



APPENDIX I:

Freight Project Candidates – Screening Details

I. APPENDIX I: Freight Project Candidates – Screening Details

The following details reflect the initial set of approximately 120 project candidates that were screened from Delaware’s CTP and related planning/programming resources. These details include input assumptions for 15 project screening criteria to help assess each project’s potential freight relevance and general project readiness as described in Chapter 5 of the 2022 Delaware State Freight Plan. It is anticipated that the list of project candidates and screening details will continue to evolve as a working tool to be used/referenced on an ongoing basis as part of broader planning/programming efforts beyond the snapshot in time compiled on the following pages.



Delaware Freight Project Screening - REVISED May 5, 2022

| ID | PROJECT | CRITERIA 1 Associated with a completed Study (if any) | CRITERIA 2 Project location in relation to National Highway Freight Network (NHFN) | CRITERIA 3 Is project along the Strategic Highway Network (STRAHNET)? | CRITERIA 4 Is the project along one of the congestion hotspots in the DelDOT TMC's Traffic Operations Management Plans (TOMP)? | CRITERIA 5 Is the project located within one of the 15 Statewide Truck Bottlenecks? | CRITERIA 6 Is project designed as a Final Mile route OR provides direct access to one? | CRITERIA 7 Project location within DE State Strategies (2020) | CRITERIA 8 Project status within DelDOT CTP/MPO Long Range Plans (where applicable) |
|----|--|--|---|--|---|--|---|--|--|
| 1 | US 13 and SR 404 / Newton Rd Lengthen right turn land and accel lane | DelDOT | Critical Rural Freight Corridor | Yes | Yes | | | Level 1 | |
| 2 | US 13 / SR 14 Intersection Improvements | DelDOT | Critical Rural Freight Corridor | Yes | | | Yes | Level 1 | |
| 3 | SR 1 widening. One lane each direction, SR 299 to Kent Line | DelDOT SR 1 Study (2021) | Critical Rural Freight Corridor | Yes | | | | Level 3 | WILMAPCO TIP/CTP |
| 4 | US 113 at SR 18 Grade Separated Intersection | | Critical Rural Freight Corridor | | Yes | Yes (Rank: Moderate) | | Level 1 | |
| 5 | US 113/Johnson Rd. Final Mile Improvements | Final Mile Study (2021) | Critical Rural Freight Corridor | | | Yes (Rank: Moderate) | Yes | Level 2 | |
| 6 | US 113 Improvements - Selbyville | | Critical Rural Freight Corridor | | | Yes (Rank: Moderate) | | Level 3 | |
| 7 | Protected Roadside Shoulder Truck Parking along SR 1 | DE Statewide Truck Parking Study (2021) | Critical Rural Freight Corridor | | | | | Level 1 | WILMAPCO RTP - Aspirations |
| 8 | SR 1, Front St Grade Separated Intersection | | Critical Rural Freight Corridor | | Yes | | Yes | Level 1 | |
| 9 | Truck Parking - Sussex Location | DE Statewide Truck Parking Study (2021) | Critical Rural Freight Corridor | | Yes | | | Level 1 | |
| 10 | US 113 US 9 Grade Separation | | Critical Rural Freight Corridor | | Yes | | | Level 1 | |
| 11 | US 113 Improvements - Dagsboro | | Critical Rural Freight Corridor | | | | | Level 1 | |
| 12 | Boyd's Corner Rd Widening | | Critical Rural Freight Corridor | | | | | Level 2 | WILMAPCO TIP/CTP |
| 13 | SR 1 Widening - 1 lane each direction | DelDOT SR 1 Study (2021) | Critical Rural Freight Corridor | | | | | Level 3 | |
| 14 | SR 1 Cave Neck Rd Grade Separation | | Critical Rural Freight Corridor | | | | | Level 3 | |
| 15 | US 113 & Avenue of Honor Grade Separated Intersection | | Critical Rural Freight Corridor | | | | | Level 3 | |
| 16 | US 113 at SR 16 Grade Separated Intersection | | Critical Rural Freight Corridor | | | | Yes | Level 3 | |
| 17 | SR 1 Widening 1 lane each direction | DelDOT SR 1 Study (2021) | Critical Rural Freight Corridor | | | | | Level 4 | |
| 18 | SR 1 Slaughter Beach Rd Grade Separation | | Critical Rural Freight Corridor | | | | | Level 4 | |
| 19 | SR 1 and SR 16 Grade Separation | | Critical Rural Freight Corridor | | Yes | | Yes | Level 4 | |
| 20 | US113 & Redden Rd Grade Separated Intersection | | Critical Rural Freight Corridor | | | | Yes | Level 4 | |
| 21 | US 13, Lochmeath Way to Puncheon Run Connector | | Critical Urban Freight Corridor | Yes | Yes | Yes (Rank: Moderate) | Yes | Level 1 | |
| 22 | SR 1 Widening, Tyboults Corner to SR 273 | | Critical Urban Freight Corridor | Yes | Yes | | | Level 2 | WILMAPCO TIP/CTP |
| 23 | US 13, Walnut Shade Rd to Lochmeath Way | | Critical Urban Freight Corridor | Yes | Yes | | Yes | Level 1 | |
| 24 | SR 1 Widening/Improvements, Tybouts Corner to Roth Bridge | | Critical Urban Freight Corridor | Yes | | | | Level 2 | WILMAPCO TIP/CTP |
| 25 | US 13/Kings Hwy Intersection Improvements | | Critical Urban Freight Corridor | Yes | | | | Level 2 | |

