

***NEW CASTLE***  
***COUNTY***



## BR 32 ON FOULK ROAD OVER S. BRANCH NAAMANS CREEK

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

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

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



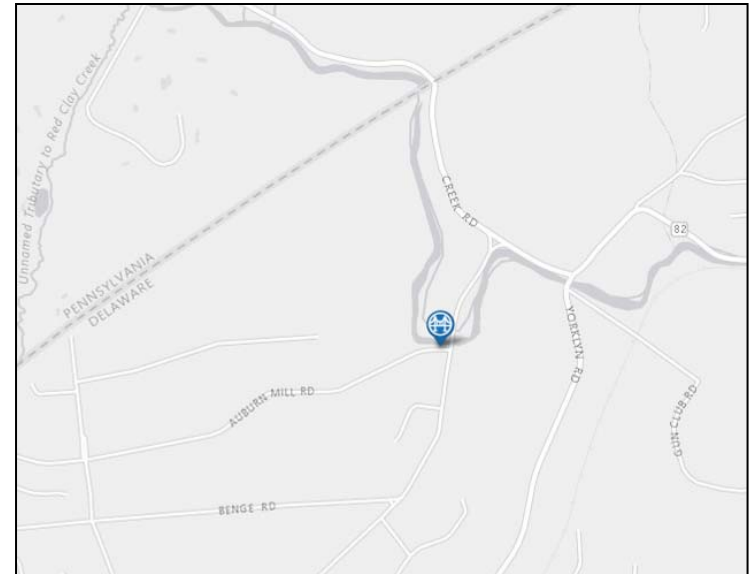
| Project Title<br>(All \$ x 1000)                                  | Phase       | Current<br>Estimate | FY 2017<br>TOTAL | FY18<br>State | FY18<br>Fed | FY18<br>Other | FY19<br>State | FY19<br>Fed | FY19<br>Other | FY20<br>State | FY20<br>Fed | FY20<br>Other | FY21<br>State | FY21<br>Fed | FY21<br>Other | FY 2018 -<br>2021 TOTAL | FY 22-23<br>TOTAL |
|---|-------------|---------------------|------------------|---------------|-------------|---------------|---------------|-------------|---------------|---------------|-------------|---------------|---------------|-------------|---------------|-------------------------|-------------------|
| BR 1-032 on N203 Foulk<br>Road over South Branch<br>Naamans Creek | PE          | 32.3                | -                | -             | -           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
|   | ROW         | 25.0                | -                | -             | -           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
|   | CE          | 124.0               | 80.0             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
|   | C           | 1,303.6             | 717.6            | -             | -           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
|   | Utilities   | 8.9                 | 8.9              | -             | -           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
|   | Contingency | 65.2                | 52.4             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
| <b>Total</b>  |             | <b>1,559.0</b>      | <b>858.9</b>     | -             | -           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |

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

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

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

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



| Project Title<br>(All \$ x 1000) | Phase | Current<br>Estimate | FY 2017<br>TOTAL | FY18<br>State | FY18<br>Fed  | FY18<br>Other | FY19<br>State | FY19<br>Fed | FY19<br>Other | FY20<br>State | FY20<br>Fed | FY20<br>Other | FY21<br>State | FY21<br>Fed | FY21<br>Other | FY 2018 -<br>2021 TOTAL | FY 22-23<br>TOTAL |
|----------------------------------|-------|---------------------|------------------|---------------|--------------|---------------|---------------|-------------|---------------|---------------|-------------|---------------|---------------|-------------|---------------|-------------------------|-------------------|
| BR 1-111 & BR 1-599 on N253      | PE    | 10.0                | 3.0              | -             | -            | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
| Benge Road over Red Clay Creek   | ROW   | 20.0                | 20.0             | -             | -            | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
| and Mill Race                    | C     | 900.0               | -                | 180.0         | 720.0        | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | 900.0                   | -                 |
| <b>Total</b>                     |       | <b>930.0</b>        | <b>23.0</b>      | <b>180.0</b>  | <b>720.0</b> | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | <b>900.0</b>            | -                 |

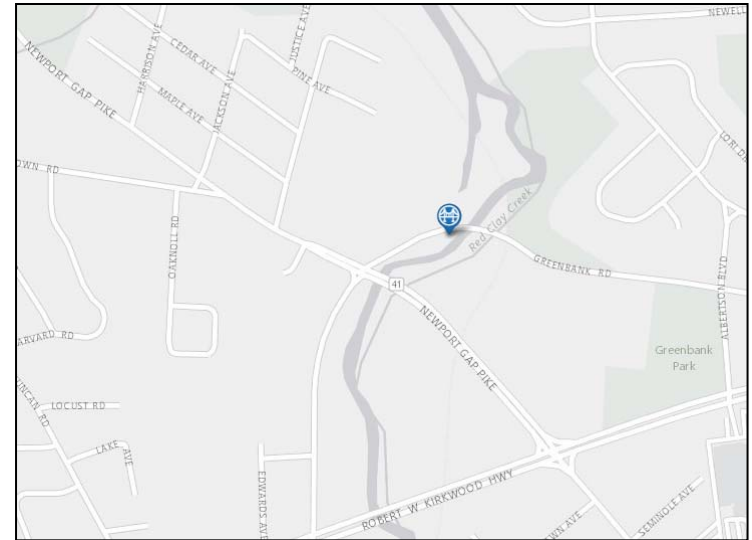
Z230 - Surface Transportation Block Grant Program - FAST

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

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

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

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



| Project Title (All \$ x 1000) | Phase | Current Estimate | FY 2017 TOTAL | 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 |
|-------------------------------|-------|------------------|---------------|-------------|----------|------------|--------------|--------------|------------|------------|----------|------------|------------|----------|------------|----------------------|----------------|
| BR 1-148A&B on N330           | PE    | 12.0             | -             | -           | -        | -          | -            | -            | -          | -          | -        | -          | -          | -        | -          | -                    | -              |
| Greenbank Road over Red       | ROW   | 22.0             | -             | 22.0        | -        | -          | -            | -            | -          | -          | -        | -          | -          | -        | -          | 22.0                 | -              |
| Clay Creek                    | C     | 900.0            | -             | -           | -        | -          | 180.0        | 720.0        | -          | -          | -        | -          | -          | -        | -          | 900.0                | -              |
| <b>Total</b>                  |       | <b>934.0</b>     | -             | <b>22.0</b> | -        | -          | <b>180.0</b> | <b>720.0</b> | -          | -          | -        | -          | -          | -        | -          | <b>922.0</b>         | -              |

Z230 - Surface Transportation Block Grant Program - FAST

**BR 159 ON JAMES STREET OVER CHRISTINA RIVER**

**DESCRIPTION:** Bridge 159 is an inoperable movable steel superstructure bridge supported on reinforced concrete abutments and piers. It carries James Street over Christina River in Newport, Delaware. This project involves the replacement of the existing bridge with a 5-span pre-stressed concrete box beam bridge supported on new reinforced concrete abutments and piers supported by drilled shafts. The proposed construction will be off the existing alignment to ensure access during the project. The proposed structure will provide higher under clearance to allow for recreational boating.

**JUSTIFICATION:** According to DelDOT Bridge Management PONTIS records the bridge is ranked 29th on the deficiency list and has a sufficiency rating of 35.8. The bridge was built in 1929. The movable portion of the bridge is inoperable; the steel superstructure exhibits heavy corrosion and section loss. This bridge is the only access road that does not have a height restriction in the region of Newport between Amtrak line and Christina River and is a road which the local businesses rely on. Replacement of this bridge is imperative to the Town of Newport.

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



| Project Title<br>(All \$ x 1000)                 | Phase | Current<br>Estimate | FY 2017<br>TOTAL | FY18<br>State | FY18<br>Fed  | FY18<br>Other | FY19<br>State | FY19<br>Fed    | FY19<br>Other | FY20<br>State | FY20<br>Fed | FY20<br>Other | FY21<br>State | FY21<br>Fed | FY21<br>Other | FY 2018 -<br>2021 TOTAL | FY 22-23<br>TOTAL |
|--|-------|---------------------|------------------|---------------|--------------|---------------|---------------|----------------|---------------|---------------|-------------|---------------|---------------|-------------|---------------|-------------------------|-------------------|
| BR 1-159 on James Street<br>over Christina River | PE    | 2,240.0             | 381.6            | 40.0          | 160.0        | -             | -             | -              | -             | -             | -           | -             | -             | -           | -             | 200.0                   | -                 |
|  | ROW   | 1,096.0             | -                | 100.0         | 400.0        | -             | 100.0         | 400.0          | -             | -             | -           | -             | -             | -           | -             | 1,000.0                 | -                 |
|  | CE    | -                   | -                | -             | -            | -             | -             | -              | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
|  | C     | 3,500.0             | -                | -             | -            | -             | 700.0         | 2,800.0        | -             | -             | -           | -             | -             | -           | -             | 3,500.0                 | -                 |
| <b>Total</b>                                     |       | <b>6,836.0</b>      | <b>381.6</b>     | <b>140.0</b>  | <b>560.0</b> | -             | <b>800.0</b>  | <b>3,200.0</b> | -             | -             | -           | -             | -             | -           | -             | <b>4,700.0</b>          | -                 |

Z240 - Surface Transportation Block Grant Program - FAST

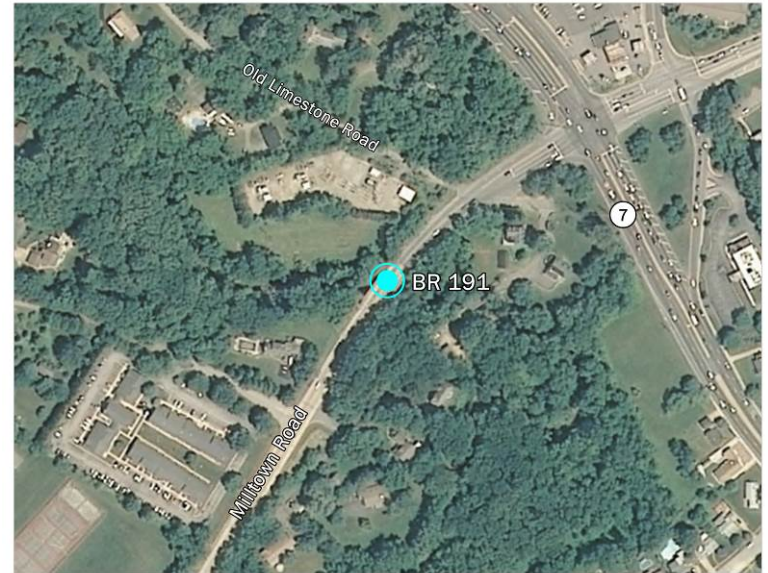


**BR 191 ON MILLTOWN ROAD OVER MILL CREEK**

**DESCRIPTION:** 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.

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

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



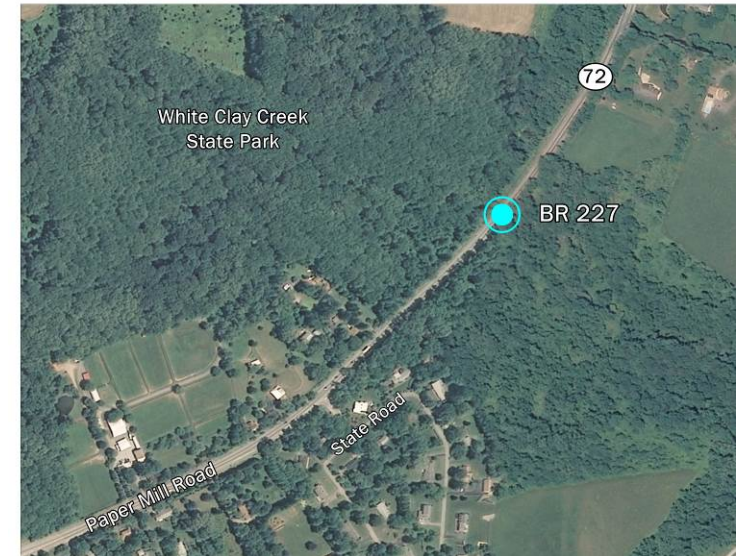
| Project Title<br>(All \$ x 1000)                     | Phase       | Current<br>Estimate | FY 2017<br>TOTAL | FY18<br>State | FY18<br>Fed | FY18<br>Other | FY19<br>State | FY19<br>Fed | FY19<br>Other | FY20<br>State | FY20<br>Fed | FY20<br>Other | FY21<br>State | FY21<br>Fed | FY21<br>Other | FY 2018 -<br>2021 TOTAL | FY 22-23<br>TOTAL |
|--|-------------|---------------------|------------------|---------------|-------------|---------------|---------------|-------------|---------------|---------------|-------------|---------------|---------------|-------------|---------------|-------------------------|-------------------|
| BR 1-191 on N318<br>Milltown Road over Mill<br>Creek | PE          | 17.5                | -                | -             | -           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
|  | ROW         | -                   | -                | -             | -           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
|  | CE          | 97.4                | -                | -             | -           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
|  | C           | 885.9               | -                | -             | -           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
|  | Traffic     | 42.9                | 0.1              | -             | -           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
|  | Contingency | 193.5               | 72.7             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
| <b>Total</b>   |             | <b>1,237.2</b>      | <b>72.7</b>      | -             | -           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |

## BR 227 ON PAPERMILL ROAD OVER MIDDLE RUN TRIBUTARY

**DESCRIPTION:** This project involves the replacement of a large corrugated aluminum pipe with a precast concrete box culvert. The box culvert will include a pathway to connect the adjacent bike trails in the parks on each side of the culvert. The approach roadways and guardrail will be reconstructed as needed and riprap will be placed in the stream for scour protection. The work will be performed in a manner which minimizes impacts to traffic as much as possible.

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

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



| Project Title<br>(All \$ x 1000)                              | Phase | Current<br>Estimate | FY 2017<br>TOTAL | FY18<br>State | FY18<br>Fed  | FY18<br>Other | FY19<br>State | FY19<br>Fed  | FY19<br>Other | FY20<br>State | FY20<br>Fed | FY20<br>Other | FY21<br>State | FY21<br>Fed | FY21<br>Other | FY 2018 -<br>2021 TOTAL | FY 22-23<br>TOTAL |
|---|-------|---------------------|------------------|---------------|--------------|---------------|---------------|--------------|---------------|---------------|-------------|---------------|---------------|-------------|---------------|-------------------------|-------------------|
| BR 1-227 on N013 Paper Mill<br>Road over Middle Run Tributary | PE    | 100.0               | 59.5             | -             | -            | -             | -             | -            | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
|   | ROW   | 10.0                | -                | 2.0           | 8.0          | -             | -             | -            | -             | -             | -           | -             | -             | -           | -             | 10.0                    | -                 |
|   | C     | 1,000.0             | -                | 40.0          | 160.0        | -             | 160.0         | 640.0        | -             | -             | -           | -             | -             | -           | -             | 1,000.0                 | -                 |
| <b>Total</b>  |       | <b>1,110.0</b>      | <b>59.5</b>      | <b>42.0</b>   | <b>168.0</b> | <b>-</b>      | <b>160.0</b>  | <b>640.0</b> | <b>-</b>      | <b>-</b>      | <b>-</b>    | <b>-</b>      | <b>-</b>      | <b>-</b>    | <b>-</b>      | <b>1,010.0</b>          | <b>-</b>          |

M24E - Surface Transportation Program MAP-21 (STP)  
Z240 - Surface Transportation Block Grant Program - FAST

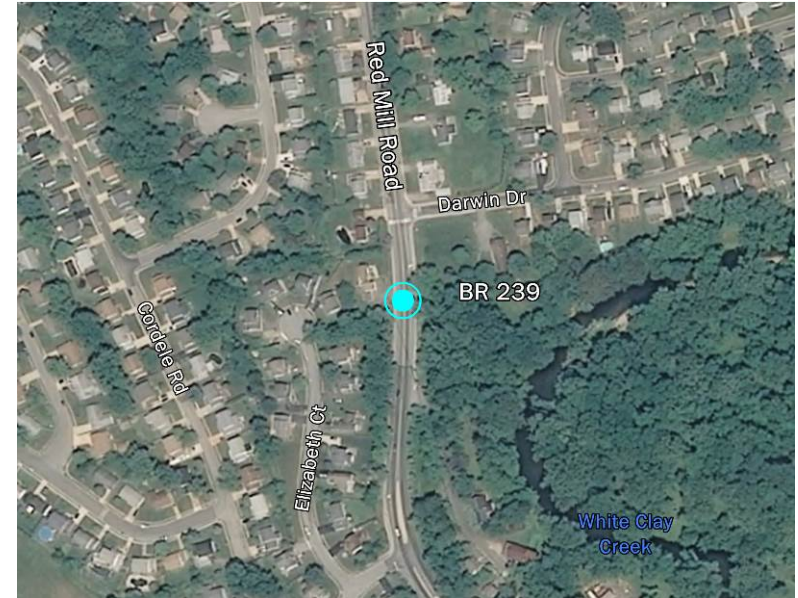


## BR 238 ON ELIZABETH COURT

**DESCRIPTION:** This project involves the rehabilitation of Bridge 1-238 which consists of two corrugated metal pipes. These pipes will be lined using a high strength fiber reinforced concrete liner, which will allow the roadway to remain open during construction. Riprap will also be placed in the stream to help with scour protection.

**JUSTIFICATION:** There is significant corrosion at the waterline with 100% section loss at several locations throughout the pipes. The existing pipes are structurally deficient and were selected by the Pontis Bridge Management System for work. Rehabilitation of this bridge will help meet DelDOT its performance measure for percentage of bridges in poor condition. This bridge is ranked 68th on the 2015 DelDOT Bridge Deficiency List (out of 1625 total bridges).

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

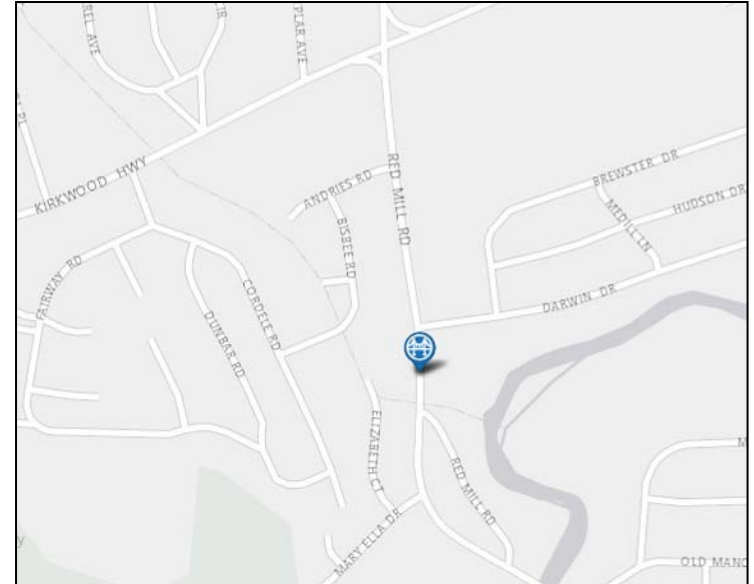


| Project Title (All \$ x 1000)                                  | Phase | Current Estimate | FY 2017 TOTAL | FY18 State   | FY18 Fed | FY18 Other | FY19 State | FY19 Fed | FY19 Other | FY20 State | FY20 Fed | FY20 Other | FY21 State | FY21 Fed | FY21 Other | FY 2018 - 2021 TOTAL | FY 22-23 TOTAL |
|--|-------|------------------|---------------|--------------|----------|------------|------------|----------|------------|------------|----------|------------|------------|----------|------------|----------------------|----------------|
| BR 1-238 on Elizabeth Court over Tributary to White Clay Creek | ROW   | 20.0             | 20.0          | -            | -        | -          | -          | -        | -          | -          | -        | -          | -          | -        | -          | -                    | -              |
|  | CE    | 26.0             | -             | 26.0         | -        | -          | -          | -        | -          | -          | -        | -          | -          | -        | -          | 26.0                 | -              |
|  | C     | 400.0            | -             | 400.0        | -        | -          | -          | -        | -          | -          | -        | -          | -          | -        | -          | 400.0                | -              |
| <b>Total</b>   |       | <b>446.0</b>     | <b>20.0</b>   | <b>426.0</b> | -        | -          | -          | -        | -          | -          | -        | -          | -          | -        | -          | <b>426.0</b>         | -              |

## BR 239 ON N352 RED MILL OVER TRIBUTARY

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

**JUSTIFICATION:** There is significant corrosion at the waterline with 100% section loss at several locations throughout the pipes. The existing pipes are structurally deficient and were selected by the Pontis Bridge Management System for work. Bridge 239 has a 70.1 sufficiency rating. The inspection team had originally recommended a NBI rating of 2 for BR 1-239, but decided to keep it at 4 due to several factors.



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



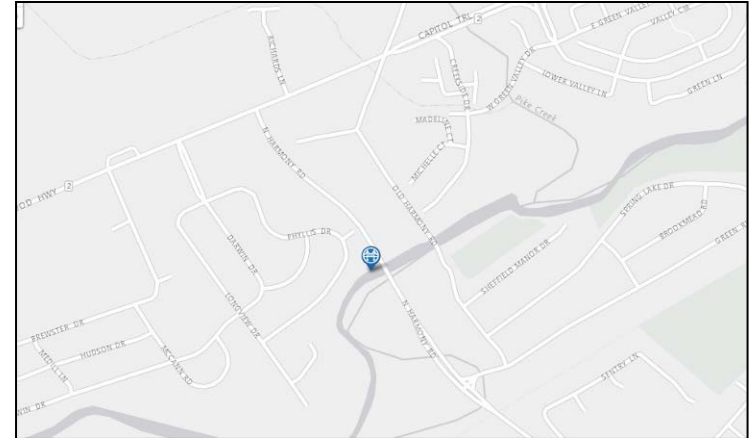
| Project Title<br>(All \$ x 1000)  | Phase | Current<br>Estimate | FY 2017<br>TOTAL | FY18<br>State | FY18<br>Fed  | FY18<br>Other | FY19<br>State | FY19<br>Fed | FY19<br>Other | FY20<br>State | FY20<br>Fed | FY20<br>Other | FY21<br>State | FY21<br>Fed | FY21<br>Other | FY 2018 -<br>2021 TOTAL | FY 22-23<br>TOTAL |
|---|-------|---------------------|------------------|---------------|--------------|---------------|---------------|-------------|---------------|---------------|-------------|---------------|---------------|-------------|---------------|-------------------------|-------------------|
| BR 1-239 on N352 Red Mill<br>Road over Tributary to White<br>Clay Creek | PE    | 58.7                | -                | -             | -            | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
|   | ROW   | 20.0                | 15.0             | -             | -            | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
|   | C     | 600.0               | -                | 120.0         | 480.0        | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | 600.0                   | -                 |
| <b>Total</b>  |       | <b>678.7</b>        | <b>15.0</b>      | <b>120.0</b>  | <b>480.0</b> | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | <b>600.0</b>            | -                 |

M24E - Surface Transportation Program MAP-21 (STP)

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

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

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



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



| Project Title (All \$ x 1000)                       | Phase | Current Estimate | FY 2017 TOTAL | 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 |
|---|-------|------------------|---------------|-------------|----------|------------|--------------|----------------|------------|------------|----------|------------|------------|----------|------------|----------------------|----------------|
| BR 1-251 on N355 Harmony Road over White Clay Creek | PE    | 90.0             | 20.0          | -           | -        | -          | -            | -              | -          | -          | -        | -          | -          | -        | -          | -                    | -              |
|   | ROW   | 20.0             | -             | 20.0        | -        | -          | -            | -              | -          | -          | -        | -          | -          | -        | -          | 20.0                 | -              |
|   | C     | 1,800.0          | -             | -           | -        | -          | 360.0        | 1,440.0        | -          | -          | -        | -          | -          | -        | -          | 1,800.0              | -              |
| <b>Total</b>  |       | <b>1,910.0</b>   | <b>20.0</b>   | <b>20.0</b> | -        | -          | <b>360.0</b> | <b>1,440.0</b> | -          | -          | -        | -          | -          | -        | -          | <b>1,820.0</b>       | -              |

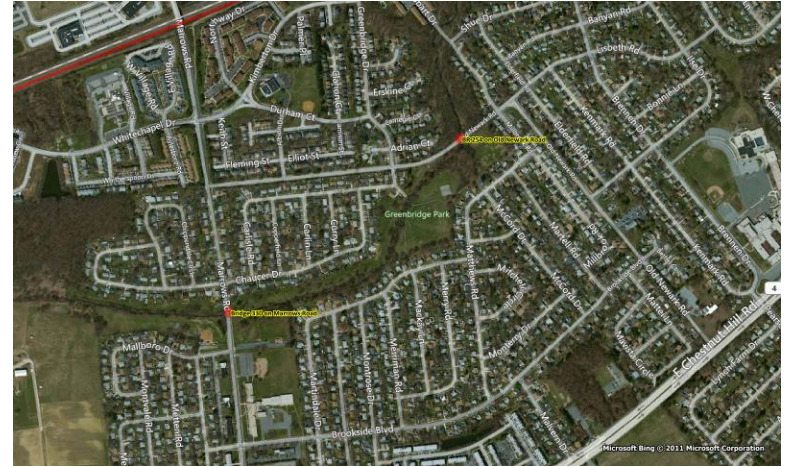
Z230 - Surface Transportation Block Grant Program - FAST

**BR 254 ON OLD NEWARK ROAD OVER COOL RUN**

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

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

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



| Project Title<br>(All \$ x 1000)                  | Phase       | Current<br>Estimate | FY 2017<br>TOTAL | FY18<br>State | FY18 Fed | FY18<br>Other | FY19<br>State | FY19<br>Fed | FY19<br>Other | FY20<br>State | FY20<br>Fed | FY20<br>Other | FY21<br>State | FY21<br>Fed | FY21<br>Other | FY 2018 -<br>2021 TOTAL | FY 22-23<br>TOTAL |
|---|-------------|---------------------|------------------|---------------|----------|---------------|---------------|-------------|---------------|---------------|-------------|---------------|---------------|-------------|---------------|-------------------------|-------------------|
| BR 1-254 on N350 Old Newark<br>Road over Cool Run | PE          | 50.0                | -                | -             | -        | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
|   | ROW         | 25.0                | -                | -             | -        | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
|   | CE          | 59.4                | 59.4             | -             | -        | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
|   | C           | 871.5               | 740.6            | 26.2          | 104.7    | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | 130.9                   | -                 |
|   | Contingency | 40.4                | -                | 8.1           | 32.3     | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | 40.4                    | -                 |
| Total   |             | 1,046.3             | 800.0            | 34.3          | 137.1    | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | 171.3                   | -                 |

Z233 - STBG Program Off-System Bridge

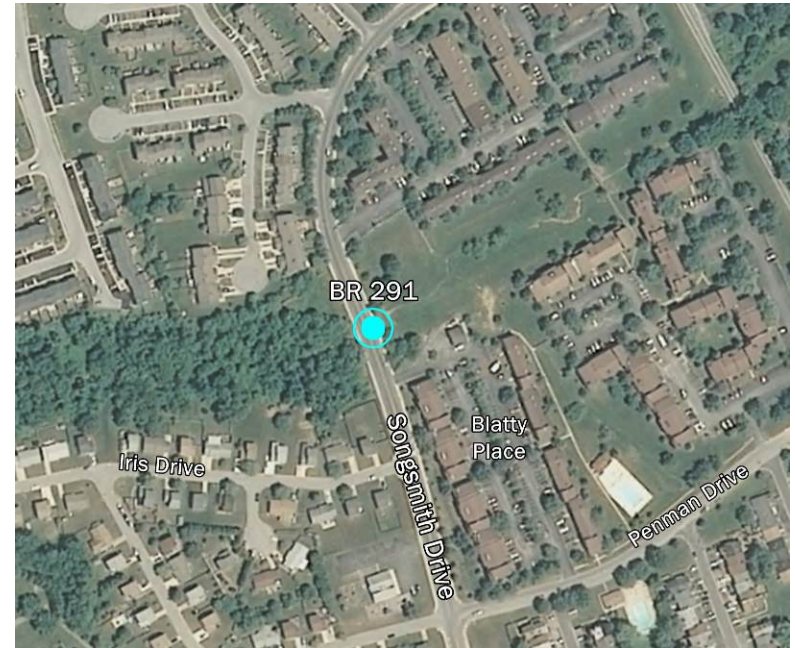


**BR 291 ON SONGSMITH DRIVE OVER TRIBUTARY TO SMALLEY'S DAM POND**

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

**JUSTIFICATION:** To extend service life and increase safety of the bridge. There is significant corrosion at the waterline with 100% section loss at several locations throughout the pipes. The existing pipes are structurally deficient and were selected by the Pontis Bridge Management System for work. This bridge currently has a 73.0 sufficiency rating and the inspection team has given a NBI rating of 4 for both culvert and channel. This bridge was ranked 104th on the 2013 DelDOT Bridge Deficiency List.

