

NEW CASTLE
COUNTY

BRIDGE STRUCTURE REHABILITATION, NEW CASTLE COUNTY

DESCRIPTION: Repair of various bridges. Elements include:

Structure Maintenance

Interstate Bridge Maintenance

Overhead Sign Structure

Bridge Painting

JUSTIFICATION: To extend service life of various bridges.

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



Project Title (\$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, 2015	CE	368.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	3,166.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Contingency	158.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Rail Road	15.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bridge Painting, New Castle County, 2016	PE	45.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	CE	138.8	-	138.8	-	-	-	-	-	-	-	-	-	-	138.8	-
	C	925.0	-	925.0	-	-	-	-	-	-	-	-	-	-	925.0	-
	Contingency	46.3	-	46.3	-	-	-	-	-	-	-	-	-	-	46.3	-
	Rail Road	307.4	-	307.4	-	-	-	-	-	-	-	-	-	-	307.4	-
Structure Maintenance, North District, Open End, FY15-FY17	CE	324.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	1,915.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Contingency	616.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total		8,025.7		- 1,417.5											1,417.5	

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	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	CE	295.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	7,000.0	2,000.0	-	-	3,000.0	-	-	-	-	-	-	-	-	5,000.0	-
I-295 Northbound from SR141 to US 13	PE	1,100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	1,100.0
	ROW	500.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	8,000.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total		17,645.9	17,645.9			3,000.0									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	FY 23-24 TOTAL
Lighting Replacement, Interstate, Open End, FY15-FY16	PE	95.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	CE	225.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	1,044.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Contingency	125.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	CE	200.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	4,044.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Traffic	97.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Utilities	88.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Contingency	322.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Interstate Maintenance Drainage Repair, FY14-FY16, Open-End	CE	375.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	2,188.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Contingency	256.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Drainage Improvements, Interstate, North, Open End FY18-FY20	CE	250.0	8.3	75.0	-	8.3	75.0	-	-	-	-	-	-	-	166.7	-
	C	2,500.0	83.3	750.0	-	83.3	750.0	-	-	-	-	-	-	-	1,666.7	-
	Contingency	250.0	8.3	75.0	-	8.3	75.0	-	-	-	-	-	-	-	166.7	-
Total		13,372.4	153.2	1,379.5		99.9	900.0				0.0				2,532.9	

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	11,000.0	336.2	1,344.8	-	-	-	-	-	-	-	-	-	-	1,681.0	-
	ROW	200.0	36.0	144.0	-	-	-	-	-	-	-	-	-	-	180.0	-
	C	147,000.0	-	-	-	3,800.0	15,200.0	-	9,600.0	38,400.0	-	11,000.0	44,000.0	-	122,000.0	25,000.0
	Rail	550.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Rehabilitation of I-95 from I-495 to Wilmington Viaduct	C	18,000.0	-	-	-	1,200.0	4,800.0	-	2,400.0	9,600.0	-	-	-	-	18,000.0	-
Advanced Traffic Mitigation for I-95 Viaduct and Brandywine River Bridge	Traffic	725.0	40.0	360.0	-	-	-	-	-	-	-	-	-	-	400.0	-
Total		177,475.0	412.2	1,848.8	0.0	5,000.0	20,000.0	0.0	12,000.0	48,000.0	0.0	11,000.0	44,000.0	0.0	142,261.0	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



TRANSIT FACILITIES PRESERVATION, NEW CASTLE COUNTY (Cont)

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	FY 23-24 TOTAL
Beech Street Generator	PE	80.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	692.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Contingency	79.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-
D-Marc Beech Street	C	81.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Wilmington Admin Site Asbestos Remediation & Demo	CE	5.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	1,231.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Contingency	1,116.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Maintenance	1,175.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Wilmington Administration Center Rehabilitation - FTA	PE	200.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
State of Good Repair Grant	C	923.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Wilmington Operations Center Bus Wash	PE	125.0	15.0	60.0	-	-	-	-	-	-	-	-	-	-	75.0	-
	C	900.0	60.0	240.0	-	120.0	480.0	-	-	-	-	-	-	-	900.0	-
Wilmington UST Replacement - FTA State of Good Repair Grant	PE	77.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	CE	75.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	924.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Maintenance	40.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
DART 1 Roof Replacement	CE	50.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	450.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Beech St Maintenance Building	PE	500.0	60.0	240.0	-	-	-	-	-	-	-	-	-	-	300.0	-
	C	3,000.0	300.0	1,200.0	-	300.0	1,200.0	-	-	-	-	-	-	-	3,000.0	-
Beech St Facilities Renovation	PE	25.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	1,350.0	500.0	-	-	-	-	-	-	-	-	-	-	-	500.0	-
DART I Bus Vacuum	C	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
DART Parking Lot 4 Paving	C	250.0	250.0	-	-	-	-	-	-	-	-	-	-	-	250.0	-
Monroe Street Oil Tanks Upgrade to AST	C	150.0	-	-	-	-	-	-	-	-	-	-	-	-	-	150.0
Riverfront Deck Repairs	PE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	371.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total		13,873.4	1,185.0	1,740.0	0.0	420.0	1,680.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5,025.0	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



TRANSIT VEHICLE REPLACEMENT AND REFURBISHMENT- NCC (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	FY 23-24 TOTAL
Preventive Maintenance - New Castle County	PRO	52,000.0	-5,200.0	1,300.0	-	-	5,200.0	1,300.0	-	5,200.0	1,300.0	-	5,200.0	1,300.0	26,000.0	13,000.0
Transit Vehicle REPLACEMENT (8) 35' Electric Buses NCC FY19	PRO	8,448.0	8,448.0	-	-	-	-	-	-	-	-	-	-	-	8,448.0	-
Transit Vehicle Replacement (2) 30' Low Floor Buses NCC FY15	PRO	1,009.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transit Vehicle Replacement (4) 30' Low Floor Buses FY17	PRO	1,838.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transit Vehicle Replacement (2) 40' Low Floor Buses FY17	Program	919.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transit Vehicle Replacement (2) 40' Low Floor FY17	PRO	919.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transit Vehicle Replacement (2) 45' OTR Buses CANCELLED	PRO	1,503.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transit Vehicle Replacement (3) Fixed Route Cutaway Buses NCC	PRO	405.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transit Vehicle Replacement (3) Fixed Route Cutaway Buses NCC	PRO	403.5	-	-	-	-	-	-	-	-	-	80.7	322.8	-	403.5	-
Transit Vehicle Replacement (22) 40' Low Floor Buses NCC FY20	PRO	11,704.0	-	-	-	2,340.8	9,363.2	-	-	-	-	-	-	-	11,704.0	-
Transit Vehicle Replacement (9) 30' Low Floor Buses NCC FY20	PRO	4,538.7	-	-	-	907.7	3,631.0	-	-	-	-	-	-	-	4,538.7	-
Transit Vehicle Replacement Paratransit Buses NCC FY16-22	PRO	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 Support Vehicles NCC FY16-21	PRO	756.4	87.8	-	-	269.6	-	-	48.4	-	-	48.3	-	-	454.0	-
Transit Vehicle Replacement Unicity Bus Purchase	PRO	110.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transit Vehicle Replacement Unicity Bus Purchase FY16-21	PRO	329.3	-	-	-	114.1	-	-	-	-	-	114.1	-	-	228.1	101.2
Total		125,886.0	9,162.8	7,707.9	1,300.0	4,517.5	21,735.4	1,300.0	525.2	7,107.2	1,300.0	1,018.7	8,625.3	1,300.0	65,599.8	20,633.8