Delaware Freight Project Screening - REVISED May 5, 2022

| ID | PROJECT | CRITERIA 9 EJ Screening #1 (EJ Community): Minority/Low Income Concentrations | CRITERIA 10 EJ Screen #2 (EJ Air Quality): Diesel Particulate Matter Concentrations. | CRITERIA 11 Is project within a 4ft. inundation area for Sea Level Rise (SLR)? | CRITERIA 12 Projet Key focus type | CRITERIA 13 Does project have a regional impact? (Direct- Indirect-Nominal) | CRITERIA 14 Eligibility with IJA Program(s) | CRITERIA 15 Project Cost Range |
|----|--|--|--|---|--------------------------------------|--|--|-----------------------------------|
| 1 | US 13 and SR 404 / Newton Rd Lengthen right turn land and accel lane | Moderate: 60-80th percentile | | | Intersection | Nominal | TBD | TBD |
| 2 | US 13 / SR 14 Intersection Improvements | Moderate: 60-80th percentile | | | Intersection | Indirect | TBD | TBD |
| 3 | SR 1 widening. One lane each direction, SR 299 to Kent Line | | | | Road | Direct | TBD | TBD |
| 4 | US 113 at SR 18 Grade Separated Intersection | High: 80-100th percentile | | | Interchange | Indirect | TBD | TBD |
| 5 | US 113/Johnson Rd. Final Mile Improvements | | | | Final Mile | Final Mile | TBD | TBD |
| 6 | US 113 Improvements - Selbyville | Moderate: 60-80th percentile | | | Road | Nominal | TBD | TBD |
| 7 | Protected Roadside Shoulder Truck Parking along SR 1 | Moderate: 60-80th percentile | | | Parking | Direct | TBD | TBD |
| 8 | SR 1, Front St Grade Separated Intersection | | | | Interchange | Indirect | TBD | TBD |
| 9 | Truck Parking - Sussex Location | | | | Parking | Direct | TBD | TBD |
| 10 | US 113 US 9 Grade Separation | | | | Interchange | Indirect | TBD | TBD |
| 11 | US 113 Improvements - Dagsboro | Moderate: 60-80th percentile | | | Road | Nominal | TBD | TBD |
| 12 | Boyd's Corner Rd Widening | | | | Road | Indirect | TBD | TBD |
| 13 | SR 1 Widening - 1 lane each direction | | | | Road | Direct | TBD | TBD |
| 14 | SR 1 Cave Neck Rd Grade Separation | | | | Interchange | Indirect | TBD | TBD |
| 15 | US 113 & Avenue of Honor Grade Separated Intersection | | | | Interchange | Indirect | TBD | TBD |
| 16 | US 113 at SR 16 Grade Separated Intersection | Moderate: 60-80th percentile | | | Interchange | Indirect | TBD | TBD |
| 17 | SR 1 Widening 1 lane each direction | | | Yes | Road | Direct | TBD | TBD |
| 18 | SR 1 Slaughter Beach Rd Grade Separation | High: 80-100th percentile | | | Road | Direct | TBD | TBD |
| 19 | SR 1 and SR 16 Grade Separation | | | | Interchange | Indirect | TBD | TBD |
| 20 | US113 & Redden Rd Grade Separated Intersection | Moderate: 60-80th percentile | | | Interchange | Indirect | TBD | TBD |
| 21 | US 13, Lochmeath Way to Puncheon Run Connector | | Moderate: 60-80th percentile | | Road | Indirect | TBD | TBD |
| 22 | SR 1 Widening, Tyboults Corner to SR 273 | Moderate: 60-80th percentile | Moderate: 60-80th percentile | | Road | Direct | TBD | TBD |
| 23 | US 13, Walnut Shade Rd to Lochmeath Way | | | | Road | Indirect | TBD | TBD |
| 24 | SR 1 Widening/Improvements, Tybouts Corner to Roth Bridge | | | | Road | Direct | TBD | TBD |
| 25 | US 13/Kings Hwy Intersection Improvements | | | | Intersection | Indirect | TBD | TBD |

