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## **DRAFT RESOLUTION BY THE WILMINGTON AREA PLANNING COUNCIL (WILMAPCO)**

### **AMENDING THE FY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM, NEW CASTLE COUNTY ELEMENT**

**WHEREAS**, the Wilmington Area Planning Council (WILMAPCO) has been designated the Metropolitan Planning Organization for Cecil County, Maryland and New Castle County, Delaware by the Governors of Maryland and Delaware, respectively; and

**WHEREAS**, the United States Department of Transportation's (USDOT) Regulations of Fixing America's Surface Transportation (FAST), Metropolitan Planning Requirements, require that, in air quality non-attainment areas, the MPO, in cooperation with participants in the planning process, develop and, at least every four years, updates the Transportation Improvement Program (TIP); and

**WHEREAS**, the WILMAPCO TIP format incorporates a four-year period for the listing of priority projects to be implemented, as well as a list of program development projects; and

**WHEREAS**, the amendment to the FY 2020-2023 TIP has undergone appropriate community and technical reviews; and

**WHEREAS**, the amendment to the TIP has been determined to be air quality conforming in accordance with FAST and Clean Air Act and Amendments (CAAA) of 1990 requirements; and;

**WHEREAS**, the amendment to the FY 2020-2023 TIP have been found to be financially constrained, as directed by 23 CFR 450.326, and consistent with the Regional Transportation Plan;

**NOW, THEREFORE, BE IT RESOLVED** that the Wilmington Area Planning Council does hereby amend the FY 2020-2023 Transportation Improvement Program to include revised funding for the HSIP NCC, SR 273 and I-95 Intersection Improvements project.

Date: \_\_\_\_\_

\_\_\_\_\_  
John Sisson, Chairperson  
Wilmington Area Planning Council



Partners with you in transportation planning

## TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT FORM

This form must be completed and all questions must be answered in order to process this request.

**Date of Submission:** 5/26/2020

**TIP to be Amended:** FY2020-FY2023

**Sponsoring Agency:** DelDOT

**Project Name:** HSIP NCC, SR 273 and I-95 Intersection Improvements (T200800713)

**Project Category:** Road Systems

**Project Description:** This project addresses the safety and operational issues from the I-95 off ramp being close to Harmony Road. The project involves relocating the I-95 southbound ramp to westbound SR 273 and provide a signalized intersection to improve safety. Additional work includes a pavement patching, guardrail upgrades, a mill and overlay of SR 273 and I-95 ramps within the interchange area, high mast lighting within the interchange, as well as bridge maintenance work.

**Project Justification:** This project is part of Churchman’s Crossing Program and also identified on the 2003 HSIP list, Site DD. Additional pavement patching and a mill and overlay within the interchange area is needed due to deteriorating pavement conditions. High mast lighting and guardrail upgrades within the project limits are needed to improve the safety of the interchange. Additional routine bridge maintenance work is also needed due to the current conditions of the bridges.

**Funding:** Federal \$15,963,207.30 State \$1,773,689.70 Other \$0 Total \$17,736,897

Funding	Phase	FY 20 SPEND	FY 21 SPEND	FY 22 SPEND	FY 23 SPEND	Total
90% FHWA	PE	\$781,854	\$166,746	\$0	\$0	\$948,600
90% FHWA	C	\$0	\$5,036,489	\$11,751,808	\$0	\$16,788,297
Total		\$781,854	\$5,203,235	\$11,751,808	\$0	\$17,736,897

1. Does this project require a new conformity determination? **No**  
(Section 51.400)(C2) “A TIP amendment requires a new conformity determination for the entire TIP before the amendment is approved by the MPO, unless it merely adds or deletes exempt projects listed in (Section 51.460).”

2. Is this project regionally significant? **Yes**  
(Section 450.324)(f)(3) “The TIP shall include...all regionally significant transportation projects for which an FHWA or the FTA approval is required whether or not the projects are to be funded with title 23, U.S.C., or Federal Transit Act funds, e.g., addition of an interchange to the Interstate System with State, local, and/or private funds, demonstration projects not funded under title 23, U.S.C., or the Federal Transit Act, etc.”

3. Has this project had the opportunity for public comment? **Yes**  
(Section 450.326) “... Public involvement procedures consistent with Section 450.316 (b)(1) shall be utilized in amending the TIP, except that these procedures are not required for TIP amendments that only involve projects of the type covered in Section 450.324 (I).”

4. Has this project been found to be financially constrained? **Yes**  
(Section 450.324)(e) “The TIP shall be financially constrained by year and include a financial plan that demonstrates which projects can be implemented using current revenue sources (while the existing transportation system is being adequately operated and maintained. The financial plan shall be developed by the MPO in cooperation with the State and transit operator...”