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	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	9,350.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total		11,368.2	600.0	-	-	600.0	-	-	-	-	-	-	-	-	1,200.0	-

Z230 - Surface Transportation Block Grant Program - FAST

CLAYMONT SIDEWALKS: MYRTLE AND MANOR AVENUES

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

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

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



Project Title (\$s x 1,000)	Phase	Current Estimate	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
Manor Avenue Sidewalk Improvements	PE	300.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	5.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	CE	235.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	673.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Traffic	5.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Contingency	76.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Myrtle Avenue Sidewalk Improvements	PE	350.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	40.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	CE	273.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	683.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Traffic	2.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Contingency	71.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total		2,715.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

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

CLAYMONT TRAIN STATION

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

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

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



Project Title (\$s x 1,000)	Phase	Current Estimate	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	1,011.2	4,044.6	-	-	-	-	-	-	-	-	-	-	5,055.8	-
	CE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	45,600.0	1,706.5	3,668.5	125.0	8,985.0	13,515.0	-	7,920.0	9,680.0	-	-	-	-	45,600.0	-
Total		52,300.0	2,717.7	7,713.1	125.0	8,985.0	13,515.0	-	7,920.0	9,680.0	-	-	-	-	50,655.8	-

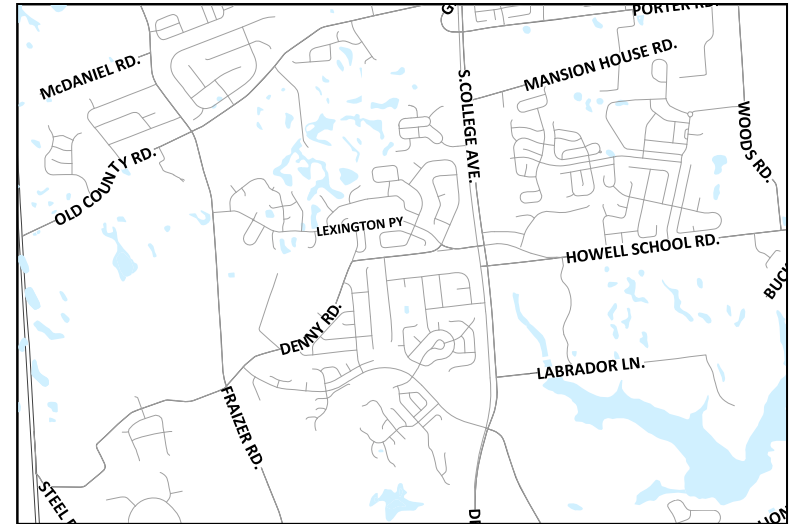
5307 - Urbanized Area Formula Grant Program, 5337 - State of Good Repair, TIGER

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	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	350.0	10.0	40.0	-	-	-	-	-	-	-	-	-	-	50.0	-
	ROW	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	5,000.0	-	-	-	800.0	3,200.0	-	200.0	800.0	-	-	-	-	5,000.0	-
Total		6,002.2	10.0	40.0	-	800.0	3,200.0	-	200.0	800.0	-	-	-	-	5,050.0	-

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	PD	244.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	4,487.2	39.9	358.7	-	-	-	-	-	-	-	-	-	-	398.5	-
	ROW	2,504.0	50.0	450.0	-	-	-	-	-	-	-	-	-	-	500.0	-
	CE	2,158.0	21.3	191.7	-	5.3	47.9	-	-	-	-	-	-	-	266.2	-
	C	35,823.0	2,620.0	12,105.0	-	1,090.0	6,110.0	-	150.0	1,350.0	-	-	-	-	23,425.0	-
	Traffic	1,915.6	-	-	-	0.5	4.5	-	-	-	-	-	-	-	5.0	-
	Utilities	1,278.1	67.6	608.4	-	7.4	66.6	-	-	-	-	-	-	-	750.0	-
	Contingency	1,710.2	-	-	-	13.1	117.8	-	-	-	-	-	-	-	130.9	-
Total		50,120.4	2,798.8	13,713.8	-	1,116.3	6,346.8	-	150.0	1,350.0	-	-	-	-	25,475.6	-

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:

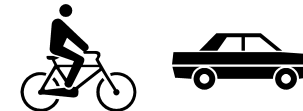
Project Title (\$s x 1000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 19-22 Total
HEP NCC, SR 273 AND RED MILL ROAD CONNECTOR INTERSECTION IMPROVEMENTS	PE	125.0	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	2,000.0	395.0	1,580.0	-	-	-	-	-	-	-	-	-	-	1,975.0
TOTAL		2,125.0	395.0	1,580.0	-	-	-	-	-	-	-	-	-	-	1,975.0
HEP NCC, SR41 AND FAULKLAND ROAD INTERSECTION	PE	75.0	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	140.0	-	-	-	-	-	-	-	-	-	-	-	-	-
	CE	101.8	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	1,110.5	75.0	675.0	-	-	-	-	-	-	-	-	-	-	750.0
	TRAFFIC	210.9	-	-	-	-	-	-	-	-	-	-	-	-	-
	UTILITIES	400.0	38.0	342.0	-	-	-	-	-	-	-	-	-	-	380.0
	CONTINGENCY	127.3	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL		2,165.5	113.0	1,017.0	-	-	-	-	-	-	-	-	-	-	1,130.0
HSIP NCC, I-95, N213 CARR ROAD & N3, MARSH ROAD INTERCHANGE IMPROVEMENTS	PD	207.5	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	1,632.0	19.9	178.7	-	-	-	-	-	-	-	-	-	-	198.5
	ROW	50.0	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	10,700.0	1,400.0	5,600.0	-	740.0	2,960.0	-	-	-	-	-	-	-	10,700.0
	UTILITIES	15.0	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL		12,604.4	1,419.9	5,778.7	-	740.0	2,960.0	-	-	-	-	-	-	-	10,898.5
HSIP NCC, N282, MILL CREEK ROAD AND STONEY BATTER ROAD INTERSECTION	PD	37.0	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	186.0	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	240.0	-	-	-	-	-	-	-	-	-	-	-	-	-
	CE	266.2	21.3	191.7	-	5.3	47.9	-	-	-	-	-	-	-	266.2
	C	2,500.0	200.0	1,800.0	-	50.0	450.0	-	-	-	-	-	-	-	2,500.0
	TRAFFIC	5.0	-	-	-	0.5	4.5	-	-	-	-	-	-	-	5.0
	UTILITIES	370.0	29.6	266.4	-	7.4	66.6	-	-	-	-	-	-	-	370.0
	CONTINGENCY	130.9	-	-	-	13.1	117.8	-	-	-	-	-	-	-	130.9
TOTAL		3,735.0	250.9	2,258.1	-	76.3	686.8	-	-	-	-	-	-	-	3,272.1
HSIP NCC, OLD BALTIMORE PIKE AND SALEM CHURCH ROAD	PE	50.0	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	300.0	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	2,000.0	50.0	450.0	-	150.0	1,350.0	-	-	-	-	-	-	-	2,000.0
TOTAL		2,350.0	50.0	450.0	-	150.0	1,350.0	-	-	-	-	-	-	-	2,000.0
HSIP NCC, SR 273 AND HARMONY ROAD INTERSECTION IMPROVEMENT	PE	1,566.0	20.0	180.0	-	-	-	-	-	-	-	-	-	-	200.0
	ROW	500.0	50.0	450.0	-	-	-	-	-	-	-	-	-	-	500.0
	C	3,000.0	-	-	-	150.0	1,350.0	-	150.0	1,350.0	-	-	-	-	3,000.0
TOTAL		5,066.0	70.0	630.0	-	150.0	1,350.0	-	150.0	1,350.0	-	-	-	-	3,700.0
US 40 AND SR7 INTERSECTION IMPROVEMENTS	PE	81.7	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	154.0	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	2,500.0	500.0	2,000.0	-	-	-	-	-	-	-	-	-	-	2,500.0
Total		2,735.7	500.0	2,000.0	-	-	-	-	-	-	-	-	-	-	2,500.0

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

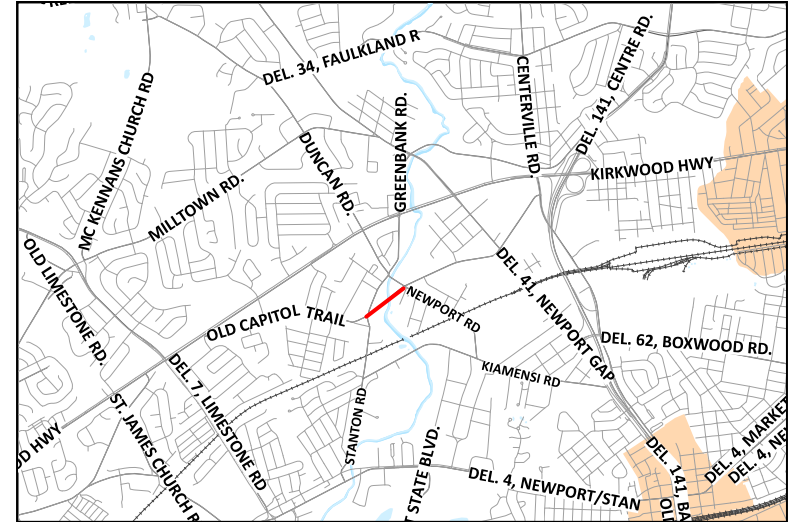


Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22	FY 23-24
HSIP NCC, N54, Howell School Road, SR 896 to SR 71	PD	557.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	1,609.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	1,000.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	CE	1,794.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	8,333.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Traffic	317.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Utilities	183.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Contingency	1,236.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Howell School Road Landscaping	C	300.0	-	300.0	-	-	-	-	-	-	-	-	-	-	300.0	-
Total		15,331.4	-	300.0	-	-	-	-	-	-	-	-	-	-	300.0	-

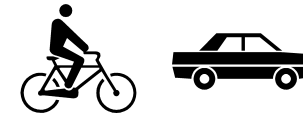
OLD CAPITOL TRAIL, NEWPORT ROAD TO STANTON ROAD

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	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	75.0	-	-	25.0	-	-	-	-	-	-	-	-	100.0	-
	C	1,500.0	-	-	-	1,500.0	-	-	-	-	-	-	-	-	1,500.0	-
Total		1,782.0	125.0	-	-	1,525.0	-	-	-	-	-	-	-	-	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
Shallcross Lake Road Relocated, Graylag Rd to Boyds Corner Rd	C	1,500.0	-	-	-1,500.0	-	-	-	-	-	-	-	-	-	1,500.0	-
Jamison Corner Road Relocated at Boyds Corner Road	PE	557.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	1,000.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	CE	691.6	500.0	-	-	11.6	-	-	-	-	-	-	-	-	511.6	-
	C	4,721.2	2,887.7	-	-112.3	1,221.2	-	-	-	-	-	-	-	-	4,221.2	-
	Traffic	221.3	150.0	-	-	51.3	-	-	-	-	-	-	-	-	201.3	-
	Utilities	471.3	199.2	-	-	-	-	-	-	-	-	-	-	-	199.2	-
	Contingency	327.3	200.0	-	-	77.3	-	-	-	-	-	-	-	-	277.3	-
N15, Boyds Corner Road, Cedar Lane Road to US 13	PE	2,060.3	250.0	-	-	250.0	-	-	50.0	-	-	-	-	-	550.0	-
	ROW	2,800.0	-	-	-	1,400.0	-	-	1,400.0	-	-	-	-	-	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	168.6	50.0	-	-	-	-	-	-	-	-	-	-	-	50.0	-
	ROW	3,000.0	-	-	-	1,500.0	-	-	1,500.0	-	-	-	-	-	3,000.0	-
	C	7,000.0	-	-	-	-	-	-	-	-	-	3,000.0	-	-	3,000.0	4,000.0
N427, Cedar Lane Road, Marl Pit Road, to Boyds Corner Road	PE	1,981.5	69.0	-	-	-	-	-	-	-	-	-	-	-	69.0	-
	ROW	2,600.0	-	-	-	1,700.0	-	-	900.0	-	-	-	-	-	2,600.0	-
	C	5,500.0	-	-	-	-	-	-	-	-	-	1,000.0	-	-	1,000.0	4,500.0
Cedar Lane Road and Marl Pit Road Intersection Improvements	PE	110.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	200.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	3,200.0	3,100.0	-	-	-	-	-	-	-	-	-	-	-	3,100.0	-
Total		51,431.2	7,405.9	0.01	612.3	6,211.4	0.0	0.0	3,850.0	0.0	0.0	7,325.0	0.0	0.0	26,404.6	18,475.0

