	-	200.0	-
	C	4,044.4	-	4,007.3	-	-	-	-	-	-	-	-	-	-	4,007.3	-
	Utilities	88.0	-	88.0	-	-	-	-	-	-	-	-	-	-	88.0	-
	Contingency	420.0	-	420.0	-	-	-	-	-	-	-	-	-	-	420.0	-
Interstate Maintenance Drainage Repair, FY14-FY16, Open-End	CE	375.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	2,188.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Contingency	256.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Drainage Improvements, Interstate, North, Open End FY18-FY20	CE	250.0	8.3	75.0	-	8.3	75.0	-	8.3	75.0	-	-	-	-	250.0	-
	C	2,500.0	83.3	750.0	-	83.3	750.0	-	83.3	750.0	-	-	-	-	2,500.0	-
	Contingency	250.0	8.3	75.0	-	8.3	75.0	-	8.3	75.0	-	-	-	-	250.0	-
Total		13,372.4	449.1	6,155.3	0.0	159.9	1,440.0	0.0	99.9	900.0	0.0	0.0	0.0	0.0	9,204.5	0.0

Canterleaver and Overhead Sign Structures, Open End, FY16-18 - M0E1 - National Highway Performance Program (MAP-21 Ext.), Z001 - National Highway Performance Program (FAST), L01R - Interstate Maintenance, L01E - Interstate Maintenance, M0E1 - National Highway Performance Program, Z001 - National Highway Performance Program, L010 - Interstate Maintenance, M001 - National Highway Performance Program
 Lighting Enhancements, Interstate, Open End, FY18-FY19 – Exp
 Drainage Improvements, Interstate, North, Open End FY18-FY20 - Exp

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

DESCRIPTION: This project involves the rehabilitation of BR 1-748, 1-748N, 1-748S and 1-759 and associated ramps that comprise the I-95 viaduct through Wilmington. This work includes cleaning and greasing or replacing bearings, patching concrete spalls in the substructure and superstructure, sealing concrete cracks in the substructure and superstructure, repairing or replacing approach slabs, replacing the existing bridge barrier and approach roadway barrier, spot or zone painting of existing steel girders, replacing joints or strip seals, partial replacement of the concrete decks, and constructing a concrete overlay.

JUSTIFICATION: 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 DelDOT'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)



Project Title (\$s x 1,000)	Phase	Current Estimate	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY 2018-2021 TOTAL	FY 22-23 TOTAL
Rehabilitation of I-95 from I-495 to North of Brandywine River Bridge	PE	11,000.0	700.0	2,800.0	-	336.2	1,344.8	-	-	-	-	-	-	-	5,181.0	-
	ROW	200.0	4.0	16.0	-	36.0	144.0	-	-	-	-	-	-	-	200.0	-
	C	147,000.0	-	-	-	-	-	-	3,800.0	15,200.0	-	9,600.0	38,400.0	-	67,000.0	80,000.0
Rehabilitation of I-95 from I-495 to Wilmington Viaduct	C	18,000.0	-	-	-	-	-	-	1,200.0	4,800.0	-	2,400.0	9,600.0	-	18,000.0	-
Advanced Traffic Mitigation for I-95 Viaduct and Brandywine River Bridge	Traffic	-	32.5	292.5	-	40.0	360.0	-	-	-	-	-	-	-	725.0	-
Total		176,200.0	736.5	3,108.5	0.0	412.2	1,848.8	0.0	5,000.0	20,000.0	0.0	12,000.0	48,000.0	0.0	91,106.0	80,000.0

Z001 - National Highway Performance Program (NHPP)

Z460 - National Highway Freight Program (NHFP)

AC Z100

TRANSIT FACILITIES PRESERVATION, NEW CASTLE COUNTY

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

Beech Street Generator
 D-Marc Beech Street
 Wilmington Administration Site Asbestos Remediation & Demo
 Wilmington Administration Center Rehabilitation - FTA State of Good Repair Grant
 Wilmington Operations Center Bus Wash
 Wilmington UST Replacement - FTA State of Good Repair Grant

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



FY 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM

Amended September 14, 2017

TRANSIT FACILITIES PRESERVATION, NEW CASTLE COUNTY (Cont)

Project Title (\$s x 1,000)	Phase	Current Estimate	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY 2018-2021 TOTAL	FY 22-23 TOTAL
Beech Street Generator	PE	80.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	692.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Contingency	79.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-
D-Marc Beech Street	C	81.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Wilmington Admin Site Asbestos Remediation & Demo	CE	5.9	3.8	-	-	-	-	-	-	-	-	-	-	-	3.8	-
	C	1,231.1	0.6	-	-	-	-	-	-	-	-	-	-	-	0.6	-
	Contingency	1,116.9	-	-	23.9	-	-	-	-	-	-	-	-	-	23.9	-
	Maintenance	1,175.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Wilmington Administration Center Rehabilitation - FTA State of Good Repair Grant	PE	200.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	923.1	146.0	584.0	-	-	-	-	-	-	-	-	-	-	730.1	-
Wilmington Operations Center Bus Wash	PE	125.0	10.0	40.0	-	15.0	60.0	-	-	-	-	-	-	-	125.0	-
	C	900.0	-	-	-	60.0	240.0	-	120.0	480.0	-	-	-	-	900.0	-
Wilmington UST Replacement - FTA State of Good Repair Grant	PE	77.8	4.6	18.5	-	-	-	-	-	-	-	-	-	-	23.1	-
	CE	75.3	4.9	19.6	-	-	-	-	-	-	-	-	-	-	24.4	-
	C	924.3	90.9	363.7	-	-	-	-	-	-	-	-	-	-	454.7	-
	Maintenance	40.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
DART 1 Roof Replacement	CE	50.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	450.0	81.1	-	-	-	-	-	-	-	-	-	-	-	81.1	-
Beech St Maintenance Building	PE	500.0	100.0	400.0	-	-	-	-	-	-	-	-	-	-	500.0	-
	C	3,000.0	-	-	-	600.0	2,400.0	-	-	-	-	-	-	-	3,000.0	-
Beech St Facilities Renovation	PE	25.0	-	-	-	25.0	-	-	-	-	-	-	-	-	25.0	-
	C	1,350.0	650.0	-	-	500.0	-	-	-	-	-	-	-	-	1,150.0	-
DART I Bus Vacuum	C	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
DART Parking Lot 4 Paving	C	250.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Monroe Street Oil Tanks Upgrade to AST	C	150.0	-	-	-	-	-	-	-	-	-	-	-	-	-	150.0
Riverfront Deck Repairs	PE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	371.0	0.2	-	-	-	-	-	-	-	-	-	-	-	0.2	-
Total		13,873.4	1,092.1	1,425.8	23.9	1,200.0	2,700.0	0.0	120.0	480.0	0.0	0.0	0.0	0.0	7,041.9	150.0

Wilmington Administration Center Rehabilitation - FTA State of Good Repair Grant
Wilmington Operations Center Bus Wash - 5307 - Urbanized Area Formula Grant Program
Beech St Maintenance Building- 5307 - Urbanized Area Formula Grant Program

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	Current Estimate	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY 2018-2021 TOTAL	FY 22-23 TOTAL
Preventive Maintenance - New Castle County	Procurement	52,000.0	-	5,200.0	1,300.0	-	5,200.0	1,300.0	-	5,200.0	1,300.0	-	5,200.0	1,300.0	26,000.0	13,000.0
Transit Vehicle Replacement (1) 45' OTR Bus NCC FY21	Procurement	913.5	-	-	-	-	-	-	-	-	-	182.7	730.8	-	913.5	-
Transit Vehicle Replacement (2) 30' Low Floor Buses NCC FY15	Procurement	1,009.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transit Vehicle Replacement (4) 30' Low Floor Buses FY17	Procurement	1,838.8	183.8	1,654.9	-	-	-	-	-	-	-	-	-	-	1,838.7	-
Transit Vehicle Replacement (2) 40' Low Floor Buses FY17	Program Funding	919.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-

TRANSIT VEHICLE REPLACEMENT AND REFURBISHMENT- NCC (Continued)

Project Title (\$s x 1,000)	Phase	Current Estimate	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY 2018-2021 TOTAL	FY 22-23 TOTAL
Transit Vehicle Replacement (2) 40' Low Floor FY17	Procurement	919.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transit Vehicle Replacement (2) 45' OTR Buses	Procurement	1,503.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transit Vehicle Replacement (3) Fixed Route Cutaway Buses NCC FY17	Procurement	405.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transit Vehicle Replacement (3) Fixed Route Cutaway Buses NCC FY22	Procurement	477.1	-	-	-	-	-	-	-	-	-	-	-	-	-	477.1
Transit Vehicle Replacement (31, 32) 40' Heavy Duty Low Floor Buses NCC FY14-15	Procurement	26,961.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transit Vehicle Replacement (60) 40' Low Floor Buses NCC FY20	Procurement	31,920.0	-	-	-	-	-	-	6,384.0	25,536.0	-	-	-	-	31,920.0	-
Transit Vehicle Replacement (7) 40' Low Floor Buses NCC FY21	Procurement	3,910.2	-	-	-	-	-	-	-	-	-	782.0	3,128.2	-	3,910.2	-
Transit Vehicle Replacement (9) 30' Low Floor Buses NCC FY20	Procurement	4,538.7	-	-	-	-	-	-	907.7	3,631.0	-	-	-	-	4,538.7	-
Transit Vehicle Replacement Paratransit Buses NCC FY16-22	Procurement	41,000.0	26.3	105.1	-	632.4	2,529.6	-	150.9	603.5	-	1,279.6	5,118.5	-	10,446.0	5,059.2
Transit Vehicle Replacement Support Vehicles NCC FY16-21	Procurement	756.4	-	-	-	87.8	-	-	269.6	-	-	48.4	-	-	405.7	48.3
Transit Vehicle Replacement Unicity Bus Purchase	Procurement	110.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transit Vehicle Replacement Unicity Bus Purchase FY16-21	Procurement	329.3	-	-	-	-	-	-	114.1	-	-	-	-	-	114.1	-
Total		169,513.2	210.1	6,960.0	1,300.0	720.2	7,729.6	1,300.0	7,826.3	34,970.5	1,300.0	2,292.7	14,177.5	1,300.0	80,086.9	18,584.6

Preventive Maintenance - New Castle County - 5307 - Urbanized Area Formula Grant Program

Transit Vehicle Replacement (1) 40' Low Floor Bus NCC FY19 - 5307 - Urbanized Area Formula Grant Program

Transit Vehicle Replacement (1) 45' OTR Bus NCC FY21 - 5307 - Urbanized Area Formula Grant Program

Transit Vehicle Replacement (60) 40' Low Floor Buses NCC FY20 - 5307 - Urbanized Area Formula Grant Program, 5339 - Alternatives Analysis (5339)

Transit Vehicle Replacement (7) 40' Low Floor Buses NCC FY21 - 5307 - Urbanized Area Formula Grant Program

Transit Vehicle Replacement (7) 40' Low Floor Buses NCC FY19 - 5307 - Urbanized Area Formula Grant Program

Transit Vehicle Replacement (9) 30' Low Floor Buses NCC FY20 - 5307 - Urbanized Area Formula Grant Program

Transit Vehicle Replacement Paratransit Buses NCC FY16-22 - 5307 - Urbanized Area Formula Grant Program, 5339 - Alternatives Analysis (5339)

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. Frequent flooding of SR 9 in the area of the Army Creek makes the road impassible



JUSTIFICATION: Improvements were recommended in the *City of New Castle Transportation Plan*, adopted by WILMAPCO in January 2000.

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	Current Estimate	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	2018-2021 TOTAL	FY 22-23 TOTAL
SR 9, River Road Area Improvements, Flood Remediation	PD	138.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	1,379.8	-	-	-	600.0	-	-	600.0	-	-	-	-	-	1,200.0	-
	ROW	500.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	9,350.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total		11,368.2	-	-	-	600.0	-	-	600.0	-	-	-	-	-	1,200.0	-

Z230 - Surface Transportation Block Grant Program - FAST

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	Current Estimate	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY 2018-2021 TOTAL	FY 22-23 TOTAL
Manor Avenue Sidewalk Improvements	PE	300.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	20.0	0.9	3.6	-	-	-	-	-	-	-	-	-	-	4.5	-
	CE	235.6	47.0	188.0	-	-	-	-	-	-	-	-	-	-	235.0	-
	C	673.3	134.7	538.6	-	-	-	-	-	-	-	-	-	-	673.3	-
	Traffic	5.0	1.0	4.0	-	-	-	-	-	-	-	-	-	-	5.0	-
	Contingency	76.4	15.3	61.1	-	-	-	-	-	-	-	-	-	-	76.4	-
Myrtle Avenue Sidewalk Improvements	PE	350.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	40.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	CE	273.4	6.0	24.0	-	-	-	-	-	-	-	-	-	-	30.0	-
	C	683.3	86.7	346.6	-	-	-	-	-	-	-	-	-	-	433.3	-
	Traffic	2.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Contingency	71.4	14.3	57.1	-	-	-	-	-	-	-	-	-	-	71.4	-
Total		2,730.4	305.9	1,223.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1,528.9	0.0

Manor Avenue Sidewalk Improvements - M40E - Congestion Mitigation and Air Quality Improvement Program (CMAQ)

Myrtle Avenue Sidewalk Improvements - M40E - Congestion Mitigation and Air Quality Improvement Program (CMAQ)

CLAYMONT TRAIN STATION

DESCRIPTION: This project will be for the design of a new Claymont commuter rail station integrated with the redevelopment of a former industrial site into an office/commercial complex. The new station will provide full ADA compliance and enhanced passenger facilities.

JUSTIFICATION: The Claymont Rail Station was last upgraded in 1996. The existing Claymont station is heavily used but is physically deficient and cannot be made fully compliant with the Americans with Disabilities Act. The redevelopment of an unused industrial site in Claymont offers an opportunity to construct a new station including ADA-compliant high-level platforms and improved passenger amenities.

