

FY 2023-2026 Transportation Improvement Program (TIP)

Prepared by the staff of the
Wilmington Area Planning Council

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Adopted May 12, 2022

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	roads.maryland.gov/
“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) 2023-2026 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 federal planning requirements, 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 Infrastructure Investment and Jobs Act (IIJA), 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

IIJA – Signed into law on November 15, 2021, the Infrastructure Investment and Jobs Act (IIJA) - the first Federal law in over ten years to provide long-term funding certainty for surface transportation. It authorize \$567 billion over fiscal years 2023 through 2027 for transportation programs. (Predecessor: MAP-21, SAFETEA-LU, TEA-21, ISTEA, FAST).

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 April 6, 2022 to receive public comments regarding the proposed program. 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 2023-2026 TIP on May 12, 2022. 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 2023-2026 Transportation Improvement Program Process and Schedule – Summary

2021




January- March
April-May

-  Staff meets upon request with local government and community groups to discuss transportation needs.
- 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

September

2022



March -May

-  Joint public workshop with DelDOT and the Council on Transportation
-  TIP (& Air Quality Conformity is revised) released for public comment March 18-April 29.
-  TIP Public Workshop – April 6
- Revise TIP based on public comments
- PAC (4/18)/TAC (4/21) recommendation for adoption
- Council adoption of TIP (May 12)
- Conformity determination documents to Federal Agencies for review and approval


Amending the TIP – Summary

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

July-September
2022

-  TIP & Air Quality Conformity released for public comment July–September
- 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

Amendments
as needed

-  Public comment period extending at least 30 days will be scheduled with amendments as needed.

 Indicates best opportunities for public comment

Public Participation Process

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

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

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

When and How the Public Gets Involved

August

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

January - March

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

Ongoing

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



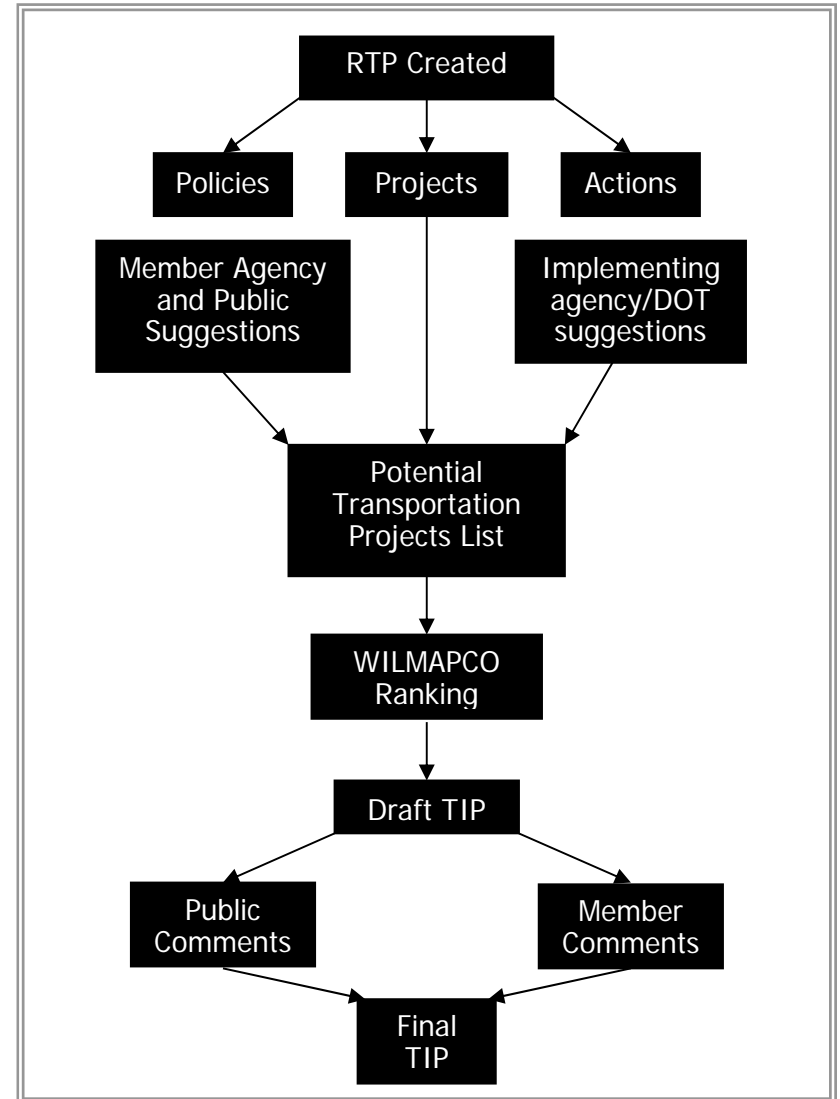
The TIP Process

How It Works

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

First, WILMAPCO creates a long-range plan, currently known as *the 2050 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 a federal transportation planning requirement, which includes seven performance goals and eighteen performance measures promoted through the TIP. Federal transportation law requires MPOs to establish and use a performance-based approach to transportation decision making and development of transportation plans. It 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 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
- Social Determinants of Health
- 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.

SOCIAL DETERMINANTS OF HEALTH: Enhances area of potential health concern in locations identified using graduation rates, minority segregation, employment rates, homeownership, single parent households, and food deserts data.

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.

MOBILITY CHALLENGED: 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 WILMAPCO Transportation Investment Areas.

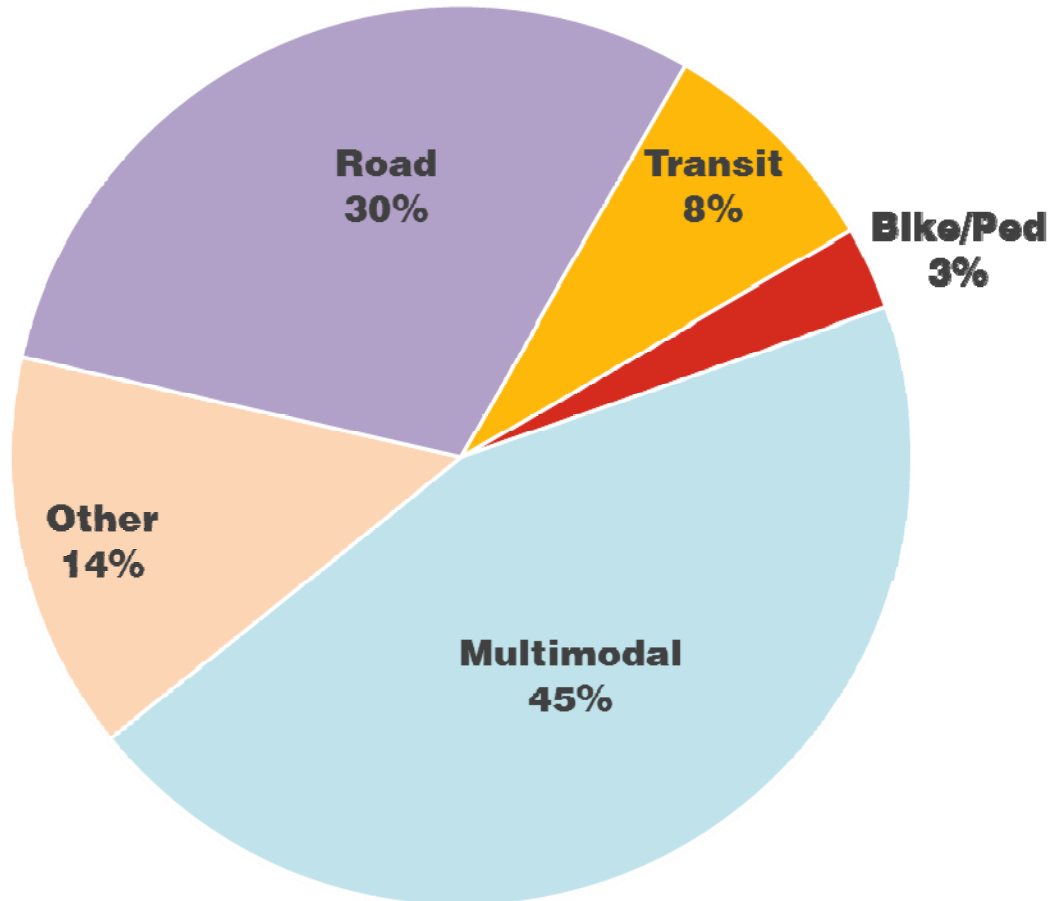
FUNDING CONTRIBUTION: Local and/or private commitment demonstrated by funding contribution.

TIP Summary Tables

FUNDING BY MODE	TOTAL FY 2023-26	PERCENT	TOTAL FY 2027-28
Bike/Ped	82,895	3%	26,264
Multimodal	1,250,536	45%	432,172
Other	402,791	14%	164,367
Road	834,389	30%	277,369
Transit	234,124	8%	90,027
Total (\$s x 1,000)	2,804,736	100%	990,200

FUNDING BY CATEGORY	TOTAL FY 2023-26	PERCENT	TOTAL FY 2027-28
Preservation	1,382,440	49%	580,494
Other	262,322	9%	109,161
Management	952,880	34%	278,845
Expansion	207,094	7%	21,700
Total (\$s x 1,000)	2,804,736	100%	990,200

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 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM

May 12, 2022

Location	PROJECT TITLE (All \$ x 1,000)	MODE	FY 23-26 TOTAL	FY 27-28 TOTAL
DE	Bicycle and Pedestrian Improvements/Ped ADA	Bike/Pedestrian	52,330	24,000
DE	Recreational Trails	Bike/Pedestrian	4,528	2,264
NCC	Edgemoor Rd Bicycle and Pedestrian Improvements, Governor Printz Blvd to Hay Rd	Bike/Pedestrian	1,500	-
NCC	Shared Use Path, S. Church St to S. Walnut St, Wilmington	Bike/Pedestrian	2,603	-
NCC	US 13: US 40 to Memorial Drive Pedestrian Improvements	Bike/Pedestrian	21,849	-
CC	School Zone znd Crosswalk Improvements, Elk Neck Elementary School	Bike/Pedestrian	85	
		Bike/Pedestrian Total	82,895	26,264
DE	Community Transportation Fund/CTF Subdivision Paving Pilot	Multimodal	90,720	45,360
DE	Intersection Improvements	Multimodal	52,150	24,700
DE	Municipal Street Aid	Multimodal	24,000	12,000
DE	Paving & Rehabilitation	Multimodal	375,160	172,000
DE	Safety Improve (Hazard Elim/High Risk Rural Rd/Sect 154/Fut Saf Prog)	Multimodal	134,448	51,260
DE	Traffic Calming	Multimodal	2,600	1,000
DE	Transportation Alternatives Program	Multimodal	15,890	7,945
DE	Transportation Facilities, Statewide	Multimodal	51,250	23,500
DE	Transportation Infrastructure Investment Fund	Multimodal	35,000	10,000
DE	Transportation Management (inc. rideshare and signals)	Multimodal	41,131	19,057
NCC	12th St Connector	Multimodal	900	7,200
NCC	Boyd's Corner Rd: Cedar Lane to US 13 (S. NCC Imp)	Multimodal	3,326	2,000
NCC	BR 1-686 on N029 South Walnut Street	Multimodal	967	-
NCC	Denny Road and Lexington Parkway Intersection Improvements	Multimodal	1,100	-
NCC	East 7th Street	Multimodal	300	700
NCC	Garasches Lane, Wilmington	Multimodal	520	-
NCC	Glasgow Ave: SR 896 - US 40	Multimodal	8,200	-
NCC	HSIP NCC, Old Baltimore Pike and Salem Church Road	Multimodal	600	3,700
NCC	I-95 & SR 896 Interchange Improvements	Multimodal	156,136	-
NCC	Maryland Ave. and Monroe St. (Maryland Ave./Monroe St./MLK Area)	Multimodal	400	1,150
NCC	N412, Lorewood Grove Road: Jamison Corner Rd to SR 1	Multimodal	4,485	6,000
NCC	Old Capitol Trail, Newport Road to Stanton Road	Multimodal	9,851	2,500

FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM

May 12, 2022

Location	PROJECT TITLE (All \$ x 1,000)	MODE	FY 23-26 TOTAL	FY 27-28 TOTAL
NCC	Possum Park Road and Old Possum Park Road Intersection	Multimodal	1,878	-
NCC	South Wilmington Infrastructure Improvements	Multimodal	30,000	-
NCC	Southbridge Transportation Network	Multimodal	2,400	500
NCC	SR 2 / Red Mill Road Intersection	Multimodal	5,525	-
NCC	SR 273 / Chapman Road Intersection Improvements	Multimodal	2,000	-
NCC	SR 299, SR 1 to Catherine Street	Multimodal	13,815	-
NCC	SR 4, Christina Parkway: SR 2 to SR 896	Multimodal	12,418	20,300
NCC	SR4, Harmony Road Intersection Improvements	Multimodal	2,800	6,000
NCC	SR4, Ogletown Stanton Rd/SR 7, Christina Stanton Rd Phase I, Stanton Split	Multimodal	3,650	6,000
NCC	SR 72: McCoy Road to SR 71	Multimodal	20,000	-
NCC	SR 9, New Castle Ave, Landers Lane to A Street	Multimodal	18,000	-
NCC	SR 896: US 40 - I-95 Widening	Multimodal	-	-
NCC	SR 896: South College Ave Gateway	Multimodal	1,500	7,000
NCC	Tyler McConnell Bridge, SR 141: Monthcanin Rd - Alapocas Rd	Multimodal	-	1,000
NCC	US 13: I-495-PA Line	Multimodal	600	300
NCC	US 13, Duck Creek to SR1	Multimodal	510	-
NCC	US 13 Southbound BBRT Lane	Multimodal	2,250	-
NCC	US 40 and SR 7 Intersection	Multimodal	7,000	1,000
NCC	US 40 and SR 896 Grade Separated Intersection	Multimodal	63,131	-
NCC	US 40: Salem Church Road to Walther Road	Multimodal	23,850	-
NCC	Wilmington Initiatives: 4th St., Walnut St. -Adams St	Multimodal	3,017	-
NCC	Wilmington Initiatives: Walnut St., 3rd - 16th St	Multimodal	6,779	-
NCC	Wilmington Initiatives, King and Orange Sts: MLK Blvd to 10th St	Multimodal	4,500	-
NCC	Wilmington Riverfront Program (Justison Landing)	Multimodal	200	-
CC	Areawide Urban Street Reconstruction	Multimodal	1,380	-
CC	Cecil County Bridge CE0055, Belvidere Rd over CSX	Multimodal	14,000	-
CC	Transportation Alternatives Program - Cecil County	Multimodal	200	-
		Multimodal Total	1,250,536	432,172
DE	Aeronautics, Statewide	Other	3,960	1,880
DE	Carbon Reduction Program	Other	21,600	5,400

FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM

May 12, 2022

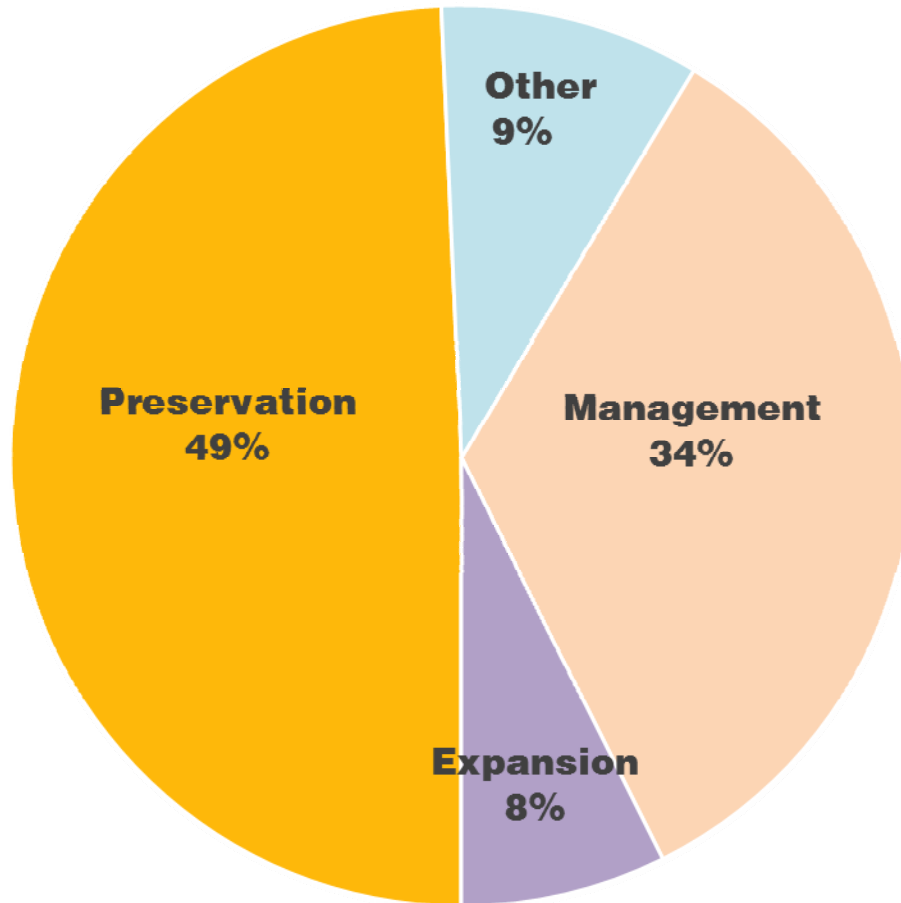
Location	PROJECT TITLE (All \$ x 1,000)	MODE	FY 23-26 TOTAL	FY 27-28 TOTAL
DE	Dam Preservation Program	Other	12,287	5,400
DE	Electric Vehicle Program	Other	14,000	3,500
DE	Engineering & Contingency/Education & Training	Other	142,163	68,271
DE	Environmental Program	Other	4,322	1,336
DE	Equipment	Other	38,000	19,000
DE	Planning	Other	55,336	24,304
DE	Resiliency and Sustainability Program	Other	24,400	6,100
DE	Statewide Rail Preservation / Rail Preservation Maint.	Other	1,000	500
DE	STIC Incentive Program	Other	500	250
DE	Technology	Other	73,222	28,427
NCC	Port Area Truck Parking Facility Near Wilmington	Other	-	-
CC	Areawide Environmental Projects	Other	12,000	
		Other Total	402,791	164,367
DE	Bridge Management/Inspection	Road	84,100	40,740
DE	Bridge Preservation / Bridge Painting	Road	253,041	116,000
DE	Corridor Capacity Preservation	Road	9,000	6,000
DE	Materials & Minor Contracts	Road	60,568	31,500
DE	Rail Crossing Safety and Rideability	Road	32,247	13,922
DE	Signage & Pavement Markings	Road	33,187	16,206
DE	Slope Stabilization	Road	12,000	8,000
NCC	Cedar Lane: Marl Pit to Boyds Corner Rd & Marl Pit Int. (S. NCC Imp)	Road	9,100	3,000
NCC	I-295 Northbound from SR141 to US 13	Road	9,400	-
NCC	Mill Creek Road and Stoney Batter Road Drainage Improvements	Road	1,897	-
NCC	Rehabilitation of I-95 from I-495 to North of Brandywine River Bridge	Road	174,170	36,601
NCC	SR 1 Widening: Road A to Tybouts Corner	Road	15,225	-
NCC	SR 1 at Tybouts Corner	Road	6,575	1,000
NCC	SR 9, River Road Flood Remediation	Road	1,260	4,400
NCC	SR 896 and Bethel Church Rd Interchange	Road	5,000	-
CC	Areawide Bridge Replacement and Rehabilitation	Road	17,200	
CC	Areawide Congestion Management	Road	3,940	

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Location	PROJECT TITLE (All \$ x 1,000)	MODE	FY 23-26 TOTAL	FY 27-28 TOTAL
CC	Areawide Resurfacing and Rehabilitation	Road	30,800	
CC	Areawide Safety and Spot Improvements	Road	20,600	
CC	I-95 / Belvidere Road Interchange	Road	55,000	
CC	Painting of Cecil County Bridges	Road	80	
		Road Total	834,389	277,369
DE	Transit Facilities, Statewide	Transit	26,646	5,040
DE	Transit Vehicles Replace & Refurbish, Statewide	Transit	22,159	6,521
NCC	Christiana Mall Park and Ride/NCC Transit Center	Transit	3,546	-
NCC	Claymont Station/Claymont Regional Transportation Center	Transit	16,135	-
NCC	Fairplay Station Churchman's Crossing Parking Expansion	Transit	13,827	-
NCC	Newark Train Station/Regional Transportation Center	Transit	28,992	-
NCC	Northeast Corridor Allocation Policy	Transit	13,320	7,300
NCC	Transit Facilities, New Castle County (Beech St, Wilm, and Mid County)	Transit	40,494	20,000
NCC	Transit (Fixed Route) Vehicle Replacement and Refurbishment, NCC	Transit	21,050	22,521
NCC	Transit (Paratransit) Vehicle Replacement and Refurbishment, NCC	Transit	16,107	15,645
NCC	Transit Preventive Maintenance, NCC	Transit	26,000	13,000
CC	Cecil County Mid-County Transit Hub	Transit	250	
CC	Cecil County Transit	Transit	5,098	
CC	Susquehanna River Rail Bridge	Transit	500	
		Transit Total	234,124	90,027
		Grand Total	2,804,736	990,200

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

Location	PROJECT TITLE (All \$ x 1,000)	WILMAPCO CATEGORY	FY 23-26 TOTAL	FY 27-28 TOTAL
DE	Bridge Preservation / Bridge Painting	Preservation	253,041	116,000
DE	Community Transportation Fund/CTF Subdivision Paving Pilot	Preservation	90,720	45,360
DE	Dam Preservation Program	Preservation	12,287	5,400
DE	Equipment	Preservation	38,000	19,000
DE	Materials & Minor Contracts	Preservation	60,568	31,500
DE	Municipal Street Aid	Preservation	24,000	12,000
DE	Paving & Rehabilitation	Preservation	375,160	172,000
DE	Signage & Pavement Markings	Preservation	33,187	16,206
DE	Slope Stabilization	Preservation	12,000	8,000
DE	Statewide Rail Preservation / Rail Preservation Maint.	Preservation	1,000	500
DE	Transit Facilities, Statewide	Preservation	26,646	5,040
DE	Transit Vehicles Replace & Refurbish, Statewide	Preservation	22,159	6,521
DE	Transportation Facilities, Statewide	Preservation	51,250	23,500
NCC	BR 1-686 on N029 South Walnut Street	Preservation	967	-
NCC	Mill Creek Road and Stoney Batter Road Drainage Improvements	Preservation	1,897	-
NCC	Northeast Corridor Allocation Policy	Preservation	13,320	7,300
NCC	Rehabilitation of I-95 from I-495 to North of Brandywine River Bridge	Preservation	174,170	36,601
NCC	SR 9, River Road Flood Remediation	Preservation	1,260	4,400
NCC	Transit Facilities, New Castle County (Beech St, Wilm, and Mid County)	Preservation	40,494	20,000
NCC	Transit (Fixed Route) Vehicle Replacement and Refurbishment, NCC	Preservation	21,050	22,521
NCC	Transit (Paratransit) Vehicle Replacement and Refurbishment, NCC	Preservation	16,107	15,645
NCC	Transit Preventive Maintenance, NCC	Preservation	26,000	13,000
CC	Areawide Bridge Replacement and Rehabilitation	Preservation	17,200	
CC	Areawide Environmental Projects	Preservation	12,000	
CC	Areawide Resurfacing and Rehabilitation	Preservation	30,800	
CC	Areawide Safety and Spot Improvements	Preservation	20,600	
CC	Areawide Urban Street Reconstruction	Preservation	1,380	
CC	Painting of Cecil County Bridges	Preservation	80	
CC	Cecil County Transit	Preservation	5,098	

FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM

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Location	PROJECT TITLE (All \$ x 1,000)	WILMAPCO CATEGORY	FY 23-26 TOTAL	FY 27-28 TOTAL
		Preservation Total	1,382,440	580,494
DE	Carbon Reduction Program	Other	21,600	5,400
DE	Electric Vehicle Program	Other	14,000	3,500
DE	Engineering & Contingency/Education & Training	Other	142,163	68,271
DE	Environmental Program	Other	4,322	1,336
DE	Planning	Other	55,336	24,304
DE	Resiliency and Sustainability Program	Other	24,400	6,100
DE	STIC Incentive Program	Other	500	250
		Other Total	262,322	109,161
DE	Aeronautics, Statewide	Management	3,960	1,880
DE	Bicycle and Pedestrian Improvements/Ped ADA	Management	52,330	24,000
DE	Bridge Management/Inspection	Management	84,100	40,740
DE	Corridor Capacity Preservation	Management	9,000	6,000
DE	Intersection Improvements	Management	52,150	24,700
DE	Rail Crossing Safety and Rideability	Management	32,247	13,922
DE	Recreational Trails	Management	4,528	2,264
DE	Safety Improve (Hazard Elim/High Risk Rural Rd/Sect 154/Fut Saf Prog)	Management	134,448	51,260
DE	Technology	Management	73,222	28,427
DE	Traffic Calming	Management	2,600	1,000
DE	Transportation Alternatives Program	Management	15,890	7,945
DE	Transportation Management (inc. rideshare and signals)	Management	41,131	19,057
NCC	Cedar Lane: Marl Pit to Boyds Corner Rd & Marl Pit Int. (S. NCC Imp)	Management	9,100	3,000
NCC	Christiana Mall Park and Ride/NCC Transit Center	Management	3,546	-
NCC	Claymont Station/Claymont Regional Transportation Center	Management	16,135	-
NCC	Denny Road and Lexington Parkway Intersection Improvements	Management	1,100	-
NCC	East 7th Street	Management	300	700
NCC	Edgemoor Rd Bicycle and Pedestrian Improvements, Governor Printz Blvd to Hay Rd	Management	1,500	-
NCC	Fairplay Station Churchman's Crossing Parking Expansion	Management	13,827	-
NCC	Garasches Lane, Wilmington	Management	520	-
NCC	Glasgow Ave: SR 896 - US 40	Management	8,200	-

FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM

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Location	PROJECT TITLE (All \$ x 1,000)	WILMAPCO CATEGORY	FY 23-26 TOTAL	FY 27-28 TOTAL
NCC	HSIP NCC, Old Baltimore Pike and Salem Church Road	Management	600	3,700
NCC	I-95 & SR 896 Interchange Improvements	Management	156,136	-
NCC	Maryland Ave. and Monroe St. (Maryland Ave./Monroe St./MLK Area)	Management	400	1,150
NCC	N412, Lorewood Grove Road: Jamison Corner Rd to SR 1	Management	4,485	6,000
NCC	Newark Train Station/Regional Transportation Center	Management	28,992	-
NCC	Old Capitol Trail, Newport Road to Stanton Road	Management	9,851	2,500
NCC	Port Area Truck Parking Facility Near Wilmington	Management	-	-
NCC	Possum Park Road and Old Possum Park Road Intersection	Management	1,878	-
NCC	South Wilmington Infrastructure Improvements	Management	30,000	-
NCC	SR 2 / Red Mill Road Intersection	Management	5,525	-
NCC	SR 273 / Chapman Road Intersection Improvements	Management	2,000	-
NCC	SR 4, Christina Parkway: SR 2 to SR 896	Management	12,418	20,300
NCC	SR4, Harmony Road Intersection Improvements	Management	2,800	6,000
NCC	SR4, Ogletown Stanton Rd/SR 7, Christina Stanton Rd Phase I, Stanton Split	Management	3,650	6,000
NCC	SR 9, New Castle Ave, Landers Lane to A Street	Management	18,000	-
NCC	SR 896: South College Ave Gateway	Management	1,500	7,000
NCC	US 13: I-495-PA Line	Management	600	300
NCC	US 13, Duck Creek to SR1	Management	510	-
NCC	US 13 Southbound BBRT Lane	Management	2,250	-
NCC	US 13: US 40 to Memorial Drive Pedestrian Improvements	Management	21,849	-
NCC	US 40 and SR 7 Intersection	Management	7,000	1,000
NCC	US 40 and SR 896 Grade Separated Intersection	Management	63,131	-
NCC	Wilmington Initiatives: 4th St., Walnut St. -Adams St	Management	3,017	-
NCC	Wilmington Initiatives: Walnut St., 3rd - 16th St	Management	6,779	-
NCC	Wilmington Initiatives, King and Orange Sts: MLK Blvd to 10th St	Management	4,500	-
NCC	Wilmington Riverfront Program (Justison Landing)	Management	200	-
CC	Areawide Congestion Management	Management	3,940	
CC	Cecil County Mid-County Transit Hub	Management	250	
CC	School Zone znd Crosswalk Improvements, Elk Neck Elementary School	Management	85	
CC	Susquehanna River Rail Bridge	Management	500	

FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM

May 12, 2022

Location	PROJECT TITLE (All \$ x 1,000)	WILMAPCO CATEGORY	FY 23-26 TOTAL	FY 27-28 TOTAL
CC	Transportation Alternatives Program - Cecil County	Management	200	
		Management Total	952,880	278,845
DE	Transportation Infrastructure Investment Fund	Expansion	35,000	10,000
NCC	12th St Connector	Expansion	900	7,200
NCC	Boyds Corner Rd: Cedar Lane to US 13 (S. NCC Imp)	Expansion	3,326	2,000
NCC	I-295 Northbound from SR141 to US 13	Expansion	9,400	-
NCC	Shared Use Path, S. Church St to S. Walnut St, Wilmington	Expansion	2,603	-
NCC	Southbridge Transportation Network	Expansion	2,400	500
NCC	SR 1 Widening: Road A to Tybouts Corner	Expansion	15,225	-
NCC	SR 1 at Tybouts Corner	Expansion	6,575	1,000
NCC	SR 299, SR 1 to Catherine Street	Expansion	13,815	-
NCC	SR 72: McCoy Road to SR 71	Expansion	20,000	-
NCC	SR 896 and Bethel Church Rd Interchange	Expansion	5,000	-
NCC	SR 896: US 40 - I-95 Widening	Expansion	-	-
NCC	Tyler McConnell Bridge, SR 141: Monthcanin Rd - Alapocas Rd	Expansion	-	1,000
NCC	US 40: Salem Church Road to Walther Road	Expansion	23,850	-
CC	Cecil County Bridge CE0055, Belvidere Rd over CSX	Expansion	14,000	
CC	I-95 / Belvidere Road Interchange	Expansion	55,000	
		Expansion Total	207,094	21,700
		Grand Total	2,804,736	990,200

Integrating the Congestion Management System

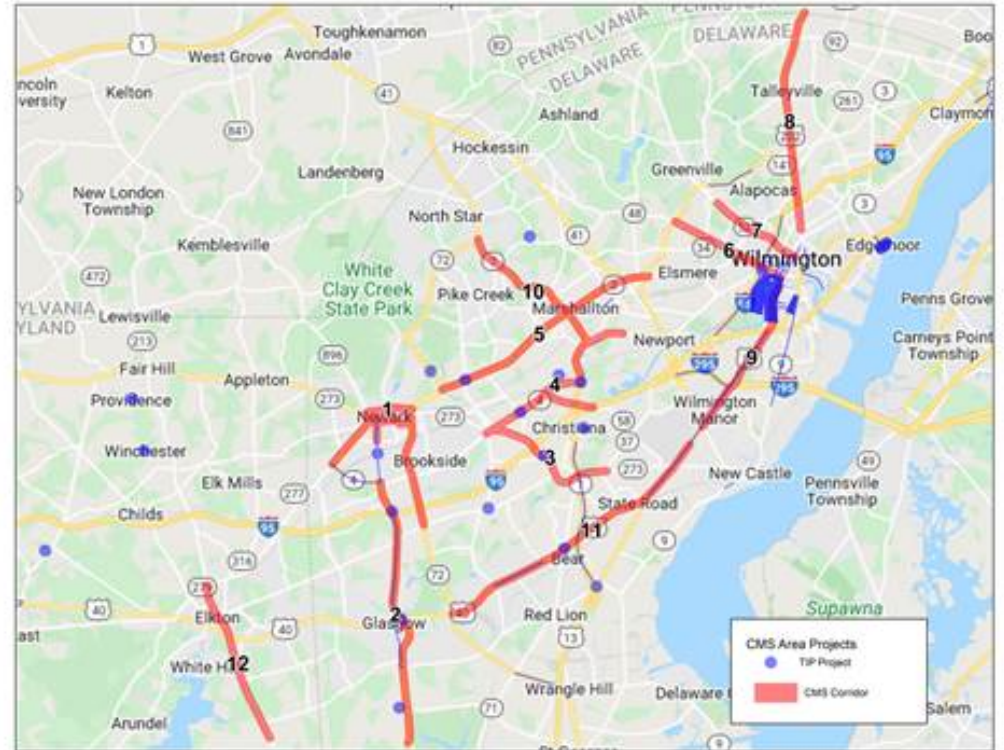
Under federal transportation legislation, metropolitan planning areas are required to develop a system wide congestion management process to assist with identifying, analyzing and addressing congestion in the region. Additionally, in areas that are not in attainment of federal air quality standards, 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:

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)

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. 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.



FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM

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#	CMS AREA	TIP PROJECTS
1	NEWARK	S. College Ave Gateway SR 4 Christina Parkway
2	DE 896	US 40 and SR 896 Grade Separated Intersection I-95 & SR 896 Interchange Improvements Denny Road and Lexington Parkway Intersection Improvements Glasgow Ave: SR 896 - US 40 SR 896: US 40 - I-95 Widening
3	DE 273	SR 273 / Chapman Road Intersection Improvements
4	ChURCHMANS CROSSING	Fairplay Station Churchman's Crossing Parking Expansion SR4, Harmony Road Intersection Improvements SR4, Ogletown Stanton Rd/SR 7, Christina Stanton Rd Phase I, Stanton Split
5	KIRKWOOD HIGHWAY	SR 2 / Red Mill Road
6	DEL. 48	Rehabilitation of I-95 from I-495 to North of Brandywine River Bridge Maryland Ave. and Monroe St. (Maryland Ave./Monroe St./MLK Area)
7	PENNSYLVANIA AVE.	Wilmington Initiatives: Walnut St., 3rd - 16th St Wilmington Initiatives, King and Orange Sts: MLK Blvd to 10th St Rehabilitation of I-95 from I-495 to North of Brandywine River Bridge
8	US 202	none
9	US 13	Garasches Lane, Wilmington Wilmington Riverfront Program (Justison Landing) US 13: US 40 to Memorial Drive Pedestrian Improvements South Wilmington Infrastructure Improvements BR 1-686 on N029 South Walnut Street Shared Use Path, S. Church St to S. Walnut St, Wilmington US 13 Southbound BBRT Lane
10	DE 7	none
11	US 40	US 40 and SR 7 Intersection US 40: Salem Church Road to Walther Road US 13: US 40 to Memorial Drive Pedestrian Improvements SR 1: Roth Bridge - SR 273
12	MD 213	none

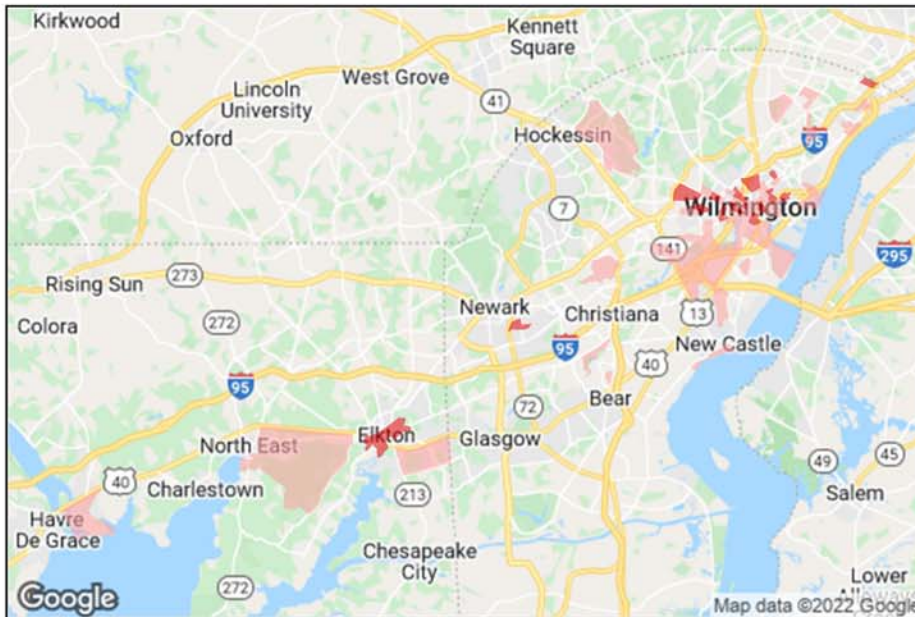
Addressing Transportation Equity

Our Transportation Justice (TJ) initiative identifies key social inequities in the Wilmington region's transportation system. We examine the fairness and inclusivity of the existing and planned system, as well as our public engagement processes. Recommendations are made to overcome observed barriers and inequities.

Our TJ initiative exceeds several federal statutes and initiatives: Title VI of the Civil Rights Act, Environmental Justice, Language Assistance, and the Americans with Disability Act.

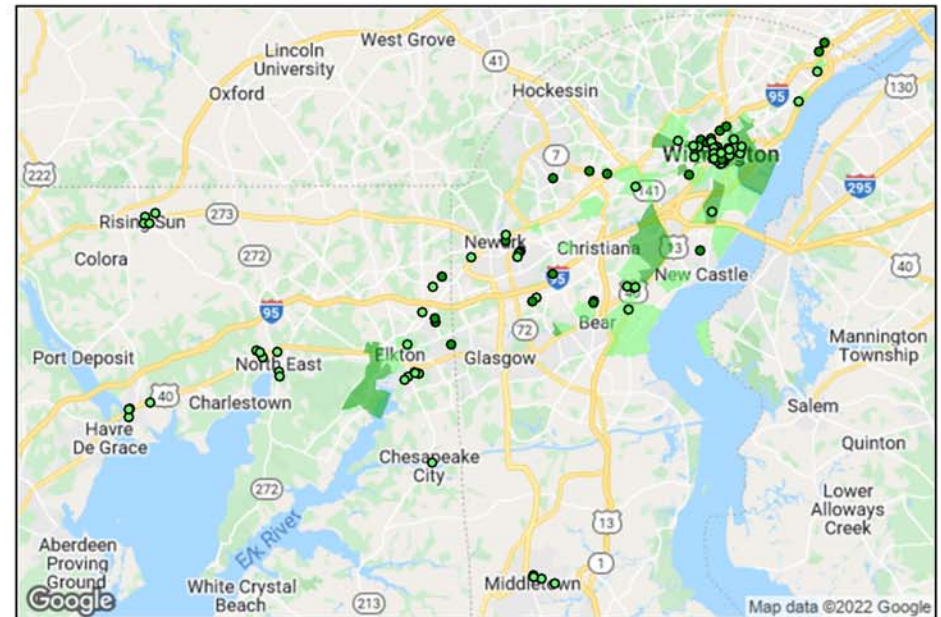
As an agency, we are committed to incorporating Title VI throughout our planning process. Contracts with third-party firms, as well as our personnel manual, feature all federally-required non-discriminatory clauses and Disadvantaged Business Enterprises (DBE) assurances.

To learn more about TJ -- including our methodologies for identifying Environmental Justice (EJ, low-income and racial/ethnic minorities) and Mobility Challenged (seniors, people with disabilities, and people living in households without vehicles) communities -- please visit: www.wilmapco.org/tj.



Mobility Challenged Areas

Significant Moderate



EJ Areas

Significant Moderate

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

TIP Projects	Mobility Challenged	Environmental Justice
Edgemoor Rd Bicycle and Pedestrian Improvements, Governor Printz Blvd to Hay Rd	Moderate	
Port Area Truck Parking Facility Near Wilmington	Moderate	
Rehabilitation of I-95 from I-495 to North of Brandywine River Bridge	Significant	Significant
12th St Connector	Moderate	Significant
East 7th Street	Significant	
Wilmington Initiatives: Walnut St., 3rd - 16th St	Significant	Significant
Wilmington Initiatives, King and Orange Sts: MLK Blvd to 10th St	Moderate	
Wilmington Initiatives: 4th St., Walnut St. -Adams St	Significant	Significant
Maryland Ave. and Monroe St. (Maryland Ave./Monroe St./MLK Area)	Moderate	Moderate
Wilmington Riverfront Program (Justison Landing)	Moderate	Moderate
South Wilmington Infrastructure Improvements	Moderate	Significant
BR 1-686 on N029 South Walnut Street	Moderate	Significant
Shared Use Path, S. Church St to S. Walnut St, Wilmington	Moderate	Moderate
Garasches Lane, Wilmington	Moderate	Moderate
Southbridge Transportation Network	Moderate	Moderate
SR 9, New Castle Ave, Landers Lane to A Street	Moderate	Significant
US 13 Southbound BBRT Lane	Moderate	Significant
I-295 Northbound from SR141 to US 13	Moderate	
SR 9, River Road Flood Remediation	Moderate	Moderate
Old Capitol Trail, Newport Road to Stanton Road		Moderate
Fairplay Station Churchman's Crossing Parking Expansion	Moderate	Moderate
SR4, Harmony Road Intersection Improvements		Moderate
SR 2 / Red Mill Road Intersection		Moderate
SR 1: Roth Bridge - SR 273		Moderate
SR 1 at Tybouts Corner		Moderate
US 40 and SR 7 Intersection	Moderate	Moderate
US 40: Salem Church Road to Walther Road		Significant
Susquehanna River Rail Bridge	Moderate	

Comparison with FY 2020-2023 TIP

Increased funds vs. September 2020

Decreased funds vs. September 2020

New in draft TIP

PROJECT TITLE (All \$ x 1,000)	FY 2023 TOTAL	FY 2024 TOTAL	FY 2025 TOTAL	FY 2026 TOTAL	FY 23-26 TOTAL
DELAWARE- STATEWIDE					
Aeronautics, Statewide	-	-	-	-	-
Bicycle and Pedestrian Improvements/ <u>Ped ADA</u>	11,080.0	2,250.0	2,000.0	2,000.0	17,330.0
Bridge Management/Inspection	5,054.7	7,450.3	3,291.6	3,263.6	19,060.1
Bridge Preservation / Bridge Painting	4,717.1	9,615.3	104.1	21,500.0	35,936.5
<u>Carbon Reduction Program</u>	5,400.0	5,400.0	5,400.0	5,400.0	21,600.0
Community Transportation Fund/CTF Subdivision Paving Pilot	5,000.0	5,000.0	5,000.0	5,000.0	20,000.0
Corridor Capacity Preservation	-	-	-	-	-
Dam Preservation Program	1,457.0	-	-	-	1,457.0
<u>Electric Vehicle Program</u>	3,500.0	3,500.0	3,500.0	3,500.0	14,000.0
Engineering & Contingency/Education & Training	5,716.0	4,216.0	2,905.0	2,605.0	15,442.0
Environmental Program	300.0	1,100.0	-	-	1,400.0
Equipment	(500.0)	(500.0)	(500.0)	(500.0)	(2,000.0)
Intersection Improvements	4,350.0	1,000.0	1,000.0	1,000.0	7,350.0
Materials & Minor Contracts	(852.5)	(2,647.5)	(1,657.5)	(1,625.0)	(6,782.5)
Municipal Street Aid	-	-	-	-	-
Paving & Rehabilitation	50,160.1	12,000.0	12,000.0	5,800.0	79,960.1
Planning	(3,694.6)	(6,020.7)	(6,037.5)	(6,238.4)	(21,991.1)
Rail Crossing Safety and Rideability	1,763.9	1,089.4	48.9	(0.0)	2,902.2
Recreational Trails	-	-	-	-	-
<u>Resiliency and Sustainability Program</u>	6,100.0	6,100.0	6,100.0	6,100.0	24,400.0
Safety Improve (Hazard Elim/High Risk Rural Rd/Sect 154/Fut Saf Prog)	35,481.1	14,618.6	11,789.8	6,051.4	67,940.9
Signage & Pavement Markings	1,137.0	1,137.0	500.0	500.0	3,274.0
Slope Stabilization	-	-	-	-	-
Statewide Rail Preservation / Rail Preservation Maint.	(50.0)	(50.0)	(50.0)	(50.0)	(200.0)
<u>STIC Incentive Program</u>	125.0	125.0	125.0	125.0	500.0
Technology	(1,681.0)	2,750.0	5,200.0	5,200.0	11,469.0
Traffic Calming	500.0	500.0	200.0	200.0	1,400.0
Transit Facilities, Statewide	12,402.6	1,241.6	3,700.6	486.4	17,831.2
Transit Vehicles Replace & Refurbish, Statewide	979.2	(178.7)	960.8	1,506.9	3,268.2
Transportation Alternatives Program	-	-	-	-	-
Transportation Facilities, Statewide	(2,250.0)	(500.0)	(500.0)	(500.0)	(3,750.0)

FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM

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PROJECT TITLE (All \$ x 1,000)	FY 2023 TOTAL	FY 2024 TOTAL	FY 2025 TOTAL	FY 2026 TOTAL	FY 23-26 TOTAL
Transportation Infrastructure Investment Fund	15,000.0	-	-	-	15,000.0
Transportation Management (inc. rideshare and signals)	3,040.3	23.7	23.7	23.7	3,111.3
	-	-	-	-	
NEW CASTLE COUNTY	-	-	-	-	
12th St Connector	-	-	-	-	-
Boyds Corner Rd: Cedar Lane to US 13 (S. NCC Imp)	316.0	210.0	-	(3,750.0)	(3,224.0)
<u>BR 1-686 on N029 South Walnut Street</u>	460.8	505.8	-	-	966.7
Cedar Lane: Marl Pit to Boyds Corner Rd & Marl Pit Int. (S. NCC Imp)	-	-	-	-	-
Christiana Mall Park and Ride/NCC Transit Center	(7,940.0)	1,486.2	1,000.0	-	(5,453.8)
Claymont Station/Claymont Regional Transportation Center	13,835.1	2,300.0	-	-	16,135.1
Denny Road and Lexington Parkway Intersection Improvements	1,100.0	(50.0)	(1,100.0)	-	(50.0)
East 7th Street	-	-	-	-	-
<u>Edgemoor Rd Bicycle and Pedestrian Improvements, Governor Printz Blvd to Hay Rd</u>	-	1,500.0	-	-	1,500.0
Fairplay Station Churchman's Crossing Parking Expansion	1,101.5	(275.0)	-	-	826.5
Garasches Lane, Wilmington	470.0	50.0	-	-	520.0
Glasgow Ave: SR 896 - US 40	(100.0)	300.0	100.0	-	300.0
HSIP NCC, Old Baltimore Pike and Salem Church Road	-	-	200.0	400.0	600.0
I-295 Northbound from SR141 to US 13	350.0	(50.0)	500.0	6,000.0	6,800.0
I-95 & SR 896 Interchange Improvements	2,488.8	2,198.3	2,000.0	2,000.0	8,687.2
Maryland Ave. and Monroe St. (Maryland Ave./Monroe St./MLK Area)	-	-	-	-	-
Mill Creek Road and Stoney Batter Road Drainage Improvements	(503.0)	1,200.0	-	-	697.0
N412, Lorewood Grove Road: Jamison Corner Rd to SR 1	(960.0)	1,310.0	2,125.0	-	2,475.0
Newark Train Station/Regional Transportation Center	19,592.1	9,400.0	-	-	28,992.1
Northeast Corridor Allocation Policy	3,120.0	3,300.0	3,400.0	3,500.0	13,320.0
Old Capitol Trail, Newport Road to Stanton Road	401.0	450.0	2,600.0	1,500.0	4,951.0
<u>Port Area Truck Parking Facility Near Wilmington</u>	-	-	-	-	-
Possum Park Road and Old Possum Park Road Intersection	200.0	78.5	-	-	278.5
Rehabilitation of I-95 from I-495 to North of Brandywine River Bridge	19,417.8	(16,256.4)	3,630.5	4,220.0	11,011.9
<u>Shared Use Path, S. Church St to S. Walnut St, Wilmington</u>	100.0	2,502.6	-	-	2,602.6
South Wilmington Infrastructure Improvements	-	-	-	(10,000.0)	(10,000.0)
Southbridge Transportation Network	-	-	-	-	-
SR 1 Widening: Road A to Tybouts Corner	1,000.0	2,224.8	(1,000.0)	(1,000.0)	1,224.8
<u>SR 1 at Tybouts Corner</u>	2,000.0	2,000.0	1,000.0	1,575.4	6,575.4
SR 2 / Red Mill Road Intersection	3,525.0	1,000.0	-	-	4,525.0
SR 273 / Chapman Road Intersection Improvements	2,000.0	-	-	-	2,000.0
SR 299, SR 1 to Catherine Street	8,896.5	3,868.5	-	-	12,765.0
SR 4, Christina Parkway: SR 2 to SR 896	(114.3)	1,082.0	300.0	200.0	1,467.7
SR4, Harmony Road Intersection Improvements	100.0	-	(1,000.0)	(5,000.0)	(5,900.0)
SR4, Ogletown Stanton Rd/SR 7, Christina Stanton Rd Phase I, Stanton Split	100.0	150.0	(900.0)	(500.0)	(1,150.0)
SR 72: McCoy Road to SR 71	4,000.0	8,000.0	-	-	12,000.0
SR 9, River Road Flood Remediation	460.0	550.0	250.0	-	1,260.0

FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM

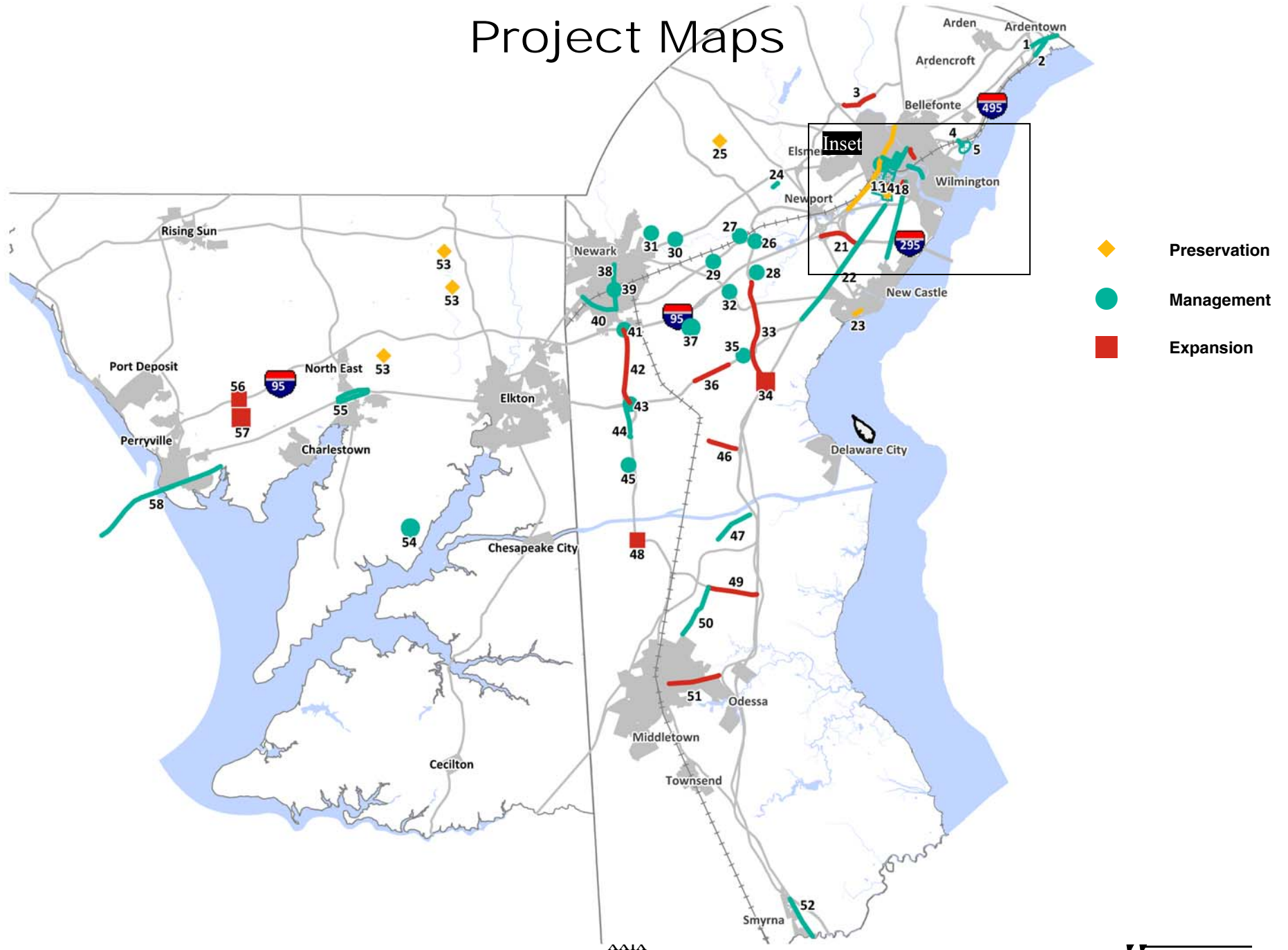
May 12, 2022

PROJECT TITLE (All \$ x 1,000)	FY 2023 TOTAL	FY 2024 TOTAL	FY 2025 TOTAL	FY 2026 TOTAL	FY 23-26 TOTAL
SR 9, New Castle Ave, Landers Lane to A Street	150.0	150.0	-	-	300.0
SR 896 and Bethel Church Rd Interchange	-	-	-	(1,000.0)	(1,000.0)
SR 896: US 40 - I-95 Widening	(850.0)	(300.0)	(500.0)	(5,000.0)	(6,650.0)
SR 896: South College Ave Gateway	-	-	-	300.0	300.0
Transit Facilities, New Castle County (Beech St, Wilm, and Mid County)	2,694.3	10,800.0	3,500.0	22,000.0	38,994.3
Transit (Fixed Route) Vehicle Replacement and Refurbishment, NCC	11,640.4	(3,877.2)	-	(1,616.3)	6,147.0
Transit (Paratransit) Vehicle Replacement and Refurbishment, NCC	(1,097.2)	(500.4)	(1,564.9)	1,554.0	(1,608.5)
Transit Preventive Maintenance, NCC	-	-	-	-	-
Tyler McConnell Bridge, SR 141: Monthcanin Rd - Alapocas Rd	(900.0)	(900.0)	(800.0)	(1,900.0)	(4,500.0)
US 13: I-495-PA Line	-	-	-	-	-
US 13, Duck Creek to SR1	50.0	190.0	(1,200.0)	(3,150.0)	(4,110.0)
US 13 Southbound BBRT Lane	250.0	1,000.0	1,000.0	-	2,250.0
US 13: US 40 to Memorial Drive Pedestrian Improvements	1,849.4	3,000.0	(1,000.0)	(3,000.0)	849.4
US 40 and SR 7 Intersection	-	-	-	-	-
US 40 and SR 896 Grade Separated Intersection	(5,869.0)	(1,500.0)	(7,500.0)	17,000.0	2,131.0
US 40: Salem Church Road to Walther Road	(3,650.0)	-	2,000.0	5,000.0	3,350.0
Wilmington Initiatives: 4th St., Walnut St. -Adams St	-	(1,733.0)	750.0	1,750.0	767.0
Wilmington Initiatives: Walnut St., -3rd - 16th St	(506.6)	2,635.2	(2,000.0)	(4,500.0)	(4,371.4)
Wilmington Initiatives, King and Orange Sts: MLK Blvd to 10th St	2,600.0	-	-	-	2,600.0
Wilmington Riverfront Program (Justison Landing)	200.0	-	-	-	200.0
CECIL COUNTY					
Areawide Bridge Replacement and Rehabilitation	1,200.0	4,300.0	4,300.0	4,300.0	14,100.0
Areawide Congestion Management	-	985.0	985.0	985.0	2,955.0
Areawide Environmental Projects	-	3,000.0	3,000.0	3,000.0	9,000.0
Areawide Resurfacing and Rehabilitation	1,000.0	7,700.0	7,700.0	7,700.0	24,100.0
Areawide Safety and Spot Improvements	1,250.0	5,150.0	5,150.0	5,150.0	16,700.0
Areawide Urban Street Reconstruction	-	345.0	345.0	345.0	1,035.0
Cecil County Bridge CE0055, Belvidere Rd over CSX	6,650.0	-	-	-	6,650.0
Cecil County Mid-County Transit Hub	-	-	-	-	-
I-95 / Belvidere Road Interchange	23,500.0	21,000.0	10,500.0	-	55,000.0
Painting of Cecil County Bridges	-	-	-	-	-
Cecil County Transit	(135.0)	1,342.0	1,207.0	1,342.0	3,756.0
School Zone and Crosswalk Improvements, Elk Neck Elementary School					-
Susquehanna River Rail Bridge	-	-	-	-	-
Transportation Alternatives Program - Cecil County	-	50.0	50.0	50.0	150.0
	-	-	-	-	

PROJECTS REMOVED FROM LIST

Christina River Bridge and Approaches
Elkton Road: Maryland State Line to Casho Mill Rd
HSIP NCC, SR 273, Appleby Road to Airport Road
HSIP NCC, SR 273 and I-95 Intersection
I-295 Improvements, Westbound from I-295 to US 13
Interstate Maintenance
Jamison Corner Rd Relocated at Boyds Corner Rd
Little Baltimore Road Drainage Improvements
Middletown Park and Ride
Ott's Chapel Road and Welsh Track Road Intersection
Road A/SR 7 (Road, Bridge and Mall Connector Study)
SEPTA New Payment Technology (NPT)
Shallcross Lake Road Relocated, Graylag Rd to Boyds Corner Rd
SR 141: I-95 Interchange to Jay Drive (inc. utility/wetland mit)
SR 2 / Harmony Road Intersection
SR 7 Median Barrier Replacement
Third Track Rail Expansion (NE Corridor Imp., Shipley St BR)
Transit Vehicle Expansion - Autonomous Shuttles
US 13 Median Barrier Replacement: SR 1 - Red Lion Rd
US 301: Maryland Line to SR 1 and GARVEE Debt Service
Wilmington 5-Point Monroe St
Wilmington Initiatives: Walnut Street: Front Street to 3rd Street
US 40 / SR 72 Intersection
Wilmington Signal Improvements
Wilmington Transit Center
Cecil County Bridge CE-0042, Mechanics Valley Rd over CSX
MD 272 Bridge over Amtrak
MD 273 Bridge over Big Elk Creek

Project Maps

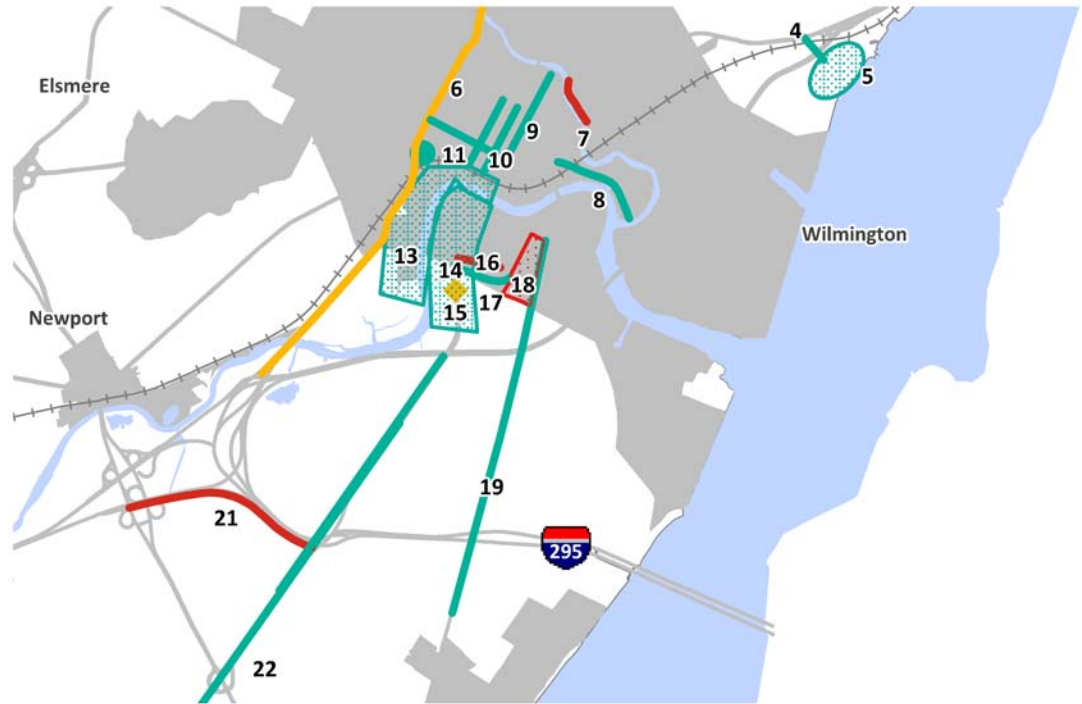


FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM

May 12, 2022

Project Name

- 1 US 13: I-495-PA Line
- 2 Claymont Station/Claymont Regional Transportation Center
- 3 Tyler McConnell Bridge, SR 141: Monthcanin Rd - Alapocas Rd
- 4 Edgemoor Rd Bicycle and Pedestrian Improvements, Governor Printz Blvd to Hay Rd
- 5 Port Area Truck Parking Facility Near Wilmington
- 6 Rehabilitation of I-95 from I-495 to North of Brandywine River Bridge
- 7 12th St Connector
- 8 East 7th Street
- 9 Wilmington Initiatives: Walnut St., 3rd - 16th St
- 10 Wilmington Initiatives, King and Orange Sts: MLK Blvd to 10th St
- 10 Wilmington Initiatives, King and Orange Sts: MLK Blvd to 10th St
- 11 Wilmington Initiatives: 4th St., Walnut St. -Adams St
- 12 Maryland Ave. and Monroe St. (Maryland Ave./Monroe St./MLK Area)
- 13 Wilmington Riverfront Program (Justison Landing)
- 14 South Wilmington Infrastructure Improvements
- 15 BR 1-686 on N029 South Walnut Street
- 16 Shared Use Path, S. Church St to S. Walnut St, Wilmington
- 17 Garasches Lane, Wilmington
- 18 Southbridge Transportation Network
- 19 SR 9, New Castle Ave, Landers Lane to A Street
- 20 US 13 Southbound BBRT Lane
- 21 I-295 Northbound from SR141 to US 13
- 22 US 13: US 40 to Memorial Drive Pedestrian Improvements
- 23 SR 9, River Road Flood Remediation
- 24 Old Capitol Trail, Newport Road to Stanton Road
- 25 Mill Creek Road and Stoney Batter Road Drainage Improvements
- 26 SR4, Ogletown Stanton Rd/SR 7, Christina Stanton Rd Phase I, Stanton Split
- 27 Fairplay Station Churchman's Crossing Parking Expansion
- 28 Christiana Mall Park and Ride/NCC Transit Center
- 29 SR4, Harmony Road Intersection Improvements
- 30 SR 2 / Red Mill Road Intersection
- 31 Possum Park Road and Old Possum Park Road Intersection
- 32 SR 273 / Chapman Road Intersection Improvements
- 33 SR 1: Roth Bridge - SR 273
- 34 SR 1 at Tybouts Corner
- 35 US 40 and SR 7 Intersection
- 36 US 40: Salem Church Road to Walther Road
- 37 HSIP NCC, Old Baltimore Pike and Salem Church Road
- 38 SR 896: South College Ave Gateway
- 39 Newark Train Station/Regional Transportation Center
- 40 SR 4, Christina Parkway: SR 2 to SR 896
- 41 I-95 & SR 896 Interchange Improvements



- 42 SR 896: US 40 - I-95 Widening
- 43 US 40 and SR 896 Grade Separated Intersection
- 44 Glasgow Ave: SR 896 - US 40
- 45 Denny Road and Lexington Parkway Intersection Improvements
- 46 SR 72: McCoy Road to SR 71
- 47 N412, Lorewood Grove Road: Jamison Corner Rd to SR 1
- 48 SR 896 / Bethel Church Interchange
- 49 Boyds Corner Rd: Cedar Lane to US 13 (S. NCC Imp)
- 50 Cedar Lane: Marl Pit to Boyds Corner Rd & Marl Pit Int. (S. NCC Imp)
- 51 SR 299, SR 1 to Catherine Street
- 52 US 13, Duck Creek to SR1
- 53 Painting of Cecil County Bridges
- 53 Painting of Cecil County Bridges
- 53 Painting of Cecil County Bridges
- 54 School Zone and Crosswalk Improvements, Elk Neck Elementary School
- 55 Cecil County Mid-County Transit Hub
- 56 I-95 / Belvidere Rd Interchange
- 57 Cecil County Bridge CE0055, Belvidere Rd over CSX
- 58 Susquehanna River Rail Bridge

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

Description of project

Project name

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.


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

County: New Castle
Investment Area: Center
Municipality: Wilmington
Funding Program: Road Management
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
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

2230 - Surface Transportation Block Grant Program - FAST

NEW CASTLE COUNTY - SYSTEM MANAGEMENT 2-6

WILMAPCO

Federal funding category

Phases:

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

DELAWARE STATEWIDE

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

BRIDGE PRESERVATION PROGRAM & BRIDGE PAINTING

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

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

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

Project Title (\$s x 1,000)	Phase	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26	TOTAL FY 27-28
Bridge Painting Program	C	56,000	2,800	11,200	-	1,700	6,800	-	1,800	7,200	-	1,700	6,800	-	40,000	16,000
Bridge Preservation Program	PD	168	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	40,898	7,590	2,911	12	3,359	2,932	-	1,334	1,250	-	250	-	-	19,638	100
	ROW	3,151	1,817	48	4	508	32	-	71	-	-	95	-	-	2,575	25
	CE	9,208	436	694	-	286	-	-	-	-	-	-	-	-	1,416	-
	C	286,779	5,406	22,355	20	1,332	50,114	-	-	52,608	-	-	41,600	-	173,435	80,000
	Traffic	16	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Utilities	473	37	149	-	-	-	-	-	-	-	-	-	-	186	-
	Environmental	45	4	16	-	-	-	-	-	-	-	-	-	-	20	-
	Program Funding	32,300	-	-	-	-	-	-	3,717	-	-	8,055	-	-	11,772	19,875
	Contingency	3,101	604	2,415	-	-	-	-	-	-	-	-	-	-	3,019	-
	Contingency	1,315	568	-	-	371	-	-	-	-	-	-	-	-	939	-
	Rail Road	139	6	24	-	-	-	-	-	-	-	-	-	-	30	-
Total		433,614	19,278	39,813	36	7,556	59,878	-	6,922	61,058	-	10,100	48,400	-	253,041	116,000

Z001 - National Highway Performance Program (NHPP)

Z240 - Surface Transportation Block Grant Program

BRIDGE PRESERVATION PROGRAM & BRIDGE PAINTING

Project Title (\$s x 1,000)	Phase	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY 23- 26 TOTAL	FY 27- 28 TOTAL
BR 1-022 and BR 1-525 on Sharpley Road	Utilities	12	49	-	-	-	-	-	-	-	-	-	-	61	-
	Contingency	43	173	-	-	-	-	-	-	-	-	-	-	216	-
BR 1-022 and BR 1-525 on Sharpley Road Total		55	222	-	-	-	-	-	-	-	-	-	-	277	-
Stonework for Bridges 1-022 and 1-525	CE	20	80	-	-	-	-	-	-	-	-	-	-	100	-
	C	100	400	-	-	-	-	-	-	-	-	-	-	500	-
Stonework for Bridges 1-022 and 1-525 Total		120	480	-	-	-	-	-	-	-	-	-	-	600	-
	PE	20	-	-	-	-	-	-	-	-	-	-	-	20	-
Replacement of Bridge 1-023A on N231	ROW	-	-	-	40	-	-	-	-	-	-	-	-	40	-
Guyencourt Road	Rail Road	10	-	-	-	-	-	-	-	-	-	-	-	10	-
Replacement of Bridge 1-023A on N231 Guyencourt Road Total		30	-	-	40	-	-	-	-	-	-	-	-	70	-
Replacement of Bridges 1-070, 1-071, and 1-072,	PE	250	-	-	-	-	-	-	-	-	-	-	-	250	-
Montchanin	ROW	10	-	-	-	-	-	-	-	-	-	-	-	10	-
Replacement of Bridges 1-070, 1-071, and 1-072, Montchanin Total		260	-	-	-	-	-	-	-	-	-	-	-	260	-
BR 1-084 on N234 Twaddell Mill Road over															
Tributary to Brandywine Creek	PE	-	-	-	-	-	-	12	-	-	-	-	-	12	-
	ROW	-	-	-	-	-	-	-	-	-	40	-	-	40	-
BR 1-084 on N234 Twaddell Mill Road over Tributary to Brandywine Creek Total		-	-	-	-	-	-	12	-	-	40	-	-	52	-
Old Kennett Road Retaining Walls	C	-	1,500	-	-	-	-	-	-	-	-	-	-	1,500	-
	Utilities	3	12	-	-	-	-	-	-	-	-	-	-	15	-
Old Kennett Road Retaining Walls Total		3	1,512	-	-	-	-	-	-	-	-	-	-	1,515	-
Replacement of Bridge 1-133 on Breidablik Drive	PE	30	-	-	-	-	-	-	-	-	-	-	-	30	-
	ROW	50	-	-	-	-	-	-	-	-	-	-	-	50	-
Replacement of Bridge 1-133 on Breidablik Drive Total		80	-	-	-	-	-	-	-	-	-	-	-	80	-
BR 1-159 on James Street over Christina River	CE	-	317	-	-	-	-	-	-	-	-	-	-	317	-
	C	1,327	5,354	-	-	-	-	-	-	-	-	-	-	6,681	-
	Contingency	302	1,207	-	-	-	-	-	-	-	-	-	-	1,509	-
BR 1-159 on James Street over Christina River Total		1,629	6,878	-	-	-	-	-	-	-	-	-	-	8,507	-
BR 1-180 on Grant Avenue over Mill Creek	CE	142	-	-	-	-	-	-	-	-	-	-	-	142	-
	C	777	-	-	-	-	-	-	-	-	-	-	-	777	-
	C	-	-	20	-	-	-	-	-	-	-	-	-	20	-
	Traffic	0	-	-	-	-	-	-	-	-	-	-	-	0	-
	Contingency	84	-	-	-	-	-	-	-	-	-	-	-	84	-
BR 1-180 on Grant Avenue over Mill Creek Total		1,004	-	20	-	-	-	-	-	-	-	-	-	1,024	-

BRIDGE PRESERVATION PROGRAM & BRIDGE PAINTING

Project Title (\$s x 1,000)	Phase	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY 23- 26 TOTAL	FY 27- 28 TOTAL
Replacement of Bridge 1-182 on N270 Faulkland Road	PE	100	-	-	-	-	-	-	-	-	-	-	-	100	-
	ROW	10	-	-	20	-	-	-	-	-	-	-	-	30	-
Replacement of Bridge 1-182 on N270 Faulkland Road Total		110	-	-	20	-	-	-	-	-	-	-	-	130	-
Replacement of Bridges 1,162, 1-183, 1-615, and 1-616 over Hyde Run	PE	250	-	-	184	-	-	-	-	-	-	-	-	434	-
	ROW	-	-	-	60	-	-	-	-	-	-	-	-	60	-
Replacement of Bridges 1,162, 1-183, 1-615, and 1-616 over Hyde Run Total		250	-	-	244	-	-	-	-	-	-	-	-	494	-
Replacement of Bridge 1-185 on Oak Ridge Road	PE	94	-	-	-	-	-	-	-	-	-	-	-	94	-
	ROW	20	-	-	-	-	-	-	-	-	-	-	-	20	-
Replacement of Bridge 1-185 on Oak Ridge Road Total		114	-	-	-	-	-	-	-	-	-	-	-	114	-
Rehabilitation of Bridges 1-242, 1-362, and 1-406	CE	13	53	-	-	-	-	-	-	-	-	-	-	66	-
	Contingency	18	71	-	-	-	-	-	-	-	-	-	-	89	-
	Environmental	4	16	-	-	-	-	-	-	-	-	-	-	20	-
Rehabilitation of Bridges 1-242, 1-362, and 1-406 Total		35	140	-	-	-	-	-	-	-	-	-	-	175	-
BR 1-249 on Old Baltimore Pike over Tributary to Christina River	ROW	10	-	-	-	-	-	-	-	-	-	-	-	10	-
BR 1-249 on Old Baltimore Pike over Tributary to Christina River Total		10	-	-	-	-	-	-	-	-	-	-	-	10	-
BR 1-391 & 392 on N424 Silver Run Road over Appoquinimink River	PE	-	-	-	550	-	-	650	-	-	200	-	-	1,400	100
	ROW	-	-	-	-	-	-	-	-	-	25	-	-	25	25
BR 1-391 & 392 on N424 Silver Run Road over Appoquinimink River Total		-	-	-	550	-	-	650	-	-	225	-	-	1,425	125
BR 1-447 on N449 Taylors Bridge Road over Blackbird Creek	PE	398	-	-	-	-	-	-	-	-	-	-	-	398	-
	ROW	35	-	-	-	-	-	-	-	-	-	-	-	35	-
BR 1-447 on N449 Taylors Bridge Road over Blackbird Creek Total		433	-	-	-	-	-	-	-	-	-	-	-	433	-
BR 1-451 on N455 Blackbird Landing Rd	PE	34	136	-	-	-	-	-	-	-	-	-	-	170	-
BR 1-451 on N455 Blackbird Landing Rd Total		34	136	-	-	-	-	-	-	-	-	-	-	170	-
BR 1-488N&S on N001 US13 over Blackbird Creek	ROW	20	-	-	10	-	-	-	-	-	-	-	-	30	-
	C	-	-	-	-	1,000	-	-	3,000	-	-	-	-	4,000	-
BR 1-488N&S on N001 US13 over Blackbird Creek Total		20	-	-	10	1,000	-	-	3,000	-	-	-	-	4,030	-

