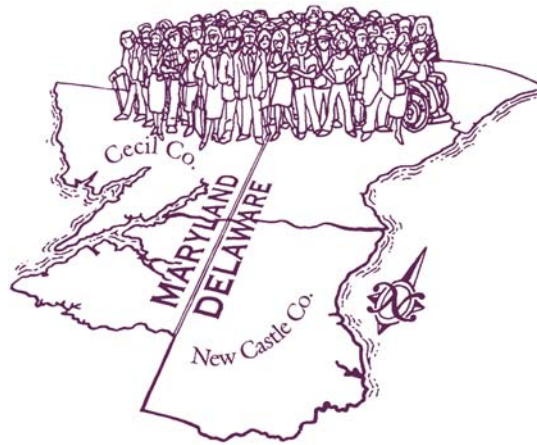


Transportation Improvement Program

Fiscal Years 2020-2023



WILMAPCO

Partners with you in transportation planning

Adopted March 7, 2019

FY 2020-2023 Transportation Improvement Program (TIP)

Prepared by the staff of the
Wilmington Area Planning Council

100 Discovery Blvd, Suite 800
Newark, Delaware 19713
(302) 737-6205
www.wilmapco.org

Adopted March 7, 2019

CONTACT LIST

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

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

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Introduction

The **Wilmington Area Planning Council** (WILMAPCO) is the metropolitan planning organization (MPO) for New Castle County, DE and Cecil County, MD. It is designated by the governors of both states to plan for, coordinate, and program the many transportation investments in the region. Under federal law and regulation, all plans and programs that involve federal funds or are of regional significance must be reviewed and approved through WILMAPCO. This document, the **Fiscal Year (FY) 2020-2023 Transportation Improvement Program** (TIP), provides a listing of all the transportation projects that will be funded in our region over the next four years.

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

This TIP represents a continued shift from the traditional highway building emphasis of prior years to a more multi-modal approach to transportation planning and programming. Many of the projects provide an increase in transit facilities, an expansion in the network of sidewalks, bike paths and greenways and an improvement in the appearance of all transportation designs. The mandates of FAST Act, the Clean Air Act and its Amendments and, most importantly, your vision for this region, require that more emphasis be placed on system preservation and management. This TIP is consistent with the vision of WILMAPCO's *2050 Regional Transportation Plan*.

TIP Terms

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

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

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

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

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





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

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

WILMAPCO develops its TIP annually by receiving submissions from its member agencies: DelDOT, MDOT, municipalities, and county officials. The projects are ranked according to how well they reflect the strategies in our long-range plan. The public is kept involved and informed throughout the process. WILMAPCO held a workshop on February 7, 2019 to receive public comments regarding the proposed program, and again during on date to be determined in August 2019 for proposed amendments. WILMAPCO participated in MDOT's annual Tour meeting in October to review the slate of new projects with members of the public and elected officials. After the public hearings, WILMAPCO presented the TIP to its Technical Advisory Committee (TAC) and Public Advisory Committee (PAC) for their recommendation and, finally, to the Council. The WILMAPCO Council voted to adopt the FY 2020-2023 TIP on March 7, 2019. The TIP will now become part of Delaware and Maryland's Statewide Transportation Improvement Program to be presented to the Governors and Legislators of each state.




The TIP is amended each year following the approval of matching funds through the Bond Bill, as well as when needed throughout the year due to project changes. Many amendments necessitate additional public outreach. Following the adoption of an amended TIP in September, the document is submitted to FHWA and FTA for their use, and their approval of the air quality conformity if needed.

Developing the FY 2020-2022 Transportation Improvement Program Process and Schedule – Summary

2018	January-March	 Staff meets upon request with local government and community groups to discuss transportation needs.
	April-May	<ul style="list-style-type: none"> • Staff develops technical score based upon adopted prioritization criteria • TAC proposes project prioritization • Air Quality Subcommittee reviews project list Council reviews community and committee comments and votes on proposed ranking • Ranked project listing to submitted DelDOT
	August	 Joint public workshop with DelDOT and the Council on Transportation (September 5)
2019	January-March	 TIP (& Air Quality Conformity is revised) released for public comment January 14-March 6 (including local government/public outreach). <ul style="list-style-type: none"> • Revise TIP based on public comments • PAC (2/18)/TAC (2/21) recommendation for adoption
		 TIP Public Workshop – February 7
		• Council adoption of TIP (March 7)

Amending the TIP – Summary

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

Amendments as needed	July-September 2019	 TIP & Air Quality Conformity released for public comment July–September <ul style="list-style-type: none"> • Revise TIP based on public comments • TAC (Aug. 15) /PAC (Aug. 12) recommendation for adoption
		 TIP Public Meeting
		• Council adoption of TIP as amended (Sept. 12)
		• TIP submitted to DelDOT and MDOT for inclusion in the Statewide Transportation Improvement Program
		• TIP submitted to FHWA and FTA
		 Public comment period extending at least 30 days will be scheduled with amendments as needed.

 Indicates best opportunities for public comment

Public Participation Process

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

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

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

When and How the Public Gets Involved

August

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

January - March

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

Ongoing

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



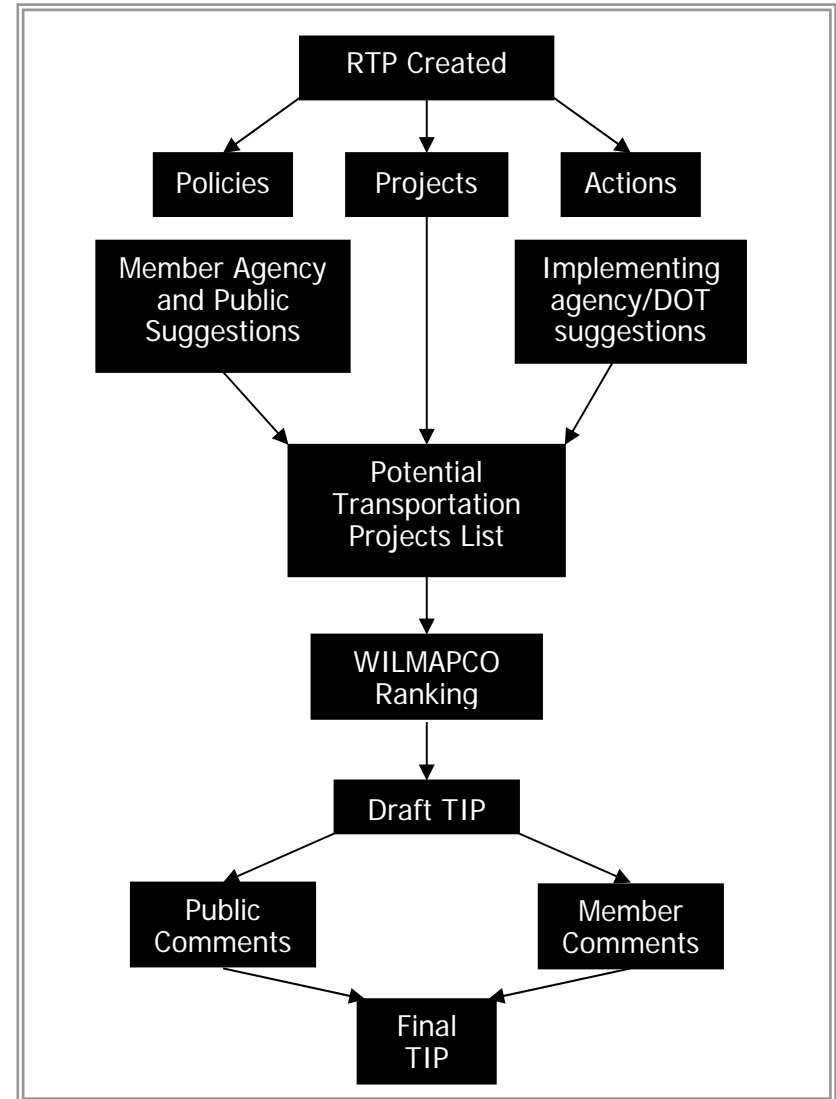
The TIP Process

How It Works

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

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

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



How It's Organized

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

Projects within each element are arranged by the following categories:

- System Preservation
- System Management
- System Expansion

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

TIP Terms

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

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

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

Performance Based Planning and the TIP

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

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

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

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

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

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

Project Prioritization Process

How Projects Are Prioritized

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

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

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

Factors used to rank TIP projects:

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

Prioritization Process

Provides a quantitative method to compare projects

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

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

Goals and Criteria:

GOAL: IMPROVE QUALITY OF LIFE

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

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

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

GOAL: EFFICIENTLY TRANSPORT PEOPLE

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

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

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

GOAL: SUPPORT SUSTAINABLE ECONOMIC DEVELOPMENT AND GOODS MOVEMENT

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

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

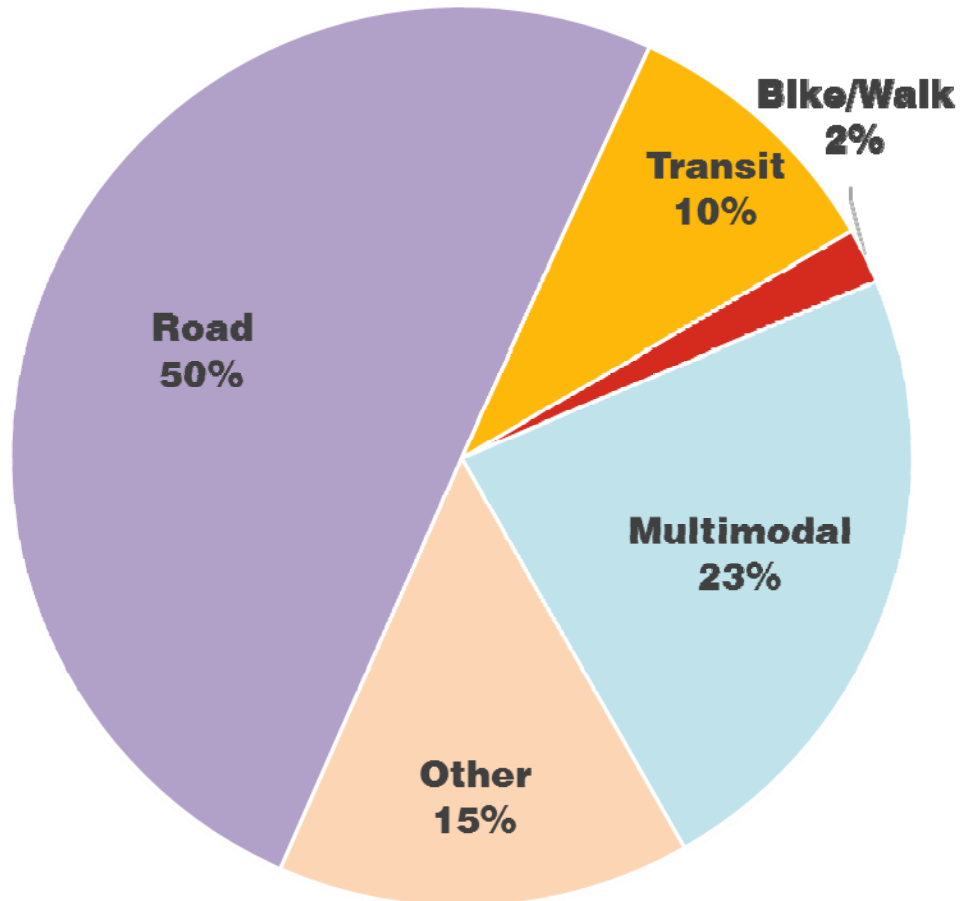
FUNDING CONTRIBUTION: Local and/or private commitment demonstrated by funding contribution.

TIP Summary Tables

FUNDING BY MODE	TOTAL FY 2020-23	PERCENT	TOTAL FY 2024-25
Bike/Ped	43,696	2%	24,764
Multimodal	510,236	23%	201,623
Other	327,654	15%	145,680
Road	1,110,006	50%	456,769
Transit	214,632	10%	35,881
Total (\$s x 1,000)	2,206,224	100%	864,717

FUNDING BY CATEGORY	TOTAL FY 2020-23	PERCENT	TOTAL FY 2024-25
Preservation	1,166,954	53%	462,328
Other	180,910	8%	90,274
Management	608,092	28%	258,912
Expansion	250,268	11%	53,204
Total (\$s x 1,000)	2,206,224	100%	864,717

TIP Funding by Mode



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

FY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM

March 7, 2019

Location	PROJECT TITLE (All \$ x 1,000)	MODE	TOTAL FY 20-23	TOTAL FY 2024-5
DE	Bicycle and Pedestrian Improvements	Bike/Pedestrian	26,250.0	8,000.0
DE	Recreational Trails	Bike/Pedestrian	4,528.4	2,264.2
NCC	US 13: US 40 to Memorial Drive Pedestrian Improvements	Bike/Pedestrian	12,917.9	14,500.0
Bike/Pedestrian Total			43,696.3	24,764.2
CC	Areawide Urban Street Reconstruction	Multimodal	1,380.0	-
NCC	Boyd's Corner Rd: Cedar Lane to US 13 (S. NCC Imp)	Multimodal	13,625.0	2,975.0
NCC	Christina River Bridge and Approaches	Multimodal	13,529.8	-
DE	Community Transportation Fund/CTF Subdivision Paving Pilot	Multimodal	72,957.2	35,360.0
NCC	Denny Road and Lexington Parkway Intersection Improvements	Multimodal	200.0	1,150.0
NCC	Elkton Road: Maryland State Line to Casho Mill Rd	Multimodal	30,895.0	-
NCC	Garasches Lane	Multimodal	5,000.0	-
NCC	Glasgow Ave: SR 896 - US 40	Multimodal	800.0	1,500.0
NCC	Highway Safety Improvement Program, NCC	Multimodal	21,790.2	-
NCC	HSIP NCC, SR 273, Appleby Road to Airport Road	Multimodal	1,250.0	-
NCC	Jamison Corner Rd Relocated at Boyd's Corner Rd	Multimodal	128.5	-
NCC	Little Baltimore Road Drainage Improvements	Multimodal	1,500.0	-
CC	MD 272 Bridge over Amtrak	Multimodal	3,797.0	-
DE	Municipal Street Aid	Multimodal	24,000.0	12,000.0
NCC	N412, Lorewood Grove Road: Rd 412A to SR 1	Multimodal	7,985.0	2,000.0
NCC	Old Capitol Trail, Newport Road to Stanton Road	Multimodal	650.0	2,200.0
NCC	Possum Park Road and Old Possum Park Road Intersection	Multimodal	1,600.0	-
NCC	Road A/SR 7 (Road, Bridge and Mall Connector Study)	Multimodal	8,307.2	-
NCC	Southbridge Transportation Network	Multimodal	-	900.0
NCC	SR 2 / Harmony Road Intersection	Multimodal	-	500.0
NCC	SR 2 / Red Mill Road Intersection	Multimodal	8,300.0	-
NCC	SR 273 / Chapman Road Intersection Improvements	Multimodal	4,050.0	10,000.0
NCC	SR 299, SR 1 to Catherine Street	Multimodal	22,233.3	-
NCC	SR 4, Christina Parkway: SR 2 to SR 896	Multimodal	5,350.0	15,000.0
NCC	SR 72: McCoy Road to SR 71	Multimodal	15,597.4	-
NCC	SR 896: US 40 - I-95 Widening	Multimodal	1,700.0	800.0
NCC	SR 9, New Castle Ave, Landers Lane to A Street	Multimodal	600.0	3,100.0
NCC	SR141: I-95 Interchange to Jay Drive	Multimodal	78,936.1	-
NCC	SR4, Harmony Road Intersection Improvements	Multimodal	600.0	2,500.0
NCC	SR4, Ogletown Stanton Rd/SR 7, Christina Stanton Rd Phase I, Stanton Split	Multimodal	650.0	1,700.0
DE	Traffic Calming	Multimodal	800.0	400.0
DE	Transportation Alternatives Program	Multimodal	21,680.6	10,328.0
CC	Transportation Enhancements/Alternatives Program - Cecil County	Multimodal	200.0	-
DE	Transportation Facilities, Statewide	Multimodal	48,350.0	16,500.0
DE	Transportation Management (inc. rideshare and signals)	Multimodal	37,400.0	17,010.0
NCC	Tyler McConnell Bridge, SR 141: Monthcanin Rd - Alapocas Rd	Multimodal	900.0	1,700.0

FY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM

March 7, 2019

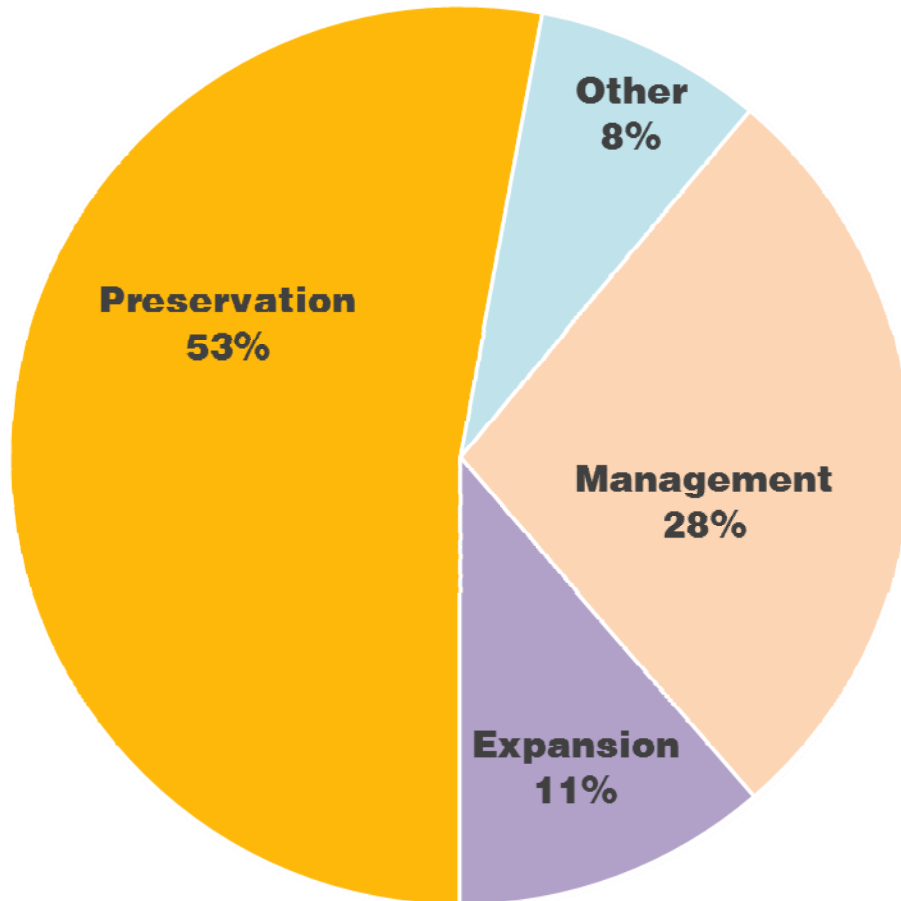
Location	PROJECT TITLE (All \$ x 1,000)	MODE	TOTAL FY 20-23	TOTAL FY 2024-5
NCC	US 13, Duck Creek to SR1	Multimodal	1,990.0	-
NCC	US 40 / SR 72 Intersection	Multimodal	5,334.5	-
NCC	US 40 and SR 7 Intersection	Multimodal	2,000.0	3,000.0
NCC	US 40 and SR 896 Grade Separated Intersection	Multimodal	13,241.8	52,500.0
NCC	US 40: Salem Church Road to Walther Road	Multimodal	14,000.0	4,000.0
NCC	Wilmington Initiatives, King and Orange Streets: MLK Blvd to 13th St	Multimodal	4,999.0	-
NCC	Wilmington Initiatives: 4th St., Walnut St. to I-95	Multimodal	3,000.0	-
NCC	Wilmington Initiatives: Walnut St., MLK to 13th St	Multimodal	7,500.0	4,500.0
NCC	Wilmington Initiatives: Walnut Street: Front Street to 3rd Street	Multimodal	1,000.0	-
NCC	Wilmington Riverfront Program (Justison Landing, Development, Rail Relocation, Parking)	Multimodal	429.0	-
Multimodal Total			510,236.5	201,623.0
DE	Aeronautics, Statewide	Other	1,960.0	980.0
CC	Areawide Environmental Projects	Other	12,000.0	-
DE	Dam Preservation Program	Other	11,814.5	5,400.0
DE	Engineering & Contingency/Education & Training	Other	123,865.0	61,890.0
DE	Environmental Program	Other	2,252.0	1,126.0
DE	Equipment	Other	44,000.0	20,000.0
DE	Planning	Other	54,793.1	27,257.5
DE	Statewide Rail Preservation	Other	1,200.0	600.0
DE	Technology	Other	75,769.7	28,426.8
Other Total			327,654.2	145,680.3
CC	Areawide Bridge Replacement and Rehabilitation	Road	12,400.0	-
CC	Areawide Congestion Management	Road	3,940.0	-
CC	Areawide Resurfacing and Rehabilitation	Road	29,150.0	-
CC	Areawide Safety and Spot Improvements	Road	15,600.0	-
DE	Bridge Management/Inspection	Road	46,557.6	22,182.2
DE	Bridge Preservation / Bridge Painting	Road	226,937.7	87,500.0
CC	Cecil County Bridge CE-0042, Mechanics Valley Rd over CSX	Road	10,150.0	-
NCC	Cedar Lane: Marl Pit to Boyds Corner Rd & Marl Pit Int. (S. NCC Imp)	Road	12,600.0	2,000.0
DE	Corridor Capacity Preservation	Road	4,000.0	2,000.0
NCC	I-295 Improvements, Westbound from I-295 to US 13	Road	3,000.0	-
NCC	I-295 Northbound from SR141 to US 13	Road	550.0	1,050.0
NCC	I-95 & SR 896 Interchange Improvements	Road	5,461.0	12,500.0
CC	I-95 / Belvidere Road Interchange [details TBD]	Road	42,625.0	-
DE	Intersection Improvements	Road	30,850.0	15,200.0
NCC	Interstate Maintenance	Road	1,025.8	-
DE	Materials & Minor Contracts	Road	35,000.0	16,000.0
CC	MD 273 Bridge over Big Elk Creek	Road	3,058.0	-
NCC	Otts Chapel Road and Welsh Track Road Intersection	Road	25.0	175.0
CC	Painting of Cecil County Bridges	Road	160.0	-
DE	Paving & Rehabilitation	Road	303,800.0	160,000.0

