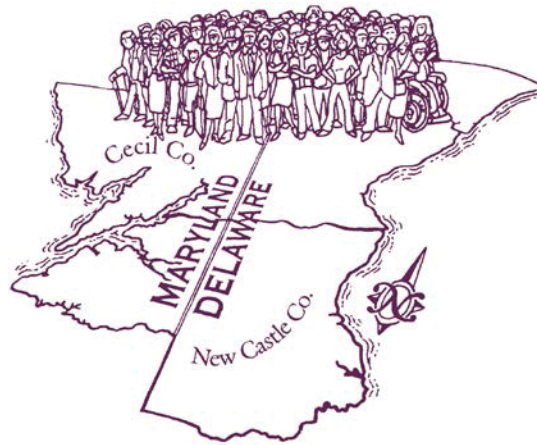


Transportation Improvement Program

Fiscal Years 2019-2022



WILMAPCO

Partners with you in transportation planning

Amended September 13, 2018

FY 2019-2022 Transportation Improvement Program (TIP)

Prepared by the staff of the
Wilmington Area Planning Council

850 Library Avenue, Suite 100
Newark, Delaware 19711
(302) 737-6205
www.wilmapco.org

Adopted 3/8/2018
Amended 9/13/28

CONTACT LIST

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

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

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Introduction

The **Wilmington Area Planning Council** (WILMAPCO) is the metropolitan planning organization (MPO) for New Castle County, DE and Cecil County, MD. It is designated by the governors of both states to plan for, coordinate, and program the many transportation investments in the region. Under federal law and regulation, all plans and programs that involve federal funds or are of regional significance must be reviewed and approved through WILMAPCO. This document, the **Fiscal Year (FY) 2019-2022 Transportation Improvement Program** (TIP), provides a listing of all the transportation projects that will be funded in our region over the next four years.

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

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

TIP Terms

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

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

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

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

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





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

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

WILMAPCO develops its TIP annually by receiving submissions from its member agencies: DelDOT, MDOT, municipalities, and county officials. The projects are ranked according to how well they reflect the strategies in our long-range plan. The public is kept involved and informed throughout the process. WILMAPCO held a workshop on February 26, 2018 to receive public comments regarding the proposed program, and again during on date to be determined in August 2018 for proposed amendments. WILMAPCO participated in MDOT's annual Tour meeting in October to review the slate of new projects with members of the public and elected officials. After the public hearings, WILMAPCO presented the TIP to its Technical Advisory Committee (TAC) and Public Advisory Committee (PAC) for their recommendation and, finally, to the Council. The WILMAPCO Council voted to adopt the FY 2019-2022 TIP on March 8, 2018. The TIP will now become part of Delaware and Maryland's Statewide Transportation Improvement Program to be presented to the Governors and Legislators of each state.




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

Developing the FY 2019-2022 Transportation Improvement Program Process and Schedule – Summary

2017	January-March	 Staff meets upon request with local government and community groups to discuss transportation needs.
	April-May	<ul style="list-style-type: none"> • Staff develops technical score based upon adopted prioritization criteria • TAC proposes project prioritization • Air Quality Subcommittee reviews project list Council reviews community and committee comments and votes on proposed ranking • Ranked project listing to submitted DelDOT
2018	August	 Joint public workshop with DelDOT and the Council on Transportation
	January-March	 TIP (& Air Quality Conformity is revised) released for public comment January 22-February 28 (including local government/public outreach). <ul style="list-style-type: none"> • Revise TIP based on public comments • PAC (2/12)/TAC (2/15) recommendation for adoption  TIP Public Workshop – February 26. 4 -7 p.m. • Council adoption of TIP (March 8)

Amending the TIP – Summary

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

July-September 2018	 TIP & Air Quality Conformity released for public comment July–September
	<ul style="list-style-type: none"> • Revise TIP based on public comments • TAC (Aug. 16) /PAC (Aug. 13) recommendation for adoption  TIP Public Meeting (Sept 5) • Council adoption of TIP as amended (Sept. 13)
Amendments as needed	 Public comment period extending at least 30 days will be scheduled with amendments as needed.

 Indicates best opportunities for public comment

Public Participation Process

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

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

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

When and How the Public Gets Involved

August

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

January - March

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

Ongoing

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



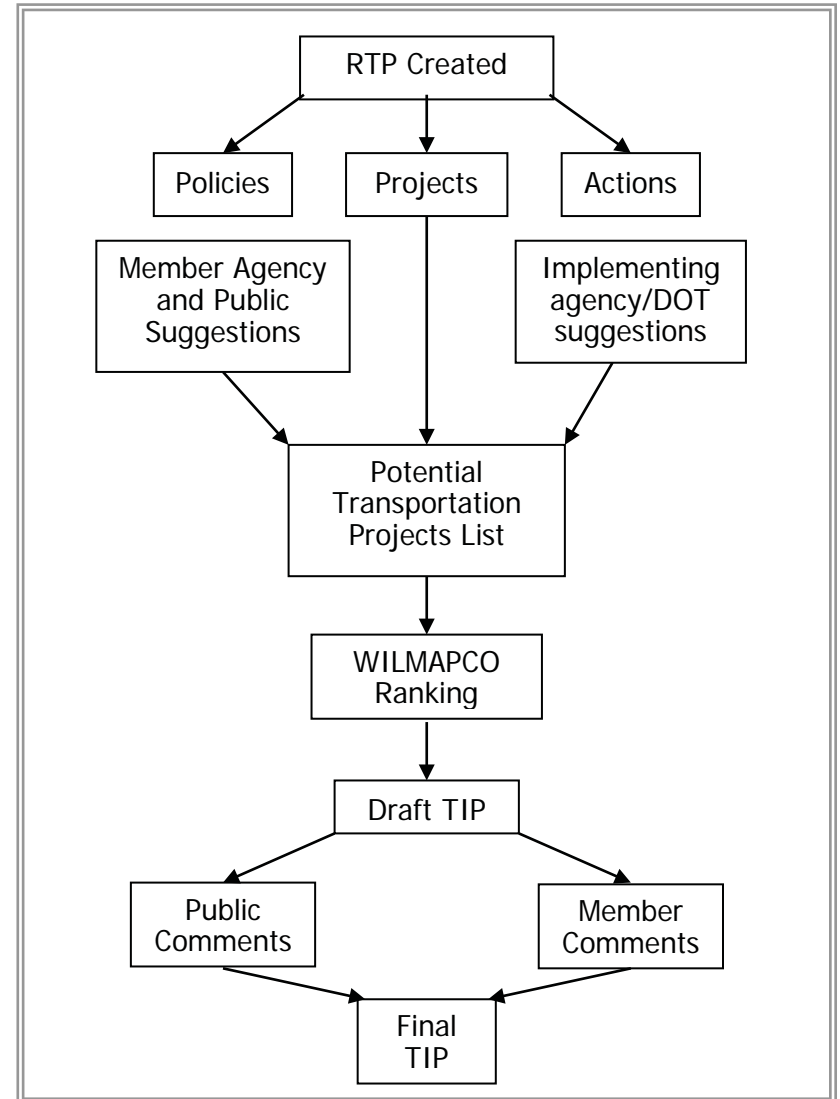
The TIP Process

How It Works

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

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

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



How It's Organized

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

Projects within each element are arranged by the following categories:

- System Preservation
- System Management
- System Expansion

Following the project information are the Appendices which contain a glossary, information about WILMAPCO, and details on the analysis undertaken to ensure the TIP meets federal regulations. The final section provides an alphabetical listing of all the projects listed in the FY 2019-2022 TIP.

TIP Terms

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

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

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

Performance Based Planning and the TIP

Performance based planning and programming (PBPP) is an emphasis of the FAST Act, which includes seven performance goals and eighteen performance measures promoted through the TIP. FAST Act requires MPOs to establish and use a performance-based approach to transportation decision making and development of transportation plans. FAST Act also requires that the TIP include a description of its anticipated effect toward achieving the established performance targets, linking investment priorities to those performance targets. WILMAPCO is working to establish performance targets that address the FAST Act surface transportation performance measures in coordination with DelDOT and MDOT and through our RTP update process. For more information on the development of the FHWA's Transportation Performance Measurement (TPM) policy, please visit www.fhwa.dot.gov/tpm.

WILMAPCO's TIP links performance-based planning with project implementation. Details on performance measures can be found in **Appendix H**.

Goal area	National goal and performance targets	Promoted through the TIP
WILMAPCO Goal: Improve Quality of Life		
Safety	To achieve a significant reduction in traffic fatalities and serious injuries on all public roads Performance Measures: <ul style="list-style-type: none"> • Number of fatalities / fatalities per million vehicle miles traveled • Number of serious injuries / serious injuries per million vehicle miles traveled • Number of non-motorized fatalities and non-motorized serious injuries 	Safety, along with preservation of existing infrastructure, is a top funding priority for the TIP. The TIP promotes projects to fund safety areas identified through the Delaware and Maryland Strategic Highway Safety Plans as well as through the ongoing analysis of crash frequencies and rates to identify and address high crash locations.
Environmental sustainability	To enhance the performance of the transportation system while protecting and enhancing the natural environment Performance Measure: <ul style="list-style-type: none"> • Emissions Measure: Total Emission Reductions (On-Road Mobile Sources) 	Air Quality is one of the nine criteria used for prioritizing projects for inclusion in the TIP. Appendix C contains the Air Quality Conformity Analysis performed on the TIP. This analysis measures the anticipated air pollution emissions from regional transportation and the anticipated impact on the TIP toward achieving our air quality goals. Other measures are tracked by DelDOT and MDOT with funding for analysis and mitigation funded through the TIP proper maintenance of stormwater discharge systems, wetland mitigation monitoring, and environmental impact analysis and mitigation for individual projects as needed. WILMAPCO's annual project prioritization also suggests projects for CMAQ funding based on anticipated emission reduction.
WILMAPCO Goal: Efficiently Transport People		
Infrastructure condition	To maintain the highway infrastructure asset system in a state of good repair Performance Measures: <ul style="list-style-type: none"> • Percentage of pavements of the Interstate System and Non-Interstate NHS in: <ul style="list-style-type: none"> ○ Good condition ○ Poor condition • Percentage of NHS bridges classified as in: <ul style="list-style-type: none"> ○ Good condition ○ Poor condition 	System preservation, along with safety, is a top funding priority for the TIP. Maryland and Delaware assess infrastructure through their Bridge Management System and Pavement Management System to monitor conditions and identify needed preservation early, rather than later when maintenance may be more costly.

Goal area	National goal and performance targets	Promoted through the TIP
Congestion reduction	To achieve a significant reduction in congestion on the National Highway System Performance Measures: <ul style="list-style-type: none"> Peak Hour Excessive Delay(PHED) Measure: Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita Non-Single Occupancy Vehicle Travel (SOV) Measure: Percent of Non-Single Occupancy Vehicle (SOV) Travel 	The WILMAPCO Congestion Management System collects and analyzes data to identify the most congested locations and identify cost effective measures to address the congestion for inclusion in the TIP. WILMAPCO's Complete Streets policy promotes the inclusion of appropriate pedestrian, bicycle and transit improvements into roadway projects to promote travel by non-SOV modes.
System reliability	To improve the efficiency of the surface transportation system Performance Measures: <ul style="list-style-type: none"> Interstate Travel Time Reliability Measure: Percent of person-miles traveled on the Interstate that are reliable Non-Interstate Travel Time Reliability Measure: Percent of person-miles traveled on the non-Interstate NHS that are reliable 	Projects fund efficiency improvements using intelligent transportation system technologies along priority corridors. Maryland's CHART program and Delaware's DelTRAC program provide data collections and real time monitoring of priority corridors.
Reduced project delivery delays	To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices	Every Day Counts program seeks to speed project completion through a variety of means including expedited contractor procurement, design-build projects, and innovative construction methods and paving materials.
WILMAPCO Goal: Support Economic Growth Activity and Good Movement		
Freight movement and economic vitality	To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development Performance Measure: <ul style="list-style-type: none"> Freight Reliability: Truck Travel Time Reliability (TTTR) Index along the Interstate System 	Regional freight planning has identified bottleneck locations along key corridors. Bottlenecks are a factor in the WILMAPCO project prioritization process.

The WILMAPCO Regional Progress Report measures progress towards achieving the RTP. Key quantitative performance measures track:

- o Regional commuting statistics
- o Projected housing and employment growth, by (TIA)
- o Projected daily Vehicle Miles Traveled (VMT) per household
- o TIP funding by transportation mode
- o Road injuries and fatalities – rate per VMT and raw total
- o Raw total pedestrian and bicycle crashes, injuries, and fatalities
- o Projected transportation emissions
- o Household expenditures on transportation and gasoline
- o Median transportation costs expended by regional households
- o Historic TIP spending within Environmental Justice (EJ) areas
- o TIP Expansion projects within rural and sensitive natural areas
- o Status of the East Coast Greenway
- o EZ-Pass Use
- o Bus commutes of more than 30 min.
- o On-time bus performance
- o TIP funding by funding category (preservation, management, expansion)
- o Funding dedicated to municipal street aide
- o Data on bridge and highway conditions
- o Usage of park and ride/pool parking lots
- o TIP spending by TIA
- o Percentage of population and jobs within walking distance to a bus stop
- o Public bus ridership trends
- o Alternative transportation TIP projects within high, moderate, and low priority pedestrian areas
- o WILMAPCO newsletter readership, overall and within EJ areas
- o WILMAPCO website views, e-newsletter subscribers, and Facebook followers
- o Percentage of the population familiar with WILMAPCO
- o Success of meeting outreach goals within sub-regional plans matrix
- o Racial and ethnic minority representation on the Public Advisory Committee (PAC)
- o Demographic projections and TIP spending within TIAs
- o Analysis of WILMAPCO project prioritization technical score versus project status in the TIP
- o Analysis of the implementation status of WILMAPCO sub-regional plans
- o TIP management and expansion projects in CMS corridors
- o TIP management and expansion in freight bottlenecks
- o Status of major interregional projects and studies
- o Average annual VMT by household
- o Presence of operational electric vehicle charging stations
- o Funded TIP project potentially challenged by sea level rise

Project Prioritization Process

How Projects Are Prioritized

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

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

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

Factors used to rank TIP projects:

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

Prioritization Process

Provides a quantitative method to compare projects

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

STEP 1: Apply screening criteria	STEP 2: Technical score	STEP 3: TAC review	STEP 4: Council ranks submissions
<ul style="list-style-type: none"> • Projects reviewed for consistency with RTP and local, county and state transportation plans and land use plans • If not consistent, it will not be ranked or the RTP must be amended 	<ul style="list-style-type: none"> • Staff calculates a score for each project based on the goals and objectives of the RTP • Criteria are designed to be objective measures using data available to WILMAPCO 	<ul style="list-style-type: none"> • Technical Advisory Committee (TAC) reviews technical scoring for accuracy and prepares comments for Council consideration 	<ul style="list-style-type: none"> • Council considers: <ul style="list-style-type: none"> ○ Technical score ○ TAC comments ○ Cost effectiveness ○ Urgency of Project ○ Other considerations

Goals and Criteria:

GOAL: IMPROVE QUALITY OF LIFE

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

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

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

GOAL: EFFICIENTLY TRANSPORT PEOPLE

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

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

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

GOAL: SUPPORT SUSTAINABLE ECONOMIC DEVELOPMENT AND GOODS MOVEMENT

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

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

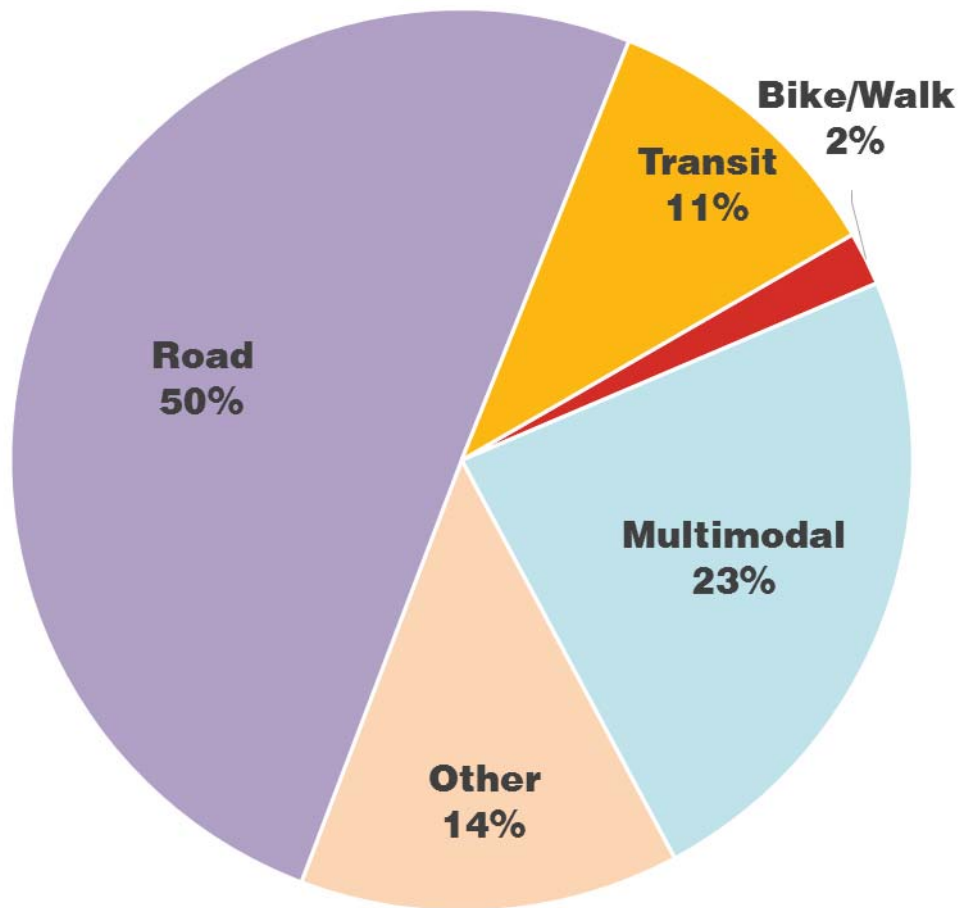
FUNDING CONTRIBUTION: Local and/or private commitment demonstrated by funding contribution.

TIP Summary Tables

FUNDING BY MODE	TOTAL FY 2019-22	PERCENT	TOTAL FY 2023-24
Bike/Ped	46,520	2%	20,514
Multimodal	570,970	24%	184,473
Other	329,428	14%	145,080
Road	1,216,805	50%	426,393
Transit	257,024	11%	36,404
Total (\$s x 1,000)	2,420,748	100%	812,865

FUNDING BY CATEGORY	TOTAL FY 2019-22	PERCENT	TOTAL FY 2023-24
Preservation	1,213,592	50%	445,704
Other	183,518	8%	89,673
Management	660,744	27%	222,854
Expansion	362,894	15%	54,635
Total (\$s x 1,000)	2,420,748	100%	812,865

TIP Funding by Mode



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

PROJECT TITLE (All \$ x 1,000)	MODE	FY 19-22 TOTAL	TOTAL FY 2023-24
Bicycle and Pedestrian Improvements	Bike/Pedestrian	26,562.5	8,000.0
Claymont Sidewalks: Manor and Myrtle Aves	Bike/Pedestrian	5.0	-
New Castle to Wilmington Industrial Track Greenway, Phase III	Bike/Pedestrian	3,723.8	-
Recreational Trails	Bike/Pedestrian	6,310.5	2,264.2
US 13: US 40 to Memorial Drive Pedestrian Improvements	Bike/Pedestrian	9,917.9	10,250.0
Bike/Pedestrian Total		46,519.6	20,514.2
Areawide Urban Street Reconstruction	Multimodal	1,400.0	-
Boyd's Corner Rd: Cedar Lane to US 13 (S. NCC Imp)	Multimodal	6,675.0	9,975.0
Christina River Bridge and Approaches	Multimodal	49,411.5	-
Community Transportation Fund/CTF Subdivision Paving Pilot	Multimodal	80,370.0	35,360.0
Denny Road and Lexington Parkway Intersection Improvements	Multimodal	200.0	50.0
Elkton Road: Maryland State Line to Casho Mill Rd	Multimodal	34,301.0	-
Garasches Lane	Multimodal	5,149.0	-
Highway Safety Improvement Program, NCC	Multimodal	32,809.6	-
HSIP NCC, N54, Howell School Road, SR 896 to SR 71	Multimodal	1,453.2	-
HSIP NCC, SR 273, Appleby Road to Airport Road	Multimodal	10,786.4	-
Jamison Corner Rd Relocated at Boyd's Corner Rd	Multimodal	3,225.7	-
Little Baltimore Road Drainage Improvements	Multimodal	2,585.6	-
MD 222 Bridge over Rock Run	Multimodal	38.0	-
MD 272 Bridge over Amtrak	Multimodal	1,661.0	-
Municipal Street Aid	Multimodal	24,000.0	12,000.0
N412, Lorewood Grove Road: Rd 412A to SR 1	Multimodal	4,112.3	6,000.0
Old Capitol Trail, Newport Road to Stanton Road	Multimodal	450.0	800.0
Possum Park Road and Old Possum Park Road Intersection	Multimodal	1,650.0	-
Road A/SR 7 (Road, Bridge and Mall Connector Study)	Multimodal	11,047.3	-
Shallcross Lake Road Relocated, Graylag Rd to Boyd's Corner Rd	Multimodal	1,500.0	-
SR 2 / Red Mill Road Intersection	Multimodal	9,025.0	-
SR 273 / Chapman Road Intersection Improvements	Multimodal	2,332.0	7,000.0
SR 299, SR 1 to Catherine Street	Multimodal	25,469.7	-
SR 4, Christina Parkway: SR 2 to SR 896	Multimodal	502.0	15,000.0
SR 7: Newtown Road to SR 273	Multimodal	142.2	-
SR 72: McCoy Road to SR 71	Multimodal	18,129.3	-
SR141: I-95 Interchange to Jay Drive	Multimodal	63,815.2	-

FY 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM

Amended September 13, 2018

PROJECT TITLE (All \$ x 1,000)	MODE	FY 19-22 TOTAL	TOTAL FY 2023-24
SR4, Harmony Road Intersection Improvements	Multimodal	400.0	700.0
SR4, Ogletown Stanton Rd/SR 7, Christina Stanton Rd Phase I, Stanton Split	Multimodal	400.0	650.0
SR9, New Castle Ave, Landers Lane to A Street	Multimodal	-	1,950.0
Traffic Calming	Multimodal	800.0	400.0
Transportation Alternatives Program	Multimodal	25,982.8	10,328.0
Transportation Enhancements/Alternatives Program - Cecil County	Multimodal	1,017.9	-
Transportation Facilities, Statewide	Multimodal	60,537.7	16,500.0
Transportation Management (inc. rideshare and signals)	Multimodal	39,871.1	17,010.0
US 40 / SR 72 Intersection	Multimodal	16,956.2	-
US 40 and SR 896 Grade Separated Intersection	Multimodal	6,693.6	30,500.0
US 40: Salem Church Road to Walther Road	Multimodal	9,500.0	9,000.0
US13, Duck Creek to SR1	Multimodal	2,190.0	-
Wilmington Initiatives, King and Orange Streets: MLK Blvd to 13th St	Multimodal	5,335.0	-
Wilmington Initiatives: 4th St., Walnut St. to I-95	Multimodal	1,250.0	1,750.0
Wilmington Initiatives: Walnut St., MLK to 13th St	Multimodal	2,500.0	9,500.0
Wilmington Initiatives: Walnut Street: Front Street to 3rd Street	Multimodal	3,621.9	-
Wilmington Riverfront Program (Justison Landing, Development, Rail Relocation, Parking)	Multimodal	1,250.0	-
Wilmington Signal Improvements, Phase II	Multimodal	422.6	-
Multimodal Total		570,970.0	184,473.0
Aeronautics, Statewide	Other	1,915.0	980.0
Areawide Environmental Projects	Other	12,480.0	-
Dam Preservation Program	Other	12,324.3	5,400.0
Engineering & Contingency/Education & Training	Other	124,330.0	61,390.0
Environmental Program	Other	2,252.0	1,126.0
Equipment	Other	46,700.0	20,000.0
Planning	Other	56,936.3	27,157.4
Statewide Rail Preservation	Other	1,243.8	600.0
Technology	Other	71,247.0	28,426.8
Other Total		329,428.4	145,080.1
Areawide Bridge Replacement and Rehabilitation	Road	13,240.0	-
Areawide Congestion Management	Road	4,700.0	-