BRIDGE PRESERVATION PROGRAM & BRIDGE PAINTING

Project Title (\$s x 1,000)	Phase	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY 23- 26 TOTAL	FY 27- 28 TOTAL
Rehabilitation of BR 1-635 on SR 2 over Red Clay Creek	CE	18	74	-	-	-	-	-	-	-	-	-	-	92	-
	C	235	941	-	-	-	-	-	-	-	-	-	-	1,176	-
	Contingency	42	170	-	-	-	-	-	-	-	-	-	-	212	-
	Rail Road	5	20	-	-	-	-	-	-	-	-	-	-	25	-
Rehabilitation of BR 1-635 on SR 2 over Red Clay Creek Total		301	1,205	-	-	-	-	-	-	-	-	-	-	1,506	-
BR 1-636 on N002 Kirkwood Highway/SR2 over Calf Run	PE	-	-	-	-	-	-	450	-	-	50	-	-	500	-
	ROW	-	-	-	-	-	-	-	-	-	30	-	-	30	-
BR 1-636 on N002 Kirkwood Highway/SR2 over Calf Run Total		-	-	-	-	-	-	450	-	-	80	-	-	530	-
BR 1-655 on SR7 Limestone Road over CSX Railroad	PE	158	-	-	-	-	-	-	-	-	-	-	-	158	-
	ROW	20	-	-	-	-	-	-	-	-	-	-	-	20	-
	Rail Road	1	4	-	-	-	-	-	-	-	-	-	-	5	-
BR 1-655 on SR7 Limestone Road over CSX Railroad Total		179	4	-	-	-	-	-	-	-	-	-	-	183	-
BR 1-684 on N028 South Heald Street over Norfolk Southern Railroad	PE	200	800	-	162	649	-	-	-	-	-	-	-	1,811	-
	ROW	8	32	-	8	32	-	-	-	-	-	-	-	80	-
BR 1-684 on N028 South Heald Street over Norfolk Southern Railroad Total		208	832	-	170	681	-	-	-	-	-	-	-	1,891	-
BR 1-714 on N347 Chapman Road over I-95	CE	20	80	-	-	-	-	-	-	-	-	-	-	100	-
	C	500	2,500	-	-	-	-	-	-	-	-	-	-	3,000	-
	Contingency	170	679	-	-	-	-	-	-	-	-	-	-	849	-
	Utilities	10	40	-	-	-	-	-	-	-	-	-	-	50	-
BR 1-714 on N347 Chapman Road over I-95 Total		700	3,299	-	-	-	-	-	-	-	-	-	-	3,999	-
Rehabilitation of Bridges 1-719, 1-720, 1-738 and 1-739 on I-95	PE	400	-	-	200	-	-	-	-	-	-	-	-	600	-
		400	-	-	200	-	-	-	-	-	-	-	-	600	-
Rehabilitation of Bridges 1-719, 1-720, 1-738 and 1-739 on I-95 Total		400	-	-	200	-	-	-	-	-	-	-	-	600	-
Cantilever and Overhead Sign Structures, Open End, FY23-25	PE	158	633	-	-	-	-	-	-	-	-	-	-	791	-
	C	200	800	-	800	3,200	-	-	-	-	-	-	-	5,000	-
Cantilever and Overhead Sign Structures, Open End, FY23-25 Total		358	1,433	-	800	3,200	-	-	-	-	-	-	-	5,791	-
Old Baltimore Pike Culvert Replacements and Safety Improvements	PE	300	-	-	265	-	-	50	-	-	-	-	-	615	-
		300	-	-	265	-	-	50	-	-	-	-	-	615	-
Old Baltimore Pike Culvert Replacements and Safety Improvements Total		300	-	-	265	-	-	50	-	-	-	-	-	615	-
Rehabilitation of Wilmington Drawbridges	PE	-	500	-	-	1,250	-	-	1,250	-	-	-	-	3,000	-
Rehabilitation of Wilmington Drawbridges Total		-	500	-	-	1,250	-	-	1,250	-	-	-	-	3,000	-

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 1,000)	Phase	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26	TOTAL FY 27-28
Community Transportation Program	Program Funding	106,080	17,680	-	-	17,680	-	-	17,680	-	-	17,680	-	-	70,720	35,360
Subdivision Paving Program	Program Funding	30,000	5,000	-	-	5,000	-	-	5,000	-	-	5,000	-	-	20,000	10,000
Subdivision Paving Program	Program Funding	20,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total		256,080	22,680	-	-	22,680	-	-	22,680	-	-	22,680	-	-	90,720	45,360

DAM PRESERVATION PROGRAM

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

JUSTIFICATION: Protects communities and infrastructure.

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

*Before**After*

Project Title (\$s x 1,000)	Phase	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26	TOTAL FY 27-28
Dam Preservation Program	PE	150	1	6	-	-	-	-	-	-	-	-	-	-	7	-
	PE	1,569	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	60	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	CE	100	20	80	-	-	-	-	-	-	-	-	-	-	100	-
	CE	230	230	-	-	-	-	-	-	-	-	-	-	-	230	-
	C	1,000	200	800	-	-	-	-	-	-	-	-	-	-	1,000	-
	C	2,500	2,500	-	-	-	-	-	-	-	-	-	-	-	2,500	-
	Utilities	350	350	-	-	-	-	-	-	-	-	-	-	-	350	-
	Program	550	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Funding	13,200	-	-	-	2,700	-	-	2,700	-	-	2,700	-	-	8,100	5,400
Total		19,709	3,301	886	-	2,700	-	-	2,700	-	-	2,700	-	-	12,287	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 1,000)	Phase	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26	TOTAL FY 27-28
Heavy Equipment Program	Program	57,000	9,500	-	-	9,500	-	-	9,500	-	-	9,500	-	-	38,000	19,000
Total		57,000	9,500	-	-	9,500	-	-	9,500	-	-	9,500	-	-	38,000	19,000

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 1,000)	Phase	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26	TOTAL FY 27-28
Materials and Minor Contracts	Program Funding C	85,500	13,048	-	-	13,703	-	-	14,793	-	-	14,225	-	-	55,768	29,500
		5,000	180	1,620	-	100	900	-	100	900	-	100	900	-	4,800	2,000
Total		90,500	13,228	1,620	-	13,803	900	-	14,893	900	-	14,325	900	-	60,568	31,500

Z001 National Highway Performance Program (NHPP)

MUNICIPAL STREET AID

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

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

County: Statewide
Municipality:
Funding Program: Grants and Allocations – Municipal Street Aid
Functional Category: Preservation
Year Initiated: FY 1996

Project Title (\$s x 1,000)	Phase	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26	TOTAL FY 27-28
Municipal Street Aid	Program	36,000	6,000	-	-	6,000	-	-	6,000	-	-	6,000	-	-	24,000	12,000
Total		36,000	6,000	-	-	6,000	-	-	6,000	-	-	6,000	-	-	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 1,000)	Phase	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26	TOTAL FY 27-28
Paving and Rehabilitation	C	25,000	-	-	-	-	-	-	-	-	-	-	-	-	-	25,000
	C	97,110	-	27,110	-	-	15,000	-	-	15,000	-	-	20,000	-	77,110	20,000
	Program Funding	425,050	72,050	-	-	77,000	-	-	77,000	-	-	72,000	-	-	298,050	127,000
Total		547,160	72,050	27,110	-	77,000	15,000	-	77,000	15,000	-	72,000	20,000	-	375,160	172,000

Various

Z001 - National Highway Performance Program (Nhpp)

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

RAIL PRESERVATION

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

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

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

Project Title (\$s x 1,000)	Phase	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26	TOTAL FY 27-28
Rail Preservation Maintenance Program	Program	1,500	250	-	-	250	-	-	250	-	-	250	-	-	1,000	500
Total		1,500	250	-	-	250	-	-	250	-	-	250	-	-	1,000	500

Slope Stabilization

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

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

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



Project Title (\$s x 1,000)	Phase	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26	TOTAL FY 27-28
Slope Stabilization & Drainage Improvement	Program	20,000	2,000	-	-	2,000	-	-	4,000	-	-	4,000	-	-	12,000	8,000
Total		20,000	2,000	-	-	2,000	-	-	4,000	-	-	4,000	-	-	12,000	8,000

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 1,000)	Phase	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26	TOTAL FY 27-28
Transit Systems Statewide Support Vehicles	Procurement	3,000	682	-	-	284	-	-	623	-	-	448	-	-	2,036	940
Transit Facilities Minor Capital Program	Program	14,650	4,943	-	-	2,100	-	-	2,025	-	-	1,850	-	-	10,918	3,700
Transit Systems Equipment Program	Procurement	6,750	2,250	-	-	450	-	-	3,300	-	-	350	-	-	6,350	400
DART Reimagined	PD	700	-	350	-	-	350	-	-	-	-	-	-	-	700	-
Automated/Dynamic Paratransit Scheduling	Procurement	266	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	IT	5,975	-	5,975	-	-	-	-	-	-	-	-	-	-	5,975	-
Total		31,251	7,875	6,325	-	2,834	350	-	5,948	-	-	2,648	-	-	25,979	5,040

TRANSPORTATION FACILITIES

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

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

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

North District – Bear Facility



Project Title (\$s x 1,000)	Phase	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26	TOTAL FY 27-28
Transportation Facilities - Administration	Program	15,500	4,250	-	-	2,250	-	-	2,250	-	-	2,250	-	-	11,000	4,500
Transportation Facilities - Operations	Program	59,250	8,750	-	-	11,500	-	-	12,500	-	-	7,500	-	-	40,250	19,000
Total		74,750	13,000	-	-	13,750	-	-	14,750	-	-	9,750	-	-	51,250	23,500

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 1,000)	Phase	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26	TOTAL FY 27-28
Integrating Microtransit into Rural Transit	PD	454	42	97	-	-	-	-	-	-	-	-	-	-	139	-
	PD	150	150	-	-	-	-	-	-	-	-	-	-	-	150	-
Job Access Reverse Commute (JARC) Program	Program Funding	2,050	-	341	-	-	341	-	-	341	-	-	341	-	1,364	682
	Program Funding	2,050	-	-	341	-	-	341	-	-	341	-	-	341	1,364	682
Maintenance Equipment and Tools (Transit) Program	Procurement	1,250	250	-	-	200	-	-	200	-	-	200	-	-	850	400
New Freedom Program – Statewide 50/50	Planning	4,450	-	369	369	-	369	369	-	369	369	-	369	369	2,955	1,477
Transit Vehicle Replacement 5310 Program - Statewide	Procurement	3,500	115	459	-	115	459	-	115	459	-	115	459	-	2,293	1,146
	Procurement	247	-	136	-	-	111	-	-	-	-	-	-	-	247	-
	Procurement	4,650	627	-	-	627	-	-	627	-	-	627	-	-	2,508	2,133
Paratransit Validators - Statewide	PD	1,733	-	1,040	-	-	693	-	-	-	-	-	-	-	1,733	-
Farebox Modernization	Procurement	4,892	-	-	-	-	-	-	-	2,500	-	-	2,392	-	4,892	-
On-Board Real-Time Information System	Procurement	3,665	-	2,199	-	-	1,466	-	-	-	-	-	-	-	3,665	-
Total		29,091	1,187	4,461	720	942	3,439	720	942	3,669	720	942	3,561	720	22,160	6,520

Various
5310 - Elderly and Disabled Formula Program
CRRSAA-5310
5337W

AERONAUTICS, STATEWIDE

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

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

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



Project Title (\$s x 1,000)	Phase	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26	TOTAL FY 27-28
Aeronautics Planning	Program Funding	1,134	-	189	-	-	189	-	-	189	-	-	189	-	756	378
	Program Funding	126	21	-	-	21	-	-	21	-	-	21	-	-	84	42
Aeronautics Program Development	Program Funding	4,580	780	-	-	780	-	-	780	-	-	780	-	-	3,120	1,460
Total		5,840	801	189	-	801	189	-	801	189	-	801	189	-	3,960	1,880

FAA4 - Federal Aviation Administration Funds

BICYCLE, PEDESTRIAN AND OTHER IMPROVEMENTS

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

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

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



Project Title (\$s x 1,000)	Phase	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26	TOTAL FY 27-28
Bicycle, Pedestrian and Other Improvements	PE	4,000	-	3,580	-	-	250	-	-	-	-	-	-	-	3,830	-
	C	45,500	1,600	6,400	-	1,500	6,000	-	1,500	6,000	-	1,500	6,000	-	30,500	15,000
Total		49,500	1,600	9,980	-	1,500	6,250	-	1,500	6,000	-	1,500	6,000	-	34,330	15,000

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 1,000)	Phase	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26	TOTAL FY 27-28
Bridge Inspection Program	PE	43,500	1,400	5,600	-	1,500	6,000	-	1,400	5,600	-	1,400	5,600	-	28,500	15,000
	PE	1,800	300	-	-	300	-	-	300	-	-	300	-	-	1,200	600
Bridge Management	C	33,200	1,426	5,704	-	1,326	5,304	-	886	3,544	-	1,046	4,184	-	23,420	9,740
	C	46,400	6,680	-	-	9,900	-	-	7,600	-	-	6,800	-	-	30,980	15,400
Total		124,900	9,806	11,304	-	13,026	11,304	-	10,186	9,144	-	9,546	9,784	-	84,100	40,740

Z001 - National Highway Performance Program (NHPP)

Z240 - Surface Transportation Block Grant Program – FAST

CORRIDOR CAPACITY PRESERVATION

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

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

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

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

Project Title (\$s x 1,000)	Phase	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26	TOTAL FY 27-28
Corridor Capacity Preservation	ROW	15,000	1,000	-	-	2,000	-	-	3,000	-	-	3,000	-	-	9,000	6,000
Total		15,000	1,000	-	-	2,000	-	-	3,000	-	-	3,000	-	-	9,000	6,000

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 1,000)	Phase	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26	TOTAL FY 27-28
Intersection Improvements	C	34,750	1,400	7,100	-	750	4,500	-	750	4,500	-	750	4,500	-	24,250	10,500
	Program Funding	3,600	-	-	600	-	-	600	-	-	600	-	-	600	2,400	1,200
	Program Funding	38,500	6,000	-	-	6,500	-	-	6,500	-	-	6,500	-	-	25,500	13,000
Total		76,850	7,400	7,100	600	7,250	4,500	600	7,250	4,500	600	7,250	4,500	600	52,150	24,700

Z240 - Surface Transportation Block Grant Program

RAIL CROSSING SAFETY

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

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

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

Project Title (\$s x 1,000)	Phase	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26	TOTAL FY 27-28
Rail Crossing Safety	C	8,600	158	1,418	-	156	1,400	-	141	1,269	-	136	1,225	-	5,901	2,722
	C	9,946	510	2,040	-	479	1,916	-	400	1,600	-	200	800	-	7,946	2,000
	C	27,000	4,000	-	-	5,000	-	-	4,500	-	-	4,500	-	-	18,000	9,000
Statewide Railroad Rideability Program	Utilities	600	100	-	-	100	-	-	100	-	-	100	-	-	400	200
Total		45,546	4,768	3,458	-	5,735	3,316	-	5,141	2,869	-	4,936	2,025	-	32,247	13,922

Z240 Surface Transportation Block Grant (STBG) Program Flex
 ZS40 Railway-Highway - Hazard Elimination
 ZS50 Railway-Highway - Protective Devices

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

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



Project Title (\$s x 1,000)	Phase	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26	TOTAL FY 27-28
Recreational Trails	C	6,800	-	906	226	-	906	226	-	906	226	-	906	226	4,528	2,264
Total		6,800	-	906	226	-	906	226	-	906	226	-	906	226	4,528	2,264

Z940 - Recreational Trails Program (RTP)

SAFETY IMPROVEMENTS

DESCRIPTION: Project includes:

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

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

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

Project Title (\$s x 1,000)	Phase	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26	TOTAL FY 27-28
Hazard Elimination Program	PE	1,050	35	140	-	35	140	-	35	140	-	35	140	-	700	350
	PE	3,030	51	455	-	51	455	-	51	455	-	51	455	-	2,020	1,010
	Other	5,850	98	878	-	98	878	-	98	878	-	98	878	-	3,900	1,950
	C	12,450	244	2,200	-	199	1,795	-	199	1,795	-	199	1,795	-	8,428	3,989
	Program Funding	4,250	1,000	-	-	650	-	-	650	-	-	650	-	-	2,950	1,300
High Risk Rural Roads Program	C	4,200	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	1,000	26	237	-	-	-	-	-	-	-	-	-	-	263	-

SAFETY IMPROVEMENTS (Continued)

Project Title (\$s x 1,000)	Phase	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26	TOTAL FY 27-28
Highway Safety Improvement Program	PD	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	1,113	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	5,826	-	200	-	-	1,200	-	-	1,750	-	200	350	-	3,700	300
	PE	8,441	2,802	-	-	984	-	-	300	-	-	250	-	-	4,337	-
	ROW	5,734	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	10,654	-	1,600	-	40	1,360	-	-	850	-	-	2,000	-	5,850	950
	ROW	2,840	900	-	-	830	-	-	-	-	-	-	-	-	1,730	800
	CE	1,500	142	603	-	100	400	-	-	-	-	-	-	-	1,245	-
	CE	5,964	359	3,232	-	-	-	-	-	-	-	-	-	-	3,591	-
	CE	17	17	-	-	-	-	-	-	-	-	-	-	-	17	-
	C	18,300	1,000	4,000	-	1,000	4,000	-	-	-	-	-	-	-	10,000	8,325
	C	28,500	-	5,000	-	-	5,500	-	-	8,000	-	-	5,000	-	23,500	5,000
	C	31,516	1,907	17,161	-	100	900	-	-	-	-	-	-	-	20,067	5,499
	C	37,196	-	-	-	-	5,196	-	-	3,750	-	-	9,600	-	18,546	15,650
	C	8,961	111	-	-	-	-	-	4,150	-	-	3,500	-	-	7,761	-
	C	948	-	-	557	-	-	-	-	-	-	-	-	-	557	-
	Traffic	2,134	111	1,003	-	20	180	-	-	-	-	-	-	-	1,315	-
	Traffic	23	23	-	-	-	-	-	-	-	-	-	-	-	23	-
	Utilities	310	33	132	-	-	-	-	-	-	-	-	-	-	165	-
	Utilities	1,440	50	454	-	-	-	-	-	-	-	-	-	-	505	-
	Utilities	30	30	-	-	-	-	-	-	-	-	-	-	-	30	-
	Program Funding	1,650	-	-	-	-	-	-	-	-	-	-	-	-	-	1,319
	Contingency	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Contingency	1,053	105	948	-	-	-	-	-	-	-	-	-	-	1,053	-
	Contingency	8	8	-	-	-	-	-	-	-	-	-	-	-	8	-
	Contingency	115	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Environmental	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Rail Road	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total		223,129	12,000	38,241	557	4,106	22,003	-	5,482	17,617	-	4,982	23,356	-	134,447	51,260

Z240 Surface Transportation Block Grant (STBG) Program Flex

ZS30 Highway Safety Improvement Program (HSIP)

SIGNAGE AND PAVEMENT MARKINGS

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

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

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

Project Title (\$s x 1,000)	Phase	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26	TOTAL FY 27-28
Signage and Pavement Markings	C	10,900	448	1,792	-	448	1,792	-	321	1,283	-	321	1,283	-	7,687	3,206
	Program Funding	38,500	6,000	-	-	6,500	-	-	6,500	-	-	6,500	-	-	25,500	13,000
Total		49,400	6,448	1,792	-	6,948	1,792	-	6,821	1,283	-	6,821	1,283	-	33,187	16,206

Z240 - Surface Transportation Block Grant Program

SUSTAINABILITY AND ENVIRONMENTAL PROGRAMS

DESCRIPTION: This project seeks to provide resilient and sustainable transportation infrastructure through effective project planning, design, construction, and maintenance along with the incorporation of innovative solutions such as alternative energy and electrification of our infrastructure to address the challenges associated with climate change and contribute to the net reduction of Delaware's greenhouse gas emissions. Elements include:

- Carbon Reduction Program - Provide funding for projects to reduce transportation emissions or the development of carbon reduction strategies. Requires State, in consultation with MPOs, to develop (and update at least every 4 years) a carbon reduction strategy.
- Electric Vehicle Program - Strategically deploy electric vehicle (EV) charging infrastructure and establish an interconnected network to facilitate data collection, access, and reliability
- Resiliency and Sustainability Program - Initiatives: include:
- Strategically deploy electric vehicle (EV) charging infrastructure and establish an interconnected network to facilitate data collection, access, and reliability
- Planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure

JUSTIFICATION: To invest in projects that support a reduction in transportation emissions and address areas at risk for Sea Level Rise and flooding.

County: Statewide
Funding Program: Road System
Functional Category: Management
Year Initiated: FY 2023

Project Title (\$s x 1,000)	Phase	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26	TOTAL FY 27-28
Carbon Reduction Program	C	27,098	-	5,400	-	-	5,400	-	-	5,400	-	-	5,400	-	21,600	5,400
Resiliency and Sustainability Program		30,813	-	6,100	-	-	6,100	-	-	6,100	-	-	6,100	-	24,400	6,100
Electric Vehicle Program		17,683	-	3,500	-	-	3,500	-	-	3,500	-	-	3,500	-	14,000	3,500
Total		75,594	-	15,000	-	-	15,000	-	-	15,000	-	-	15,000	-	60,000	15,000

CRTBD
TBD1

TECHNOLOGY

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

Project includes funds for:

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

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

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

Project Title (\$s x 1,000)	Phase	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26	TOTAL FY 27-28
Disadvantaged Business Enterprise		300	-	45	-	-	45	-	-	45	-	-	45	-	179	89
DMV Mainframe Modernization Project	IT Development	23,400	-	-	-	-	-	-	5,200	-	-	5,200	-	-	10,400	-
Information Technology Initiatives Program	Program Funding	84,000	14,000	-	-	14,000	-	-	14,000	-	-	14,000	-	-	56,000	28,000
On the Job Training / Supportive Services		600	-	100	-	-	100	-	-	100	-	-	100	-	400	200
Summer Transportation Institute Program		330	-	55	-	-	55	-	-	55	-	-	55	-	220	110
		83	14	-	-	14	-	-	14	-	-	14	-	-	55	28
Highway Use Tax Evasion FY2017 Grant		1,450	-	434	-	-	-	-	-	-	-	-	-	-	434	-
Highway Use Tax Evasion FY2018 Grant		90	-	35	-	-	-	-	-	-	-	-	-	-	35	-
DMV Toll Equipment Upgrade	Program Funding	10,659	2,750	-	-	2,750	-	-	-	-	-	-	-	-	5,500	-
Total		120,912	16,764	669		16,764	200		19,214	200		19,214	200		73,223	28,427

Disadvantaged Business Enterprise Supportive Services Program - Z480
 National Summer Transportation Institute Program (NSTI), Z49A, Z49B

TRAFFIC CALMING PROGRAM

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

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



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

Project Title (\$s x 1,000)	Phase	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26	TOTAL FY 27-28
Traffic Calming	Program	3,600	800	-	-	800	-	-	500	-	-	500	-	-	2,600	1,000
Total		3,600	800	-	-	800	-	-	500	-	-	500	-	-	2,600	1,000

TRANSPORTATION INFRASTRUCTURE INVESTMENT FUND

DESCRIPTION: The Transportation Infrastructure Investment Fund is established to provide economic assistance for renovation, construction, or any other type of improvements to roads and related transportation infrastructure in order to attract new businesses to this state, or expand existing businesses in this State, when such an economic development opportunity would create a significant number of direct, permanent, quality full-time jobs.

JUSTIFICATION: Promote economic development.