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Location	PROJECT TITLE (All \$ x 1,000)	MODE	TOTAL FY 20-23	TOTAL FY 2024-5
DE	Rail Crossing Safety and Rideability	Road	5,864.4	2,922.2
NCC	Rehabilitation of I-95 from I-495 to North of Brandywine River Bridge inc Adv Mitigation	Road	167,256.3	60,058.2
DE	Safety Improve (Hazard Elim/High Risk Rural Rd/Sect 154/Fut Saf Prog)	Road	41,510.9	20,373.4
DE	Signage & Pavement Markings	Road	26,858.1	13,429.0
DE	Slope Stabilization	Road	13,750.0	5,000.0
NCC	SR 1 Widening: Roth Bridge to SR 273	Road	5,871.5	6,000.0
NCC	SR 7 Median Barrier Replacement	Road	1,500.0	-
NCC	SR 896 and Bethel Church Rd Interchange	Road	750.0	8,500.0
NCC	SR 9, River Road Flood Remediation	Road	900.0	-
NCC	US 301: Maryland Line to SR 1 and GARVEE Debt Service	Road	58,854.3	21,879.2
		Road Total	1,110,005.6	456,769.3
CC	Cecil County Transit	Transit	5,098.0	-
NCC	Christiana Mall Park and Ride/NCC Transit Center	Transit	3,600.0	-
NCC	Claymont Station/Claymont Regional Transportation Center	Transit	58,914.7	-
NCC	Fairplay Station Churchman's Crossing Parking Expansion	Transit	1,252.0	-
NCC	Middletown Park and Ride	Transit	2,500.0	-
NCC	Newark Train Station/Regional Transportation Center	Transit	27,161.5	-
NCC	SEPTA New Payment Technology (NPT)	Transit	167.3	-
CC	Susquehanna River Rail Bridge	Transit	1,000.0	-
NCC	Third Track Rail Expansion (NE Corridor Imp., Shipley St BR)	Transit	17,829.5	5,400.0
NCC	Transit (Fixed Route) Vehicle Replacement and Refurbishment, NCC	Transit	24,925.5	-
NCC	Transit (Paratransit) Vehicle Replacement and Refurbishment, NCC	Transit	15,017.6	7,975.0
NCC	Transit Facilities, New Castle County	Transit	7,985.0	-
DE	Transit Facilities, Statewide	Transit	8,279.2	3,580.0
NCC	Transit Preventive Maintenance, NCC	Transit	26,000.0	13,000.0
DE	Transit Vehicles Replace & Refurbish, Statewide	Transit	14,901.4	5,925.6
		Transit Total	214,631.7	35,880.6
		Grand Total	2,206,224.3	864,717.4

TIP Funding by WILMAPCO Category



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

FY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM

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Location	PROJECT TITLE (All \$ x 1,000)	WILMAPCO CATEGORY	FY 20-23 TOTAL	TOTAL FY 2024- 5
CC	Areawide Bridge Replacement and Rehabilitation	Preservation	12,400.0	-
CC	Areawide Environmental Projects	Preservation	12,000.0	-
CC	Areawide Resurfacing and Rehabilitation	Preservation	29,150.0	-
CC	Areawide Safety and Spot Improvements	Preservation	15,600.0	-
CC	Areawide Urban Street Reconstruction	Preservation	1,380.0	-
DE	Bridge Preservation / Bridge Painting	Preservation	226,937.7	87,500.0
CC	Cecil County Bridge CE-0042, Mechanics Valley Rd over CSX	Preservation	10,150.0	-
CC	Cecil County Transit	Preservation	5,098.0	-
DE	Community Transportation Fund/CTF Subdivision Paving Pilot	Preservation	72,957.2	35,360.0
DE	Dam Preservation Program	Preservation	11,814.5	5,400.0
DE	Equipment	Preservation	44,000.0	20,000.0
NCC	Interstate Maintenance	Preservation	1,025.8	-
NCC	Little Baltimore Road Drainage Improvements	Preservation	1,500.0	-
DE	Materials & Minor Contracts	Preservation	35,000.0	16,000.0
CC	MD 273 Bridge over Big Elk Creek	Preservation	3,058.0	-
DE	Municipal Street Aid	Preservation	24,000.0	12,000.0
CC	Painting of Cecil County Bridges	Preservation	160.0	-
DE	Paving & Rehabilitation	Preservation	303,800.0	160,000.0
NCC	Rehabilitation of I-95 from I-495 to North of Brandywine River Bridge inc Adv Mitigation	Preservation	167,256.3	60,058.2
DE	Signage & Pavement Markings	Preservation	26,858.1	13,429.0
DE	Slope Stabilization	Preservation	13,750.0	5,000.0
NCC	SR 7 Median Barrier Replacement	Preservation	1,500.0	-
NCC	SR 9, River Road Flood Remediation	Preservation	900.0	-
DE	Statewide Rail Preservation	Preservation	1,200.0	600.0
NCC	Transit (Fixed Route) Vehicle Replacement and Refurbishment, NCC	Preservation	24,925.5	-
NCC	Transit (Paratransit) Vehicle Replacement and Refurbishment, NCC	Preservation	15,017.6	7,975.0
NCC	Transit Facilities, New Castle County	Preservation	7,985.0	-
DE	Transit Facilities, Statewide	Preservation	8,279.2	3,580.0
NCC	Transit Preventive Maintenance, NCC	Preservation	26,000.0	13,000.0
DE	Transit Vehicles Replace & Refurbish, Statewide	Preservation	14,901.4	5,925.6
DE	Transportation Facilities, Statewide	Preservation	48,350.0	16,500.0
			1,166,954.3	462,327.9
DE	Engineering & Contingency/Education & Training	Other	123,865.0	61,890.0
DE	Environmental Program	Other	2,252.0	1,126.0
DE	Planning	Other	54,793.1	27,257.5
			Other Total	180,910.1
DE	Aeronautics, Statewide	Management	1,960.0	980.0
CC	Areawide Congestion Management	Management	3,940.0	-
DE	Bicycle and Pedestrian Improvements	Management	26,250.0	8,000.0
DE	Bridge Management/Inspection	Management	46,557.6	22,182.2

FY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM

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Location	PROJECT TITLE (All \$ x 1,000)	WILMAPCO CATEGORY	FY 20-23 TOTAL	TOTAL FY 2024- 5
NCC	Cedar Lane: Marl Pit to Boyds Corner Rd & Marl Pit Int. (S. NCC Imp)	Management	12,600.0	2,000.0
NCC	Christiana Mall Park and Ride/NCC Transit Center	Management	3,600.0	-
NCC	Claymont Station/Claymont Regional Transportation Center	Management	58,914.7	-
DE	Corridor Capacity Preservation	Management	4,000.0	2,000.0
NCC	Denny Road and Lexington Parkway Intersection Improvements	Management	200.0	1,150.0
NCC	Fairplay Station Churchman's Crossing Parking Expansion	Management	1,252.0	-
NCC	Garasches Lane	Management	5,000.0	-
NCC	Glasgow Ave: SR 896 - US 40	Management	800.0	1,500.0
NCC	Highway Safety Improvement Program, NCC	Management	21,790.2	-
NCC	HSIP NCC, SR 273, Appleby Road to Airport Road	Management	1,250.0	-
NCC	I-95 & SR 896 Interchange Improvements	Management	5,461.0	12,500.0
DE	Intersection Improvements	Management	30,850.0	15,200.0
NCC	Jamison Corner Rd Relocated at Boyds Corner Rd	Management	128.5	-
CC	MD 272 Bridge over Amtrak	Management	3,797.0	-
NCC	Middletown Park and Ride	Management	2,500.0	-
NCC	N412, Lorewood Grove Road: Rd 412A to SR 1	Management	7,985.0	2,000.0
NCC	Newark Train Station/Regional Transportation Center	Management	27,161.5	-
NCC	Old Capitol Trail, Newport Road to Stanton Road	Management	650.0	2,200.0
NCC	Otts Chapel Road and Welsh Track Road Intersection	Management	25.0	175.0
NCC	Possum Park Road and Old Possum Park Road Intersection	Management	1,600.0	-
DE	Rail Crossing Safety and Rideability	Management	5,864.4	2,922.2
DE	Recreational Trails	Management	4,528.4	2,264.2
DE	Safety Improve (Hazard Elim/High Risk Rural Rd/Sect 154/Fut Saf Prog)	Management	41,510.9	20,373.4
NCC	SEPTA New Payment Technology (NPT)	Management	167.3	-
NCC	SR 2 / Harmony Road Intersection	Management	-	500.0
NCC	SR 2 / Red Mill Road Intersection	Management	8,300.0	-
NCC	SR 273 / Chapman Road Intersection Improvements	Management	4,050.0	10,000.0
NCC	SR 4, Christina Parkway: SR 2 to SR 896	Management	5,350.0	15,000.0
NCC	SR 9, New Castle Ave, Landers Lane to A Street	Management	600.0	3,100.0
NCC	SR141: I-95 Interchange to Jay Drive	Management	78,936.1	-
NCC	SR4, Harmony Road Intersection Improvements	Management	600.0	2,500.0
NCC	SR4, Ogletown Stanton Rd/SR 7, Christina Stanton Rd Phase I, Stanton Split	Management	650.0	1,700.0
CC	Susquehanna River Rail Bridge	Management	1,000.0	-
DE	Technology	Management	75,769.7	28,426.8
DE	Traffic Calming	Management	800.0	400.0
DE	Transportation Alternatives Program	Management	21,680.6	10,328.0
CC	Transportation Enhancements/Alternatives Program - Cecil County	Management	200.0	-
DE	Transportation Management (inc. rideshare and signals)	Management	37,400.0	17,010.0
NCC	US 13, Duck Creek to SR1	Management	1,990.0	-
NCC	US 13: US 40 to Memorial Drive Pedestrian Improvements	Management	12,917.9	14,500.0
NCC	US 40 / SR 72 Intersection	Management	5,334.5	-
NCC	US 40 and SR 7 Intersection	Management	2,000.0	3,000.0

FY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM

March 7, 2019

Location	PROJECT TITLE (All \$ x 1,000)	WILMAPCO CATEGORY	FY 20-23 TOTAL	TOTAL FY 2024- 5
NCC	US 40 and SR 896 Grade Separated Intersection	Management	13,241.8	52,500.0
NCC	Wilmington Initiatives, King and Orange Streets: MLK Blvd to 13th St	Management	4,999.0	-
NCC	Wilmington Initiatives: 4th St., Walnut St. to I-95	Management	3,000.0	-
NCC	Wilmington Initiatives: Walnut St., MLK to 13th St	Management	7,500.0	4,500.0
NCC	Wilmington Initiatives: Walnut Street: Front Street to 3rd Street	Management	1,000.0	-
NCC	Wilmington Riverfront Program (Justison Landing, Development, Rail Relocation, Parking)	Management	429.0	-
Management Total			608,092.0	258,911.8
NCC	Boyd's Corner Rd: Cedar Lane to US 13 (S. NCC Imp)	Expansion	13,625.0	2,975.0
NCC	Christina River Bridge and Approaches	Expansion	13,529.8	-
NCC	Elkton Road: Maryland State Line to Casho Mill Rd	Expansion	30,895.0	-
NCC	I-295 Improvements, Westbound from I-295 to US 13	Expansion	3,000.0	-
NCC	I-295 Northbound from SR141 to US 13	Expansion	550.0	1,050.0
CC	I-95 / Belvidere Road Interchange [details TBD]	Expansion	42,625.0	-
NCC	Road A/SR 7 (Road, Bridge and Mall Connector Study)	Expansion	8,307.2	-
NCC	Southbridge Transportation Network	Expansion	-	900.0
NCC	SR 1 Widening: Roth Bridge to SR 273	Expansion	5,871.5	6,000.0
NCC	SR 299, SR 1 to Catherine Street	Expansion	22,233.3	-
NCC	SR 72: McCoy Road to SR 71	Expansion	15,597.4	-
NCC	SR 896 and Bethel Church Rd Interchange	Expansion	750.0	8,500.0
NCC	SR 896: US 40 - I-95 Widening	Expansion	1,700.0	800.0
NCC	Third Track Rail Expansion (NE Corridor Imp., Shipley St BR)	Expansion	17,829.5	5,400.0
NCC	Tyler McConnell Bridge, SR 141: Monthcanin Rd - Alapocas Rd	Expansion	900.0	1,700.0
NCC	US 301: Maryland Line to SR 1 and GARVEE Debt Service	Expansion	58,854.3	21,879.2
NCC	US 40: Salem Church Road to Walther Road	Expansion	14,000.0	4,000.0
Expansion Total			250,267.9	53,204.2
Grand Total			2,206,224.3	864,717.4

Integrating the Congestion Management System

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

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

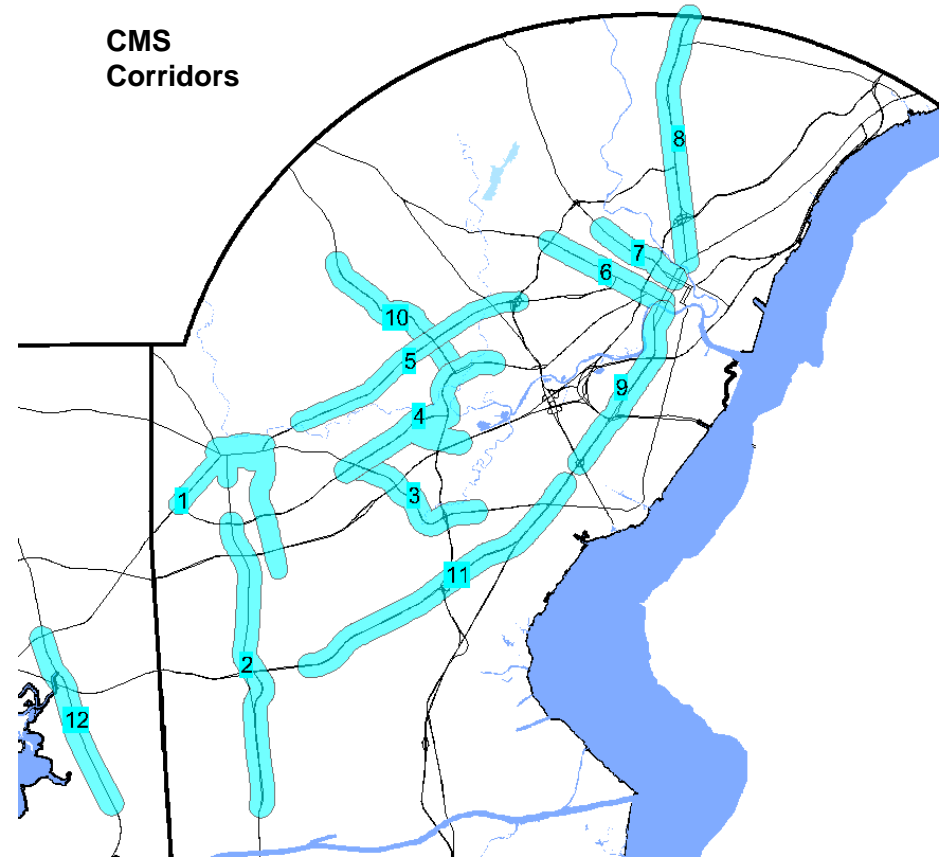
This "top-down" approach ensures that solutions which would eliminate or shift auto trips or improve roadway operations are evaluated before adding roadway capacity. This hierarchy is consistent with WILMAPCO's overall goals for the region and with the USDOT charge to address all other possible solutions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

WILMAPCO CMS "TOOLBOX" STRATEGIES

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

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

CMS Corridor	Project Name
#1	Elkton Road: MD Line-Casho Mill Rd, reconstruction, intersection improvements, expansion, multimodal improvements
#1, 2	SR 4, Christina Parkway: SR 2 – SR 896 reconstruction, expansion, multimodal improvements
#1, 4, 6	Third Rail Track Expansion, Newark to Wilmington
#2	SR 896: I-95 – US 40 Widening
#2	Glasgow Avenue
# 2	US 40 and 896 interchange - Grade Separated Intersection
#2	I-95 and SR 896 Interchange
#3	SR 273 / Chapman Road Intersection
#3	Road A/SR7, Widening & reconfiguration of intersections
#4	Fairplay Station Improvements
#4	SR 4/Harmony Rd, intersection improvements
#4	SR 4/SR 7, intersection improvements
#5	SR 2 / Red Mill Road, intersection improvements
#5	SR 2 / Harmony Road, intersection improvements
#6	Wilmington Riverfront Program
#6	4th St: Walnut St - I-95
#6, 7	King & Orange Sts: MLK - 13th
#6, 7	Walnut St: MLK to 13th St.
#9	I-295 Improvements
#8	none
#9	US 13: US 40 - Memorial Dr Pedestrian Improvements
#10	none
#11	US 40 and SR 7 Intersection Improvements
#11	US 40 Widening: Salem Church Rd to Walther Rd
#11	US 40 / SR 72 Intersection Improvements
#12	none



Addressing Transportation Equity

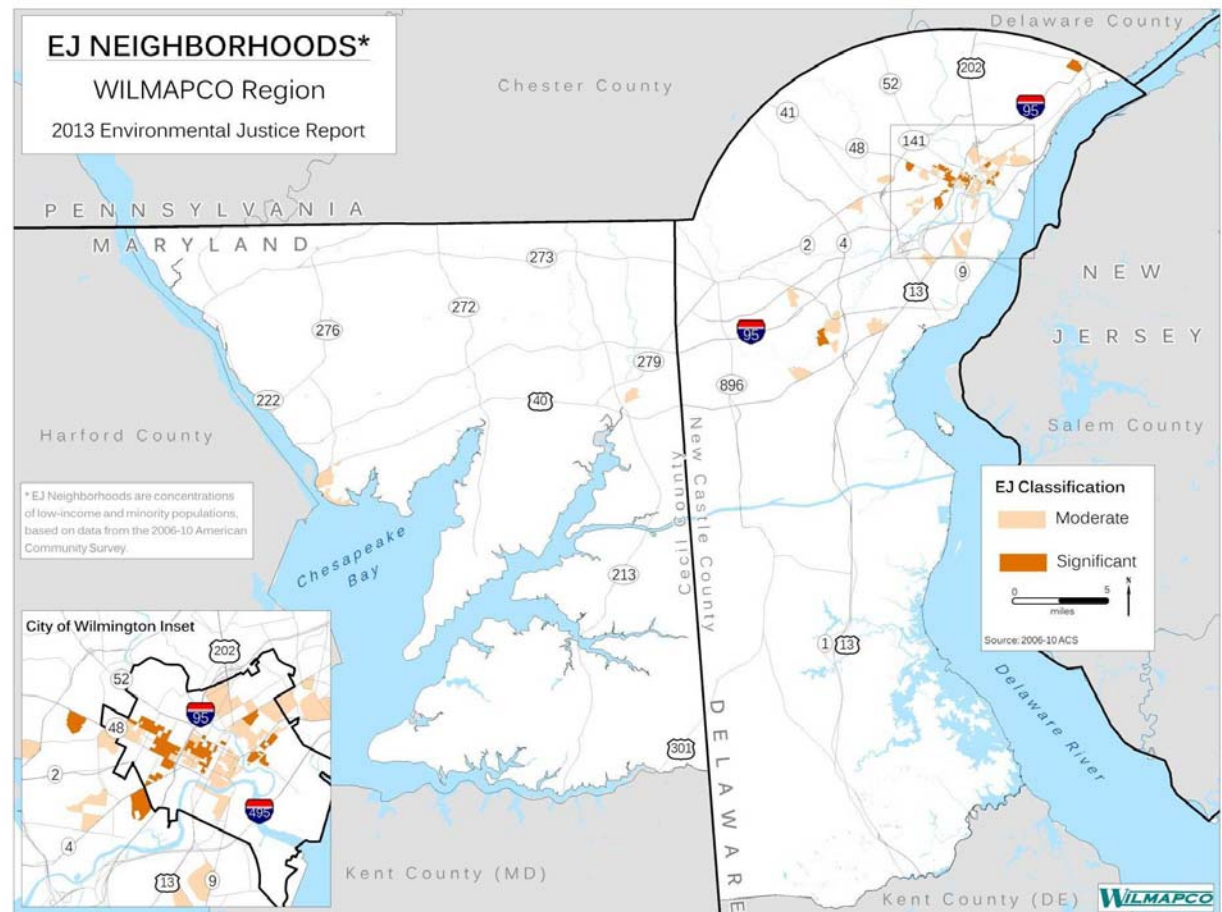
Transportation Equity, often referred to as Environmental Justice (EJ), is based in Title VI of the Civil Rights Act of 1964 and a 1994 Presidential Executive Order making equity part of the mission of every federal agency. As an MPO, we serve as the forum where DOTs, transit providers, local agencies,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