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



| Project Title<br>(All \$ x 1000)                                 | Phase       | Current<br>Estimate | FY 2017<br>TOTAL | FY18<br>State | FY18<br>Fed | FY18<br>Other | FY19<br>State | FY19<br>Fed | FY19<br>Other | FY20<br>State | FY20<br>Fed | FY20<br>Other | FY21<br>State | FY21<br>Fed | FY21<br>Other | FY 2018 -<br>2021 TOTAL | FY 22-23<br>TOTAL |
|--|-------------|---------------------|------------------|---------------|-------------|---------------|---------------|-------------|---------------|---------------|-------------|---------------|---------------|-------------|---------------|-------------------------|-------------------|
| BR 1-291 on Songsmith Dr.<br>over Tributary to Smalley's<br>Pond | PE          | 16.6                | -                | -             | -           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
|  | ROW         | 49.0                | -                | -             | -           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
|  | CE          | 147.9               | 147.7            | -             | -           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
|  | C           | 670.9               | 670.9            | -             | -           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
|  | Utilities   | 6.5                 | 6.5              | -             | -           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
|  | Contingency | 117.4               | 116.4            | -             | -           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
| <b>Total</b>   |             | <b>1,008.3</b>      | <b>941.5</b>     | -             | -           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |



## BR 294 ON N346 WALTHER RD OVER TRIBUTARY TO CHRISTINA RIVER

**DESCRIPTION:** 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.

**JUSTIFICATION:** There is significant corrosion at the waterline with 100% section loss at several locations throughout the pipes. The existing pipes are structurally deficient and were selected by the Pontis Bridge Management System for work. Replacement of this bridge will help DelDOT meet its performance measures for Bridge Condition. This bridge is ranked 19th on the 2015 DelDOT Bridge Deficiency List (out of 1625 total bridges).

**County:** New Castle  
**Investment Area:** Core  
**Municipality:**  
**Funding Program:** Road System – Bridge Improvements  
**Functional Category:** Preservation  
**Year Initiated:** FY 2017



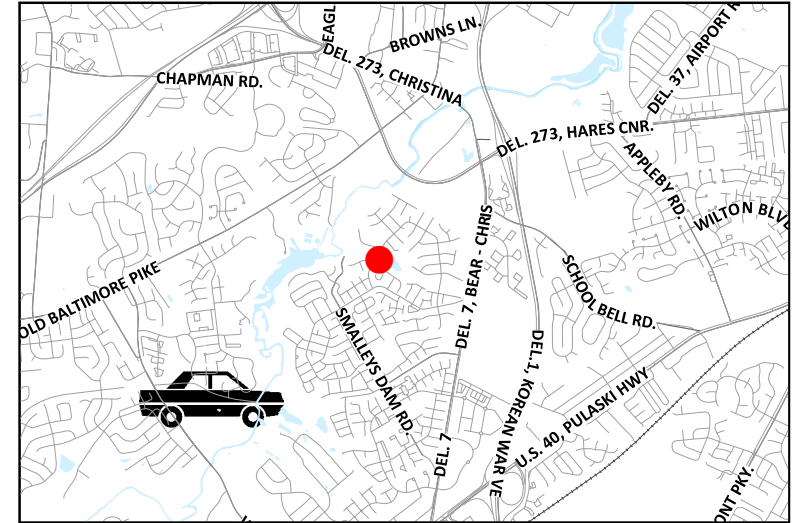
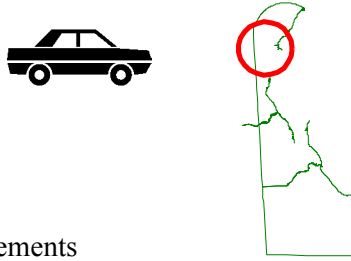
| Project Title (All \$ x 1000)                                   | Phase | Current Estimate | FY 2017 TOTAL | FY18 State  | FY18 Fed | FY18 Other | FY19 State   | FY19 Fed     | FY19 Other | FY20 State | FY20 Fed | FY20 Other | FY21 State | FY21 Fed | FY21 Other | FY 2018 - 2021 TOTAL | FY 22-23 TOTAL |
|---|-------|------------------|---------------|-------------|----------|------------|--------------|--------------|------------|------------|----------|------------|------------|----------|------------|----------------------|----------------|
| BR 1-294 on N346 Walther Road over Tributary to Christina River | PE    | 22.0             | 22.0          | -           | -        | -          | -            | -            | -          | -          | -        | -          | -          | -        | -          | -                    | -              |
|   | ROW   | 10.0             | -             | 10.0        | -        | -          | -            | -            | -          | -          | -        | -          | -          | -        | -          | 10.0                 | -              |
|   | C     | 750.0            | -             | -           | -        | -          | 150.0        | 600.0        | -          | -          | -        | -          | -          | -        | -          | 750.0                | -              |
| <b>Total</b>  |       | <b>782.0</b>     | <b>22.0</b>   | <b>10.0</b> | -        | -          | <b>150.0</b> | <b>600.0</b> | -          | -          | -        | -          | -          | -        | -          | <b>760.0</b>         | -              |

Z230 - Surface Transportation Block Grant Program - FAST

**BR 295 ON PROVIDENCE DRIVE OVER TRIBUTARY TO CHRISTINA RIVER**

**DESCRIPTION:** 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.

**JUSTIFICATION:** Bridge preservation.



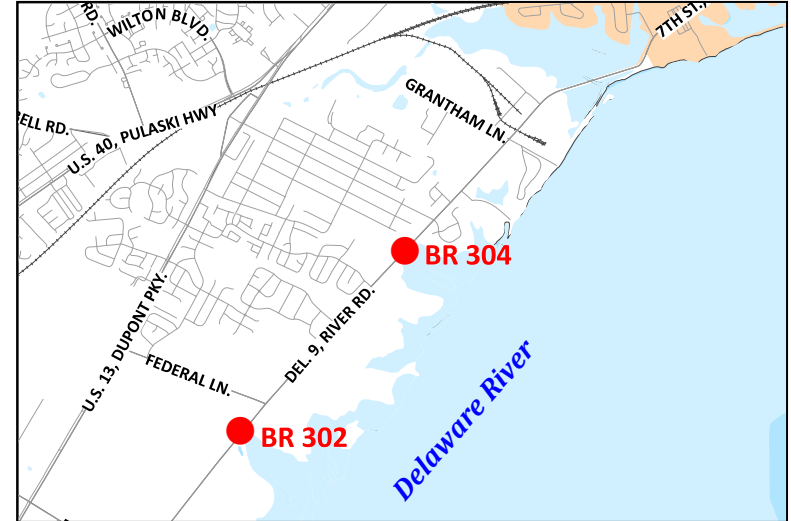
| Project Title (All \$ x 1000)                                  | Phase | Current Estimate | FY 2017 TOTAL | FY18 State | FY18 Fed | FY18 Other | FY19 State | FY19 Fed | FY19 Other | FY20 State | FY20 Fed | FY20 Other | FY21 State | FY21 Fed | FY21 Other | FY 2018 - 2021 TOTAL | FY 22-23 TOTAL |
|--|-------|------------------|---------------|------------|----------|------------|------------|----------|------------|------------|----------|------------|------------|----------|------------|----------------------|----------------|
| BR 1-295 on Providence Drive Over Tributary To Christina River | PE    | 30.0             | 30.0          | -          | -        | -          | -          | -        | -          | -          | -        | -          | -          | -        | -          | -                    | -              |
|  | ROW   | 27.5             | -             | 27.5       | -        | -          | -          | -        | -          | -          | -        | -          | -          | -        | -          | 27.5                 | -              |
|  | C     | 451.5            | -             | -          | -        | -          | 451.5      | -        | -          | -          | -        | -          | -          | -        | -          | 451.5                | -              |
| <b>Total</b>   |       | 509.0            | 30.0          | 27.5       | -        | -          | 451.5      | -        | -          | -          | -        | -          | -          | -        | -          | 479.0                | -              |

**BR 302 OVER TOM CREEK AND BR 304 OVER GAMBLES GUT ON SR9**

**DESCRIPTION:** 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.

**JUSTIFICATION:** There is significant corrosion at the waterline in both bridges with easily perforated sections at several locations throughout the pipes at Bridge 1-304. Bridge 1-304 is structurally deficient and was selected by the Pontis Bridge Management System for work. Bridge 1-302 is in fair condition, but it also consists of metal pipes at the end of their service lives. Since Bridge 1-302 is near Bridge 1-304, it makes sense economically to group the two together. Replacement of these bridges will help DelDOT meet its performance measures for Bridge Condition.

**County:** New Castle  
**Investment Area:** Core  
**Municipality:**  
**Funding Program:** Road System – Bridge Improvements  
**Functional Category:** Preservation  
**Year Initiated:** FY 2017



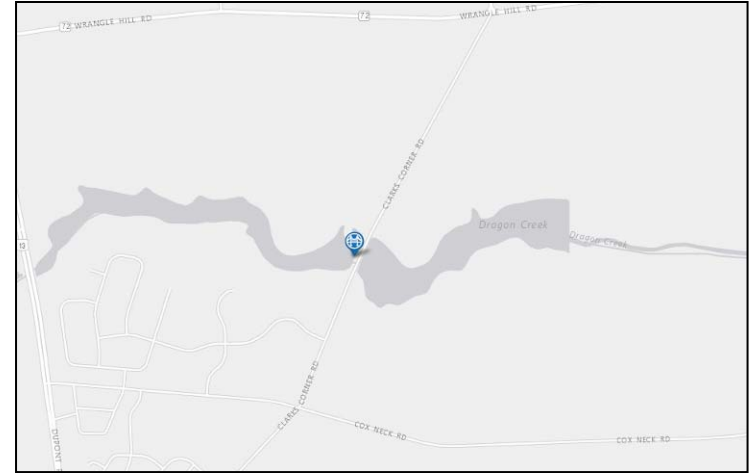
| Project Title (All \$ x 1000)   | Phase | Current Estimate | FY 2017 TOTAL | FY18 State  | FY18 Fed | FY18 Other | FY19 State   | FY19 Fed     | FY19 Other | FY20 State | FY20 Fed | FY20 Other | FY21 State | FY21 Fed | FY21 Other | FY 2018 - 2021 TOTAL | FY 22-23 TOTAL |
|---|-------|------------------|---------------|-------------|----------|------------|--------------|--------------|------------|------------|----------|------------|------------|----------|------------|----------------------|----------------|
| Bridge Replacements on SR9, BR 1-302 over Tom Creek and BR 1-304 over Gambles Gut | PE    | 55.0             | 55.0          | -           | -        | -          | -            | -            | -          | -          | -        | -          | -          | -        | -          | -                    | -              |
|   | ROW   | 20.0             | -             | 20.0        | -        | -          | -            | -            | -          | -          | -        | -          | -          | -        | -          | 20.0                 | -              |
|   | C     | 1,200.0          | -             | -           | -        | -          | 240.0        | 960.0        | -          | -          | -        | -          | -          | -        | -          | 1,200.0              | -              |
| <b>Total</b>  |       | <b>1,275.0</b>   | <b>55.0</b>   | <b>20.0</b> | -        | -          | <b>240.0</b> | <b>960.0</b> | -          | -          | -        | -          | -          | -        | -          | <b>1,220.0</b>       | -              |

Z230 - Surface Transportation Block Grant Program - FAST

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

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

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



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



| Project Title<br>(All \$ x 1000)                        | Phase | Current<br>Estimate | FY 2017<br>TOTAL | FY18<br>State | FY18<br>Fed  | FY18<br>Other | FY19<br>State | FY19<br>Fed | FY19<br>Other | FY20<br>State | FY20<br>Fed | FY20<br>Other | FY21<br>State | FY21<br>Fed | FY21<br>Other | FY 2018 -<br>2021 TOTAL | FY 22-23<br>TOTAL |
|---|-------|---------------------|------------------|---------------|--------------|---------------|---------------|-------------|---------------|---------------|-------------|---------------|---------------|-------------|---------------|-------------------------|-------------------|
| BR 1-308 on N378 Clark's<br>Corner Road over Dragon Run | PE    | 44.0                | -                | -             | -            | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
|   | ROW   | 22.0                | 22.0             | -             | -            | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
|   | C     | 700.0               | -                | 140.0         | 560.0        | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | 700.0                   | -                 |
| <b>Total</b>  |       | <b>766.0</b>        | <b>22.0</b>      | <b>140.0</b>  | <b>560.0</b> | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | <b>700.0</b>            | -                 |

Z230 - Surface Transportation Block Grant Program - FAST

**BR 393 ON SR299 MAIN STREET OVER APPOQUINIMINK RIVER**

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

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

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



| Project Title<br>(All \$ x 1000)                             | Phase       | Current<br>Estimate | FY 2017<br>TOTAL | FY18<br>State | FY18<br>Fed | FY18<br>Other | FY19<br>State | FY19<br>Fed | FY19<br>Other | FY20<br>State | FY20<br>Fed | FY20<br>Other | FY21<br>State | FY21<br>Fed | FY21<br>Other | FY 2018 -<br>2021 TOTAL | FY 22-23<br>TOTAL |
|--|-------------|---------------------|------------------|---------------|-------------|---------------|---------------|-------------|---------------|---------------|-------------|---------------|---------------|-------------|---------------|-------------------------|-------------------|
| BR 1-393 on SR299 Main<br>Street over<br>Appoquinimink River | PE          | 275.6               | -                | -             | -           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
|  | ROW         | 28.0                | -                | -             | -           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
|  | CE          | 111.0               | 111.0            | -             | -           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
|  | C           | 747.4               | 747.4            | -             | -           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
|  | Contingency | 37.4                | 37.4             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
| <b>Total</b>   |             | <b>1,199.4</b>      | <b>895.8</b>     | -             | -           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |

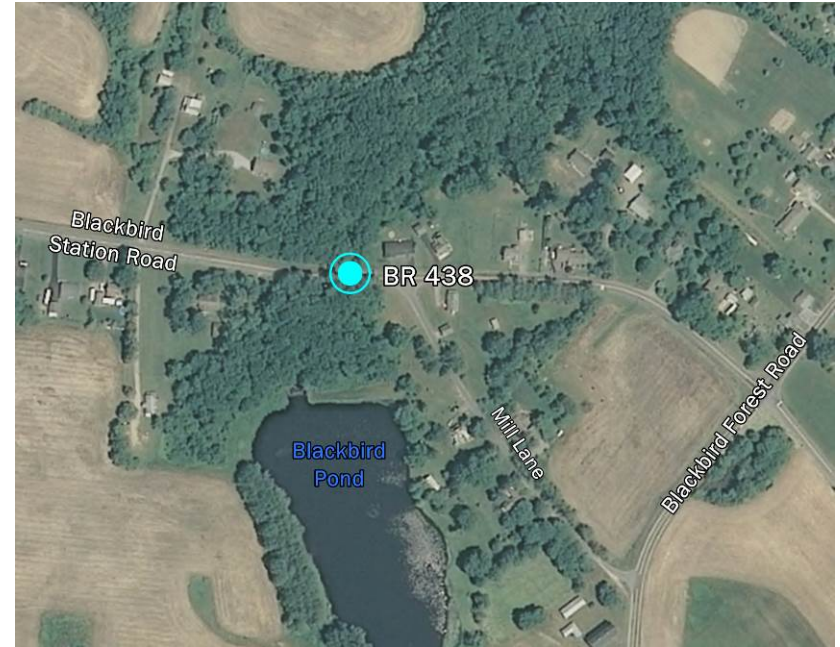


## BR 438 ON BLACKBIRD STATION ROAD OVER BLACKBIRD CREEK

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

**JUSTIFICATION:** To extend service life and increase safety of the bridge. There is significant corrosion at the waterline with 100% section loss at several locations throughout the pipes. The existing pipes are structurally deficient and were selected by the Pontis Bridge Management System for work. This bridge currently has a 69.8 sufficiency rating and the inspection team gave the bridge a NBI culvert rating of 4.

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



| Project Title<br>(All \$ x 1000)                                   | Phase | Current<br>Estimate | FY 2017<br>TOTAL | FY18<br>State | FY18<br>Fed  | FY18<br>Other | FY19<br>State | FY19<br>Fed | FY19<br>Other | FY20<br>State | FY20<br>Fed | FY20<br>Other | FY21<br>State | FY21<br>Fed | FY21<br>Other | FY 2018 -<br>2021 TOTAL | FY 22-23<br>TOTAL |
|--|-------|---------------------|------------------|---------------|--------------|---------------|---------------|-------------|---------------|---------------|-------------|---------------|---------------|-------------|---------------|-------------------------|-------------------|
| BR 1-438 on N463 Blackbird<br>Station Road over Blackbird<br>Creek | PE    | 40.0                | -                | -             | -            | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
|  | ROW   | 35.0                | 10.0             | -             | -            | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
|  | C     | 1,200.0             | 200.0            | 200.0         | 800.0        | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | 1,000.0                 | -                 |
| <b>Total</b>   |       | <b>1,275.0</b>      | <b>210.0</b>     | <b>200.0</b>  | <b>800.0</b> | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | <b>1,000.0</b>          | -                 |

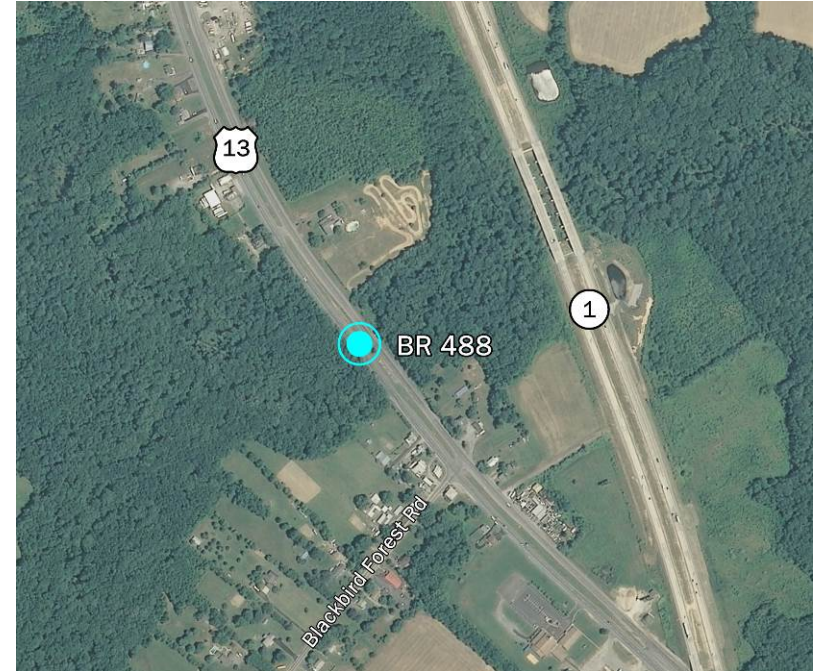
Z240 - Surface Transportation Block Grant Program - FAST

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

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

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

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



| Project Title<br>(All \$ x 1000)                 | Phase | Current<br>Estimate | FY 2017<br>TOTAL | FY18<br>State | FY18<br>Fed | FY18<br>Other | FY19<br>State | FY19<br>Fed    | FY19<br>Other | FY20<br>State | FY20<br>Fed | FY20<br>Other | FY21<br>State | FY21<br>Fed | FY21<br>Other | FY 2018 -<br>2021 TOTAL | FY 22-23<br>TOTAL |
|--|-------|---------------------|------------------|---------------|-------------|---------------|---------------|----------------|---------------|---------------|-------------|---------------|---------------|-------------|---------------|-------------------------|-------------------|
| BR 1-488N&S on N001 US13<br>over Blackbird Creek | PE    | 75.0                | 48.6             | -             | -           | -             | -             | -              | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
|  | ROW   | 30.0                | -                | 6.0           | 24.0        | -             | -             | -              | -             | -             | -           | -             | -             | -           | -             | 30.0                    | -                 |
|  | C     | 4,000.0             | -                | -             | -           | -             | 800.0         | 3,200.0        | -             | -             | -           | -             | -             | -           | -             | 4,000.0                 | -                 |
| <b>Total</b>                                     |       | <b>4,105.0</b>      | <b>48.6</b>      | <b>6.0</b>    | <b>24.0</b> | -             | <b>800.0</b>  | <b>3,200.0</b> | -             | -             | -           | -             | -             | -           | -             | <b>4,030.0</b>          | -                 |

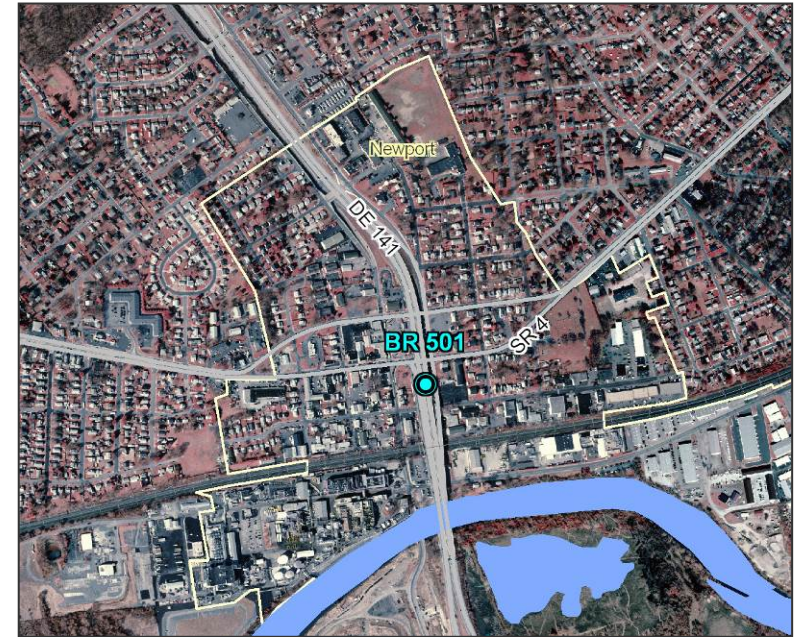
Z001 - National Highway Performance Program (NHPP)  
Z240 - Surface Transportation Block Grant Program - FAST

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

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

**JUSTIFICATION:** All three bridges are part of the Newport viaduct and will be worked on together. Bridges are in need of repair to extend their service life. Bridges are ranked 27, 39 and 42 in the 2008 bridge deficiency listing generated by the Bridge Management system. The structure testing and analysis work includes instrumentation, field testing and Finite Element analysis of the structure.