County: Statewide
Municipality:
Funding Program: Road System – Other
Functional Category: Management
Year Initiated: FY 2023

Project Title (\$s x 1,000)	Phase	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26	TOTAL FY 27-28
Transportation Infrastructure Investment Fund	Program	45,000	15,000	-	5,000	5,000	-	-	5,000	-	-	5,000	-	-	35,000	10,000
Total		45,000	15,000	-	5,000	5,000	-	-	5,000	-	-	5,000	-	-	35,000	10,000

TRANSPORTATION ALTERNATIVES PROGRAM

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

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

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

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

Project Title (\$s x 1,000)	Phase	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26	TOTAL FY 27-28
Transportation Alternatives Program	C	21,450	714	2,858	-	714	2,858	-	714	2,858	-	714	2,858	-	14,290	7,145
	C	1,200	40	160	-	40	160	-	40	160	-	40	160	-	800	400
	C	1,200	200	-	-	200	-	-	200	-	-	200	-	-	800	400
Total		23,850	954	3,018	-	954	3,018	-	954	3,018	-	954	3,018	-	15,890	7,945

VARIOUS, 5307

TRANSPORTATION MANAGEMENT IMPROVEMENTS

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

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

TRANSPORTATION MANAGEMENT IMPROVEMENTS (Continued)

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

Project Title (\$s x 1,000)	Phase	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26	TOTAL FY
Traffic Signal Revolving Fund Program	Traffic	750	125	-	-	125	-	-	125	-	-	125	-	-	500	250
MUTCD Compliance Program	Traffic	12,000	-	2,000	-	-	2,000	-	-	2,000	-	-	2,000	-	8,000	4,000
Rideshare Program / Trip Mitigation	Planning	2,900	-	384	96	-	384	96	-	384	96	-	384	96	1,920	960
	Planning	142	24	-	-	24	-	-	24	-	-	24	-	-	95	47
Transportation Management Improvements	C	34,680	1,036	4,144	-	1,180	4,720	-	1,180	4,720	-	1,180	4,720	-	22,880	11,800
	C	9,994	1,868	1,868	-	-	-	-	-	-	-	-	-	-	3,737	-
	C	6,000	1,000	-	-	1,000	-	-	1,000	-	-	1,000	-	-	4,000	2,000
Total		66,466	4,053	8,396	96	2,329	7,104	96	2,329	7,104	96	2,329	7,104	96	41,132	19,057

Z001 - National Highway Performance Program (NHPP)

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

Z240 - Surface Transportation Block Grant Program

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 1,000)	Phase	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26	TOTAL FY 27-28
Engineering and Contingency	Program	208,904	37,891	-	-	35,391	-	-	34,080	-	-	33,780	-	-	141,143	67,761
Environmental Improvements	C	135	5	18	-	5	18	-	5	18	-	5	18	-	90	45
	Planning	5,523	1,196	-	-	1,746	-	-	646	-	-	646	-	-	4,232	1,291
Education and Training		1,530	-	255	-	-	255	-	-	255	-	-	255	-	1,020	510
STIC Incentive Program	PD	750	25	100	-	25	100	-	25	100	-	25	100	-	500	250
Total		216,842	39,117	373	-	37,167	373	-	34,756	373	-	34,456	373	-	146,985	69,857

Z240 - Surface Transportation Block Grant Program
 Z37E

PLANNING

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

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

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

Project Title (\$s x 1,000)	Phase	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26	TOTAL FY 27-28
Pedestrian ADA Accessibility	Program	27,000	4,500	-	-	4,500	-	-	4,500	-	-	4,500	-	-	18,000	9,000
Federal Land Access Program	C	180	6	24	-	6	24	-	6	24	-	6	24	-	120	60
Local Transportation Assistance Program	Planning	900	-	150	-	-	150	-	-	150	-	-	150	-	600	300
	Planning	900	150	-	-	150	-	-	150	-	-	150	-	-	600	300
Metropolitan Planning Organization / FHWA/FTA	Planning	21,700	716	2,866	-	728	2,913	-	741	2,962	-	753	3,012	-	14,692	6,975
Planning Program Development	Program	18,000	3,000	-	-	3,000	-	-	3,000	-	-	3,000	-	-	12,000	6,000
Rural Technical Assistance Program		600	-	125	-	-	88	-	-	88	-	-	88	-	388	175
Statewide Planning & Research Program / FHWA/FTA	Planning	32,060	1,250	5,002	-	1,118	4,473	-	1,140	4,561	-	1,162	4,650	-	23,356	8,704
Truck Weigh Enforcement	Program	3,870	645	-	-	645	-	-	645	-	-	645	-	-	2,580	1,290
University Research Program	Program	1,500	250	-	-	250	-	-	250	-	-	250	-	-	1,000	500
Total		106,710	10,517	8,167	-	10,397	7,648	-	10,432	7,785	-	10,466	7,924	-	73,336	33,304

TBD1 - Funds to be determined

Z441

Z450/Z77D Metropolitan Planning Program

5311

Z550 State Planning and Research (SPR)

Z560 Research, Development, and Technology Transfer (RD&T)

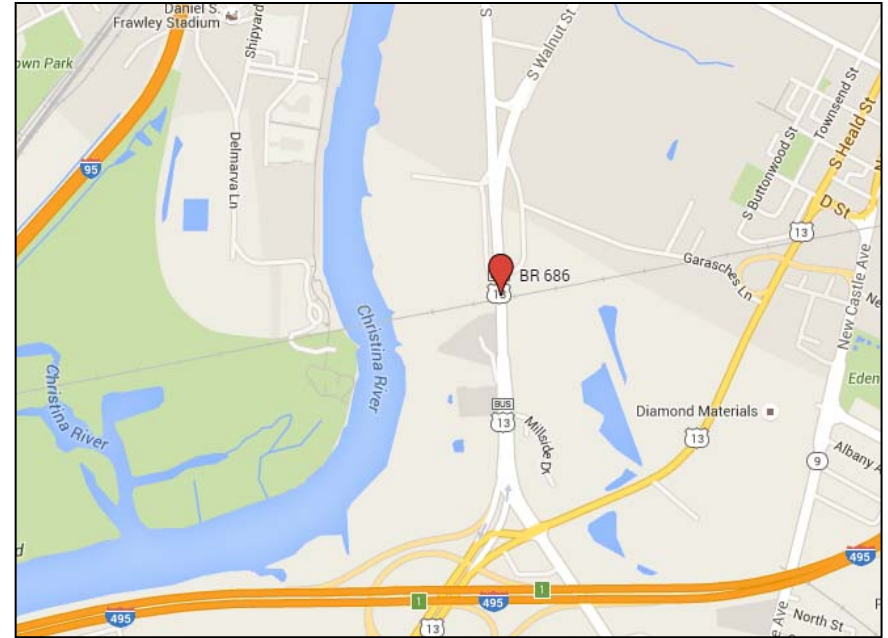
NEW CASTLE
COUNTY

BR 686 ON SOUTH WALNUT STREET OVER NORFOLK SOUTHERN RAILROAD

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

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

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



Project Title (\$s x 1,000)	Phase	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26	TOTAL FY 27-28
BR 1-686 on N029 South Walnut Street	PE	2,455	92	369	-	91	365	-	-	-	-	-	-	-	917	-
	ROW	50	-	-	-	-	50	-	-	-	-	-	-	-	50	-
	C	60,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Rail	15	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Road															
Total		62,520	92	369	-	91	415	-	-	-	-	-	-	-	967	-

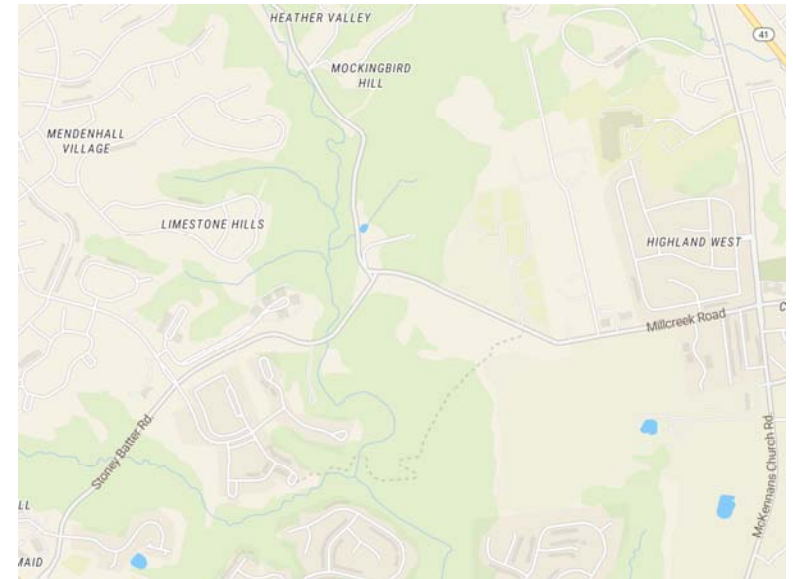
Z230 STBG Program - Urbanized Areas With Population Over 200K

MILL CREEK ROAD AND STONEY BATTER ROAD DRAINAGE IMPROVEMENTS

DESCRIPTION: This project will improve the drainage facilities in the vicinity of the intersection of Mill Creek Road and Stoney Batter Road.

JUSTIFICATION: The current drainage facilities are substandard, causing water to enter the roadway.

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



Project Title (\$s x 1,000)	Phase	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26	TOTAL FY 27-28
Mill Creek Road and Stoney Batter Road Drainage Improvements	PE	350	100	-	-	-	-	-	-	-	-	-	-	-	100	-
	ROW	50	47	-	-	-	-	-	-	-	-	-	-	-	47	-
	C	1,700	100	400	-	240	960	-	-	-	-	-	-	-	1,700	-
	Utilities	50	10	40	-	-	-	-	-	-	-	-	-	-	50	-
Total		2,150	257	440	-	240	960	-	-	-	-	-	-	-	1,897	-

Z230 STBG Program - Urbanized Areas With Population Over 200K

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)



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

Project Title (\$s x 1,000)	Phase	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26	TOTAL FY 27-28
Rehabilitation of I-95 from I-495 to North of Brandywine River Bridge	PE	19,300	106	426	-	-	-	-	-	-	-	-	-	-	533	-
	CE	19,889	6,500	-	-	2,889	-	-	-	-	-	-	-	-	9,389	-
	C	159,560	63,500	-	-	8,256	-	-	-	-	-	-	-	-	71,756	-
	Traffic	1,495	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Contingency	2,855	-	-	-	2,855	-	-	-	-	-	-	-	-	2,855	-
	Environmental	200	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Rail Road	2,650	146	585	-	51	205	-	-	-	-	-	-	-	987	-
Rehabilitation of I-95, Viaduct Substructure Repairs	PE	800	607	-	-	-	-	-	-	-	-	-	-	-	607	-
	CE	1,500	-	-	-	750	-	-	750	-	-	-	-	-	1,500	-
	C	8,200	-	-	-	4,300	-	-	3,900	-	-	-	-	-	8,200	-
	Contingency	1,500	-	-	-	750	-	-	750	-	-	-	-	-	1,500	-
Rehabilitation of I-95, Barrier Replacement	C	3,490	-	3,490	-	-	-	-	-	-	-	-	-	-	3,490	-
Rehabilitation of I-95, GARVEE Debt Service	C	278,879	-	18,357	-	-	18,346	-	-	18,331	-	-	18,320	-	73,353	36,601
Total		500,318	70,859	22,858	-	19,851	18,551	-	5,400	18,331	-	-	18,320	-	174,170	36,601

AC Z001 - National Highway Performance Program (NHPP)
YS 31 - Section 154 and 164 Penalties
GARVEE

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 1,000)	Phase	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26	TOTAL FY 27-28
Mid County Maintenance Facility Expansion	PE	501	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	CE	350	60	240	-	-	-	-	-	-	-	-	-	-	300	-
	C	3,664	704	2,815	-	-	-	-	-	-	-	-	-	-	3,519	-
	Maintenance	18	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Beech St Maintenance Building	PE	697	15	60	-	-	-	-	-	-	-	-	-	-	75	-
	CE	600	60	240	-	60	240	-	-	-	-	-	-	-	600	-
	C	6,000	-	-	-	900	3,600	-	300	1,200	-	-	-	-	6,000	-
Wilmington DTC Maintenance Building	PE	4,000	-	-	-	-	-	-	-	2,000	-	-	2,000	-	4,000	-
	ROW	6,000	-	-	-	6,000	-	-	-	-	-	-	-	-	6,000	-
	C	40,000	-	-	-	-	-	-	-	-	-	-	20,000	-	20,000	20,000
Total		61,830	839	3,355	-	6,960	3,840	-	300	3,200	-	-	22,000	-	40,494	20,000

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

TRANSIT VEHICLE REPLACEMENT AND REFURBISHMENT- NCC

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

JUSTIFICATION: Maintain existing transit services.

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



Project Title (\$s x 1,000)	Phase	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26	TOTAL FY 27-28
Preventive Maintenance - New Castle	Procurement	39,000	-	5,200	1,300	-	5,200	1,300	-	5,200	1,300	-	5,200	1,300	26,000	13,000
Transit Vehicle Replacement (16) 40'	Procurement	8,457	846	3,383	-	-	-	-	-	-	-	-	-	-	4,228	-
Transit Vehicle Replacement (6)	Procurement	2,589	388	2,201	-	-	-	-	-	-	-	-	-	-	2,589	-
Transit Vehicle Replacement (6)	Procurement	1,319	132	1,187	-	-	-	-	-	-	-	-	-	-	1,319	-
Transit Vehicle Replacement (6)	Procurement	3,504	701	2,803	-	-	-	-	-	-	-	-	-	-	3,504	-
Transit Vehicle Replacement (2) 40'	Procurement	1,066	-	-	-	-	1,066	-	-	-	-	-	-	-	1,066	-
Transit Vehicle Replacement (15) 40'	Procurement	8,115	-	-	-	-	-	-	-	-	-	-	8,115	-	8,115	-
Transit Vehicle Replacement (13) 40'	Procurement	8,854	-	-	-	-	-	-	-	-	-	-	-	-	-	8,854
Transit Vehicle Replacement (23) 40'	Procurement	13,553	-	-	-	-	-	-	-	-	-	-	-	-	-	13,553
Transit Vehicle Replacement (23) 40'	Procurement	14,230	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Transit Vehicle Replacement	Procurement	31,752	614	2,457	-	840	3,358	-	838	3,350	-	930	3,720	-	16,107	15,645
Transit Vehicle Replacement Unicity	Procurement	342	114	-	-	-	-	-	114	-	-	-	-	-	228	114
Total		131,465	2,795	17,231	1,300	840	9,624	1,300	952	8,550	1,300	930	17,035	1,300	63,256	51,166

5307 - Urbanized Area Formula Grant Program, 5337 - State of Good Repair , 5339 - Alternatives Analysis (5339)
)

CITY OF NEW CASTLE IMPROVEMENTS

DESCRIPTION:

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

Plan recommendations in the TIP include:

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



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

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



Project Title (\$s x 1,000)	Phase	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26	TOTAL FY 27-28
SR 9, River Road Area Improvements, Flood Remediation	PD	138	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	1,380	460	-	-	300	-	-	-	-	-	-	-	-	760	-
	ROW	500	-	-	-	-	250	-	-	250	-	-	-	-	500	-
	CE	1,650	-	-	-	-	-	-	-	-	-	-	-	-	-	400
	C	9,350	-	-	-	-	-	-	-	-	-	-	-	-	-	4,000
Total		13,018	460	-	-	300	250	-	-	250	-	-	-	-	1,260	4,400

CLAYMONT TRAIN STATION

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

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

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



Project Title (\$s x 1,000)	Phase	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26	TOTAL FY 27-28
Claymont Regional Transportation Center	PE	4,700	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	135	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	CE	3,050	118	133	-	45	55	-	-	-	-	-	-	-	350	-
	C	38,774	1,800	2,200	-	-	-	-	-	-	-	-	-	-	4,000	-
	C	15,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	200	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Traffic	355	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Utilities	994	276	340	-	-	-	-	-	-	-	-	-	-	615	-
	Contingency	10,000	3,587	4,384	-	900	1,100	-	-	-	-	-	-	-	9,970	-
	Contingency	541	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Contingency	341	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Rail Road	5,000	450	550	-	90	110	-	-	-	-	-	-	-	1,200	-
Total		79,089	6,230	7,606	-	1,035	1,265	-	-	-	-	-	-	-	16,135	-

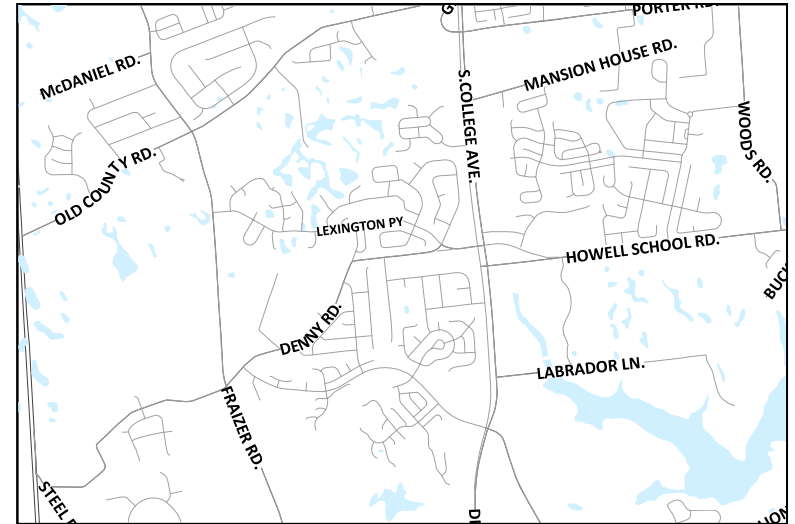
5307 - Urbanized Area Formula Grant Program, 5337 - State of Good Repair, TIGER

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



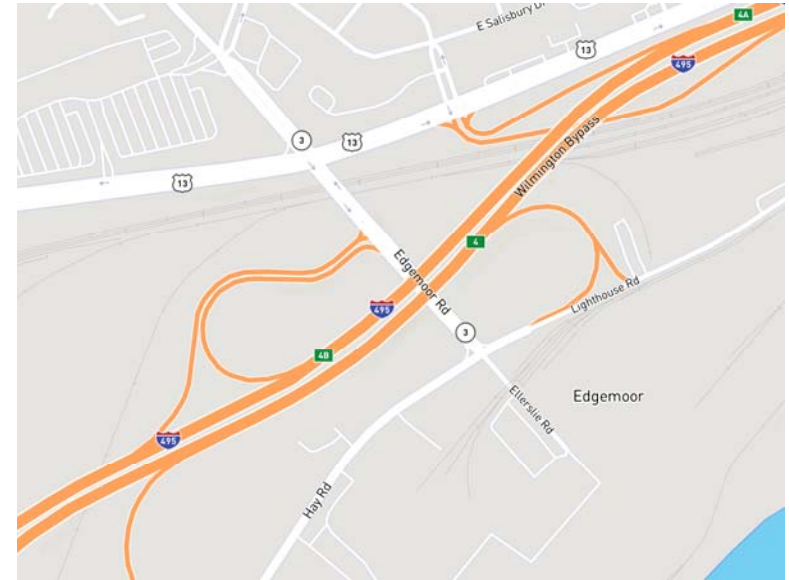
Project Title (\$s x 1,000)	Phase	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26	TOTAL FY 27-28
Denny Road and Lexington Parkway Intersection Improvements	PE	135	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	50	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	1,100	220	880	-	-	-	-	-	-	-	-	-	-	1,100	-
Total		1,285	220	880	-	-	-	-	-	-	-	-	-	-	1,100	-

EDGEMOOR ROAD BICYCLE AND PEDESTRIAN IMPROVEMENTS

DESCRIPTION: Improvements will include the reconstruct the existing deteriorating SUP and substandard barrier on the westbound side of Edgemoor Road to form a continuous reconstructed pathway from the intersection of Edgemoor Road at Hay Road to the east, and Edgemoor Road at Governor Printz Boulevard to the west.

JUSTIFICATION: To provide better access to jobs, shopping and transit.

County: New Castle
Investment Area: Community
Municipality:
Funding Program:
Functional Category: Management
Year Initiated: FY 2023



Project Title (\$s x 1,000)	Phase	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26	TOTAL FY 27-28
Edgemoor Rd Bicycle and Pedestrian Improvements, Governor Printz Blvd to Hay Rd	PE C	500 1,500	- -	- -	- -	- -	- 1,500	- -	- -	- -	- -	- -	- -	- -	- 1,500	- -
Total		2,000	-	-	-	-	1,500	-	-	-	-	-	-	-	1,500	-

GARASCHE LANE AND SOUTH WILMINGTON

DESCRIPTION:

- Garasches Lane, Wilmington- The Garasches Lane project will provide efficient access and safety for all modes of travel between the Southbridge neighborhood and the Wilmington Riverfront
- Shared Use Path, S. Church St to S. Walnut St, Wilmington-- A shared use path will be constructed between S. Church Street and S. Walnut Street south of the City of Wilmington's new Wetland Park.
- Southbridge Local Street Network-- A Street pedestrian and bicycle connection with lights between South Walnut Street and South Church Street.
- South Wilmington Infrastructure Improvements-- This project is for infrastructure improvements to facilitate economic growth and development and to allow for future transportation-related improvements.

JUSTIFICATION: Provide for community needs regarding safe and proper pedestrian and bike connections between the growing Riverfront district in Wilmington and the nearby community of Southbridge.

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



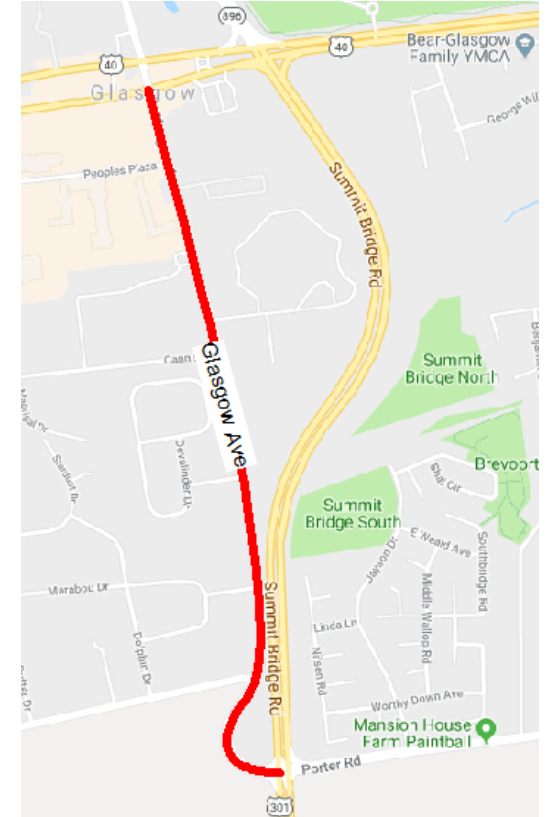
Project Title (\$s x 1,000)	Phase	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26	TOTAL FY 27-28
Garasches Lane, Wilmington	PD	652	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	974	94	376	-	10	40	-	-	-	-	-	-	-	520	-
Shared Use Path, S. Church St to S. Walnut St, Wilmington	ROW	100	100	-	-	-	-	-	-	-	-	-	-	-	100	-
	C	2,503	-	-	-	501	2,002	-	-	-	-	-	-	-	2,503	-
Southbridge Local Street Network	PE	900	-	-	-	450	-	-	450	-	-	-	-	-	900	-
	ROW	2,000	-	-	-	-	-	-	-	-	-	1,500	-	-	1,500	500
	C	5,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-
South Wilmington Infrastructure Improvements	Program Funding	60,000	-	-	10,000	-	-	10,000	-	-	10,000	-	-	-	30,000	-
Total		72,129	194	376	10,000	961	2,042	10,000	450	-	10,000	1,500	-	-	35,523	500

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 1,000)	Phase	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26	TOTAL FY 27-28
Glasgow Avenue, SR 896 to US 40	PE	800	300	-	-	300	-	-	100	-	-	-	-	-	700	-
	ROW	1,500	-	-	-	-	750	-	-	750	-	-	-	-	1,500	-
	C	6,000	-	-	-	-	-	-	-	-	-	-	6,000	-	6,000	-
Total		8,300	300	-	-	300	750	-	100	750	-	-	6,000	-	8,200	-

Z230 STBG Program - Urbanized Areas With Population Over 200K

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.

SR 141 at Amstel Dr/Roosevelt Ave

HEP NCC, SR 4 at SR 72 - Project will widen northbound and southbound SR 72 to provide for signalized double right turn lanes.

