

**REGULAR COUNCIL MEETING  
NOVEMBER 9, 2017**

The Council meeting was held at WILMAPCO, 850 Library Avenue, Suite 100, Newark, Delaware, on November 9, 2017.

**1. CALL TO ORDER:** Mr. John Sisson, Council Chair, opened the meeting at 6:34 p.m.

**2. ROLL CALL:**

**Members present:**

Drew Boyce, representing Jennifer L. Cohan, DeIDOT Secretary of Transportation  
Tony Di Giacomo representing Eric Sennstrom, representing Cecil County Executive, Alan McCarthy  
Rich Hall, representing New Castle County Executive, Matthew Meyer  
Herb Inden, representing City of Wilmington Mayor, Michael S. Purzycki  
Jeanne Minner, representing Robert Alt, representing Cecil County Municipalities  
Heather Murphy, Maryland Governor's Appointee  
John Sisson, Delaware Transit Corporation Chief Executive Officer  
Michael Spencer, representing New Castle County Municipalities

**Members absent:**

Connie Holland, Delaware Office of State Planning and Governor's Appointee

**Guests, Observers:**

Barbara Mobarak, League of Women Voters  
Mary Ridgeway, Federal Highway Administration (FHWA)  
Eric Thompson, Mayor of Elsmere

**Staff members:**

Dan Blevins, Principal Planner  
Janet Butler, Administrative Assistant  
Heather Dunigan, Principal Planner  
Sharen T. Elcock, Executive Assistant  
Dave Gula, Principal Planner  
Bill Swiatek, Principal Planner  
Jacob Thompson, Transportation Planner  
Tigist Zegeye, Executive Director

Minutes prepared by Janet Butler

**3. MINUTES:**

The September 14, 2017 meeting minutes were approved.

**ACTION:** On motion by Mr. Spencer seconded by Mr. Inden the Council approved the September 14, 2017 Council Meeting Minutes.

Motion passed.

(11-9-17-01)

**4. PUBLIC COMMENT PERIOD:**

None.

## **COUNCIL MEMBERS' AND DIRECTOR'S REPORT:**

### **5. Chairperson's Report:**

Mr. Sisson said DART will be implementing Winter Service Changes on December 17, 2017. DART has gone through a series of Public Hearings and most improvements were approved. Some modifications were made based on public feedback. He also thanked everyone who has been helping with the Stuff the Bus Campaign. DTC is working toward gathering a total of 20 tons of food.

### **- Council Member's Reports:**

- Mayor Spencer said the Newport Train Station project is on track. He has an upcoming meeting scheduled with the Delaware Governor and Delaware Secretary of Transportation to advance the project.
- Herb Inden said the City of Wilmington's Comprehensive Plan is moving forward, and the City held the first of the five public forums last night, which attracted 60 attendees.
- Heather Murphy distributed a Land & Transportation Maryland by The Numbers two-sided information sheet (**Attachment A**). She said MDOT is working on Maryland's Long Range Plan, and the handout shows some of the initiatives, which includes public campaigns and an upcoming survey. The plan is due by January 19, 2018.
- Drew Boyce said DelDOT is working on Delaware's Long Range Plan, including public outreach and stakeholder interviews. The goal is to have the plan completed and adopted by the end of next year (2018). DelDOT is also working on the Delaware Statewide Bicycle Plan, which will be going out to the public for review in December 2017 or January 2018.

### **6. Executive Director's Report – Ms. Zegeye shared the following events and information:**

- Staff participated in Safe Routes to School (SRTS) programs in several elementary schools, including Downes, Stubbs, Eisenberg, and McCullough. WILMAPCO has helped to secure local funding match for Eisenberg's and McCullough's SRTS programs from area elected officials.
- Staff has helped coordinate events for Air Quality Awareness Week, encouraging public transit, and rideshare.
- During the fall, staff exhibited at Newark Community Day, Better Block Fourth Street event, and the Elkton Fall Festival.
- Staff has held subcommittee meetings for revamping the WILMAPCO Public Opinion Survey for both New Castle and Cecil Counties in advance of the WILMAPCO Regional Transportation Plan (RTP) update.
- Staff attended the Cecil County CTP Tour meeting on October 13, 2017.
- Staff is assisting with the Cecil County Strategic Highway Safety Plan Committee meeting on September 12, 2017.
- Staff attended the Delaware American Planning Association (APA) Annual Meeting on November 1, 2017, and participated on a panel with Rich Hall and Herb Inden.
- The Route 9 Corridor Master Plan Monitoring Committee meeting was held on November 2, 2017.
- The Elkton Pedestrian Plan Steering Committee will meet on November 15, 2017.
- The Claymont Area Master Plan is being presented to Delaware County on November 15, 2017.

- Staff will attend the AARP Livable Community Conference in Dallas, Texas on November 14-16, 2017, which is by invitation from the AARP Delaware WILMAPCO PAC representative.
- On November 29-30, 2017, staff will attend the FHWA Transportation Performance Management Workshop at DVRPC.
- The SR10 Special Committee meetings are being held regularly. They met last night, which went well. There were 88 potential ideas and approaches and 31 are being voted on.
- Newark Regional Transportation Center (NRTC) Study weekly calls are continuing.
- Wilmington Initiatives (WI) committee is helping the Mayor's Office with the Shipley Street Concept Plan in the 800 Block.
- The Claymont Regional Transportation Center concept plan will be completed and the team is working toward having service by 2021. Mr. Sisson said environmental documents will be submitted to FTA. However, they cannot have property transfer discussions until they get the approval of the NEPA documentation.
- WILMAPCO's Draft 2017 Regional Progress Report was distributed ([http://www.wilmapco.org/Progress\\_Report/Draft\\_PR\\_11.7.17.pdf](http://www.wilmapco.org/Progress_Report/Draft_PR_11.7.17.pdf)). The draft will become an action item at the next Council meeting in January 2018.
- The October 2017 WILMAPCO Financial Report was distributed, which shows staff and consultants activities.

#### **7. Public Advisory Committee (PAC) Report:**

Ms. Zegeye said the PAC met on October 23, 2017. Mr. Joe Mitchell was commended at the meeting with a gift and card because he is retiring after serving WILMAPCO and many other agencies for the last 26 years. There were no action items. Presentations by staff included MARC/SEPTA Commuter Rail Service Extension Ridership Analysis; Elkton Pedestrian Plan; and 2017 Regional Progress Report.

#### **8. Technical Advisory Committee (TAC) Report:**

Ms. Dunigan said the TAC met on September 21, 2017. There were no action items. Presentations included UD Hydrogen Fuel Cell Bus Program by Ajay Prasad, University of Delaware Mechanical Engineering Program; Autonomous Vehicles in Delaware by Philip Barnes, University of Delaware Institute for Public Administration (IPA); and Federal Performance Measures by Dan Blevins. The TAC also met on October 19, 2017. Action items included recommending endorsement of the Ardentown Paths Plan and acceptance of the Delmarva Freight Addendum. Presentations included Integrated Transportation Management Systems (ITMS) Master Plan by Holly Rybinski; Draft FY2019-2022 TIP Update by Heather Dunigan; and Draft 2017 Regional Progress Report by Bill Swiatek.

#### **ACTION ITEMS:**

##### **9. To Endorse the Ardentown Paths Plan**

Mr. Thompson distributed the revised Council Resolution to endorse the Ardentown Paths Plan and a letter from Annie Gutsche, Ardentown Chair (**Attachment B**) expressing her appreciation for WILMAPCO staff's time and expertise in helping Ardentown develop and refine the Ardentown Paths Plan and to improve Ardentown as a walkable community.

The last Ardentown Paths report was completed in 2013. In September 2016 a Steering Committee was formed that included stakeholders in the community, DelDOT, and WILMAPCO. Public Workshops were held in November 2016 and February 2017. The draft report went out for public review in May 2017 with positive responses, and was available on Facebook and the WILMAPCO website. The latest draft is dated August 31, 2017, which was included in the Council package.

The following is a list of the recommendations in priority order: 1) Keep paths clear. 2) Improve pedestrian crossing at Sconset Road and Harvey Road. 3) Improve the connection from the Harvey Road Bridge to the Sunnyside Tract Nature Preserve. 4) Name and sign paths. 5) Open overgrowth paths. 6) Improve pedestrian crossings at Millers/Veale Roads and Harvey Road. 7) Improve the connection across Naamans Creek and the CSX Railroad.

The TAC endorsed the plan and staff presented it at the September 2017 town meeting. In addition, a formal resolution was presented at the Village of Ardentown meeting on November 6, 2017, with positive responses. However, the Village of Ardentown team agreed to hold off on endorsing the plan because of one resident's feedback. Therefore, WILMAPCO revised the resolution and removed the language saying that the Village endorses the plan.

The two changes from Ardentown's resident in the final draft are: 1) In the Introduction, first paragraph on page 5, regarding "the role of the trustees with the respect to land ownership," they reworded the passage to reflect that the land is held in trust, trustees are elected by the Ardentown residents, serve to collect land rent and county real estate taxes, and sign new leases for leaseholders and transfers, and 2) regarding page 18, Recommendation Number Five, "Open Overgrowth Paths," they asked WILMAPCO to remove the language that leaseholders adjacent to disused paths might be solicited for input prior to any changes to the paths, so that path changes in the plan would have consistent treatment and would avoid giving some leaseholders more say than other residents.

At the upcoming Ardentown Meeting on November 13, 2017, the town will not be endorsing the plan, but, will thank WILMAPCO instead. They also expect to use the plan going forward. Ms. Zegeye said this is very unusual. On page 18, the elimination of additional outreach is causing an issue, which is against WILMAPCO's policy because any transportation plan should have a public outreach component. However, WILMAPCO Council is endorsing the work that WILMAPCO staff has done on the plan. Mr. Boyce asked about the Harvey Road crossings and if they were contentious. Mr. Thompson replied no.

**ACTION:** On motion by Mr. Spencer seconded by Mr. Boyce the Council endorsed the Ardentown Paths Plan and revised resolution.

Motion passed.

(11-9-17-02)

#### **10. To Accept the 2017 Delaware Statewide Freight Plan Addendum**

Mr. Blevins said the 2017 Delaware Statewide Freight Plan Addendum will update the 2015 MAP-21 plan to make it compliant with the current FAST ACT, including ten criteria that were part of the 2015 plan. Mr. Blevins distributed a one-page Delaware Freight Investment Plan for the National Highway Freight Program Funding sheet that includes

the updates for spending (**Attachment C**). The PAC did not take any action and TAC recommended endorsement.

Mr. Sisson asked why there was a negative balance for FY2020 unobligated funds. Mr. Blevins said he believes that the funds are being used for other years and will not be spent all at once.

**ACTION:** On motion by Mr. Inden seconded by Mr. Boyce the Council accepted the 2017 Delaware Statewide Freight Plan Addendum.

Motion passed.

(11-9-17-02)

### **PRESENTATION/DISCUSSION ITEMS:**

#### **11. FY2018 Unified Planning Work Program Member Agency Submissions**

Ms. Zegeye distributed The FY2018 UPWP Submissions Summary Chart and supporting documents (**Attachment D**). Ms. Zegeye said FY2018 UPWP project request letters were sent to New Castle and Cecil counties, and the municipalities. The following submissions have been received:

1. City of New Castle, Comprehensive Plan Update, public outreach and technical and planning assistance (\$10,500). Staff will hold a follow-up discussion with the City of New Castle to understand their needs, WILMAPCO's role, and the funding situation prior to making a decision.
2. City of Wilmington, 12<sup>th</sup> Street Connector Alignment (\$100,000). Staff proposes to include the project in the UPWP and develop a scope of work with the City of Wilmington staff.
3. City of Wilmington, Safety & Capacity Improvements for Five-Point Intersection (\$75,000). Staff proposes to include the project in the UPWP and will develop a scope of work with the City of Wilmington staff.
4. City of Wilmington, East 7<sup>th</sup> Street Peninsula Roadway Improvements/Development Study (\$75,000). Staff proposes to include the project in the UPWP and develop a scope of work with the City of Wilmington staff.
5. Delaware Transit Corporation (DTC), Newark-Area Transportation Needs Data Collection and Analysis (\$60,000). Staff proposes to include the project in the UPWP and develop a scope of work with DTC staff.
6. New Castle County, Concord Pike/US 202 Corridor Master Plan (\$300,000). Staff proposes to include the project in the UPWP and develop a scope of work with New Castle County staff.
7. New Castle County, 2040 RTP-Southern New Castle County Update (\$150,000). Staff proposes to include the project in the UPWP and develop a scope of work with New Castle County staff.

Ms. Zegeye said listed on page 3, the total of project submissions is \$770,500 and 80% Federal/UPWP funds requested is \$616,400. WILMAPCO is requiring for the 20% cash match needed (\$154,100), to be billed to member agencies monthly.

Ms. Zegeye also said that WILMAPCO has just received a UPWP submission today from Cecil County, but, staff has not yet had a chance to review it. Staff will bring the submission to the Council for review at the January 2018 meeting.

Ms. Zegeye added that the FY2018 UPWP submissions will be an action item at the next Council meeting in January 2018. Staff will also work with member agencies to develop Request for Proposals (RFPs) that can go out after the January 2018 Council meeting.

Mr. Boyce commented that the planning and environmental linkages will be an extra layer that will need to be incorporated into the plans, which will flow into project development. Mr. Boyce asked if WILMAPCO would include this as part of the scope of work for the RFPs. Ms. Zegeye replied yes.