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



| Project Title<br>(All \$ x 1000)   | Phase          | Current<br>Estimate      | FY 2017<br>TOTAL | FY18<br>State        | FY18<br>Fed            | FY18<br>Other | FY19<br>State   | FY19<br>Fed       | FY19<br>Other | FY20<br>State | FY20<br>Fed | FY20<br>Other | FY21<br>State | FY21<br>Fed | FY21<br>Other | FY 2018 -<br>2021 TOTAL  | FY 22-23<br>TOTAL |
|--|----------------|--------------------------|------------------|----------------------|------------------------|---------------|-----------------|-------------------|---------------|---------------|-------------|---------------|---------------|-------------|---------------|--------------------------|-------------------|
| BR 1-501 on SR141 Newport<br>Viaduct over Christina River,<br>Foundation Repairs | PE<br>ROW<br>C | 844.5<br>20.0<br>5,000.0 | 500.0<br>-<br>-  | 68.9<br>4.0<br>200.0 | 275.6<br>16.0<br>800.0 | -<br>-<br>-   | -<br>-<br>800.0 | -<br>-<br>3,200.0 | -<br>-<br>-   | -<br>-<br>-   | -<br>-<br>- | -<br>-<br>-   | -<br>-<br>-   | -<br>-<br>- | -<br>-<br>-   | 344.5<br>20.0<br>5,000.0 | -<br>-<br>-       |
| <b>Total</b>   |                | <b>5,864.5</b>           | <b>500.0</b>     | <b>272.9</b>         | <b>1,091.6</b>         | -             | <b>800.0</b>    | <b>3,200.0</b>    | -             | -             | -           | -             | -             | -           | -             | <b>5,364.5</b>           | -                 |

Z001 - National Highway Performance Program (NHPP)

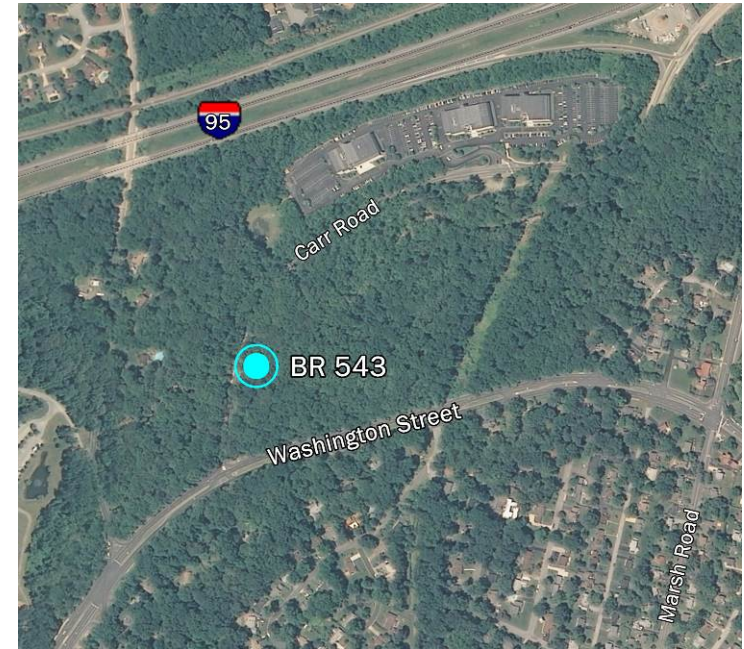
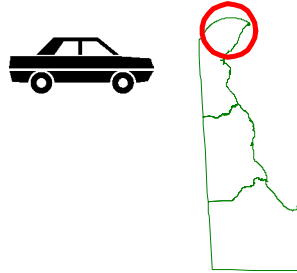


**BR 543 ON CARR ROAD OVER SHELLPOT CREEK**

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

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

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



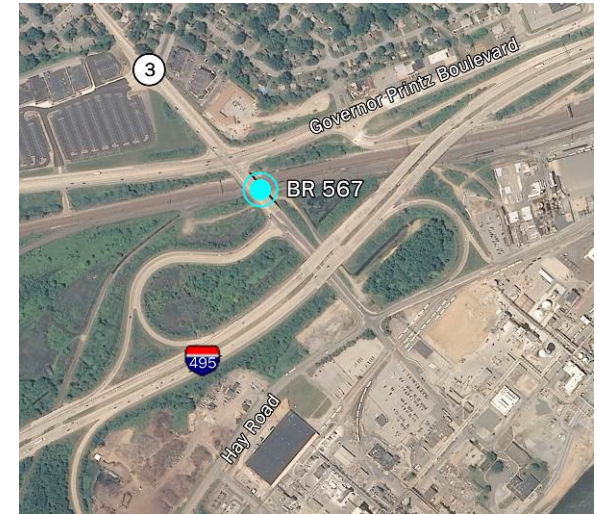
| Project Title<br>(All \$ x 1000)                  | Phase       | Current<br>Estimate | FY 2017<br>TOTAL | FY18<br>State | FY18<br>Fed | FY18<br>Other | FY19<br>State | FY19<br>Fed | FY19<br>Other | FY20<br>State | FY20<br>Fed | FY20<br>Other | FY21<br>State | FY21<br>Fed | FY21<br>Other | FY 2018 -<br>2021<br>TOTAL | FY 22-23<br>TOTAL |
|---|-------------|---------------------|------------------|---------------|-------------|---------------|---------------|-------------|---------------|---------------|-------------|---------------|---------------|-------------|---------------|----------------------------|-------------------|
| BR 1-543 on N213 Carr Road<br>over Shellpot Creek | PE          | 37.0                | 0.2              | -             | -           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                          | -                 |
|   | ROW         | 5.0                 | 0.3              | -             | -           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                          | -                 |
|   | CE          | 139.4               | 139.4            | -             | -           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                          | -                 |
|   | C           | 601.9               | 601.9            | -             | -           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                          | -                 |
|   | Utilities   | 22.0                | 22.0             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                          | -                 |
|   | Contingency | 61.5                | 61.5             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                          | -                 |
| <b>Total</b>                                      |             | <b>866.8</b>        | <b>825.2</b>     | -             | -           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                          | -                 |

**BR 567 ON HAY ROAD OVER SHELLPOT CREEK**

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

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

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



| Project Title<br>(All \$ x 1000)   | Phase | Current<br>Estimate | FY 2017<br>TOTAL | FY18<br>State | FY18<br>Fed    | FY18<br>Other | FY19<br>State | FY19<br>Fed | FY19<br>Other | FY20<br>State | FY20<br>Fed | FY20<br>Other | FY21<br>State | FY21<br>Fed | FY21<br>Other | FY 2018 -<br>2021 TOTAL | FY 22-23<br>TOTAL |
|--|-------|---------------------|------------------|---------------|----------------|---------------|---------------|-------------|---------------|---------------|-------------|---------------|---------------|-------------|---------------|-------------------------|-------------------|
| BR 1-567A on N501 Hay Road<br>over Shellpot Creek, City of<br>Wilmington | PE    | 505.0               | -                | -             | -              | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
|  | ROW   | 30.0                | -                | -             | -              | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
|  | C     | 3,655.1             | 1,827.5          | -             | 1,462.0        | 365.5         | -             | -           | -             | -             | -           | -             | -             | -           | -             | 1,827.5                 | -                 |
| <b>Total</b>   |       | <b>4,190.1</b>      | <b>1,827.5</b>   | -             | <b>1,462.0</b> | <b>365.5</b>  | -             | -           | -             | -             | -           | -             | -             | -           | -             | <b>1,827.5</b>          | -                 |

Z233 - STBG Program Off-System Bridge, , H240 - STP-FLEX, M2E3 - STBG Program Off-System Bridge, L11R - Highway Bridge Program, L11E - Highway Bridge Program, Q110 - Highway Bridge Program



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

**DESCRIPTION:** 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, spotpaint beams, seal abutments and piers, and various concrete repairs throughout the superstructure and substructure. Additional work includes the addition of a second turn lane from 12th Street to Northeast Boulevard. Traffic will be partially maintained during construction.

**JUSTIFICATION:** There is significant deterioration of some floor beams, bearings, and joints. The existing barriers, abutments and piers have significant spalls and need repair. The bridge was selected by the Pontis Bridge Management System for work. Rehabilitation of this bridge will help DelDOT meet its performance measure for percentage of bridges in faircondition. This bridge is ranked 93th on the 2015 DelDOT Bridge Deficiency List (out of 1625 total bridges). The addition of the turn lane from 12th Street to Northeast Boulevard is a traffic mitigation improvement in advance of the Wilmington I-95 Improvements project.



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



| Project Title<br>(All \$ x 1000)                                 | Phase | Current<br>Estimate | FY 2017<br>TOTAL | FY18<br>State | FY18<br>Fed    | FY18<br>Other | FY19<br>State | FY19<br>Fed | FY19<br>Other | FY20<br>State | FY20<br>Fed | FY20<br>Other | FY21<br>State | FY21<br>Fed | FY21<br>Other | FY 2018 -<br>2021 TOTAL | FY 22-23<br>TOTAL |
|--|-------|---------------------|------------------|---------------|----------------|---------------|---------------|-------------|---------------|---------------|-------------|---------------|---------------|-------------|---------------|-------------------------|-------------------|
| BR 1-577 on N050 Northeast<br>Boulevard over Brandywine<br>River | PE    | 800.0               | 515.1            | -             | -              | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
|  | ROW   | 25.0                | 25.0             | -             | -              | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
|  | C     | 4,000.0             | -                | 800.0         | 3,200.0        | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | 4,000.0                 | -                 |
| <b>Total</b>   |       | <b>4,825.0</b>      | <b>540.1</b>     | <b>800.0</b>  | <b>3,200.0</b> | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | <b>4,000.0</b>          | -                 |

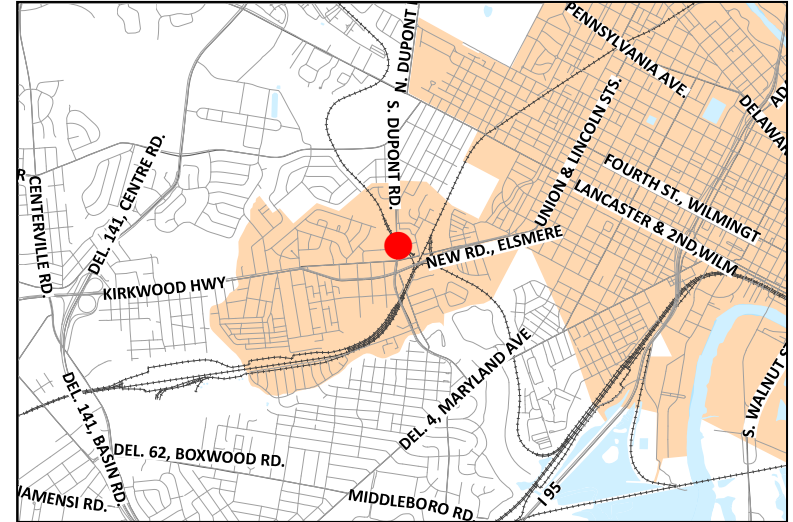
Z230 - Surface Transportation Block Grant Program - FAST

## BR 634 ON SR100 DUPONT ROAD OVER RAILROAD

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

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

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



| Project Title<br>(All \$ x 1000)                         | Phase     | Current<br>Estimate | FY 2017<br>TOTAL | FY18<br>State  | FY18<br>Fed    | FY18<br>Other | FY19<br>State | FY19<br>Fed | FY19<br>Other | FY20<br>State | FY20<br>Fed | FY20<br>Other | FY21<br>State | FY21<br>Fed | FY21<br>Other | FY 2018 -<br>2021 TOTAL | FY 22-23<br>TOTAL |
|--|-----------|---------------------|------------------|----------------|----------------|---------------|---------------|-------------|---------------|---------------|-------------|---------------|---------------|-------------|---------------|-------------------------|-------------------|
| BR 1-634 on SR100 DuPont<br>Road over East Penn Railroad | PE        | 785.0               | 223.3            | -              | -              | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
|  | ROW       | 50.0                | 50.0             | -              | -              | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
|  | C         | 5,000.0             | -                | 1,000.0        | 4,000.0        | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | 5,000.0                 | -                 |
|  | Rail Road | 400.0               | -                | 80.0           | 320.0          | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | 400.0                   | -                 |
| <b>Total</b>   |           | <b>6,235.0</b>      | <b>273.3</b>     | <b>1,080.0</b> | <b>4,320.0</b> | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | <b>5,400.0</b>          | -                 |

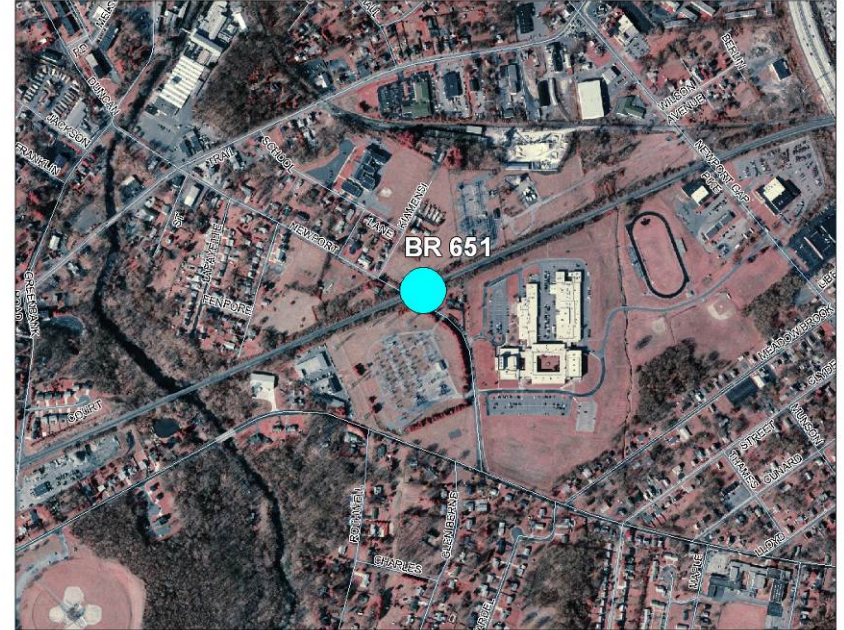
Z230 - Surface Transportation Block Grant Program - FAST

## BR 651, NEWPORT ROAD OVER CSX

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

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

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



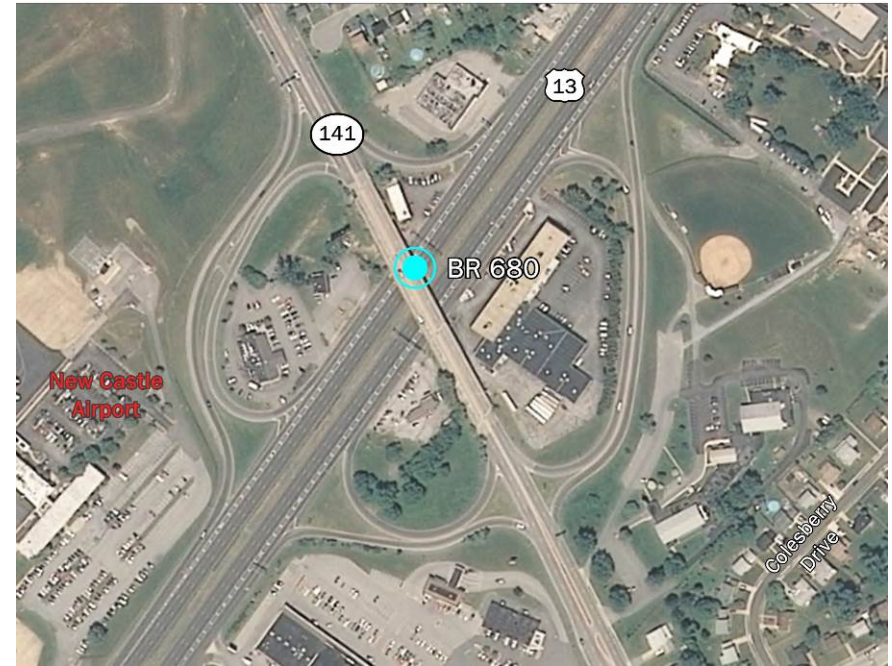
| Project Title<br>(All \$ x 1000)              | Phase       | Current<br>Estimate | FY 2017<br>TOTAL | FY18<br>State | FY18<br>Fed | FY18<br>Other | FY19<br>State | FY19<br>Fed | FY19<br>Other | FY20<br>State | FY20<br>Fed | FY20<br>Other | FY21<br>State | FY21<br>Fed | FY21<br>Other | FY 2018 -<br>2021 TOTAL | FY 22-23<br>TOTAL |
|---|-------------|---------------------|------------------|---------------|-------------|---------------|---------------|-------------|---------------|---------------|-------------|---------------|---------------|-------------|---------------|-------------------------|-------------------|
| BR 1-651 on Newport Road<br>over CSX Railroad | PE          | -                   | -                | -             | -           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
|   | ROW         | -                   | -                | -             | -           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
|   | CE          | 52.6                | 52.6             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
|   | C           | 499.7               | 462.0            | -             | -           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
|   | Contingency | 52.6                | 49.8             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
|   | Rail Road   | 110.0               | 90.0             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
| <b>Total</b>                                  |             | <b>714.8</b>        | <b>654.3</b>     | -             | -           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |



## BR 680 ON SR 141 OVER US 13

**DESCRIPTION:** 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 or milling down US 13. The project will be done in phases by detouring one direction and then the other. The project needs to be constructed in the summer due to the close proximity of William Penn High School and George Reed Middle School.

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



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



| Project Title<br>(All \$ x 1000)            | Phase | Current<br>Estimate | FY 2017<br>TOTAL | FY18<br>State  | FY18<br>Fed     | FY18<br>Other | FY19<br>State | FY19<br>Fed | FY19<br>Other | FY20<br>State | FY20<br>Fed | FY20<br>Other | FY21<br>State | FY21<br>Fed | FY21<br>Other | FY 2018 -<br>2021 TOTAL | FY 22-23<br>TOTAL |
|---|-------|---------------------|------------------|----------------|-----------------|---------------|---------------|-------------|---------------|---------------|-------------|---------------|---------------|-------------|---------------|-------------------------|-------------------|
| BR 1-680 on SR 141 Basin Road<br>over US 13 | PE    | 1,832.7             | 100.0            | -              | -               | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
|   | ROW   | 100.0               | 100.0            | -              | -               | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
|   | C     | 13,700.0            | 500.0            | 2,640.0        | 10,560.0        | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | 13,200.0                | -                 |
| <b>Total</b>                                |       | <b>15,632.7</b>     | <b>700.0</b>     | <b>2,640.0</b> | <b>10,560.0</b> | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | <b>13,200.0</b>         | -                 |

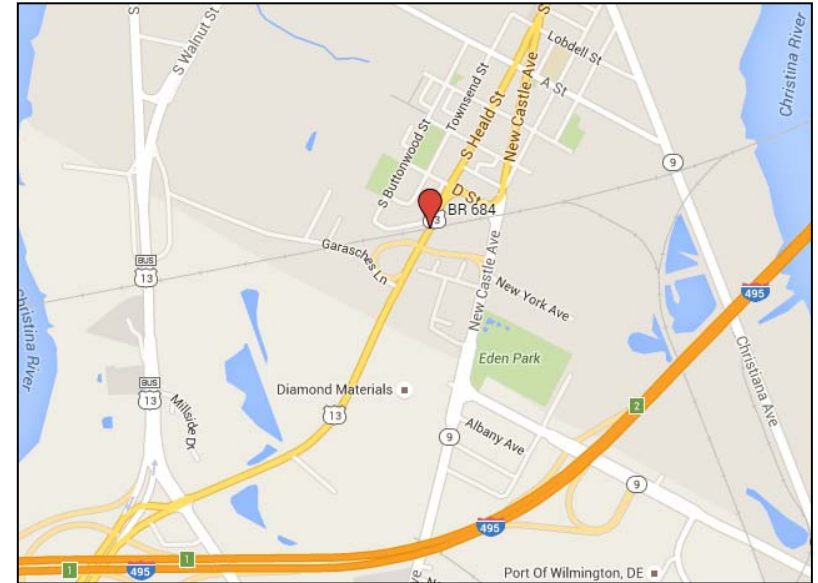
Z001 - National Highway Performance Program (NHPP)

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

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

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

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



| Project Title<br>(All \$ x 1000)   | Phase | Current<br>Estimate | FY 2017<br>TOTAL | FY18<br>State | FY18<br>Fed  | FY18<br>Other | FY19<br>State | FY19<br>Fed  | FY19<br>Other | FY20<br>State | FY20<br>Fed  | FY20<br>Other | FY21<br>State | FY21<br>Fed  | FY21<br>Other | FY 2018 -<br>2021 TOTAL | FY 22-23<br>TOTAL |
|--|-------|---------------------|------------------|---------------|--------------|---------------|---------------|--------------|---------------|---------------|--------------|---------------|---------------|--------------|---------------|-------------------------|-------------------|
| BR 1-684 on N028 South Heald<br>Street over Norfolk Southern<br>Railroad | PD    | 300.0               | 100.0            | -             | -            | -             | -             | -            | -             | -             | -            | -             | -             | -            | -             | -                       | -                 |
|  | PE    | 800.0               | 150.0            | 30.0          | 120.0        | -             | 30.0          | 120.0        | -             | 30.0          | 120.0        | -             | 30.0          | 120.0        | -             | 600.0                   | 50                |
|  | ROW   | 30.0                | -                | -             | -            | -             | -             | -            | -             | -             | -            | -             | 6.0           | 24.0         | -             | 30.0                    | -                 |
|  | C     | 6,300.0             | -                | -             | -            | -             | -             | -            | -             | -             | -            | -             | -             | -            | -             | -                       | 6,300             |
| <b>Total</b>   |       | <b>7,430.0</b>      | <b>250.0</b>     | <b>30.0</b>   | <b>120.0</b> | <b>-</b>      | <b>30.0</b>   | <b>120.0</b> | <b>-</b>      | <b>30.0</b>   | <b>120.0</b> | <b>-</b>      | <b>36.0</b>   | <b>144.0</b> | <b>-</b>      | <b>630.0</b>            | <b>6,350</b>      |

Z230 - Surface Transportation Block Grant Program - FAST

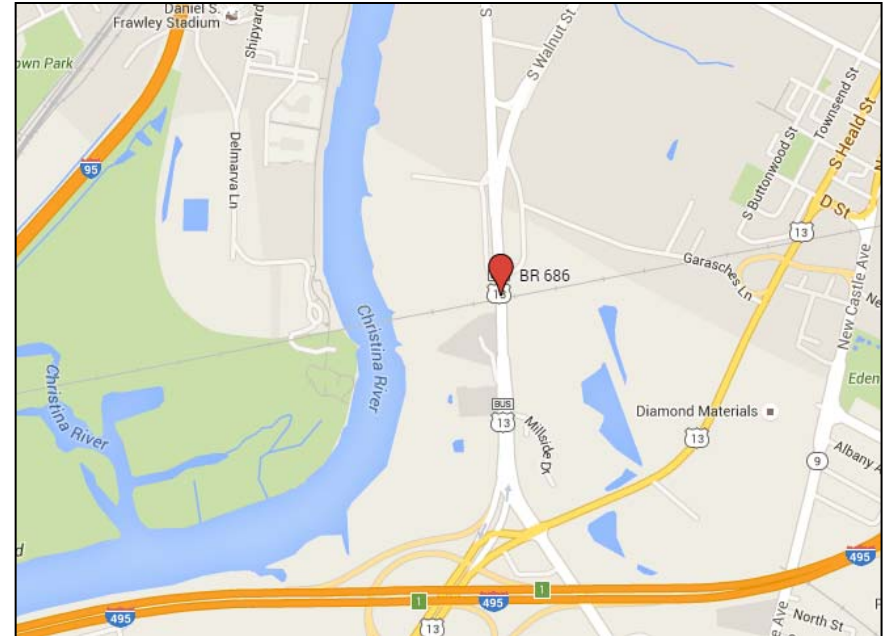


## BR 686 ON SOUTH WALNUT STREET OVER NORFOLK SOUTHERN RAILROAD

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

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

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



| Project Title<br>(All \$ x 1000)                                    | Phase | Current<br>Estimate | FY 2017<br>TOTAL | FY18<br>State | FY18<br>Fed  | FY18<br>Other | FY19<br>State | FY19<br>Fed  | FY19<br>Other | FY20<br>State | FY20<br>Fed  | FY20<br>Other | FY21<br>State | FY21<br>Fed  | FY21<br>Other | FY 2018 -<br>2021 TOTAL | FY 22-23<br>TOTAL |
|---|-------|---------------------|------------------|---------------|--------------|---------------|---------------|--------------|---------------|---------------|--------------|---------------|---------------|--------------|---------------|-------------------------|-------------------|
| BR 1-686 on N029 South Walnut Street over Norfolk Southern Railroad | PD    | 350.0               | 100.0            | -             | -            | -             | -             | -            | -             | -             | -            | -             | -             | -            | -             | -                       | -                 |
|   | PE    | 900.0               | 150.0            | 35.0          | 140.0        | -             | 35.0          | 140.0        | -             | 35.0          | 140.0        | -             | 35.0          | 140.0        | -             | 700.0                   | 50                |
|   | ROW   | 30.0                | -                | -             | -            | -             | -             | -            | -             | -             | -            | -             | -             | -            | -             | -                       | 30                |
|   | C     | 9,500.0             | -                | -             | -            | -             | -             | -            | -             | -             | -            | -             | -             | -            | -             | -                       | 4,750             |
| <b>Total</b>  |       | <b>10,780.0</b>     | <b>250.0</b>     | <b>35.0</b>   | <b>140.0</b> | <b>-</b>      | <b>35.0</b>   | <b>140.0</b> | <b>-</b>      | <b>35.0</b>   | <b>140.0</b> | <b>-</b>      | <b>35.0</b>   | <b>140.0</b> | <b>-</b>      | <b>700.0</b>            | <b>4,830</b>      |

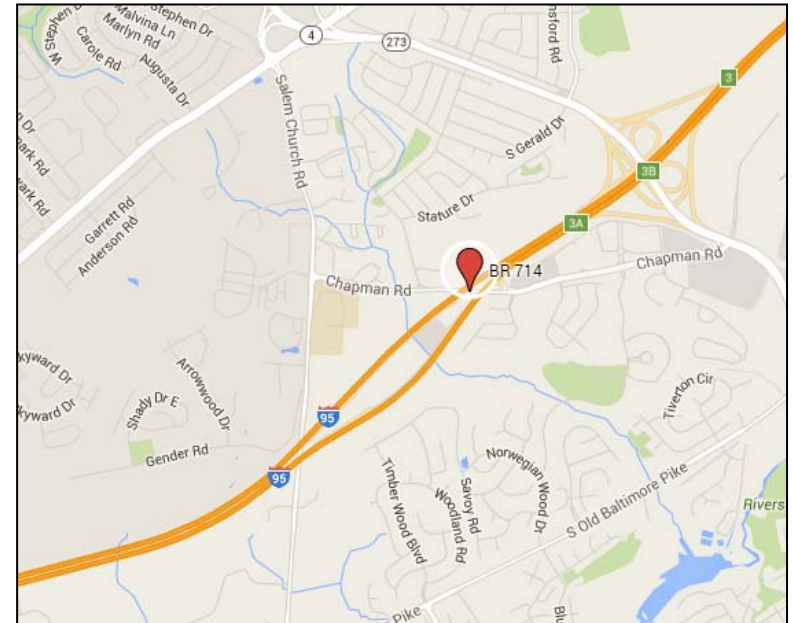
Z001 - National Highway Performance Program (NHPP)