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

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

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

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



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

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

Comparison with FY 2019-2022 TIP

Increased funds vs. September FY 2019-22 TIP

Decreased funds vs. September FY 2019-22 TIP

New in draft TIP

PROJECT TITLE (All \$ x 1,000)	FY 2019 TOTAL	FY 2020 TOTAL	FY 2021 TOTAL	FY 2022 TOTAL	FY 2023 TOTAL	FY 20-23 TOTAL
DELAWARE- STATEWIDE						
Aeronautics, Statewide	-	-	-	-	-	-
Bicycle and Pedestrian Improvements	-	-	3,900.0	-	-	3,900.0
Bridge Management/Inspection	185.0	(98.8)	95.3	96.8	411.8	505.0
Bridge Preservation / Bridge Painting	(2,673.6)	16,472.2	(2,004.1)	-	-	14,468.1
Community Transportation Fund/CTF Subdivision Paving Pilot	(2,237.2)	2,237.2	-	-	-	2,237.2
Corridor Capacity Preservation	-	-	-	-	-	-
Dam Preservation Program	(304.7)	584.5	-	-	-	584.5
Engineering & Contingency/Education & Training	80.0	-	85.0	250.0	250.0	585.0
Environmental Program	-	-	-	-	-	-
Equipment	-	-	-	-	-	-
Intersection Improvements	-	-	-	-	-	-
Materials & Minor Contracts	-	-	-	-	-	-
Municipal Street Aid	-	-	-	-	-	-
Paving & Rehabilitation	-	-	-	-	-	-
Planning	(4.9)	50.1	50.1	50.1	50.1	200.3
Rail Crossing Safety and Rideability	(20.0)	20.0	-	-	-	20.0
Recreational Trails	-	-	-	-	-	-
Safety Improve (Hazard Elim/High Risk Rural Rd/Sect 154/Fut Saf Prog)	1,771.3	3,948.5	(2,207.1)	(11.3)	(11.3)	1,719.0
Signage & Pavement Markings	-	-	-	-	-	-
Slope Stabilization	-	-	-	750.0	-	750.0
Statewide Rail Preservation	-	-	-	-	-	-
Technology	(9,025.0)	15,900.0	-	-	-	15,900.0
Traffic Calming	-	-	-	-	-	-
Transit Facilities, Statewide	482.6	(40.4)	-	-	-	(40.4)
Transit Vehicles Replace & Refurbish, Statewide	(667.1)	31.9	(0.0)	(0.0)	(0.0)	31.9
Transportation Alternatives Program	-	-	-	-	-	-
Transportation Facilities, Statewide	-	350.0	-	-	-	350.0
Transportation Management (inc. rideshare and signals)	(4,910.0)	2,410.0	-	-	-	2,410.0
NEW CASTLE COUNTY						
Boyds Corner Rd: Cedar Lane to US 13 (S. NCC Imp)	-	-	-	-	-	-
Cedar Lane: Marl Pit to Boyds Corner Rd & Marl Pit Int. (S. NCC Imp)	(440.0)	500.0	-	-	-	500.0
Christiana Mall Park and Ride/NCC Transit Center	-	-	-	-	-	-
Christina River Bridge and Approaches	(2,299.7)	3,571.2	-	-	-	3,571.2

FY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM

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PROJECT TITLE (All \$ x 1,000)	FY 2019 TOTAL	FY 2020 TOTAL	FY 2021 TOTAL	FY 2022 TOTAL	FY 2023 TOTAL	FY 20-23 TOTAL
Claymont Station/Claymont Regional Transportation Center	1,500.0	2,327.6	2,800.0	11,746.1	-	16,873.7
Denny Road and Lexington Parkway Intersection Improvements	-	-	-	-	-	-
Elkton Road: Maryland State Line to Casho Mill Rd	(1,554.7)	1,125.0	-	770.0	-	1,895.0
Fairplay Station Churchman's Crossing Parking Expansion	-	-	-	-	-	-
Garasches Lane	167.6	(800.0)	800.0	-	-	-
Glasgow Ave: SR 896 - US 40					400.0	400.0
Highway Safety Improvement Program, NCC	(5,516.1)	6,468.6	2,195.8	-	-	8,664.4
HSIP NCC, SR 273, Appleby Road to Airport Road	(1,250.0)	1,250.0	-	-	-	1,250.0
I-295 Improvements, Westbound from I-295 to US 13	-	-	-	-	-	-
I-295 Northbound from SR141 to US 13	-	-	-	-	-	-
I-95 & SR 896 Interchange Improvements	(750.0)	-	-	(41.3)	750.0	708.7
Interstate Maintenance	-	-	-	-	-	-
Jamison Corner Rd Relocated at Boyds Corner Rd	-	-	-	-	-	-
Little Baltimore Road Drainage Improvements	-	-	-	-	-	-
Middletown Park and Ride	-	-	-	-	-	-
N412, Lorewood Grove Road: Rd 412A to SR 1	-	-	-	-	-	-
Newark Train Station/Regional Transportation Center	(5,585.8)	6,641.9	-	-	-	6,641.9
Old Capitol Trail, Newport Road to Stanton Road	-	-	-	-	-	-
Otts Chapel Road and Welsh Track Road Intersection	-	-	-	-	-	-
Possum Park Road and Old Possum Park Road Intersection	-	-	-	-	-	-
Rehabilitation of I-95 from I-495 to North of Brandywine River Bridge inc Adv Mitigation	(4,540.4)	(10,055.5)	(50,088.1)	5,200.0	35,200.0	(19,743.7)
Road A/SR 7 (Road, Bridge and Mall Connector Study)	(3,176.4)	3,407.2	(100.0)	-	-	3,307.2
SEPTA New Payment Technology (NPT)	(91.4)	167.3	-	-	-	167.3
Southbridge Transportation Network					-	-
SR 1 Widening: Roth Bridge to SR 273	-	-	-	-	-	-
SR141: I-95 Interchange to Jay Drive	198.2	8,641.7	7,294.4	2,000.0	-	17,936.1
SR 2 / Red Mill Road Intersection	-	-	-	-	-	-
SR 2 / Harmony Road Intersection					-	-
SR 273 / Chapman Road Intersection Improvements	-	-	-	-	-	-
SR 299, SR 1 to Catherine Street	(2,074.7)	2,120.0	100.0	13.3	-	2,233.3
SR 4, Christina Parkway: SR 2 to SR 896	-	-	-	-	-	-
SR4, Harmony Road Intersection Improvements	-	-	-	-	-	-
SR4, Ogletown Stanton Rd/SR 7, Christina Stanton Rd Phase I, Stanton Split	-	-	-	-	-	-
SR 7 Median Barrier Replacement					-	-
SR 72: McCoy Road to SR 71	707.2	(6,563.8)	3,000.0	6,000.0	-	2,436.2
SR 9, River Road Flood Remediation	(300.0)	150.0	150.0	-	-	300.0
SR 9, New Castle Ave, Landers Lane to A Street	-	-	-	-	-	-
SR 896 and Bethel Church Rd Interchange	100.0	-	-	-	-	-
SR 896: US 40 - I-95 Widening					850.0	850.0
Third Track Rail Expansion (NE Corridor Imp., Shipley St BR)	9,465.8	-	-	-	-	-
Transit Facilities, New Castle County	(20.5)	4,110.0	-	-	-	4,110.0

FY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM

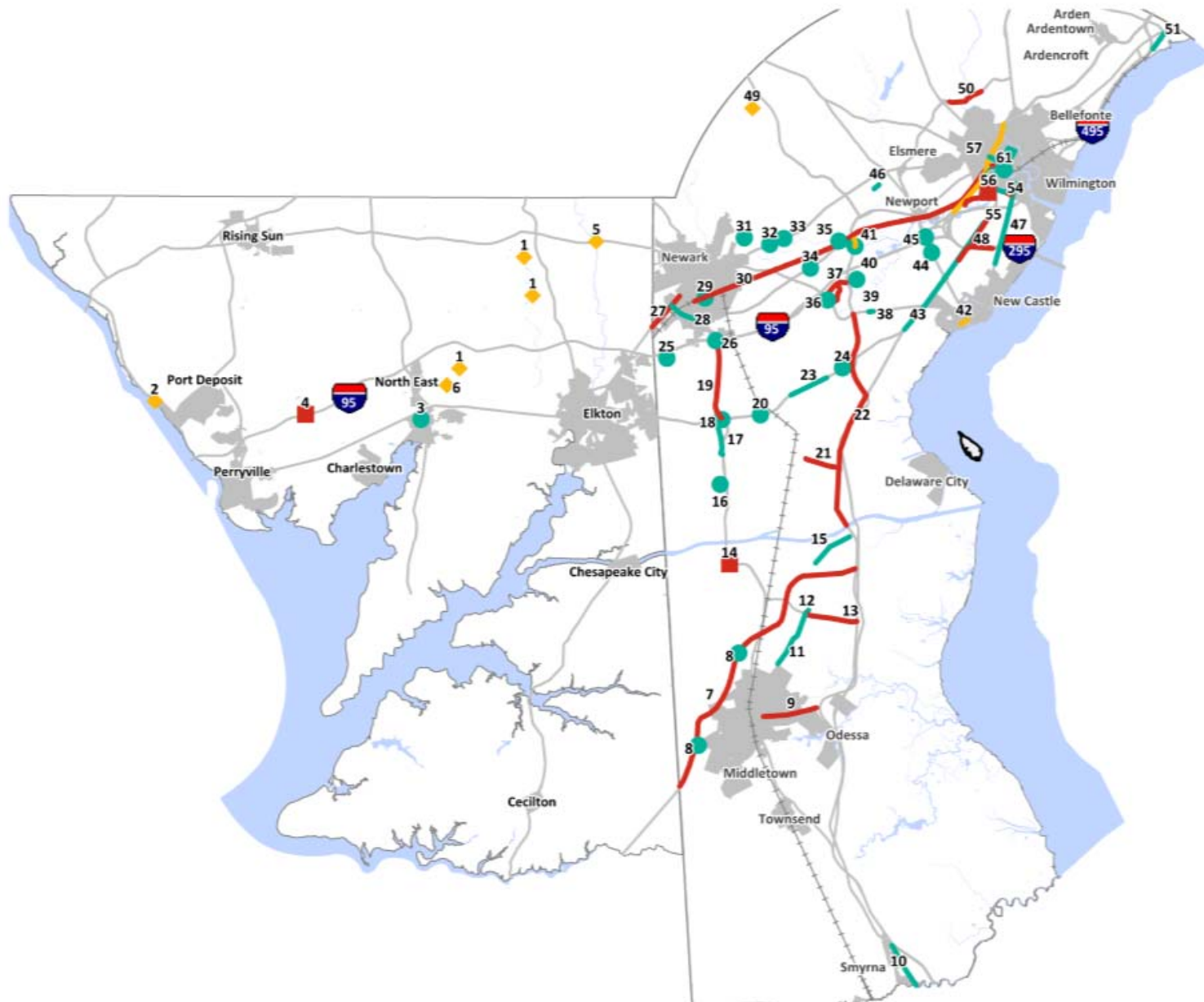
March 7, 2019

PROJECT TITLE (All \$ x 1,000)	FY 2019 TOTAL	FY 2020 TOTAL	FY 2021 TOTAL	FY 2022 TOTAL	FY 2023 TOTAL	FY 20-23 TOTAL
Transit (Fixed Route) Vehicle Replacement and Refurbishment, NCC	(8,448.0)	8,807.2	-	-	-	8,807.2
Transit (Paratransit) Vehicle Replacement and Refurbishment, NCC	21.0	783.9	-	-	-	783.9
Transit Preventive Maintenance, NCC	-	-	-	-	-	-
<u>Tyler McConnell Bridge, SR 141: Monthcanin Rd - Alapocas Rd</u>					900.0	900.0
US 13, Duck Creek to SR1	-	-	-	-	-	-
US 13: US 40 to Memorial Drive Pedestrian Improvements	500.0	400.0	100.0	-	-	500.0
US 301: Maryland Line to SR 1 and GARVEE Debt Service	21,485.2	(11,064.1)	-	-	-	(11,064.1)
<u>US 40 and SR 7 Intersection</u>					2,000.0	2,000.0
US 40 and SR 896 Grade Separated Intersection	(1,000.0)	48.1	500.0	500.0	-	1,048.1
US 40 / SR 72 Intersection	-	-	-	-	-	-
US 40: Salem Church Road to Walther Road	(600.0)	600.0	-	-	-	600.0
Wilmington Initiatives: 4th St., Walnut St. to I-95	-	-	-	-	-	-
Wilmington Initiatives: Walnut Street: Front Street to 3rd_ Street	(370.7)	1,000.0	-	-	-	1,000.0
Wilmington Initiatives: Walnut St., MLK to 13th-St	(100.0)	100.0	-	-	-	100.0
Wilmington Initiatives, King and Orange Streets: MLK Blvd to 13th St	1.0	(1.0)	-	-	-	(1.0)
Wilmington Riverfront Program (Justison Landing, Development, Rail Relocation, Parking)	-	-	-	-	-	-

CECIL COUNTY						
Areawide Bridge Replacement and Rehabilitation	-	(210.0)	(210.0)	(210.0)	3,100.0	2,470.0
Areawide Congestion Management	-	10.0	10.0	(465.0)	985.0	540.0
Areawide Environmental Projects	-	(120.0)	(120.0)	(120.0)	3,000.0	2,640.0
Areawide Resurfacing and Rehabilitation	-	400.0	400.0	-	6,700.0	7,500.0
Areawide Safety and Spot Improvements	-	(1,110.0)	(1,110.0)	(1,110.0)	3,900.0	570.0
Areawide Urban Street Reconstruction	-	(5.0)	(5.0)	(5.0)	345.0	330.0
<u>Cecil County Bridge CE-0042, Mechanics Valley Rd over CSX</u>	-	10,150.0	-	-	-	10,150.0
<u>I-95 / Belvidere Road Interchange [details TBD]</u>	-	6,825.0	14,800.0	21,000.0	-	42,625.0
MD 272 Bridge over Amtrak	-	3,123.0	674.0	(1,661.0)	-	2,136.0
MD 273 Bridge over Big Elk Creek	-	(561.0)	2.0	2.0	1.0	(556.0)
Painting of Cecil County Bridges	-	-	-	-	80.0	80.0
Rural Transit - Operating Assistance	-	-	-	-	656.0	656.0
Small Urban Transit - Capital Assistance (Section 5310)	-	-	-	-	-	-
Small Urban Transit - Operating/Capital Assistance (5307)	-	-	-	-	1,041.0	1,041.0
Susquehanna River Rail Bridge	-	-	-	-	500.0	500.0
Transportation Enhancements/Alternatives Program - Cecil County	-	33.0	33.0	(590.3)	50.0	(474.3)

Delaware Statewide Subtotal	(17,323.6)	41,865.4	(80.8)	1,135.6	700.6	43,620.7
New Castle County Subtotal	(3,972.4)	25,235.3	(33,248.0)	27,438.1	40,100.0	59,525.4
Cecil County Subtotal	-	18,535.0	14,474.0	16,840.7	20,358.0	70,207.7
TOTAL	(21,296.0)	85,635.7	(18,854.8)	45,414.4	61,158.6	173,353.8

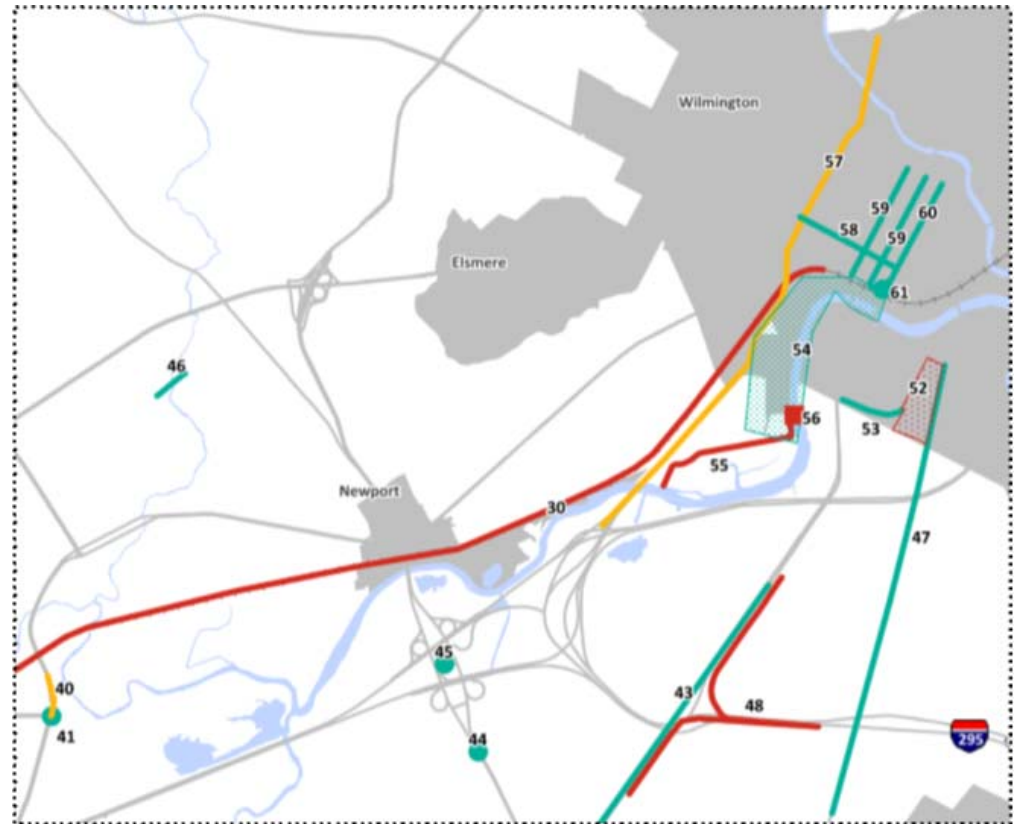
Project Maps



FY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM

March 7, 2019

- 1 Cecil County Bridge Painting
- 2 MD 222 Bridge over Rock Run
- 3 MD 272 Bridge over Amtrak
- 4 I-95 / Belvidere Rd Interchange
- 5 MD 273 Bridge over Big Elk Creek
- 6 Mechanics Valley Rd Bridge over CSX
- 7 US 301: Maryland Line - SR 1
- 8 Middletown Park and Ride
- 9 SR 299: SR 1 - Catherine St
- 10 US 13: Duck Creek - SR 1
- 11 Cedar Ln: Marl Pit Rd - Boyds Corner Rd
- 12 Jamison Corner Rd: Relocated to Boyds Corner Rd
- 13 Boyds Corner Rd: Cedar Lane - US 13
- 14 SR 896 / Bethel Church Interchange
- 15 Lorewood Grove Rd: Rt 412A - SR 1
- 16 Denny Rd / Lexington Pkwy
- 17 Glasgow Ave
- 18 US 40 / SR 896 Interchange
- 19 SR 896 Widening
- 20 US 40 / SR 72 Interchange
- 21 SR 72: McCoy Road - SR 71
- 22 SR 1: Roth Bridge - SR 273
- 23 US 40: Salem Church Rd - Walther Rd
- 24 US 40 / SR 7 Intersection
- 25 Otts Chapel Rd / Welsh Tract Church Rd
- 26 I-95 / SR 896 Interchange
- 27 Elkton Rd: MD Line - Casho Mill Rd
- 28 SR 4: SR 2 - SR 896
- 29 Newark Train Station
- 30 Third Rail Track Expansion, Newark - Wilmington
- 31 Possum Park Rd / Old Possum Park Rd
- 32 SR 2 / Red Mill Rd
- 33 SR 2 / Harmony Rd
- 34 SR 4 / Harmony Rd
- 35 Fairplay Train Station
- 36 SR 273 / Chapman Rd
- 37 Road A/SR 7
- 38 SR 273: Appleby Rd - Airport Rd
- 39 New Castle County Transit Center
- 40 SR 7 Median Barrier
- 41 SR 4 / SR 7
- 42 SR 9, River Road Flood Remediation
- 43 US 13: US 40 - Memorial Dr Pedestrian
- 44 SR 141: I-95 - Jay Dr



- 45 I-95 / SR 141 Interchange
- 46 Old Capital Trail: Newport Rd - Stanton Rd
- 47 SR 9: Landers Ln - A St
- 48 I-295 Improvements
- 49 Little Baltimore Pike
- 50 Tyler McConnell Bridge
- 51 Claymont Train Station
- 52 Southbridge Transportation Network
- 53 Garasches Lane
- 54 Wilmington Riverfront Program
- 55 Industrial Track Greenway
- 56 Christina River Bridge
- 57 I-95: I-495 - N. of Brandywine River
- 58 4th St: Walnut St - I-95
- 59 King & Orange Sts: MLK Blvd - 13th St
- 60 Walnut St: Front St - 13th St
- 61 Wilmington Transit Center

Sample TIP Project Page

Investment Area categories are:

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

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

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

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

Funding Program
DOT funding category

Functional categories are:

Program Development – Identify a need and decide on a solution

Preservation – Maintain an existing facility or service

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

Expansion – New or expanded services and infrastructure

Project name

Description of project

Why project is being done

Location map

Icons indicate whether project addresses auto, bicycle, transit or pedestrian modes or historic preservation

Funding source for each project phase by year.

Federal funding category

Phases:

- PD: Project Development
- PE: Preliminary Engineering
- ROW: Right of Way Acquisition
- C: Construction
- PRO: Procurement

FY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM Draft 1/14/2019

GARASCHE LANE

DESCRIPTION: The Garasches Lane project will provide efficient access and safety for all modes of travel between the Southridge neighborhood and the Wilmington Riverfront. The A Street project will provide a shared use path on the south side of A Street between S Walnut St and S Church St in the City of Wilmington. The sidewalk on A Street between S Church St and S Buttonwood St will be reconstructed.