FY 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM

Amended September 13, 2018

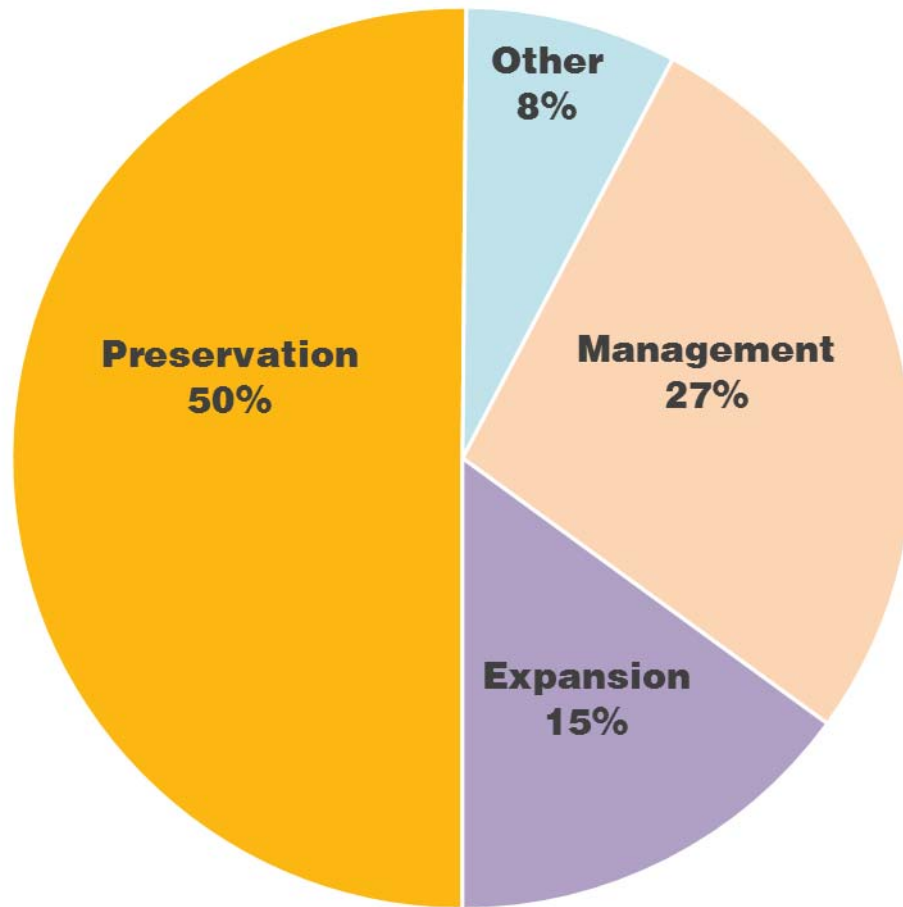
PROJECT TITLE (All \$ x 1,000)	MODE	FY 19-22 TOTAL	TOTAL FY 2023-24
Areawide Resurfacing and Rehabilitation	Road	27,950.0	-
Areawide Safety and Spot Improvements	Road	20,040.0	-
Bridge Management/Inspection	Road	50,050.0	22,001.4
Bridge Preservation / Bridge Painting	Road	219,686.0	105,410.0
Bridge Structure Rehabilitation / Painting	Road	1,138.6	-
Cedar Lane: Marl Pit to Boyds Corner Rd & Marl Pit Int. (S. NCC Imp)	Road	7,065.0	8,500.0
Corridor Capacity Preservation	Road	4,000.0	2,000.0
I-295 Improvements, Westbound from I-295 to US 13	Road	5,000.0	-
I-295 Northbound from SR141 to US 13	Road	-	1,100.0
I-95 & SR 896 Interchange Improvements	Road	7,002.3	250.0
Industrial Streets	Road	-	-
Intersection Improvements	Road	31,865.0	15,200.0
Interstate Maintenance	Road	4,228.4	-
Materials & Minor Contracts	Road	43,507.6	16,000.0
MD 273 Bridge over Big Elk Creek	Road	7,335.0	-
Otts Chapel Road and Welsh Track Road Intersection	Road	-	25.0
Painting of Cecil County Bridges	Road	780.0	-
Paving & Rehabilitation	Road	314,798.8	160,000.0
Rail Crossing Safety and Rideability	Road	14,101.5	2,922.2
Rehabilitation of I-95 from I-495 to North of Brandywine River Bridge inc Adv Mitigation	Road	174,716.4	25,000.0
Safety Improve (Hazard Elim/High Risk Rural Rd/Sect 154/Fut Saf Prog)	Road	36,451.6	20,395.9
Signage & Pavement Markings	Road	26,903.1	13,429.0
Slope Stabilization	Road	10,500.0	5,000.0
SR 1 Median Barrier Replacement	Road	-	-
SR 1 Widening: Roth Bridge to SR 273	Road	4,471.5	6,000.0
SR 141/I-95 Interchange - Ramps	Road	10,417.1	-
SR 896 and Bethel Church Rd Interchange	Road	516.9	1,250.0
SR 9, River Road Flood Remediation	Road	1,200.0	-
US 301: Maryland Line to SR 1 and GARVEE Debt Service	Road	175,140.7	21,909.6
Road Total		1,216,805.4	426,393.2
Christiana Mall Park and Ride/NCC Transit Center	Transit	4,250.0	-
City of Wilmington Bus Stop Beautification	Transit	288.7	-

FY 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM

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PROJECT TITLE (All \$ x 1,000)	MODE	FY 19-22 TOTAL	TOTAL FY 2023-24
Claymont Station/Claymont Regional Transportation Center	Transit	50,546.1	-
Fairplay Station (Churchmans Xing) Elevator	Transit	-	-
Fairplay Station Churchman's Crossing Parking Expansion	Transit	1,252.0	-
MARC Maintenance Facility	Transit	-	-
Middletown Park and Ride	Transit	3,050.0	-
Newark Train Station/Regional Transportation Center	Transit	61,453.3	-
Rural Transit - Operating Assistance	Transit	2,624.0	-
SEPTA New Payment Technology (NPT)	Transit	93.8	-
Small Urban Transit - Capital Assistance (Section 5310)	Transit	270.0	-
Small Urban Transit - Operating/Capital Assistance (5307)	Transit	4,164.0	-
Susquehanna River Rail Bridge	Transit	500.0	-
Third Track Rail Expansion (NE Corridor Imp., Shipley St BR)	Transit	18,864.7	5,400.0
Transit (Fixed Route) Vehicle Replacement and Refurbishment, NCC	Transit	24,566.3	114.1
Transit (Paratransit) Vehicle Replacement and Refurbishment, NCC	Transit	13,823.5	7,532.6
Transit (UD Autonomous Shuttles) Vehicle Expansion	Transit	500.0	-
Transit Facilities, New Castle County	Transit	5,225.9	150.0
Transit Facilities, Statewide	Transit	11,073.4	3,780.0
Transit Preventive Maintenance, NCC	Transit	26,000.0	13,000.0
Transit Vehicles Replace & Refurbish, Statewide	Transit	17,779.8	6,427.8
Wilmington Transit Center/ Christiana Crescent Elevators	Transit	10,625.5	-
Wilmington UST Replacement - State of Good Repair	Transit	73.1	-
Transit Total		257,024.2	36,404.5
Grand Total		2,420,747.6	812,865.0

TIP Funding by WILMAPCO Category



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

PROJECT TITLE**(All \$ x 1,000)****WILMAPCO CATEGORY****FY 19-22 TOTAL****TOTAL FY 2023-24**

Areawide Bridge Replacement and Rehabilitation	Preservation	13,240.0	-
Areawide Environmental Projects	Preservation	12,480.0	-
Areawide Resurfacing and Rehabilitation	Preservation	27,950.0	-
Areawide Safety and Spot Improvements	Preservation	20,040.0	-
Areawide Urban Street Reconstruction	Preservation	1,400.0	-
Bridge Preservation / Bridge Painting	Preservation	219,686.0	105,410.0
Bridge Structure Rehabilitation / Painting	Preservation	1,138.6	-
City of Wilmington Bus Stop Beautification	Preservation	288.7	-
Community Transportation Fund/CTF Subdivision			
Paving Pilot	Preservation	80,370.0	35,360.0
Dam Preservation Program	Preservation	12,324.3	5,400.0
Equipment	Preservation	46,700.0	20,000.0
Industrial Streets	Preservation	-	-
Interstate Maintenance	Preservation	4,228.4	-
Little Baltimore Road Drainage Improvements	Preservation	2,585.6	-
Materials & Minor Contracts	Preservation	43,507.6	16,000.0
MD 222 Bridge over Rock Run	Preservation	38.0	-
MD 273 Bridge over Big Elk Creek	Preservation	7,335.0	-
Municipal Street Aid	Preservation	24,000.0	12,000.0
Painting of Cecil County Bridges	Preservation	780.0	-
Paving & Rehabilitation	Preservation	314,798.8	160,000.0
Rehabilitation of I-95 from I-495 to North of			
Brandywine River Bridge inc Adv Mitigation	Preservation	174,716.4	25,000.0
Rural Transit - Operating Assistance	Preservation	2,624.0	-
Signage & Pavement Markings	Preservation	26,903.1	13,429.0
Slope Stabilization	Preservation	10,500.0	5,000.0
Small Urban Transit - Capital Assistance (Section 5310)	Preservation	270.0	-
Small Urban Transit - Operating/Capital Assistance			
(5307)	Preservation	4,164.0	-
SR 1 Median Barrier Replacement	Preservation	-	-
SR 9, River Road Flood Remediation	Preservation	1,200.0	-
Statewide Rail Preservation	Preservation	1,243.8	600.0

PROJECT TITLE**(All \$ x 1,000)****WILMAPCO CATEGORY****FY 19-22 TOTAL****TOTAL FY 2023-24**

Transit (Fixed Route) Vehicle Replacement and Refurbishment, NCC	Preservation	24,566.3	114.1
Transit (Paratransit) Vehicle Replacement and Refurbishment, NCC	Preservation	13,823.5	7,532.6
Transit Facilities, New Castle County	Preservation	5,225.9	150.0
Transit Facilities, Statewide	Preservation	11,073.4	3,780.0
Transit Preventive Maintenance, NCC	Preservation	26,000.0	13,000.0
Transit Vehicles Replace & Refurbish, Statewide	Preservation	17,779.8	6,427.8
Transportation Facilities, Statewide	Preservation	60,537.7	16,500.0
Wilmington UST Replacement - State of Good Repair	Preservation	73.1	-
Preservation Total		1,213,592.2	445,703.5
Engineering & Contingency/Education & Training	Other	124,330.0	61,390.0
Environmental Program	Other	2,252.0	1,126.0
Planning	Other	56,936.3	27,157.4
Other Total		183,518.3	89,673.4
Aeronautics, Statewide	Management	1,915.0	980.0
Areawide Congestion Management	Management	4,700.0	-
Bicycle and Pedestrian Improvements	Management	26,562.5	8,000.0
Bridge Management/Inspection	Management	50,050.0	22,001.4
Cedar Lane: Marl Pit to Boyds Corner Rd & Marl Pit Int. (S. NCC Imp)	Management	7,065.0	8,500.0
Christiana Mall Park and Ride/NCC Transit Center	Management	4,250.0	-
Claymont Sidewalks: Manor and Myrtle Aves	Management	5.0	-
Claymont Station/Claymont Regional Transportation Center	Management	50,546.1	-
Corridor Capacity Preservation	Management	4,000.0	2,000.0
Denny Road and Lexington Parkway Intersection Improvements	Management	200.0	50.0
Fairplay Station (Churchmans Xing) Elevator	Management	-	-
Fairplay Station Churchman's Crossing Parking Expansion	Management	1,252.0	-
Garasches Lane	Management	5,149.0	-
Highway Safety Improvement Program, NCC	Management	32,809.6	-

PROJECT TITLE**(All \$ x 1,000)****WILMAPCO CATEGORY****FY 19-22 TOTAL****TOTAL FY 2023-24**

HSIP NCC, N54, Howell School Road, SR 896 to SR 71	Management	1,453.2	-
HSIP NCC, SR 273, Appleby Road to Airport Road	Management	10,786.4	-
I-95 & SR 896 Interchange Improvements	Management	7,002.3	250.0
Intersection Improvements	Management	31,865.0	15,200.0
Jamison Corner Rd Relocated at Boyds Corner Rd	Management	3,225.7	-
MD 272 Bridge over Amtrak	Management	1,661.0	-
Middletown Park and Ride	Management	3,050.0	-
N412, Lorewood Grove Road: Rd 412A to SR 1	Management	4,112.3	6,000.0
Newark Train Station/Regional Transportation Center	Management	61,453.3	-
Old Capitol Trail, Newport Road to Stanton Road	Management	450.0	800.0
Otts Chapel Road and Welsh Track Road Intersection	Management	-	25.0
Possum Park Road and Old Possum Park Road Intersection	Management	1,650.0	-
Rail Crossing Safety and Rideability	Management	14,101.5	2,922.2
Recreational Trails	Management	6,310.5	2,264.2
Safety Improve (Hazard Elim/High Risk Rural Rd/Sect 154/Fut Saf Prog)	Management	36,451.6	20,395.9
SEPTA New Payment Technology (NPT)	Management	93.8	-
Shallcross Lake Road Relocated, Graylag Rd to Boyds Corner Rd	Management	1,500.0	-
SR 141/I-95 Interchange - Ramps	Management	10,417.1	-
SR 2 / Red Mill Road Intersection	Management	9,025.0	-
SR 273 / Chapman Road Intersection Improvements	Management	2,332.0	7,000.0
SR 4, Christina Parkway: SR 2 to SR 896	Management	502.0	15,000.0
SR141: I-95 Interchange to Jay Drive	Management	63,815.2	-
SR4, Harmony Road Intersection Improvements	Management	400.0	700.0
SR4, Ogletown Stanton Rd/SR 7, Christina Stanton Rd Phase I, Stanton Split	Management	400.0	650.0
SR9, New Castle Ave, Landers Lane to A Street	Management	-	1,950.0
Susquehanna River Rail Bridge	Management	500.0	-
Technology	Management	71,247.0	28,426.8
Traffic Calming	Management	800.0	400.0
Transportation Alternatives Program	Management	25,982.8	10,328.0

FY 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM

Amended September 13, 2018

PROJECT TITLE

(All \$ x 1,000)

WILMAPCO CATEGORY

FY 19-22 TOTAL

TOTAL FY 2023-24

Transportation Enhancements/Alternatives Program - Cecil County	Management	1,017.9	-
Transportation Management (inc. rideshare and signals)	Management	39,871.1	17,010.0
US 13: US 40 to Memorial Drive Pedestrian Improvements	Management	9,917.9	10,250.0
US 40 / SR 72 Intersection	Management	16,956.2	-
US 40 and SR 896 Grade Separated Intersection	Management	6,693.6	30,500.0
US13, Duck Creek to SR1	Management	2,190.0	-
Wilmington Initiatives, King and Orange Streets: MLK Blvd to 13th St	Management	5,335.0	-
Wilmington Initiatives: 4th St., Walnut St. to I-95	Management	1,250.0	1,750.0
Wilmington Initiatives: Walnut St., MLK to 13th St	Management	2,500.0	9,500.0
Wilmington Initiatives: Walnut Street: Front Street to 3rd Street	Management	3,621.9	-
Wilmington Riverfront Program (Justison Landing, Development, Rail Relocation, Parking)	Management	1,250.0	-
Wilmington Signal Improvements, Phase II	Management	422.6	-
Wilmington Transit Center/ Christiana Crescent Elevators	Management	10,625.5	-
Management Total		660,743.6	222,853.5
Boyd's Corner Rd: Cedar Lane to US 13 (S. NCC Imp)	Expansion	6,675.0	9,975.0
Christina River Bridge and Approaches	Expansion	49,411.5	-
Elkton Road: Maryland State Line to Casho Mill Rd	Expansion	34,301.0	-
I-295 Improvements, Westbound from I-295 to US 13	Expansion	5,000.0	-
I-295 Northbound from SR141 to US 13	Expansion	-	1,100.0
MARC Maintenance Facility	Expansion	-	-
New Castle to Wilmington Industrial Track Greenway, Phase III	Expansion	3,723.8	-
Road A/SR 7 (Road, Bridge and Mall Connector Study)	Expansion	11,047.3	-
SR 1 Widening: Roth Bridge to SR 273	Expansion	4,471.5	6,000.0
SR 299, SR 1 to Catherine Street	Expansion	25,469.7	-
SR 7: Newtown Road to SR 273	Expansion	142.2	-
SR 72: McCoy Road to SR 71	Expansion	18,129.3	-

FY 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM

Amended September 13, 2018

PROJECT TITLE

(All \$ x 1,000)

	WILMAPCO CATEGORY	FY 19-22 TOTAL	TOTAL FY 2023-24
SR 896 and Bethel Church Rd Interchange	Expansion	516.9	1,250.0
Third Track Rail Expansion (NE Corridor Imp., Shipley St BR)	Expansion	18,864.7	5,400.0
Transit (UD Autonomous Shuttles) Vehicle Expansion	Expansion	500.0	-
US 301: Maryland Line to SR 1 and GARVEE Debt Service	Expansion	175,140.7	21,909.6
US 40: Salem Church Road to Walther Road	Expansion	9,500.0	9,000.0
Expansion Total		362,893.6	54,634.6
Grand Total		2,420,747.6	812,865.0

Integrating the Congestion Management System

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

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

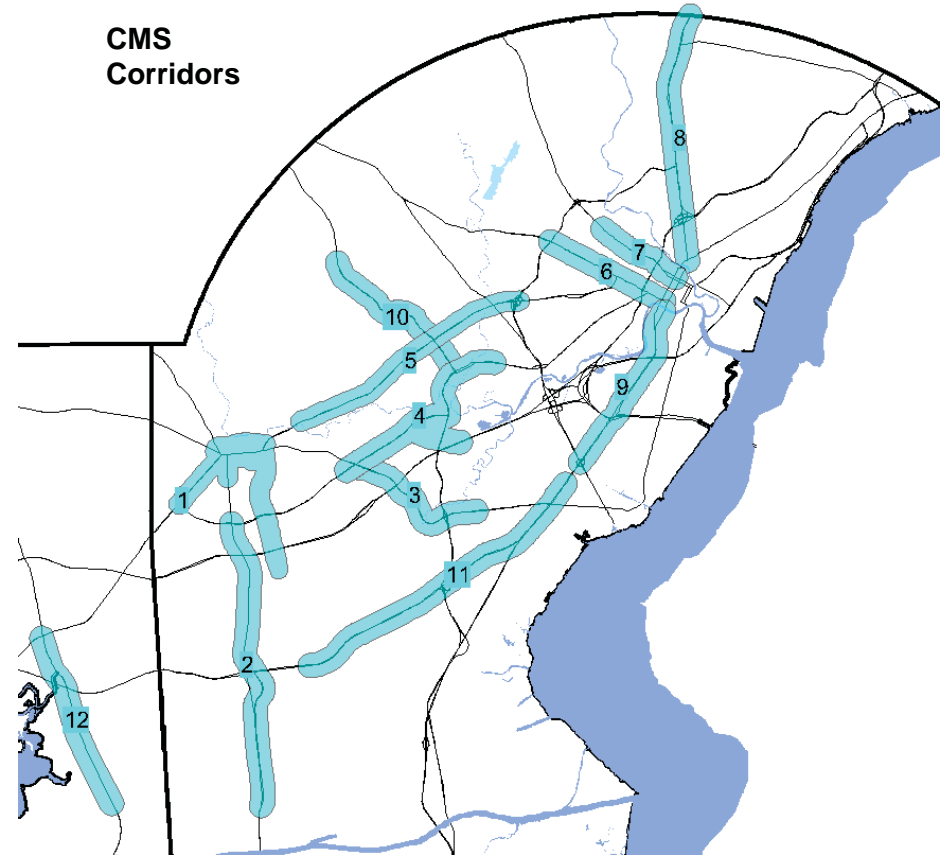
This "top-down" approach ensures that solutions which would eliminate or shift auto trips or improve roadway operations are evaluated before adding roadway capacity. This hierarchy is consistent with WILMAPCO's overall goals for the region and with the USDOT charge to address all other possible solutions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

WILMAPCO CMS "TOOLBOX" STRATEGIES

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

The WILMAPCO Congestion Management System identified 12 corridors in New Castle and Cecil County that met the established criteria for congestion. The following table shows management and expansion projects in each corridor.

CMS Corridor	Project Name
#1	Elkton Road: MD Line-Casho Mill Rd, reconstruction, intersection improvements, expansion, multimodal improvements
#1, 2	SR 4, Christina Parkway: SR 2 – SR 896 reconstruction, expansion, multimodal improvements
#1, 4, 6	Third Rail Track Expansion, Newark to Wilmington
# 2	US 40 and 896 interchange - Grade Separated Intersection
#2	I-95 and SR 896 Interchange
#3	SR 273 / Chapman Road Intersection
#3	SR 273: Appleby Rd - Airport Rd
#3	Road A/SR7, Widening & reconfiguration of intersections
#4	Fairplay Station Improvements
#4	SR 4/Harmony Rd, intersection improvements
#4	SR 4/SR 7, intersection improvements
#5	SR 2 / Red Mill Road, intersection improvements
#6	Wilmington Transit Center
#6	Wilmington Riverfront Program
#6	4th St: Walnut St - I-95
#6, 7	King & Orange Sts: MLK - 13th
#6, 7	Walnut St: MLK to 13th St.
#6, 7, 8	Wilmington Signal Improvements, Phase III
#9	I-295 Improvements
#9	US 13: US 40 - Memorial Dr Pedestrian Improvements
#11	US 40 and SR 7 Intersection Improvements
#11	US 40 Widening: Salem Church Rd to Walther Rd



FY 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM

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

Location	Project	EJ	TJ
NCC	SR 9: Landers Ln - A St	YES	YES
NCC	Garasches Lane	YES	
NCC	Walnut St: Front to 13th St.	YES	
CC	Small Urban Transit Capital and Operating Assistance	YES	
NCC	US 40: Salem Church Rd - Walther Rd	YES	
NCC	US 13: US 40 - Memorial Dr Pedestrian	YES	
NCC	4th St: Walnut St - I-95	YES	
NCC	King & Orange Sts: MLK - 13th	YES	
NCC	Wilmington Transit Center	YES	
NCC	SR 9, River Road Flood Remediation		YES
NCC	US 13: Duck Creek - SR 1		YES
NCC	Transit Preservation	YES	YES

Comparison with FY 2019-2022 TIP, March 2018

Increased funds vs. March FY 2019-29 TIP

Decreased funds vs. March FY 2019-29 TIP

New in draft TIP

Difference vs. FY 2019-22 TIP, March 2018

PROJECT TITLE (All \$ x 1,000)	FY 2019 TOTAL	FY 2020 TOTAL	FY 2021 TOTAL	FY 2022 TOTAL	FY 19-22 TOTAL
DELAWARE- STATEWIDE					
Aeronautics, Statewide	-	-	-	-	-
Bicycle and Pedestrian Improvements	1,418.5	10.0	-	-	1,428.5
Bridge Management/Inspection	3,651.6	(94.7)	1,110.1	480.0	5,146.9
Bridge Preservation / Bridge Painting	(415.7)	10,895.1	(10,000.0)	(60.0)	419.3
Community Transportation Fund/ <u>CTF Subdivision Paving Pilot</u>	9,650.0	-	-	-	9,650.0
Corridor Capacity Preservation	-	-	-	-	-
Dam Preservation Program	259.3	100.0	-	-	359.3
Engineering & Contingency/Education & Training	1,700.0	900.0	900.0	650.0	4,150.0
Environmental Program	-	-	-	-	-
Equipment	200.0	-	-	-	200.0
Intersection Improvements	2,415.0	1,000.0	1,200.0	1,250.0	5,865.0
Materials & Minor Contracts	5,507.6	-	-	-	5,507.6
Municipal Street Aid	1,000.0	1,000.0	1,000.0	1,000.0	4,000.0
Paving & Rehabilitation	15,998.8	-	-	-	15,998.8
Planning	2,046.0	(36.1)	(421.4)	(421.4)	1,167.2
Rail Crossing Safety and Rideability	7,500.6	(756.4)	(756.4)	(756.4)	5,231.5
Recreational Trails	1,664.2	(117.9)	-	-	1,546.3
Safety Improve (Hazard Elim/High Risk Rural Rd/Sect 154/Fut Saf Prog)	(4,590.3)	(3,000.0)	-	-	(7,590.3)
Signage & Pavement Markings	777.0	732.0	732.0	732.0	2,973.0
Slope Stabilization	(2,500.0)	-	-	-	(2,500.0)
Statewide Rail Preservation	43.8	-	-	-	43.8
Technology	7,538.3	(80.4)	(80.4)	(80.4)	7,297.2
Traffic Calming	50.0	50.0	50.0	50.0	200.0
Transit Facilities, Statewide	697.4	159.5	-	-	856.9
Transit Vehicles Replace & Refurbish, Statewide	(290.2)	1,840.8	676.1	570.2	2,797.0
Transportation Alternatives Program	(70.8)	9.6	-	-	(61.2)
Transportation Facilities, Statewide	4,537.7	-	-	-	4,537.7
Transportation Management (inc. rideshare and signals)	2,695.1	1,000.0	-	-	3,695.1