HSIP NCC, SR 7 and Ascension Drive - The proposed improvements for this project consist of the reconstruction of the grassed median along SR 7 (Limestone Road), just north of the intersection of SR 7 and Ascension Drive. This median reconstruction serves to extend the SB SR 7 left-turn lane onto Ascension Drive in order to provide adequate storage capacity.

HEP, NCC, US13 and Duck Creek Road Intersection Improvements - The eastbound approach to US 13 will be widened to provide for an exclusive right turn lane. Signing and striping at the approaches will also be upgraded and a new signal constructed.

HEP NCC, SR2 Capital Trail at Darwin Drive Intersection Improvements - The project will close the SR2 median crossover at Darwin Drive and lengthen the left turn lane at Harmony Road by approximately 150 feet.

HSIP NCC, Otts Chapel Road and Welsh Track Road Intersection Improvements - 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.

HSIP NCC, SR 2 (Kirkwood Hwy) and Harmony Rd Intersection Improvements -- This project includes intersection improvements at the SR 2 and Harmony Road Intersection to address congestion, safety, and multi-modal needs.

HSIP NCC, SR4 and Churchmans Rd Intersection Improvement

SR 41 at Milltown Road Curb Improvements -- Bump out existing curb line to protect utility pole along NB SR 41 100 ft. north of the intersection with Jackson Avenue.

SR 48 & SR 41 Intersection Safety Improvements -- This project will include median reconfiguration to provide bicycle safety improvements at the intersection of SR 48 & SR 41.

SR41 & Graves

SR41 & Loveville - Drainage improvements at the intersection. Improvements include addressing the drainage deficiencies at the intersection and updating the guardrail along NB Lancaster Pike.

SR41 & Old Lancaster Pike

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 Details for information only. Funding information is grouped in Statewi:

Project Title (\$s x 1,000)	Phase	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY 23-27 TOTAL	FY 27-28 TOTAL
HEP NCC, SR 4 at SR62/Boxwood Road/Middleboro Road	PE	263	148	-	-	-	-	-	-	-	-	-	-	-	148	-
	ROW	100	100	-	-	-	-	-	-	-	-	-	-	-	100	-
	C	2,196	-	-	-	-	2,196	-	-	-	-	-	-	-	2,196	-
HEP NCC, SR 4 at SR62/Boxwood Road/Middleboro Road Total		2,559	248	-	-	-	2,196	-	-	-	-	-	-	-	2,444	-
HEP NCC, SR 141 and Amstel Drive	PE	15	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	CE	17	17	-	-	-	-	-	-	-	-	-	-	-	17	-
	C	111	111	-	-	-	-	-	-	-	-	-	-	-	111	-
	Traffic	23	23	-	-	-	-	-	-	-	-	-	-	-	23	-
	Utilities	30	30	-	-	-	-	-	-	-	-	-	-	-	30	-
	Contingency	8	8	-	-	-	-	-	-	-	-	-	-	-	8	-
SR 141 at Amstel Dr/Roosevelt Ave Total		203	188	-	-	-	-	-	-	-	-	-	-	-	188	-
HEP NCC, SR 4 at SR 72	PE	1,000	-	-	-	-	500	-	-	400	-	-	100	-	1,000	-
	ROW	500	-	-	-	-	-	-	-	250	-	-	250	-	500	-
	C	5,000	-	-	-	-	-	-	-	-	-	-	1,500	-	1,500	3,500
HEP NCC, SR 4 at SR 72 Total		6,500	-	-	-	-	500	-	-	650	-	-	1,850	-	3,000	3,500
HSIP NCC, SR 7 and Ascension Drive	C	400	40	360	-	-	-	-	-	-	-	-	-	-	400	-
HSIP NCC, SR 7 and Ascension Drive Total		400	40	360	-	-	-	-	-	-	-	-	-	-	400	-
HEP, NCC, US13 and Duck Creek Road Intersection Improvements	PE	350	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	1,600	160	1,440	-	-	-	-	-	-	-	-	-	-	1,600	-
HEP, NCC, US13 and Duck Creek Road Intersection Improvements Total		1,950	160	1,440	-	-	-	-	-	-	-	-	-	-	1,600	-
HEP NCC, SR2 Capitol Trail at Darwin Drive	PE	100	55	-	-	-	-	-	-	-	-	-	-	-	55	-
Intersection Improvements	C	1,100	110	990	-	-	-	-	-	-	-	-	-	-	1,100	-
HEP NCC, SR2 Capital Trail at Darwin Drive Intersection Improvements Total		1,200	165	990	-	-	-	-	-	-	-	-	-	-	1,155	-
HSIP NCC, Otts Chapel Road and Welsh Track	PE	60	60	-	-	-	-	-	-	-	-	-	-	-	60	-
Road Intersection Improvements	ROW	75	-	-	-	75	-	-	-	-	-	-	-	-	75	-
	C	1,000	-	-	-	-	-	-	1,000	-	-	-	-	-	1,000	-
HSIP NCC, Otts Chapel Road and Welsh Track Road Intersection Improvements Total		1,135	60	-	-	75	-	-	1,000	-	-	-	-	-	1,135	-

HIGHWAY SAFETY IMPROVEMENT PROGRAM (CONTINUED)

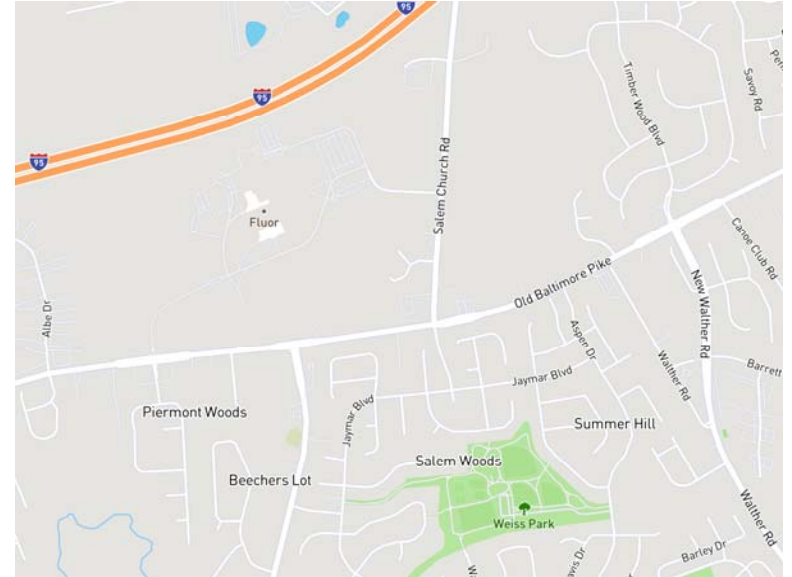
Project Title (\$s x 1,000)	Phase	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	FY 23-27 TOTAL	FY 27-28 TOTAL
HSIP NCC, SR 2 (Kirkwood Hwy) and Harmony Rd Intersection Improvements	PE	500	-	-	-	-	250	-	-	250	-	-	-	-	500	-
	ROW	600	-	-	-	-	-	-	-	-	-	-	600	-	600	-
	C	1,800	-	-	-	-	-	-	-	-	-	-	-	-	-	1,800
HSIP NCC, SR 2 (Kirkwood Hwy) and Harmony Rd Intersection Improvements Total		2,900	-	-	-	-	250	-	-	250	-	-	600	-	1,100	1,800
HSIP NCC, SR4 and Churchmans Rd Intersection Improvement	PE	500	-	-	-	-	250	-	-	250	-	-	-	-	500	-
	ROW	300	-	-	-	-	-	-	-	-	-	-	300	-	300	-
	C	3,000	-	-	-	-	-	-	-	-	-	-	-	-	-	3,000
HSIP NCC, SR4 and Churchmans Rd Intersection Improvement Total		3,800	-	-	-	-	250	-	-	250	-	-	300	-	800	3,000
SR 41 at Milltown Road Curb Improvements	ROW	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SR 41 at Milltown Road Curb Improvements Total		10	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SR 48 & SR 41 Intersection Safety Improvements	PE	139	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	3,000	-	-	-	-	-	-	1,500	-	-	1,500	-	-	3,000	-
SR 48 & SR 41 Intersection Safety Improvements Total		3,139	-	-	-	-	-	-	1,500	-	-	1,500	-	-	3,000	-
SR41 & Graves	PE	75	25	-	-	50	-	-	-	-	-	-	-	-	75	-
	ROW	150	-	-	-	150	-	-	-	-	-	-	-	-	150	-
	C	650	-	-	-	-	-	-	650	-	-	-	-	-	650	-
SR41 & Graves Total		875	25	-	-	200	-	-	650	-	-	-	-	-	875	-
SR41 & Loveville	PE	75	25	-	-	50	-	-	-	-	-	-	-	-	75	-
	ROW	150	-	-	-	150	-	-	-	-	-	-	-	-	150	-
	C	500	-	-	-	-	-	-	500	-	-	-	-	-	500	-
SR41 & Loveville Total		725	25	-	-	200	-	-	500	-	-	-	-	-	725	-
SR41 & Old Lancaster Pike	PE	75	25	-	-	50	-	-	-	-	-	-	-	-	75	-
	ROW	55	-	-	-	55	-	-	-	-	-	-	-	-	55	-
	C	500	-	-	-	-	-	-	500	-	-	-	-	-	500	-
SR41 & Old Lancaster Pike Total		630	25	-	-	105	-	-	500	-	-	-	-	-	630	-
New Castle County Total		26,025	935	2,790	-	580	3,196	-	4,150	1,150	-	1,500	2,750	-	17,051	8,300

OLD BALTIMORE PIKE AND SALEM CHURCH ROAD

DESCRIPTION: Proposed improvements will include expanding the single left-turns to double left-turns lanes from Old Baltimore Pike onto Salem Church Road.

JUSTIFICATION: The project goal will be to improve current and future traffic conditions (safety, capacity and pedestrian) at the Old Baltimore Pike and both legs of Salem Church Road intersections.

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



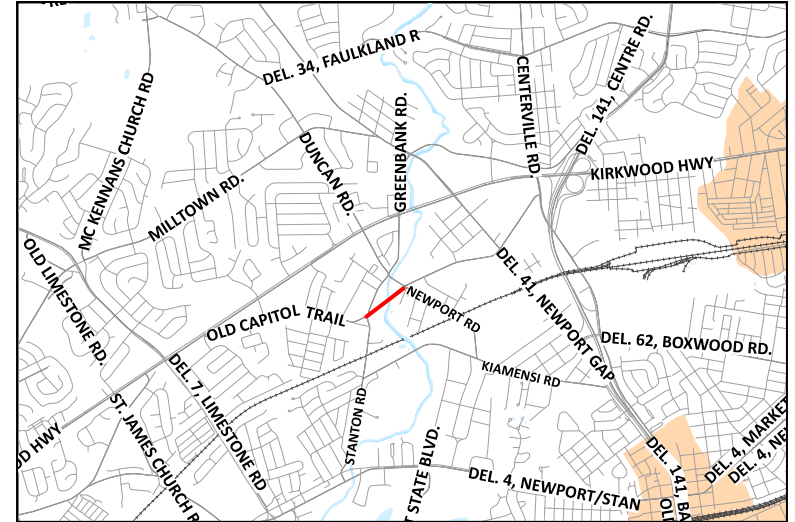
Project Title (\$s x 1,000)	Phase	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26	TOTAL FY 27-28
HSIP NCC, Old Baltimore Pike and Salem Church Road	PE	142	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	800	-	-	-	-	-	-	-	200	-	-	400	-	600	200
	ROW	506	-	-	-	-	-	-	-	-	-	-	-	-	-	500
	C	6,000	-	-	-	-	-	-	-	-	-	-	-	-	-	3,000
Total		7,448	-	-	-	-	-	-	-	200	-	-	400	-	600	3,700

Z230 STBG Program - Urbanized Areas With Population Over 200K

OLD CAPITOL TRAIL, NEWPORT ROAD TO STANTON ROAD

DESCRIPTION: The intersection of Newport Road at OCT will be rebuilt as a four-leg roundabout, while the intersection of Stanton Road at OCT will be rebuilt as a three-leg roundabout. Drainage improvements will be incorporated with the rebuilding of the Newport Road intersection, along with marked crosswalks and new sidewalks in the immediate vicinity of both intersections. A new sidewalk will be constructed on the north side of OCT between Stanton Road and the Red Clay Creek Bridge. Pedestrian-scaled decorative lighting will also be added along both sides of OCT between Newport Road and Stanton Road. These projects were key recommendations in the 2014 Marshallton Circulation Study (www.wilmapco.org/marshallton), and have strong community support.

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



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



Project Title (\$s x 1,000)	Phase	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26	TOTAL FY 27-28
Old Capitol Trail, Newport Road to Stanton Road	PE	1,700	601	-	-	450	-	-	100	-	-	-	-	-	1,151	-
	ROW	1,200	-	-	-	-	600	-	-	600	-	-	-	-	1,200	-
	C	10,000	-	-	-	-	-	-	-	3,500	-	-	4,000	-	7,500	2,500
Total		12,900	601	-	-	450	600	-	100	4,100	-	-	4,000	-	9,851	2,500

Z400 Congestion Mitigation & Air Quality Improvement (CMAQ)

Z003 Projects to Reduce PM 2.5 Emissions

PORT AREA TRUCK PARKING FACILITY

DESCRIPTION: Implement recommendations of the Port Truck Parking Study. This study identifies potential truck parking areas outside of port property to help address truck idling concerns from surrounding communities, and free up some space at the seaport.

JUSTIFICATION: This study examined the possibility of locating an off-site truck parking lot at the Port of Wilmington, Delaware, while also addressing issues surrounding the violations of truck restrictions on South Wilmington's residential roadways, truck idling and nonmotorized access to the port. In so doing, the study begins the process of addressing what is a key transportation need for the Port while simultaneously tackling truck-related concerns from the surrounding communities.



County: New Castle
Investment Area: Core
Municipality:
Funding Program:
Functional Category: Management
Year Initiated: FY 2023

Project Title (\$s x 1,000)	Phase	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26	TOTAL FY 27-28
Port Area Truck Parking Facility Near Wilmington	PE	863														
Total		863														

POSSUM PARK RD AND OLD POSSUM PARK RD INTERSECTION

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

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

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



Project Title (\$s x 1,000)	Phase	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26	TOTAL FY 27-28
Possum Park Road and Old Possum Park Road Intersection Improvements	PE ROW C	482 100 1,500	250 50 -	- - -	- - -	28 50 1,000	- - -	- - -	- - 500	- - -	- - -	- - -	- - -	- - -	278 100 1,500	- - -
Total		2,082	300	-	-	1,078	-	-	500	-	-	-	-	-	1,878	-

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.



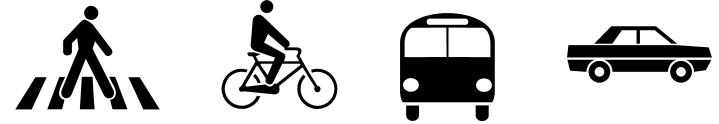
- SR 896 and Bethel Church Rd Interchange - The purpose of this project is to improve the safety and operation of the intersection SR896 and Bethel Church Road.
- N15, Boyds Corner Road, Cedar Lane Road to US 13 - This project will improve Boyds Corner Road to four 12-foot lanes with 10-foot shoulders 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 1,000)	Phase	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26	TOTAL FY 27-28
SR 896 and Bethel Church Rd Interchange	PE	5,000	-	500	-	-	2,500	-	-	2,000	-	-	-	-	5,000	-
	ROW	2,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	30,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-
N15, Boyds Corner Road, Cedar Lane Road to US 13	PE	3,618	316	-	-	210	-	-	-	-	-	-	-	-	526	-
	ROW	2,800	-	-	-	-	1,500	-	-	1,300	-	-	-	-	2,800	-
	C	18,000	-	-	-	-	-	-	-	-	-	-	-	-	-	2,000
	Utilities	21	-	-	-	-	-	-	-	-	-	-	-	-	-	-
N412, Lorewood Grove Road, Jamison Corner Rd to SR 1	PE	687	50	-	-	300	-	-	150	-	-	-	-	-	500	-
	ROW	3,000	-	-	-	1,010	-	-	1,975	-	-	-	-	-	2,985	-
	C	7,000	-	-	-	-	-	-	-	-	-	1,000	-	-	1,000	6,000
N427, Cedar Lane Road, Marl Pit Road, to Boyds Corner Road	PE	1,248	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	2,600	-	-	-	-	-	-	-	2,600	-	-	-	-	2,600	-
	C	9,500	-	-	-	-	-	-	-	-	-	-	6,500	-	6,500	3,000
Total		85,000	366	500	-	1,520	4,000	-	2,125	5,900	-	1,000	6,500	-	21,911	11,000

Z230 STBG Program - Urbanized Areas With Population Over 200K

Z232 STBG Program - Areas with Population 5K and Under

Z001 National Highway Performance Program (NHPP)

SR 2 AND RED MILL ROAD

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

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

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



Project Title (\$s x 1,000)	Phase	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26	TOTAL FY 27-28
SR 2 / Red Mill Road Intersection Improvements	PE	1,350	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	1,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	5,500	-	4,400	-	-	1,000	-	-	-	-	-	-	-	5,400	-
	Utilities	125	25	100	-	-	-	-	-	-	-	-	-	-	125	-
Total		7,975	25	4,500	-	-	1,000	-	-	-	-	-	-	-	5,525	-

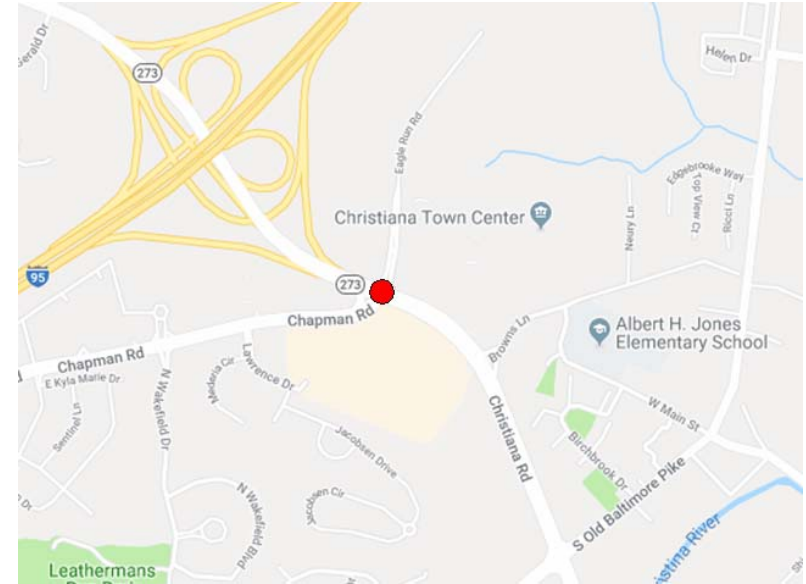
Z230 and AC Z230 - Surface Transportation Block Grant Program - FAST

SR 273 / CHAPMAN ROAD INTERSECTION IMPROVEMENTS

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

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

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



Project Title (\$s x 1,000)	Phase	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26	TOTAL FY 27-28
SR 273 / Chapman Road Intersection Improvements	PE C	1,209 2,000	- -	- 2,000	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- 2,000	- -
Total		3,209	-	2,000	-	-	-	-	-	-	-	-	-	-	2,000	-

Z001 - National Highway Performance Program (NHPP)

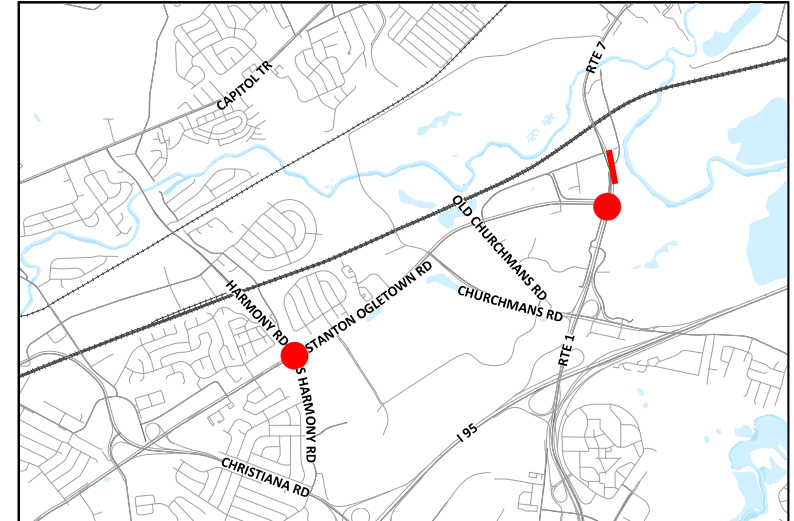
CHURCHMANS CROSSING INTERSECTIONS

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.

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 1,000)	Phase	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26	TOTAL FY 27-28
SR4, Harmony Road Intersection Improvements	PE	800	300	-	-	-	-	-	-	-	-	-	-	-	300	-
	ROW	1,500	-	-	-	-	500	-	-	1,000	-	-	-	-	1,500	-
	C	7,000	-	-	-	-	-	-	-	-	-	-	1,000	-	1,000	6,000
SR4, Ogletown Stanton Road/SR 7, Christiana Stanton Road Phase I, Stanton Split	PD	547	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	1,400	450	-	-	300	-	-	100	-	-	-	-	-	850	-
	ROW	800	-	-	-	-	200	-	-	400	-	-	200	-	800	-
	C	8,000	-	-	-	-	-	-	-	-	-	-	2,000	-	2,000	6,000
Total		20,047	750	-	-	300	700	-	100	1,400	-	-	3,200	-	6,450	12,000

Z001 - National Highway Performance Program (NHPP)

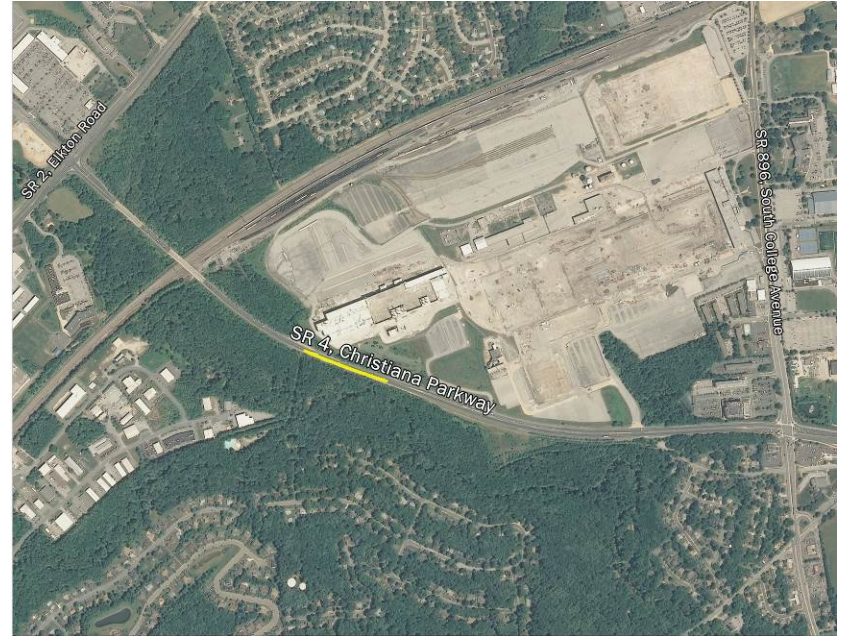
Z230 STBG Program - Urbanized Areas With Population Over 200K

SR 4, CHRISTINA PARKWAY FROM SR 2 TO SR 896

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

JUSTIFICATION: This project will improve safety in the area.