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|----|---|--|---|--|---|--|---|--|--|
| 26 | US 13/273, Hares Corner Grade Separation | DelDOT | Critical Urban Freight Corridor | | Yes | Yes (Rank: High) | | Level 1 | WILMAPCO RTP - Aspirations |
| 27 | SR 141/US 13 Interchange upgrade | DelDOT | Critical Urban Freight Corridor | | Yes | Yes (Rank: High) | | Level 1 | WILMAPCO RTP - Aspirations |
| 28 | SR 896 Widening to 6 lanes, US 40 to I-95 | US 40 Transportation Plan (2000) | Critical Urban Freight Corridor | | Yes | Yes (Rank: Moderate) | | Level 2 | WILMAPCO TIP/CTP |
| 29 | Added Truck Parking - Kent | DE Statewide Truck Parking Study (2021) | Critical Urban Freight Corridor | | Yes | Yes (Rank: Moderate) | | Level 1 | |
| 30 | US 40/SR 896 Grade Separated Intersection | US 40 Transportation Plan (2000) | Critical Urban Freight Corridor | | Yes | | | Level 1 | WILMAPCO TIP/CTP |
| 31 | US 40 Pulaski Hwy Widening/Improvements | US 40 Transportation Plan (2000) | Critical Urban Freight Corridor | | Yes | | | Level 1 | |
| 32 | US 40 Overpass at Rail Crossing | US 40 Plan (2000) | Critical Urban Freight Corridor | | Yes | | | Level 1 | |
| 33 | US 40 SR 7 Grade Separation | US 40 Transportation Plan (2000) | Critical Urban Freight Corridor | | Yes | | Yes | Level 2 | WILMAPCO TIP/CTP |
| 34 | US 40 Widening, Salem Church Rd to Walther Rd | US 40 Transportation Plan (2000) | Critical Urban Freight Corridor | | Yes | | Yes | Level 2 | |
| 35 | US 40 Pulaski Hwy Widening/Improvements | US 40 Transportation Plan (2000) | Critical Urban Freight Corridor | | Yes | | Yes | Level 2 | |
| 36 | SR896/Bethel Church Road Interchange | US 301 (2008) | Critical Urban Freight Corridor | | | | | Level 3 | WILMAPCO TIP/CTP |
| 37 | I295 Widening | | Primary Freight Network | Yes (Interstate) | | Yes (Rank: High) | | Level 1 | |
| 38 | I295 Widening | | Primary Freight Network | Yes (Interstate) | | Yes (Rank: High) | | Level 1 | |
| 39 | I95 Ramp Widening | | Primary Freight Network | Yes (Interstate) | Yes | Yes (Rank: Low) | | Level 1 | |
| 40 | I295 Widening | | Primary Freight Network | Yes (Interstate) | Yes | Yes (Rank: Low) | | Level 1 | |
| 41 | I295 Widening | | Primary Freight Network | Yes (Interstate) | Yes | Yes (Rank: Low) | | Level 1 | |
| 42 | I295 Widening | | Primary Freight Network | Yes (Interstate) | | Yes (Rank: Low) | | Level 1 | |
| 43 | Protected Roadside Shoulder Truck Parking along I-95 SB | DE Statewide Truck Parking Study (2021) | Primary Freight Network | Yes (Interstate) | | | | Level 1 | WILMAPCO RTP - Aspirations |
| 44 | Protected Roadside Shoulder Truck Parking along I-95 NB | DE Statwide Truck Parking Study (2021) | Primary Freight Network | Yes (Interstate) | | | | Level 1 | WILMAPCO RTP - Aspirations |
| 45 | I95 Widening, Mall Area to DE/MD Line | | Primary Freight Network | Yes (Interstate) | | | | Level 1 | |
| 46 | SR 896 & I-95 Flyover and Reconfiguration | | Primary Freight Network | | Yes | Yes (Rank: Moderate) | | Level 2 | WILMAPCO TIP/CTP |
| 47 | Truck Staging Location Near Port of Wilmington | Port of Wilmington Truck parking Study | Primary Freight Network | | | | Yes | Level 1 | WILMAPCO TIP/CTP |
| 48 | SR 273 at I-95 interchange reconfiguration | Churchmans Crossing Plan Update (2021) | Primary Freight Network | | Yes | | | Level 1 | |
| 49 | SR 4/Churchmans Rd Intersection Improvements | Churchmans Crossing Plan Update (2021) | Remaining NHS Route | | Yes | Yes (Rank: High) | | Level 1 | |
| 50 | SR 4/Harmony Rd Intersection Improvements | Churchmans Crossing Plan Update (2021) | Remaining NHS Route | | Yes | Yes (Rank: High) | | Level 1 | WILMAPCO TIP/CTP |