## **12. Draft FY2019-2022 Transportation Improvement Program Update**

Ms. Dunigan distributed Proposed FY2019 to FY2024 Capital Transportation Program **(Attachment E)**. Ms. Dunigan said the first page of this spreadsheet is information that was presented at the joint DeIDOT and WILMAPCO CTP public meeting in September 2017. The spreadsheet shows the new projects in bright yellow. The projects are in rank order by DeIDOT score on the right side. WILMAPCO's prioritization score and rank were added that are shown on the far right column. The four new projects include:

- 1) SR9, New Castle Avenue, Landers Lane to A Street, Planning Study, which came out of WILMAPCO's Route 9 Corridor Master Plan. — This project was not prioritized but, would be added to the RTP.
- 2) I-295 Northbound, from SR141 to US 13, which adds a third lane to I-295. The project is in the RTP and is modeled for the 2040 in-service horizon year. Staff still needs to find out if we need to adjust the air quality conformity determination for this project.
- 3) Otts Chapel Road and Welsh Track Road Intersection Improvements, which came out of the DeIDOT, Transportation Management Center (TMC) Operations Analysis, and it is not currently in the RTP.
- 4) Shallcross Lake Road Relocated, Graylag Road to Boyds Corner Road, which is part of the Southern New Castle County Improvements program.

Mr. DiGiacomo asked would the changes to the STIP, regarding Council agenda item #14, Administrative Modification Letters, have any impact on the fiscal overlap. Ms. Dunigan replied these Administrative Modification Letters are already in the TIP. Ms. Zegeye added these Administrative Modification Letters are for FY2018, and the spreadsheet reflects FY2019 projects.

Ms. Dunigan said regarding the DeIDOT Project Summary Chart, the funding shown is not the spend-funding. She added we will wait to see what happens in the next Bond Bill session. Mr. Boyce asked regarding the SR9 project if we would amend the RTP with this information. Ms. Dunigan replied yes, she believes it would probably be a simple amendment. She added staff will be working on the project list for the next RTP in the next several months and the SR9 project would be on that list.

## **13. Federal Performance Measures Requirements**

Mr. Blevins said the Federal Performance Measures requirements is to develop a data-driven system that will make investment and policy decisions to achieve transportation system performance goals. The system includes gathering data for national performance measures, performance target setting at the state and Metropolitan Planning Organization (MPO) level, coordination between states and MPOs, and reporting on performance at regular intervals on National Goal Achievement.

The requirements support the following FAST ACT National Goals: 1) Safety, 2) Infrastructure Condition, 3) Congestion Reduction, 4) System Reliability, 5) Freight

Movement and Economic Vitality, 6) Environmental Sustainability, and 7) Reduced Project Delivery Delays.

Performance measure requirements also create a reporting system showing significant progress expectations. These systems include the Highway Safety Improvement Program (HSIP); National Highway Performance Program (NHPP), and National Highway Freight Program (NHFP). Minimum standards are included for interstate pavements and National Highway System (NHS) bridges, through additions to existing DOT/MPO plans. The measures have been developed to support National Goals through rulemaking.

The performance management requirements include 1) Updates or amendments to TIPs and STIPs and plans adopted or amended two years after the effective date of the performance management rules that must comply, which is May 20, 2019, except safety will be after May 2018, and 2) The TIP is designated to promote achievement of performance targets and describes how investments make progress toward target achievement. As part of the process, there are agreements between the MPOs, state, and public transit providers on performance data collection, targets, and reporting for the metropolitan area.

Targets are set by the DOT first. Then, MPOs have 180 days to set their own targets or accept the DOT targets. An MPO in multiple states also has the option to select different target setting options for the portions of its planning area in different states. All targets are set from the baseline data.

Mr. Blevins said we could set our own targets for Delaware and Maryland or comply with the state targets. However, there are penalties for not meeting the targets by the due dates. The progress toward targets is reported every two years. The Baseline Performance Period Progress first report is due October 1, 2018; Mid-Performance Period Progress first report is due October 1, 2020; and Full-Performance Period Progress first report is due October 1, 2022.

Mr. Blevins said targets include Safety, Bridges, and Pavement Freight Reliability. For the Congestion Mitigation and Air Quality (CMAQ) measures the state must document the actions it will take to achieve the targets. Most measures involve the Interstate System and the non-National Highway Systems (NHS), which are the principal arterials in Delaware, such as Routes 7, 41, 48, and 52.

The Performance Measures Subpart A through Subpart H includes:

- Subpart A: Safety Performance Management Measures, including the number of fatalities; rate of fatalities per 100 million Vehicle Miles Traveled (VMT); number of serious injuries; rate of serious injuries per 100-million VMT; and number of non-motorized fatalities and non-motorized serious injuries.
- Subpart B: Safety Performance Management Measures Delaware and Maryland Targets, which need to have rolling targets.
- Subpart C: Pavement Condition (PM2), including percentage of pavements of the Interstate System in good or poor condition and percentage of pavements of the non-Interstate National Highway System (NHS) in good condition or poor condition.
- Subpart D: Bridge Performance Measures (PM2), including percentage of NHS bridges classified as good or poor condition.

- Subpart E: System Performance and Freight (PM3), including Interstate Travel Time Reliability and Non-Interstate Travel Time Reliability Measure.
- Subpart F: System Performance 7 Freight (PM3), including the sum of the worst Truck Time Reliability Index for each reporting segment divided by the total miles of the Interstate System, which covers the 24/7 time period.
- Subpart G: Measure to carry out the Congestion Mitigation and Air Quality (CMAQ) improvement program, including the annual hours of Peak Hour Excessive Delay per capita-measure.
- Subpart H: Measure to assess the CMAQ program On-road Mobile Source Emissions, including total emission reductions for carbon monoxide (CO), Nitrogen Oxides (NOx), Volatile Organic Compounds (VOCs), Particulate Matter (MP10 and PM 2.5) for CMAQ funded projects in designated nonattainment and maintenance areas.

The Federal Performance Measures Requirements' next steps are: 1) Coordinate between DOTs and MPOs including target settings that cover multiple states and metro areas; meet all the reporting deadlines; conduct information sharing; and incorporate changes into DOT/MPO Plans (TIP, LRTP, CMP, etc.); 2) Conduct MPO roundtable meetings and establish working groups; and make sure to read the small print because rules change (safety, pavement, and bridge standards), 3) Make decisions on data collection and usage, 4) Calculate responsibilities and resources, 5) Make decisions to stick with state targets or have the MPO set its own target, and 6) Provide more details on transit safety and asset management.

Ms. Zegeye said staff has been talking with DVRPC and BMC about their performance measures and targets. BMC may have their own safety targets; however, DVRPC is following the New Jersey and Pennsylvania state targets. WILMAPCO staff will recommend using the Delaware and Maryland state targets at the January 2018 Council meeting.

**14. INFORMATION ITEMS:** DelDOT's Administrative Modification Request Letters.

**ADJOURNMENT:** Mr. Spencer made a motion to adjourn, Ms. Murphy seconded the motion. The meeting adjourned at 8:00 p.m.

**ATTACHMENTS:**  
(5)



**TRANSIT** Ridership in Maryland reached 225 million in FY2016 with a total average weekday ridership of 369,215. The main modes comprise local bus, subway, MARC train, and light rail



**LAND** Maryland is only the 41st largest state with 9,707 square miles... but it is the 5th most densely populated state with 620 persons per square mile



**ELECTRIC VEHICLE** Proliferation of electric vehicles in Maryland continues. As of August, 2017, Maryland ranked 10th for the number of electric vehicle charging stations. There are 9,634 electric vehicles and plug-in hybrids registered



**INCOME** Maryland is the wealthiest state in terms of Median Household Income (\$75,847). Its poverty rate of 9.7% is among the absolute lowest in the US (2nd only to NH)



**NON-MOTORIZED TRANSIT** Commuters using non-motorized transit comprise only 0.3% (bicycle) and 2.6% (walk) of all workers aged 16+. Continued investment in bicycle and pedestrian infrastructure remains a priority



**VEHICLE MILES TRAVELED** Although annual Vehicle Miles Traveled (VMT) continued to climb (57.6 billion in 2016 - up 1.6 billion in 5 years), VMT per capita has fallen 500 miles in the past 10 years and is now 9,541 miles



**DRIVING** Automobile driving in Maryland increases annually. There are 4.3 million licensed drivers in the state and 5 million registered vehicles. There are roughly 5 cars for every 6 people, regardless of age, in Maryland. 71% of Maryland's entire population has a Driver's License. There are 187,991 commercial driver's licenses, which represents a 2% increase from 2015



**AIR** Maryland continues its distinction as the only state in the continental US that owns & operates their commercial airports. Commercial air growth continues in Maryland. BWI airport is the 22nd busiest in the nation with 25.7 million passengers at BWI in FY2017 and 78 nonstop markets served directly from BWI



**CARGO** Maryland has the largest "RoRo" (Roll-on / Roll-off) port in the US. Baltimore Port is the fourth fastest growing port in North America. Maryland Ports handled 10.3 million tons of cargo in FY2017 - the 7th consecutive year in which a record was set



**FREIGHT** Maryland carried \$410 billion in freight (air, rail, truck, & water) in 2016



**CONGESTION** Automobile congestion plagues every state in the US. Marylanders lose 47.9 million hours and 22.6 million gallons of gas to traffic in a year. These numbers contribute to Maryland's long average commute. For workers 16 and over, Maryland's average commute time of 32.3 minutes - for all modes - is 2nd highest in the nation



## WHAT IS THE MARYLAND TRANSPORTATION PLAN?

The Maryland Transportation Plan, or MTP, establishes a 20-year vision for transportation in the State and provides policy direction through statewide multimodal goals and objectives.

## WHY IS THE MTP IMPORTANT?

The MTP outlines the States overarching transportation priorities and helps define transportation decision-making within the larger context. In turn, the MTP guides the development of the Consolidated Transportation Program (CTP), which identifies specific road, bridge, transit, aviation, port, pedestrian and bicycle projects that will be funded over the six-year capital program.

## WHY DOES THE MTP GET UPDATED?

The MTP is updated every five years to address current and future transportation challenges and conditions.

## HOW DOES THE MTP GET UPDATED?

The MTP is updated through extensive consultation and coordination with state, regional and local government stakeholders and outreach to Maryland's citizens. The perspectives of transportation users are critical in shaping the MTP. Between August 2017 and August 2018, MDOT will be conducting outreach to Maryland's citizens, agencies and interested organizations to update this long-range policy document.

## WHAT IS THE CURRENT VISION OF THE MTP?

The Maryland Department of Transportation is a customer-driven leader that delivers safe, sustainable, intelligent, and exceptional transportation solutions in order to connect our customers to life's opportunities.

## WHAT ARE OTHER TRANSPORTATION PRIORITIES AND INITIATIVES?

- Ensure a Safe and Secure Transportation Network
- Facilitate Economic Opportunity
- Ensure Quality of Service
- Be a Good Steward for our Environment
- Ensure System Preservation
- Promote Mobility and Accessibility
- Pursue Connectivity for Maryland's Communities
- Provide Exceptional Customer Service
- Use Resources Wisely
- Deliver Transportation Solutions of Great Value
- Be Fair and Reasonable

# Wilmington Area Planning Council

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## WILMAPCO Council:

John Sisson, Chair  
Delaware Transit Corporation  
Chief Executive Officer

Robert J. Alt  
Mayor of Elton

Jennifer Cohan  
Delaware Dept. of Transportation  
Secretary

Connie C. Holland  
Delaware Office of State Planning  
Coordination, Director

Alan McCarthy  
Cecil County Executive

Matthew Meyer  
New Castle County Executive

Heather Murphy  
Maryland Dept. of Transportation  
Director, Office of Planning and  
Capital Programming

Michael S. Purzycki  
Mayor of Wilmington

Michael Spencer  
Mayor of Newport

WILMAPCO Executive Director  
Tigist Zegeye

## RESOLUTION

### BY THE WILMINGTON AREA PLANNING COUNCIL (WILMAPCO) ENDORING THE ARDENTOWN PATHS PLAN

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

**WHEREAS**, the WILMAPCO Council recognizes that comprehensive planning for future land use, transportation, sustainable economic development, environmental protection and enhancement, and community health and livability are necessary actions to implement the goals and objectives in the 2040 Regional Transportation Plan (RTP); and

**WHEREAS**, the Village of Ardentown submitted a Unified Planning Work Program (UPWP) request for WILMAPCO to provide an update and enhancement to the 2013 Ardentown Paths Report, in order to identify, preserve, and enhance the network of paths in Ardentown; and

**WHEREAS**, the Ardentown Paths Plan assessed existing conditions of the paths, their history, and unofficial path names; and

**WHEREAS**, the Ardentown Paths Plan employed continuous and thorough public engagement and support throughout the planning process, including two public surveys to identify and prioritize recommendations and paths for improvement; and

**WHEREAS**, the Ardentown Paths Plan puts forth several context-sensitive and prioritized recommendations that will improve the maintenance, safety, wayfinding, and connectivity of Ardentown's path network;

**NOW, THEREFORE, BE IT RESOLVED** that the Wilmington Area Planning Council does hereby endorse the final report and recommendations of the Ardentown Paths Plan.

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

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



Partners with you in transportation planning

November 9, 2017

**To:** Wilmington Area Planning Council (WILMAPCO)

**From:** Annie Gutsche, Chair of the Town Meeting

**RE:** Ardentown Paths Plan – final report and recommendations for the plan

WILMAPCO members,

Although I am not able to attend tonight's meeting in person, on behalf of the Village of Ardentown please accept this short note of appreciation for your time and expertise in helping us develop and refine the Ardentown Paths Plan.

As you are aware, maintaining the unique character of Ardentown is of primary importance to our residents. WILMAPCO representatives Jacob Thompson and Bill Swiatek worked closely with the town representatives on the steering team and were proactive in gathering community input throughout the project. This ongoing community engagement is appreciated by the residents. I believe the final report is very reflective of the priorities of Ardentown residents and we look forward to implementation of the priority recommendations over time.

Thank you again for helping us continue to improve Ardentown as a walkable community.