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



Project Title (\$s x 1,000)	Phase	Current Estimate	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	2018-2021 TOTAL	FY 22-23 TOTAL
Claymont Regional Transportation Center	PE	6,700.0	633.6	2,534.4	-	540.0	2,160.0	-	-	-	-	-	-	-	5,868.0	-
	CE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	44,000.0	-	-	-	2,150.0	3,225.0	125.0	9,000.0	13,500.0	-	6,400.0	9,600.0	-	44,000.0	-
Total		50,700.0	633.6	2,534.4	-	2,690.0	5,385.0	125.0	9,000.0	13,500.0	-	6,400.0	9,600.0	-	49,868.0	-

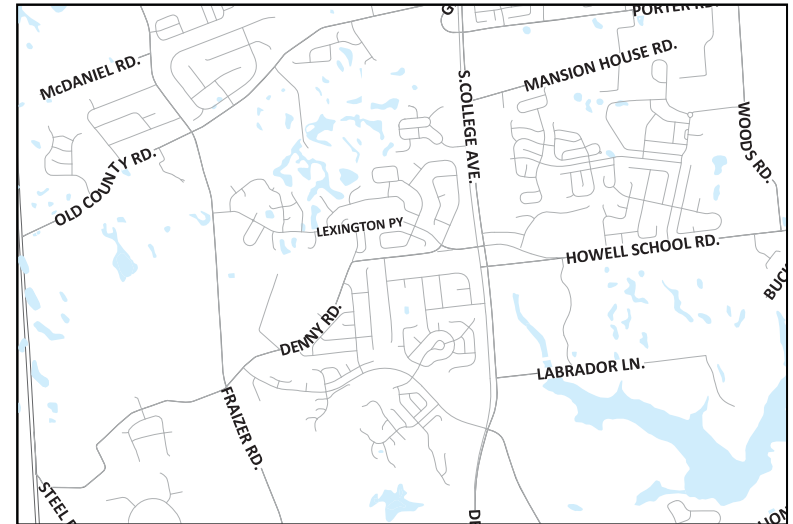
5307 - Urbanized Area Formula Grant Program, 5337 - State of Good Repair, TIGER

DENNY ROAD AND LEXINGTON PARKWAY INTERSECTION

DESCRIPTION: Intersection improvements to address neighborhood transportation operational issues. A roundabout may be considered.

JUSTIFICATION: Transportation operational issues.

County: New Castle
Investment Area:
Municipality:
Funding Program:
Functional Category: Management
Year Initiated: FY 2018



Project Title (\$s x 1,000)	Phase	Current Estimate	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	2018-2021 TOTAL	FY 22-23 TOTAL
Denny Road and Lexington Parkway Intersection Improvements	PE	750.0	-	-	-	-	-	-	-	-	-	-250.0	-	-	-250.0	500.0
Total		750.0	-	-	-	-	-	-	-	-	-	-250.0	-	-	-250.0	500.0

GARASCHE'S 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



Project Title (\$s x 1,000)	Phase	Current Estimate	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	2018-2021 TOTAL	FY 22-23 TOTAL
Garasches Lane, Wilmington	PD	652.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	350.0	44.8	179.2	-	10.0	40.0	-	-	-	-	-	-	-	274.1	-
	ROW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	5,000.0	-	-	-	-	-	-	-800.0	3,200.0	-	-200.0	800.0	-	5,000.0	-
Total		6,002.2	44.8	179.2	-	10.0	40.0	-	-800.0	3,200.0	-	-200.0	800.0	-	5,274.1	-

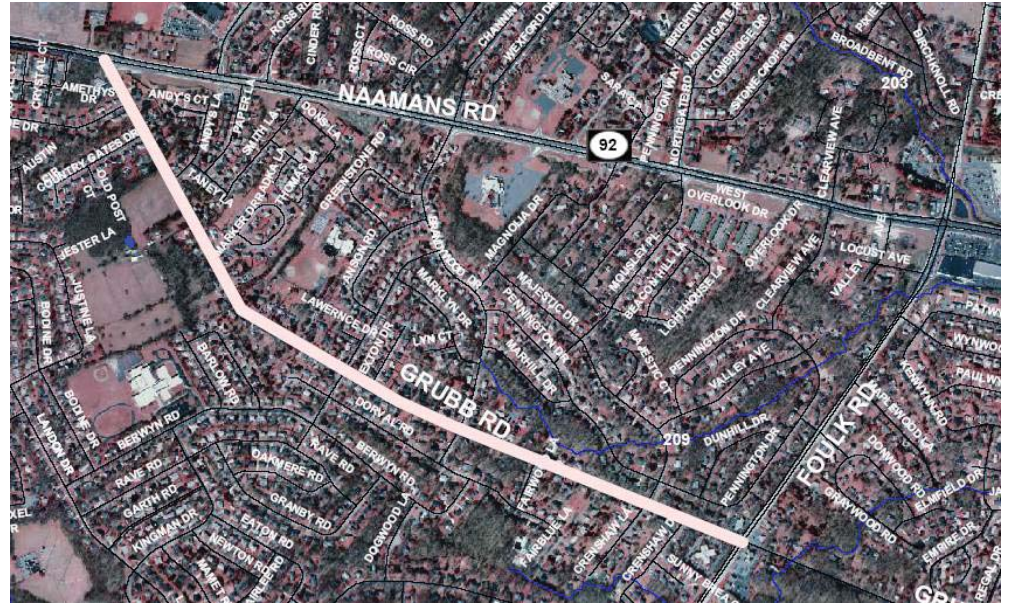
M23E - Surface Transportation Program MAP-21 (STP)
 Z230 - Surface Transportation Block Grant Program - FAST

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

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



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:

- SR 2 / Red Mill Road Intersection Improvements - The SR2/Red Mill Road Intersection will be assessed on what improvements are needed to address congestion and safety, including the potential for additional turn lanes and bike and pedestrian improvements. The SR2/Red Mill Road Intersection experiences congestion frequently during the morning and evening peak hours and also has experienced crashes. It also lacks pedestrian and bicycle facilities. Improvements to the intersection were originally identified in the 1997 Churchmans Crossing Program.
- SR 273 / Chapman Road Intersection Improvements - This project includes intersection improvements at the SR273 and Chapman Road Intersection to address congestion, safety, and multi-modal needs. Improvements were identified as part of the Churchmans Crossing Study adopted in 1997. Monitoring of transportation conditions since the study was adopted has shown the continued need for transportation improvements.
- HEP NCC, SR 72 and Old Baltimore Pike Intersection Improvements - This project involves intersection improvements at the intersection of SR72 and Old Baltimore Pike, including median modifications at Royal Farms entrances along SR 72 and Old Baltimore Pike. An additional left-turn lane will be constructed along eastbound Old Baltimore Pike. This project was identified by the Hazard Elimination Program in 2011 as Site T.
- HEP NCC, SR2, Wollaston Road to Milltown Road - The project will include lengthening of the eastbound left turn lane onto Milltown Road, signal modifications, and the addition of sidewalk on the north side of SR2. Location was identified on the 2010 HEP as Site O.
- HEP NCC, SR41 and Faulkland Road Intersection – The project is currently proposed to lengthen the left turn lane from Newport Gap Pike onto Eastbound Faulkland Road by approximately 400 feet. The concrete medians will be removed from all four legs and a new traffic signal will be installed. This project will also extend and improve the sidewalk along Faulkland road from Oakland drive to the intersection.
- HSIP NCC, Churchmans Road WB, Christiana Hospital to SR 1 - This project will modify southbound ramp movement off of SR 7 southbound to address weaves from the ramp to Continental Drive. The left turn lanes on westbound Churchmans Road at the intersection of Continental Drive will be extended. This project will also extend current lane drop on Churchmans Road westbound to the intersection at the Christiana Hospital, which will turn into the new right turn lane into the Center Point Shopping Center, along with pedestrian improvements. This project location was identified on both the 2000 (Site B) and 2006 HSIP (Site E).
- HSIP NCC, I-95, N213 Carr Road & N3, Marsh Road Interchange Improvements - This project will include additional turn lanes at the Marsh Road/Carr Road and Marsh Road/I-95 SB Ramp intersections; and pedestrian and bicycle improvements. This project was identified through the Hazard Elimination Program (HEP) formerly known as Highway Safety Improvement Program (HSIP) 2002 site I.
- HSIP NCC, N282, Mill Creek Road and Stoney Batter Road Intersection - This project will provide improvements to the intersection of Mill Creek Road and Stoney Batter Road to address operational and safety issues. Increased development in the area has increased traffic congestion at this three-legged intersection. The intersection is also on the Hazard Elimination Program (HEP) formerly known as the Highway Safety Improvement Program (HSIP), 2007 list, Site S.
- HSIP NCC, N54, Howell School Road, SR 896 to SR 71 - This project will realign the SR 896, Summit Bridge Road intersections of N396, Denny Road and N54, Howell School Road. In addition, Howell School Road will be widened to provide two 11-foot lanes and two 5-foot shoulders (shared bicycle lanes) from SR 896 to Robert Peoples Boulevard. A roundabout will be constructed at the intersection of Robert Peoples Boulevard and Howell School Road. A multi-use path will also be constructed to connect access to Lums Pond from Denny Road.

HIGHWAY SAFETY IMPROVEMENT PROGRAM (CONTINUED)

- HSIP NCC, Old Baltimore Pike and Salem Church Road - Proposed improvements will include expanding the single left-turns to double left-turns lanes from Old Baltimore Pike onto Salem Church Road.
- HSIP NCC, SR 273 and Harmony Road Intersection Improvement - This project is looking at options to address the safety and capacity issues from the I-95 off ramp being close to Harmony Road, and growth in the area.
- HSIP NCC, SR 273, Appleby Road to Airport Road - This project will include safety, capacity and pedestrian improvements at the SR273 intersections of Airport and Appleby Roads.
- HSIP NCC, SR 71, Old Porter Road to SR 7 - The project includes installing a traffic signal at SR 71 and Old Porter Road, converting Church Road to one-way eastbound east of the residential driveway east of SR 71, and intersection improvements at SR 7 and SR 71.
- HEP NCC, SR 273 and Red Mill Road Connector Intersection Improvements - Improvements include an exclusive left turn lane on the Red Mill Road Connector approach to SR 273 and retention of stop control along Red Mill Road at the Red Mill Road Connector.

JUSTIFICATION: Improve safety at high accident locations.

County: New Castle

Investment Area:

Municipality:

Funding Program:

Functional Category:

Year Initiated:

Road System – Arterials

Management

FY 1993



Project Title (\$s x 1,000)	Phase	Current Estimate	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	2018-2021 TOTAL	FY 22-23 TOTAL
Highway SAFETY Improvement Program - New Castle County	PD	244.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	4,648.3	486.7	749.9	-	600.0	-	-	-	-	-	-	-	-	1,836.6	-
	ROW	3,580.0	26.6	512.8	-	50.0	450.0	-	500.0	-	-	700.0	-	-	2,239.4	-
	CE	2,056.2	214.7	942.3	-	21.3	191.7	-	5.3	47.9	-	-	-	-	1,423.3	-
	C	35,312.5	1,627.8	6,954.5	3.6	1,855.0	9,295.0	-	200.0	1,800.0	-	150.0	1,350.0	-	23,235.8	-
	Traffic	1,704.7	129.9	565.1	-	-	-	-	0.5	4.5	-	-	-	-	700.0	-
	Utilities	876.3	43.3	173.3	-	29.6	266.4	-	7.4	66.6	-	-	-	-	586.6	-
	Contingency	1,475.0	535.0	482.0	-	-	-	-	13.1	117.8	-	-	-	-	1,147.9	-
Total		49,897.5	3,064.0	10,379.9	3.6	2,555.9	10,203.1	-	726.3	2,036.8	-	850.0	1,350.0	-	31,169.6	-

FY 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM

Amended September 14, 2017

HIGHWAY SAFETY IMPROVEMENT PROGRAM (CONTINUED)

Project Title (\$s x 1,000)	Phase	Current Estimate	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY 22-22 Total
HEP NCC, SR 273 and Red Mill Road Connector Intersection Improvements	PE	125.0													
	C	2,000.0	20.0	80.0		380.0	1,520.0								1,900.0
HEP NCC, SR 72 and Old Baltimore Pike Intersection Improvements															
	CE	290.9	58.2	232.7											
	C	2,207.6	441.5	1,766.1											
	Traffic	312.7	62.5	250.2											
	Utilities	94.8	19.0	75.8											
HEP NCC, SR2, Wollaston Road to Milltown Road	PE	153.0													
	ROW	150.0													
	CE	481.9	42.5	169.8											
	C	2,273.3	144.5	577.9											
	Traffic	403.1	7.4	42.9											
	Utilities	229.6													
	Contingency	961.8	472.5	193.9											
HEP NCC, SR41 and Faulkland Road Intersection	PE	75.0													
	ROW	140.0	4.5	40.5											
	C	1,000.0	25.0	225.0		75.0	675.0								750.0
HSIP NCC, Churchmans Road WB, Christiana Hospital to SR 1	PE	278.9													
	ROW	20.0													
	CE	216.2	16.7	150.0											
	C	1,129.1	63.7	573.1											
	Traffic	257.6	6.4	57.8											
	Contingency	76.0	7.6	68.4											
HSIP NCC, I-95, N213 Carr Road & N3, Marsh Road Interchange Improvements	PD	207.5													
	PE	1,234.9	29.6	266.0											
	ROW	50.0		49.8											
	C	5,000.0	300.0	1,200.0		700.0	2,800.0								3,500.0
	Utilities	15.0	3.0	12.0											
HSIP NCC, N282, Mill Creek Road and Stoney Batter Road Intersection	PD	37.0													
	PE	186.0	10.0	40.0											
	ROW	240.0	16.1	64.3											
	CE	266.2				21.3	191.7		5.3	47.9					213.0
	C	2,500.0				200.0	1,800.0		50.0	450.0					2,000.0
	Traffic	5.0							0.5	4.5					
	Utilities	370.0				29.6	266.4		7.4	66.6					296.0
	Contingency	130.9							13.1	117.8					

FY 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM

Amended September 14, 2017

HIGHWAY SAFETY IMPROVEMENT PROGRAM (CONTINUED)