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



Project Title (\$s x 1,000)	Phase	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26	TOTAL FY 27-28
SR 4, Christina Parkway from SR 2, Elkton Road to SR 896, South College Avenue, Newark	PD	196	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	3,550	137	549	-	186	746	-	60	240	-	-	-	-	1,918	-
	ROW	300	-	-	-	-	300	-	-	-	-	-	-	-	300	-
	C	30,000	-	-	-	-	-	-	-	-	-	-	10,000	-	10,000	20,000
	Rail Road	500	-	-	-	-	-	-	-	-	-	-	200	-	200	300
Total		34,546	137	549	-	186	1,046	-	60	240	-	-	10,200	-	12,418	20,300

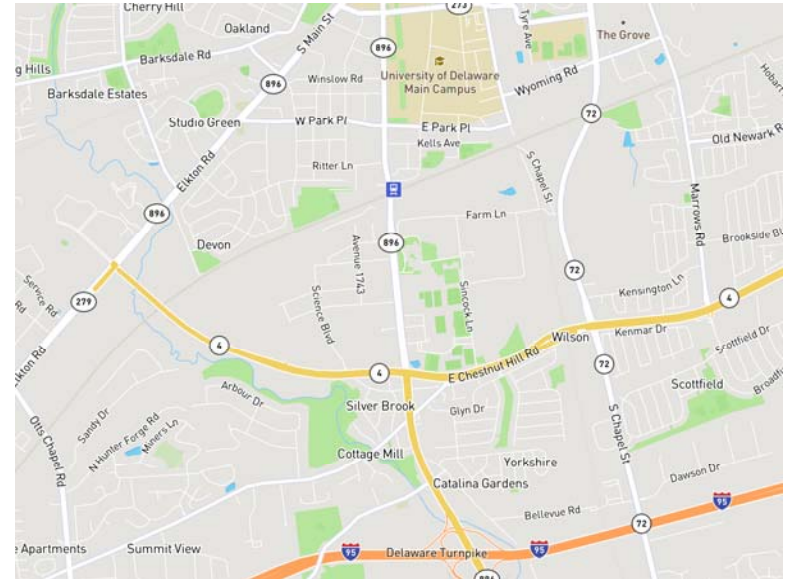
Z460 National Highway Freight Program (NHFP)
M0E1 National Highway Performance Program
Z001 - National Highway Performance Program (NHPP)

SR 896, SOUTH COLLEGE AVE GATEWAY

DESCRIPTION: Pedestrian, bicycle and traffic calming improvements along South College Ave in the City of Newark.

JUSTIFICATION: Improve multimodal connectivity and safety as recommended in the City of Newark Transportation Plan.

County: New Castle
Investment Area: Center
Municipality: Newark
Funding Program: Road System – Arterials
Functional Category: Management
Year Initiated: FY 2023



Project Title (\$s x 1,000)	Phase	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26	TOTAL FY 27-28
SR 896, S. College Ave. Gateway	PE	900	300	-	-	300	-	-	300	-	-	-	-	-	900	-
	ROW	600	-	-	-	-	-	-	-	-	-	600	-	-	600	-
	C	7,000	-	-	-	-	-	-	-	-	-	-	-	-	-	7,000
Total		8,500	300	-	-	300	-	-	300	-	-	600	-	-	1,500	7,000

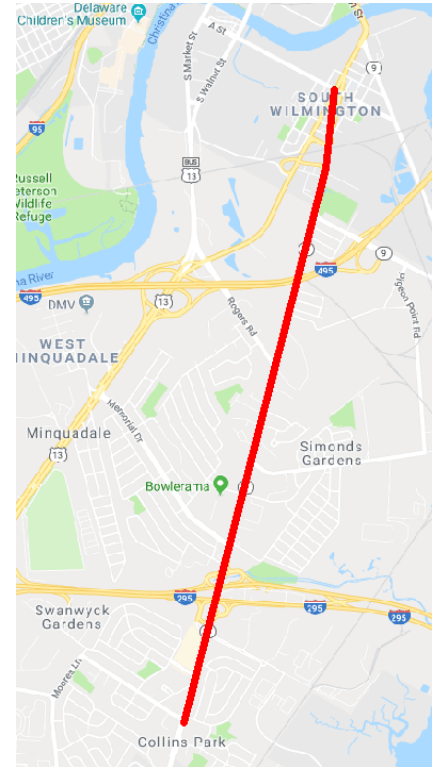
Z230 STBG Program - Urbanized Areas With Population Over 200K

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 1,000)	Phase	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26	TOTAL FY 27-28
SR9, New Castle Ave, Landers Lane to A Street	PE	1,500	-	750	-	-	750	-	-	-	-	-	-	-	1,500	-
	ROW	1,500	-	-	-	-	750	-	-	750	-	-	-	-	1,500	-
	C	15,000	-	-	-	-	-	-	-	1,000	-	-	14,000	-	15,000	-
Total		18,000	-	750	-	-	1,500	-	-	1,750	-	-	14,000	-	18,000	-

Z230 STBG Program - Urbanized Areas With Population Over 200K

Z400 Congestion Mitigation & Air Quality Improvement (CMAQ)

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.

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 1,000)	Phase	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26	TOTAL FY 27-28
NCC Transit Center	PD	500	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	2,750	212	848	-	97	389	-	-	-	-	-	-	-	1,546	-
	ROW	2,000	-	-	-	-	1,000	-	-	1,000	-	-	-	-	2,000	-
	C	15,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total		20,250	212	848	-	97	1,389	-	-	1,000	-	-	-	-	3,546	-

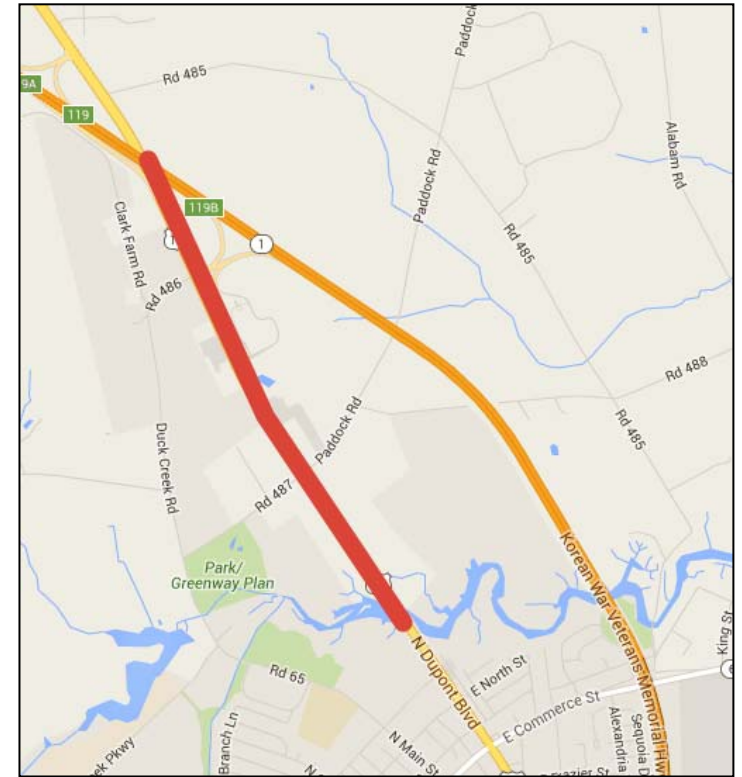
NCC Transit Center - 5307 - Urbanized Area Formula Grant Program

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



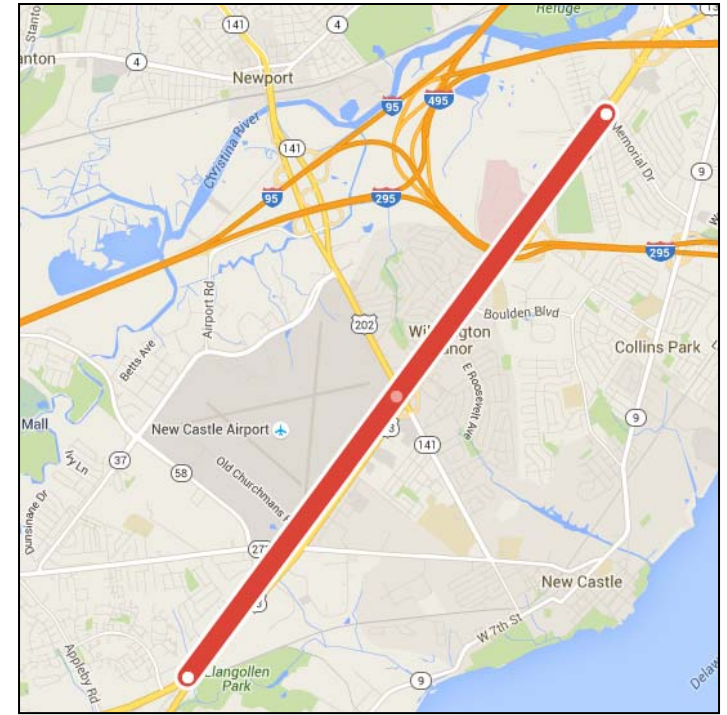
Project Title (\$s x 1,000)	Phase	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26	TOTAL FY 27-28
US13, Duck Creek to SR1	PE	1,000	320	-	-	190	-	-	-	-	-	-	-	-	510	-
	ROW	750	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	6,300	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total		8,050	320	-	-	190	-	-	-	-	-	-	-	-	510	-

US 13: US 40 – MEMORIAL DRIVE PEDESTRIAN IMPROVEMENTS

DESCRIPTION: This project will implement sidewalk, bike, and other safety improvements.

JUSTIFICATION: Improve safety along this corridor that experiences a high rate of pedestrian crashes. The US 13 corridor has incomplete accommodations for pedestrians and other non-motorized modes. The corridor has experienced accidents involving pedestrians and the need for improvements has been identified by various studies.

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



Project Title (\$s x 1,000)	Phase	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26	TOTAL FY 27-28
US 13 Southbound BBRT Lane	PE	250	-	250	-	-	-	-	-	-	-	-	-	-	250	-
	C	2,000	-	-	-	-	1,000	-	-	1,000	-	-	-	-	2,000	-
US13, US40 to Memorial Drive Pedestrian Improvements	PE	5,110	81	326	-	-	-	-	-	-	-	-	-	-	407	-
	C	18	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Rail Road	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-
US13 Median Lighting - Llangollen Blvd to I-495	Traffic	2,500	-	-	-	-	-	-	-	-	-	-	-	-	-	-
US13 Median Treatments - US40 to I-495	C	5,596	-	3,000	-	-	2,596	-	-	-	-	-	-	-	5,596	-
	C	404	-	-	-	-	404	-	-	-	-	-	-	-	404	-
US13 Paving and Pedestrian Improvements - Llangollen Blvd to Bacon/Boulden Blvd	ROW	950	88	354	-	-	-	-	-	-	-	-	-	-	442	-
	C	15,000	-	1,000	-	-	8,000	-	-	6,000	-	-	-	-	15,000	-
Total		31,848	169	1,330	-	-	12,000	-	-	7,000	-	-	-	-	24,099	-

Z001, AC Z001 - National Highway Performance Program (NHPP)

Z003 - Projects to Reduce PM 2.5 Emissions

Z230 STBG Program - Urbanized Areas With Population Over 200K

5307W

US 13: I-495 TO PA LINE

DESCRIPTION: Bike and pedestrian and streetscape improvements along US 13/Philadelphia Pike to complete Delaware portion of East Coast Greenway implement the North Claymont Area Master Plan.

JUSTIFICATION: Continue East Coast Greenway connection from DE to PA and coordinate with economic development in the north Claymont area.

County: New Castle
Investment Area: Center
Municipality:
Funding Program: Road System – Arterials
Functional Category: Management
Year Initiated: FY 2023



Project Title (\$s x 1,000)	Phase	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26	TOTAL FY 27-28
US13: I-495 to PA Line	PE	600	-	-	-	-	-	-	300	-	-	300	-	-	600	-
	ROW	300	-	-	-	-	-	-	-	-	-	-	-	-	-	300
	C	4,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total		4,900	-	-	-	-	-	-	300	-	-	300	-	-	600	300

US 40: MARYLAND LINE TO US 13, CORRIDOR IMPROVEMENTS

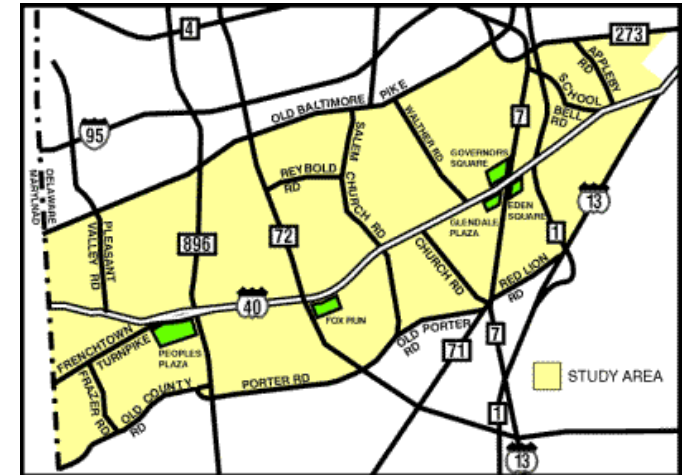
DESCRIPTION: This project implements the recommendations of the Route 40 Steering Committee, a public group that has recommended transportation improvements for the next twenty years, to address planned growth and enhance the quality of life in the Route 40 Corridor. The Committee's recommendations are 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 and SR 896 Grade Separated Intersection- The purpose of this project is to improve safety and operations along the US40 corridor. The project will convert the US40/SR896 intersection from an at-grade intersection to a grade-separated intersection. The preferred alternative includes a partial loop interchange along with associated improvements to drainage, bike, and pedestrian facilities. A new traffic signal is proposed at terminus of the northbound SR 896 ramps at US40

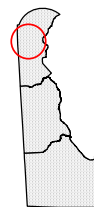
US 40 and SR7 Intersection Improvements - The project will install signalized pedestrian crossings across the north and south legs of the US 40 at SR 7 intersection and sidewalk connections near the intersection. Currently, no pedestrian accommodations are provided at the US 40 at SR 7 intersection and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

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



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

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



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

Project Title (\$s x 1,000)	Phase	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26	TOTAL FY 27-28
US 40 & SR 896 Improvements	PE	8,800	219	912	-	100	400	-	-	-	-	-	-	-	1,631	-
	ROW	2,000	1,500	-	-	-	-	-	-	-	-	-	-	-	1,500	-
	CE	5,000	-	-	-	-	500	-	-	2,500	-	-	2,000	-	5,000	-
	C	55,000	-	-	-	-	20,000	-	-	20,000	-	-	15,000	-	55,000	-
US 40, Salem Church Road to Walther Road	PE	2,475	20	80	-	-	-	-	-	-	-	-	-	-	100	-
	ROW	2,000	1,750	-	-	-	-	-	-	-	-	-	-	-	1,750	-
	C	22,000	-	-	-	-	7,500	-	-	9,500	-	-	5,000	-	22,000	-
US 40 (Pulaski Hwy) and SR 7 (Bear Christiana Rd) Intersection Improvements	PE	5,000	-	2,000	-	-	2,000	-	-	1,000	-	-	-	-	5,000	-
	ROW	3,000	-	-	-	-	-	-	-	-	-	-	2,000	-	2,000	1,000
	C	50,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total			5,208	2,992	-	100	30,400	-	-	33,000	-	-	24,000	-	93,981	1,000

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)

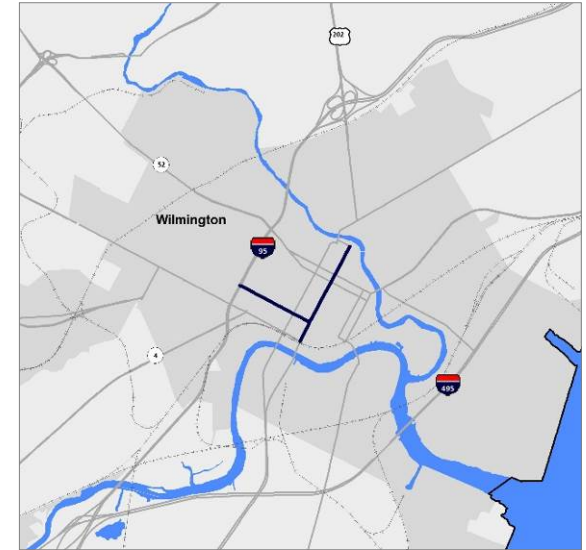
US 40 / SR 72 Intersection Improvements - Z001 - National Highway Performance Program (NHPP)

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

WILMINGTON INITIATIVES

DESCRIPTION:

- **East 7th Street** - Improvements to 7th street (including road raising and roundabout implementation), storm water management improvement, Riverwalk extension, and peninsula buffer improvements. Vital roadway improvements to allow safe transportation to and from businesses along 7th street, as well as improvements to bike and pedestrian facilities to allow safe access to the peninsula. (WILMPACO East 7th Street Peninsula Study)
- **Maryland Ave. and Monroe St. (Maryland Ave./Monroe St./MLK Area)** -- Improve efficiency of the intersection at Maryland Avenue, Monroe Street, and MLK Street, including multi-modal improvements and a road diet (Maryland Avenue). Ease congestion and improve flow of traffic.
- **12th Street Connector** - Create a connection from 12th Street and North East Boulevard to 16th street bridge while simultaneously restoring the street grid. Provide neighborhood access to the new street and the Brandywine riverfront with the potential for economic development in the neighborhood.
- **4th Street, Walnut Street to Adams Street**--4th Street is an important vehicular and transit route. The 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 locations, and re-constructing sidewalks. This project was identified as part of the Wilmington Initiatives, which 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.
- **Wilmington Initiatives, King and Orange Streets, MLK Boulevard to 10th Street**--Improve the transit rider's experience, thereby increasing usage. Installing state-of-the art bus shelters, making sidewalk and crosswalk improvements and providing better lighting and streetscaping. This project is part of the Wilmington Initiatives, which 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.
- **Walnut Street, 3rd Street to 16th 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. This project was identified as part of the Wilmington Initiatives, which 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.



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

NEW CASTLE COUNTY – SYSTEM MANAGEMENT



WILMAPCO

FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM

May 12, 2022

WILMINGTON INITIATIVES (Continued)

Project Title (\$s x 1,000)	Phase	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26	TOTAL FY 27-28
East 7th Street	PE	1,000	-	-	-	-	-	-	-	-	-	-	300	-	300	700
	ROW	700	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	13,500	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Maryland Ave. and Monroe St. (Maryland Ave./Monroe St./MLK Area)	PE	800	-	-	-	-	-	-	-	-	-	400	-	-	400	400
	ROW	1,500	-	-	-	-	-	-	-	-	-	-	-	-	-	750
	C	5,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12th Street Connector	PE	800	-	-	-	400	-	-	400	-	-	-	-	-	800	-
	ROW	100	-	-	-	-	-	-	-	-	-	100	-	-	100	-
	C	7,200	-	-	-	-	-	-	-	-	-	-	-	-	-	7,200
4th Street, Walnut Street to Adams Street	PE	750	400	-	-	17	-	-	-	-	-	-	-	-	417	-
	ROW	100	100	-	-	-	-	-	-	-	-	-	-	-	100	-
	C	2,500	-	-	-	-	-	-	-	750	-	-	1,750	-	2,500	-
Wilmington Initiatives, King and Orange Streets, MLK Boulevard to 10th Street	PE	531	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	239	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	68	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	50	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	5,000	1,350	3,150	-	-	-	-	-	-	-	-	-	-	4,500	-
Walnut Street, 3rd Street to 16th Street	PE	1,705	543	-	-	135	-	-	-	-	-	-	-	-	679	-
	ROW	100	100	-	-	-	-	-	-	-	-	-	-	-	100	-
	C	6,000	-	-	-	-	3,000	-	-	3,000	-	-	-	-	6,000	-
Total		47,643	2,493	3,150	-	552	3,000	-	400	3,750	-	500	2,050	-	15,896	9,050

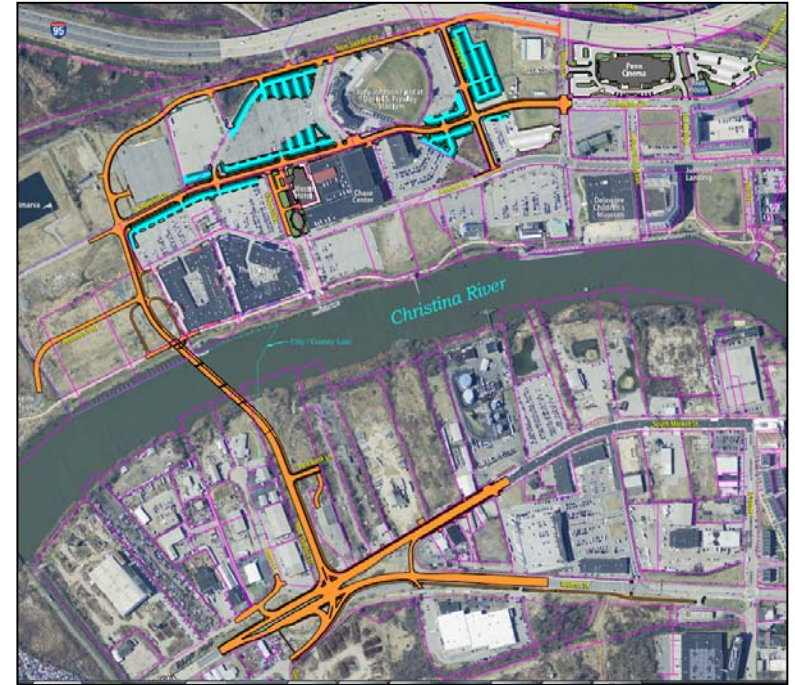
Z230 - Surface Transportation Block Grant Program

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:

Justison Landing - Funding of DelDOT's Share of Environmental Remediation of Justison Landing, Parcel 1A, at the Wilmington Riverfront. Funding commitments per Development and Remediation Agreements, January 28, 2006

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



Project Title (\$s x 1,000)	Phase	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26	TOTAL FY 27-28
Justison Landing, Parcel 1A- Environmental Remediation	Environmental	460	200	-	-	-	-	-	-	-	-	-	-	-	200	-
Total		460	200	-	-	-	-	-	-	-	-	-	-	-	200	-

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 1,000)	Phase	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26	TOTAL FY 27-28
I-295 Northbound from SR141 to US 13	PE	1,650	900	-	-	-	-	-	-	-	-	-	-	-	900	-
	ROW	500	-	-	-	-	500	-	-	-	-	-	-	-	500	-
	C	8,000	-	-	-	-	-	-	-	1,000	-	-	7,000	-	8,000	-
Total		10,150	900	-	-	-	500	-	-	1,000	-	-	7,000	-	9,400	-

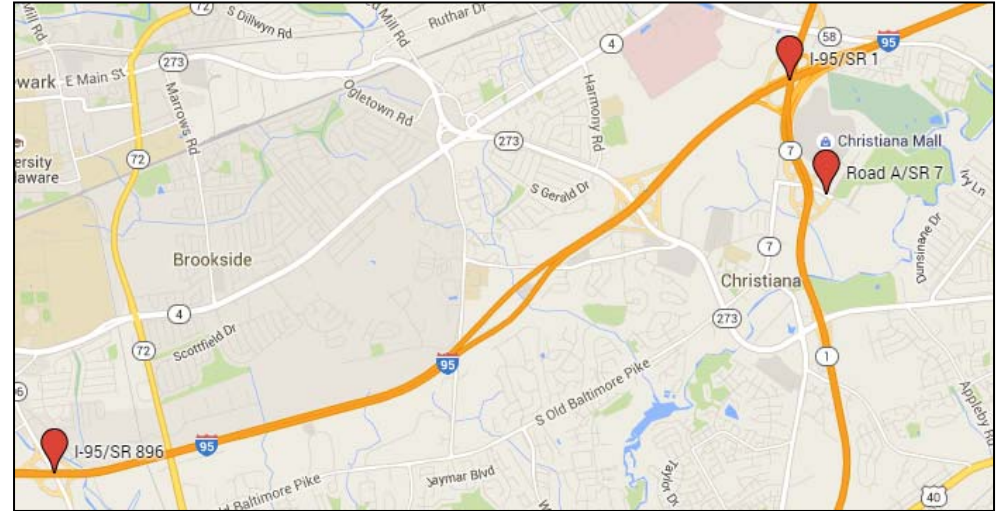
Z001 National Highway Performance Program (NHPP)

I-95: MARYLAND STATE LINE TO I-495

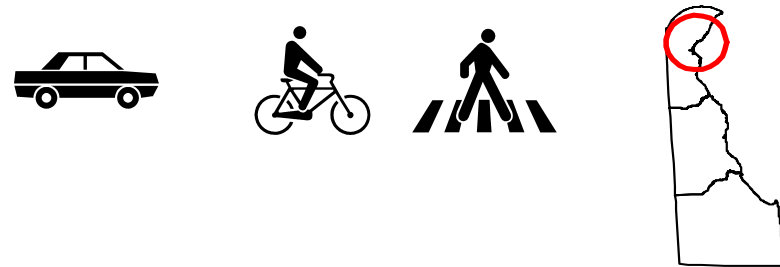
DESCRIPTION: Current projects include:

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. A bicycle/pedestrian pathway will also be constructed.