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 Southridge. 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 (\$ x 1000)	Phase	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23	TOTAL FY 24-25
Garasches Lane, Wilmington	PD	652	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PE	350	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	C	4,300	0	0	0	860	3,440	0	0	0	0	0	0	0	4,300	0
A Street Shared Use Path, Wilmington	C	700	40	160	0	100	400	0	0	0	0	0	0	0	700	0
Southridge Transportation Network, Wilmington, Phase 2	PE	900	0	0	0	0	0	0	0	0	0	0	0	0	0	900
	ROW	2,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	C	5,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		13,902	40	160	0	960	3,840	0	0	0	0	0	0	0	5,000	900

2230 - Surface Transportation Block Grant Program - FAST

NEW CASTLE COUNTY - SYSTEM MANAGEMENT 2-6

WILMAPCO

DELAWARE STATEWIDE

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

BRIDGE PRESERVATION PROGRAM & BRIDGE PAINTING

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

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

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

Project Title (\$s x 1000)	Phase	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23	TOTAL FY 24-25
Bridge Painting Program		19,294	1,019	5,323	0	600	2,400	0	600	2,400	0	700	2,800	0	15,842	6,000
BRIDGES		382,376	18,437	50,753	0	10,687	32,309	0	14,648	34,852	0	13,872	35,538	0	211,096	81,500
TOTAL		401,670	19,456	56,076	0	11,287	34,709	0	15,248	37,252	0	14,572	38,338	0	226,938	87,500

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

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

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

BRIDGE PRESERVATION PROGRAM & BRIDGE Painting (Continued)

Project Title (\$s x 1000)	Phase	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	FY 20-23 TOTAL	FY 24-25 TOTAL
BR 1-022 and BR 1-525 on Sharpley Road	PE ROW C	50 10 900	180	720											900	
BR 1-022 and BR 1-525 Total		960	180	720											900	
BR 1-065 on Parkside Boulevard over Perkins Run	PE ROW C	50 25 1,256	1,256												1,256	
BR 1-065 Total		1,331	1,256												1,256	
BR 1-071 on SR100 Montchanin Road over Wilson Run	PE ROW C	25 10 900	25			10			180	720					25 10 900	
BR 1-071 Total		935	25			10			180	720					935	
Old Kennett Road Retaining Walls	PE ROW C	550 25 1,500	250 25			1,500									250 25 1,500	
Old Kennett Road Total		2,075	275			1,500									1,775	
BR 1-148A&B on N330 Greenbank Road over Red Clay Creek	PE ROW C Rail Road Environmental	50 60 1,200 20	240 4	960 16											1,200 20	
BR 1-148A&B Total		1,330	244	976											1,220	
BR 1-159 on James Street over Christina River	PE ROW CE C Traffic Utilities Contingency	2,700 0 15,000	1,000	4,000		1,600	6,400		400	1,600					15,000	
BR 1-159 Total		17,700	1,000	4,000		1,600	6,400		400	1,600					15,000	
BR 1-180 on Grant Avenue over Mill Creek	PE ROW C	70 20 750	10			750									10 750	
BR 1-180 Total		840	10			750									760	
BR 1-227 on N013 Paper Mill Road over Middle Run Tributary	PE ROW C	100 10 2,100	170	680											850	
BR 1-227 Total		2,210	170	680											850	

BRIDGE PRESERVATION PROGRAM & BRIDGE Painting (Continued)

Project Title (\$s x 1000)	Phase	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	FY 20-23 TOTAL	FY 24-25 TOTAL
Rehabilitation of Bridges 1-242, 1-362, and 1-406	PE	440	240												240	
	ROW	50	50												50	
	C	2,000				400	1,600								2,000	
1-242, 1-362 and 1-406 Total		2,490	290			400	1,600								2,290	
BR 1-249 on Old Baltimore Pike over Tributary to Christina River	PE	80	20												20	
	ROW	10	10												10	
	C	500				100	400								500	
BR 1-249 Total		590	30			100	400								530	
BR 1-251 on N355 Harmony Road over White Clay Creek	PE	235														
	ROW															
	C	3,000	580	2,320											2,900	
BR 1-251 Total		3,235	580	2,320											2,900	
Structure Maintenance, BR 1-400 on Shallcross Lake Road	PE	130														
	ROW	15														
	C	400	400												400	
BR 1-400 Total		545	400												400	
BR 1-417 on Caldwell Rd over Tributary to Sassafras River	PE	46														
	ROW	20	20												20	
	C	538				108	431								538	
BR 1- Total		604	20			108	431								558	
BR 1-421 on Maryland Line Road Over Tributary to Sassafras River	PE	135														
	ROW	20														
	C	300	300												300	
BR 1-421 on Maryland Line Road Over Tributary to Sassafras River Total		455	300												300	
BR 1-484 on Harvey Straughn Road over Tributary to Cypress Branch	PE	50														
	ROW	17	17												17	
	C	400				400									400	
BR 1-484 Total		467	17			400									417	
BR 1-488N&S on N001 US13 over Blackbird Creek	PE	152														
	ROW	30				6	24								30	
	C	4,000							800	3,200					4,000	
BR 1-488N&S Total		4,182				6	24		800	3,200					4,030	
BR 1-577 on N050 Northeast Boulevard over Brandywine River	PE	835														
	ROW															
	CE	606	50	200											250	
	C	2,528	176	703											878	
	Traffic	112	9	36											45	
	Contingency	255	51	204											255	
BR 1-577 Total		4,336	286	1,142											1,428	

BRIDGE PRESERVATION PROGRAM & BRIDGE Painting (Continued)

Project Title (\$s x 1000)	Phase	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	FY 20-23 TOTAL	FY 24-25 TOTAL
Rehabilitation of Bridges 1-600, 1-601 and 1-604, SR2 & SR141 Interchange	PE	600														
	C	4,500	900	3,600											4,500	
1-600, 1-601 and 1-604 Total		5,100	900	3,600											4,500	
BR 1-655 on SR7 Limestone Road over CSX Railroad	PE	50				20									20	
	ROW	20														
	CE	800							120	480		40	160		800	
	C	5,000							750	3,000		250	1,000		5,000	
BR 1-655 Total		5,870				20			870	3,480		290	1,160		5,820	
BR 1-684 on N028 South Heald Street over Norfolk Southern Railroad	PD															
	PE	1,500	100	400		111	444		34	136					1,225	
	ROW	30							6	24					30	
	C	10,000										1,000	4,000		5,000	5,000
BR 1-684 Total		11,530	100	400		111	444		40	160		1,000	4,000		6,255	5,000
BR 1-686 on N029 South Walnut Street over Norfolk Southern Railroad	PD															
	PE	1,500	78	312		26	104		80	320		6	24		950	
	ROW	30										6	24		30	
	C	12,500														12,500
BR 1-686 Total		14,030	78	312		26	104		80	320		12	48		980	12,500
BR 1-714 on N347 Chapman Road over I-95	PE	1,550														
	PE	150														
	ROW	50	10	40											50	
	C	15,000	1,000	4,000		2,000	8,000								15,000	
	Utilities	100	20	80											100	
BR 1-714 Total		16,850	1,030	4,120		2,000	8,000								15,150	
Structure Maintenance, BR 1-813 on I-495 over Christina River	PE	125														
	C	2,000	400	1,600											2,000	
BR 1-813 Total		2,125	400	1,600											2,000	
Bridge Replacements on SR9, BR 1-302 over Tom Creek and BR 1-304 over Gambles Gut	PE	55														
	ROW	20														
	C	800	160	640											800	
BR 1-302 and BR 1-304 Total		875	160	640											800	
Cantilever and Overhead Sign Structures, I-95	PE	220														
	C	4,000	100	900		300	2,700								4,000	
Cantilever Total		4,220	100	900		300	2,700								4,000	

COMMUNITY TRANSPORTATION FUND

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

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

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

Project Title (\$s x 1000)	Phase	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23	TOTAL FY 24-25
Community Transportation Program	Program Funding	119,100	17,680	0	0	17,680	0	0	17,680	0	0	17,680	0	0	70,720	35,360
CTF Subdivision Paving Pilot	Program Funding	5,000	2,237	0	0	0	0	0	0	0	0	0	0	0	2,237	0
Total		124,100	19,917	0	0	17,680	0	0	17,680	0	0	17,680	0	0	72,957	35,360

DAM PRESERVATION PROGRAM

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

JUSTIFICATION: Protects communities and infrastructure.

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

*Before**After*

Project Title (\$s x 1000)	Phase	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23	TOTAL FY 24-25
DAMS	PE	350	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DAMS	PE	2,337	712	0	0	155	0	0	0	0	0	0	0	0	867	0
DAMS	PE	420	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DAMS	ROW	11	10	0	0	0	0	0	0	0	0	0	0	0	10	0
DAMS	ROW	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DAMS	CE	260	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DAMS	CE	973	0	0	0	100	0	0	130	0	0	0	0	0	230	0
DAMS	C	694	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DAMS	C	4,361	1,119	0	573	1,000	0	0	1,500	0	0	0	0	0	4,191	0
DAMS	Traffic	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DAMS	Utilities	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DAMS	Program Funding	550	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DAMS	Program Funding	13,200	1,271	0	0	1,475	0	0	1,070	0	0	2,700	0	0	6,516	5,400
DAMS	Environmental	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DAMS	Contingency	71	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DAMS	Contingency	418	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		23,672	3,112	0	573	2,730	0	0	2,700	0	0	2,700	0	0	11,815	5,400

EQUIPMENT

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

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

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



Project Title (\$s x 1000)	Phase	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23	TOTAL FY 24-25
Heavy Equipment Program	Program Funding	89,004	12,500	0	0	11,500	0	0	10,000	0	0	10,000	0	0	44,000	20,000
Total		89,004	12,500	0	0	11,500	0	0	10,000	0	0	10,000	0	0	44,000	20,000

MATERIALS AND MINOR CONTRACTS

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

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

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

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

Project Title (\$s x 1000)	Phase	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23	TOTAL FY 24-25
Materials and Minor Contracts	Program Funding	52,929	11,000	0	0	8,000	0	0	8,000	0	0	8,000	0	0	35,000	16,000
Total		52,929	11,000	0	0	8,000	0	0	8,000	0	0	8,000	0	0	35,000	16,000

MUNICIPAL STREET AID

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

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

County: Statewide

Municipality:

Funding Program: Grants and Allocations – Municipal Street Aid

Functional Category: Preservation

Year Initiated: FY 1996

Project Title (\$s x 1000)	Phase	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23	TOTAL FY 24-25
Municipal Street Aid	Program Funding	36,000	6,000	0	0	6,000	0	0	6,000	0	0	6,000	0	0	24,000	12,000
Total		36,000	6,000	0	0	6,000	0	0	6,000	0	0	6,000	0	0	24,000	12,000

PAVING AND REHABILITATION PROGRAM

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

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

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

Project Title (\$s x 1000)	Phase	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23	TOTAL FY 24-25
Paving and Rehabilitation	Program	142,584	4,650	18,600	0	3,700	14,800	0	6,200	24,800	0	6,200	24,800	0	103,750	0
Paving and Rehabilitation	Funding	350,000	50,550	0	0	51,500	0	0	49,000	0	0	49,000	0	0	200,050	160,000
Total		492,584	55,200	18,600	0	55,200	14,800	0	55,200	24,800	0	55,200	24,800	0	303,800	160,000

Z001 - National Highway Performance Program (Nhpp)

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

RAIL PRESERVATION

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

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

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

Project Title (\$s x 1000)	Phase	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23	TOTAL FY 24-25
Rail Preservation	C	3,800	300	0	0	300	0	0	300	0	0	300	0	0	1,200	600
Total		3,800	300	0	0	300	0	0	300	0	0	300	0	0	1,200	600

Slope Stabilization

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

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

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



Project Title (\$s x 1000)	Phase	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23	TOTAL FY 24-25
Slope Stabilization Program	Program Funding	750	0	0	0	0	0	0	0	750	0	0	0	0	750	0
Slope Stabilization Program	Program Funding	17,250	5,000	0	0	3,000	0	0	2,500	0	0	2,500	0	0	13,000	5,000
Total		18,000	5,000	0	0	3,000	0	0	2,500	750	0	2,500	0	0	13,750	5,000

TRANSIT FACILITIES, Delaware statewide

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

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

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



Project Title (\$s x 1000)	Phase	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23	TOTAL FY 24-25
Bus Stop Improvement Program	Program Funding	6,140	750	0	0	750	0	0	750	0	0	750	0	0	3,000	1,500
CAD/AVL System Upgrade	PD	509	64	0	0	0	0	0	0	0	0	0	0	0	64	0
Statewide Transit Safety and Security Program	Procurement	3,000	500	0	0	500	0	0	500	0	0	500	0	0	2,000	1,000
Transit Facilities Minor Capital Program	C	4,712	700	0	0	700	0	0	700	0	0	700	0	0	2,800	1,000
Transit Systems Equipment Program	Procurement	280	40	0	0	40	0	0	40	0	0	40	0	0	160	80
DTC Automated Timesheet and Absence Tracking	PD	120	41	0	0	0	0	0	0	0	0	0	0	0	41	0
Traveler Information Signage	C	445	215	0	0	0	0	0	0	0	0	0	0	0	215	0
Control Center Dispatch Statewide	C	340	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		15,546	2,310	0	0	1,990	0	0	1,990	0	0	1,990	0	0	8,280	3,580

TRANSPORTATION FACILITIES

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

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

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

North District – Bear Facility



Project Title (\$s x 1000)	Phase	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23	TOTAL FY 24-25
Transportation Facilities - Administration	Program Funding	17,063	2,600	0	0	2,250	0	0	2,250	0	0	2,250	0	0	9,350	4,500
Transportation Facilities - Operations	Program Funding	44,469	14,000	0	0	12,000	0	0	7,000	0	0	6,000	0	0	39,000	12,000
Total		61,532	16,600	0	0	14,250	0	0	9,250	0	0	8,250	0	0	48,350	16,500

TRANSIT VEHICLE REPLACEMENT AND REFURBISHMENT, STATEWIDE

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

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

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

Project Title (\$s x 1000)	Phase	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23	TOTAL FY 24-25
Fare Collection Improvements	PD	3,250	1,579	0	0	0	0	0	0	0	0	0	0	0	1,579	0
Job Access Reverse Commute (JARC) Program	Program Funding	10,910	0	341	341	0	341	341	0	341	341	0	341	341	2,727	1,364
Maintenance Equipment and Tools (Transit) Program	Procurement	1,610	200	0	0	200	0	0	200	0	0	200	0	0	800	400
New Freedom Program Statewide 50/50	Planning	4,069	0	369	369	0	369	369	0	369	369	0	369	369	2,955	1,477
Taxi Pilot Equipment Start-up	Procurement	280	280	0	0	0	0	0	0	0	0	0	0	0	280	0
Transit Vehicle Replacement 5310 Program - Statewide	Procurement	8,402	742	459	0	742	459	0	742	459	0	742	459	0	4,801	2,401
Paratransit Vans FY18 (6)	Procurement	493	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Transit Systems Statewide Support Vehicles	Procurement	2,348	369	0	0	509	0	0	380	0	0	502	0	0	1,760	284
Transit Vehicle Replacement Support Vehicles Statewide FY16	Procurement	725	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Transit Vehicle Replacement Support Vehicles Statewide FY18	Procurement	203	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		32,290	3,170	1,169	710	1,451	1,169	710	1,322	1,169	710	1,444	1,169	710	14,902	5,926

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

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

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

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

AERONAUTICS, STATEWIDE

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

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

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



Project Title (\$s x 1000)	Phase	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23	TOTAL FY 24-25
Aeronautics Planning	Program Funding	1,425	21	189	0	21	189	0	21	189	0	21	189	0	840	420
Aeronautics Program Development	Program Funding	1,960	280	0	0	280	0	0	280	0	0	280	0	0	1,120	560
Total		3,385	301	189	0	301	189	0	301	189	0	301	189	0	1,960	980

Aeronautics Planning - FAA4,FAA3 - Federal Aviation Administration Funds

BICYCLE, PEDESTRIAN AND OTHER IMPROVEMENTS

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

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

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



Project Title (\$s x 1000)	Phase	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23	TOTAL FY 24-25
Bicycle, Pedestrian and other Improvements	C	28,000	1,430	5,720	0	2,220	8,880	0	800	3,200	0	800	3,200	0	26,250	8,000
Total		28,000	1,430	5,720	0	2,220	8,880	0	800	3,200	0	800	3,200	0	26,250	8,000

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

BRIDGE MANAGEMENT PROGRAM

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

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

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

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

Project Title (\$s x 1000)	Phase	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23	TOTAL FY 24-25
Bridge Inspection Program	PE	30,400	1,202	3,525	0	1,045	3,326	0	1,040	3,288	0	1,111	3,508	0	18,045	9,826
Bridge Management	Program Funding	56,299	4,922	1,416	0	6,280	1,566	0	5,569	1,877	0	5,456	1,425	0	28,512	12,356
Total		86,699	6,124	4,941	0	7,325	4,892	0	6,609	5,165	0	6,567	4,933	0	46,557	22,182

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

CORRIDOR CAPACITY PRESERVATION

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

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

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

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

Project Title (\$s x 1000)	Phase	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23	TOTAL FY 24-25
Corridor Capacity Preservation	ROW	18,000	1,000	0	0	1,000	0	0	1,000	0	0	1,000	0	0	4,000	2,000
Total		18,000	1,000	0	0	1,000	0	0	1,000	0	0	1,000	0	0	4,000	2,000

INTERSECTION IMPROVEMENTS

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

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

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

Project Title (\$s x 1000)	Phase	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23	TOTAL FY 24-25
Intersection Improvements	Program	33,257	750	3,000	0	790	3,160	0	800	3,200	0	750	3,000	0	15,450	7,500
Intersection Improvements	Funding															
Intersection Improvements	Program	3,600	0	0	600	0	0	600	0	0	600	0	0	600	2,400	1,200
Intersection Improvements	Funding															
Intersection Improvements	Program	22,721	3,250	0	0	3,250	0	0	3,250	0	0	3,250	0	0	13,000	6,500
Intersection Improvements	Funding															
Total		59,578	4,000	3,000	600	4,040	3,160	600	4,050	3,200	600	4,000	3,000	600	30,850	15,200

Z240 - Surface Transportation Block Grant Program - FAST

RAIL CROSSING SAFETY

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

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

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

Project Title (\$s x 1000)	Phase	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23	TOTAL FY 24-25
Rail Crossing Safety	PD/C	17,780	138	1,243	0	136	1,225	0	136	1,225	0	136	1,225	0	5,464	2,722
Statewide Railroad Rideability Program	C/Utilities	1,100	100	0	0	100	0	0	100	0	0	100	0	0	400	200
Total		18,880	238	1,243	0	236	1,225	0	236	1,225	0	236	1,225	0	5,864	2,922

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

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

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



Project Title (\$s x 1000)	Phase	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23	TOTAL FY 24-25
Recreational Trails	Program Funding	10,151	0	906	226	0	906	226	0	906	226	0	906	226	4,528	2,264
Total		10,151	0	906	226	0	906	226	0	906	226	0	906	226	4,528	2,264

M940,Z940 - Recreational Trails Program (RTP)

SAFETY IMPROVEMENTS**DESCRIPTION:** Project includes:

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

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

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

Project Title (\$s x 1000)	Phase	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23	TOTAL FY 24-25
Hazard Elimination Program	Program Funding	19,723	244	2,700	0	244	2,200	0	244	2,200	0	244	2,200	0	10,278	4,889
High Risk Rural Roads Program	Program Funding	1,657	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future Safety Program 80/20	C	9,750	500	2,000	0	500	2,000	0	500	2,000	0	500	2,000	0	10,000	5,000
Future Safety Program 90/10	ROW/C	14,033	183	1,650	0	64	574	0	283	2,550	0	283	2,550	0	8,138	5,667
Section 154 Penalty Transfer (Sanction) Program	Program Funding	19,272	0	5,869	0	0	2,409	0	0	2,409	0	0	2,409	0	13,096	4,818
Total		64,435	927	12,219	0	808	7,183	0	1,027	9,159	0	1,027	9,159	0	41,512	20,374

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

SIGNAGE AND PAVEMENT MARKINGS

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

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

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

Project Title (\$s x 1000)	Phase	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23	TOTAL FY 24-25
Signage and Pavement Markings	Program Funding	11,222	321	1,283	0	321	1,283	0	321	1,283	0	321	1,283	0	6,413	3,206
Signage and Pavement Markings	Program Funding	35,825	5,111	0	0	5,111	0	0	5,111	0	0	5,111	0	0	20,445	10,223
Total		47,047	5,432	1,283	0	5,432	1,283	0	5,432	1,283	0	5,432	1,283	0	26,858	13,429

Z240 - Surface Transportation Block Grant Program - FAST

TECHNOLOGY

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

Project includes funds for:

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

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

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

Project Title (\$s x 1000)	Phase	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23	TOTAL FY 24-25
Disadvantaged Business Enterprise Supportive Services Program	Program Funding	1,310	0	45	0	0	45	0	0	45	0	0	45	0	179	89
DMV Mainframe Modernization Project FY2013	IT Development	23,400	10,900	0	0	0	0	0	0	0	0	0	0	0	10,900	0
Mileage Based User Fee	Procurement	1,160	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mileage Based User Fee Phase II	Procurement	1,950	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Information Technology Initiatives Program	Program Funding	60,600	13,000	0	0	13,500	0	0	13,800	0	0	14,000	0	0	54,300	28,000
On the Job Training / Supportive Services	Program Funding	822	0	100	0	0	100	0	0	100	0	0	100	0	400	200
Summer Transportation Institute Program	Program Funding	413	14	55	0	14	55	0	14	55	0	14	55	0	275	138
Highway Use Tax Evasion Grant	Program Funding	250	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DMV Toll Equipment Upgrade	Program Funding	10,659	9,716	0	0	0	0	0	0	0	0	0	0	0	9,716	0
Total		100,564	33,630	200	0	13,514	200	0	13,814	200	0	14,014	200	0	75,770	28,427