Project Title (\$s x 1,000)	Phase	Current Estimate	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY 22-22 Total
HSIP NCC, Old Baltimore Pike and Salem Church Road	PE	50.0	3.0	27.0											
	ROW	300.0		300.0											
	C	1,000.0				100.0	900.0								1,000.0
HSIP NCC, SR 273 and Harmony Road Intersection Improvement	PE	1,136.0	44.1	397.0											
	ROW	500.0				50.0	450.0								500.0
	C	3,000.0							150.0	1,350.0		150.0	1,350.0		1,500.0
HSIP NCC, SR 71, Old Porter Road to SR 7	PE	225.0													
	ROW	750.0		34.3											
	CE	506.0	97.5	389.8											
	C	2,665.4	533.1	2,132.3	3.6										
	Traffic	267.7	53.5	214.1											
	Utilities	166.9	21.4	85.4											
	Contingency	274.6	54.9	219.7											
US13, Duck Creek to SR1	PE	1,000.0	400.0			600.0									600.0
	ROW	1,200.0							500.0			700.0			700.0
	C	6,300.0													
US 40 and SR7 Intersection Improvements	PE	70.0		20.0											
	ROW	30.0	6.0	24.0											
	C	2,500.0	100.0	400.0		400.0	1,600.0								2,000.0

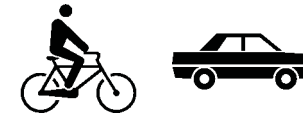
HEP NCC, SR 273 and Red Mill Road Connector Intersection Improvements - Z001 - National Highway Performance Program (NHPP)
 HEP NCC, SR 72 and Old Baltimore Pike Intersection Improvements - Z230 - Surface Transportation Block Grant Program - FAST
 HEP NCC, SR2, Wollaston Road to Milltown Road - - Surface Transportation Block Grant Program, H240, M240, M24E, Federal Earmark Funding- LY6A
 HEP NCC, SR41 and Faulkland Road Intersection - ZS30 - Highway Safety Improvement Program (HSIP)
 HSIP NCC, Churchmans Road WB, Christiana Hospital to SR 1 - ZS30 - Highway Safety Improvement Program (HSIP)
 HSIP NCC, I-95, N213 Carr Road & N3, Marsh Road Interchange Improvements - Z001 - National Highway Performance Program (NHPP)
 HSIP NCC, N282, Mill Creek Road and Stoney Batter Road Intersection - Z230 - Surface Transportation Block Grant Program - FAST
 HSIP NCC, N54, Howell School Road, SR 896 to SR 71 - Surface Transportation Block Grant Program -M23E, M230, L00E, L240, Equity Bonus - LZ2E, Surface Transportation Block Grant (STBG) Program Flex - Z240, M24E, MINIMUM GUAR - EXEMPT H770
 HSIP NCC, Old Baltimore Pike and Salem Church - Z230 - Surface Transportation Block Grant Program – FAST, ZS30 - Highway Safety Improvement Program (HSIP)
 HSIP NCC, SR 273 and Harmony Road Intersection Improvement - Z230 - Surface Transportation Block Grant Program – FAST, ZS30 - Highway Safety Improvement Program (HSIP)
 HSIP NCC, SR 273, Appleby Road to Airport Road- ZS30 - Highway Safety Improvement Program (HSIP)
 HSIP NCC, SR 71, Old Porter Road to SR 7 - MS30 - Highway Safety Improvement Program (HSIP), M040, LS30 - HSIP, ZS30 - HSIP, M240 - STBG, H240 - STBG, LS3E - HSIP
 SR 273 / Chapman Road Intersection – National Highway Performance Program Z001, M0E1
 SR 2 / Red Mill Road Intersection Improvements - Z001 - National Highway Performance Program (NHPP), Z230 - Surface Transportation Block Grant Program - FAST

HOWELL SCHOOL ROAD, SR 896 TO SR 71

DESCRIPTION: This project will realign the SR 896, Summit Bridge Road intersections of N396, Denny Road and N54, Howell School Road. In addition, Howell School Road will be widened to provide two 11-foot lanes and two 5-foot shoulders (shared bicycle lanes) from SR 896 to Robert Peoples Boulevard. A roundabout will be constructed at the intersection of Robert Peoples Boulevard and Howell School Road. A multi-use path will also be constructed to connect access to Lums Pond from Denny Road.


JUSTIFICATION: This project was identified through the departmental prioritization process and the Project Development Committee. It will eliminate the need for the second traffic signal and mitigate congestion at the current two intersections on SR 896. The intersection of Howell School and SR 71 will also be analyzed for safety and capacity. In addition, Howell School Road will be brought up to current standards.

County: New Castle
Investment Area: Core
Municipality:
Funding Program:
Functional Category: Management
Year Initiated: FY 2000



Project Title (\$s x 1,000)	Phase	Current Estimate	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	2018-2021 TOTAL	FY 22-23 TOTAL
HSIP NCC, N54, Howell School Road, SR 896 to SR 71	PD	557.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	1,609.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	1,000.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	CE	1,517.3	-	382.6	-	-	-	-	-	-	-	-	-	-	382.6	-
	C	8,333.3	-	2,969.8	-	-	-	-	-	-	-	-	-	-	2,969.8	-
	Traffic	317.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Utilities	183.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Contingency	1,236.5	-	1,132.5	-	-	-	-	-	-	-	-	-	-	1,132.5	-
Total		14,754.5	-	4,484.9	-	-	-	-	-	-	-	-	-	-	4,484.9	-

DESCRIPTION: The intersection of Newport Road at OCT will be rebuilt as a four-leg roundabout, while the intersection of Stanton Road at OCT will be rebuilt as a three-leg roundabout. Drainage improvements will be incorporated with the rebuilding of the Newport Road intersection, along with marked crosswalks and new sidewalks in the immediate vicinity of both intersections. A new sidewalk will be constructed on the north side of OCT between Stanton Road and the Red Clay Creek Bridge. Pedestrian-scaled decorative lighting will also be added along both sides of OCT between Newport Road and Stanton Road. These projects were key recommendations in the 2014 Marshallton Circulation Study (www.wilmapco.org/marshallton), and have strong community support.

NEW CASTLE COUNTY – SYSTEM MANAGEMENT

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



Project Title (\$s x 1,000)	Phase	Current Estimate	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	2018-2021 TOTAL	FY 22-23 TOTAL
Possum Park Road and Old Possum Park Road Intersection Improvements	PE	182.0	131.6	-	-	50.0	-	-	-	-	-	-	-	-	181.6	-
	ROW	100.0	-	-	-	75.0	-	-	25.0	-	-	-	-	-	100.0	-
	C	1,500.0	-	-	-	-	-	-	1,500.0	-	-	-	-	-	1,500.0	-
Total		1,782.0	131.6	-	-	125.0	-	-	1,525.0	-	-	-	-	-	1,781.6	-

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.

- Cedar Lane Road and Marl Pit Road Intersection Improvements - This project will reconfigure the intersection of Cedar Lane Road and Marl Pit Road from an intersection to a roundabout.
 - Jamison Corner Road Relocated at Boyds Corner Road - 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.
 - N15, Boyds Corner Road, Cedar Lane Road to US 13 - This project will improve Boyds 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.
 - N412, Lorewood Grove Road, Rd 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.
 - N427, Cedar Lane Road, Marl Pit Road, to Boyds Corner Road - 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.
-

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.



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	Current Estimate	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY 2018-2021 TOTAL	FY 22-23 TOTAL
Jamison Corner Road Relocated at Boyds Corner Road	PE	557.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	1,000.0	22.3	-	-	-	-	-	-	-	-	-	-	-	22.3	-
	CE	215.3	85.4	-	-	-	-	-	-	-	-	-	-	-	85.4	-
	C	7,800.0	2,950.3	-	3,000.0	1,198.8	-	-	-	-	-	-	-	-	7,149.1	-
	Utilities	366.2	166.2	-	-	200.0	-	-	-	-	-	-	-	-	366.2	-
N15, Boyds Corner Road, Cedar Lane Road to US 13	PE	2,010.3	-	-	-	250.0	-	-	250.0	-	-	-	-	-	500.0	-
	ROW	2,800.0	-	-	-	1,400.0	-	-	1,400.0	-	-	1,400.0	-	-	4,200.0	-
	C	13,300.0	-	-	-	-	-	-	-	-	-	-	-	-	-	10,325.0
	Utilities	21.0	-	-	-	-	-	-	-	-	-	-	-	-	-	21.0
N412, Lorewood Grove Road, Jamison Corner Rd to SR 1	PE	168.6	77.0	-	-	50.0	-	-	-	-	-	-	-	-	127.0	-
	ROW	3,000.0	-	-	-	-	-	-	1,500.0	-	-	1,500.0	-	-	3,000.0	-
	C	7,000.0	-	-	-	-	-	-	-	-	-	-	-	-	-	6,000.0
N427, Cedar Lane Road, Marl Pit Road, to Boyds Corner Road	PE	1,981.5	278.6	-	-	69.0	-	-	-	-	-	-	-	-	347.6	-
	ROW	2,600.0	-	-	-	-	-	-	1,700.0	-	-	900.0	-	-	2,600.0	-
	C	5,500.0	-	-	-	-	-	-	-	-	-	-	-	-	-	5,500.0
Cedar Lane Road and Marl Pit Road Intersection Improvements	PE	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	100.0	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-
	C	1,500.0	250.0	-	-	1,250.0	-	-	-	-	-	-	-	-	1,500.0	-
Total		50,020.0	3,929.8	0.0	3,000.0	4,417.8	0.0	0.0	4,850.0	0.0	0.0	3,800.0	0.0	0.0	19,997.6	21,846.0

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:

- I-95 and SR141 Ramps G & F Improvements - 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. The project will also reconstruct the SR141 bridges that cross over northbound I-95.
- SR141 Improvements, I-95 Interchange to Jay Drive - Construct an additional left turn lane from Commons Boulevard, construct additional SR141 through lanes at the intersection and pedestrian and transit infrastructure improvements. The project goal will be to improve current and future traffic conditions (safety and capacity) at the SR141 and Commons Boulevard intersection.

JUSTIFICATION: The project goal will be to improve current and future traffic conditions (safety and capacity) at the SR141 and I-95 interchange. Project started as Hazard Elimination Program 1998 Site U.

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	Current Estimate	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY 2018-2021 TOTAL	FY 22-23 TOTAL
I-95 and SR141 Interchange, Ramps G & F Improvements	PE	2,700.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	CE	3,515.9	-	1,857.0	-	-	-	-	-	-	-	-	-	-	1,857.0	-
	C	31,659.5	-	18,666.6	-	-	-	-	-	-	-	-	-	-	18,666.6	-
	Traffic	604.1	-	104.1	-	-	-	-	-	-	-	-	-	-	104.1	-
	Utilities	636.2	-	55.8	-	-	-	-	-	-	-	-	-	-	55.8	-
	Contingency	2,751.3	-	2,500.0	-	-	-	-	-	-	-	-	-	-	2,500.0	-
SR141 Improvements, I-95 Interchange to Jay Drive	PE	5,795.6	117.1	468.4	-	-	-	-	-	-	-	-	-	-	585.5	-
	ROW	752.4	750.0	-	-	-	-	-	-	-	-	-	-	-	750.0	-
	C	45,000.0	20.0	80.0	-	5,400.0	21,600.0	-	3,580.0	14,320.0	-	-	-	-	45,000.0	-
Total		93,415.0	887.1	23,731.9	0.0	5,400.0	21,600.0	0.0	3,580.0	14,320.0	0.0	0.0	0.0	0.0	69,519.0	0.0

I-95 and SR141 Interchange, Ramps G & F Improvements - Z002,Z001 - National Highway Performance Program (NHPP), Z003 - Projects to Reduce PM 2.5 Emissions
 SR141 Improvements, I-95 Interchange to Jay Drive - Z002,Z001 - National Highway Performance Program (NHPP)

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. Between Casho Mill Road and the Maryland line, the project includes roadway reconstruction and pedestrian and bicycle improvements. An additional travel lane will be added in each direction from Otts Chapel Road to SR4.

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	Current Estimate	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	2018-2021 TOTAL	FY 22-23 TOTAL
Elkton Road, MD Line to Casho Mill Road	PE	2,289.3	-	658.7	-	-	-	-	-	-	-	-	-	-	658.7	-
	ROW	1,000.0	800.0	-	-	200.0	-	-	-	-	-	-	-	-	1,000.0	-
	C	25,000.0	-	-	-	200.0	800.0	-	3,600.0	14,400.0	-	1,200.0	4,800.0	-	25,000.0	-
Total		28,289.3	800.0	658.7		400.0	800.0		3,600.0	14,400.0		1,200.0	4,800.0		26,658.7	

Z001 - National Highway Performance Program (NHPP)

SR 2 AND RED MILL ROAD

DESCRIPTION: The SR2/Red Mill Road Intersection will be assessed on what improvements are needed to address congestion and safety, including the potential for additional turn lanes and bike and pedestrian improvements.

JUSTIFICATION: The SR2/Red Mill Road Intersection experiences congestion frequently during the morning and evening peak hours and also has experienced crashes. It also lacks pedestrian and bicycle facilities. Improvements to the intersection were originally identified in the 1997 Churchmans Crossing Program.

County: New Castle
Investment Area: Core
Municipality:
Funding Program: Road System – Arterials
Functional Category: Management
Year Initiated: FY 1998



Project Title (\$s x 1,000)	Phase	Current Estimate	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	2018-2021 TOTAL	FY 22-23 TOTAL
SR 2 / Red Mill Road Intersection Improvements	PE	1,200.0	144.4	577.5	-	30.0	120.0	-	-	-	-	-	-	-	871.9	-
	ROW	3,500.0	-	-	-	1,750.0	-	-	1,750.0	-	-	-	-	-	3,500.0	-
	C	7,200.0	-	-	-	-	-	-	-	-	-	1,200.0	4,800.0	-	6,000.0	1,200.0
Total		11,900.0	144.4	577.5	-	1,780.0	120.0	-	1,750.0	-	-	1,200.0	4,800.0	-	10,371.9	1,200.0

Z001 - National Highway Performance Program (NHPP)

Z230 - Surface Transportation Block Grant Program - FAST

SR 273, APPLEBY ROAD TO AIRPORT ROAD

DESCRIPTION: This project will include safety, capacity and pedestrian improvements at the SR273 intersections of Airport and Appleby Roads.

JUSTIFICATION: This project location was identified as a 2000 HSIP - Site DD.