JUSTIFICATION: Improve safety, congestion and multimodal transportation choices.



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



Project Title (\$s x 1,000)	Phase	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26	TOTAL FY 27-28
I-95 and SR896 Interchange	PE	17,617	486	1,944	-	40	159	-	-	-	-	-	-	-	2,628	-
	PE	2,747	947	-	-	-	-	-	-	-	-	-	-	-	947	-
	ROW	880	610	-	-	-	-	-	-	-	-	-	-	-	610	-
	C	151,950	9,150	9,150	-	22,275	22,275	-	22,275	22,275	-	22,275	22,275	-	151,950	-
Total		173,194	11,193	11,094	-	22,315	22,434	-	22,275	22,275	-	22,275	22,275	-	156,136	-

I-95 and SR896 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:

- **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.
- **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



RAIL IMPROVEMENTS: NEW CASTLE COUNTY (Continued)

Project Title (\$s x 1,000)	Phase	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26	TOTAL FY 27-28
Churchman's Crossing Fairplay Station Parking Expansion	PE	1,252	165	661	-	-	-	-	-	-	-	-	-	-	827	-
	CE	650	75	275	-	60	240	-	-	-	-	-	-	-	650	-
	C	12,350	1,285	5,140	-	1,185	4,740	-	-	-	-	-	-	-	12,350	-
Newark Regional Transportation Center, Platform and Pedestrian Bridge	C	15,400	9,000	-	-	6,400	-	-	-	-	-	-	-	-	15,400	-
	C	3,000	-	-	-	-	-	3,000	-	-	-	-	-	-	3,000	-
	Rail	197	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Road	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Rail Road	25,873	10,592	-	-	-	-	-	-	-	-	-	-	-	10,592	-
Northeast Corridor Allocation Policy	C	27,620	3,120	-	-	3,300	-	-	3,400	-	-	3,500	-	-	13,320	7,300
Total		70,942	24,237	6,076	-	10,945	4,980	3,000	3,400	-	-	3,500	-	-	56,139	7,300

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: This project identifies and prioritizes 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. Existing and projected conditions in the project area have resulted in the development of five specific needs to be addressed by this project: - Address existing and projected peak hour and seasonal traffic needs - Improve the system connectivity - Provide support and local access for existing and committed development in New Castle County - Improve safety and address identified high crash locations - Enhance emergency access and evacuation Meeting these needs will retain an acceptable level of service on this key section of SR 1 that is compatible with other sections of SR 1 and I-95. Projects include:

JUSTIFICATION: 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 1,000)	Phase	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26	TOTAL FY 27-28
SR 1 Widening, Road A to Tybouts Corner	PD	310	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	5,730	20	80	-	-	-	-	-	-	-	-	-	-	100	-
	ROW	861	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SR 1 Widening, Road A to US40	PE	14,000	1,180	4,720	-	1,045	4,180	-	-	-	-	-	-	-	11,125	-
	ROW	4,000	-	-	-	-	-	-	-	2,000	-	-	2,000	-	4,000	-
	C	200,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SR1 at Tybouts Corner	PE	7,000	400	1,600	-	400	1,600	-	200	800	-	315	1,260	-	6,575	-
	ROW	1,000	-	-	-	-	-	-	-	-	-	-	-	-	-	1,000
	C	70,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total		302,901	1,600	6,400	-	1,445	5,780	-	200	2,800	-	315	3,260	-	21,800	1,000

Z001 National Highway Performance Program (NHPP)

SR 299: SR 1 TO CATHERINE STREET

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

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



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



Project Title (\$s x 1,000)	Phase	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26	TOTAL FY 27-28
SR299, SR 1 to Catherine Street	PE	3,465	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	5,500	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	CE	3,791	-	1,390	-	-	567	-	-	-	-	-	-	-	1,957	-
	C	188	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	18,239	-	7,525	-	-	1,124	-	-	-	-	-	-	-	8,649	-
	Traffic	2,035	-	930	-	-	-	-	-	-	-	-	-	-	930	-
	Utilities	562	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Utilities	986	20	82	-	-	-	-	-	-	-	-	-	-	102	-
	Contingency	2,177	-	-	-	-	2,177	-	-	-	-	-	-	-	2,177	-
Total		36,943	20	9,926	-	-	3,868	-	-	-	-	-	-	-	13,815	-

Z001 National Highway Performance Program (NHPP)
Z231 - Surface Transportation Block Grant Program - FAST

SR 72: MCCOY ROAD TO SR 71

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

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

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



Project Title (\$s x 1,000)	Phase	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26	TOTAL FY 27-28
SR 72, McCoy Road to SR 71	PE	350	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	PE	2,110	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	90	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	4,120	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	21,000	2,000	8,000	-	2,000	8,000	-	-	-	-	-	-	-	20,000	-
Total		27,670	2,000	8,000	-	2,000	8,000	-	-	-	-	-	-	-	20,000	-

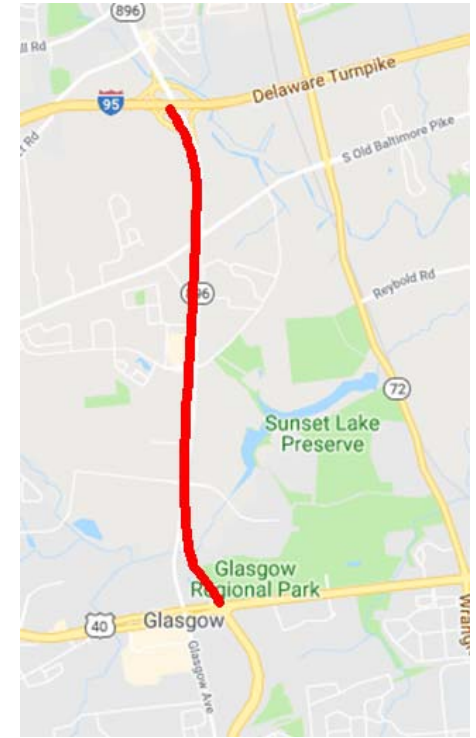
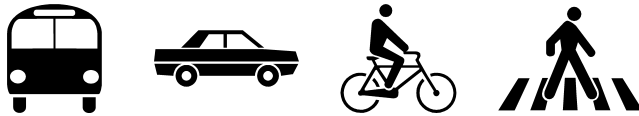
Z230 - Surface Transportation Block Grant Program – FAST, Z460 - National Highway Freight Program (NHFP)

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



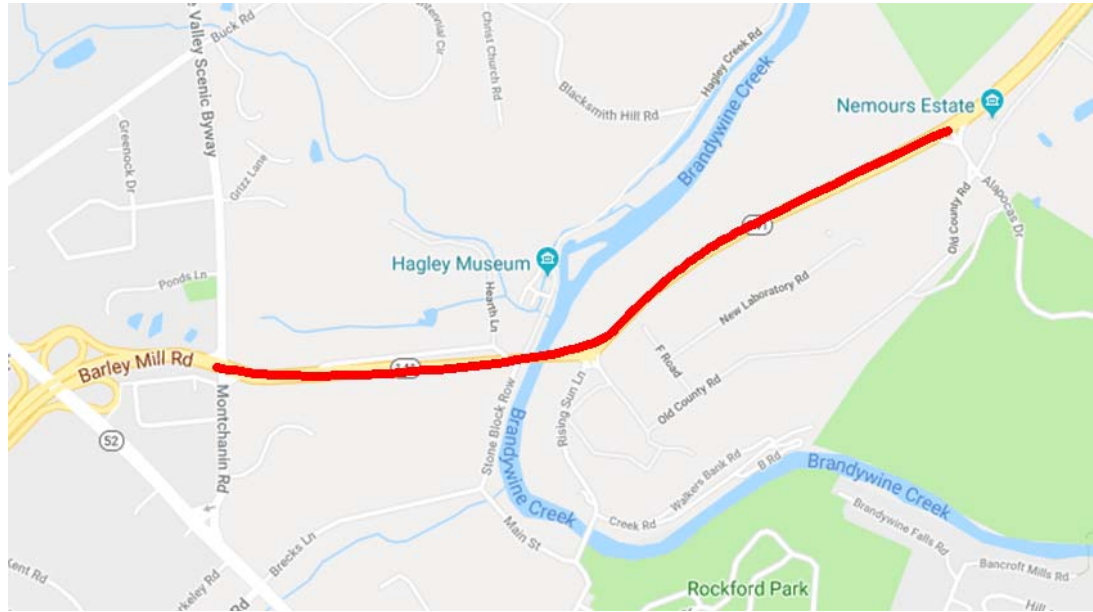
Project Title (\$s x 1,000)	Phase	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26	TOTAL FY 27-28
SR 896 Widening, US 40 to I-95	PE	2,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	ROW	500	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	25,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total		27,500	-	-	-	-	-	-	-	-	-	-	-	-	-	-

TYLER MCCONNELL BRIDGE, SR 141, MONTCHANIN 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 1,000)	Phase	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26	TOTAL FY 27-28
Tyler McConnell Bridge, SR 141, Montchanin Road to Alapocas Road	PE	4,000	-	-	-	-	-	-	-	-	-	-	-	-	-	1,000
	ROW	3,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	C	40,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total		47,000	-	-	-	-	-	-	-	-	-	-	-	-	-	1,000

Z230 - Surface Transportation Block Grant Program

***CECIL
COUNTY***

AREAWIDE BRIDGE REHABILITATION

DESCRIPTION: Program to provide major upgrades to and maintenance of structures on MDOT SHA highways.

JUSTIFICATION: MDOT SHA system preservation investments, including bridge inspection, cleaning, deck overlays, deck replacement/rehabilitation, painting, parapet modification/reconstruction, pedestrian facilities completed as part of a bridge project, substructure replacement/rehabilitation, and superstructure replacement/rehabilitation, ensure a systemwide state of good repair.

County: Cecil
Investment Area: All
Municipality:
Program Category: System Preservation
TIP/STIP Number: 3-1



Phase All \$ x 1,000	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26
PD		10	40		10	40		10	40		10	40		200
Engineering		240	960		240	960		240	960		240	960		4,800
ROW		10	40		10	40		10	40		10	40		200
Construction		600	2,400		600	2,400		600	2,400		600	2,400		12,000
Total		860	3,440	-	860	3,440	-	860	3,440	-	860	3,440	-	17,200

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

AREAWIDE ENVIRONMENTAL PROJECTS

DESCRIPTION: Program to provide environmental and aesthetic improvements on MDOT SHA highways. This project also covers improvements funded by the Transportation Alternatives Program, Safe Routes to School Program, and Recreational Trails Program, which are administered by MDOT SHA.

JUSTIFICATION: MDOT SHA system preservation investments, including ADA improvements, bicycle/pedestrian facilities, drainage improvements, environmental compliance, landscaping, noise abatement, noise barrier and berm construction/retrofitting/rehabilitation, trail facilities, reforestation and tree planting, rest areas, scenic beautification, stormwater management, and wildflower seeding, ensure a systemwide state of good repair.

County: Cecil
Investment Area: All
Municipality:
Program Category: System Preservation
TIP/STIP Number: 3-2



Phase All \$ x 1,000	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26
PD		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: Program to provide periodic resurfacing and upgrading of auxiliary features on MDOT SHA highways.

JUSTIFICATION: MDOT SHA system preservation investments, including ADA improvements, concrete patching, guardrail improvements, joint sealing, milling, patchwork, pavement markings/striping, resurfacing, shared-use paths, sidewalk, striping, ensure a systemwide state of good repair.

County: Cecil
Investment Area: All
Municipality:
Program Category: System Preservation
TIP/STIP Number: 3-3



Phase All \$ x 1,000	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26
PD		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		1,400	5,600		1,400	5,600		1,400	5,600		1,400	5,600		28,000
Total		1,540	6,160	-	1,540	6,160	-	1,540	6,160	-	1,540	6,160	-	30,800

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

AREAWIDE SAFETY AND SPOT IMPROVEMENTS

DESCRIPTION: Program to provide localized improvements to address safety and/or operational issues on MDOT SHA highways.

JUSTIFICATION: MDOT SHA system preservation investments, including acceleration/deceleration lanes, ADA improvements, bridge inspection, bypass lanes, crash prevention, drainage improvements, geometric improvements, guardrail improvements, intersection capacity improvements, intersection realignment, joint sealing, major storm damage repairs, pavement markings/stripping, railroad crossings, ramp modifications, rest areas, roundabouts, safety improvements, school access improvements, sinkhole repairs, slope repairs, truck weigh stations, turn lanes, unforeseen roadway/bridge emergency repairs, ensure a systemwide state of good repair.

County: Cecil
Investment Area: All
Municipality:
Program Category: System Preservation
TIP/STIP Number: 3-4



Phase All \$ x 1,000	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26
PD		15	60		15	60		15	60		15	60		300
Engineering		200	800		200	800		200	800		200	800		4000
ROW		15	60		15	60		15	60		15	60		300
Construction		800	3,200		800	3,200		800	3,200		800	3,200		16,000
Total		1,030	4,120	-	1,030	4,120	-	1,030	4,120	-	1,030	4,120	-	20,600

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

AREAWIDE URBAN RECONSTRUCTION

DESCRIPTION: Program to provide roadway rehabilitation on MDOT SHA highways in municipalities and urban areas.

JUSTIFICATION: MDOT SHA system preservation investments, including ADA improvements, bicycle and pedestrian improvements, curb and gutter improvements, drainage reconstruction, landscaping, lighting, pavement markings/striping, pavement reconstruction, shared-use paths, sidewalks, signage, street furniture, urban amenity improvements, ensure a systemwide state of good repair.

County: Cecil
Investment Areas: Centers
Municipality:
Program Category: System Preservation
TIP/STIP Number: 3-5



Phase All \$ x 1,000	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26
PD		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	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26
PD														
Engineering														
ROW														
Construction				80.0										80.0
Total				80.0										80.0

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



Project Title	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26
Small Urban Transit - Capital Assistance (5310)					108	27		108	27				270
Small Urban Transit - Capital Assistance (5307)	-	400	100	-	400	100	-	400	100	-	400	100	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
Public Transit Innovation (Section 5312)													-
Enhanced Mobility Pilot Program (Section 5310)													-
Total	122	753	332	122	861	359	122	861	359	122	753	332	5,098

AREAWIDE CONGESTION MANAGEMENT

DESCRIPTION: Program to provide traffic control, management, and monitoring on MDOT SHA highways.

JUSTIFICATION: System preservation investments, including intelligent transportation system deployment, park-and-ride facilities, permanent congestion monitoring systems, signal systemization, remote timing, traffic management detectors, traffic management video/CCTV, variable message signing, ensure a systemwide state of good repair.

County: Cecil
Investment Area: All
Municipality:
Program Category: System Preservation
TIP/STIP Number: 3-9



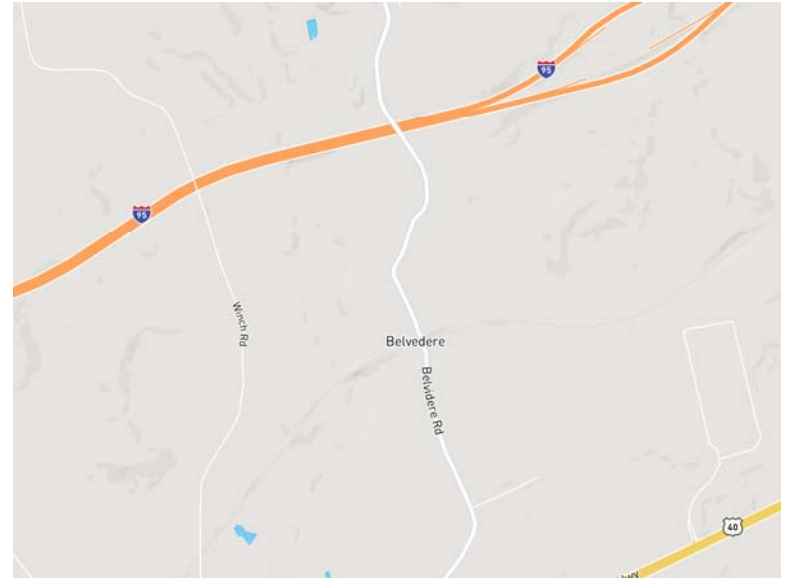
Phase All \$ x 1,000	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26
PD		15	60		15	60		15	60		15	60		300
Engineering		60	240		60	240		60	240		60	240		1,200
ROW		2	8		2	8		2	8		2	8		40
Construction		120	480		120	480		120	480		120	480		2,400
Total		197	788	-	197	788	-	197	788	-	197	788	-	3,940

WILMAPCO 3-9, federal sources may include CMAQ, NHPP, STBG, and/or other as deemed appropriate by MDOT. Use of CMAQ is subject to WILMAPCO review and approval.

BELVIDERE ROAD BRIDGE CE0055 OVER CSX RAILROAD REPLACEMENT

DESCRIPTION: The proposed CE-0055 Bridge will be constructed on a new alignment, to its full build-out of four, 12'-0" lanes, a median and two, 8'-0" shoulders and will accommodate the anticipated traffic volumes along Belvidere Road and the continued development of the incipio Business Park.

JUSTIFICATION: Project will replace the existing bridge that is currently in poor condition and is functionally obsolete. When the new I-95 interchange at Belvidere Road opens in 2025, the expected Average Daily Traffic for Belvidere Road will increase to nearly eight times its existing volume, from approximately 2,400 vehicles to approximately 18,400 vehicles. Bridge CE0055, which is located between I-95 and US 40, was built in 1976 and is a three span pre-stressed concrete adjacent box beam bridge with a clear roadway width of 22 feet. In its current state, Bridge CE0055 cannot adequately handle the increased traffic demands.



County: Cecil
Investment Area: Core
Municipality:
Program Category: System Management
TIP/STIP Number: 3-9



Phase All \$ x 1,000	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26
PD														
PE														
ROW														
Construction			11,200	2,800										14,000
Total			11,200	2,800										14,000

WILMAPCO 3-9, federal sources may include CMAQ, NHPP, STBG, and/or other as deemed appropriate by MDOT. Use of CMAQ is 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. A Mid-County Transit Hub has been recommended to support the growth of Cecil Transit, enhance transit ridership, reduce stem miles and provide additional office space. The Mid-County Transit Hub will look to contain: a multi-modal public transit center to accommodate transfers and layovers, a kiss-and-ride facility, a covered area for customer waiting, pedestrian/bicycle connectivity and bicycle parking; a stand-alone Transit Administration facility containing Transit offices; and the possibility of a reduced maintenance facility providing onsite maintenance services, depending on the outcome of the Phase 2 study and future cost considerations.

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)	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26
ROW													
PE	25.0	200.0	25.0										250.0
TOTAL	25.0	200.0	25.0										250.0

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

CECIL COUNTY TRANSPORTATION ALTERNATIVES PROGRAM

DESCRIPTION: These are innovative projects that have received Transportation Alternatives Program funding (TAP – Fast ACT or MAP-21) or Transportation Enhancement Program funds (TEP – SAFETEA-LU). Projects include the Town of Chesapeake City Safe Routes to School GYF project..

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



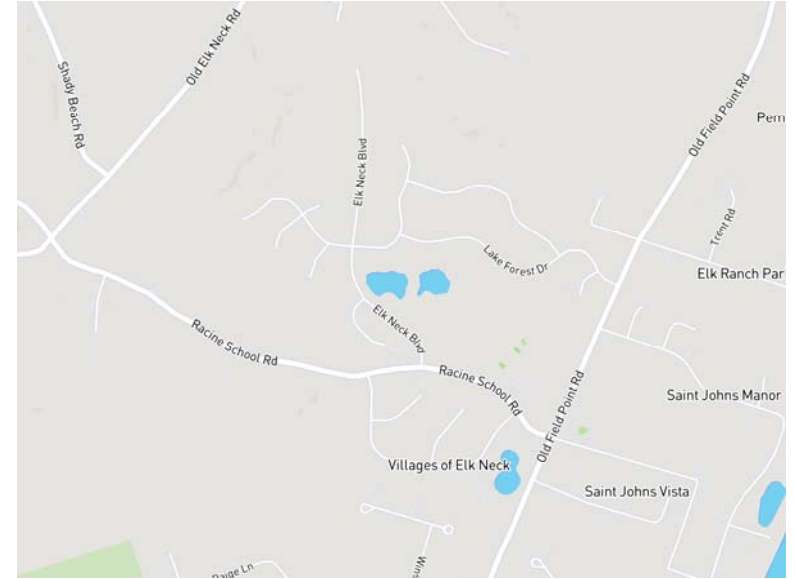
Phase All \$ x 1,000	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23- 26
Transportation Alternatives Program - Cecil County		10	40		10	40		10	40		10	40		200
		10	40		10	40		10	40		10	40		200

SCHOOL ZONE AND CROSSWALK IMPROVEMENTS AT ELK NECK ELEMENTARY SCHOOL

DESCRIPTION: This project will improve pedestrian safety for Safe Routes to School, creating a zone with enhanced signage, timed beacons, and crosswalk improvements.

JUSTIFICATION: Speeding is common along the road and improvements will draw attention to the presence of pedestrians and cyclists.

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



Phase All \$ x 1,000	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26
SRTS Improvements			76.5	8.5										85.0
TOTAL			76.5	8.5										

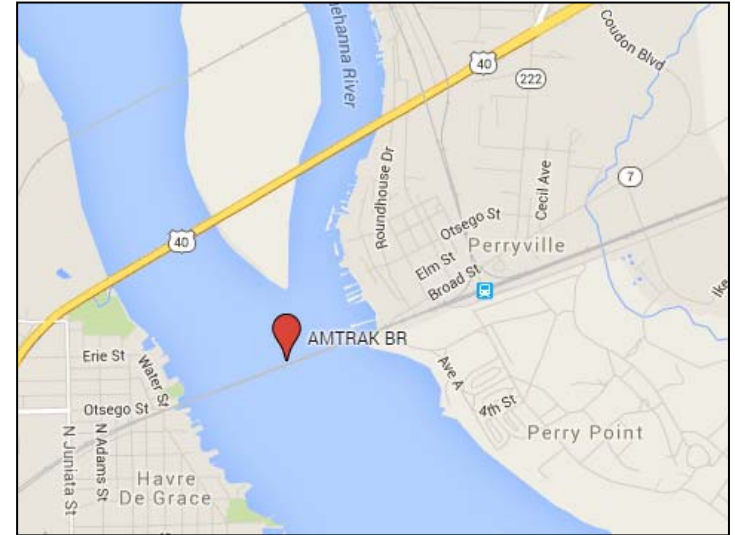
Federal sources may include HSIP.

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



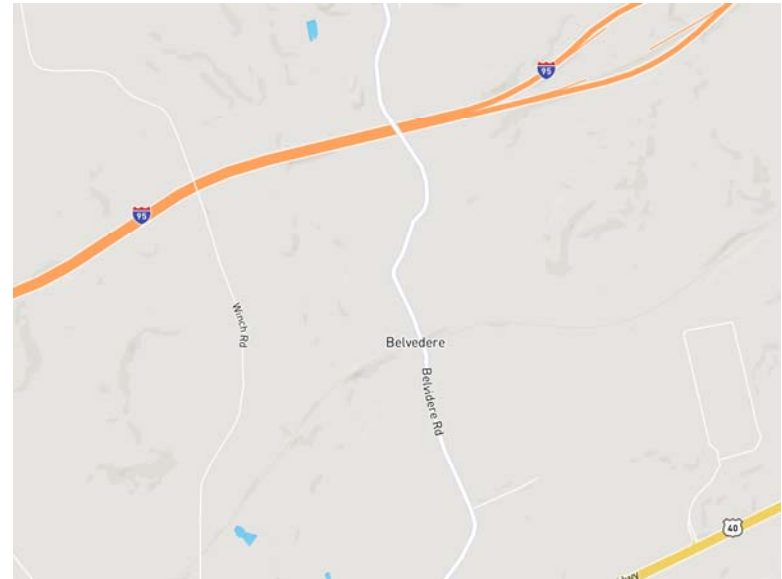
Phase All \$ x 1,000	Current Estimate	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26
PE Engineering ROW Construction				500.0										500.0
Total				500.0										500.0

I-95 AT BELVIDERE ROAD INTERCHANGE

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	FY23 State	FY23 Fed	FY23 Other	FY24 State	FY24 Fed	FY24 Other	FY25 State	FY25 Fed	FY25 Other	FY26 State	FY26 Fed	FY26 Other	TOTAL FY 23-26
PD	-													-
Engineering	5,467	2,500			500									3,000
ROW	5,625													-
Construction	53,322	1,000	20,000		21,000			10,500						52,500
Total	64,414													55,500