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

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

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

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



| Project Title<br>(All \$ x 1000)           | Phase | Current<br>Estimate | FY 2017<br>TOTAL | FY18<br>State | FY18<br>Fed  | FY18<br>Other | FY19<br>State | FY19<br>Fed | FY19<br>Other | FY20<br>State  | FY20<br>Fed    | FY20<br>Other | FY21<br>State  | FY21<br>Fed    | FY21<br>Other | FY 2018 -<br>2021 TOTAL | FY 22-23<br>TOTAL |
|--|-------|---------------------|------------------|---------------|--------------|---------------|---------------|-------------|---------------|----------------|----------------|---------------|----------------|----------------|---------------|-------------------------|-------------------|
| BR 1-714 on N347 Chapman<br>Road over I-95 | PE    | 1,700.0             | 1,080.2          | 105.7         | 423.0        | -             | -             | -           | -             | -              | -              | -             | -              | -              | -             | 528.7                   | -                 |
|  | ROW   | 50.0                | -                | -             | -            | -             | 10.0          | 40.0        | -             | -              | -              | -             | -              | -              | -             | 50.0                    | -                 |
|  | C     | 15,000.0            | -                | -             | -            | -             | -             | -           | -             | 1,500.0        | 6,000.0        | -             | 1,500.0        | 6,000.0        | -             | 15,000.0                | -                 |
| <b>Total</b>                               |       | <b>16,750.0</b>     | <b>1,080.2</b>   | <b>105.7</b>  | <b>423.0</b> | <b>-</b>      | <b>10.0</b>   | <b>40.0</b> | <b>-</b>      | <b>1,500.0</b> | <b>6,000.0</b> | <b>-</b>      | <b>1,500.0</b> | <b>6,000.0</b> | <b>-</b>      | <b>15,578.7</b>         | <b>-</b>          |

Z001 - National Highway Performance Program (NHPP)  
Z230 - Surface Transportation Block Grant Program - FAST

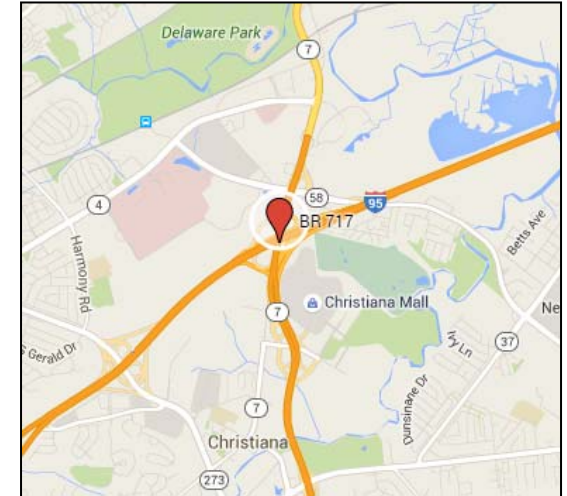
## BR 717 ON I-95 OVER SR 1

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

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

**County:** New Castle  
**Investment Area:** Core

**Municipality:**  
**Funding Program:** Road System – Bridge Improvements  
**Functional Category:** Preservation  
**Year Initiated:** FY 2016

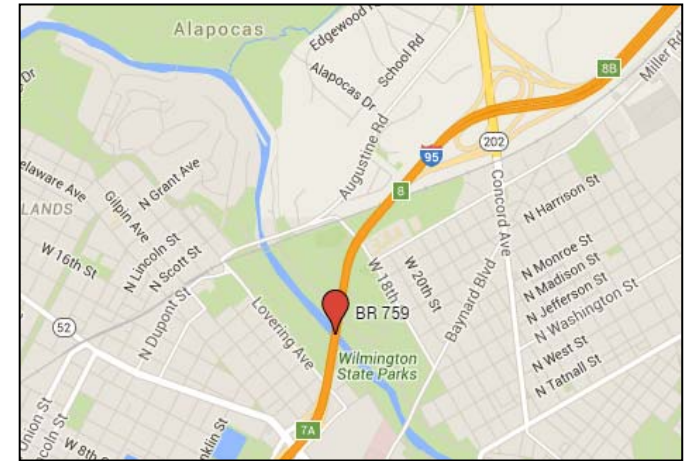


| Project Title<br>(All \$ x 1000) | Phase       | Current<br>Estimate | FY 2017<br>TOTAL | FY18<br>State | FY18<br>Fed | FY18<br>Other | FY19<br>State | FY19<br>Fed | FY19<br>Other | FY20<br>State | FY20<br>Fed | FY20<br>Other | FY21<br>State | FY21<br>Fed | FY21<br>Other | FY 2018 -<br>2021<br>TOTAL | FY 22-23<br>TOTAL |
|----------------------------------|-------------|---------------------|------------------|---------------|-------------|---------------|---------------|-------------|---------------|---------------|-------------|---------------|---------------|-------------|---------------|----------------------------|-------------------|
| BR 1-717 on I-95 NB over SR1     | PE          | 680.0               | -                | -             | -           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                          | -                 |
|                                  | CE          | 765.0               | 500.0            | -             | -           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                          | -                 |
|                                  | C           | 4,740.8             | 4,740.8          | -             | -           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                          | -                 |
|                                  | Contingency | 210.1               | 210.1            | -             | -           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                          | -                 |
| <b>Total</b>                     |             | <b>6,395.8</b>      | <b>5,450.8</b>   | -             | -           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                          | -                 |

## BR 759 ON I-95 OVER BRANDYWINE RIVER

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

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



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



| Project Title<br>(All \$ x 1000)          | Phase | Current<br>Estimate | FY 2017<br>TOTAL | FY18<br>State | FY18<br>Fed  | FY18<br>Other | FY19<br>State | FY19<br>Fed  | FY19<br>Other | FY20<br>State | FY20<br>Fed | FY20<br>Other | FY21<br>State | FY21<br>Fed | FY21<br>Other | FY 2018 -<br>2021 TOTAL | FY 22-23<br>TOTAL |
|---|-------|---------------------|------------------|---------------|--------------|---------------|---------------|--------------|---------------|---------------|-------------|---------------|---------------|-------------|---------------|-------------------------|-------------------|
| BR 1-759 on I-95 over<br>Brandywine River | PE    | 3,000.0             | 868.6            | -             | 600.0        | -             | -             | 600.0        | -             | -             | -           | -             | -             | -           | -             | 1,200.0                 | -                 |
| <b>Total</b>                              |       | <b>3,000.0</b>      | <b>868.6</b>     | -             | <b>600.0</b> | -             | -             | <b>600.0</b> | -             | -             | -           | -             | -             | -           | -             | <b>1,200.0</b>          | -                 |

M001 - National Highway Performance Program (MAP-21)

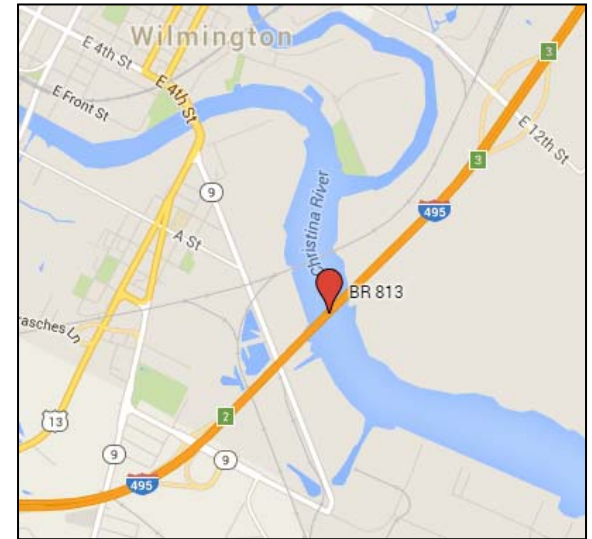


## BR 813 ON I-495 OVER CHRISTINA RIVER, EMERGENCY REPAIRS

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

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

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



| Project Title<br>(All \$ x 1000)   | Phase       | Current<br>Estimate | FY 2017<br>TOTAL | FY18<br>State | FY18<br>Fed | FY18<br>Other | FY19<br>State | FY19<br>Fed | FY19<br>Other | FY20<br>State | FY20<br>Fed | FY20<br>Other | FY21<br>State | FY21<br>Fed | FY21<br>Other | FY 2018 -<br>2021 TOTAL | FY 22-23<br>TOTAL |
|--|-------------|---------------------|------------------|---------------|-------------|---------------|---------------|-------------|---------------|---------------|-------------|---------------|---------------|-------------|---------------|-------------------------|-------------------|
| BR 1-813 on I-495 over<br>Christina River, Emergency<br>Repairs, Phase 2 | PD          | 5.0                 | -                | -             | -           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
|  | PE          | 1,092.0             | 182.7            | -             | -           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
|  | ROW         | 50.0                | 50.0             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
|  | CE          | 835.3               | -                | -             | -           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
|  | C           | 7,500.0             | -                | -             | -           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
|  | Traffic     | 100.0               | -                | -             | -           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
|  | Audit       | 100.0               | 40.0             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
|  | Contingency | 3,884.2             | 100.0            | -             | -           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
|  | Rail Road   | 33.6                | -                | -             | -           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
| <b>Total</b>   |             | <b>13,600.0</b>     | <b>372.7</b>     | -             | -           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |

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

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

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



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



| Project Title<br>(All \$ x 1000)                                  | Phase                | Current<br>Estimate     | FY 2017<br>TOTAL | FY18<br>State     | FY18<br>Fed         | FY18<br>Other | FY19<br>State | FY19<br>Fed | FY19<br>Other | FY20<br>State | FY20<br>Fed | FY20<br>Other | FY21<br>State | FY21<br>Fed | FY21<br>Other | FY 2018 -<br>2021 TOTAL | FY 22-23<br>TOTAL |
|---|----------------------|-------------------------|------------------|-------------------|---------------------|---------------|---------------|-------------|---------------|---------------|-------------|---------------|---------------|-------------|---------------|-------------------------|-------------------|
| BR 1-814 on N009 12th<br>Street over Norfolk Southern<br>Railroad | PE<br>C<br>Rail Road | 10.0<br>2,500.0<br>10.0 | -<br>-<br>-      | -<br>500.0<br>2.0 | -<br>2,000.0<br>8.0 | -<br>-<br>-   | -<br>-<br>-   | -<br>-<br>- | -<br>-<br>-   | -<br>-<br>-   | -<br>-<br>- | -<br>-<br>-   | -<br>-<br>-   | -<br>-<br>- | -<br>-<br>-   | -<br>2,500.0<br>10.0    | -<br>-<br>-       |
| <b>Total</b>  |                      | <b>2,520.0</b>          | -                | <b>502.0</b>      | <b>2,008.0</b>      | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | <b>2,510.0</b>          | -                 |

Z230 - Surface Transportation Block Grant Program - FAST

## BRIDGE STRUCTURE REHABILITATION, NEW CASTLE COUNTY

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

Structure Maintenance

Interstate Bridge Maintenance

Overhead Sign Structure

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<br>(All \$ x 1000)   | Phase       | Current<br>Estimate | FY 2017<br>TOTAL | FY18<br>State | FY18<br>Fed | FY18<br>Other | FY19<br>State | FY19<br>Fed | FY19<br>Other | FY20<br>State | FY20<br>Fed | FY20<br>Other | FY21<br>State | FY21<br>Fed | FY21<br>Other | FY 2018 -<br>2021 TOTAL | FY 22-23<br>TOTAL |
|--|-------------|---------------------|------------------|---------------|-------------|---------------|---------------|-------------|---------------|---------------|-------------|---------------|---------------|-------------|---------------|-------------------------|-------------------|
| Bridge Painting, New Castle<br>County, 2015                                  | CE          | 368.0               | 304.6            | -             | -           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
|  | C           | 3,166.7             | 1,721.2          | -             | -           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
|  | Contingency | 158.3               | 158.3            | -             | -           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
|  | Rail Road   | 15.0                | -                | -             | -           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
| Bridge Painting, New Castle<br>County, 2016                                  | PE          | 20.0                | 20.0             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
|  | CE          | 225.0               | 225.0            | -             | -           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
|  | C           | 1,500.0             | 1,500.0          | -             | -           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
|  | Contingency | 100.0               | 100.0            | -             | -           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
| Interstate Bridge<br>Maintenance, South<br>(Advertisement &<br>Construction) | Rail Road   | 200.0               | 200.0            | -             | -           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
|  | PE          | 23.1                | -                | -             | -           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
|  | CE          | 1,341.9             | 8.7              | -             | -           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
|  | C           | 5,735.6             | -                | -             | -           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
| <b>Total</b>   | Contingency | 4,213.8             | 10.0             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
|  |             | <b>17,067.4</b>     | <b>4,247.8</b>   | -             | -           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |

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<br>(All \$ x 1000)                     | Phase | Current<br>Estimate | FY 2017<br>TOTAL | FY18<br>State | FY18<br>Fed | FY18<br>Other | FY19<br>State | FY19<br>Fed | FY19<br>Other | FY20<br>State | FY20<br>Fed | FY20<br>Other | FY21<br>State | FY21<br>Fed | FY21<br>Other | FY 2018 -<br>2021 TOTAL | FY 22-23<br>TOTAL |
|--|-------|---------------------|------------------|---------------|-------------|---------------|---------------|-------------|---------------|---------------|-------------|---------------|---------------|-------------|---------------|-------------------------|-------------------|
| I-295 Improvements,<br>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                 | -                 |



## 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<br>(All \$ x 1000)                                   | Phase       | Current<br>Estimate | FY 2017<br>TOTAL | FY18<br>State | FY18<br>Fed    | FY18<br>Other | FY19<br>State | FY19<br>Fed    | FY19<br>Other | FY20<br>State | FY20<br>Fed  | FY20<br>Other | FY21<br>State | FY21<br>Fed | FY21<br>Other | FY 2018 -<br>2021 TOTAL | FY 22-23<br>TOTAL |
|--|-------------|---------------------|------------------|---------------|----------------|---------------|---------------|----------------|---------------|---------------|--------------|---------------|---------------|-------------|---------------|-------------------------|-------------------|
| Lighting Replacement,<br>Interstate, Open End,<br>FY15-FY16        | PE          | 95.5                | -                | -             | -              | -             | -             | -              | -             | -             | -            | -             | -             | -           | -             | -                       | -                 |
|  | CE          | 225.0               | 75.0             | -             | -              | -             | -             | -              | -             | -             | -            | -             | -             | -           | -             | -                       | -                 |
|  | C           | 1,044.9             | 10.0             | -             | -              | -             | -             | -              | -             | -             | -            | -             | -             | -           | -             | -                       | -                 |
|  | Contingency | 125.0               | 1.0              | -             | -              | -             | -             | -              | -             | -             | -            | -             | -             | -           | -             | -                       | -                 |
| I-95/I-295/I-495 Interstate<br>High Mast Lighting<br>Improvements  | PE          | 176.5               | 20.0             | -             | -              | -             | -             | -              | -             | -             | -            | -             | -             | -           | -             | -                       | -                 |
|  | CE          | 200.0               | 120.0            | -             | -              | -             | -             | -              | -             | -             | -            | -             | -             | -           | -             | -                       | -                 |
|  | C           | 4,200.0             | 2,504.1          | -             | -              | -             | -             | -              | -             | -             | -            | -             | -             | -           | -             | -                       | -                 |
|  | Utilities   | 80.0                | 80.0             | -             | -              | -             | -             | -              | -             | -             | -            | -             | -             | -           | -             | -                       | -                 |
|  | Contingency | 420.0               | 250.0            | -             | -              | -             | -             | -              | -             | -             | -            | -             | -             | -           | -             | -                       | -                 |
| Interstate Maintenance<br>Drainage Repair, FY14-FY16,<br>Open-End  | CE          | 375.8               | 0.2              | -             | -              | -             | -             | -              | -             | -             | -            | -             | -             | -           | -             | -                       | -                 |
|  | C           | 2,188.1             | 24.4             | -             | -              | -             | -             | -              | -             | -             | -            | -             | -             | -           | -             | -                       | -                 |
|  | Contingency | 256.4               | -                | -             | -              | -             | -             | -              | -             | -             | -            | -             | -             | -           | -             | -                       | -                 |
| Drainage Improvements,<br>Interstate, North, Open End,<br>FY 17-20 | C           | 3,000.0             | -                | 100.0         | 900.0          | -             | 100.0         | 900.0          | -             | 100.0         | 900.0        | -             | -             | -           | -             | 3,000.0                 | -                 |
| Lighting Enhancements,<br>Interstate, Open End, FY 18-19           | C           | 1,080.0             | -                | 60.0          | 540.0          | -             | 60.0          | 540.0          | -             | -             | -            | -             | -             | -           | -             | 1,200.0                 | -                 |
| Cantilever and Overhead Sign<br>Structures, Open End, FY16-18      | PE          | 200.0               | -                | -             | -              | -             | -             | -              | -             | -             | -            | -             | -             | -           | -             | -                       | -                 |
|  | CE          | 944.3               | 444.3            | -             | 400.0          | -             | -             | -              | -             | -             | -            | -             | -             | -           | -             | 400.0                   | -                 |
|  | C           | 7,060.6             | 3,430.8          | -             | 2,575.0        | -             | -             | 1,054.9        | -             | -             | -            | -             | -             | -           | -             | 3,629.9                 | -                 |
|  | Utilities   | 50.0                | 25.0             | -             | 25.0           | -             | -             | -              | -             | -             | -            | -             | -             | -           | -             | 25.0                    | -                 |
|  | Contingency | 847.3               | -                | -             | -              | -             | -             | 847.3          | -             | -             | -            | -             | -             | -           | -             | 847.3                   | -                 |
| <b>Total</b>   |             | <b>22,569.4</b>     | <b>6,984.8</b>   | <b>160.0</b>  | <b>4,440.0</b> | <b>-</b>      | <b>160.0</b>  | <b>3,342.2</b> | <b>-</b>      | <b>100.0</b>  | <b>900.0</b> | <b>-</b>      | <b>-</b>      | <b>-</b>    | <b>-</b>      | <b>9,102.2</b>          | <b>-</b>          |

Cantilever 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

## 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



| Project Title (All \$ x 1000)  | Phase          | Current Estimate          | FY 2017 TOTAL | 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 |
|--|----------------|---------------------------|---------------|-----------------|-------------|-------------|--------------------|-------------|-------------|-------------------|-------------|-------------|-----------------|-------------|-------------|---------------------------|----------------|
| Mill Creek Slope Stabilization, Brackenville Road to Erickson Avenue | PE<br>ROW<br>C | 500.0<br>200.0<br>3,500.0 | -<br>-<br>-   | 250.0<br>-<br>- | -<br>-<br>- | -<br>-<br>- | 50.0<br>200.0<br>- | -<br>-<br>- | -<br>-<br>- | -<br>-<br>3,000.0 | -<br>-<br>- | -<br>-<br>- | -<br>-<br>500.0 | -<br>-<br>- | -<br>-<br>- | 300.0<br>200.0<br>3,500.0 | -<br>-<br>-    |
| <b>Total</b>   |                | <b>4,200.0</b>            | <b>-</b>      | <b>250.0</b>    | <b>-</b>    | <b>-</b>    | <b>250.0</b>       | <b>-</b>    | <b>-</b>    | <b>3,000.0</b>    | <b>-</b>    | <b>-</b>    | <b>500.0</b>    | <b>-</b>    | <b>-</b>    | <b>4,000.0</b>            | <b>-</b>       |

## 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<br>(All \$ x 1000)  | Phase | Current<br>Estimate | FY 2017<br>TOTAL | FY18<br>State | FY18<br>Fed    | FY18<br>Other | FY19<br>State | FY19<br>Fed    | FY19<br>Other | FY20<br>State  | FY20<br>Fed     | FY20<br>Other | FY21<br>State   | FY21<br>Fed     | FY21<br>Other | FY 2018 -<br>2021 TOTAL | FY 22-23<br>TOTAL |
|---|-------|---------------------|------------------|---------------|----------------|---------------|---------------|----------------|---------------|----------------|-----------------|---------------|-----------------|-----------------|---------------|-------------------------|-------------------|
| Rehabilitation of I-95 from I-495<br>to North of Brandywine River<br>Bridge | PE    | 8,000.0             | 2,519.6          | 350.0         | 1,400.0        | -             | 340.0         | 1,360.0        | -             | -              | -               | -             | -               | -               | -             | 3,450.0                 | -                 |
|   | ROW   | 200.0               | -                | 20.0          | 80.0           | -             | 20.0          | 80.0           | -             | -              | -               | -             | -               | -               | -             | 200.0                   | -                 |
|   | C     | 165,000.0           | -                | -             | -              | -             | -             | -              | -             | 5,000.0        | 20,000.0        | -             | 12,000.0        | 48,000.0        | -             | 85,000.0                | 80,000            |
| <b>Total</b>  |       | <b>173,200.0</b>    | <b>2,519.6</b>   | <b>370.0</b>  | <b>1,480.0</b> | <b>-</b>      | <b>360.0</b>  | <b>1,440.0</b> | <b>-</b>      | <b>5,000.0</b> | <b>20,000.0</b> | <b>-</b>      | <b>12,000.0</b> | <b>48,000.0</b> | <b>-</b>      | <b>88,650.0</b>         | <b>80,000</b>     |

Z001 - National Highway Performance Program (NHPP)

Z460 - National Highway Freight Program (NHFP)

## 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**

Adopted March 9, 2017

**TRANSIT FACILITIES PRESERVATION, NEW CASTLE COUNTY (Cont)**

| Project Title (All \$ x 1000)  | Phase       | Current Estimate | FY 2017 TOTAL  | 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            | 618.8          | -            | -            | -          | -              | -              | -          | -            | -        | -          | -          | -        | -          | -                    | -              |
| D-Marc Beech Street  | C           | 100.0            | 80.0           | -            | -            | -          | -              | -              | -          | -            | -        | -          | -          | -        | -          | -                    | -              |
| Wilmington Admin Site Asbestos Remediation & Demo                                | CE          | 250.0            | 241.5          | -            | -            | -          | -              | -              | -          | -            | -        | -          | -          | -        | -          | -                    | -              |
|  | C           | 2,340.0          | 2,300.0        | -            | -            | -          | -              | -              | -          | -            | -        | -          | -          | -        | -          | -                    | -              |
|  | Maintenance | 638.2            | -              | -            | -            | -          | -              | -              | -          | -            | -        | -          | -          | -        | -          | -                    | -              |
| Wilmington Administration Center Rehabilitation - FTA State of Good Repair Grant | PE          | 200.0            | -              | -            | -            | -          | -              | -              | -          | -            | -        | -          | -          | -        | -          | -                    | -              |
|  | C           | 1,050.0          | 1,050.0        | -            | -            | -          | -              | -              | -          | -            | -        | -          | -          | -        | -          | -                    | -              |
| Wilmington Operations Center Bus Wash  | PE          | 50.0             | -              | 10.0         | 40.0         | -          | -              | -              | -          | -            | -        | -          | -          | -        | -          | 50.0                 | -              |
|  | C           | 750.0            | -              | -            | -            | -          | 150.0          | 600.0          | -          | -            | -        | -          | -          | -        | -          | 750.0                | -              |
| DART 1 Roof Replacement  | CE          | 50.0             | 50.0           | -            | -            | -          | -              | -              | -          | -            | -        | -          | -          | -        | -          | -                    | -              |
|  | C           | 400.0            | 400.0          | -            | -            | -          | -              | -              | -          | -            | -        | -          | -          | -        | -          | -                    | -              |
| 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          | 50.0             | 50.0           | -            | -            | -          | -              | -              | -          | -            | -        | -          | -          | -        | -          | -                    | -              |
|  | C           | 300.0            | 300.0          | -            | -            | -          | -              | -              | -          | -            | -        | -          | -          | -        | -          | -                    | -              |
| DART I Bus Vacuum  | C           | 150.0            | -              | -            | -            | -          | -              | -              | -          | 150.0        | -        | -          | -          | -        | -          | 150.0                | -              |
| DART Parking Lot 4 Paving  | C           | 250.0            | 250.0          | -            | -            | -          | -              | -              | -          | -            | -        | -          | -          | -        | -          | -                    | -              |
| Riverfront Deck Repairs  | PE          | 400.0            | 400.0          | -            | -            | -          | -              | -              | -          | -            | -        | -          | -          | -        | -          | -                    | -              |
|  | C           | 1,500.0          | -              | 750.0        | -            | -          | 750.0          | -              | -          | -            | -        | -          | -          | -        | -          | 1,500.0              | -              |
| <b>Total</b>   |             | <b>12,750.2</b>  | <b>5,740.3</b> | <b>860.0</b> | <b>440.0</b> | <b>-</b>   | <b>1,500.0</b> | <b>3,000.0</b> | <b>-</b>   | <b>150.0</b> | <b>-</b> | <b>-</b>   | <b>-</b>   | <b>-</b> | <b>-</b>   | <b>5,950.0</b>       | <b>-</b>       |

Wilmington Administration Center Rehabilitation - FTA State of Good Repair Grant

Wilmington Operations Center Bus Wash - 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 (All \$ x 1000)                              | Phase           | Current Estimate | FY 2017 TOTAL | 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         | 6,500.0       | -          | 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) 40' Low Floor Bus NCC FY19 | Procurement     | 506.7            | -             | -          | -        | -          | 101.3      | 405.4    | -          | -          | -        | -          | -          | -        | -          | 506.7                | -              |
| Transit Vehicle Replacement (1) 45' OTR Bus NCC FY21       | Procurement     | 913.5            | -             | -          | -        | -          | -          | -        | -          | -          | -        | -          | 182.7      | 730.8    | -          | 913.5                | -              |
| Transit Vehicle Replacement (2) 40'Low FloorBuses FY17     | Program Funding | 919.4            | 919.4         | -          | -        | -          | -          | -        | -          | -          | -        | -          | -          | -        | -          | -                    | -              |
| Transit Vehicle Replacement (2) 40' Low Floor FY17         | Procurement     | 919.4            | 919.4         | -          | -        | -          | -          | -        | -          | -          | -        | -          | -          | -        | -          | -                    | -              |
| Transit Vehicle Replacement (2) 45' OTR Buses              | Procurement     | 1,503.2          | 1,503.2       | -          | -        | -          | -          | -        | -          | -          | -        | -          | -          | -        | -          | -                    | -              |