County: New Castle
Investment Area: Core
Municipality:
Funding Program: Road System – Arterials
Functional Category: Management
Year Initiated: FY 2000



Project Title (\$s x 1,000)	Phase	Current Estimate	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	2018-2021 TOTAL	FY 22-23 TOTAL
HSIP NCC, SR 273, Appleby Road to Airport Road	PD	200.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	1,250.0	1.4	12.9	-	-	-	-	-	-	-	-	-	-	14.4	-
	ROW	1,391.0	55.7	501.2	-	-	-	-	-	-	-	-	-	-	556.9	-
	CE	200.0	11.0	98.7	-	5.0	45.0	-	-	-	-	-	-	-	159.7	-
	C	7,288.0	75.0	675.0	-	653.7	5,883.3	-	-	-	-	-	-	-	7,287.0	-
	Traffic	842.0	58.2	523.8	-	20.0	180.0	-	-	-	-	-	-	-	782.0	-
	Utilities	757.0	69.4	624.9	-	-	-	-	-	-	-	-	-	-	694.3	-
Total		11,927.9	270.7	2,436.6		678.7	6,108.3								9,494.2	

ZS30 - Highway Safety Improvement Program (HSIP)

SR 273 / CHAPMAN ROAD INTERSECTION IMPROVEMENTS

DESCRIPTION: This project includes intersection improvements at the SR273 and Chapman Road Intersection to address congestion, safety, and multi-modal needs.

JUSTIFICATION: The Project was identified as part of the Churchmans Crossing Study adopted in 1997. Monitoring of transportation conditions since the study was adopted has shown the continued need for transportation improvements.

County: New Castle
Investment Area: Core
Municipality:
Funding Program: Road System – Arterials
Functional Category: Management
Year Initiated: FY 1998



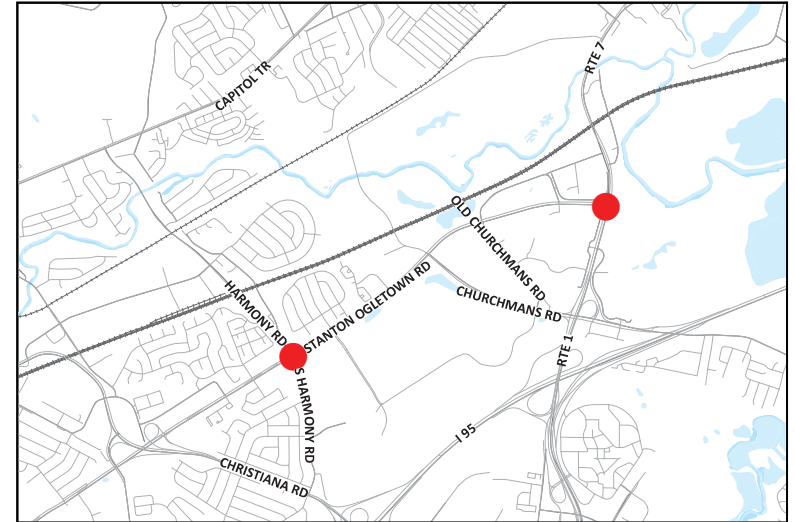
Project Title (\$s x 1,000)	Phase	Current Estimate	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	2018-2021 TOTAL	FY 22-23 TOTAL
SR 273 / Chapman Road Intersection Improvements	PE	1,300.0	50.0	200.0	-	-168.0	672.0	-	-	-	-	-	-	-	1,090.0	-
	ROW	750.0	-	-	-	-250.0	-	-	-500.0	-	-	-	-	-	-750.0	-
	C	12,500.0	-	-	-	-	-	-	-	-	-	-100.0	400.0	-	-500.0	12,000.0
Total		14,550.0	50.0	200.0	-	-418.0	672.0	-	-500.0	-	-	-100.0	400.0	-	-2,340.0	12,000.0

Z001 - National Highway Performance Program (NHPP)

SR 4, CHURCHMANS CROSSING

DESCRIPTION: SR4, Harmony Road Intersection Improvements: Churchmans Crossing continues to experience growth, especially non-residential land uses. Many of the intersections in the area experience congestion, either now or are expected to in the future. Improvements to other modes, including pedestrians, bicyclists, and transit riders, continue to need to be addressed to support a range of transportation choices.

SR4, Ogletown Stanton Roads/SR7, Christiana Stanton Phase I, Stanton Split: This project is part of the Churchman's Crossing Study Recommendations, dated April 1, 1997, and was the 2007 HSIP list, Site S. Churchmans Crossing continues to experience growth, especially non-residential land uses. Many of the intersections in the area experience congestion, either now or are expected to in the future. Improvements to other modes, including pedestrians, bicyclists, and transit riders, continue to need to be addressed to support a range of transportation choices.



JUSTIFICATION:

County: New Castle
Investment Area:
Municipality:
Funding Program:
Functional Category: Management
Year Initiated: FY 2018



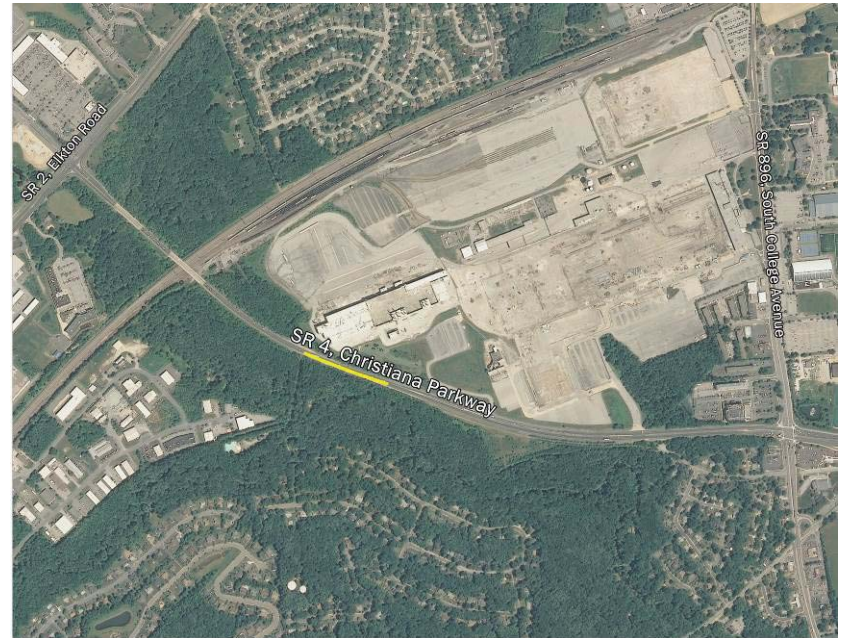
Project Title (\$s x 1,000)	Phase	Current Estimate	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY 2018-2021 TOTAL	FY 22-23 TOTAL
SR4, Harmony Road Intersection Improvements	PE	750.0	-	-	-	-	-	-	-	-	-	250.0	-	-	250.0	500.0
SR4, Ogletown Stanton Road/SR 7, Christina Stanton Road Phase I, Stanton Split	PE	900.0	-	-	-	-	-	-	-	-	-	300.0	-	-	300.0	600.0
Total		1,650.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	550.0	0.0	0.0	550.0	1,100.0

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



Project Title (\$s x 1,000)	Phase	Current Estimate	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	2018-2021 TOTAL	FY 22-23 TOTAL
SR 4, Christina Parkway from SR 2, Elkton Road to SR 896, South College Avenue, Newark	PD	195.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	1,000.0	106.4	425.4	-	31.2	124.6	-	-	-	-	-	-	-	687.5	-
	ROW	300.0	-	-	-	-	-	-	150.0	-	-	150.0	-	-	300.0	-
	C	20,000.0	-	-	-	-	-	-	-	-	-	-	-	-	-	6,500.0
Total		21,495.8	106.4	425.4		31.2	124.6		150.0			150.0			987.5	6,500.0

Z460 National Highway Freight Program (NHFP)
M0E1 National Highway Performance Program
Z001 - National Highway Performance Program (NHPP)

TRANSIT FACILITIES, NEW CASTLE COUNTY**DESCRIPTION:**

NCC Transit Center - The project will entail the development, design and construction of a new park & ride and transit facility around the Road A/Center Boulevard location. The facility will provide for pedestrians and vehicles as well as buses and other needs for a park & ride transit center. The current Park & Ride; which exists in the middle of the Christiana Mall Parking lots, has developed over the years to provide both park & ride and transit services. Dart First State runs numerous bus routes through the location; both destination and transfer routes. The current portions of the parking lot that has our Park & Ride location is planned to be redeveloped by the Christiana Mall starting in 2016. DelDOT and Dart First State will be working to develop a new location that meets the short term and long term goals of transit services within this developing region.

Middletown Park and Ride - Development of new park and ride lot(s) in Southern New Castle County, likely near the future interchanges of the new US 301. Locations may include Jamisons Corner Road, Summit Bridge Road, and Levels Road.

JUSTIFICATION: 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	Current Estimate	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY 2018-2021 TOTAL	FY 22-23 TOTAL
NCC Transit Center	PD	500.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	750.0	130.0	520.0	-	20.0	80.0	-	-	-	-	-	-	-	750.0	-
	ROW	1,000.0	-	-	-	200.0	800.0	-	-	-	-	-	-	-	1,000.0	-
	C	2,500.0	-	-	-	-	-	-	300.0	1,200.0	-	200.0	800.0	-	2,500.0	-
Middletown Park and Ride	PE	500.0	500.0	-	-	-	-	-	-	-	-	-	-	-	500.0	-
	C	3,000.0	-	-	-	1,500.0	-	-	1,500.0	-	-	-	-	-	3,000.0	-
		8,250.0	630.0	520.0	0.0	1,720.0	880.0	0.0	1,800.0	1,200.0	0.0	200.0	800.0	0.0	7,750.0	0.0

NCC Transit Center - 5307 - Urbanized Area Formula Grant Program

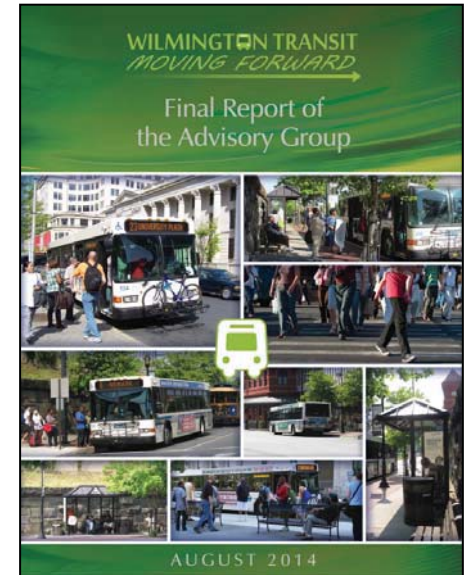
TRANSIT FACILITIES, WILMINGTON

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 Center - This project is being conducted pursuant to a public-private agreement to be entered into between Delaware Transit Center, an operating division of DelDOT, and Transit Center LLC in accordance with Delaware Code, Title 2, Chap. 20 Public-Private Initiatives Program in Transportation. The proposed project is the construction of the Wilmington Transit Center on State-owned land east of Walnut Street and North of Front Street in Wilmington. The selected private entity would, at their expense, design, build, maintain and operate a parking and transit facility. As part of this agreement, DTC would be provided with bus bays in the parking structure, an area for bus staging, accommodations for future electric bus recharging, bus operator facilities, public kiosks for transit ticketing/information, rental car parking and additional public parking availability.



JUSTIFICATION: Meet the short term and long term goals of transit services including those identified by the Wilmington Transit Moving Forward report.

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



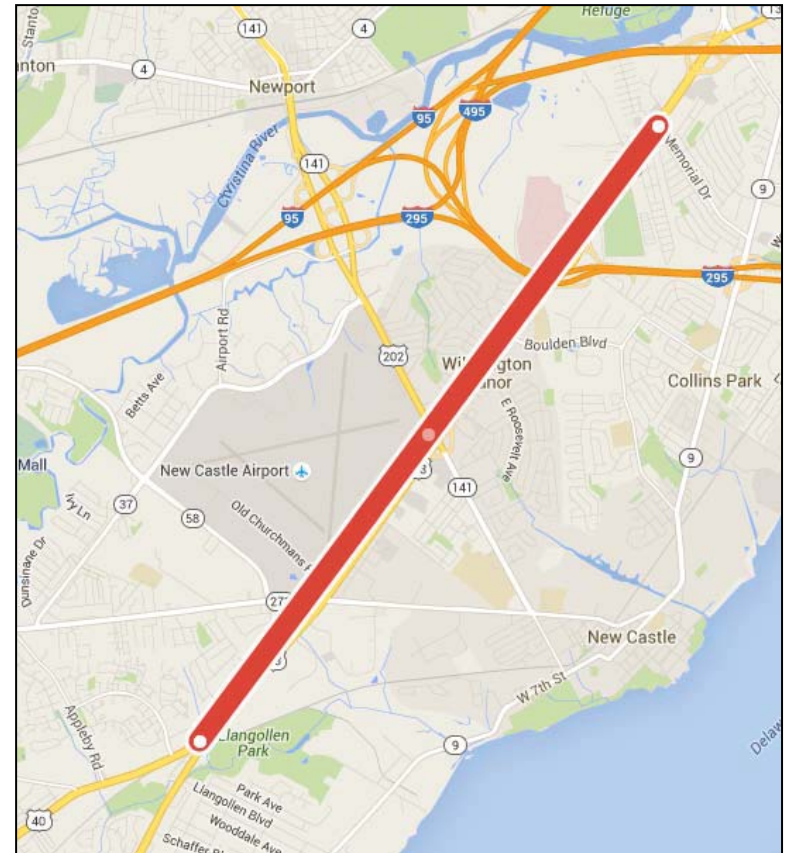
Project Title (\$s x 1,000)	Phase	Current Estimate	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY 2018-2021 TOTAL	FY 22-23 TOTAL
City of Wilmington Bus Stop Beautifications	C	500.0	336.9	-	-	-	-	-	-	-	-	-	-	-	336.9	-
Christina Crescent Elevators	CE	50.0	0.5	-	-	-	-	-	-	-	-	-	-	-	0.5	-
	C	516.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Contingency	434.0	415.0	-	-	-	-	-	-	-	-	-	-	-	415.0	-
Wilmington Transit Center	PE	320.0	195.8	-	-	-	-	-	-	-	-	-	-	-	195.8	-
	ROW	500.0	73.7	-	-	-	-	-	-	-	-	-	-	-	73.7	-
	C	18,100.0	1,550.0	-	6,500.0	50.0	-	10,000.0	-	-	-	-	-	-	11,600.0	-
Total		20,420.0	2,571.9	-	-	50.0	-	10,000.0	-	-	-	-	-	-	12,621.9	-

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



Project Title (\$s x 1,000)	Phase	Current Estimate	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	2018-2021 TOTAL	FY 22-23 TOTAL
US13, US40 to Memorial Drive Pedestrian Improvements	PE	1,000.0	100.0	400.0		20.0	80.0		-	-	-	-	-	-	600.0	-
	ROW	1,000.0	10.0	40.0		-100.0	400.0		-90.0	360.0	-	-	-	-	1,000.0	-
	C	26,000.0	-	-	-	-	-	-	-500.0	2,000.0	17.9	600.0	2,400.0	-	5,517.9	5,800.0
Total		28,000.0	110.0	440.0		-120.0	480.0		-590.0	2,360.0	17.9	600.0	2,400.0		7,117.9	5,800.0

Z001 - National Highway Performance Program (NHPP)

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.