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|----|---|--|--|---|--------------------------------------|--|--|-----------------------------------|
| 26 | US 13/273, Hares Corner Grade Separation | | Moderate: 60-80th percentile | | Intersection | Indirect | TBD | TBD |
| 27 | SR 141/US 13 Interchange upgrade | | Moderate: 60-80th percentile | | Intersection | Indirect | TBD | TBD |
| 28 | SR 896 Widening to 6 lanes, US 40 to I-95 | | Moderate: 60-80th percentile | | Road | Direct | TBD | TBD |
| 29 | Added Truck Parking - Kent | Moderate: 60-80th percentile | | | Parking | Direct | TBD | TBD |
| 30 | US 40/SR 896 Grade Separated Intersection | | Moderate: 60-80th percentile | | Interchange | Direct | TBD | TBD |
| 31 | US 40 Pulaski Hwy Widening/Improvements | Moderate: 60-80th percentile | Moderate: 60-80th percentile | | Road | Indirect | TBD | TBD |
| 32 | US 40 Overpass at Rail Crossing | High: 80-100th percentile | Moderate: 60-80th percentile | | Interchange | Indirect | TBD | TBD |
| 33 | US 40 SR 7 Grade Separation | Moderate: 60-80th percentile | Moderate: 60-80th percentile | | Interchange | Indirect | TBD | TBD |
| 34 | US 40 Widening, Salem Church Rd to Walther Rd | High: 80-100th percentile | Moderate: 60-80th percentile | | Road | Indirect | TBD | TBD |
| 35 | US 40 Pulaski Hwy Widening/Improvements | Moderate: 60-80th percentile | | | Road | Indirect | TBD | TBD |
| 36 | SR896/Bethel Church Road Interchange | | | | Interchange | Indirect | TBD | TBD |
| 37 | I295 Widening | Moderate: 60-80th percentile | High: 80-100th percentile | | Interstate | Direct | TBD | TBD |
| 38 | I295 Widening | | High: 80-100th percentile | | Interstate | Direct | TBD | TBD |
| 39 | I95 Ramp Widening | Moderate: 60-80th percentile | High: 80-100th percentile | | Interstate | Direct | TBD | TBD |
| 40 | I295 Widening | High: 80-100th percentile | High: 80-100th percentile | | Interstate | Direct | TBD | TBD |
| 41 | I295 Widening | Moderate: 60-80th percentile | High: 80-100th percentile | | Interstate | Direct | TBD | TBD |
| 42 | I295 Widening | Moderate: 60-80th percentile | High: 80-100th percentile | | Interstate | Direct | TBD | TBD |
| 43 | Protected Roadside Shoulder Truck Parking along I-95 SB | High: 80-100th percentile | High: 80-100th percentile | | Parking | Direct | TBD | TBD |
| 44 | Protected Roadside Shoulder Truck Parking along I-95 NB | Moderate: 60-80th percentile | High: 80-100th percentile | | Parking | Direct | TBD | TBD |
| 45 | I95 Widening, Mall Area to DE/MD Line | | Moderate: 60-80th percentile | | Interstate | Direct | TBD | TBD |
| 46 | SR 896 & I-95 Flyover and Reconfiguration | | High: 80-100th percentile | | Interchange | Direct | TBD | TBD |
| 47 | Truck Staging Location Near Port of Wilmington | High: 80-100th percentile | High: 80-100th percentile | | Parking | Direct | TBD | TBD |
| 48 | SR 273 at I-95 interchange reconfiguration | Moderate: 60-80th percentile | High: 80-100th percentile | | Interchange | Indirect | TBD | TBD |
| 49 | SR 4/Churchmans Rd Intersection Improvements | | High: 80-100th percentile | | Intersection | Nominal | TBD | TBD |
| 50 | SR 4/Harmony Rd Intersection Improvements | | High: 80-100th percentile | | Intersection | Nominal | TBD | TBD |

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|----|---|--|---|--|---|--|---|--|--|
| 51 | Center Turn Overpass ("Elevated Lefts") | Senate Resolution 10 recommendations (2018) | Remaining NHS Route | | Yes | Yes (Rank: High) | | Level 1 | WILMAPCO RTP - Aspirations |
| 52 | SR 7 at Milltown Road - SR 7 Thru-Traffic Overpass | Senate Resolution 10 recommendations (2018) | Remaining NHS Route | | | Yes (Rank: High) | | Level 1 | WILMAPCO RTP - Aspirations |
| 53 | Add 3rd Lane on 273 from SR 1 to I-95 | Churchmans Crossing Plan Update (2021) | Remaining NHS Route | | Yes | | | Level 1 | WILMAPCO RTP - Aspirations |
| 54 | 3rd Lane on 273: SR 4 to I-95 | Churchmans Crossing Plan Update (2021) | Remaining NHS Route | | Yes | | | Level 1 | WILMAPCO RTP - Aspirations |
| 55 | SR 273 Delaware St. Widening - City of New Castle | | Remaining NHS Route | | | | | Level 1 | |
| 56 | SR 2/Harmony Rd Intersection Improvements | | Remaining NHS Route | | Yes | | | Level 1 | DeIDOT CTP / WILMAPCO TIP |
| 57 | Rte 141 Improvements | | Remaining NHS Route | | | | Yes | Level 1 | |
| 58 | SR 7 at Skyline Drive: Reconstruct EB and WB approaches with concurrent side street phasing | Senate Resolution 10 recommendations (2018) | Remaining NHS Route | | | | Yes | Level 1 | WILMAPCO RTP - Aspirations |
| 59 | SR 141 at SR 48: Center Turn Overpass ("Elevated Lefts") or Echelon | Senate Resolution 10 recommendations (2018) | Remaining NHS Route | | Yes | | | Level 1 | WILMAPCO RTP - Aspirations |
| 60 | Tyler McConnell Bridge Widening | | Remaining NHS Route | | | | | Level 1 | WILMAPCO TIP/CTP |
| 61 | Christina Pkwy, Elkton Rd to College Ave add 1 lane each direction | | Remaining NHS Route | | | | | Level 1 | |
| 62 | Limestone Rd Widening | | Remaining NHS Route | | | | | Level 2 | WILMAPCO RTP - Aspirations |
| 63 | Newton Road - Flatten Geometric Curve | DeIDOT | Remaining NHS Route | | | | | Level 3 | |
| 64 | Delaware Park Blvd Extension, SR 2 to SR 4 | Churchmans Crossing Plan Update (2021) | | | Yes | Yes (Rank: High) | | Level 1 | WILMAPCO RTP - Aspirations |
| 65 | Walker Rd Improvements (Saulsbury Rd to N State St) | Final Mile Study (2021) | | | | Yes (Rank: Low) | Yes | Level 1 | |
| 66 | North Millsboro Bypass, US 113 to SR 24 | | | | | Yes (Rank: Low) | | Level 2 | |
| 67 | Garashes Lane Extension | Port Truck Alternatives Study (2022) | | | | | Yes | Level 1 | WILMAPCO RTP - Aspirations |
| 68 | Pigeon Point Rd. Extension Option 2 via Davidson Ln. | Port Truck Alternatives Study (2022) | | | | | | Level 1 | WILMAPCO RTP - Aspirations |
| 69 | Eagle Run Road: SR 273 - SR 7 | Churchmans Crossing Plan Update (2021) | | | | | | Level 1 | |
| 70 | East 7th St Improvements | 7th Steet Peninsula Study (2020) | | | | | Yes | Level 1 | WILMAPCO TIP/CTP |
| 71 | Swedes Landing and 7th Street Intersection Improvments | 7th Street Peninsula Study (2020) | | | | | Yes | Level 1 | WILMAPCO TIP/CTP |
| 72 | New Sweden Rd. Connector | | | | | | | Level 1 | |
| 73 | North Claymont Rd. Spine Road | North Claymont Area Master Plan | | | Yes | | | Level 1 | |
| 74 | Pigeon Point Road Extension - Option 1 | Port Truck Alternatives Study (2022) | | | | | | Level 2 | WILMAPCO RTP - Aspirations |
| 75 | Crowell Rd. Extension - MacArthur Dr. to Sears Blvd. | Town of Newport Transportation Plan | | | | | Yes | Level 1 | WILMAPCO RTP - Aspirations |