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	3,515.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	31,659.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Traffic	604.1	-	69.7	-	-	-	-	-	-	-	-	-	-	69.7	-
	Utilities	636.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Contingency	2,751.3	-	501.3	-	-	-	-	-	-	-	-	-	-	501.3	-
SR141 Improvements, I-95 Interchange to Jay Drive	PE	6,006.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	752.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	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		111,625.5	400.0	2,171.0	-	6,000.0	24,000.0	-	6,000.0	24,000.0	-	200.0	800.0	-	63,571.0	-

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	PE	2,403.5	-	100.0	-	-	-	-	-	-	-	-	-	-	100.0	-
	ROW	5,350.0	1,350.0	-	-	-	-	-	-	-	-	-	-	-	1,350.0	-
	C	30,000.0	200.0	800.0	-	2,900.0	11,600.0	-	2,900.0	11,600.0	-	-	-	-	30,000.0	-
Total		37,753.5	1,550.0	900.0	-	2,900.0	11,600.0	-	2,900.0	11,600.0	-	-	-	-	31,450.0	-

Z001 - National Highway Performance Program (NHPP)

SR 2 AND RED MILL ROAD

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

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

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



Project Title (\$s x 1,000)	Phase	Current Estimate	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	70.0	280.0	-	-	-	-	-	-	-	-	-	-	350.0	-
	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	570.0	280.0	-	500.0	-	-	1,200.0	4,800.0	-	240.0	960.0	-	8,550.0	-

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	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	CE	1,612.2	128.2	1,153.8	-	-	-	-	-	-	-	-	-	-	1,282.0	-
	C	7,372.1	662.2	5,959.9	-	-	-	-	-	-	-	-	-	-	6,622.1	-
	Traffic	1,487.2	87.1	784.1	-	-	-	-	-	-	-	-	-	-	871.2	-
	Utilities	781.6	4.6	41.1	-	-	-	-	-	-	-	-	-	-	45.6	-
	Contingency	843.2	25.3	227.7	-	-	-	-	-	-	-	-	-	-	253.0	-
Total		14,937.3	907.4	8,166.5	-	-	-	-	-	-	-	-	-	-	9,073.9	-

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



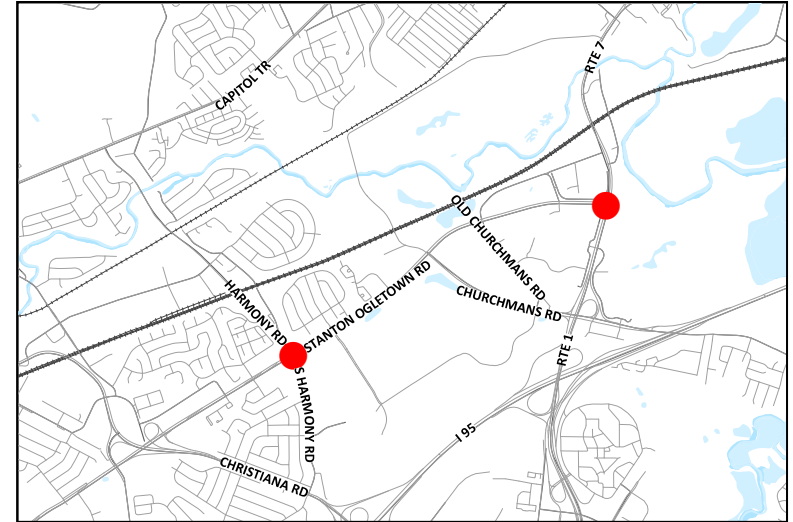
Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22	FY 23-24 TOTAL
SR 273 / Chapman Road Intersection Improvements	PE	1,300.0	168.0	672.0	-	-	-	-	-	-	-	-	-	-	840.0	-
	ROW	750.0	250.0	-	-	500.0	-	-	-	-	-	-	-	-	750.0	-
	C	12,500.0	-	-	-	-	-	-	100.0	400.0	-	1,200.0	4,800.0	-	6,500.0	6,000.0
Total		14,550.0	418.0	672.0	-	500.0	-	-	100.0	400.0	-	1,200.0	4,800.0	-	8,090.0	6,000.0

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



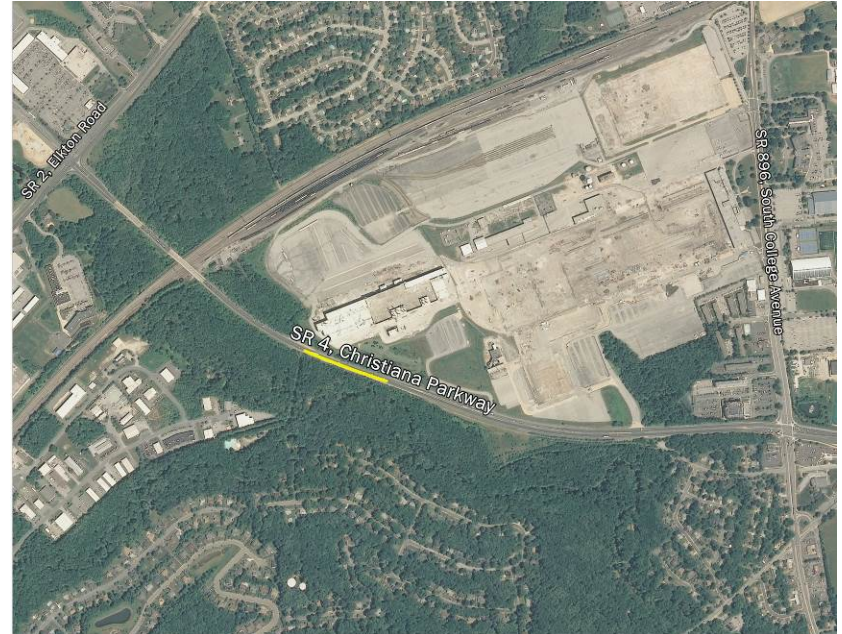
Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22	FY 23-24 TOTAL
SR4, Harmony Road Intersection Improvements	PE	600.0	-	-	-	-	-	-	200.0	-	-	200.0	-	-	400.0	200.0
	ROW	1,500.0	-	-	-	-	-	-	-	-	-	-	-	-	-	500.0
	C	7,000.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SR4, Ogletown Stanton Road/SR 7, Christiana 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	1,000.0	31.2	124.6	-	-	-	-	-	-	-	-	-	-	155.8	-
	ROW	300.0	-	-	-	150.0	-	-	150.0	-	-	-	-	-	300.0	-
	C	20,000.0	-	-	-	-	-	-	-	-	-	100.0	400.0	-	500.0	16,000.0
Total		21,495.8	31.2	124.6	-	150.0	-	-	150.0	-	-	100.0	400.0	-	955.8	16,000.0

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	PE	1,200.0	-	-	-	-	-	-	-	-	-	-	-	-	-	1,200.0
	ROW	1,500.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	15,000.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total		17,700.0	-	-	-	-	-	-	-	-	-	-	-	-	-	1,200.0