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

| Project Title (All \$ x 1000)                                      | Phase       | Current Estimate | FY 2017 TOTAL   | 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 (3) Fixed Route Cutaway Buses NCC FY17 | Procurement | 405.1            | 405.1           | -            | -              | -              | -              | -               | -              | -              | -               | -              | -              | -               | -              | -                    | -               |
| Transit Vehicle Replacement (3) Fixed Route Cutaway Buses NCC FY22 | Procurement | 477.1            | -               | -            | -              | -              | -              | -               | -              | -              | -               | -              | -              | -               | -              | -                    | 477.1           |
| 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 (7) 40' Low Floor Buses NCC FY19       | Procurement | 3,546.9          | -               | -            | -              | -              | 709.4          | 2,837.5         | -              | -              | -               | -              | -              | -               | -              | 3,546.9              | -               |
| 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 | 32,645.3         | 3,306.6         | 582.5        | 2,329.9        | -              | 632.4          | 2,529.6         | -              | 150.9          | 603.5           | -              | 1,279.6        | 5,118.5         | -              | 13,227.0             | 5,059.2         |
| Transit Vehicle Replacement Support Vehicles NCC FY16-21           | Procurement | 756.4            | 238.2           | 143.4        | -              | -              | 87.8           | -               | -              | 269.6          | -               | -              | 48.4           | -               | -              | 549.1                | 48.3            |
| Transit Vehicle Replacement Unicity Bus Purchase FY16-21           | Procurement | 329.3            | 110.8           | -            | -              | -              | -              | -               | -              | 114.1          | -               | -              | -              | -               | -              | 114.1                | -               |
|  |             | <b>135,291.2</b> | <b>13,902.7</b> | <b>725.9</b> | <b>7,529.9</b> | <b>1,300.0</b> | <b>1,530.9</b> | <b>10,972.5</b> | <b>1,300.0</b> | <b>7,826.3</b> | <b>34,970.5</b> | <b>1,300.0</b> | <b>2,292.7</b> | <b>14,177.5</b> | <b>1,300.0</b> | <b>85,226.2</b>      | <b>18,584.6</b> |

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)

## TWEEDS MILL PARKING STRUCTURE

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

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

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



| Project Title<br>(All \$ x 1000)         | Phase       | Current<br>Estimate | FY 2017<br>TOTAL | FY18<br>State | FY18<br>Fed | FY18<br>Other | FY19<br>State | FY19<br>Fed | FY19<br>Other | FY20<br>State | FY20<br>Fed | FY20<br>Other | FY21<br>State | FY21<br>Fed | FY21<br>Other | FY 2018 -<br>2021<br>TOTAL | FY 22-23<br>TOTAL |
|--|-------------|---------------------|------------------|---------------|-------------|---------------|---------------|-------------|---------------|---------------|-------------|---------------|---------------|-------------|---------------|----------------------------|-------------------|
| Tweeds Mill Parking Structure<br>Repairs | PE          | 380.0               | 40.0             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                          | -                 |
|  | CE          | 120.2               | 107.0            | -             | -           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                          | -                 |
|  | C           | 744.9               | 744.9            | -             | -           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                          | -                 |
|  | Contingency | 74.5                | 74.5             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                          | -                 |
| <b>Total</b>                             |             | <b>1,319.6</b>      | <b>966.4</b>     | -             | -           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                          | -                 |



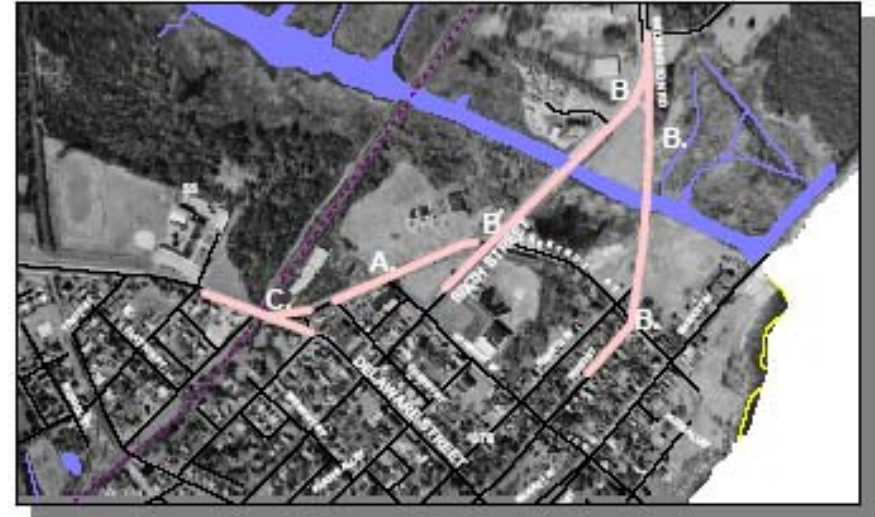
## CITY OF NEW CASTLE IMPROVEMENTS

### 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<br>(All \$ x 1000) | Phase | Current<br>Estimate | FY 2017<br>TOTAL | FY18<br>State | FY18<br>Fed | FY18<br>Other | FY19<br>State | FY19<br>Fed  | FY19<br>Other | FY20<br>State | FY20<br>Fed  | FY20<br>Other | FY21<br>State | FY21<br>Fed | FY21<br>Other | FY 2018 -<br>2021 TOTAL | FY 22-23<br>TOTAL |
|----------------------------------|-------|---------------------|------------------|---------------|-------------|---------------|---------------|--------------|---------------|---------------|--------------|---------------|---------------|-------------|---------------|-------------------------|-------------------|
| SR 9, River Road Area            | PD    | 138.4               | -                | -             | -           | -             | -             | -            | -             | -             | -            | -             | -             | -           | -             | -                       | -                 |
| Improvements, Flood              | PE    | 1,379.8             | -                | -             | -           | -             | 120.0         | 480.0        | -             | 120.0         | 480.0        | -             | -             | -           | -             | 1,200.0                 | -                 |
| Remediation                      | ROW   | 500.0               | -                | -             | -           | -             | -             | -            | -             | -             | -            | -             | -             | -           | -             | -                       | -                 |
|                                  | C     | 9,350.0             | -                | -             | -           | -             | -             | -            | -             | -             | -            | -             | -             | -           | -             | -                       | -                 |
| <b>Total</b>                     |       | <b>11,368.2</b>     | -                | -             | -           | -             | <b>120.0</b>  | <b>480.0</b> | -             | <b>120.0</b>  | <b>480.0</b> | -             | -             | -           | -             | <b>1,200.0</b>          | -                 |

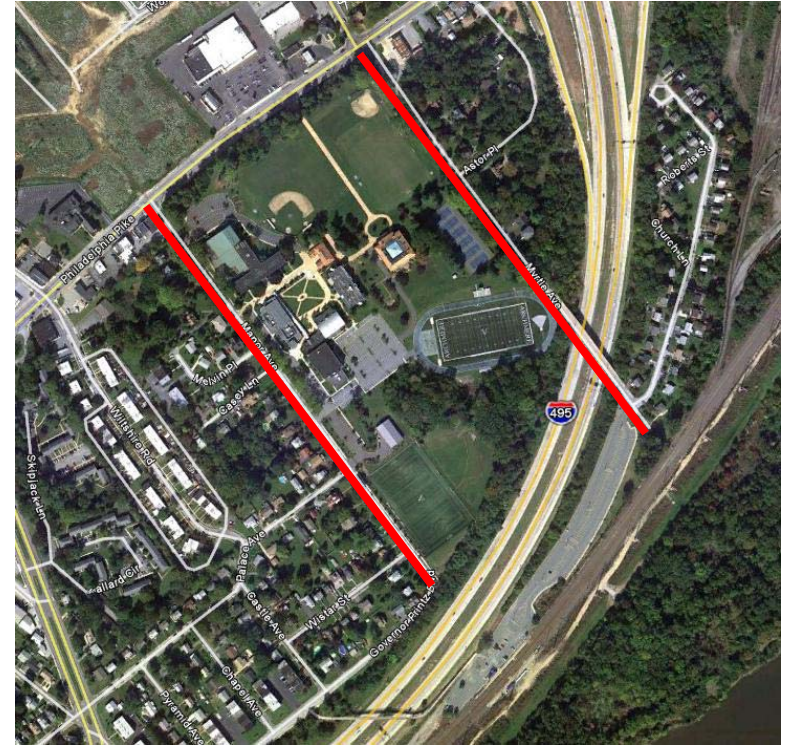
Z230 - Surface Transportation Block Grant Program - FAST

## 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<br>(All \$ x 1000)       | Phase | Current<br>Estimate | FY<br>2017<br>TOTAL | FY18<br>State | FY18<br>Fed    | FY18<br>Other | FY19<br>State | FY19<br>Fed | FY19<br>Other | FY20<br>State | FY20<br>Fed | FY20<br>Other | FY21<br>State | FY21<br>Fed | FY21<br>Other | FY 2018 -<br>2021 TOTAL | FY 22-23<br>TOTAL |
|--|-------|---------------------|---------------------|---------------|----------------|---------------|---------------|-------------|---------------|---------------|-------------|---------------|---------------|-------------|---------------|-------------------------|-------------------|
| Manor Avenue Sidewalk<br>Improvements  | PE    | 300.0               | 80.0                | -             | -              | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
|  | ROW   | 20.0                | 20.0                | -             | -              | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
|  | C     | 1,250.0             | -                   | 250.0         | 1,000.0        | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | 1,250.0                 | -                 |
| Myrtle Avenue Sidewalk<br>Improvements | PE    | 350.0               | 40.0                | -             | -              | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
|  | ROW   | 200.0               | 180.0               | -             | -              | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
|  | C     | 1,000.0             | 500.0               | 100.0         | 400.0          | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | 500.0                   | -                 |
| <b>Total</b>                           |       | <b>3,120.0</b>      | <b>820.0</b>        | <b>350.0</b>  | <b>1,400.0</b> | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | <b>1,750.0</b>          | -                 |

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<br>(All \$ x 1000)           | Phase | Current<br>Estimate | FY 2017<br>TOTAL | FY18<br>State  | FY18 Fed       | FY18<br>Other | FY19<br>State  | FY19 Fed        | FY19<br>Other | FY20<br>State  | FY20 Fed       | FY20<br>Other | FY21<br>State | FY21<br>Fed | FY21<br>Other | FY 2018 -<br>2021 TOTAL | FY 22-23<br>TOTAL |
|--|-------|---------------------|------------------|----------------|----------------|---------------|----------------|-----------------|---------------|----------------|----------------|---------------|---------------|-------------|---------------|-------------------------|-------------------|
| Claymont Regional<br>Transportation Center | PE    | 6,700.0             | 1,200.0          | 500.0          | 2,000.0        | -             | 540.0          | 2,160.0         | -             | -              | -              | -             | -             | -           | -             | 5,200.0                 | -                 |
|  | CE    | -                   | -                | -              | -              | -             | -              | -               | -             | -              | -              | -             | -             | -           | -             | -                       | -                 |
|  | C     | 40,000.0            | -                | 2,400.0        | 3,600.0        | -             | 8,000.0        | 11,875.0        | 125.0         | 5,600.0        | 8,400.0        | -             | -             | -           | -             | 40,000.0                | -                 |
| <b>Total</b>                               |       | <b>46,700.0</b>     | <b>1,200.0</b>   | <b>2,900.0</b> | <b>5,600.0</b> | <b>-</b>      | <b>8,540.0</b> | <b>14,035.0</b> | <b>125.0</b>  | <b>5,600.0</b> | <b>8,400.0</b> | <b>-</b>      | <b>-</b>      | <b>-</b>    | <b>-</b>      | <b>45,200.0</b>         | <b>-</b>          |

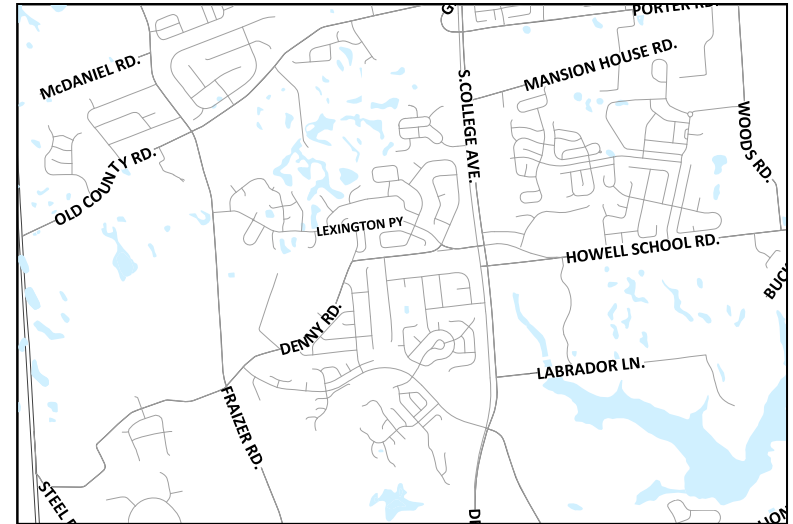
5307 - Urbanized Area Formula Grant Program, 5337 - State of Good Repair, TIGER

## 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 (All \$ x 1000)                              | Phase | Current Estimate | FY 2017 TOTAL | 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 |
|--|-------|------------------|---------------|------------|----------|------------|------------|----------|------------|------------|----------|------------|--------------|----------|------------|----------------------|----------------|
| Denny Road and Lexington Parkway Intersection Improvements | PE    | 750.0            | -             | -          | -        | -          | -          | -        | -          | -          | -        | -          | 250.0        | -        | -          | 250.0                | 500.0          |
| <b>Total</b>   |       | <b>750.0</b>     | <b>-</b>      | <b>-</b>   | <b>-</b> | <b>-</b>   | <b>-</b>   | <b>-</b> | <b>-</b>   | <b>-</b>   | <b>-</b> | <b>-</b>   | <b>250.0</b> | <b>-</b> | <b>-</b>   | <b>250.0</b>         | <b>500.0</b>   |



## 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<br>(All \$ x 1000) | Phase | Current<br>Estimate | FY 2017<br>TOTAL | FY18<br>State | FY18<br>Fed  | FY18<br>Other | FY19<br>State | FY19<br>Fed    | FY19<br>Other | FY20<br>State | FY20<br>Fed | FY20<br>Other | FY21<br>State | FY21<br>Fed | FY21<br>Other | FY 2018 -<br>2021 TOTAL | FY 22-23<br>TOTAL |
|----------------------------------|-------|---------------------|------------------|---------------|--------------|---------------|---------------|----------------|---------------|---------------|-------------|---------------|---------------|-------------|---------------|-------------------------|-------------------|
| Garasches Lane, Wilmington       | PD    | 652.2               | 11.7             | -             | -            | -             | -             | -              | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
|                                  | PE    | 300.0               | 200.0            | 20.0          | 80.0         | -             | -             | -              | -             | -             | -           | -             | -             | -           | -             | 100.0                   | -                 |
|                                  | ROW   | 500.0               | 400.0            | 20.0          | 80.0         | -             | -             | -              | -             | -             | -           | -             | -             | -           | -             | 100.0                   | -                 |
|                                  | C     | 3,000.0             | -                | 100.0         | 400.0        | -             | 500.0         | 2,000.0        | -             | -             | -           | -             | -             | -           | -             | 3,000.0                 | -                 |
| <b>Total</b>                     |       | <b>4,452.2</b>      | <b>611.7</b>     | <b>140.0</b>  | <b>560.0</b> | -             | <b>500.0</b>  | <b>2,000.0</b> | -             | -             | -           | -             | -             | -           | -             | <b>3,200.0</b>          | -                 |

M23E - Surface Transportation Program MAP-21 (STP)

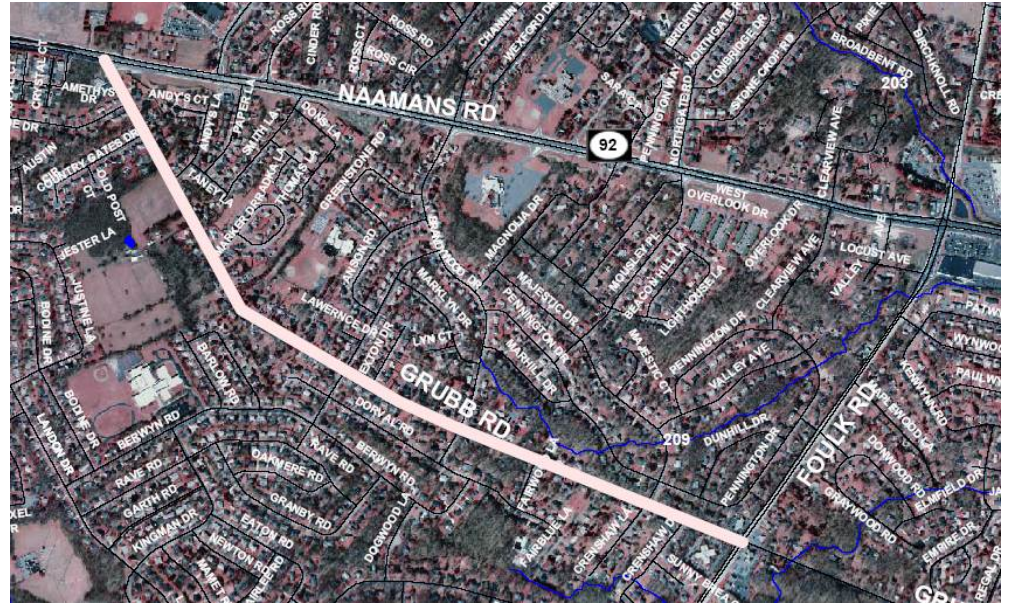
Z230 - Surface Transportation Block Grant Program - FAST

**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<br>(All \$ x 1000)   | Phase          | Current<br>Estimate      | FY 2017<br>TOTAL     | FY18<br>State   | FY18<br>Fed     | FY18<br>Other | FY19<br>State  | FY19 Fed        | FY19<br>Other | FY20<br>State | FY20<br>Fed | FY20<br>Other | FY21<br>State | FY21<br>Fed | FY21<br>Other | FY 2018 -<br>2021<br>TOTAL | FY<br>22-23<br>TOTAL |
|--|----------------|--------------------------|----------------------|-----------------|-----------------|---------------|----------------|-----------------|---------------|---------------|-------------|---------------|---------------|-------------|---------------|----------------------------|----------------------|
| HEP NCC, SR 273 and Red Mill Road<br>Connector Intersection Improvements | PE<br>C        | 50.0<br>2,000.0          | 40.0<br>-            | -<br>200.0      | -<br>800.0      | -<br>-        | -<br>200.0     | -<br>800.0      | -<br>-        | -<br>-        | -<br>-      | -<br>-        | -<br>-        | -<br>-      | -<br>-        | 2,000.0                    | -                    |
| HEP NCC, SR 72 and Old Baltimore Pike<br>Intersection Improvements       | PE<br>ROW<br>C | 80.0<br>100.0<br>2,000.0 | -<br>50.0<br>1,000.0 | -<br>-<br>200.0 | -<br>-<br>800.0 | -<br>-<br>-   | -<br>-<br>-    | -<br>-<br>-     | -<br>-<br>-   | -<br>-<br>-   | -<br>-<br>- | -<br>-<br>-   | -<br>-<br>-   | -<br>-<br>- | -<br>-<br>-   | 1,000.0                    | -                    |
| HEP NCC, SR2, Wollaston Road to<br>Milltown Road                         | PE             | 153.0                    | -                    | -               | -               | -             | -              | -               | -             | -             | -           | -             | -             | -           | -             | -                          | -                    |
|  | ROW            | 150.0                    | -                    | -               | -               | -             | -              | -               | -             | -             | -           | -             | -             | -           | -             | -                          | -                    |
|  | CE             | 481.9                    | 212.3                | 42.5            | 169.8           | -             | -              | -               | -             | -             | -           | -             | -             | -           | -             | 212.3                      | -                    |
|  | C              | 2,273.3                  | 1,509.1              | 144.5           | 577.9           | -             | -              | -               | -             | -             | -           | -             | -             | -           | -             | 722.4                      | -                    |
|  | Traffic        | 403.1                    | 168.7                | 40.4            | 174.9           | -             | -              | -               | -             | -             | -           | -             | -             | -           | -             | 215.4                      | -                    |
|  | Utilities      | 152.0                    | 152.0                | -               | -               | -             | -              | -               | -             | -             | -           | -             | -             | -           | -             | -                          | -                    |
|  | Contingency    | 227.4                    | -                    | 45.5            | 181.9           | -             | -              | -               | -             | -             | -           | -             | -             | -           | -             | 227.4                      | -                    |
| HEP NCC, SR41 and Faulkland Road<br>Intersection                         | PE<br>ROW<br>C | 50.0<br>75.0<br>1,000.0  | 30.0<br>75.0<br>-    | -<br>-<br>50.0  | -<br>-<br>450.0 | -<br>-<br>-   | -<br>-<br>50.0 | -<br>-<br>450.0 | -<br>-<br>-   | -<br>-<br>-   | -<br>-<br>- | -<br>-<br>-   | -<br>-<br>-   | -<br>-<br>- | -<br>-<br>-   | 1,000.0                    | -                    |

**FY 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM**

Adopted March 9, 2017

**HIGHWAY SAFETY IMPROVEMENT PROGRAM (CONTINUED)**

| Project Title<br>(All \$ x 1000)  | Phase       | Current<br>Estimate | FY 2017<br>TOTAL | FY18<br>State | FY18<br>Fed | FY18<br>Other | FY19<br>State | FY19 Fed | FY19<br>Other | FY20<br>State | FY20<br>Fed | FY20<br>Other | FY21<br>State | FY21<br>Fed | FY21<br>Other | FY 2018 -<br>2021<br>TOTAL | FY<br>22-23<br>TOTAL |
|---|-------------|---------------------|------------------|---------------|-------------|---------------|---------------|----------|---------------|---------------|-------------|---------------|---------------|-------------|---------------|----------------------------|----------------------|
| HSIP NCC, Churchmans Road WB,<br>Christiana Hospital to SR 1                | PE          | 278.9               | -                | -             | -           | -             | -             | -        | -             | -             | -           | -             | -             | -           | -             | -                          | -                    |
|   | ROW         | 20.0                | -                | -             | -           | -             | -             | -        | -             | -             | -           | -             | -             | -           | -             | -                          | -                    |
|   | C           | 1,600.0             | 600.0            | 100.0         | 900.0       | -             | -             | -        | -             | -             | -           | -             | -             | -           | -             | 1,000.0                    | -                    |
| HSIP NCC, I-95, N213 Carr Road & N3,<br>Marsh Road Interchange Improvements | PD          | 207.5               | -                | -             | -           | -             | -             | -        | -             | -             | -           | -             | -             | -           | -             | -                          | -                    |
|   | PE          | 1,234.9             | 546.0            | -             | -           | -             | -             | -        | -             | -             | -           | -             | -             | -           | -             | -                          | -                    |
|   | ROW         | 50.0                | 50.0             | -             | -           | -             | -             | -        | -             | -             | -           | -             | -             | -           | -             | -                          | -                    |
|   | C           | 5,000.0             | -                | 500.0         | 2,000.0     | -             | 500.0         | 2,000.0  | -             | -             | -           | -             | -             | -           | -             | 5,000.0                    | -                    |
| HSIP NCC, N282, Mill Creek Road and<br>Stoney Batter Road Intersection      | PD          | 37.0                | -                | -             | -           | -             | -             | -        | -             | -             | -           | -             | -             | -           | -             | -                          | -                    |
|   | PE          | 194.0               | 1.0              | -             | -           | -             | -             | -        | -             | -             | -           | -             | -             | -           | -             | -                          | -                    |
|   | ROW         | 240.0               | 95.0             | -             | -           | -             | -             | -        | -             | -             | -           | -             | -             | -           | -             | -                          | -                    |
|   | CE          | 266.2               | -                | 21.3          | 191.7       | -             | 5.3           | 47.9     | -             | -             | -           | -             | -             | -           | -             | 266.2                      | -                    |
|   | C           | 2,500.7             | -                | 200.1         | 1,800.6     | -             | 26.9          | 242.4    | -             | -             | -           | -             | -             | -           | -             | 2,270.0                    | -                    |
|   | Traffic     | 5.0                 | -                | -             | -           | -             | 0.5           | 4.5      | -             | -             | -           | -             | -             | -           | -             | 5.0                        | -                    |
|   | Utilities   | 370.0               | -                | 29.6          | 266.4       | -             | 7.4           | 66.6     | -             | -             | -           | -             | -             | -           | -             | 370.0                      | -                    |
|   | Contingency | 130.9               | -                | -             | -           | -             | 13.1          | 117.8    | -             | -             | -           | -             | -             | -           | -             | 130.9                      | -                    |
| HSIP NCC, N54, Howell School Road, SR<br>896 to SR 71                       | PD          | 557.3               | -                | -             | -           | -             | -             | -        | -             | -             | -           | -             | -             | -           | -             | -                          | -                    |
|   | PE          | 1,609.1             | -                | -             | -           | -             | -             | -        | -             | -             | -           | -             | -             | -           | -             | -                          | -                    |
|   | ROW         | 1,000.0             | -                | -             | -           | -             | -             | -        | -             | -             | -           | -             | -             | -           | -             | -                          | -                    |
|   | CE          | 1,517.3             | 1,184.7          | -             | 132.6       | -             | -             | -        | -             | -             | -           | -             | -             | -           | -             | 132.6                      | -                    |
|   | C           | 8,333.3             | 4,532.7          | -             | 1,969.8     | -             | -             | -        | -             | -             | -           | -             | -             | -           | -             | 1,969.8                    | -                    |
|   | Traffic     | 317.3               | 267.3            | -             | -           | -             | -             | -        | -             | -             | -           | -             | -             | -           | -             | -                          | -                    |
|   | Utilities   | 153.6               | 138.2            | -             | -           | -             | -             | -        | -             | -             | -           | -             | -             | -           | -             | -                          | -                    |
|   | Contingency | 535.9               | -                | -             | 535.9       | -             | -             | -        | -             | -             | -           | -             | -             | -           | -             | 535.9                      | -                    |
| HSIP NCC, Old Baltimore Pike and Salem<br>Church                            | PE          | 50.0                | 10.0             | -             | -           | -             | -             | -        | -             | -             | -           | -             | -             | -           | -             | -                          | -                    |
|   | ROW         | 300.0               | 275.0            | -             | 25.0        | -             | -             | -        | -             | -             | -           | -             | -             | -           | -             | 25.0                       | -                    |
|   | C           | 1,000.0             | 10.0             | 75.0          | 675.0       | -             | 24.0          | 216.0    | -             | -             | -           | -             | -             | -           | -             | 990.0                      | -                    |
| HSIP NCC, SR 273 and Harmony Road<br>Intersection Improvement               | PE          | 1,136.0             | 449.7            | 10.0          | 90.0        | -             | -             | -        | -             | -             | -           | -             | -             | -           | -             | 100.0                      | -                    |
|   | ROW         | 500.0               | -                | -             | -           | -             | 50.0          | 450.0    | -             | -             | -           | -             | -             | -           | -             | 500.0                      | -                    |
|   | C           | 3,000.0             | -                | -             | -           | -             | -             | -        | -             | 150.0         | 1,350.0     | -             | 150.0         | 1,350.0     | -             | 3,000.0                    | -                    |