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

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

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

TRAFFIC CALMING PROGRAM

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

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



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

Project Title (\$s x 1000)	Phase	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23	TOTAL FY 24-25
Traffic Calming	Program Funding	1,550	200	0	0	200	0	0	200	0	0	200	0	0	800	400
Total		1,550	200	0	0	200	0	0	200	0	0	200	0	0	800	400

TRANSPORTATION ENHANCEMENTS/TRANSPORTATION ALTERNATIVES PROGRAM - DELAWARE

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

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

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

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

Project Title (\$s x 1000)	Phase	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23	TOTAL FY 24-25
Transportation Alternatives Program		42,090	1,336	4,851	2	1,073	4,091	0	1,073	4,091	0	1,073	4,091	0	21,681	10,328
Safe Routes to School	Program Funding	4,182	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		46,272	1,336	4,851	2	1,073	4,091	0	1,073	4,091	0	1,073	4,091	0	21,681	10,328

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

TRANSPORTATION MANAGEMENT IMPROVEMENTS

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

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

TRANSPORTATION MANAGEMENT IMPROVEMENTS (Continued)

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

Project Title (\$s x 1000)	Phase	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23	TOTAL FY 24-25
Traffic Signal Revolving Fund Program	Traffic	875	125	0	0	125	0	0	125	0	0	125	0	0	500	250
MUTCD Compliance Program	Traffic	20,000	910	4,500	0	400	1,600	0	400	1,600	0	400	1,600	0	11,410	4,000
Rideshare Program / Trip Mitigation	Program	3,660	0	360	90	0	384	96	0	384	96	0	384	96	1,890	960
Transportation Management Improvements	Funding	36,875	1,180	4,720	0	1,180	4,720	0	1,180	4,720	0	1,180	4,720	0	23,600	11,800
Total		61,410	2,215	9,580	90	1,705	6,704	96	1,705	6,704	96	1,705	6,704	96	37,400	17,010

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

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

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

ENGINEERING AND CONTINGENCIES

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

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

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

Project Title (\$s x 1000)	Phase	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23	TOTAL FY 24-25
Engineering and Contingency	Program Funding	205,855	30,745	0	0	30,830	0	0	30,745	0	0	30,745	0	0	123,065	61,490
Environmental Improvements	Planning	4,719	545	18	0	545	18	0	545	18	0	545	18	0	2,252	1,126
Education and Training	Audit	1,600	0	200	0	0	200	0	0	200	0	0	200	0	800	400
Total		212,174	31,290	218	0	31,375	218	0	31,290	218	0	31,290	218	0	126,117	63,016

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

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

PLANNING

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

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

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

Project Title (\$s x 1000)	Phase	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23	TOTAL FY 24-25
Scenic Byways	Program Funding	1,919	0	278	0	0	0	0	0	0	0	0	0	0	278	0
Federal Land Access Program	Program Funding	180	6	24	0	6	24	0	6	24	0	6	24	0	120	60
Local Transportation Assistance Program	Program Funding	1,800	150	150	0	150	150	0	150	150	0	150	150	0	1,200	600
Metropolitan Planning Organization / FHWA/FTA	Program Funding	20,482	593	2,371	0	593	2,371	0	593	2,371	0	593	2,371	0	11,857	5,928
Pedestrian ADA Accessibility	Program Funding	18,854	3,000	0	0	3,000	0	0	3,000	0	0	3,000	0	0	12,000	6,000
Planning Program Development	Program Funding	14,780	2,000	0	0	2,000	0	0	2,000	0	0	2,000	0	0	8,000	4,000
Rural Technical Assistance Program	Program Funding	626	0	88	0	0	88	0	0	88	0	0	88	0	351	175
Statewide Planning & Research Program / FHWA	Program Funding	26,070	842	3,367	0	842	3,367	0	842	3,367	0	842	3,367	0	16,834	8,417
Statewide Planning & Research Program / FTA	Planning	994	29	115	0	29	115	0	29	115	0	29	115	0	573	287
Truck Weigh Enforcement	Program Funding	4,925	645	0	0	645	0	0	645	0	0	645	0	0	2,580	1,290
University Research Program	Program Funding	2,000	250	0	0	250	0	0	250	0	0	250	0	0	1,000	500
Total		92,630	7,515	6,393	0	7,515	6,115	0	7,515	6,115	0	7,515	6,115	0	54,793	27,257

Federal Land Access Program - TBD1 - Funds to be determined

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

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

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

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

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

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

NEW CASTLE
COUNTY

I-295 IMPROVEMENTS

DESCRIPTION:

I-295 Northbound: This project will include additional capacity from I-95 northbound from the SR141 interchange to I-295 northbound.

I-295 Improvements, Westbound: Delaware River and Bay Authority (DRBA) will rehabilitate about one mile of Delaware roadway on their I-295 project. This area is in need of major repairs and has not been worked on for many years..

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 1000)	Phase	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23	TOTAL FY 24-25
I-295 Improvements, Westbound from I-295 to US 13	PE	750	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	CE	296	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	C	7,000	3,000	0	0	0	0	0	0	0	0	0	0	0	3,000	0
I-295 Northbound from SR141 to US 13	PE	1,100	0	0	0	0	0	0	0	0	0	550	0	0	550	550
	ROW	500	0	0	0	0	0	0	0	0	0	0	0	0	0	500
	C	8,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		17,646	3,000	0	0	0	0	0	0	0	0	550	0	0	3,550	1,050

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 1000)	Phase	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23	TOTAL FY 24-25
Drainage Improvements, Interstate, North, Open End FY18-FY20	CE	250	8	75	0	0	0	0	0	0	0	0	0	0	83	0
	C	2,424	83	750	0	0	0	0	0	0	0	0	0	0	833	0
	Contingency	576	11	98	0	0	0	0	0	0	0	0	0	0	109	0
Total		3,250	102	923	0	0	0	0	0	0	0	0	0	0	1,025	0

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 1000)	Phase	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23	TOTAL FY 24-25
Rehabilitation of I-95 from I-495 to North of Brandywine River Bridge	PE	13,000	319	1,276	0	142	569	0	0	0	0	0	0	0	2,306	0
	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	C	190,000	0	0	0	2,000	8,000	0	12,000	48,000	0	12,000	48,000	0	130,000	60,000
	Maintenance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rail Road	778	20	80	0	40	160	0	40	160	0	40	160	0	700	58
Advanced Traffic Mitigation for I-95 Viaduct and Brandywine River Bridge	Traffic	725	25	225	0	0	0	0	0	0	0	0	0	0	250	0
City of Wilmington Pave & Prep for I-95	Program Funding	40,000	24,000	0	0	10,000	0	0	0	0	0	0	0	0	34,000	0
Total		244,503	24,364	1,581	0	12,182	8,729	0	12,040	48,160	0	12,040	48,160	0	167,256	60,058

Z001 - National Highway Performance Program (NHPP)

Z460 - National Highway Freight Program (NHFP)

AC Z100, AC Z460

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 St Maintenance Building
Beech St Facilities Renovation
DART Parking Lot 4 Paving

Monroe Street Oil Tanks Upgrade to AST
Wilmington Operations Center Bus Wash
Mid County Maintenance Facility Expansion

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

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



Project Title (\$s x 1000)	Phase	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23	TOTAL FY 24-25
Beech St Maintenance Building	PE	622	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	C	3,000	576	2,302	0	0	0	0	0	0	0	0	0	0	2,878	0
Beech St Facilities Renovation	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	C	1,375	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DART Parking Lot 4 Paving	C	250	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Monroe Street Oil Tanks Upgrade to AST	C	150	0	0	0	0	0	0	0	0	0	150	0	0	150	0
Wilmington Operations Center Bus Wash	PE	125	25	100	0	0	0	0	0	0	0	0	0	0	125	0
	C	900	120	480	0	0	0	0	0	0	0	0	0	0	600	0
Mid County Maintenance Facility Expansion	PE	300	60	240	0	0	0	0	0	0	0	0	0	0	300	0
	CE	200	40	160	0	0	0	0	0	0	0	0	0	0	200	0
	C	3,732	746	2,986	0	0	0	0	0	0	0	0	0	0	3,732	0
Total		10,654	1,567	6,268	0	0	0	0	0	0	0	150	0	0	7,985	0

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

TRANSIT VEHICLE REPLACEMENT AND REFURBISHMENT- NCC

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

JUSTIFICATION: Maintain existing transit services.

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



Project Title (\$s x 1000)	Phase	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23	TOTAL FY 24-25
Preventive Maintenance - New Castle County	Procurement	58,600	0	5,200	1,300	0	5,200	1,300	0	5,200	1,300	0	5,200	1,300	26,000	13,000
Transit Vehicle REPLACEMENT (8) 35' Electric Buses NCC FY19	Procurement	1,000	200	800	0	0	0	0	0	0	0	0	0	0	1,000	0
	Procurement	7,448	7,448	0	0	0	0	0	0	0	0	0	0	0	7,448	0
Transit Vehicle Replacement (3) Fixed Route Cutaway Buses NCC FY22	Procurement	404	0	0	0	0	0	0	81	323	0	0	0	0	404	0
Transit Vehicle Replacement (22) 40' Low Floor Buses NCC FY20	Procurement	11,337	2,267	9,069	0	0	0	0	0	0	0	0	0	0	11,337	0
Transit Vehicle Replacement (9) 30' Low Floor Buses NCC FY20	Procurement	4,509	902	3,607	0	0	0	0	0	0	0	0	0	0	4,509	0
Transit Vehicle Replacement Paratransit Buses NCC Program	Procurement	41,000	1,042	4,168	0	477	1,907	0	776	3,102	0	709	2,836	0	15,018	7,975
Transit Vehicle Replacement Unicity Bus Purchase Program	Procurement	329	0	0	0	114	0	0	0	0	0	114	0	0	228	0
Total		124,627	11,859	22,844	1,300	591	7,107	1,300	857	8,625	1,300	823	8,036	1,300	65,944	20,975

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)

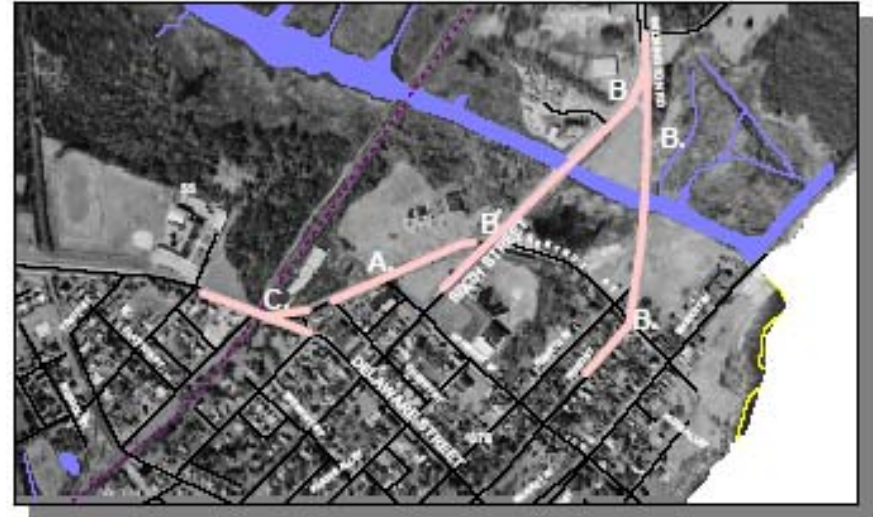
CITY OF NEW CASTLE IMPROVEMENTS

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 1000)	Phase	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23	TOTAL FY 24-25
SR 9, River Road Area Improvements, Flood Remediation	PD	138	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PE	1,380	750	0	0	150	0	0	0	0	0	0	0	0	900	0
	ROW	500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	CE	1,650	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	C	9,350	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		13,018	750	0	0	150	0	0	0	0	0	0	0	0	900	0

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 1000)	Phase	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23	TOTAL FY 24-25
Claymont Regional Transportation Center	PE	6,700	300	1,200	0	0	0	0	0	0	0	0	0	0	1,500	0
	ROW	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	CE	3,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	C	38,974	4,805	5,873	0	7,920	9,680	0	4,813	5,883	0	0	0	0	38,974	0
	C	14,875	3,191	6,571	0	539	1,095	0	0	0	0	0	0	0	11,396	0
	C	125	0	0	46	0	0	0	0	0	0	0	0	0	46	0
	Rail Road	7,000	1,418	1,733	0	1,260	1,540	0	473	578	0	0	0	0	7,000	0
Center Total		70,774	9,713	15,376	46	9,719	12,315	0	5,286	6,460	0	0	0	0	58,915	0

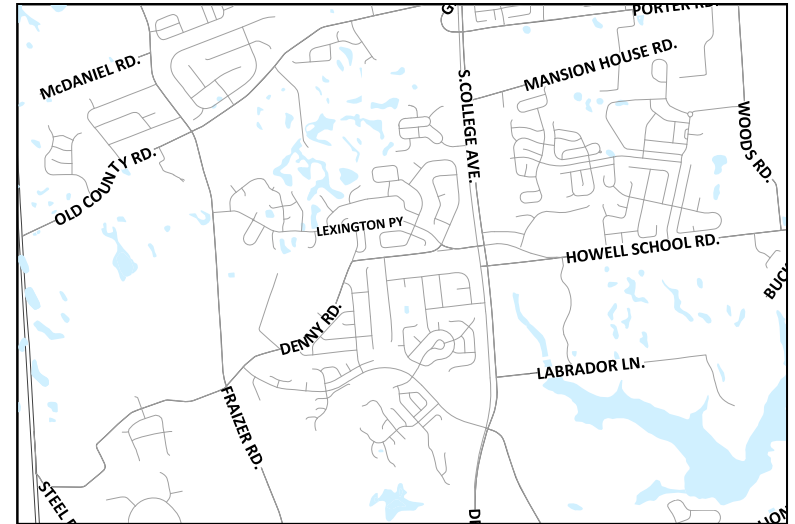
5307 - Urbanized Area Formula Grant Program, 5337 - State of Good Repair, TIGER

DENNY ROAD AND LEXINGTON PARKWAY INTERSECTION

DESCRIPTION: The project will install a roundabout at the current intersection. It will accommodate vehicles, bikes, and pedestrians.

JUSTIFICATION: To provide a safer and more efficient intersection operation.

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



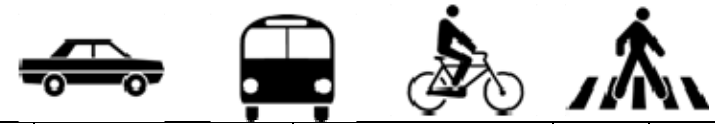
Project Title (\$s x 1000)	Phase	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23	TOTAL FY 24-25
Denny Road and Lexington Parkway Intersection Improvements	PE	200	0	0	0	100	0	0	100	0	0	0	0	0	200	0
	ROW	50	0	0	0	0	0	0	0	0	0	0	0	0	0	50
	C	1,100	0	0	0	0	0	0	0	0	0	0	0	0	0	1,100
Total		1,350	0	0	0	100	0	0	100	0	0	0	0	0	200	1,150

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. The A Street project will provide a shared use path on the south side of A Street between S Walnut St and S Church St in the City of Wilmington. The sidewalk on A Street between S Church St and S Buttonwood St will be reconstructed.

JUSTIFICATION: DeIDOT 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 1000)	Phase	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23	TOTAL FY 24-25
Garasches Lane, Wilmington	PD	652	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PE	350	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	C	4,300	0	0	0	860	3,440	0	0	0	0	0	0	0	4,300	0
A Street Shared Use Path, Wilmington	C	700	40	160	0	100	400	0	0	0	0	0	0	0	700	0
Southbridge Transportation Network, Wilmington, Phase 2	PE	900	0	0	0	0	0	0	0	0	0	0	0	0	0	900
	ROW	2,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	C	5,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		13,902	40	160	0	960	3,840	0	0	0	0	0	0	0	5,000	900

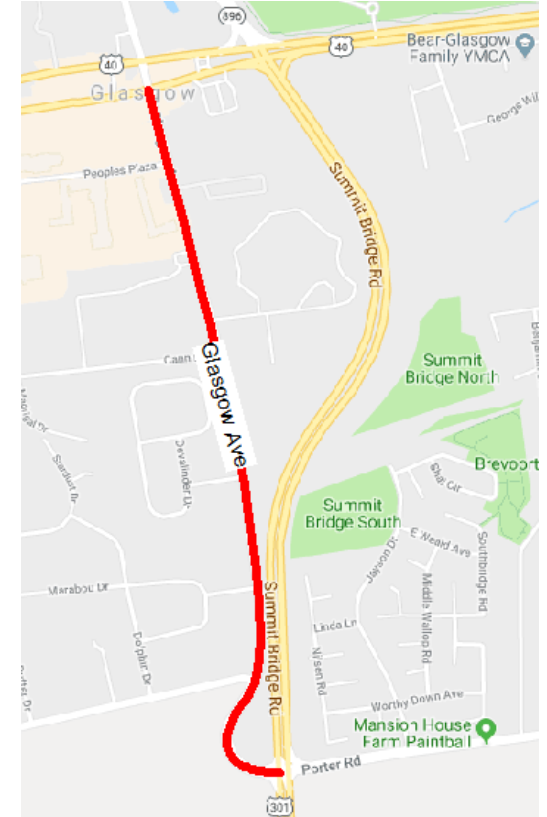
Z230 - Surface Transportation Block Grant Program - FAST

GLASGOW AVENUE: SR 896 - US 40

DESCRIPTION: The Glasgow Ave. project will implement a Main St. concept by reducing travel lane width, modifying shoulders, adding turn lanes and transit amenities, providing bicycle and pedestrian accommodation of both side. Safety improvements at Old Country Rd. and Paxson Ln will also be included.

JUSTIFICATION: Implements the 2017 Glasgow Avenue Study. With added development activity planned, this roadway will continue to face mobility and safety challenges.

County: New Castle
Investment Area: Core
Municipality:
Funding Program: Road
Functional Category: Management
Year Initiated: FY 2020



Project Title (\$s x 1000)	Phase	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23	TOTAL FY 24-25
Glasgow Avenue, SR 896 to US 40	PE	800	0	0	0	0	0	0	400	0	0	400	0	0	800	0
	ROW	1,500	0	0	0	0	0	0	0	0	0	0	0	0	0	1,500
	C	6,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Glasgow Avenue, SR 896 to US 40 Total		8,300	0	0	0	0	0	0	400	0	0	400	0	0	800	1,500

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:

HEP NCC, SR 4 at SR62/Boxwood Road/Middleboro Road - Improve safety and traffic flow by adding protected turn lanes and maintaining two lanes for through traffic.