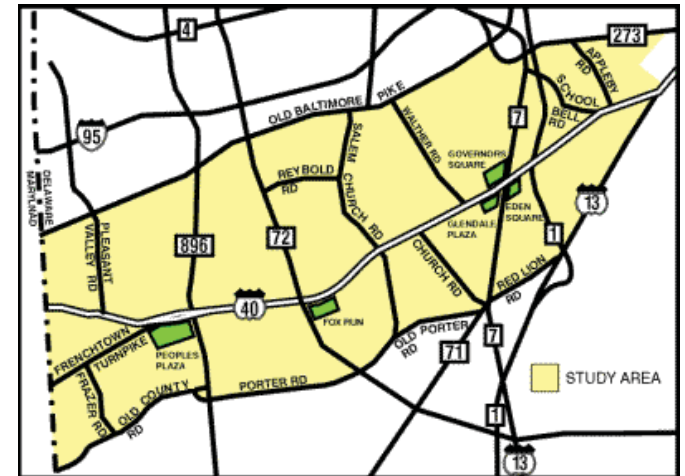
The projects listed below are current improvements included within the Plan.

US 40 / SR 72 Intersection Improvements – 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 purpose of this project is to improve safety and operations along the US40 corridor. The project will convert the US40/SR896 intersection from an at-grade intersection to a grade-separated intersection. The preferred alternative includes a partial loop interchange along with associated improvements to drainage, bike, and pedestrian facilities. A new traffic signal is proposed at terminus of the northbound SR 896 ramps at US40

US 40 and SR7 Intersection Improvements - The project will install signalized pedestrian crossings across the north and south legs of the US 40 at SR 7 intersection and sidewalk connections near the intersection. Currently, no pedestrian accommodations are provided at the US 40 at SR 7 intersection and pedestrian crossings are prohibited via signing across the east and west legs of the intersection. However, land uses surrounding the US 40 at SR 7 intersection generate significant pedestrian activity. Sidewalk is provided on the southeast corner of the intersection, serving the Eden Square Shopping Center.

US 40, Salem Church Road to Walther Road - This project is proposing to add an additional lane in each direction along US40 from Salem Church Road to Walther Road. There will also be pedestrian and bicycle improvements with the addition of a multiuse path for the length of the project.



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

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



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

Project Title (\$s x 1,000)	Phase	Current Estimate	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY 2018-2021 TOTAL	FY 22-23 TOTAL
US 40 & SR 896 Improvements	PE	4,000.0	370.0	1,480.0	-	250.0	1,000.0	-	100.0	400.0	-	-	-	-	3,600.0	-
	ROW	2,000.0	-	-	-	500.0	-	-	1,500.0	-	-	-	-	-	2,000.0	-
	CE	5,000.0	-	-	-	-	-	-	-	-	-	-	-	-	-	500.0
	C	40,000.0	-	-	-	-	-	-	-	-	-	-	-	-	-	2,000.0
US 40 / SR 72 Intersection Improvements	PD	502.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	1,643.0	27.3	109.1	-	-	-	-	-	-	-	-	-	-	136.3	-
	ROW	3,500.0	-	2,326.3	-	-	-	-	-	-	-	-	-	-	2,326.3	-
	C	13,000.0	200.0	800.0	-	1,800.0	7,200.0	-	600.0	2,400.0	-	-	-	-	13,000.0	-
US 40, Salem Church Road to Walther Road	PE	2,000.0	180.0	720.0	-	150.0	600.0	-	-	-	-	-	-	-	1,650.0	-
	ROW	2,000.0	-	-	-	-	-	-	1,000.0	-	-	1,000.0	-	-	2,000.0	-
	C	15,000.0	-	-	-	-	-	-	-	-	-	200.0	800.0	-	1,000.0	10,000.0
SR 7, Newtown Road to SR 273	PD	75.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	919.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	4,150.0	121.2	-	-	-	-	-	-	-	-	-	-	-	121.2	-
	CE	1,695.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	5,992.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Traffic	381.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Utilities	275.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Contingency	729.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Maintenance	0.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total		102,865.5	898.5	5,435.4	0.0	2,700.0	8,800.0	0.0	3,200.0	2,800.0	0.0	1,200.0	800.0	0.0	25,833.8	12,500.0

US 40 and SR7 Intersection Improvements - M0E1,Z001 - National Highway Performance Program (NHPP)

US 40 & SR 896 Grade Separated Intersection - Z001 - National Highway Performance Program (NHPP)

US 40 / SR 72 Intersection Improvements - Z001 - National Highway Performance Program (NHPP)

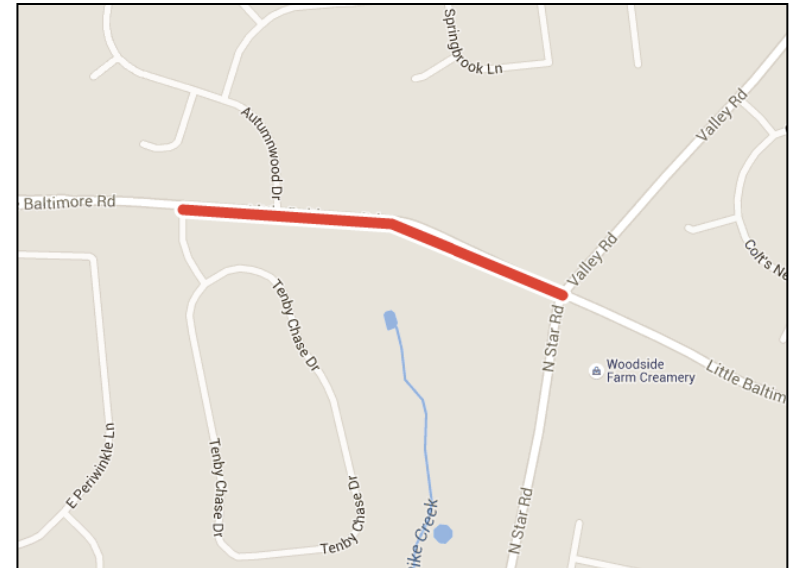
US 40, Salem Church Road to Walther Road - Z001 - National Highway Performance Program (NHPP)

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 – Collectors
Functional Category: Management
Year Initiated: FY 2016



Project Title (\$s x 1,000)	Phase	Current Estimate	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	2018-2021 TOTAL	FY 22-23 TOTAL
Little Baltimore Road Drainage Improvements	PD	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	150.0	17.0	68.0	-	-	-	-	-	-	-	-	-	-	85.0	-
	ROW	250.0	50.0	200.0	-	-	-	-	-	-	-	-	-	-	250.0	-
	C	2,000.0	-	-	-	-400.0	1,600.0	-	-	-	-	-	-	-	2,000.0	-
Total		2,500.0	67.0	268.0	-	-400.0	1,600.0	-	-	-	-	-	-	-	2,335.0	-

M23E - Surface Transportation Program MAP-21 (STP)
Z230 - Surface Transportation Block Grant Program - FAST

WILMINGTON INITIATIVES

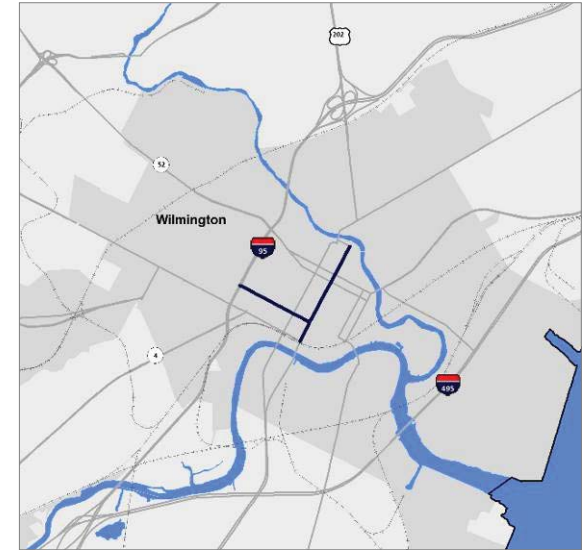
DESCRIPTION:

Walnut Street, Front Street to 4th 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.

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

King and Orange Streets, MLK Boulevard to 13th Street - These streets are the major transit corridors within Wilmington's Central Business District. It is the project's goal to improve the transit rider's 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.

Walnut Street, MLK to 13th Street - Walnut Street is a major in-bound route to the Central Business District. This project includes the removal of the "sweep" (MLK to 2nd/Walnut St Intersection); and other elements to improve the operation and safety aspects of the corridor and address needed improvements for pedestrians, bicyclists, and transit users.



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 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM

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WILMINGTON INITIATIVES (Continued)

Project Title (\$s x 1,000)	Phase	Current Estimate	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY 2018-2021 TOTAL	FY 22-23 TOTAL
Walnut Street, Front Street to 3rd Street, Wilmington	PE	650.0	68.8	275.2	-	-	-	-	-	-	-	-	-	-	344.0	-
	ROW	25.0	5.0	20.0	-	-	-	-	-	-	-	-	-	-	25.0	-
	C	2,000.0	300.0	1,200.0	-	100.0	400.0	-	-	-	-	-	-	-	2,000.0	-
Wilmington Initiatives, 4th Street, Walnut St to I-95	PE	750.0	-	-	-	-	-	-	500.0	-	-	250.0	-	-	750.0	-
	ROW	500.0	-	-	-	-	-	-	-	-	-	-	-	-	-	500.0
	C	1,750.0	-	-	-	-	-	-	-	-	-	-	-	-	-	1,750.0
Wilmington Initiatives, King and Orange Streets, MLK Boulevard to 13th Street	PE	1,200.0	120.0	480.0	-	97.6	390.4	-	-	-	-	-	-	-	1,088.0	-
	ROW	50.0	50.0	-	-	50.0	-	-	-	-	-	-	-	-	100.0	-
	C	5,000.0	-	-	-	40.0	160.0	-	960.0	3,840.0	-	-	-	-	5,000.0	-
Wilmington Initiatives, Walnut St, MLK to 13th Street	PE	1,705.0	-	-	-	1,000.0	-	-	-	-	-	-	-	-	1,000.0	-
	ROW	1,000.0	-	-	-	-	-	-	500.0	-	-	500.0	-	-	1,000.0	-
	C	10,000.0	-	-	-	-	-	-	-	-	-	-	-	-	-	5,000.0
Total		24,630.0	543.8	1,975.2	0.0	1,287.6	950.4	0.0	1,960.0	3,840.0	0.0	750.0	0.0	0.0	11,307.0	7,250.0

Walnut Street, Front Street to 4th Street, Wilmington - Z001 - National Highway Performance Program (NHPP), Z230 - Surface Transportation Block Grant Program - FAST

Wilmington Initiatives, 4th Street, Walnut St to I-95 - Z230 - Surface Transportation Block Grant Program - FAST

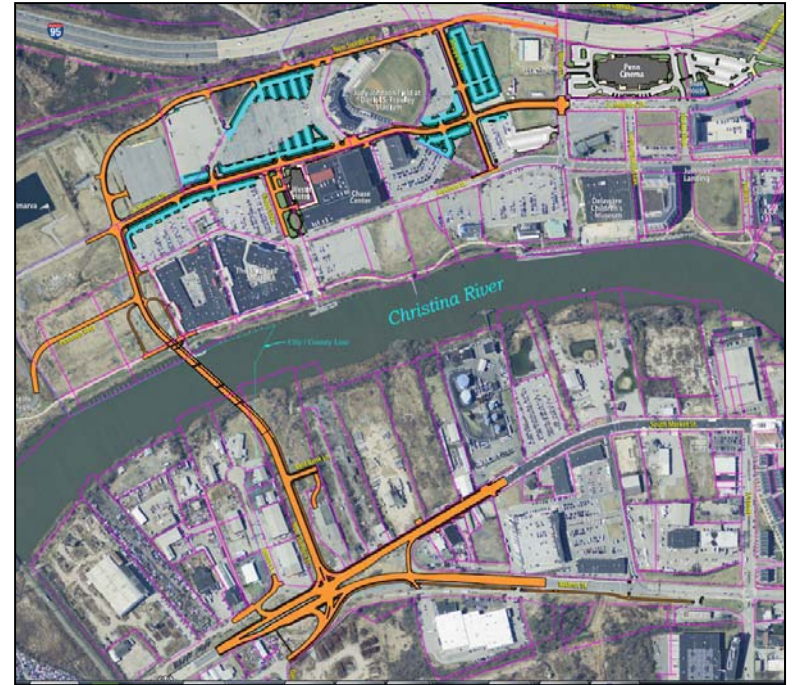
Wilmington Initiatives, King and Orange Streets, MLK Boulevard to 13th Street - Z001 - National Highway Performance Program (NHPP), Z400 - Congestion Mitigation And Air Quality Improvement Program (CMAQ)

Wilmington Initiatives, Walnut St, MLK to 13th - Z001 - National Highway Performance Program (NHPP), Z003 - Projects to Reduce PM 2.5 Emissions

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:

- **Christina River Bridge** - 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.
- **Christina River Bridge Approaches** - This project proposes to establish an urban grid system of streets that will connect and access the new bridge crossing over the Christina River from both the east and west banks of the River. The streets will be multi-modal, bike, pedestrian and transit-friendly with access to existing and future development parcels.
- **Justison Landing** - This project provides all the infrastructure improvements to create the street grid concept for the Wilmington Riverfront. It is made up of several smaller projects that provide the necessary improvements to support the anticipated development in the area.
- **Riverfront Initiatives Development** - 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.
- **Riverfront Rail Relocation and Parking Improvements** - This project will relocate railroad track, remove a highway billboard, construct surface and structured parking, provide pedestrian connections and manage all associated hazmat activities.