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



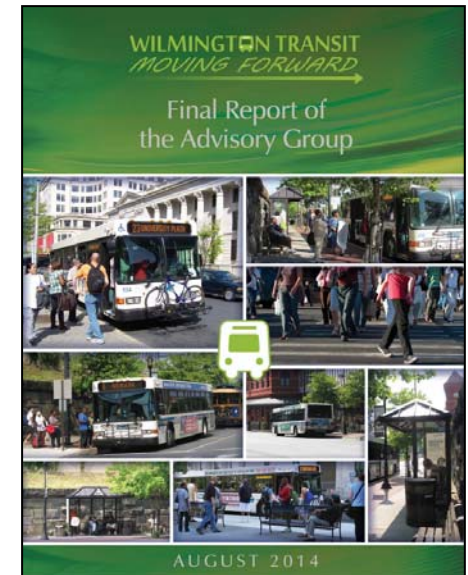
Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
Middletown Park and Ride	PE	500.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	3,000.0	1,500.0	-	-	1,500.0	-	-	-	-	-	-	-	-	3,000.0	-
NCC Transit Center	PD	500.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	750.0	20.0	80.0	-	-	-	-	-	-	-	-	-	-	100.0	-
	ROW	1,000.0	200.0	800.0	-	-	-	-	-	-	-	-	-	-	1,000.0	-
	C	2,500.0	-	-	-	300.0	1,200.0	-	200.0	800.0	-	-	-	-	2,500.0	-
Total		8,250.0	1,720.0	880.0	0.0	1,800.0	1,200.0	0.0	200.0	800.0	0.0	0.0	0.0	0.0	6,600.0	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



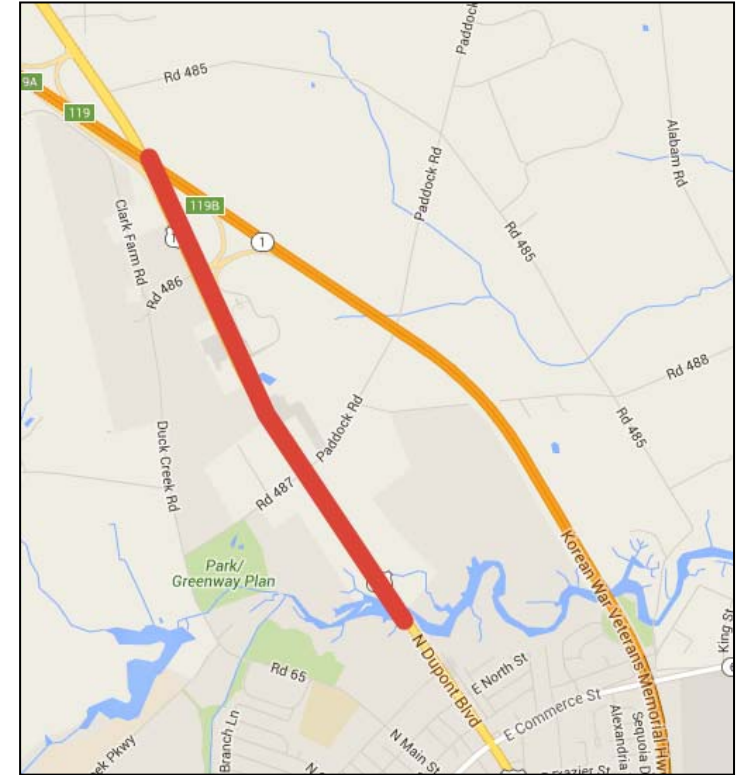
Project Title (\$s x 1,000)	Phase	Current Estimate	FY19 State	FY19 Fed	FY19 Other	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL	FY 23-24 TOTAL
City of Wilmington Bus Stop Beautifications	C	500.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Christina Crescent Elevators	CE	50.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	516.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Contingency	434.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Wilmington Transit Center	PE	320.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	500.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	18,100.0	50.0	-	10,000.0	-	-	-	-	-	-	-	-	-	10,050.0	-
Total		20,420.0	50.0	0.0	10,000.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10,050.0	

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	-

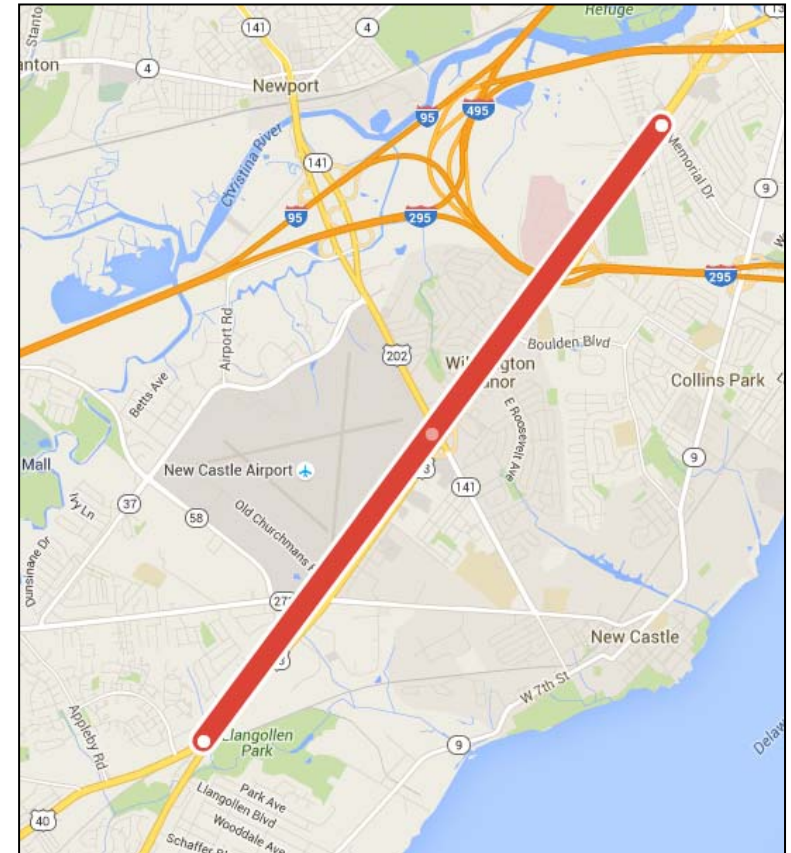
Z231 - Surface Transportation Block Grant Program - FAST

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	FY 23-24 TOTAL
US13, US40 to Memorial Drive Pedestrian Improvements	PE	1,000.0	60.0	240.0	-	-	-	-	-	-	-	-	-	-	300.0	-
	ROW	1,000.0	100.0	400.0	-	90.0	360.0	-	-	-	-	-	-	-	950.0	-
	C	26,000.0	-	-	-	500.0	2,000.0	17.9	600.0	2,400.0	-	600.0	2,400.0	-	8,517.9	10,250.0
Total		28,000.0	160.0	640.0	-	590.0	2,360.0	17.9	600.0	2,400.0	-	600.0	2,400.0	-	9,767.9	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.