FY 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM

Amended September 13, 2018

PROJECT TITLE (All \$ x 1,000)	FY 2019 TOTAL	FY 2020 TOTAL	FY 2021 TOTAL	FY 2022 TOTAL	FY 19-22 TOTAL
NEW CASTLE COUNTY					
Boyd's Corner Rd: Cedar Lane to US 13 (S. NCC Imp)	(200.0)	(1,300.0)	150.0	1,350.0	-
Bridge Structure Rehabilitation / Painting	(278.8)	-	-	-	(278.8)
Cedar Lane: Marl Pit to Boyd's Corner Rd & Marl Pit Int. (S. NCC Imp)	(1,704.0)	2,000.0	-	-	296.0
Christiana Mall Park and Ride/NCC Transit Center	(450.0)	100.0	1,000.0	-	650.0
City of Wilmington Bus Stop Beautification	288.7	-	-	-	288.7
Christina River Bridge and Approaches	(547.0)	1,458.5	-	-	911.5
Claymont Sidewalks: Manor and Myrtle Aves	5.0	-	-	-	5.0
Claymont Station/Claymont Regional Transportation Center	(2,050.7)	306.7	1,634.3	-	(109.6)
Denny Road and Lexington Parkway Intersection Improvements	-	-	-	-	-
Elkton Road: Maryland State Line to Casho Mill Rd	2,851.0	-	-	-	2,851.0
Fairplay Station Churchman's Crossing Parking Expansion	-	-	-	-	-
Garasches Lane	99.0	(3,000.0)	3,000.0	-	99.0
Highway Safety Improvement Program, NCC	3,171.2	3,662.7	500.0	-	7,334.0
HSIP NCC, N54, Howell School Road, SR 896 to SR 71	1,153.2	-	-	-	1,153.2
HSIP NCC, SR 273, Appleby Road to Airport Road	1,712.5	-	-	-	1,712.5
I-295 Improvements, Westbound from I-295 to US 13	-	-	-	-	-
I-295 Northbound from SR141 to US 13	-	-	-	-	-
I-95 & SR 896 Interchange Improvements	(578.8)	(1,450.0)	450.0	978.8	(600.0)
Interstate Maintenance	1,669.8	25.8	-	-	1,695.6
Jamison Corner Rd Relocated at Boyd's Corner Rd	(951.9)	(1,232.8)	-	-	(2,184.7)
Little Baltimore Road Drainage Improvements	(114.4)	-	500.0	-	385.6
Middletown Park and Ride	(950.0)	1,000.0	-	-	50.0
N412, Lorewood Grove Road: Rd 412A to SR 1	77.3	(1,490.0)	(500.0)	(25.0)	(1,937.7)
New Castle to Wilmington Industrial Track Greenway, Phase III	2,587.1	-	-	-	2,587.1
Newark Train Station/Regional Transportation Center	22,206.3	(7,705.4)	5,224.9	-	19,725.9
Old Capitol Trail, Newport Road to Stanton Road	-	-	-	-	-
Otto's Chapel Road and Welsh Track Road Intersection	-	-	-	-	-
Possum Park Road and Old Possum Park Road Intersection	(75.0)	(1,505.0)	580.0	1,000.0	-
Rehabilitation of I-95 from I-495 to North of Brandywine River Bridge inc Adv Mitigation	10,455.4	11,000.0	11,000.0	-	32,455.4
Road A/SR 7 (Road, Bridge and Mall Connector Study)	47.3	-	-	-	47.3
SEPTA New Payment Technology (NPT)	93.8	-	-	-	93.8
Shallcross Lake Road Relocated, Graylag Rd to Boyd's Corner Rd	-	-	-	-	-
SR 1 Widening: Roth Bridge to SR 273	300.0	232.3	500.0	500.0	1,532.3
SR 141/I-95 Interchange - Ramps	9,846.1	-	-	-	9,846.1
SR141: I-95 Interchange to Jay Drive	815.2	-	-	-	815.2
SR 2 / Red Mill Road Intersection	(125.0)	100.0	500.0	-	475.0
SR 273 / Chapman Road Intersection Improvements	(808.0)	(300.0)	(100.0)	(4,550.0)	(5,758.0)
SR 299, SR 1 to Catherine Street	2,544.7	-	-	-	2,544.7
SR 4, Christina Parkway: SR 2 to SR 896	(3.8)	(90.0)	-	(360.0)	(453.8)

FY 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM

Amended September 13, 2018

PROJECT TITLE (All \$ x 1,000)	FY 2019 TOTAL	FY 2020 TOTAL	FY 2021 TOTAL	FY 2022 TOTAL	FY 19-22 TOTAL
SR4, Harmony Road Intersection Improvements	-	-	-	-	-
SR4, Oglethorpe Stanton Rd/SR 7, Christina Stanton Rd Phase I, Stanton Split	-	-	-	-	-
SR 7: Newtown Road to SR 273	142.2	-	-	-	142.2
SR 72: McCoy Road to SR 71	2,068.0	-	-	-	2,068.0
SR 9, River Road Flood Remediation	-	-	-	-	-
SR9, New Castle Ave, Landers Lane to A Street	-	-	-	-	-
SR 896 and Bethel Church Rd Interchange	16.9	-	-	-	16.9
Third Track Rail Expansion (NE Corridor Imp., Shipley St BR)	(6,194.3)	7,629.5	-	-	1,435.2
Transit Facilities, New Castle County	(1,424.1)	1,625.0	-	-	200.9
Transit (UD Autonomous Shuttles) Vehicle Expansion	500.0	-	-	-	500.0
Transit (Fixed Route) Vehicle Replacement and Refurbishment, NCC	8,474.3	(1,139.8)	65.7	(162.4)	7,237.9
Transit (Paratransit) Vehicle Replacement and Refurbishment, NCC	-	-	-	-	-
Transit Preventive Maintenance, NCC	-	-	-	-	-
US13, Duck Creek to SR1	-	-	-	-	-
US 13: US 40 to Memorial Drive Pedestrian Improvements	(300.0)	450.0	-	-	150.0
US 301: Maryland Line to SR 1 and GARVEE Debt Service	50,466.0	(6,339.4)	-	-	44,126.6
US 40 and SR 896 Grade Separated Intersection	(50.0)	(356.4)	2,050.0	500.0	2,143.6
US 40 / SR 72 Intersection	699.5	(0.0)	-	-	699.5
US 40: Salem Church Road to Walther Road	350.0	-	-	-	350.0
Wilmington Initiatives: 4th St., Walnut St. to I-95	-	-	-	-	-
Wilmington Initiatives: Walnut Street: Front Street to 3rd Street	2,634.9	-	-	-	2,634.9
Wilmington Initiatives: Walnut St., MLK to 13th-St	-	-	-	-	-
Wilmington Initiatives, King and Orange Streets: MLK Blvd to 13th St	(653.0)	(3,800.0)	4,000.0	-	(453.0)
Wilmington Riverfront Program (Justison Landing, Development, Rail Relocation, Parking)	678.0	-	-	-	678.0
Wilmington Signal Improvements, Phase II	422.6	-	-	-	422.6
Wilmington Transit Center/ Christiana Crescent Elevators	575.5	-	-	-	575.5
Wilmington UST Replacement - State of Good Repair	73.1	-	-	-	73.1

CECIL COUNTY					
Areawide Bridge Replacement and Rehabilitation	-	-	-	-	-
Areawide Congestion Management	-	-	-	-	-
Areawide Environmental Projects	-	-	-	-	-
Areawide Resurfacing and Rehabilitation	-	-	-	-	-
Areawide Safety and Spot Improvements	-	-	-	-	-
Areawide Urban Street Reconstruction	-	-	-	-	-
MD 222 Bridge over Rock Run	-	-	-	-	-
MD 272 Bridge over Amtrak	-	-	-	-	-
MD 273 Bridge over Big Elk Creek	-	-	-	-	-
Painting of Cecil County Bridges	-	-	-	-	-

FY 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM

Amended September 13, 2018

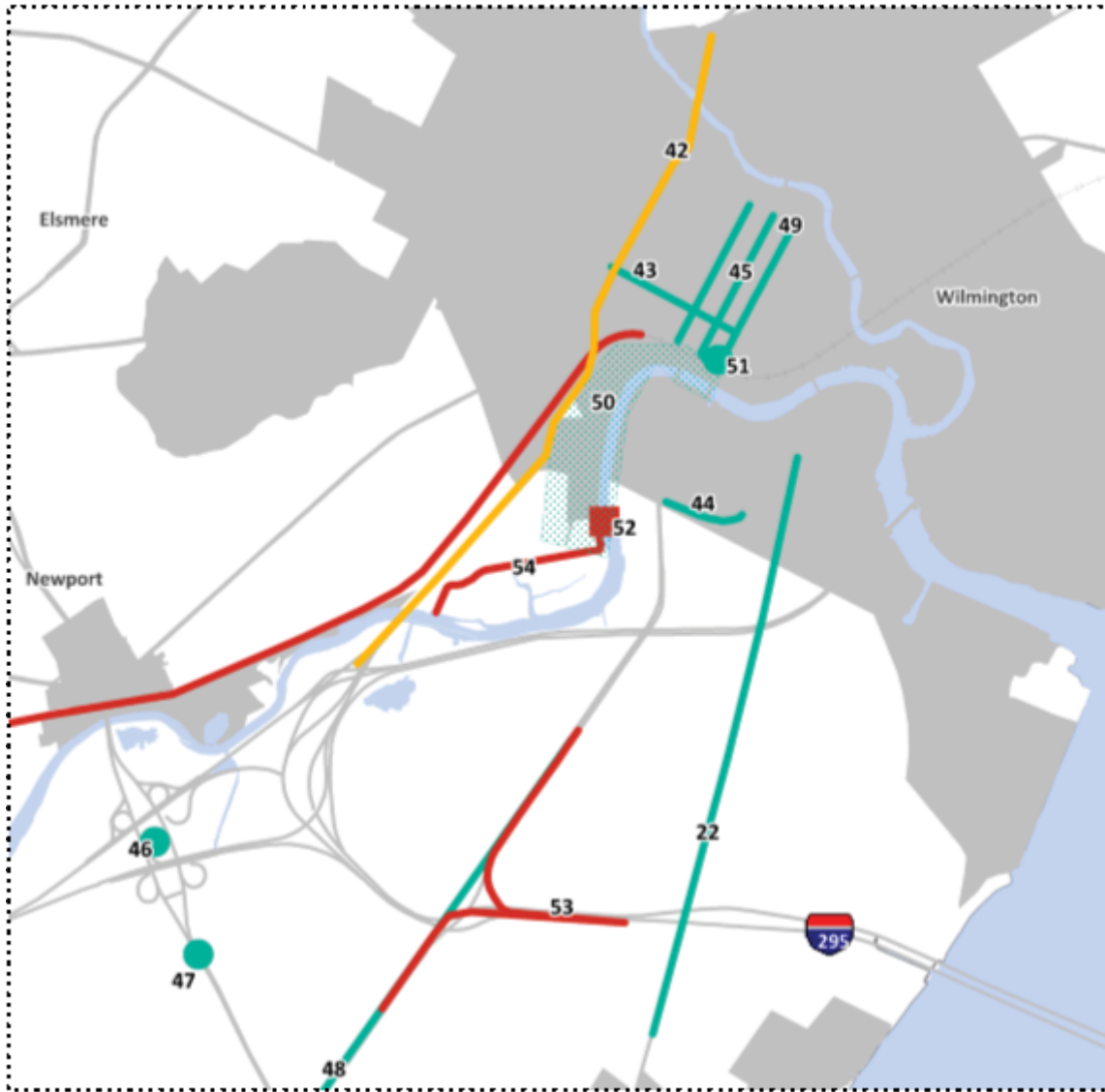
PROJECT TITLE (All \$ x 1,000)	FY 2019 TOTAL	FY 2020 TOTAL	FY 2021 TOTAL	FY 2022 TOTAL	FY 19-22 TOTAL
Rural Transit - Operating Assistance	656.0	656.0	656.0	656.0	2,624.0
Small Urban Transit - Capital Assistance (Section 5310)	135.0	-	135.0	-	270.0
Small Urban Transit - Operating/Capital Assistance (5307)	1,041.0	1,041.0	1,041.0	385.0	3,508.0
Susquehanna River Rail Bridge	-	-	-	-	-
Transportation Enhancements/Alternatives Program - Cecil County	-	-	-	-	-
	-	-	-	-	-
Delaware Statewide Subtotal	61,484.1	13,611.5	(5,589.9)	3,414.1	72,919.7
New Castle County Subtotal	109,566.1	(118.0)	30,555.0	(768.6)	139,234.5
Cecil County Subtotal	1,832.0	1,697.0	1,832.0	1,041.0	6,402.0
TOTAL	172,882.2	15,190.5	26,797.0	3,686.5	218,556.3

Project Maps



FY 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM

Amended September 13, 2018



D	Project
1	Cecil County Bridge Painting
2	MD 222 Bridge over Rock Run
3	MD 272 Bridge over Amtrak
4	Susquehanna River Bridge Replacement
5	Little Baltimore Pike
6	SR 9, River Road Flood Remediation
7	Claymont Train Station
8	Denny Rd / Lexington Parkway
9	Fairplay Train Station
10	I-95 & SR 896 Interchange
11	NCC Transit Center
12	Newark Train Station
13	Old Capital Trail: Newport Rd - Stanton Rd
14	Otts Chapel Rd / Welsh Tract Church Rd
15	Possum Park & Old Possum Park Intersection
16	SR 2 / Red Mill Road
17	SR 273 / Chapman Rd
18	SR 273: Appleby Rd - Airport Rd
19	SR 4 / Harmony Rd
20	SR 4 / SR 7
21	SR 4: SR 2 - SR 896
22	SR 9: Landers Ln - A St
23	US 40 / SR 7 Intersection
24	US 40 / SR 72 Interchange
25	US 40 / SR 896 Interchange
26	US 40: Salem Church Rd - Walther Rd
27	Road A/SR 7
28	SR 1: Roth Bridge to SR 273
29	SR 2, Elkton Road: MD Line to Casho Mill Rd
30	SR 72: McCoy Road - SR 71
31	Third Rail Track Expansion, Newark - Wilmington
32	Cedar Ln: Marl Pit Rd - Boyds Corner Rd
33	Jamison Corner Rd: Relocated to Boyds Corner Rd
34	Lorewood Grove Rd
35	Middletown Park and Ride
36	Shallcross Lake Rd: Graylag Rd - Boyds Corner Rd
37	US 13: Duck Creek - SR 1
38	SR 299: SR 1 to Catherine Street
39	SR 896 / Bethel Church Interchange
40	US 301: Maryland Line to SR 1
41	Boyds Corner Rd: Cedar Lane to US 13
42	I-95: I-495 - North of Brandywine River
43	4th St: Walnut St - I-95
44	Garasches Lane
45	King & Orange Sts: MLK - 13th
46	SR 141/I-95 Interchange
47	SR 141: I-95 - Jay Dr
48	US 13: US 40 - Memorial Dr Pedestrian
49	Walnut St: Front to 13th St.
50	Wilmington Riverfront Program
51	Wilmington Transit Center
52	Christina River Bridge
53	I-295 Improvements
54	NCC Industrial Track Greenway, Phase III

DELAWARE STATEWIDE

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

BRIDGE PRESERVATION PROGRAM & BRIDGE PAINTING

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

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

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

Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
Bridge Painting Program		19,293.7	712.4	4,267.1	-	1,018.6	4,074.6	-	600.0	2,400.0	-	600.0	2,400.0	-	16,072.7	6,500.0
BRIDGES	PE	16,294.9	2,608.0	3,523.8	-	835.5	624.0	-	202.0	208.0	-	114.0	456.0	-	8,571.3	30.0
	ROW	786.4	281.3	144.9	-	127.2	60.0	-	47.0	68.0	-	6.0	24.0	-	758.4	5.0
	C/CE	158,079.2	8,242.5	31,666.5	-	9,723.1	30,092.2	-	6,475.4	22,301.9	-	2,444.0	9,776.0	-	120,721.5	18,950.0
	Traffic	229.7	32.7	130.7	-	13.3	53.1	-	-	-	-	-	-	-	229.7	-
	Traffic	0.5	0.5	-	-	-	-	-	-	-	-	-	-	-	0.5	-
	Utilities	577.3	57.6	263.7	8.3	16.0	64.0	-	16.0	64.0	-	8.0	32.0	-	529.6	-
	Utilities	87.1	87.1	-	-	-	-	-	-	-	-	-	-	-	87.1	-
	Environmental	75.0	7.0	28.0	-	5.0	20.0	-	3.0	12.0	-	-	-	-	75.0	-
	ProgramFunding	122,966.1	109.8	439.4	-	1,863.9	7,455.5	-	2,491.0	9,964.0	-	6,141.0	24,564.0	-	53,028.6	69,937.5
	ProgramFunding	23,548.6	2,529.0	-	-	2,088.5	-	-	3,008.6	-	-	5,935.0	-	-	13,561.1	9,987.5
	Contingency	3,838.0	531.8	2,452.8	10.0	185.0	740.1	-	27.8	111.3	-	-	-	-	4,058.7	-
	Contingency	185.6	-	185.6	-	-	-	-	-	-	-	-	-	-	185.6	-
	Contingency	847.3	-	847.3	-	-	-	-	-	-	-	-	-	-	847.3	-
	Contingency	2,575.5	733.6	-	-	-	-	-	-	-	-	-	-	-	733.6	-
	RailRoad	245.1	-	245.1	-	-	-	-	-	-	-	-	-	-	245.1	-
Total		349,630.0	15,933.3	44,194.9	18.3	15,876.1	43,183.5	-	12,870.8	35,129.2	-	15,248.0	37,252.0	-	219,705.8	105,410.0

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

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

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

BRIDGE PRESERVATION PROGRAM & BRIDGE PAINTING (CONTINUED)

Project Title	Phase	Current Estimate	FY19 State Spend	FY19 Fed Spend	FY19 Other Spend	FY20 State Spend	FY20 Fed Spend	FY20 Other Spend	FY21 State Spend	FY21 Fed Spend	FY21 Other Spend	FY22 State Spend	FY22 Fed Spend	FY22 Other Spend
BR 1-022 and BR 1-525 on Sharpley Road	PE	25,000.0	12,500.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	ROW	10,000.0	10,000.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	900,000.0	0.0	0.0	0.0	180,000.0	720,000.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BR 1-032 on N203 Foulk Road over South Branch Naamans Creek	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	ROW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	CE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Utilities	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Contingency	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BR 1-065 on Parkside Boulevard over Perkins Run	PE	50,000.0	42,500.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	ROW	25,000.0	25,000.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	600,000.0	0.0	0.0	0.0	600,000.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BR 1-071 on SR100 Montchanin Road over Wilson Run	PE	25,000.0	0.0	0.0	0.0	25,000.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	ROW	10,000.0	0.0	0.0	0.0	0.0	0.0	0.0	10,000.0	0.0	0.0	0.0	0.0	0.0
	C	900,000.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	180,000.0	720,000.0	0.0
BR 1-097 on N243 Old Kennett Pike Road over Waterway	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	ROW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Old Kennett Road Retaining Walls	PE	150,000.0	80,000.0	0.0	0.0	20,000.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	ROW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BR 1-111 & BR 1-599 on N253 Bengé Road over Red Clay Creek and Mill Race	PE	30,000.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	ROW	2,500.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	CE	179,700.0	34,451.0	137,804.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	825,862.0	25,480.7	101,922.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Traffic	312.0	62.0	249.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Contingency	85,792.0	17,158.5	68,633.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BR 1-148A&B on N330 Greenbank Road over Red Clay Creek	PE	50,000.0	38,920.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	ROW	60,000.0	60,000.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	900,000.0	0.0	0.0	0.0	180,000.0	720,000.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Rail Road	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Environmental	20,000.0	0.0	0.0	0.0	4,000.0	16,000.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BR 1-159 on James Street over Christina River	PE	2,500,000.0	20,000.0	80,000.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	ROW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	CE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	4,500,000.0	0.0	0.0	0.0	900,000.0	3,600,000.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Traffic	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Utilities	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Contingency	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

BRIDGE PRESERVATION PROGRAM & BRIDGE PAINTING (CONTINUED)

Project Title	Phase	Current Estimate	FY19 State Spend	FY19 Fed Spend	FY19 Other Spend	FY20 State Spend	FY20 Fed Spend	FY20 Other Spend	FY21 State Spend	FY21 Fed Spend	FY21 Other Spend	FY22 State Spend	FY22 Fed Spend	FY22 Other Spend
BR 1-180 on Grant Avenue over Mill Creek	PE	50,000.0	50,000.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	ROW	20,000.0	10,000.0	0.0	0.0	10,000.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	500,000.0			0.0	0.0	0.0	0.0	500,000.0	0.0	0.0	0.0	0.0	0.0
BR 1-191 on N318 Milltown Road over Mill Creek	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	ROW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	CE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Traffic	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Contingency	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BR 1-227 on N013 Paper Mill Road over Middle Run Tributary	PE	100,000.0	10,000.0	40,000.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	ROW	10,000.0	2,000.0	8,000.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	2,100,000.0	250,000.0	1,000,000.0	0.0	170,000.0	680,000.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BR 1-238 on Elizabeth Court over Tributary to White Clay Creek	ROW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	CE	57,572.1	36,040.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	311,393.3	58,301.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Contingency	30,693.0	31,465.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BR 1-239 on N352 Red Mill Road over Tributary to White Clay Creek	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	ROW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	CE	57,022.1	11,107.5	44,429.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	372,000.0	7,041.7	28,166.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Traffic	237.0	47.4	189.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Contingency	37,897.0	7,246.4	28,985.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BR 1-249 on Old Baltimore Pike over Tributary to Christina River	PE	25,000.0	12,500.0	0.0	0.0	12,500.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	ROW	10,000.0	0.0	0.0	0.0	10,000.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	500,000.0	0.0	0.0	0.0	0.0	0.0	0.0	100,000.0	400,000.0	0.0	0.0	0.0	0.0
BR 1-251 on N355 Harmony Road over White Clay Creek	PE	215,000.0	30,000.0											
	ROW	0.0												
	C	3,000,000.0	600,000.0	2,400,000.0										
BR 1-254 on N350 Old Newark Road over Cool Run	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	ROW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	CE	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Contingency	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

BRIDGE PRESERVATION PROGRAM & BRIDGE PAINTING (CONTINUED)

Project Title	Phase	Current Estimate	FY19 State Spend	FY19 Fed Spend	FY19 Other Spend	FY20 State Spend	FY20 Fed Spend	FY20 Other Spend	FY21 State Spend	FY21 Fed Spend	FY21 Other Spend	FY22 State Spend	FY22 Fed Spend	FY22 Other Spend
BR 1-291 on Songsmith Dr. over Tributary to Smalley's Pond	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	ROW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	CE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Utilities	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Contingency	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BR 1-294 on N346 Walther Road over Tributary to Christina River	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	ROW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	CE	192,535.0	37,600.0	150,400.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	750,000.0	112,400.0	449,600.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Utilities	48,276.0	7,655.2	30,620.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Contingency	31,833.0	6,367.0	25,466.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BR 1-295 on Providence Drive Over Tributary To Christina River	PE	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	ROW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	CE	32,772.0	32,772.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	257,553.9	257,554.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Traffic	495.0	495.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Contingency	27,752.5	27,753.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BR 1-308 on N378 Clark's Corner Road over Dragon Run	PE	0.0												
	ROW	0.0												
	CE	152,450.0	12,854.7	51,418.9										
	C	642,000.0	6,604.2	26,416.8										
	Contingency	67,493.0	12,192.8	48,720.9										
	Utilities	35,000.0	7,000.0	28,000.0										
BR 1-362 on SR 72 Library Avenue over Tributary to White Clay Creek	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	ROW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BR 1-393 on SR299 Main Street over Appoquinimink River	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	ROW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	CE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Contingency	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Structure Maintenance, BR 1-400 on Shallcross Lake Road	PE	120,000.0	90,000.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	ROW	15,000.0	15,000.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	400,000.0	0.0			400,000.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0

BRIDGE PRESERVATION PROGRAM & BRIDGE PAINTING (CONTINUED)