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|----|---|--|--|---|--------------------------------------|--|--|-----------------------------------|
| 51 | Center Turn Overpass ("Elevated Lefts") | | Moderate: 60-80th percentile | | Interchange | Indirect | TBD | TBD |
| 52 | SR 7 at Milltown Road - SR 7 Thru-Traffic Overpass | | Moderate: 60-80th percentile | | Intersection | Nominal | TBD | TBD |
| 53 | Add 3rd Lane on 273 from SR 1 to I-95 | Moderate: 60-80th percentile | High: 80-100th percentile | | Road | Indirect | TBD | TBD |
| 54 | 3rd Lane on 273: SR 4 to I-95 | Moderate: 60-80th percentile | High: 80-100th percentile | | Road | Indirect | TBD | TBD |
| 55 | SR 273 Delaware St. Widening - City of New Castle | | Moderate: 60-80th percentile | Yes | Road | Nominal | TBD | TBD |
| 56 | SR 2/Harmony Rd Intersection Improvements | | Moderate: 60-80th percentile | | Intersection | Nominal | TBD | TBD |
| 57 | Rte 141 Improvements | High: 80-100th percentile | Moderate: 60-80th percentile | | Road | Nominal | TBD | TBD |
| 58 | SR 7 at Skyline Drive: Reconstruct EB and WB approaches with concurrent side street phasing | | | | Intersection | Nominal | TBD | TBD |
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| 62 | Limestone Rd Widening | | | | Road | Nominal | TBD | TBD |
| 63 | Newton Road - Flatten Geometric Curve | Moderate: 60-80th percentile | | | Road | Nominal | TBD | TBD |
| 64 | Delaware Park Blvd Extension, SR 2 to SR 4 | | High: 80-100th percentile | | Road | Direct | TBD | TBD |
| 65 | Walker Rd Improvements (Saulsbury Rd to N State St) | High: 80-100th percentile | Moderate: 60-80th percentile | | Final Mile | Nominal | TBD | TBD |
| 66 | North Millsboro Bypass, US 113 to SR 24 | Moderate: 60-80th percentile | | Yes | Road | Indirect | TBD | TBD |
| 67 | Garashes Lane Extension | High: 80-100th percentile | High: 80-100th percentile | Yes | Road | Direct | TBD | TBD |
| 68 | Pigeon Point Rd. Extension Option 2 via Davidson Ln. | High: 80-100th percentile | High: 80-100th percentile | Yes | Road | Direct | TBD | TBD |
| 69 | Eagle Run Road: SR 273 - SR 7 | | High: 80-100th percentile | | Road | Final Mile | TBD | TBD |
| 70 | East 7th St Improvements | High: 80-100th percentile | High: 80-100th percentile | Yes | Final Mile | Final Mile | TBD | TBD |
| 71 | Swedes Landing and 7th Street Intersection Improvements | High: 80-100th percentile | High: 80-100th percentile | | Intersection | Indirect | TBD | TBD |
| 72 | New Sweden Rd. Connector | High: 80-100th percentile | High: 80-100th percentile | Yes | Road | Final Mile | TBD | TBD |
| 73 | North Claymont Rd. Spine Road | High: 80-100th percentile | High: 80-100th percentile | | Intermodal | Indirect | TBD | TBD |
| 74 | Pigeon Point Road Extension - Option 1 | High: 80-100th percentile | High: 80-100th percentile | Yes | Road | Direct | TBD | TBD |
| 75 | Crowell Rd. Extension - MacArthur Dr. to Sears Blvd. | | Moderate: 60-80th percentile | | Final Mile | Direct | TBD | TBD |