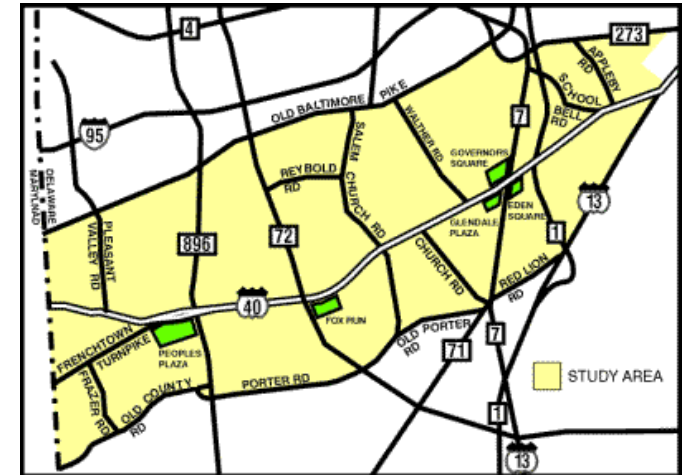
The projects listed below are current improvements included within the Plan.

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

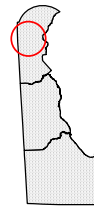
US 40 and SR7 Intersection Improvements - The project will install signalized pedestrian crossings across the north and south legs of the US 40 at SR 7 intersection and sidewalk connections near the intersection. Currently, no pedestrian accommodations are provided at the US 40 at SR 7 intersection and 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 (\$\$ 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	4,000.0	410.0	1,640.0	-	100.0	400.0	-	-	-	-	-	-	-	2,550.0	-
	ROW	2,000.0	500.0	-	-	1,500.0	-	-	-	-	-	-	-	-	2,000.0	-
	CE	5,000.0	-	-	-	-	-	-	-	-	-	-	-	-	-	3,000.0
	C	40,000.0	-	-	-	-	-	-	-	-	-	-	-	-	-	17,000.0
US 40 / SR 72 Intersection Improvements	PD	502.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	1,643.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	3,500.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	CE	1,706.1	146.4	585.7	-	146.4	585.7	-	24.4	97.4	-	-	-	-	1,586.1	-
	C	12,685.8	1,800.0	7,200.0	-	628.9	2,515.8	-	-	-	-	-	-	-	12,144.7	-
	Traffic	1,112.8	90.0	360.0	-	90.0	360.0	-	20.6	82.3	-	-	-	-	1,002.8	-
	Contingency	1,523.0	148.0	592.0	-	130.5	522.2	-	26.1	104.2	-	-	-	-	1,523.0	-
	Utilities	548.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-
US 40, Salem Church Road to Walther Road	PE	2,000.0	150.0	600.0	-	80.0	320.0	-	-	-	-	-	-	-	1,150.0	-
	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
SR 7, Newtown Road to SR 273	PD	75.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	919.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	4,150.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	CE	1,695.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	5,992.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Traffic	381.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Utilities	275.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Contingency	729.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Maintenance	0.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total		107,442.1	3,244.4	10,977.7	0.0	3,675.8	4,703.7	0.0	1,271.1	1,083.9	0.0	1,000.0	4,000.0	0.0	29,956.6	29,000.0

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)

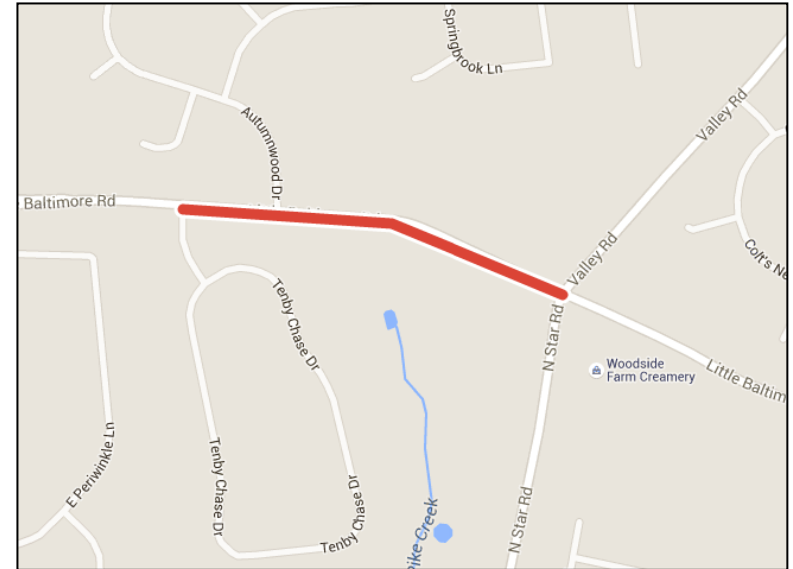
US 40, Salem Church Road to Walther Road - Z001 - National Highway Performance Program (NHPP)

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	150.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	250.0	40.0	160.0	-	-	-	-	-	-	-	-	-	-	200.0	-
	C	2,000.0	200.0	800.0	-	200.0	800.0	-	-	-	-	-	-	-	2,000.0	-
Total		2,500.0	240.0	960.0		200.0	800.0		-	-	-	-	-	-	2,200.0	

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

WILMINGTON INITIATIVES

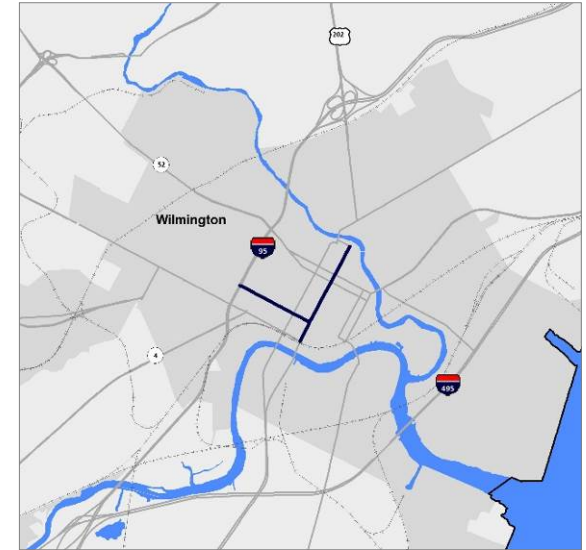
DESCRIPTION:

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

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

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

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



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

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



FY 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM

DRAFT 2/26/18

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	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	500.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	2,000.0	200.0	800.0	-	-	-	-	-	-	-	-	-	-	1,000.0	-
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	147.6	590.4	-	-	-	-	-	-	-	-	-	-	738.0	-
	ROW	50.0	50.0	-	-	-	-	-	-	-	-	-	-	-	50.0	-
	C	5,000.0	40.0	160.0	-	960.0	3,840.0	-	-	-	-	-	-	-	5,000.0	-
Wilmington Initiatives, Walnut St, MLK to 13th Street	PE	1,705.0	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		25,105.0	537.6	1,550.4	-	2,060.0	3,840.0	-	1,250.0	-	-	900.0	400.0	-	10,538.0	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 - Z001 - National Highway Performance Program (NHPP), Z400 - Congestion Mitigation And Air Quality Improvement Program (CMAQ)

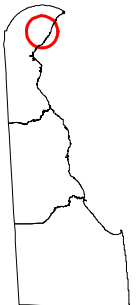
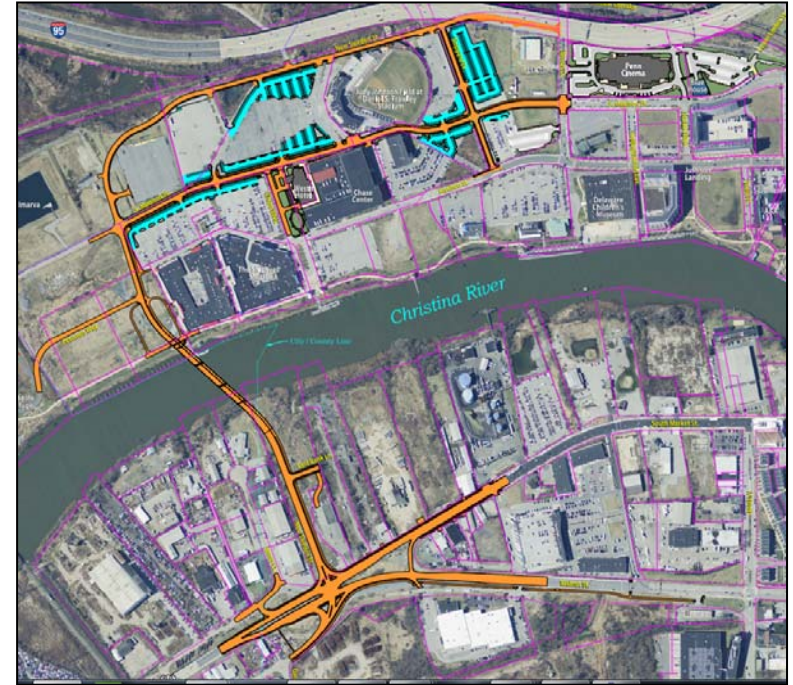
Wilmington Initiatives, Walnut St, MLK to 13th - Z001 - National Highway Performance Program (NHPP), Z003 - Projects to Reduce PM 2.5 Emissions

WILMINGTON RIVERFRONT

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

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

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



WILMINGTON RIVERFRONT (Continued)

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



Project Title (\$s x 1,000)	Phase	Current Estimate	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	8,450.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	9,600.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	30,000.0	5,000.0	20,000.0	-	800.0	3,200.0	-	-	-	-	-	-	-	29,000.0	-
	Traffic	62.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Maintenance	756.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Christina River Bridge	ROW	5,000.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	CE	4,352.3	370.5	1,481.9	-	-	-	-	-	-	-	-	-	-	1,852.3	-
	C	28,386.1	2,629.5	10,518.1	-	612.8	2,451.1	-	-	-	-	-	-	-	16,211.5	-
	Utilities	825.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Contingency	1,436.2	-	-	-	287.2	1,148.9	-	-	-	-	-	-	-	1,436.2	-
Justison Landing	PE	10,928.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	5,259.5	68.0	-	-	68.0	-	-	68.0	-	-	68.0	-	-	272.0	-
	C	35,811.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Traffic	142.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Utilities	2,220.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Contingency	75.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Maintenance	3,490.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Riverfront Initiatives Development	PD	1,270.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	2,239.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	15.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Riverfront Rail Relocation and Parking Improvements	CE	3,400.0	75.0	-	-	75.0	-	-	75.0	-	-	75.0	-	-	300.0	-
		154,221.1	8,143.0	32,000.0	0.0	1,843.0	6,800.0	0.0	143.0	0.0	0.0	143.0	0.0	0.0	49,072.0	0.0

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

WILMINGTON SIGNAL IMPROVEMENTS

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

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

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



Project Title (\$s x 1,000)	Phase	Current Estimate	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	3,300.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total		3,300.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-

I-95: MARYLAND STATE LINE TO I-495

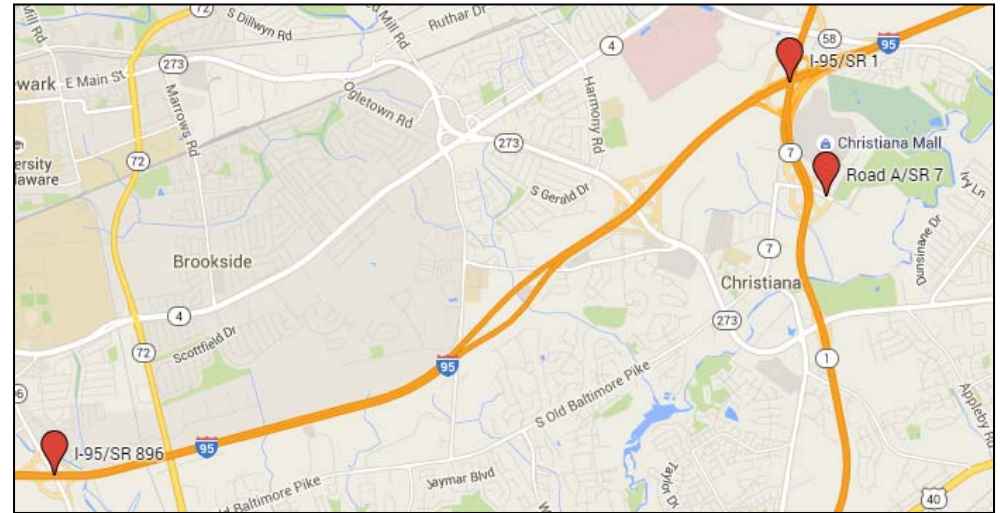
DESCRIPTION: This project will consist of major improvements throughout the area to help alleviate traffic congestion. Previous improvements included a new Churchmans Road Bridge over I-95 and a 5th travel lane from Churchmans Bridge to SR 141.