Project Title	Phase	Current Estimate	FY19 State Spend	FY19 Fed Spend	FY19 Other Spend	FY20 State Spend	FY20 Fed Spend	FY20 Other Spend	FY21 State Spend	FY21 Fed Spend	FY21 Other Spend	FY22 State Spend	FY22 Fed Spend	FY22 Other Spend
BR 1-406 on N430 Brick Mill Road over Dove Nest Branch	PE	100,000.0	15,000.0					0.0	0.0	0.0	0.0	0.0	0.0	0.0
BR 1-417 on Caldwell Rd over Tributary to Sassafras River	PE	46,200.0	30,000.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	ROW	19,800.0		0.0	0.0	19,800.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	538,200.0	0.0			0.0		0.0	107,640.0	430,560.0	0.0	0.0	0.0	0.0
BR 1-421 on Maryland Line Road Over Tributary to Sassafras River	PE	135,000.0	30,000.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	ROW	20,000.0	20,000.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	300,000.0	0.0			300,000.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
BR 1-438 on N463 Blackbird Station Road over Blackbird Creek	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	ROW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	CE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Traffic	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Utilities	20,000.0	4,000.0	16,000.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Contingency	-0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BR 1-484 on Harvey Straughn Road over Tributary to Cypress Branch	PE	50,000.0	36,500.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	ROW	16,500.0	5,000.0	0.0	0.0	11,500.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	400,000.0				0.0		0.0	400,000.0	0.0	0.0	0.0	0.0	0.0
BR 1-488N&S on N001 US13 over Blackbird Creek	PE	151,827.0	16,000.0	64,000.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	ROW	30,000.0	0.0	0.0	0.0	6,000.0	24,000.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	4,000,000.0	0.0	0.0	0.0	0.0	0.0	0.0	800,000.0	3,200,000.0	0.0	0.0	0.0	0.0
BR 1-501, 1-501A & 1-501B SR 141 Viaduct over SR4	PE	1,550,000.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	CE	4,206,848.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	14,775,794.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Traffic	575,880.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Utilities	5,555.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Contingency	4,877,011.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BR 1-501 on SR141 Newport Viaduct over Christina River, Foundation Repairs	PE	794,570.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	ROW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	CE	655,862.0	131,172.0	524,690.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	3,534,000.0	706,800.0	2,827,200.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Contingency	354,344.0	70,869.0	283,475.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

FY 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM

Amended September 13, 2018

BRIDGE PRESERVATION PROGRAM & BRIDGE PAINTING (CONTINUED)

Project Title	Phase	Current Estimate	FY19 State Spend	FY19 Fed Spend	FY19 Other Spend	FY20 State Spend	FY20 Fed Spend	FY20 Other Spend	FY21 State Spend	FY21 Fed Spend	FY21 Other Spend	FY22 State Spend	FY22 Fed Spend	FY22 Other Spend
BR 1-543 on N213 Carr Road over Shellpot Creek	PE	22,323.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	ROW	1,647.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	CE	42,058.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	809,971.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Utilities	86,822.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Contingency	172,313.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BR 1-567A on N501 Hay Road over Shellpot Creek, City of Wilmington	PE	505,000.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	ROW	30,000.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	CE	323,470.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	1,992,884.0	0.0	12,986.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Utilities	41,596.0	0.0	33,276.8	8,329.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Contingency	206,851.1	0.0	325,690.7	10,000.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BR 1-577 on N050 Northeast Boulevard over Brandywine River	PE	835,000.0	0.0	111,616.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	ROW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	4,250,000.0	500,000.0	2,000,000.0	0.0	350,000.0	1,400,000.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rehabilitation of Bridges 1-600, 1-601 and 1-604, SR2 & SR141 Interchange	PE	600,000.0	100,000.0	400,000.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	4,500,000.0				900,000.0	3,600,000.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BR 1-634 on SR100 DuPont Road over East Penn Railroad	PE	785,000.0												
	ROW	50,000.0												
	CE	695,000.0	3,123.8	12,495.1										
	C	5,179,650.0	860,000.0	3,440,000.0										
	Traffic	411.0	82.0	329.0										
	Utilities	20,000.0	4,000.0	16,000.0										
	Contingency	425,663.0	85,133.0	340,531.0										
	Rail Road	0.0												
BR 1-655 on SR7 Limestone Road over CSX Railroad	PE	50,000.0	50,000.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	ROW	20,000.0	0.0	0.0	0.0	0.0	0.0	0.0	20,000.0	0.0	0.0	0.0	0.0	0.0
	CE	800,000.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	120,000.0	480,000.0	0.0
	C	5,000,000.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	750,000.0	3,000,000.0	0.0

BRIDGE PRESERVATION PROGRAM & BRIDGE PAINTING (CONTINUED)

Project Title	Phase	Current Estimate	FY19 State Spend	FY19 Fed Spend	FY19 Other Spend	FY20 State Spend	FY20 Fed Spend	FY20 Other Spend	FY21 State Spend	FY21 Fed Spend	FY21 Other Spend	FY22 State Spend	FY22 Fed Spend	FY22 Other Spend
BR 1-680 on SR 141 Basin Road over US 13	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	ROW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	CE	1,286,000.0	101,963.4	275,053.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Traffic	22,348.6	4,469.7	17,878.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Utilities	35,000.0	6,320.0	25,280.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Contingency	1,031,908.7	205,637.9	822,551.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BR 1-684 on N028 South Heald Street over Norfolk Southern Railroad	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	1,500,000.0	137,000.0	548,000.0	0.0	78,000.0	312,000.0	0.0	26,000.0	104,000.0	0.0	34,000.0	136,000.0	0.0
	ROW	30,000.0	0.0	0.0	0.0	0.0	0.0	0.0	5,000.0	20,000.0	0.0	1,000.0	4,000.0	0.0
	C	10,000,000.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1,000,000.0	4,000,000.0	0.0
BR 1-686 on N029 South Walnut Street over Norfolk Southern Railroad	PD	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	1,500,000.0	110,000.0	440,000.0	0.0	78,000.0	312,000.0	0.0	26,000.0	104,000.0	0.0	80,000.0	320,000.0	0.0
	ROW	30,000.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5,000.0	20,000.0	0.0
	C	12,500,000.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BR 1-714 on N347 Chapman Road over I-95	PE	1,550,245.7	216,329.3	865,318.5										
	PE	149,713.1	16,977.6	0.0										
	ROW	50,000.0	10,000.0	40,000.0										
	C	15,000,000.0	0.0	0.0		1,000,000.0	4,000,000.0		2,000,000.0	8,000,000.0				
BR 1-759 on I-95 over Brandywine River	PE	2,435,938.4		550,000.0										
BR 1-813 on I-495 over Christina River, Emergency Repairs, Phase 2	PD	0.0												
	PE	0.0												
	ROW	42,243.0	3,917.3	35,255.7										
	CE	0.0												
	C	0.0												
	Traffic	0.0												
	Audit	0.0												
	Contingency	0.0												
	Rail Road	0.0												
Structure Maintenance, BR 1- 813 on I-495 over Christina River	PE	125,000.0	85,000.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	750,000.0	0.0	0.0		150,000.0	600,000.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

BRIDGE PRESERVATION PROGRAM & BRIDGE PAINTING (CONTINUED)

Project Title	Phase	Current Estimate	FY19 State Spend	FY19 Fed Spend	FY19 Other Spend	FY20 State Spend	FY20 Fed Spend	FY20 Other Spend	FY21 State Spend	FY21 Fed Spend	FY21 Other Spend	FY22 State Spend	FY22 Fed Spend	FY22 Other Spend
BR 1-814 on N009 12th Street over Norfolk Southern Railroad	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	CE	172,000.0	0.0	167,000.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	1,219,791.6	0.0	1,219,792.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Traffic	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Contingency	185,604.0	0.0	185,604.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Rail Road	245,140.0	0.0	245,140.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Bridge Replacements on SR9, BR 1-302 over Tom Creek and BR 1-304 over Gambles Gut	PE	55,000.0	32,000.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	ROW	20,000.0	20,000.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	800,000.0	160,000.0	640,000.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cantilever and Overhead Sign Structures, Open End, FY16-18	PE	0.0												
	CE	1,242,650.0		40,038.6										
	C	7,060,644.0		133,011.3										
	Utilities	0.0												
	Contingency	847,277.3		847,277.3										
Interstate Bridge Maintenance, South (Advertisement & Construction)	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	CE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Contingency	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Overhead Sign Structures, I-495	PE	0.0												
	C	0.0												
Tweeds Mill Parking Structure Repairs	PE	0.0												
	CE	310,935.3	77,506.0											
	C	0.0												
	Contingency	305,154.2	29,176.5											

COMMUNITY TRANSPORTATION FUND

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

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

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

Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
Community Transportation Program	Program Funding	119,100.0	22,330.0	-	-	17,680.0	-	-	17,680.0	-	-	17,680.0	-	-	75,370.0	35,360.0
CTF Subdivision Paving Pilot	Program Funding	5,000.0	5,000.0	-	-	-	-	-	-	-	-	-	-	-	5,000.0	-
Total		124,100.0	27,330.0	-	-	17,680.0	-	-	17,680.0	-	-	17,680.0	-	-	80,370.0	35,360.0

DAM PRESERVATION PROGRAM

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

JUSTIFICATION: Protects communities and infrastructure.

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

*Before**After*

Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
DAMS	PE	350.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	1,770.0	620.0	-	-	500.0	-	-	-	-	-	-	-	-	1,120.0	-
	ROW	11.2	-	-	-	10.0	-	-	-	-	-	-	-	-	10.0	-
	CE	972.7	38.9	-	-	-	-	-	230.0	-	-	-	-	-	268.9	-
	C	1,510.0	302.0	1,208.0	-	-	-	-	-	-	-	-	-	-	1,510.0	-
	C	3,100.0	600.0	-	-	-	-	-	2,500.0	-	-	-	-	-	3,100.0	-
	Program Funding	550.0	-	-	550.0	-	-	-	-	-	-	-	-	-	550.0	-
	Program Funding	13,200.0	175.0	-	-	2,590.0	-	-	-	-	-	2,700.0	-	-	5,465.0	5,400.0
	Environmental	255.0	255.0	-	-	-	-	-	-	-	-	-	-	-	255.0	-
	Contingency	417.9	45.4	-	-	-	-	-	-	-	-	-	-	-	45.4	-
DAMS Total		22,136.8	2,036.3	1,208.0	550.0	3,100.0	-	-	2,730.0	-	-	2,700.0	-	-	12,324.3	5,400.0

EQUIPMENT

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

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

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



Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
Heavy Equipment Program	Program Funding	89,004.2	12,700.0	-	-	12,500.0	-	-	11,500.0	-	-	10,000.0	-	-	46,700.0	20,000.0
Heavy Equipment Program Total		89,004.2	12,700.0	-	-	12,500.0	-	-	11,500.0	-	-	10,000.0	-	-	46,700.0	20,000.0

MATERIALS AND MINOR CONTRACTS

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

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

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

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

Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
Materials and Minor Contracts	Program Funding	52,929.0	16,507.6	-	-	11,000.0	-	-	8,000.0	-	-	8,000.0	-	-	43,507.6	16,000.0
Materials and Minor Contracts Total		52,929.0	16,507.6	-	-	11,000.0	-	-	8,000.0	-	-	8,000.0	-	-	43,507.6	16,000.0

MUNICIPAL STREET AID

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

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

County: Statewide

Municipality:

Funding Program: Grants and Allocations – Municipal Street Aid

Functional Category: Preservation

Year Initiated: FY 1996

Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
Municipal Street Aid	Program Funding	36,000.0	6,000.0	-	-	6,000.0	-	-	6,000.0	-	-	6,000.0	-	-	24,000.0	12,000.0
Municipal Street Aid Total		36,000.0	6,000.0	-	-	6,000.0	-	-	6,000.0	-	-	6,000.0	-	-	24,000.0	12,000.0

PAVING AND REHABILITATION PROGRAM

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

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

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

Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
Paving and Rehabilitation	Program Funding	142,584.2	7,766.8	31,067.3	-	4,650.0	18,600.0	-	3,700.0	14,800.0	-	6,200.0	24,800.0	-	111,584.2	31,000.0
	Program Funding	350,000.0	52,164.7	-	-	50,550.0	-	-	51,500.0	-	-	49,000.0	-	-	203,214.7	129,000.0
Paving and Rehabilitation Total		492,584.2	59,931.5	31,067.3	-	55,200.0	18,600.0	-	55,200.0	14,800.0	-	55,200.0	24,800.0	-	314,798.8	160,000.0

Z001 - National Highway Performance Program (Nhpp)

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

RAIL PRESERVATION

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

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

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

Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
Rail Preservation	C	3,800.0	343.8	-	-	300.0	-	-	300.0	-	-	300.0	-	-	1,243.8	600.0
Rail Preservation Total		3,800.0	343.8	-	-	300.0	-	-	300.0	-	-	300.0	-	-	1,243.8	600.0

SLOPE STABILIZATION

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

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

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



Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
Slope Stabilization Program	Program Funding	18,000.0	-	-	-	5,000.0	-	-	3,000.0	-	-	2,500.0	-	-	10,500.0	5,000.0
Slope Stabilization Program Total		18,000.0	-	-	-	5,000.0	-	-	3,000.0	-	-	2,500.0	-	-	10,500.0	5,000.0

TRANSIT FACILITIES, DELAWARE STATEWIDE

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

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

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



Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
Bus Stop Improvement Program	Program Funding	6,140.0	750.0	-	-	750.0	-	-	750.0	-	-	750.0	-	-	3,000.0	1,500.0
CAD/AVL Modem Upgrade	PD	825.0	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-
CAD/AVL System and Trapeze Upgrade	PD	470.9	229.1	-	-	200.0	-	-	-	-	-	-	-	-	429.1	-
Training Room Upgrades	C	50.0	-	-	-	50.0	-	-	-	-	-	-	-	-	50.0	-
Fuel Management Software System	C	630.2	630.2	-	-	-	-	-	-	-	-	-	-	-	630.2	-
Statewide Transit Safety and Security Program	Procurement	3,000.0	500.0	-	-	500.0	-	-	500.0	-	-	500.0	-	-	2,000.0	1,000.0
Transit Facilities Minor Capital Program	C	4,500.0	700.0	-	-	700.0	-	-	700.0	-	-	700.0	-	-	2,800.0	1,200.0
Transit Facility Minor Capital Projects FY16 - FY18	PE	168.7	91.7	-	-	-	-	-	-	-	-	-	-	-	91.7	-
Transit Facility Minor Capital Projects FY16 - FY18	C	5,686.8	143.4	-	-	-	-	-	-	-	-	-	-	-	143.4	-
Transit Systems Equipment Program	Procurement	280.0	40.0	-	-	40.0	-	-	40.0	-	-	40.0	-	-	160.0	80.0
Propane Fueling Stations	C	606.1	214.3	-	-	-	-	-	-	-	-	-	-	-	214.3	-
Snow Blowers - Statewide		600.0	600.0	-	-	-	-	-	-	-	-	-	-	-	600.0	-
Park & Ride Hub Restrooms	PE	60.0	40.0	-	-	-	-	-	-	-	-	-	-	-	40.0	-
	C	240.0	240.0	-	-	-	-	-	-	-	-	-	-	-	240.0	-
DTC Automated Timesheet and Absence Tracking	PD	120.0	7.5	-	-	109.5	-	-	-	-	-	-	-	-	117.0	-
Traveler Information Signage	C	370.5	356.5	-	-	-	-	-	-	-	-	-	-	-	356.5	-
Total		23,748.2	4,642.7	0.0	0.0	2,349.5	0.0	0.0	1,990.0	0.0	0.0	1,990.0	0.0	0.0	10,972.2	3,780.0

TRANSPORTATION FACILITIES

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

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

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

North District – Bear Facility



Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
Transportation Facilities - Administration	Program Funding	17,063.0	6,000.0	-	-	2,250.0	-	-	2,250.0	-	-	2,250.0	-	-	12,750.0	4,500.0
Transportation Facilities - Operations	Program Funding	44,468.7	14,787.7	-	-	14,000.0	-	-	12,000.0	-	-	7,000.0	-	-	47,787.7	12,000.0
Total		61,531.7	20,787.7	0.0	0.0	16,250.0	0.0	0.0	14,250.0	0.0	0.0	9,250.0	0.0	0.0	60,537.7	16,500.0

TRANSIT VEHICLE REPLACEMENT AND REFURBISHMENT, STATEWIDE

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

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

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

Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
CAD/AVL	Procurement	9,770.4	212.9	851.6	-	-	-	-	-	-	-	-	-	-	1,064.5	-
Fare Collection Improvements	PD	3,250.0	1,550.0	-	-	1,578.6	-	-	-	-	-	-	-	-	3,128.6	-
Job Access Reverse Commute (JARC) Program		10,909.6	-	340.9	340.9	-	340.9	340.9	-	340.9	340.9	-	340.9	340.9	2,727.4	1,363.7
Maintenance Equipment and Tools (Transit) Program	Procurement	1,610.0	200.0	-	-	200.0	-	-	200.0	-	-	200.0	-	-	800.0	400.0
New Freedom Program Statewide 50/50	Planning	4,069.3	-	369.3	369.3	-	369.3	369.3	-	369.3	369.3	-	369.3	369.3	2,954.8	1,477.4
Taxi Pilot Equipment Start-up	Procurement	280.0	-	-	-	280.0	-	-	-	-	-	-	-	-	280.0	-
Transit Vehicle Replacement 5310 Program - Statewide		8,401.8	741.7	458.6	-	741.7	458.6	-	741.7	458.6	-	741.7	458.6	-	4,801.0	2,400.5
Paratransit Vans FY18 (6)	Procurement	488.0	437.8	-	-	-	-	-	-	-	-	-	-	-	437.8	-
Transit Systems Statewide Support Vehicles	Procurement	2,348.5	336.7	-	-	336.9	-	-	508.8	-	-	379.9	-	-	1,562.3	786.2
Total		28,107.2	1,716.2	1,168.8	710.2	1,558.6	1,168.8	710.2	1,450.5	1,168.8	710.2	1,321.6	1,168.8	710.2	13,563.3	6,427.8

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

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

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

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

AERONAUTICS, STATEWIDE

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

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

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



Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
Aeronautics Planning	Program Funding	1,425.0	16.5	148.5	-	21.0	189.0	-	21.0	189.0	-	21.0	189.0	-	795.0	420.0
Aeronautics Program Development		1,960.0	280.0	-	-	280.0	-	-	280.0	-	-	280.0	-	-	1,120.0	560.0
Total		3,385.0	296.5	148.5	0.0	301.0	189.0	0.0	301.0	189.0	0.0	301.0	189.0	0.0	1,915.0	980.0

Aeronautics Planning - FAA4,FAA3 - Federal Aviation Administration Funds

BICYCLE, PEDESTRIAN AND OTHER IMPROVEMENTS

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

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

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



Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
Bicycle, Pedestrian and other Improvements	C	28,000.0	1,642.6	6,569.9	-	1,430.0	5,720.0	-	1,440.0	5,760.0	-	800.0	3,200.0	-	26,562.5	8,000.0
Total		28,000.0	1,642.6	6,569.9	-	1,430.0	5,720.0	-	1,440.0	5,760.0	-	800.0	3,200.0	-	26,562.5	8,000.0

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

BRIDGE MANAGEMENT PROGRAM

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

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

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

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

Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
Bridge Inspection Program		30,400.0	1,455.3	4,019.6	-	1,201.9	3,524.6	-	1,045.4	3,326.4	-	1,040.3	3,288.5	-	18,902.0	9,531.4
Bridge Management		56,299.4	6,498.3	3,112.4	-	5,340.3	1,096.0	-	6,070.1	1,681.0	-	5,550.0	1,800.0	-	31,148.1	12,470.0
Total		86,699.4	7,953.6	7,132.0	0.0	6,542.2	4,620.6	0.0	7,115.5	5,007.4	0.0	6,590.3	5,088.5	0.0	50,050.1	22,001.4

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

CORRIDOR CAPACITY PRESERVATION

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

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

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

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

Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
Corridor Capacity Preservation	ROW	18,000.0	1,000.0	-	-	1,000.0	-	-	1,000.0	-	-	1,000.0	-	-	4,000.0	2,000.0
Total		18,000.0	1,000.0	-	-	1,000.0	-	-	1,000.0	-	-	1,000.0	-	-	4,000.0	2,000.0

INTERSECTION IMPROVEMENTS

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

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

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

Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
Intersection Improvements		59,578.1	4,180.0	3,835.0	600.0	4,000.0	3,000.0	600.0	4,040.0	3,160.0	600.0	4,050.0	3,200.0	600.0	31,865.0	15,200.0
Total		59,578.1	4,180.0	3,835.0	600.0	4,000.0	3,000.0	600.0	4,040.0	3,160.0	600.0	4,050.0	3,200.0	600.0	31,865.0	15,200.0

Z240 - Surface Transportation Block Grant Program - FAST

RAIL CROSSING SAFETY

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

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

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

Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
Rail Crossing Safety		17,779.5	6,357.0	3,261.1	-	136.1	1,225.0	-	136.1	1,225.0	-	136.1	1,225.0	-	13,701.5	2,722.2
Statewide Railroad Rideability Program		1,100.0	100.0	-	-	100.0	-	-	100.0	-	-	100.0	-	-	400.0	200.0
Total		18,879.5	6,457.0	3,261.1	0.0	236.1	1,225.0	0.0	236.1	1,225.0	0.0	236.1	1,225.0	0.0	14,101.5	2,922.2

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

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

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



Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
Recreational Trails	Program Funding	10,150.5	-	2,687.8	226.4	-	905.7	226.4	-	905.7	226.4	-	905.7	226.4	6,310.5	2,264.2
Total		10,150.5	-	2,687.8	226.4	-	905.7	226.4	-	905.7	226.4	-	905.7	226.4	6,310.5	2,264.2

M940,Z940 - Recreational Trails Program (RTP)

SAFETY IMPROVEMENTS**DESCRIPTION:** Project includes:

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

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

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

Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
Hazard Elimination Program	C Program Funding	19,722.6	368.9	2,852.5	-	244.4	2,200.0	-	244.4	2,200.0	-	244.4	2,200.0	-	10,554.7	4,888.9
Future Safety Program 80/20		9,750.0	-	-	-	500.0	2,000.0	-	500.0	2,000.0	-	500.0	2,000.0	-	7,500.0	5,000.0
Future Safety Program 90/10		14,033.3	6.1	55.2	-	183.3	1,650.0	-	283.3	2,550.0	-	283.3	2,550.0	-	7,561.3	5,666.7
Section 154 Penalty Transfer (Sanction) Program		19,271.6	-	3,575.0	-	-	2,420.2	-	-	2,420.2	-	-	2,420.2	-	10,835.6	4,840.4
TOTAL		62,777.5	375.0	6,482.7	0.0	927.7	8,270.2	0.0	1,027.7	9,170.2	0.0	1,027.7	9,170.2	0.0	36,451.6	20,396.0

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

SIGNAGE AND PAVEMENT MARKINGS

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

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

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

Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
Signage and Pavement Markings	Program Funding	47,046.6	5,477.0	1,282.5	-	5,432.0	1,282.5	-	5,432.0	1,282.5	-	5,432.0	1,282.5	-	26,903.1	13,429.0
Total		47,046.6	5,477.0	1,282.5	-	5,432.0	1,282.5	-	5,432.0	1,282.5	-	5,432.0	1,282.5	-	26,903.1	13,429.0

Z240 - Surface Transportation Block Grant Program - FAST

TECHNOLOGY

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

Project includes funds for:

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

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

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

Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
Disadvantaged Business Enterprise Supportive Services Program	Program Funding	1,309.7	-	44.6	-	-	44.6	-	-	44.6	-	-	44.6	-	178.5	89.3
DMV Mainframe Modernization Project FY2013	IT Development	23,400.0	5,900.0	-	-	-	-	-	-	-	-	-	-	-	5,900.0	-
Mileage Based User Fee	Procurement	1,160.0	-	870.0	-	-	-	-	-	-	-	-	-	-	870.0	-
Information Technology Initiatives Program	Program Funding	60,600.0	12,415.0	-	-	13,000.0	-	-	13,500.0	-	-	13,800.0	-	-	52,715.0	28,000.0
On the Job Training / Supportive Services	Program Funding	821.5	-	100.0	-	-	100.0	-	-	100.0	-	-	100.0	-	400.0	200.0
Summer Transportation Institute Program	Program Funding	412.5	13.8	55.0	-	13.8	55.0	-	13.8	55.0	-	13.8	55.0	-	275.0	137.5
Highway Use Tax Evasion Grant	Program Funding	250.0	-	249.8	-	-	-	-	-	-	-	-	-	-	249.8	-
DMV Toll Equipment Upgrade	Program Funding	10,658.6	5,942.5	-	-	4,716.1	-	-	-	-	-	-	-	-	10,658.6	-
Total		98,612.3	24,271.3	1,319.4	0.0	17,729.9	199.6	0.0	13,513.8	199.6	0.0	13,813.8	199.6	0.0	71,246.9	28,426.8