Very best regards,



Annie Gutsche

Exhibit 18: Delaware Freight Investment Plan for National Highway Freight Program (Z460) Funding

NHFP (Z460) Apportionment:												
Unobligated Balance at end of the Fiscal Year:												
	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25		
	4,816,587.00	4,319,829.00	5,001,893.00	5,769,623.00	6,410,692.00	6,410,692.00	6,410,692.00	6,410,692.00	6,410,692.00	6,410,692.00		
	4,814,592.28	6,734,221.28	11,736,114.28	7,505,737.28	(3,792,541.98)	2,618,150.02	8,528,842.02	9,939,534.02	8,350,226.02	12,260,918.02		

Project	Project #	Phase	Ratio	AUTHORIZATION										
				FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	Total
Rehabilitation of I-95 from I-495 to North of Brandywine River Bridge	T201407404	PE	80/20		2,400,000.00									2,400,000.00
		CON	80/20				10,000,000.00	8,400,000.00						18,400,000.00
Rehabilitation of I-95 from I-495 to Wilmington Viaduct	T201707406	CON	80/20					3,100,000.00						3,100,000.00
		CON	80/20					6,208,971.26						6,208,971.26
SR 4, Christina Parkway from SR 2, Elton Rd to SR 896, S College Ave, Newark	T200410301	CON	80/20							500,000.00	5,000,000.00	8,000,000.00	2,500,000.00	16,000,000.00
SR 299, SR 1 to Calverne St	T201012001	PE	100% Federal	1,974.72										1,974.72
<b>Total</b>				1,974.72	2,400,000.00	-	10,000,000.00	17,708,971.26	-	500,000.00	5,000,000.00	8,000,000.00	2,500,000.00	46,110,945.98

\*Note the figures in the table reflect the federal portion only.

Project	Project #	Phase	Ratio	SPEND										
				FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	Total
Rehabilitation of I-95 from I-495 to North of Brandywine River Bridge	T201407404	PE	80/20		484,423.81	1,314,976.00	480,000.00							2,279,399.81
		CON	80/20					8,000,000.00	10,400,000.00					18,400,000.00
Rehabilitation of I-95 from I-495 to Wilmington Viaduct	T201707406	CON	80/20						3,100,000.00					3,100,000.00
		CON	80/20					6,208,971.26						6,208,971.26
SR 4, Christina Parkway from SR 2, Elton Rd to SR 896, S College Ave, Newark	T200410301	CON	80/20							400,000.00	4,800,000.00	8,000,000.00		13,200,000.00
SR 299, SR 1 to Calverne St	T201012001	PE	100% Federal		1,974.72									1,974.72
<b>Total</b>				-	486,398.53	1,314,976.00	480,000.00	14,208,971.26	13,500,000.00	400,000.00	4,800,000.00	8,000,000.00	-	43,190,345.79

\*Note the figures in the table reflect the federal portion only.

## FY2018 UPWP Submissions Summary Chart

#	Submitting Agency	Project	Requested Amount	Description	Staff Notes
1	City of New Castle	Comprehensive Plan Update	\$10,500.00 80% UPWP \$8,400  20% match \$2,100	To obtain additional funding to provide enhanced Community Outreach w/ identified project partners to allow the community to provide valuable input and an opportunity to present the data outcome to the city prior to creating the Plan update document. Consultant: KCI. Technical and planning assistance by WILMAPCO.	Staff to have a follow-up discussion with the City for better understand of the project need, WILMAPCO's role and, the funding situation prior to making a determination.
2	City of Wilmington	12 <sup>th</sup> Street Connector Alignment	\$100,000.00 80% UPWP \$80,000  20% match \$20,000	To evaluate & recommend optimal location & design alternatives for the alignment of a proposed 12 <sup>th</sup> Street Connector roadway for the purpose of redirecting traffic from the adjacent Price's Run, Riverside & East Side neighborhoods, while providing a more direct transportation route into downtown Wilmington as well as maximizing economic development opportunities in the area.	Include in the UPWP. WILMAPCO to develop a scope of work with City of Wilmington staff
3	City of Wilmington	Safety & Capacity Improvements for 5-Point Intersection	\$75,000.00 80% UPWP \$60,000  20% match \$15,000	To evaluate and recommend improvements that will address operational, safety and capacity issues and infrastructure improvements, optimize circulation and access, and provide multimodal connectivity at and around the 5 point intersection in the vicinity of Maryland Ave, S. Madison Street, MLK, Jr. Blvd., & West Street.	Include in the UPWP. WILMAPCO to develop a scope of work with City of Wilmington staff.

## FY2018 UPWP Submissions Summary Chart

4	City of Wilmington	E. 7 <sup>th</sup> Street Peninsula Roadway Improvements/Development Study	<p>\$75,000.</p> <p>80% UPWP \$60,000</p> <p>20% match \$15,000</p>	To prepare a master plan which identifies and prioritizes the implementation of necessary roadway & utility improvements and evaluates land use and development potential, to attract suitable public/private investment opportunities and facilitate future economic development.	Include in the UPWP. WILMAPCO to develop a scope of work with City of Wilmington staff.
5	DE Transit Corp	Newark-Area Transportation Needs Data Collection and Analysis	<p>\$60,000.00</p> <p>80% UPWP \$48,000</p> <p>20% match \$12,000</p>	To lay the groundwork for optimization the Newark-area transit system and more cohesive transportation network, data collection and analysis create a more effective and robust public transit ecosystem.	Include in the UPWP. WILMAPCO staff to draft a scope of work with DTC staff.
6	New Castle County	Concord Pike/US 202 – Corridor Master Plan	<p>\$300,000.00</p> <p>80% UPWP \$240,000</p> <p>20% match \$60,000</p>	Follow up to the January 2017 US 202 Study Area Market Assessment. To analyze the US 202 corridor between the City of Wilmington and the Pennsylvania State line for specific physical improvements and governmental policies regarding transportation and land use that will induce the corridor to redevelop as a multi-modal environment with anticipated mixed-use land development.	Include in the UPWP. WILMAPCO staff to draft a scope of work with NCCo staff.
7	New Castle County	2040 RTP – Southern NCCo Update	<p>\$150,000.00</p> <p>80% UPWP \$120,000</p> <p>20% match \$30,000</p>	To update the Southern New Castle County portion of WILMAPCO's 2040 RTP as a response to continued development activities.	Include in the UPWP. WILMAPCO staff to draft a scope of work with NCCo staff.

# **FY2018 UPWP Submissions Summary Chart**

Total Available Federal/UPWP funds: \$765,337.71	New Project totals: \$770,500
Total cash match needed: \$153,067.55	80% Federal/UPWP funds requested: \$616,400
	20% cash match needed: \$154,100

Current consultant task:

<b>**CONSULTANT FEES</b>	10,000.00	BOOKKEEPING
	24,000.00	MEDIA RELATIONS COORDINATION
	3,000.00	URBAN BIKE PROJECT: EARN-A-BIKE AND TRIP FOR KIDS PROGRAM
	2,500.00	NEWARK BIKE PROJECT
	25,000.00	INTERSECTION COUNTS – REGIONAL
	18,000.00	CECIL COUNTY TRAVEL TIME RUNS
	48,000.00	REGIONAL MODELING SUPPORT
	35,000.00	CONGESTION MANAGEMENT SYSTEM CONSULTANT SUPPORT
	10,000.00	UNIVERSITY OF DELAWARE PARK & RIDE
	30,000.00	REGIONAL TRANSPORTATION PERFORMANCE MEASURE DEVELOPMENT
	48,000.00	WILMINGTON INITIATIVES PUBLIC OUTREACH AND MANAGEMENT
	48,000.00	CHURCHMANS CROSSING PROGRAM DEVELOPMENT
	48,000.00	NCC-ROUTE 40 PROGRAM DEVELOPMENT SUPPORT
	349,500.00	

# Wilmington Area Planning Council

850 Library Avenue, Suite 100  
Newark, Delaware 19711  
302-737-6205; Fax 302-737-9584  
From Cecil County: 888-808-7088  
e-mail: [wilmapco@wilmapco.org](mailto:wilmapco@wilmapco.org)  
web site: [www.wilmapco.org](http://www.wilmapco.org)

## WILMAPCO Council:

**John Sisson, Chair**  
Delaware Transit Corporation  
Chief Executive Officer

**Robert J. Alt**  
Mayor of Elkton

**Jennifer Cohan**  
Delaware Dept. of Transportation  
Secretary

**Connie C. Holland**  
Delaware Office of State Planning  
Coordination, Director

**Alan McCarthy**  
Cecil County Executive

**Matthew Meyer**  
New Castle County Executive

**Heather Murphy**  
Maryland Dept. of Transportation  
Director, Office of Planning and  
Capital Programming

**Michael S. Purzycki**  
Mayor of Wilmington

**Michael Spencer**  
Mayor of Newport

**WILMAPCO Executive Director**  
Tigist Zegeye

## FY 2018 Unified Planning Work Program - Project Request

*Thank you for your interest in submitting a project to WILMAPCO. Please provide us with the following information. Use additional paper or attach supporting information if desired.*

Submitted by: William Barthel, City Administrator

Agency: City of New Castle, DE

Telephone: (302) 322-9812

Email: [bbarthel@newcastlecitcity.org](mailto:bbarthel@newcastlecitcity.org)

**TASK TITLE:** What is the title of the task?

**City of New Castle Comprehensive Plan Update**

**OBJECTIVE/TASK DESCRIPTION:** What is the purpose and scope of work for the task?

To obtain additional funding to provide enhanced Community Outreach with identified project partners in advance of the 2019 City of New Castle Comprehensive Plan document creation. This will allow the Community to provide valuable input and an opportunity to present the data outcome to the City prior to creating the Plan. The City request is twofold:

- 1) Funding for the Cities Comprehensive Plan Project Consultant, KCI Technologies, Inc., to provide public outreach facilitation and management. We have coordinated with the University of Delaware School of Public Policy & Administration capstone course as a project partner and have identified WILMAPCO as a project teaming partner with staff support for these initiatives; and
- 2) Technical and planning assistance by WILMAPCO staff to assist in the development of the Transportation components of the City's Comprehensive Plan update.

Both of these items will enable the City to maintain compliance with Delaware's municipal planning requirements. Additional details are attached.

**BENEFIT:** How does this task help implement the Regional Transportation Plan?

The Community outreach initiatives are critical for obtaining outcome data for the City of New Castle's 2019 Comprehensive Plan. This will assist and provide a vehicle to coordinate the City's transportation and land use policies



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to include capital improvement projects within the City, New Castle County and WILMAPCO. Assistance is further identified in the WILMAPCO FY2018 MPO 18.13 Monitoring of Subregional Studies and specifically 18.13.01 City of New Castle (1) Transportation Plan and (2) Comprehensive Plan update.

**PARTICIPANTS:** Who, besides WILMAPCO, will take part in this task (i.e. other agencies, non-profits, consultants, community groups)?

- Students from University of Delaware School of Public Policy & Administration capstone course
- City of New Castle Planning Commission
- City of New Castle Mayor, Council & Council President
- City of New Castle Staff & a variety of Boards/Commissions
- KCI Technologies Inc. (project consultants)
- New Castle County
- Municipal Services Commission
- Local businesses, organizations including nonprofits, property owners, senior Community, tenants, visitors, investors, educational facilities, etc.

**TOTAL COSTS:** What funding do you anticipate will be required to complete this task (exclusive of WILMAPCO staff time)?

The above associated scope of work to manage the Community Outreach initiatives is proposed to not exceed **\$10,500.00**. This includes \$500.00 for production materials. The City has committed \$32,000 out of its budget to complete the update of the 2019 Comprehensive Land Use Plan, which in turn would involve a rewrite of the document. This amount is eligible for the cash match requirement.



*Partners with you in transportation planning*



## *City of New Castle, Delaware*

*220 Delaware Street • New Castle, Delaware 19720-4816*

**JIMMY GAMBACORTA**  
*Mayor*

**LINDA RATCHFORD**  
*Council President*

**JOHN A. Di MONDI**  
*Councilperson*

**VALARIE W. LEARY**  
*Councilperson*

**MICHAEL M. PLATT**  
*Councilperson*

**MICHAEL J. QUARANTA**  
*Councilperson*

**BRIAN G. WHITAKER**  
*City Clerk*

**JANET E. CARLIN**  
*City Treasurer*

**PHONE NUMBERS**  
(302) 322-9801  
(302) 322-9804

**FAX**  
(302) 322-9814

November 3, 2017

WILMAPCO Council  
850 Library Avenue  
Suite 100  
Newark, DE 19711

RE: City of New Castle FY18 UPWP Project Request

To Whom It May Concern:


The City of New Castle is updating its 2009 Comprehensive Plan to help guide future growth and redevelopment and to maintain compliance with Delaware's municipal planning requirements. We are contracting with a planning consultant, KCI Technologies, Inc., to facilitate the development of this update in conjunction with our Planning Commission. The City contract is for \$32,000 for the Update and would consider this as the City match for the UPWP funding application. To supplement the work KCI has already proposed, we are submitting this Project Request to WILMAPCO to allow for a much more robust Transportation component, as well as public outreach throughout the comprehensive planning process.

WILMAPCO has already identified the Update's transportation component as being significant to attaining the goals of the 2030 Regional Transportation Plan. We are requesting that WILMAPCO's staff lend their technical expertise to this Plan section so that our City can more thoroughly address transportation needs. As the UPWP states, the main goals of the Regional Transportation Plan coincide with those of the City's update: supporting economic growth, transporting people using a variety of efficient modes of travel, and improving the quality of life for New Castle's citizens.

In an effort to increase the public outreach process, KCI on behalf of the City will also be collaborating with the University of Delaware's School of Public Policy & Administration. A senior capstone course will be focusing on the Update and its outreach processes. To better facilitate this process, we are requesting additional funding through the UPWP to allow facilitated outreach events in each of our distinct neighborhoods, as well as to develop and facilitate a community survey. These opportunities will enable the gathering of public input, which we consider vital to the creation of a *comprehensive* plan.