JUSTIFICATION: The success of Wilmington's redevelopment of this area depends on multi-modal transportation improvements. This new street system is needed to properly access the new bridge crossing of the Christina river while maintaining safe connections to development parcels such as Frawley Stadium, the Chase Center, the Westin hotel, the IMAX theater and other shops, restaurants and riverfront attractions.



FY 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM

Amended September 14, 2017

WILMINGTON RIVERFRONT (Continued)

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



Project Title (\$s x 1,000)	Phase	Current Estimate	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY 2018-2021 TOTAL	FY 22-23 TOTAL
Christina River Bridge Approaches	PD	500.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	8,450.0	-	1,112.4	-	-	-	-	-	-	-	-	-	-	1,112.4	-
	ROW	9,600.0	-	2,042.9	-	-	-	-	-	-	-	-	-	-	2,042.9	-
	C	30,000.0	200.0	800.0	-	5,000.0	20,000.0	-	600.0	2,400.0	-	-	-	-	29,000.0	-
	Traffic Maintenance	62.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Christina River Bridge	PE	756.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	5,000.0	-	3,000.0	-	-	-	-	-	-	-	-	-	-	3,000.0	-
	CE	4,352.3	460.0	1,840.0	-	370.5	1,481.9	-	-	-	-	-	-	-	4,152.3	-
	C	28,386.1	2,266.9	9,067.7	-	2,629.5	10,518.1	-	612.8	2,451.1	-	-	-	-	27,546.1	-
	Utilities Contingency	825.4	165.1	660.3	-	-	-	-	-	-	-	-	-	-	825.4	-
Justison Landing	CE	1,436.2	-	-	-	-	-	-	287.2	1,148.9	-	-	-	-	1,436.2	-
	PE	10,928.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	5,259.5	218.0	-	-	68.0	-	-	68.0	-	-	68.0	-	-	422.0	68.0
	C	35,811.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Traffic	142.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Utilities	2,220.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Contingency Maintenance	75.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Riverfront Initiatives Development	PE	3,490.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PD	1,270.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	2,239.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Riverfront Rail Relocation and Parking Improvements	ROW	15.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Riverfront Rail Relocation and Parking Improvements	CE	3,400.0	75.0	-	-	75.0	-	-	75.0	-	-	75.0	-	-	300.0	75.0
Total		154,221.1	3,385.0	18,523.3	0.0	8,143.0	32,000.0	0.0	1,643.0	6,000.0	0.0	143.0	0.0	0.0	69,837.3	143.0

Christina River Bridge Approaches- LY20 - High Priority Projects (HPPs) Program, RPF9 - Earmark Repurpose Code-W/O OB Limitation, Z240,Z230 - Surface Transportation Block Grant Program – FAST, Z230
Christina River Bridge - LY20 - High Priority Projects (HPPs) Program, RPS9 - Earmark Repurpose Code-W/Ob Limitation, Z240 - Surface Transportation Block Grant Program – FAST, Z400 - Congestion Mitigation And Air Quality Improvement Program (CMAQ), Z240

WILMINGTON SIGNAL IMPROVEMENTS

DESCRIPTION: There are roughly fifty intersections in the City which remain to be addressed as part of the Wilmington Signal Improvement Project program. The work will address the remaining intersections, including provisions for modern Americans with Disabilities Act (ADA)-accessible curb-ramps. A key element will be to establish a new communication link between City traffic operations and the Transportation Management Center (TMC) in Smyrna.

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

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



Project Title (\$s x 1,000)	Phase	Current Estimate	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	2018-2021 TOTAL	FY 22-23 TOTAL
Wilmington Signal Improvements Project, Phase 2	Program Funding	3,300.0		-500.0											-500.0	
Total		3,300.0		-500.0											-500.0	

I-95: MARYLAND STATE LINE TO I-495

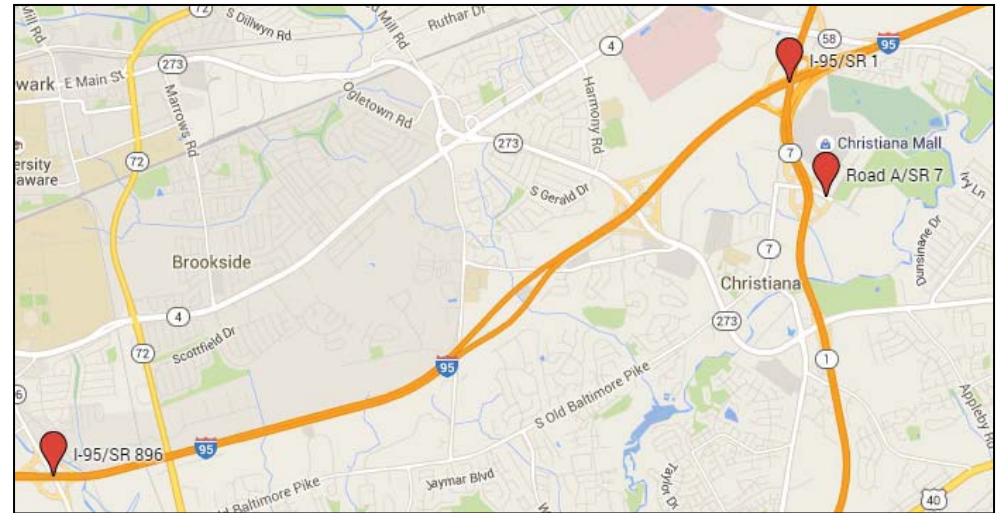
DESCRIPTION: This project will consist of major improvements throughout the area to help alleviate traffic congestion. Previous improvements included a new Churchmans Road Bridge over I-95 and a 5th travel lane from Churchmans Bridge to SR 141.

Current projects include:

I-95 and SR896 Interchange - The proposed improvements would include ramp realignments and other geometric improvements to address congestion and safety on both I-95 and SR896. The I-95/SR896 Interchange experiences congestion in the peak hours, along with accidents during different times of the day. Improvements at the interchange to address these and other related issues have been discussed for many years as traffic has increased.

SR 1 / I-95 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.



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.

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



FY 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM

Amended September 14, 2017

I-95: MARYLAND STATE LINE TO I-495 (Continued)

Project Title (\$s x 1,000)	Phase	Current Estimate	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY 2018-2021 TOTAL	FY 22-23 TOTAL
I-95 and SR896 Interchange	PE	4,000.0	220.0	880.0	-	340.0	1,360.0	-	140.0	560.0	-	20.0	80.0	-	3,600.0	-
	ROW	1,000.0	-	-	-	-	-	-	1,000.0	-	-	-	-	-	1,000.0	-
	C	60,000.0	-	-	-	-	-	-	-	-	-	-	-	-	-	10,000.0
Road A / SR7 Improvements	PD	259.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	1,850.0	-	960.0	-	-	-	-	-	-	-	-	-	-	960.0	-
	ROW	100.0	200.0	800.0	-	-	-	-	-	-	-	-	-	-	1,000.0	-
	C	11,000.0	-	-	-	1,200.0	4,800.0	-	980.0	3,920.0	-	20.0	80.0	-	11,000.0	-
Total		78,209.4	420.0	2,640.0	0.0	1,540.0	6,160.0	0.0	2,120.0	4,480.0	0.0	40.0	160.0	0.0	17,560.0	10,000.0

I-95 and SR896 Interchange - Z001 - National Highway Performance Program (NHPP)

Road A / SR7 Improvements - Z001 - National Highway Performance Program (NHPP), Z240 - Surface Transportation Block Grant Program - FAST

SR 1 / I-95 Interchange - Z001 - National Highway Performance Program (NHPP)

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



Project Title (\$s x 1,000)	Phase	Current Estimate	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	2018-2021 TOTAL	FY 22-23 TOTAL
Industrial Track Greenway Phase III	PE	1,000.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	100.0	1.6	6.4	-	-	-	-	-	-	-	-	-	-	8.0	-
	CE	1,943.6	219.4	877.5	-	19.4	77.7	-	-	-	-	-	-	-	1,194.0	-
	C	18,451.4	2,594.0	10,376.0	-	184.2	736.6	-	-	-	-	-	-	-	13,890.7	-
	Traffic	5.0	1.0	4.0	-	-	-	-	-	-	-	-	-	-	5.0	-
	Utilities	40.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Contingency	905.0	144.8	579.2	-	36.2	144.8	-	-	-	-	-	-	-	905.0	-
	Planning	1,034.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Rail Road	250.0	32.5	130.0	-	2.5	10.0	-	-	-	-	-	-	-	175.0	-
Total		23,729.0	2,993.3	11,973.1	-	242.3	969.2	-	-	-	-	-	-	-	16,177.8	-

Z400 - Congestion Mitigation and Air Quality Improvement Program (CMAQ)

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: This project will add a third high speed track along a 1.5 mile segment of the NEC which will increase track capacity and allow operation of ten additional SEPTA commuter trains between Wilmington and Newark. This new track will be constructed on the roadbed of an Northeast Corridor track that was removed during the 1970s. Along with the new track several new high speed crossovers and their associated signals and communications will be added. Other funding will be provided by Amtrak.

Northeast Corridor Improvements Yard to Ragan, Civil, Structural - Construct an additional rail line and reconstruct the rail bridge over Mill Creek to provide additional rail capacity on Amtrak rails for DTC commuter trains to Newark.

Newark Regional Transportation Center: The planning, design and construction of an enhanced and improved passenger rail station in Newark, in the general location 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.

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.

Northeast Corridor Allocation Policy - Funding for support of the Northeast Corridor required under the Cost Allocation policy mandated by the federal Passenger Rail Infrastructure Improvement Act (PRIIA). States and agencies using the NEC are required to participate in cost allocation. DTC uses the NEC for SEPTA Regional Rail service.

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.

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



FY 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM

Amended September 14, 2017

RAIL IMPROVEMENTS: NEW CASTLE COUNTY (Continued)

Project Title (\$s x 1,000)	Phase	Current Estimate	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY 2018-2021 TOTAL	FY 22-23 TOTAL
Churchman's Crossing Fairplay Station Elevator	PE	170.3	14.0	-	-	-	-	-	-	-	-	-	-	-	14.0	-
	CE	102.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	1,191.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Contingency	120.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Churchman's Crossing Fairplay Station Parking Expansion	PE	1,252.0	-	-	-	-	-	-	-	-	-	130.4	521.6	-	652.0	600.0
	C	13,000.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Newark Regional Transportation Center, Planning and Design	PE	10,300.0	2,377.5	-	-	655.4	72.8	-	-	-	-	-	-	-	3,105.8	-
	Program Funding	2,633.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Newark Regional Transportation Center, Parking Lot & Access Rd	ROW	100.0	20.0	80.0	-	-	-	-	-	-	-	-	-	-	100.0	-
	CE	728.2	165.0	312.6	249.4	-	-	-	-	-	-	-	-	-	727.0	-
	C	4,816.3	2,549.8	1,923.6	-	195.5	147.5	-	-	-	-	-	-	-	4,816.3	-
	Traffic	150.9	68.8	51.9	-	17.2	13.0	-	-	-	-	-	-	-	150.9	-
	Utilities	1,299.2	284.3	376.8	-	456.2	344.2	-	-	-	-	-	-	-	1,461.5	-
	Contingency	312.5	-	-	-	312.5	-	-	-	-	-	-	-	-	312.5	-
Newark Regional Transportation Center, Station Building	ROW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	5,000.0	2,184.0	2,016.0	-	416.0	384.0	-	-	-	-	-	-	-	5,000.0	-
Newark Regional Transportation Center, Platform and Pedestrian Bridge	C	37,000.0	2,171.2	6,828.8	-	10,072.0	4,928.0	-	13,000.0	-	-	-	-	-	37,000.0	-
SEPTA New Payment Technology (NPT)	CE	144.0	96.6	-	-	-	-	-	-	-	-	-	-	-	96.6	-
Shipley Street Bridge Rehabilitation	C	7,629.5	629.5	-	7,000.0	-	-	-	-	-	-	-	-	-	7,629.5	-
Third Track Amtrak Phase	PE	285.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	CE	218.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	39,973.6	740.0	1,440.0	-	-	-	-	-	-	-	-	-	-	2,180.0	-
Northeast Corridor Allocation Policy	C	16,100.0	2,200.0	-	-	2,300.0	-	-	2,400.0	-	-	2,500.0	-	-	9,400.0	5,300.0
Northeast Corridor Improvements Yard to Ragan, Civil, Structural	PE	2,733.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	234.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	CE	3,448.0	210.6	843.4	-	-	-	-	-	-	-	-	-	-	1,054.0	-
	C	7,368.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Utilities	2,243.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Contingency	6,083.2	200.0	800.0	-	-	-	-	-	-	-	-	-	-	1,000.0	-
	Maintenance	680.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Rail Road	7,671.0	226.6	906.5	-	-	-	-	-	-	-	-	-	-	1,133.1	-
Total		172,989.2	14,137.9	15,579.6	7,249.4	14,424.8	5,889.5	0.0	15,400.0	0.0	0.0	2,630.4	521.6	0.0	75,833.2	5,900.0

Third Track Amtrak – 5309 Capital Investment Grants, 539F, 5337 State of Good Repair Grants

Churchman's Crossing Fairplay Station Parking Expansion 5307 Urbanized Area Formula Grant

Newark Regional Transportation Center, Planning and Design - Tiger

Newark Regional Transportation Center, Parking Lot & Access Rd - 5307 - Urbanized Area Formula Grant Program

Newark Regional Transportation Center, Station Building & Track A Realignment - Tiger

Newark Regional Transportation Center, Platform and Pedestrian Bridge - 5307 - Urbanized Area Formula Grant Program

SR 1 WIDENING

DESCRIPTION: Projects include:

SR 1 Widening, SR273 to the Roth Bridge - The purpose of this project is to 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.