Current projects include:

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

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

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



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

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



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	FY 23-24 TOTAL
I-95 and SR896 Interchange	PE	8,000.0	615.8	2,463.0	-	690.0	2,760.0	-	14.7	58.8	-	-	-	-	6,602.3	-
	ROW	1,000.0	-	-	-	1,000.0	-	-	-	-	-	-	-	-	1,000.0	-
	C	100,000.0	-	-	-	-	-	-	-	-	-	-	-	-	-	40,000.0
Road A / SR7 Improvements	PD	259.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	1,850.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	50.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	11,000.0	1,200.0	4,800.0	-	980.0	3,920.0	-	20.0	80.0	-	-	-	-	11,000.0	-
Total		122,159.4	1,815.8	7,263.0	0.0	2,670.0	6,680.0	0.0	34.7	138.8	0.0	0.0	0.0	0.0	18,602.3	40,000.0

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

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

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

NEW CASTLE COUNTY INDUSTRIAL TRACK GREENWAY

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

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

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



Project Title (\$s x 1,000)	Phase	Current Estimate	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	2,300.0	19.4	77.7	-	-	-	-	-	-	-	-	-	-	97.2	-
	C	18,451.4	184.2	736.6	-	-	-	-	-	-	-	-	-	-	920.8	-
	Traffic	5.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Utilities	40.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Contingency	905.0	21.2	85.0	-	-	-	-	-	-	-	-	-	-	106.2	-
	Planning	1,034.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Rail Road	250.0	2.5	10.0	-	-	-	-	-	-	-	-	-	-	12.5	-
Total		24,085.4	227.3	909.3	-	-	-	-	-	-	-	-	-	-	1,136.7	-

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

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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 Fairplay Station Elevator	PE	170.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	CE	109.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	1,191.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Contingency	183.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Churchman's Crossing Fairplay Station Parking Expansion	PE	1,252.0	-	-	-	-	-	-	130.4	521.6	-	120.0	480.0	-	1,252.0	-
	C	13,000.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Newark Regional Transportation Center, Planning and Design	PE	11,000.0	1,000.0	-	-	-	-	-	-	-	-	-	-	-	1,000.0	-
	Program	2,633.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Newark Regional Transportation Center, Parking Lot & Access Rd	ROW	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	CE	885.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	4,816.3	195.5	147.5	-	-	-	-	-	-	-	-	-	-	342.9	-
	Traffic	150.9	17.2	13.0	-	-	-	-	-	-	-	-	-	-	30.2	-
	Utilities	1,299.2	456.2	344.2	-	-	-	-	-	-	-	-	-	-	800.4	-
	Contingency	312.5	312.5	-	-	-	-	-	-	-	-	-	-	-	312.5	-
Newark Regional Transportation Center, Station Building	CE	1,166.3	60.5	55.8	-	-	-	-	-	-	-	-	-	-	116.3	-
	C	4,382.8	381.1	351.7	-	-	-	-	-	-	-	-	-	-	732.8	-
	Contingency	392.3	392.3	-	-	-	-	-	-	-	-	-	-	-	392.3	-
Newark Regional Transportation Center, Platform and Pedestrian Bridge	C	47,000.0	8,718.8	6,281.2	-	14,465.2	-3,000.0	-	5,534.9	-	-	-	-	-	38,000.0	-
SEPTA New Payment Technology (NPT)	CE	144.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Shipley Street Bridge Rehabilitation	C	7,629.5	629.5	-	7,000.0	-	-	-	-	-	-	-	-	-	7,629.5	-
Third Track Amtrak Phase	PE	285.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	CE	218.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	39,973.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Northeast Corridor Allocation Policy	C	16,100.0	2,300.0	-	-	2,400.0	-	-	2,500.0	-	-	2,600.0	-	-	9,800.0	5,400.0
Northeast Corridor Improvements Yard to Ragan, Civil, Structural	PE	2,733.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	234.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	CE	3,448.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	7,368.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Utilities	2,243.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Contingency	6,083.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Maintenance	680.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Rail Road	7,671.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total		184,859.0	14,463.6	7,193.4	7,000.0	16,865.2	0.03,000.0	0.0	8,165.3	521.6	0.0	2,720.0	480.0	0.0	60,408.9	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

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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	260.0	1,040.0	-	100.0	400.0	-	-	-	-	-	-	-	1,800.0	-
	ROW	2,000.0	-	-	-	1,139.2	-	-	-	-	-	-	-	-	1,139.2	-
	C	250,000.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total		261,539.7	260.0	1,040.0	-	1,239.2	400.0	-	-	-	-	-	-	-	2,939.2	-

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
SR299, SR 1 to Catherine Street	PE	2,081.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	5,500.0	585.0	2,340.0	-	-	-	-	-	-	-	-	-	-	2,925.0	-
	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		27,581.3	585.0	2,340.0	-	1,800.0	7,200.0	-	1,800.0	7,200.0	-	400.0	1,600.0	-	22,925.0	-

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	-
SR 72, McCoy Road to SR 71	PE	828.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	3,000.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	12,761.2	-	-	-	1,552.2	6,209.0	-	1,000.0	4,000.0	-	-	-	-	12,761.2	-
Total		19,890.0	580.0	2,320.0	0.0	1,632.2	6,529.0	0.0	1,000.0	4,000.0	0.0	0.0	0.0	0.0	16,061.2	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 (3) 25' Cutaway Buses - FY18	PRO	523.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transit Vehicle Expansion (2) 45' OTR Buses NCC FY19	PRO	1,693.2	338.6	1,354.5	-	-	-	-	-	-	-	-	-	-	1,693.2	-
Total		2,216.2	338.6	1,354.5	-	-	-	-	-	-	-	-	-	-	1,693.2	-

5339 - Alternatives Analysis (5339)

US 301: MARYLAND STATE LINE TO SR 1

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

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

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

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

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

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



★ Interchange Locations

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

Project Title (\$s x 1,000)	Phase	Current Estimate	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
US 301, Maryland State Line to SR 1	PD	11,142.4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	8,784.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	96,433.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	CE	57,412.2	-	7,052.0	-	-	-	1,867.7	-	-	-	-	-	-	13,034.8	-
	C	312,052.3	-	19,348.4	15,361.8	-	-	-	-	-	-	-	-	-	34,710.2	-
	Traffic	4,990.5	-	210.0	-	-	-	-	-	-	-	-	-	-	386.3	-
	Utilities	3,969.9	-	16.7	-	-	-	-	-	-	-	-	-	-	16.7	-
	Contingency	38,947.7	-	-	-	-	-	30,479.7	-	-	-	-	-	-	38,928.0	-
	Audit	60,733.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total		753,739.6	0.0	37,609.6	15,361.8	0.0	10,988.3	32,347.4	0.0	10,974.4	0.0	0.0	10,992.9	0.0	131,014.0	21,909.6

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), L050 National Highway System (NHS), Transportation Infrastructure Finance and Innovation Act (TIFIA)

FHWA: Federal Aid Highway Funds (restrictions on use)

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

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

TIFIA: Transportation Infrastructure Finance and Innovation Act loan.