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|-----|--|--|---|--|---|--|---|--|--|
| 76 | Truck Restriction on Windsor Dr.- Trucks to use new Crowell Rd. Extension | Town of Newport Transportation Plan | | | | | | Level 1 | WILMAPCO RTP - Aspirations |
| 77 | SR 72 widen to four lanes, Wyoming Rd. to SR 4 | DeIDOT | | | | | Yes | Level 1 | |
| 78 | SR 72 widen to four lanes, Old Baltimore Pike to US 40 | DeIDOT | | | Yes | | | Level 1 & 2 | WILMAPCO RTP - Aspirations |
| 80 | Truck Parking - NCC Location | DE Statewide Truck Parking Study (2021) | | | | | Yes | Level 3 | WILMAPCO RTP - Aspirations |
| 81 | Improvements to portions of existing Lafferty Lane | Dover Air Cargo Freight Access Study (2021) | | | | | Yes | Level 1 | Dover/Kent MPO |
| 82 | SR 299, SR 1 to Catherine St | Westtown TID | | | Yes | | | Level 1 | WILMAPCO TIP/CTP |
| 83 | Harrington Terminal: Added Rail Capacity | Harrington Intermodal Feasibility Study (2021) | | | | | | Level 1 | |
| 84 | Harrington Terminal Road "B" | Harrington Intermodal Feasibility Study (2021) | | | | | | Level 1 | |
| 85 | Add one left turn lane to Christiana hospital at the intersection of SR 299 and Gloucester | Easttown TID | | | Yes | | | Level 1 | |
| 86 | Airport Road Extension, SR 24 to Postal Lane | Five Points TID | | | Yes | | | Level 1 | |
| 87 | Aux. Truck Parking (During emergency/off peak periods) | DE Truck Parking Study (2021) | | | Yes | | | Level 1 | |
| 88 | Levels Rd: Widen to 2 lanes each direction from Existing US 301 to beyond proposed Westown North Industrial Park | Westtown TID | | | | | Yes | Level 1 | |
| 89 | SR 71 Main St/ Pine Tree Rd Improvements: Add 71 NB/SB Left turns onto Main St. Pine Tree Corner Rds. | SNCC Master Plan (2020) | | | | | Yes | Level 1 | WILMAPCO RTP - Aspirations |
| 90 | Main St Widening | Final Mile Study (2021) | | | | | Yes | Level 1 | |
| 91 | US 13 & Denneys Rd. Improvements | Final Mile Study (2021) | | | | | Yes | Level 1 | |
| 92 | Added Rail Capacity & Track Extension - Former BASF Facility | Stakeholder Input - Carload Express | | | | | | Level 1 | |
| 93 | Seaford Agri-Business Barge - to Rail Intermodal Facility | Stakeholder Input - Carload Express | | | | | | Level 1 | |
| 94 | Glasgow Avenue, SR 896 to US 40 | Final Mile Study (2021) | | | | | | Level 1 | WILMAPCO TIP/CTP |
| 95 | Nanticoke River Dredging Assessment - DE Portion | Stakeholder input - Delmarva Water Transport Committee | | | | | | Level 1 & 2 | |
| 96 | Horsepond Road Improvements 2-lane road | Dover Air Cargo Freight Access Study (2021) | | | | | Yes | Level 2 | Dover/Kent MPO |
| 97 | Scarborough Rd C-D Extension - Dover Mall Access | Final Mile Study (2021) | | | Yes | | | Level 2 | |
| 98 | Extension of Clunkey Dr. | Harrington Intermodal Feasibility Study (2021) | | | | | | Level 2 | |
| 99 | Mulberry Knoll Rd Extension: US 9 to Cedar Grove Rd. | Five Points TID | | | | | | Level 2 | |
| 100 | Airport Road Extension (Alternative B), SR24 to Old Landing Road | Five Points TID | | | Yes | | | Level 2 | |
| 101 | Park Avenue Relocation near Georgetown Airport | | | | | | | Level 2 | |