The City has a great relationship with WILMAPCO and this project initiative would strengthen the partnership even further on a successful project. On behalf of the City, I thank you for your consideration of our FY18 UPWP Project Request. If you should have any questions, please do not hesitate to contact me at (302) 322-9812.

Sincerely,



William Barthel  
City Administrator  
City of New Castle



School of Public Policy  
& Administration



October 17, 2017

Wilmington Area Planning Council  
850 Library Avenue, Suite 100  
Newark, DE 19711

RE: City of New Castle FY 2018 Unified Planning Work Program – Project Request

To Whom It May Concern:

I write to urge you to support the City of New Castle's project request for funding and technical support for the city's comprehensive planning effort. This project is of course critically important for the city's future and its residents' wellbeing, and I am one such resident. But I am also excited about the opportunity it would offer to develop a collaborative project that would engage my students in the work, alongside WILMAPCO, the City, and the city's comprehensive planning consultants.

As part of the senior capstone course for our undergraduate major in Public Policy, students are required to work in teams to plan and implement real-world consulting projects with actual clients. This practicum assignment is a central component of the capstone experience, and requires teams of five to six students to negotiate the nature and scope of projects, and then implement them accordingly. Typical projects have involved research and analysis, with deliverables that have included technical reports; white papers; policy memos; presentations; and pamphlets, training sessions, and other components of public-education and -outreach efforts. Typical projects include 200-240 person-hours depending on the number of students per team, in addition to class meetings designated as work sessions.

I met recently with the New Castle Planning Commission and the City's Comprehensive Plan Consultant, and we all agreed that the New Castle Comprehensive Plan would be an excellent opportunity for my students. It meets my goals for the project—that it provide an integrative experience for the students while contributing something material to Delaware's communities and public organizations. This project would have the additional virtue of providing the students with a rich experience of the various dimensions of city and regional comprehensive planning, and the opportunity to collaborate with our volunteer planning commissioners as well as the planning and transportation experts working for WILMAPCO and the city's consultants. And of course it would provide additional funding and technical support for the city's planning process, allowing for increased public outreach and transportation planning.

Please feel free to contact me if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read 'J. Justice'.

Jonathan B. Justice, Professor  
Phone: 302-831-1682; Email: [justice@udel.edu](mailto:justice@udel.edu)  
Web: [sppa.udel.edu](http://sppa.udel.edu)



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ENGINEERS • PLANNERS • SCIENTISTS • CONSTRUCTION MANAGERS

614 N. Dupont Highway • Dover, DE 19901 • Phone 302-747-5999

November 3, 2017

City of New Castle  
Attn: William Barthel, City Administrator  
220 Delaware Street  
New Castle, DE 19720

**RE: WILMAPCO UPWP Project Assistance  
Community Outreach Initiatives  
Identified Project Partners**

Dear Mr. Barthel:

Thank you for the opportunity to work with the City on the 2019 Comprehensive Plan Update; we are excited to begin the process and look forward to a successful project. Upon meeting with the City Planning Commission, the need for increased Community Outreach with specific neighborhoods and business stakeholders was discussed amongst the group. Further discussion was held to officially request technical assistance from WILMAPCO in relation to the transportation components of the plan. We discussed options and potential partners with the Commission and received favorable comments to apply for the WILMAPCO UPWP funding assistance including the need for WILMAPCO technical and planning staff assistance in addition to obtaining support from the University of Delaware School of Public Policy & Administration capstone course students.

It was further determined that KCI Technologies, Inc. would prepare an outline scope for the project's additional work and to oversee these associated tasks to ensure the coordination, initiatives, approach, content and deliverables complement the overall project as well as remain on schedule for adoption.

We coordinated and received a partnership support letter from the University and have discussed the student's participation in the project. This will be a great partnership for the Community outreach and survey work associated with the project.

Please include this letter as part of the **"2018 Unified Planning Work Program - Project Request application"** as it provides the identified partners and defined scope of additional work for the 2019 update. The City has committed \$32,000 out of its budget to complete the update of the 2019 Comprehensive Land Use Plan, which in turn would involve a rewrite of the document. This amount is eligible for the cash match requirement of the UPWP application. We also recommend requesting WILMAPCO's technical and planning assistance for the transportation components of the Comprehensive Plan as stated in WILMAPCO's FY2018 MPO 18.13

Monitoring of Subregional Studies and specifically 18.13.01 City of New Castle (1) Transportation Plan and (2) Comprehensive Plan update as well as the proposed Community Outreach Initiatives shown below.

We propose the following additional tasks for the scope of the approved project based on recommendations from the Commissioners regarding the need for Community outreach in advance of the plan creation with the identified project partners (WILMAPCO & University of Delaware):

#### 1. Community Outreach Initiatives

- Initiate an outreach kick off meeting #1 with the team partners to discuss:
  - Objectives of the project
  - Define roles of the partnership and project team members
  - Learn partnership team skillsets
  - Discuss outreach methods and approach
  - Review outreach opportunities with existing events
  - Identify outreach meeting audience such as: neighborhood areas, Joint City Boards/Commissions, City Businesses, Senior Services and Community Organizations, etc. (not to exceed 7 meetings)
- Manage and organize kick off meeting outcome
  - Specify meeting input with associated tasks
  - Create outreach schedule
  - Assign detailed tasks
- Facilitate an outreach team implementation meeting #2 to:
  - Discuss the schedule
  - Assign the detailed tasks
  - Discuss production and deliverable tasks
  - Outreach promotional methods and materials
  - Assign community survey research homework
- Provide update/gather input from Planning Commission Meeting
- Manage and organize outreach team meeting outcome
  - Specify meeting input with associated tasks
  - Update outreach schedule
  - Assign detailed tasks
  - Coordinate draft documents
- Facilitate an outreach team survey meeting #3 to discuss:
  - The objectives and goal of the survey(s)
  - Determine a need for specific audience related surveys
  - Content of said survey
  - Methods of survey

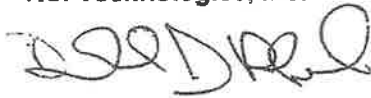
- Manage and organize outreach team survey meeting outcome
  - Specify meeting input with associated tasks
  - Update outreach schedule
  - Assign detailed tasks
  - Coordinate draft survey documents
- Provide update and gather input from Planning Commission Meeting
- Facilitate outreach team launch meeting #4 to:
  - Provide Final input on deliverables
  - Review availability for outreach schedule
  - Discuss final approach, methods and implementation
  - Event locations, logistics and coordination
- Provide update and launch information to Planning Commission Meeting
- Coordinate and manage launch campaign
  - Project and event promotion launch
  - Prepare press release and media coverage
  - Organize event items and team coverage
- Outreach Events (reoccurring for each event)
  - Set up and coordinate
  - Facilitate
  - Evaluate outcome
  - Prepare lessons learned
- Outreach closeout management
  - Organize outcomes
  - Organize lessons learned
  - Prepare tasks assignment for data collection
  - Prepare task assignment for analyzing the data
- Facilitate outreach team closeout meeting #5 to:
  - Collect and analyze data
  - Discuss data organization
  - Discuss data outcome methods
  - Discuss outcome presentation and coordination
- Facilitate outreach team survey outcome meeting #6 to:
  - Present survey data outcome
  - Discuss City presentation
- Provide outreach data collection presentation to Planning Commission Meeting

- Project Consultant to ensure outreach project initiatives and data are included in the Comprehensive Plan document and appropriately placed for City goals and objectives relating to the update

The above associated scope of work for KCI Technologies, Inc. to manage the Community Outreach initiatives is proposed to not exceed **\$10,500.00**. This includes \$500.00 for production materials.

If you have any questions or need additional information, please do not hesitate to call.

Very truly yours,  
**KCI Technologies, Inc.**



Debbie Pfeil  
Associate / Planning Manager  
P | 302.270.3515  
E | [debbie.pfeil@kci.com](mailto:debbie.pfeil@kci.com)



# City of Wilmington



**MICHAEL S. PURZYCKI**  
Mayor

November 3, 2017

Tigist Zegeye, Executive Director  
Wilmington Area Planning Council  
850 Library Avenue, Suite 100  
Newark, Delaware 19711

Dear Ms. Zegeye,

On behalf of the City of Wilmington, I am pleased to submit for WILMAPCO's consideration the attached applications for funding through the FY 2018 Unified Planning Work Program (UPWP), as follows:

1. **12<sup>th</sup> Street Connector Alignment Project**
2. **Safety and Capacity Improvements for Five Point Intersection**
3. **East 7<sup>th</sup> Street Peninsula Roadway Improvements / Development Plan**

These projects are included on Wilmington's 2017 Project Prioritization List, which as you know reflects our top twenty transportation priorities. The availability of the twenty percent match for these projects, a total of \$50,000, has been confirmed; it will be funded through the FY 2014 Capital Budget (Public Works / Transportation).

Do not hesitate to contact the Department of Planning in the event you have any questions regarding these proposals for funding. Additionally, we would welcome the opportunity to meet with you to further discuss these applications, or to answer any questions.

Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read "Michael S. Purzycki", is written over a faint circular stamp.

Michael S. Purzycki  
Mayor

#### Attachments

cc: Herb Inden, Director, Department of Planning  
Kelly A. Williams, Commissioner, Public Works  
Brian Mitchell, Director of Transportation, Department of Public Works  
Gwinneth Kaminsky, Planning Manager, Department of Planning

# Wilmington Area Planning Council

850 Library Avenue, Suite 100  
Newark, Delaware 19711  
302-737-6205; Fax 302-737-9584  
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## WILMAPCO Council:

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Jennifer Cohan  
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Alan McCarthy  
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Matthew Meyer  
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Director, Office of Planning and  
Capital Programming

Michael S. Purzycki  
Mayor of Wilmington

Michael Spencer  
Mayor of Newport

WILMAPCO Executive Director  
Tigist Zegeye

## FY 2018 Unified Planning Work Program - Project Request

*Thank you for your interest in submitting a project to WILMAPCO. Please provide us with the following information. Use additional paper or attach supporting information if desired.*

Submitted by: Herb Inden, Director and Gwinneth Kaminsky, Planning Manager  
Department of Planning and Development

Agency: City of Wilmington

Telephone: (302) 576-3100

Email: [hinden@wilmingtonde.gov](mailto:hinden@wilmingtonde.gov)  
[gkaminsky@wilmingtonde.gov](mailto:gkaminsky@wilmingtonde.gov)

**TASK TITLE:** What is the title of the task?

### 12<sup>th</sup> Street Connector Alignment Project

**OBJECTIVE/TASK DESCRIPTION:** What is the purpose and scope of work for the task?

To evaluate and recommend optimal location and design alternatives for the alignment of a proposed 12<sup>th</sup> Street Connector roadway for the purpose of redirecting traffic from the adjacent Price's Run, Riverside and East Side neighborhoods, while providing a more direct transportation route into downtown Wilmington, in order to address both local and regional transportation needs; and to maximize economic development opportunities in the vicinity and along the adjacent Brandywine Creek.

Scope of Work: Reevaluate and build upon past studies; perform land use and road network analyses, including traffic counts / modeling; prepare alternatives and recommended route alignment and design. Tasks include: 1) establishing and managing a Working Group which will guide the planning effort and be responsible for the evaluation of generated plans and final recommendations; 2) data collection and analysis; 3) identification of route alignment and design alternatives with cost estimates for construction; 4) develop recommendations related to adjacent land use and development, environmental and traffic considerations; and 4) public outreach and engagement activities.

**BENEFIT:** How does this task help implement the Regional Transportation Plan?

This project is on the RPT's Aspiration List as an unfunded significant project; and the RTP defines Wilmington as a Transportation Investment Area Center.



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The project supports the goals of the RTP as follows:

*Sustainable Economic Development and Goods Movement*, by maximizing the efficiency of the local and regional transportation network; improving multimodal connectivity with the downtown, utilizing a complete streets strategy; and identifying opportunities for growth and development along the Brandywine Creek.

*Efficient Transport of People*, by improving multimodal accessibility, circulation and connectivity (vehicular, transit, pedestrian, bicycle) into and through center city and regionally; and

*Improving the Quality of Life*, through the redirection of local and regional traffic from residential neighborhoods into and through the downtown; by creating new multimodal links to improve the quality of transportation and address transportation justice issues; and through new economic development opportunities for the community.

**Note: This project ranks #7 on the City's 2017 Project Prioritization List.**

**PARTICIPANTS:** Who, besides WILMAPCO, will take part in this task (i.e. other agencies, non-profits, consultants, community groups)?

City of Wilmington:    Department of Planning and Development  
                                 Department of Public Works  
                                 Mayor's Office

Wilmington Initiatives Partnership

**TOTAL COSTS:** What funding do you anticipate will be required to complete this task (exclusive of WILMAPCO staff time)? \$75,000.00



*Partners with you in transportation planning*

# Wilmington Area Planning Council

850 Library Avenue, Suite 100  
Newark, Delaware 19711  
302-737-6205; Fax 302-737-9584  
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e-mail: [wilmapco@wilmapco.org](mailto:wilmapco@wilmapco.org)  
web site: [www.wilmapco.org](http://www.wilmapco.org)

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Delaware Dept. of Transportation  
Secretary

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Coordination, Director

Alan McCarthy  
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Matthew Meyer  
New Castle County Executive

Heather Murphy  
Maryland Dept. of Transportation  
Director, Office of Planning and  
Capital Programming

Michael S. Purzycki  
Mayor of Wilmington

Michael Spencer  
Mayor of Newport

WILMAPCO Executive Director  
Tigist Zegeye

## FY 2018 Unified Planning Work Program - Project Request

*Thank you for your interest in submitting a project to WILMAPCO. Please provide us with the following information. Use additional paper or attach supporting information if desired.*

Submitted by: Herb Inden, Director and Gwinneth Kaminsky, Planning Manager  
Department of Planning and Development.