SR 1 Northbound Auxiliary Lane, US 40 to SR 273 - The project proposes an auxiliary lane along northbound SR 1 so that the on-ramp at the US 40 Interchange would be a continuous lane through to the SR 273 interchange, where traffic can merge on SR 1 northbound or depart onto SR 273. The total project length is approximately 1.6 miles. The SR 1 Northbound Auxiliary Lane project addresses the current operational and safety issues in the northbound direction of SR 1 between the on-ramp at the US 40 interchange to the I-95 northbound flyover ramp. Vehicles do not have the desirable distance to accelerate and merge with through traffic on SR 1 from US 40. This causes major delays in the AM peak on both SR 1 and US 40.

SR 72/SR 1 Diverging Diamond Interchange -- This project is to construct Delaware's first Diverging Diamond Interchange. This interchange will provide improved traffic flow, congestion relief, capacity, and safety along the SR 72 corridor at the SR 1 interchange. This project will be administered as a Design-Build contract.



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 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM

Amended September 14, 2017

SR 1 (Continued)

Project Title (\$s x 1,000)	Phase	Current Estimate	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY 2018-2021 TOTAL	FY 22-23 TOTAL
SR 1 Widening, SR273 to the Roth Bridge	PD	310.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	9,229.5	240.0	960.0	-	140.0	560.0	-	100.0	400.0	-	-	-	-	2,400.0	-
	ROW	2,000.0	1,139.2	-	-	-	-	-	-	-	-	-	-	-	1,139.2	-
	C	250,000.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SR 1 Northbound Auxiliary Lane, US 40 to SR 273	CE	86.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	2,121.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Traffic	377.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Contingency	215.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SR 1 Median Barrier Replacement	CE	94.9	9.5	38.0	-	-	-	-	-	-	-	-	-	-	47.5	-
	C	932.0	213.8	855.2	-	-	-	-	-	-	-	-	-	-	1,069.0	-
	Contingency	101.3	10.1	40.5	-	-	-	-	-	-	-	-	-	-	50.6	-
SR 72/SR 1 Diverging Diamond Interchange	PE	291.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	600.0	58.6	-	-	-	-	-	-	-	-	-	-	-	58.6	-
	CE	31.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	7,857.3	-	237.0	-	-	-	-	-	-	-	-	-	-	237.0	-
	Traffic	421.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Utilities	45.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total		274,713.5	1,671.2	2,130.7	0.0	140.0	560.0	0.0	100.0	400.0	0.0	0.0	0.0	0.0	5,001.9	0.0

SR 1 Widening, SR273 to the Roth Bridge - Z001 National Highway Performance Program (NHPP), H770 Equity Bonus, L05E National Highway System (NHS), L030 Redistribution of Certain Authorized Funds, Q770 Equity Bonus, M001 National Highway Performance Program (NHPP)

SR 299: SR 1 TO CATHERINE STREET

DESCRIPTION: SR 299 will be widened to two lanes in each direction from SR 1 to Cleaver Farm Road, and a two way center lane turn lane will be added from Cleaver Farm Road to Catherine Street, along with pedestrian and bicycle improvements.

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



Project Title (\$s x 1,000)	Phase	Current Estimate	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	2018-2021 TOTAL	FY 22-23 TOTAL
SR299, SR 1 to Catherine Street	PE	1,700.0	-	622.9	-	-	-	-	-	-	-	-	-	-	622.9	-
	ROW	1,500.0	185.0	740.0	-	115.0	460.0	-	-	-	-	-	-	-	1,500.0	-
	C	6,500.0	-	-	-	40.0	160.0	-	700.0	2,800.0	-	560.0	2,240.0	-	6,500.0	-
Total		9,700.0	185.0	1,362.9	-	155.0	620.0	-	700.0	2,800.0	-	560.0	2,240.0	-	8,622.9	-

Z231 - Surface Transportation Block Grant Program - FAST

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	Current Estimate	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY 2018-2021 TOTAL	FY 22-23 TOTAL
SR 72, Advanced Utility Relocation from McCoy Road to SR71	C	3,300.0	20.0	80.0	-	560.0	2,240.0	-	80.0	320.0	-	-	-	-	3,300.0	-
SR 72, McCoy Road to SR 71	PE	894.1	23.7	174.6	-	20.0	80.0	-	-	-	-	-	-	-	298.3	-
	ROW	3,000.0	-	1,879.7	-	-	-	-	-	-	-	-	-	-	1,879.7	-
	C	12,761.2	-	-	-	-	-	-	1,552.2	6,209.0	-	1,000.0	4,000.0	-	12,761.2	-
Total		19,955.3	43.7	2,134.3	0.0	580.0	2,320.0	0.0	1,632.2	6,529.0	0.0	1,000.0	4,000.0	0.0	18,239.2	0.0

SR 72, Advanced Utility Relocation from McCoy Road to SR71 - Z230 - Surface Transportation Block Grant Program - FAST

SR 72, McCoy Road to SR 71 - Z230 - Surface Transportation Block Grant Program – FAST, Z460 - National Highway Freight Program (NHFP)

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	Current Estimate	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY 2018-2021 TOTAL	FY 22-23 TOTAL
Transit Vehicle Expansion (3) 25' Cutaway Buses - FY18	Procurement	523.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transit Vehicle Expansion (2) 45' OTR Buses NCC FY19	Procurement	1,693.2	-	-	-	338.6	1,354.5	-	-	-	-	-	-	-	1,693.2	-
Transit Vehicle Expansion (8) 35' Electric Buses NCC FY19	Procurement	9,972.0	-	-	-	9,972.0	-	-	-	-	-	-	-	-	9,972.0	-
Total		12,188.2	0.0	0.0	0.0	10,310.6	1,354.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11,665.2	0.0

5339 - Alternatives Analysis (5339)

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:

- 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



★ Interchange Locations

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

Project Title (\$s x 1,000)	Phase	Current Estimate	FY18 State	FY18 Fed	FY18 Other	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY 2018-2021 TOTAL	FY 22-23 TOTAL
US 301, GARVEE Debt Service	Program Funding	159,273.8	-	10,988.8	-	-	10,982.5	-	-	10,988.3	-	-	10,974.4	-	43,934.0	21,947.7
US 301, Maryland State Line to SR 1	PD	11,142.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	8,784.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	96,433.1	4,344.5	-	-	-	-	-	-	-	-	-	-	-	4,344.5	-
	CE	57,412.2	-	19,892.0	-	-	7,052.0	4,115.2	-	-	1,867.7	-	-	-	32,926.9	-
	C	312,052.3	-	119,417.6	1,858.2	-	19,348.4	15,361.8	-	-	-	-	-	-	155,986.0	-
	Traffic	4,990.5	-	3,571.4	-	-	210.0	176.3	-	-	-	-	-	-	3,957.7	-
	Utilities	3,969.9	-	542.7	-	-	16.7	-	-	-	-	-	-	-	559.4	-
	Contingency	38,947.7	-	-	-	-	-	8,448.4	-	-	30,479.7	-	-	-	38,928.0	-
	Audit	60,733.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SR 896 and Bethel Church Rd Interchange	PE	1,500.0	-	-	-	-	-	-	-	-	-	500.0	-	-	500.0	1,000.0
Total		755,239.6	4,344.5	154,412.5	1,858.2	0.0	37,609.6	28,101.7	0.0	10,988.3	32,347.4	500.0	10,974.4	0.0	281,136.5	22,947.7

US 301, GARVEE Debt Service - Z001 - National Highway Performance Program (NHPP) National Highway System (NHS)

US 301, Maryland State Line to SR 1 - L05E National Highway System (NHS), L050 National Highway System (NHS), Transportation Infrastructure Finance and Innovation Act (TIFIA)

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.

***CECIL
COUNTY***

AREAWIDE BRIDGE REPLACEMENT AND REHABILITATION

DESCRIPTION: On-going program to provide major upgrades to state owned bridges that are structurally or functionally deficient. Improvements include complete replacement of structures, rehabilitation, deck replacement, and painting/cleaning.

JUSTIFICATION: Preserve bridges on state highways

County: Cecil
Investment Area: All
Municipality:
Program Category: System Preservation
TIP/STIP Category Number: 4



Phase (All \$ x 1,000)	FY 2017 TOTAL	FY 2018 STATE	FY 2018 FEDERAL	FY 2018 OTHER	FY 2019 STATE	FY 2019 FEDERAL	FY 2019 OTHER	FY 2020 STATE	FY 2020 FEDERAL	FY 2020 OTHER	FY 2021 STATE	FY 2021 FEDERAL	FY 2021 OTHER	TOTAL FY 2018-21
Planning	70.0	14.0	56.0		14.0	56.0		14.0	56.0		14.0	56.0		280.0
Engineering	720.0	144.0	576.0		144.0	576.0		144.0	576.0		144.0	576.0		2,880.0
ROW	70.0	14.0	56.0		14.0	56.0		14.0	56.0		14.0	56.0		280.0
Construction	2,450.0	490.0	1,960.0		490.0	1,960.0		490.0	1,960.0		490.0	1,960.0		9,800.0
Total	3,310.0	662.0	2,648.0		662.0	2,648.0		662.0	2,648.0		662.0	2,648.0		13,240.0

AREAWIDE ENVIRONMENTAL PROJECTS

DESCRIPTION: On-going program to provide environmental improvements along Maryland highways including noise barriers, wetland mitigation, landscaping, and other beautification efforts.

JUSTIFICATION: Improve environment and aesthetics along state highways. (STP Enhancement projects will be submitted independently)

County: Cecil
Investment Area: All
Municipality:
Program Category: System Preservation
TIP/STIP Category Number: 1

Phase (All \$ x 1,000)	FY 2017 TOTAL	FY 2018 STATE	FY 2018 FEDERAL	FY 2018 OTHER	FY 2019 STATE	FY 2019 FEDERAL	FY 2019 OTHER	FY 2020 STATE	FY 2020 FEDERAL	FY 2020 OTHER	FY 2021 STATE	FY 2021 FEDERAL	FY 2021 OTHER	TOTAL FY 2018-21
Planning	50.0	10.0	40.0		10.0	40.0		10.0	40.0		10.0	40.0		200.0
Engineering	550.0	104.0	416.0		104.0	416.0		104.0	416.0		104.0	416.0		2,080.0
ROW	50.0	10.0	40.0		10.0	40.0		10.0	40.0		10.0	40.0		200.0
Construction	2,500.0	500.0	2,000.0		500.0	2,000.0		500.0	2,000.0		500.0	2,000.0		10,000.0
Total	3,150.0	624.0	2,496.0	-	624.0	2,496.0	-	624.0	2,496.0	-	624.0	2,496.0	-	12,480.0

AREAWIDE RESURFACING AND REHABILITATION

DESCRIPTION: On-going program to provide periodic resurfacing of state highways. Projects may also include minor rehabilitation of roadways and maintenance/upgrading of shoulders, drainage, guardrail, and pavement markings.

JUSTIFICATION: To preserve pavement quality on state highways.

County: Cecil
Investment Area: All
Municipality:
Program Category: System Preservation
TIP/STIP Category Number: 3

Phase (All \$ x 1,000)	FY 2017 TOTAL	FY 2018 STATE	FY 2018 FEDERAL	FY 2018 OTHER	FY 2019 STATE	FY 2019 FEDERAL	FY 2019 OTHER	FY 2020 STATE	FY 2020 FEDERAL	FY 2020 OTHER	FY 2021 STATE	FY 2021 FEDERAL	FY 2021 OTHER	TOTAL FY 2018-21
Planning	100.0	20.0	80.0		20.0	80.0		20.0	80.0		20.0	80.0		400.0
Engineering	600.0	120.0	480.0		120.0	480.0		120.0	480.0		120.0	480.0		2,400.0
ROW	100.0	20.0	80.0		20.0	80.0		20.0	80.0		20.0	80.0		400.0
Construction	8,250.0	1,650.0	6,600.0		1,100.0	4,400.0		1,100.0	4,400.0		1,100.0	4,400.0		24,750.0
Total	9,050.0	1,810.0	7,240.0	0.0	1,260.0	5,040.0	0.0	1,260.0	5,040.0	0.0	1,260.0	5,040.0	0.0	27,950.0

AREAWIDE SAFETY AND SPOT IMPROVEMENTS

DESCRIPTION: On-going program to provide localized improvements that enhance safety and/or operations on state highways. Typical projects are ramp and intersection modifications, sight distance and small drainage improvements, climbing lanes, and localized widening.

JUSTIFICATION: To improve localized safety and operational problems along state highways.

County: Cecil
Investment Area: All
Municipality:
Program Category: System Preservation
TIP/STIP Category Number: 2

Phase (All \$ x 1,000)	FY 2017 TOTAL	FY 2018 STATE	FY 2018 FEDERAL	FY 2018 OTHER	FY 2019 STATE	FY 2019 FEDERAL	FY 2019 OTHER	FY 2020 STATE	FY 2020 FEDERAL	FY 2020 OTHER	FY 2021 STATE	FY 2021 FEDERAL	FY 2021 OTHER	TOTAL FY 2018-21
Planning	80.0	16.0	64.0		16.0	64.0		16.0	64.0		16.0	64.0		320.0
Engineering	900.0	180.0	720.0		180.0	720.0		180.0	720.0		180.0	720.0		3,600.0
ROW	80.0	16.0	64.0		16.0	64.0		16.0	64.0		16.0	64.0		320.0
Construction	5,150.0	790.0	3,160.0		790.0	3,160.0		790.0	3,160.0		790.0	3,160.0		15,800.0
Total	6,210.0	1,002.0	4,008.0	0.0	1,002.0	4,008.0	0.0	1,002.0	4,008.0	0.0	1,002.0	4,008.0	0.0	20,040.0

AREAWIDE URBAN STREET RECONSTRUCTION

DESCRIPTION: On-going program for rehabilitation of state owned streets in towns and urban areas. Projects typically include roadway rehabilitation, closed drainage, utility relocations, sidewalks, landscaping, and street furniture. This may also be associated with local redevelopment efforts.

JUSTIFICATION: Preserve and enhance state-owned urban streetscapes.