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 1000)	Phase	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23	TOTAL FY 24-25
Highway SAFETY Improvement Program - New Castle County Total		46,322	2,746	14,848	0	420	3,776	0	0	0	0	0	0	0	21,790	0

Project Details:

Project Title (\$s x 1000)	Phase	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	FY 20-23 TOTAL
HEP NCC, SR 4 at SR62/Boxwood Road/Middleboro Road	PE	220	100	-	-	-	-	-	-	-	-	-	-	-	100
	C	2,196	-	-	-	220	1,976	-	-	-	-	-	-	-	2,196
HEP NCC, SR 4 at SR62 Total		2,416	100	-	-	220	1,976	-	-	-	-	-	-	-	2,296
HEP NCC, SR41 and Faulkland Road Intersection	PE	75	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	140	-	-	-	-	-	-	-	-	-	-	-	-	-
	CE	57	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	1,100	90	810	-	-	-	-	-	-	-	-	-	-	900
	Traffic	213	-	-	-	-	-	-	-	-	-	-	-	-	-
	Utilities	400	-	-	-	-	-	-	-	-	-	-	-	-	-
	Contingency	142	-	-	-	-	-	-	-	-	-	-	-	-	-
HEP NCC, SR41 and Faulkland Road Total		2,127	90	810	-	-	-	-	-	-	-	-	-	-	900
HSIP NCC, I-95, N213 Carr Road & N3, Marsh Road Interchange Improvements	PD	207	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	1,632	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	50	-	-	-	-	-	-	-	-	-	-	-	-	-
	CE	886	41	164	-	-	-	-	-	-	-	-	-	-	205
	C	10,807	1,561	6,245	-	-	-	-	-	-	-	-	-	-	7,807
	Traffic	783	100	401	-	-	-	-	-	-	-	-	-	-	501
	Utilities	65	7	28	-	-	-	-	-	-	-	-	-	-	35
Contingency		578	116	462	-	-	-	-	-	-	-	-	-	-	578
HSIP NCC, I-95, Carr Road & Marsh Road Total		15,008	1,825	7,300	-	-	-	-	-	-	-	-	-	-	9,125
HSIP NCC, N282, Mill Creek Road and Stoney Batter Road Intersection	PD	37	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	186	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	240	-	-	-	-	-	-	-	-	-	-	-	-	-
	CE	266	27	240	-	-	-	-	-	-	-	-	-	-	266
	C	2,500	250	2,250	-	-	-	-	-	-	-	-	-	-	2,500
	Traffic	5	1	5	-	-	-	-	-	-	-	-	-	-	5
	Utilities	370	7	67	-	-	-	-	-	-	-	-	-	-	74
Contingency		131	13	118	-	-	-	-	-	-	-	-	-	-	131
HSIP NCC, Mill Creek and Stoney Batter Total		3,735	298	2,678	-	-	-	-	-	-	-	-	-	-	2,976

HIGHWAY SAFETY IMPROVEMENT PROGRAM (CONTINUED)

Project Title (\$s x 1000)	Phase	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	FY 20-23 TOTAL
HSIP NCC, Old Baltimore Pike and Salem Church Road	PE	50	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	300	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	2,000	200	1,799	-	-	-	-	-	-	-	-	-	-	1,999
HSIP NCC, OBP and Salem Church Road Total		2,350	200	1,799	-	-	-	-	-	-	-	-	-	-	1,999
HSIP NCC, SR 273 and Harmony Road Intersection Improvement	PE	1,597	35	315	-	-	-	-	-	-	-	-	-	-	350
	ROW	500	50	450	-	-	-	-	-	-	-	-	-	-	500
	C	3,000	100	900	-	200	1,800	-	-	-	-	-	-	-	3,000
HSIP NCC, SR 273 and Harmony Ro Total		5,097	185	1,665	-	200	1,800	-	-	-	-	-	-	-	3,850
US 40 and SR7 Intersection Improvements	PE	82	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	154	-	-	-	-	-	-	-	-	-	-	-	-	-
	CE	322	3	14	-	-	-	-	-	-	-	-	-	-	17
	C	1,382	20	80	-	-	-	-	-	-	-	-	-	-	100
	Traffic	616	70	281	-	-	-	-	-	-	-	-	-	-	352
	Contingency	279	55	221	-	-	-	-	-	-	-	-	-	-	276
US 40 and SR7 Total		2,836	149	596	-	-	-	-	-	-	-	-	-	-	745

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

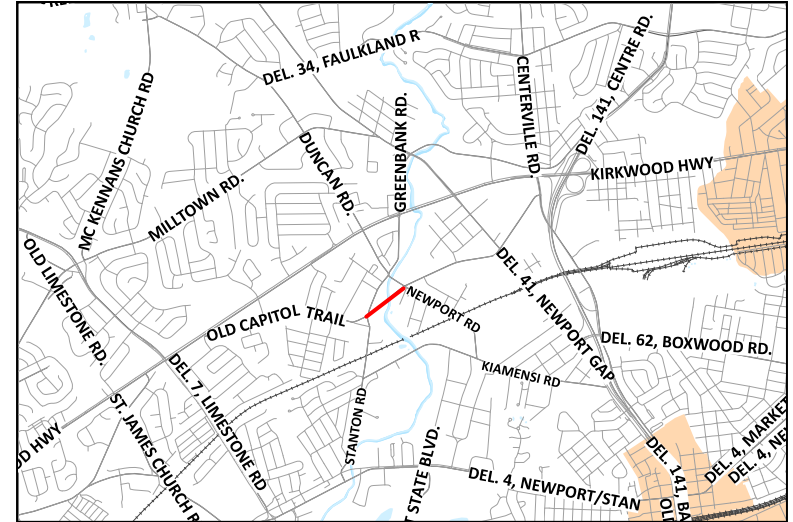
HSIP NCC, Old Baltimore Pike and Salem Church - Z230 - Surface Transportation Block Grant Program – FAST, ZS30 - Highway Safety Improvement Program (HSIP)

HSIP NCC, SR 273 and Harmony Road Intersection Improvement - Z230 - Surface Transportation Block Grant Program – FAST, ZS30 - Highway Safety Improvement Program (HSIP)

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



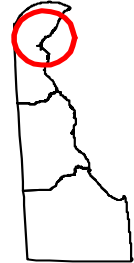
Project Title (\$s x 1000)	Phase	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23	TOTAL FY 24-25
Old Capitol Trail, Newport Road to Stanton Road	PE	650	0	0	0	200	0	0	250	0	0	200	0	0	650	0
	ROW	1,200	0	0	0	0	0	0	0	0	0	0	0	0	0	1,200
	C	3,500	0	0	0	0	0	0	0	0	0	0	0	0	0	1,000
Total		5,350	0	0	0	200	0	0	250	0	0	200	0	0	650	2,200

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 1000)	Phase	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23	TOTAL FY 24-25
Otts Chapel Road and Welsh Track Road Intersection Improvements	PE	50	0	0	0	0	0	0	0	0	0	25	0	0	25	0
	ROW	25	0	0	0	0	0	0	0	0	0	0	0	0	0	25
	C	150	0	0	0	0	0	0	0	0	0	0	0	0	0	150
Total		225	0	0	0	0	0	0	0	0	0	25	0	0	25	175

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 1000)	Phase	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23	TOTAL FY 24-25
Possum Park Road and Old Possum Park Road Intersection Improvements	PE	182	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	ROW	100	20	0	0	80	0	0	0	0	0	0	0	0	100	0
	C	1,500	0	0	0	500	0	0	1,000	0	0	0	0	0	1,500	0
Total		1,782	20	0	0	580	0	0	1,000	0	0	0	0	0	1,600	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.

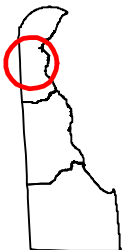
Jamison Corner Road Relocated at Boyds Corner Road - This project will relocate Jamison Corner Road to the west connecting with Cedar Lane Road at the southern limits. Proposed improvements include: 1) twelve foot travel lanes with an eight foot shoulder; 2) new intersection into Bayberry Town Center, 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.

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 1000)	Phase	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23	TOTAL FY 24-25
Jamison Corner Road Relocated at Boyds Corner Road	PE	557	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	ROW	1,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	CE	1,027	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	C	3,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	C	1,721	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Traffic	221	51	0	0	0	0	0	0	0	0	0	0	0	51	0
	Utilities	471	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Contingency	636	77	0	0	0	0	0	0	0	0	0	0	0	77	0
Cedar Lane Road and Marl Pit Road Intersection Improvements	PE	110	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	ROW	200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	C	3,200	2,500	0	0	0	0	0	0	0	0	0	0	0	2,500	0
N427, Cedar Lane Road, Marl Pit Road, to Boyds Corner Road	PE	289	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	ROW	2,600	1,700	0	0	900	0	0	0	0	0	0	0	0	2,600	0
	C	9,500	0	0	0	0	0	0	1,000	0	0	6,500	0	0	7,500	2,000
N15, Boyds Corner Road, Cedar Lane Road to US 13	PE	2,060	250	0	0	200	0	0	50	0	0	0	0	0	500	0
	ROW	2,800	100	0	0	1,400	0	0	1,300	0	0	0	0	0	2,800	0
	C	13,300	0	0	0	0	0	0	3,325	0	0	7,000	0	0	10,325	2,975
	Utilities	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0
N412, Lorewood Grove Road, Jamison Corner Rd to SR 1	PE	187	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	ROW	3,000	10	0	0	1,000	0	0	1,975	0	0	0	0	0	2,985	0
	C	7,000	0	0	0	0	0	0	1,000	0	0	4,000	0	0	5,000	2,000
Total		52,900	4,688	0	0	3,500	0	0	8,650	0	0	17,500	0	0	34,338	6,975

SR 141/I-95 INTERCHANGE

DESCRIPTION: Proposed improvements include constructing an additional left turn lane from Commons Boulevard, constructing additional SR141 through lanes at the intersection and pedestrian and transit infrastructure improvements. The project will also reconstruct the two SR141 bridges 1-676 and 1-677 over southbound I-95 and associated ramps.

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
Funding Program: Road System – Expressways
Functional Category: Management
Year Initiated: FY 2007



Project Title (\$s x 1000)	Phase	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23	TOTAL FY 24-25
SR141 Utility Relocation under Southbound I-95	CE	113	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	C	696	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Utilities	222	44	177	0	0	0	0	0	0	0	0	0	0	222	0
	Contingency	25	5	20	0	0	0	0	0	0	0	0	0	0	25	0
Wetland Mitigation at Peterson Wildlife Refuge, Phase II	PE	225	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	C	1,145	229	916	0	0	0	0	0	0	0	0	0	0	1,145	0
SR141 Improvements, I-95 Interchange to Jay Drive	PE	6,536	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	ROW	752	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	CE	3,491	329	1,316	0	329	1,316	0	0	0	0	0	0	0	3,291	0
	C	65,468	6,861	27,444	0	6,073	24,291	0	0	0	0	0	0	0	64,668	0
	Traffic	1,827	180	720	0	185	741	0	0	0	0	0	0	0	1,827	0
	Utilities	400	80	320	0	0	0	0	0	0	0	0	0	0	400	0
	Contingency	7,358	0	0	0	872	3,487	0	600	2,400	0	0	0	0	7,358	0
Total		88,258	7,728	30,913	0	7,459	29,835	0	600	2,400	0	0	0	0	78,936	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 1000)	Phase	Current Estimate	FY20	FY20	FY20	FY21	FY21	FY21	FY22	FY22	FY22	FY23	FY23	FY23	TOTAL	TOTAL
			State	Fed	Other	State	Fed	Other	State	Fed	Other	State	Fed	Other	FY 20-23	FY 24-25
Elkton Road, MD Line to Casho Mill Road	PE	2,755	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	ROW	4,425	1,125	0	0	0	0	0	0	0	0	0	0	0	1,125	0
	CE	130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	C	29,870	2,900	11,600	0	2,900	11,600	0	154	616	0	0	0	0	29,770	0
	Utilities	260	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		37,440	4,025	11,600	0	2,900	11,600	0	154	616	0	0	0	0	30,895	0

L23E - STBG Program - Urbanized Areas With Population Over 200K

Z001 - National Highway Performance Program (NHPP)

AC Z003 - Projects to Reduce PM 2.5 Emissions

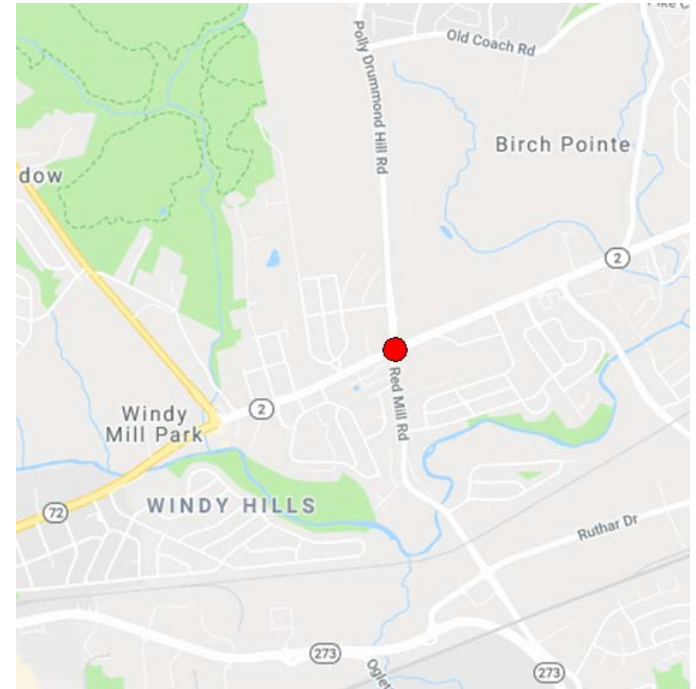
Z400 - Congestion Mitigation & Air Quality Improvement (CMAQ)

SR 2 AND RED MILL ROAD

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

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

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



Project Title (\$s x 1000)	Phase	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23	TOTAL FY 24-25
SR 2 / Red Mill Road Intersection Improvements	PE	1,200	20	80	0	0	0	0	0	0	0	0	0	0	100	0
	ROW	1,000	500	0	0	500	0	0	0	0	0	0	0	0	1,000	0
	C	7,200	0	0	0	1,200	4,800	0	240	960	0	0	0	0	7,200	0
Total		9,400	520	80	0	1,700	4,800	0	240	960	0	0	0	0	8,300	0

Z230 and AC 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 1000)	Phase	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23	TOTAL FY 24-25
HSIP NCC, SR 273, Appleby Road to Airport Road	PD	200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PE	1,250	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	ROW	1,391	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	CE	1,612	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	C	7,372	100	900	0	0	0	0	0	0	0	0	0	0	1,000	0
	Traffic	1,458	25	225	0	0	0	0	0	0	0	0	0	0	250	0
	Utilities	792	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Contingency	843	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		14,919	125	1,125	0	0	0	0	0	0	0	0	0	0	1,250	0

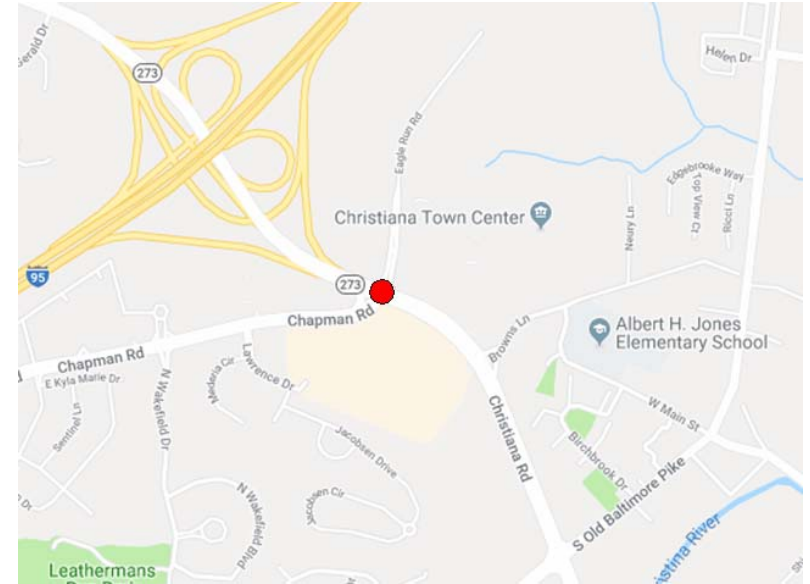
ZS30 - Highway Safety Improvement Program (HSIP)

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 1000)	Phase	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23	TOTAL FY 24-25
SR 273 / Chapman Road Intersection Improvements	PE	1,209	40	160	0	80	320	0	40	160	0	0	0	0	800	0
	ROW	750	0	0	0	0	0	0	250	0	0	500	0	0	750	0
	C	12,500	0	0	0	0	0	0	200	800	0	300	1,200	0	2,500	10,000
Total		14,459	40	160	0	80	320	0	490	960	0	800	1,200	0	4,050	10,000

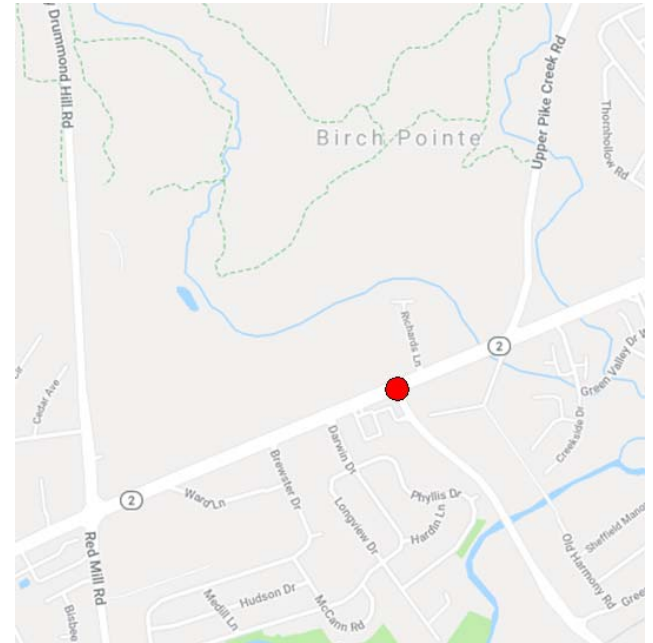
Z001 - National Highway Performance Program (NHPP)

SR 2 AND HARMONY ROAD

DESCRIPTION: This project includes intersection improvements at the SR 2 and Harmony 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 2019



Project Title (\$s x 1000)	Phase	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23	TOTAL FY 24-25
SR 2 (Kirkwood Hwy) and Harmony Rd Intersection Improvements	PE	500	0	0	0	0	0	0	0	0	0	0	0	0	0	500
	ROW	600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	C	1,800	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		2,900	0	0	0	0	0	0	0	0	0	0	0	0	0	500

SR 4 AND SR 7, CHURCHMANS CROSSING

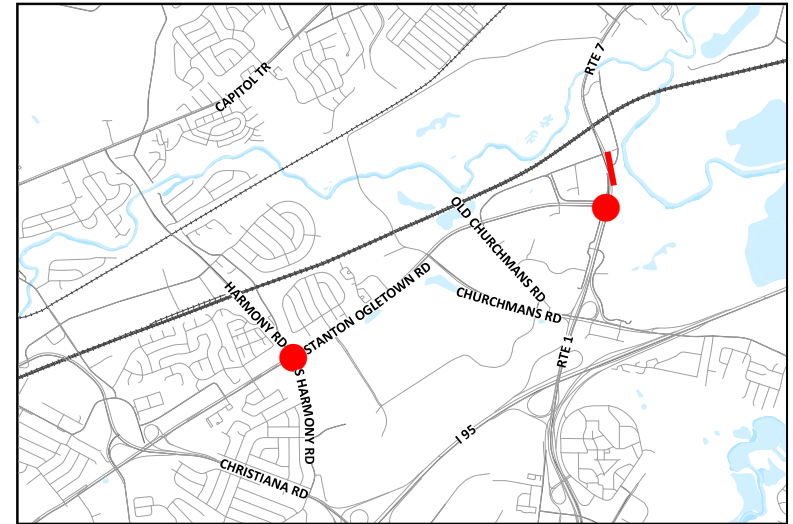
DESCRIPTION:

SR4, Harmony Road Intersection Improvements: Improvements include adding turn lanes and geometric improvements; and pedestrian, bicycle, and transit improvements.

SR4, Ogletown Stanton Roads/SR7, Christiana Stanton Phase I, Stanton Split: This project will address capacity issues at the SR4/SR7 Stanton Split intersection by adding turn lanes and other geometric improvements. The project will also include pedestrian and transit facility improvements.

SR 7 – Median Barrier Replacement: Remove the existing median concrete barrier and replace it with three-beam guardrail. The inside shoulder will be milled and filled.

JUSTIFICATION: Implements the Churchman's Crossing Study Recommendations, dated April 1, 1997. Churchmans Crossing continues to experience growth, especially non-residential land uses. The area also experiences congestion. Roadways, and facilities for pedestrians, bicyclists, and transit riders, continue to need to be addressed to support a range of transportation choices.



County: New Castle
Investment Area: Core
Functional Category: Management
Year Initiated: FY 2018

Project Title (\$s x 1000)	Phase	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23	TOTAL FY 24-25
SR4, Harmony Road Intersection Improvements	PE	600	0	0	0	200	0	0	200	0	0	200	0	0	600	0
	ROW	1,500	0	0	0	0	0	0	0	0	0	0	0	0	0	1,500
	C	7,000	0	0	0	0	0	0	0	0	0	0	0	0	0	1,000
SR4, Ogletown Stanton Road/SR 7, Christina Stanton Road Phase I, Stanton Split	PE	750	0	0	0	100	0	0	300	0	0	250	0	0	650	100
	ROW	600	0	0	0	0	0	0	0	0	0	0	0	0	0	600
	C	3,500	0	0	0	0	0	0	0	0	0	0	0	0	0	1,000
SR 7 - Median Barrier Replacement	C	1,500	300	1,200	0	0	0	0	0	0	0	0	0	0	1,500	0
Total		15,450	300	1,200	0	300	0	0	500	0	0	450	0	0	2,750	4,200

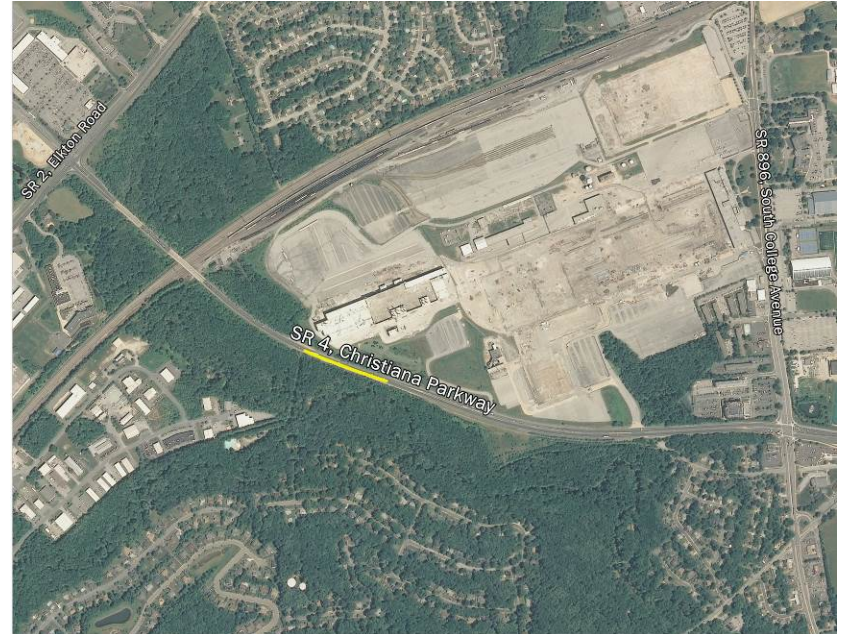
SR 7 Median - Z001 - National Highway Performance Program (NHPP)

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 1000)	Phase	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23	TOTAL FY 24-25
SR 4, Christina Parkway from SR 2, Elkton Road to SR 896, South College Avenue, Newark	PD	196	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PE	700	10	40	0	0	0	0	0	0	0	0	0	0	50	0
	ROW	300	10	0	0	150	0	0	140	0	0	0	0	0	300	0
	C	20,000	0	0	0	0	0	0	0	0	0	1,000	4,000	0	5,000	15,000
Total		21,196	20	40	0	150	0	0	140	0	0	1,000	4,000	0	5,350	15,000