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

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

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

TRAFFIC CALMING PROGRAM

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

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



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

Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
Traffic Calming	Program Funding	1,550.0	200.0	-	-	200.0	-	-	200.0	-	-	200.0	-	-	800.0	400.0
Total		1,550.0	200.0	-	-	200.0	-	-	200.0	-	-	200.0	-	-	800.0	400.0

TRANSPORTATION ENHANCEMENTS/TRANSPORTATION ALTERNATIVES PROGRAM - DELAWARE

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

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

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

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

Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
Transportation Alternatives Program	Program Funding	39,490.1	1,664.3	7,178.8	130.4	1,170.8	4,690.9	1.9	982.8	3,931.2	-	982.8	3,931.2	-	24,665.1	9,828.0
	Program Funding	1,400.0	40.0	160.0	-	40.0	160.0	-	40.0	160.0	-	40.0	160.0	-	800.0	400.0
	Program Funding	667.7	292.7	-	-	125.0	-	-	50.0	-	-	50.0	-	-	517.7	100.0
Total		41,557.8	1,997.0	7,338.8	130.4	1,335.8	4,850.9	1.9	1,072.8	4,091.2	-	1,072.8	4,091.2	-	25,982.8	10,328.0

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

TRANSPORTATION MANAGEMENT IMPROVEMENTS

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

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

TRANSPORTATION MANAGEMENT IMPROVEMENTS (Continued)

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

Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
Traffic Signal Revolving Fund Program	Traffic	875.0	125.0	-	-	125.0	-	-	125.0	-	-	125.0	-	-	500.0	250.0
MUTCD Compliance Program	Traffic	20,000.0	810.0	5,856.1	-	600.0	2,400.0	-	400.0	1,600.0	-	400.0	1,600.0	-	13,666.1	4,000.0
Rideshare Program / Trip Mitigation	Program Funding	3,660.0	-	410.0	102.5	-	360.0	90.0	-	384.0	96.0	-	384.0	96.0	1,922.5	960.0
Transportation Management Improvements	Program Funding	36,875.0	1,216.5	4,866.0	-	1,180.0	4,720.0	-	1,180.0	4,720.0	-	1,180.0	4,720.0	-	23,782.5	11,800.0
Total		61,410.0	2,151.5	11,132.1	102.5	1,905.0	7,480.0	90.0	1,705.0	6,704.0	96.0	1,705.0	6,704.0	96.0	39,871.1	17,010.0

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

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

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

ENGINEERING AND CONTINGENCIES

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

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

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

Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
Environmental Improvements	Planning	157.5	4.5	18.0	-	4.5	18.0	-	4.5	18.0	-	4.5	18.0	-	90.0	45.0
Environmental Improvements	Planning	4,561.0	540.5	-	-	540.5	-	-	540.5	-	-	540.5	-	-	2,162.0	1,081.0
Education and Training	Audit	1,600.0	-	200.0	-	-	200.0	-	-	200.0	-	-	200.0	-	800.0	400.0
Engineering and Contingency	Program Funding	205,855.0	31,545.0	-	-	30,745.0	-	-	30,745.0	-	-	30,495.0	-	-	123,530.0	60,990.0
Total		212,173.5	32,090.0	218.0	0.0	31,290.0	218.0	0.0	31,290.0	218.0	0.0	31,040.0	218.0	0.0	126,582.0	62,516.0

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

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

PLANNING

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

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

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

Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
Federal Land Access Program	Program	180.0	6.0	24.0	-	6.0	24.0	-	6.0	24.0	-	6.0	24.0	-	120.0	60.0
Local Transportation Assistance Program	Program	900.0	-	150.0	-	-	150.0	-	-	150.0	-	-	150.0	-	600.0	300.0
Local Transportation Assistance Program	Program	900.0	150.0	-	-	150.0	-	-	150.0	-	-	150.0	-	-	600.0	300.0
Metropolitan Planning Organization / FHWA/FTA	Program	20,482.2	579.7	2,318.6	-	592.8	2,371.3	-	592.8	2,371.3	-	592.8	2,371.3	-	11,790.8	5,928.3
Pedestrian ADA Accessibility	Program	18,854.4	3,854.4	-	-	3,000.0	-	-	3,000.0	-	-	3,000.0	-	-	12,854.4	6,000.0
Planning Program Development	Program	14,780.0	2,210.1	-	-	2,000.0	-	-	2,000.0	-	-	2,000.0	-	-	8,210.1	4,000.0
Rural Technical Assistance Program	Program	625.6	-	87.7	-	-	87.7	-	-	87.7	-	-	87.7	-	350.6	175.3
Statewide Planning & Research Program / FHWA	Program	26,070.4	896.0	3,583.9	-	841.7	3,366.9	-	841.7	3,366.9	-	841.7	3,366.9	-	17,105.7	8,417.2
Statewide Planning & Research Program / FTA	Program	994.4	28.1	112.4	-	28.7	114.7	-	28.7	114.7	-	28.7	114.7	-	570.5	286.7
Truck Weigh Enforcement	Program	4,924.6	1,054.6	-	-	645.0	-	-	645.0	-	-	645.0	-	-	2,989.6	1,290.0
University Research Program	Program	2,000.0	250.0	-	-	250.0	-	-	250.0	-	-	250.0	-	-	1,000.0	500.0
Total		90,711.6	9,028.9	6,276.6	0.0	7,514.2	6,114.6	0.0	7,514.2	6,114.6	0.0	7,514.2	6,114.6	0.0	56,191.7	27,257.5

Federal Land Access Program - TBD1 - Funds to be determined

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

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

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

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

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

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

NEW CASTLE
COUNTY

BRIDGE STRUCTURE REHABILITATION, NEW CASTLE COUNTY

DESCRIPTION: Repair of various bridges. Elements include:

Structure Maintenance

Overhead Sign Structure

Interstate Bridge Maintenance

Bridge Painting

JUSTIFICATION: To extend service life of various bridges.

County: New Castle

Funding Program: Road System – Bridge Improvements

Functional Category: Preservation

Year Initiated: FY 2009



Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
Bridge Painting, New Castle County, 2016	PE	45.0	-	43.8	-	-	-	-	-	-	-	-	-	-	43.8	-
	CE	142.0	-	142.0	-	-	-	-	-	-	-	-	-	-	142.0	-
	C	775.4	-	775.4	-	-	-	-	-	-	-	-	-	-	775.4	-
	Contingency	38.8	-	38.8	-	-	-	-	-	-	-	-	-	-	38.8	-
	Rail Road	138.6	-	138.6	-	-	-	-	-	-	-	-	-	-	138.6	-
Total		1,139.8	-	1,138.6	-	-	-	-	-	-	-	-	-	-	1,138.6	-

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

I-295 IMPROVEMENTS

DESCRIPTION: In FY 2000, the Delaware River and Bay Authority (DRBA) began a rehabilitation project on all approaches and ramps on the west side of the Delaware Memorial Bridge. DRBA is responsible for the remaining portion on I-295 to and including the Delaware Memorial Bridge. New planned improvements will be a joint effort by DelDOT and DRBA. DRBA will design and manage the improvements with oversight from DelDOT. Improvements will include:

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

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

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



Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
I-295 Improvements, Westbound from I-295 to US 13	PE	750.0	-	-	-	-	-	-	-	-	-	-	-	-	5,000.0	1,100.0
	CE	295.9	-	-	-	-	-	-	-	-	-	-	-	-		
	C	7,000.0	2,000.0	-	-	3,000.0	-	-	-	-	-	-	-	-		
I-295 Northbound from SR141 to US 13	PE	1,100.0	-	-	-	-	-	-	-	-	-	-	-	-	5,000.0	1,100.0
	ROW	500.0	-	-	-	-	-	-	-	-	-	-	-	-		
	C	8,000.0	-	-	-	-	-	-	-	-	-	-	-	-		
Total		17,645.9	2,000.0	0.0	0.0	3,000.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5,000.0	1,100.0

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 (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
Lighting Enhancements, Interstate, Open End, FY18-FY19	CE	100.0	5.0	45.0	-	-	-	-	-	-	-	-	-	-	50.0	-
	C	932.8	43.3	389.5	-	-	-	-	-	-	-	-	-	-	432.8	-
	Contingency	100.0	5.0	45.0	-	-	-	-	-	-	-	-	-	-	50.0	-
I-95/I-295/I-495 Interstate High Mast Lighting Improvements	PE	176.5	2.4	11.1	-	-	-	-	-	-	-	-	-	-	13.5	-
	CE	200.0	-	69.2	-	-	-	-	-	-	-	-	-	-	69.2	-
	C	4,044.4	-	67.8	-	-	-	-	-	-	-	-	-	-	67.8	-
	Traffic	97.3	-	3.4	-	-	-	-	-	-	-	-	-	-	3.4	-
	Utilities	88.0	-	88.0	-	-	-	-	-	-	-	-	-	-	88.0	-
	Contingency	322.7	-	274.4	-	-	-	-	-	-	-	-	-	-	274.4	-
Drainage Improvements, Interstate, North, Open End FY18-FY20	CE	250.0	14.3	128.8	-	8.3	75.0	-	-	-	-	-	-	-	226.4	-
	C	2,424.4	140.8	1,293.1	-	83.3	750.0	-	-	-	-	-	-	-	2,267.3	-
	Contingency	575.8	28.4	255.3	-	10.9	98.2	-	-	-	-	-	-	-	392.8	-
Total		9,311.9	239.2	2,670.6	0.0	102.5	923.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3,935.6	0.0

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
 Lighting Enhancements, Interstate, Open End, FY18-FY19 – Exp
 Drainage Improvements, Interstate, North, Open End FY18-FY20 - Exp

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

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

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

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



Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
Rehabilitation of I-95 from I-495 to North of Brandywine River Bridge	PE	13,000.0	398.3	1,593.2	-	200.0	800.0	-	200.0	800.0	-	-	-	-	3,991.4	-
	ROW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	165,000.0	-	-	-	3,000.0	12,000.0	-	12,000.0	48,000.0	-	11,000.0	44,000.0	-	130,000.0	25,000.0
	Maintenance	40,000.0	10,000.0	-	-	20,000.0	-	-	10,000.0	-	-	-	-	-	40,000.0	-
	Rail Road	550.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Traffic	725.0	72.5	652.5	-	-	-	-	-	-	-	-	-	-	725.0	-
Total		219,275.0	10,470.8	2,245.7	0.0	23,200.0	12,800.0	0.0	22,200.0	48,800.0	0.0	11,000.0	44,000.0	0.0	174,716.4	25,000.0

Z001 - National Highway Performance Program (NHPP)
Z460 - National Highway Freight Program (NHFP)
AC Z100

TRANSIT FACILITIES PRESERVATION, NEW CASTLE COUNTY

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

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

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

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



Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
Beech St Maintenance Building	PE/C	3,500.0	88.0	352.0	-	600.0	2,400.0	-	-	-	-	-	-	-	3,440.0	-
Beech St Facilities Renovation	PE/C	1,375.0	500.0	-	-	-	-	-	-	-	-	-	-	-	500.0	-
DART Parking Lot 4 Paving	PE/C	250.0	250.0	-	-	-	-	-	-	-	-	-	-	-	250.0	-
DART Parking Lot 4 Paving	PE/C	250.0	250.0	-	-	-	-	-	-	-	-	-	-	-	250.0	-
Monroe Street Oil Tanks Upgrade to AST	PE/C	150.0	-	-	-	-	-	-	-	-	-	-	-	-	-	150.0
Wilmington Operations Center Bus Wash	PE/C	1,025.0	60.0	240.0	-	145.0	580.0	-	-	-	-	-	-	-	1,025.0	-
Total		6,550.0	1,148.0	592.0	0.0	745.0	2,980.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5,465.0	150.0

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

TRANSIT VEHICLE REPLACEMENT AND REFURBISHMENT- NCC

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

JUSTIFICATION: Maintain existing transit services.

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



Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
Preventive Maintenance - New Castle County		58,600.0	-	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 (8) 35' Electric Buses NCC FY19		8,448.0	7,648.0	800.0	-	-	-	-	-	-	-	-	-	-	8,448.0	-
Transit Vehicle Replacement (3) Fixed Route Cutaway Buses NCC FY22	Procurement	403.5	-	-	-	-	-	-	-	-	-	80.7	322.8	-	403.5	-
Transit Vehicle Replacement (22) 40' Low Floor Buses NCC FY20	Procurement	11,073.0	-	-	-	2,214.6	8,858.4	-	-	-	-	-	-	-	11,073.0	-
Transit Vehicle Replacement (9) 30' Low Floor Buses NCC FY20	Procurement	4,413.6	-	-	-	882.7	3,530.9	-	-	-	-	-	-	-	4,413.6	-
Transit Vehicle Replacement Paratransit Buses NCC FY16-24	Procurement	41,000.0	627.0	2,507.9	-	885.3	3,541.2	-	476.8	1,907.2	-	775.6	3,102.5	-	13,823.5	7,532.6
Transit Vehicle Replacement Unicity Bus Purchase Program	Procurement	329.3	114.1	-	-	-	-	-	114.1	-	-	-	-	-	228.1	114.1
Total		124,267.4	8,389.1	8,507.9	1,300.0	3,982.6	21,130.5	1,300.0	590.9	7,107.2	1,300.0	856.3	8,625.3	1,300.0	64,389.7	20,646.7

Preventive Maintenance - New Castle County - 5307 - Urbanized Area Formula Grant Program
 Transit Vehicle Replacement (1) 40' Low Floor Bus NCC FY19 - 5307 - Urbanized Area Formula Grant Program
 Transit Vehicle Replacement (1) 45' OTR Bus NCC FY21 - 5307 - Urbanized Area Formula Grant Program
 Transit Vehicle Replacement (60) 40' Low Floor Buses NCC FY20 - 5307 - Urbanized Area Formula Grant Program, 5339 - Alternatives Analysis (5339)
 Transit Vehicle Replacement (7) 40' Low Floor Buses NCC FY21 - 5307 - Urbanized Area Formula Grant Program
 Transit Vehicle Replacement (7) 40' Low Floor Buses NCC FY19 - 5307 - Urbanized Area Formula Grant Program
 Transit Vehicle Replacement (9) 30' Low Floor Buses NCC FY20 - 5307 - Urbanized Area Formula Grant Program
 Transit Vehicle Replacement Paratransit Buses NCC FY16-22 - 5307 - Urbanized Area Formula Grant Program, 5339 - Alternatives Analysis (5339)

CITY OF NEW CASTLE IMPROVEMENTS

DESCRIPTION:

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

Plan recommendations in the TIP include:

SR 9, River Road Area - Design will include raising the approaches of SR 9 on either side of the Army Creek bridge to prevent further settling and flooding. Retrofits of the tide gates will be pursued by DNREC. Frequent flooding of SR 9 in the area of the Army Creek makes the road impassible



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

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



Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
SR 9, River Road Area Improvements, Flood Remediation	PD	138.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	1,379.8	600.0	-	-	600.0	-	-	-	-	-	-	-	-	1,200.0	-
	ROW	500.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	CE	1,650.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	9,350.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total		13,018.2	600.0	-	-	600.0	-	-	-	-	-	-	-	-	1,200.0	-

Z230 - Surface Transportation Block Grant Program - FAST

CLAYMONT TRAIN STATION

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

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

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



Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
Claymont Regional Transportation Center	PE	6,700.0	876.2	4,044.6	-	-	-	-	-	-	-	-	-	-	4,920.8	-
	ROW	100.0	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-
	CE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	30,600.0	-	-	-	5,850.0	7,150.0	-	7,920.0	9,680.0	-	-	-	-	30,600.0	-
	C	14,875.0	1,070.3	2,334.5	-	3,190.7	6,570.5	-	539.3	1,095.0	-	-	-	-	14,800.4	-
	C	125.0	-	-	79.5	-	-	45.5	-	-	-	-	-	-	125.0	-
Total		52,400.0	2,046.5	6,379.1	79.5	9,040.7	13,720.5	45.5	8,459.3	10,775.0	-	-	-	-	50,546.1	-

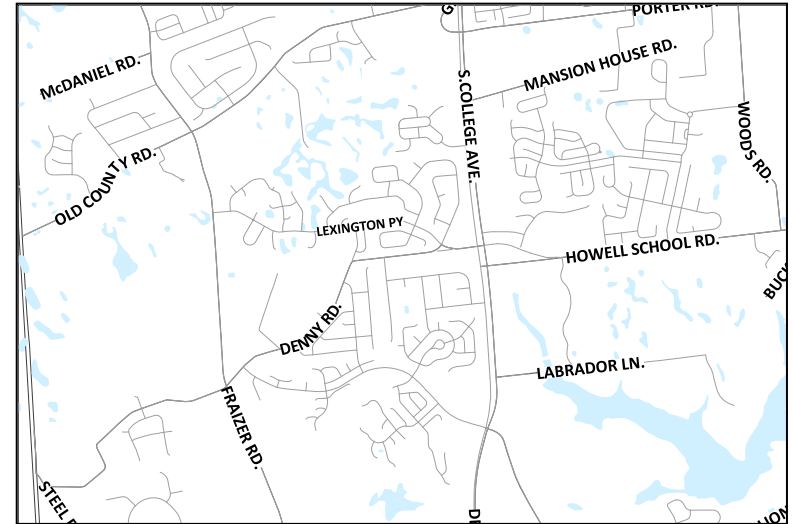
5307 - Urbanized Area Formula Grant Program, 5337 - State of Good Repair, TIGER

DENNY ROAD AND LEXINGTON PARKWAY INTERSECTION

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

JUSTIFICATION: Transportation operational issues.

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



Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
Denny Road and Lexington Parkway Intersection Improvements	PE	200.0	-	-	-	-	-	-	100.0	-	-	100.0	-	-	200.0	-
	ROW	50.0	-	-	-	-	-	-	-	-	-	-	-	-	-	50.0
	C	1,100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total		1,350.0	-	-	-	-	-	-	100.0	-	-	100.0	-	-	200.0	50.0

GARASCHE'S LANE

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

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

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



Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
Garasches Lane, Wilmington	PD	652.2	9.4	37.6	-	-	-	-	-	-	-	-	-	-	47.0	-
	PE	350.0	20.4	81.6	-	-	-	-	-	-	-	-	-	-	102.0	-
	ROW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	5,000.0	-	-	-	200.0	800.0	-	800.0	3,200.0	-	-	-	-	5,000.0	-
Total		6,002.2	29.8	119.2	-	200.0	800.0	-	800.0	3,200.0	-	-	-	-	5,149.0	-

M23E - Surface Transportation Program MAP-21 (STP)

Z230 - Surface Transportation Block Grant Program - FAST

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.
- 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, 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, 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.
- 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.

JUSTIFICATION: Improve safety at high accident locations.

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



HIGHWAY SAFETY IMPROVEMENT PROGRAM (CONTINUED)

Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
Highway SAFETY Improvement Program - New Castle County	PE	267.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	80.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	3,703.5	104.3	939.0	-	-	-	-	-	-	-	-	-	-	1,043.3	-
	ROW	394.0	37.7	150.7	-	-	-	-	-	-	-	-	-	-	188.4	-
	ROW	1,250.0	-	300.0	-	-	-	-	-	-	-	-	-	-	300.0	-
	ROW	640.0	-	-	-	50.0	450.0	-	-	-	-	-	-	-	500.0	-
	CE	2,344.0	106.9	413.7	-	-	-	-	-	-	-	-	-	-	520.6	-
	CE	323.2	5.7	51.3	-	26.6	239.6	-	-	-	-	-	-	-	323.2	-
	C	19,624.7	2,925.7	11,702.9	-	760.0	3,039.8	-	-	-	-	-	-	-	18,428.4	-
	C	8,600.0	25.0	225.0	-	635.0	5,715.0	-	200.0	1,800.0	-	-	-	-	8,600.0	-
	Traffic	1,767.0	67.8	271.3	-	-	-	-	-	-	-	-	-	-	339.1	-
	Traffic	475.7	22.9	206.2	-	0.5	4.5	-	-	-	-	-	-	-	234.1	-
	Utilities	329.5	37.3	149.1	-	-	-	-	-	-	-	-	-	-	186.3	-
	Utilities	770.0	67.7	608.9	-	7.4	66.6	-	-	-	-	-	-	-	750.5	-
	Contingency	1,492.2	215.5	713.9	-	-	-	-	-	-	-	-	-	-	929.4	-
	Contingency	272.8	14.2	127.7	-	13.1	117.8	-	-	-	-	-	-	-	272.8	-
	Contingency	527.0	48.5	-	-	-	-	-	-	-	-	-	-	-	48.5	-
	Rail Road	220.0	29.0	116.0	-	-	-	-	-	-	-	-	-	-	145.0	-
Total		43,081.1	3,708.2	15,975.5	-	1,492.6	9,633.3	-	200.0	1,800.0	-	-	-	-	32,809.6	-

HEP NCC, SR 273 and Red Mill Road Connector Intersection Improvements - Z001 - National Highway Performance Program (NHPP)
 HEP NCC, SR41 and Faulkland Road Intersection - ZS30 - Highway Safety Improvement Program (HSIP)
 HSIP NCC, I-95, N213 Carr Road & N3, Marsh Road Interchange Improvements - Z001 - National Highway Performance Program (NHPP)
 HSIP NCC, N282, Mill Creek Road and Stoney Batter Road Intersection - Z230 - Surface Transportation Block Grant Program - FAST
 HSIP NCC, 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)

HIGHWAY SAFETY IMPROVEMENT PROGRAM (CONTINUED)

Project Details:

Project Title	Phase	Current Estimate	FY19 State Spend	FY19 Fed Spend	FY19 Other Spend	FY20 State Spend	FY20 Fed Spend	FY20 Other Spend	FY21 State Spend	FY21 Fed Spend	FY21 Other Spend	FY22 State Spend	FY22 Fed Spend	FY22 Other Spend
HEP NCC, SR 273 and Red Mill Road Connector Intersection Improvements	PE	125.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	3,000.0	600.0	2,400.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HEP NCC, SR 273 and Red Mill Road Connector Total		3,125.0	600.0	2,400.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	CE	290.9	34.9	139.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	2,207.6	102.7	410.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HEP NCC, SR 72 and Old Baltimore Pike Intersection Improvements	Traffic	312.7	24.0	96.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Utilities	131.2	24.2	96.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Contingency	375.3	75.1	300.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Rail Road	220.0	29.0	116.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HEP NCC, SR 72 and Old Baltimore Pike Intersection Total		3,767.8	289.8	1,159.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	CE	481.9	24.4	83.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HEP NCC, SR2, Wollaston Road to Milltown Road	Traffic	403.1	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Contingency	434.9	85.5	193.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Contingency	527.0	48.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HEP NCC, SR2, Wollaston Road to Milltown Road Total		1,846.8	178.4	357.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	75.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	ROW	140.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	CE	57.0	5.7	51.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HEP NCC, SR41 and Faulkland Road Intersection	C	1,100.0	20.0	180.0	0.0	90.0	810.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Traffic	213.1	21.3	191.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Utilities	400.0	38.1	342.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Contingency	141.9	14.2	127.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HEP NCC, SR41 and Faulkland Road Intersection Total		2,127.0	99.2	893.2	0.0	90.0	810.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	ROW	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HSIP NCC, Churchmans Road WB, Christiana Hospital to SR 1	CE	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	(0.0)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Traffic	257.6	1.6	14.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HSIP NCC, Churchmans Road WB, Christiana Hospital to SR 1 Total		257.6	1.6	14.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

HIGHWAY SAFETY IMPROVEMENT PROGRAM (CONTINUED)

Project Details:

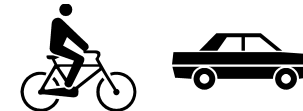
Project Title	Phase	Current Estimate	FY19 State Spend	FY19 Fed Spend	FY19 Other Spend	FY20 State Spend	FY20 Fed Spend	FY20 Other Spend	FY21 State Spend	FY21 Fed Spend	FY21 Other Spend	FY22 State Spend	FY22 Fed Spend	FY22 Other Spend
HSIP NCC, I-95, N213 Carr Road & N3, Marsh Road Interchange Improvements	PD	207.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	1,632.0	19.9	178.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	ROW	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	CE	1,065.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	9,251.6	1,580.0	6,320.2	0.0	740.0	2,959.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Traffic	783.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Utilities	29.6	5.9	23.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HSIP NCC, I-95, N213 Carr Road & N3, Marsh Road Total		13,426.7	1,605.8	6,522.5	0.0	740.0	2,959.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HSIP NCC, N282, Mill Creek Road and Stoney Batter Road Intersection	PD	37.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	PE	186.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	ROW	240.0	15.9	63.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	CE	266.2	0.0	0.0	0.0	26.6	239.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	2,500.0	0.0	0.0	0.0	250.0	2,250.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Traffic	5.0	0.0	0.0	0.0	0.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Utilities	370.0	29.6	266.4	0.0	7.4	66.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Contingency	130.9	0.0	0.0	0.0	13.1	117.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HSIP NCC, N282, Mill Creek Road and Stoney Batter Total		3,735.0	45.5	329.9	0.0	297.6	2,678.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HSIP NCC, Old Baltimore Pike and Salem Church Road	PE	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	ROW	300.0	0.0	300.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	2,000.0	5.0	45.0	0.0	195.0	1,755.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HSIP NCC, Old Baltimore Pike and Salem Church Road Total		2,350.0	5.0	345.0	0.0	195.0	1,755.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HSIP NCC, SR 273 and Harmony Road Intersection Improvement	PE	1,596.5	84.5	760.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	ROW	500.0	0.0	0.0	0.0	50.0	450.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	3,000.0	0.0	0.0	0.0	100.0	900.0	0.0	200.0	1,800.0	0.0	0.0	0.0	0.0
HSIP NCC, SR 273 and Harmony Road Intersection Total		5,096.5	84.5	760.3	0.0	150.0	1,350.0	0.0	200.0	1,800.0	0.0	0.0	0.0	0.0
HSIP NCC, SR 71, Old Porter Road to SR 7	PE	225.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	ROW	750.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	CE	506.0	47.6	190.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	2,665.4	163.0	652.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Traffic	267.7	23.8	95.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Utilities	168.7	7.2	28.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	Contingency	274.6	54.9	219.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
HSIP NCC, SR 71, Old Porter Road to SR 7 Total		4,857.5	296.6	1,186.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
US 40 and SR7 Intersection Improvements	PE	81.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	ROW	154.0	21.8	87.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
	C	2,500.0	480.0	1,920.0	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
US 40 and SR7 Intersection Improvements Total		2,735.7	501.8	2,007.2	0.0	20.0	80.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

HOWELL SCHOOL ROAD, SR 896 TO SR 71

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

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

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

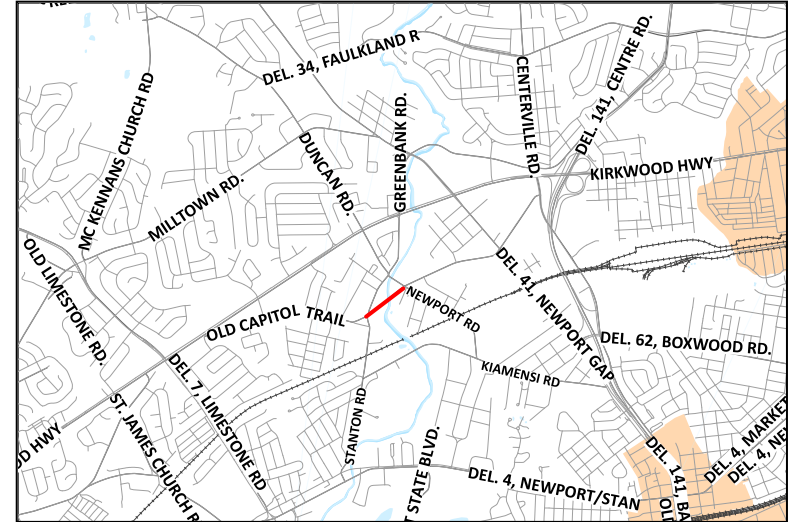


Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
HSIP NCC, N54, Howell School Road, SR 896 to SR 71	PE	1,609.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	1,000.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	CE	1,794.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	8,333.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Traffic	317.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Utilities	183.6	-	35.0	-	-	-	-	-	-	-	-	-	-	35.0	-
Howell School Road Landscaping	Contingency	2,080.3	-	1,118.2	-	-	-	-	-	-	-	-	-	-	1,118.2	-
	C	300.0	-	300.0	-	-	-	-	-	-	-	-	-	-	300.0	-
Total		2,563.9	0.0	1,453.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1,453.2	0.0

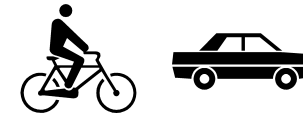
OLD CAPITOL TRAIL, NEWPORT ROAD TO STANTON ROAD

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), 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 (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
Old Capitol Trail, Newport Road to Stanton Road	PE	650.0	-	-	-	-	-	-	200.0	-	-	250.0	-	-	450.0	200.0
	ROW	1,200.0	-	-	-	-	-	-	-	-	-	-	-	-	-	600.0
	C	3,500.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total		5,350.0	-	-	-	-	-	-	200.0	-	-	250.0	-	-	450.0	800.0

OTTS CHAPEL ROAD AND WELSH TRACK ROAD INTERSECTION IMPROVEMENTS

DESCRIPTION: Based on a traffic operational analysis performed by TMC, inefficiencies were identified. Adding turn lanes, (sidewalks only if already in area) to improve operations and reduce delay at the intersection. Bike amenities in accordance with CS policy.

JUSTIFICATION: Improved operations to reduce delay at the intersection

County: New Castle
Investment Area: Core
MUNICIPALITY:
Funding Program: Road System – Collectors
Functional Category: Management
Year Initiated: FY 2019



Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
Otts Chapel Road and Welsh Track Road Intersection Improvements	PE	50.0	-	-	-	-	-	-	-	-	-	-	-	-	-	25.0
	ROW	25.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	150.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total		225.0	-	-	-	-	-	-	-	-	-	-	-	-	-	25.0

POSSUM PARK RD AND OLD POSSUM PARK RD INTERSECTION

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

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

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



Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
Possum Park Road and Old Possum Park Road Intersection Improvements	PE	182.0	50.0	-	-	-	-	-	-	-	-	-	-	-	50.0	-
	ROW	100.0	-	-	-	20.0	-	-	80.0	-	-	-	-	-	100.0	-
	C	1,500.0	-	-	-	-	-	-	500.0	-	-	1,000.0	-	-	1,500.0	-
Total		1,782.0	50.0	-	-	20.0	-	-	580.0	-	-	1,000.0	-	-	1,650.0	-

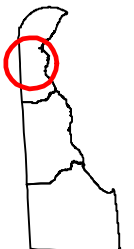
SOUTHERN NEW CASTLE COUNTY IMPROVEMENTS

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.
- Shallcross Lake Road Relocated, Graylag Rd to Boyds Corner Rd-- This project will relocate Shallcross Lake Road between Graylag Road and Boyds Corner Road. The proposed alignment will shift the Shallcross Lake Road and Boyds Corner Road intersection east to align with Milford Drive (Grand View Farm).



JUSTIFICATION: To develop projects identified through the US 301 Major Investment Study, carry out the local roads plan, and contribute to the economic development effort to bring jobs south of the Chesapeake and Delaware Canal. The area of New Castle County just below the C & D Canal is expected to experience added congestion and safety issues because of the southern New Castle County Sewer expansion and the associated growth that will occur when the sewer goes online. DelDOT and several other agencies have entered into a memorandum of agreement concerning the need to pace necessary infrastructure in conjunction with planned growth. To respond to the need DelDOT will be planning roadway improvement projects throughout the area.



SOUTHERN NEW CASTLE COUNTY IMPROVEMENTS (Continued)

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



Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
Jamison Corner Road Relocated at Boyds Corner Road	PE	557.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	1,000.0	21.8	-	-	-	-	-	-	-	-	-	-	-	21.8	-
	CE	1,026.6	843.3	-	-	-	-	-	-	-	-	-	-	-	843.3	-
	C	3,000.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	1,721.2	1,221.2	-	-	-	-	-	-	-	-	-	-	-	1,221.2	-
	Traffic	221.3	150.0	-	-	51.3	-	-	-	-	-	-	-	-	201.3	-
	Utilities	471.3	302.2	-	-	-	-	-	-	-	-	-	-	-	302.2	-
	Contingency	636.1	558.8	-	-	77.3	-	-	-	-	-	-	-	-	636.1	-
N15, Boyds Corner Road, Cedar Lane Road to US 13	PE	2,060.3	50.0	-	-	250.0	-	-	200.0	-	-	50.0	-	-	550.0	-
	ROW	2,800.0	-	-	-	100.0	-	-	1,400.0	-	-	1,300.0	-	-	2,800.0	-
	C	13,300.0	-	-	-	-	-	-	-	-	-	3,325.0	-	-	3,325.0	9,975.0
	Utilities	21.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
N412, Lorewood Grove Road, Jamison Corner Rd to SR 1	PE	187.1	127.3	-	-	-	-	-	-	-	-	-	-	-	127.3	-
	ROW	3,000.0	-	-	-	10.0	-	-	1,000.0	-	-	1,975.0	-	-	2,985.0	-
	C	7,000.0	-	-	-	-	-	-	-	-	-	1,000.0	-	-	1,000.0	6,000.0
N427, Cedar Lane Road, Marl Pit Road, to Boyds Corner Road	PE	200.3	80.0	-	-	-	-	-	-	-	-	-	-	-	80.0	-
	ROW	2,600.0	-	-	-	1,700.0	-	-	900.0	-	-	-	-	-	2,600.0	-
	C	9,500.0	-	-	-	-	-	-	-	-	-	1,000.0	-	-	1,000.0	8,500.0
Cedar Lane Road and Marl Pit Road Intersection Improvements	PE	110.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	200.0	185.0	-	-	-	-	-	-	-	-	-	-	-	185.0	-
	C	3,200.0	1,200.0	-	-	2,000.0	-	-	-	-	-	-	-	-	3,200.0	-
Shallcross Lake Road Relocated, Graylag Rd to Boyds Corner Rd	C	1,500.0	-	-	1,500.0	-	-	-	-	-	-	-	-	-	1,500.0	-
Total		54,312.3	4,739.6	0.0	1,500.0	4,188.6	0.0	0.0	3,500.0	0.0	0.0	8,650.0	0.0	0.0	22,578.2	24,475.0

SR 141/I-95 INTERCHANGE

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

- I-95 and SR141 Ramps G & F Improvements - Reconfigure the interchange to better accommodate directional traffic, improve ramp connections with I-95, and increase the horizontal clearance between through lanes on I-95 and the bridge piers on SR 141. The project will also reconstruct the SR141 bridges that cross over northbound I-95.
- SR141 Improvements, I-95 Interchange to Jay Drive - Construct an additional left turn lane from Commons Boulevard, construct additional SR141 through lanes at the intersection and pedestrian and transit infrastructure improvements. The project goal will be to improve current and future traffic conditions (safety and capacity) at the SR141 and Commons Boulevard intersection.



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

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



Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
I-95 and SR141 Interchange, Ramps G & F Improvements	PE	2,700.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	CE	3,535.7	-	441.5	-	-	-	-	-	-	-	-	-	-	441.5	-
	C	31,659.5	-	7,154.7	-	-	-	-	-	-	-	-	-	-	7,154.7	-
	Traffic	604.1	-	69.7	-	-	-	-	-	-	-	-	-	-	69.7	-
	Utilities	636.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SR141 Improvements, I-95 Interchange to Jay Drive	Contingency	2,751.3	-	2,751.3	-	-	-	-	-	-	-	-	-	-	2,751.3	-
	PE	6,206.1	40.0	160.0	-	-	-	-	-	-	-	-	-	-	200.0	-
	ROW	752.4	615.2	-	-	-	-	-	-	-	-	-	-	-	615.2	-
	C	63,000.0	400.0	1,600.0	-	6,000.0	24,000.0	-	6,000.0	24,000.0	-	200.0	800.0	-	63,000.0	-
Total		111,845.3	1,055.2	12,177.2	0.0	6,000.0	24,000.0	0.0	6,000.0	24,000.0	0.0	200.0	800.0	0.0	74,232.4	0.0

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

SR141 Improvements, I-95 Interchange to Jay Drive - Z002,Z001 - National Highway Performance Program (NHPP)

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

DESCRIPTION: This project will include roadway reconstruction and intersection improvement. SR 2 from Delaware Avenue to Casho Mill Road is complete. Between Casho Mill Road and the Maryland line, the project includes roadway reconstruction and pedestrian and bicycle improvements. An additional travel lane will be added in each direction from Otts Chapel Road to SR4.

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

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



Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
Elkton Road, MD Line to Casho Mill Road	PE	2,533.2	-	249.6	-	-	-	-	-	-	-	-	-	-	249.6	-
	ROW	5,350.0	4,051.3	-	-	-	-	-	-	-	-	-	-	-	4,051.3	-
	C	30,000.0	200.0	800.0	-	2,900.0	11,600.0	-	2,900.0	11,600.0	-	-	-	-	30,000.0	-
Total		37,883.2	4,251.3	1,049.6	-	2,900.0	11,600.0	-	2,900.0	11,600.0	-	-	-	-	34,301.0	-

Z001, Z003 - National Highway Performance Program (NHPP) * AC Conversion
 Z400 - Congestion Mitigation And Air Quality Improvement Program (CMAQ)

SR 2 AND RED MILL ROAD

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

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

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



Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
SR 2 / Red Mill Road Intersection Improvements	PE	1,200.0	145.0	580.0	-	20.0	80.0	-	-	-	-	-	-	-	825.0	-
	ROW	1,000.0	-	-	-	500.0	-	-	500.0	-	-	-	-	-	1,000.0	-
	C	7,200.0	-	-	-	-	-	-	1,200.0	4,800.0	-	240.0	960.0	-	7,200.0	-
Total		9,400.0	145.0	580.0	-	520.0	80.0	-	1,700.0	4,800.0	-	240.0	960.0	-	9,025.0	-

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

SR 273, APPLEBY ROAD TO AIRPORT ROAD

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

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

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



Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
HSIP NCC, SR 273, Appleby Road to Airport Road	PD	200.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	1,250.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	1,391.0	34.9	313.9	-	-	-	-	-	-	-	-	-	-	348.7	-
	CE	1,612.2	154.4	1,390.0	-	-	-	-	-	-	-	-	-	-	1,544.5	-
	C	7,372.1	714.9	6,433.7	-	-	-	-	-	-	-	-	-	-	7,148.6	-
	Traffic	1,458.5	91.3	821.9	-	-	-	-	-	-	-	-	-	-	913.2	-
	Utilities	792.4	57.8	520.6	-	-	-	-	-	-	-	-	-	-	578.5	-
	Contingency	843.2	25.3	227.7	-	-	-	-	-	-	-	-	-	-	253.0	-
Total		14,919.3	1,078.6	9,707.8	-	-	-	-	-	-	-	-	-	-	10,786.4	-

ZS30 - Highway Safety Improvement Program (HSIP)

SR 273 / CHAPMAN ROAD INTERSECTION IMPROVEMENTS

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

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

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



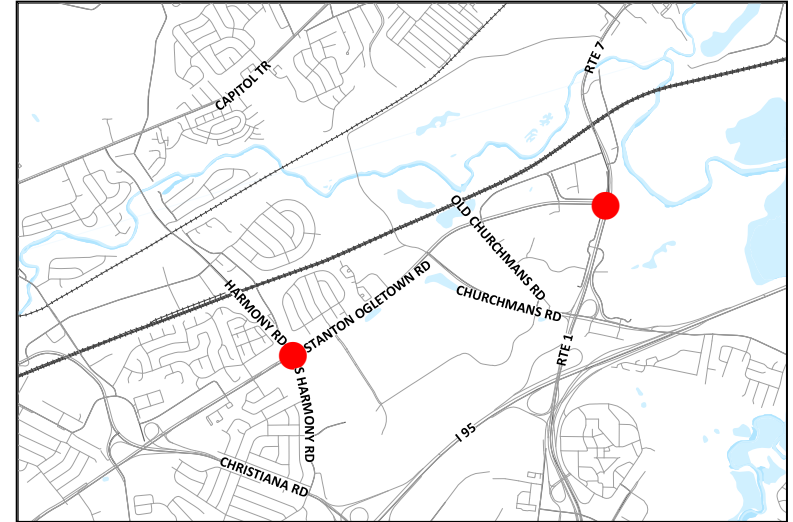
Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
SR 273 / Chapman Road Intersection Improvements	PE	1,209.0	48.4	233.6	-	40.0	160.0	-	80.0	320.0	-	40.0	160.0	-	1,082.0	-
	ROW	750.0	-	-	-	-	-	-	-	-	-	250.0	-	-	250.0	500.0
	C	12,500.0	-	-	-	-	-	-	-	-	-	200.0	800.0	-	1,000.0	6,500.0
Total		14,459.0	48.4	233.6	-	40.0	160.0	-	80.0	320.0	-	490.0	960.0	-	2,332.0	7,000.0

Z001 - National Highway Performance Program (NHPP)

SR 4, CHURCHMANS CROSSING

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

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



JUSTIFICATION:

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



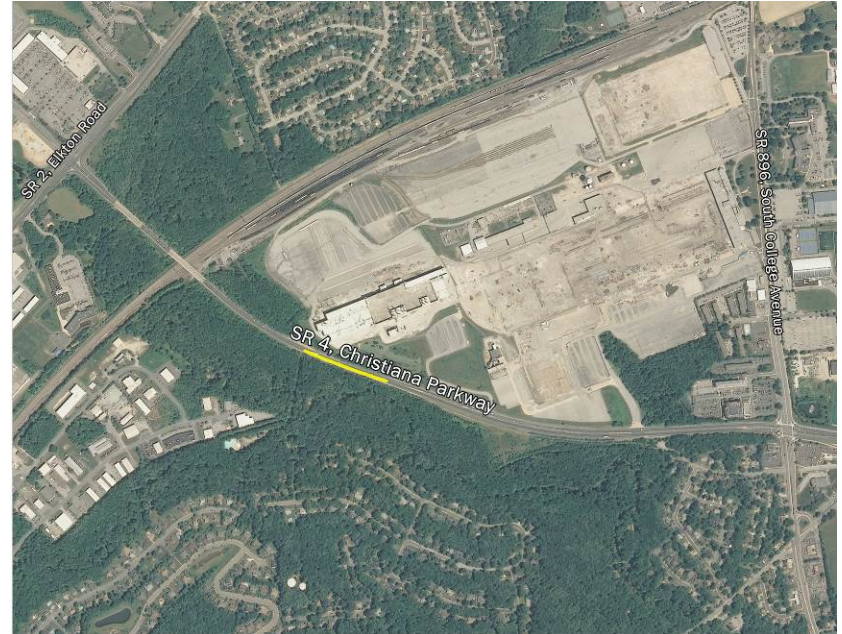
Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
SR4, Harmony Road Intersection Improvements	PE	600.0	-	-	-	-	-	-	200.0	-	-	200.0	-	-	400.0	200.0
	ROW	1,500.0	-	-	-	-	-	-	-	-	-	-	-	-	-	500.0
	C	7,000.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SR4, Ogletown Stanton Road/SR 7, Christina Stanton Road Phase I, Stanton Split	PE	750.0	-	-	-	-	-	-	100.0	-	-	300.0	-	-	400.0	350.0
	ROW	600.0	-	-	-	-	-	-	-	-	-	-	-	-	-	300.0
	C	3,500.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total		13,950.0	0.0	0.0	0.0	0.0	0.0	0.0	300.0	0.0	0.0	500.0	0.0	0.0	800.0	1,350.0

SR 4, CHRISTINA PARKWAY FROM SR 2 TO SR 896

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

JUSTIFICATION: This project will improve safety in the area.

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



Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
SR 4, Christina Parkway from SR 2, Elkton Road to SR 896, South College Avenue, Newark	PD	195.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	700.0	30.4	121.6	-	10.0	40.0	-	-	-	-	-	-	-	202.0	-
	ROW	300.0	-	-	-	10.0	-	-	150.0	-	-	140.0	-	-	300.0	-
	C	20,000.0	-	-	-	-	-	-	-	-	-	-	-	-	-	15,000.0
Total		21,195.8	30.4	121.6	-	20.0	40.0	-	150.0	-	-	140.0	-	-	502.0	15,000.0

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

SR9, NEW CASTLE AVE, LANDERS LANE TO A STREET

DESCRIPTION: This project will help implement the key projects recommended in the *Route 9 Corridor Transportation and Land Use Master Plan*. Major proposed work includes placing both Route 9 and Memorial Drive on road diets, with saved lane space used to improve pedestrian and bicycle and bus facilities and provide extra green space. Some intersections will be rebuilt to enhance safety and maintain vehicular traffic flow. Proposals include the construction of roundabouts at Terminal Avenue, Memorial Drive, and Cherry Lane, and the reconstruction of Rogers Road/SR 9 intersection and the Stamm Boulevard/SR 9 intersections. A center-lane multiuse pathway is proposed for Route 9 as it passes overtop the I-295 Expressway, to be accessed by the two proposed roundabouts at Memorial Drive and Cherry Lane. Meanwhile, an internal pedestrian/bicycle path system is proposed to knit together the now largely disconnected suburban neighborhoods along the corridor. Other efforts involve better managing truck traffic in the corridor via the provision of an overnight parking facility at the Port of Wilmington and more comprehensive truck signage to discourage illegal truck movements. Further initial study is needed for some proposals in the Master Plan. These include the recommended future extensions of Garasches Lane to Terminal Avenue, Pigeon Point Road to south of I-295, and the road diet preferred for the stretch of Route 9 around Stamm Boulevard.

JUSTIFICATION: This project will work to reduce vehicle crashes, the severity of crashes, make it easier and safer to cross Route 9 and Memorial Drive on foot or bicycle, better connect existing and planned neighborhoods and amenities, and support the freer movement of freight while, simultaneously, properly spacing it from residential uses.

County: New Castle
Investment Area: Core
Municipality:
Funding Program: Road System – Arterials
Functional Category: Management
Year Initiated: FY 2019



Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
SR9, New Castle Ave, Landers Lane to A Street, Planning Study	PE	1,200.0	-	-	-	-	-	-	-	-	-	-	-	-	-	1,200.0
	ROW	1,500.0	-	-	-	-	-	-	-	-	-	-	-	-	-	750.0
	C	15,000.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total		17,700.0	-	-	-	-	-	-	-	-	-	-	-	-	-	1,950.0

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

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

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

JUSTIFICATION: Park and rides meet the short term and long term goals of transit services.

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



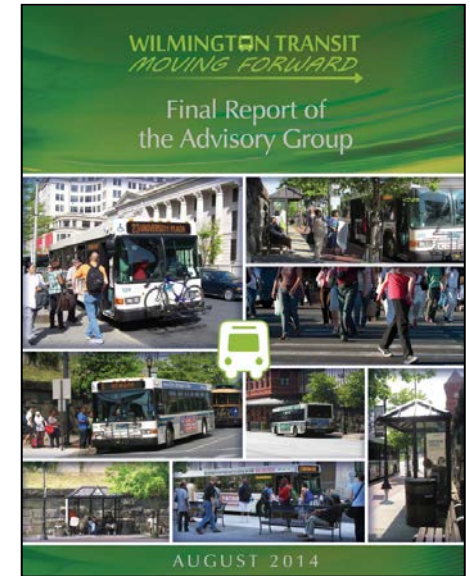
Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
Middletown Park and Ride	PE	50.0	50.0	-	-	-	-	-	-	-	-	-	-	-	50.0	-
	C	3,000.0	150.0	350.0	-	750.0	1,750.0	-	-	-	-	-	-	-	3,000.0	-
	PD	500.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NCC Transit Center	PE	750.0	130.0	520.0	-	20.0	80.0	-	-	-	-	-	-	-	750.0	-
	ROW	1,000.0	-	-	-	200.0	800.0	-	-	-	-	-	-	-	1,000.0	-
	C	2,500.0	-	-	-	100.0	400.0	-	400.0	1,600.0	-	-	-	-	2,500.0	-
Total		7,800.0	330.0	870.0	0.0	1,070.0	3,030.0	0.0	400.0	1,600.0	0.0	0.0	0.0	0.0	7,300.0	0.0

NCC Transit Center - 5307 - Urbanized Area Formula Grant Program

TRANSIT FACILITIES, WILMINGTON

DESCRIPTION:

- City of Wilmington Bus Stop Beautification - Project includes building and/or providing new bus stop shelters within the City of Wilmington for high volume bus stop locations.
- Christiana Crescent Elevators - This project will upgrade or rehabilitate the elevators at the Christiana Crescent Parking Garage in Wilmington. This project is a two and a half story parking facility on the Water Street surface lot. It provides over 400 parking spaces in a secure location adjacent to the Wilmington Train Station. The building matches the architecture of the historic Train Station and will also provide easy access and pedestrian amenities.
- Wilmington Transit Center - This project is being conducted pursuant to a public-private agreement to be entered into between Delaware Transit Center, an operating division of DelDOT, and Transit Center LLC in accordance with Delaware Code, Title 2, Chap. 20 Public-Private Initiatives Program in Transportation. The proposed project is the construction of the Wilmington Transit Center on State-owned land east of Walnut Street and North of Front Street in Wilmington. The selected private entity would, at their expense, design, build, maintain and operate a parking and transit facility. As part of this agreement, DTC would be provided with bus bays in the parking structure, an area for bus staging, accommodations for future electric bus recharging, bus operator facilities, public kiosks for transit ticketing/information, rental car parking and additional public parking availability.