Agency: City of Wilmington.

Telephone: (302) 576-3100

Email: [hminden@wilmingtonde.gov](mailto:hminden@wilmingtonde.gov)  
[gkaminsky@wilmingtonde.gov](mailto:gkaminsky@wilmingtonde.gov)

**TASK TITLE:** What is the title of the task?

### Safety & Capacity Improvements for 5 Point Intersection

**OBJECTIVE/TASK DESCRIPTION:** What is the purpose and scope of work for the task?

To evaluate and recommend roadway and infrastructure improvements to address operational and safety issues in the vicinity of Maryland Avenue, S. Madison Street, Martin Luther King Jr. Boulevard, and West Street to improve the efficiency and effectiveness of the transportation grid which serves downtown and the waterfront, local neighborhoods, and regional interests. Study will address necessary safety and capacity improvements, optimize circulation and access, and provide multimodal connectivity, at and around the five point intersection. Study limits to include Beech and Monroe Streets, DTC's Operations Center interface, and I-95 access points.

Scope of Work: Reevaluate and build upon past studies and concepts; perform traffic and road network/intersection analyses within the study area, to include traffic counts / modeling; and identify alternatives for recommended road alignments and infrastructure improvements, along with design and cost considerations. Tasks to include: 1) establishing and managing a Working Group which will oversee the planning effort and be responsible for the evaluation of generated plans and final recommendations; 2) data collection and analysis; 3) development of alternative road alignments, infrastructure improvements and design concepts; including cost estimates for construction; and 4) public outreach and engagement.

**BENEFIT:** How does this task help implement the Regional Transportation Plan?

This project is on the RTP's Aspiration List as an unfunded significant project; and the RTP defines Wilmington as a Transportation Investment Area Center.



*Partners with you in transportation planning*

The project supports the goals of the RTP as follows:

*Sustainable Economic Development and Goods Movement*, by maximizing the effectiveness of the transportation network serving local and regional needs, into and through the downtown, riverfront and surrounding neighborhoods;

*Efficient Transport of People*, by improving multimodal accessibility, circulation and connectivity, and improving safety and capacity at and around the five point intersection, and improving the interface with DTC operations; and

*Improving the Quality of Life*, improving traffic circulation, capacity and access to and through the downtown and waterfront, to address local and regional concerns, while maximizing safety and providing multimodal opportunities.

**Note: This project ranks #14 on the City's 2017 Project Prioritization List.**

**PARTICIPANTS:** Who, besides WILMAPCO, will take part in this task (i.e. other agencies, non-profits, consultants, community groups)?

City of Wilmington:    Department of Public Works  
                                 Department of Planning and Development  
                                 Mayor's Office

Wilmington Initiatives Partnership

**TOTAL COSTS:** What funding do you anticipate will be required to complete this task (exclusive of WILMAPCO staff time)?

\$75,000.



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# Wilmington Area Planning Council

850 Library Avenue, Suite 100  
Newark, Delaware 19711  
302-737-6205; Fax 302-737-9584  
From Cecil County: 888-808-7088  
e-mail: [wilmapco@wilmapco.org](mailto:wilmapco@wilmapco.org)  
web site: [www.wilmapco.org](http://www.wilmapco.org)

## WILMAPCO Council:

John Sleson, Chair  
Delaware Transit Corporation  
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Robert J. Alt  
Mayor of Elkton

Jennifer Cohan  
Delaware Dept. of Transportation  
Secretary

Connie C. Holland  
Delaware Office of State Planning  
Coordination, Director

Alan McCarthy  
Cecil County Executive

Matthew Meyer  
New Castle County Executive

Heather Murphy  
Maryland Dept. of Transportation  
Director, Office of Planning and  
Capital Programming

Michael S. Purzycki  
Mayor of Wilmington

Michael Spencer  
Mayor of Newport

WILMAPCO Executive Director  
Tigist Zegeye

## FY 2018 Unified Planning Work Program - Project Request

*Thank you for your interest in submitting a project to WILMAPCO. Please provide us with the following information. Use additional paper or attach supporting information if desired.*

Submitted by: Herb Inden, Director and Gwinneth Kaminsky, Planning Manager  
Department of Planning and Development  
Agency: City of Wilmington  
Telephone: (302) 576-3100  
Email: [hminden@wilmingtonde.gov](mailto:hminden@wilmingtonde.gov)  
[gkaminsky@wilmingtonde.gov](mailto:gkaminsky@wilmingtonde.gov)

**TASK TITLE:** What is the title of the task?

**East 7<sup>th</sup> Street Peninsula Roadway Improvements / Development Study**

**OBJECTIVE/TASK DESCRIPTION:** What is the purpose and scope of work for the task?

To prepare a master plan which identifies and prioritizes the implementation of necessary roadway and utility improvements and evaluates land use and development potential, to attract suitable public/private investment opportunities and facilitate future economic development on the peninsula. Specifically, the plan will include:

- 1) Recommendations for developing a comprehensive road network and related infrastructure (including signalization and traffic management practices), to address accessibility, circulation, and multimodal connectivity, resulting in a complete streets strategy. Evaluation and modeling of traffic, provision of road location and design alternatives, prioritization and phasing of proposed improvements, and preliminary cost estimates.
- 2) General review and evaluation of utility needs and upgrades, including consideration of elevation, floodway and environmental issues and concerns.
- 3) Feasibility of a multimodal vehicular bridge for improved access and circulation, including potential locations and preliminary design alternatives.
- 4) Evaluate existing land use and public open space and make recommendations for appropriate waterfront mixed use development opportunities, maximize potential public/private investment; and promote overall economic development of the site.

**Scope of Work:** To evaluate current land use, road/infrastructure network, and utility conditions, with consideration of land elevation and floodway issues, for the purpose of developing a master plan to include 1) a comprehensive road network and infrastructure plan; 2) a review and evaluation of utilities in light of floodway and environmental issues and concerns; 3) the potential benefits of a multimodal bridge including structure type, alternative locations, and financing; and 4) a land use analysis and recommendations to maximize economic development benefits.



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Tasks will include 1) establishing and managing a Working Group which will guide the planning effort and be responsible for the evaluation of generated plans and final recommendations; 2) data collection and analysis; 3) development of the master plan as outlined above; and 4) public outreach and engagement activities.

**BENEFIT:** How does this task help implement the Regional Transportation Plan?

This project has not yet been amended into the RTP. However, the RTP identifies Wilmington as a Transportation Investment Area Center, and this project will propose significant transportation improvements which will maximize development potential and investment opportunities for a currently underserved area immediately adjacent to downtown Wilmington.

The project supports the goals of the RTP as follows:

*Sustainable Economic Development and Goods Movement:* by identifying improvements to existing utility and roadway infrastructure, including the potential for a multimodal bridge for improved local and regional access and circulation; recommending appropriate zoning and land use to support existing and future economic development; and by facilitating growth and development of an underdeveloped and underutilized waterfront area, including jobs, housing and open space/recreational opportunities.

*Efficient Transport of People:* by identifying an optimal multimodal road network to serve local and regional interests, facilitate connectivity, access and circulation between neighborhoods, the downtown and riverfront.

*Improving Quality of Life:* by improving utilities and roadway infrastructure, addressing flooding and other environmental hazards, and improving circulation and access in an underserved part of the city; and realizing land use potential, including public open space and recreational opportunities.

**Note:** This project ranks #12 on the City's 2017 Project Prioritization List.

**PARTICIPANTS:** Who, besides WILMAPCO, will take part in this task (i.e. other agencies, non-profits, consultants, community groups)?

City of Wilmington: Department of Planning and Development  
Department of Public Works  
Mayor's Office

Wilmington Initiatives Partnership

**TOTAL COSTS:** What funding do you anticipate will be required to complete this task (exclusive of WILMAPCO staff time)?

\$100,000.



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WILMAPCO Council:

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Capital Programming  
Michael S. Purzycki  
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Michael Spencer  
Mayor of Newport  
WILMAPCO Executive Director  
Tigist Zegeye  
Jar  
Ma  
Wilmington  
G.

*Thank you for your interest in submitting a project to WILMAPCO. Please provide us with the following information. Use additional paper or attach supporting information if desired.*

Submitted by: Catherine Smith

Agency: Delaware Transit Corporation

Telephone: 302-576-6071

Email: Cathy.Smith@state.de.us

**TASK TITLE:** What is the title of the task?

**Newark-Area Transportation Needs Data Collection and Analysis**

**OBJECTIVE/TASK DESCRIPTION:** What is the purpose and scope of work for the task?

### Project Need:

Findings of a 2015 [National League of Cities report](#) indicate that demographic shifts, generational preferences, and technological advances are dramatically altering the nature of transportation and mobility in America's cities. These factors impacting transportation and mobility need to be considered to provide for sustainable economic development, enhanced mobility, and connections to key destinations/centers of activity.

The proposed project builds upon a Fiscal Year 2017 project, conducted by the Institute for Public Administration (IPA) at the University of Delaware (UD) on behalf of the Delaware Transit Corporation (DCT), to assess the need to improve transit in Newark through improved coordination. The limited scope of work for this project involved "analyzing the four transit systems operating in the City of Newark and [developing] service recommendations to consolidate, eliminate, and coordinate the systems [to be] more customer friendly and efficient for all transit operators." The previous work program involved 1) collecting information on the four transit systems, and 2) convening a round-table discussion involving key personnel from each transit operator (i.e., DART First State, City of Newark, Cecil Transit, and UD). Outcomes of this study led to an ongoing dialogue among Newark-area transit providers, the creation of the Newark Transit Improvement Partnership (Newark TriP), and improved routing for UNICITY bus services. However, there is a need for customer/stakeholder-driven information to better inform planning for future modal options and transit system integration and improvements in Newark.



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**Project Goal:**

To lay the groundwork for optimization of the Newark-area transit system and more cohesive transportation network, data collection and analysis create a more effective and robust public transit ecosystem. Data collection and analysis will glean information on a desired vision, needed changes, and potential demand for public transit. One area of focus is the intersection of mobility and technology—particularly how technology-enabled mobility services may augment public transit to improve ease and convenience for riders. This project will NOT assess or analyze route design, detailed timing/scheduling, or other technical aspects of transit planning. However, a “snapshot” analysis will be conducted of key paratransit destinations in Newark to better inform paratransit services in the area.

**Scope of Work:****1) Data Collection**

Data will be collected using the following high-tech and high-touch (face-to-face) outreach methods:

- With cooperation from the City of Newark Planning and Development Department, survey Newark residents to determine public transportation needs, gaps in service, and how a modern bus network can effectively and efficiently become more customer-centric
- Interview members of the Newark-area business community (i.e., New Castle County (NCC) Chamber of Commerce, Downtown Newark Partnership) to assess how creating and sustaining a transportation network can serve as a platform for commerce and economic development
- In consultation with WILMAPCO planners and in cooperation with DTC, conduct intercept surveys of bus riders of Newark fixed routes
- In conjunction with IPA’s concurrent work to update the state’s Coordinated Public Transit—Human-Services Transportation Plan, acquire data/information on mobility-challenged populations in Delaware (e.g., older adults, persons with disabilities, veterans, low-income populations, non-drivers/no-car households) to understand on transportation needs/demands and gaps/barriers to fixed route ridership
- Interview drivers of DART, UD, and UNICITY buses to learn their experiences and ideas for improved service delivery
- Acquire and assess results from UD Transportation Survey that launched on October 16, 2017
- Acquire and assess outcomes of a recent City of Newark UNICITY bus service (completed at 2017 Newark New Night)

**2) Data Analysis**

- Digitize/enter and code survey and interview data
- Analyze codes to identify expectations and critical needs of stakeholder groups
- Identify themes



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**3) “Snapshot Analysis” of Paratransit Data for Newark**

- In collaboration with DTC, obtain data (for a specified time period) on paratransit trips in the City of Newark
- Conduct geospatial analysis, identify, and map key destinations of paratransit trips
- Conduct a snapshot analysis to determine if information provides opportunities to reshape transit routes, improve route efficiencies, minimize reliance on paratransit

**4) Summary Report**

- Produce and disseminate a short report to communicate project results and implications for future work

**BENEFIT:** How does this task help implement the Regional Transportation Plan?

The proposed project advances implementation of the following goals contained in the Regional Transportation Plan:

**Support Sustainable Economic Development and Goods Movement:**

Survey stakeholder groups – i.e., NCC Chamber members, Downtown Newark Partnership—to determine gaps in transit service to major employers in Greater Newark area

**Efficiently Transport People:**

Conduct data collection that can be used to inform opportunities to better reshape transit routes, improve route efficiencies, minimize reliance on paratransit based on customer/stakeholder-driven information

**Promote Accessibility & Connectivity:**

Collect data, and build upon other data collection efforts, to identify barriers to taking fixed-route transit—such as first- and last-mile connections to transit, waiting times, etc.

**Engage the Public Via an Open Involvement Process:**

Provides outreach and engagement via both high-touch [face-to-face interaction] and high-tech [via electronic survey dissemination]] to focus on ways that local transit can be better integrated between DART First State fixed-route/paratransit, UNICITY bus, and Cecil County transit to better meet local transit needs in the Newark area

**PARTICIPANTS:** Who, besides WILMAPCO, will take part in this task (i.e. other agencies, non-profits, consultants, community groups)?

**Project Partners:**

The project is endorsed and supported by the City of Newark. The Institute for Public Administration (IPA) at the University of Delaware will perform the data collection and analysis. IPA will be assisted by DTC and the City of Newark Planning and Development Department staff resources.



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**TOTAL COSTS:** What funding do you anticipate will be required to complete this task (exclusive of WILMAPCO staff time)?