## HIGHWAY SAFETY IMPROVEMENT PROGRAM (CONTINUED)

| Project Title<br>(All \$ x 1000)                  | Phase       | Current<br>Estimate | FY 2017<br>TOTAL | FY18<br>State  | FY18<br>Fed     | FY18<br>Other | FY19<br>State  | FY19<br>Fed    | FY19<br>Other | FY20<br>State | FY20<br>Fed    | FY20<br>Other | FY21<br>State  | FY21<br>Fed     | FY21<br>Other | FY 2018 -<br>2021<br>TOTAL | FY 22-23<br>TOTAL |
|---|-------------|---------------------|------------------|----------------|-----------------|---------------|----------------|----------------|---------------|---------------|----------------|---------------|----------------|-----------------|---------------|----------------------------|-------------------|
| HSIP NCC, SR 273, Appleby Road to<br>Airport Road | PD          | 200.0               | -                | -              | -               | -             | -              | -              | -             | -             | -              | -             | -              | -               | -             | -                          | -                 |
|   | PE          | 1,250.0             | 60.0             | -              | -               | -             | -              | -              | -             | -             | -              | -             | -              | -               | -             | -                          | -                 |
|   | ROW         | 1,391.0             | 977.1            | -              | -               | -             | -              | -              | -             | -             | -              | -             | -              | -               | -             | -                          | -                 |
|   | CE          | 200.0               | 200.0            | -              | -               | -             | -              | -              | -             | -             | -              | -             | -              | -               | -             | -                          | -                 |
|   | C           | 7,288.0             | 1,700.0          | 420.0          | 3,780.0         | -             | 138.8          | 1,249.2        | -             | -             | -              | -             | -              | -               | -             | 5,588.0                    | -                 |
|   | Utilities   | 755.9               | 755.9            | -              | -               | -             | -              | -              | -             | -             | -              | -             | -              | -               | -             | -                          | -                 |
| HSIP NCC, SR 71, Old Porter Road to SR 7          | PE          | 225.0               | -                | -              | -               | -             | -              | -              | -             | -             | -              | -             | -              | -               | -             | -                          | -                 |
|   | ROW         | 750.0               | 300.0            | -              | -               | -             | -              | -              | -             | -             | -              | -             | -              | -               | -             | -                          | -                 |
|   | CE          | 121.9               | 121.9            | -              | -               | -             | -              | -              | -             | -             | -              | -             | -              | -               | -             | -                          | -                 |
|   | C           | 1,948.2             | 462.6            | 148.6          | 1,337.1         | -             | -              | -              | -             | -             | -              | -             | -              | -               | -             | 1,485.6                    | -                 |
|   | Traffic     | 326.8               | 326.8            | -              | -               | -             | -              | -              | -             | -             | -              | -             | -              | -               | -             | -                          | -                 |
|   | Utilities   | 89.1                | 86.5             | -              | -               | -             | -              | -              | -             | -             | -              | -             | -              | -               | -             | -                          | -                 |
|   | Contingency | 237.4               | -                | 23.7           | 213.7           | -             | -              | -              | -             | -             | -              | -             | -              | -               | -             | 237.4                      | -                 |
| SR 273 / Chapman Road Intersection                | PE          | 1,300.0             | 580.0            | 140.0          | 560.0           | -             | -              | -              | -             | -             | -              | -             | -              | -               | -             | 700.0                      | -                 |
|   | ROW         | 750.0               | -                | -              | -               | -             | 50.0           | 200.0          | -             | 100.0         | 400.0          | -             | -              | -               | -             | 750.0                      | -                 |
|   | C           | 12,500.0            | -                | -              | -               | -             | -              | -              | -             | -             | -              | -             | 1,200.0        | 4,800.0         | -             | 6,000.0                    | 6,500.0           |
| SR 2 / Red Mill Road Intersection<br>Improvements | PE          | 1,200.0             | 500.0            | 134.4          | 537.5           | -             | -              | -              | -             | -             | -              | -             | -              | -               | -             | 671.9                      | -                 |
|   | ROW         | 3,500.0             | -                | -              | -               | -             | 350.0          | 1,400.0        | -             | 350.0         | 1,400.0        | -             | -              | -               | -             | 3,500.0                    | -                 |
|   | C           | 7,200.0             | -                | -              | -               | -             | -              | -              | -             | 40.0          | 160.0          | -             | 1,200.0        | 4,800.0         | -             | 6,200.0                    | 1,000.0           |
| <b>Total</b>                                      |             | <b>82,573.9</b>     | <b>17,467.5</b>  | <b>2,525.6</b> | <b>18,169.8</b> | <b>-</b>      | <b>1,416.0</b> | <b>7,244.4</b> | <b>-</b>      | <b>640.0</b>  | <b>3,310.0</b> | <b>-</b>      | <b>2,550.0</b> | <b>10,950.0</b> | <b>-</b>      | <b>46,805.8</b>            | <b>7,500.0</b>    |

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 &amp; 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

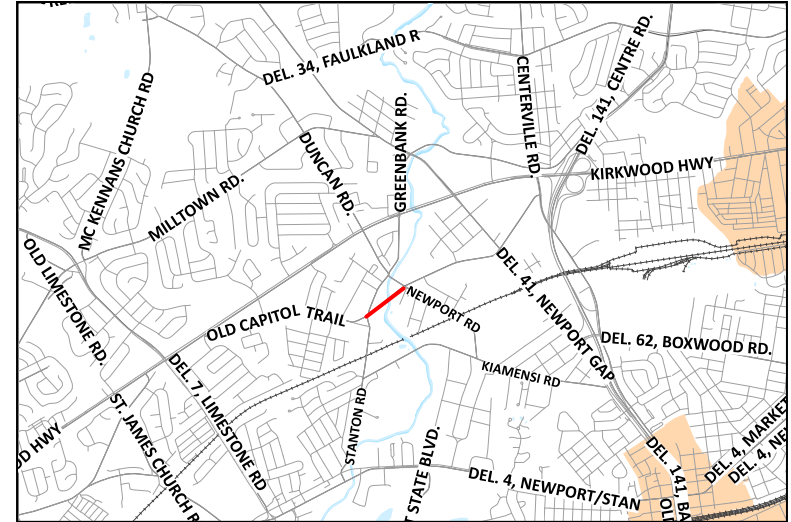
SR 273 / Chapman Road Intersection – National Highway Performance Program Z001, M0E1

SR 2 / Red Mill Road Intersection Improvements - Z001 - National Highway Performance Program (NHPP), Z230 - Surface Transportation Block Grant Program - FAST

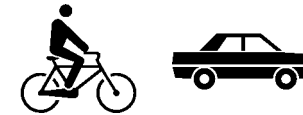
## OLD CAPITOL TRAIL, NEWPORT ROAD TO STANTON ROAD

**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](http://www.wilmapco.org/marshallton)), and have strong community support.

**JUSTIFICATION:** This project aims to slow traffic and improve safety along Old Capitol Trail (OCT) in the Village of Marshallton.



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



| Project Title<br>(All \$ x 1000)                   | Phase | Current<br>Estimate | FY 2017<br>TOTAL | FY18<br>State | FY18<br>Fed | FY18<br>Other | FY19<br>State | FY19<br>Fed | FY19<br>Other | FY20<br>State | FY20<br>Fed | FY20<br>Other | FY21<br>State | FY21<br>Fed | FY21<br>Other | FY 2018 -<br>2021 TOTAL | FY 22-23<br>TOTAL |
|--|-------|---------------------|------------------|---------------|-------------|---------------|---------------|-------------|---------------|---------------|-------------|---------------|---------------|-------------|---------------|-------------------------|-------------------|
| Old Capitol Trail, Newport Road<br>to Stanton Road | PE    | 450.0               | -                | -             | -           | -             | -             | -           | -             | 150.0         | -           | -             | -             | -           | -             | 150.0                   | 300               |
| <b>Total</b>                                       |       | <b>450.0</b>        | <b>-</b>         | <b>-</b>      | <b>-</b>    | <b>-</b>      | <b>-</b>      | <b>-</b>    | <b>-</b>      | <b>150.0</b>  | <b>-</b>    | <b>-</b>      | <b>-</b>      | <b>-</b>    | <b>-</b>      | <b>150.0</b>            | <b>300</b>        |

## 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 (All \$ x 1000)                                       | Phase | Current Estimate | FY 2017 TOTAL | 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 |
|---|-------|------------------|---------------|-------------|----------|------------|----------------|----------|------------|------------|----------|------------|------------|----------|------------|----------------------|----------------|
| Possum Park Road and Old Possum Park Road Intersection Improvements | PE    | 132.0            | 131.6         | -           | -        | -          | -              | -        | -          | -          | -        | -          | -          | -        | -          | -                    | -              |
|   | ROW   | 400.0            | 25.0          | 75.0        | -        | -          | -              | -        | -          | -          | -        | -          | -          | -        | -          | 75.0                 | -              |
|   | C     | 1,500.0          | -             | 10.0        | -        | -          | 1,490.0        | -        | -          | -          | -        | -          | -          | -        | -          | 1,500.0              | -              |
| <b>Total</b>  |       | <b>2,032.0</b>   | <b>156.6</b>  | <b>85.0</b> | <b>-</b> | <b>-</b>   | <b>1,490.0</b> | <b>-</b> | <b>-</b>   | <b>-</b>   | <b>-</b> | <b>-</b>   | <b>-</b>   | <b>-</b> | <b>-</b>   | <b>1,575.0</b>       | <b>-</b>       |

## SOUTHERN NEW CASTLE COUNTY IMPROVEMENTS

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

- 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   | Phase                       | Current Estimate                       | FY 2017 TOTAL           | 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<br>ROW<br>C              | 557.1<br>1,000.0<br>7,800.0            | 25.0<br>40.0<br>7,300.0 | -<br>-<br>136.3      | -<br>-<br>-      | -<br>-<br>-      | -<br>-<br>-                | -<br>-<br>-      | -<br>-<br>-      | -<br>-<br>-            | -<br>-<br>-      | -<br>-<br>-      | -<br>-<br>-            | -<br>-<br>-      | -<br>-<br>-      | -<br>-<br>136.3                  | -<br>-<br>-            |
| N15, Boyds Corner Road, Cedar Lane Road to US 13            | PE<br>ROW<br>C<br>Utilities | 2,010.3<br>2,800.0<br>13,300.0<br>21.0 | -<br>-<br>-<br>-        | 250.0<br>-<br>-<br>- | -<br>-<br>-<br>- | -<br>-<br>-<br>- | 250.0<br>1,400.0<br>-<br>- | -<br>-<br>-<br>- | -<br>-<br>-<br>- | -<br>1,400.0<br>-<br>- | -<br>-<br>-<br>- | -<br>-<br>-<br>- | -<br>-<br>3,325.0<br>- | -<br>-<br>-<br>- | -<br>-<br>-<br>- | 500.0<br>2,800.0<br>3,325.0<br>- | -<br>-<br>9,975.0<br>- |
| N412, Lorewood Grove Road, Rd 412A to SR 1                  | PE<br>ROW<br>C              | 118.6<br>3,000.0<br>7,000.0            | 30.0<br>-<br>-          | 47.0<br>500.0<br>-   | -<br>-<br>-      | -<br>-<br>-      | -<br>2,000.0<br>-          | -<br>-<br>-      | -<br>-<br>-      | -<br>500.0<br>500.0    | -<br>-<br>-      | -<br>-<br>-      | -<br>-<br>6,000.0      | -<br>-<br>-      | -<br>-<br>-      | 47.0<br>3,000.0<br>6,500.0       | -<br>-<br>500.0        |
| N427, Cedar Lane Road, Marl Pit Road, to Boyds Corner Road  | PE<br>ROW<br>C              | 400.0<br>2,600.0<br>5,500.0            | 100.0<br>-<br>-         | 200.0<br>-<br>-      | -<br>-<br>-      | -<br>-<br>-      | 69.0<br>-<br>-             | -<br>-<br>-      | -<br>-<br>-      | -<br>1,700.0<br>-      | -<br>-<br>-      | -<br>-<br>-      | -<br>900.0<br>-        | -<br>-<br>-      | -<br>-<br>-      | 269.0<br>2,600.0<br>-            | -<br>-<br>5,500.0      |
| Cedar Lane Road and Marl Pit Road Intersection Improvements | PE<br>ROW<br>C              | 100.0<br>100.0<br>1,500.0              | 66.7<br>10.0<br>-       | -<br>90.0<br>250.0   | -<br>-<br>-      | -<br>-<br>-      | -<br>-<br>1,250.0          | -<br>-<br>-      | -<br>-<br>-      | -<br>-<br>-            | -<br>-<br>-      | -<br>-<br>-      | -<br>-<br>-            | -<br>-<br>-      | -<br>-<br>-      | -<br>90.0<br>1,500.0             | -<br>-<br>-            |
| <b>Total</b>  |                             | <b>47,807.0</b>                        | <b>7,571.7</b>          | <b>1,473.3</b>       | <b>-</b>         | <b>-</b>         | <b>4,969.0</b>             | <b>-</b>         | <b>-</b>         | <b>4,100.0</b>         | <b>-</b>         | <b>-</b>         | <b>10,225.0</b>        | <b>-</b>         | <b>-</b>         | <b>20,767.3</b>                  | <b>15,975.0</b>        |



## 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<br>(All \$ x 1000)                           | Phase       | Current<br>Estimate | FY 2017<br>TOTAL | FY18<br>State  | FY18 Fed        | FY18<br>Other | FY19<br>State  | FY19 Fed        | FY19<br>Other | FY20<br>State  | FY20 Fed       | FY20<br>Other | FY21<br>State | FY21 Fed   | FY21<br>Other | FY 2018 -<br>2021 TOTAL | FY 22-23<br>TOTAL |
|--|-------------|---------------------|------------------|----------------|-----------------|---------------|----------------|-----------------|---------------|----------------|----------------|---------------|---------------|------------|---------------|-------------------------|-------------------|
| I-95 and SR141<br>Interchange, Ramps G<br>& F Improvements | PE          | 2,700.0             | 16.4             | -              | -               | -             | -              | -               | -             | -              | -              | -             | -             | -          | -             | -                       | -                 |
|  | CE          | 3,515.9             | 2,650.0          | -              | 643.2           | -             | -              | -               | -             | -              | -              | -             | -             | -          | -             | 643.2                   | -                 |
|  | C           | 31,659.5            | 15,100.0         | -              | 13,444.0        | -             | -              | -               | -             | -              | -              | -             | -             | -          | -             | 13,444.0                | -                 |
|  | Traffic     | 604.1               | 446.0            | -              | 104.1           | -             | -              | -               | -             | -              | -              | -             | -             | -          | -             | 104.1                   | -                 |
|  | Utilities   | 471.3               | 388.6            | -              | 55.8            | -             | -              | -               | -             | -              | -              | -             | -             | -          | -             | 55.8                    | -                 |
|  | Contingency | 2,751.3             | -                | -              | 2,500.0         | -             | -              | -               | -             | -              | -              | -             | -             | -          | -             | 2,500.0                 | -                 |
| SR141 Improvements,<br>I-95 Interchange to Jay<br>Drive    | PE          | 4,576.7             | 286.4            | 10.0           | 40.0            | -             | -              | -               | -             | -              | -              | -             | -             | -          | -             | 50.0                    | -                 |
|  | ROW         | 500.0               | 290.0            | -              | 200.0           | -             | -              | -               | -             | -              | -              | -             | -             | -          | -             | 200.0                   | -                 |
|  | C           | 45,000.0            | -                | 1,800.0        | 7,200.0         | -             | 5,400.0        | 21,600.0        | -             | 1,800.0        | 7,200.0        | -             | -             | -          | -             | 45,000.0                | -                 |
| <b>Total</b>   |             | <b>91,778.8</b>     | <b>19,177.4</b>  | <b>1,810.0</b> | <b>24,187.1</b> | <b>0.0</b>    | <b>5,400.0</b> | <b>21,600.0</b> | <b>0.0</b>    | <b>1,800.0</b> | <b>7,200.0</b> | <b>0.0</b>    | <b>0.0</b>    | <b>0.0</b> | <b>0.0</b>    | <b>61,997.1</b>         | <b>0.0</b>        |

I-95 and SR141 Interchange, Ramps G & F Improvements - 2002,Z001 - National Highway Performance Program (NHPP), Z003 - Projects to Reduce PM 2.5 Emissions  
 SR141 Improvements, I-95 Interchange to Jay Drive - 2002,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



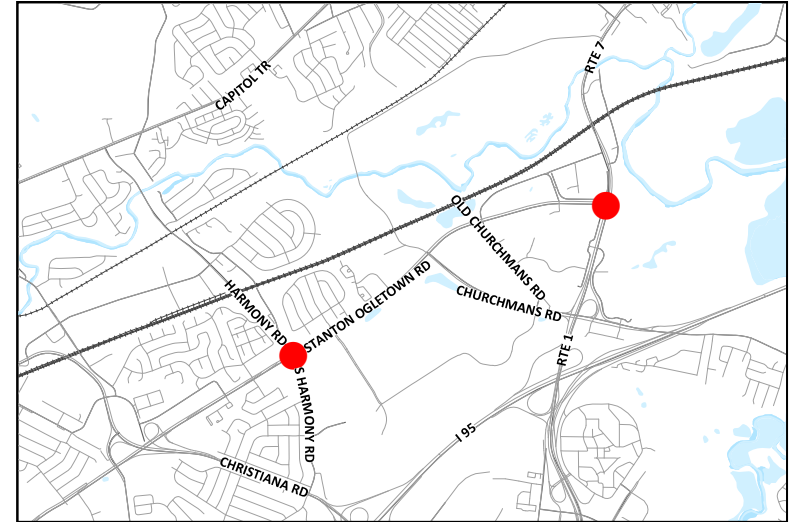
| Project Title<br>(All \$ x 1000)           | Phase | Current<br>Estimate | FY 2017<br>TOTAL | FY18<br>State | FY18<br>Fed  | FY18<br>Other | FY19<br>State | FY19<br>Fed  | FY19<br>Other | FY20<br>State  | FY20<br>Fed     | FY20<br>Other | FY21<br>State  | FY21<br>Fed    | FY21<br>Other | FY 2018 -<br>2021 TOTAL | FY 22-23<br>TOTAL |
|--|-------|---------------------|------------------|---------------|--------------|---------------|---------------|--------------|---------------|----------------|-----------------|---------------|----------------|----------------|---------------|-------------------------|-------------------|
| Elkton Road, MD Line to Casho<br>Mill Road | PE    | 1,750.0             | 1,147.0          | -             | 142.3        | -             | -             | -            | -             | -              | -               | -             | -              | -              | -             | 142.3                   | -                 |
|  | ROW   | 1,000.0             | 100.0            | 160.0         | 640.0        | -             | 20.0          | 80.0         | -             | -              | -               | -             | -              | -              | -             | 900.0                   | -                 |
|  | C     | 25,000.0            | -                | -             | -            | -             | 200.0         | 800.0        | -             | 3,600.0        | 14,400.0        | -             | 1,200.0        | 4,800.0        | -             | 25,000.0                | -                 |
| <b>Total</b>                               |       | <b>27,750.0</b>     | <b>1,247.0</b>   | <b>160.0</b>  | <b>782.3</b> | <b>-</b>      | <b>220.0</b>  | <b>880.0</b> | <b>-</b>      | <b>3,600.0</b> | <b>14,400.0</b> | <b>-</b>      | <b>1,200.0</b> | <b>4,800.0</b> | <b>-</b>      | <b>26,042.3</b>         | <b>-</b>          |

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<br>(All \$ x 1000)   | Phase | Current<br>Estimate | FY 2017<br>TOTAL | FY18<br>State | FY18<br>Fed | FY18<br>Other | FY19<br>State | FY19<br>Fed | FY19<br>Other | FY20<br>State | FY20<br>Fed | FY20<br>Other | FY21<br>State | FY21<br>Fed | FY21<br>Other | FY 2018<br>- 2021<br>TOTAL | FY 22-23<br>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             |
| <b>Total</b>   |       | <b>1,650.0</b>      | -                | -             | -           | -             | -             | -           | -             | -             | -           | -             | <b>550.0</b>  | -           | -             | <b>550.0</b>               | <b>1,100.0</b>    |

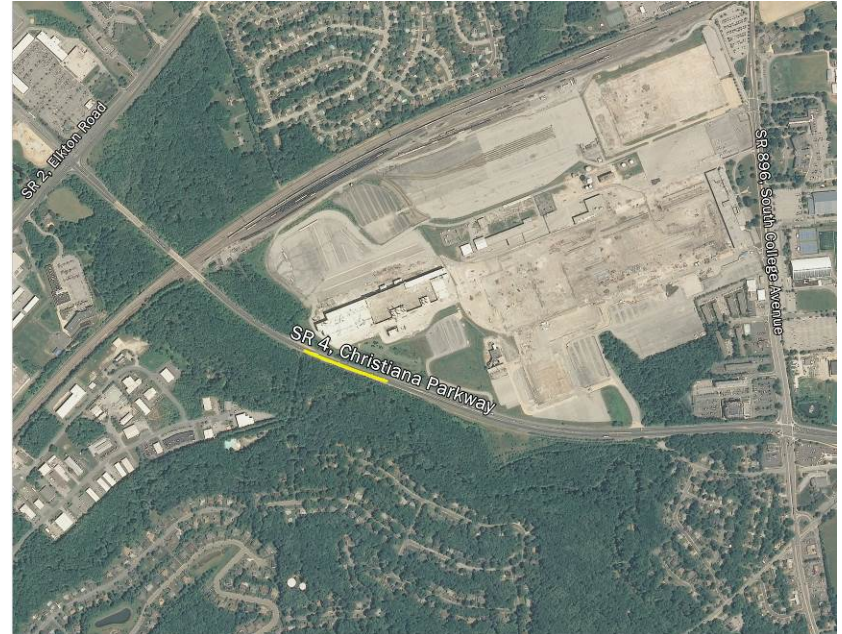


## SR 4, CHRISTINA PARKWAY FROM SR 2 TO SR 896

**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<br>(All \$ x 1000)   | Phase | Current<br>Estimate | FY 2017<br>TOTAL | FY18<br>State | FY18<br>Fed  | FY18<br>Other | FY19<br>State | FY19<br>Fed  | FY19<br>Other | FY20<br>State | FY20<br>Fed  | FY20<br>Other | FY21<br>State | FY21<br>Fed | FY21<br>Other | FY 2018 -<br>2021 TOTAL | FY 22-23<br>TOTAL |
|--|-------|---------------------|------------------|---------------|--------------|---------------|---------------|--------------|---------------|---------------|--------------|---------------|---------------|-------------|---------------|-------------------------|-------------------|
| SR 4, Christina Parkway from SR 2, Elkton Road to SR 896, South College Avenue, Newark | PD    | 195.8               | -                | -             | -            | -             | -             | -            | -             | -             | -            | -             | -             | -           | -             | -                       | -                 |
|  | PE    | 1,000.0             | 600.0            | 40.0          | 160.0        | -             | 31.2          | 124.6        | -             | -             | -            | -             | -             | -           | -             | 355.8                   | -                 |
|  | ROW   | 300.0               | -                | -             | -            | -             | 30.0          | 120.0        | -             | 30.0          | 120.0        | -             | -             | -           | -             | 300.0                   | -                 |
|  | C     | 20,000.0            | -                | -             | -            | -             | -             | -            | -             | -             | -            | -             | -             | -           | -             | -                       | 12,500            |
| <b>Total</b>   |       | <b>21,495.8</b>     | <b>600.0</b>     | <b>40.0</b>   | <b>160.0</b> | <b>-</b>      | <b>61.2</b>   | <b>244.6</b> | <b>-</b>      | <b>30.0</b>   | <b>120.0</b> | <b>-</b>      | <b>-</b>      | <b>-</b>    | <b>-</b>      | <b>655.8</b>            | <b>12,500</b>     |

Z001 - National Highway Performance Program (NHPP)

**TRANSIT FACILITIES, NEW CASTLE COUNTY**

**DESCRIPTION:** 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.

**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 (All \$ x 1000) | Phase | Current Estimate | FY 2017 TOTAL | 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 |
|-------------------------------|-------|------------------|---------------|--------------|--------------|------------|----------------|--------------|------------|----------------|----------------|------------|--------------|--------------|------------|----------------------|----------------|
| Middletown Park and Ride      | PE    | 500.0            | -             | 500.0        | -            | -          | -              | -            | -          | -              | -              | -          | -            | -            | -          | 500.0                | -              |
|                               | C     | 3,000.0          | -             | -            | -            | -          | 1,500.0        | -            | -          | 1,500.0        | -              | -          | -            | -            | -          | 3,000.0              | -              |
| NCC Transit Center            | PD    | 500.0            | 45.0          | -            | -            | -          | -              | -            | -          | -              | -              | -          | -            | -            | -          | -                    | -              |
|                               | PE    | 750.0            | 50.0          | 120.0        | 480.0        | -          | 20.0           | 80.0         | -          | -              | -              | -          | -            | -            | -          | 700.0                | -              |
|                               | 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              | -              |
| <b>Total</b>                  |       | <b>8,250.0</b>   | <b>95.0</b>   | <b>620.0</b> | <b>480.0</b> | <b>-</b>   | <b>1,720.0</b> | <b>880.0</b> | <b>-</b>   | <b>1,800.0</b> | <b>1,200.0</b> | <b>-</b>   | <b>200.0</b> | <b>800.0</b> | <b>-</b>   | <b>7,700.0</b>       | <b>-</b>       |

NCC Transit Center - 5307 - Urbanized Area Formula Grant Program



## TRANSIT FACILITIES, WILMINGTON

### DESCRIPTION:

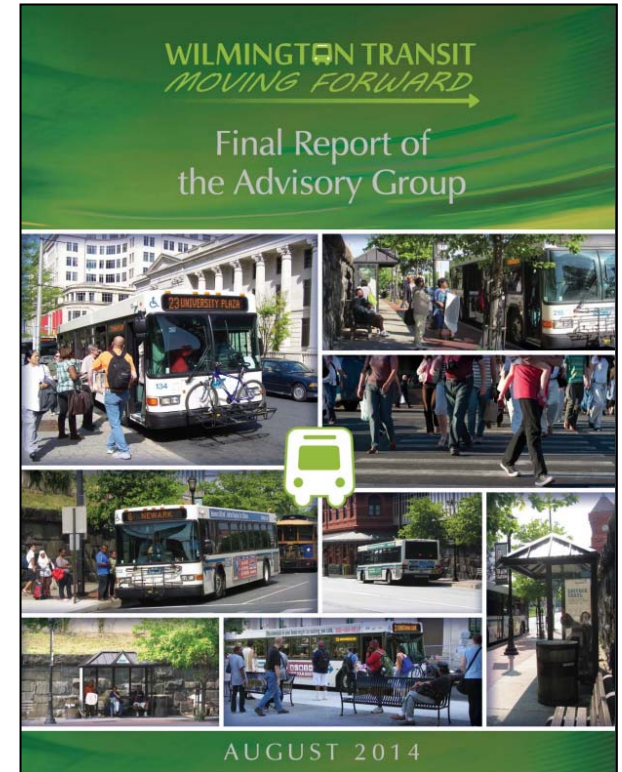
City of Wilmington Bus Stop Beautification - Project includes building and/or providing new bus stop shelters within the City of Wilmington for high volume bus stop locations.