Delaware Freight Project Screening - REVISED May 5, 2022

| ID | PROJECT | CRITERIA 9 EJ Screening #1 (EJ Community): Minority/Low Income Concentrations | CRITERIA 10 EJ Screen #2 (EJ Air Quality): Diesel Particulate Matter Concentrations. | CRITERIA 11 Is project within a 4ft. inundation area for Sea Level Rise (SLR)? | CRITERIA 12 Projet Key focus type | CRITERIA 13 Does project have a regional impact? (Direct- Indirect-Nominal) | CRITERIA 14 Eligibility with IJA Program(s) | CRITERIA 15 Project Cost Range |
|-----|--|--|--|---|--------------------------------------|--|--|-----------------------------------|
| 76 | Truck Restriction on Windsor Dr.- Trucks to use new Crowell Rd. Extension | | Moderate: 60-80th percentile | | Final Mile | Direct | TBD | TBD |
| 77 | SR 72 widen to four lanes, Wyoming Rd. to SR 4 | High: 80-100th percentile | Moderate: 60-80th percentile | | Road | Indirect | TBD | TBD |
| 78 | SR 72 widen to four lanes, Old Baltimore Pike to US 40 | Moderate: 60-80th percentile | Moderate: 60-80th percentile | | Road | Nominal | TBD | TBD |
| 80 | Truck Parking - NCC Location | Moderate: 60-80th percentile | Moderate: 60-80th percentile | | Parking | Direct | TBD | TBD |
| 81 | Improvements to portions of existing Lafferty Lane | High: 80-100th percentile | | | Intermodal | Nominal | TBD | TBD |
| 82 | SR 299, SR 1 to Catherine St | | | | Road | Indirect | TBD | TBD |
| 83 | Harrington Terminal: Added Rail Capacity | | | | Rail | Direct | TBD | TBD |
| 84 | Harrington Terminal Road "B" | | | | Intermodal | Direct | TBD | TBD |
| 85 | Add one left turn lane to Christiana hospital at the intersection of SR 299 and Gloucester | | | | Intersection | Nominal | TBD | TBD |
| 86 | Airport Road Extension, SR 24 to Postal Lane | | | | Road | Indirect | TBD | TBD |
| 87 | Aux. Truck Parking (During emergency/off peak periods) | | | | Parking | Direct | TBD | TBD |
| 88 | Levels Rd: Widen to 2 lanes each direction from Existing US 301 to beyond proposed Westown North Industrial Park | | | | Final Mile | Nominal | TBD | TBD |
| 89 | SR 71 Main St/ Pine Tree Rd Improvements: Add 71 NB/SB Left turns onto Main St. Pine Tree Corner Rds. | | | | Intersection | Nominal | TBD | TBD |
| 90 | Main St Widening | Moderate: 60-80th percentile | | | Final Mile | Final Mile | TBD | TBD |
| 91 | US 13 & Denneys Rd. Improvements | | | | Final Mile | Final Mile | TBD | TBD |
| 92 | Added Rail Capacity & Track Extension - Former BASF Facility | | | | | Direct | TBD | TBD |
| 93 | Seaford Agri-Business Barge - to Rail Intermodal Facility | | | Yes | | Direct | TBD | TBD |
| 94 | Glasgow Avenue, SR 896 to US 40 | | | | | Final Mile | TBD | TBD |
| 95 | Nanticoke River Dredging Assessment - DE Portion | | | | | Direct | TBD | TBD |
| 96 | Horsepond Road Improvements 2-lane road | High: 80-100th percentile | | | Intermodal | Indirect | TBD | TBD |
| 97 | Scarborough Rd C-D Extension - Dover Mall Access | | | | Final Mile | Final Mile | TBD | TBD |
| 98 | Extension of Clunkey Dr. | | | | Intermodal | Direct | TBD | TBD |
| 99 | Mulberry Knoll Rd Extension: US 9 to Cedar Grove Rd. | | | | Road | Nominal | TBD | TBD |
| 100 | Airport Road Extension (Alternative B), SR24 to Old Landing Road | | | | Road | Indirect | TBD | TBD |
| 101 | Park Avenue Relocation near Georgetown Airport | Moderate: 60-80th percentile | | | Road | Nominal | TBD | TBD |