The total cost of this project is estimated to be \$60,000—\$48,000 is requested from UPWP funds (80%) with a \$12,000 (20%) match provide by DTC.



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Michael Spencer  
Mayor of Newport

WILMAPCO Executive Director  
Tigist Zegeye

*Thank you for your interest in submitting a project to WILMAPCO. Please provide us with the following information. Use additional paper or attach supporting information if desired.*

Submitted by: Richard Hall, AICP 

Agency: New Castle County – Department of Land Use

Telephone: 302-395-5463

Email: REHall@nccde.org

**TASK TITLE:** Concord Pike/US 202 – Corridor Master Plan

**OBJECTIVE/TASK DESCRIPTION:** As a follow-up to the results of the January 2017 US 202 Study Area Market Assessment, this proposed corridor master plan will analyze the Concord Pike/US 202 corridor between the City of Wilmington and the Pennsylvania Stateline for specific physical improvements and governmental policies regarding transportation and land use that will induce the corridor to redevelop as a high-quality, multi-modal environment in harmony with anticipated future mixed-use land development.

This will include analyzing vehicular, transit, pedestrian and bicycle connections among the corridor's myriad of commercial, residential and institutional uses. It will also examine the potential for coordinating policies with the City of Wilmington and townships north of the PA Stateline for zoning, subdivision, and site and building design guidance, as well as multi-modal transportation connectivity. The primary outcome of the study will be to develop a comprehensive master plan, in concert with the aforementioned Market Assessment, for both transportation and land use within the corridor that includes implementation strategies as approved by each of the responsible governmental agencies.

**BENEFIT:** An interconnected multi-modal transportation network that is well-integrated with high-quality mixed use land development will provide expanded options to better manage overall traffic congestion, while responding to market demands of the 21<sup>st</sup> Century for enhanced walkability, bikeability and place-making.

**PARTICIPANTS:** In addition to WILMAPCO and the selected consultant, key participants on this task are anticipated to include, New Castle County, DelDOT, DTC/DART, DNREC, National Park Service (NPS), Council of Civic Organizations of Brandywine Hundred (CCOBH), Committee of 100, Bike Delaware, Delaware Heal, Delaware Greenways, along with various other landowners, businesses, civic entities and elected officials with interests along Concord Pike.

**TOTAL COSTS:** \$300,000



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WILMAPCO Executive Director  
Tigist Zegeye

*Thank you for your interest in submitting a project to WILMAPCO. Please provide us with the following information. Use additional paper or attach supporting information if desired.*

Submitted by: Richard Hall, AICP

Agency: New Castle County – Department of Land Use

Telephone: 302-395-5463

Email: REHall@nccde.org

**TASK TITLE:** 2040 Regional Transportation Plan - Southern New Castle County Update

**OBJECTIVE/TASK DESCRIPTION:** This proposed task is to update the Southern New Castle County (SNCC) portion of WILMAPCO's 2040 Regional Transportation Plan as a response to continued development activities in this fastest growing portion of New Castle County.

Topics of analysis will include items such as, the consequences of future development served by septic vs. sewer systems, localized density attainment possibilities for multi-modal transportation efficacy, the value-added to communities through place-making in contrast to the maximization of dispersed lot yield, municipal annexation ramifications and analytic integration with the County, and the completion of the US 301 limited-access highway, along with the potential expansion of County sewer service areas and their corresponding affects to land use concurrency requirements.

**BENEFIT:** As new land development projects are proposed and implemented in response to expanded systems capacity; a more coordinated manner in which all traffic in southern New Castle County operates in regards to public safety, satisfactory level of service and multi-modal transportation facility enhancements.

**PARTICIPANTS:** In addition to WILMAPCO and the selected consultant, key participants on this task are anticipated to include, New Castle County, DelDOT, DTC/DART, City of Middletown, Town of Odessa, Town of Townsend, along with various other landowners, businesses, civic entities and elected officials with interests within the Southern New Castle County area.

**TOTAL COSTS:** \$150,000

**WILMAPCO**

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# Proposed FY19 to FY24 Capital Transportation Program

## DelDOT Proposed Project Implementation For Prioritized Projects

Denotes Projects in construction or going to advertisement in the next 6 months  
 New Projects  
 Projects Moved to the Highway Safety Program Line

Project Name	PE Preliminary Engineering ROW					Right-of-Way Acquisition C					Construction				
	FY18	FY19	FY20	FY21	FY22	FY23	FY24	Score	Rank	DELDOT	Score	Rank	Score	Rank	WILMAPCO
US 40, Salem Church Road to Walther Road	PE	PE	ROW	ROW/C	C	C	C	0.711	1		0.711	1	12	5	within arterials
Elkton Road, MD State Line to Casho Mill Road	PE/ROW	ROW/C	C	C				0.708	2		0.708	2	13	4	within arterials
US 13, US 40 to Memorial Drive Pedestrian Improvements	PE/ROW	PE/ROW	ROW/C	C	C	C	C	0.698	4		0.698	4	26	1	within pedestrian
SR 299, SR1 to Catherine Street	PE/ROW	ROW/C	C	C				0.681	6		0.681	6	11	6	within arterials
HSIP NCC, N54, Howell School Road, SR 896 to SR 71	C							0.606	8		0.606	8			safety
US 40 and SR7 Intersection Improvements	ROW/C	C						0.606	9		0.606	9	16	3	within arterials
HSIP NCC, Churchmans Road, Christiansa Hospital to SR 1	C							0.598	10		0.598	10			safety
US 40 / SR 72 Intersection Improvements	C	C	C					0.596	11		0.596	11	13	4	within arterials
HEP NCC - SR41 and Faulkland Road Intersection	C	C						0.576	13		0.576	13			safety
SR4, Harmony Road Intersection Improvements				PE	PE	PE	ROW	0.571	14		0.571	14	18	2	within arterials
SR 9, New Castle Ave, Landers Lane to A Street, Planning Study							PE	0.565	15		0.565	15			not prioritized
HEP NCC, SR2, Wollaston Road to Milltown Road	C							0.557	18		0.557	18			safety
SR 2 and Red Mill Road Intersection Improvement	PE	PE/ROW	ROW	C	C			0.539	20		0.539	20	19	1	within arterials
HEP NCC, SR 72 and Old Baltimore Pike Intersection Improvements	C							0.532	21		0.532	21			safety
HSIP NCC, SR 71, Old Porter Road to SR 7	C							0.527	23		0.527	23			safety
HSIP NCC, SR 273 and Harmony Road Intersection Improvement	PE	ROW	C	C				0.516	28		0.516	28			safety
Wilmington Initiatives, King and Orange Streets, MLK to 13th Street	PE/ROW	PE/ROW/C	C					0.502	29		0.502	29	18	2	within arterials
I-95 and SR896 Interchange	PE	PE	PE/ROW	PE		C	C	0.499	30		0.499	30	14	3	within expressways
HSIP NCC, I-95, NZ13 Carr Road & N3, Marsh Road Interchange Improvements	C	C						0.491	33		0.491	33			safety
Newark Regional Transportation Center	PE/C	PE/C	C					0.484	36		0.484	36			construction - not prioritized
SR 1 Widening, SR 273 to the Roth Bridge	PE/ROW	PE	PE					0.483	37		0.483	37	15	2	within expressways
SR273 and Chapman Road Intersection Improvements	PE	PE/ROW	ROW	C	C	C		0.480	38		0.480	38	18	2	within arterials
US 40 & SR 896 Grade Separated Intersection	PE	PE/ROW	PE/ROW			C	C	0.479	39		0.479	39	13	4	within arterials
N427, Cedar Lane Road, Marl Pit Road, to Boyd's Corner Road	PE	PE	ROW	ROW	C	C		0.479	40		0.479	40	4	2	within local
Old Capitol Trail, Newport Road to Stanton Road				PE	PE	PE	ROW	0.477	41		0.477	41	7	2	within arterials
NCC Transit Center	PE	PE/ROW	C	C				0.473	42		0.473	42	6	6	within transit
Industrial Track Greenway Phase III	C	C						0.469	43		0.469	43			construction - not prioritized
SR 72, McCoy Road to SR 71, Including Utility Contract	PE/ROW	C	C	C				0.465	45		0.465	45	3	9	within arterials
HEP - SR273/Red Mill Road Connector Intersection	C	C						0.465	46		0.465	46			safety

# Proposed FY19 to FY24 Capital Transportation Program

## DeIDOT Proposed Project Implementation For Prioritized Projects

**Denotes Projects in construction or going to advertisement in the next 6 months**  
**New Projects**  
**Projects Moved to the Highway Safety Program Line**

Denotes Projects in construction or going to advertisement in the next 6 months										PE		Preliminary Engineering ROW		Right-of-Way Acquisition C		Construction																					
New Projects Projects Moved to the Highway Safety Program Line																																					
Project Name										FY18		FY19		FY20		FY21		FY22		FY23		FY24		Score		Rank		WILMAPCO									
HSIP NCC, N282, Mill Creek Road and Stoney Batter Road Intersection										C		C														0.461		48		safety							
Cedar Lane Road and Marl Pit Road Intersection Improvement										ROW/C		C														0.460		49		4		2		within		local	
SR 141 Improvements, I-95 Interchange to Jay Drive										PE/ROW/C		C		C												0.455		50		9		7		within		arterials	
N15, Boyd's Corner Road, Cedar Lane Road to US 13												PE/ROW		PE/ROW		C		C		C		C		C		0.438		55		6		1		within		local	
I-95 and SR141 Interchange, Ramps G & F Improvements										C		C														0.432		57		9		7		within		arterials	
HSIP NCC, Old Baltimore Pike and Salem Church Road										ROW/C		C <td colspan="2"></td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2"></td> <td colspan="2">0.428</td> <td colspan="2">58</td> <td colspan="2"></td> <td colspan="2">safety</td> <td colspan="2"></td>														0.428		58				safety					
Wilmington Initiatives -Walnut Street, MLK to 13th Street												PE		ROW		ROW		C		C		C		C		0.424		61		18		2		within		arterials	
Jamison Corner Road Relocated at Boyd's Corner Road										C		C														0.421		63				construction - not prioritized					
SR 4, Oglethorn Stanton Road/SR 7, Christiansa Stanton Road Phase I, Stanton Split																		PE		PE		PE		PE		ROW		0.419		64				not prioritized			
HSIP NCC, SR 273, Appleby Road and Airport Road Intersection Improvements										C		C														0.418		65				safety					
Wilmington Initiatives - 4th Street, Walnut Street to I-95														PE		PE		ROW		C		C				0.405		67		18		2		within		arterials	
SR 4, Christina Parkway from SR 2, Elkton Road to SR 896, South College Avenue, Newark										PE		PE		ROW		ROW		C		C		C		C		0.397		69		11		6		within		arterials	
Christina River Bridge and Approaches										C		C		C												0.379		72				construction - not prioritized					
Churchman's Crossing Fairplay Station Parking Expansion																PE		PE								0.368		74		16		3		within		transit	
Garasches Lane, Wilmington										PE		PE		C		C										0.337		78		8		1		within		collectors	
I-295 Northbound, SR141 to US13																										0.325 <th colspan="2">80</th> <th colspan="2"><th colspan="2">not prioritized</th><th colspan="2"></th></th>		80		<th colspan="2">not prioritized</th> <th colspan="2"></th>		not prioritized					
SR896 at Bethel Church Road Interchange																PE		PE		PE		PE		ROW		0.286		86		-2		10		within		arterials	
Road A / SR 7 Improvements										PE/ROW		C		C		C		C								0.278		87		8		4		within		arterials	
US 13, Duck Creek to SR1										PE		PE		ROW		ROW		<th colspan="2"><th colspan="2"><th colspan="2">0.268<th colspan="2">90<th colspan="2">3<th colspan="2">9<th colspan="2">within<th colspan="2">arterials</th></th></th></th></th></th></th></th>		<th colspan="2"><th colspan="2">0.268<th colspan="2">90<th colspan="2">3<th colspan="2">9<th colspan="2">within<th colspan="2">arterials</th></th></th></th></th></th></th>		<th colspan="2">0.268<th colspan="2">90<th colspan="2">3<th colspan="2">9<th colspan="2">within<th colspan="2">arterials</th></th></th></th></th></th>		0.268 <th colspan="2">90<th colspan="2">3<th colspan="2">9<th colspan="2">within<th colspan="2">arterials</th></th></th></th></th>		90 <th colspan="2">3<th colspan="2">9<th colspan="2">within<th colspan="2">arterials</th></th></th></th>		3 <th colspan="2">9<th colspan="2">within<th colspan="2">arterials</th></th></th>		9 <th colspan="2">within<th colspan="2">arterials</th></th>		within <th colspan="2">arterials</th>		arterials			
SR 9, River Road Area Improvements, Flood Remediation												PE		PE												0.267		91		7		8		within		arterials	
Possum Park Road and Old Possum Park Road Intersection Improvements										PE		PE/ROW		ROW/C												0.255		92		1		3		within		collectors	
Myrtle Avenue Sidewalk Improvements										C																0.237 <th colspan="2">93<th colspan="2"><th colspan="2">construction - not prioritized</th><th colspan="2"></th></th></th>		93 <th colspan="2"><th colspan="2">construction - not prioritized</th><th colspan="2"></th></th>		<th colspan="2">construction - not prioritized</th> <th colspan="2"></th>		construction - not prioritized					
N412, Lorewood Grove Road, Rd 412A to SR 1										PE		PE		ROW		ROW		C		C		C		C		0.236		94		2		3		within		local	
Denny Road and Lexington Parkway Intersection Improvement																PE		PE		ROW		C		C		0.226		96		2		3		within		local	
Manor Avenue Sidewalk Improvements										C																0.207 <th colspan="2">97<th colspan="2"><th colspan="2">not prioritized</th><th colspan="2"></th></th></th>		97 <th colspan="2"><th colspan="2">not prioritized</th><th colspan="2"></th></th>		<th colspan="2">not prioritized</th> <th colspan="2"></th>		not prioritized					
Claymont Regional Transportation Center										PE		PE/C		C		C										0.194		98		14		4		within		transit	
Otis Chapel Road and Welsh Track Road Intersection Improvements																		PE <th colspan="2">PE<th colspan="2"><th colspan="2"><th colspan="2">0.148<th colspan="2">101<th colspan="2"><th colspan="2">not prioritized</th><th colspan="2"></th></th></th></th></th></th></th>		PE <th colspan="2"><th colspan="2"><th colspan="2">0.148<th colspan="2">101<th colspan="2"><th colspan="2">not prioritized</th><th colspan="2"></th></th></th></th></th></th>		<th colspan="2"><th colspan="2">0.148<th colspan="2">101<th colspan="2"><th colspan="2">not prioritized</th><th colspan="2"></th></th></th></th></th>		<th colspan="2">0.148<th colspan="2">101<th colspan="2"><th colspan="2">not prioritized</th><th colspan="2"></th></th></th></th>		0.148 <th colspan="2">101<th colspan="2"><th colspan="2">not prioritized</th><th colspan="2"></th></th></th>		101 <th colspan="2"><th colspan="2">not prioritized</th><th colspan="2"></th></th>		<th colspan="2">not prioritized</th> <th colspan="2"></th>		not prioritized					
Shallcross Lake Road, Greylag Road to Boyds Corner Road										PE/C		C														0.136		102				not prioritized					
Wilmington Operations Center Bus Wash										PE		PE/C		C												0.114		103		preservation - not prioritized							

**1. I-295 Northbound, SR 141 to US 13**

No further description. PE funding in 2023 and 2024. Construction estimated at \$8 million, but not spent in the CTP. About one mile in total length. Was not included in FY 2019 TIP Project Prioritization.