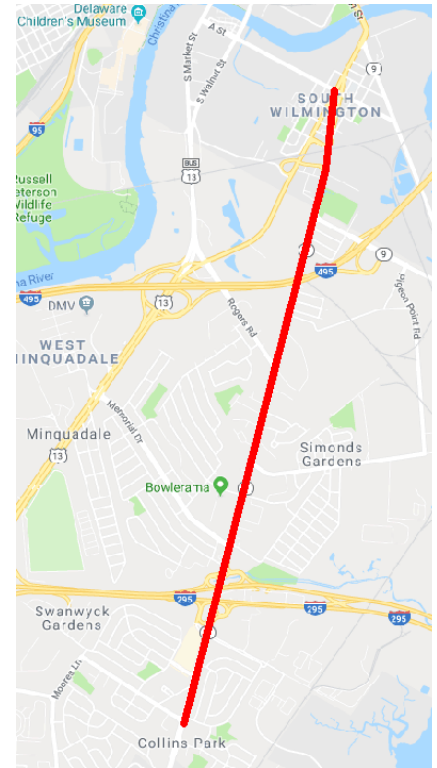
Z460 National Highway Freight Program (NHFP)
M0E1 National Highway Performance Program
Z001 - National Highway Performance Program (NHPP)

SR 9, 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 1000)	Phase	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23	TOTAL FY 24-25
SR9, New Castle Ave, Landers Lane to A Street, Planning Study	PE	1,200	0	0	0	0	0	0	0	0	0	600	0	0	600	600
	ROW	1,500	0	0	0	0	0	0	0	0	0	0	0	0	0	1,500
	C	15,000	0	0	0	0	0	0	0	0	0	0	0	0	0	1,000
Total		17,700	0	0	0	0	0	0	0	0	0	600	0	0	600	3,100

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: Middletown
Funding Program: Transit
Functional Category: Management
Year Initiated: FY 2013



Project Title (\$s x 1000)	Phase	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23	TOTAL FY 24-25
Middletown Park and Ride	PE	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	C	3,000	750	1,750	0	0	0	0	0	0	0	0	0	0	2,500	0
NCC Transit Center	PD	500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PE	750	20	80	0	0	0	0	0	0	0	0	0	0	100	0
	ROW	1,000	200	800	0	0	0	0	0	0	0	0	0	0	1,000	0
	C	2,500	100	400	0	400	1,600	0	0	0	0	0	0	0	2,500	0
Total		7,800	1,070	3,030	0	400	1,600	0	0	0	0	0	0	0	6,100	0

Middletown - 5339D - Buses and Bus Facilities

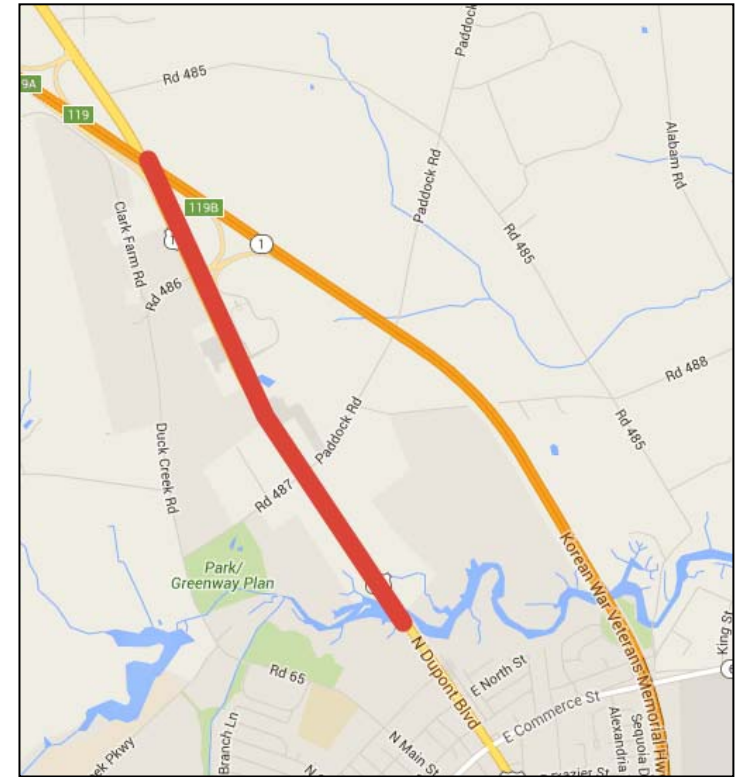
NCC Transit Center - 5307 - Urbanized Area Formula Grant Program

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



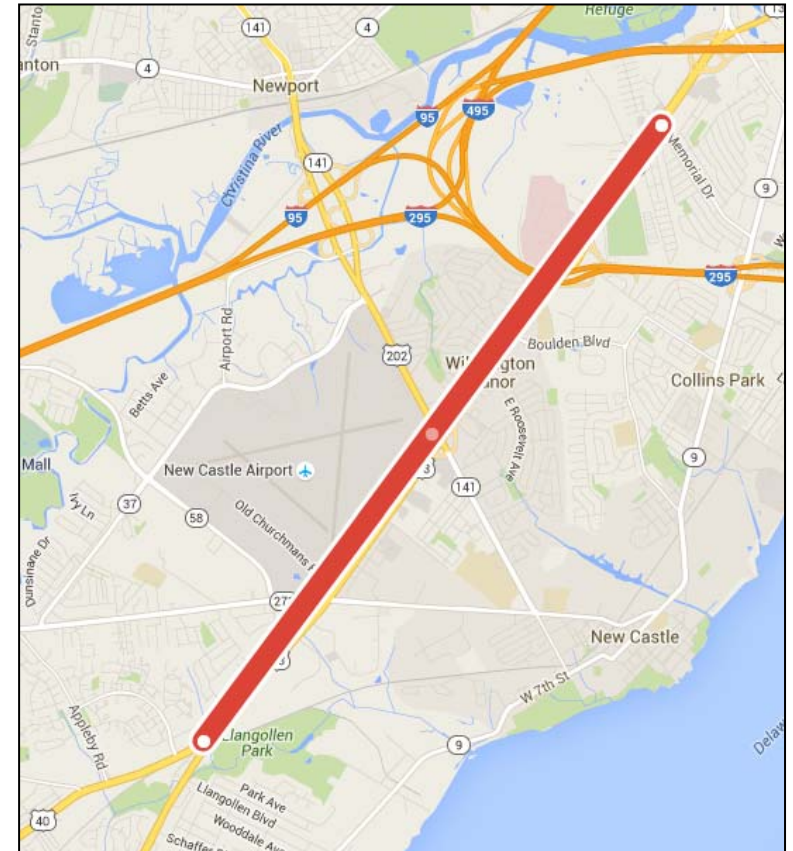
Project Title (\$s x 1000)	Phase	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23	TOTAL FY 24-25
US13, Duck Creek to SR1	PE	1,000	200	0	0	340	0	0	250	0	0	0	0	0	790	0
	ROW	1,200	500	0	0	700	0	0	0	0	0	0	0	0	1,200	0
	C	6,300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		8,500	700	0	0	1,040	0	0	250	0	0	0	0	0	1,990	0

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 1000)	Phase	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23	TOTAL FY 24-25
US13, US40 to Memorial Drive Pedestrian Improvements	PE	2,000	80	320	0	20	80	0	0	0	0	0	0	0	500	0
	ROW	950	180	720	0	0	0	0	0	0	0	0	0	0	900	0
	C	26,018	500	2,000	18	600	2,400	0	600	2,400	0	600	2,400	0	11,518	14,500
Total		28,968	760	3,040	18	620	2,480	0	600	2,400	0	600	2,400	0	12,918	14,500

Z001, AC 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.

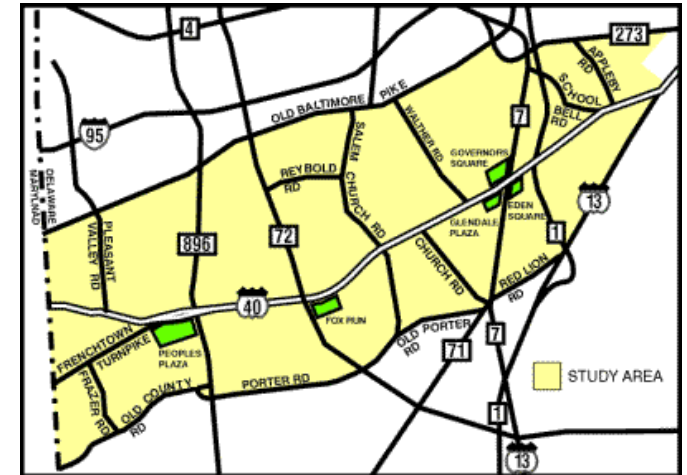
The projects listed below are current improvements included within the Plan.

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

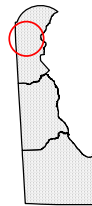
US 40 and SR7 Intersection Improvements - The project will install signalized pedestrian crossings across the north and south legs of the US 40 at SR 7 intersection and sidewalk connections near the intersection. Currently, no pedestrian accommodations are provided at the US 40 at SR 7 intersection and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



FY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM

March 7, 2019

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

Project Title (\$s x 1000)	Phase	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23	TOTAL FY 24-25
US 40 & SR 896 Improvements	PE	6,000	188	753	0	260	1,040	0	200	800	0	100	400	0	3,742	0
	ROW	2,000	750	0	0	1,250	0	0	0	0	0	0	0	0	2,000	0
	CE	5,000	0	0	0	0	0	0	0	0	0	100	400	0	500	4,500
	C	55,000	0	0	0	0	0	0	0	0	0	1,400	5,600	0	7,000	48,000
US 40 / SR 72 Intersection Improvements	PD	503	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PE	1,643	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	ROW	3,500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	CE	1,706	146	586	0	24	97	0	0	0	0	0	0	0	854	0
	C	12,686	629	2,516	0	0	0	0	0	0	0	0	0	0	3,145	0
	Traffic	1,113	90	360	0	21	82	0	0	0	0	0	0	0	553	0
	Utilities	765	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Contingency	1,523	131	522	0	26	104	0	0	0	0	0	0	0	783	0
	PE	5,000	0	0	0	0	0	0	0	0	0	2,000	0	0	2,000	3,000
	ROW	3,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	C	50,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
US 40, Salem Church Road to Walther Road	PE	2,000	200	800	0	0	0	0	0	0	0	0	0	0	1,000	0
	ROW	2,000	1,000	0	0	1,000	0	0	0	0	0	0	0	0	2,000	0
	C	15,000	0	0	0	200	800	0	1,000	4,000	0	1,000	4,000	0	11,000	4,000
Total		168,439	3,134	5,537	0	2,781	2,123	0	1,200	4,800	0	4,600	10,400	0	34,577	59,500

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)

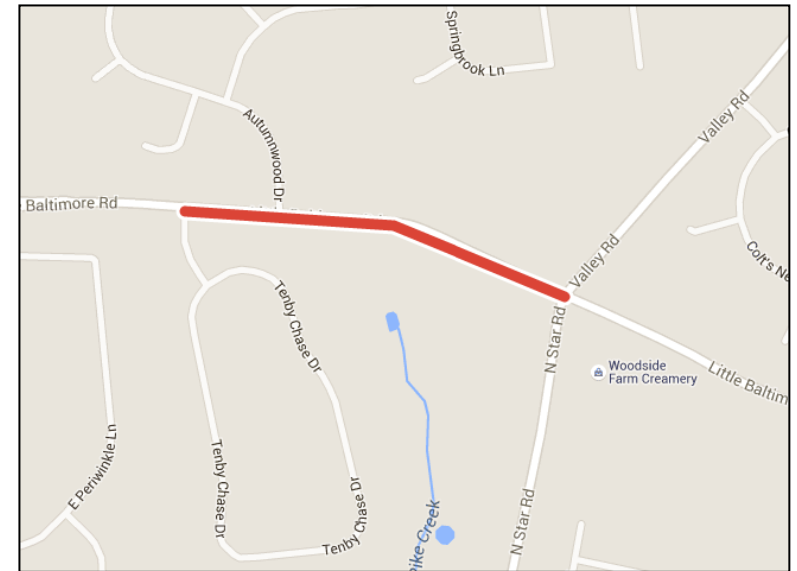
US 40, Salem Church Road to Walther Road - Z001 - National Highway Performance Program (NHPP)

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 1000)	Phase	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23	TOTAL FY 24-25
Little Baltimore Road Drainage Improvements	PD	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PE	510	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	ROW	250	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	C	2,000	200	800	0	100	400	0	0	0	0	0	0	0	1,500	0
Total		2,860	200	800	0	100	400	0	0	0	0	0	0	0	1,500	0

Z230 - Surface Transportation Block Grant Program - FAST

WILMINGTON INITIATIVES

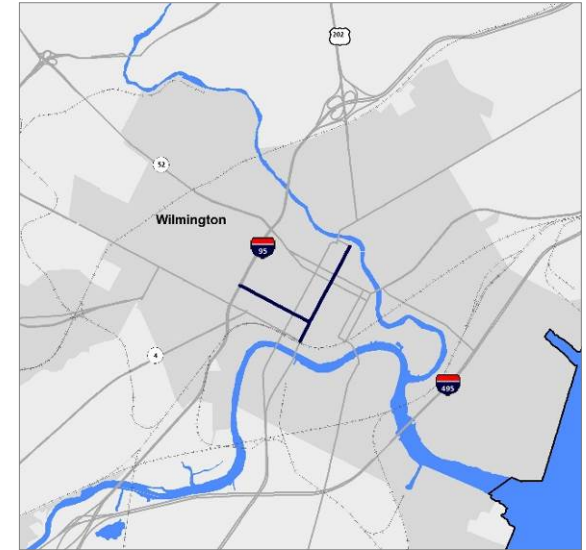
DESCRIPTION:

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



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WILMINGTON INITIATIVES (Continued)

Project Title (\$s x 1000)	Phase	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23	TOTAL FY 24-25
Riverfront Initiatives Development	PD	1,270	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PE	2,239	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	ROW	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walnut Street, Front Street to 3rd Street, Wilmington	PE	650	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	ROW	500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	CE	382	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	C	2,846	200	800	0	0	0	0	0	0	0	0	0	0	1,000	0
	Traffic	366	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Contingency	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rail Road	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wilmington Initiatives, 4th Street, Walnut St to I-95	PE	750	500	0	0	250	0	0	0	0	0	0	0	0	750	0
	ROW	500	0	0	0	0	0	0	500	0	0	0	0	0	500	0
	C	1,750	0	0	0	0	0	0	0	0	0	350	1,400	0	1,750	0
Wilmington Initiatives, King and Orange Streets, MLK Boulevard to 13th Street	PE	1,200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	ROW	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	C	5,000	300	699	0	1,200	2,800	0	0	0	0	0	0	0	4,999	0
Wilmington Initiatives, Walnut St, MLK to 13th Street	PE	1,705	200	0	0	500	0	0	300	0	0	0	0	0	1,000	0
	ROW	1,000	500	0	0	500	0	0	0	0	0	0	0	0	1,000	0
	C	10,000	0	0	0	0	0	0	100	400	0	1,000	4,000	0	5,500	4,500
Total		30,258	1,700	1499	0	2,450	2,800	0	900	400	0	1,350	5,400	0	16,499	4,500

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.

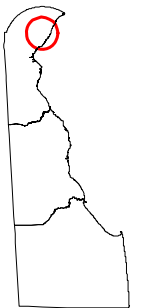
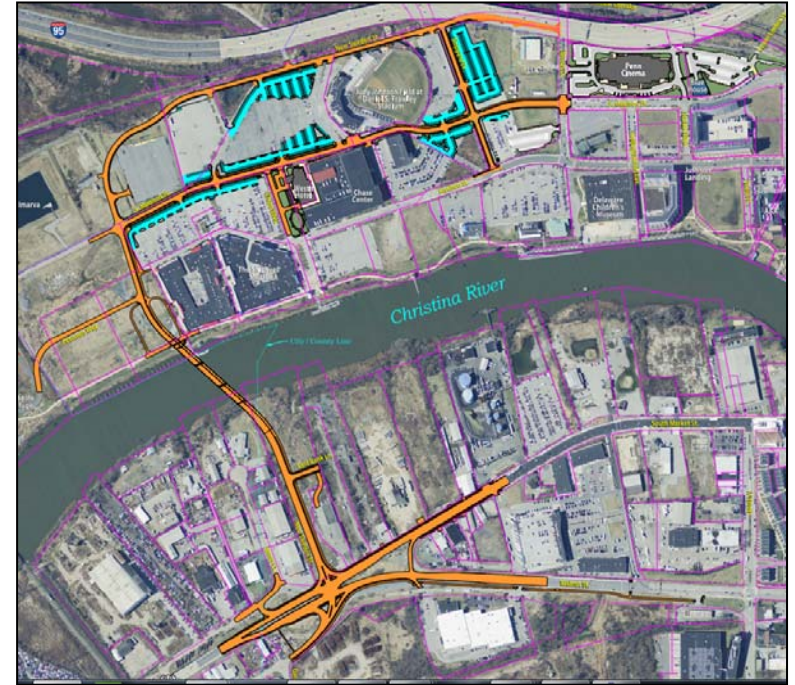
Justison Landing - This project provides all the infrastructure improvements to create the street grid concept for the Wilmington Riverfront. It is made up of several smaller projects that provide the necessary improvements to support the anticipated development in the area.

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.

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



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WILMINGTON RIVERFRONT (Continued)

Project Title (\$s x 1000)	Phase	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23	TOTAL FY 24-25
Christina River Bridge Approaches	PD	501	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PE	8,450														
	ROW	9,600	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	CE	3,892	117	467	0	0	0	0	0	0	0	0	0	0	584	0
	C	19,942	1,269	5,078	0	0	0	0	0	0	0	0	0	0	6,347	0
	Traffic	751	71	283	0	0	0	0	0	0	0	0	0	0	353	0
	Utilities	1,521	100	401	0	0	0	0	0	0	0	0	0	0	501	0
	Maintenance	2,810	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Contingency	1,244	249	995	0	0	0	0	0	0	0	0	0	0	1,244	0
Christina River Bridge	ROW	5,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	CE	4,352	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	C	28,386	613	2,451	0	0	0	0	0	0	0	0	0	0	3,064	0
	Utilities	825	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Contingency	1,436	287	1,149	0	0	0	0	0	0	0	0	0	0	1,436	0
Justison Landing	PE	10,928	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	ROW	5,260	68	0	0	68	0	0	68	0	0	0	0	0	204	0
	C	35,812	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Traffic	143	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Utilities	2,220	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Contingency	75	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Maintenance	2,100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Maintenance	1,391	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Justison Landing, Parcel 1A- Environmental Remediation	ROW	460	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Riverfront Rail Relocation and Parking Improvements	CE	3,400	75	0	0	75	0	0	75	0	0	0	0	0	225	0
Total		150,499	2,849	10,824	0	143	0	0	143	0	0	0	0	0	13,958	0

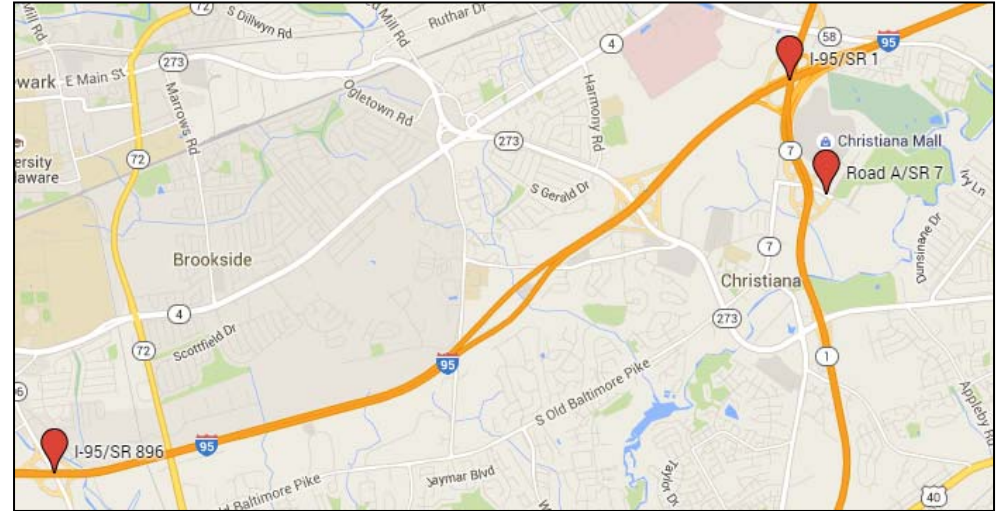
AC Z230
AC Z400
Z 230
Z 240

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.



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 Road A/SR 7 project will widen the Road A Bridge over SR1 and roadways and reconfigure the surrounding intersections to maintain an acceptable level of service at the intersections and to manage congestion along the Road A roadway segment.