Delaware Freight Project Screening - REVISED May 5, 2022

| ID | PROJECT | CRITERIA 1 Associated with a completed Study (if any) | CRITERIA 2 Project location in relation to National Highway Freight Network (NHFN) | CRITERIA 3 Is project along the Strategic Highway Network (STRAHNET)? | CRITERIA 4 Is the project along one of the congestion hotspots in the DeIDOT TMC's Traffic Operations Management Plans (TOMP)? | CRITERIA 5 Is the project located within one of the 15 Statewide Truck Bottlenecks? | CRITERIA 6 Is project designed as a Final Mile route OR provides direct access to one? | CRITERIA 7 Project location within DE State Strategies (2020) | CRITERIA 8 Project status within DeIDOT CTP/MPO Long Range Plans (where applicable) |
|-----|--|--|---|--|---|--|---|--|--|
| 102 | SR 72 widen to four lanes, Rue Madora to SR 71 | DeIDOT | | | Yes | | | Level 2 | WILMAPCO RTP - Aspirations |
| 103 | SR 72: McCoy Road - SR 71 | | | | Yes | | | Level 2 | WILMAPCO TIP/CTP |
| 104 | Reconfigure Fox Rd. - Remove access from Little Creek Rd. | Dover Air Cargo Freight Access Study (2021) | | | | | Yes | Level 3 | Dover/Kent MPO |
| 105 | US 301 Spur | US 301 (2008) | | | | | | Level 3 | |
| 106 | Bethel Church Road Realignment w/Interchange | US 301 (2008) | | | | | | Level 3 | |
| 107 | Access Road to SR 14 from Industrial Park | Harrington Intermodal Feasibility Study (2021) | | | | | | Level 3 | |
| 108 | Harrington Terminal Road "C" | Harrington Intermodal Feasibility Study (2021) | | | | | | Level 3 | |
| 109 | DuPont Blvd. Widening | DeIDOT | | | | | | Level 3 | |
| 110 | US 404 / Newton Rd. Lengthen right-turn lane and accel lane | DeIDOT | | | | | | Level 3 | |
| 111 | Tub Mill Rd. Improvements to local road standards and multi-modal facilities | Final Mile Study (2021) | | | | | Yes | Level 3 | |
| 112 | US 13/SR 71 Intersection - Add 2nd NB Left Turn Lane | SNCC Master Plan (2020) | | | | | | Level 3 | WILMAPCO RTP - Aspirations |
| 113 | New Rd between Little Creek Rd and Whiteoak Rd - Horsepond Rd. | Dover Air Cargo Freight Access Study (2021) | | | | | Yes | Level 4 | |
| 114 | Starlifter Avenue Extension: Galaxy Drive to Little Creek Rd. | Dover Air Cargo Freight Access Study (2021) | | | | | | Level 4 | Dover/Kent MPO |
| 115 | Horsepond Road Extension 2-lane road | Dover Air Cargo Freight Access Study (2021) | | | | | Yes | Level 4 | |
| 116 | Paddock Rd US 13 to US 1 | Final Mile Study (2021) | | | | | | Level 4 | |
| 117 | Susquehanna River Bridge Replacement | MD Freight Plan Suggested Project | | | | | | N/A | MD Freight Plan Recommendation |
| 118 | Added Truck Parking, Elkton Maryland | Stakeholder Input - MD Freight Plan Suggested Project | | | | | | N/A | MD Freight Plan Recommendation |
| 119 | C & D Canal Dredging | Stakeholder Input - MD Freight Plan Suggested Project | | | | | | N/A | MD Freight Plan Recommendation |
| 120 | MD 213 Roadway Reconstruction and Operational Improvements | Stakeholder Input - MD Freight Plan Suggested Project | | | | | | N/A | MD Freight Plan Recommendation |

Delaware Freight Project Screening - REVISED May 5, 2022

| ID | PROJECT | CRITERIA 9 EJ Screening #1 (EJ Community): Minority/Low Income Concentrations | CRITERIA 10 EJ Screen #2 (EJ Air Quality): Diesel Particulate Matter Concentrations. | CRITERIA 11 Is project within a 4ft. inundation area for Sea Level Rise (SLR)? | CRITERIA 12 Projet Key focus type | CRITERIA 13 Does project have a regional impact? (Direct- Indirect-Nominal) | CRITERIA 14 Eligibility with IJA Program(s) | CRITERIA 15 Project Cost Range |
|-----|--|--|--|---|--------------------------------------|--|--|-----------------------------------|
| 102 | SR 72 widen to four lanes, Rue Madora to SR 71 | | | | Road | Nominal | TBD | TBD |
| 103 | SR 72: McCoy Road - SR 71 | Moderate: 60-80th percentile | | | | Indirect | TBD | TBD |
| 104 | Reconfigure Fox Rd. - Remove access from Little Creek Rd. | High: 80-100th percentile | | | Intermodal | Nominal | TBD | TBD |
| 105 | US 301 Spur | | | | Road | Indirect | TBD | TBD |
| 106 | Bethel Church Road Realignment w/Interchange | | | | Road | Nominal | TBD | TBD |
| 107 | Access Road to SR 14 from Industrial Park | | | | Intermodal | Direct | TBD | TBD |
| 108 | Harrington Terminal Road "C" | | | | Intermodal | Direct | TBD | TBD |
| 109 | DuPont Blvd. Widening | | | | Road | Indirect | TBD | TBD |
| 110 | US 404 / Newton Rd. Lengthen right-turn lane and accel lane | Moderate: 60-80th percentile | | | Intersection | Nominal | TBD | TBD |
| 111 | Tub Mill Rd. Improvements to local road standards and multi-modal facilities | | | | Final Mile | Final Mile | TBD | TBD |
| 112 | US 13/SR 71 Intersection - Add 2nd NB Left Turn Lane | | | | Intersection | Nominal | TBD | TBD |
| 113 | New Rd between Little Creek Rd and Whiteoak Rd - Horsepond Rd. | Moderate: 60-80th percentile | | | Intermodal | Indirect | TBD | TBD |
| 114 | Starlifter Avenue Extension: Galaxy Drive to Little Creek Rd. | High: 80-100th percentile | | | Intermodal | Final Mile | TBD | TBD |
| 115 | Horsepond Road Extension 2-lane road | High: 80-100th percentile | | | Intermodal | Indirect | TBD | TBD |
| 116 | Paddock Rd US 13 to US 1 | | | Yes | Final Mile | Final Mile | TBD | TBD |
| 117 | Susquehanna River Bridge Replacement | | | | | Direct | TBD | TBD |
| 118 | Added Truck Parking, Elkton Maryland | | | | | Direct | TBD | TBD |
| 119 | C & D Canal Dredging | | | | | Direct | TBD | TBD |
| 120 | MD 213 Roadway Reconstruction and Operational Improvements | | | | | Indirect | TBD | TBD |