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

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



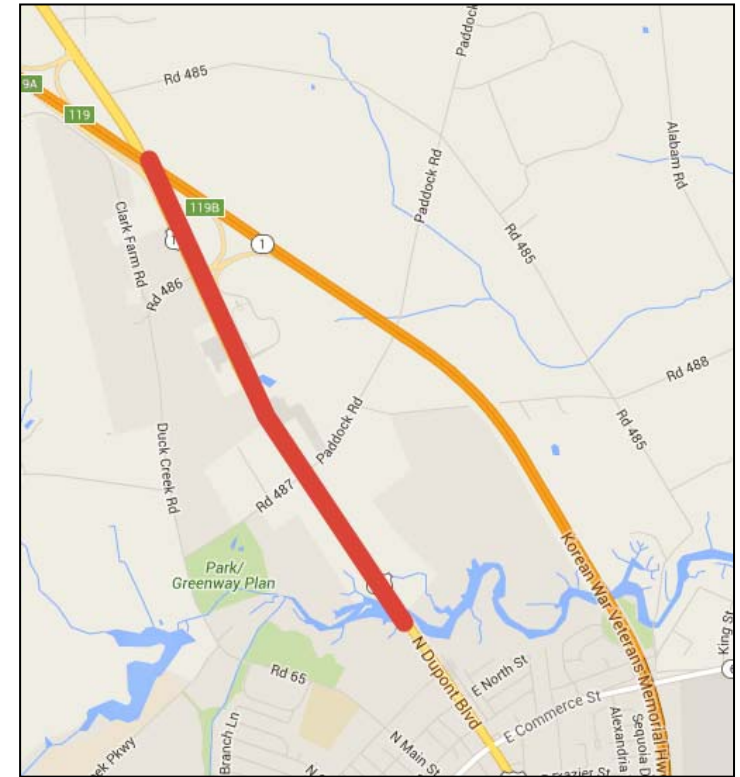
| Project Title                                   | Phase | Current Estimate | FY 2017 TOTAL  | FY18 State     | FY18 Fed | FY18 Other | FY19 State     | FY19 Fed | FY19 Other | FY20 State   | FY20 Fed | FY20 Other | FY21 State | FY21 Fed | FY21 Other | FY 2018 - 2021 TOTAL | FY 22-23 TOTAL |
|---|-------|------------------|----------------|----------------|----------|------------|----------------|----------|------------|--------------|----------|------------|------------|----------|------------|----------------------|----------------|
| City of Wilmington Bus Stop Beautifications     | C     | 500.0            | 412.8          | -              |          |            | -              |          |            | -            |          |            |            |          |            | -                    |                |
| Christina Crescent Elevators                    | C     | 1,000.0          | 950.0          | -              |          |            | -              |          |            | -            |          |            |            |          |            | -                    |                |
| Wilmington Transit Moving Forward (PORTER SITE) | PE    | 320.0            | 320.0          | -              |          |            | -              |          |            | -            |          |            |            |          |            | -                    |                |
|   | ROW   | 500.0            | 125.0          | 375.0          |          |            | -              |          |            | -            |          |            |            |          |            | 375.0                |                |
|   | C     | 2,180.0          | -              | 625.0          |          |            | 1,000.0        |          |            | 555.0        |          |            |            |          |            | 2,180.0              |                |
| <b>Total</b>                                    |       | <b>4,500.0</b>   | <b>1,807.8</b> | <b>1,000.0</b> |          |            | <b>1,000.0</b> |          |            | <b>555.0</b> |          |            |            |          |            | <b>2,555.0</b>       |                |

## US 13: DUCK CREEK TO SR 1

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

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

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



| Project Title<br>(All \$ x 1000) | Phase | Current<br>Estimate | FY 2017<br>TOTAL | FY18<br>State | FY18<br>Fed  | FY18<br>Other | FY19<br>State | FY19<br>Fed  | FY19<br>Other | FY20<br>State | FY20<br>Fed  | FY20<br>Other | FY21<br>State | FY21<br>Fed  | FY21<br>Other | FY 2018 -<br>2021 TOTAL | FY 22-23<br>TOTAL |
|----------------------------------|-------|---------------------|------------------|---------------|--------------|---------------|---------------|--------------|---------------|---------------|--------------|---------------|---------------|--------------|---------------|-------------------------|-------------------|
| US13, Duck Creek to SR1          | PE    | 1,000.0             | -                | 80.0          | 320.0        | -             | 120.0         | 480.0        | -             | -             | -            | -             | -             | -            | -             | 1,000.0                 | -                 |
|                                  | ROW   | 1,200.0             | -                | -             | -            | -             | -             | -            | -             | 100.0         | 400.0        | -             | 140.0         | 560.0        | -             | 1,200.0                 | -                 |
|                                  | C     | 6,300.0             | -                | -             | -            | -             | -             | -            | -             | -             | -            | -             | -             | -            | -             | -                       | 2,000.0           |
| <b>Total</b>                     |       | <b>8,500.0</b>      |                  | <b>80.0</b>   | <b>320.0</b> |               | <b>120.0</b>  | <b>480.0</b> |               | <b>100.0</b>  | <b>400.0</b> |               | <b>140.0</b>  | <b>560.0</b> |               | <b>2,200.0</b>          | <b>2,000.0</b>    |

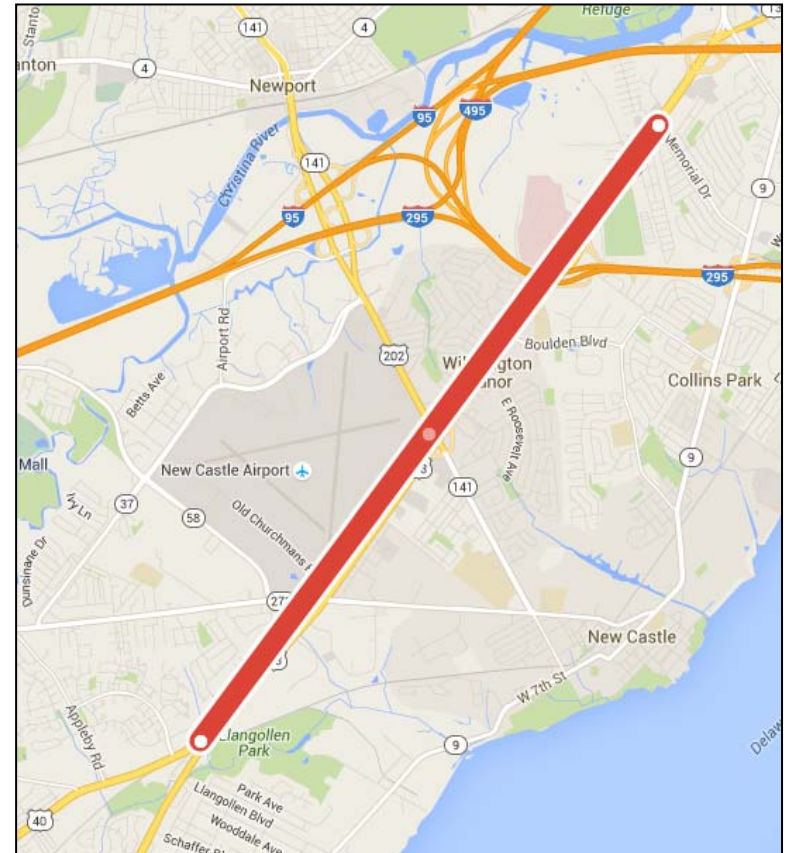
Z231 - Surface Transportation Block Grant Program - FAST

# 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<br>(All \$ x 1000)                        | Phase | Current<br>Estimate | FY 2017<br>TOTAL | FY18<br>State | FY18<br>Fed  | FY18<br>Other | FY19<br>State | FY19<br>Fed  | FY19<br>Other | FY20<br>State | FY20<br>Fed    | FY20<br>Other | FY21<br>State | FY21<br>Fed    | FY21<br>Other | FY 2018 -<br>2021 TOTAL | FY 22-23<br>TOTAL |
|---|-------|---------------------|------------------|---------------|--------------|---------------|---------------|--------------|---------------|---------------|----------------|---------------|---------------|----------------|---------------|-------------------------|-------------------|
| US13, US40 to Memorial Drive<br>Pedestrian Improvements | PE    | 1,000.0             | 550.0            | 40.0          | 160.0        | -             | 20.0          | 80.0         | -             | -             | -              | -             | -             | -              | -             | 300.0                   | -                 |
|   | ROW   | 1,000.0             | -                | 10.0          | 40.0         | -             | 100.0         | 400.0        | -             | 90.0          | 360.0          | -             | -             | -              | -             | 1,000.0                 | -                 |
|   | C     | 5,000.0             | -                | -             | -            | -             | -             | -            | -             | 400.0         | 1,600.0        | -             | 600.0         | 2,400.0        | -             | 5,000.0                 | -                 |
| <b>Total</b>  |       | <b>7,000.0</b>      | <b>550.0</b>     | <b>50.0</b>   | <b>200.0</b> | <b>-</b>      | <b>120.0</b>  | <b>480.0</b> | <b>-</b>      | <b>490.0</b>  | <b>1,960.0</b> | <b>-</b>      | <b>600.0</b>  | <b>2,400.0</b> | <b>-</b>      | <b>6,300.0</b>          | <b>-</b>          |

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.

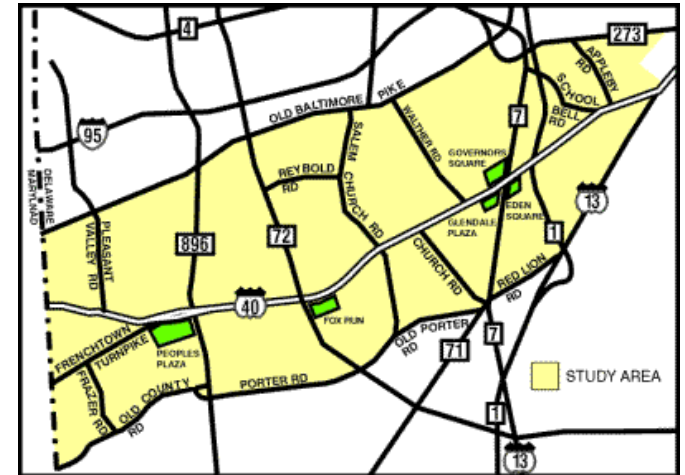
The projects listed below are current improvements included within the Plan.

**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

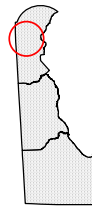
**US 40 and SR7 Intersection Improvements** - The project will install signalized pedestrian crossings across the north and south legs of the US 40 at SR 7 intersection and sidewalk connections near the intersection. Currently, no pedestrian accommodations are provided at the US 40 at SR 7 intersection 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.

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



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

| Project Title (All \$ x 1000)               | Phase | Current Estimate | FY 2017 TOTAL  | 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 and SR7 Intersection Improvements     | PE    | 50.0             | 15.3           | -              | -              | -          | -              | -              | -          | -            | -              | -          | -              | -              | -          | -                    | -               |
|   | ROW   | 30.0             | 15.0           | 3.0            | 12.0           | -          | -              | -              | -          | -            | -              | -          | -              | -              | -          | 15.0                 | -               |
|   | C     | 2,500.0          | -              | 100.0          | 400.0          | -          | 400.0          | 1,600.0        | -          | -            | -              | -          | -              | -              | -          | 2,500.0              | -               |
| US 40 & SR 896 Grade Separated Intersection | PE    | 4,000.0          | 1,000.0        | 320.0          | 1,280.0        | -          | 280.0          | 1,120.0        | -          | -            | -              | -          | -              | -              | -          | 3,000.0              | -               |
|   | ROW   | 2,000.0          | -              | -              | -              | -          | 100.0          | 400.0          | -          | 300.0        | 1,200.0        | -          | -              | -              | -          | 2,000.0              | -               |
|   | CE    | 5,000.0          | -              | -              | -              | -          | -              | -              | -          | -            | -              | -          | 200.0          | 800.0          | -          | 1,000.0              | 5,000.0         |
|   | C     | 40,000.0         | -              | -              | -              | -          | -              | -              | -          | -            | -              | -          | -              | -              | -          | -                    | 25,000.0        |
| US 40 / SR 72 Intersection Improvements     | PD    | 502.9            | -              | -              | -              | -          | -              | -              | -          | -            | -              | -          | -              | -              | -          | -                    | -               |
|   | PE    | 1,592.5          | 90.0           | -              | -              | -          | -              | -              | -          | -            | -              | -          | -              | -              | -          | -                    | -               |
|   | ROW   | 3,500.0          | 2,744.5        | -              | -              | -          | -              | -              | -          | -            | -              | -          | -              | -              | -          | -                    | -               |
|   | C     | 13,000.0         | 50.0           | 1,600.0        | 6,400.0        | -          | 990.0          | 3,960.0        | -          | -            | -              | -          | -              | -              | -          | 12,950.0             | -               |
| US 40, Salem Church Road to Walther Road    | PE    | 2,000.0          | 1,000.0        | 180.0          | 720.0          | -          | -              | -              | -          | -            | -              | -          | -              | -              | -          | 900.0                | -               |
|   | ROW   | 2,000.0          | -              | -              | -              | -          | 200.0          | 800.0          | -          | 200.0        | 800.0          | -          | -              | -              | -          | 2,000.0              | -               |
|   | C     | 15,000.0         | -              | -              | -              | -          | -              | -              | -          | -            | -              | -          | 1,000.0        | 4,000.0        | -          | 5,000.0              | 10,000.0        |
| <b>Total</b>                                |       | <b>91,175.4</b>  | <b>4,914.8</b> | <b>2,203.0</b> | <b>8,812.0</b> | -          | <b>1,970.0</b> | <b>7,880.0</b> | -          | <b>500.0</b> | <b>2,000.0</b> | -          | <b>1,200.0</b> | <b>4,800.0</b> | -          | <b>29,365.0</b>      | <b>40,000.0</b> |

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)

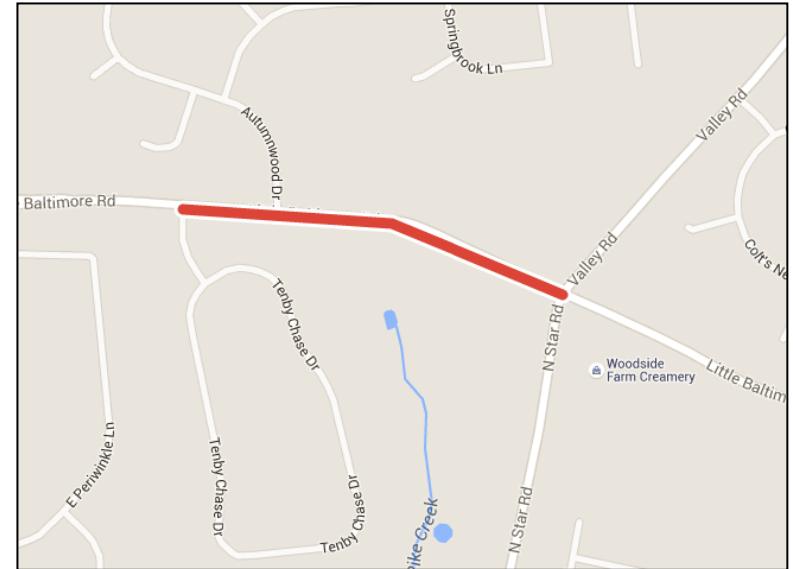


## VALLEY ROAD / LITTLE BALTIMORE PIKE

**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<br>(All \$ x 1000)               | Phase | Current<br>Estimate | FY 2017<br>TOTAL | FY18<br>State | FY18<br>Fed  | FY18<br>Other | FY19<br>State | FY19<br>Fed    | FY19<br>Other | FY20<br>State | FY20<br>Fed | FY20<br>Other | FY21<br>State | FY21<br>Fed | FY21<br>Other | FY 2018 -<br>2021 TOTAL | FY 22-23<br>TOTAL |
|--|-------|---------------------|------------------|---------------|--------------|---------------|---------------|----------------|---------------|---------------|-------------|---------------|---------------|-------------|---------------|-------------------------|-------------------|
| Little Baltimore Road Drainage<br>Improvements | PD    | 100.0               | -                | -             | -            | -             | -             | -              | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
|  | PE    | 150.0               | 50.0             | 15.0          | 60.0         | -             | -             | -              | -             | -             | -           | -             | -             | -           | -             | 75.0                    | -                 |
|  | ROW   | 250.0               | 100.0            | 30.0          | 120.0        | -             | -             | -              | -             | -             | -           | -             | -             | -           | -             | 150.0                   | -                 |
|  | C     | 2,000.0             | -                | -             | -            | -             | 400.0         | 1,600.0        | -             | -             | -           | -             | -             | -           | -             | 2,000.0                 | -                 |
| <b>Total</b>                                   |       | <b>2,500.0</b>      | <b>150.0</b>     | <b>45.0</b>   | <b>180.0</b> | -             | <b>400.0</b>  | <b>1,600.0</b> | -             | -             | -           | -             | -             | -           | -             | <b>2,225.0</b>          | -                 |

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

## WILMINGTON INITIATIVES

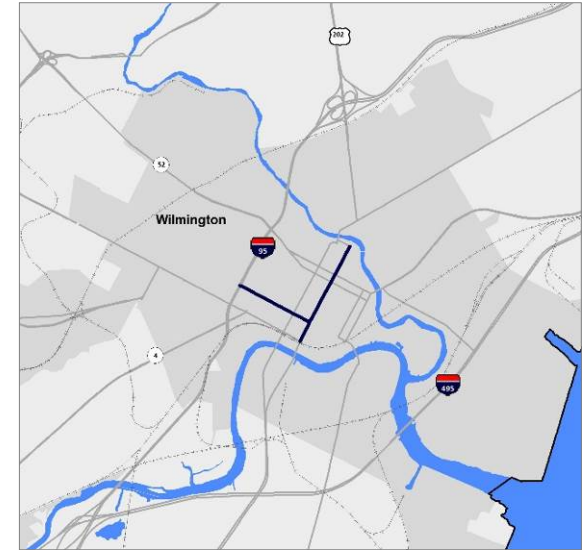
### DESCRIPTION:

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

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

**King and Orange Streets, MLK Boulevard to 13<sup>th</sup> 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 13<sup>th</sup> 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.

|                             |                                   |
|-----------------------------|-----------------------------------|
| <b>County:</b>              | New Castle                        |
| <b>Investment Area:</b>     | Center                            |
| <b>Municipality:</b>        | Wilmington                        |
| <b>Funding Program:</b>     | Road System – Arterial, Collector |
| <b>Functional Category:</b> | Management                        |
| <b>Year Initiated:</b>      | FY 2015                           |



**FY 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM**

Adopted March 9, 2017

**WILMINGTON INITIATIVES** (Continued)

| Project Title (All \$ x 1000)   | Phase | Current Estimate | FY 2017 TOTAL | 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 4th Street, Wilmington                         | PE    | 500.0            | 240.0         | 30.0         | 120.0          | -          | -              | -              | -          | -            | -              | -          | -            | -            | -          | 150.0                | -               |
|   | ROW   | 25.0             | 12.5          | 2.5          | 10.0           | -          | -              | -              | -          | -            | -              | -          | -            | -            | -          | 12.5                 | -               |
|   | C     | 1,500.0          | -             | 300.0        | 1,200.0        | -          | -              | -              | -          | -            | -              | -          | -            | -            | -          | 1,500.0              | -               |
| Wilmington Initiatives, 4th Street, Walnut St to I-95                         | PE    | 750.0            | -             | -            | -              | -          | -              | -              | -          | 100.0        | 400.0          | -          | 50.0         | 200.0        | -          | 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          | 600.0         | 110.0        | 440.0          | -          | -              | -              | -          | -            | -              | -          | -            | -            | -          | 550.0                | -               |
|   | ROW   | 500.0            | -             | 100.0        | 400.0          | -          | -              | -              | -          | -            | -              | -          | -            | -            | -          | 500.0                | -               |
|   | C     | 5,000.0          | -             | -            | -              | -          | 800.0          | 3,200.0        | -          | 200.0        | 800.0          | -          | -            | -            | -          | 5,000.0              | -               |
| Wilmington Initiatives, Walnut St, MLK to 13th                                | PE    | 1,705.0          | -             | -            | -              | -          | 200.0          | 800.0          | -          | -            | -              | -          | -            | -            | -          | 1,000.0              | -               |
|   | ROW   | 1,000.0          | -             | -            | -              | -          | -              | -              | -          | 100.0        | 400.0          | -          | 100.0        | 400.0        | -          | 1,000.0              | -               |
|   | C     | 10,000.0         | -             | -            | -              | -          | -              | -              | -          | -            | -              | -          | -            | -            | -          | -                    | 10,000.0        |
| <b>Total</b>  |       | <b>24,430.0</b>  | <b>852.5</b>  | <b>542.5</b> | <b>2,170.0</b> | -          | <b>1,000.0</b> | <b>4,000.0</b> | -          | <b>400.0</b> | <b>1,600.0</b> | -          | <b>150.0</b> | <b>600.0</b> | -          | <b>10,462.5</b>      | <b>12,250.0</b> |

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)

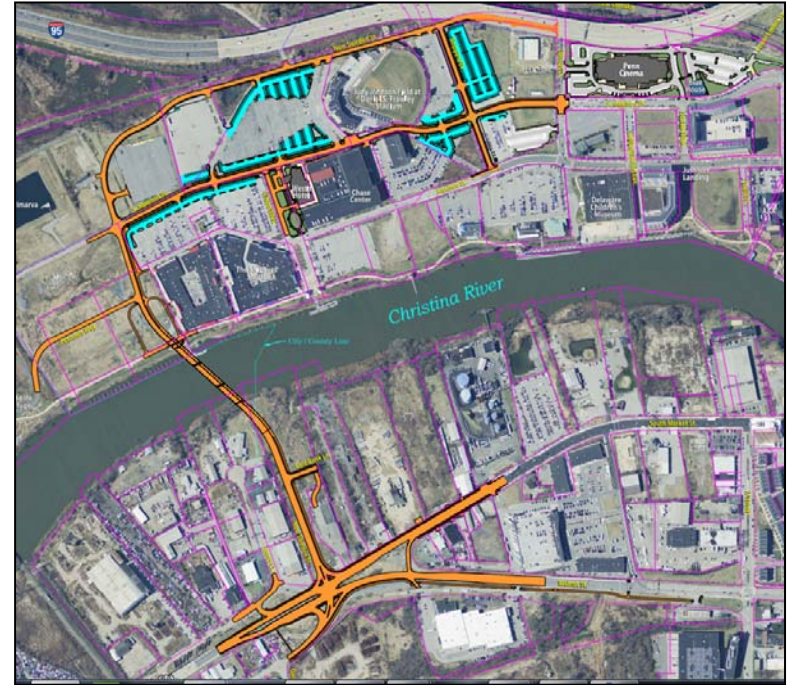
Wilmington Initiatives, Walnut St, MLK to 13<sup>th</sup> - Z001 - National Highway Performance Program (NHPP), Z003 - Projects to Reduce PM 2.5 Emissions