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



FY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM

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

Project Title (\$s x 1000)	Phase	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23	TOTAL FY 24-25
I-95 and SR896 Interchange	PE	8,000	600	2,400	0	105	419	0	138	550	0	150	600	0	4,961	0
	ROW	500	0	0	0	0	0	0	250	0	0	250	0	0	500	0
	C	140,000	0	0	0	0	0	0	0	0	0	0	0	0	0	12,500
Road A / SR7 Improvements	PD	259	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PE	1,850	0	196	0	0	0	0	0	0	0	0	0	0	196	0
	ROW	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	CE	800	85	340	0	0	0	0	0	0	0	0	0	0	425	0
	C	8,869	1,361	5,445	0	0	0	0	0	0	0	0	0	0	6,807	0
	Traffic	772	79	318	0	0	0	0	0	0	0	0	0	0	397	0
	Contingency	482	96	385	0	0	0	0	0	0	0	0	0	0	482	0
Total		161,582	2,221	9,084	0	105	419	0	388	550	0	400	600	0	13,768	12,500

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

Road A / SR7 Improvements - Z001 - National Highway Performance Program (NHPP)

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

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 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM

March 7, 2019

RAIL IMPROVEMENTS: NEW CASTLE COUNTY (Continued)

Project Title (\$s x 1000)	Phase	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23	TOTAL FY 24-25
Churchman's Crossing Fairplay Station Parking Expansion	PE	1,252	0	0	0	130	522	0	120	480	0	0	0	0	1,252	0
	C	13,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Newark Regional Transportation Center, Station Building	ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	CE	821	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	CE	279	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	C	4,282	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	C	2,326	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	C	1,014	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Traffic	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Contingency	309	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rail Road	455	155	0	0	0	0	0	0	0	0	0	0	0	155	0
Newark Regional Transportation Center, Catenary and Railroad Signal Foundations	CE	1,170	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	C	5,851	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Contingency	293	23	92	0	0	0	0	0	0	0	0	0	0	114	0
	Rail Road	2,500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Newark Regional Transportation Center, Platform and Pedestrian Bridge	C	12,400	4,000	0	0	8,000	0	0	0	0	0	0	0	0	12,000	0
	C	3,000	0	0	3,000	0	0	0	0	0	0	0	0	0	3,000	0
	Rail Road	197	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rail Road	8,477	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rail Road	17,326	9,132	0	0	2,760	0	0	0	0	0	0	0	0	11,892	0
SEPTA New Payment Technology (NPT)	CE	173	167	0	0	0	0	0	0	0	0	0	0	0	167	0
Shipley Street Bridge Rehabilitation	C	7,000	0	0	7,000	0	0	0	0	0	0	0	0	0	7,000	0
	C	630	630	0	0	0	0	0	0	0	0	0	0	0	630	0
Northeast Corridor Allocation Policy	C	16,100	2,400	0	0	2,500	0	0	2,600	0	0	2,700	0	0	10,200	5,400
Total		98,856	16,507	92	10,000	13,390	522	0	2,720	480	0	2,700	0	0	46,410	5,400

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.

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



Project Title (\$s x 1000)	Phase	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23	TOTAL FY 24-25
SR 1 Widening, SR273 to the Roth Bridge	PD	310	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PE	9,230	146	586	0	100	400	0	100	400	0	100	400	0	2,232	1,000
	ROW	2,000	1,139	0	0	0	0	0	0	0	0	0	0	0	1,139	0
	C	250,000	0	0	0	0	0	0	0	0	0	500	2,000	0	2,500	5,000
Total		261,540	1,286	586	0	100	400	0	100	400	0	600	2,400	0	5,871	6,000

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 1000)	Phase	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23	TOTAL FY 24-25
SR299, SR 1 to Catherine Street	PE	2,880	0	120	0	0	100	0	0	13	0	0	0	0	233	0
	ROW	5,500	400	1,600	0	0	0	0	0	0	0	0	0	0	2,000	0
	C	20,000	1,800	7,200	0	1,800	7,200	0	400	1,600	0	0	0	0	20,000	0
SR299, SR 1 to Catherine Street Total		28,380	2,200	8,920	0	1,800	7,300	0	400	1,613	0	0	0	0	22,233	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 1000)	Phase	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23	TOTAL FY 24-25
SR 72, Advanced Utility Relocation from McCoy Road to SR71	CE	163	7	26	0	0	0	0	0	0	0	0	0	0	33	0
	C	3,535	127	508	0	0	0	0	0	0	0	0	0	0	635	0
	Traffic	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Utilities	1,200	115	460	0	0	0	0	0	0	0	0	0	0	575	0
	Contingency	355	71	284	0	0	0	0	0	0	0	0	0	0	355	0
SR 72, McCoy Road to SR 71	PE	350	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PE	1,250	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	ROW	3,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	C	14,000	0	0	0	1,600	6,400	0	1,200	4,800	0	0	0	0	14,000	0
Total		23,855	320	1278	0	1,600	6,400	0	1,200	4,800	0	0	0	0	15,598	0

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

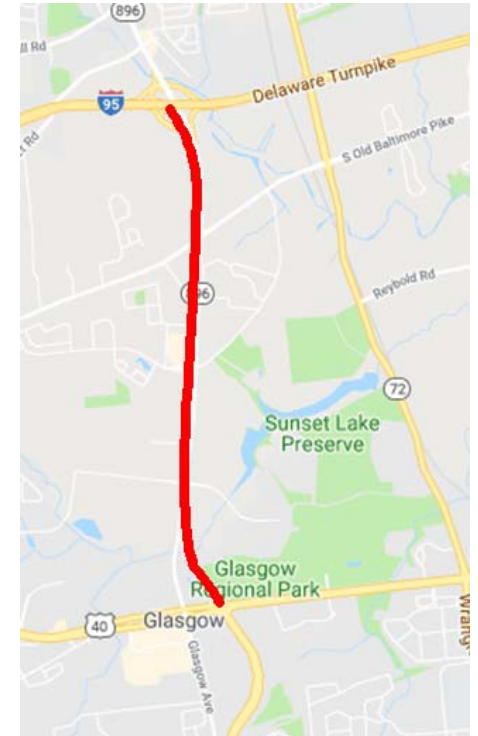
SR 72, McCoy Road to SR 71 - Z230 - Surface Transportation Block Grant Program – FAST, Z460 - National Highway Freight Program (NHFP)

SR 896: US 40 –I-95

DESCRIPTION: Increase capacity of SR 896 by adding one new travel lane in each direction and providing pedestrian, bicycle, and transit accommodations. This will support more intensified development along this corridor

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 – Arterial
Functional Category: Expansion
Year Initiated: FY 2019



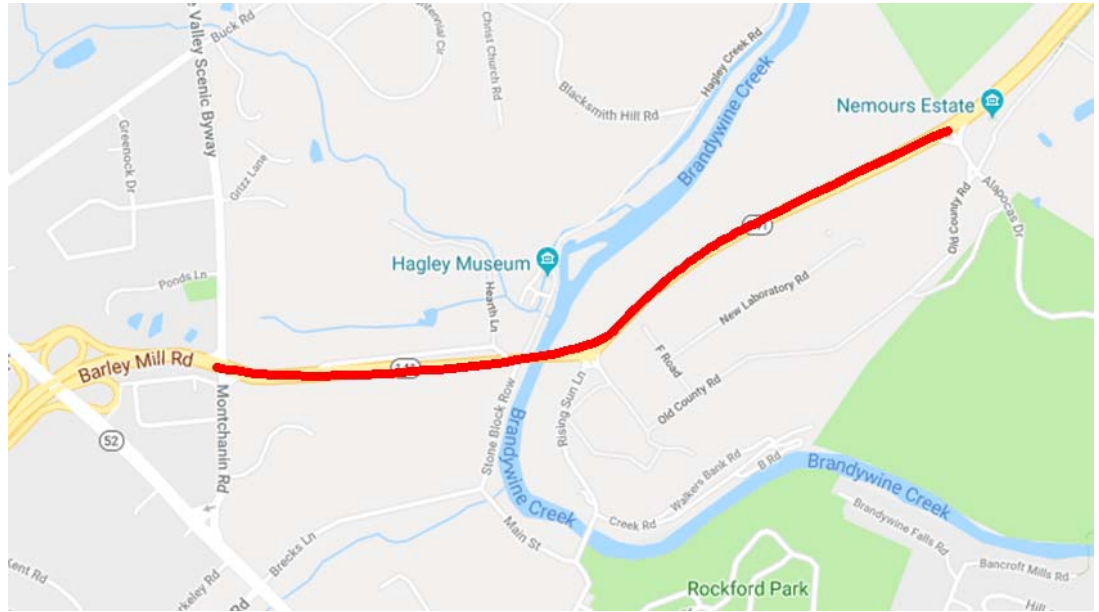
Project Title (\$s x 1000)	Phase	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23	TOTAL FY 24-25
SR 896 Widening, US 40 to I-95	PE	2,000	0	0	0	0	0	0	850	0	0	850	0	0	1,700	300
	ROW	500	0	0	0	0	0	0	0	0	0	0	0	0	0	500
	C	25,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		27,500	0	0	0	0	0	0	850	0	0	850	0	0	1,700	800

TYLER MCCONNELL BRIDGE, SR 141, MONTHCANIN ROAD TO ALAPOCAS ROAD

DESCRIPTION: This project would construct a 4 lane structure over the Brandywine River and tie into the existing 4 lane roadways to SR 141. The bridge would also accommodate bicycle and pedestrian traffic.

JUSTIFICATION: The project will help to alleviate congestion in the area and improve safety.

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



Project Title (\$s x 1000)	Phase	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23	TOTAL FY 24-25
Tyler McConnell Bridge, SR 141, Monthcanin Road to Alapocas Road	PE	3,000	0	0	0	0	0	0	0	0	0	900	0	0	900	1,700
	ROW	3,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	C	40,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		46,000	0	0	0	0	0	0	0	0	0	900	0	0	900	1,700

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

FY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM

March 7, 2019

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

Project Title (\$s x 1000)	Phase	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23	TOTAL FY 24-25
SR 896 and Bethel Church Rd Interchange	PE	750	0	0	0	200	0	0	300	0	0	250	0	0	750	0
	ROW	2,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	C	21,000	0	0	0	0	0	0	0	0	0	0	0	0	0	8,500
US 301, GARVEE Debt Service	Program Funding	159,274	0	10,988	0	0	10,974	0	0	10,993	0	0	10,955	0	43,910	21,879
US 301, Maryland State Line to SR 1	CE	28,228	0	0	2,550	0	0	0	0	0	0	0	0	0	2,550	0
	CE	1,942	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	CE	26,400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	C	143,362	0	0	10,756	0	0	0	0	0	0	0	0	0	10,756	0
	C	22,350	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	C	169,727	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Traffic	1,326	0	0	5	0	0	0	0	0	0	0	0	0	5	0
	Traffic	121	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Traffic	3,593	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Utilities	906	0	0	41	0	0	0	0	0	0	0	0	0	41	0
	Utilities	216	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Utilities	1,982	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Utilities	709	0	20	0	0	0	0	0	0	0	0	0	0	20	0
	Contingency	4,767	0	0	412	0	0	0	0	0	0	0	0	0	412	0
	Contingency	3,801	0	1,158	0	0	0	0	0	0	0	0	0	0	1,158	0
	Rail Road	150	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Rail Road	264	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	AuditPE	32,348	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	AuditPE	448	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	AuditPE	28,655	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	AuditPE	191	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total		654,510	0	12,166	13,764	200	10,974	0	300	10,993	0	250	10,955	0	59,602	30,379

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

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

FHWA: Federal Aid Highway Funds (restrictions on use)

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

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

TIFIA: Transportation Infrastructure Finance and Innovation Act loan.

***CECIL
COUNTY***

AREAWIDE BRIDGE REPLACEMENT AND REHABILITATION

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

JUSTIFICATION: Preserve bridges on state highways

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



Phase All \$ x 1,000	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23
PD		10	40		10	40		10	40		10	40		200
Engineering		150	600		150	600		150	600		150	600		3,000
ROW		10	40		10	40		10	40		10	40		200
Construction		450	1,800		450	1,800		450	1,800		450	1,800		9,000
Total		620	2,480	-	620	2,480	-	620	2,480	-	620	2,480	-	12,400

WILMAPCO 3-1, Federal sources may include NHPP, STBG, and/or other as deemed appropriate by MDOT.

AREAWIDE ENVIRONMENTAL PROJECTS

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

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

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

Phase All \$ x 1,000	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23
Planning		10	40		10	40		10	40		10	40		200
Engineering		80	320		80	320		80	320		80	320		1,600
ROW		10	40		10	40		10	40		10	40		200
Construction		500	2,000		500	2,000		500	2,000		500	2,000		10,000
Total		600	2,400	-	600	2,400	-	600	2,400	-	600	2,400	-	12,000

WILMAPCO 3-2, Federal sources may include NHPP, STBG, HSIP, and/or others as deemed appropriate by MDOT.

AREAWIDE RESURFACING AND REHABILITATION

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

JUSTIFICATION: To preserve pavement quality on state highways.

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

Phase All \$ x 1,000	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23
Planning		20	80		20	80		20	80		20	80		400
Engineering		100	400		100	400		100	400		100	400		2,000
ROW		20	80		20	80		20	80		20	80		400
Construction		1,200	4,800		1,200	4,800		1,200	4,800		1,200	4,800		24,000
Total		1,340	5,360	-	1,340	5,360	-	1,340	5,360	-	1,340	5,360	-	26,800

WILMAPCO 3-3, Federal sources may include NHPP, STBG, HSIP, and/or others as deemed appropriate by MDOT.

AREAWIDE SAFETY AND SPOT IMPROVEMENTS

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

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

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

Phase All \$ x 1,000	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23
Planning		15	60		15	60		15	60		15	60		300
Engineering		150	600		150	600		150	600		150	600		3,000
ROW		15	60		15	60		15	60		15	60		300
Construction		600	2,400		600	2,400		600	2,400		600	2,400		12,000
Total		780	3,120	-	780	3,120	-	780	3,120	-	780	3,120	-	15,600

WILMAPCO 3-4, Federal sources may include NHPP, CMAQ, STBG, HSIP, and/or others as deemed appropriate by MDOT. Use of CMAQ subject to WILMAPCO review and approval.

AREAWIDE URBAN STREET RECONSTRUCTION

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

JUSTIFICATION: Preserve and enhance state-owned urban streetscapes.



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

Phase All \$ x 1,000	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23
Planning		2	8		2	8		2	8		2	8		40
Engineering		15	60		15	60		15	60		15	60		300
ROW		2	8		2	8		2	8		2	8		40
Construction		50	200		50	200		50	200		50	200		1,000
Total		69	276	-	69	276	-	69	276	-	69	276	-	1,380

WILMAPCO 3-5, Federal sources may include NHPP, STBG, and/or others as deemed appropriate by MDOT.

CECIL COUNTY BRIDGE PAINTING

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

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

CE0063 - Black Snake Road over Little Elk Creek

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

County: Cecil

Investment Areas:

Municipality:

Program Category: System Preservation

TIP/STIP Number: Cecil County Bridge Painting



Phase All \$ x 1,000	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23
Engineering														
Construction										80			80	160
Total										80			80	160

CECIL COUNTY BRIDGE CE-0042, MECHANICS VALLEY ROAD OVER CSX

DESCRIPTION: The project will replace the existing bridge with a new, modern bridge on a new alignment that will also improve the intersection of Mechanics Valley Road with Bouchelle Road.

JUSTIFICATION: Bridge is in poor condition and is functionally obsolete.



County: Cecil
Investment Areas: Core
Municipality:
Program Category: System Preservation
TIP/STIP Number: CE 0042

Phase All \$ x 1,000	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23
C			8,120.0	2,030.0										11,238.0
Total			8,120.0	2,030.0										11,238.0

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

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

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

Phase All \$ x 1,000	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23
Planning														40
Engineering														300
ROW		16			2			2			1			40
Construction		581	2,456											1,000
Total		597	2,456	-	2	-	-	2	-	-	1	-	-	1,380

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

TRANSIT SYSTEM – CAPITAL AND OPERATING ASSISTANCE

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

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

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



Phase All \$ x 1,000	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23
Small Urban Transit - Capital Assistance (5310)						108	27					108	27	270
Small Urban Transit - Capital Assistance (5307)		50	400	50	50	400	50	50	400	50	50	400	50	2,000
Rural Transit Operating Assistance (5311)		109	328	219	109	328	219	109	328	219	109	328	219	2,624
Small Urban Transit - Operating Assistance (5307)		13	25	13	13	25	13	13	25	13	13	25	13	204
Total		172	753	282	172	861	309	172	753	282	172	861	309	5,098

AREAWIDE CONGESTION MANAGEMENT

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

JUSTIFICATION: Maintain and improve operation of state highways.

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



Phase All \$ x 1,000	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23
Planning		15	60		15	60		15	60		15	60		300
Engineering		60	240		60	240		60	240		60	240		1,200
ROW		2	8		2	8		2	8		2	8		40
Construction		120	480		120	480		120	480		120	480		2,400
Total		197	788	-	197	788	-	197	788	-	197	788	-	3,940

WILMAPCO 3-10, Federal sources may include NHPP, CMAQ, STBG, and/or others as deemed appropriate by MDOT. Use of CMAQ subject to WILMAPCO review and approval.

CECIL COUNTY MID-COUNTY TRANSIT HUB

DESCRIPTION: Cecil County and MDOT-MTA will develop a new transit hub in a central location to their exiting a proposed bus routes.

JUSTIFICATION: Increase efficiencies in providing fixed route bus service to serve existing riders, attract new riders, and establish timed transfers. Additionally, it will reduce the amount of dead head miles.

County: Cecil
Investment Area: All
Municipality:
Program Category: System Management
TIP/STIP Number: Cecil County Mid-County Transit Hub



Phase All \$ x 1,000	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23
Planning Engineering ROW Construction					100	800	100	25	200	25	25	200	25	500 1,000
Total					100	800	100	25	200	25	25	200	25	1,500

Federal sources may include FTA, and/or others as deemed appropriate by MDOT.

CECIL COUNTY TRANSPORTATION ALTERNATIVE/ TRANSPORTATION ENHANCEMENT PROJECTS

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

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

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



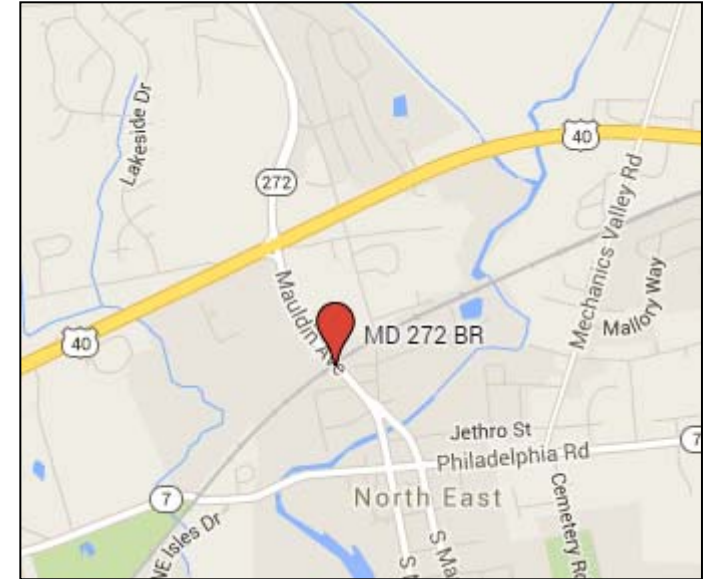
Phase All \$ x 1,000	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-
Transportation Alternatives Program - Cecil County		10	40		10	40		10	40		10	40		200
		10	40		10	40		10	40		10	40		200

MD 272 BRIDGE OVER AMTRAK

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

JUSTIFICATION: Existing bridge is deteriorated and structurally deficient.

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



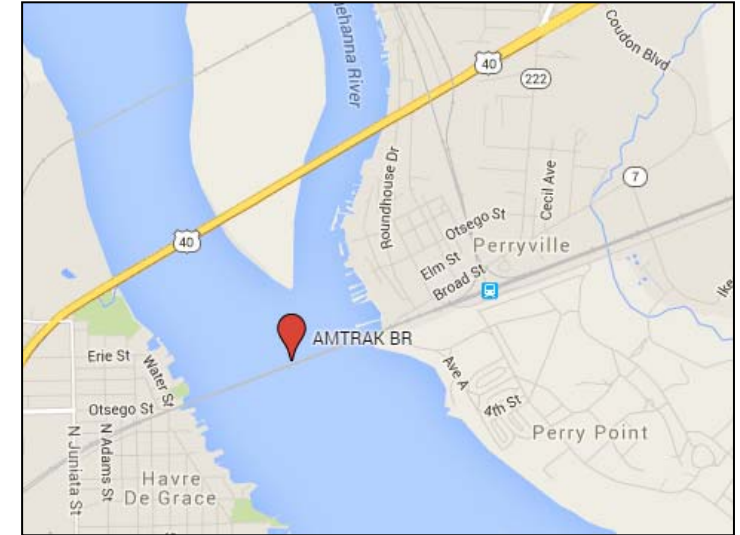
Phase (All \$ x 1,000)	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23
Planning														
Engineering														
ROW														
Construction	20,286	355	2768		72	602								3797
Total	20,286	355	2768		72	602								3797

Federal STBG funding

SUSQUEHANNA RIVER RAIL BRIDGE

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

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



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

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



Phase All \$ x 1,000	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY23 State	FY23 Fed	FY23 Other	TOTAL FY 20-23
PE										500.0			500.0	1,000.0
										500.0			500.0	1,000.0

I-95 AT BELVIDERE ROAD TRANSPORTATION IMPROVEMENT STUDY

DESCRIPTION: Construct an interchange at I-95 John F. Kennedy Memorial Highway (JFK Highway) and Belvidere Road. The first phase of this project is conducting a study to obtain National Environmental Policy Act (NEPA) approval. The study will determine the potential environmental effects associated with the proposed interchange while maintaining the functionality of the regional and local transportation system.

JUSTIFICATION: The purpose of the Belvidere Road Transportation Improvement Study project is to facilitate ongoing and planned economic development in Cecil County's Principio Enterprise Zone, and to safely and efficiently accommodate the projected transportation demand to and from I-95 and along the existing transportation network.

County: Cecil
Investment Area:
Municipality: N/A
Program Category: System Expansion
TIP/STIP Number:

Phase All \$ x 1,000	Current Estimate	FY20 State	FY20 Fed	FY20 Other	FY21 State	FY21 Fed	FY21 Other	FY22 State	FY22 Fed	FY22 Other	FY22 State	FY22 Fed	FY22 Other	FY 2019-22 TOTAL
Planning	300	125			100									225
Engineering	3,700				3,700									3,700
ROW	6,700			6,700										6,700
Construction	43,300				5,000	6,000		7,000	7,000	1,000				26,000
Total	54,000	125		5,600	8,800	6,000		7,000	7,000	1,000				36,625