Please indicate funding sources by agency: DeIDOT, FHWA

5. Is this project consistent with the WILMAPCO Metropolitan Transportation Plan? **Yes**  
(Section 450.324)(f)(2) “The TIP shall include...only projects that are consistent with the transportation plan.”

If not, is there a resolution to amend the Metropolitan Transportation Plan? \_\_\_\_\_

Please provide any additional pertinent information below:

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# Transportation Improvement Program Submission/Amendment Description of Public Participation

**Project Name:** HSIP NCC, SR 273 and I-95 Intersection Improvements (T200800713)

**Which techniques were used to seek public comment (please use additional pages if needed).**

Public workshops/meetings

Number of public workshops/meetings: 3

Format: 3 in-person public workshops – 5/11/15, 12/3/15, 11/15/16

Location(s): Gallaher Elementary School was utilized for in-person public workshop events

Number of attendees: 5/11/15 - 123 attendees, 12/3/15 - 79 attendees, 11/15/16 – 59 attendees

Main issue raised: Main issues raised were in regards to the proposed long-term alternatives for the interchange area. There was strong support for the short-term solution, the HSIP NCC, SR 273 and I-95 Intersection Improvements project.

Consensus of meeting: Overall strong support for the alternative retained for this project (the short-term improvement project for the SR 273 and I-95 Interchange). For the long-term improvements there was support for Alternative 4A, a Diverging Diamond Interchange (future project).

Overall, the public support for the project was (check one):

Strong support, few concerns

Some opposition, many concerns raised

Some support, but some concerns raised

Strong opposition, major problems identified

Mixed, equal support and opposition

Unresolved issues identified: \_\_\_\_\_

Citizen Advisory/Steering Committee

Survey

Number surveyed: \_\_\_\_\_

Results: \_\_\_\_\_

Elected officials briefings

Other Community Meeting with the H-T-P Civic Association in December 2013 that mainly discussed the median work along Harmony Road. As a result of the meeting a project that installed a median prohibits left-turns from Harmony Road into the Shell gas station.

**How was the public notified about the project?**

Web page

Publications  
workshops

Distribution: Notices sent for

Legal notice

Newsletter/brochure

Videos

Flyers

Radio/television

Other CTP and MPO Hearings \_\_\_\_\_

**How has the project changed as a result of public comments?** There were not public comments affecting the short-term improvements project. There was strong support for this project.

**Comment further on the quantity and quality of the public participation:** Public workshops early on focused on short term and long-term improvements for the interchange. Residents of Birchwood Park & Fox Chase Communities submitted over 200 comment response forms with their opinions on mainly the long-term alternatives presented.

HSIP NCC, SR 273 and I-95 Intersection Improvements

Updated - 5/26/2020

**PROJECT AUTHORIZATION SCHEDULE**  
**IN (\$000)**

PROJECT NUMBER	PHASE	FUNDING SOURCE	CURRENT ESTIMATE	FY 2019			FY 2020			FY 2021			FY 2022			STATE TOTAL	FEDERAL TOTAL
				STATE	FEDERAL	FUND TYPE	STATE	FEDERAL	FUND TYPE	STATE	FEDERAL	FUND TYPE	STATE	FEDERAL	FUND TYPE		
T200800713	PE	90% FHWA	1,879.5					254.7	ZS30							-	254.7
T200800713	C	90% FHWA	16,788.3				300.0	2,000.0	Z001	1,378.8	8,000.0	Z001*		5,109.5	Z001*	1,678.8	15,109.5
<b>Total</b>			<b>18,667.8</b>	-	-		<b>300.0</b>	<b>2,254.7</b>		<b>1,378.8</b>	<b>8,000.0</b>		-	<b>5,109.5</b>		<b>1,678.8</b>	<b>15,364.2</b>

Z001 - National Highway Performance Program (NHPP)  
ZS30 - Highway Safety Improvement Program (HSIP)

\* AC Conversion

**PROJECT FUNDING SCHEDULE**  
**IN (\$000)**

PROJECT NUMBER	PHASE	FUNDING SOURCE	BALANCE AS OF July 1, (State Only)	CURRENT ESTIMATE	FY 2019			FY 2020			FY 2021			FY 2022			FY 2023	FY 2024
					STATE	FEDERAL	OTHER	STATE	FEDERAL	OTHER	STATE	FEDERAL	OTHER	STATE	FEDERAL	OTHER	TOTAL	TOTAL
T200800713	PE	90% FHWA		1,879.5	3.3	30.0		78.2	703.7		16.7	150.1						
T200800713	C	90% FHWA		16,788.3							503.6	4,532.8		1,175.2	10,576.6			
<b>Total</b>			-	<b>18,667.8</b>	<b>3.3</b>	<b>30.0</b>	-	<b>78.2</b>	<b>703.7</b>	-	<b>520.3</b>	<b>4,682.9</b>	-	<b>1,175.2</b>	<b>10,576.6</b>	-	-	