Possibly in model as, “I-295 Improvements Eastbound at SR 141 (add third lane)” modeled for in-service by the 2040 horizon year.

**2. SR 9, New Castle Avenue, Landers Lane to A Street, Planning Study**

No further description. \$1.2 million total PE in 2023 and 2024. Funding is a placeholder for projects coming out of the Route 9 Master Plan. In not currently in RTP. Was not included in FY 2019 TIP Project Prioritization.

**Suggested Revised WILMAPCO Project Name and Description****SR 9, New Castle Avenue, Buttonwood Avenue to Terminal Avenue**

This program 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 through year 2036 liberal build conditions. 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. An innovative 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. Together, all of these improvements 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.

### 3. 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 are reduce delay at the intersection. Bike amenities in accordance with CS policy. \$25,000 PE in 2023. \$150,000 C identified but not spent the CTP. In not currently in RTP. Was not included in FY 2019 TIP Project Prioritization.

### 4. Shallcross Lake Road Relocated, Graylag Road to Boyds Corner Road

This project will relocate Shallcross Lake Road between Graylag Road and Boyds Corner Road. The proposed alignment will shift the Shallcross Lake Road and Boyds Corner Road intersection east to align with Milford Drive (Grand View Farm). The realignment was proposed in DelDOT's Southern New Castle County Improvements program.

\$1.5 million in C in FY 2019. Possibly all developer funded.



## TRANSPORTATION 55-00-00

### Project Summary Chart

Project Name	STATE CAPITAL FUNDS					
	FY 2017	FY 2018	FY 2019 Request	FY 2019 Recommended	FY 2020 Request	FY 2021 Request
1. Road System (Projects 1-75)	\$152,972,511	\$176,300,971	\$215,509,769	<b>\$215,509,769</b>	\$188,146,980	\$180,860,206
2. Grants and Allocations (Projects 76-77)	22,680,000	22,680,000	22,680,000	<b>22,680,000</b>	22,680,000	22,680,000
3. Transit System (Projects 78-85)	32,984,073	64,188,797	29,995,360	<b>29,995,360</b>	12,326,328	10,140,520
4. Support System (Projects 86-92)	56,601,114	54,580,732	52,735,949	<b>52,735,949</b>	42,358,236	40,358,236
<b>TOTAL</b>	<b>\$265,147,698</b>	<b>\$317,750,500</b>	<b>\$320,921,078</b>	<b>\$320,921,078</b>	<b>\$265,511,544</b>	<b>\$254,038,962</b>

#### 1. Highway Safety Improvement Program – New Castle County

##### PROJECT DESCRIPTION

This program identifies locations and reduces the severity and frequency of accidents. This is done through identifying locations and accident patterns, conducting field studies, and developing potential solutions. The program utilizes a technical committee to review identified locations with a focus towards implementation of low cost high benefit solutions (signing, striping, signals). However the program does identify several locations each year that involve large scale design and capital construction projects. HEP and HSIP funds are designated within specific project requests. The proposed projects to be addressed in this program are as follows:

- HEP NCC, SR 72 and Old Baltimore Pike Intersection Improvements
- HEP NCC, SR2, Wollaston Road to Milltown Road
- HSIP NCC, Churchmans Road WB, Christiana Hospital to SR 1
- HSIP NCC, N282, Mill Creek Road and Stoney Batter Road Intersection
- HSIP NCC, Old Baltimore Pike and Salem Church Road

- HSIP NCC, SR 273 and Harmony Road Intersection Improvement
- HSIP NCC, SR 71, Old Porter Road to SR 7
- US40 and SR7 Intersection Improvements

##### CAPITAL REQUEST

##### FUNDING

	STATE	FEDERAL	OTHER
FY 2019	\$0	\$3,094,846	\$0
FY 2020	300,000	2,700,000	0
<b>TOTAL</b>	<b>\$300,000</b>	<b>\$5,794,846</b>	<b>\$0</b>

#### 2. I-95 and SR 896 Interchange Improvements

##### PROJECT DESCRIPTION

Funding is requested for improvements at I-95 and SR 896 interchange including ramp realignments and other geometric improvements to address safety and congestion issues.

## TRANSPORTATION

### 55-00-00

#### CAPITAL REQUEST

##### FUNDING

	STATE	FEDERAL	OTHER
FY 2019	\$800,000	\$3,200,000	\$0
FY 2020	1,000,000	0	0
FY 2023	12,000,000	8,000,000	0
FY 2024	0	16,000,000	0
<b>TOTAL</b>	<b>\$13,800,000</b>	<b>\$27,200,000</b>	<b>\$0</b>

### 3. SR 141, I-95 Interchange to Jay Drive Improvements

#### PROJECT DESCRIPTION

Funding is requested to construct an additional left-turn lane on Commons Boulevard; construct additional through lanes at the intersection; improve pedestrian and transit infrastructure; and reconstruct the SR 141 bridges over southbound I-95.

#### CAPITAL REQUEST

##### FUNDING

	STATE	FEDERAL	OTHER*
FY 2011	\$446,172	\$441,957	\$0
FY 2012	0	518,043	0
FY 2013	0	824,688	0
FY 2015	0	1,868,578	10,160
FY 2016	160,000	1,140,000	0
FY 2017	9,000,000	13,000,000	0
FY 2018	0	11,000,000	0
FY 2019	3,600,000	18,000,000	0
FY 2020	0	7,000,000	0
FY 2021	0	14,400,000	0
<b>TOTAL</b>	<b>\$13,206,172</b>	<b>\$68,193,266</b>	<b>\$10,160</b>

\*The source of Other funds is contract reimbursement.

### 4. Road A / SR 7 Improvements

#### PROJECT DESCRIPTION

Funding is requested for improvements along Road A between the Center Boulevard and SR 7 intersections. The project includes increasing capacity on the Road A

Bridge and adjacent roadway, improving the intersection and accommodating pedestrians and bicycles.

#### CAPITAL REQUEST

##### FUNDING

	STATE	FEDERAL	OTHER
FY 2009	\$100,000	\$0	\$0
FY 2010	600,000	0	0
FY 2014	0	1,500,000	0
FY 2017	200,000	800,000	0
FY 2019	1,700,000	4,800,000	0
FY 2020	0	4,000,000	0
<b>TOTAL</b>	<b>\$2,600,000</b>	<b>\$11,100,000</b>	<b>\$0</b>

### 5. U.S. 301 GARVEE Debt Service

#### PROJECT DESCRIPTION

Funding is requested to pay the debt service on the GARVEE bonds sold in Fiscal Year 2010.

#### CAPITAL REQUEST

##### FUNDING

	STATE	FEDERAL	OTHER
FY 2011	\$0	\$10,987,073	\$0
FY 2012	0	10,986,887	0
FY 2013	0	10,984,513	0
FY 2014	0	10,986,513	0
FY 2015	0	10,983,288	0
FY 2016	0	10,986,488	0
FY 2017	0	10,984,713	0
FY 2018	0	10,983,213	0
FY 2019	0	10,982,388	0
FY 2020	0	10,983,888	0
FY 2021	0	10,977,450	0
FY 2022	0	10,985,300	0
FY 2023	0	10,983,925	0
FY 2024	0	10,983,250	0
FY 2025	0	5,494,938	0
<b>TOTAL</b>	<b>\$0</b>	<b>\$159,273,827</b>	<b>\$0</b>

## TRANSPORTATION

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#### 6. SR 2 and Red Mill Road Intersection Improvements

##### PROJECT DESCRIPTION

Funding is requested for intersection improvements at SR 2 and Red Mill Road to address congestion and safety, including the potential for additional turn lanes and bike and pedestrian improvements.

##### CAPITAL REQUEST

###### FUNDING

	STATE	FEDERAL	OTHER
FY 2015	\$0	\$200,000	\$0
FY 2016	120,000	0	0
FY 2018	700,000	800,000	0
FY 2019	1,000,000	0	0
FY 2021	1,440,000	4,800,000	0
FY 2022	0	960,000	0
<b>TOTAL</b>	<b>\$3,260,000</b>	<b>\$6,760,000</b>	<b>\$0</b>

#### 7. SR 4 Christina Parkway, SR 2 Elkton Road to SR 896 South College Avenue Improvements

##### PROJECT DESCRIPTION

Funding is requested for improvements to provide two eastbound lanes on SR 4 Christina Parkway, from SR 2 Elkton Road to SR 896 South College Avenue. The westbound SR 4 Christina Parkway's current configuration of one lane from Elkton Road to the former Chrysler plant will remain. Multi-modal and bus stop improvements will also be incorporated into the project.

##### CAPITAL REQUEST

###### FUNDING

	STATE	FEDERAL	OTHER
FY 2004	\$500,000	\$0	\$0
FY 2005	700,000	0	0
FY 2014	40,000	185,931	0
FY 2020	300,000	0	0
FY 2022	4,000,000	500,000	0
FY 2023	0	5,000,000	0
FY 2024	0	8,000,000	0
<b>TOTAL</b>	<b>\$5,540,000</b>	<b>\$13,685,931</b>	<b>\$0</b>

#### 8. SR 299, SR 1 to Catherine Street Improvements

##### PROJECT DESCRIPTION

Funding is requested to address transportation issues along SR 299 to provide a consistent cross section and allow for multiple modes of transportation. SR 299 will be widened to two lanes in each direction from SR 1 to Catherine Street.

##### CAPITAL REQUEST

###### FUNDING

	STATE	FEDERAL	OTHER
FY 2015	\$0	\$700,000	\$0
FY 2017	300,000	1,200,000	0
FY 2019	4,000,000	200,000	0
FY 2020	0	7,200,000	0
FY 2021	0	7,200,000	0
FY 2022	0	1,400,000	0
<b>TOTAL</b>	<b>\$4,300,000</b>	<b>\$17,900,000</b>	<b>\$0</b>

#### 9. U.S. 13, U.S. 40 to Memorial Drive Pedestrian Improvements

##### PROJECT DESCRIPTION

Funding is requested for improvements to address multi-modal needs along U.S. 13, between U.S. 40 and Memorial Drive.

##### CAPITAL REQUEST

###### FUNDING

	STATE	FEDERAL	OTHER*
FY 2018	\$200,000	\$800,000	\$0
FY 2020	5,200,000	2,000,000	17,858
FY 2021	0	2,400,000	0
FY 2022	0	2,400,000	0
FY 2023	0	2,400,000	0
FY 2024	0	5,800,000	0
<b>TOTAL</b>	<b>\$5,400,000</b>	<b>\$15,800,000</b>	<b>\$17,858</b>

\*The sources of Other funds is a private developer.

## TRANSPORTATION 55-00-00

### 10. Wilmington Initiatives, 4th Street, Walnut Street to I-95 Improvements

#### PROJECT DESCRIPTION

Funding is requested to make safety and pedestrian improvements. The project includes constructing bus shelters, improving striping for sidewalk locations and re-constructing existing sidewalks.

#### CAPITAL REQUEST FUNDING

	STATE	FEDERAL	OTHER
FY 2020	\$750,000	\$0	\$0
FY 2022	500,000	0	0
FY 2023	350,000	1,400,000	0
<b>TOTAL</b>	<b>\$1,600,000</b>	<b>\$1,400,000</b>	<b>\$0</b>

### 11. Wilmington Initiatives, King and Orange Streets, Martin Luther King Boulevard to 13th Street Improvements

#### PROJECT DESCRIPTION

Funding is requested to make safety and pedestrian improvements. The project includes constructing bus shelters, improving the sidewalks and crosswalks and providing enhanced lighting and streetscaping.

#### CAPITAL REQUEST FUNDING

	STATE	FEDERAL	OTHER
FY 2016	\$240,000	\$960,000	\$0
FY 2018	50,000	0	0
FY 2019	1,000,000	500,000	0
FY 2020	0	3,500,000	0
<b>TOTAL</b>	<b>\$1,290,000</b>	<b>\$4,960,000</b>	<b>\$0</b>

### 12. Wilmington Initiatives, Walnut Street, Martin Luther King Boulevard to 13th Street Improvements

#### PROJECT DESCRIPTION

Funding is requested to make safety and pedestrian improvements. The project includes constructing bus shelters, improving sidewalks and crosswalks and providing enhanced lighting and streetscaping.