County: Cecil
Investment Areas: Centers
Municipality:
Program Category: System Preservation
TIP/STIP Category Number: 5



Phase (All \$ x 1,000)	FY 2017 TOTAL	FY 2018 STATE	FY 2018 FEDERAL	FY 2018 OTHER	FY 2019 STATE	FY 2019 FEDERAL	FY 2019 OTHER	FY 2020 STATE	FY 2020 FEDERAL	FY 2020 OTHER	FY 2021 STATE	FY 2021 FEDERAL	FY 2021 OTHER	TOTAL FY 2018-21
Planning	10.0	2.0	8.0		2.0	8.0		2.0	8.0		2.0	8.0		40.0
Engineering	80.0	16.0	64.0		16.0	64.0		16.0	64.0		16.0	64.0		320.0
ROW	10.0	2.0	8.0		2.0	8.0		2.0	8.0		2.0	8.0		40.0
Construction	250.0	50.0	200.0		50.0	200.0		50.0	200.0		50.0	200.0		1,000.0
Total	350.0	70.0	280.0	0.0	70.0	280.0	0.0	70.0	280.0	0.0	70.0	280.0	0.0	1,400.0

CECIL COUNTY BRIDGE PAINTING

DESCRIPTION: This project is the environmental documental and permitting for cleaning and painting of County Bridges:

CE0018 - Stevenson Road over Little Northeast Creek, CE0024 - Providence Road over Little Elk Creek,

CE0063 - Black Snake Road over Little Elk Creek

JUSTIFICATION: Project will perform necessary repairs and maintenance to include primarily painting of the bridges which is now required at the above bridges. This is typical and necessary maintenance at this point in each of the bridges lifecycle.

County: Cecil
Investment Areas:
Municipality:
Program Category: System Preservation
TIP/STIP Category Number: 5



Phase (All \$ x 1,000)	FY 2017 TOTAL	FY 2018 STATE	FY 2018 FEDERAL	FY 2018 OTHER	FY 2019 STATE	FY 2019 FEDERAL	FY 2019 OTHER	FY 2020 STATE	FY 2020 FEDERAL	FY 2020 OTHER	FY 2021 STATE	FY 2021 FEDERAL	FY 2021 OTHER	TOTAL FY 2018-21
Engineering				80.0										80.0
Construction						560.0	140.0							700.0
Total				80.0		560.0	140.0							780.0

MARC MAINTENANCE FACILITY

DESCRIPTION: The Maryland Transit Administration (MTA) received State and Federal Transit Administration (FTA) funds to advance preliminary engineering and to prepare a National Environmental Policy Act (NEPA) environmental documentation for a proposed MARC Maintenance Facility in Cecil County, Maryland. The project includes construction of a facility that will provide MARC with the capability of storing, servicing and inspecting complete commuter rail trainsets and performing scheduled and unscheduled maintenance and repair work on both locomotives and passenger cars. The general project area is a 115 acre site in Perryville, Maryland. More details on the required right-of-way and potential environmental impacts will be included in the environmental document.

JUSTIFICATION: Support existing train service by improving the capacity to store and maintain trainsets.

County: Cecil
Investment Areas: Center
Municipality:
Program Category: System Preservation



PROJECT TITLE (All \$ x 1,000)	FY 2017 TOTAL	FY 2018 STATE	FY 2018 FEDERAL	FY 2018 OTHER	FY 2019 STATE	FY 2019 FEDERAL	FY 2019 OTHER	FY 2020 STATE	FY 2020 FEDERAL	FY 2020 OTHER	FY 2021 STATE	FY 2021 FEDERAL	FY 2021 OTHER	TOTAL FY 2018-21
MARC Maintenance Facility	5,000.0													
Total	5,000.0													

MD 222 BRIDGE OVER ROCK RUN

DESCRIPTION: Project will replace the existing bridge with a new structure. New bridge will include shoulders, sidewalks and bicycle facilities.

JUSTIFICATION: Existing bridge is structurally deficient.

County: Cecil
Investment Areas: Community
Municipality: Port Deposit
Program Category: System Preservation
TIP/STIP Category Number: 0702700



Phase (All \$ x 1,000)	FY 2017 TOTAL	FY 2018 STATE	FY 2018 FEDERAL	FY 2018 OTHER	FY 2019 STATE	FY 2019 FEDERAL	FY 2019 OTHER	FY 2020 STATE	FY 2020 FEDERAL	FY 2020 OTHER	FY 2021 STATE	FY 2021 FEDERAL	FY 2021 OTHER	TOTAL FY 2018-21
Planning														
Engineering														
ROW	75.0													
Construction	1,725.0	38.0												38.0
Total	1,800.0	38.0												38.0

SMALL URBAN TRANSIT SYSTEM – CAPITAL AND OPERATING ASSISTANCE

DESCRIPTION: Operating assistance to the Cecil County Department of Aging. Operating assistance to enable the Department to provide much needed transportation service in the County.

JUSTIFICATION: Operating assistance will enable the Cecil County Department of Aging to finance the operation of their services including administrative expenses and augment local funds by financing net operating deficit.

County: Cecil
Investment Areas: All
Municipality:
Program Category: System Preservation
TIP/STIP Category Number: MTA LINE 52



Phase (All \$ x 1,000)	FY 2017 TOTAL	FY 2018 STATE	FY 2018 FEDERAL	FY 2018 OTHER	FY 2019 STATE	FY 2019 FEDERAL	FY 2019 OTHER	FY 2020 STATE	FY 2020 FEDERAL	FY 2020 OTHER	FY 2021 STATE	FY 2021 FEDERAL	FY 2021 OTHER	TOTAL FY 2018-21
Small Urban Transit - Capital Assistance (Section 5310)	90.0													0.0
Small Urban Transit - Capital Assistance (Section 5307)	0.0													0.0
Small Urban Transit - Capital Assistance	922.0	92.0	92.0	738.0										922.0
Small Urban Transit - Operating Assistance	666.0	312.0	195.0	159.0										666.0
Total	1,678.0	404.0	287.0	897.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1,588.0

AREAWIDE CONGESTION MANAGEMENT

DESCRIPTION: On-going program to provide traffic control, monitoring, and management along state highways. Improvements include signal and signing installation and modification, incident management, ridesharing, and other Transportation System Management (TSM) activities. Any project identified for CMAQ funding will be submitted independently.

JUSTIFICATION: Maintain and improve operation of state highways.

County: Cecil
Investment Area: All
Municipality:
Program Category: System Management
TIP/STIP Category Number: 6



Phase (All \$ x 1,000)	FY 2017 TOTAL	FY 2018 STATE	FY 2018 FEDERAL	FY 2018 OTHER	FY 2019 STATE	FY 2019 FEDERAL	FY 2019 OTHER	FY 2020 STATE	FY 2020 FEDERAL	FY 2020 OTHER	FY 2021 STATE	FY 2021 FEDERAL	FY 2021 OTHER	TOTAL FY 2018-21
Planning	40.0	8.0	32.0		4.0	16.0		4.0	16.0		4.0	16.0		100.0
Engineering	100.0	20.0	80.0		20.0	80.0		20.0	80.0		20.0	80.0		400.0
ROW	20.0	2.0	8.0		2.0	8.0		2.0	8.0		2.0	8.0		40.0
Construction	719.0	144.0	575.0		104.0	416.0		104.0	416.0		104.0	416.0		2,279.0
Total	879.0	174.0	695.0	0.0	130.0	520.0	0.0	130.0	520.0	0.0	130.0	520.0	0.0	2,819.0

CECIL COUNTY TRANSPORTATION ALTERNATIVE/ TRANSPORTATION ENHANCEMENT PROJECTS

DESCRIPTION: These are innovative projects that have received Transportation Alternatives Program funding (TAP – MAP-21) or Transportation Enhancement Program funds (TEP – SAFETEA-LU). Projects include the Jacob Tome Gashouse in Port Deposit, Bohemia Trail in Chesapeake City, US 301 Stream Restoration Project, and the East High Street and Locust Lane Sidewalk Improvement Project in Elkton.

JUSTIFICATION: These projects will improve the environment, provide economic development, and improve safety for bicyclists and pedestrians.

County: Cecil
Investment Area:
Municipality:
Program Category: System Management



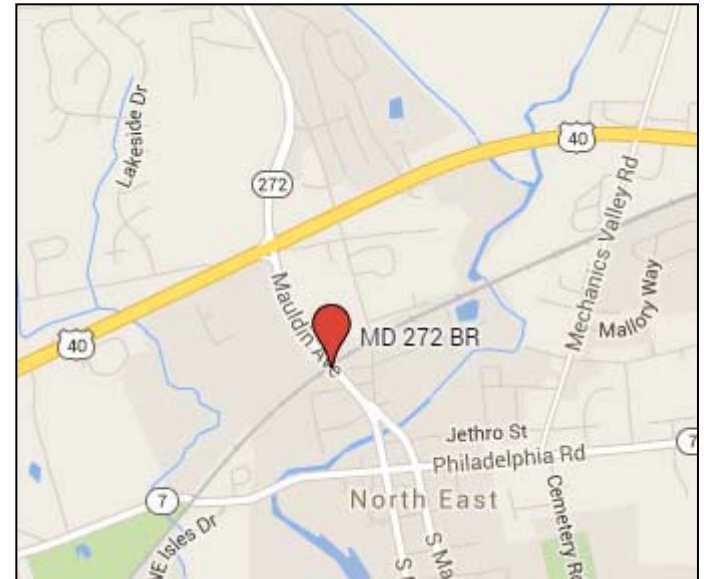
Phase (All \$ x 1,000)	FY 2017 TOTAL	FY 2018 STATE	FY 2018 FEDERAL	FY 2018 OTHER	FY 2019 STATE	FY 2019 FEDERAL	FY 2019 OTHER	FY 2020 STATE	FY 2020 FEDERAL	FY 2020 OTHER	FY 2021 STATE	FY 2021 FEDERAL	FY 2021 OTHER	TOTAL FY 2018-21
Transportation Alternatives Program - Cecil County	1,247.6		510.8	129.5		274.9	68.7		13.0	4.0		13.0	4.0	1,017.9
Total	1,247.6	0.0	510.8	129.5	0.0	274.9	68.7	0.0	13.0	4.0	0.0	13.0	4.0	1,017.9

MD 272 BRIDGE OVER AMTRAK

DESCRIPTION: Project will replace the existing bridge with a new structure. New bridge will be wider to accommodate improved sidewalks and bicycle facilities and higher to accommodate double-stacking of freight rail and future railroad expansion.

JUSTIFICATION: Existing bridge is deteriorated and structurally deficient.

County: Cecil
Investment Areas: Center
Municipality: North East
Program Category: System Management
TIP/STIP Category Number: CE4461

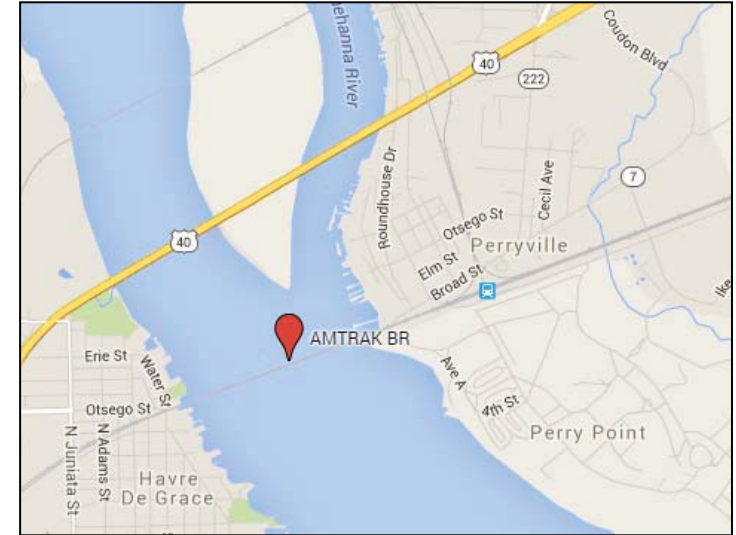


Phase (All \$ x 1,000)	FY 2017 TOTAL	FY 2018 STATE	FY 2018 FEDERAL	FY 2018 OTHER	FY 2019 STATE	FY 2019 FEDERAL	FY 2019 OTHER	FY 2020 STATE	FY 2020 FEDERAL	FY 2020 OTHER	FY 2021 STATE	FY 2021 FEDERAL	FY 2021 OTHER	TOTAL FY 2018-21
Planning	0.0													0.0
Engineering	0.0													0.0
ROW	0.0													0.0
Construction	5,901.0	319.0	1,342.0											1,661.0
Total	5,901.0	319.0	1,342.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1,661.0

SUSQUEHANNA RIVER RAIL BRIDGE

DESCRIPTION: The Susquehanna River Bridge is the longest movable bridge on the entire NEC, approximately three quarters of a mile long. Completed in 1906, the bridge connects Havre de Grace and Perryville, MD, offering riders stunning views of the Chesapeake Bay. Of the three major bridges in Maryland, the Susquehanna River Bridge is perhaps the worst bottleneck and arguably the most badly in need of replacement. The bridge constricts the NEC down to two tracks and restricts speeds to 90 mph in an otherwise 120-mph territory due to its design and aging components that cannot support faster trains. Susquehanna is required to open approximately a dozen times per year for boats to pass, but its current design is not suited for the task. A crew of over 30 workers is required to manually open the bridge, essentially de-constructing and re-constructing the railroad each time. The process of opening the Susquehanna River Bridge is much more expensive than opening a modern-day movable bridge, which would require just one bridge operator.

The state of Maryland and Amtrak are planning to replace the Susquehanna River Bridge. In 2011, the state was awarded a \$22-million HSIPR grant to initiate preliminary engineering and environmental review of new bridge facilities. Plans may include a new two-track fixed bridge, serving primarily passengers trains, that would be high enough to let boats pass without opening and a second two-track bridge that would serve freight trains and other passenger service. The design of the second bridge would be coordinated with existing freight users.



JUSTIFICATION: Investments in new bridge infrastructure over the Susquehanna River would greatly increase speeds for Amtrak and MARC trains, improve reliability, lower operating costs, and support increased service for all passenger and freight operators.

County: Cecil
Investment Area: Core
Municipality:
Program Category: System Management



Phase (All \$ x 1,000)	FY 2017 TOTAL	FY 2018 STATE	FY 2018 FEDERAL	FY 2018 OTHER	FY 2019 STATE	FY 2019 FEDERAL	FY 2019 OTHER	FY 2020 STATE	FY 2020 FEDERAL	FY 2020 OTHER	FY 2021 STATE	FY 2021 FEDERAL	FY 2021 OTHER	TOTAL FY 2018-21
PE	3,337.0			500.0										500.0
Total	3,337.0	0.0	0.0	500.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	500.0