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

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



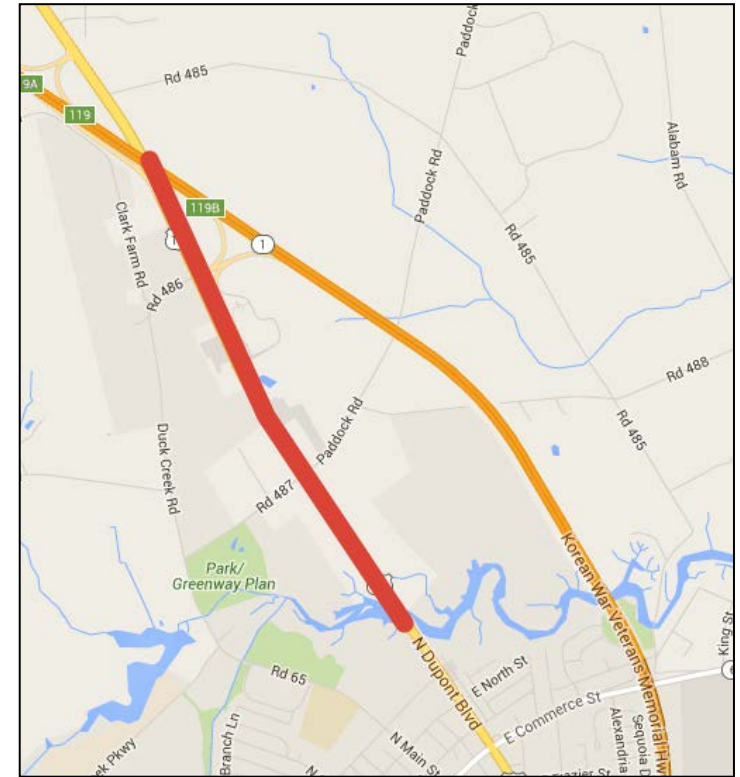
Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
City of Wilmington Bus Stop Beautifications	C	500.0	288.7	-	-	-	-	-	-	-	-	-	-	-	288.7	-
	CE	50.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Christina Crescent Elevators	C	516.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Contingency	434.5	415.5	-	-	-	-	-	-	-	-	-	-	-	415.5	-
	PE	320.0	87.2	-	-	-	-	-	-	-	-	-	-	-	87.2	-
	ROW	500.0	72.8	-	-	-	-	-	-	-	-	-	-	-	72.8	-
Wilmington Transit Center	C	1,600.0	50.0	-	-	-	-	-	-	-	-	-	-	-	50.0	-
	C	16,500.0	-	-	10,000.0	-	-	-	-	-	-	-	-	-	10,000.0	-
Total		20,420.5	914.2	0.0	10,000.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10,914.2	0.0

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 (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
US13, Duck Creek to SR1	PE	1,000.0	200.0	-	-	200.0	-	-	340.0	-	-	250.0	-	-	990.0	-
	ROW	1,200.0	-	-	-	500.0	-	-	700.0	-	-	-	-	-	1,200.0	-
	C	6,300.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total		8,500.0	200.0	-	-	700.0	-	-	1,040.0	-	-	250.0	-	-	2,190.0	-

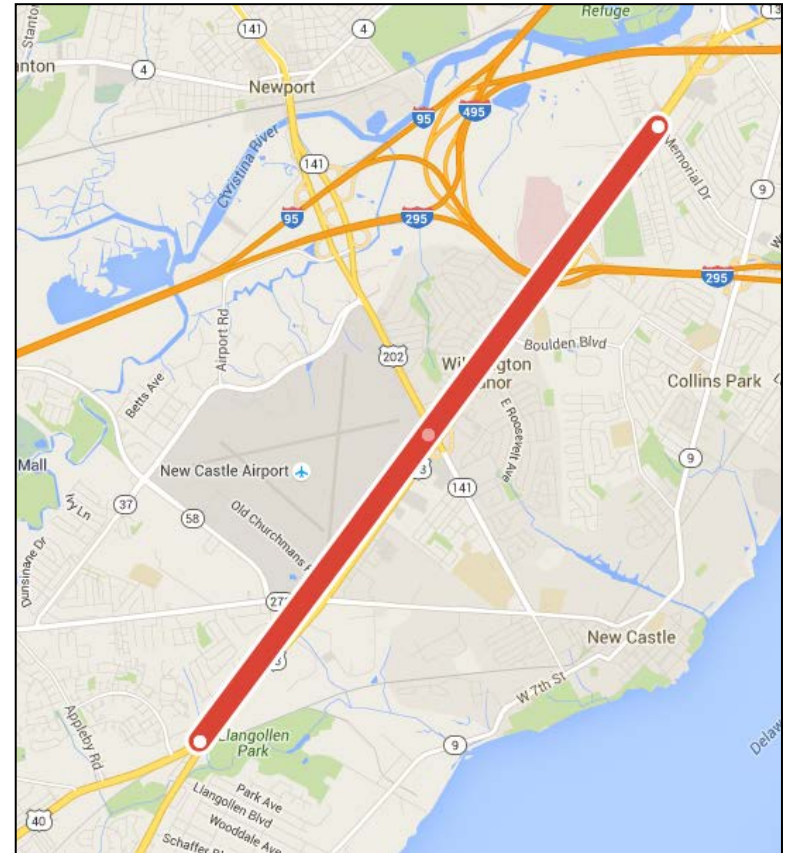
Z231 - Surface Transportation Block Grant Program - FAST

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 (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
US13, US40 to Memorial Drive Pedestrian Improvements	PE	1,000.0	90.0	360.0	-	-	-	-	-	-	-	-	-	-	450.0	-
	ROW	950.0	10.0	40.0	-	180.0	720.0	-	-	-	-	-	-	-	950.0	-
	C	26,017.9	-	-	-	500.0	2,000.0	17.9	600.0	2,400.0	-	600.0	2,400.0	-	8,517.9	10,250.0
Total		27,967.9	100.0	400.0	-	680.0	2,720.0	17.9	600.0	2,400.0	-	600.0	2,400.0	-	9,917.9	10,250.0

Z001 - National Highway Performance Program (NHPP)

US 40: MARYLAND LINE TO US 13, CORRIDOR IMPROVEMENTS

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

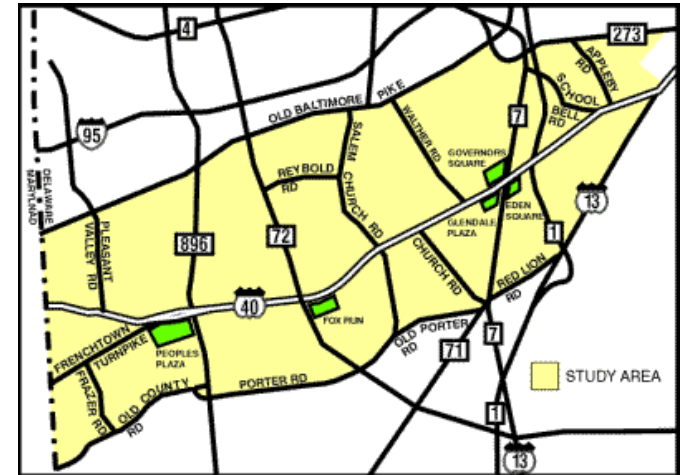
The projects listed below are current improvements included within the Plan.

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

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

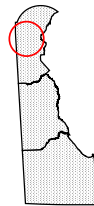
US 40 and SR7 Intersection Improvements - The project will install signalized pedestrian crossings across the north and south legs of the US 40 at SR 7 intersection and sidewalk connections near the intersection. Currently, no pedestrian accommodations are provided at the US 40 at SR 7 intersection and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

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



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

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



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

Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
US 40 & SR 896 Improvements	PE	6,000.0	400.0	1,600.0	-	278.7	1,114.9	-	160.0	640.0	-	100.0	400.0	-	4,693.6	500.0
	ROW	2,000.0	500.0	-	-	250.0	-	-	1,250.0	-	-	-	-	-	2,000.0	-
	CE	5,000.0	-	-	-	-	-	-	-	-	-	-	-	-	-	3,000.0
	C	55,000.0	-	-	-	-	-	-	-	-	-	-	-	-	-	27,000.0
US 40 / SR 72 Intersection Improvements	PD	502.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	1,643.0	16.5	66.0	-	-	-	-	-	-	-	-	-	-	82.4	-
	ROW	3,500.0	-	205.7	-	-	-	-	-	-	-	-	-	-	205.7	-
	CE	1,706.1	146.4	585.7	-	146.4	585.7	-	24.4	97.4	-	-	-	-	1,586.1	-
	C	12,685.8	1,707.3	6,829.2	-	628.9	2,515.8	-	-	-	-	-	-	-	11,681.2	-
	Traffic	1,112.8	112.0	448.0	-	90.0	360.0	-	20.6	82.3	-	-	-	-	1,112.8	-
	Utilities	764.9	153.0	612.0	-	-	-	-	-	-	-	-	-	-	764.9	-
	Contingency	1,523.0	148.0	592.0	-	130.5	522.2	-	26.1	104.2	-	-	-	-	1,523.0	-
US 40, Salem Church Road to Walther Road	PE	2,000.0	220.0	880.0	-	80.0	320.0	-	-	-	-	-	-	-	1,500.0	-
	ROW	2,000.0	-	-	-	1,000.0	-	-	1,000.0	-	-	-	-	-	2,000.0	-
	C	15,000.0	-	-	-	-	-	-	200.0	800.0	-	1,000.0	4,000.0	-	6,000.0	9,000.0
Total		110,438.5	3,403.2	11,818.6	0.0	2,604.5	5,418.6	0.0	2,681.1	1,723.9	0.0	1,100.0	4,400.0	0.0	33,149.7	39,500.0

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

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

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

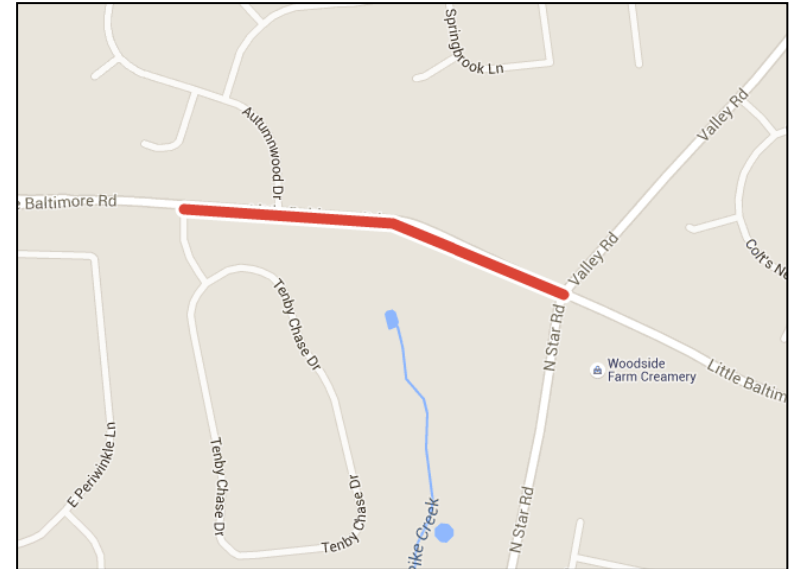
US 40, Salem Church Road to Walther Road - Z001 - National Highway Performance Program (NHPP)

VALLEY ROAD / LITTLE BALTIMORE PIKE

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

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

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



Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
Little Baltimore Road Drainage Improvements	PD	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	510.0	67.1	268.5	-	-	-	-	-	-	-	-	-	-	335.6	-
	ROW	250.0	50.0	200.0	-	-	-	-	-	-	-	-	-	-	250.0	-
	C	2,000.0	100.0	400.0	-	200.0	800.0	-	100.0	400.0	-	-	-	-	2,000.0	-
Total		2,860.0	217.1	868.5	-	200.0	800.0	-	100.0	400.0	-	-	-	-	2,585.6	-

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

WILMINGTON INITIATIVES

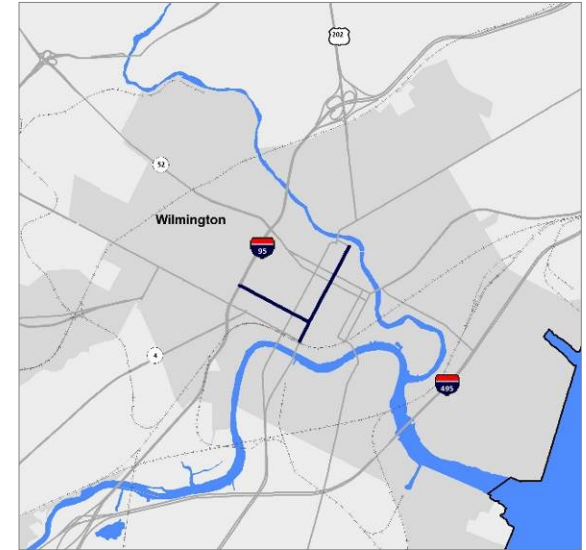
DESCRIPTION:

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

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

King and Orange Streets, MLK Boulevard to 13th Street - These streets are the major transit corridors within Wilmington's Central Business District. It is the project's goal to improve the transit rider's experience, thereby increasing usage. This will be done by installing state-of-the art bus shelters, making sidewalk and crosswalk improvements and providing better lighting and streetscaping.

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



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

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



FY 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM

Amended September 13, 2018

WILMINGTON INITIATIVES (Continued)

Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
Walnut Street, Front Street to 3rd Street, Wilmington	PE	650.0	25.1	100.3	-	-	-	-	-	-	-	-	-	-	125.4	-
	ROW	500.0	99.3	397.2	-	-	-	-	-	-	-	-	-	-	496.5	-
	C	3,000.0	600.0	2,400.0	-	-	-	-	-	-	-	-	-	-	3,000.0	-
Wilmington Initiatives, 4th Street, Walnut St to I-95	PE	750.0	-	-	-	500.0	-	-	250.0	-	-	-	-	-	750.0	-
	ROW	500.0	-	-	-	-	-	-	-	-	-	500.0	-	-	500.0	-
	C	1,750.0	-	-	-	-	-	-	-	-	-	-	-	-	-	1,750.0
Wilmington Initiatives, King and Orange Streets, MLK Boulevard to 13th Street	PE	1,200.0	57.0	228.0	-	-	-	-	-	-	-	-	-	-	285.0	-
	ROW	50.0	50.0	-	-	-	-	-	-	-	-	-	-	-	50.0	-
	C	5,000.0	-	-	-	200.0	800.0	-	800.0	3,200.0	-	-	-	-	5,000.0	-
Wilmington Initiatives, Walnut St, MLK to 13th Street	PE	1,705.0	100.0	-	-	100.0	-	-	500.0	-	-	300.0	-	-	1,000.0	-
	ROW	1,000.0	-	-	-	500.0	-	-	500.0	-	-	-	-	-	1,000.0	-
	C	10,000.0	-	-	-	-	-	-	-	-	-	100.0	400.0	-	500.0	9,500.0
Total		26,105.0	931.4	3,125.5	0.0	1,300.0	800.0	0.0	2,050.0	3,200.0	0.0	900.0	400.0	0.0	12,706.9	11,250.0

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

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

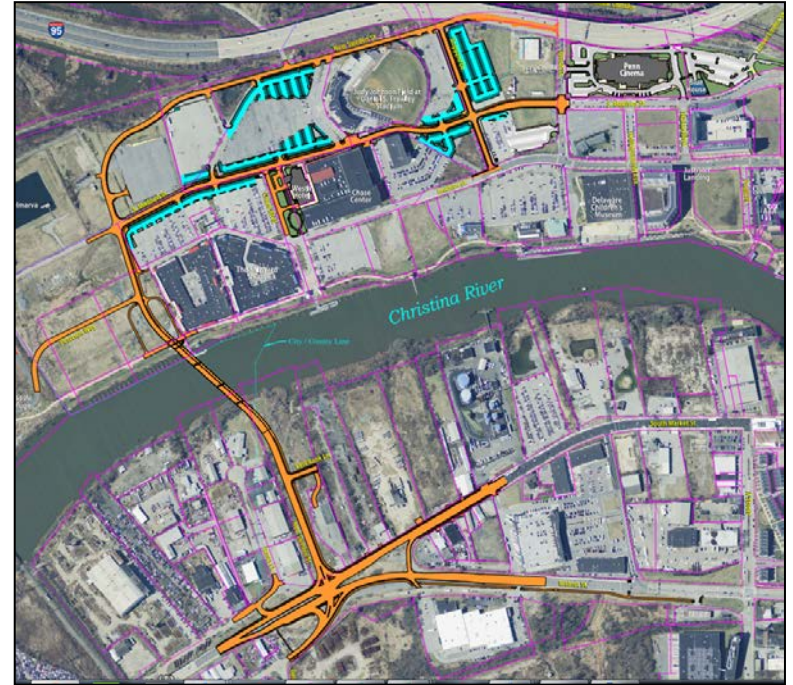
Wilmington Initiatives, King and Orange Streets, MLK Boulevard to 13th Street - 5307 - Urbanized Area Formula Grant Program, 5339 - Bus and Bus Facilities Discretionary Program

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

WILMINGTON RIVERFRONT

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

- **Christina River Bridge** - This new multi-modal crossing over the Christina River will add another access point to Wilmington Riverfront attractions and improve access to and from US 13, I-495 and I-95.
- **Christina River Bridge Approaches** - This project proposes to establish an urban grid system of streets that will connect and access the new bridge crossing over the Christina River from both the east and west banks of the River. The streets will be multi-modal, bike, pedestrian and transit-friendly with access to existing and future development parcels.
- **Justison Landing** - This project provides all the infrastructure improvements to create the street grid concept for the Wilmington Riverfront. It is made up of several smaller projects that provide the necessary improvements to support the anticipated development in the area.
- **Riverfront Initiatives Development** - The project, in response to Riverfront development opportunities, will supply traffic studies, parking options and transportation concepts. This may include the design of future transportation facilities as well as investigation of existing roadway, structural, and drainage conditions.
- **Riverfront Rail Relocation and Parking Improvements** - This project will relocate railroad track, remove a highway billboard, construct surface and structured parking, provide pedestrian connections and manage all associated hazmat activities.



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

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



FY 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM

Amended September 13, 2018

WILMINGTON RIVERFRONT (Continued)

Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
Christina River Bridge Approaches	PD	500.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	2,709.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	5,740.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	4,000.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	5,600.0	-	725.6	-	-	-	-	-	-	-	-	-	-	725.6	-
	CE	3,892.1	661.7	2,646.6	-	116.8	467.0	-	-	-	-	-	-	-	3,892.1	-
	C	19,942.2	3,318.9	13,275.8	-	669.5	2,678.0	-	-	-	-	-	-	-	19,942.2	-
	Traffic	751.2	117.0	468.2	-	20.7	82.6	-	-	-	-	-	-	-	688.5	-
	Utilities	1,521.2	204.0	816.0	-	100.2	401.0	-	-	-	-	-	-	-	1,521.2	-
	Maintenance	1,860.0	1,104.0	-	-	-	-	-	-	-	-	-	-	-	1,104.0	-
	Contingency	1,244.0	-	-	-	248.8	995.2	-	-	-	-	-	-	-	1,244.0	-
Christina River Bridge	ROW	5,000.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	CE	4,352.3	628.4	2,513.7	-	-	-	-	-	-	-	-	-	-	3,142.2	-
	C	28,386.1	2,429.5	9,718.1	-	612.8	2,451.1	-	-	-	-	-	-	-	15,211.5	-
	Utilities	825.4	165.1	660.3	-	-	-	-	-	-	-	-	-	-	825.4	-
	Contingency	1,436.2	-	-	-	287.2	1,148.9	-	-	-	-	-	-	-	1,436.2	-
Justison Landing	PE	10,928.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	5,259.5	286.0	-	-	68.0	-	-	68.0	-	-	68.0	-	-	490.0	-
	C	35,811.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Traffic	142.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Utilities	2,220.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Contingency	75.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Maintenance	2,100.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Maintenance	1,390.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	460.0	460.0	-	-	-	-	-	-	-	-	-	-	-	460.0	-
Justison Landing, Parcel 1A- Environmental Remediation	ROW	460.0	460.0	-	-	-	-	-	-	-	-	-	-	-	460.0	-
Riverfront Initiatives Development	PD	1,270.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Riverfront Rail Relocation and Parking	CE	3,400.0	75.0	-	-	75.0	-	-	75.0	-	-	75.0	-	-	300.0	-
Total		150,818.9	9,449.6	30,824.3	0.0	2,199.0	8,223.8	0.0	143.0	0.0	0.0	143.0	0.0	0.0	50,982.9	0.0

Christina River Bridge Approaches- 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), Z240

WILMINGTON SIGNAL IMPROVEMENTS

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

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

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



Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
Wilmington Signal Improvements Project, Phase 2	Program Funding	3,300.0	-	422.6	-	-	-	-	-	-	-	-	-	-	422.6	-
Total		3,300.0	-	422.6	-	-	-	-	-	-	-	-	-	-	422.6	-

I-95: MARYLAND STATE LINE TO I-495

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

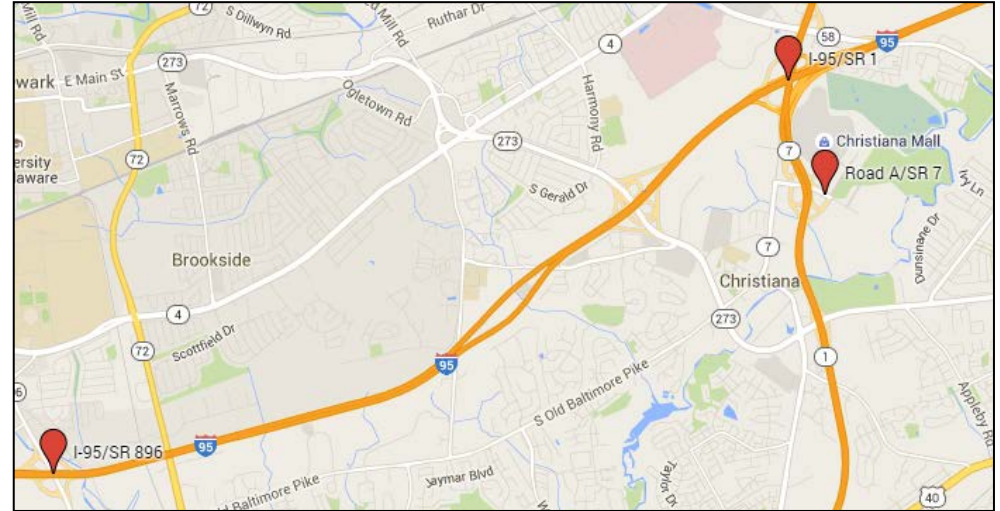
Current projects include:

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

SR 1 / I-95 Interchange -- Construction of a new multiple-lane interchange will reduce the traffic weaving around the Christiana Mall, SR 1, and I-95 areas. The project will separate out local traffic movements from high speed movements.

Road A/SR 7-- Road A/SR 7 includes the bridge widening project will increase the capacity along Road A from the Center Boulevard intersection to the old SR7 intersection. The project includes increasing capacity on the Road A Bridge and adjacent roadway as well as modifications to the various intersections along Road A from the Center Boulevard Intersection to old SR 7. Accommodations for pedestrians and bicycles will be included in the project.

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



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



FY 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM

Amended September 13, 2018

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

Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
I-95 and SR896 Interchange	PE	8,000.0	500.0	2,000.0	-	600.0	2,400.0	-	104.7	418.8	-	145.8	583.0	-	6,752.3	-
	ROW	500.0	-	-	-	-	-	-	-	-	-	250.0	-	-	250.0	250.0
Road A / SR7 Improvements	C	140,000.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PD	259.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	1,850.0	-	20.0	-	-	-	-	-	-	-	-	-	-	20.0	-
	ROW	50.0	5.5	21.9	-	-	-	-	-	-	-	-	-	-	27.3	-
	CE	922.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	8,679.8	1,200.0	4,800.0	-	980.0	3,920.0	-	20.0	80.0	-	-	-	-	11,000.0	-
	Traffic	772.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Contingency	481.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total		161,516.0	1,705.5	6,841.9	0.0	1,580.0	6,320.0	0.0	124.7	498.8	0.0	395.8	583.0	0.0	18,049.6	250.0

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

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

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

NEW CASTLE COUNTY INDUSTRIAL TRACK GREENWAY

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

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

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



Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
Industrial Track Greenway Phase III	PE	1,000.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	CE	2,651.0	79.4	316.1	-	-	-	-	-	-	-	-	-	-	395.6	-
	C	18,451.4	401.9	1,607.5	-	-	-	-	-	-	-	-	-	-	2,009.4	-
	Traffic	5.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Utilities	40.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Contingency	1,209.7	230.7	922.7	-	-	-	-	-	-	-	-	-	-	1,153.3	-
	Planning	1,034.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Rail Road	250.0	33.1	132.4	-	-	-	-	-	-	-	-	-	-	165.5	-
Total		24,741.0	745.1	2,978.7	-	-	-	-	-	-	-	-	-	-	3,723.8	-

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

RAIL IMPROVEMENTS: NEW CASTLE COUNTY

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

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

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

Newark Regional Transportation Center: The planning, design and construction of an enhanced and improved passenger rail station in Newark, in the general location of the existing SEPTA rail station. The station will provide Americans with Disabilities Act (ADA)-compliant high-level platforms, expand parking, and provide significantly improved passenger amenities including a station building with bathrooms.