## 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**

Adopted March 9, 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 (All \$ x 1000)                       | Phase       | Current Estimate | FY 2017 TOTAL   | 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          | 7,826.6          | 939.0           | -              | -               | -          | -              | -               | -          | -              | -              | -          | -            | -        | -          | -                    | -              |
|   | ROW         | 9,600.0          | 5,600.0         | -              | -               | -          | -              | -               | -          | -              | -              | -          | -            | -        | -          | -                    | -              |
|   | C           | 23,396.5         | 2,000.0         | 2,140.0        | 8,560.0         | -          | 1,880.0        | 7,520.0         | -          | -              | -              | -          | -            | -        | -          | 20,100.0             | -              |
|   | Traffic     | 62.7             | -               | -              | -               | -          | -              | -               | -          | -              | -              | -          | -            | -        | -          | -                    | -              |
|   | Maintenance | 756.0            | -               | -              | -               | -          | -              | -               | -          | -              | -              | -          | -            | -        | -          | -                    | -              |
| Christina River Bridge                              | ROW         | 5,000.0          | 4,828.0         | -              | -               | -          | -              | -               | -          | -              | -              | -          | -            | -        | -          | -                    | -              |
|   | C           | 35,000.0         | 500.0           | 3,000.0        | 12,000.0        | -          | 3,000.0        | 12,000.0        | -          | 900.0          | 3,600.0        | -          | -            | -        | -          | 34,500.0             | -              |
| Justison Landing                                    | PE          | 10,928.0         | -               | -              | -               | -          | -              | -               | -          | -              | -              | -          | -            | -        | -          | -                    | -              |
|   | ROW         | 4,689.5          | 80.0            | 218.0          | -               | -          | 68.0           | -               | -          | 68.0           | -              | -          | 68.0         | -        | -          | 422.0                | 68.0           |
|   | C           | 35,811.5         | -               | -              | -               | -          | -              | -               | -          | -              | -              | -          | -            | -        | -          | -                    | -              |
|   | Traffic     | 142.8            | -               | -              | -               | -          | -              | -               | -          | -              | -              | -          | -            | -        | -          | -                    | -              |
|   | Utilities   | 2,220.2          | -               | -              | -               | -          | -              | -               | -          | -              | -              | -          | -            | -        | -          | -                    | -              |
|   | Contingency | 75.0             | -               | -              | -               | -          | -              | -               | -          | -              | -              | -          | -            | -        | -          | -                    | -              |
| Riverfront Initiatives Development                  | Maintenance | 3,352.7          | 175.4           | -              | -               | -          | -              | -               | -          | -              | -              | -          | -            | -        | -          | -                    | -              |
|   | PD          | 1,270.0          | -               | -              | -               | -          | -              | -               | -          | -              | -              | -          | -            | -        | -          | -                    | -              |
|   | PE          | 2,239.2          | 50.0            | -              | -               | -          | -              | -               | -          | -              | -              | -          | -            | -        | -          | -                    | -              |
| Riverfront Rail Relocation and Parking Improvements | ROW         | 15.0             | -               | -              | -               | -          | -              | -               | -          | -              | -              | -          | -            | -        | -          | -                    | -              |
|   | CE          | 3,400.0          | 75.0            | 75.0           | -               | -          | 75.0           | -               | -          | 75.0           | -              | -          | 75.0         | -        | -          | 300.0                | 75.0           |
| <b>Total</b>  |             | <b>145,785.7</b> | <b>14,247.4</b> | <b>5,433.0</b> | <b>20,560.0</b> | <b>-</b>   | <b>5,023.0</b> | <b>19,520.0</b> | <b>-</b>   | <b>1,043.0</b> | <b>3,600.0</b> | <b>-</b>   | <b>143.0</b> | <b>-</b> | <b>-</b>   | <b>55,322.0</b>      | <b>143.0</b>   |

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  
 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)

## 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<br>(All \$ x 1000)                   | Phase              | Current<br>Estimate | FY 2017<br>TOTAL | FY18<br>State | FY18<br>Fed | FY18<br>Other | FY19<br>State | FY19<br>Fed | FY19<br>Other | FY20<br>State | FY20<br>Fed | FY20<br>Other | FY21<br>State | FY21<br>Fed | FY21<br>Other | FY 2018 -<br>2021 TOTAL | FY 22-23<br>TOTAL |
|--|--------------------|---------------------|------------------|---------------|-------------|---------------|---------------|-------------|---------------|---------------|-------------|---------------|---------------|-------------|---------------|-------------------------|-------------------|
| Wilmington Signal<br>Improvements Project, Phase 2 | Program<br>Funding | 3,300.0             | 1,300.0          | -             | -           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |
| <b>Total</b>                                       |                    | <b>3,300.0</b>      | <b>1,300.0</b>   | -             | -           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                       | -                 |

## 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.

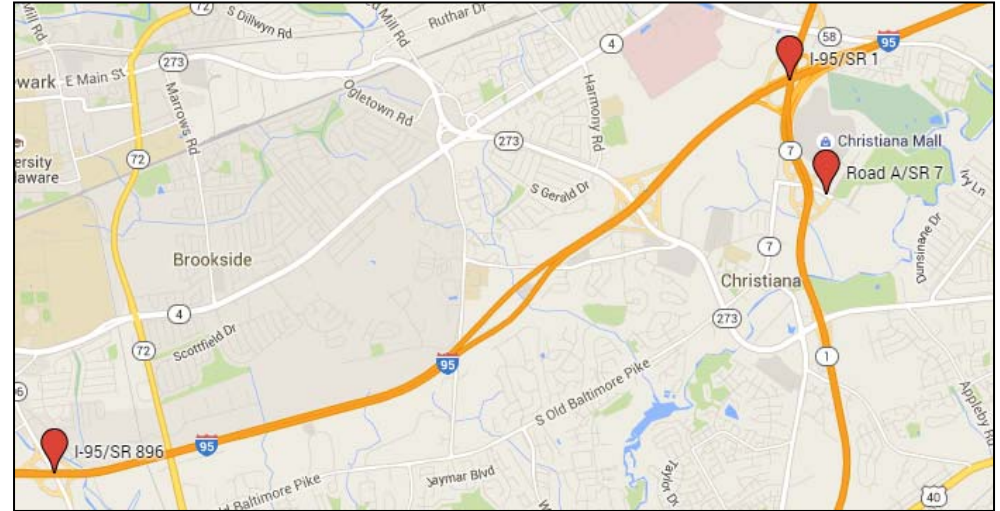
Current projects include:

**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.



|                             |                           |
|-----------------------------|---------------------------|
| <b>County:</b>              | New Castle                |
| <b>Investment Area:</b>     | Core                      |
| <b>MUNICIPALITY:</b>        |                           |
| <b>Funding Program:</b>     | Road System – Expressways |
| <b>Functional Category:</b> | Expansion                 |
| <b>Year Initiated:</b>      | FY 2002                   |



**FY 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM**

Adopted March 9, 2017

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

| Project Title (All \$ x 1000) | Phase      | Current Estimate | FY 2017 TOTAL  | 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          | 1,000.0        | 240.0        | 960.0          | -          | 200.0        | 800.0        | -          | 140.0          | 560.0           | -          | 20.0         | 80.0         | -          | 3,000.0              | -               |
|                               | ROW        | 1,000.0          | -              | -            | -              | -          | -            | -            | -          | 200.0          | 800.0           | -          | -            | -            | -          | 1,000.0              | -               |
|                               | C          | 60,000.0         | -              | -            | -              | -          | -            | -            | -          | -              | -               | -          | 100.0        | 400.0        | -          | 500.0                | 25,000.0        |
| Road A / SR7 Improvements     | PD         | 259.4            | -              | -            | -              | -          | -            | -            | -          | -              | -               | -          | -            | -            | -          | -                    | -               |
|                               | PE         | 1,500.0          | 859.4          | -            | 100.0          | -          | -            | -            | -          | -              | -               | -          | -            | -            | -          | 100.0                | -               |
|                               | ROW        | 1,000.0          | 20.0           | 196.0        | 784.0          | -          | -            | -            | -          | -              | -               | -          | -            | -            | -          | 980.0                | -               |
|                               | C          | 11,000.0         | -              | -            | -              | -          | 20.0         | 80.0         | -          | 2,180.0        | 8,720.0         | -          | -            | -            | -          | 11,000.0             | -               |
| SR 1 / I-95 Interchange       | PD         | 32.0             | -              | -            | -              | -          | -            | -            | -          | -              | -               | -          | -            | -            | -          | -                    | -               |
|                               | PE         | 7,814.1          | -              | -            | -              | -          | -            | -            | -          | -              | -               | -          | -            | -            | -          | -                    | -               |
|                               | ROW        | 15,542.8         | -              | -            | -              | -          | -            | -            | -          | -              | -               | -          | -            | -            | -          | -                    | -               |
|                               | CE         | 13,414.3         | 20.0           | -            | -              | -          | -            | -            | -          | -              | -               | -          | -            | -            | -          | -                    | -               |
|                               | C          | 85,743.0         | -              | -            | -              | -          | -            | -            | -          | -              | -               | -          | -            | -            | -          | -                    | -               |
|                               | Traffic    | 1,857.0          | -              | -            | -              | -          | -            | -            | -          | -              | -               | -          | -            | -            | -          | -                    | -               |
|                               | Utilities  | 266.1            | -              | -            | -              | -          | -            | -            | -          | -              | -               | -          | -            | -            | -          | -                    | -               |
|                               | Contingenc | 31,597.0         | 3,200.0        | -            | -              | -          | -            | -            | -          | -              | -               | -          | -            | -            | -          | -                    | -               |
| <b>Total</b>                  |            | <b>235,025.7</b> | <b>5,099.4</b> | <b>436.0</b> | <b>1,844.0</b> | -          | <b>220.0</b> | <b>880.0</b> | -          | <b>2,520.0</b> | <b>10,080.0</b> | -          | <b>120.0</b> | <b>480.0</b> | -          | <b>16,580.0</b>      | <b>25,000.0</b> |

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<br>(All \$ x 1000)       | Phase       | Current<br>Estimate | FY 2017<br>TOTAL | FY18<br>State  | FY18<br>Fed    | FY18<br>Other | FY19<br>State | FY19<br>Fed | FY19<br>Other | FY20<br>State | FY20<br>Fed | FY20<br>Other | FY21<br>State | FY21<br>Fed | FY21<br>Other | FY 2018 -<br>2021<br>TOTAL | FY 22-23<br>TOTAL |
|--|-------------|---------------------|------------------|----------------|----------------|---------------|---------------|-------------|---------------|---------------|-------------|---------------|---------------|-------------|---------------|----------------------------|-------------------|
| Industrial Track Greenway<br>Phase III | PE          | 1,000.0             | -                | -              | -              | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                          | -                 |
|  | ROW         | 100.0               | 50.0             | -              | -              | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                          | -                 |
|  | CE          | 2,000.0             | 1,000.0          | 200.0          | 800.0          | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | 1,000.0                    | -                 |
|  | C           | 18,066.6            | 11,817.0         | 1,249.9        | 4,999.7        | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | 6,249.6                    | -                 |
|  | Traffic     | 5.0                 | -                | 1.0            | 4.0            | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | 5.0                        | -                 |
|  | Utilities   | 40.0                | 20.0             | 4.0            | 16.0           | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | 20.0                       | -                 |
|  | Contingency | 905.0               | -                | 181.0          | 724.0          | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | 905.0                      | -                 |
|  | Planning    | 1,034.0             | -                | -              | -              | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | -                          | -                 |
|  | Rail Road   | 500.0               | 300.0            | 40.0           | 160.0          | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | 200.0                      | -                 |
| <b>Total</b>                           |             | <b>23,650.6</b>     | <b>13,187.0</b>  | <b>1,675.9</b> | <b>6,703.7</b> | -             | -             | -           | -             | -             | -           | -             | -             | -           | -             | <b>8,379.6</b>             | -                 |

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.

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



**FY 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM**

Adopted March 9, 2017

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

| Project Title (All \$ x 1000)   | Phase      | Current Estimate | FY 2017 TOTAL   | 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 |
|---|------------|------------------|-----------------|-----------------|-----------------|----------------|-----------------|----------------|------------|-----------------|------------|------------|----------------|--------------|------------|----------------------|----------------|
| Shipley Street Bridge Rehabilitation  | C          | 7,629.5          | 3,000.0         | 629.5           | -               | 4,000.0        | -               | -              | -          | -               | -          | -          | -              | -            | -          | 4,629.5              | -              |
| Third Track Amtrak  | PE         | 285.9            | -               | -               | -               | -              | -               | -              | -          | -               | -          | -          | -              | -            | -          | -                    | -              |
|   | C          | 39,973.6         | 12,319.1        | 300.0           | 1,200.0         | -              | -               | -              | -          | -               | -          | -          | -              | -            | -          | 1,500.0              | -              |
| Northeast Corridor Improvements   | PE         | 2,698.8          | -               | -               | -               | -              | -               | -              | -          | -               | -          | -          | -              | -            | -          | -                    | -              |
| Yard to Ragan, Civil, Structural  | ROW        | 217.6            | 0.5             | -               | -               | -              | -               | -              | -          | -               | -          | -          | -              | -            | -          | -                    | -              |
|   | CE         | 2,740.5          | 424.0           | -               | -               | -              | -               | -              | -          | -               | -          | -          | -              | -            | -          | -                    | -              |
|   | C          | 7,368.8          | -               | -               | -               | -              | -               | -              | -          | -               | -          | -          | -              | -            | -          | -                    | -              |
|   | Utilities  | 2,243.2          | -               | -               | -               | -              | -               | -              | -          | -               | -          | -          | -              | -            | -          | -                    | -              |
|   | Contingenc | 4,840.1          | 2,560.5         | -               | -               | -              | -               | -              | -          | -               | -          | -          | -              | -            | -          | -                    | -              |
|   | Maintenanc | 680.0            | -               | -               | -               | -              | -               | -              | -          | -               | -          | -          | -              | -            | -          | -                    | -              |
|   | Rail Road  | 2,723.7          | -               | -               | -               | -              | -               | -              | -          | -               | -          | -          | -              | -            | -          | -                    | -              |
| Churchman's Crossing Fairplay Station Elevator                                | PE         | 132.7            | -               | -               | -               | -              | -               | -              | -          | -               | -          | -          | -              | -            | -          | -                    | -              |
|   | CE         | 102.0            | 86.2            | -               | -               | -              | -               | -              | -          | -               | -          | -          | -              | -            | -          | -                    | -              |
|   | C          | 1,191.5          | 1,141.5         | -               | -               | -              | -               | -              | -          | -               | -          | -          | -              | -            | -          | -                    | -              |
|   | Contingenc | 120.0            | 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         | 10,000.0         | 3,000.0         | 2,377.5         | -               | -              | 655.4           | 72.8           | -          | -               | -          | -          | -              | -            | -          | 3,105.8              | -              |
|   | Program    | 2,633.2          | -               | -               | -               | -              | -               | -              | -          | -               | -          | -          | -              | -            | -          | -                    | -              |
| Newark Regional Transportation Center, Parking Lot & Access Rd                | ROW        | 100.0            | 100.0           | -               | -               | -              | -               | -              | -          | -               | -          | -          | -              | -            | -          | -                    | -              |
|   | C          | 7,000.0          | 3,750.0         | 1,750.0         | 1,500.0         | -              | -               | -              | -          | -               | -          | -          | -              | -            | -          | 3,250.0              | -              |
|   | Contingenc | -                | -               | -               | -               | -              | -               | -              | -          | -               | -          | -          | -              | -            | -          | -                    | -              |
| Newark Regional Transportation Center, Station,Building & Track A Realignment | ROW        | -                | -               | -               | -               | -              | -               | -              | -          | -               | -          | -          | -              | -            | -          | -                    | -              |
|   | C          | 5,000.0          | -               | 2,260.0         | 1,940.0         | -              | 432.0           | 368.0          | -          | -               | -          | -          | -              | -            | -          | 5,000.0              | -              |
| Newark Regional Transportation Center, Platform and Pedestrian Bridge         | C          | 38,000.0         | -               | 2,320.0         | 7,680.0         | -              | 10,702.0        | 4,298.0        | -          | 13,000.0        | -          | -          | -              | -            | -          | 38,000.0             | -              |
| SEPTA New Payment Technology  | CE         | 144.0            | 144.0           | -               | -               | -              | -               | -              | -          | -               | -          | -          | -              | -            | -          | -                    | -              |
| Northeast Corridor Allocation Policy  | C          | 16,100.0         | 2,100.0         | 2,200.0         | -               | -              | 2,300.0         | -              | -          | 2,400.0         | -          | -          | 2,500.0        | -            | -          | 9,400.0              | 5,300.0        |
| <b>Total</b>  |            | <b>166,177.1</b> | <b>28,745.8</b> | <b>11,837.0</b> | <b>12,320.0</b> | <b>4,000.0</b> | <b>14,089.4</b> | <b>4,738.8</b> | <b>0.0</b> | <b>15,400.0</b> | <b>0.0</b> | <b>0.0</b> | <b>2,630.4</b> | <b>521.6</b> | <b>0.0</b> | <b>65,537.3</b>      | <b>5,900.0</b> |

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.

|                             |                          |
|-----------------------------|--------------------------|
| <b>County:</b>              | New Castle               |
| <b>Investment Area:</b>     | Core                     |
| <b>Municipality:</b>        |                          |
| <b>Funding Program:</b>     | Road System – Expressway |
| <b>Functional Category:</b> | Expansion                |
| <b>Year Initiated:</b>      | FY 2005                  |



**FY 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM**

Adopted March 9, 2017

**SR 1 (Continued)**

| Project Title (All \$ x 1000)            | Phase     | Current Estimate | FY 2017 TOTAL  | 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          | 500.0          | 200.0          | 800.0        | -          | 80.0        | 320.0        | -          | 100.0        | 400.0        | -          | -          | -        | -          | 1,900.0              | -              |
|  | ROW       | 2,000.0          | -              | 1,139.2        | -            | -          | -           | -            | -          | -            | -            | -          | -          | -        | -          | 1,139.2              | -              |
|  | C         | 200,000.0        | -              | -              | -            | -          | -           | -            | -          | -            | -            | -          | -          | -        | -          | -                    | -              |
| SR 72/SR 1 Diverging Diamond Interchange | PE        | 291.1            | -              | -              | -            | -          | -           | -            | -          | -            | -            | -          | -          | -        | -          | -                    | -              |
|  | ROW       | 600.0            | 10.0           | -              | -            | -          | -           | -            | -          | -            | -            | -          | -          | -        | -          | -                    | -              |
|  | CE        | 31.0             | 30.0           | -              | -            | -          | -           | -            | -          | -            | -            | -          | -          | -        | -          | -                    | -              |
|  | C         | 7,857.3          | 5,473.7        | -              | -            | -          | -           | -            | -          | -            | -            | -          | -          | -        | -          | -                    | -              |
|  | Traffic   | 421.0            | -              | -              | -            | -          | -           | -            | -          | -            | -            | -          | -          | -        | -          | -                    | -              |
|  | Utilities | 45.0             | 45.0           | -              | -            | -          | -           | -            | -          | -            | -            | -          | -          | -        | -          | -                    | -              |
| <b>Total</b>                             |           | <b>220,785.1</b> | <b>6,058.7</b> | <b>1,339.2</b> | <b>800.0</b> | <b>-</b>   | <b>80.0</b> | <b>320.0</b> | <b>-</b>   | <b>100.0</b> | <b>400.0</b> | <b>-</b>   | <b>-</b>   | <b>-</b> | <b>-</b>   | <b>3,039.2</b>       | <b>-</b>       |

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<br>(All \$ x 1000) | Phase | Current<br>Estimate | FY 2017<br>TOTAL | FY18<br>State | FY18<br>Fed  | FY18<br>Other | FY19<br>State | FY19<br>Fed  | FY19<br>Other | FY20<br>State | FY20<br>Fed    | FY20<br>Other | FY21<br>State | FY21<br>Fed    | FY21<br>Other | FY 2018 -<br>2021 TOTAL | FY 22-23<br>TOTAL |
|----------------------------------|-------|---------------------|------------------|---------------|--------------|---------------|---------------|--------------|---------------|---------------|----------------|---------------|---------------|----------------|---------------|-------------------------|-------------------|
| SR299, SR 1 to Catherine Street  | PE    | 700.0               | 50.0             | -             | 25.4         | -             | -             | -            | -             | -             | -              | -             | -             | -              | -             | 25.4                    | -                 |
|                                  | ROW   | 1,500.0             | 50.0             | 175.0         | 700.0        | -             | 115.0         | 460.0        | -             | -             | -              | -             | -             | -              | -             | 1,450.0                 | -                 |
|                                  | C     | 6,500.0             | -                | -             | -            | -             | -             | -            | -             | 700.0         | 2,800.0        | -             | 600.0         | 2,400.0        | -             | 6,500.0                 | -                 |
| <b>Total</b>                     |       | <b>8,700.0</b>      | <b>100.0</b>     | <b>175.0</b>  | <b>725.4</b> | -             | <b>115.0</b>  | <b>460.0</b> | -             | <b>700.0</b>  | <b>2,800.0</b> | -             | <b>600.0</b>  | <b>2,400.0</b> | -             | <b>7,975.4</b>          | -                 |

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 (All \$ x 1000)                              | Phase | Current Estimate | FY 2017 TOTAL  | 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          | -              | -          | 400.0          | -          | -          | 2,900.0        | -          | -              | -              | -          | -              | -              | -          | 3,300.0              | -              |
| SR 72, McCoy Road to SR 71                                 | PE    | 780.0            | 33.7           | -          | -              | -          | -          | -              | -          | -              | -              | -          | -              | -              | -          | -                    | -              |
|  | ROW   | 3,000.0          | 1,000.0        | -          | 1,000.0        | -          | -          | -              | -          | -              | -              | -          | -              | -              | -          | 1,000.0              | -              |
|  | C     | 12,761.2         | -              | -          | -              | -          | -          | -              | -          | 1,552.2        | 6,209.0        | -          | 1,000.0        | 4,000.0        | -          | 12,761.2             | -              |
| <b>Total</b>   |       | <b>19,841.2</b>  | <b>1,033.7</b> | -          | <b>1,400.0</b> | -          | -          | <b>2,900.0</b> | -          | <b>1,552.2</b> | <b>6,209.0</b> | -          | <b>1,000.0</b> | <b>4,000.0</b> | -          | <b>17,061.2</b>      | -              |

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<br>(All \$ x 1000)                        | Phase       | Current<br>Estimate | FY 2017<br>TOTAL | FY18<br>State | FY18<br>Fed | FY18<br>Other | FY19<br>State | FY19<br>Fed    | FY19<br>Other | FY20<br>State | FY20<br>Fed | FY20<br>Other | FY21<br>State | FY21<br>Fed | FY21<br>Other | FY 2018 -<br>2021 TOTAL | FY 22-23<br>TOTAL |
|---|-------------|---------------------|------------------|---------------|-------------|---------------|---------------|----------------|---------------|---------------|-------------|---------------|---------------|-------------|---------------|-------------------------|-------------------|
| Transit Vehicle Expansion (2)<br>45' OTR Buses NCC FY19 | Procurement | 1,693.2             | -                | -             | -           | -             | 338.6         | 1,354.5        | -             | -             | -           | -             | -             | -           | -             | 1,693.2                 | -                 |
| <b>Total</b>  |             | <b>1,693.2</b>      | <b>-</b>         | <b>-</b>      | <b>-</b>    | <b>-</b>      | <b>338.6</b>  | <b>1,354.5</b> | <b>-</b>      | <b>-</b>      | <b>-</b>    | <b>-</b>      | <b>-</b>      | <b>-</b>    | <b>-</b>      | <b>1,693.2</b>          | <b>-</b>          |

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<br>(All \$ x 1000)        | Phase           | Current<br>Estimate | FY 2017<br>TOTAL | FY18<br>State | FY18<br>Fed        | FY18<br>Other  | FY19<br>State | FY19<br>Fed       | FY19<br>Other   | FY20<br>State | FY20 Fed          | FY20<br>Other   | FY21<br>State | FY21 Fed        | FY21<br>Other | FY 2018 -<br>2021<br>TOTAL | FY 22-23<br>TOTAL |
|---|-----------------|---------------------|------------------|---------------|--------------------|----------------|---------------|-------------------|-----------------|---------------|-------------------|-----------------|---------------|-----------------|---------------|----------------------------|-------------------|
| US 301, GARVEE Debt Service             | Program Funding | 159,273.8           | 10,993.9         | -             | -                  | 10,988.8       | -             | -                 | 10,982.5        | -             | -                 | 10,988.3        | -             | -               | 10,974.4      | 43,934.0                   | 21,948.0          |
| US 301, Maryland State Line to SR 1     | PD              | 11,142.4            | -                | -             | -                  | -              | -             | -                 | -               | -             | -                 | -               | -             | -               | -             | -                          | -                 |
|   | PE              | 8,184.5             | 682.6            | -             | -                  | -              | -             | -                 | -               | -             | -                 | -               | -             | -               | -             | -                          | -                 |
|   | ROW             | 96,433.1            | 7,332.3          | -             | -                  | -              | -             | -                 | -               | -             | -                 | -               | -             | -               | -             | -                          | -                 |
|   | CE              | 58,246.4            | 19,037.0         | -             | -                  | 19,868.8       | -             | -                 | 6,779.3         | 4,252.0       | -                 | -               | 1,895.8       | -               | -             | 32,795.8                   | -                 |
|   | C               | 360,001.1           | 136,057.2        | -             | -                  | 129,080.5      | 1,858.2       | -                 | 19,308.0        | 25,748.3      | -                 | -               | -             | -               | -             | 175,995.0                  | -                 |
|   | Traffic         | 4,874.2             | 1,019.1          | -             | -                  | 3,469.5        | -             | -                 | 273.9           | 111.6         | -                 | -               | -             | -               | -             | 3,855.0                    | -                 |
|   | Utilities       | 4,218.5             | 2,026.3          | -             | -                  | 82.5           | -             | -                 | 16.7            | -             | -                 | -               | -             | -               | -             | 99.2                       | -                 |
|   | Contingency     | 38,947.7            | -                | -             | -                  | -              | -             | -                 | -               | 8,468.0       | -                 | -               | 30,479.7      | -               | -             | 38,947.7                   | -                 |
|   | Audit           | 65,382.5            | 956.1            | -             | -                  | -              | -             | -                 | -               | -             | -                 | -               | -             | -               | -             | -                          | -                 |
| SR 896 and Bethel Church Rd Interchange | PE              | 1,500.0             | -                | -             | -                  | -              | -             | -                 | -               | -             | -                 | -               | 500.0         | -               | -             | 500.0                      | 1,000.0           |
| <b>TOTAL</b>                            |                 | <b>808,204.2</b>    | <b>178,104.5</b> |               | <b>- 163,490.1</b> | <b>1,858.2</b> |               | <b>- 37,360.4</b> | <b>38,579.9</b> |               | <b>- 10,988.3</b> | <b>32,375.5</b> | <b>500.0</b>  | <b>10,974.4</b> |               | <b>296,126.7</b>           | <b>22,948.0</b>   |

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.