#### CAPITAL REQUEST FUNDING

	STATE	FEDERAL	OTHER
FY 2019	\$1,000,000	\$0	\$0
FY 2020	1,000,000	0	0
FY 2022	2,000,000	400,000	0
FY 2023	0	4,000,000	0
FY 2024	0	3,600,000	0
<b>TOTAL</b>	<b>\$4,000,000</b>	<b>\$8,000,000</b>	<b>\$0</b>

### 13. SR 9 River Road Improvements

#### PROJECT DESCRIPTION

Funding is requested to raise the approaches to the Army Creek Bridge on SR 9 River Road to address settling and flooding.

#### CAPITAL REQUEST FUNDING

	STATE	FEDERAL	OTHER
FY 2019	\$1,200,000	\$0	\$0
<b>TOTAL</b>	<b>\$1,200,000</b>	<b>\$0</b>	<b>\$0</b>

### 14. SR 2 Elkton Road, Maryland State Line to Casho Mill Road Improvements

#### PROJECT DESCRIPTION

Funding is requested for roadway reconstruction and pedestrian and bicycle improvements along Elkton Road. An additional travel lane will be added in each direction from Otts Chapel Road to SR 4.

## TRANSPORTATION

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#### CAPITAL REQUEST FUNDING

	STATE	FEDERAL	OTHER
FY 2015	\$0	\$500,000	\$0
FY 2017	200,000	800,000	0
FY 2019	8,902,200	3,000,000	0
FY 2020	0	13,000,000	0
FY 2021	0	8,000,000	0
<b>TOTAL</b>	<b>\$9,102,200</b>	<b>\$25,300,000</b>	<b>\$0</b>

#### 15. SR 273 and Chapman Road Intersection Improvements

##### PROJECT DESCRIPTION

Funding is requested for intersection improvements at SR 273 and Chapman Road to address congestion, safety and multi-modal needs.

#### CAPITAL REQUEST FUNDING

	STATE	FEDERAL	OTHER
FY 2019	\$750,000	\$0	\$0
FY 2021	2,500,000	500,000	0
FY 2022	0	5,000,000	0
FY 2023	0	4,500,000	0
<b>TOTAL</b>	<b>\$3,250,000</b>	<b>\$10,000,000</b>	<b>\$0</b>

#### 16. U.S. 13, Duck Creek Road to SR 1

##### PROJECT DESCRIPTION

Funding is requested for improvements to include controlled access, sidewalks, bike access and other amenities.

#### CAPITAL REQUEST FUNDING

	STATE	FEDERAL	OTHER
FY 2018	\$1,000,000	\$0	\$0
FY 2020	1,200,000	0	0
<b>TOTAL</b>	<b>\$2,200,000</b>	<b>\$0</b>	<b>\$0</b>

#### 17. U.S. 40 and SR 896 Grade Separated Intersection

##### PROJECT DESCRIPTION

Funding is requested to convert the U.S. 40 and SR 896 intersection from an at-grade intersection to a grade separated intersection. The project includes a partial loop interchange; improvements to drainage, bike and pedestrian facilities; and a new traffic signal at terminus of the northbound SR 896 ramps at U.S. 40.

#### CAPITAL REQUEST FUNDING

	STATE	FEDERAL	OTHER
FY 2016	\$800,000	\$3,200,000	\$0
FY 2019	2,000,000	0	0
FY 2023	9,000,000	2,000,000	0
FY 2024	0	16,100,000	0
<b>TOTAL</b>	<b>\$11,800,000</b>	<b>\$21,300,000</b>	<b>\$0</b>

#### 18. U.S. 40 and SR 72 Intersection Improvements

##### PROJECT DESCRIPTION

Funding is requested to reconstruct the intersection of U.S. 40 and SR 72, to provide an additional through lane along each SR 72 approach and double left-turn lanes along each U.S. 40 approach. The project will realign the intersection of Del Laws Road and provide a new traffic signal at that intersection.

#### CAPITAL REQUEST FUNDING

	STATE	FEDERAL	OTHER
FY 2015	\$0	\$3,500,000	\$0
FY 2017	2,600,000	3,000,000	0
FY 2018	0	6,000,000	0
FY 2019	0	4,113,784	0
<b>TOTAL</b>	<b>\$2,600,000</b>	<b>\$16,613,784</b>	<b>\$0</b>

## TRANSPORTATION

### 55-00-00

#### 19. U.S. 40, Salem Church Road to Walther Road

##### PROJECT DESCRIPTION

Funding is requested to construct a pedestrian and bicycle path along both sides of U.S. 40 to improve safety and mobility.

##### CAPITAL REQUEST FUNDING

	STATE	FEDERAL	OTHER
FY 2015	\$400,000	\$1,600,000	\$0
FY 2020	2,000,000	0	0
FY 2021	3,000,000	500,000	0
FY 2022	0	4,000,000	0
FY 2023	0	4,000,000	0
FY 2024	0	3,500,000	0
<b>TOTAL</b>	<b>\$5,400,000</b>	<b>\$13,600,000</b>	<b>\$0</b>

#### 20. SR 896 and Bethel Church Road Interchange

##### PROJECT DESCRIPTION

Funding is requested for improving the safety and operation of the intersection SR896 and Bethel Church Road.

##### CAPITAL REQUEST FUNDING

	STATE	FEDERAL	OTHER
FY 2021	\$750,000	\$0	\$0
FY 2024	600,000	0	0
<b>TOTAL</b>	<b>\$1,350,000</b>	<b>\$0</b>	<b>\$0</b>

#### 21. SR 4 and Harmony Road Intersection Improvements

##### PROJECT DESCRIPTION

Funding is requested for improvements to include adding turn lanes, geometrical improvements; and pedestrian, bicycle, and transit improvements.

##### CAPITAL REQUEST FUNDING

	STATE	FEDERAL	OTHER
FY 2021	\$600,000	\$0	\$0
FY 2024	1,500,000	0	0
<b>TOTAL</b>	<b>\$2,100,000</b>	<b>\$0</b>	<b>\$0</b>

#### 22. SR 4, Ogletown Stanton Road/SR7 Christina Stanton Road Phase I, Stanton Split

##### PROJECT DESCRIPTION

Funding is requested for addressing capacity issues at the SR4/SR7 Stanton Split intersection by adding turn lanes and other geometrical improvements. The project will also include pedestrian and transit facility improvements.

##### CAPITAL REQUEST FUNDING

	STATE	FEDERAL	OTHER
FY 2021	\$750,000	\$0	\$0
FY 2024	600,000	0	0
<b>TOTAL</b>	<b>\$1,350,000</b>	<b>\$0</b>	<b>\$0</b>

#### 23. Denny Road and Lexington Parkway Intersection Improvements

##### PROJECT DESCRIPTION

Funding is requested for the construction of a roundabout at the current intersection. It will accommodate vehicles, bikes, and pedestrians.

##### CAPITAL REQUEST FUNDING

	STATE	FEDERAL	OTHER
FY 2021	\$200,000	\$0	\$0
FY 2024	50,000	0	0
<b>TOTAL</b>	<b>\$250,000</b>	<b>\$0</b>	<b>\$0</b>

## TRANSPORTATION

### 55-00-00

#### 24. Old Capital Trail, Newport Road to Stanton Road

##### PROJECT DESCRIPTION

Funding is requested for construction of intersection improvements at the Old Capitol Trail intersections with Newport Road and Stanton Road. Improvements will include accommodations for bicycles and pedestrians.

##### CAPITAL REQUEST FUNDING

	STATE	FEDERAL	OTHER
FY 2021	\$650,000	\$0	\$0
FY 2024	1,200,000	0	0
<b>TOTAL</b>	<b>\$1,850,000</b>	<b>\$0</b>	<b>\$0</b>

#### 25. SR 72, McCoy Road to SR 71 Improvements

##### PROJECT DESCRIPTION

Funding is requested for widening SR 72, between McCoy Road and SR 71, from one to two lanes in each direction. The project will add two-way left-turn lanes and includes the addition of bike lanes and sidewalks.

##### CAPITAL REQUEST FUNDING

	STATE	FEDERAL	OTHER
FY 2014	\$50,000	\$200,000	\$0
FY 2015	0	2,910,270	0
FY 2016	36,000	3,444,000	0
FY 2018	660,000	2,640,000	0
FY 2020	2,552,243	10,208,971	0
<b>TOTAL</b>	<b>\$3,298,243</b>	<b>\$19,403,241</b>	<b>\$0</b>

#### 26. Boyds Corner Road, Cedar Lane Road to U.S. 13 Improvements

##### PROJECT DESCRIPTION

Funding is requested for improvements to Boyds Corner Road, expanding from two to four lanes and building a multi-use path on each side of the roadway.

##### CAPITAL REQUEST FUNDING

	STATE	FEDERAL	OTHER
FY 2018	\$500,000	\$0	\$0
FY 2019	2,800,000	0	0
FY 2022	13,300,000	0	0
<b>TOTAL</b>	<b>\$16,600,000</b>	<b>\$0</b>	<b>\$0</b>

#### 27. Lorewood Grove Road, Road 412A to SR1 Improvements

##### PROJECT DESCRIPTION

Funding is requested to improve Lorewood Grove Road from 412A to SR 1, allowing for two 12-foot lanes with eight-foot shoulders, an open ditch drainage system and a 10-foot multi-use path on one side of the roadway.

##### CAPITAL REQUEST FUNDING

	STATE	FEDERAL	OTHER
FY 2017	\$75,000	\$0	\$0
FY 2018	3,000,000	0	0
FY 2019	50,000	0	0
FY 2022	7,000,000	0	0
<b>TOTAL</b>	<b>\$10,125,000</b>	<b>\$0</b>	<b>\$0</b>

#### 28. N 427, Cedar Lane Road, Marl Pit Road to Boyds Corner Road Improvement

##### PROJECT DESCRIPTION

Funding is requested for improvements to Cedar Lane Road between Marl Pit Road and Boyds Corner Road. The project includes expanding lane and shoulder widths, improving drainage and replacing two bridges.

##### CAPITAL REQUEST FUNDING

	STATE	FEDERAL	OTHER
FY 2020	\$2,600,000	\$0	\$0
FY 2022	5,500,000	0	0
<b>TOTAL</b>	<b>\$8,100,000</b>	<b>\$0</b>	<b>\$0</b>

## TRANSPORTATION

### 55-00-00

#### 29. Cedar Lane Road and Marl Pit Road Intersection Improvements

##### PROJECT DESCRIPTION

Funding is requested to reconfigure the intersection of Cedar Lane Road and Marl Pit Road to a roundabout.

##### CAPITAL REQUEST FUNDING

	STATE	FEDERAL	OTHER
FY 2017	\$100,000	\$0	\$0
FY 2018	1,500,000	0	0
FY 2019	1,700,000	0	0
<b>TOTAL</b>	<b>\$3,300,000</b>	<b>\$0</b>	<b>\$0</b>

#### 30. Christina River Bridge Approaches

##### PROJECT DESCRIPTION

Funding is requested to connect an urban grid system of streets to the new Christina River Bridge from both the east and west banks of the river. The streets will be multi-modal, bike, pedestrian and transit-friendly, with access to existing and future development parcels.

##### CAPITAL REQUEST FUNDING

	STATE	FEDERAL	OTHER
FY 2014	\$7,380,000	\$900,000	\$0
FY 2016	0	7,200,000	0
FY 2018	0	7,000,013	0
FY 2019	0	5,000,000	0
FY 2020	0	2,999,720	0
<b>TOTAL</b>	<b>\$7,380,000</b>	<b>\$23,099,733</b>	<b>\$0</b>

#### 31. Christina River Bridge Enhancements

##### PROJECT DESCRIPTION

Funding is requested to construct a new multi-modal bridge crossing over the Christina River to enhance access to the Wilmington Riverfront and improve access to and from U.S. 13, I-495 and I-95.

##### CAPITAL REQUEST

##### FUNDING

	STATE	FEDERAL	OTHER
FY 2018	\$0	\$9,572,436	\$0
FY 2019	0	10,892,680	0
<b>TOTAL</b>	<b>\$0</b>	<b>\$20,465,116</b>	<b>\$0</b>

#### 32. Garasches Lane Enhancements

##### PROJECT DESCRIPTION

Funding is requested to provide efficient access and safety for all modes of travel between the Southbridge neighborhood and the Wilmington Riverfront.

##### CAPITAL REQUEST

##### FUNDING

	STATE	FEDERAL	OTHER
FY 2016	\$60,000	\$240,000	\$0
FY 2017	100,000	400,000	0
FY 2020	1,000,000	3,200,000	0
FY 2021	0	800,000	0
<b>TOTAL</b>	<b>\$1,160,000</b>	<b>\$4,640,000</b>	<b>\$0</b>

#### 33. Rehabilitation of I-95 from I-495 to North of Brandywine River Bridge

##### PROJECT DESCRIPTION

Funding is requested for the rehabilitation of I-95 from the I-495 southern interchange to north of the Brandywine River Bridge. Work includes the rehabilitation of 19 bridges involving painting of structural steel, substructure concrete repairs, bearing replacements, joint replacements, concrete deck patching, replacement of the deck overlay, replacement of the concrete bearings, replacement of the concrete deck for the ramp bridges, and replacement of the fascia steel girders on the Brandywine River Bridge (BR 1 -759). Other major work items include replacing the median barriers, upgrading guardrail, extending the Jackson Street Ramp onto Southbound I-95, patching and rehabilitating the pavement south of the viaduct, reconstructing the mainline and ramp pavement between the viaduct and Brandywine River Bridge, and upgrading all signage and lighting through the corridor, including installing new ancillary