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

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

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

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

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

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



FY 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM

Amended September 13, 2018

RAIL IMPROVEMENTS: NEW CASTLE COUNTY (Continued)

Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
Churchman's Crossing	PE	1,252.0	-	-	-	-	-	-	130.4	521.6	-	120.0	480.0	-	1,252.0	-
Fairplay Station Parking Expansion	C	13,000.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Newark Regional	PE	3,000.0	240.3	961.2	-	-	-	-	-	-	-	-	-	-	1,201.4	-
Transportation Center, Planning and Design	PE	8,900.0	350.3	-	-	-	-	-	-	-	-	-	-	-	350.3	-
	Program Funding	2,250.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Program Funding	383.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	100.0	19.9	79.6	-	-	-	-	-	-	-	-	-	-	99.5	-
	CE	1.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Newark Regional	CE	1,242.2	78.9	78.6	-	-	-	-	-	-	-	-	-	-	157.5	-
Transportation Center, Parking Lot & Access Rd	CE	274.7	-	-	25.4	-	-	-	-	-	-	-	-	-	25.4	-
	CE	182.0	182.0	-	-	-	-	-	-	-	-	-	-	-	182.0	-
	C	4,816.3	228.8	172.6	-	-	-	-	-	-	-	-	-	-	401.5	-
	Traffic	150.9	66.9	55.5	-	-	-	-	-	-	-	-	-	-	122.4	-
	Utilities	1,409.8	404.7	297.7	-	-	-	-	-	-	-	-	-	-	702.4	-
	Contingency	907.7	517.4	390.3	-	-	-	-	-	-	-	-	-	-	907.7	-
	Contingency	350.3	350.3	-	-	-	-	-	-	-	-	-	-	-	350.3	-
	ROW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	CE	820.6	164.1	656.5	-	-	-	-	-	-	-	-	-	-	820.6	-
	CE	279.1	125.7	81.3	-	-	-	-	-	-	-	-	-	-	207.0	-
Newark Regional	C	4,282.3	856.5	3,425.9	-	-	-	-	-	-	-	-	-	-	4,282.3	-
Transportation Center, Station Building	C	2,325.6	937.2	707.0	-	-	-	-	-	-	-	-	-	-	1,644.1	-
	C	1,014.4	1,014.4	-	-	-	-	-	-	-	-	-	-	-	1,014.4	-
	Traffic	0.6	0.6	-	-	-	-	-	-	-	-	-	-	-	0.6	-
	Contingency	308.9	308.9	-	-	-	-	-	-	-	-	-	-	-	308.9	-
	Rail Road	75.0	75.0	-	-	-	-	-	-	-	-	-	-	-	75.0	-
Newark Regional																
Transportation Center, Catenary and Railroad Signal Foundations	C	7,200.0	1,440.0	5,760.0	-	-	-	-	-	-	-	-	-	-	7,200.0	-
Newark Regional	C	12,400.0	400.0	0.0	-	4,000.0	-	-	8,000.0	-	-	-	-	-	12,400.0	-
Transportation Center, Platform and Pedestrian Bridge	C	3,000.0	-	0.0	-	-	-	3,000.0	-	-	-	-	-	-	3,000.0	-
	Rail Road	197.1	39.4	157.7	-	-	-	-	-	-	-	-	-	-	197.1	-
	Rail Road	8,477.0	5,927.9	2,549.0	-	-	-	-	-	-	-	-	-	-	8,477.0	-
	Rail Road	17,326.0	11,806.4	-	-	2,759.8	-	-	2,759.8	-	-	-	-	-	17,326.0	-

FY 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM

Amended September 13, 2018

RAIL IMPROVEMENTS: NEW CASTLE COUNTY (Continued)

Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
SEPTA New Payment Technology (NPT)	CE	96.6	93.8	-	-	-	-	-	-	-	-	-	-	-	93.8	-
Shipley Street Bridge Rehabilitation	C	7,000.0	-	-	-	-	-	7,000.0	-	-	-	-	-	-	7,000.0	-
	C	629.5	-	-	-	629.5	-	-	-	-	-	-	-	-	629.5	-
	PE	285.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	CE	218.2	217.9	-	-	-	-	-	-	-	-	-	-	-	217.9	-
Third Track Amtrak Phase	C	16,625.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	8,844.9	14.3	57.0	-	-	-	-	-	-	-	-	-	-	71.3	-
	C	5,128.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	3,107.0	620.5	-	-	-	-	-	-	-	-	-	-	-	620.5	-
Northeast Corridor Allocation Policy	C	16,100.0	2,467.6	-	-	2,400.0	-	-	2,500.0	-	-	2,600.0	-	-	9,967.6	5,400.0
Total		153,963.0	28,949.7	15,429.9	25.4	9,789.3	0.0	10,000.0	13,390.2	521.6	0.0	2,720.0	480.0	0.0	81,306.0	5,400.0

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

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

Newark Regional Transportation Center, Planning and Design – Tiger, Newark Regional Transportation Center, Parking Lot & Access Rd - 5307 - Urbanized Area Formula Grant Program

Newark Regional Transportation Center, Station Building & Track A Realignment – Tiger, Newark Regional Transportation Center, Platform and Pedestrian Bridge - 5307 - Urbanized Area Formula Grant Program

SR 1 WIDENING

DESCRIPTION: Projects include:

SR 1 Widening, SR273 to the Roth Bridge - The purpose of this project is to identify and prioritize cost-effective short, mid and long-term transportation infrastructure improvements in the SR 1 corridor that will reduce congestion and travel times and improve safety, while minimizing environmental impacts in the SR 1 corridor between just south of I-95 to the Roth Bridge in New Castle County, Delaware, a distance of nine miles.

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

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



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

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

FY 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM

Amended September 13, 2018

SR 1 (Continued)

Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
SR 1 Widening, SR273 to the Roth Bridge	PD	310.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	9,229.5	320.0	1,280.0	-	146.5	585.8	-	100.0	400.0	-	100.0	400.0	-	3,332.3	1,000.0
	ROW	2,000.0	-	-	-	1,139.2	-	-	-	-	-	-	-	-	1,139.2	-
	C	250,000.0	-	-	-	-	-	-	-	-	-	-	-	-	-	5,000.0
Total		261,539.7	320.0	1,280.0	-	1,285.7	585.8	-	100.0	400.0	-	100.0	400.0	-	4,471.5	6,000.0

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

SR 299: SR 1 TO CATHERINE STREET

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

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



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



Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
SR299, SR 1 to Catherine Street	PE	2,120.5	-	39.2	-	-	-	-	-	-	-	-	-	-	39.2	-
	ROW	5,500.0	1,086.1	4,344.4	-	-	-	-	-	-	-	-	-	-	5,430.5	-
	C	20,000.0	-	-	-	1,800.0	7,200.0	-	1,800.0	7,200.0	-	400.0	1,600.0	-	20,000.0	-
Total		27,620.5	1,086.1	4,383.6	-	1,800.0	7,200.0	-	1,800.0	7,200.0	-	400.0	1,600.0	-	25,469.7	-

Z231 - Surface Transportation Block Grant Program - FAST

SR 72: MCCOY ROAD TO SR 71

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

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

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



Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
SR 72, Advanced Utility Relocation from McCoy Road to SR71	C	3,300.0	580.0	2,320.0	-	80.0	320.0	-	-	-	-	-	-	-	3,300.0	-
	Utilities	51.0	5.0	19.9	-	-	-	-	-	-	-	-	-	-	25.0	-
	PE	350.0	41.9	-	-	-	-	-	-	-	-	-	-	-	41.9	-
SR 72, McCoy Road to SR 71	PE	1,250.0	162.5	650.2	-	-	-	-	-	-	-	-	-	-	812.7	-
	ROW	3,000.0	-	1,188.4	-	-	-	-	-	-	-	-	-	-	1,188.4	-
	C	12,761.2	-	-	-	1,552.2	6,209.0	-	1,000.0	4,000.0	-	-	-	-	12,761.2	-
Total		20,712.2	789.4	4,178.5	0.0	1,632.2	6,529.0	0.0	1,000.0	4,000.0	0.0	0.0	0.0	0.0	18,129.2	0.0

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

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

TRANSIT VEHICLE EXPANSION – NEW CASTLE COUNTY

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

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

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



Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
Transit Vehicle Expansion (2) UD Autonomous Shuttles	Procurement	500.0	500.0	-	-	-	-	-	-	-	-	-	-	-	500.0	-
Total		500.0	500.0	-	-	-	-	-	-	-	-	-	-	-	500.0	-

5339 - Alternatives Analysis (5339)

US 301: MARYLAND STATE LINE TO SR 1

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

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

Design, right-of-way, and advanced utility relocation activities are in process to position the project to move forward with construction when key factors (traffic, revenues, costs and market conditions) result in an acceptable Plan of Finance to sell Toll Revenue Bonds that minimize risk to the State and the Transportation Trust Fund. Several funding concepts are being explored by DelDOT for this project. In the financing of US 301, DelDOT seeks to minimize use of state Transportation Trust Fund revenue and have those who use new US 301 pay for the construction, while preserving DelDOT's credit rating and capacity. DelDOT has proposed a revised funding concept that utilizes minimal TTF revenues, federal funds and three types of debt financing. The plan of finance includes:

- GARVEE bonds secured by federal reimbursements to fund the completion of remaining design and right-of-way activities.
- Toll revenue bonds secured by US 301 toll revenues to fund construction.
- Transportation Infrastructure Finance and Innovation Act (TIFIA) loan secured by US 301 toll revenues to fund construction.

JUSTIFICATION: Existing road lacks capacity for current and future traffic volumes and appears almost yearly on DelDOT's list of high crash locations.

County: New Castle
Investment Area: Developing
Funding Program: Road System – Arterials
Functional Category: Expansion
Year Initiated: FY 2004



★ Interchange Locations

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.

FY 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM

Amended September 13, 2018

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

Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
US 301, GARVEE Debt Service	Program	159,273.8	-	10,982.5	-	-	10,988.3	-	-	10,974.4	-	-	10,992.9	-	43,938.0	21,909.6
	PD	11,142.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	6,562.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	1,622.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	21,180.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	1,152.0	-	-	31.5	-	-	-	-	-	-	-	-	-	31.5	-
	ROW	93.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	69,908.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	5,156.0	-	213.5	-	-	-	-	-	-	-	-	-	-	213.5	-
	CE	28,227.5	-	-	7,633.2	-	-	2,550.5	-	-	-	-	-	-	10,183.6	-
	CE	1,942.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	CE	26,399.6	-	14,351.0	-	-	-	-	-	-	-	-	-	-	14,351.0	-
	C	143,361.6	-	-	15,505.4	-	-	10,756.5	-	-	-	-	-	-	26,261.9	-
	C	22,350.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	169,727.1	-	75,896.9	-	-	-	-	-	-	-	-	-	-	75,896.9	-
US 301, Maryland State Line to SR 1	Traffic	1,326.0	-	-	845.9	-	-	5.4	-	-	-	-	-	-	851.3	-
	Traffic	121.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Traffic	3,592.7	-	3,043.5	-	-	-	-	-	-	-	-	-	-	3,043.5	-
	Utilities	906.3	-	-	353.8	-	-	40.7	-	-	-	-	-	-	394.5	-
	Utilities	216.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Utilities	1,982.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Utilities	709.0	-	477.8	-	-	20.1	-	-	-	-	-	-	-	497.9	-
	Contingency	4,766.9	-	-	4,354.4	-	-	412.5	-	-	-	-	-	-	4,766.9	-
	Contingency	3,800.9	-	2,642.5	-	-	1,158.3	-	-	-	-	-	-	-	3,800.9	-
	Rail Road	150.2	-	-	118.1	-	-	-	-	-	-	-	-	-	118.1	-
	Rail Road	263.8	-	263.8	-	-	-	-	-	-	-	-	-	-	263.8	-
	AuditPE	32,348.0	-	416.9	-	-	-	-	-	-	-	-	-	-	416.9	-
	AuditPE	447.8	-	-	405.3	-	-	-	-	-	-	-	-	-	405.3	-
	AuditPE	28,655.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	AuditPE	190.8	-	126.3	-	-	-	-	-	-	-	-	-	-	126.3	-
SR 896 and Bethel Church Rd Interchange	PE	750.0	-	-	-	-	-	-	200.0	-	-	300.0	-	-	500.0	250.0
	ROW	2,000.0	16.9	-	-	-	-	-	-	-	-	-	-	-	16.9	-
	C	21,000.0	-	-	-	-	-	-	-	-	-	-	-	-	-	1,000.0
Total		771,326.5	16.9	108,414.7	29,247.6	0.0	12,166.7	13,765.6	200.0	10,974.4	0.0	300.0	10,992.9	0.0	186,078.7	23,159.6

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), L05O National Highway System (NHS), Transportation Infrastructure Finance and Innovation Act (TIFIA)

***CECIL
COUNTY***

AREAWIDE BRIDGE REPLACEMENT AND REHABILITATION

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

JUSTIFICATION: Preserve bridges on state highways

County: Cecil
Investment Area: All
Municipality:
Program Category: System Preservation
TIP/STIP Number: Urban Bridge Replacement and Rehabilitation



Phase All \$ x 1,000	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL
Planning		14.0	56.0		14.0	56.0		14.0	56.0		14.0	56.0		280.0
Engineering		144.0	576.0		144.0	576.0		144.0	576.0		144.0	576.0		2,880.0
ROW		14.0	56.0		14.0	56.0		14.0	56.0		14.0	56.0		280.0
Construction		490.0	1,960.0		490.0	1,960.0		490.0	1,960.0		490.0	1,960.0		9,800.0
Total		662.0	2,648.0		662.0	2,648.0		662.0	2,648.0		662.0	2,648.0		13,240.0

AREAWIDE ENVIRONMENTAL PROJECTS

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

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

County: Cecil
Investment Area: All
Municipality:
Program Category: System Preservation
TIP/STIP Number: Urban Environmental Projects

Phase All \$ x 1,000	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL
Planning		10.0	40.0		10.0	40.0		10.0	40.0		10.0	40.0		200.0
Engineering		104.0	416.0		104.0	416.0		104.0	416.0		104.0	416.0		2,080.0
ROW		10.0	40.0		10.0	40.0		10.0	40.0		10.0	40.0		200.0
Construction		500.0	2,000.0		500.0	2,000.0		500.0	2,000.0		500.0	2,000.0		10,000.0
Total		624.0	2,496.0	-	624.0	2,496.0	-	624.0	2,496.0	-	624.0	2,496.0	-	12,480.0

AREAWIDE RESURFACING AND REHABILITATION

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

JUSTIFICATION: To preserve pavement quality on state highways.

County: Cecil
Investment Area: All
Municipality:
Program Category: System Preservation
TIP/STIP Number: Urban Resurfacing and Rehabilitation

Phase All \$ x 1,000	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL
Planning		20.0	80.0		20.0	80.0		20.0	80.0					300.0
Engineering		120.0	480.0		120.0	480.0		120.0	480.0					1,800.0
ROW		20.0	80.0		20.0	80.0		20.0	80.0					300.0
Construction		1,100.0	4,400.0		1,100.0	4,400.0		1,100.0	4,400.0					16,500.0
Total		1,260.0	5,040.0	0.0	1,260.0	5,040.0	0.0	1,260.0	5,040.0	0.0	1,810.0	7,240.0	0.0	27,950.0

AREAWIDE SAFETY AND SPOT IMPROVEMENTS

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

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

County: Cecil
Investment Area: All
Municipality:
Program Category: System Preservation
TIP/STIP Number: Urban Safety and Spot Improvements

Phase All \$ x 1,000	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL
Planning		16.0	64.0		16.0	64.0		16.0	64.0		16.0	64.0		320.0
Engineering		180.0	720.0		180.0	720.0		180.0	720.0		180.0	720.0		3,600.0
ROW		16.0	64.0		16.0	64.0		16.0	64.0		16.0	64.0		320.0
Construction		790.0	3,160.0		790.0	3,160.0		790.0	3,160.0		790.0	3,160.0		15,800.0
Total		1,002.0	4,008.0	0.0	1,002.0	4,008.0	0.0	1,002.0	4,008.0	0.0	1,002.0	4,008.0	0.0	20,040.0

AREAWIDE URBAN STREET RECONSTRUCTION

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

JUSTIFICATION: Preserve and enhance state-owned urban streetscapes.



County: Cecil
Investment Areas: Centers
Municipality:
Program Category: System Preservation
TIP/STIP Number: Urban Street Reconstruction

Phase All \$ x 1,000	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL
Planning		2.0	8.0		2.0	8.0		2.0	8.0		2.0	8.0		40.0
Engineering		16.0	64.0		16.0	64.0		16.0	64.0		16.0	64.0		320.0
ROW		2.0	8.0		2.0	8.0		2.0	8.0		2.0	8.0		40.0
Construction		50.0	200.0		50.0	200.0		50.0	200.0		50.0	200.0		1,000.0
Total		70.0	280.0	0.0	70.0	280.0	0.0	70.0	280.0	0.0	70.0	280.0	0.0	1,400.0

CECIL COUNTY BRIDGE PAINTING

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

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

CE0063 - Black Snake Road over Little Elk Creek

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

County: Cecil

Investment Areas:

Municipality:

Program Category: System Preservation

TIP/STIP Number: Cecil County Bridge Painting



Phase All \$ x 1,000	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL
Engineering Construction			560.0	140.0										700.0
Total			560.0	140.0										700.0

MD 273, BRIDGE 0704400 OVER BIG ELK CREEK**DESCRIPTION:** Replacement of Bridge 704400 along MD 273 over Big Elk Creek.**JUSTIFICATION:** Bridge is structurally deficient and needs replacement.

County: Cecil
Investment Areas: Rural
Municipality:
Program Category: System Preservation
TIP/STIP Number: CE 2831

Phase All \$ x 1,000	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL
PE		207.0			70.0									277.0
ROW		3.0			3.0									6.0
C		777.0	2,754.0		779.0	2,762.0								7,072.0
Total		987.0	2,754.0		852.0	2,762.0								7,355.0

STBG-Z232 - Surface Transportation Block Grant Areas with Population 5K and Under

SMALL URBAN TRANSIT SYSTEM – CAPITAL AND OPERATING ASSISTANCE

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

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

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



Phase All \$ x 1,000	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL
Small Urban Transit - Capital Assistance (5310)			108.0	27.0					108.0	27.0				270.0
Small Urban Transit - Capital Assistance (5307)		70.0	561.0	70.0	70.0	561.0	70.0	70.0	561.0	70.0	70.0	561.0	70.0	2,804.0
Small Rural Transit - Operating Assistance (5311)		164.0	328.0	164.0	164.0	328.0	164.0	164.0	328.0	164.0	164.0	328.0	164.0	2,624.0
Small Urban Transit - Operating Assistance (5307)		85.0	170.0	85.0	85.0	170.0	85.0	85.0	170.0	85.0	85.0	170.0	85.0	1,360.0
Total		319.0	1,167.0	346.0	319.0	1,059.0	319.0	319.0	1,167.0	346.0	319.0	1,059.0	319.0	7,058.0

AREAWIDE CONGESTION MANAGEMENT

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

JUSTIFICATION: Maintain and improve operation of state highways.

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



Phase All \$ x 1,000	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL
Planning		28.0	112.0		8.0	32.0		8.0	32.0		28.0	112.0		360.0
Engineering		50.0	200.0		40.0	160.0		40.0	160.0		60.0	240.0		950.0
ROW		2.0	8.0		2.0	8.0		2.0	8.0		2.0	8.0		40.0
Construction		180.0	720.0		145.0	580.0		145.0	580.0		200.0	800.0		3,350.0
Total		260.0	1,040.0	-	195.0	780.0	-	195.0	780.0	-	290.0	1,160.0	-	4,700.0

CECIL COUNTY TRANSPORTATION ALTERNATIVE/ TRANSPORTATION ENHANCEMENT PROJECTS

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

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

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



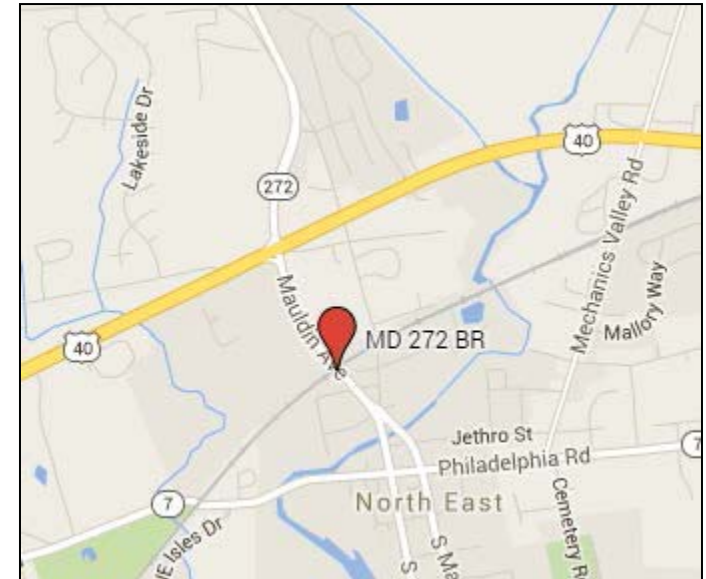
Phase All \$ x 1,000	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22
Transportation Alternatives Program - Cecil County		0.0	274.9	68.7	0.0	13.0	4.0	0.0	13.0	4.0	0.0	510.8	129.5	1,017.9
		0.0	274.9	68.7	0.0	13.0	4.0	0.0	13.0	4.0	0.0	510.8	129.5	1,017.9

MD 272 BRIDGE OVER AMTRAK

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

JUSTIFICATION: Existing bridge is deteriorated and structurally deficient.

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

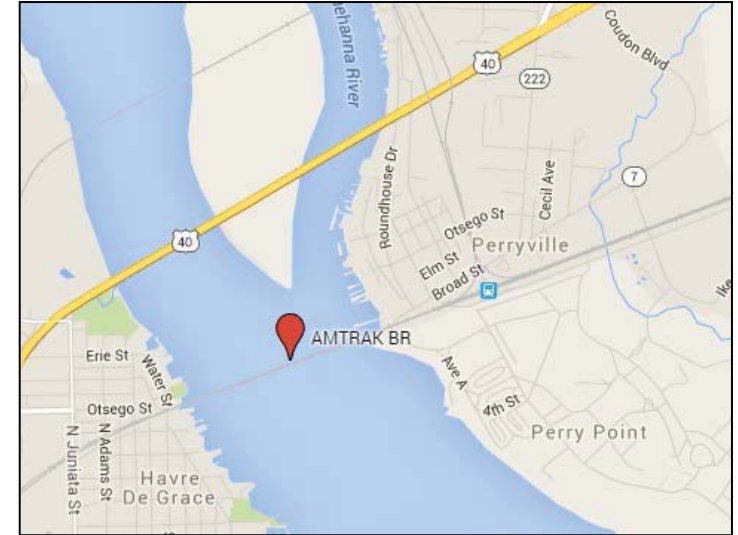


Phase (All \$ x 1,000)	FY 2017 TOTAL	FY 2018 STATE	FY 2018 FEDERAL	FY 2018 OTHER	FY 2019 STATE	FY 2019 FEDERAL	FY 2019 OTHER	FY 2020 STATE	FY 2020 FEDERAL	FY 2020 OTHER	FY 2021 STATE	FY 2021 FEDERAL	FY 2021 OTHER	TOTAL FY 2018-21
Planning	0.0													0.0
Engineering	0.0													0.0
ROW	0.0		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

SUSQUEHANNA RIVER RAIL BRIDGE

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

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



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

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



Phase All \$ x 1,000	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019- 22 TOTAL
PE													500.0	500.0
													500.0	500.0